
City of Newport
COMPREHENSIVE LAND USE PLAN

February 2017



Prepared for:



City of Newport
Zoning & Inspections Department, Planning Division
43 Broadway
Newport, RI 02840

Prepared by:



STATE COMPLIANCE AND GUIDANCE

This document was created to be in compliance with applicable laws and regulations of the State of Rhode Island and with the guidance provided in The Rhode Island Comprehensive Planning Standards Guidance Handbook Series, January 14, 2016.

KEY DOCUMENTS USED IN DEVELOPING THIS DOCUMENT

In addition to information provided on the City's website, the City of Newport Comprehensive Land Use Plan, 2016, used and relied on data and information presented in the following draft plans:

- *City of Newport, Draft Comprehensive Land Use Plan, 2012-2014*
- *Newport Open Space Partnership, Planning for the Future, Draft Existing Conditions & Analysis Report, December 2015*
- *Harbor Management Plan Committee, City of Newport Comprehensive Harbor Management Plan, January 13, 2010 (currently being updated)*
- *Newport Hazard Mitigation Committee, Natural Hazard Mitigation Plan, September 15, 2014 (currently being updated)*
- *Rhode Island Department of Transportation, Transportation Improvement Program, July 12, 2012*
- *Aquidneck Island Planning Commission, West Side Master Plan, 2005*

MAPPING

The maps in this document are not the products of a Professional Land Survey. They were created by Matrix Design Group and the City of Newport for general reference, informational, planning, or guidance use, and are not a legally authoritative source as to location of natural or manmade features. Proper interpretation of the maps may require the assistance of appropriate professional services. The City of Newport and Matrix Design Group makes no warranty, expressed or implied, related to the spatial accuracy, reliability, completeness, or currentness of this map.

Data sources used for key thematic elements are stated on each map. Main sources for data were the City of Newport GIS and the State of Rhode Island GIS units.



STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

Department of Administration
DIVISION OF PLANNING
One Capitol Hill
Providence, RI 02908-5870

May 3, 2017

Hon. Henry F. Winthrop
Mayor
City of Newport
43 Broadway
Newport, RI 02840

Subject: State Review of Comprehensive Plan

Dear Mr. Winthrop:

The Comprehensive Planning and Land Use Regulation Act (the Act) was adopted with the intent of establishing and maintaining a procedure for coordinating planning at state and municipal levels. It is clear that both State government and Rhode Island's cities and towns share an interest and responsibility in promoting orderly growth and development as well as ensuring the protection and management of our land, water, and natural and cultural resources.

I am very pleased and impressed that over the past year and a half that the Newport Planning Office and my staff formed a partnership that brought the *City of Newport Comprehensive Land Use Plan 2017* (the Plan) from a draft document to an excellent final plan. As a result of this collaboration, the Plan not only reflects the desires of Newport's residents pertaining to local issues but also supports the State's desire to coordinate issues of regional and statewide concern. As a result, the Plan now serves as a basis for promoting consistency of State actions and programs with Newport's goals and policies.

The Act requires that I review municipal comprehensive plans to ensure that comprehensive plans comply with the requirements listed in RIGL § 45-22.2-9(d). Therefore, with regard to the *City of Newport Comprehensive Land Use Plan 2017* as adopted by the Town Council on February 8, 2017, I hereby find that:

- 1) the intent and goals of the Act as stated in § 45-22.2-3(b)(1) and (c)(1) through (10) have been met;
- 2) the Plan is internally consistent and complete as required by § 45-22.2-6;

- 3) the Plan is consistent with, and embodies, the goals and policies of the State and its departments and agencies as contained in the State Guide Plan and the laws of the State;
- 4) municipal planning activities have been coordinated according to the provisions of § 45-22.2-7;
- 5) the Plan has been officially adopted and submitted for review in accordance with § 45-22.2-8 and other applicable procedures;
- 6) the Plan complies with the rules and regulations adopted by the State Planning Council; and, that
- 7) adequate, uniform, and valid data have been used in preparing the plan or amendment.

Based on these findings, I certify that the *City of Newport Comprehensive Land Use Plan 2017* is consistent with the goals, findings, and intent as established by the Act.

I greatly appreciate the level of hard and dedicated work that went into the production of this plan. In order to publicly recognize this accomplishment, I would like to invite you, City Planner Christine O'Grady, and any other City representatives to attend a presentation of a Certificate of Recognition at the meeting of the State Planning Council scheduled for June 8, 2017. The meeting will be held in Conference Room A on the second floor of the Powers Building.

Congratulations and on behalf of the State of Rhode Island, we look forward to working with your town in realizing the desired future as expressed by the residents of Newport through your Comprehensive Plan.

Yours truly,



Parag Agrawal, AICP
Associate Director

cc: Christine O'Grady
Jared Rhodes
Kevin Nelson

Acknowledgements



The City of Newport would like to thank and recognize the efforts of those involved in the development of the Comprehensive Land Use Plan update.

City of Newport

Citizens of Newport

The residents of the City who participated in the development of the Comprehensive Land Use Plan update.

City Council

2017 –

- Henry F. Winthrop, (Mayor)
- Susan D. Taylor (First Ward)
- Lynn Underwood Ceglie (Second Ward, Vice Chair)
- Kathryn E. Leonard (Third Ward)
- Jeanne-Marie Napolitano (At-Large)
- John F. Florez (At-Large)
- Jamie Bova (At-Large)

City Council

2015 – 2016

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- (* Comprehensive Land Use Plan - Sub-Committee Member)

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Thank you to the staff members from each of the City Departments that contributed to this plan.

Other Persons, Agencies and Organizations

- Rep. Lauren Carson State Representative, District 75

- Aquidneck Island Planning Commission (Thomas Ardito)
- Bike Newport (Bari Freeman)
- Church Community Housing (Steve Ostiguy Sam Shuford)
- Cliff Walk Commission
- Discover Newport (Cathy Morrison & Kathryn Farrington)
- Energy and Environment Committee (Kristie Gardiner)
- Green Infrastructure (Harvard Law School - Environmental Policy, URI Coastal Resources Center, URI Dept. of Natural Resources Science) (Kate Konschnik, Jamie Konopacky, Sangyong Cho, Judith Rodriguez, Pam Rubinoff, Drew Youngs Lorraine Joubert, Andrew Youngs)
- Harbor Management Commission (Ryan Miller)
- Naval Station Newport (Cornelia Mueller)
- Newport District Commission (Diana Sylvaria & Mary Jo Valdes)
- Newport Historical Society (Ruth Taylor)
- Newport Housing Authority (Rhonda Mitchell)
- Newport Open Space Partnership (Leadership, Consultant)
- Newport Restoration Foundation (Pieter Roos)
- Preservation Society of Newport County (Trudy Cox & Kaitly Ryan)
- Rhode Island Division of Planning - Statewide Planning Program (Jarod Rhodes, Kevin Nelson Chelsea Siefert, Caitlin Greeley & Parag Agrawal)
- Thames & Spring Streets Advisory Group
- Van Beuren Charitable Foundation (Elizabeth R. Lynn)
- Judith Webb, Judy Jones, and Mary Reynolds (Contributions to Housing Chapter)

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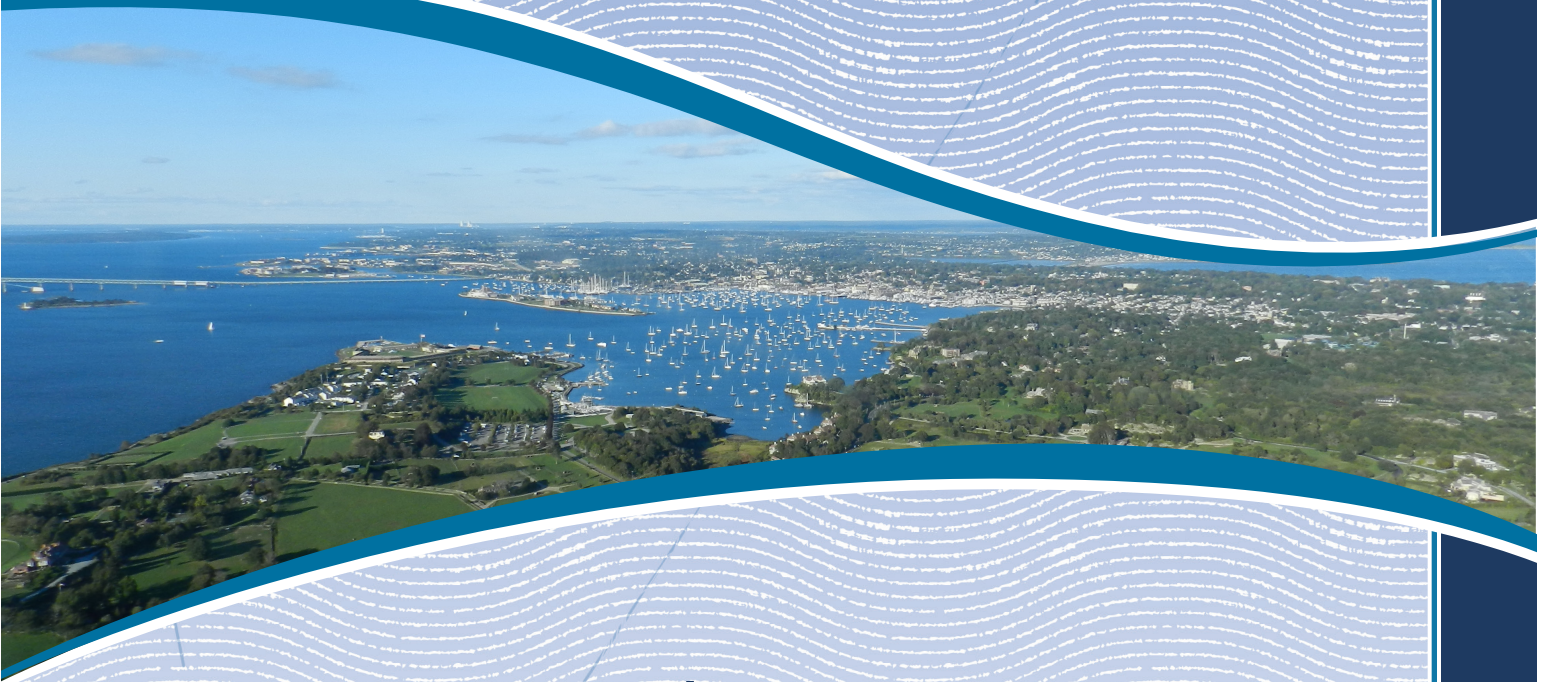
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Please see the next page.

Charting Our Course



In this Section:

Chapter 1 Introduction

What makes Newport special is the people who live, work, and play in Newport; Newporters chart the course of their future city.

Chapter 2 Community Involvement

Involving the community throughout the comprehensive plan update was vital in capturing resident values and ideas about the future of their home.



Please see the next page.

1 Introduction



“And meet it is, that over these sea pastures, wide-rolling watery prairies and Potter’s Fields of all four continents, the waves should rise and fall, and ebb and flow unceasingly, for here, millions of mixed shades and shadows, drowned dreams, somnabulisms, reveries, all that we call lives and souls, lie dreaming, dreaming still; tossing like slumberers in their beds; the ever-rolling waves made so by their restlessness.”

Herman Melville – Moby Dick

Newport is of the sea. It is embedded within and surrounded by the sea. It’s beginning as a colonial settlement and its subsequent evolution are closely tied to the sea. From the protected, deep harbors of Narragansett Bay, ships can, and do, access every port in the world. From Newport, hundreds of pleasure craft of every type set out to ply Melville’s “rolling watery prairies.” In Newport, families seek refuge from the summer heat in the cooling surf, bop to live music and dine on fresh, local seafood. Newport attracts over 3.5 million visitors each year, many of them drawn to its extraordinary coast and all that it offers. The sea is the one inescapable constant in Newport’s life.

And that sea is changing. In the years ahead, Newport will need to manage the impacts and challenges of rising seas and more frequent and dangerous coastal storms. Fortunately, City leadership and staff have already begun to evaluate and plan for these challenges, which will impact almost every subject area addressed in this update to Newport’s Comprehensive Land Use Plan update (the “Plan” and “Comprehensive Plan”).

State Planning Goals and Comprehensive Plan Requirements

Rhode Island is one of only a few States in the U.S. that has adopted a system of planning which closely ties State, regional and local policies, goals and strategies together into a comprehensive, long-range program. This integrated and holistic approach helps to avoid or mitigate conflicting actions, helps citizens prioritize funding, and in general, enhances the ability to accomplish common objectives. This approach, referred to by state officials as “reciprocal comprehensive planning,” has been in place in Rhode Island since 1988.

Important amendments were made to the 1988 law in 2011 and this most recent Newport Comprehensive Plan has been created to meet the requirements of the current law, codified as Rhode Island General Law (RIGL) 45-22.2 (the “Act”).

The Act mandates that “the goals and policies of the municipal plan shall be consistent with the goals and intent of this chapter (i.e. RIGL 45-22.2) and shall embody the goals and policies of the State Guide Plan” (“SGP”) Therefore, Newport’s Plan must address two sets of state goals (i.e. those in the Act itself and those in the SGP).

State Planning Act Goals

The goals of the Act are found in RIGL 45-22.2-3 (c) and include:

- To promote orderly growth and development that recognizes the natural characteristics of the land, its suitability for use, the availability of existing and proposed public and/or private services and facilities, and is consistent with available resources and the need to protect public health, including drinking water supply, drinking water safety, and environmental quality.
- To promote an economic climate which increases quality job opportunities and overall economic well-being of each municipality and the state.
- To promote the production and rehabilitation of year-round housing and to preserve government subsidized housing for persons and families of low and moderate income in a manner that: considers local, regional, and statewide needs; housing that achieves a balance of housing choices, for all income levels and age groups; recognizes the affordability of housing as the responsibility of each municipality and the state; takes into account growth management and the need to phase and pace development in areas of rapid growth; and facilitates economic growth in the state.
- To promote the protection of the natural, historic and cultural resources of each municipality and the state.
- To promote the preservation of the open space and recreational resources of each municipality and the state.
- To provide for the use of performance-based standards for development and to encourage the use of innovative development regulations and techniques that promote the development of land suitable for development while protecting our natural, cultural, historical, and recreational resources, and achieving a balanced pattern of land uses.
- To promote consistency of state actions and programs with municipal comprehensive plans, and provide for review procedures to ensure that state goals and policies are reflected in municipal comprehensive plans and state guide plans.
- To ensure that adequate and uniform data are available to municipal and state government as the basis for comprehensive planning and land use regulation.
- To ensure that municipal land use regulations and decisions are consistent with the comprehensive plan of the municipality, and to ensure state land use regulations and decisions are consistent with state guide plans.
- To encourage the involvement of all citizens in the formulation, review, and adoption, or amendment of the comprehensive plan.

State Guide Plan Goals

The SGP is essentially a list of various plans developed separately and relating to the broad spectrum of subject areas typically addressed in a comprehensive plan. The SGP organizes its general goals (SGP Element 110) within four broad categorical areas:

- Human Resources
- Economic Development
- Physical Development
- Facilities and Services

In addition to the general goals contained in Element 110 of the SGP (listed above), each of the other major SGP Elements also contain specific goals (e.g. the goals from the 2014 “Rhode Island Rising” report, which is part of the SGP’s economic development element). However, for purposes of compliance with this specific requirement of the Act (i.e. consistency with SGP goals), a municipality is not required to specifically address each subject area goal listed or described in the SGP, in its comprehensive plan. The municipality is however, required to use the SGP elements as guidance in developing their own Plan’s content.

Comprehensive Plan Requirements

The Act also includes very detailed requirements for Plan content, data, maps analysis and policy, as well as the process for the Plan’s review and approval. In order to assist communities with developing and updating their Plans, the Rhode Island Division of Planning Statewide Planning Program has produced a number of general, as well as, topic specific guidance documents.

In addition to required existing conditions maps, specific data sets, goals, policies, areas of analysis, and the implementation element, the State mandates specific topical elements. A list of the required and additional elements is provided at the end of this chapter, along with the corresponding chapter number where the element can be found in the plan.

Finally, as a part of this plan, various issues and trends are explored in each element. Issues and Trends are identified in Chapters 3 through 13 using the icons described below.

| | |
|--|--|
|  <p>Issue A specific concern, opportunity, constraint relating to one or more topics (e.g. Over-reliance on seasonal tourism as the source of local employment and revenues)</p> |  <p>Trend The general course a topic is taking, or has been heading in the recent past (e.g. Newport has long been committed to providing ample affordable housing to its community)</p> |
|--|--|

Demographics

Since the 1980’s, Newport has reported steady and consistent declines in population. According to the 2014 U.S. Census Bureau’s American Community Survey, population in the City of Newport declined from 26,476 persons in 2000 to 24,340 persons in 2015, an 8% decrease. Background data on a city’s population can help focus planning efforts on catering to the population present within the city. Newport has already taken steps to manage the population decline seen within the city, most notably in the disposition of public school properties. These have been re-purposed for a variety of uses. The city will need to go further to assess all of the service, revenue and quality of life implications of population decline. That detailed analysis will lead to the development and implementation of a strategy, tied to other key Plan goals and policies.

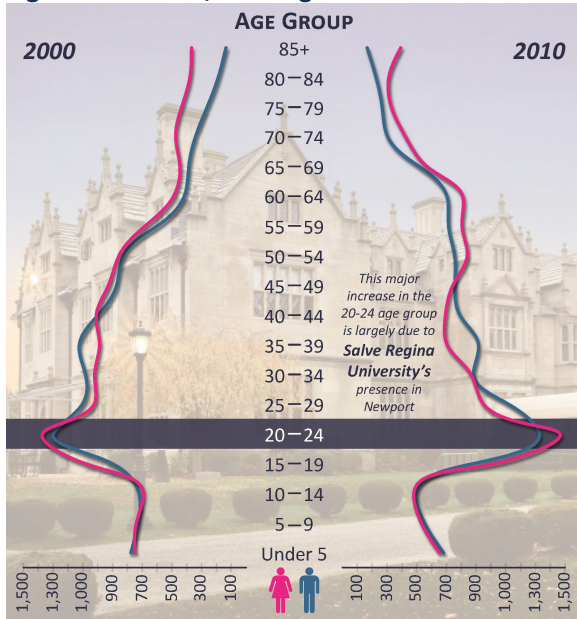
Although population is declining, the city sees increases in population on a seasonal basis due to various industries as can be seen in Table 1-1. Tourism, the Navy, and Salve Regina University are all sectors that generate fluctuations in Newport’s nonresidential population. While the permanent resident population is generally decreasing, the city must plan for influxes in seasonal population.

Table 1-1 Entitles Causing Seasonal Population Growth in Newport

| Entity | Population |
|--|------------|
| Salve Regina University (student enrollment) | 2,739 |
| Naval Station Newport (Civilian) | 8,340 |
| Naval Station Newport (Military) | 13,000 |
| Tourism (estimated yearly visitors) | 3,500,000 |

Source: Salve Regina University, Naval Station Newport, City of Newport

Figure 1-1 – 2000, 2010 Age Distribution

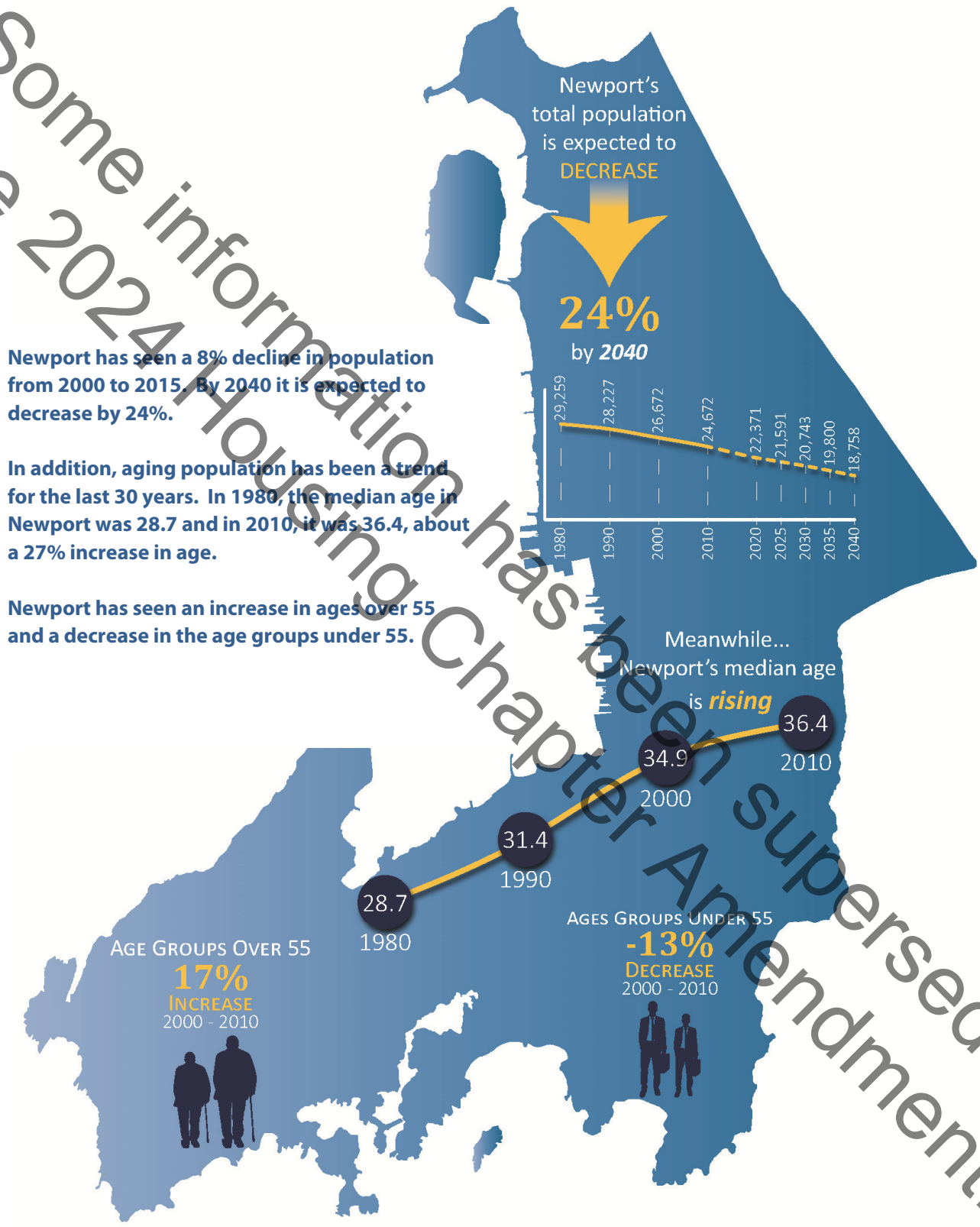


One of the most important demographic characteristics of a population is its age-gender structure. Age-gender pyramids, also known as population pyramids, graphically display total population separated by age and gender. In Figure 1-1, to the left, Newport’s female and male residents are represented in red and blue, respectively. The left side of the figure is for the year 2000, with the right being for 2010.

The age group figure is a visualization of the changes in the city’s population and give implications on where Newport is heading into the future. From 2000 to 2010, general increases can be seen in the age cohorts 50 years and up. Another sign of an aging population are the decreases in the youngest three age cohorts. The large spike in the 20 to 24 and 25 to 29 age cohorts can be attributed to the two post-secondary schools in Newport, Salve Regina University and Community College of Rhode Island. More information on demographic changes in Newport can be seen on Figure 1-2.

Examining a community’s age distribution helps to understand the composition of the population. Newport’s age distribution shows a large percentage of population between the ages of 20 – 24. This may be due to the presence of the military and Salve Regina University.

Figure 1-2 – Trend in Population Decrease



Further demographic analysis shows a diversifying population. Table 1-2 highlights the diversity in races and ethnicities within the City of Newport for the years 2000, 2014, and 2015. Newport continues to be primarily white, but continued diversity in the other Race category and Hispanic or Latino ethnicities can be seen.

Table 1-2 City of Newport Race and Ethnicity by Percent of Population 2000, 2014

| Race | 2000 | 2014 | 2015 |
|--|-------|-------|-------|
| White | 82.5% | 84.1% | 85.6% |
| Black or African American | 6.9% | 6.1% | 6.1% |
| American Indian and Alaska Native | 0.8% | 0.5% | 0.3% |
| Asian | 1.4% | 0.9% | 1.1% |
| Native Hawaiian and Other Pacific Islander | 0.1% | 0% | 0% |
| Other Race | 3.1% | 3.5% | 3% |
| Two or More Races | 5.2% | 5% | 3.8% |
| Ethnicity | 2000 | 2014 | 2015 |
| Hispanic or Latino (of any race) | 8.4% | 9.1% | 9.3% |

Source: 2000, 2010-20104 American Community Survey

Vision Statement

A vision statement describes a future ideal state. It articulates the shared aspirations of community residents, property owners, leadership and other stakeholders. The vision serves as a source of inspiration and guidance. It should be creative and bold, yet pragmatic enough to allow for the development and implementation of strategies designed to accomplish community goals and objectives. The residents of Newport helped in drafting a vision statement for this 2016 Plan during a public workshop held during the plan process. The statement contains the key values upon which all of the subordinate goals, policies and implementation actions within this Comprehensive Land Use Plan are based and is as follows:

The City of Newport is a vibrant, forward-looking and welcoming community built upon a strong sense of place and cultural heritage. Residents and visitors alike enjoy the city for its rich history, natural beauty, boating traditions, walkability, enticing downtown, community diversity, and overall quality of life. We are committed to charting a course for our future that embraces and encourages innovative growth and development, taking an active role in the stewardship of our architectural and natural resources, and an enhanced quality of life, all while we maintain our unique historic and cultural assets that are the foundation of our character.

Objectives

The year is 2036 and Newport is ...

A Prosperous City...

- *Where the community has the resources it needs to provide the services and facilities desired.*
- *Where investment in the future is used as a tool to create value for all.*
- *Where great paying jobs are available in a diverse range of fields.*
- *Where a wide-range of businesses and entrepreneurs thrive year round.*
- *Where regional and global businesses want to be located.*

A Beautiful City...

- *Where culture, history and architecture are respected and preserved.*
- *Where good design and planning enhances the community and preserves its unique heritage and protects its natural assets.*
- *Where art in all its forms is found throughout the community.*
- *Where there is public access to the waterfront, both physically and visually.*

A Happy City...

- *Where proud citizens celebrate their community's unique sense of place.*
- *Where all citizens have equal access to resources and opportunities.*
- *Where the well-being of children and families is supported by maintaining a level of affordable living.*

A Destination City...

- *Where world class amenities and unique historic architecture draw international visitors for yachting and cultural tourism.*
- *Where movement through the city positively frames the experience of the physical environment and where the impact of vehicular movement is minimized.*
- *Where visitors and residents alike may safely travel on the streets and sidewalks.*

A Collaborative City...

- *Where community leaders embrace an integrated, strategic approach to planning, programming, budgeting and staffing.*
- *Where communication and community collaboration are the foundation of good decisions.*
- *Where a user-friendly government applies best practices to keep citizens engaged and informed.*

A Smart City...

- *Where lifelong learning, from early childhood through adult education, is a priority.*
- *Where innovation and technology are embraced and drive improvement in all aspects of the community.*
- *Where our educational system is high performing and attractive to all families.*

A Healthy City...

- *Where clean air and water are abundant.*
- *Where protection and improvement of natural resources is highly valued.*
- *Where environmental stewardship is integrated into all city staff and government decision-making.*
- *Where community elements, such as open spaces and parks, are designed to encourage and facilitate healthy lifestyles.*
- *Where recreational amenities are integrated into and maintained as a part of the community.*
- *Where public spaces and facilities are accessible and ADA compliant.*
- *Where affordable, fresh local food is available in abundance to support local agriculture, healthy lifestyles and sustainable initiatives.*

A Resilient City...

- *Where the built environment, economy, investments and all aspects of the community are designed, structured and operated to adapt to physical, financial, social and other challenges.*
- *Where programs, plans and practices are routinely evaluated and adjusted as necessary to maximize resiliency and safeguard the environment.*
- *Where proactive planning and action on the issue of sea level rise has helped to ensure the community and its historic and public assets remain safe.*
- *Where we promote multiple and alternative transportation modes which do not contribute to environmental hazard.*

Issues and Priorities

Over time, conditions and circumstances affecting the subjects addressed in a municipal comprehensive plan change. Some changes may be relatively minor or incremental while others may be more notable. As issues rise to the forefront or fade into the distance, community priorities need to be adjusted. To be effective, each new plan must review and adjust the course laid out by the prior plan. Planning is a constant process of evaluating, establishing consensus, implementing, refining, and adjusting.

Table 1-3 provides a brief summary of issues deemed important to the 20-year vision for the city. Some of these are relatively new and global in scope, while others are more familiar and focused. Some will require long-term collaborations among multiple stakeholders, while others might be adequately addressed by a smaller group of key interests and technical resources. The challenge is to navigate through these changes in a way that allows Newport to reach the destination safe, solvent, and authentically Newport.

Table 1-3 City of Newport 2036 Issues

| Issues | Descriptions |
|---|--|
| Managing Sea Level Rise | Empirical physical evidence shows that the oceans levels are rising and that coastal environments are already experiencing the impacts of sea level rise. Newport's geology, topography, cardinal orientation and location at the end of a peninsula all have relevance to how this issue should be evaluated and managed. |
| Diversifying the Economy | Newport's seasonal tourism based economy creates unique challenges including tremendous variability in the demand for public safety and sanitation, potable water, sanitary sewer use, and implications on the housing market. |
| Population Decline | Declines in population have been common in Newport since back in 1980. Impacts from a shrinking population include lower revenues from public goods and services, less support for local businesses, and increased demand on public services, like police. |
| Changing Demographics | Newport's median age is rising in almost all respects. Aging populations require different services and facilities than young populations do. |
| Community Preservation | The city's unique character, landscape, and community shape help make Newport a desirable place to live. A balance will need to be struck on shaping the future and preserving the past. |
| Aging Infrastructure | A great deal of Newport's street network, building footprints, land subdivision, and other physical features trace their origins to the colonial periods. As such, the costs of updating the city's public services and resources are substantial. |
| Public Education and Human Capital | A tourism based economy typically does not require high skilled or highly compensated labor. As a consequence, wages and salaries are lower compared to those in economic sectors which require specific technical skills or training. |

Plan Structure

Newport's Comprehensive Plan is organized into six main sections and 15 subordinate chapters. In addition to this introduction section and its two chapters, the Plan's other five main sections are listed below, including the subject area content found in each. Each of these main sections is based upon one of the major themes described above. An attempt has been made to organize content within each theme as a way to highlight the inter-relationships between issues. Hopefully this will help readers understand and appreciate how decisions in one subject area can impact other collateral areas. Carried forward, this insight helps to inform and drive the development of an implementation plan which maximizes the benefits of coordinated strategies. In this way, Newport can hopefully avoid the costs, conflicts and inefficiencies which typically result from a selective "silo" approach to designing, funding and managing public projects and programs.

Guidance from the Statewide Planning Program (SPP) provides an excellent example of this foundational principle:

Comprehensive planning is all about making connections. Through analysis and discourse, the public, municipal officials and employees and other stakeholders discover how each land use, transportation, economic development and infrastructure decision is connected. The comprehensive planning process provides a venue for discovering how the way we use land relates to what transportation options are appropriate, how the transportation options provided relate to a family's cost of living, how a high cost of living relates to the need for economic development, how encouraging economic development relates to the form of buildings and spaces, how specific building forms relate to compact development patterns, how compact development relates to land conservation and so on.

It should be noted that in order to provide flexibility and encourage creativity, with the exception of the Land Use and the Implementation Plan Elements, topics required by the State to be addressed in the Plan do not require their own separate “element” or chapter, as long as the required content is provided in the Plan. Newport’s Plan is a hybrid; topical areas are provided with their own “chapters” but as noted, these are organized by themes to highlight interrelationships. In addition, each chapter will include a section that specifically addresses important interrelationships, to further explain and emphasize the “comprehensive” nature of a good Plan.

Section 1 Charting Our Course

- Chapter 1 Introduction
- Chapter 2 Community Involvement

Section 2 Community Framework

- Chapter 3 Land Use (Mandated)
- Chapter 4 Economic Development (Mandated)
- Chapter 5 Housing (Mandated)

Section 3 Healthy and Vibrant Communities

- Chapter 6 Community Services and Facilities (Mandated)
- Chapter 7 Transportation and Circulation (Mandated)

Section 4 Preserving Our Heritage

- Chapter 8 Open Space and Recreation (Mandated)
- Chapter 9 Natural Resources (Mandated)
- Chapter 10 Historical and Cultural Resources (Mandated)

Section 5 Sustainable Systems and Stewardship

- Chapter 11 Energy (Mandated)
- Chapter 12 Water
- Chapter 13 Natural Hazards and Climate Change (Mandated)

Section 6 Implementing the Plan

- Chapter 14 Implementation Program (Mandated)

Section 7 Glossary

- Chapter 15 Glossary

2 Community Involvement



An essential part of any comprehensive planning process is community engagement. Participation by a broad cross section of interests increases the likelihood that the plan's goals and objectives will be based in community consensus. Strong consensus increases the likelihood for successful plan implementation.

From the very early stages of the project, city staff and leadership emphasized the need for a robust and creative stakeholder engagement program. Working in collaboration with the project consultant, the staff at Engage Newport and local print and digital media, the city designed and carried out a program which included multiple events, modes and opportunities for the public to access, review and comment on project work products. The elements of the community involvement program are described below in more detail.

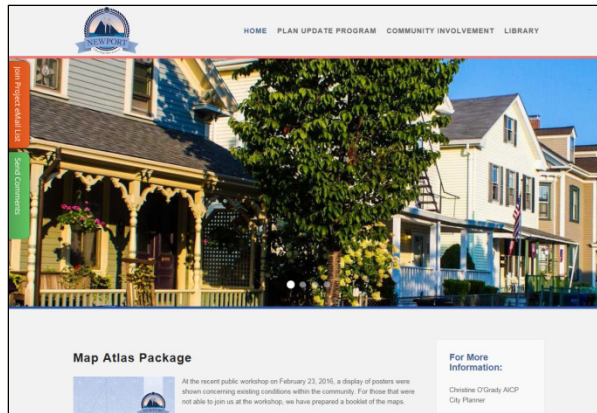
Outreach

Throughout the planning process, it was important to consistently disseminate information about the project to keep all interested parties up to date on the progress of the plan. This was accomplished through:

- A dedicated and “branded” project website
- Periodic eBlasts
- Local print and digital media outreach
- Close collaboration with Worldways, Newport’s professional public engagement provider and developer of “Engage Newport.”

Project Website (www.newportchartingourcourse.com)

The project website was created at the project’s initiation as an interactive tool for sharing information about the progress of the comprehensive plan update. In addition, the website included a tab for joining the project email list, as well as a tab for sending comments to the project leadership. This tool was constantly available for those who were not able to make it to the workshops or who did not wish to speak publically at the workshops. Through this tool, residents were able to send in as many comments as they wished. The site also included information about the project scope, work program, schedule and the committee members and city staff responsible for the plan’s development.



Newport Comprehensive Land Use Plan

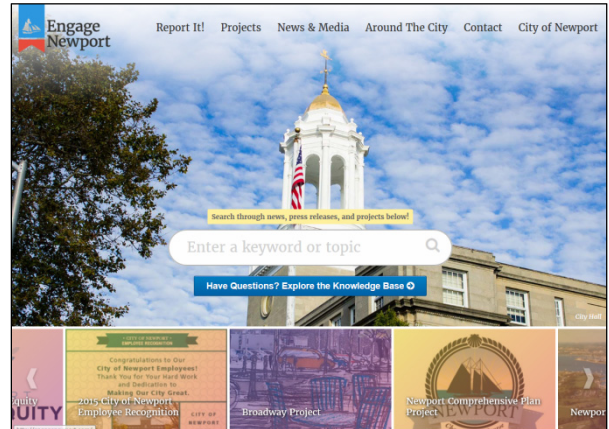
The project website was also used to promote and notify citizens of all public workshops and hearings. A “library” was maintained on the site for the project’s duration which included a digital copy of the current (2004) plan, presentation and meeting materials, an extensive map atlas, a draft of the comprehensive plan, and the final Newport Comprehensive Land Use Plan. Finally, for convenience, links to 40 websites were provided, including appropriate local, state and federal government agencies, local and regional community organizations, and a variety of general planning sources. Over half of these links were to local organizations, such as neighborhood groups, arts and cultural groups and others.

Engage Newport (Worldways)

Engage Newport was an essential partner in the community outreach process, providing links to the project website, social media outreach and other notifications. These efforts greatly expanded the potential audience for project awareness and participation. (www.engagenewport.com)

eBlasts

An eBlast is a message sent via email to a group email. Citizens self-select for this service by signing up either via the web page or at a project event. These notifications were used primarily for notifying parties of upcoming public meetings and workshops.



Print and Digital Media

Periodic press releases and links were provided in order to facilitate and encourage local media to cover the project, report on project events and to otherwise generate interest.

Community Workshops and Outreach

Community workshops are a standard engagement component of any comprehensive planning program. Due to the limited timeframe for plan development, state review and formal adoption, the project team identified key points in the work program to engage stakeholders in a workshop, meeting, or community forum setting. These outreach efforts are described briefly below. Detailed information concerning these workshops was uploaded to the project website for public review following each event.

Community Workshop #1 Introduction /Initial Visioning/ Issues Identification

Held on October 13, 2015 at the Pell School, Workshop #1 introduced the project to the public. The main objectives of the workshop were to collect ideas about issues that the City of Newport has been facing and may face in the future. After an introductory power point presentation, attendees participated in small group exercises focused on developing a draft vision statement, initial issues identification and general goals and policies. This information was essential in helping the team frame the plan’s focus and ultimately, implementation strategies.

The vision statement captures what residents hope that Newport will be in the future and is, thus, the foundation for the goals and policies in the Comprehensive Plan. The City’s Vision statement can be found in Chapter 1 of the Plan.

Planning Board Meeting

The project team met with the Planning Board on November 2, 2015 to discuss and review the City of Newport's 2004 Comprehensive Plan. The Planning Board offered valuable insight on the aspects of the previous Comprehensive Plan that they recommended be carried over, modified, or excluded from this Comprehensive Plan update.

Community Workshop #2 Plan Visioning

This workshop was held on December 7, 2015 as part of a joint City Council / Planning Board meeting. This workshop focused on having community leadership provide direction and guidance with respect to the community's vision for the plan horizon of 2036. In addition, input was sought regarding the level of success in accomplishing the 2004 plans objectives, which of these might still be valid to include in the 2016 plan and identifying the principal issues to be addressed in the 2016 plan. The workshop / meeting was held in a town hall format where the public was encouraged to interact with the City Council and Planning Board members as the vision statement and objectives were developed.



Community Workshop #3 Existing Conditions, Goals and Policies

The third community workshop focused on goals and policies that could be used to guide Newport to its ideal future state. The workshop was held on February 23, 2016 at Pell School in a town hall style and community members were asked to answer questions regarding the elements in the comprehensive plan. This was done to garner ideas that the community had about methods to tackle issues as well as to identify any additional issues or opportunities the Comprehensive Plan should address. This workshop fostered enthusiastic dialogue between community members on the key topic areas being considered for the Comprehensive Land Use Plan update.



Community Forum

The City held a Community Forum on April, 6 2016 at the Salvation Café. The purpose of the forum was to give members of the public an opportunity to discuss issues within the City that were important to them.

Stakeholder Interviews

The project team, Matrix Design Group, conducted interviews of 18 community stakeholders as identified by the City. The interviews were held in person during the week of December 7, 2015 as part of telephone interviews conducted the weeks of December 7 and 14, 2015. The purpose of the interviews was to gather insights into key issues and

concerns that should be addressed in the Comprehensive Plan update. The individuals interviewed are listed below and the description in parenthesis highlights the group each person was representing.

- Paul Carroll (Newport Department of Civic Investment)
- Sam Shuford and Steve Ostiguy (Church Community Housing)
- Sasaki Associates (Newport Open Space Partnership Consultant)
- Justin McLaughlin (City Councilor)
- Kim Salerno (Chair, Newport Planning Board)
- Helen Johnson (City Preservation Planner)
- Colleen Burns Jermain (Newport Public Schools)
- Tim Mills (Harbor Master)
- Sarah Atkins (Newport Department of Civic Investment)
- Kristie Gardiner (Energy & Environment Commission)
- Peter Connerton (Newport Fire Department)
- Bill Boardman and Frank Marinaccio (City Engineering, Public Services)
- Scott Wheeler (Newport Buildings & Grounds)
- William Riccio (Newport Public Services)
- Thomas Ardito (Aquidneck Island Planning Commission)
- Kate Leonard (City Councilor)
- Lauren Carson (State Representative, District 75)

Planning Board and City Planner Meetings

At several points throughout the planning process, members of the Planning Board and the Planning Department of the City held meetings with important stakeholders throughout the community. Insight about issues in the community that should be addressed in the Comprehensive Plan update was gained during these interviews. The following is a list of the meetings held including the meeting date and the name of the group and individuals present:

- January 13, 2016 – Newport Open Space Partnership (Dawn Euer and Tanya Kelley)
- January 15, 2016 – Naval Station Newport BRAC process meeting at the Preservation Society of Newport County
- January 15, 2016 – Newport Open Space Partnership Leadership, Consultant, & Civic Investment
- January 26, 2016 – Harbor Management Commission (Ryan Miller)
- February 1, 2016 – Newport Historical Society (Ruth Taylor), Newport Restoration Foundation (Pieter Roos), Preservation Society of Newport County (Trudy Cox and Kaitly Ryan), Newport District Commission (Diana Sylvaria & Mary Jo Valdes)
- February 4, 2016 - Green Infrastructure (Harvard Law School - Environmental Policy, URI Coastal Resources Center, URI Department of Natural Resources Science), (Kate Konschnik, Jamie Konopacky, Sangyong Cho, Judith Rodriguez, Pam Rubinoff, Drew Youngs Lorraine Joubert, and Andrew Youngs)
- February 10, 2016 – Newport Housing Authority (Rhonda Mitchell)

- March 8, 2016 – Van Beuren Charitable Foundation (Elizabeth R. Lynn, Executive Director)
- March 23, 2016 – Bike Newport (Bari Freeman)

Comprehensive Land Use Plan Sub-Committee Meetings

At various points throughout the planning process, members of the Sub-Committee held meetings to discuss the Comprehensive Plan update. The purpose of the meetings was to provide insight on the progress and development of the Comprehensive Plan update. The following is a list of the meetings held including the date and element(s) discussed:

- May 16, 2016 – Land Use and Economic Development
- June 20, 2016 – Historic & Cultural Resources
- July 18, 2016 – Community Services & Facilities
- August 15, 2016 – Open Space & Recreation and Natural Resources
- August 22, 2016 – Transportation & Circulation
- September 12, 2016 – Water
- September 19, 2016 (Final Comprehensive Plan Sub-Committee Meeting) – Energy, Housing, and Natural Hazards & Climate Change

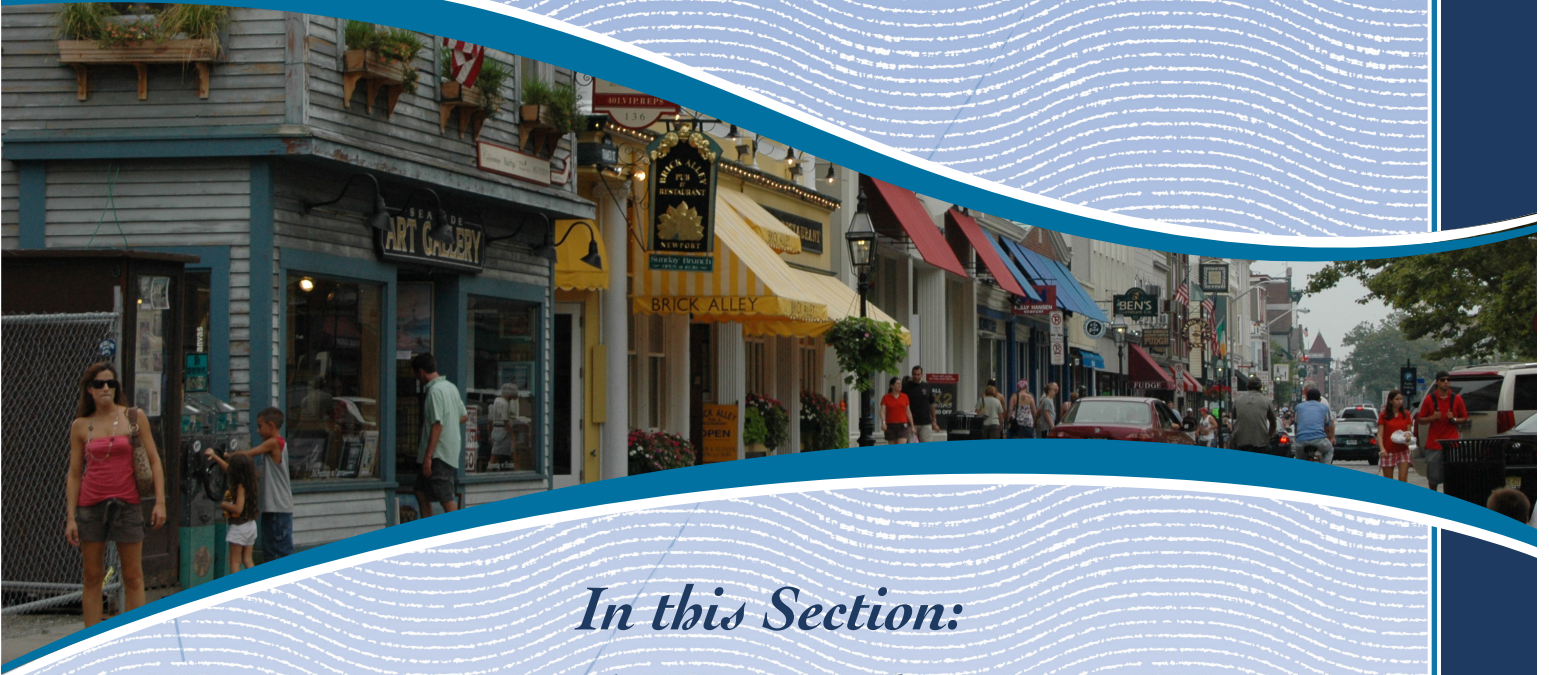
City Council and Planning Board Meetings/Hearings

The Planning Board had the primary project management role throughout this planning process. Subsequent to Planning Board adoption the Comprehensive Plan was transmitted to the City Council for final approval and adoption.

- October 13, 2015 – Planning Board Workshop
- November 2, 2015 – Planning Board meeting included the discussion and review of the 2004 Comprehensive Plan
- December 7, 2015 – Joint City Council and Planning Board Workshop
- February 23, 2016 – Planning Board Workshop
- April 6, 2016 – Newport Comprehensive Plan Open Forum, Salvation Cafe
- May 2, 2016 – Regularly scheduled Planning Board Meeting.
- October 3, 2016 – Regularly scheduled Planning Board Meeting / Public Hearing
- October 17, 2016 – Special Meeting of Planning Board (continuation of October 3, 2016 Public Hearing)
- October 26, 2016 – City Council Public Hearing
- November 9, 2016 – City Council Public Hearing
- November 16, 2016 – Resolution 2016-132, Special Council Workshop
- January 25, 2017 – Ordinance (1st Reading)
- February 8, 2017 – Ordinance (2nd Reading) and Adoption
- March 2, 2017 – Forward to Rhode Island State Planning Program

Please see the next page.

Community Framework



In this Section:

Chapter 3 Land Use

Land use is the varying ways in which Newport can utilize its land. It provides the basis for which future land can be developed and for land that is currently developed, it provides guidance for the redevelopment of the land.

Chapter 4 Economic Development

Strengthening and diversifying Newport's economy is crucial in maintaining a bright future for Newport. Preserving the local economy also protects Newport's historic and seafaring feel.

Chapter 5 Housing

Housing in Newport has a great architectural variety, depicting the City's history. More importantly, housing provides homes for residents in Newport where residents are able to raise their families and build their lives.



Please see the next page.

3 Land Use



The City of Newport covers a geographic area of about 11.5 square miles. This includes approximately 3.5 square miles of inland waters, and about 8 square miles on land and subject to the land use policies in this chapter.

The city’s relatively small area supports a resident population of roughly 25,000, but also supports 3.5 million tourists on an annual basis (as of 2015). Since the majority of the City of Newport’s revenues are derived from property taxes, and roughly 26% of the property (by value) is tax exempt, Newport must impose a significant burden on the remaining taxable properties within the city. This burden undermines the ability to implement the initiatives it needs in order to broaden and diversify its tax base, protect its residents and their quality of life and to retain and expand existing commerce.

According to the Office of the Tax Assessor, there are 10,123 parcels of real estate in Newport. Of the total parcels, 421 parcels are tax-exempt. The City of Newport, State of Rhode Island or the federal government owns exempt properties. Exempt parcels also include cemeteries, churches, the library, schools, the hospital and property exempted by charter and approved by the General Assembly. The total value of the city is estimated to be \$9.44 billion. Of that number, \$3.6 billion, or 38%, is tax exempt. This number is misleading as it includes the Newport Naval Base, which functions as a separate community. Excluding the Newport Naval Base from the calculation reduces the tax-exempt portion of the city to 17%.

Given this financial burden, Newport must be creative and focused in order to succeed, especially with the city’s small land area and the fact that most of Newport’s land use patterns are well established and cannot, as a practical matter, change in any substantive way.

This chapter describes Newport’s existing land use, land use patterns and intended future land use adjustments necessary to accomplish the goals and policies included in this plan.

3.1 Existing Conditions

Land Use

Newport’s land use development patterns are well established. Mostly developed prior to the inception of zoning and the invention of the automobile, Newport’s core matured into a compact city with dense neighborhoods and comparatively narrow streets. The exception is the city’s south end, where soils and other constraints have greatly limited development, and the “mansion” area where large tracts with grand “cottages” are the primary type of land use.



The City of Newport is 90% built out. Future land developments will primarily be focused on redevelopment projects and infill development.

Newport's current land uses and their patterns evolved from an early period where commerce was oriented around the harbor and a system of principal roads, which followed the shoreline and radiated out from the harbor. Being the southernmost community on a small island greatly limited the extent of rail and highway infrastructure. This limited the scale of industrial and manufacturing uses in Newport, with the notable exception of shipbuilding and marine oriented crafts.

Improvements in road access, the U.S. Navy decision to locate in Newport's north end and the development of gilded age "cottage" communities, all led to increased development which ultimately took the form of smaller detached homes on a conventional street grid. Major streets developed as corridors of mixed use, which largely continues to this day.

In very general terms, land use in Newport is divided into three main areas. North to south, these include the following:

- **Newport's North End**

Broadly defined as the area north of Route 138/238, Admiral Kalbfus Road and Miantonomi Avenue, but includes the Newport Grand Casino and adjacent development along Halsey Street. Although easterly portions of this area are predominantly residential, the remaining portions of the north end are a mix of industrial, service, residential, institutional, commercial, and other uses. This area is and will continue to be, the focus of public investment and economic diversification efforts.

- **The Central Corridor**

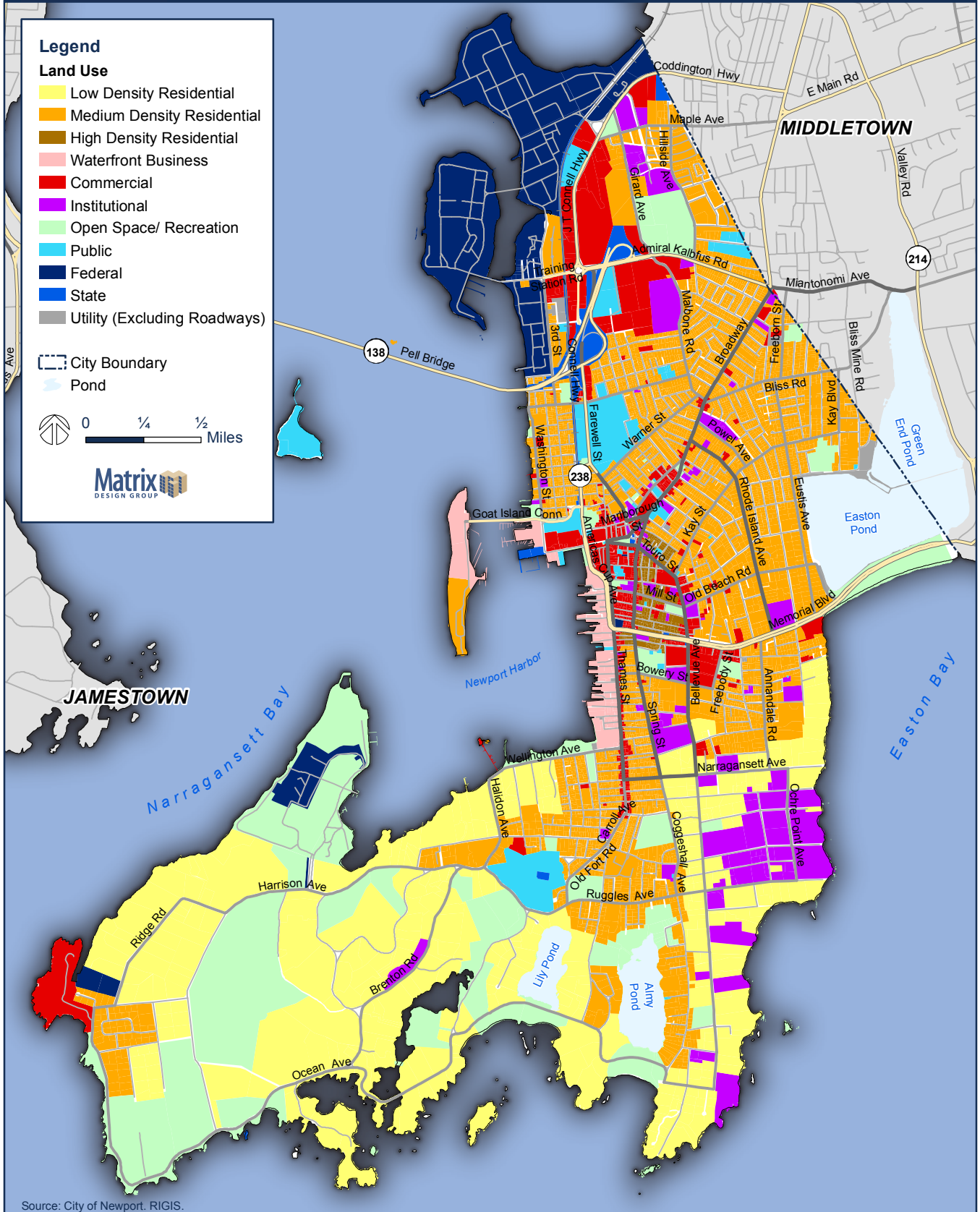
This area extends from the north end south to the "Ocean Drive" neighborhood and includes the area commonly referred to as the "Fifth Ward" neighborhood. Broadway and Bellevue define a north-south "spine" for this developed area, which includes the harbor, the historical city center, The Point, the mansion district/areas and a number of residential neighborhoods. The land use and street patterns in this area are fairly well established and will not change in any substantive way within the plan horizon.

- **Newport Neck**

This largely undeveloped area extends to the south and west of the "Fifth Ward" neighborhood and includes all of the remaining land in Newport. This area includes Lily and Almy Ponds, the Newport Country Club, Brenton Point State Park, Fort Adams and the Fort Adams State Park. Land use in this area has been limited and it is anticipated that this pattern will remain for the term of the plan horizon.

Map 3-1 shows existing land use patterns for the entire city. The general distinctions in the land use character of the areas described above are apparent on Map 3-1.

As reflected in Table 3-1, the existing land use pattern found in Newport is predominately characterized as residential, with 54% of the total land area dedicated to either low density residential (28%), Medium Density Residential (25%) or High Density Residential (1%).



Legend

Land Use

- Low Density Residential
- Medium Density Residential
- High Density Residential
- Waterfront Business
- Commercial
- Institutional
- Open Space/ Recreation
- Public
- Federal
- State
- Utility (Excluding Roadways)

City Boundary

Pond

0 1/4 1/2 Miles

Source: City of Newport. RIGIS.

Table 3-1 – City of Newport Existing Land Use Distribution

| Use | Acres | Percentage |
|----------------------------|---------|------------|
| Commercial | 246.5 | 5% |
| Utility | 149.1 | 3% |
| Institutional | 289 | 6% |
| Waterfront Business | 77.1 | 2% |
| High-Density Residential | 28.6 | 1% |
| Medium-Density Residential | 1,141.3 | 25% |
| Low-Density Residential | 1,268.1 | 28% |
| Open Space / Recreational | 809.4 | 18% |
| Public | 96.74 | 2% |
| Federal | 386.62 | 8% |
| State | 69.67 | 2% |

Source: City of Newport, 2016

As previously mentioned, the City of Newport is 90% built out, with only a small portion of land within the community being vacant and available for development. For planning purposes of this document, buildout population is expected to be Newport’s peak population. At its peak in 1960, Newport’s population was 47,049; however, according to the 2015 estimate, Newport’s current population is 24,340. This represents a 48% decline in population since 1960. Furthermore, the Rhode Island Statewide Planning Program estimates that Newport’s population decline will continue into the future, with a projected population in the year 2040 of 18,758. Given this trend, it is fully expected that the City will be able to meet future housing unit demands should projected population trends reverse.

(Source: Rhode Island State Planning Program)

While the City’s year-round population continues to decline, its seasonal population has increased. Long-term projections for seasonal population in Newport have not been identified, however, Discover Newport, a non-profit organization that runs the Newport Visitors Center gathers current and historic data. In 2015, the Center reported that Newport received a total of 353,733 visitors through its doors. Of this total, approximately 64% or 228, 145 people visited during the summer months of May through July. On average this represents approximately 1,500 people on any given day during the summer season, (Source: Discover Newport, Newport Visitor Information Center, Number of Visitors). Given this daily average, Newport’s existing infrastructure capacity is expected to be sufficient for the future. However, seasonal populations tend to generate slightly higher usage rates which increase the wear and tear on infrastructure.

Seasonal population varies year over year, therefore it is difficult to project on-going increases or decreases. However, considering historical trends, seasonal population in Newport is expected to continue to grow at a modest rate. As a result, Newport’s challenge is to ensure sufficient amenities and accommodations for visitors as well as ensure a thorough Capital Improvement Planning process, one that considers increased wear and tear. One solution may be to consider adding 1 or 2 years on to the typical 5-year Capital Improvement planning horizon in order to more adequately forecast potential infrastructure replacement.

Since Newport is substantially developed, capacity for new development on vacant land is limited (primarily in the city’s North End), and much of this will be for industrial type uses. Other new development will likely occur as redevelopment in other parts of the city. As a result, the future year population will likely remain relatively stable with modest fluctuations and future land use patterns will largely resemble the city’s existing conditions identified in

the Table 3-1. Possible deviation may occur if the development of the city's North End, especially at the Innovation Hub area, is able to bring working wage jobs that enhance the ability for homeownership in the city. However, this change would primarily help to stabilize the city's population as opposed to leading to notable population growth. These changes will take years to implement, so impacts can be phased and programmed with minimal conflict from a land use and/or population perspective.

The following is a complete description of the existing land use categories shown on Map 3-1.

Commercial

Specific uses within the Commercial area include retail, shopping centers, offices, guest facilities, restaurants, etc. The most intensive commercial land uses are generally located in areas with adequate transportation infrastructure, such as the "North End" and "Downtown" neighborhoods. The "North End Commercial" neighborhood contains the largest geographic area of future commercial uses. The established zoning in the North End (CI, Commercial-Industrial) also allows industrial uses.



While the "North End Commercial" neighborhood has the largest geographic area of commercial land, it currently lies underutilized. The commercial uses in this neighborhood are currently big box chains and a casino, both surrounded by large parking lots. These developments are contradictory to Newport's dense, pedestrian-friendly urban core.

Utility

Utility land uses are for water, sewer, and stormwater systems typically on property owned by the City of Newport. No major expansion of the utility line infrastructure is planned; the City of Newport is however expanding plant facilities through major investments. The Utility land use category does not include roadways.

Institutional

Institutional land uses consists of schools, universities and colleges, governmental facilities (local, state, and federal), hospitals, cemeteries, and non-profit community organizations. For more information regarding specific institutional and public facilities, see Chapter 6: Community Services and Facilities.

Waterfront Business

Water-dependent and water enhanced land uses exist between Thames Street and the Newport Harbor. Residential, retail, office and food services are permitted in this land use category; however preference is given to water dependent uses, especially on waterfront parcels.

High-Density Residential (29 dwelling units per acre)

The High-Density Residential land use category includes areas with predominately smaller lots (3,000 square feet). This land use category covers a significant amount of Newport's Downtown and Historic Hill neighborhoods. In addition to typical single-family homes, two-family and multi-family housing is generally allowed but may require a special use permit. Commercial uses are not allowed with the exception of home occupations and legal non-conforming uses pre-dating modern zoning regulation.

Medium-Density Residential (8-21 dwelling units per acre)

The Medium-Density Residential land use category includes areas with lots zoned between 10,000 and 40,000 square feet. The Point, Broadway, Kay / Catherine, Eustis / Easton's Pond, Memorial Boulevard, Fifth Ward and North End Residential neighborhoods are included in this category. Residential uses are predominantly single-family and two-family; however, some limited multi-family housing is also found in these areas. "A" zones (R-10A and R-40A)

currently prohibit new multi-family homes. Commercial uses are not allowed with the exception of home occupations and legal non-conforming uses pre-dating modern zoning regulation.

Low-Density Residential (4 dwelling units per acre)

Low-Density Residential land use areas are primarily found in the southern portion of Newport with lot sizes from 60,000 to 160,000 square feet. Current land uses in these areas are primarily single-family and some two-family residential uses and the occasional guesthouse or studio. Few multi-family uses exist. Commercial and industrial uses are not allowed with the exception of home occupations and legal non-conforming uses pre-dating modern zoning regulation. Institutional uses however, e.g. Salve Regina University and Newport Preservation Society and Restoration Foundation properties are not uncommon.

Open Space/Recreation

The Open Space / Recreation land uses include significant areas offering recreation and historic value to the public. Examples of open space/recreation uses include local and state parks, the Newport Country Club, urban parks, urban forests, natural resource protection areas, and beaches.

Public, Federal and State

In total, these land areas encompass 553 acres or 12% of the total land area in Newport. Sites include such notable and high profile uses as Fort Adams, the Coast Guard Station and of course the Naval Station Newport. The State category includes uses such as the state highways and State Pier. The Public Land Use category includes Rose Island as well as the City of Newport properties and the Newport Gateway Transportation and Visitors Center....

Current Zoning

Zoning is a tool used by cities to strategically organize land uses and promote orderly growth in order to accomplish the goals and objectives contained in the Newport Comprehensive Land Use Plan. Zoning protects public health and safety, promotes the general welfare and enhances the overall quality of life.

Newport's Zoning Code dates back to the 1920s. To a large extent, current zoning reflects the established use patterns of the city. Given the community's mature development status, future land use patterns are not predicted to change significantly. However, planning and zoning are dynamic processes. The Planning Board is charged with periodically reviewing the City of Newport Zoning Code and the Newport Comprehensive Land Use Plan to ensure there is consistency between the two and that future development conforms with the both the comprehensive plan and zoning. Newport's future land use policies include the preservation of open spaces, preservation of scale and character of neighborhoods, limiting development so that it is supported by infrastructure and the environment, and the careful reuse of the harbor front. Rhode Island State Law provides a number of zoning tools to assist in achieving these ends.

A description of each zoning district is provided on Table 3-2. A map of Newport's current zoning districts can be found on Map 3-2.

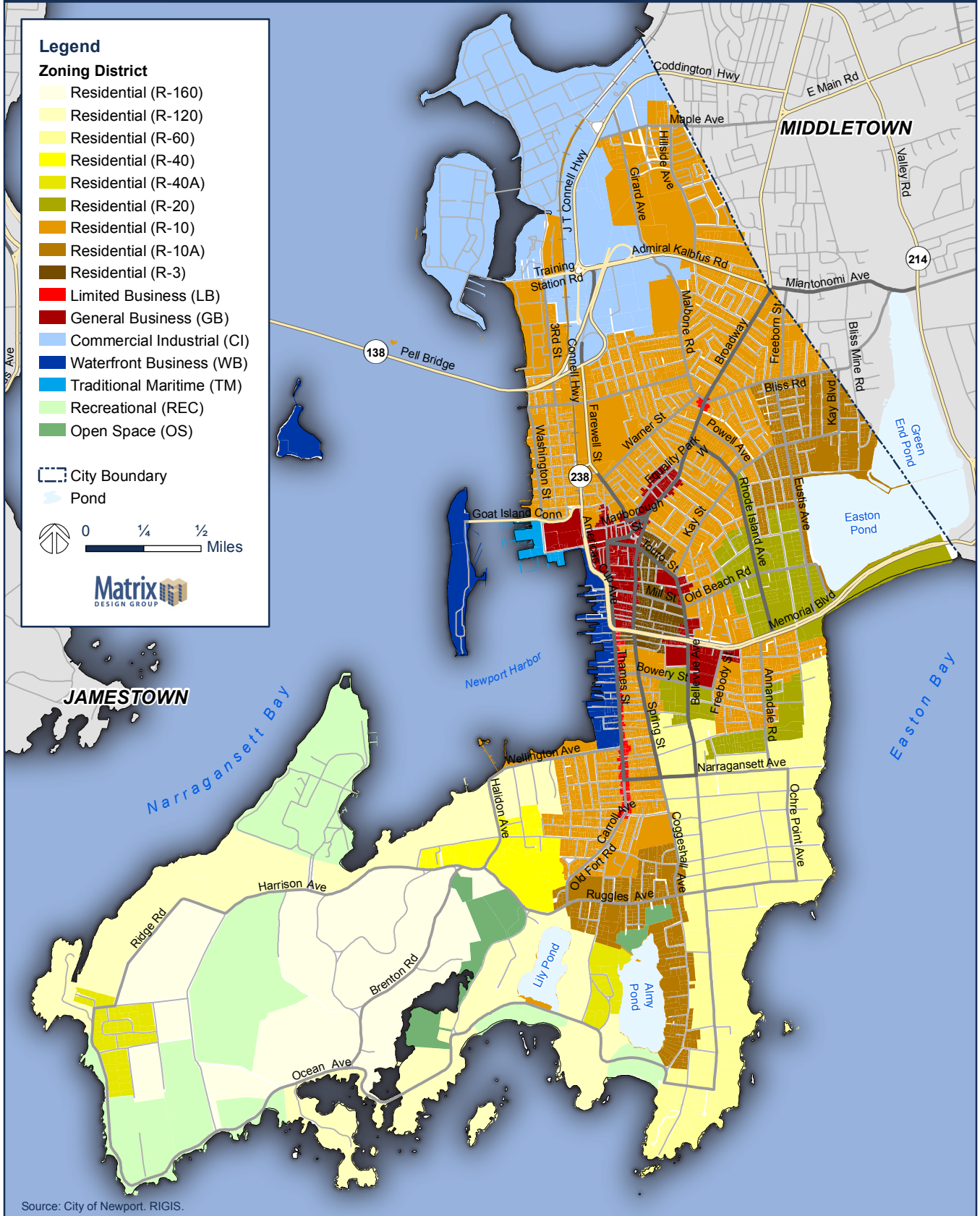
Table 3-2 – City of Newport Zoning Districts

| Zoning District | Description |
|--|--|
| R-3 Residential District | The R-3 residential district is an area characterized by the highest density urban development allowed in the city. This area is centrally located within close proximity to commercial and public support services. The intent of this district is to maintain the historic and colonial character. |
| R-10 Residential District | The R-10 residential district is an area of medium density residential development. This district generally extends outward from the highest density development located within the urban core. The intent of this district is to provide a transition area of diminishing residential densities. The minimum lot size requirement is designed to limit future subdivisions of land within this district; thereby minimizing any adverse effects to the established residential character of the area. |
| R-10A Residential District | The purpose of the R-10A residential district is the same as that of the R-10 residential district, except that two-family dwellings of new construction and multifamily dwellings are not permitted. This area is primarily characterized by single-family residential development. The intent is to maintain this land use pattern. |
| R-20 Residential District | The R-20 residential district is also an area of medium density residential development. This district occurs in areas adjacent to the R-10 district and is characterized by larger minimum lot size requirements. The intent of this district is to maintain the nature of the established residential pattern in these areas. |
| R-40 Residential District | The R-40 residential district is an area of lower density residential development. This district is found in the southern part of the city. This district is intended to allow growth through conversion of existing structures and in filling of vacant lots, which will not alter the character of the area. |
| R-40A Residential District | The purpose of the R-40A residential district is the same as that of the R-40 residential district, except that two-family dwellings and multifamily dwellings of new construction are not permitted. With the exception of conversions, the intent of this district is to maintain the single-family nature. |
| R-60 Residential District | The R-60 residential district is also an area of lower density residential development located in the southern portion of the city. The intent of this district is similar to that of the R-40 district, to allow growth but not at the expense of the established residential character of the district. For that reason, new multifamily construction is not permitted. |
| R-120 Residential District | The R-120 residential district is an area of low-density residential development. The minimum lot size requirement reflects the estate-like nature of the development in this area. The intent of this district is to maintain the large amounts of existing open space. For that reason, multifamily dwellings of new construction are not permitted. Other limiting factors on development in this district are the natural environment and the lack of adequate support services. |
| R-160 Residential District | The intent of the R-160 residential district is similar to that of the R-120 district. That is to maintain the existing development pattern of large estates and resulting open space. Multifamily dwellings of new construction are not permitted. The natural environment and lack of support services likewise limits development in this part of the city. The development pattern in this area consists of large tracts of land greater in extent than those found in the R-120 district. The intent of this district is to maintain that low-density pattern of development, which has occurred over time. |
| LB Limited Business District | This district consists of a more limited range of commercial uses than that found in general commercial areas. The intent of this district is to allow for less intense commercial uses that are compatible with nearby residential areas and which meet neighborhood needs. |
| WB Waterfront Business District | The waterfront business district consists of the area adjoining the harbor. The intent of this district is to provide for retail and commercial service facilities to meet the needs of both tourists and residents. A mix of land uses is encouraged in this area, with access to the water utilized by those activities, which are dependent on such a location for their existence. |
| GB General Business District | The general business district consists of the city's central business and community shopping areas. The intent of this district is to allow general retail and business uses, but in a manner so as to complement the existing unique combination of residential and commercial uses in the area. |

Newport Comprehensive Land Use Plan

| Zoning District | Description |
|--|---|
| CI Commercial-Industrial District | The commercial-industrial district is an area designed to consist exclusively of citywide business and industrial uses. The intent of this district is to concentrate such activities in an area where the transportation system is adequate for this purpose and will not infringe upon the character of established residential areas. All residential uses are prohibited in this district for public health and safety reasons. |
| TM Traditional Maritime District | The traditional maritime district is intended to provide a location for maritime-related activities, public access and recreational uses of the waterfront in an attractive environment, which supports the historic character of the city, and the traditional values associated with a working waterfront. All residential uses are prohibited in this district for public health and safety reasons. |
| OS Open Space District | The open space district is an area designed to provide for the preservation and enhancement of open spaces in the city and to foster environmental conservation activities. It is realized that open spaces contribute greatly to improving the quality of life, enhancing property values and promoting general well-being among the city's residents. |
| REC Recreational District | The recreation district is designed to provide for the preservation and enhancement of open spaces in the city and to foster passive and active recreational activities. It is realized that open spaces for recreation contribute greatly to improving the quality of life, enhancing property values and promoting general well-being among the city's residents. |
| Other District | Description |
| Critical Area Review – Ocean Drive District | This overlay is a non-binding district that establishes an enhanced review process for development activity in the southern shoreline area, commonly known as Ocean Drive. The purpose of this enhanced review is to minimize adverse impacts on critical natural elements in the area. |
| Historic District | The purpose of historic district zoning is to protect the city's historic assets and to guide new growth in ways that enrich and maintain Newport's sense of place and authentic historic character, now and for future generations. |

Source: City of Newport, 2016



Source: City of Newport. RIGIS.

Critical Area Review – Ocean Drive District

In 1994, the City of Newport established the Critical Area Review – Ocean Drive District. The intent of the overlay zone, shown on Map 3-3, is to foster sensitive development activity in the southern shoreline area, commonly known as Ocean Drive, by minimizing adverse impacts on such critical natural elements as vegetation, soil erosion, water quality, natural habitats and scenic quality. These standards are in addition to other applicable requirements in the City's Zoning Code. The Critical Area Review Committee is charged with the review of plans for this area in relation to natural resource impacts.

The requirements of this review committee have been developed to protect, conserve, and foster the natural, scenic, historical and economic qualities of lands along Ocean Drive. The critical area review process is not intended to deny an applicant a permitted use of the property, but rather to review, comment, refine, and develop site design elements which protect the site's natural resources and those within its surrounding environment.

The R-120 and R-160 zones together comprise the boundaries of the critical area – Ocean Drive District. All development in the district is subject to the requirements of the Critical Area Review.

Local Historic District Zoning

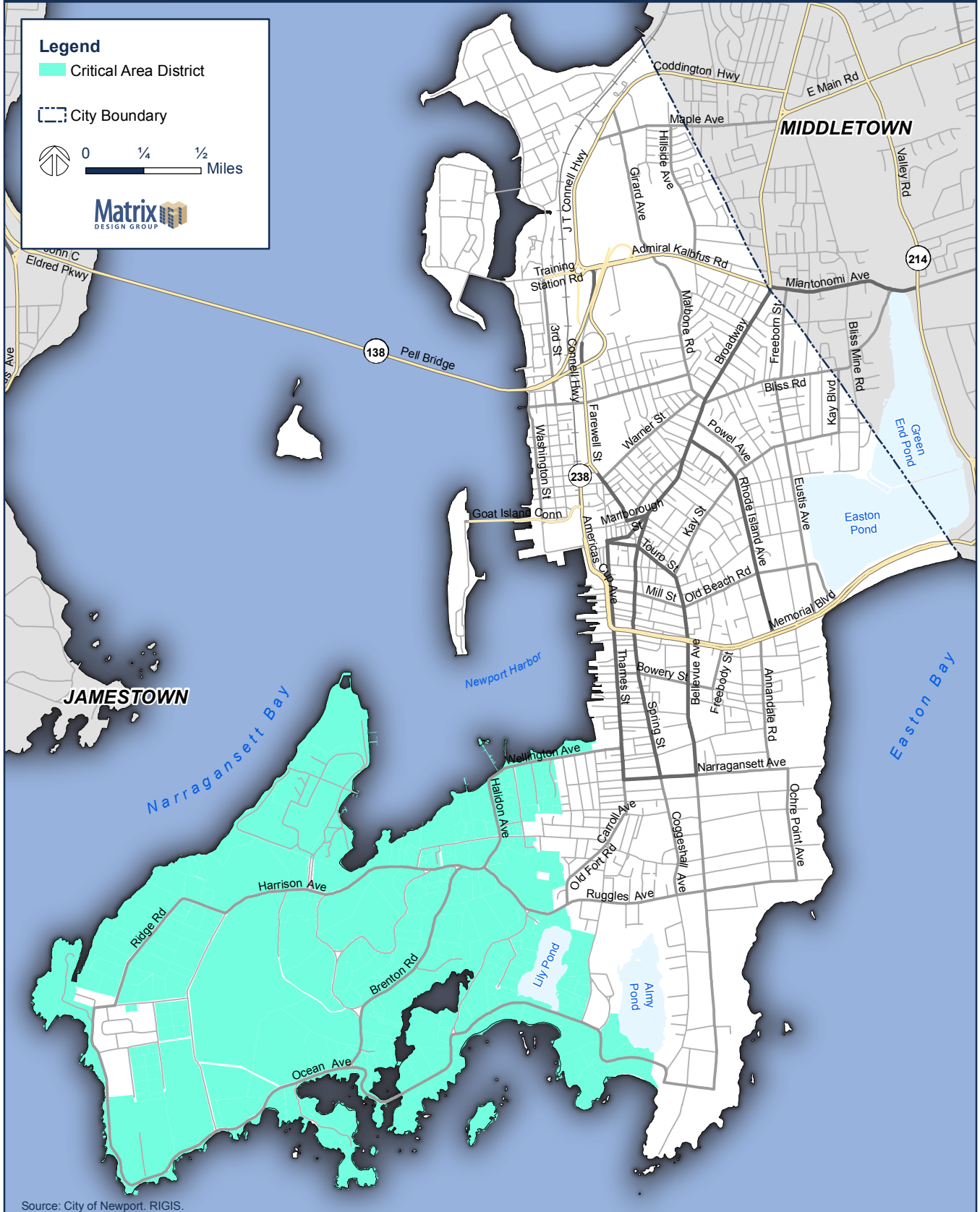
Newport's historic character has been developed over the past four centuries and is reflected in many buildings and locations throughout the city. As described in the Newport Historic Zoning Code, the city has an extensive collection of 18th century colonial structures and mid-19th century resort architecture. These historic places and rich architectural history must be protected for future generations to enjoy. The Historic District Ordinance allows for the Local Historic District Commission (HDC) to review changes to the exterior of buildings within the district. To accomplish this, the City of Newport established the Historic District, the purpose of which is to:

1. Safeguard the heritage of the City of Newport by preserving districts which reflect elements of its cultural, social, economic, political and architectural history;
2. Stabilize and improve property values in those districts;
3. Foster civic beauty;
4. Strengthen the local economy; and
5. Promote the use of the historic districts for the education, pleasure, and welfare of Newport's citizens.

The Local Historic Zoning District is shown on Map 3-4.



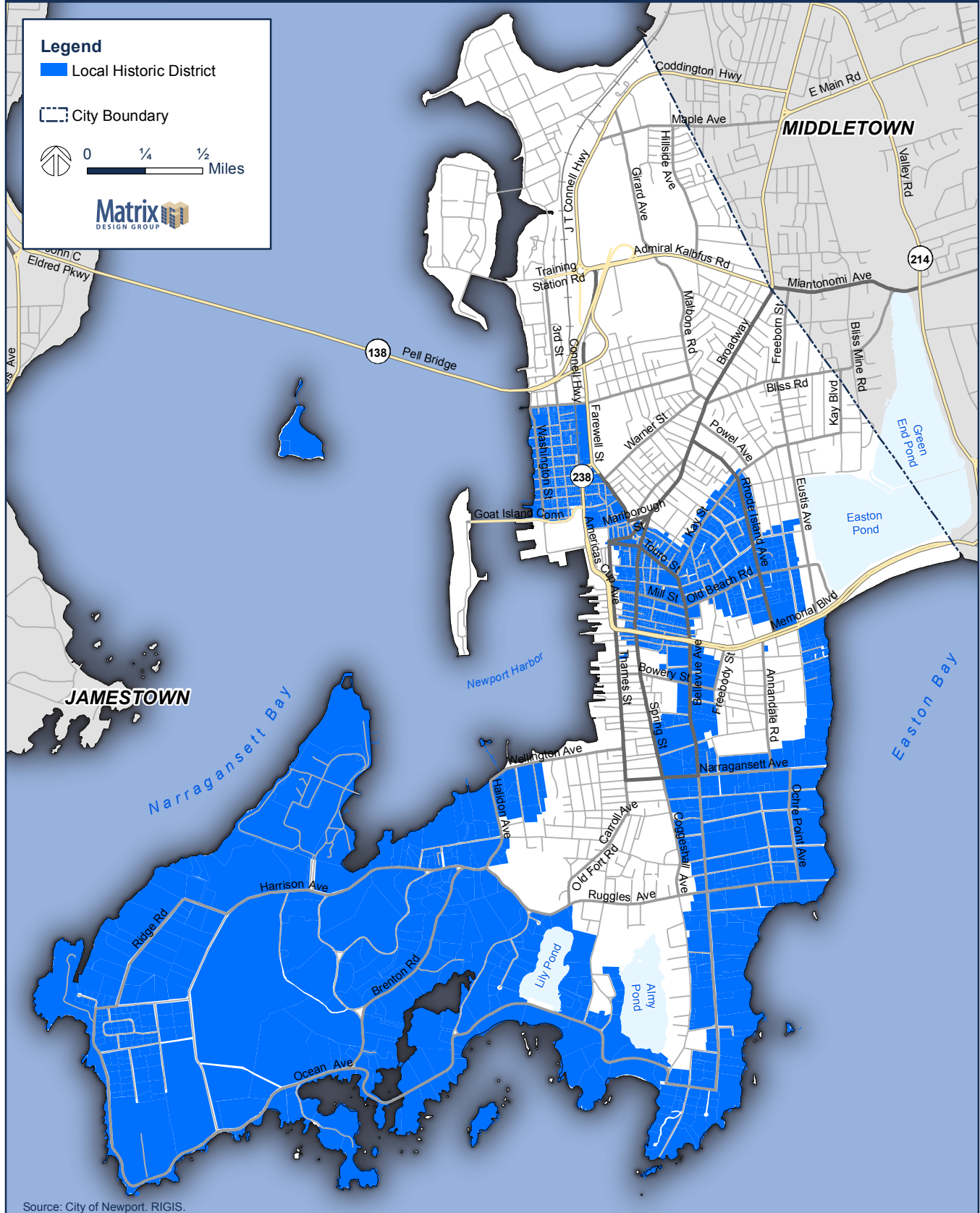
Critical Area Review – Ocean Drive District



Source: City of Newport. RIGIS.



Local Historic District Zoning



National Historic Districts

National Historic Landmark Districts

The National Historic Landmark Districts (NHLD) in the City of Newport are the Newport NHLD, Bellevue Avenue NHLD, Ocean Drive NHLD, Fort Adams NHLD, U.S. Naval War College NHLD, and the Southern Thames NHLD.

National Register of Historic Places Districts

The National Register of Historic Places Districts in Newport are the Kay Street-Catherine Street-Old Beach Historic District, Ochre Point-Cliffs Historic District, Bellevue Avenue-Casino Historic District, and the Fort Hamilton (Rose Island) Historic District.

Arts & Entertainment District

In 2013, the Rhode Island State Council on the Arts made the sale of all original works of art that were created within Newport's Arts and Entertainment District exempt from state sales taxes and personal income taxes. Additionally, art galleries located within the Arts and Entertainment District are exempt from state sales taxes on their sales.

The state tax exemptions are a great way for Rhode Island and Newport to support artists in the community. It is through efforts like these that Newport maintains its rich cultural heritage. The Arts & Entertainment District where the tax exemptions occur can be seen on Map 3-5.

Development Plan Review

To ensure that commercial and multifamily development is consistent with the Comprehensive Land Use Plan, the City of Newport has established a detailed development review process. The purpose of the process procedure, previously known as site plan review, is to assure the orderly development of those commercial and multifamily dwelling uses which either by their nature; scale and intensity of use may significantly impact city resources. More specifically, the intent is to minimize traffic hazards and congestion; provide a more healthful and aesthetically pleasing environment; guarantee the adequate provision of water, sewerage, police, fire and other public services, and promote the overall public health, safety, and general welfare of the community and its citizens.

Demolition of Structure Ordinance

The Demolition of Structures Ordinance enacted in 2012 provides the City of Newport's Planning Board with the tools necessary to preserve historically and culturally significant built environment and neighborhood architectural identities outside the local historic district. Review of demolition permits by the board ensures that proposed demolition projects shall not damage the physical fabric and architectural context of the community, without expanding the boundaries of the historic district. Procedures for the demolition of structures within the Local Historic District are defined within Chapter 10, Historical & Cultural Resources.



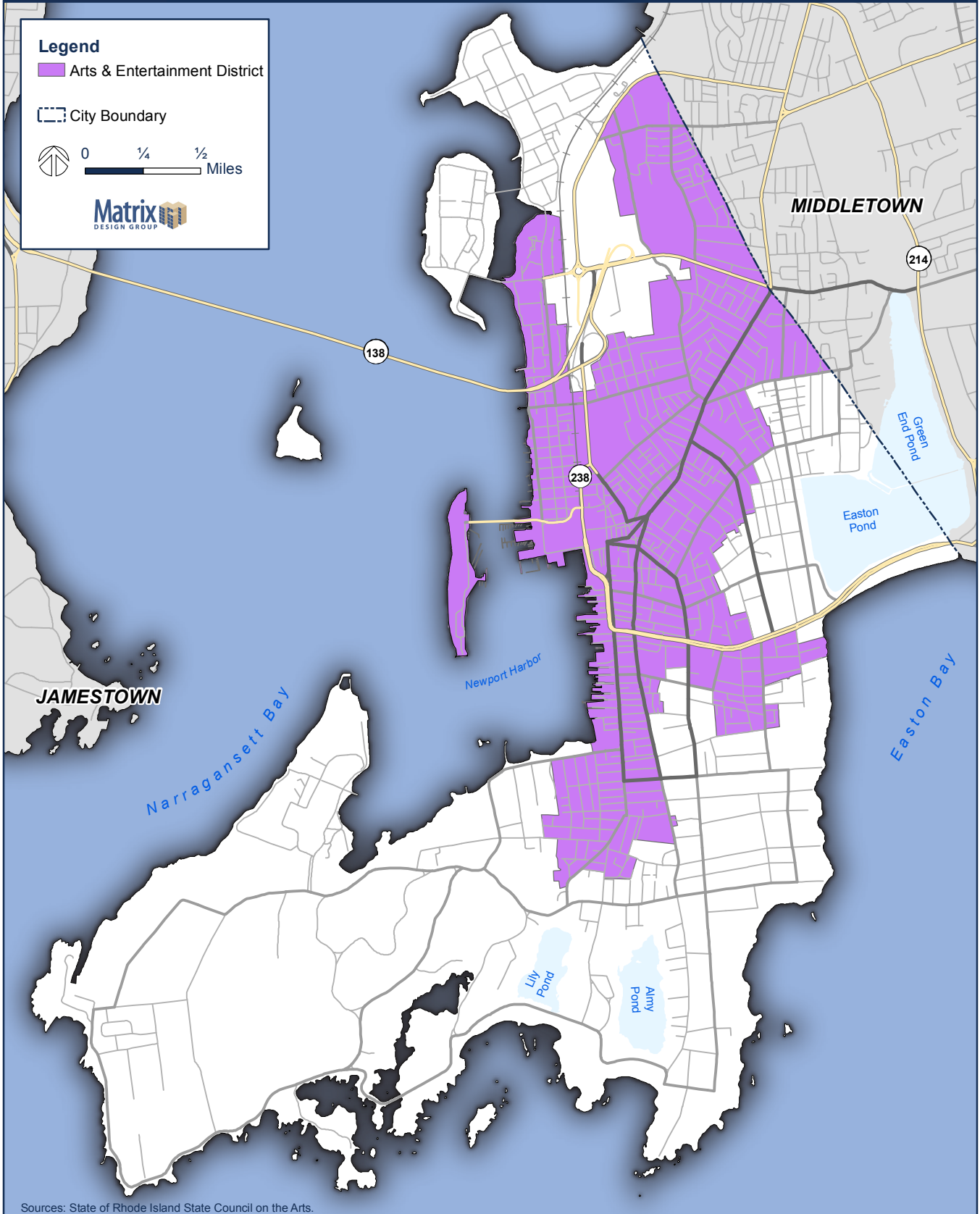
Arts & Entertainment District

Legend

- Arts & Entertainment District
- City Boundary

0 1/4 1/2 Miles

Matrix
DESIGN GROUP



Sources: State of Rhode Island State Council on the Arts.

3.2 Goals and Policies

Future Land Use Map

The most familiar part of any comprehensive plan is the Future Land Use Map (FLUM) – a diagram that shows the types and locations of existing and future development that the comprehensive plan envisions. The following describes how the designations for each land use are expressed and outlines the associated development standards for each of the designations shown on the City of Newport FLUM (see Map 3-6).



It is possible for the Future Land Use Map (FLUM) to be updated over time. Copies of the current City of Newport FLUM is available from the City's Planning Division or by download from the City's website.

Development Standards

A comprehensive plan establishes the basic standards of residential density for the various land use designations in the comprehensive plan. Standards of building density for residential uses are stated as the allowable maximum dwelling units per gross acre (expressed as "du/ac").

For non-residential categories, requirements for development intensity are set in the City of Newport Zoning Code.

Land Use Designations

The Newport Comprehensive Land Use Plan Future Land Use Map (FLUM) includes residential, commercial, industrial, and other land use designations that depict the types of land uses that will be allowed within the city. For residential designations, the allowable density is provided.

ER Estate Residential (maximum 1/2 du/ac)

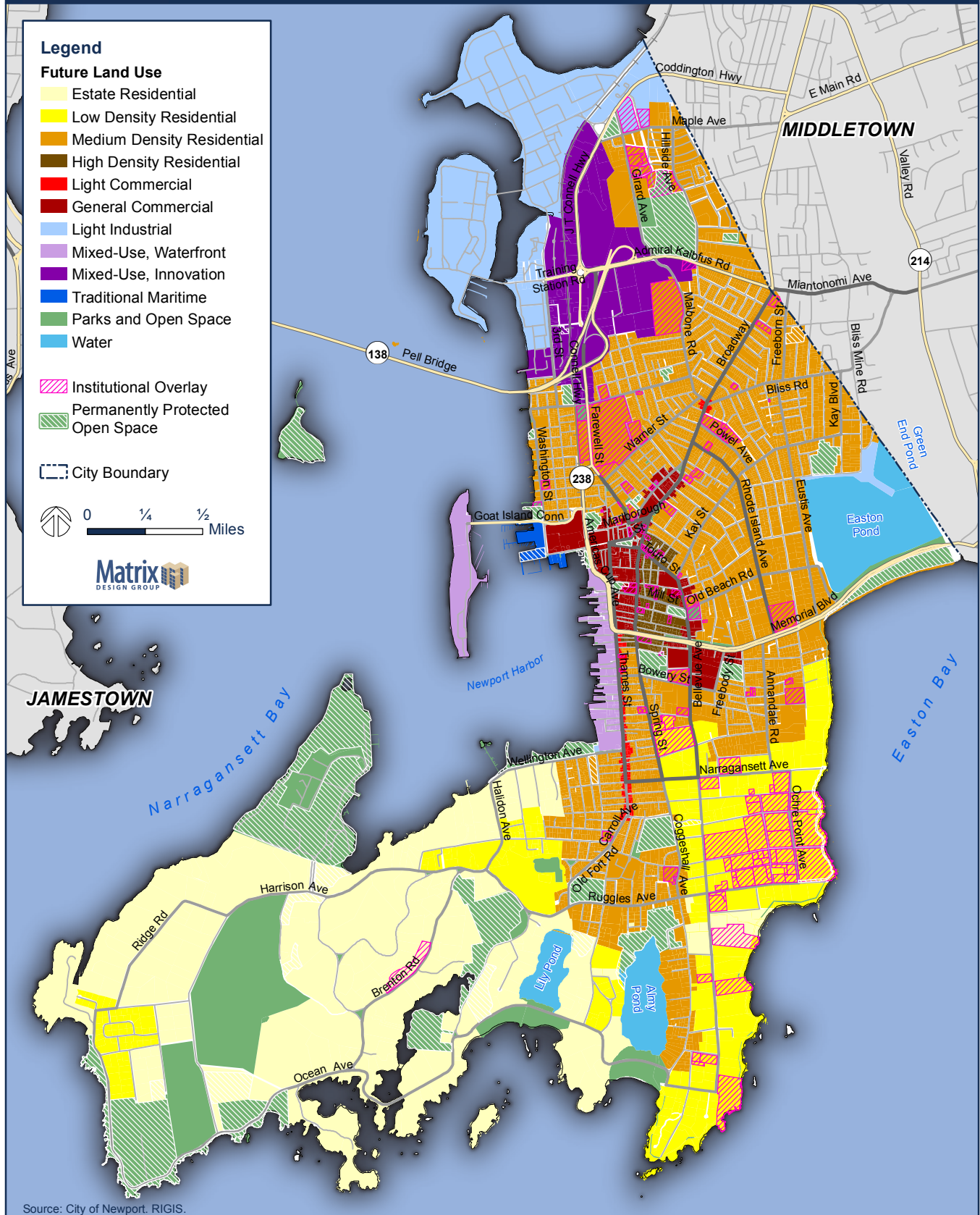
The Estate Residential density land use includes: areas primarily in the southwest portion of the city and are areas of very low-density residential development reflecting an estate-like nature of development. The intent of this land use category is to maintain the large amounts of existing open space. Commercial uses are not allowed with the exception of home occupations. Multifamily dwellings of new construction are not permitted. Permitted zoning districts in this category include: Residential (R-160), Residential (R-120).

LDR Low Density Residential (> 1.0 du/ac)

The low-density residential land use includes areas primarily in the southeast portion of the city. This land use includes primarily single-family and duplex residential uses on lots between 40,000 and 60,000 square feet. Few multi-family uses would exist. Commercial uses are not allowed with the exception of home occupations. Permitted zoning districts in this category include: Residential (R-60), Residential (R-40), and Residential (R-40A).

MDR Medium Density Residential (1 – 4 du/ac)

The medium-density residential land use includes areas with residential lots between the sizes of 10,000 to 20,000 square feet. The predominant residential uses are single-family and duplex; however there is some multi-family housing. This medium-density land use encompasses a majority of Newport's eastern and northern land uses, serving as a buffer surrounding high-density uses downtown to low-density uses along Newport's edges. Commercial uses are not allowed with the exception of home occupations. Permitted zoning districts in this category include: Residential (R-20), Residential (R-10), and Residential (R-10A).



HDR *High Density Residential (14 du/ac or greater)*

The high-density residential land use contains predominately smaller lots (3,000 square feet or less). This land use is centrally located in Newport's downtown. In addition to single-family homes, duplex and multi-family housing are generally allowed, but may require special use permits. Commercial uses are not allowed with the exception of home occupations. Residential (R-3) is the only zoning district permitted in this category.

LC *Light Commercial*

The Light Commercial land use consists of a more limited range of commercial uses than that found in general commercial areas. This land use category establishes less intense commercial uses that meet neighborhood needs, rather than those citywide. Residential uses are also allowed in this land use designation. The only zoning district permitted in this land use category is Limited Business.

GC *General Commercial*

The General Commercial land use is typically located in high traffic areas, and where there is adequate lot size to accommodate medium to larger commercial establishments. Specific uses within the commercial area would include retail, shopping centers, offices, research facilities, technology centers, guest facilities, restaurants, and other similar uses. The General Commercial land use is primarily in and surrounding the high-density areas of downtown. Residential uses are also allowed in this land use designation. The only zoning district permitted in this land use category is General Business.

LI *Light Industrial*

The Light Industrial land use is an area designed to consist exclusively of citywide business and industrial uses. The intent of this district is to concentrate such activities in an area where the transportation system is adequate for this purpose and there is no infringement upon the character of established residential areas. All residential uses are prohibited in this district for public health and safety reasons. This land use designation is solely located in Newport's northwest end. The only zoning district permitted in this land use category is Commercial-Industrial.

MUW *Mixed-Use, Waterfront*

The Mixed-Use, Waterfront land use is primarily located along the eastern side of Newport Harbor, west of Thames Street. This area is historically mixed-use and this development pattern is promoted for the future. Uses including housing, retail, offices, restaurants, boat building and repair, fish and seafood receiving, handling, and shipping are all promoted in a mixed environment with small lot sizes. Often housing and/or offices are on second or third floors with more intensive uses, such as retail or restaurants, located on the street level. The only zoning district permitted in this land use category is Waterfront Business.

MUI *Mixed-Use, Innovation*

The Mixed-Use, Innovation land use designation is located in Newport's North End, surrounding the existing Pell Bridge ramp right-of-way. The intent of this land use category is to support the development of incubator/accelerator type businesses focused on resilience/climate change, ocean, alternative energy systems, defense (underwater, maritime and cyber security) and digital industries, their support sub-sectors, associated training and job creation center, as well as ancillary financial, commercial and retail/hospitality support services. High density residential uses are permitted if supportive of businesses in this designation. The only zoning districts permitted in this land use category are Commercial-Industrial, R-3 Residential, and Open Space and Recreational.

TM Traditional Maritime

The Traditional Maritime land use is intended to provide a location for maritime-related activities, public access and recreational uses of the waterfront in an attractive environment which supports the historic character of the city and the traditional values associated with a working waterfront. All residential uses are prohibited in this district for public health and safety reasons. The only zoning district permitted in this land use category is Traditional Maritime.

POS Parks and Open Space

The Parks and Open Space land use includes significant areas offering natural, recreation (passive and active), and historic value to the public. Examples include local and state parks, urban parks, natural resource protection areas, beaches, golf courses, and islands. Permitted zoning districts in this category include Recreation and Open Space. Significant existing, permanently protected outdoor recreational areas can be found on Map 9-7, which are also reflected in the on the Future Land Use Map as an overlay.

INST Institutional Overlay

The Institutional Overlay consists of uses such as schools, universities and colleges, government functions (local, state, and federal), hospitals, cemeteries, and non-profit community organizations. Institutional land uses in the future will continue to be located throughout Newport. Properties indicated with an Overlay shall comply with the base land use category reflected on the Future Land Use Map.

Zoning, Land Use 2025 and FLUM Consistency

Zoning is generally considered to be the primary tool for implementing the Comprehensive Plan. Because of this, state law requires that the City's Comprehensive Plan be consistent with the City's Zoning Ordinance and the State Land Use 2025. This means the Zoning Ordinance must be consistent with the goals, policies and land uses specified in the Comprehensive Plan and Land Use 2025. Referring to the Rhode Island State Land Use Policies and Plan "Land Use 2025", Newport is entirely within the Urban Services boundary. Generally, the eastern part of Newport is within the Sewered Urban category while the Southwest portion of Newport is within the Urban Development category, see FLUM Map 3-6.

Referencing Table 3-3, it is noted that the FLUM density categories are below the recommended Land Use 2025 minimum densities. Due to the developed character of Newport and the many historic properties and districts, as well as the decreasing trend in population, it is not appropriate to compel higher densities that may conflict with the existing built environment. Further, giving the negative growth rate, it is believed that higher residential densities is not warranted. The consistency of existing City Zoning categories and the Land Use 2025 with proposed Comprehensive Plan land use designations is illustrated in the following consistency matrix (Table 3-3).

Table 3-3 – Zoning, Land Use 2025 and FLUM Consistency Chart

| Zoning District | Land Use 2025 | FLUM Category | FLUM Density / Intensity |
|------------------------------------|--|-----------------------------|--------------------------|
| Residential (R-160) | Urban Development (1 du/ac minimum) | Estate Residential | (0.27 to 0.36 du/ ac) |
| Residential (R-120) | Urban Development (1 du/ac minimum) | | |
| Residential (R-60) | Sewered Urban (5 du/ac minimum) | Low Density | (0.73 to 1.09 du/ ac) |
| Residential (R-40) | Sewered Urban (5 du/ac minimum) | | |
| Residential (R-40A) | Sewered Urban (5 du/ac minimum) | | |
| Residential (R-20) | Sewered Urban (5 du/ac minimum) | Medium Density | (2.18 to 4.36 du/ac) |
| Residential (R-10) | Sewered Urban (5 du/ac minimum) | | |
| Residential (R-10A) | Sewered Urban (5 du/ac minimum) | | |
| Residential (R-3) | Sewered Urban (5 du/ac minimum) | High Density | (14.52 du/ac or greater) |
| Limited Business (LB) | | Light Commercial | Not specified |
| General Business (GB) | | General Commercial | Not specified |
| Commercial Industrial (CI) | | Light Industrial | Residential Prohibited |
| Waterfront Business (WB) | | Waterfront Mixed-Use | Not specified |
| Traditional Maritime (TM) | | Traditional Maritime | Residential Prohibited |
| Recreational (REC) | | Parks and Open Space | Not specified |
| Open Space (OS) | | | |
| Water (W) (New) | | Water | Not specified |
| Mixed-Use, Innovation (MUI) (New) | | Mixed-Use, Innovation (MUI) | Not specified |
| Institutional Overlay (INST) (New) | | Institutional Overlay | Not specified |

Table 3-4 displays a list of inconsistencies between the existing Zoning Map (Map 3-2) and the Future Land Use Map (Map 3-6). The table lists each of the inconsistencies. The “Map ID” column corresponds to the location (number) shown on Map 3-7. The following columns show the existing zoning designations, the proposed zoning designation that should be applied to achieve consistency, the current FLUM designation, and a timeframe for when the City should resolve the inconsistency. To resolve these inconsistencies, the City will need to rezone each location’s existing zoning district to a zoning district consistent with the Future Land Use Map. The City is proposing to resolve all inconsistencies within two years, so each inconsistency has been given a timeframe of “Short”.

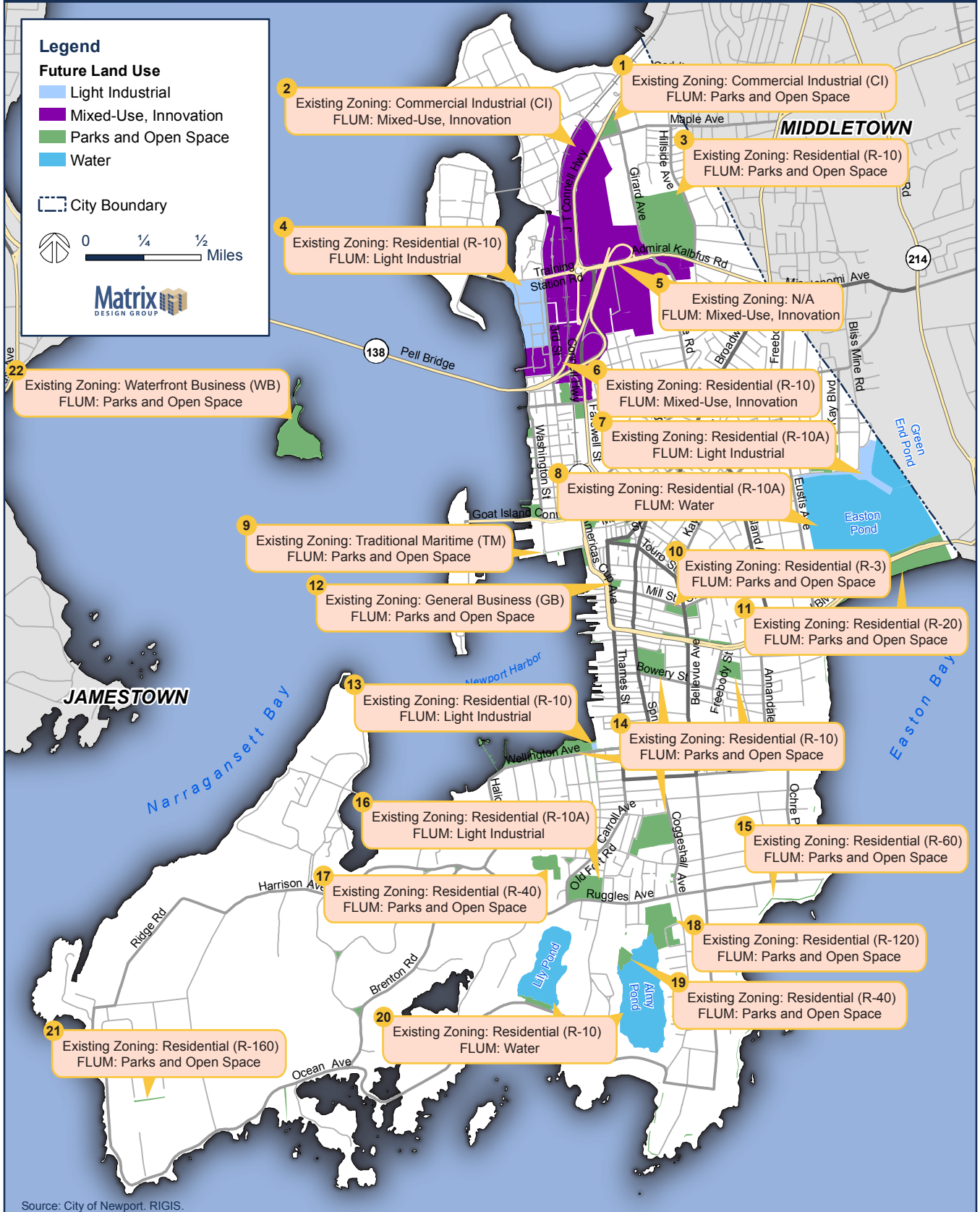
For the Mixed Use, Waterfront and Mixed Use, Innovation FLUM designations, the City will need to develop matching zoning designations as part of the zoning update.

Table 3-4 – Inconsistencies Table

| Map ID | Existing Zoning | Proposed Zoning | FLUM | Timeframe |
|--------|----------------------------|-----------------------------|-----------------------|-----------|
| 1 | Commercial Industrial (CI) | Recreation (REC) | Parks and Open Space | Short |
| 2 | Commercial Industrial (CI) | Mixed Use, Innovation (MUI) | Mixed Use, Innovation | |
| 3 | Residential (R-10) | Recreation (REC) | Parks and Open Space | |
| 4 | Residential (R-10) | Commercial Industrial (CI) | Light Industrial | |
| 5 | N/A | Mixed Use, Innovation (MUI) | Mixed Use, Innovation | |
| 6 | Residential (R-10) | Mixed Use, Innovation (MUI) | Mixed Use, Innovation | |
| 7 | Residential (R-10A) | Commercial Industrial (CI) | Light Industrial | |
| 8 | Residential (R-10A) | Water | Water | |
| 9 | Traditional Maritime (TM) | Recreation (REC) | Parks and Open Space | |
| 10 | Residential (R-3) | Recreation (REC) | Parks and Open Space | |
| 11 | Residential (R-20) | Recreation (REC) | Parks and Open Space | |
| 12 | General Business (GB) | Recreation (REC) | Parks and Open Space | |
| 13 | Residential (R-10) | Commercial Industrial (CI) | Light Industrial | |
| 14 | Residential (R-10) | Recreation (REC) | Parks and Open Space | |
| 15 | Residential (R-60) | Recreation (REC) | Parks and Open Space | |
| 16 | Residential (R-10A) | Commercial Industrial (CI) | Light Industrial | |
| 17 | Residential (R-40) | Recreation (REC) | Parks and Open Space | |
| 18 | Residential (R-120) | Recreation (REC) | Parks and Open Space | |
| 19 | Residential (R-40) | Recreation (REC) | Parks and Open Space | |
| 20 | Residential (R-10A) | Water | Water | |
| 21 | Residential (R-160) | Recreation (REC) | Parks and Open Space | |
| 22 | Waterfront Business (WB) | Recreation (REC) | Parks and Open Space | |



Zoning - Future Land Use Map Analysis



Source: City of Newport. RIGIS.

Future Land Use Consistency

To ensure coordinated land use planning on Aquidneck Island and the State of Rhode Island as a whole, the land use designations depicted on the City of Newport FLUM should be consistent with the Town of Middletown Comprehensive Plan. Specifically, conflicting land use designations should be identified and remedied on the Newport and Middletown municipal border.

Potential conflicts between Newport's FLUM and the Town of Middletown Comprehensive Plan are limited to the northernmost border between the two municipalities, where the Light Industrial land use designation is located. The existing land uses in Middletown directly adjacent to Newport's Light Industrial land use designation are a combination of Transportation & Utilities, Commercial, and Underdeveloped/Unprotected land uses. The Light Industrial category in Newport is based on the historic use of the property in this area. This area provides a local job base and it is expected that the uses in this area will continue for the foreseeable future. The combination of land uses currently presents no conflicts. This could change however should the Underdeveloped/Unprotected land uses change and become developed. There should be communication between Newport and Middletown as well as careful consideration for potential developments when considering developments in this area.

There are no potential conflicts between the City of Newport's FLUM and the Town of Middletown's FLUM. When comparing the FLUMs, the Light Industrial area in Newport will be directly abutting either Institutional land uses or residential land uses in Middletown, presenting no conflicts.

Flexible Zoning Techniques

While there are a number of possible flexible zoning techniques available to cities and towns, Newport has opted to adopt a floating zone overlay as a regulatory tool for use in parts of the city. This comprehensive plan update looks to further develop the flexible zoning concept first introduced to the City in the 2004 Comprehensive Plan. This current Floating Zone, as it is now referred to, would be an amendment to the zoning ordinance until applied as part of the regulatory process of a specific development. After approval of the project by the various regulatory agencies the "property" applying for the overlay it would become a district. In the interim this overlay "floats" until a developer initiates the process as part of a development application.

The floating zone overlay district is proposed as a land use regulation intended to manage large-scale development. Potential benefits of such an overlay zone to Newport would be the preservation and enhancement of these areas of the city; encouragement of economic development; architectural compatibility; opportunities to extend the harbor walk; and the management of stormwater leading to further protection of Newport Harbor and Narragansett Bay just to name a few. With strict limitations on the permitted flexibility, City Council authorization to start the process, Zoning Board of Review and Planning Board involvement, administration of the overlaying floating zone would be responsive to the community's concerns. A floating zone overlay would be permitted only in the Waterfront Business, Traditional Maritime, or Commercial/Industrial zoning districts, in areas with a minimum 3-contiguous-acre requirement.

The following is a detailed list of the components of the floating zone process as recommended, including objectives, review steps, required background reports, public notification and disclosure procedures, prohibitions and other restrictions, and safeguards.

1. Floating Zone: Objectives

- Provide a floating zone overlay process for the Waterfront, Traditional Maritime, and Commercial/Industrial zoning districts.
- Provide a net benefit to the City and citizens of Newport from the changes permitted under each floating zone district.

- Maintain consistency with the Comprehensive Land Use Plan Goals
- Permit mixed uses
- Preserve public rights-of-way (ROWs)
- Preserve scenic vistas
- Preserve existing historic structures through negotiation and incentives
- Architectural compatibility of new structures with surroundings
- Encourage water-dependent uses in the Waterfront Business and Traditional Maritime districts

2. Floating Zone: Plan Review Process Requirement

- City Council authorizes the start of Floating Zone Overlay process at request of developer.
- City planning staff works with developer to ensure that all requirements are met in preparing formal proposal to start the review process. All requirements are referenced in the following section, Flexible Zoning: Background Report Requirement.
- Planning Board is responsible for actual review and negotiations with developer, following specific flexible zoning guidelines.
- Planning staff provides written comments and recommendations to Planning Board during and at conclusion of review process.
- Planning Board holds public input workshop regarding proposed plan early in review process.
- Planning Board reviews and considers the required impact statements.
- Planning Board meets with developer to negotiate any variations from underlying zoning requirements for the site involved, using guidelines and limits established.
- Time allowance for Planning Board to process flexible zoning plan request and submit recommendation to City Council set at 6 to 12 months.
- Planning Board holds public hearing to discuss final version of flexible zoning plan recommendation prior to formal submission to City Council.
- Planning Board makes formal written recommendation of specific, detailed, flexible zone plan to City Council.
- City Council acts on plan submitted by Planning Board. If not accepted, it can be rejected outright, or returned to the Planning Board with Council recommendations for changes
- Planning Board conducts re-negotiations with developer as recommended by City Council and consistent with flexible zoning guidelines, revises plan, holds public hearing on revised plan, and re-submits to City Council.

3. Flexible Zoning: Background Report Requirement

- Architectural compatibility of project with surroundings.
- Economic impact on City as a whole.
- Economic impact on existing commercial and business activities within the zoning district.
- Tax revenue projected versus costs of additional City services.
- Impact on City services and infrastructure: water, sewer, waste, police and fire services, and public transportation accessibility.
- Environmental impacts.

- Traffic and parking impacts.
- Impact on existing recreation activities.
- Public pedestrian access to and along waterfront.
- Waterfront transportation access.
- Reasonable costs of outside consultants to prepare reports required by the City to be assumed by developer.
- Qualifications of outside consultants preparing required reports are subject to approval of the Planning Board.

4. Floating Zone and Public Notification, Information Disclosure, and Input Requirements

- Public announcement by City Council of referral of proposed plan to Planning Board.
- Notification of abutting property owners and lot owners within 200 feet of the proposed project at time of proposed project referral to Planning Board
- Public input workshop held by Planning Board early in the review process
- Planning Board report and recommendations released to public prior to City Council consideration of plan.
- Publication, at the time the recommendations are submitted to the City Council, of a list of benefits and variations from existing zoning regulations that are being recommended by the Planning Board.
- Public hearing held by Planning Board to discuss final version of proposed flexible zoning plan prior to formal submission to City Council.
- City Council follows its standard procedures for public input in the process of changing zoning ordinance in addition to the steps above.

5. Flexibility in Floating Zone Overlay Districts

- Minimum land area of 3 contiguous acres, which may be separated by a street or right-of-way.
- Floating Zone Overlay permitted only in Waterfront Business, Traditional Maritime, or Commercial/Industrial zoning districts.
- Certain use variances may be permitted as part of a project in the Waterfront Business or Commercial/Industrial zoning districts.
- Density limitations may be negotiated.
- Building height limitations may be negotiated.
- Increased amount of open space to be provided may be negotiated as a requirement.
- Maximum area to be covered by structure may be negotiated.
- Parking requirements may be negotiated.
- Off-site parking as an alternative may be negotiated.
- Requirement of publically accessible site amenities.

6. Floating Zones and Approved Plans

- A formal long-term plan with specific methods to monitor conformity with approved project terms and commitments are to be developed and made a part of the terms of each floating zone.
- Performance Bond to be posted.

- Commitments made by owner must be made irrevocably binding, i.e., easements, open space, off-site facilities commitments.
- All projects remain subject to Building Code and other public safety and environmental requirements.
- Floating zone plan approved involves only zoning ordinance requirements and does not supersede any other local, State, or federal requirements another aspect.
- All other provisions of the underlying district would remain in effect.

3.3 Goals and Policies

The City of Newport is faced with challenges associated with an economy that is heavily dependent on seasonal tourism, a shortage of employment opportunities for skilled workers, and a lack in housing at a price that can be afforded by a working family. This has contributed to an overall aging of the community and increases in seasonal residential uses. Lack of employment opportunities and the high cost of housing are items addressed as part of elements that make up the Comprehensive Land Use Plan.

Goal LU-1

To provide a balanced City consisting of residential, commercial, and employment uses consistent with the character, environmental resources and vision of the community.

- Policy LU-1.1** The City shall support implementation of efforts to diversify, redevelop and enhance the city's north end in collaboration with appropriate federal, state, regional, and private stakeholders, with a focus on developing employment opportunities, especially for young adults.
- Policy LU-1.2** The City shall protect the Ocean Drive neighborhood and southerly portions of the city, by maintaining an emphasis on very low density residential uses, conservation and enhancement of exceptional natural resources, and appropriate public recreation.
- Policy LU-1.3** The City shall work with state regional agencies and private property owners to maintain viable maritime uses and public access within the city's harbor area, while also supporting uses necessary to accommodate tourism.
- Policy LU-1.4** The City shall maintain design standards to protect historic structures, maintain the heritage of the community, and maintain views and access to the harbor and waterfront areas.
- Policy LU-1.5** The City shall encourage the use of the Floating Zone Overlay in the Waterfront Business, Traditional Maritime, or Commercial / Industrial zoning districts including the Innovation Hub Area. This could include the use of alternative performance-oriented development standards, mixed uses, and other development and planning techniques that will support a vibrant and flexible economic opportunity area.
- Policy LU-1.6** The City shall encourage upgrading, beautification, revitalization, and environmentally appropriate reuse of existing commercial areas.

Policy LU-1.7 The City shall protect the existing character of residential neighborhoods while encouraging local neighborhood business.

Policy LU-1.8 The City shall require lighting designs that are designed to minimize glare, light trespass, enhance energy conservation and to maintain dark skies.

Goal LU-2

To develop a planning framework that helps the city respond to the impacts of sea level rise, storm surge and increased flooding.

Policy LU-2.1 The City shall identify specific areas possibly impacted by these threats, assess and understand the economic, social and other roles these land uses play.

Policy LU-2.2 The City shall play a leadership role in advocating responsible public and private responses to impacts of these threats at both the local, state and federal levels.

Policy LU-2.3 The City shall design and implement capital project plans and improvements while considering the land use implications of such investments within the context of these natural hazards and threats.

3.4 Implementation Actions

The following are the implementation actions for the goals included in the Land Use Element.

| Goals & Actions | City Objectives | | | | | | | | Priority Cost | Time | Responsibility / CIP |
|---|-----------------|-----------|-------|-------------|---------------|-------|---------|-----------|------------------|----------------|---|
| | Prosperous | Beautiful | Happy | Destination | Collaborative | Smart | Healthy | Resilient | | | |
| GOAL LU-1: To provide a balanced City consisting of residential, commercial, and employment uses consistent with the character, environmental resources and vision of the community. | | | | | | | | | | | |
| A) Update City's Zoning Ordinance to add Mixed Use designations compatible with the designations included in this Comprehensive Plan. | ■ | ■ | ■ | ■ | ■ | ■ | ■ | ■ | High \$ | Short | <ul style="list-style-type: none"> City Council Planning and Zoning Board Planning |
| B) Actively pursue implementation of all North End redevelopment projects and related initiatives. | ■ | ■ | ■ | ■ | ■ | ■ | ■ | ■ | High \$\$\$\$ | Mid & On-going | <ul style="list-style-type: none"> City Council (In CIP – partial) |
| C) Update City's Zoning Map to reflect the changes noted on Map 14-1 and Table 14-2. | ■ | ■ | ■ | ■ | ■ | ■ | ■ | ■ | High \$ | Short | <ul style="list-style-type: none"> City Council Planning and Zoning Board Planning |

| Goals & Actions | City Objectives | | | | | | | | Priority Cost | Time | Responsibility / CIP |
|---|-----------------|-----------|-------|-------------|---------------|-------|---------|-----------|------------------|------------------------|---|
| | Prosperous | Beautiful | Happy | Destination | Collaborative | Smart | Healthy | Resilient | | | |
| D) Lighting used on public and private lands should be integrally designed as part of the built environment and should reflect a balance for the lighting needs with the contextual ambient light level and surrounding nighttime characteristics of our community. This includes: <ul style="list-style-type: none"> The lighting designers should consider utilizing pre-curfew and post-curfew lighting designs with automatic control systems to eliminate excessive light during non-active hours of site and building operation. Full cut-off fixtures and shielding should be utilized to effectively control glare and light trespass. Architectural lighting should only be utilized to highlight special features or to enhance public safety. Lighting of expansive wall planes and roofs should be avoided. Landscape lighting should only be utilized to accent landscaping, be pointed away from property lines, and fixtures shall be shielded to minimize light trespass on adjacent properties or public spaces. | ■ | ■ | ■ | ■ | | ■ | ■ | ■ | High \$ | | <ul style="list-style-type: none"> Planning and Zoning Board Planning |
| GOAL LU-2: To develop a planning framework that helps the City respond to the impacts of sea level rise, storm surge and increased flooding. | | | | | | | | | | | |
| A) Encourage use of the Best Management Practices identified in the 2015 Newport Resilience Assessment Tour's Technical Report #2 by the URI's CRC and Rhode Island Sea Grant. | ■ | | | ■ | | | | ■ | High \$\$ | Short & On-going | <ul style="list-style-type: none"> City Council |
| B) Encourage the voluntary use of the Insurance Institute for Business and Home Safety's "Fortified" Code-Plus Design Standards (www.disastersafety.org/fortified-main). | ■ | | | | | | | ■ | Mid \$ | Short | <ul style="list-style-type: none"> Building Dept. |
| C) Plan, design, install and maintain/operate public infrastructure to limit or avoid impacts from flooding and to enhance post-event recovery. | ■ | ■ | | | | | | ■ | High \$\$\$ | Mid to Long & On-going | <ul style="list-style-type: none"> Public Services Utilities (In CIP – partial) |

| Goals & Actions | City Objectives | | | | | | | | Priority Cost | Time | Responsibility / CIP |
|---|-----------------|-----------|-------|-------------|---------------|-------|---------|-----------|--------------------------------|------------------|--|
| | Prosperous | Beautiful | Happy | Destination | Collaborative | Smart | Healthy | Resilient | | | |
| D) Maximize the ability to leverage natural systems as “accommodation zones” and/or “preservation zones” where possible. | | ■ | | | | | | ■ | High _____ No Cost to \$ | Short & On-going | <ul style="list-style-type: none"> • Planning and Zoning Board • Land Trusts |
| E) In redeveloping the city’s North End, implement low impact storm water design practices to the maximum extent practical. | | ■ | | | ■ | | | ■ | Mid _____ \$ | Short to Mid | <ul style="list-style-type: none"> • Planning and Zoning Board • RIDOT • Utilities • Land owners |
| F) Continue as a primary participant and supporter of the developing Shoreline Change SAMP. | ■ | ■ | | ■ | ■ | | | ■ | High _____ \$ | Short & On-going | <ul style="list-style-type: none"> • City Council • Planning and Zoning Board |
| G) Upon completion of the Shoreline Change SAMP, incorporate, as appropriate, its recommended tools for planning and land use permitting into applicable plans, regulations, programs and procedures. | ■ | ■ | | ■ | ■ | | | ■ | Mid _____ \$ | Short & On-going | <ul style="list-style-type: none"> • City Council • Planning and Zoning Board |
| H) Develop, adopt and administer design standards for historic neighborhoods that are consistent with historic preservation requirements and which do not alter the character of the neighborhood. | ■ | ■ | | | ■ | | | ■ | High _____ \$ | Short & On-going | <ul style="list-style-type: none"> • City Council, • Planning and Zoning Board • Building |
| I) Take necessary steps to become eligible for FEMA’s NFIP Community Rating System. | ■ | | | | | | | ■ | Mid _____ \$ | Mid | <ul style="list-style-type: none"> • City Council • Planning and Zoning Board • Building |

4 Economic Development



Newport's economy remains grounded in tourism, the U.S. Navy, health and human services and academia. While these sectors provide a sound foundation, in recent years employment growth has been stagnant. City population is projected to decline, and the city's permanent residents are growing older. Adding to these challenges is the prospect of sea level rise and its impact on one of the city's primary concentrations of economic activity, employment and tax base. This chapter attempts to describe, in general terms, the current state of affairs, relevant trends and issues and how Newport can maximize its chances for continued success.

4.1 Existing Conditions

Background

Economic development is the foundation upon which a community is able to grow and generate revenue. This section examines key economic and market indicators in the City of Newport such as employment trends, largest employers and revenue sources. Reviewing this data enables the City of Newport to assess the strengths and weaknesses of Newport's economy which, in turn, will allow for targeted goals and policies that strengthen and improve Newport's economic condition. Various data resources were used to develop this assessment, including the State of Rhode Island, U.S. Census Bureau and the City of Newport.

Labor Force and Employment

As shown in the Table 4-1, the employment rate in Newport saw a slight increase from 58.1% to 58.8% from 2010 to 2014. While Newport's employment rate was growing slightly, the State of Rhode Island saw a slight drop in its employment rate (60.5% to 59.3%). Overall, the City of Newport and State of Rhode Island were very similar in total employment by 2014. In terms of unemployment, the Newport had an unemployment rate of 3.8% in 2014. This is significantly lower than the State's unemployment rate, which was 6.2% in 2014.

Table 4-1 –Employment Statistics 2000, 2010, and 2014

| Jurisdiction | Statistic | 2000 | 2010 | 2014 |
|--------------|-------------------|---------|---------|---------|
| Newport | Labor Force | 15,266 | 15,497 | 15,194 |
| | Employed | 12,648 | 13,652 | 12,552 |
| | Unemployed | 1,033 | 473 | 821 |
| | Employment Rate | 58.1% | 60.8% | 58.8% |
| | Unemployment Rate | 4.7% | 2.2% | 3.8% |
| Rhode Island | Labor Force | 534,353 | 564,706 | 568,439 |
| | Employed | 500,731 | 515,924 | 511,362 |
| | Unemployed | 29,859 | 44,627 | 53,671 |
| | Employment Rate | 60.5% | 60.3% | 59.3% |
| | Unemployment Rate | 3.6% | 5.2% | 6.2% |

Source: American Community Survey

Industry Profile

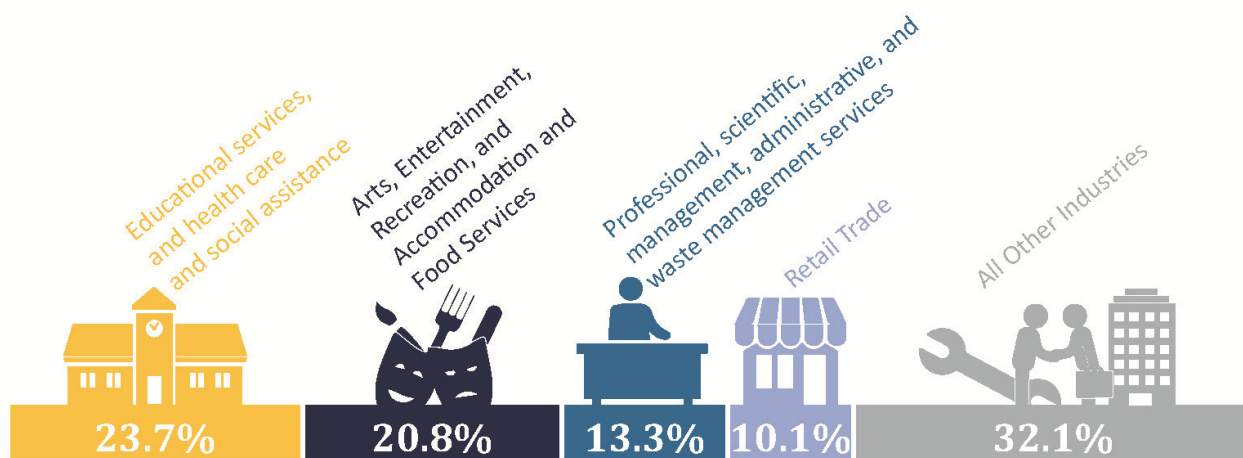
Table 4-2 provides specific employment data by industry sector for the years 2000, 2010, and 2014. The data in the table includes figures for the employed military civilians in Newport. The Educational Services, Health Care, and Social Assistance sector has the most employees in Newport. The City of Newport has a number of schools, both public and private, that span all grade levels. The city also has a number of health care and social assistance facilities such as the Newport Hospital and the Maher Center. Employment in Newport’s tourism industry is reflected in the Arts, Entertainment, Recreation, Accommodation and Food Services sector. This sector has the second highest total employment in the city. Together these two sectors account for just under half of all employment in Newport.

From years 2010 to 2014, six of the thirteen sectors experienced decreases in employment. The largest of these decreases was in the Construction industry, which lost 487 employees. The total amount of jobs lost in all six of these sectors between 2010 and 2014 was 1,286. The seven remaining sectors experienced gains in employment between 2010 and 2014. The largest employment gain was in the Public Administration sector with 208. The total amount of jobs gained in these seven sectors was 560. There was a net loss of 627 jobs in all sectors between the years 2010 and 2014.

Table 4-2 - City of Newport Employment by Industry Sector: 2000, 2010 and 2014

| Industry Sector | 2000 Count | 2000 Percent of Workforce | 2010 Count | 2010 Percent of Workforce | 2014 Count | 2014 Percent of Workforce |
|---|------------|---------------------------|------------|---------------------------|------------|---------------------------|
| Educational Services, and Health Care and Social Assistance | 2,514 | 19.9% | 3,149 | 23.9% | 2,975 | 23.7% |
| Arts, Entertainment, Recreation, and Accommodation and Food Services | 2,348 | 18.6% | 2,439 | 18.5% | 2,607 | 20.8% |
| Professional, Scientific, Management, Administrative, and Waste Management Services | 1,558 | 12.3% | 1,648 | 12.5% | 1,674 | 13.3% |
| Retail Trade | 1,375 | 10.9% | 1,533 | 11.6% | 1,273 | 10.1% |
| Manufacturing | 912 | 7.2% | 716 | 5.4% | 804 | 6.4% |
| Finance and Insurance, and Real Estate and Rental and leasing | 803 | 6.3% | 901 | 6.8% | 775 | 6.2% |
| Public Administration | 638 | 5.0% | 528 | 4.0% | 736 | 5.9% |
| Other Services, except public administration | 549 | 5.1% | 413 | 3.1% | 529 | 4.2% |
| Construction | 692 | 5.5% | 991 | 7.5% | 504 | 4.0% |
| Transportation and Warehousing, and Utilities | 463 | 3.7% | 355 | 2.7% | 283 | 2.3% |
| Wholesale Trade | 320 | 2.5% | 159 | 1.2% | 191 | 1.5% |
| Information | 285 | 2.3% | 340 | 2.6% | 173 | 1.4% |
| Agriculture, Forestry, Fishing and Hunting, and Mining | 91 | 0.7% | 7 | 0.1% | 28 | 0.2% |
| Total | 12,548 | 100% | 13,179 | 100% | 12,552 | 100% |

Source: 2000 U.S. Census, 2010 & 2014 American Community Survey 5-Year Estimates



The four major industries in Newport are Education Services and Healthcare and Social Assistance; Arts, Entertainment, Recreation, and Accommodation and Food Services, Professional, Scientific, Management, Administrative, and Waste Management Services; Retail Trade. The rest of the industries comprise 32.1% of the workforce industries.

Notably, employment gains were accomplished in key sectors, including professional, scientific and management, and manufacturing. These jobs typically pay higher wages and provide better benefits than others, such as hospitality jobs. In addition, they are typically not seasonal positions. These two factors provide greater economic benefits (per position) over a longer period of time, resulting in higher multipliers and more stability.

Compared to the state as a whole, Newport’s strength in the tourism industry is evident. As shown in Table 4-3 below, nearly 11% of the state’s population is in the Arts and Entertainment sector. By comparison, this sector represents nearly 21% in the City of Newport. The strength of the tourism industry is important to Newport as it directly relates to increased revenues through sales tax from outside sources. The City of Newport also employs a larger percentage of their workforce in the Professional, Scientific, and Management sector as compared to the state. This sector comprises 13.3% of Newport’s workforce, compared to 9.7% for the state as a whole.

Table 4-3 - State of Rhode Island Employment by Industry Sector 2014

| Industry Sector | 2014 Count | 2014 Percent of Workforce |
|---|------------|---------------------------|
| Educational Services, and Health Care and Social Assistance | 138,299 | 27.0% |
| Arts, Entertainment, Recreation, and Accommodation and Food Services | 55,894 | 10.9% |
| Professional, Scientific, Management, Administrative, and Waste Management Services | 49,411 | 9.7% |
| Manufacturing | 56,078 | 11.0% |

Source: 2010 & 2014 American Community Survey 5-Year Estimates

As of 2014, there were several employers that made a major contribution to the full-time employment base in the community. These include Newport Hospital, the Newport Harbor Corporation (owners/operators of several city restaurants and lodging venues), the James L. Maher Center, the City of Newport, and Salve Regina University. However, as noted in Table 4-4, the economy of Newport, and that of Newport County as a whole, is heavily reliant upon the defense industry.

In 2014, the single largest employer in Newport County was the U.S. Navy with 8,340 civilian employees. The activities at Naval Station Newport (NAVSTA) provide a mix of job opportunities for civilians as well as military personnel. In 2013, it was estimated that 73% of the civilian workforce at Naval Undersea Warfare Center (NUWC) was employed in Science, Technology, Engineering and Math (STEM) occupations. Individual annual wages are estimated at \$110,000. The importance of this facility to the region and to Newport cannot be overstated.



State occupational demand projections indicate that demand will continue to grow for workers in many health-related occupations, including medical laboratory and radiology technologists, laboratory and pharmacy assisting, and practical nursing.

Table 4-4 - City of Newport Employment by Largest Employers, 2014

| Employer | Industry | Number of Employees |
|----------------------------|----------------------------------|---------------------|
| Naval Station Newport | Military (Civilian Employees) | 8,340 |
| Newport Hospital | Medical Facility | 802 |
| Newport Harbor Corporation | Hospitality | 702 |
| RIARC (Maher Center) | Non-Profit | 571 |
| City of Newport | Government & Public School (FTE) | 661 |
| Salve Regina University | Higher Education | 546 |

Source: 2000 U.S. Census, 2010 & 2014 American Community Survey 5-Year Estimates

U.S. Navy

The military, civilian, and student personnel at the Navy Base and their families form an important part of Newport's social and economic fabric. Along with these year-round residents, the educational activities at the base bring short-term residents to the Island as well.

The educational component of Naval Station (NAVSTA)

Newport includes the Naval Education and Training

Center, Officer Candidate School, the Naval Supply Corps School, Officer Development School, Surface Warfare Officer School, Naval Justice School, and Naval War College. As of October 2015, the War College alone enrolled 599 students in its programs, including international students. The War College faculty employs 333 instructors, of which 129 are civilians, and a staff of 336 persons including 236 civilians. The housing, goods, and services procured by these adult students and their families provide direct economic benefits to the local economy.



Newport's economy is highly dependent on the military industry.

Institutions

Health services provide excellent employment opportunities. These jobs require varying levels of education and training, making them available to a wide segment of the population. The availability of quality health services adds to Newport's quality of life, particularly for its aging resident population.

Newport's Educational Services, Health Care, and Social Assistance sector had 2,975 employees in 2014. Newport has two large institutional employers that contribute significantly to the local economy and quality of life: Lifespan (Newport Hospital), and Salve Regina University. These institutions are among Newport's largest private employers. Newport Hospital employed an estimated 802 persons in 2014, making up a major portion of health services employment in Newport.

Salve Regina University also makes a significant contribution to Newport's economy, providing a broad spectrum of educational and employment opportunities for Newport residents. During the summer months, Salve offers a number of conferences and programs that bring professional seminars to the campus, and Fall enrollment for 2015 was 2,758. In addition, the school's chapel and facilities are used for weddings and events.

Although not listed in Table 4-4, the Newport campus of the Community College of Rhode Island (CCRI) is another key and growing employer. The Newport campus has hundreds of students enrolled and is the most high-tech of the six campuses of CCRI. The campus has 16 "smart" classrooms which have the capacity for data and video reception, computer labs and distance learning laboratories throughout the campus, and a multi-media seminar room.

CCRI Newport Campus is located in the city's North End and is one of the primary drivers in the strategy to reposition this area of the city.

In addition to healthcare and academia, social services are an important part of Newport's economy, and part of the community's culture of caring. One notable operation is the James L. Maher Center, whose mission is to:

"...foster independence and opportunities, promote dignity and advance integration in housing, employment and social engagement for individuals with developmental or other disabilities through customized programs in order to meet their diversified needs."

Beginning in 1953 with only 13 families, the Maher now supports over 300 families in Newport and Bristol Counties, operates 11 group homes, 12 apartments and provides over 2,000 rides every week for program participants. The Maher now employs 571 persons.

The City of Newport, including the School Department, is also one of the largest institutional employers in Newport, providing approximately 661 jobs in a variety of occupations.

Hospitality and Visitor Industry

In recent years, Newport has experienced steady growth in all tourism-related services including hotels, restaurants, retail goods, museums, galleries and recreational services.

In 2014, the Arts, Entertainment, Recreation, and Accommodation and Food Services Industry had 2,607 employees in Newport, comprising a total 20.8% of the workforce.

The strength of the hospitality and visitor industry has helped fuel the expansion of land development. This is evident along America's Cup Avenue, Thames Street, and Spring Street, as well as Bowen's and Bannister's wharves, plus the commercial areas of Bellevue Avenue and Memorial Boulevard. This expansion has significantly boosted the local property tax base and employment opportunities within Newport.

Downtown meeting-facilities for conference needs are met by the Newport's five major hotels: Viking, Chanler, Marriott, Harbor Hotel, and Hyatt. However, because of space limitations, Newport hotels cannot accommodate both meeting and exhibition spaces for larger groups.

The tourism industry is vital to Newport's economy, with the multiplier effect creating thousands of jobs and generating outside revenue for the community, but Newport's tourism is largely seasonal, peaking in the summer. As a result, the local chamber and Newport County Convention & Visitors Bureau (NCCVB) are working on marketing efforts to increase visitor activity during the winter and "shoulder" seasons. As Newport's tourism industry continues to mature, the net effect has resulted in the reduction of the traditional marine uses on the waterfront, as tourism facilities yield a higher return on property.

Also of note is the fact that although Newport is home to many national and international hospitality interests, it also benefits from many local enterprises as well. The Newport Harbor Corporation (NHC) had its beginnings in the local fuel oil distribution business, and in 1980 the company opened the Newport Yachting Center and sold the fuel oil business to concentrate on hospitality in 1985. Today, the NHC owns and operates a number of local venues, including the Castle Hill Inn, and employs over 700 people.



Large conferences and conventions often bypass Newport because hotels are not large enough to accommodate significant gatherings. This impacts the hospitality industry and the overall tourism industry.



Although tourism in Newport is seasonal; it is one of the most relied upon industries in Newport's economy.

NHC has also created and sustains various “green” initiatives, including support for renewable energy projects, use of locally grown products where possible, donation of used cooking oil to Newport Biodiesel, potable water conservation and other worthy efforts.

Services

Newport’s Professional, Scientific, Management, Administrative, and Waste Management Services Industry sector had 1,674 employees in 2014. This industry consists of a wide range of diverse occupations, including finance and insurance, professional and scientific services, and management. This sector pays relatively higher median wages and employed 2,975 persons in 2014. Information services include network maintenance, computer and data services. The 2011 reported median earnings for the information sector was \$54,531. Computer and data processing, along with engineering and management services, are major job sources at the regional level. Regionally one of the larger service sectors is Professional, Scientific and Technical Services, providing opportunities for well-paying professional employment, with median earnings of \$73,615 in 2014. Most, though not all, of these services are associated with defense-related and high technology industries. These sectors are key targets in the City of Newport’s economic development strategy.

Retail Trade Industry

The retail trade industry employs 1,273 people and represents 10.1% of the total Newport civilian labor pool. The median earnings for those in the retail trade is \$22,617 (2014 inflation adjusted). Retail serving year round residents naturally tends to reflect the incomes, needs and preferences of that population, while tourist oriented products are more specialized. Changes in the makeup of the market (i.e. growing elderly cohort) impact both demand and desired product types.

Manufacturing

Manufacturing, although relatively small compared to other Newport industry sectors, employs 804 people and comprises only 6.4% of the total civilian labor force in Newport. The manufacturing sector is vital to Newport and provides high paying jobs with a significant multiplier effect.



Compared to other local communities, Newport is not a major retail provider. Shops which depend on seasonal tourists must close during the off season. While retail jobs serve local demand, they are also closely tied to and dependent upon seasonal tourism. There is little demand for additional retail on Aquidneck Island primarily due to stagnant or declining populations and limited growth in wages and incomes.

Stephen Gold, President and Chief Executive Officer, Manufacturers Alliance for Productivity and Innovation (MAPI) recently noted that “...annual input-output tables have calculated that a dollar's worth of final demand for manufacturers generates \$1.48 in other services and production. This is higher than any other sector. The retail and wholesale trade sectors have much lower multipliers, generating 54 cents and 58 cents respectively in other additional inputs for every dollar of economic activity they generate.” [Source: US Bureau of Economic Analysis (BEA), 2014]

One notable local example of a manufacturer bringing outside dollars in to Newport is International Marine Industries (IMI). Established in 1977, IMI is a supplier of bait to lobstermen fishing in the North Atlantic. Today, they are also a major supplier of commercial bait to fishing fleets in the Pacific Northwest as well as a top supplier of Alaskan Groundfish both domestically and internationally. [Source: <http://www.imifish.com/about.html>, May 31, 2016]

Maritime and Waterfront

Newport's marine industry continues to seek to preserve Newport's sea-faring legacy. Traditional maritime uses currently include a major shipyard, boat repair, sail making, chandlery and other marine services. State Pier, located in the Long Wharf neighborhood, is operated by the Department of Environmental Management (RIDEM) and has accommodations for 40-45 vessels and hosts dockside sales.

Personal Income

According to the U.S. Census American Community Survey (ACS), the median household income in the City of Newport in 2014 was \$61,320. While the services and retail sectors are large employers in the Newport economy, these jobs are relatively lower paying and are the principal sources of part-time employment in the community.



The escalating cost of land and property taxes on the Newport waterfront has been incentive for some fishing and marine businesses to sell their property.

Another important issue is underemployment. In planning to increase personal income for Newport residents, public policy relies upon providing information and services to those who currently lack resources, skills, and guidance regarding their employment options.

Newport Revenue

As a resort community, Newport is visited annually by approximately 3.5 million visitors. Activities and amenities that draw tourists include special events, sailing, beaches, natural beauty, the historic character, and many others. Newport's popularity has stimulated significant private investment in retail shopping facilities, hotels, transient guest facilities, restaurants, clubs, and other visitor-oriented enterprises. Municipal revenue sources to finance government expenditures are limited by Rhode Island statute to a relatively small number of categories, e.g. real and personal property taxes, bonding and user fees. Therefore, general services are heavily dependent on the property tax revenue.

The property tax revenue for 2015 in the FY 2016-2017 General Fund budget is estimated to be \$70,390,223. This represents 80% of the total municipal revenue of \$88,480,966 for FY 2015. The Hotel Tax and the Meals and Beverage Tax are two other important sources of revenue for the City of Newport. These account for approximately 4.5% of the City's total revenue and are collected to help support tourism efforts in the state and help offset any infrastructure costs caused by tourism in Newport. The Casino Revenue Tax, while generating less funds, is another related revenue source for the City. The fact that Newport primarily relies on property tax revenues to finance City services and capital improvements poses a question of equity when considering the impact on infrastructure and services due to the large, transient tourist population. As seasonal visitors do not share a proportionate percentage in the costs, they must be borne largely by Newport's property owners.

Local Economic Development Plans, Programs, and Incentives

The City of Newport is actively engaged in several initiatives intended to diversify the local tax base, provide employment for residents, leverage existing technical and human capital, improve city capital facilities and otherwise support and promote a healthy economy. The intent of this plan is to align these more closely with other plan goals, policies and strategies in order to maximize returns of public investments while preserving Newport's highly valued attributes.

The principal initiatives are listed on the following pages.

North End

The city's North End is, has been, and will continue to be a major area of policy and program emphasis. In light of the established character of most other areas of the city, the north end provides the greatest opportunity to address the needs of the community, innovate, re-position, leverage and otherwise move the Newport forward. In collaboration with major stakeholders, the City of Newport has already begun to weave together key projects that are synergistic and mutually supportive.

- The Pell Bridge re-alignment will provide significant opportunities for land development and economic diversification.
- The City of Newport has moved forward to develop an Innovation Hub concept which will leverage Newport's unique opportunities in resilience, ocean, and defense areas with its proximity to the U.S. Naval facility, academic institutions (like the MET School and the new CCRI campus), and Newport's extensive array of coastal assets. Land use plans, utilities, transportation, zoning, and other tools will be aligned to support this important effort.
- Redevelopment of the former Sheffield School into Innovate Newport. Innovate Newport is a technology accelerator and flex-space redevelopment for resilience, defense, and ocean related technologies and services.
- Navy Hospital site redevelopment will play an important support role in the overall plan for north end repositioning. This nine-acre waterfront site is ideally situated at the south end of this area and will include a mix of compatible uses such as a hotel, shops, dining, offices and/or residential uses.
- The Community College of Rhode Island's (CCRI) new Newport campus is also thriving. Academic and technical training relationships with the Innovation Hub partners are being developed, with a focus on evolving technical and scientific subjects, including areas relating to sea level rise and its impacts. Newport will act as the perfect classroom for these creative and necessary efforts.

Tourism and Hospitality

Newport is, and always should be, one of the premier destinations for leisure and recreation in the U.S. While diversification of the economic base is important, Newport must find ways to continue to support its tourism sector, addressing the negative impacts on mobility, public services, and neighborhoods where possible. Every year Newport dedicates hundreds of volunteer hours and thousands of dollars in support of iconic events, marketing, public safety, and other activities which directly benefit this business sector.

Workforce Development

Newport has become a regional leader in supporting efforts to link academic institutions with local employers, particularly in regards to meeting the need for "STEAM" skills – Science, Technology, Engineering, Arts, and Mathematics. The MET School, the Newport branch of the CCRI, and the city's public schools are all involved in these efforts in some way.

Housing

City leadership understands that housing development and redevelopment are both economic engines themselves, but that a sufficient, safe and affordable supply of housing to meet the needs of local employees is essential to economic success. The City of Newport is investing resources in improving the quality of its housing stock across all income levels and maintains affordable housing through efforts such as the Community Block Development Grant (CBDG) and the Newport Housing Authority programs.

Climate Change Adaptation and Mitigation

Perhaps the greatest challenge the city will face are the threats to its economy posed by sea level rise and its associated impacts. Some of these impacts include, but are not limited to: increased flooding and erosion, loss of natural habitat, loss of historic resources, continued decline of maritime industry and reduction in tourism due to losses of the natural and built environment. Newport has been and will be a leader in supporting comprehensive and collaborative efforts to identify, design, and implement the actions necessary to successfully meet these challenges. Moreover, through collaboration with a major global investment, design, and construction consortium, Newport is using the challenges of ocean-related climate change as catalyst for major economic development and employment creation opportunities.

Streetscape Projects

Newport understands that streets are not just corridors for vehicles, but that they are important and valuable public spaces to leverage and create value. In recent years Newport has invested in streetscape improvements that will provide safe, beautiful, functional and pleasing environments for residents and visitors. Thames & Spring Streets, America's Cup Avenue, Memorial Boulevard, and Broadway will serve as design models for any future streetscape projects. The Newport streetscape is a backdrop for its historic and cultural assets; maintenance positively affects the livelihood of the community.

Capital Facility Projects

The City of Newport Capital Improvement Plan (CIP) is a detailed aggregation of phased utility and other public facility improvements, ideally tied to a holistic and comprehensive strategy based on the City's Comprehensive Land Use Plan. In terms of economic development, the City of Newport uses the CIP to address multiple needs in areas throughout the city. Funds are never sufficient for all necessary projects, and first priority typically goes to those which address life safety or serious compliance issues. Many of these have direct implications on economic development. For instance, improvements to the city's potable water supply storage, treatment and distribution system have direct bearing on the ability to support seasonal peaks in tourism.

Marine and Water Dependent Business

Pressures to convert waterfront lands to private water enhanced and non-water dependent uses are constant and growing, as land values increase. Newport understands that water dependent and marine trades businesses are an essential part of its economy, its history and its future. The City of Newport will continue to take appropriate measures to strike a balance between competing waterfront uses, so that Newport remains both a pre-eminent coastal resort community and a place where traditional maritime uses thrive. This includes support for the harbor's public walkway, public boat launch areas and public access to the waterfront in general.

Public School Improvements

Newport understands that a quality public educational system is an important determining factor in where families choose to live and invest. Education goes well beyond preparing students for college or the workforce, it is part of any community's overall attraction to investors.

Exploring Revenue Options

Part of Newport's economic development effort is to constantly investigate and advocate for revenue options which provide a better balance between the tax contributions provided by tourism in Newport (high) with the tax sharing returned by the State to the City of Newport to pay for the services required by the large tourism industry (low).

Regional Collaboration

Newport's economic development plans and related strategies have been developed to be consistent and supportive of regional and cohort municipal plans. By working together, interests can multiply beneficial outcomes and maximize public investments in capital facilities, streetscape, transit, and other necessary support infrastructure.

Support for transit and protecting the area’s potable water supply system are other examples of regional collaboration impacting economic development.

Energy

Newport has aggressively sought to reduce long term energy costs, while also promoting the use of renewable energy sources, consistent with State objectives. Savings can be passed on to city residents and/or be used to fund additional economic development efforts, increasing return on investments even further.

Support for Local Agriculture

Although most of Newport’s prime farmland soils were developed with housing and other uses long ago, the city still strives to support regional agribusiness in a variety of ways, with most efforts oriented towards consumers like seasonal tourists. For example, many restaurants participate in farm to table programs and use local seasonal produce wherever possible, as well as local shell and finfish, wines and artisanal cheeses. In addition, public school children benefit from the community gardening and farmer’s markets that are regularly held during the season. While it is not appropriate to create a stand-alone map of an agricultural zone in Newport, the City of Newport will continue to permit certain types of agricultural activities and uses through its zoning code. An example of this is the proposed community garden on the Quaker Meeting House property.

Home Based Business

Newport supports home based business and has a higher percentage of residents engaged in these types of jobs than the statewide average. It has been found that the growing use of the internet and cellular communications technologies combined with easy access to T.F. Green make Newport an ideal location for remote work. This sector has the potential for major benefits in terms of the flexibility of hours, ability to support mixed use, decrease seasonal employment peaks, reduce vehicle use, support and stabilize neighborhoods and otherwise distinguish Newport from competing communities. This also ties into the City’s efforts to reposition the north end. Newport already contains the type of amenities desired by this unique population and their wages are often well above the median income.

4.2 Goals and Policies

| | |
|----------------------|---|
| Goal ED-1 | To develop a robust and diverse economy, providing suitable employment opportunities for residents, and a stable tax base. |
| Policy ED-1.1 | The City shall support key economic drivers while also seeking to attract and grow its technology sector and businesses that represent new and innovative concepts and technologies. |
| Policy ED-1.2 | The City shall work to implement the Innovation Hub plans. |
| Policy ED-1.3 | The City shall work closely with local, regional and state educational institutions, leadership and practitioners to strengthen vital networks and associations between employers, workforce training, academic programs and curricula. |
| Policy ED-1.4 | The City shall work with communications and other utilities to provide the best possible communications network. |
| Policy ED-1.5 | The City shall build upon thriving sectors to develop of a more substantial year-round tourism economy. |

- Policy ED-1.6** The City shall evaluate the economic impacts of sea level rise and climate change and seek to develop and implement plans and strategies to mitigate impacts and leverage opportunities short term mitigation and long term needs.
- Policy ED-1.7** The City shall work closely with the U.S. Navy to anticipate, plan for and leverage changes in Navy operations and facilities, including opportunities to create and exploit linkages between military, academic, government, institutional and private sector technology interests.
- Policy ED-1.8** The City shall remain actively engaged in regional and statewide initiatives, collaboration programs and other actions necessary to attract and retain key employers.

Goal ED-2

To protect and enhance the City's maritime related businesses.

- Policy ED-2.1** The City shall consider the impacts of plans, programs, investments, regulations and other factors influencing or potentially influencing the viability of its maritime businesses and will take appropriate actions to avoid or mitigate negative impacts.

Goal ED-3

To provide efficient and effective government services to encourage economic development.

- Policy ED-3.1** The City shall work with the State and advocate for City revenue options which provide a better return between the tax contributions provided by tourism in Newport with the tax revenues returned by the State to the City to pay for the services required to support the large tourism base.
- Policy ED-3.2** The City shall take maximum advantage of available technologies to reduce or limit the costs of services, provide efficient and effective services to clients and customers, and enhance internal and external communication.
- Policy ED-3.3** The City shall seek and deploy strategic, focused public/private partnership initiatives.
- Policy ED-3.4** The City shall work in collaboration with state and federal cohorts to investigate and develop new and innovative financing mechanisms to support economic development opportunities.
- Policy ED-3.5** The City shall make strategic capital investments that facilitate core economic development objectives.
- Policy ED-3.6** The City shall use energy efficiency, conservation and renewables as strategic economic assets.

4.3 Implementation Actions

The following are the implementation actions for the goals included in the Economic Development Element.

| Goals & Actions | City Objectives | | | | | | | | Priority Cost | Time | Responsibility / CIP |
|--|-----------------|-----------|-------|-------------|---------------|-------|---------|-----------|----------------------------|------------------|--|
| | Prosperous | Beautiful | Happy | Destination | Collaborative | Smart | Healthy | Resilient | | | |
| GOAL ED-1: To develop a robust and diverse economy, providing suitable employment opportunities for residents, and a stable tax base. | | | | | | | | | | | |
| A) Pursue coordinated implementation of the Pell Bridge re-alignment, the Westside Master Plan, the Innovation Hub, Navy Hospital site redevelopment, Hope VI housing completion, the Sheffield Incubator, CCRI and other north end economic development projects and initiatives. | ■ | | | ■ | ■ | ■ | | ■ | High —— \$\$\$ | Short & On-going | <ul style="list-style-type: none"> • City Council • RIDOT • RIDEM • Navy • Utilities (In CIP – partial) |
| B) Continue to aggressively pursue opportunities to leverage climate change and resiliency as a key part of the City's economic development and diversification initiatives. | ■ | | | | ■ | | | ■ | High —— \$ | Short & On-going | <ul style="list-style-type: none"> • City Council • Civic Investment (In CIP – partial) |
| C) Continue to work with Discover Newport, NCCVB, Commerce RI, Newport Preservation Society, Newport County Chamber, Newport Harbor Corporation and other stakeholders to expand tourism in the city. | ■ | | | | ■ | | | | High —— \$ | Short & On-going | <ul style="list-style-type: none"> • Civic Investment |
| D) Continue to support Healthcare and social services by maintaining close and regular communication with Lifespan (Newport Hospital) leadership, the Maher Center and others in order to anticipate and resolve issues of mutual concern. | ■ | | | | ■ | | | ■ | Mid —— No Cost to \$ | Short & On-going | <ul style="list-style-type: none"> • City Council • City Manager |
| E) Collaborate with local academic institutions to advance STEAM educational priorities and workforce development. | ■ | | | | ■ | ■ | | ■ | High —— \$ | Short & On-going | <ul style="list-style-type: none"> • City Council |
| F) Collect and evaluate data on home-based businesses. | ■ | | | | | ■ | | ■ | Mid —— No Cost to \$ | Short | <ul style="list-style-type: none"> • Planning • Finance |

Newport Comprehensive Land Use Plan

| Goals & Actions | City Objectives | | | | | | | | Priority Cost | Time | Responsibility / CIP |
|---|-----------------|-----------|-------|-------------|---------------|-------|---------|-----------|-------------------------------|------------------|---|
| | Prosperous | Beautiful | Happy | Destination | Collaborative | Smart | Healthy | Resilient | | | |
| G) Work with local service providers to improve communications infrastructure necessary to support new business opportunities. | ■ | | | | ■ | ■ | ■ | ■ | High ———— \$\$\$ | Mid & On-going | <ul style="list-style-type: none"> • Utilities • RIDOT (In CIP – partial) |
| H) Support CIP projects which advance multiple Comprehensive Plan or Strategic Plan goals. | ■ | | | | ■ | ■ | | ■ | High ———— No Cost to \$ | Short & On-going | <ul style="list-style-type: none"> • City Council |
| I) Continue to pursue and implement infrastructure improvements in the city's North End to enhance economic development potential. | ■ | ■ | | | ■ | ■ | ■ | ■ | High ———— \$\$\$ | Short & On-going | <ul style="list-style-type: none"> • City Council • Civic Investment • Public Services • Utilities (In CIP) |
| J) Continue to support streetscape projects in mixed use arterial corridors. | ■ | ■ | | ■ | ■ | ■ | ■ | ■ | Mid ———— \$\$ | Mid & On-going | <ul style="list-style-type: none"> • City Council (In CIP) |
| K) Continue efforts to develop workforce capabilities in collaboration with educational and business entities. | ■ | | | | ■ | | | | High ———— No Cost to \$ | Short & On-going | <ul style="list-style-type: none"> • City Council |
| L) Work closely with Commerce RI, Newport County Chamber, US EDA, NUWC, URI, SENEDIA and other like groups to pursue cyber-security, energy, resiliency and other STEAM technology related diversification efforts. | ■ | | | | ■ | ■ | | ■ | High ———— No Cost to \$ | Short & On-going | <ul style="list-style-type: none"> • City Council |
| GOAL ED-2: To protect and enhance the City's maritime related businesses. | | | | | | | | | | | |
| A) Continue to give high priority to water-related uses on the waterfront within the City harbor area. | ■ | ■ | | | ■ | | ■ | | High ———— \$ | Short & On-going | <ul style="list-style-type: none"> • City Council • Planning and Zoning Board • Planning • RIDEM |

| Goals & Actions | City Objectives | | | | | | | | Priority Cost | Time | Responsibility / CIP |
|---|-----------------|-----------|-------|-------------|---------------|-------|---------|-----------|------------------------------|------------------|---|
| | Prosperous | Beautiful | Happy | Destination | Collaborative | Smart | Healthy | Resilient | | | |
| B) Promote, secure and improve public access to the shoreline. | ■ | ■ | ■ | ■ | ■ | | | ■ | High ———— \$ | Short & On-going | <ul style="list-style-type: none"> • City Council • Planning and Zoning Board • Planning |
| C) Evaluate current land use regulations and permit procedures to identify modifications that would promote and protect maritime business on appropriate sites. | ■ | | | | | | | | Mid ———— No Cost to \$ | Short to Mid | <ul style="list-style-type: none"> • Planning and Zoning Board • Planning |
| GOAL ED-3: To provide efficient and effective government services to encourage economic development. | | | | | | | | | | | |
| A) Enhance efforts to document total visitors and costs associated with providing services to these visitors. | ■ | | | | | | | ■ | Mid ———— No Cost to \$ | On-going | <ul style="list-style-type: none"> • Civic Investment • Finance |

Please see the next page.

NEWPORT, RI
COMPREHENSIVE PLAN
HOUSING CHAPTER



SUBMITTED BY LIBRA PLANNERS
Adopted September 11, 2024



STATE OF RHODE ISLAND



Department of Administration
DIVISION OF STATEWIDE PLANNING
235 Promenade Street, Suite 230
Providence, RI 02908

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November 12, 2024

Ms. Patricia Reynolds – Director of Planning and Economic Development
City of Newport
43 Broadway
Newport, RI 02840

Re: State Review of Comprehensive Plan Amendment: Referral Number NPT-A1-24

This letter presents the results of our review of the Amendment to the City of Newport's Comprehensive Plan ("the Plan") titled "Proposed Comprehensive Plan Amendment to replace existing housing element within the Community Comprehensive Plan with entirely new housing element and related updates to the land use element for consistency" ("the Amendment"). The Comprehensive Planning and Land Use Regulation Act ("the Act") requires that we review municipal comprehensive plans to ensure that comprehensive plans and subsequent amendments comply with the requirements listed in §45-22.2-9(d). Pursuant to these requirements, I hereby find:

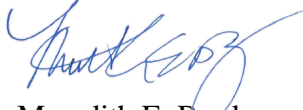
- 1) The intent and goals of the Act, as stated in §45-22.2-3(b)(1) and (c)(1) through (10), have been met;
- 2) The Plan as amended is internally consistent and complete as required by §45-22.2-6;
- 3) The Amendment is consistent with, and embodies, the goals and policies of the State and its departments and agencies as contained in the State Guide Plan and the laws of the State;
- 4) Municipal planning activities have been coordinated according to the provisions of §45-22.2-7;
- 5) The Amendment has been officially adopted and submitted for review in accordance with §45-22.2-8 and other applicable procedures;
- 6) The Amendment complies with the rules and regulations adopted by the State Planning Council; and
- 7) Adequate, uniform, and valid data have been used in preparing the Amendment.

Decision

Based on these findings, I certify that the Amendment to the City of Newport's *Comprehensive Plan* entitled "Proposed Comprehensive Plan Amendment to replace existing housing element within the Community Comprehensive Plan with entirely new housing element and related updates to the land use element for consistency" is consistent with the goals, findings, and intent as established by the Act.

Congratulations, and on behalf of the State of Rhode Island, we look forward to continuing our work in partnership with you and your community to implement measures that promote the goals and objectives expressed through your *Comprehensive Plan*.

Yours truly,

A handwritten signature in blue ink, appearing to read 'Meredith E. Brady', with a stylized flourish at the end.

Meredith E. Brady
Associate Director

cc: Roberta Groch, AICP- Assistant Chief
Caitlin Greeley, AICP- Supervising Planner
Joshua O'Neill, AICP- Supervising Planner

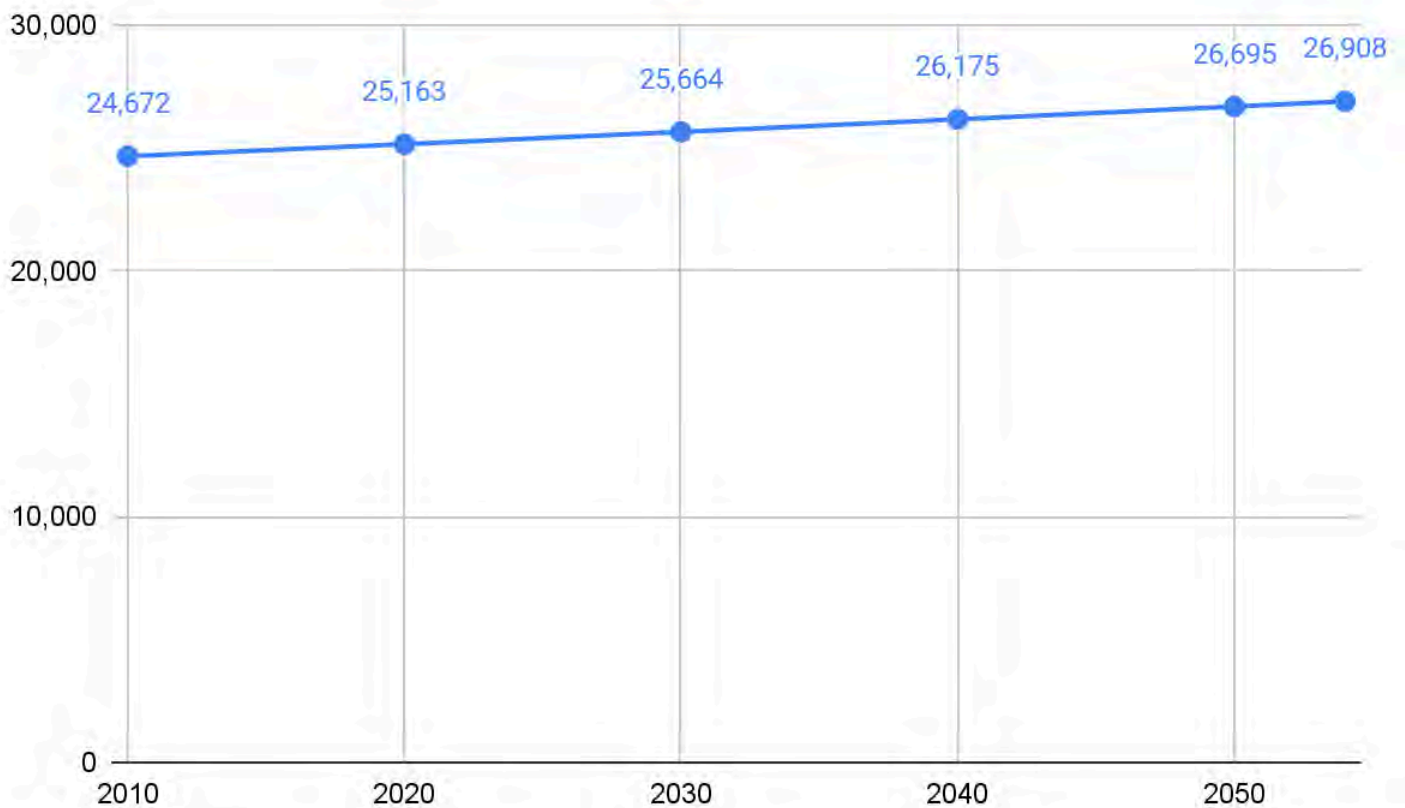
Description of amendment: Newport’s population forecasts were proven incorrect by the 2020 Census. Remove inconsistent text. Replace Figure 1-2 – Trend in Population Decrease with new Figure 1.2 – Population Projection, below.

Demographics

Newport’s population showed a slight increase in population between the 2010 and 2020 decennial Censuses. Projecting a steady rate of population growth over the next thirty years shows an increase in population of almost 2,000 individuals. Additional year-round residents will bolster Newport’s local economy and enliven its streets in winter months. Newport must plan proactively for its new residents, most critically through the construction of additional housing units.

The city sees increases in population on a seasonal basis due to various industries as can be seen in Table 1-1. Tourism, the Navy and Salve Regina University are all sectors that generate fluctuations in Newport’s nonresidential population.

Figure 1-2 – Population Projection



Description of amendment: Replace third row in Table 1-3, highlighted below.

Table 1-3 City of Newport 2036 Issues

| | |
|------------------------------------|--|
| Managing Sea Level Rise | Empirical physical evidence shows that the oceans levels are rising and that coastal environments are already experiencing the impacts of sea level rise. Newport's geology, topography, cardinal orientation and location at the end of a peninsula all have relevance to how this issue should be evaluated and managed. |
| Diversifying the Economy | Newport's seasonal tourism based economy creates unique challenges including tremendous variability in the demand for public safety and sanitation, potable water, sanitary sewer use, and implications on the housing market. |
| Population Growth | Newport has begun a trend of increasing population. Increased investment in the city, particularly in the form of additional occupied housing units, is needed to support the growing population. |
| Changing Demographics | Newport's median age is rising in almost all respects. Aging populations require different services and facilities than young populations do. |
| Community Preservation | The city's unique character, landscape, and community shape help make Newport a desirable place to live. A balance will need to be struck on shaping the future and preserving the past. |
| Aging Infrastructure | A great deal of Newport's street network, building footprints, land subdivision, and other physical features trace their origins to the colonial periods. As such, the costs of updating the city's public services and resources are substantial. |
| Public Education and Human Capital | A tourism based economy typically does not require high skilled or highly compensated labor. As a consequence, wages and salaries are lower compared to those in economic sectors which require specific technical skills or training. |

3. Location: Chapter 3 - Land Use
Page 3-4

Description of amendment: The first two paragraphs on page 3-4 incorrectly refer to full buildout in the context of Newport's population decline. Replace these paragraphs with the following ones:

Newport was once significantly more populated. Smaller households and more spacious accommodations have put a much smaller population in the same area. In order to house its growing population, Newport must add more occupied housing units. Much of this can be done within Newport's existing built square footage, but some new construction will inevitably ensue.

Newport faces the additional challenge of increased demand during attractive summer months, when the city's microclimate, recreational activities and touristic attractions draw thousands of visitors every day. Newport's utility infrastructure largely holds up to the demand, with most repairs successfully completed during off-peak

periods. However, natural gas was thrust into the forefront following the 2019 outage. This issue is expected to be resolved with the installation of a new pipeline across the Sakonnet River in the near future. Transportation capacity remains an issue. Extensive development along Newport's freshwater ponds, coupled with climate change, has led to an increase in beach closures in Newport, affecting tourism and quality of life.

4. Location: Chapter 3 - Land Use
Pages 3-16 - 18.

Description of amendment: The future land use designations do not adequately support housing growth. The text for the future land use designations are updated to reflect the language of Appendix 2, the 2024 Housing Update. Table 3-3 is deleted.

Development Standards

Requirements for development unit intensity are set by the Rhode Island Minimum Housing Code.

Land Use Designations

The Newport Comprehensive Plan Future Land Use Map (FLUM) includes residential, commercial, industrial, and other land use designations that depict the types of land uses that will be allowed within the city.

ER Estate Residential

The Estate Residential land use includes areas primarily in the southern portion of the city and areas of multi-acre vegetative consistency reflective of the preserved open space and area's history of estates for wealthy residents. The intent of this land use category is to limit ecological impact in this sensitive micro-environment, which faces exposure and isolation during storms, to protect the important history of this area, and to maintain scenic vistas enjoyed by all who visit. Multiple dwelling units per lot that do not degrade the environmental or historic quality of the property are permitted. Open space and limited recreation that does not diminish historic and/or environmental resources is also permitted in this land use designation.

LDR Low Density Residential

The low-density residential land use includes areas at Newport's urban fringe that drain into ecologically sensitive watersheds and intact historical homesteads at risk of destructive alteration. The intent of this land use category is to limit ecological impact of intense development on these sensitive ecological environments, particularly Newport's frequently-closed beaches, and protect Newport's important residential history, respectively. Multiple dwellings per lot are permitted provided that stormwater quality or historic structure and site integrity is not degraded. Open space and limited recreation that does not diminish historic and/or environmental resources is also permitted in this land use designation.

MDR Medium Density Residential

The medium-density residential land use represents the majority of Newport's residential neighborhoods. The intent of this land use category is to allow for manageable growth within these neighborhoods. Compatible commercial activities may be permitted with serious restrictions on use to protect neighborhood quality of life. Multiple dwellings per lot are permitted, with zero lot lines in certain circumstances. Detached single-family homes on sites greater than 5,000 square feet are not permitted in this land use designation. Public active recreation sites in service of primary residential uses are also permitted in this land use designation.

HDR High Density Residential

The is restricted to areas well serviced with sufficient infrastructure for intense development: transportation, utilities, and community infrastructure. It may include elevator buildings on zero lot lines. This land use. Detached single-family homes are discouraged in this land use designation. Commercial activities and open space that can harmoniously co-locate with intense residential use may be permitted.

LC Light Commercial

The Light Commercial land use is Newport's neighborhood commercial designation. It consists of a more limited range of commercial uses than those found in general commercial areas in order to limit commercial activity and protect nearby residential land use designations. This land use category establishes less intense commercial uses that meet neighborhood needs, rather than those citywide or focused on tourism. Detached single-family homes are not permitted in this land use designation. Open space, recreational, and residential uses unimpaired by the neighborhood commercial activities are also allowed in this land use designation.

GC General Commercial

The General Commercial land use is Newport's central business district land use designation. It is located downtown and exists to protect and support Newport's historic downtown. Open space, recreational, and residential uses supportive of Newport's historic downtown are also allowed in this land use designation.

LI Light Industrial

The Light Industrial land use is an area designed to support the operations of Newport and Naval Station Newport. The intent of this district is to concentrate such activities in an area where the transportation system is adequate for this purpose and there is limited infringement upon the character of other established neighborhoods and Newport's other historic and ecological assets. This land use designation is solely located off Training Station Road and Coddington Highway. A mix of uses and zoning districts are permitted in this area. Care is needed to prevent conflicts.

MUW Mixed-Use, Waterfront

The Mixed-Use, Waterfront land use is located along the eastern side of Newport Harbor, west of Thames Street and on Goat Island. The challenge for this land use is limiting development to prevent a "wall" of buildings that cuts off the rest of the city's connection with the Newport Harbor. This area is historically mixed-use and this development pattern is promoted for the future. Historic waterfront industrial uses have disappeared over the years and are unlikely to return, but should be promoted whenever possible. Other uses must be limited to preserve as much of Newport's historic working waterfront as possible. Detached single-family homes are not permitted in this land use designation. The only zoning districts permitted in this land use category are Waterfront Business and Open Space.

MUI Mixed-Use, Innovation

The Mixed-Use, Innovation land use designation is located in Newport's North End, surrounding the Pell Bridge approach. The intent of this land use category is to support the development of incubator/accelerator type businesses focused on resilience/climate change, ocean, alternative energy systems, defense (underwater, maritime and cyber security) and digital industries, their support sub-sectors, associated training and job creation, as well as ancillary financial, commercial and retail/hospitality support services. High density residential uses are permitted if supportive of businesses in this designation. The only zoning districts permitted in this land use category are Urban Innovation Village District and Urban Innovation Floating Zone District and Open Space and Recreational.

TM Traditional Maritime

The Traditional Maritime land use is intended to provide a location for maritime-related activities, public access and recreational uses of the waterfront in an attractive environment which supports the historic character of the city and the traditional values associated with a working waterfront. All residential uses are prohibited in this district for public health and safety reasons. The only zoning district permitted in this land use category is Traditional Maritime.

POS Parks and Open Space

The Parks and Open Space land use includes significant areas offering natural, recreation (passive and active), and historic value to the public. Examples include local and state parks, urban parks, natural resource protection areas, beaches, golf courses, and islands. Permitted zoning districts in this category include Recreation and Open Space. Significant existing, permanently-protected outdoor recreational areas can be found on Map 9-7, which are also reflected in the on the Future Land Use Map as an overlay.

INST Institutional Overlay

The Institutional Overlay consists of uses such as schools, universities and colleges, government functions (local, state, and federal), hospitals, museums, cemeteries, and non-profit community organizations. Institutional land uses in the future will continue to be located throughout Newport. Development on these parcels requires submission of an up-to-date institutional master plan that demonstrates how the alterations will meet the institution's needs and conform to the City's goals as demonstrated in its Comprehensive Plan.

Zoning, Land Use 2025 and FLUM Consistency

Zoning is a primary regulatory tool for implementing the Comprehensive Plan. Because of this, state law requires that the City's Comprehensive Plan be consistent with the City's zoning ordinance and the State's land use plan, Land Use 2025. This means the zoning ordinance must be consistent with the goals, policies and land uses specified in the Comprehensive Plan and Land Use 2025. Referring to the Rhode Island State Land Use Policies and Plan "Land Use 2025", Newport is entirely within the Urban Services boundary. Generally, the Southwest portion of Newport is within the Urban Development category while the rest of Newport is within the Sewered Urban category. Newport anticipates meeting or exceeding Land Use 2025's minimum densities in every urban development future land use category and zoning district. However, as is mentioned throughout this Comprehensive Plan, development is intended to be limited in sensitive historic and ecological areas for environmental, cultural, and economic preservation.

5. Location: Chapter 5 - Housing
Page 5-0 (new page)

Description of amendment: Subsequent to the adoption of the 2017 Comprehensive Plan, Newport's housing market did not unfold as predicted. Short-term rentals proliferated and seasonality increased with increases in remote work and retirement following the Covid-19 pandemic. Rental and home purchase availability plummeted and home prices increased dramatically. Newport City Council Resolution # 2023-09, passed unanimously, calls for "comprehensive efforts to increase housing accessibility and affordability in Newport." In furtherance of that request, it was determined that an amendment to the Comprehensive Plan was needed in order to enable corresponding zoning ordinances in support of housing accessibility and affordability.

Add new page– 5-0 at the beginning of Chapter 5, as follows:

NEWPORT, RI
COMPREHENSIVE PLAN
HOUSING CHAPTER



SUBMITTED BY LIBRA PLANNERS
Adopted September 11, 2024

ACKNOWLEDGEMENTS

City Council

Xaykham (Xay) Khamsyvoravong, Councilor At Large, Council Chair & Mayor
Lynn Underwood Ceglie, Vice Chair, At-Large Councilor
Jeanne-Marie Napolitano, At-Large Councilor
Mark D. Aramli, At-Large Councilor
Angela McCalla, First Ward Councilor
Charles M. Holder, Second Ward Councilor
David Carlin III, Third Ward Councilor

Planning Board

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Adam Moore, Vice Chair
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Theresa Stokes*
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Peter Friedrichs
Steven Irvine

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Newport Single Family Residential Neighborhood in RI0A zone.

INTRODUCTION

HOUSING AVAILABILITY IS NOT MEETING DEMAND

Since adopting its Comprehensive Plan in 2017, the population in the City of Newport has not decreased as was projected. For this and other reasons, housing availability in Newport is not meeting demand. To address this issue head on, the City of Newport sought technical assistance from RIHousing and its consultant, Libra Planners, to create a new housing chapter that is more consistent with current conditions. This will allow Newport to perform the necessary policy shifts to address its growing housing crisis. This Housing Chapter complies with the Rhode Island Comprehensive Planning and Land Use Act. The Goals, Policies and Actions outlined in this Housing Update are in line with the vision of the 2017 Newport Comprehensive Plan, the North End Urban Plan and state housing planning requirements. This Housing Update also considers recent state legislation that was enacted to encourage new housing development.

HOUSING AND THE COMPREHENSIVE PLAN

NEWPORT'S VISION

While some of the Comprehensive Plan needs to be updated, much of it remains a compelling vision for a livable city. The vision statement of the Comprehensive Plan promotes a beautiful city, with a strong cultural heritage and a robust, innovative commercial environment. Both policy goals require adequate housing to support these endeavors. The Comprehensive Plan asserts that the city's beauty is shaped by a stunning natural landscape and a rich architectural legacy. At the same time, Newport commerce is characterized by a vibrant waterfront commercial district as well as new possibilities for economic diversification in the City's North End. The North End Urban Plan, a recently adopted area plan which augments Comprehensive Plan goals, projects an environment that is hospitable to both green and blue economic development. It also promotes a small-scaled walkable urban neighborhood that is familiar to Newport residents. New housing policy should continue to support the broad goals of the existing Comprehensive Plan and the North End Urban Plan. It should also support Newport's economic development goals in a way that protects and enhances the city's physical assets. New housing should affirm the high quality of life city residents have come to expect.

NEWPORT SHOULD CREATE NEW HOUSING IN A MANNER THAT COMPLEMENTS THE EXISTING URBAN FORM. THIS WILL REQUIRE AN ATTITUDINAL SHIFT AWAY FROM NEWPORT'S MID-20TH CENTURY SUBURBAN-STYLE ZONING, TOWARD FORM-BASED CODE, WHICH ALLOWS MORE HOUSING UNITS WITHIN EXISTING HOUSING PATTERNS.

| THE HOUSING UPDATE

AN OVERVIEW

Following an introduction, this Housing Chapter presents three areas of consideration. The first area describes policy issues Newport should examine in developing housing policy. Most pressing, the number of year-round housing units (see Definitions page) is decreasing, as population has increased. This can be attributed to a variety of factors which are combining to form an acute shortage. Newport must carefully manage its own success, as it is one of the most desirable places to live in the state. Among the issues stemming from Newport's desirability is rising property values. A parallel and related issue is the increase in the number of second homes and seasonal rentals in Newport. Once limited to the estate neighborhoods near the waterfront, second homes are appearing all over the city, driving costs higher. Seasonal rentals (see Definitions page) also add pressure to housing availability. Newport is also very attractive to real estate investors.

The second section of this Housing Update is a plan for action that calls for an "All-of-the-Above" approach. This includes an analysis of the projected population. Who will or can live in Newport over the next thirty years? Newport has identified a shortage of housing to serve middle income residents. The creation of housing for the middle class is the cornerstone of this plan. The Housing Chapter emphasizes a traditional means of promoting two and three-family dwellings. Newport, like other small New England cities, has a rich history of this type of housing. Such development patterns are familiar within the region and they shape desirable places with enhanced quality of life. These housing types build on Newport's strengths, including its compact, dense, walkable urban environment. Newport should create new housing in a manner that complements the existing urban form. This will require an attitudinal shift away from Newport's mid-20th

century suburban-style zoning, toward form-based code, which allows more housing units within existing housing patterns.

The third section of this Housing Chapter, the Implementation Plan, puts forth specific goals and policies. Action items are included and assigned to responsible parties. The Implementation Plan provides a matrix schedule for ordering and coordinating implementation. Appendices of data and related material that support the approach described above are included for deeper context. In order to preserve the city's economic success and exceptional quality of life, Newport should act swiftly to create additional workforce housing that will support an engaged population that contributes to the continued desirability of Newport.

KEY DEFINITIONS

affordable housing

or low- moderate-income housing (LMI)

Any housing, whether built or operated by any public agency or any nonprofit organization or by any limited equity housing cooperative or any private developer, subsidized by a federal, state, or municipal government subsidy.¹

dark houses

Houses that are shut down and vacant for a large portion of the year.

housing units

Housing unit information comes from the United State Census Bureau and City records. The Census primarily collects information from individuals, but tangentially collects information on "unoccupied" (not occupied by a year-round resident) households.

missing middle housing

Middle-income multi-unit housing, an expression which is sometimes used interchangeably with workforce housing.

occupied year-round housing unit

Units occupied by Newport residents as their primary residence.

seasonal rental

Seasonal rentals include academic year student housing, summer rentals, monthly rentals, timeshares, Short Term Rentals (STRs) and yacht team housing, and are occupied for a portion of the year by tenants, not as their primary residence.

short-term rental

A short-term rental (STR) is the lease of a housing unit or portion thereof for a period of less than 30 days. It converts a bedroom, house, or apartment, into a hotel room or rental. As of early 2024, short-term rentals of two bedrooms or less (when the homeowner is present) are permitted as a Home Occupation in Newport's residential zones. Home occupations are also permitted in houses in commercial zones. However, note that short-term rental of rooms within an existing home occupation does not change the number of year-round housing units. Short-term rentals are often listed for lease on hosting websites, such as AirBnB, Expedia and VRBO.

unit vacancy

Newport does not have data on the actual number of seasonal housing units, which include both short-term rentals and second homes. The US Census Bureau ACS counts "households", which consist of year-round resident occupied housing units. There are fewer households than total housing units in Newport so the ACS counts the difference as "unoccupied", which in 2022 was

22% of all units. In nearby towns without significant tourist rentals, the actual vacancy rate of owner-occupied units and rentals averages around 3%. (see Table H-5). It can be assumed that the remaining 19% of units are utilized for seasonal and/or short-term occupancy (see Chart H-1 & Table H-3).

vacation home

Vacation homes are houses or condominiums that are owner-occupied, but not the owner's principal residence, and only occupied seasonally, usually the summer months.

workforce housing

Housing needed for individuals who support the local economy including those who work in hospitality, retail, construction, education, healthcare, and government.

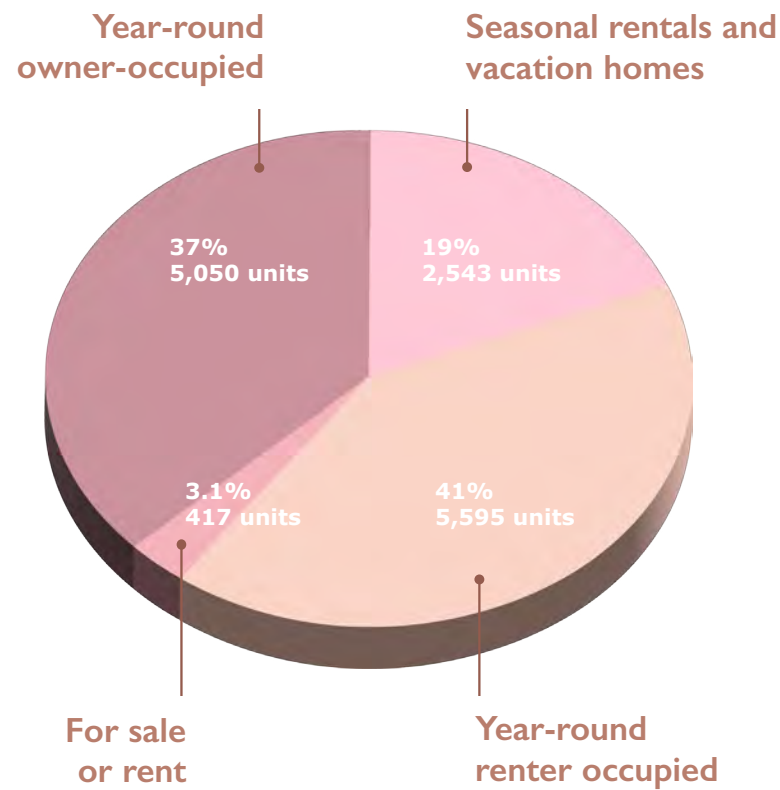


Chart H-1: Housing occupancy.

THE NEWPORT POPULATION

HOUSING UNIT PRESERVATION

Between 2000 and 2020 Newport gained only 240 total housing units, but lost 668 occupied year round housing units, according to the most recent data from the United States Census Bureau. ² This represents a 6% decrease in Newport's housing stock available to year-round residents. As of 2022, 19% of Newport's housing units are not available for year-round residential occupancy (mostly vacation homes and short-term rentals, see Chart H-1, Table H-5). The biggest losses have been in workforce housing. Short-term rentals may contribute to this effect. As demonstrated in the last two decennial censuses, Newport's population is increasing (See Table H-1). Home sale inventory is low and apartment inventory is extremely low, reflected in the rapid increases in house prices and rents, showing the need for more additional housing to be made available.

| Year | Population | Households | Average Household Size | Housing Units Per Household | Number of Housing Units |
|------|------------|------------|------------------------|-----------------------------|-------------------------|
| 2010 | 24,672 | 10,959 | 2.25 | 1.27 | 13,933 |
| 2020 | 25,163 | 10,065 | 2.50 | 1.29 | 13,029 |
| 2030 | 25,664 | 11,158 | <u>2.30</u> | <u>1.25</u> | 13,948 |
| 2040 | 26,175 | 11,380 | <u>2.30</u> | <u>1.25</u> | 14,225 |
| 2050 | 26,695 | 11,607 | <u>2.30</u> | <u>1.25</u> | 14,508 |
| 2054 | 26,908 | 11,699 | <u>2.30</u> | <u>1.25</u> | 14,624 |

Source: 2010 & 2020 figures are from the Decennial Census.

Notes: 1) Underlined figures are a target set by the City of Newport. 2) Compared to the state average, Newport shifted from below average household size in 2010 to above-average household size in 2020. 3) In order to reduce the number of housing units per household, Newport will need additional policies to stop the conversion of occupied housing units to vacant housing units.

Table H-1. Population projections for housing unit needs.

POPULATION PROJECTIONS

Utilizing modest population projections, Newport can expect a population growth of slightly fewer than 2,000 individuals over the life of this 30-year plan. To accommodate for this growth, based on slightly reduced household size and housing units per household which are more in line with the City's 2010 Census numbers, Newport needs 1,595 housing units³ to meet this projected growth. (See Table H-1). This represents an increase of 12% of Newport's housing stock. The greatest demand is for workforce housing.

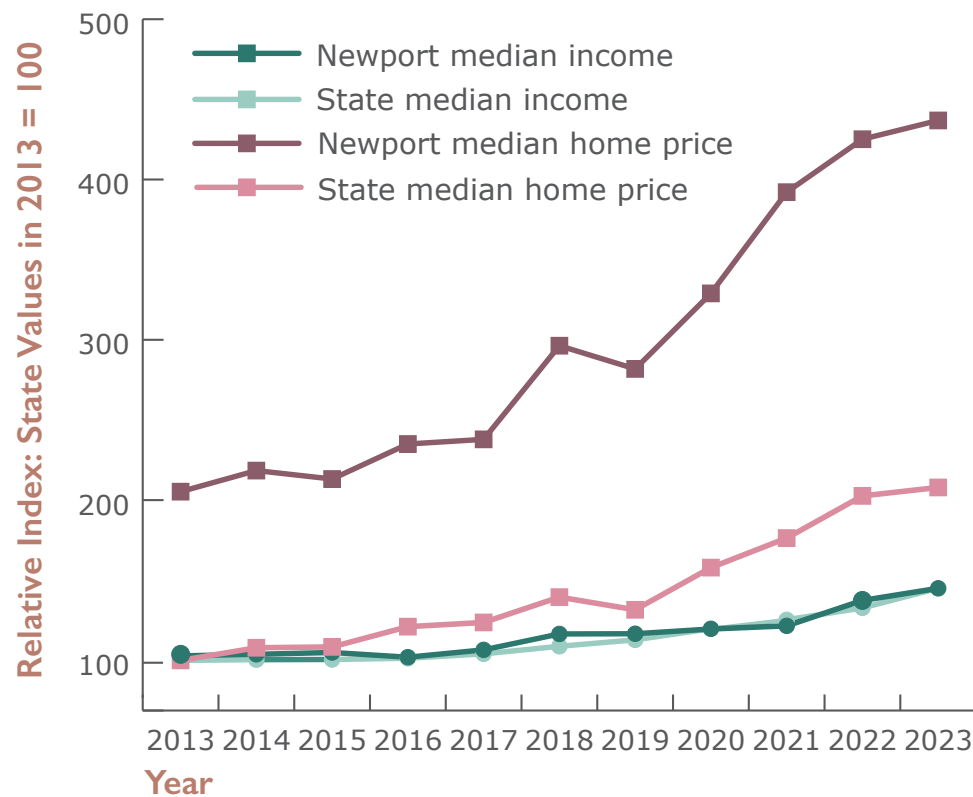


Chart H-2: Median single-family house prices vs. income. The data is indexed with the state median home price in 2013 equal to 100.

Newport Housing Prices

For more information about home values, including median sale price, visit the HousingWorks RI Housing Fact Books: <https://www.housingworksri.org/research-policy/publications-reports/previous-housing-fact-books>

CONNECT GREATER NEWPORT'S APRIL 2023 HOUSING ANALYSIS PROVIDES HELPFUL INFORMATION ABOUT FUTURE HOUSING NEEDS AND POLICY OPPORTUNITIES TO SUPPORT HOUSING CONSTRUCTION IN NEWPORT COUNTY. THE DOCUMENT IS AVAILABLE ON THE CITY OF NEWPORT COMPREHENSIVE PLAN WEBPAGE.

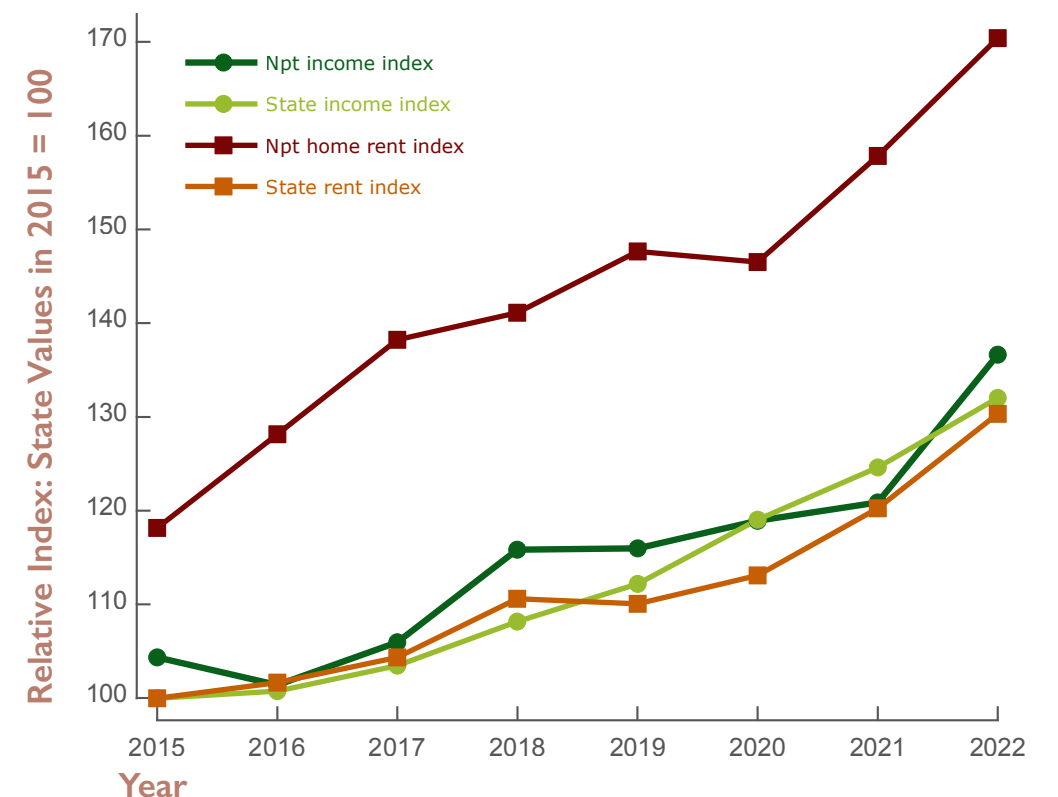


Chart H-3: Median 2-bedroom apartment rents vs. median income. The data is indexed with the state median rent in 2015 set to 100.

DEMOGRAPHIC SHIFT

While it may seem counter-intuitive, decreases in household size in recent decades have actually increased the number of housing units required to house the city's population. A national increase in remote workers further strain housing availability in Newport, as more residents are able to take advantage of the city's quality of life without long commutes to job centers. Much of Newport's formerly workforce housing stock has been purchased by new wealthy owners. In some cases large houses that were once converted to multi-family housing have been re-converted back to single family houses. The escalation in residential property values resulting from these trends has been sharp. (see Charts H-2 and H-3.) This translates to lack of housing for many long-term Newport residents and employees. Bold action is needed to adequately add workforce housing.

Similarly, Newport was once home to sailors and fishermen. Not too long ago, in the twentieth century, the city had a working waterfront. The city also had a strong family-based working class. Today, Newport residents are more affluent, older and often empty nesters. At the same time, Newport has been moving toward a tourist economy for decades, though the impact of this economy on housing availability is not completely understood. The Covid-19 pandemic has amplified all these trends causing a need for renewed housing policy. On a positive note, the influx of affluent residents has improved the quality of housing stock and has often resolved substandard housing conditions. Indeed, housing quality throughout the city has improved through unit replacement and rehabilitation.

Additional Newport Housing Data

For complete data on LMI and cost-burdened households, visit the Department of Housing and Urban Development's (HUD) Comprehensive Housing Affordability Strategy (CHAS):
<https://www.huduser.gov/portal/datasets/cp.html>

POLICY CONSIDERATIONS

HOUSING PRODUCTION

Housing production is stagnant in Newport (see Table H-2). Low rates of new construction fuel increases in housing prices and cause workforce housing units to be converted to luxury units. Low housing starts have concerned law-makers throughout the state (see Chart H-4), prompting a raft of recent legislation designed to promote new housing construction. Newport should adopt policies, in the spirit of recent legislation, that encourage new housing construction. This can be achieved through changes in the zoning code, public street parking policies and the building code. Newport should identify additional regulatory hindrances to housing production and lobby for such regulatory changes at the state level.

WORKFORCE HOUSING

Middle income residents of Newport are particularly squeezed for housing. Historically, these residents lived in Newport's multi-family apartments and small single-family homes, such as three-deckers and ranch houses. The multi-family properties that once housed the workforce are distributed throughout the city (see Map H-1, Housing Stock). Although a majority of Newport's residential parcels are single-family, most of Newport's housing units are in fact, in multi-family buildings. This includes condominiums (see Charts H-5 and H-6). Multi-family buildings are an asset for housing availability. Newport should build upon this housing type because multi-family homes provide much needed choices for Newport residents diverse needs.

Workforce housing has challenges that exist to a lesser extent in luxury and LMI housing. To help with costs, some residents of

| Year | Single-family units | Multi-family units | Total permits |
|------|---------------------|--------------------|---------------|
| 2013 | 16 | 1 | 17 |
| 2014 | 7 | 10 | 17 |
| 2015 | 13 | 2 | 15 |
| 2016 | 16 | 1 | 17 |
| 2017 | 15 | 7 | 22 |
| 2018 | 14 | 13 | 27 |
| 2019 | 10 | 3 | 13 |
| 2020 | 7 | 0 | 7 |
| 2021 | 11 | 0 | 11 |
| 2022 | 8 | 0 | 8 |

Source: HousingWorks Housing Fact Book, breakdown of single vs. multi-family units estimated for 2017.

Table H-2: Housing unit building permits issued. New units built are declining, especially for multi-family units.

| Year | Single-family units | | 2 or more units | | Total Units |
|------|---------------------|----|-----------------|----|-------------|
| | Units | % | Units | % | |
| 2014 | 5787 | 44 | 7365 | 56 | 13152 |
| 2015 | 5663 | 43 | 7507 | 57 | 13170 |
| 2016 | 5613 | 42 | 7752 | 58 | 13365 |
| 2017 | 5110 | 39 | 7992 | 61 | 13102 |
| 2018 | 5162 | 40 | 7743 | 60 | 12905 |
| 2019 | 5234 | 40 | 7852 | 60 | 13086 |
| 2020 | 4803 | 37 | 8179 | 63 | 12982 |
| 2021 | 5078 | 39 | 7943 | 61 | 13021 |
| 2022 | 5428 | 41 | 7812 | 59 | 13240 |
| 2023 | 4508 | 34 | 8721 | 66 | 13229 |

Source: HousingWorks RI Housing Fact Books, EXCEPT 2023 from Newport Assessor data. Difference in percentages of single vs. multi-family units is probably due to sampling error in HousingWorks data derived from the ACS.

Table H-3: Newport Total Housing Units Throughout the Last Decade.

THE HOUSING PINCH IN NEWPORT HAS BEEN ACUTELY FELT BY MIDDLE INCOME RESIDENTS. HISTORICALLY, THESE RESIDENTS LIVED IN NEWPORT'S MULTI-FAMILY APARTMENTS AND SMALL SINGLE-FAMILY HOMES, SUCH AS THREE-DECKERS AND RANCH HOUSES. THE MULTI-FAMILY PROPERTIES...ARE DISTRIBUTED THROUGHOUT THE CITY.

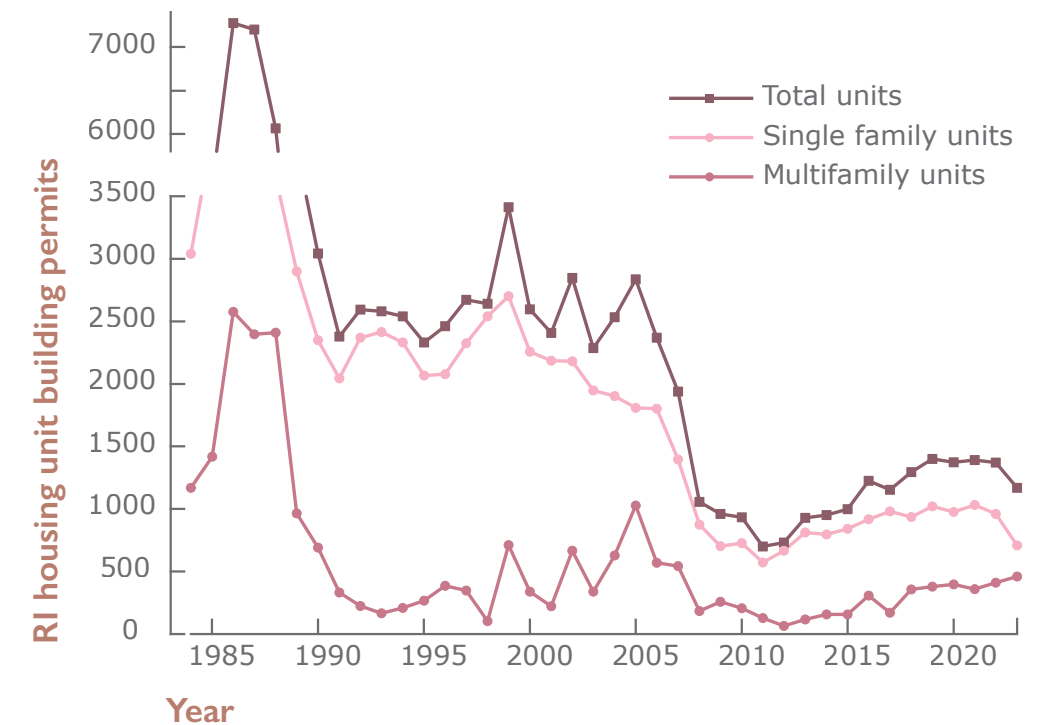


Chart H-4: Housing building permits issued in Rhode Island since 1984.

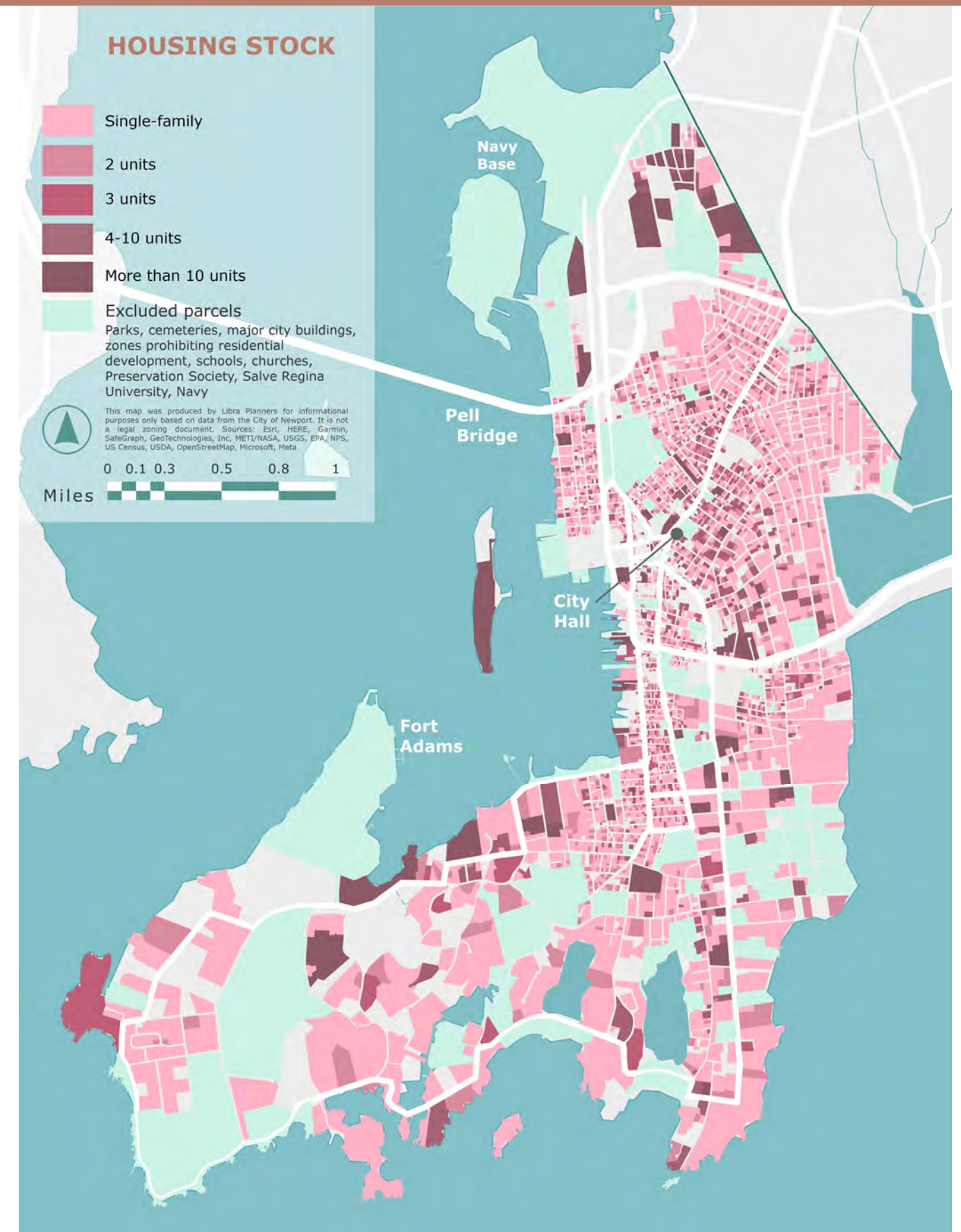
POLICY CONSIDERATIONS

workforce housing take in roommates. In isolated cases, this may lead to overcrowding. Census data shows 1% of Newport's housing units meet the definition of overcrowded (more than one occupant per bedroom). The vast majority, 92%, of overcrowded units are rental housing.

While additional workforce housing is needed, there is limited opportunity to add units within Newport's existing physical and regulatory context. New housing production is particularly hindered by the city's existing zoning ordinance, which superimposes mid-20th century suburban-style zoning on an 18th century development pattern. To address the housing shortage, zoning reform is needed. Such reform will create market opportunity for workforce housing and will limit competing uses. A portion of new units should be smaller in size to reflect the national trend in smaller household sizes and limited available space in Newport. Present zoning restrictions could be relaxed in a targeted fashion to create more opportunity within Newport's exceptional large house stock. Mansions that have been converted to multi-family housing already serve many residents well, including many affluent residents residing in luxury apartments.

AFFORDABLE HOUSING

Affordable Housing has a technical definition in state law. (see Definitions page.) Affordable Housing is restricted to households below a certain income threshold, which are predominantly low- and moderate income and which qualify for state subsidy. Newport is a leader in providing Affordable Housing. It has historically had the highest rate of Affordable Housing of any municipality in Rhode Island. Newport maintained that position in 2023, the most recent year data is available. (see Table H-4). Newport has the third highest quantity of family Affordable units of any municipality in Rhode Island. For these reasons Newport does not have an inclusionary zoning ordinance.



Map H-1: Newport housing stock map showing distribution of housing unit types.

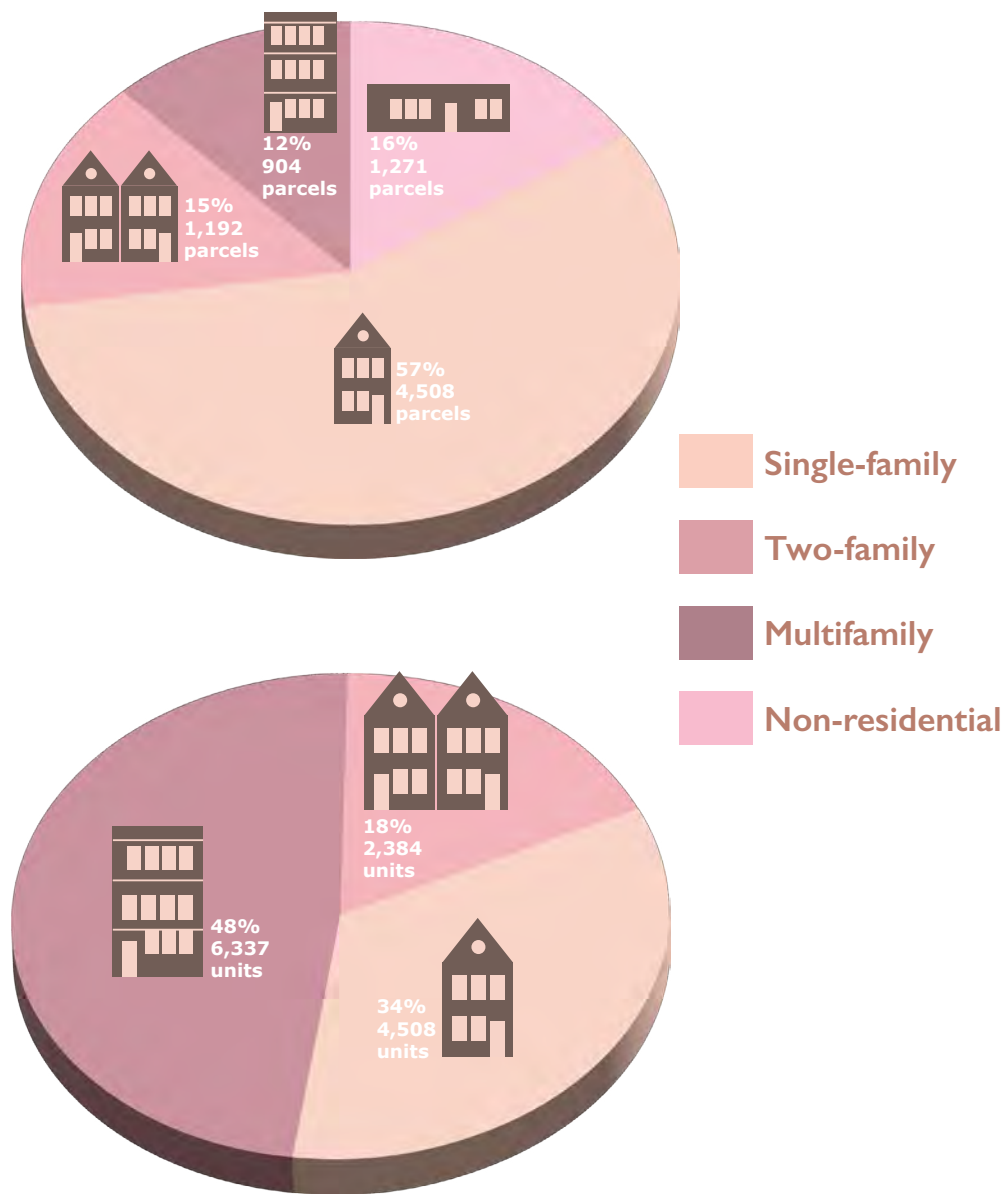


Chart H-5 - Showing housing types by parcel.
 Chart H-6 - Showing units by housing type.

Newport should continue to support Affordable Housing efforts within the City's existing programs.

Strains in housing costs and availability have resulted in increases to unhoused populations in Newport. The loss of shelter at the Seamen's Institute has reduced housing availability. Church Community Development Corporation, Newport's community development corporation (CDC), has 41 beds at its shelter located at 50 Washington Square. The Women's Resource Center provides shelter for women and children who are victims of abuse. Newport Housing Hotline provides emergency housing to those in need.

Additional unit creation potential exists on land currently owned by public housing providers, but is dependent on state and federal funds. The City of Newport should support the construction of additional subsidized housing by its local providers, consistent with the Comprehensive Plan and the City's zoning ordinance. The full

| Unit type | Number of units |
|------------------------|-----------------|
| Family | 1,255 |
| Elderly | 462 |
| Disabled | 0 |
| Special Needs | 185 |
| TOTAL LMI UNITS | 1,902 |

Source: RI 2022 Integrated Housing Report

Table H-4: Low and moderate income housing units in Newport.

buildout of Newport Heights should be prioritized so that the percentage of LMI housing does not decrease as more market rate units are brought online. Substantial additional subsidized housing is not anticipated given funding constraints and high land acquisition costs.

INSTITUTIONAL HOUSING

Newport's institutions, primarily the U.S. Navy and Salve Regina University, and to a lesser extent, Newport Hospital and the International Yacht Restoration School, need housing for their students and employees. These institutions strain the Newport housing market during the academic year and sometimes during increased needs of Navy personnel. If these institutional housing needs can be met within the institutional properties, it will reduce demand for housing within the rest of the city. Salve Regina's academic calendar presents the opportunity for its housing to be used for overnight tourist stays and/or for seasonal employees, in support of Newport's summer economy. Navy housing is better served at the main base on and around Coasters Island than at Fort Adams. However, due to its waterfront location, housing may compete with recreational uses and historic preservation priorities at the old Navy Hospital site. According to Naval Station Newport, there are 690 Navy rental housing units available for military personnel.

Many Salve Regina University students live on campus while roughly 40% seek rental homes and apartments near the university. The Fall 2023 enrollment was 2,836, with 2,117 undergraduates and 719 graduate students. The university provides three residence halls for 590 first-year students and nine residence halls for 470 sophomore students. There are an additional twelve university-owned buildings that provide housing for another 185+ students. In total, 60% of the undergraduate student body lives on campus. It should be noted that more than 85% of Salve Regina University's graduate students are enrolled in online programs and may not have a local residential presence. The only Salve staff person living on campus is the University President.

It is not presently known how many of the remaining students occupy

housing in Newport versus surrounding municipalities in the area, but it can nonetheless be stated that much of this off-campus student housing competes with Newport's regional housing market. Students are able to pay above-market rents on a per-bedroom basis, driving up average rental prices and reducing housing unit availability. Consistent with the City's goal of housing more students on-campus, Salve Regina University has been working for over five years to develop additional on-campus housing to accommodate more undergraduate, upperclassmen students and to alleviate demand for off-campus housing.

HOME-OWNERSHIP

Newport's homeownership rate, 47%, lags the state (58%) and national (65%) averages.⁴ Newport should promote homeownership, especially among low-income residents, to encourage intergenerational wealth building in this community. Owner-occupancy is also associated with better property maintenance and lower crime rates. Newport's lower percentage of owner-occupied housing units may reveal an underlying tension. It is possible that Newport does not experience higher rates of home-ownership due to real-estate speculation. More than other communities, Newport is an arena for housing speculation, re-development and profit. In making policy shifts to increase year-round occupied housing, care should be taken to focus on homeownership.

ATTRACTING FAMILIES

Newport housing policy should promote balance in the city. A healthy community has many income and age levels to support diverse needs. Presently, Newport is losing families for a variety of reasons including housing affordability. However there are other impediments to families living in Newport. In addition to promoting more middle income housing, Newport should continue to support policies that attract families such as homestead exemptions and tax breaks. Newport should also augment this by promoting improved schools, exceptional recreation opportunities and elevated children’s cultural enrichment. Newport has a declining school age population and attracting families will help to stabilize the school population. Newport has beautiful beaches and parks. The athletic opportunities at the Hut, Easton’s Beach and the parks are exemplary and should be highlighted. Newport should promote and enhance its recreational facilities and programs in order to create a more stable housing environment. Newport is a terrific place to raise children, but this may not be immediately apparent to would-be homebuyers.

ACCESSORY DWELLING UNITS (ADUs)

Accessory dwelling units are a fine New England tradition, but used less frequently in cities and towns today. ADUs can serve many residents including seniors, students and seasonal workers. The City should develop a path for permitting of ADUs in separate buildings in one-and two-family properties (where they are currently prohibited) to aid in the creation of additional units. The state recently approved additional legislation to provide cities and towns with the legal foundation to permit this use.

VACATION HOMES

Owners of vacation homes (see Definitions page) contribute to Newport’s vitality and tax base. However, there is some community cost to seasonality, including removing housing units for the pool for full-time residents. Seasonal occupancy can cause the dark house phenomenon. Dark houses can erode community cohesion. Once a phenomenon limited to its estate neighborhoods, dark houses are spreading throughout the city. Some proportion of the 19% of seasonally occupied units in Newport are vacation homes, although the precise number can’t be determined from city records. (see Table H-5). Newport has made strides towards reducing the effect of seasonality in recent years but should do more to promote the retention of year-round housing. The City should continue to set pro-housing occupancy policies and work with state and federal officials to promote the same. Housing policy should mitigate the unwanted effects of seasonality while recognizing the contributions and interests of seasonal residents.

| | | |
|--|-----------------------|---------------|
| Total housing units (2022) | 13605 | |
| Total year-round households | 10,645 | |
| Difference: not occupied by year-round household (considered "Vacant" by ACS) | 2960 | |
| | Owner-occupied | Rental |
| Total year-round households | 5,050 | 5,595 |
| Estimated actual vacancy rate due to unit for sale or rent | 2.8% | 3.3% |
| Estimated actual vacant units | 181 | 236 |
| Remainder: Estimated seasonal units (both rentals and second homes) | 2,543 | |
| Seasonal estimated percentage of total units | 18.7% | |

Table H-5: Estimate of proportion of units occupied seasonally

SEASONAL RENTALS

Seasonal rentals (see Definitions page) contribute to the local economy, though they also take units from the full-time resident population. At least 1,000 short-term rental units are listed online for rent in Newport, although only 574 listings were registered with the city. Some of these short-term rentals are also in vacation homes. The proliferation of seasonal rentals is amplified by online host platforms. While seasonal rentals allow homeowners to remain in their homes by providing additional income they may also contribute to the housing crisis by causing unit conversions from residential to commercial uses. The “Home Occupation” use, allows residents to dedicate a portion of their house for acceptable business use, including professional and commercial uses. Many Newport property owners offer STRs in up to 2 extra bedrooms under the “Home Occupation” use, which requires the homeowner be present during the rental period. This widely appreciated opportunity allows residents to remain in their homes. It should be supported. Yacht team housing similarly serves community needs. Moreover, Newport has made great strides in protecting residential neighborhoods from the intrusive effects of non-owner-occupied STRs. It is also worth noting that many housing units already exist in commercial zones. Policies to protect these neighborhoods from seasonal rentals have not yet yielded results. Many residents seek greater access to the harbor’s waterfront than is currently available. Newport harbor’s waterfront has new hotels, condominiums, and timeshares; new housing policy should take great care to balance commercial and housing uses in these zones, while promoting the benefits of mixed-use zones.

Seasonal rentals can be much more lucrative than year-round rentals. Many full time residents reap the benefits of seasonal rentals, helping with mortgage payments and cost of living increases. Housing policy should balance the needs of enterprising homeowners with the needs of year-round residents.

A PLAN FOR ACTION

ALL-OF-THE-ABOVE APPROACH

In consideration of existing housing conditions in Newport, two housing issues rise to the fore; preserving existing housing units as year-round occupied housing units and creating new workforce housing. This will require zoning changes as well as additional development on undeveloped lands such as the city’s North End. Accordingly, a long-needed expansion of housing unit development in Newport’s neighborhoods is anticipated. This, coupled with a balance of uses that compete with housing will steer the city towards the creation of housing units. Newport needs an all-of-the-above approach to correct a market distortion that has risen to crisis levels for many residents.

SMALL LOTS / COMPACT NEIGHBORHOODS

Newport has an urban legacy of small lots reflected in its median housing unit year of construction, 1920. There are many existing lots that do not meet the 3,000 square foot threshold of the R3 zoning district, let alone the 10,000 square foot threshold of the R10 zoning district (see Appendix B: Buildout Analysis Figures 5, 6, 7, 8 and Table 2) Small lots create a sense of place which is walkable, neighborly and extremely desirable. Small lots make the city very attractive to retirees and young people. 20th century zoning undermined the prevalence of small lots and the corresponding sense of place and scale. It also introduced detriments to quality of life. For example: large residential areas no longer have access to a corner store. Similarly, vast swaths of parking diminish the walking experience and commercial activity. This Housing Chapter promotes small lots in walkable neighborhoods. Residential zones that re-establish Newport’s historic patterns can provide added economic value to an already great walkable city.

TWO AND THREE FAMILY HOUSES

Small lots suggest certain housing typologies. Newport already has two- and three-family neighborhoods and it should make policy that creates more of these. Three-decker New England neighborhoods were once vehicles for immigrant social-mobility. These neighborhoods continue to keep families together while promoting intergenerational wealth. Two- and three-family housing units also support smaller families and unconventional household composition. They can be perfect for downsizing retirees. Importantly, these typologies support an optimum density which is consistent with Newport's architectural scale and character. Three-family neighborhoods create the kind of urban fabric that protects the city's natural assets while promoting conservation of infrastructure. These typologies are a win-win for Newport. Conversely, the state building code, which is divided into One and Two Family Dwelling Code and the International Building Code, hinders optimal housing development such as three-family dwellings. Newport should advocate for building code changes to allow for more three-family dwellings.

HOUSING IN COMMERCIAL ZONES

Newport's commercial areas are excellent locations for additional density and housing development. The city's commercial neighborhoods have good access to transportation, utilities, and community services. A buildout analysis conducted to inform this Housing Update found that while growth may be possible in previously-targeted growth areas of the city, a broader scope is required to meet the Comprehensive Plan's stated goals of economic diversification, historic preservation, and community enrichment. Commercial uses that do not support these goals should be limited. Adjusting zoning to allow for denser housing options in commercial areas will help address demand for workforce housing. Modifications to parking requirements will improve housing

availability in these typically congested areas of the city. Housing can be added to commercial areas to support commercial activities. However, special care should be taken so that housing does not overwhelm other commercial and economic development goals.

HOUSING ON THE WATERFRONT

Houseboats are increasingly popular as dwelling units. New regulations are drafted and in process for regulation of houseboats and living units on the water or at docks. Short term rentals on boats are a new issue which require the same regulations as land based short term regulations. Houseboats supplant recreation docks and water space and take away from the goal of the Harbor Management Plan. They should be discouraged. Current and new regulations for houseboats should be supported and enforced.

FORM-BASED CODE

Zoning is the City's primary regulatory tool. The current zoning in Newport reflects an impractical century-old idea that undermines Newport's housing needs. Form-based zoning, which has a much greater capability to create additional workforce housing units, can also enhance Newport's urban form. Newport needs a paradigm shift toward form-based zoning. The North End Urban Plan and its corresponding zoning amendments are a potent example of the opportunity afforded by form-based zoning already existing in Newport. While the state has not yet created an enabling legal framework that better supports historic cities like Newport, the city should lobby the state for form-based code because it better serves the built environment, the residents, the business community and developers.

ENDNOTES

1. Low- or moderate-income housing is defined by Rhode Island General Law § 45-53-3 as “synonymous with “affordable housing” as defined in § 42-128-8.1, and further means any housing whether built or operated by any public agency or any nonprofit organization or by any limited equity housing cooperative or any private developer, that is subsidized by a federal, state, or municipal government subsidy under any program to assist the construction or rehabilitation of affordable housing and that will remain affordable through a land lease and/or deed restriction for ninety-nine (99) years or such other period that is either agreed to by the applicant and town or prescribed by the federal, state, or municipal government subsidy program but that is not less than thirty (30) years from initial occupancy.” § 42-128-8.1 defines affordable housing as “residential housing that has a sales price or rental amount that is within the means of a household that is moderate income or less. in the case of dwelling units for sale, housing that is affordable means housing in which principal, interest, taxes, which may be adjusted by state and local programs for property tax relief, and insurance constitute no more than thirty percent (30%) of the gross household income for a household with less than one hundred and twenty percent (120%) of area median income, adjusted for family size... in the case of dwelling units for rent, housing that is affordable means housing for which the rent, heat, and utilities other than telephone constitute no more than thirty percent (30%) of the gross annual household income for a household with eighty percent (80%) or less of area median income, adjusted for family size. affordable housing shall include all types of year-round housing, including, but not limited to: manufactured housing; housing originally constructed for workers and their families; accessory dwelling units; housing accepting rental vouchers and/or tenant-based certificates under section 8 of the United States Housing Act of 1937, as amended; and assisted living housing, where the sales or rental amount of such housing, adjusted for any federal, state, or municipal government subsidy, is less than or equal to thirty percent (30%) of the gross household income of the low and/or moderate income occupants of the housing.”
2. Difference between number of total and occupied units in 2000 and 2020 decennial censuses.
3. Newport has identified an average household size of 2.3 as its target for 2054. This is closer to the 2010 average household size of 2.25 than the 2020 household size of 2.5. This will allow for more single-member households and aims to reduce overcrowding for housing units per household. Newport has identified a goal for 2054 of 1.25. This is a slight reduction from 2010 and 2020 census numbers of 1.27 and 1.29, respectively. the hope is that having more year-round households and less short-term rentals will reduce housing unit requirements.
4. 2022 5-Year ACS estimate.

GOALS AND POLICIES

Newport has selected a 30-year planning horizon for this Housing Chapter. This expands the end date of the 2017 Comprehensive Plan’s 20-year timeframe from 2037 to 2054. Housing investments and expenditures should be planned accordingly, and should anticipate the needs of the next generation of homeowners.

GOAL H-1 - MEET PROJECTED DEMAND

Construct new housing units to meet the projected demand for additional housing.

Housing unit preservation and creation has been insufficient in Newport for almost two decades and significant zoning reform is needed to enable additional housing units. Housing beyond projected demand may be needed if demographics shift or for economic development purposes. This goal and its priority should be reevaluated during the next comprehensive plan update in 2027.

Policy H-1.1

Use the latest and most reliable population and housing estimates, projections and local housing unit buildout figures in establishing or changing housing policies and implementation proposals at any given time.

Newport will always utilize the latest quality information to inform its housing planning and will update its plans without delay so as to remain relevant to contemporary issues.

Action H-1.1A

Adopt ordinance amendments that spur additional year-round housing units.

Action H-1.1B

Evaluate the success of Newport’s housing efforts continuously and shift course as necessary.

Action H-1.1C

Include major housing statistics that demonstrate progress

on this chapter's goals in required annual reports to the City Council.

Policy H-1.2

Prevent discrimination in housing acquisition and occupation.

Newport does not tolerate housing discrimination on the basis of actual or perceived race, creed, color, national origin, gender, age, disability, gender, sexual orientation, military, family, citizenship, or source of income. All people should be able to take advantage of all housing opportunities and no one should be forced from their home based on their legally-protected status.

Policy H-1.3

Prevent housing development which erodes Newport's quality of life and architectural character.

As is mentioned throughout the Comprehensive Plan, there are many assets in Newport that make it a unique place to live. Newport's high quality of life should not be compromised. Development proposals must align with, and cannot be contrary to, Newport's vision for its future as stated in its Comprehensive Plan. Along these lines, the city should promote development in areas that are supported by excellent transportation access and utility infrastructure. Development should be limited in rural and ecologically sensitive areas. Development should support and enhance Newport's high quality architectural landscape.

Action H-1.3A

Tax houses that are sold on speculation and use taxes to support workforce housing development.

Action H-1.3B

Develop templates of pre-approved residential plans based on Newport's vernacular architecture.

This will encourage urban infill, streetscape continuity and more housing.

Policy H-1.4

Identify the causes of and prevent housing unit loss.

GOAL H-2 - MEET DIVERSE NEEDS

Support a variety of housing options that meet residents' housing diverse needs.

Newport's policies and programs should support all of life's changes: new jobs, new schools, new relationships, new children, growing families, intergenerational living, health challenges, and aging in place. Within the context of this goal is the obvious need for a robust housing market, both rental and ownership, where Newporters can easily change their living situation to meet their needs and stay within city limits.

Policy H-2.1

Learn more about additional housing needs within the community.

Although workforce housing for middle incomes is the most pressing need, many other needs are present, some of which are yet to be understood by city planning efforts. Effective housing planning is a process of continual information gathering, policy setting, and analysis. Newport commits to continuous process improvement in the field of housing planning.

Action H-2.1A

Conduct a community wide housing needs survey.

Action H-2.1B

Participate in local community events to learn more about housing needs.

Action H-2.1C

Explore subsidies for housing, including tax, direct, unit preservation and rehabilitation assistance, trust funds and land trusts.

Policy H-2.2

Support and encourage housing in mixed-use zones and on institutional properties.

Mixed-use zones afford opportunities for business owners and workers to cohabitate, increasing the sense of community and providing 24-

hour eyes on the street. Major institutions, such as the federal government, Salve Regina University, Newport Hospital, the Preservation Society of Newport County and Newport Restaurant Group, can improve conditions for their employees and/or students by constructing on-campus housing. Mixed-use and institutional housing should be encouraged in all appropriate locations.

Action H-2.2A

Create a mixed-use zoning overlay district that balances residential, institutional and commercial needs.

Policy H-2.2B

Share Newport's housing expertise outside its borders.

Newport is confronting issues that are faced by many other communities throughout the state. Its challenges and successes can serve to educate other communities. Newport's housing officials can benefit by learning from other communities as well. As much as possible, the City shall support learning opportunities by its experts and for its civic leadership.

GOAL H-3 - COMPLEMENT HISTORIC ARCHITECTURE

Support and encourage the development of new housing that complements Newport's architectural character.

As is mentioned throughout the Comprehensive Plan, Newport has exceptional buildings that must be protected and enhanced in all of its decision making. The goal of this plan is not growth at all costs, but rather sustainable growth that meets Newport's needs, takes advantage of market opportunity, and preserves and enhances the city's unique physical design.

Policy H-3.1

Employ regulations to approve new housing that is complementary to existing historic architecture and other exemplary design, especially in the urban core.

Action H-3.1A

Create commercial and residential design standards for new buildings.

Design standards reduce discretionary review while offering basic quality control. Standards are supported by people who desire less intrusive oversight because construction requirements are transparent and knowable. Standards are also welcomed by people who wish to live in a high quality environment.

Action H-3.1B

Lobby the state for Form-Based Code improvements in the zoning enabling act to create local zoning that will preserve existing historic residential development patterns.

Policy H-3.2

Preserve Newport's historic dwellings.

Housing preservation (to maintain the number of housing units) and historic preservation (to preserve historic buildings) must work in tandem in Newport. As is mentioned throughout this plan, Newport

has unique historical, cultural, archeological, and ecological assets, many of which are homes for people. In maintaining these homes and constructing new homes, Newport must not degrade these assets which make it such a rich place to live, work, and play. Architectural details of the city matter a great deal and the loss of small pieces of history, or their discoordinated alteration, will irreparably alter Newport to everyone's detriment.

Action H-3.2A

Identify existing historic buildings that may provide opportunity for adaptive re-use housing.

Action H-3.2B

Support and enhance Historic District oversight in historic residential neighborhoods.

GOAL H-4 - MITIGATE SEASONAL IMPACTS

Mitigate the adverse impacts of seasonally vacant homes to increase neighborhood stability and vitality.

Policy H-4.1

Identify concerns about dark houses.

Action H-4.1A

Conduct a community survey to learn about the impacts of dark houses.

Policy H-4.2

Attract families to Newport to support housing goals.

Newport should incentivize families to live in the city year-round, to stabilize both the schools and the housing market.

Action H-4.2A

Continue to promote residential vibrancy in Newport throughout all twelve months of the year.

Action H-4.2B

Create new zoning that provides density incentives, dimensional incentives, parking incentives and permitting incentives, so as to encourage year round occupancy of families.

Such incentives will reduce the development costs of a project containing year-round occupants and/or provide additional opportunities for non-year-round housing than would otherwise be allowed.

Policy H-4.3

Discourage short term rentals in residential neighborhoods to those that directly support owner-occupancy.

19% of Newport's housing stock is lost to seasonal rentals and second homes, a three-fold increase from twenty years ago. The City should continue to identify and monitor STRs and existing laws must be enforced.

Action H-4.3A

Secure the abandonment of preexisting short-term rental uses in residential neighborhoods that no longer permit such uses by right, during development review.

Action H-4.3B

Cap the number of non-owner-occupied Short term rentals (STRs) allowed in the city.

Policy H-4.4

Encourage the adaptive re-use of hotels and related uses.

Hotels may infringe on Newport's housing availability with limited benefit to the local economy and quality of life. New housing opportunities should be created from former hotels as opportunities arise. The Harbor Base Inn (former Pineapple Inn) is a good example of the potential for a hotel to serve as housing.

GOAL H-5 - MAINTAIN AFFORDABLE HOUSING

Maintain the provision of affordable income housing.

Newport leads in the provision of affordable housing in the State of Rhode Island year after year. It is one of a few municipalities that meets that State's goal of 10% affordable units. Newport additionally acknowledges and supports the State's goal that each municipality provide 10% of its housing units as Affordable Housing and understands that state and federal attention may be directed to those municipalities. However, the modernization of Newport's Affordable units and complete buildout of Newport Heights should not be delayed or sacrificed to support affordable construction in municipalities that have failed to plan and act in furtherance of the State's goal. The City will continue to work with local affordable housing providers to add Affordable units as opportunities arise to ensure Newport remains above the State's goal.

Policy H-5.1

Maintain high-quality affordable housing.

Action H-5.1A

Work with Newport Housing Authority to secure the rehabilitation of all its units and completion of Newport Heights.

Policy H-5.2

Support quasi-public and non-governmental entities that provide affordable income housing.

Action H-5.2A

Support the work of Church Community Development Corporation in providing housing for Newporters.

Action H-5.2B

Monitor deed restriction expiration in affordable housing properties and work with property owners to renew the restriction.

GOAL H-6 - SUPPORT SUSTAINABILITY

Support sustainable housing production that will not jeopardize the city's utilities, natural resources and other critical elements.

Policy H-6.1

Provide technical oversight of housing developments in order to protect city infrastructure.

Action H-6.1A

Create a new development housing unit number threshold for the Technical Review Committee.

Policy H-6.2

Protect housing and neighborhoods from environmental hazards.

Action H-6.2A

Restrict housing in Newport's at-risk areas, particularly housing units in danger of inundation or destruction during a hurricane, flood or major weather event.

Action H-6.2B

Provide incentives to convert existing urban core parking lots into new housing developments.

Excessive surface parking contributes to stormwater runoff and discourages neighborhood cohesion. It diminishes the pedestrian experience and commercial vibrancy. Parking is not the best use for land in high demand. The city should incentivize housing construction over parking.

Policy H-6.3

Protect the waterfront from housing encroachment.

Discourage the recreational waterfront, and vessels which are moored there, from becoming long term housing and/or seasonal rentals.

Action H-6.3A

Review and enforce the Harbor Management Plan for regulation of boathouses and seasonal rentals.

Policy H-6.4

Support residents' quality of life through coordinated, effective response to neighborhood concerns.

Such concerns include property maintenance, traffic, parking and emergency access.

Action H-6.4A

Continue to use, monitor and improve the neighborhood hotline.

THE IMPLEMENTATION PROGRAM

The Implementation program lists action items which have been created to achieve the goals outlined in this plan. To support priority and to ensure completion, action items are scheduled. Responsible parties are assigned to the tasks. In instances where there are multiple assigned parties, the primary responsible party is listed in bold text. A Strategic Implementation Plan is included to assist with annual milestones.

| Action | Timeframe | Responsible Party (lead in bold) |
|--|---|--|
| Action H-1.1A Adopt ordinance amendments that spur additional year-round housing units. | Before the end of 2024 | Director of Planning and Economic Development presents ordinance amendments to City Council |
| Action H-1.1B Evaluate the success of Newport's housing efforts continuously and shift course as necessary. | Before the next comprehensive plan update | Director of Planning and Economic Development |
| Action H-1.1C Include major housing statistics that demonstrate progress on this chapter's goals in required annual reports to the City Council. | End of each calendar year | Land use boards, Department of Planning and Economic Development , Housing Planner |
| Action H-1.3A Tax houses that are sold on speculation and use taxes to support workforce housing development. | Before the end of 2025 | City Council, Planning Board, Director of Planning and Economic Development , Housing Planner |
| Action H-1.3B Develop templates of pre-approved residential plans based on Newport's vernacular architecture. | Before the end of 2026 | City Council, Planning Board, Director of Planning and Economic Development |
| Action H-2.1A Conduct a community wide housing needs survey. | Before the end of 2025 | Housing Planner |
| Action H-2.1B Participate in local community events to learn more about housing needs. | Four events annually | Land use boards, City Councilors, Department of Planning and Economic Development |
| Action H-2.1C Explore subsidies for housing, including tax, direct, unit preservation and rehabilitation assistance, trust funds and land trusts. | Before the end of 2026 | Housing Planner |

| Action | Timeframe | Responsible Party (lead in bold) |
|---|---|--|
| Action H-2.2A Create a mixed-use zoning overlay district that balances residential, institutional and commercial needs. | Before the end of 2025 | City Council, Planning Board, Director of Planning and Economic Development , Housing Planner |
| Action H-2.2B Share Newport's housing expertise outside its borders. | At least one event annually | City Council, City Manager , department heads, Departments of Planning and Economic Development and Zoning and Building Inspections |
| Action H-3.1A Create commercial and residential design standards for new buildings. | Before the next comprehensive plan update | Director of Planning and Economic Development presents proposals to City Council |
| Action H-3.1B Lobby the state for Form-Based Code so that future zoning will protect and enhance the existing historic residential development patterns. | Annually | City Council |
| Action H-3.2A Identify existing historic buildings that may provide opportunity for adaptive re-use housing. | End of 2025 | Preservation Planner |
| Action H-3.2B Continue to support and enhance Historic District oversight in historic residential neighborhoods. | Annually | City Council |
| Action H-4.1A Conduct a community survey to learn about the impacts of dark houses. | End of 2025 | Housing Planner |
| Action H-4.2A Continue to promote residential vibrancy in Newport throughout all twelve months of the year. | Immediate, ongoing | Director of Planning and Economic Development provides updates to City Council |

| Action | Timeframe | Responsible Party (lead in bold) |
|---|--|--|
| Action H-8.2B Create new zoning that provides density incentives, dimensional incentives, parking incentives and permitting incentives. | End of 2024 | Director of Planning and Economic Development presents ordinance amendments to City Council |
| Action H-4.3A Secure the abandonment of preexisting short-term rental uses in residential neighborhoods that no longer permit such uses. | Immediate, ongoing | Land use boards |
| Action H-4.3B Cap the number of non-owner-occupied Short Term Rentals (STRs) allowed in the city. | End of 2026 | City Council |
| Action H-5.1A Work with Newport Housing Authority to secure the rehabilitation of all its units and completion of Newport Heights. | Construct all units with state and/or federal subsidy 2030 | Director of Planning and Economic Development provides updates to City Council |
| Action H-5.2A Support the work of Church Community Development Corporation in providing housing for Newporters. | Immediate, ongoing | Housing Planner |
| Action H-6.1A Create a new development housing unit number threshold for the Technical Review Committee. | End of 2024 | Director of Planning and Economic Development presents ordinance amendments to City Council |
| Action H-6.2A Restrict housing in Newport's at-risk areas, particularly housing units in danger of inundation or destruction during the city's next major hurricane. | Identify units in at-risk areas and develop policy by 2030 | Land use boards, Department of Zoning and Building Inspections, Director of Planning and Economic Development |
| Action H-6.2B Provide tax incentives to convert existing urban core parking lots into new housing developments. | End of 2026 | City Council |

| Action | Timeframe | Responsible Party (lead in bold) |
|---|--------------------|--|
| Action H-6.3A Review and enforce the Harbor Management Plan for regulation of boathouses and seasonal rentals. | End of 2027 | Waterfront Commission, Director of Planning and Economic Development |
| Action H-6.4A Continue to use, monitor and improve the neighborhood hotline. | Immediate, ongoing | City Manager |

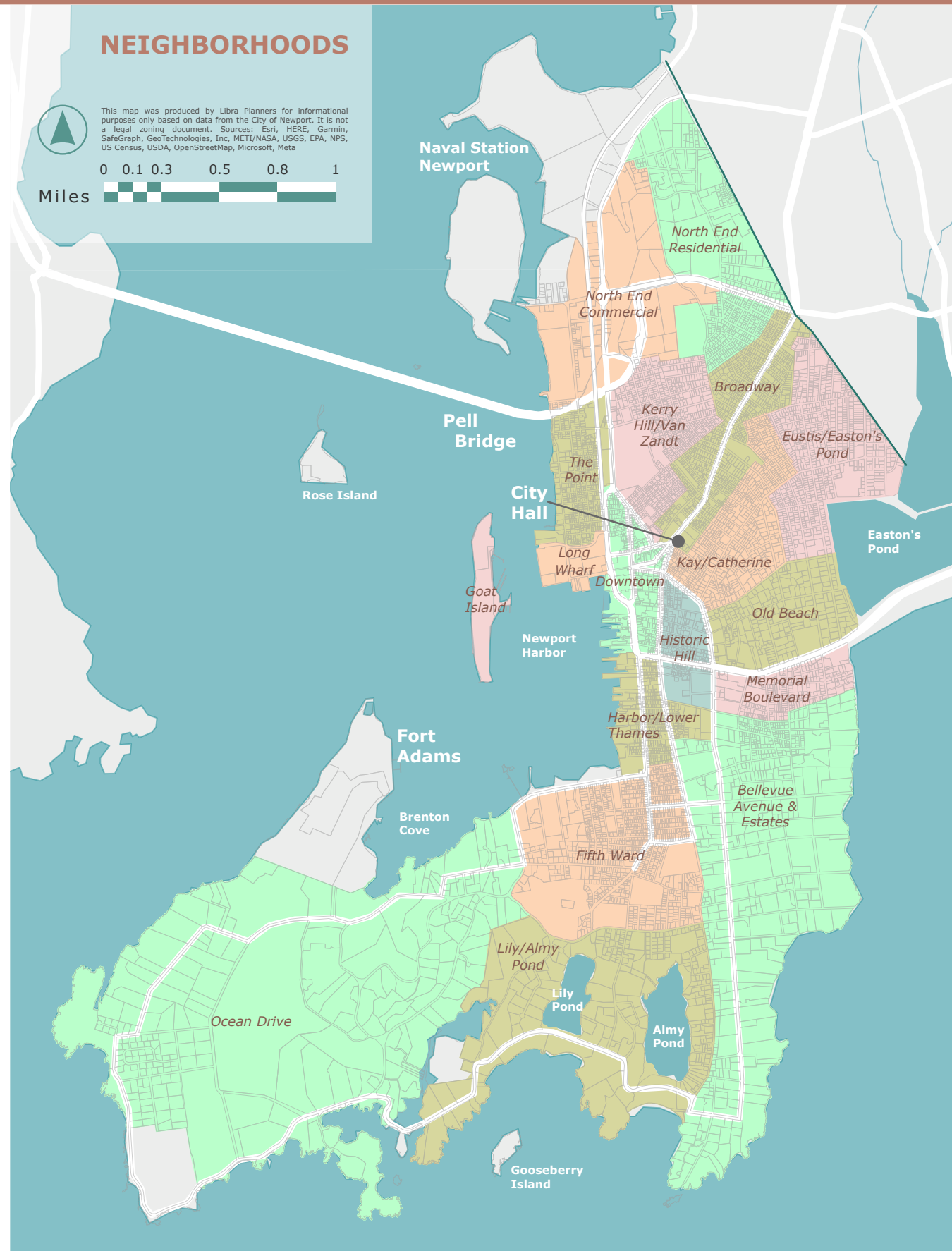
STRATEGIC IMPLEMENTATION PLAN

| Year | Actions |
|------|--|
| 2024 | H-1.1A, H-1.1B, H-1.1C, H-2.1B, H-2.2B, H-3.1B, H-3.2B, H-4.2A, H-4.2B, H-4.3A, H-5.2A, H-5.2B, H-6.1A, H-6.4A |
| 2025 | H-1.1B, H-1.1C, H-1.3A, H-2.1A, H-2.1B, H-2.2A, H-2.2B, H-3.1B, H-3.2A, H-3.2B, H-4.1A, H-4.2A, H-4.3A, H-5.2A, H-5.2B, H-6.4A |
| 2026 | H-1.1B, H-1.1C, H-1.3B, H-2.1B, H-2.1C, H-2.2B, H-3.1B, H-3.2B, H-4.2A, H-4.3A, H-4.3B, H-5.2A, H-5.2B, H-6.2B, H-6.4A |
| 2027 | H-1.1B, H-1.1C, H-2.1B, H-2.2B, H-3.1A, H-3.1B, H-3.2B, H-4.2A, H-4.3A, H-5.2A, H-5.2B, H-6.3A, H-6.4A |
| 2028 | H-1.1B, H-1.1C, H-2.1B, H-2.2B, H-3.1B, H-3.2B, H-4.2A, H-4.3A, H-5.2A, H-5.2B, H-6.4A |
| 2029 | H-1.1B, H-1.1C, H-2.1B, H-2.2B, H-3.1B, H-3.2B, H-4.2A, H-4.3A, H-5.2A, H-5.2B, H-6.4A |
| 2030 | H-1.1B, H-1.1C, H-2.1B, H-2.2B, H-3.1B, H-3.2B, H-4.2A, H-4.3A, H-5.1A, H-5.2A, H-5.2B, H-6.2A, H-6.4A |
| 2031 | H-1.1B, H-1.1C, H-2.1B, H-2.2B, H-3.1B, H-3.2B, H-4.2A, H-4.3A, H-5.2A, H-5.2B, H-6.4A |
| 2032 | H-1.1B, H-1.1C, H-2.1B, H-2.2B, H-3.1B, H-3.2B, H-4.2A, H-4.3A, H-5.2A, H-5.2B, H-6.4A |
| 2033 | H-1.1B, H-1.1C, H-2.1B, H-2.2B, H-3.1B, H-3.2B, H-4.2A, H-4.3A, H-5.2A, H-5.2B, H-6.4A |

APPENDIX A

NEWPORT'S NEIGHBORHOODS





Map of Newport Neighborhoods.

OVERVIEW

Newport still maintains a vestige of neighborhood identity. Though the closing of neighborhood public schools and churches, and the influx of out-of-town second home residents continues to erode neighborhood identity. Today, architecture is the best substitute for neighborhood cohesion. Newport has 19 identified areas, all of which have their own character and identity. Together, they help create the city's social fabric. This Appendix I describes and examines each of these 19 neighborhood areas. It should be noted that for purposes of this plan, the term "neighborhood" is used broadly. A description and brief analysis of each neighborhood is presented alphabetically.

BELLEVUE AVENUE AND ESTATES

This large neighborhood is located in the southeastern portion of Newport, encompassing most of Newport's shoreline along Easton Bay. Extending north from Land's End to Parker Avenue (but also including areas farther north) and west to Coggeshall Avenue/Spring Street, this area is mainly estate residential and institutional land uses. It is named for Bellevue Avenue, Newport's most fashionable address, which runs the length of the neighborhood, from Bailey's Beach to Kay Street, three neighborhoods north. In general, lots in the Bellevue Avenue and Estates neighborhood are large "estate" lots of several acres, although density is generally higher in the northern portions of the neighborhood. Institutional uses reflect the neighborhood's past as one of estate for the country's elite. Salve Regina University's initial campus at Ochre Court was the gift of ultra-wealthy businessman Robert Goulet IV and popular tourist destinations The Breakers, The Elms, Rosecliff and Marble House are Gilded-Age mansions maintained by the Preservation Society of Newport County. Doris Duke's Rough Point is open to the public and maintained by the Newport

Restoration Foundation. This neighborhood was once active farms. The Cliff Walk, one of Newport's most significant recreational assets, is a centuries-old public way along Easton's Bay from Memorial Boulevard to Bailey's Beach.

The historic estates and large institutional uses make this area difficult for creating additional housing without eroding the neighborhood's character, although the minimum lot size of the zone fails to reflect this. That said, the neighborhood is home to a number of large-scale multi-unit housing complexes which have historically served that very purpose. This neighborhood and others in Newport south of Memorial Boulevard have limited transportation access due to heavy summertime traffic volumes on limited, narrow roads. Enhanced cycling access east of Annandale Road could ease congestion and create additional development opportunity. The Rhode Island Public Transit Authority's Route 67 bus serves this area well. Additional housing units could easily be added within existing mansion footprints, as has been done many times already.

BROADWAY

The Broadway neighborhood is oriented to this major arterial and extends from the Middletown line southerly to Marlborough Street. The "width" of the neighborhood varies considerably as one travels along the corridor. Newport City Hall and the adjacent middle school anchor its south end and most of the neighborhood is characterized by medium-density residential, civic uses and neighborhood-scale retail and services, though the relative amount of commercial and larger scale mixed-use diminishes as one moves north through the corridor. The Newport Hospital and adjoining neighborhood business area is roughly in the center of this neighborhood. In general, homes that do not front

directly on Broadway are detached homes on small lots.

Lower Broadway is zoned General Business consistent with downtown. Limited business zones exist at Innovate Newport and the neighborhood commercial area abutting Newport Hospital. The rest of the neighborhood is zoned R-10. In the future, a special zoning district for the hospital may better regulate its operations and a denser residential zoning designation will better reflect existing housing patterns off-Broadway.

The Broadway Streetscape Improvement Plan changed the face of the neighborhood as it encouraged economic development and commercial activity. Broadway has experienced a rise in property values and many circa 1900 houses have been recently renovated. Some of these houses have been converted from multi to single family housing, thus eliminating necessary housing stock. An upcoming planning area of focus of this neighborhood is infill on Broadway and expansion of commercial uses into residential areas.

DOWNTOWN

The Downtown neighborhood extends northerly from Memorial Boulevard to Bridge Street and from the north part of the harbor to Spring and Farewell Streets. Long Wharf west of America's Cup Avenue is listed as a separate neighborhood and is not included in Downtown. Downtown is characterized by a wide range of dense uses, with variable degrees of architectural quality and maintenance. Uses range from historic homes to walkable retail, civic uses, restaurants and tourist-oriented retail, higher density residential, institutional, hotels, marine-oriented business and others. The west edge of this neighborhood fronts the harbor and is zoned Waterfront Business. The rest of this neighborhood is zoned General Business. Landmarks are

numerous in the neighborhood and include Trinity Church, Old Colony House, Museum of Newport History (Old Brick Market) and White Horse Tavern, America's oldest restaurant. Public open spaces include Washington Square, Perrotti Park, Queen Anne Square and Cardines Field.

The Downtown neighborhood has recently experienced great physical transformation with many newly developed large hotels. Continued hotel development threatens the market opportunity of other uses that better support Newport's year-round economy. As the center of the city, this neighborhood can support denser development, including housing. The biggest challenge for development in this neighborhood is illogical parking minimums.

EUSTIS / EASTON'S POND

Memorial Boulevard, and Braga Memorial Field provide open space for residents. Within the neighborhood are two ponds, Easton Pond and Green End Pond. The Green End Pond lies mostly within the Town of Middletown, while Easton's Pond is mostly within the City of Newport. These ponds are used as a surface water supply for the Newport Water Division (NWD) and the Station 1 Water Treatment Plant located in the neighborhood. More about the NWD and the Station 1 Water Treatment Plant can be found in Chapter 12, Water.

Easton's (First) Beach is a barrier beach three-quarters of a mile long along the southern edge of Easton's Pond. Memorial Boulevard runs on this barrier, along with the retention wall for Easton's Pond, and a drainage canal surrounding the pond. An ultra-violet stormwater treatment system at the eastern end of the beach reduces beach closures due to bacteria growth. The Beach's recreational facilities recently included a 1950's carousel, playground, skate park, concessions,

and the Rotunda Ballroom. However, poor maintenance, ocean storms, and sea-level rise have deteriorated many of those facilities to the point where they need to be demolished. The hope is they will be rebuilt on higher ground off the barrier beach.

Mid 20th century residential development patterns are typical of this area. Two-family housing is restricted, although present throughout. Due to larger lots and lower existing lot coverage, this area has experienced significant gentrification in the recent past. "Tear-downs," where modest mid-century houses are being replaced by larger second homes, are common in this neighborhood. Perhaps no other neighborhood in Newport tells the story of demographic shift like Eustis. Good access outside the City makes this a good place for additional housing development, although stormwater drainage into First Beach is a concern.

FIFTH WARD

The Fifth Ward neighborhood is located in south-central Newport, along the eastern portion of the southern edge of Newport Harbor. The neighborhood contains mostly residential properties on small lots, some commercial sites and the city's high school. In general, clear delineation between the watersheds of the harbor and Lily and Almy Ponds in the adjacent Lily/Almy Pond neighborhood is not reflected in the zoning for this area.

The Fifth Ward neighborhood is also characterized by its parks and open spaces. King Park, Spencer Park, Morton Park, and Murphy Field are all located within this neighborhood. King Park, located in the southeast corner of the harbor, features a gazebo that is used for concerts, a small beach area, open space for picnicking, and a concrete boat ramp. Ida Lewis Yacht Club, named for the nationally recognized

female lighthouse keeper who manned Lime Rock, on which it sits, is located to the west of King Park. Continuing down Wellington Avenue is the Newport outpost of the New York Yacht Club at Harbour Court.

The Fifth Ward is another Newport neighborhood that was once dominated by big families and modest houses. It is now experiencing swift gentrification. The location of this neighborhood, with proximity to the yacht clubs, town, the mansions and Newport Neck, is very desirable for summer renters. As the northern portion of the Fifth Ward neighborhood is located in low-lying land along the waterfront, The Fifth Ward is at risk for flooding due to sea level rise. This neighborhood is faced with transportation access challenges outside the city, limiting housing desirability. Regardless, zoning more reflective of the building stock in this neighborhood could ease housing pressures.

GOAT ISLAND

Goat Island forms the northwest edge of Newport Harbor. Goat Island got its name due to the early Newport residents who pastured goats on it. It has held various industrial uses over the centuries, and was responsible for producing the majority of torpedoes used by the Americans during the Battle of the Atlantic during World War II. In the 1960s, the City used urban renewal funds to build a causeway connecting Goat Island to the mainland. The island was subsequently redeveloped as a waterfront community with the worst urban design ideas of the mid-twentieth century and is a waterfront eyesore for the city.

Goat Island is home to the Newport Harbor Lighthouse. This lighthouse was constructed in 1842 and was built as a replacement for

an earlier lighthouse that wasn't adequately lighting the reefs on the north end of Goat Island. The Newport Harbor Lighthouse underwent renovation in 2006 and is listed on the National Register of Historic Places. Other uses present on Goat Island are a hotel, condominiums, the Belle Mer convention center and the Goat Island Marina. Careful planning should consider the future of this neighborhood with the advent of sea level rise.

HARBOR / LOWER THAMES

The Harbor / Lower Thames neighborhood straddles the southern portion of Thames Street just south of downtown, along Newport Harbor. Waterfront-oriented businesses are located along the harbor, while multifamily housing on small lots are found on the east side of the neighborhood. Commercial businesses dot Thames Street with intermixed residential.

This area is one of the city's principal commercial waterfront areas. However, Lower Thames commercial spaces are more likely to experience seasonal business turnover. Here, the cyclical economy takes a toll. Similarly, significant automobile traffic may also impact Lower Thames businesses. While this may seem unrelated to housing needs, diminished commerce in this area can harm quality of life for adjacent residents. The long line of vehicles waiting to enter lower Thames on busy summer days and backups onto Memorial Boulevard from Spring Street challenge access in and out of this neighborhood and limit future development potential. Parking on sidewalks is common on a few streets, eroding the pedestrian environment. Enhancing bicycle and pedestrian access to this neighborhood will ease transportation frustrations and support future development.

HISTORIC HILL

Historic Hill is located in central Newport, adjacent to and east of Downtown. The southerly portion is bounded by Bowery, easterly is bound by Bellevue, northerly is bound by Touro, and westerly is bounded by Spring. Kay/Catherine lies to the north, Old Beach to the east, Memorial Boulevard to the southeast and Harbor / Lower Thames to the southwest.

Most of the southern portion includes the Bellevue Shopping Center, Aquidneck Park, institutional and commercial uses. Aquidneck Park is home to the Newport Public Library, Newport Recreation Department, and Edward King House, the city's senior center. The southern portion also contains a strip of commercial property along its frontage with Memorial Boulevard. The northern portion is more diverse and includes residential uses, Touro Park and its Newport Tower, the Hotel Viking, the Elks Lodge and the Touro Synagogue. Touro Synagogue is located in the Historic Hill neighborhood at its northern edge. Construction of the synagogue started in 1759, making it the oldest synagogue in the United States.

Historic Hill is dense and centrally located; it is highly desirable. The urban pattern of this area suggests it could support additional housing units within existing structures, without harming the essential character of the neighborhood. Bellevue Shopping Center should be explored for mixed-use redevelopment.

KAY / CATHERINE

Located north of Historic Hill to the southeast of Broadway, the Kay / Catherine Neighborhood is almost entirely residential housing. The north end of this neighborhood surrounds the Newport Hospital. The western side of this neighborhood shares density characteristics with the neighboring Historic Hill, while the eastern side is more like

the much less dense estate neighborhoods to the south. This area could support additional housing with careful consideration of the neighborhood's historic homes.

KERRY HILL / VAN ZANDT

Kerry Hill is located in north-central Newport, just north of Downtown and east of The Point. Defined generally by Farewell Street to the west, Garfield Street to the north, Malbone Road to the east and Warner Street to the south, it is largely made up of residential uses. This neighborhood includes two large cemeteries within its borders - the Common Burial Ground and Island Cemetery, co-located along Farewell Street on the western side of the neighborhood. These cemeteries were added to the National Register of Historic Places in 1974. Benjamin Franklin's brother, James Franklin, is interred in Common Burial Ground as are numerous other prominent colonial figures. "God's Little Acre," one of the few marked cemeteries for early African-Americans, exists here as well. A former Governor of Rhode Island, Charles C. Van Zandt, is interred in Island Cemetery, from which the neighborhood gets part of its name.

In general, homes are located with minimal front setbacks along a fairly well defined grid street pattern. Existing zoning is incompatible with the built environment. This neighborhood is within walking distance of downtown, the waterfront and has easy access to points outside the city.

For many years the houses in Kerry Hill were relatively affordable. Kerry Hill, once a Newport neighborhood staple, is increasingly becoming gentrified. Like many other places in the city, somewhat modest houses are no longer affordable for Newport residents.

LILY / ALMY POND

Lily / Almy Pond is located along the Atlantic Ocean, Newport's southern border. The neighborhood surrounds two large, ecologically-sensitive ponds—Lily and Almy. This neighborhood is characterized by large open spaces with limited infrastructure. Housing prices here are amongst the highest in Newport. One end of scenic Ocean Avenue terminates at Coggeshall Avenue adjacent to the southern end of Bellevue Avenue.

This neighborhood has two beaches within its borders, both divided in two, with half of each somewhat public and the other half decidedly private. Bailey's Beach, located at the intersection of Bellevue, Coggeshall, and Ocean Avenues south of Almy Pond, contains a public section with no parking on its eastern end. The remainder of the beach is limited to Bailey's Beach members. Hazard's and Gooseberry Beaches are located to the south of Lily Pond. Gooseberry Beach is accessible for members of the public with paid parking in limited capacity. All four barrier beaches are frequently closed due to high bacteria counts from the adjoining ponds.

Much of this neighborhood faces water intrusion from a direct hit of a hurricane. Development should also be careful not to further degrade the environmental quality of the ponds. Gooseberry Island is a private island off Gooseberry Beach that contains a house. It is an important scenic vista for beachgoers and development impact should be limited.

LONG WHARF

Long Wharf is the redeveloped cruise terminal and railyard that abuts Newport Harbor, The Point and Downtown. This neighborhood contains the Gateway Center, Newport Shipyard and Marina, the state pier, the Newport Yacht Club and major hotels. Long Wharf is a major activity node and anchors the north end of the city's commercial

center. The City-owned Gateway Center contains an outmoded building, aging parking garage, and lots of impervious surface area. Redevelopment is in the near future and could include much-needed additional housing

MEMORIAL BOULEVARD

The Memorial Boulevard neighborhood is located just east of the Harbor/Lower Thames neighborhood and north of the Bellevue Avenue and Estates neighborhood. To the north, the neighborhood generally abuts Memorial Boulevard, to the west, Spring Street south of Bowery and then extends east to Easton Bay (including the areas north of Bowery east of Bellevue). It consists mainly of single-family residential land uses, but also includes commercial, institutional and other non-residential uses, such as the Tennis Hall of Fame and Museum in the historic Travers Block and adjoining Audrain Block, a supermarket strip mall plaza, Freebody Park, and lodging.

This centrally-located neighborhood is well-suited for additional development. Effort should be made to minimize traffic impacts for northbound traffic on Bellevue Avenue, which has long wait times on summer afternoons. Mixed-use redevelopment opportunities exist on 20th-century commercial development parcels.

NORTH END COMMERCIAL

The North End Commercial neighborhood is located in Newport's northwestern edge, along Narragansett Bay. Much of this neighborhood is federally-owned for the Newport Navy base, including Coasters Harbor Island, which is home to the Naval War College and Naval War College Museum. The mainland portion of the main base within Newport contains the commissary, medical facility, and a Rhode Island National Guard facility. Access to the base from within Newport is available through Gate 17 on Training Station Road.

Between the naval station and the rest of the city lies former farm land that became twentieth century light industrial and retail strip development. The City's incinerator was located in a wetland in this area, and is now home to a waste transfer station, the City's public works facility, and a vacant former casino. The City's sewage treatment plant and Rhode Island Department of Transportation and Rhode Island Public Transit Authority maintenance facilities are also located in this neighborhood. Care should be taken to prevent additional unsavory uses from being established in this neighborhood. The Community College of Rhode Island has a campus in this neighborhood as well.

There have been multiple planning endeavors, some decades in the making, that are finally being realized in this neighborhood. Most impactful on the city's urban form, the Newport Pell Bridge realignment is nearing completion. Once completed, the intent is for excess lands to be transferred to the city for redevelopment pursuant to The North End Urban Plan (NEUP). The NEUP, incorporated by reference into this Comprehensive Plan, was completed in 2020. This plan provides a road map for future economic development. Compatible Zoning amendments that implement the North End Urban Plan have been adopted. The census tract that includes this neighborhood was designated an Opportunity Zone in 2018. The state's Transportation Master Plan secures this neighborhood as a hub for Transit Oriented Development (TOD). The NEUP creates the vision for the development of an urban village in this neighborhood. Continued state and federal support for the city's vision for this neighborhood will secure its achievement.

NORTH END RESIDENTIAL

The North End Residential Neighborhood is directly east of the North End Commercial Neighborhood, along Newport's northern border, and adjacent to Middletown. The neighborhood consists of inner-ring suburban-style housing and a large park, Miantonomi Memorial Park. There is ample open space at this park, but some of the park is not owned by the City and could face development proposals, reducing much needed city open space. This park is a part of Newport's long and rich history. The land that the park is situated on originally was owned by the Narragansett Native American Tribe. The park is named after the Tribe's Chief, Chief Miantonomi. The park is also home to the Memorial Tower, built in 1929 to commemorate the 150th anniversary of the Battle of Rhode Island, a major Revolutionary War battle.

The North End Residential neighborhood is home to the city's sole public elementary school. The North End Residential neighborhood also includes several areas of public housing. These areas provide a mix of affordable rental and for-sale housing. Recent rehabilitations of the dated public housing are award winning and exemplary affordable housing. These types of projects should be supported as they are undertaken.

If developed as the attractive twenty-first century urban village envisioned, the North End Commercial neighborhood could promote higher property values in the adjacent North End Residential neighborhood. The North End Urban Plan provides additional detail regarding the North End Residential neighborhood area. Care should be taken to stabilize this neighborhood and community to limit displacement as adjacent areas are redeveloped. Higher intensity zoning in line with the existing housing patterns in this neighborhood is supported.

OCEAN DRIVE

The Ocean Drive neighborhood forms the western edge of Newport Neck, a peninsula on Newport's southwest edge that juts westward like Italy's southern boot. This neighborhood is named for Ocean Avenue, a picturesque oceanfront drive laid out by Frederick Law Olmsted, bordered by the Atlantic Ocean and Narragansett Bay. This neighborhood consists mostly of multi-acre residential and open space uses. Within the neighborhood are the two state parks and a small state beach with no facilities—Fort Adams State Park, Brenton Point State Park, and King's Beach. Fort Adams is a military facility established in 1799 and is now home to the annual Newport Folk and Jazz Festivals. The State of Rhode Island completed upgrades to the pier located at Fort Adams State Park in 2015, which now hosts sailing events, including a stop on the Volvo Ocean Race. Newport Country Club is in this neighborhood and has hosted PGA events. The Hamilton Estate maintains hereditary farming techniques, supported by the Smithsonian Institution.

Ocean Drive's remoteness makes it a poor location for year-round housing. Indeed, flood maps show complete isolation during a high water event. Historic estates and large institutions limit housing development in this neighborhood, with the added challenge of private water and sewer. Large-lot zoning limits development in this neighborhood and could be enhanced. Like Bellevue Avenue, the neighborhood is home to a number of large-scale multi-unit housing complexes. Future opportunities in less exposed locations should be taken advantage of when possible.

OLD BEACH

The Old Beach Neighborhood is located in central Newport, and functions primarily as a residential neighborhood. Old Beach also has a few institutional draws, such as the St. Michael's School, the Newport Art Museum, and the historical Redwood Library & Athenæum within its boundaries. As such, the neighborhood is almost entirely within the Historic District. The Redwood Library & Athenæum is the oldest lending library in America and holds more than 160,000 volumes. The library gets its name from its founder, Andrew Redwood.

This centrally located neighborhood, with access to Memorial Boulevard and Kay Street, is an ideal location for additional housing development although a portion of the neighborhood may be within the sensitive Eustis Pond watershed.

THE POINT

The Point (previously known as Easton's Point, which is also a neighborhood in the adjoining town of Middletown) runs along Narragansett Bay directly north of Long Wharf and Downtown. The neighborhood is defined by the Bay on the west, Route 138 to the north, Farewell Street to the east and Gladys Carr Bolhouse Road to the south. The area is "buffered" to the east by the rail line and the cemetery. Land use in the neighborhood at present is almost exclusively residential, although there are a few small scale tourist commercial uses.

The Point has experienced multiple demographic and socio-economic shifts over the centuries. Planned as a Friends (Quaker) neighborhood, streets are oriented on a rectilinear grid of consistent width, much different from Newport's other cart-path neighborhoods. The neighborhood was home to a robust furniture-making industry pre-

Revolutionary War. The Point suffered rise and decline in several forms over the centuries since. Grand Victorian homes were added to this neighborhood during the Gilded Age. Some houses were relocated here to make room for Memorial Boulevard and America's Cup Avenue. Like many neighborhoods in Newport, during economic decline, large houses were converted to multifamily units. Today The Point has become one of Newport's most-desirable neighborhoods and the trend is reversed; The Point is losing housing units as developers expand single-family house uses for seasonal residents. Residents now identify the neighborhood as a genteel residential one, despite its working industrial past.

Hunter House, located on the water in the Point, is a National Historic Landmark and features furniture of the colonial era made by the renowned Townsend-Goddard family. The Point is also home to five parks, Arnold Park, Battery Park, John J. Martins Memorial Park, Storer Park and Ellery Park. Battery Park was built in 1877 on land previously used by Fort Greene. Storer Park is a waterfront park located south of the Hunter House. The land the park now occupies was previously owned by the Storer family until they willed the land to become a park for mothers and children.

Much of The Point is located within the floodplain and is expected to be impacted the most by sea level rise in the immediate future. Assuming the low-lying areas can be managed, this is an excellent location for additional housing.

ROSE ISLAND

In the middle of East Passage, between Newport and Jamestown, lies Rose Island. This neighborhood also includes Gull Rocks, a former light station in-between Rose Island and Coasters Island, and Newport Pell Bridge, the iconic suspension bridge that connects Newport to Conanicut Island. These largely undeveloped bay islands are natural resources and scenic icons enjoyed by Newport residents and visitors. Newport Pell Bridge is the most identifiable symbol of Newport and care must be taken to preserve its historic integrity and scenic beauty.

Rose Island is an 18 acre island, one mile into Narragansett Bay. The island is home to the Rose Island Lighthouse and museum as well as a wildlife refuge. The lighthouse is in operating condition and is open for visitors from July 1 to Labor Day. The Rose Island Lighthouse was built in 1869 and renovated in 1984. Pomham Rocks Lighthouse in East Providence is of the same design. The Rose Island Lighthouse is listed on the National Register of Historic Places.

APPENDIX B

NEWPORT HOUSING BUILDOUT ANALYSIS



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HOUSING BUILDOUT INTRODUCTION

OVERVIEW

From the American Planning Association “Buildout Analysis: A Valuable Planning and Hazard Mitigation Tool:

...THE BASIC PURPOSE OF BUILDOUT ANALYSIS IS TO TRANSLATE TECHNICAL PLANNING AND REGULATORY MATERIALS (SUCH AS ZONING) INTO A LONG RANGE GROWTH PICTURE OR SCENARIO THAT CAN BE UNDERSTOOD BY LOCAL DECISION MAKERS TO HELP THEM EVALUATE POTENTIAL IMPACTS AND DISCUSS POSSIBLE ALTERNATIVES...

Libra Planners has undertaken a Housing Buildout Analysis as part of Libra’s engagement with Newport, through Rhode Island Housing’s Municipal Technical Assistance Program (MTAP). The purpose of the MTAP program is to support the study of municipal regulations that may hinder the creation of additional housing and to promote regulatory changes in service of easing the current housing crisis.

BUILDOUT ESSENTIALS

A buildout analysis is a study of development potentials that can be used to inform planning. Buildouts begin with an assessment of existing conditions. Once existing conditions have been considered, a study area should be defined. Constrained lands are generally excluded from the study area. Constrained lands include open space and conservation lands, as well as areas that are undevelopable due to extreme natural conditions such as steep slopes or wetlands. A buildout analysis targets

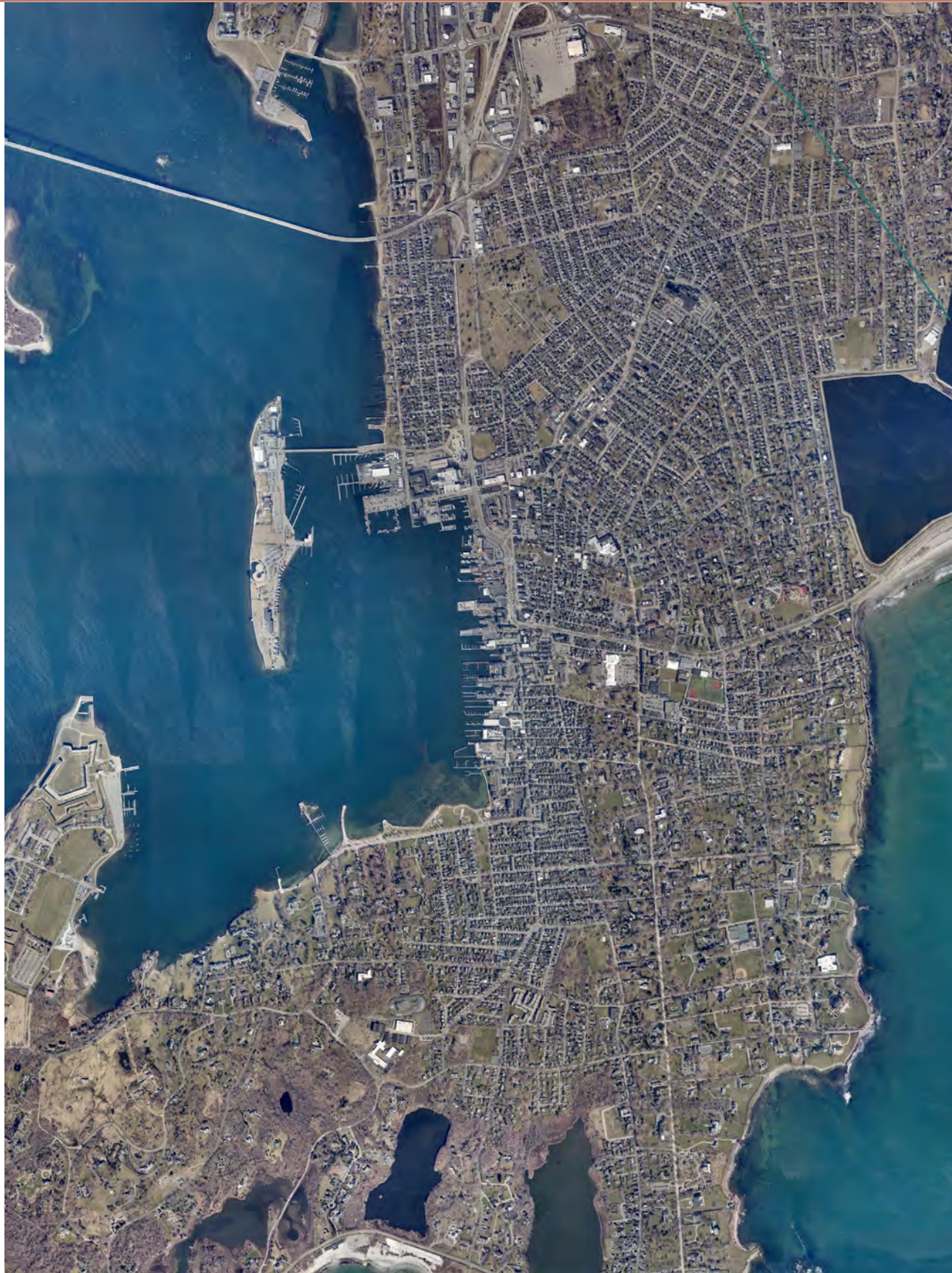


Figure 1 - Aerial View of Newport

developable land and begins with the basic question “How much growth can a city sustain, within the current regulatory framework?” The Newport Study Area shows unconstrained lands targeted for additional housing.

In Newport, there is little undeveloped buildable land. There is however much underdeveloped land. Underdeveloped lands include areas such as single family houses with large yards. There are also surprising swaths of underdeveloped land in the city core. For example, In the city center to the south of Memorial Boulevard are many lots that exceed the present zoning lot size restrictions. There is also abundant surface parking. These areas may be fertile ground for additional construction. This Buildout Analysis takes existing conditions into consideration and proposes strategies which are aimed at creating additional housing as it considers the planning implications of these strategies.

This study projects an idealized housing scenario that has both merits and detractions for community services and infrastructure. Libra Planners has worked with Newport’s Housing Working Group to consider the full panoply of regulatory tools and the implications of using such tools.

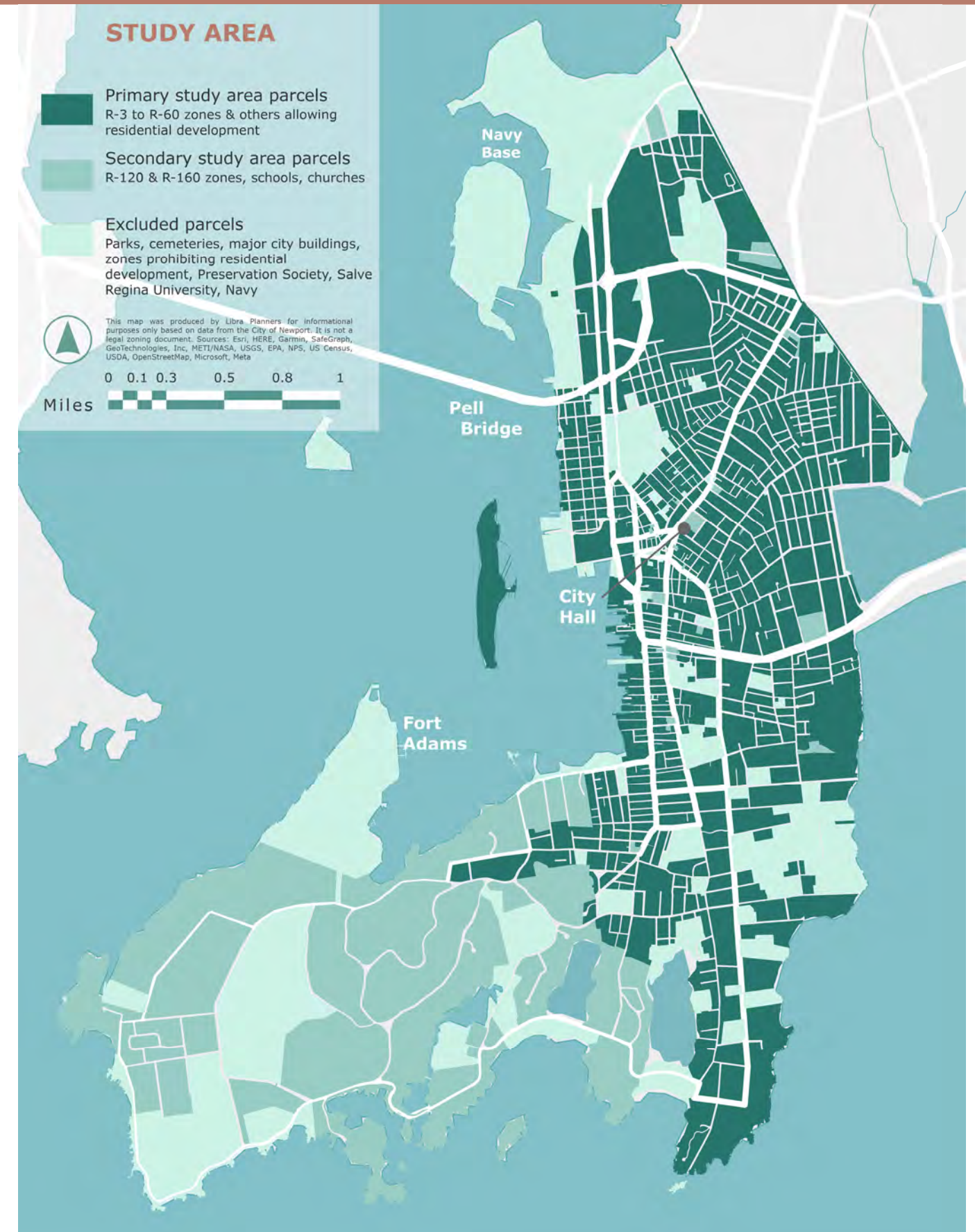


Figure 2 - Newport Study Area

NEWPORT'S HOUSING GOALS

Buildout analyses are ideally suited to communities experiencing rapid growth or dwindling supply. They are less suitable for communities that seek to protect large areas of conservation land. Newport's housing crisis certainly meets the qualification of dwindling supply. Newport hopes to deploy a regulatory regime that meets the housing unit needs projected in the 2024 Comprehensive Plan Housing Update; 1,595 units within the next 30 years. This study identifies approaches that balance residents' needs with desired community goals, such as maintaining open space and adequately planning for hazards including sea level rise. It also identifies the pronounced need for middle income or "missing middle" housing. To align with MTAP goals and to improve housing availability in Newport, recommendations should be considered by City leadership.

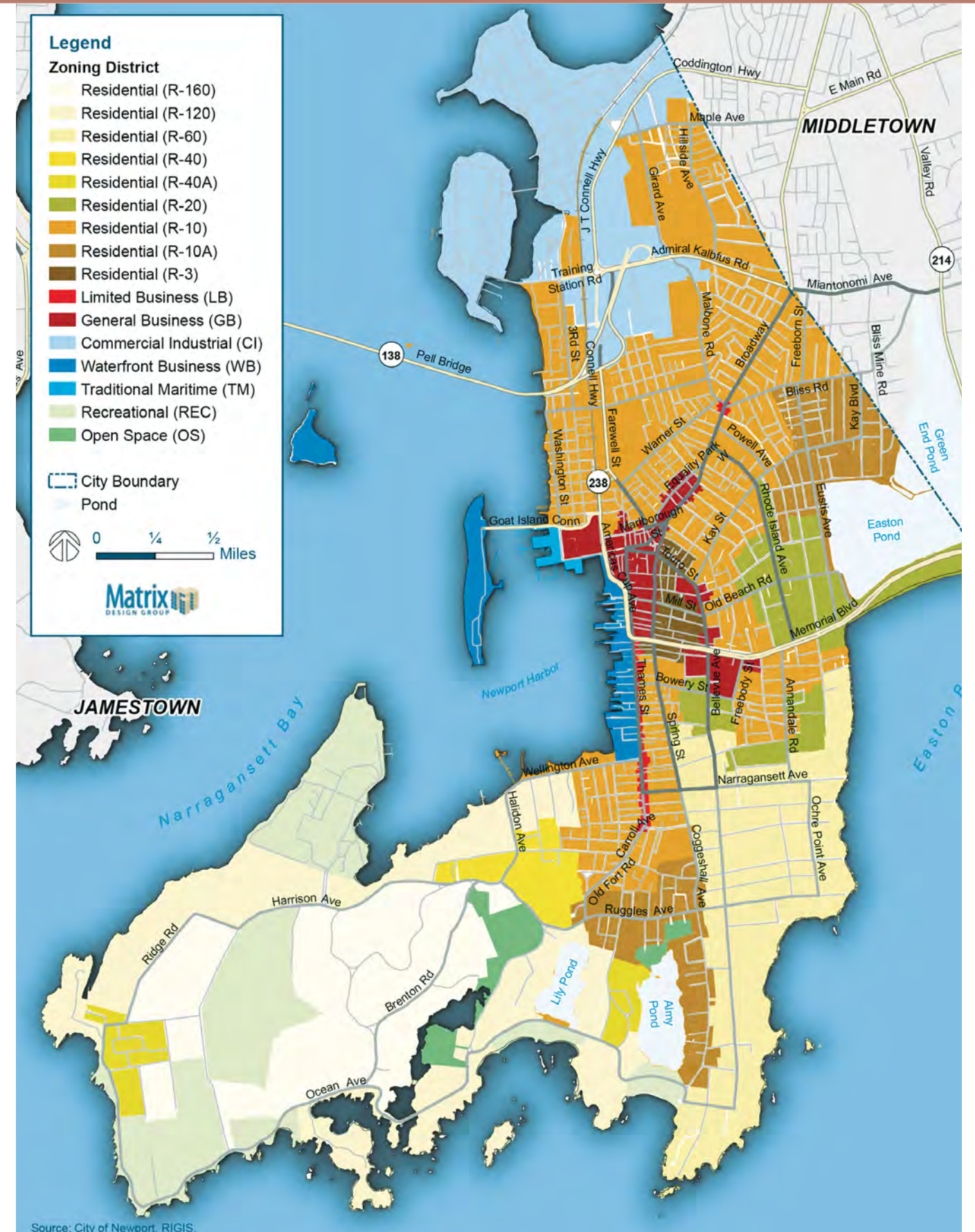


Figure 3 - Zoning Map From 2017 Newport Comprehensive Plan

EXISTING CONDITIONS

DYNAMIC URBAN REALITY

It is often stated that well-established historic cities such as Newport are already “built out” and therefore future growth is greatly constrained. This view neglects the dynamic nature of urban evolution. It also fails to recognize the role of technical planning and regulations in positively altering the shape of the city. Buildout analyses serve the idea that municipal planning empowers civic leadership to intentionally shape the future of a community. It may surprise many that in present day Newport there are still opportunities to subdivide properties and construct new housing in a manner that is entirely consistent with existing land use and with historic land use patterns. Moreover, changes to existing regulations may accelerate and augment the creation of new housing. The existing zoning map reflects Newport’s special characteristics, ranging from semi-rural estates in the south, to a dense waterfront urban core, to “suburban” newer development in the northeast and military and industrial uses in the north.

URBAN RENEWAL AND SURFACE PARKING

There is substantial surface parking in the city center and much of this vacant land results from the ill-conceived urban renewal of the 20th century. Surface parking is inappropriate in urban settings and it is another area where Newport’s zoning regulations are misaligned with historic development patterns. Onerous parking minimums and low land tax rates contribute to the expansion of surface parking. In order to increase development opportunities for housing, Newport should change the parking requirements in its zoning ordinance and explore a land value tax, as opposed to the existing tax system that relies on taxing improvements. These changes can ameliorate existing urban economic development concerns and promote additional housing at the same time.

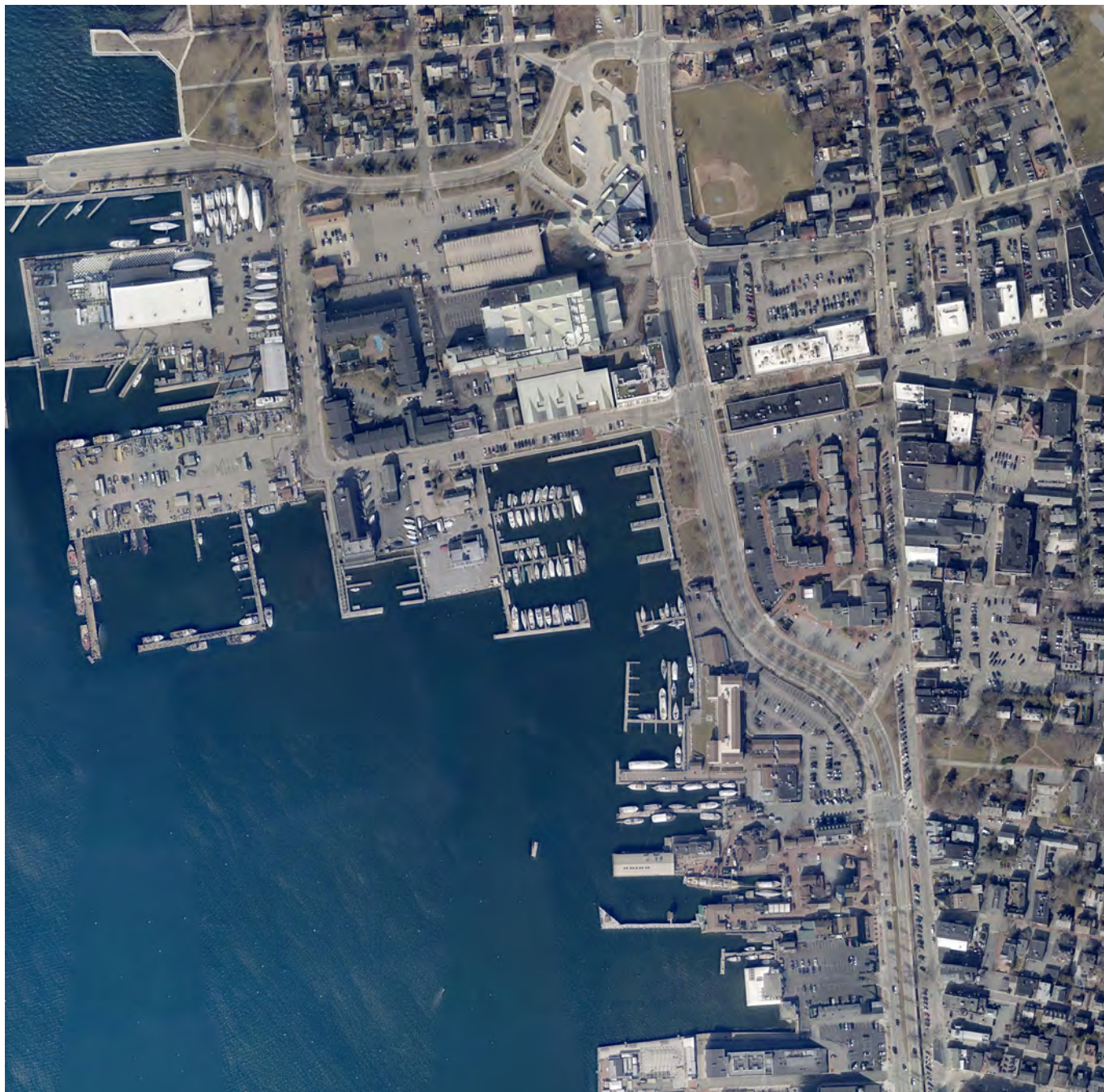


Figure 4 - Aerial View of Surface Parking

| Zone | Permitted By Right Uses | Min Lot Size (sq. ft.) | Max Lot Coverage | Density - current code |
|-------|--|------------------------|------------------|--|
| R-3 | One & 2-family dwellings | 3,000 | 45% | <3000 sf single fam only; 5000 sf for new 2-fam or multi-fam (1500 sf/unit) |
| R-10 | One & 2-family dwellings | 10,000 | 20% | <10,000 sf lot single fam only; 2-fam conversion if >5,000 sf lot that existed before 1977 |
| R-10A | Single-family dwellings | 10,000 | 20% | Single-fam only; 2-fam conversion allowed if over 10k sf lot that existed before 1977 |
| R-20 | One & 2-family dwellings | 20,000 | 15% | <20,000 sf lot single fam only; 2-fam conversion allowed if >10,000 sf lot that existed before 1977 |
| R-40 | One & 2-family dwellings | 40,000 | 15% | <40,000 sf lot single fam only; 2-fam conversion allowed if >20,000 sf lot that existed before 1977 |
| R-40A | Single-family dwellings | 40,000 | 10% | Single-fam only; 2-fam conversion allowed if over 20k sf lot that existed before 1977 |
| R-60 | One & 2-family dwellings | 60,000 | 10% | <60,000 sf lot single fam only; 2-fam conversion allowed if >40,000 sf lot that existed before 1977 |
| R-120 | One & 2-family dwellings | 120,000 | 8% | <120,000 sf lot single fam only; 2-fam conversion allowed if >40,000 sf lot that existed before 1977 |
| R-160 | One & 2-family dwellings | 160,000 | 6% | <160,000 sf lot single fam only; 2-fam conversion allowed if >80,000 sf lot that existed before 1977 |
| LB | One & 2-family dwellings & some business | 3,000 | 50% | <5000 sf lot single fam only; 2-fam conversion allowed on lot that existed before 1977 |
| WB | One & 2-family dwellings & some business | 5,000 | 40% | <5000 sf lot single fam only; 2-fam conversion allowed on lot that existed before 1977 |
| GB | One & 2-family dwellings & general business | 5,000 | 40% | <5000 sf lot single fam only; 2-fam conversion allowed on lot that existed before 1977 |
| CI | Commercial Industrial | 10,000 | 50% | No residential allowed |
| UV | Urban Village (complex reqmts) incl multifam | 5,000 | 100% | up to 35% residential/50% if workforce |
| MK | Maker | 10,000 | 100% | No residential allowed |
| MT | Maker-Tech | 10,000 | 100% | up to 35% live-work, 50% live-work if 50% workforce |
| TM | Traditional Maritime | 10,000 | 40% | No residential allowed |

Table 1 - Newport Zoning Table

THERE IS SUBSTANTIAL SURFACE PARKING IN THE CITY CENTER AND MUCH OF THIS VACANT LAND RESULTS FROM THE ILL-CONCEIVED URBAN RENEWAL OF THE 20TH CENTURY.

NON-CONFORMING PROPERTIES

Over 80% of Newport properties are nonconforming to their current zoning. This means the physical dimensions of many properties, including setbacks and lot coverage, do not comport with the rules of zoning that govern them. Newport is an extreme example of a city in which the dimensional regulations are out of alignment with the built environment. Over the years, Newport has developed a culture of permitting development that is inconsistent with its zoning regulations. Many who seek alterations to their property must obtain permission in the form of variances and special permits to achieve goals that might otherwise be permitted by right in a more appropriate regulatory scheme. In other words, Newport regularly allows residents to break the rules of zoning (rules that sometimes make no sense) to develop consistently with the city's existing urban fabric because these rules are foreign to existing conditions.

The excess of nonconforming properties is antithetical to planning best practices and it undermines municipal planning in general. Furthermore, it burdens residents and developers with costly regulatory oversight. It also burdens applicants and city officials with lengthy and expensive appeals. This is the kind of regulatory burden that many communities have chosen to eliminate; yet in Newport it thrives. Newport's regulatory scheme must match its development objectives or it will not achieve planning goals. Regarding the application of legal standards on proposed development, predictability is the most necessary element for successful future development. Continuing to emphasize discretionary reviews and public hearings greatly reduces the amount of predictability in the process. In the future, this may cause development to languish and Newport's housing crisis to deepen.

Most striking is the map depicting Nonconforming Lots according to Lot Coverage (Fig. 6). Compare this map with the aerial photograph

in Fig. 1. In general the photograph shows a dense early 20th century city where houses are thickly settled. From observation we can confirm that these residential areas exist today without disease, squalor and blight. Indeed, the aerial photograph depicts a dense, walkable urban fabric; the kind of fabric that planners seek to emulate everywhere to promote economic development and improved quality of life. Meanwhile, the map shows much housing development out of compliance with its current set of regulations. Not only does this zoning pose a cost and inconvenience to property owners, it undermines the very reason people choose to live in Newport by promoting suburban style development in an urban core. The Nonconforming Lots according to Lot Size map is also instructive in that it points to policy changes that could build upon Newport's positive urban attributes while seeking to mitigate the housing shortage. Such changes could include creating smaller minimum lot sizes and/or increasing by-right density such as two-family dwellings.

OVER-ZONING

In many ways Newport zoning is an artifact of archaic planning practices. Historically, the urban slums of the early 20th century prompted zealous regulatory responses nationwide. In an effort to promote health, cities sought to create less dense, more "airy" environments. Many places were consequently "over-zoned", where regulations called for harmful density restrictions, based on an ideal of low-density suburban land use. This caused fissures in both urban and social fabric. The early 20th century point of view, focused on public health and biased against cities, did not anticipate the loss of community and culture that would arise from decongestion. Early 20th century zoning, fraught with anti-urban, anti-poverty and anti-ethnic sentiment and fueled by waves of immigration from Eastern and Southern Europe as well as urban migration of Southern blacks, is an unfortunate existing condition in Newport. Adding to the planning challenges of this inherited condition, Newport has an unusually wide planning transect that spans urban and rural environments. While there are many opportunities to improve Newport housing through changes to existing zoning, this endeavor is not without difficulty and must be undertaken with great care.

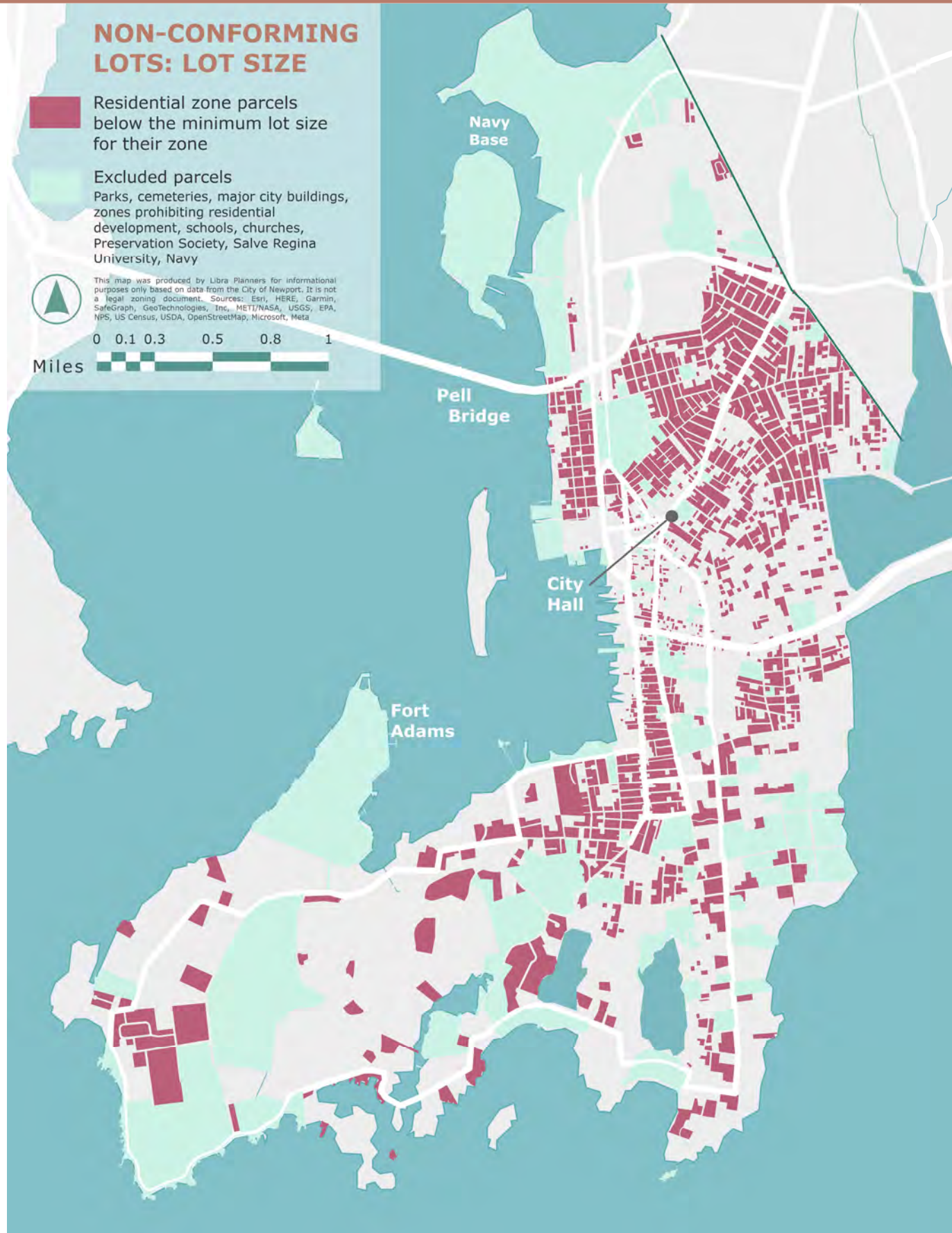


Figure 5 - Map of Nonconforming Properties in Newport According to Lot Size
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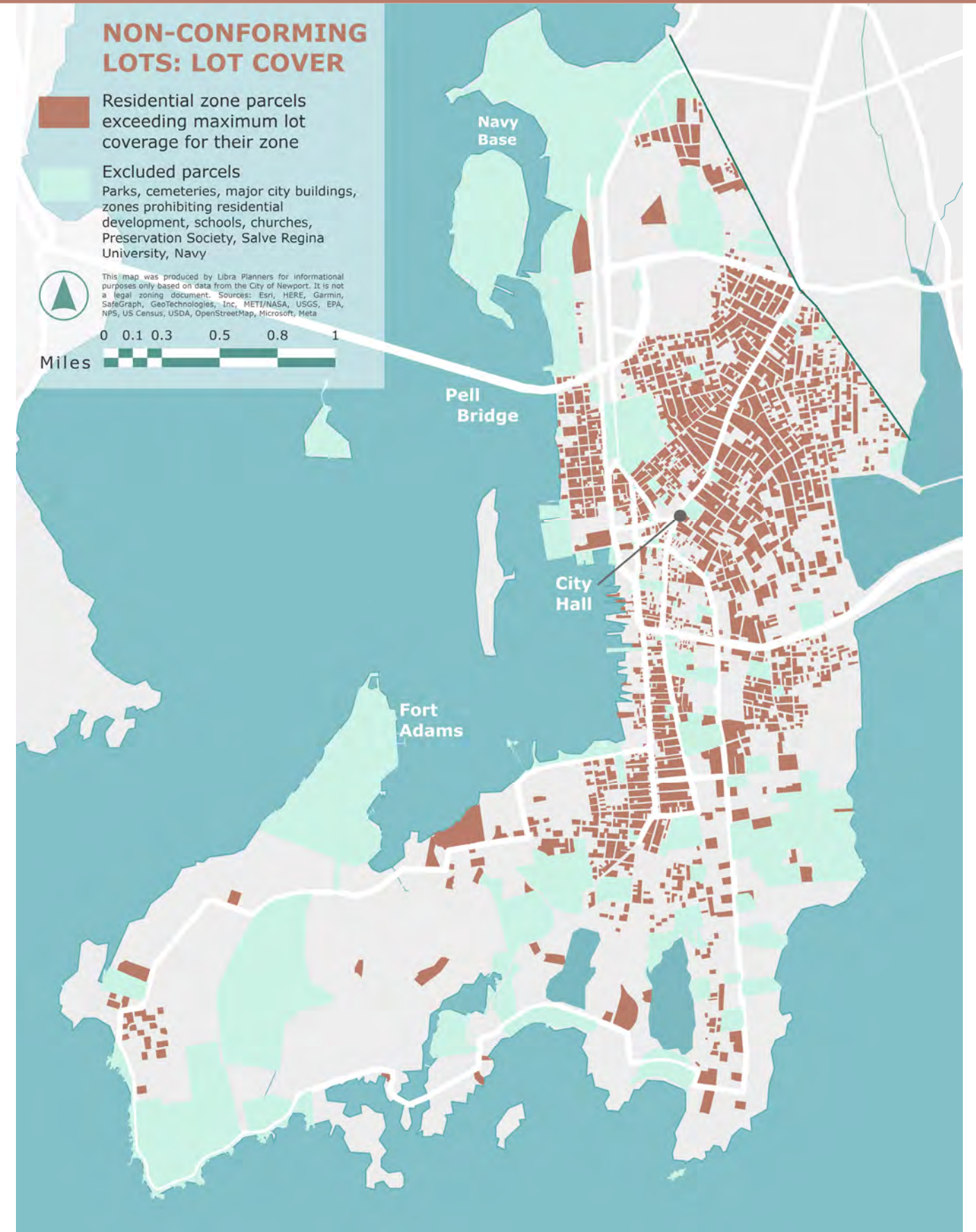


Figure 6 - Map of Nonconforming Properties in Newport According to Lot Coverage
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RHODE ISLAND GENERAL LAW (RIGL) ON SUBSTANDARD LOTS

The Rhode Island State Legislature recognizes that an excess of nonconforming properties can slow down the approvals process, and deter, defer or inhibit housing development. In 2023 the state passed bill H6059 permitting development by-right on substandard (i.e. nonconforming) lots (in other words, lots that existed prior to the passage of the zoning ordinance that established lot dimensional regulations in Newport). According to the new law, setback requirements need not conform to existing zoning. Rather, setback requirements may decrease proportionally, with the size of the substandard lot. Newport has created a substandard lots calculator to assist property owners in understanding the new rules for set-backs and lot coverage. However, the state legislature's new approach to substandard lots could create unintended consequences resulting in setback irregularity on a street or very small setbacks.

Zoning codes generally provide different minimum lot sizes per zone. In theory, lot sizes should reflect existing conditions and should promote compatible future development. Lot sizes, setbacks and lot coverage should be intentional. Dimensional regulations are used to create a future physical environment with spatial patterns that are desired by the community. Dimensional regulation is especially critical in historic contexts. Newport is a city with intact historic urban land-use patterns. Newport zoning should augment historic preservation by maintaining setback and lot coverage patterns that are intrinsic to the historic fabric.

The lot calculator as conceived by the state is a crude instrument,

providing insufficient zoning finesse in critical contexts. To counter this effect, Newport could eliminate existing minimum lot sizes, while maintaining existing setback requirements for substandard lots. This approach could maintain desired setbacks, promote smaller lot coverage, and lead to smaller footprints and smaller (and therefore inherently more affordable) houses. This approach couples historic preservation with affordable housing best practices.

NEWPORT IS A CITY WITH INTACT HISTORIC URBAN LAND-USE PATTERNS. NEWPORT ZONING SHOULD AUGMENT HISTORIC PRESERVATION BY MAINTAINING SETBACK AND LOT COVERAGE PATTERNS THAT ARE INTRINSIC TO THE HISTORIC FABRIC.

NEWPORT LOT SIZE STATISTICS BY ZONE

A histogram is a graph that shows the frequency of numerical data. The height of a rectangle (the vertical axis) represents the distribution frequency of a variable (the amount, or how often that variable appears). The histograms in Fig. 7 describe lot size distribution by zone in Newport. These graphs could be useful in projecting future zoning that is better suited to existing residential properties.

For example, zone R3, which has a minimum lot size of 3000 s.f., has a preponderance of properties clustered in the 2,000 - 3,000 SF lot range (Fig. 7). This result shows that the standards of the R3 zone govern an area with many properties below the 3,000 SF minimum lot size standard. Zone R10 tells a more extreme story. The histogram shows a large portion of lots falling between 2,000 and 6,000 SF. Almost all of the properties in this zone fall short of the 10,000 SF standard. This would suggest that an intermediary zone may be useful. Zone R10A, which prohibits 2-family dwellings, is somewhat (though not completely) better suited to its standards. Zone R20 has many lots over the standard. Meanwhile, zone R40 clearly serves as a transition to the large lots, rather than an appropriate governing tool for the numerous 4,000 to 20,000 SF lots.

The purpose of a minimum lot size is to restrict building density and subdivision. Zoning standards that better reflect existing lot sizes promote development pattern continuity. There is also a social benefit to appropriate lot size standards. In the Newport context, smaller lots yield smaller, and thus more affordable housing. Smaller lots generally promote walkability and desirable small scale urban density. Smaller lots conserve municipal infrastructure, and promote energy conservation. Purposeful and intentional zoning reform will go a long way to solving multiple problems simultaneously, not least of which is more housing opportunity.

SMALLER LOTS GENERALLY PROMOTE WALKABILITY AND DESIRABLE SMALL SCALE URBAN DENSITY. SMALLER LOTS CONSERVE MUNICIPAL INFRASTRUCTURE, AND PROMOTE ENERGY CONSERVATION. PURPOSEFUL AND INTENTIONAL ZONING REFORM WILL GO A LONG WAY TO SOLVING MULTIPLE PROBLEMS SIMULTANEOUSLY, NOT LEAST OF WHICH IS MORE HOUSING OPPORTUNITY.

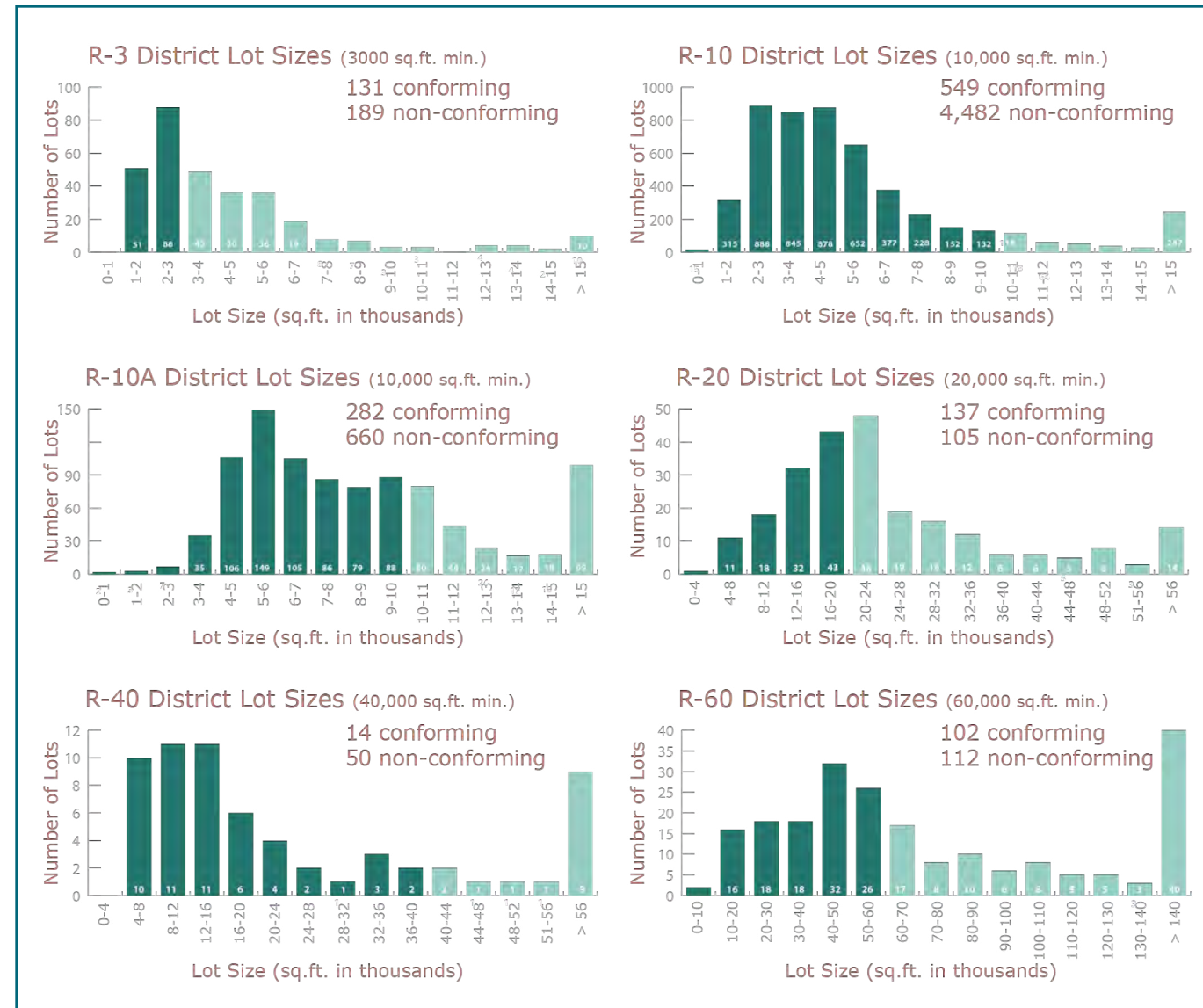


Figure 7 - Histograms of lot sizes by zone

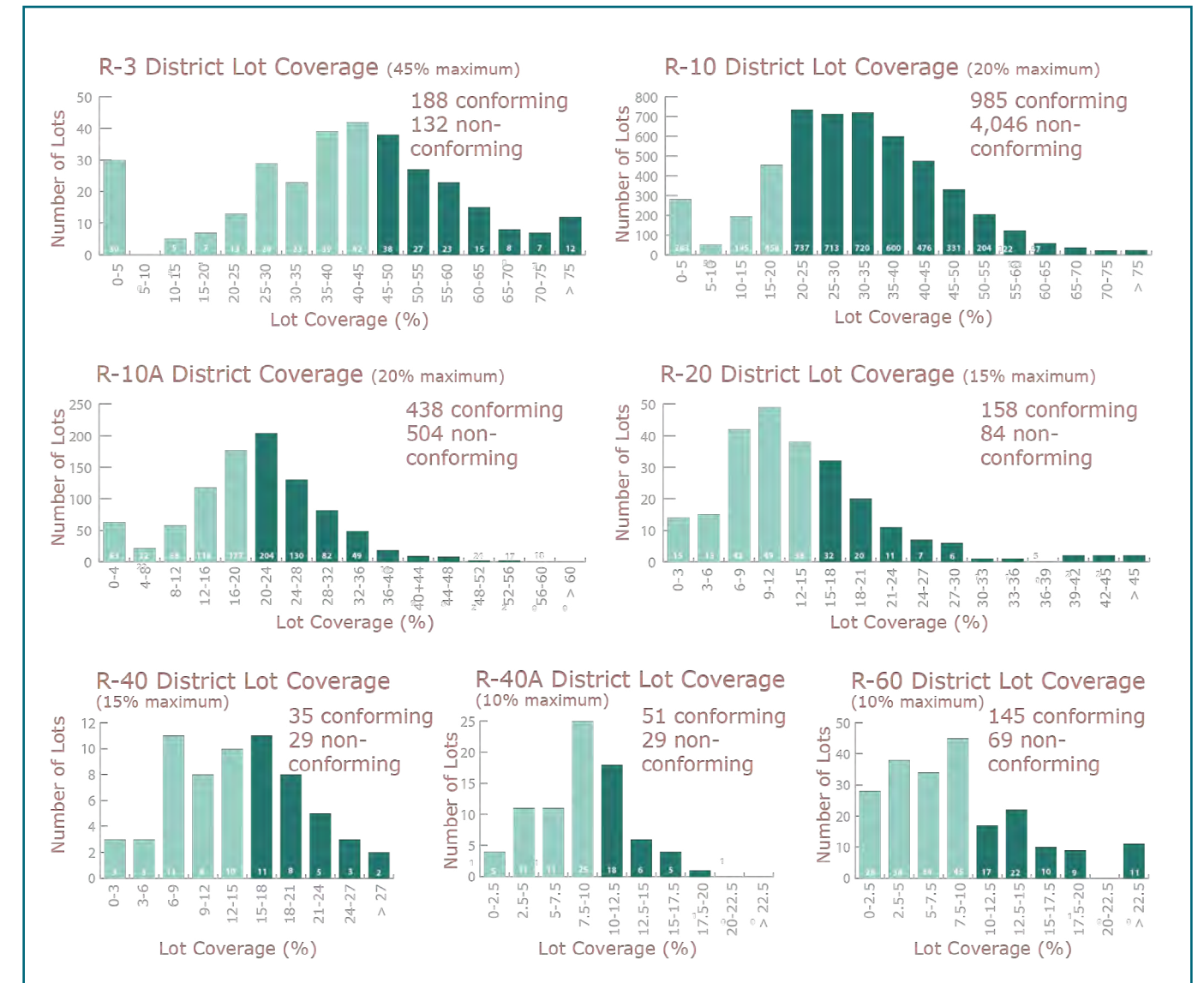


Figure 8 - Histograms of lot coverage by zone

| Current Regulations | | | Actual Median Conditions | | % Currently Conforming | |
|---------------------|------------------------|---------------|--------------------------|-----------|------------------------|------------------------|
| Zone | Min Lot Size (sq. ft.) | Max Lot Cover | Lot Size (sq. ft.) | Lot Cover | Conforming by size | Conforming by coverage |
| R-3 | 3,000 | 45% | 3,294 | 42% | 57% | 59% |
| R-10 | 10,000 | 20% | 4,517 | 31% | 11% | 20% |
| R-10A | 10,000 | 20% | 7,805 | 21% | 30% | 46% |
| R-20 | 20,000 | 15% | 20,973 | 13% | 57% | 65% |
| R-40 | 40,000 | 15% | 16,354 | 14% | 22% | 55% |
| R-40A | 40,000 | 10% | 22,176 | 9% | 30% | 64% |
| R-60 | 60,000 | 10% | 57,916 | 8% | 48% | 68% |

Table 2 - Existing Lot Statistics

NEWPORT COULD ENCOURAGE OR INCENTIVIZE AFFORDABLE HOUSING DEVELOPMENT THROUGH TAX BREAKS AND OTHER MEASURES.

UNDERUTILIZED LOTS

Underutilized lots are those parcels with very small buildings, such as garages. The Underutilized Lots map shows a surprising number of underutilized properties scattered throughout the city, with heavy concentrations in the North End. While most of these properties are privately owned, and many owners may wish to keep their property vacant, Newport could encourage or incentivise affordable housing development through tax breaks and other measures. A land tax may also spur development. Many of the vacant lots in the North End present intersecting opportunities, where mixed-use, vacant land, transit and commercial activity coalesce. This is the low hanging fruit for future development (Fig. 9).

UNDERBUILT LOTS

The Underbuilt Lots map shows lots that are more than twice as large as the minimum and with less than half the lot coverage maximum in that zone. Some of these may be subdividable, or be appropriate for multi-family development. They are scattered throughout the city, with concentrations in the North End, in the urban core and in Ochre Point. However, there are competing interests in some of these areas which should discourage future development of many of the lots. Both the Salve Regina adjacent properties and Ochre Point properties are located on the Cliff Walk, and are subject to rigorous local and state historic oversight. The Cliff Walk, both a cultural asset and a major tourist destination, is an economic engine for the city and the state. It is culturally defined by estate character which includes large lots and expansive vistas. In Ochre Point the mandates for historic and economic preservation outweigh the need for affordable housing. Conversely, the city should encourage the development of subdividable lots in the city center; coupling the opportunity to remake damaged urban fabric with the creation of additional housing (Fig. 10).

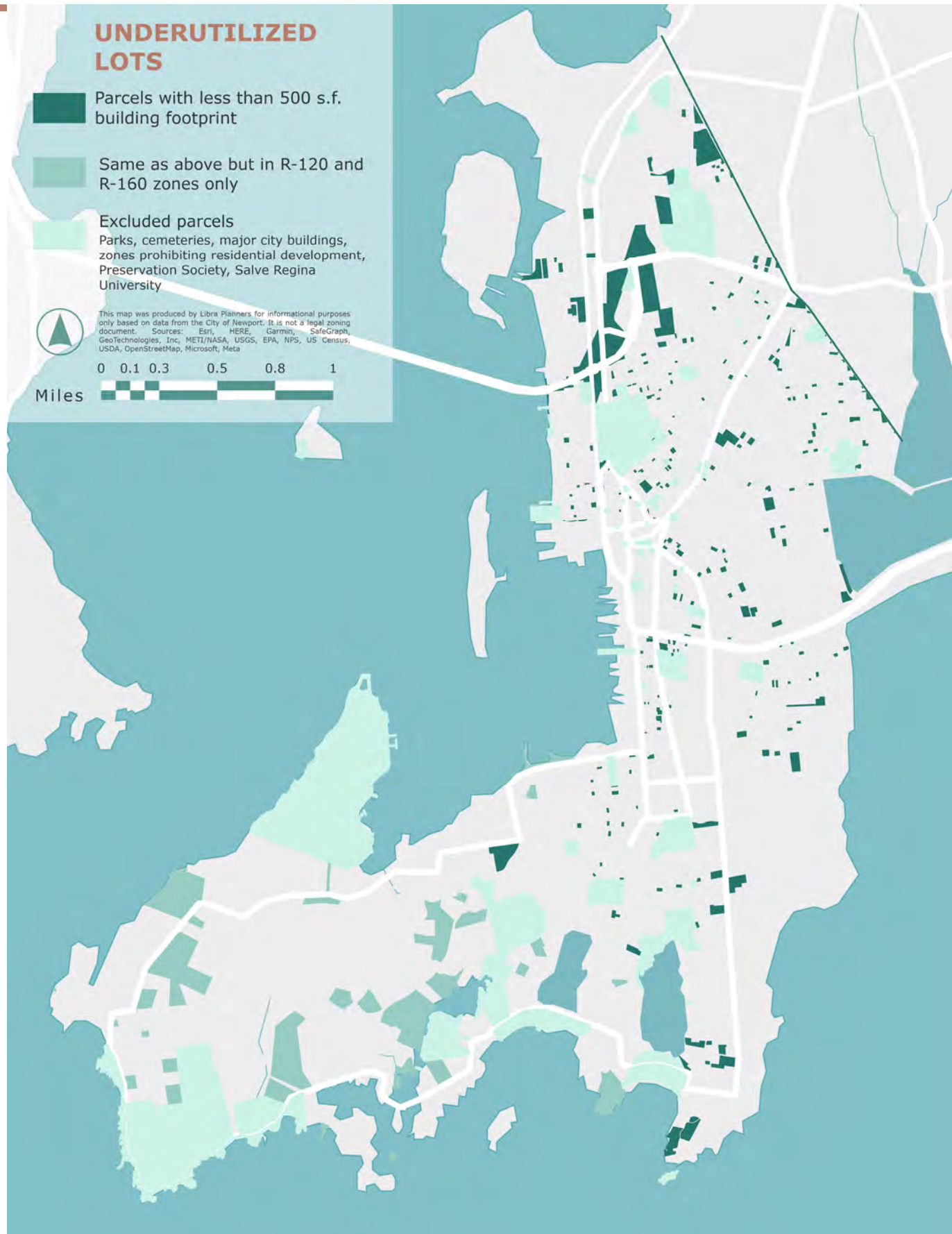


Figure 9 - Underutilized lots

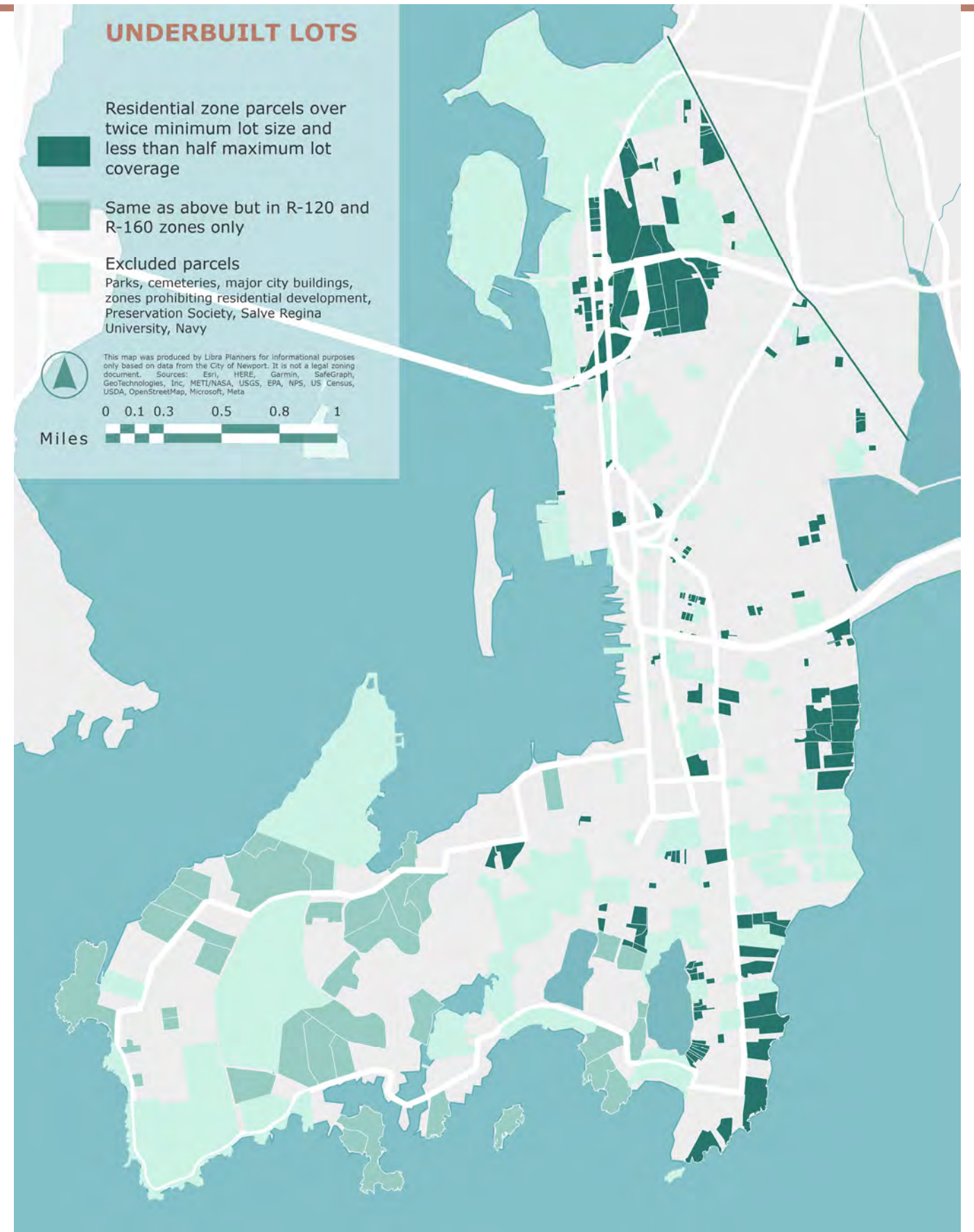


Figure 10 - Underbuilt lots

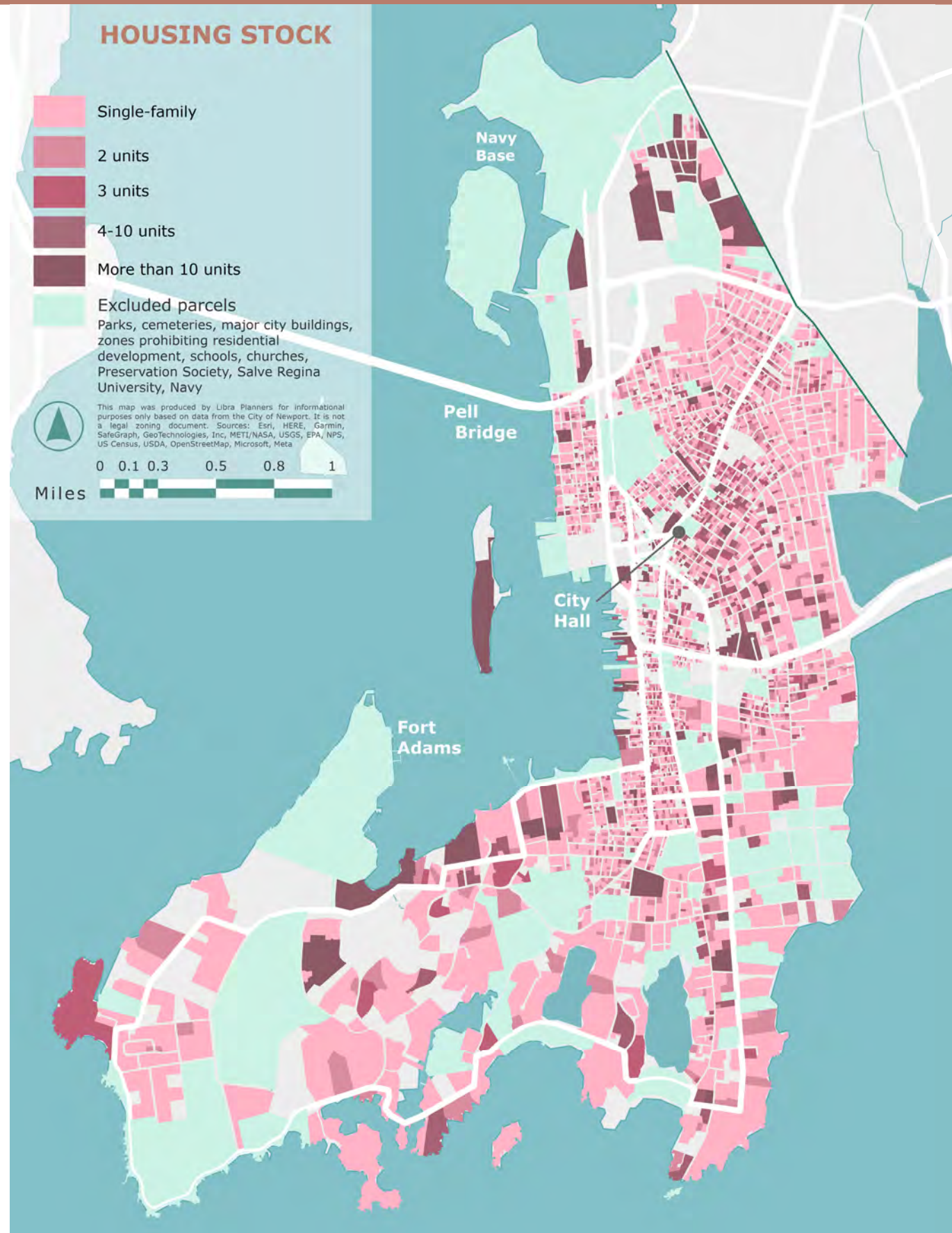


Figure 11- Housing Stock map

RESIDENTIAL UNITS PER PARCEL

Fig. 11 shows the distribution of housing units in Newport by residential units per parcel. Specifically, the map illustrates the locations of existing multi-unit housing. While most of the housing units in Newport are in multifamily buildings, most of the parcels are devoted to single family houses (Fig. 12). Single family buildings are the iconic residential architecture that people strongly associate with a sense of home. Many of these houses were once converted to multifamily residences, or functioned as boarding houses, or were mixed-use. Many have been re-converted to single-family houses. Today, two-family and multi-family dwellings are present all over the city and well distributed throughout the various residential zones.

ACCESSORY DWELLING UNITS

Accessory dwelling units (ADUs) also exist throughout the city. Historically ADUs in Newport have been limited to family members. The available data on ADUs, however, is not sufficiently accurate to locate the areas and zones that are home to the highest number of ADUs. Newport also maintains a process of permitting “home occupations”. Under this use, homeowners may rent two rooms of a house. Home occupations may include shared facilities such as kitchens. Home occupations are a use type for residential zones that essentially permit commercial uses throughout Newport’s residential zones. This further complicates the counting of housing units and types. While state law has broadly enabled ADUs, not all communities and not all homeowners are quick to take advantage of this provision. It is not yet known if widely permitted ADUs will make a significant contribution to housing availability.

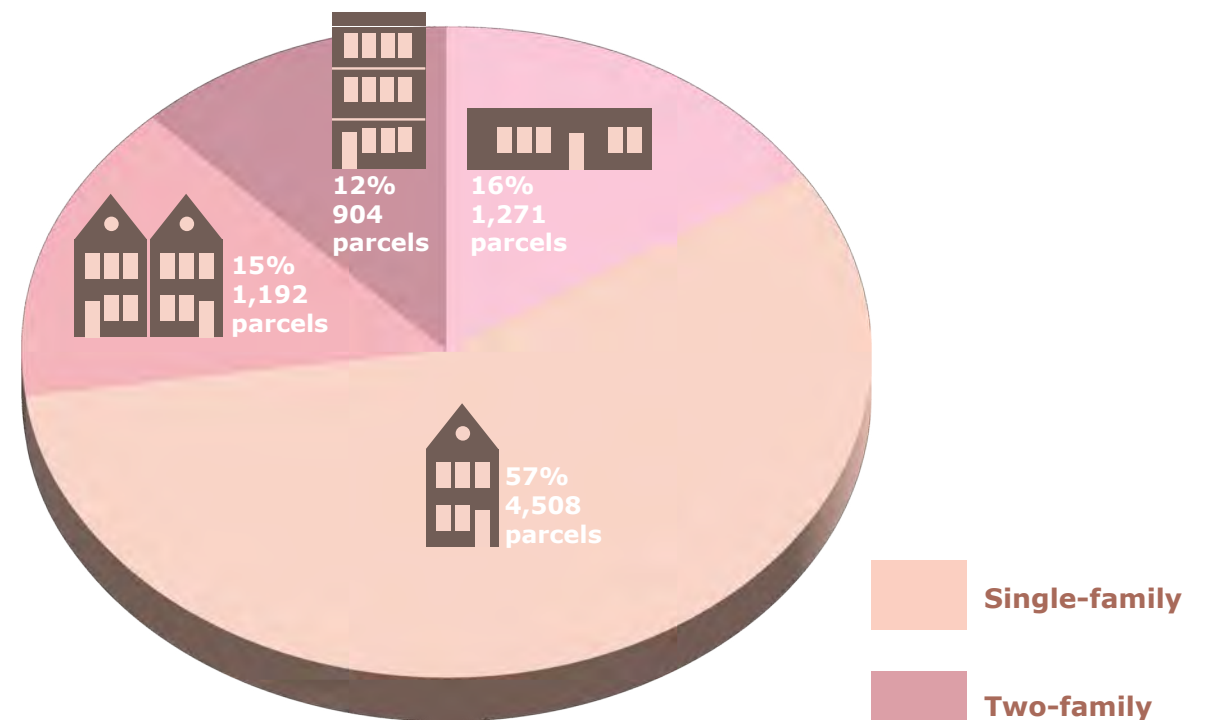


Figure 12A - Chart showing housing types by parcel

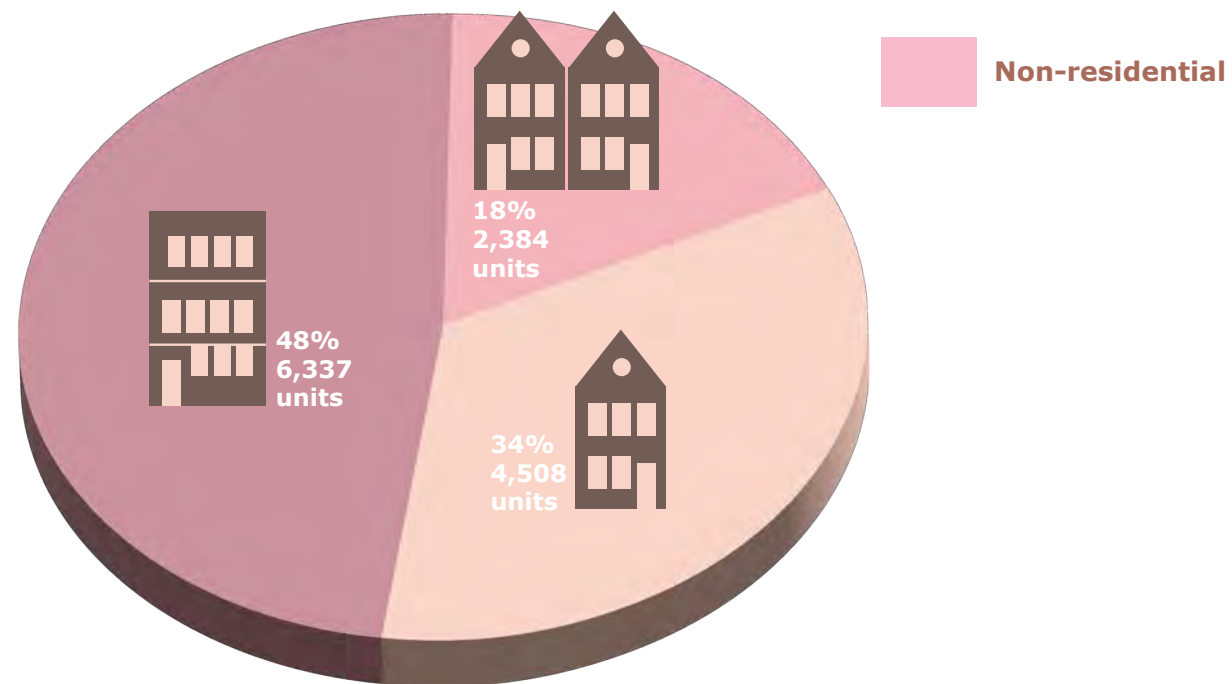


Figure 12B - Chart showing units by housing type



Aerial view of Newport Green, multifamily “missing middle” housing.

MULTI-FAMILY HOUSING

There are two main existing locations for large multi-family housing. Large swaths are clustered in the city's North End, often in deed-restricted low-and-moderate-income housing complexes. Surprisingly, many multifamily dwellings also exist in Newport Neck, particularly the stretch of land on the southern edge of the harbor that was once home to sprawling estates. Many of these buildings have been converted to condominiums or luxury apartments. This housing has a high second home market value due to the proximity to scenic assets. Access to this part of the city is hampered during summer months. This makes commuting to and from the southern end of Newport difficult for working residents. Also, the value of these properties remains high, and inaccessible to middle income residents. For these reasons, it is not recommended that properties outside of Newport's urban core south of Memorial Boulevard be utilized for additional affordable or even "missing middle" units.

NEWPORT HOUSING QUALITY

Newport houses are some of the most desirable in the region. While many houses are old and some in disrepair, most houses were built with high quality materials and construction. Indeed, many of the houses were built before the turn of the 20th century. Similarly, Newport contains the largest selection of 18th century wood houses in the country. With old growth lumber and excellent (if anachronistic) craftsmanship, the old houses are worthy of repair. Restoration of historic houses has persisted in Newport for over fifty years and it continues to boost the local economy. Though this is not without cost. The beautiful, high quality and newly maintained houses command high prices. A tourism economy may not provide current Newport residents with the income required to purchase these desirable houses. Indeed, Newport housing has attracted many new professional class residents as well as remote knowledge-based workers. This trend is creating a shift in city demographics and it is amplifying the affordable housing crisis.

NEWPORT BUILDOUT STRATEGIES

NEWPORT HAS GREAT CAPACITY

Like much of Rhode Island, Newport is not building new housing, largely due to current regulations. This study proposes 3 ways Newport could encourage additional housing development without altering its essential character. What is Newport's essential character? It is articulated in the Comprehensive plan vision statement. From the 2017 Newport Comprehensive Plan:

The City of Newport is a vibrant, forward-looking and welcoming community built upon a strong sense of place and cultural heritage. Residents and visitors alike enjoy the city for its rich history, natural beauty, boating traditions, walkability, enticing downtown, community diversity, and overall quality of life.

The three building strategies described below each recognize Newport's essential character, while providing additional housing that does not harm quality of place and quality of life.

BASELINE BUILDOUT

It is useful to project what can be built under current regulations before proposing new strategies to increase housing production. Existing law permits 2-family dwellings on conforming properties in residential and business zones with some important exceptions.¹ The Baseline Buildout converts single family dwellings to 2-family dwellings, where permitted. Within the existing regulatory parameters there is potential for a 16% increase in total housing units, or around 2,100 new units. This is substantial unrealized potential; its true cause is not immediately apparent.

The vast majority of parcels in Newport are nonconforming due to lot

size or lot coverage. Conversion to 2-family may require a dimensional variance in most cases. The Buildout Analysis assumes any required dimensional variances and/or special use permits will be granted, but that no use variance requests for greater density will be granted. It is worth noting that very few conversions to 2-families have occurred in recent years. While conversion is permitted by right, market forces may be shaping a different course in housing development.

STRATEGIES FOR INCREASING HOUSING PRODUCTION

Three general strategies for increasing housing production in Newport are detailed below. The first strategy revises the zoning code by creating intermediate medium density residential zones. The second strategy builds on the first by allowing more multifamily development throughout medium density zones. The third strategy targets specific areas of the city for increased development. There is one caveat for the proposed housing production strategies: building new units relies on private action taken by property owners. It is the goal of the Buildout Analysis to identify regulations that will encourage property owners to fully develop potential housing.

STRATEGY 1 - REVISE ZONING DIMENSIONAL REGULATIONS

Strategy 1 eases zoning regulations on lot dimensions. This will permit more units on existing lots and more new lots by subdivision. The strategy focuses on zoning districts with the most parcels, R-10 with 5,031 lots and R-10A with 942. By changing the R-10 minimum lot size from 10,000 SF to 4,000 SF (R-10 becomes R-4), the proportion of conforming properties increases from 11% to 59% (see Table 3). Even in this scenario, more than a third of parcels remain below the minimum size, 4,000 SF. However, the revised lot size is appropriate for new lots, the new lot size is consistent with existing neighborhood patterns (ref. Fig. 13).

Lot coverage rules are also an important aspect of dimensional regulations. Current lot coverage requirements in R-10 are unsuitably low, resulting in only 20% of parcels conforming. By increasing the lot coverage to 35%, conformance increases to 63%. However, in this scenario more than a third of properties with excess coverage remain out of compliance. In any case, this change in lot coverage will steer new development toward existing neighborhood patterns.

A similar strategy could be applied to the R-10A zone. The main difference between the existing R-10 and R-10A zones is that the R-10 allows 2-family dwellings by right whereas the R-10A allows only single-family dwellings. In R-10A existing lot sizes tend to be larger than in R-10, but are still mostly less than the minimum lot size of 10,000 SF. If the minimum lot sizes are reduced to 6,000 sq. ft. and coverage is increased from 20% to 25%, conformance with the new regulations will increase from 30% up to 59%. These new lots with lessened restrictions will achieve the effect of permitting greater housing density while preserving existing neighborhood patterns.

The main benefit of revised zoning dimensional standards is that many larger parcels in those zones will become newly open to subdivision. This may result in the creation of new lots, and thus additional housing units. With the existing R-10 and R-10A minimum lot sizes, there are 144 lots that are more than twice as large as the minimum size and have less than half the maximum lot coverage. Roughly 60% of those large lots, or about 85, would be able to be subdivided, due to the shape and existing building placement on the lot.² With the R-4 and R-6 reduced minimum lot sizes, the number of large lots would go up to 516, with about 300 of those subdividable, or a 350% increase. Reducing the minimum lot size and maximum lot coverage is a good policy choice. Yet, these actions alone are insufficient to generate the required housing.

| Zone | Min Lot Size (sq. ft.) | Max Lot Cover | Conforming by size | | Conforming by coverage | |
|---------------------|------------------------|---------------|-----------------------------|-------------------------|-----------------------------|-------------------------|
| | | | Existing R-10 & R-10A zones | Revised R-4 & R-6 zones | Existing R-10 & R-10A zones | Revised R-4 & R-6 zones |
| R-10 to R-4 | 4,000 | 35% | 11% | 59% | 20% | 63% |
| R-10A to R-6 | 6,000 | 25% | 30% | 59% | 46% | 72% |

Table 3 - Strategy 1 Recommended Zoning Changes

NEWPORT IS ALREADY A MULTIFAMILY CITY, WITH TWO-THIRDS OF ALL HOUSING UNITS IN 2-FAMILY OR MULTIFAMILY BUILDINGS... WHAT IF MULTIFAMILY BUILDINGS ARE ALLOWED IN ALL PRIMARY STUDY AREA ZONES?

STRATEGY 2 - ALLOW MORE MULTIFAMILY DEVELOPMENT

Newport is already a multifamily city, with two-thirds of all housing units in 2-family or multifamily buildings (ref. Fig. 12). Indeed, many nonconforming parcels with 2 or more dwelling units already exist throughout the city, without significant negative impact on quality of life. In many cases, creating a 2-family or multifamily house on a property may not alter the built environment, as these are often reconfigured single family houses.

STRATEGY 2A

Since most units in Newport are already in multifamily buildings, Strategy 2A poses the question “What if multifamily buildings are allowed in all primary study area zones?” The current zoning code allows multifamily buildings with a special use permit in all zones that allow residential uses, except R-10A and R-40A. The number of units allowed on a property, given the permit, are determined by a formula in the code (see Table 1). Strategy 2A envisions buildout of all parcels as multifamily buildings, with the number of units according to the existing lot size rules. For example, in the R-10 zone, with a special use permit, if a lot is over 10,000 sq. ft. one unit is allowed per 2,500 sq. ft. of lot area. Table 4 gives the estimates of the number of units achieved if all properties are developed to the maximum under this strategy. While the maximum is not realistic, it does give an indication of how “developability” increases under this rule (see Fig. 14).

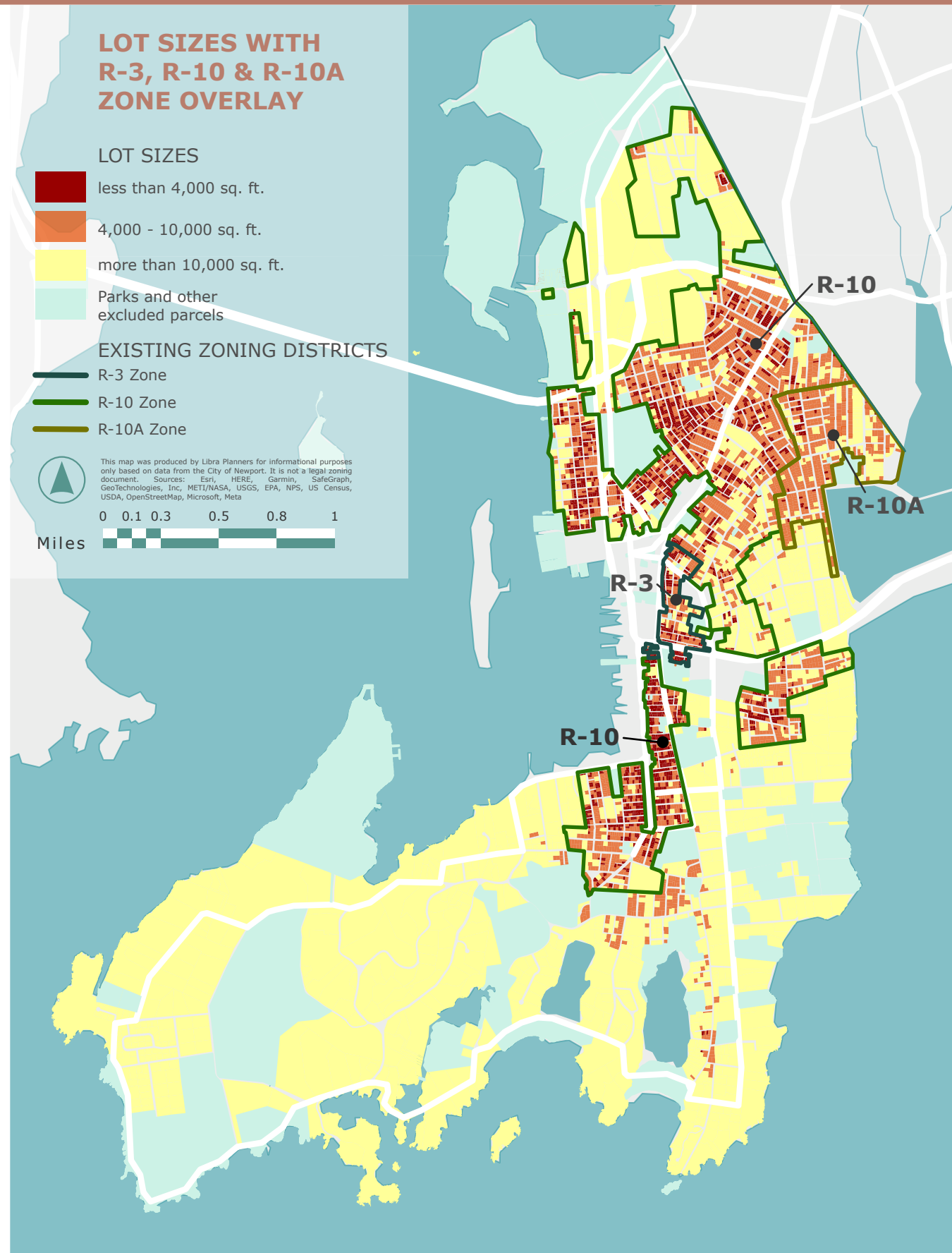


Figure 13 - Map of Lot Sizes vs. Existing Zoning Boundaries

STRATEGY 2B

This strategy applies a similar approach to multifamily development as Strategy 2A, but determines the numbers of units with the revised zoning, R-4 and R-6 zones envisioned in Strategy 1 and allows application of the per unit lot area rules without a minimum lot size. For example, in the R-20 zone, the current code allows multifamily buildings on lots over 20,000 sq. ft. at one unit per 3,000 sq. ft. In Strategy 2B, multifamily buildings are allowed on any lot at one unit per 3,000 sq. ft. So, for the 20,000 sq. ft. lot example, 6 units would be permitted.

This strategy is well suited to Newport's landscape of over 80% non-conforming properties because it has the potential to permit many new multifamily units on lots below the minimum lot size. These non-conforming lots may be developed as multifamily at the densities currently allowed with a special use permit, without being limited to the larger lots. The city may also elect to use this strategy but revise the per unit lot area requirements.

Fig. 14 shows that Strategies 2A and 2B both greatly increase the potential for new housing units in Newport. The strategies show how regulations may be revised to increase the potential for new housing, which could be managed over time to suit the city's needs and goals.

STRATEGY 3 - TARGETED DEVELOPMENT

The Buildout Analysis proposes three areas for targeted development that are consistent with the Comprehensive Plan. Newport should encourage housing development in mixed-use zones. This action is consistent with neighborhood patterns and it supports changing attitudes toward vibrant urban living. Newport has already created the North End Urban Plan (NEUP) and has enacted zoning for this area.

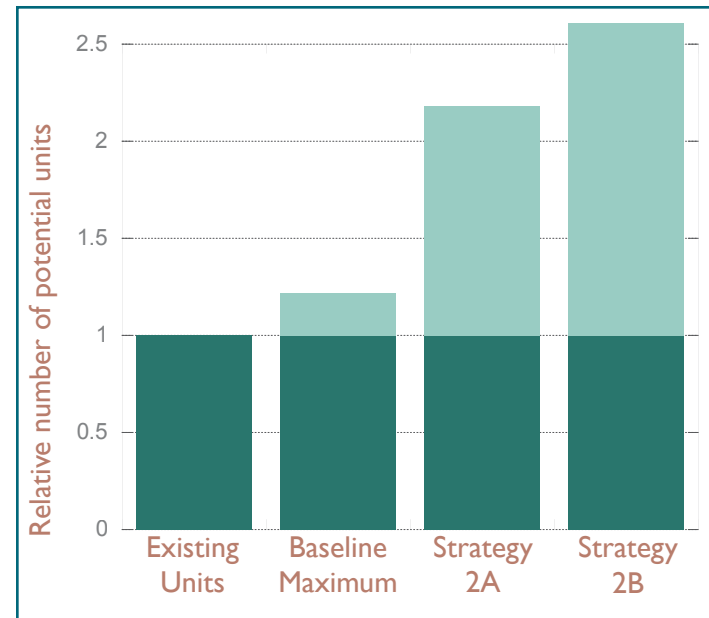


Figure 14 - Strategy 2 Alternatives Bar Graph

| CONDITION | Single-family Units | 2-family Units | 3+ family Units | Total Units |
|--|---------------------|----------------|-----------------|-------------|
| Existing | 4,510 | 2,384 | 6,337 | 13,231 |
| Baseline Buildout: Max. buildout with current zoning (single-family converted to 2-family) | 2,932 | 6,156 | 6,307 | 15,395 |
| Strategy 2A: Current zoning but multi-family allowed at existing density rules | 138 | 11,032 | 15,325 | 26,495 |
| Strategy 2B: Strategy 1 zoning (R-10 zone becomes R-4) multi-family with no minimum size to apply existing multi-family density rules | 138 | 7,458 | 26,647 | 34,243 |

Table 4 - Strategy 2 Alternatives

There is opportunity for additional housing that is compatible with the economic development goals of the NEUP. Finally, the Gateway Center, a central and desirable area of the city, is vastly underutilized. It is well suited for new housing development.

MIXED-USE

Many Rhode Island communities have lovely beaches, but few have a thriving, extensive, pedestrian-centered walkable downtown. This is Newport's greatest asset. Similarly, walkability is the key to Newport's commercial success. Newport is regularly visited by day-trippers who walk the shopping streets. The city has an opportunity to promote mixed-use development, bolstering and building upon its strengths, while simultaneously solving the critical housing shortage. Mixed use developments are the ideal place to create smaller and more affordable workforce and "missing middle" housing units. Housing located near city centers and transit hubs, amenity rich urban environments, best serve residents with fewer resources.

MIXED USE DEVELOPMENTS ARE THE IDEAL PLACE TO CREATE SMALLER AND MORE AFFORDABLE WORKFORCE AND "MISSING MIDDLE" HOUSING UNITS.

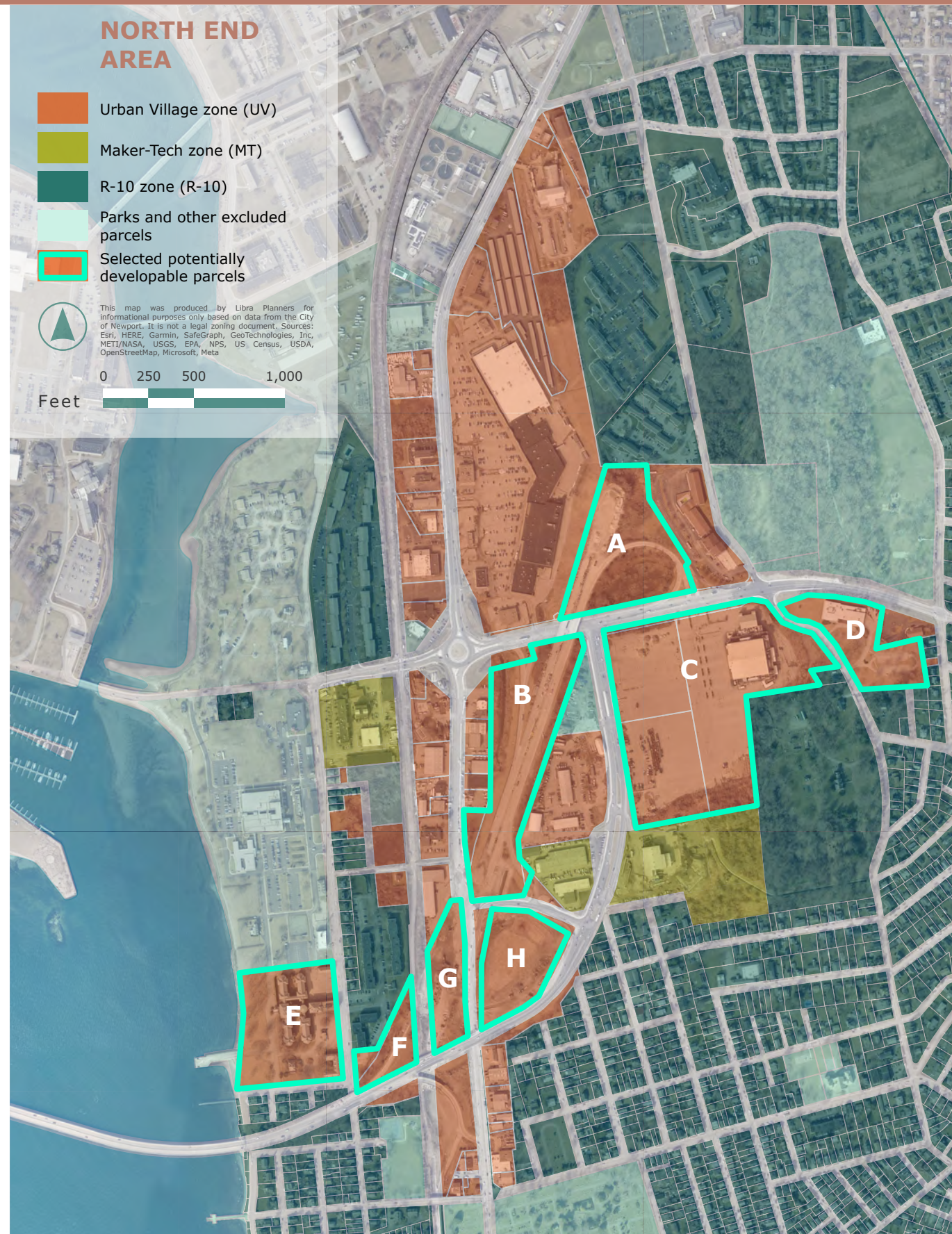


Fig. 15 - Strategy 3 - North End Major New Parcels

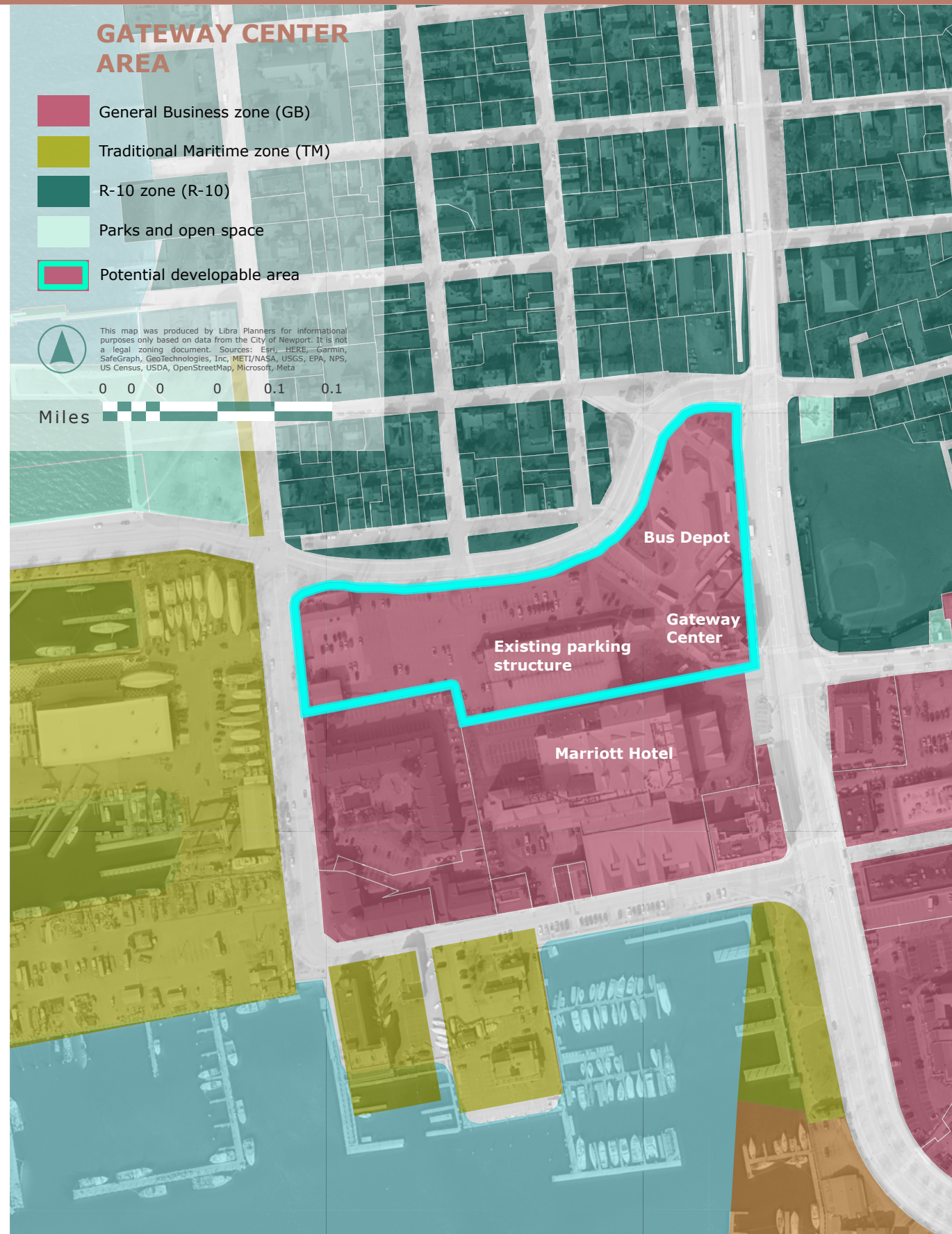
| PARCEL | Lot Area (sq. ft.) | Lot Area (acres) | Housing units at 90 units/acre | |
|---------------|--------------------|------------------|--------------------------------|--------------|
| | | | 50% Housing | 100% Housing |
| A | 363,000 | 8.3 | 263 | 525 |
| B | 470,000 | 10.8 | 340 | 680 |
| C | 983,000 | 22.6 | 711 | 1,422 |
| D | 204,000 | 4.7 | 148 | 295 |
| E* | 348,000 | 8.0 | 50 | 50 |
| F | 96,000 | 2.2 | 69 | 139 |
| G | 139,000 | 3.2 | 101 | 201 |
| H | 208,000 | 4.8 | 150 | 301 |
| TOTALS | 2,811,000 | 65 | 1,831 | 3,612 |

Notes: * Former Navy hospital (Parcel E) estimated using existing building area at 70% building efficiency and 1,000 sq. ft. apartments. Other parcels assume 30% of site devoted to internal circulation and open space.

Table 5 - North End Housing Unit Projections

THE NORTH END

The Newport North End is nearing the fruition of decades of urban planning. The Pell Bridge ramp realignment is nearly complete. The Newport North End Urban Plan (NEUP) has provided a road map for new development. North End zoning has been vetted and adopted. Deaccessioned state lands will soon provide additional locations for future mixed-use development. There is ample opportunity for new high-density “missing middle” housing development in the North End. Developers should embrace the spirit of the plan by creating features that support pedestrian (and by proxy live-work) activity. Recent RIDOT road construction appears to undermine the goals of the NEUP. City leadership should engage with the state to ensure that plan goals are supported by state road construction.



| PARCEL | Lot Area (sq. ft.) | Lot Area (acres) | Housing units at 90 units/acre |
|----------------|--------------------|------------------|--------------------------------|
| Gateway Center | 253,000 | 5.8 | 366 |

Note: Assumes 30% of site devoted to internal circulation

Table 6 - Gateway Center Housing Unit Projections

THE GATEWAY

The Newport Gateway is presently underutilized. Having lost its biggest tenant during the pandemic, the Gateway is scheduled to house the Save the Bay Hamilton Family Aquarium in 2024. Additionally, the architecture of the Gateway is somewhat incongruous with Newport's intimately scaled residential whole. Situated in the floodplain, it is not ideal as a major transit hub. Yet the location of the Gateway is extremely desirable for residential use. Co-location with RIPTA, proximity to downtown and the harbor, and easy access to state roads makes this location well-suited to Newport residents who commute to work in the region. Underused surface parking areas could be developed to include high-density "missing middle" housing. Care should be taken to protect the ground floor of any development on this site, as it will soon be claimed by the rising ocean.

Fig. 16 - Strategy 3 - Gateway Center

CONCLUSION

To restate the concern, Newport has low middle income or “missing middle” housing availability. This is the kind of housing that people like teachers, police and hospital workers need. All of the strategies listed above are useful tools for creating more “missing middle” housing. All three strategies are achievable, worthwhile pursuits. Multiple strategies pursued in tandem will yield the best results. Scenario 2 presents the greatest possibility for swift additional housing construction. Unlike Scenario 3, Scenario 2 does not rely on large commercial developers. There are not many in the region. Scenario 1 is unlikely to produce a large quantity of new housing units, but is sufficiently beneficial to pursue. The large number of units that could be created by Scenario 3 are worth pursuing in some capacity. In short, an “all-hands-on-deck” approach is required to meet the goals set forth by the Mayor and the City Council.

ENDNOTES:

1. The current rules for 2-family buildings are rather complicated (ref. Table 1). In particular, conversions of single-family buildings are allowed at lower lot sizes for parcels and buildings existing before 1977, so the age of those buildings have been taken into account in the calculations.

2. It is not feasible to put an exact figure on the number of actually subdividable lots. While the number of parcels that are more than twice as large as the minimum size and have less than half the maximum building coverage can be calculated, existing building placement, or the shape of the lot interferes with by-right subdivision. A random sample of those big lots showed that approximately 60% of them could potentially be subdivided. Using this logic, existing zoning would allow about 85 new lots, while the proposed R-4 and R-6A zoning could result in about 30 new lots, should the owners elect to subdivide.



5 Housing



Newport has long been regarded for its wealth of architectural history. The large numbers of preserved, historic structures along narrow city streets dating to the Colonial Era are admired for their connection to the past along with their use in the present. The splendor of the Gilded Age and the grandeur of the "summer cottages" attract large numbers of visitors to the community. More modern housing styles integrated throughout the city's historic framework meet the majority of housing needs of Newport residents. The diverse historic and cultural heritage, created and preserved by Newport citizens over the years, reflects the collective identity of the community's housing and neighborhoods. The availability, quality, and affordability of housing stock are key elements affecting the quality of life for all citizens of this community. Of course all of this housing stock is looked at within the context of neighborhood areas located throughout the city.

Neighborhoods give city residents a sense of place and belonging within the community. The quality of life for city residents is closely tied to the conditions within the immediate vicinity of their housing. These areas around where citizens live should provide a sense of security and freedom from excess traffic and noise ultimately being viewed as livable places for all. While longtime residents of Newport identify with their neighborhoods, taking pride in the culture and heritage derived from their sense of place, the city needs to move towards becoming one united entity to ensure its survival. The Existing Conditions section of this chapter provides an overview of these general neighborhood areas for discussion purposes, but it is important to remember that part of Newport's sustainability will come from its united presence.

The City of Newport has always made the housing needs of all economic income levels a priority. Since the late 1930s, Newport has faced many different housing pressures, including an enlarged population and substandard housing. Temporary Navy personnel housing constructed in 1939 was ultimately converted to permanent housing stock for low income households without the completion of structural and mechanical upgrades to accommodate the new intended residents. In 1969 the Church Community Housing Corporation (CCHC) was formed and, with programs promoting home ownership, and has served as a model in providing housing opportunities for Newport's residents at all income levels. Going forward, Newport needs to establish a balance of the housing needs of all citizens across all income levels.

5.1 Existing Conditions

Housing in Newport is a topic that crosses a wide range of issues from availability and condition of the stock to the affordability and location of that housing. Analysis of housing in Newport begins with an understanding of the city as a whole and the way in which it is divided into neighborhood areas. Four factors shape the quality and longevity of these neighborhood areas and the city at large. These four factors are:

- Adaptability (response to ongoing change) - Newport's neighborhoods will continue to adapt and change while seeking to preserve what residents value most. Over time, each neighborhood will adapt with new amenities reflecting its character and will reflect the uniqueness that defines its character.

- Character (architectural and environmental setting) – Neighborhood groups can partner with the city on activities such as landscape plantings, signage, artwork, and special paving on streets or sidewalks. Neighborhood engagement with the city shapes city planning and decision making on neighborhood improvements and determines how to preserve and develop distinct neighborhood character across the city.
- Connectivity (people and community) – Neighborhoods are made up of people. The strength of the connectedness among neighbors contributes to residents' quality of life. This connectedness is the social fabric that provide residents with a strong "sense of community" and place of belonging.
- Core Needs (safety, shopping and outdoor amenities) – All neighborhoods share a common core of basic needs including a quality built environment that facilitates a safe and welcoming neighborhood. Neighborhoods depend on core city services to safeguard the overall health and safety of Newport.

The combination of these four qualities contributes to a resident's sense of place. Information on each of the neighborhood areas that make up Newport are described at the end of this chapter in Section 5.4.

Residential development remains the predominant land use category in Newport. Residential land use consists of all forms of housing including single-family homes, multi-family homes, townhomes, group homes, apartments and condominiums. Housing provides the framework from which a community was formed and ultimately continues to thrive.

Housing issues in Newport that transcend economic levels include:

- Difficult credit availability and housing affordability for middle-income families.
- The gap between the cost of housing and the household income needed to purchase housing in Newport.
- The gap between the cost of Newport rents and the income required at fair market rent.
- Housing and rental costs are elevated by the seasonal rental market and off-campus housing for students.
- Newport citizens aging in place.

This section explores Newport's unique housing stock covering such topics as density, the number and type of units, housing age, size, vacancy, tenure, value, and household income.

Below is a brief comparative analysis of Newport, Portsmouth, Middletown, and the State of Rhode Island.

As shown in Table 5-1, Newport has the highest median home value on Aquidneck Island, and is well above that of the State average. Also, although Newport is the jurisdiction with the highest population on Aquidneck Island, it has the smallest percentage of owner occupied housing units. This focus on renter occupied housing is most likely due to the city's booming tourist industry, Naval officers temporarily stationed at Naval Station Newport, and students who live in Newport seasonally attending one of Newport's two post-secondary schools. Finally, while Newport has the lowest percentage of residents with high school degrees on Aquidneck Island, it has highest percentage of residents with post-secondary degrees.



Affordability is the most pressing housing issue facing Newport's residents and those who wish to live in Newport; it is an important determinant of the future of the city's neighborhoods and the economic wellbeing of its residents.



Over 17% of the city's housing stock is considered low or moderate income level housing, compared to the state requirement of 10%

Table 5-1 – Newport, Middletown, Portsmouth, and Rhode Island Comparative Analysis

| Jurisdiction | Population | Owner Occupied Housing Percentages | Median Value of Owner Occupied Housing Units | High School Graduate Percentage | Bachelor's Degree or higher Percentage |
|--------------|------------|------------------------------------|--|---------------------------------|--|
| Newport | 24,089 | 42.6% | \$383,200 | 91.0% | 49.7% |
| Middletown | 16,105 | 54.2% | \$335,900 | 92.8% | 40.9% |
| Portsmouth | 17,373 | 74.8% | \$338,500 | 93.8% | 47.1% |
| Rhode Island | 1,055,173 | 60.3% | \$241,200 | 85.4% | 31.4% |

Source. 2014 American Community Survey 5-Year Estimates

Density

The density of Newport in 2014 was 3,098 persons per square mile of land area. According to the 2014 U.S. Census Bureau's American Community Survey, population in the City of Newport declined 1.43%, 24,957 persons in 2010 to 24,599 persons in 2014. Similar trends can be seen by using the 2000 Decennial Census. In the year 2000, Newport had a population of 26,476, which equates to a population density of 3,334 persons per square mile. This represents a seven percent decrease in population density from 2000 to 2014.

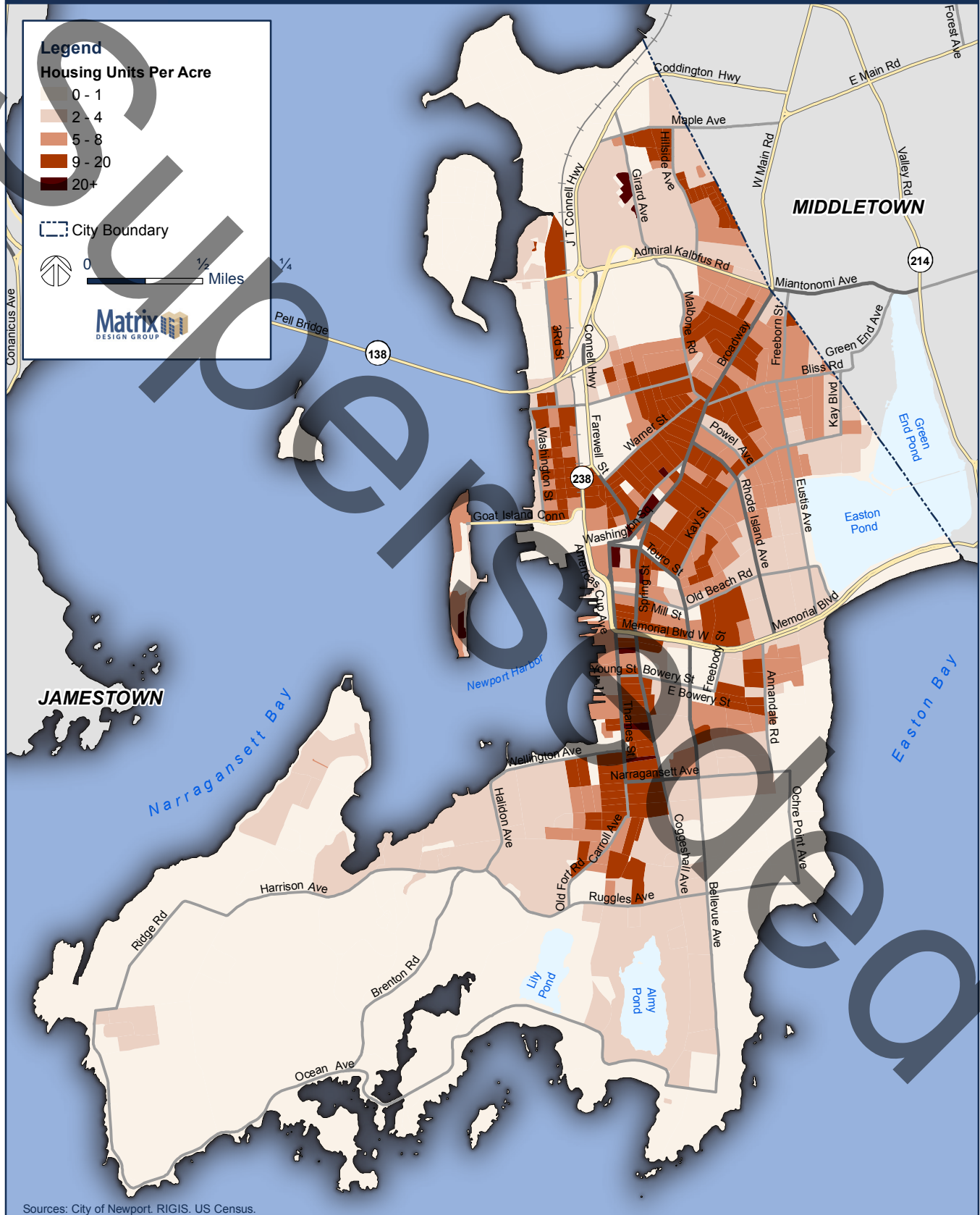
A more accurate depiction of Newport's density can be seen on Map 5-1, which shows information regarding the density of Newport's housing stock. As can be expected, the housing density is greatest in the compact Downtown, Harbor / Lower Thames, Broadway, Kerry Hill / van Zandt, and The Point neighborhoods. These neighborhoods are characterized by Newport's colonial heritage and have higher housing density due to their narrow streets and small lot sizes. Housing density is at its lowest in the Bellevue Avenue and Estates, Ocean Drive, Lily / Almy Pond, and North End Commercial neighborhoods. These neighborhoods characteristically have large lots and large amounts of open space. The North End Commercial neighborhood has a low housing density due to the fact that it is home to Naval Station Newport and their training facilities.

Lot size and density are not the only factors affecting housing costs in Newport. Location, scarcity, and neighborhood character also can increase prices. These factors combine with lot size to raise property values in the Ocean Drive neighborhood. While, multi-family developments on the harbor have relatively little or no yard area, their water views make them very expensive to purchase. Newport's historic neighborhoods, such as The Point and Historic Hill, have very small lots; but, the esthetics of the beautifully restored old homes and gardens make these properties among the city's most expensive real estate.

Table 5-2 displays the 2000, 2010, and 2014 total housing units and a breakdown of each housing type found in Newport. While there were 707 additional housing units between 2000 and 2010, that number decreased by 763 within the next four years. The increase in total housing units between 2000 and 2010 is largely due to housing structures with one to four units. Housing structures with five or more units actually declined in this time period. However, this trend reversed between 2010 and 2014, with housing structures with five or more units increasing, and one- to four-unit structures decreasing.



The housing trend in Newport has shifted away from the construction of 1- to 4-unit structures between 2000 and 2010. Development of housing structures with five or more units has increased since that time period.



Sources: City of Newport, RIGIS, US Census.

Table 5-2 – City of Newport Housing Unit Type

| Housing Units | 2000 Total | 2000 Percentage of Total | 2010 Total | 2010 Percentage of Total | 2014 Total | 2014 Percentage of Total |
|---------------------|---------------|--------------------------|---------------|--------------------------|---------------|--------------------------|
| 1-unit, detached | 4,935 | 37.3% | 5,690 | 40.7% | 5,684 | 43.2% |
| 1-unit, attached | 796 | 6.0% | 734 | 5.3% | 501 | 3.8% |
| 2 units | 2,224 | 16.8% | 2,397 | 17.1% | 1,691 | 12.8% |
| 3-4 units | 2,441 | 18.5% | 2,527 | 18.1% | 2,455 | 18.6% |
| 5-9 units | 1,265 | 9.6% | 1,087 | 7.8% | 1,245 | 9.5% |
| 10-19 units | 596 | 4.5% | 553 | 4.0% | 686 | 5.2% |
| 20+ units | 963 | 7.3% | 823 | 5.9% | 893 | 6.8% |
| Mobile Home | 6 | 0% | 122 | 0.9% | 15 | 0.1% |
| Boat, RV, Van, etc. | 0 | 0% | 0 | 0% | 0 | 0% |
| Total | 13,226 | 100.0% | 13,933 | 100.0% | 13,170 | 100.0% |

Source: 2000 U.S. Census, 2010 & 2014 American Community Survey 5-Year Estimates

Housing Construction

Over the past 10 years, Newport has been constructing new housing units at a fairly constant rate. The majority of new housing units constructed over the past 10 years have been single family homes, with multi-family homes only outnumbering single family homes once, in 2014 (see Table 5-3).

Table 5-3 – Housing Units Constructed 2007 – 2016

| Year | Single Family | Multi-Family | Total |
|------|---------------|--------------|-------|
| 2016 | 16 | 1 | 17 |
| 2015 | 13 | 2 | 15 |
| 2014 | 7 | 10 | 17 |
| 2013 | 16 | 1 | 17 |
| 2012 | 10 | 0 | 10 |
| 2011 | 14 | 0 | 14 |
| 2010 | 7 | 2 | 9 |
| 2009 | 2 | 0 | 2 |
| 2008 | 3 | 3 | 6 |
| 2007 | 13 | 3 | 16 |

Source: City of Newport

Household Size

Household size correlates to the number of people living in each individual household. As noted in Table 5-4, Newport's average persons per household are much smaller than the State of Rhode Island as a whole. This average for Newport has been declining since 2000. With a current average household size of 2.04 and a projected population of 18,758 by 2040, Newport will only need approximately 9,195 housing units—3,975 less than the total number of housing units in 2014.

Table 5-4 – Average Household Size (Persons per Household, PPH)

| Year | Newport | Rhode Island |
|------|---------|--------------|
| 2000 | 2.11 | 2.47 |
| 2010 | 2.05 | 2.44 |
| 2014 | 2.04 | 2.47 |

Source: 2000 & 2010 U.S. Census, 2014 American Community Survey 5-year Estimates

Housing Conditions

Due to private and public initiatives in the last 20 years, the overall condition of housing in Newport has improved greatly; however, there is one area that deserves additional policy action: rental housing. As in other communities, Newport has a problem with absentee landlords who do not maintain their property with the same attention that an occupying owner would provide. This affects both the activities of tenants and physical maintenance.

The system to monitor and upgrade the Newport housing could be strengthened. Some tenants might fear reprisals if they were to report their landlord for code violations. The State of Rhode Island and the City of Newport provide mechanisms to protect the rights of tenants who report code violations in their buildings. However, this fact might not be universally known to those who could benefit from the law. Present procedures dictate that the Newport Zoning and Inspections Division inspect a building for code deficiencies only at the request of an owner or tenant. Greater enforcement might be possible if this policy was changed to allow more proactive action.

Approximately 58% of the housing in Newport was built before 1940 and fully 86% of all housing units were built prior to 1980. With lead paint mitigation a requirement of Rhode Island law, landlords seeking to lease property are subject to strict guidelines for home inspection. The age of structures in Newport leaves many of the houses with lead paint liabilities. Awareness of lead paint mitigation and required inspection has promoted compliance among lessors.

Newport's broad assortment of historic structures has attracted many new residents to the community seeing opportunities to restore and preserve these structures. Significant areas of The Point, Historic Hill, Kay-Catherine, and Bellevue Avenue neighborhoods have structures on the National Register of Historic Places. The historic buildings in these neighborhoods rank among Newport's finest restored structures.

Limitations on density (that is, how many dwelling units can be built on a parcel of land) have the greatest impact on development. Areas with lower densities typically have higher housing costs and can be viewed as exclusionary. Because of this, lots in the Ocean Drive area can be up to millions of dollars.



Preservation and rehabilitation activity has more recently occurred in the Broadway, Fifth Ward, Kerry Hill / Van Zandt and North End neighborhoods. The mix of housing types, relative affordability, and socioeconomic diversity make these areas of Newport some of the most attractive areas to own or rent.

Housing Age

Many of Newport's homes were constructed in the first half of the twentieth century. The median year that houses were built is 1939. As shown in Table 5-5, over 60% of Newport's structures were built in 1939 or earlier. This is a significant portion of Newport's housing stock compared the State of Rhode Island's 32.8%. However, the State of Rhode Island as a whole, including Newport, is on pace for the fewest number of housing units built in this decade. With only 1,721 housing units built since 2010, the State of Rhode Island is only on pace for 4,300 new housing units to be constructed by the end of this decade—far fewer than every other decade since the 1940s. Newport is on a similar proportional pace.



As Newport is largely built-out, there is little development potential for new housing units. This could impact Newport's future housing stock, including cost, preservation, and typology. Creative solutions, such as accessory dwelling units, should be explored to accommodate growth while preserving Newport's historic character.

Table 5-5 – Year Structure Built

| Year Built | Newport | | Rhode Island | |
|-----------------|---------------|---------------|----------------|---------------|
| 2010 or Later | 40 | 0.3% | 1,721 | 0.4% |
| 2000 - 2009 | 634 | 4.8% | 29,263 | 6.3% |
| 1990 - 1999 | 371 | 2.8% | 33,495 | 7.2% |
| 1980 - 1989 | 819 | 6.2% | 47,526 | 10.3% |
| 1970 - 1979 | 1,035 | 7.9% | 57,297 | 12.4% |
| 1960 - 1969 | 714 | 5.4% | 50,282 | 10.9% |
| 1950 - 1959 | 911 | 6.9% | 59,152 | 12.8% |
| 1940 - 1949 | 703 | 5.3% | 32,442 | 7.0% |
| 1939 or Earlier | 7,943 | 60.3% | 151,752 | 32.8% |
| TOTAL | 13,170 | 100.0% | 462,930 | 100.0% |

Source: 2014 American Community Survey 5-Year Estimates

Housing Tenure

Table 5-6 explains Newport's housing tenure, or the number of housing units that are owner occupied or renter occupied. Unlike the State of Newport as a whole, a majority of Newport's housing tenure is renter occupied.

Table 5-6 –Housing Tenure

| Year | Owner Occupied Units | % Owner Occupied | Renter Occupied Units | % Renter Occupied | Total Occupied Housing Units |
|------------------------------|----------------------|------------------|-----------------------|-------------------|------------------------------|
| City of Newport | | | | | |
| 2014 | 4,528 | 42.6% | 6,098 | 57.4% | 10,626 |
| 2010 | 4,632 | 43.6% | 5,984 | 56.4% | 10,616 |
| 2000 | 4,843 | 41.9% | 6,723 | 58.1% | 11,566 |
| State of Rhode Island | | | | | |
| 2014 | 246,829 | 60.3% | 162,740 | 39.7% | 409,569 |
| 2010 | 250,952 | 60.7% | 162,648 | 39.3% | 413,600 |
| 2000 | 245,156 | 60.0% | 163,268 | 40.0% | 408,424 |

Source: 2000 & 2010 U.S. Census, 2014 American Community Survey 5-Year Estimates

Map 5-2 displays the housing statistics referenced in Tables 5-5 and 5-6, but for each individual census tract. This information is drawn from the 2010 Decennial Census.

Housing Occupancy

Table 5-7 details the vacancy rates of Newport’s housing stock. Vacancy rates in Newport are much higher than those in the State of Rhode Island as a whole. However, unlike the growing vacancy rate averages within the state, Newport’s has decreased slightly between 2010 and 2014, although Newport’s total number of housing units has also decreased significantly within that time period.

Table 5-7 – City of Newport Housing Occupancy Status

| Occupancy Status | 2000 Total | 2000 Percentage of Total | 2010 Total | 2010 Percentage of Total | 2014 Total | 2014 Percentage of Total |
|---------------------|----------------|--------------------------|----------------|--------------------------|----------------|--------------------------|
| Newport | | | | | | |
| Occupied | 11,566 | 87.4% | 10,616 | 81.2% | 10,626 | 80.7% |
| Vacant | 1,660 | 12.6% | 2,453 | 18.8% | 2,544 | 19.3% |
| TOTAL UNITS | 13,226 | 100.0% | 13,069 | 100.0% | 13,170 | 100.0% |
| Rhode Island | | | | | | |
| Occupied | 408,424 | 92.9% | 410,305 | 89.1% | 409,569 | 88.5% |
| Vacant | 31,413 | 7.1% | 50,429 | 10.9% | 53,361 | 11.5% |
| TOTAL UNITS | 439,837 | 100.0% | 460,734 | 100.0% | 462,930 | 100.0% |

Source: 2000 U.S. Census, 2010 & 2014 American Community Survey 5-Year Estimates

Similar to housing occupancy is housing overcrowding. Map 5-3 shows trends in housing overcrowding in Newport. This is information on housing units that have more than one occupant per room.



Housing Statistics

Legend

Housing Units

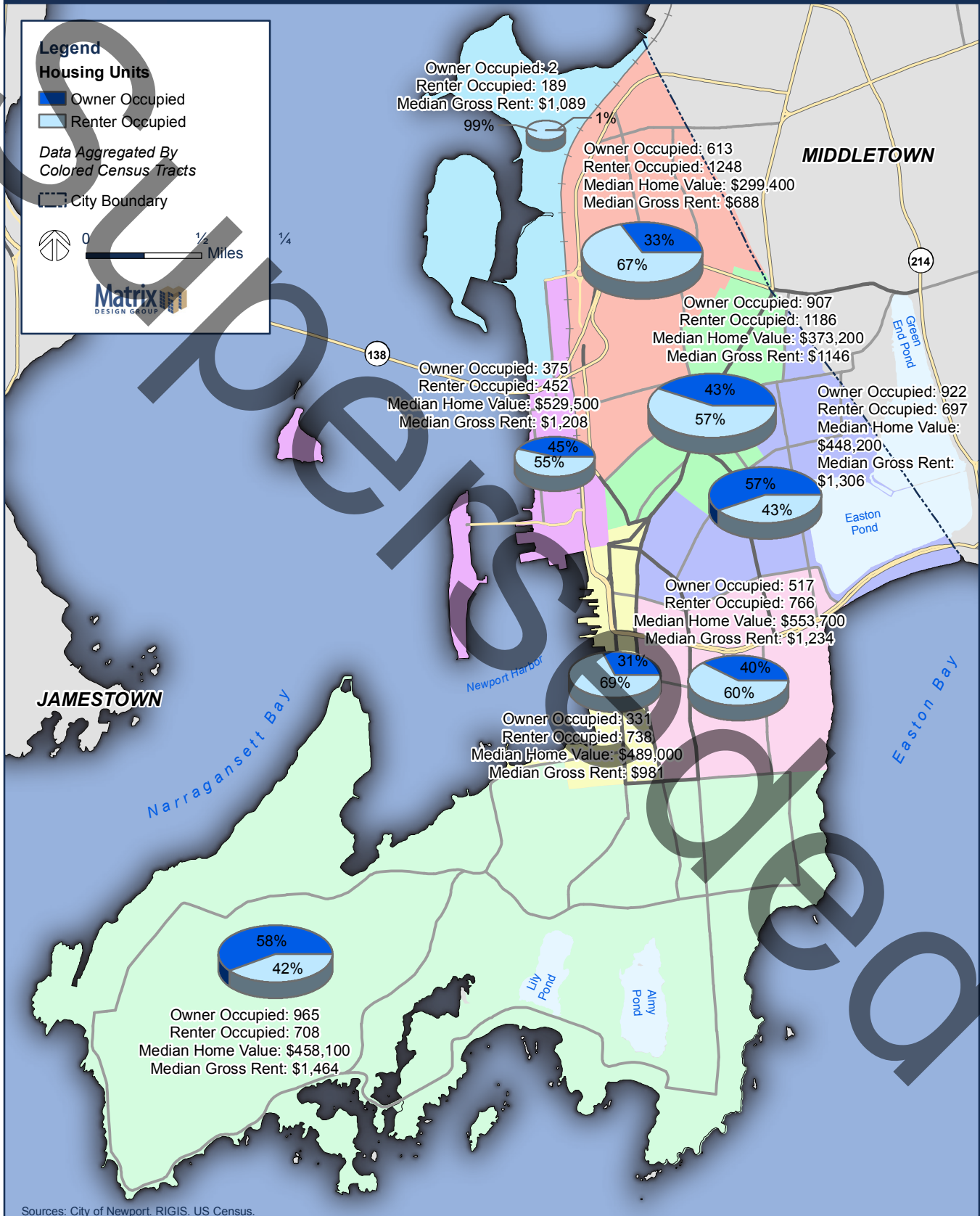
- Owner Occupied
- Renter Occupied

Data Aggregated By Colored Census Tracts

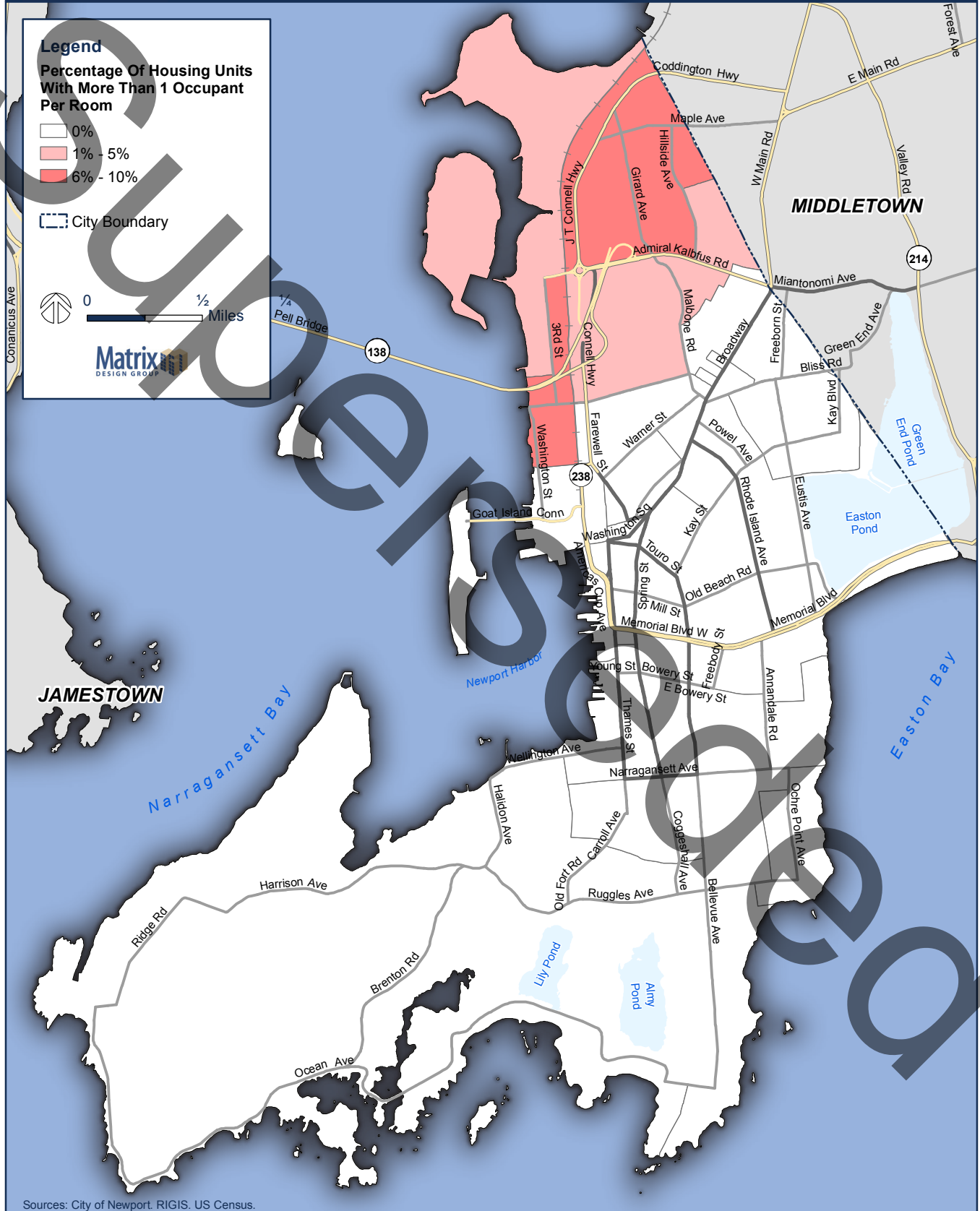
City Boundary

0 1/4 1/2 Miles

Matrix DESIGN GROUP



Sources: City of Newport, RIGIS, US Census.



Sources: City of Newport, RIGIS, US Census.

Seasonal and Temporary Housing

Seasonal housing is defined as units that are only occupied during certain periods of the year, presumably during the tourism season. According to the U.S. Census Bureau, in 2014, 1,737 units, approximately 13% of total housing units, were seasonal units, making the remaining 11,433 housing units occupied year-round. This number is a significant jump from 858 units, or 6% of housing, in 2000. Seasonal housing includes units that are rented out for vacationers throughout the year for short periods at a time. Seasonal housing also includes owner occupied homes that are lived in part time throughout the year. This creates the Dark House phenomena, which occurs when houses are shut down and vacant for a large portion of the year.



Short term rental applications, such as Airbnb, and Dark Houses often have significant impacts on neighborhoods in destination cities like Newport.

Map 5-4 displays the information on where seasonal occupancy is most prevalent in Newport.

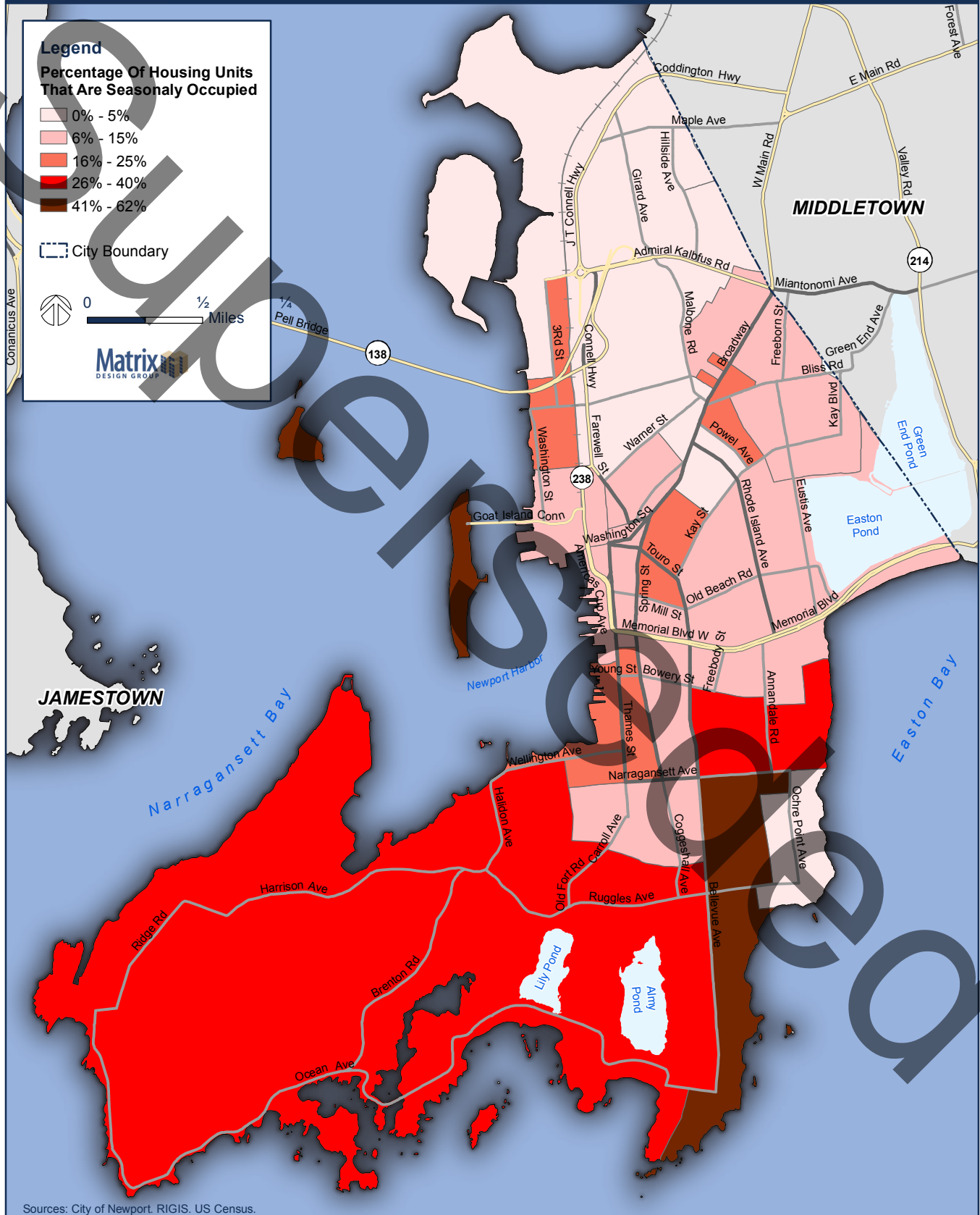
Temporary housing in Newport is provided by the Navy and Salve Regina University, both of which bring individuals to Newport on a temporary basis for varying amounts of time. The Navy is one of the largest populations for rental housing. Navy personnel may live on base or in one of the Naval Station Newport (NAVASTA) military communities in Aquidneck Island, which has some properties in Newport. According to Naval Station Newport, there are 619 Navy rental housing units available for military personnel. Within private residential units in the area, Navy personnel own and occupy 130 homes and 1,800 Navy personnel rent residences within the area.

Salve Regina also brings in a population seeking to rent homes and apartments near the university. The Fall 2015 enrollment was 2,758, with 2,158 undergraduates and 600 graduate students. The university provides four residence halls for underclassmen, accommodating both freshman and sophomore students. There are 12 university owned houses that provide housing for upperclassmen in Newport. Together, these houses accommodate over 200 students. In total, 60% of the undergraduate student body lives on campus at Salve Regina. It is not presently known how many of the remaining students choose to rent housing in Newport versus other cities on Aquidneck Island.

Household Income

Overall, the City of Newport has a greater median household income with included benefits than the State of Rhode Island as a whole. Map 5-5 shows the median household income of the citizens of Newport.

Table 5-8 shows more than 17% of Newport's households made between \$100,000 and \$149,999—a higher percentage than all other income ranges. Compared to the State of Rhode Island, Newport had a higher percentage of households which made \$75,000 or more annually.





Median Household Income

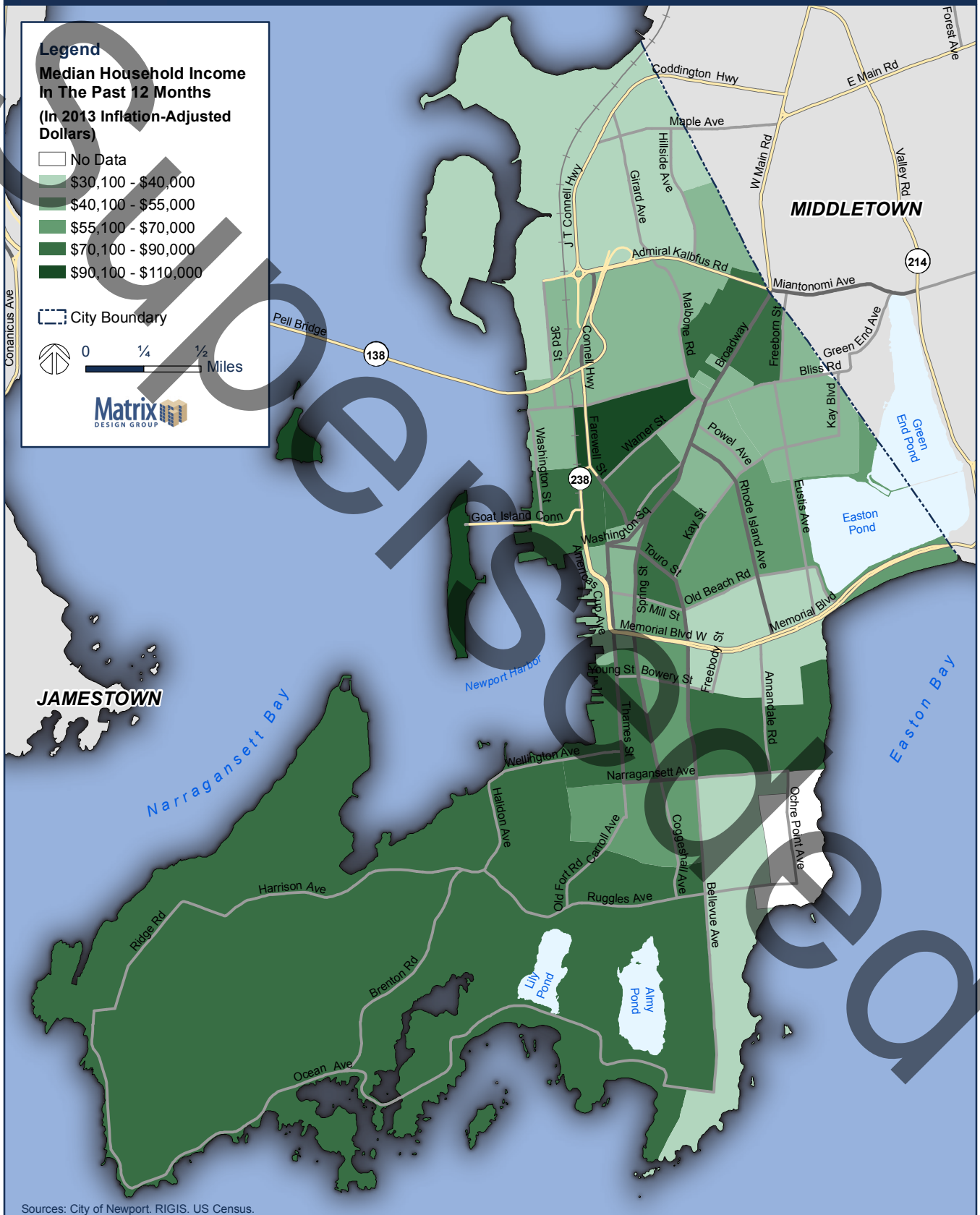
Legend

**Median Household Income
In The Past 12 Months
(In 2013 Inflation-Adjusted
Dollars)**

- No Data
- \$30,100 - \$40,000
- \$40,100 - \$55,000
- \$55,100 - \$70,000
- \$70,100 - \$90,000
- \$90,100 - \$110,000

City Boundary

0 1/4 1/2 Miles



Sources: City of Newport, RIGIS, US Census.

Table 5-8 – Household Income and Benefits, 2014

| Income and Benefits | Rhode Island | | Newport | |
|----------------------------|--------------|---------|----------|---------|
| | Number | Percent | Number | Percent |
| Total owner occupied units | 409,569 | 100.0% | 10,626 | 100.0% |
| Less than \$10,000 | 31,892 | 7.8% | 688 | 6.5% |
| \$10,000 to \$14,999 | 22,856 | 5.6% | 550 | 5.2% |
| \$15,000 to \$24,999 | 41,287 | 10.1% | 899 | 8.5% |
| \$25,000 to \$34,999 | 37,855 | 9.2% | 1,012 | 9.5% |
| \$35,000 to \$49,999 | 50,115 | 12.2% | 1,278 | 12.0% |
| \$50,000 to \$74,999 | 69,944 | 17.1% | 1,554 | 14.6% |
| \$75,000 to \$99,999 | 52,433 | 12.8% | 1,494 | 14.1% |
| \$100,000 to \$149,999 | 58,541 | 14.3% | 1,851 | 17.4% |
| \$150,000 to \$199,999 | 23,694 | 5.8% | 710 | 6.7% |
| \$200,000 or more | 20,952 | 5.1% | 590 | 5.6% |
| Median household income | \$56,423 | - | \$61,320 | - |
| Mean household income | \$76,618 | - | \$81,153 | - |

Source: 2014 American Community Survey 5-Year Estimates

Housing Value

Although housing values had more than doubled between 2000 and 2010, prices have decreased between 2010 and 2014. Housing values in the City of Newport are much higher than those in the State of Rhode Island (see Table 5-9). Similar to housing values, median gross rent in Rhode Island—including Newport—greatly increased between 2000 and 2010. While rental prices are still rising, prices have slowed in the current decade.

Table 5-9 – Housing Values, 2014

| Housing Value | Median Value of Owned | | | Median Gross Rent | | |
|-----------------|-----------------------|-----------|-----------|-------------------|---------|---------|
| | 2000 | 2010 | 2014 | 2000 | 2010 | 2014 |
| City of Newport | \$161,700 | \$429,000 | \$383,200 | \$646 | \$1,078 | \$1,093 |
| Rhode Island | \$133,000 | \$279,300 | \$241,200 | \$553 | \$882 | \$923 |

Source: 2000 & 2010 U.S. Census, 2014 American Community Survey 5-Year Estimates

Since the year 2000, the median home sale price has increased substantially. The 2000 median home sale price was \$179,900, this number rose to \$375,000 in the year 2010 and has since risen again to \$400,000 in the year 2015.

Rental Data

Rental rates in Newport vary on the size of the rental property. Table 5-10 shows the 2004, 2009, and 2014 median monthly rental rates for two-bedroom units in the City of Newport and the State as a whole. Although Newport’s rental rates are much higher than the State of Rhode Island, all jurisdictions have been successful in decreasing rates by nine percent in the past five years.



As the Sharing Economy continues to expand in the United State, rental costs are expected to continue rising contrary to home values. High housing values often make it unaffordable for young families to live in Newport.

Table 5-10 – Two-Bedroom Rental Rates 2004, 2009, & 2014

| Jurisdiction | 2004 Monthly Rental Rate | 2009 Monthly Rental Rate | 2014 Monthly Rental Rate |
|-----------------|--------------------------|--------------------------|--------------------------|
| City of Newport | \$1,708 | \$1,571 | \$1,424 |
| Rhode Island | \$1,405 | \$1,291 | \$1,172 |

Source: *HousingWorks, 2015*

In 2005, a one-bedroom unit could be rented for \$1,055 per month and a three-bedroom unit could be rented for \$1,920. In 2010, the rate for a one-bedroom unit rose to \$1,060 while the rate for a three-bedroom unit decreased by over \$200 to a monthly rate of \$1,692. Monthly rental rates for both one-bedroom and three-bedroom units increased to \$1,150 and \$1,827 per month, respectively.

Housing Affordability

Housing affordability is a pressing issue facing Newport's residents and those who wish to live in Newport. Housing affordability is an important determinant for the future of the city's neighborhoods and the economic well-being of its residents.

Compared to the State of Rhode Island, Newport has a lower percentage of residents spending more than 20% on housing costs. Table 5-11 shows the City of Newport has over a third of its population spending 20% or less on home costs; however, it also has 37.1% of its households considered cost burdened. Housing cost-burden refers to those households paying more than 30% of their income on housing; likewise, households paying more than 50% of their income on housing are considered severely cost burdened. Of this 37.1%, 33% are homeowners and 39% are renters.

Table 5-11 - Selected Monthly Housing Costs as a Percent of Household Income

| Percent of Income Spent on Housing | Newport | | Rhode Island | |
|------------------------------------|---------------|---------------|----------------|---------------|
| | Number | Percent | Number | Percent |
| Less than 20% | 3,781 | 36.7% | 134,759 | 33.8% |
| 20% to 24.9% | 1,377 | 13.4% | 53,265 | 13.4% |
| 25% to 29.9% | 1,309 | 12.7% | 47,508 | 11.9% |
| 30% to 34.9% | 754 | 7.3% | 34,578 | 8.7% |
| 35% or more | 3,070 | 29.8% | 128,039 | 32.2% |
| 50% or more* | 1,825 | 16.7% | 73,005 | 17.8% |
| Total Occupied | 10,291 | 100.0% | 398,149 | 100.0% |

Source: *2014 American Community Survey 5-Year Estimates*

*2012 American Community Survey 5-Year Estimates—2014 American Community Survey 5-Year Estimates not available.

The total foreclosures in Newport, including both single family homes and multi-family homes, from 2009 to the third quarter of 2015, was 120. This came out to 0.00% of the total housing in Newport. In comparison, the State of Rhode Island had a rate of 0.10%.

Cost-Burden Households

Table 5-12 compares the City of Newport with the State of Rhode Island, depicting household incomes with the number and percent of those that are cost-burdened households. The data is presented by the U.S. Department of Housing and Urban Development (HUD), with the most recent data from 2012.

Despite the greater home values and rental costs in Newport, the city has a slightly smaller percentage of cost-burdened households than the State of Rhode Island. In fact, Newport has a smaller percentage of cost-burden households that make less than 30% of the HUD adjusted median family incomes (HAMFI) than the State of Rhode Island. However, Newport households which make more than 50% of the HAMFI are at a higher risk of being cost burdened than households in the State of Rhode Island.

Table 5-12 – Income by Cost-Burden Households, 2012

| Income by Cost Burden (Owners and Renters) | Cost Burden > 30% | | Cost Burden > 50% | | Total |
|--|-------------------|--------------|-------------------|--------------|----------------|
| | Number | Percent | Number | Percent | |
| City of Newport | | | | | |
| Household Income <= 30% HAMFI | 1,260 | 65.8% | 980 | 51.2% | 1,915 |
| Household Income >30% to <=50% HAMFI | 850 | 62.5% | 360 | 26.5% | 1,360 |
| Household Income >50% to <=80% HAMFI | 565 | 50.2% | 170 | 15.1% | 1,125 |
| Household Income >80% to <=100% HAMFI | 550 | 41.5% | 180 | 13.6% | 1,325 |
| Household Income >100% HAMFI | 805 | 15.5% | 140 | 2.7% | 5,190 |
| Total | 4,030 | 36.9% | 1,830 | 16.8% | 10,915 |
| State of Rhode Island | | | | | |
| Household Income <= 30% HAMFI | 44,040 | 71.1% | 36,085 | 58.3% | 61,900 |
| Household Income >30% to <=50% HAMFI | 37,045 | 75.5% | 18,465 | 37.6% | 49,075 |
| Household Income >50% to <=80% HAMFI | 34,615 | 53.9% | 11,880 | 18.5% | 64,275 |
| Household Income >80% to <=100% HAMFI | 14,385 | 36.6% | 3,285 | 8.4% | 39,315 |
| Household Income >100% HAMFI | 28,870 | 14.7% | 3,290 | 1.7% | 196,075 |
| Total | 158,955 | 38.7% | 73,005 | 17.8% | 410,640 |

Source: HUD – Comprehensive Housing Affordability Strategy (CHAS) data

In total, in the year 2015, there were 2,675 LMI households that were cost-burdened in Newport; this accounts for 60.8% of all the LMI households in the City. LMI households that were severely cost-burdened totaled 1,510, or 34.3% of the total LMI households in the Newport.

In 2015, the number of LMI cost-burdened households that were renting was 1,895, or 70.8% of the total LMI cost-burdened households. The number of LMI cost-burdened households that owned their home was 875, or 32.7% of the total LMI cost-burdened households.

Table 5-13 shows cost-burden households by tenure for Newport and the State of Rhode Island. Overall, Newport has a higher percentage of cost-burden households below 30% of their median household income. However, compared to the state of Rhode Island, Newport homeowners are more susceptible to become cost burden, potentially due to their much greater home values.

Table 5-13 – Cost-Burden Households by Tenure, 2012

| Cost-Burden Households | Owner | | Renter | | Total | |
|------------------------------|----------------|------------|----------------|------------|----------------|------------|
| | Number | Percent | Number | Percent | Number | Percent |
| City of Newport | | | | | | |
| Cost Burden <=30% | 3,040 | 63.2% | 3,715 | 60.9% | 6,755 | 61.9% |
| Cost Burden >30% to <=50% | 1,020 | 21.2% | 1,180 | 19.3% | 2,200 | 20.2% |
| Cost Burden >50% | 730 | 15.2% | 1,095 | 17.9% | 1,825 | 16.7% |
| Cost Burden not available | 25 | 0.5% | 120 | 2.0% | 145 | 1.3% |
| Total | 4,810 | N/A | 6,105 | N/A | 10,915 | N/A |
| State of Rhode Island | | | | | | |
| Cost Burden <=30% | 163,450 | 65.1% | 82,450 | 51.7% | 245,900 | 59.9% |
| Cost Burden >30% to <=50% | 50,800 | 20.2% | 35,155 | 22.1% | 85,955 | 20.9% |
| Cost Burden >50% | 35,500 | 14.1% | 37,505 | 23.5% | 73,005 | 17.8% |
| Cost Burden not available | 1,470 | 0.6% | 4,310 | 2.7% | 5,780 | 1.4% |
| Total | 251,215 | N/A | 159,420 | N/A | 410,640 | N/A |

Source: HUD – Comprehensive Housing Affordability Strategy (CHAS) data

Low- to Moderate-Income (LMI) Housing

According to state statute, “low or moderate income housing means any housing whether built or operated by any public agency or nonprofit organization or by any limited equity housing cooperative or any private developer, that is subsidized by the federal, state, or municipal government under any program to assist the construction of rehabilitation of housing affordable to low or moderate income households, as defined in the applicable federal or state statute, or local ordinance and that will remain affordable through a land lease and/or deed restriction for ninety-nine (99) years or such other period that is either agreed to by the applicant and town or prescribed by the federal, state, or municipal subsidy program but that is not less than thirty (30) years from initial occupancy.”

Low to moderate income refers to a scale of personal income ranging from the low-income cohort to the moderate-income cohort. In Newport, persons represented in the extremely low-income cohort earn around \$27,000 a year, persons represented in the low-income cohort earn around \$30,000 a year, and persons in the moderate-income cohort earn around \$49,000 a year. Figure 5-1 graphically displays information attained from the HousingWorksRI website by Roger Williams University. In 2014, Newport had 1,997 LMI housing units out of 11,655 total year-round housing units. This equates to 17.1% of the city’s total affordable housing availability compared to the State of Rhode Island’s 8.3%, making Newport a leader among Rhode Island municipalities for

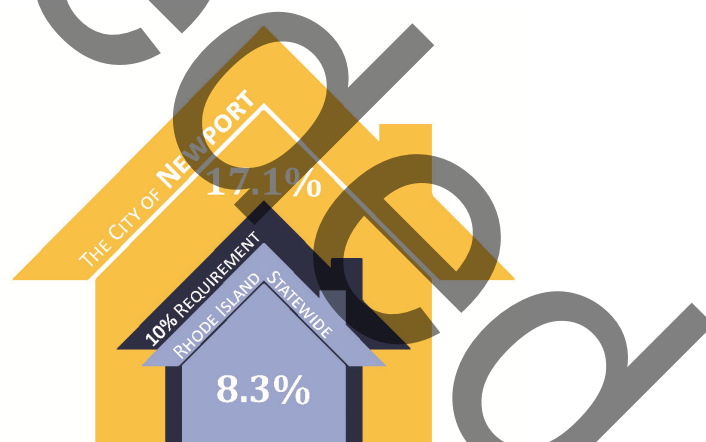


Figure 5-1 – Affordable Housing

The State of Rhode Island requires that 10% of municipal housing stock be low or moderate income housing. Newport far exceeds this amount with 17.1%, while the State of Rhode Island as a whole only has 8%.

providing LMI affordable housing to its residents. Of these affordable housing units, 452 (23%) are designated for the elderly, 1,345 (67%) are families, and 200 (10%) are special needs housing.

The majority of these units are in Newport Heights, Bayside Village, Broadway West, Festival Field, Rolling Green Village, and Park Holm. These types of facilities are typically located in areas that have higher poverty densities than the rest of the city. Map 5-6 highlights the people per acre in Newport that are living in poverty.

The Housing Authority of the City of Newport (HACN) and the Church Community Housing Corporation (CCHC) have led the successful revitalization of Newport Heights, (formerly Tonomy Hill). Located in the North End neighborhood, Tonomy Hill was one of the most distressed public housing projects in the state of Rhode Island. Originally constructed in 1939 as temporary housing for Navy personnel, the property was suffering from major structural deficiencies and outdated and inadequate mechanical systems. Additionally, the site configuration isolated residents from their neighbors and the larger community, exacerbating the already high rates of poverty, crime, substance abuse, domestic abuse and illiteracy prevalent at the site. (Source: *Trinity Financial, Web. 14 Jan. 2016*).

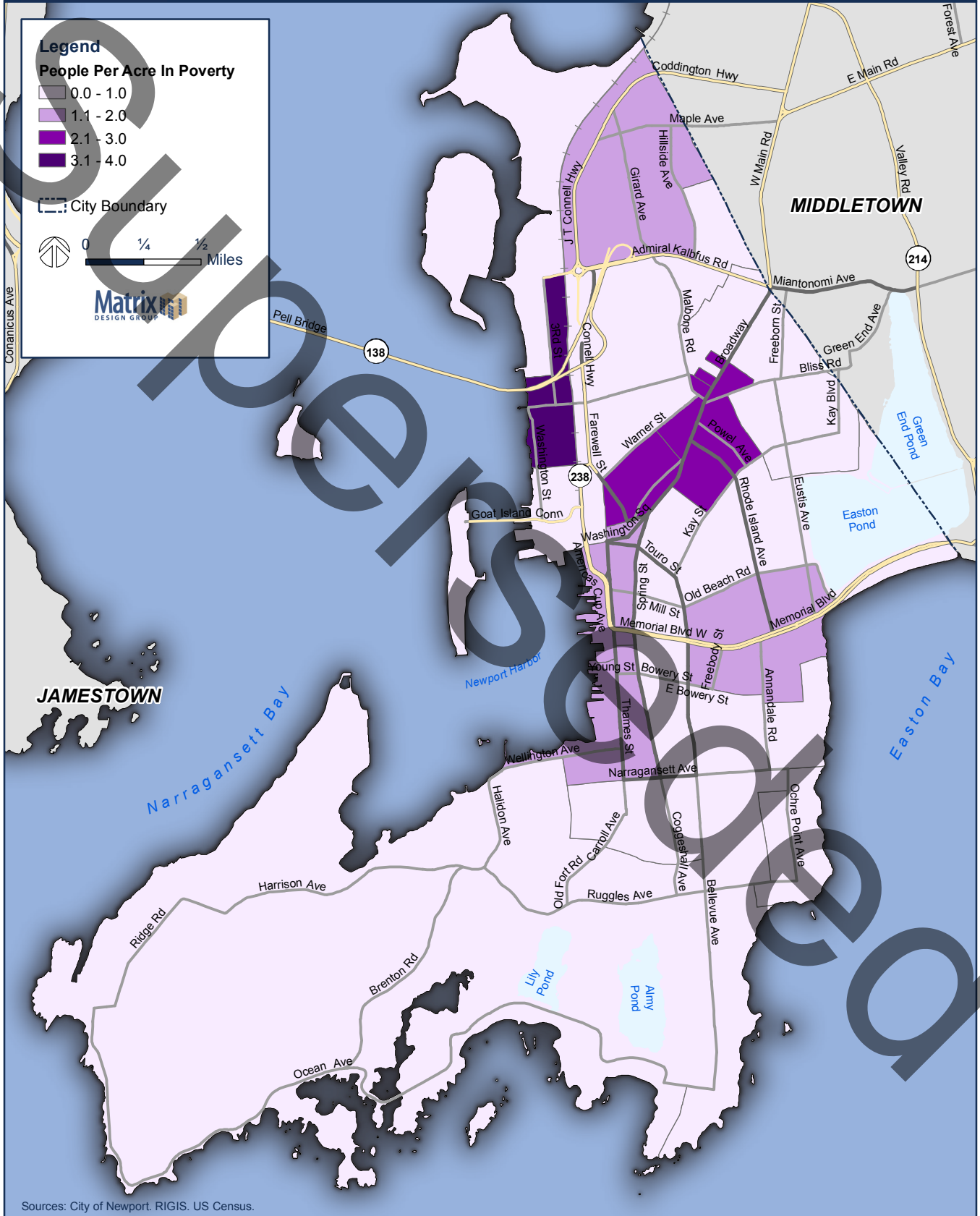
Through the leadership of the City of Newport and the HACN, the area was redeveloped as Newport Heights, a mixed income community, through the U.S. Department of Housing and Urban Development (HUD), HOPE VI revitalization plan. The revitalization plan called for the demolition of 498 units of existing housing and the construction of approximately 425 units of new, mixed-income housing on the site including 100 units of home ownership housing. Currently, four of the five phases are complete at Newport Heights. Most recently, the HACN is moving forward with the complete renovation of the Park Holm residences.

The redevelopment was designed so that buildings will be configured to frame the streets and create clearly defined spaces for the residents, while also creating a sense of community indistinguishable from the private residential areas that surround Tonomy Hill. The HOPE VI plan also included an off-site component, necessary to meet the minimum one-for-one replacement of the demolished affordable units currently existing at Tonomy Hill. Phase V is currently in the construction phase. (Source: *Housing Authority of the City of Newport*).

Any housing that is owned by the Housing Authority of the City of Newport (HACN) is exempt from property taxes, as stated in Rhode Island State law. The Housing Authority of the City of Newport comprises 31.01% of the total assisted housing units. In total, 31.77% of the housing is exempt from taxes. Other assisted housing that is privately owned pays property taxes to the City of Newport. The total tax assessed in 2013 for assisted housing was \$977,104. Table 5-14 displays the tax information for these developments from the year 2013.

A variety of city, state, and federal programs are utilized to provide affordable rental opportunities in Newport. These programs provide a variety of subsidies for the creation and leasing of affordable units and include both publicly and privately owned subsidized housing and Section Eight existing housing.

Local, public housing is governed by the HACN, operating under authority of City Housing Authorities RIGL § 45-25. Currently, public housing in Newport serves three principal groups meeting federal income eligibility requirements: units for low/moderate-income families, senior housing units for elderly, and those for special needs. As of 2013 according to Rhode Island Housing Corporation 1,854 affordable units are located throughout the City of Newport. As of 2013, HACN has completed the construction of 575 subsidized units through four phases of the Newport Heights project.



Legend

People Per Acre In Poverty

- 0.0 - 1.0
- 1.1 - 2.0
- 2.1 - 3.0
- 3.1 - 4.0

City Boundary

0 1/4 1/2 Miles

Matrix DESIGN GROUP

Sources: City of Newport, RIGIS, US Census.

Newport Comprehensive Land Use Plan

Table 5-14 - Low/ Moderate Income Housing and Tax Assessment for Developments in the City of Newport

| Development Name | Owner | Units | Annual Potential Rent | Assessment in thousands | Assessed Value Per Unit | Taxes Assessed | Taxes as % of Potential Rent | Tax Estimate at Res Rate | Tax Estimate at Com Rate | Taxes Per Affordable Apartment | Expires (Date) |
|------------------------------------|-------------------------------|-------|-----------------------|-------------------------|-------------------------|----------------|------------------------------|--------------------------|--------------------------|--------------------------------|---------------------------------------|
| 171 Broadway / Cranston Apartments | Statewide Afford-able Housing | 12 | \$112,501 | \$732 | \$60,967 | \$11,874 | 10.55% | | \$11,874 | \$989.50 | 2023 |
| AHEPA 245 APT. | AHEPA 245 Inc | 82 | \$541,428 | \$3,407 | \$41,550 | \$55,297 | 10.21% | | \$55,297 | \$674.36 | 2030 |
| Clarke School Housing | Clark School LP | 56 | \$580,732 | \$2,501 | \$44,661 | \$40,591 | 6.99% | | \$40,591 | \$724.85 | 2026 |
| Coddington Point | EAF Newport | 32 | \$486,003 | \$2,204 | \$68,878 | \$25,810 | 5.31% | \$25,810 | | \$806.56 | 2049 |
| Cranston Ave | Church Community Housing | 2 | \$40,128 | \$308 | \$153,800 | \$3,602 | 8.98% | \$3,602 | | \$1,801 | 2025 |
| Gibbs Avenue | Church Community Housing | 4 | \$61,458 | \$450 | \$112,450 | \$7,300 | 11.88% | | \$7,300 | \$1,825.06 | Unknown |
| Girard Avenue | Church Community Housing | 4 | \$69,852 | \$447 | \$111,850 | \$7,216 | 10.33% | | \$7,261 | \$1,804.08 | 2050 |
| Harbor House | Harbour House Housing | 31 | \$374,760 | \$1,948 | \$62,832 | \$32,051 | 8.55% | | \$31,613 | \$1,033.9 | 2045 |
| Lawrence Apts | William and Linda Canning | 8 | \$113,280 | \$666 | \$83,213 | \$10,804 | 9.54% | | \$10,804 | \$135,054 | Unknown |
| Mumford Manor | 39 Farewell LP | 34 | \$485,152 | \$2,201 | \$64,729 | \$35,719 | 7.36% | | \$35,719 | \$1,050.56 | 2040 |
| Fifty Washington Square | Fifty Square LTD | 93 | \$955,316 | \$5,152 | \$55,398 | \$83,617 | 8.75% | | \$83,617 | \$899.11 | 2047 |
| Newport Heights Phases I-III | Trinity Management / Housing | 251 | \$2,531,508 | \$38,092 | \$151,762 | \$103,071 | 4.07% | \$446,060 | \$618,236 | \$410.64 | Phase I & II: 2037 Phase III: 2039 |
| Newport Heights Phase IV | Pinnacle Properties / Housing | 37 | \$376,899 | \$4,480 | \$151,076 | \$25,137 | 6.67% | \$52,458 | \$72,707 | \$679.37 | 2042 |
| Bayside Village | Bayside Village Associates | 111 | \$1,233,324 | \$3,748 | \$33,769 | \$60,837 | 4.93% | | \$60,837 | \$548.08 | Expired |
| Broadway West | West Broadway Associates | 115 | \$1,669,440 | \$10,071 | \$87,571 | \$163,447 | 9.79% | | \$163,447 | \$1,421.28 | Expired |
| Burnside Avenue | Church Community Housing | 1 | \$23,652 | \$202 | \$201,500 | \$2,360 | 9.98% | \$2,360 | | \$2,359.57 | Expired |
| Callender Avenue | Church Community Housing | 2 | \$38,712 | \$257 | \$128,550 | \$3,011 | 7.78% | \$3,011 | | \$1,505.32 | Expired |
| Festival Field | FF Apartments LLC | 202 | \$2,933,592 | \$11,832 | \$58,573 | \$192,028 | 6.55% | | \$192,028 | \$950.64 | Expired |

| Development Name | Owner | Units | Annual Potential Rent | Assessment in thousands | Assessed Value Per Unit | Taxes Assessed | Taxes as % of Potential Rent | Tax Estimate at Res Rate | Tax Estimate at Com Rate | Taxes Per Affordable Apartment | Expires (Date) |
|--|------------------------------|------------|-----------------------|----------------------------|-------------------------|----------------|------------------------------|--------------------------|--------------------------|--------------------------------|----------------|
| Friendship Street | Church Community Housing | 1 | \$28,116 | \$286 | \$285,900 | \$3,348 | 11.91% | \$3,348 | | \$3,347.89 | Expired |
| Rolling Green Village | Rolling Green Associates | 201 | | \$6,777 | \$33,714 | \$109,984 | | | \$109,984 | \$5,47.19 | Expired |
| Chapel Manor | Housing Authority of Newport | 24 | | \$14,750 | | | | | | | NA |
| Chapel Terrace | Housing Authority of Newport | 68 | | \$8,468 | | | | | | | NA |
| Coddington Manor | Housing Authority of Newport | 36 | | \$3,421 | | | | | | | NA |
| Deblois Street | Housing Authority of Newport | 8 | | \$480 | | | | | | | NA |
| Donovan Manor | Housing Authority of Newport | 85 | | Combined with Chapel Manor | | | | | | | NA |
| Earl Avenue | Housing Authority of Newport | 20 | | \$2,759 | | | | | | | NA |
| Edgar Court | Housing Authority of Newport | 37 | | \$3,279 | | | | | | | NA |
| Park Holm | Housing Authority of Newport | 159 111 | | \$32,321 | | | | | | | NA 2054 |
| Pond Avenue | Housing Authority of Newport | 39 | | \$3,128 | | | | | | | NA |
| Light Blue — Tax stabilization agreement already in place Light Green — Expired deed restrictions, not eligible for 8% cap Light Orange — Owned by Housing Authority of Newport, payment in lieu of taxes agreement in place with City of Newport NA — Not Applicable | | | | | | | | | | | |

Inclusionary Zoning

Cities that wish to make LMI housing more prevalent within their borders may adopt an inclusionary zoning measure in their code of ordinances. Inclusionary zoning programs vary from city to city, but in general they require a certain percentage of new construction to include housing that will be affordable for residents with low to moderate incomes. Newport does not have an inclusionary zoning ordinance in place, but 17% of the City's housing stock is LMI housing; much larger than the state's averages of 10%.

The rent of a public housing unit is determined by the residents' ability to pay. Rents are set at 30% of the resident's family income and are adjusted annually. Income limits are established by HUD and administered through Rhode Island Housing. The most current information regarding affordable housing can be found at the Rhode Island Housing Corporation website: <http://www.rhodeislandhousing.org>.

Senior Housing

Newport's population is aging in place. The last decade has seen an increase in older age groups in Newport. An increasing share of the population nationwide is 65 and over, and this share is expected to increase. According to 2000 Census figures, 3,974 persons living in Newport were over the age of 62. In 2010 4,389 persons were over the age of 62, amounting to 17.8% of the total population. The median age of the Newport's population went from 34.8 in the 2000 US Census to 36.4 in the 2010 US Census. The City of Newport has also seen an increase in seniors living in poverty. According to 1999 income levels, 272 persons of age 65 and older lived below poverty line, translating to eight percent of the total population aged 65 and older. In the 2010 Census category Age by Ratio of Income to Poverty Level those 65 and older were estimated to comprise 10% of the population of 3,411, or 355 persons in the cohort of 65 and older living below the poverty line.

The City of Newport utilizes the Community Development Block Grant (CDBG) funding rehab loan program for low income senior citizen property owners seeking money for home repairs. The program allows seniors the flexibility of staying in their homes by providing funding for small-scale repairs and improvements.

Depending on their health and mobility, senior citizens have differing housing needs that may be addressed through location, design, and management. These range from independent housing options (such as in-law apartments, senior apartments and housing for the elderly) to semi-independent options (such as congregate care or semi-independent living centers) to dependent living arrangements, which include life-care facilities and skilled nursing facilities. So that Newport citizens may remain in the community, it is important to provide a mix of housing and facilities options that address the needs of these different groups.

A good example of housing for seniors is the Henderson Home for Aged Men. The home was established in 1909 and provides housing for male seniors in the community. Henderson Home is maintained and operated by five commissioners appointed by the Mayor and City Council of Newport and operating costs are covered through municipal funding sources and rental incomes.

Regional Considerations

As the only city in Newport County, Newport serves as the location for many facilities and services that benefit the entire county and beyond. Various components of the city's housing stock (public housing, subsidized housing, and the Fifty Washington Square transitional facility) serve populations from a wide geographical area.



Recently the Diocese of Providence has started rehabilitating the St. Clare Nursing Home. The St. Clare project creates senior housing options from skilled nursing to assisted living facilities and independent living quarters for seniors. The aging of Newport's population may require encouraging other senior housing projects, allowing Newport's senior citizens to remain near family, friends and requisite services at an affordable rate. Whether constructing single family, multi-family housing, or group quarters with seniors in mind, providing living spaces for an aging Newport population is a necessity.



In meeting future needs, it will be important for all Newport County communities to work together to ensure equity in the geographic distribution of housing facilities to serve financially disadvantaged populations. All communities on Aquidneck Island should share in the provision of shelter and services to local residents.

Future Housing Needs

For purposes of planning to meet future housing needs, the State has adopted the geographic division of the State into six housing market areas. These areas relate to the housing delivery system of HUD as it has implemented housing construction in Rhode Island for low- and moderate-income persons and families.

Newport falls within the East Bay Market Area, along with Barrington, Bristol, Jamestown, Little Compton, Middletown, Portsmouth, Tiverton, and Warren. In 2010, the share of Households for the East Bay Market Area was 54,061. This represents a decrease of 200 Households from 2000. (Source: Rhode Island, Regional Analysis of Impediments, August 2015).

In planning for future housing in the community, it is important to consider the fiscal impacts on the city's property tax base. State Law provides the basis for property tax exemptions under the General Laws of Rhode Island.

One fiscal issue relevant to subsidized housing is the cost of city services related to these facilities. It has been estimated that, in 1990, approximately 16.8% of all children in the public school system lived in public housing, and an additional 19.4% lived in military housing. An in-depth cost analysis of this situation is beyond the scope of this Comprehensive Plan; nevertheless, it is important to note that the federal government's formula for supporting military housing students in the local school system provides for less than 10% of the expense for that student. The State support for students from public housing is even less. While this support is helpful, it in no way defrays the cost of educating a student living in housing that does not generate supportive taxes.

Homelessness

Statewide statistics show that in 2014, there were 4,067 people experiencing homelessness, which is just about 400 less than there were in 2013. It is important that individuals, families, and children who are homeless maintain their connection to the community where their support systems, both personal and institutional, exist. Homelessness is a problem that does not follow jurisdictional borders. As such, there are a number of regional efforts to support the homeless in Rhode Island.

An Aquidneck Island volunteer group called the Newport County Citizens to End Homelessness has a goal to educate the community about issues surrounding homelessness. They host a number of events throughout the year, including a weeklong event that encourages communities, civic organizations, religious congregations, and the general public to think about the needs of homeless individuals.

The Rhode Island Coalition for the Homeless (RICH) acts on the statewide level. The Coalition's mission is to pursue comprehensive and cooperative solutions to the issues of housing and homelessness. RICH pursues cooperative and comprehensive solutions to the issues of affordable housing and homelessness; including public policies and funding that supports the elimination of homelessness and encourages the creation of all types of affordable housing. Above all, their goal is to help the men, women, and children experiencing homelessness by improving their quality of life.



Based on U.S. Census data, State population projections show decreases in Newport's population through the year 2040. Specifically, the population in Newport is projected to be 18,758 in 2040. This means that around 9,195 housing units will be required to house the projected population, significantly less than the 13,170 that Newport had in 2014. Given this trend, significant growth in the City's housing stock is not expected, however, the city may experience housing redevelopment and modifications to serve the needs of an aging population.

There are four shelter and two transitional housing programs serving Newport: the McKinney Shelter with a capacity of 19 men and 6 women; Child and Family Supportive Housing with a capacity of 9 mothers and their children; the Women's Resource Center with a capacity of 8-11 women who have experienced domestic violence and their children; and Lucy's Hearth with a capacity of 10 mothers and their children. Lucy's Hearth is expanding into a new facility that will have 16 units. Transitional housing programs are located at 50 Washington Square accommodating 12 men and 4 women; and 4 units of transitional housing for mothers and their children sponsored by Lucy's Hearth. However, none of these shelters or transitional facilities are able to accommodate two-parent families with children or a male single parent family with children.

Housing First is a supportive housing program that provides vouchers for persons who meet the criteria of chronic homelessness which is one episode of homelessness lasting a year or four episodes within two years. Many of the participants in the Housing First Program have mental illness or substance use issues. Case managers assist residents in accessing a wide array of support services. Homeless individuals and families who receive a voucher often have a difficult time finding a suitable unit in Newport because rents are higher than what is allowed by the voucher program criteria or the units do not pass inspection. Housing First vouchers are administered by Riverwood Mental Health Services.

The Seaman's Church Institute is able to open its facilities as an overnight winter emergency shelter for individuals who are homeless and cannot be accommodated in existing shelters. The facilities are not suitable for families with children; however, families with children may be sheltered in local motels with funds contributed by the Housing Hotline. The Housing Hotline is an agency of last resort for the homeless without any immediate resources. The agency's goal is to keep homeless people safe, putting them up in local motels for brief periods of time, if necessary, while assisting them to find more permanent accommodations. Two other agencies that assist the homeless in finding shelter or permanent housing are Turning Around Ministries (TAM), mainly working with previously incarcerated individuals, and Operation Stand Down, working specifically with veterans.

In recent decades, a growing appreciation for historic preservation has led to wide-scale historic rehabilitation of owner- and renter-occupied homes nationwide. In Newport, preservation efforts and rehabilitation have been an important factor in bolstering civic pride, maintaining neighborhood integrity, and revitalizing the city. However this activity has resulted in displaced tenants who cannot afford to pay the increased, after-rehabilitation rents, which can ultimately lead to neighborhoods with less socioeconomic diversity.



Gentrification in some neighborhoods has displaced tenants who cannot afford to pay increased rents due to rehabilitation. This leads to less diversity in neighborhoods.

In recent years, the goals of affordable housing and historic preservation have been combined. With assistance from the City's Community Block Development Grant funds, Church Community Housing Corporation has purchased and rehabilitated existing buildings to become permanently affordable housing. The combination of affordable housing and historic preservation will continue to be important to preserve the diversity and the character of the city's neighborhoods.

5.2 Goals and Policies

Goal H-1

To preserve and protect existing housing resources in the community.

- Policy H-1.1** The City will support on-going programs to educate property owners of City plans, codes, standards and other applicable information.
- Policy H-1.2** The City shall make a priority the enforcement of codes that relate to the protection of existing housing and neighborhoods.
- Policy H-1.3** The City shall continue to promote the repair, revitalization or rehabilitation of residential structures and neighborhoods.
- Policy H-1.4** The City shall encourage resident involvement in identifying and addressing the maintenance of housing in their neighborhood.

Goal H-2

To preserve and enhance existing moderate workforce and low moderate income (LMI) housing.

- Policy H-2.1** The City shall emphasize the provision of housing that is priced to meet the needs of Newport's workforce.
- Policy H-2.2** The City shall track city housing, including permits for new construction and improvements, demolitions, sales, occupancy and other data.
- Policy H-2.3** The City shall monitor public and private actions to identify potential negative impacts on the supply of workforce and LMI housing.
- Policy H-2.4** The City shall consider the impact of proposals for rehabilitated housing in regards to meeting the housing needs of workforce and LMI housing.
- Policy H-2.5** The City shall work with neighboring towns, state and federal governmental agencies and other public and private organizations to take full advantage of funding opportunities and initiatives in support of workforce and LMI housing.

Goal H-3

To reduce the percentage of seasonally vacant homes and increase neighborhood stability and vitality.

Policy H-3.1 The City shall identify and implement actions to limit or reduce the percentage of City homes that are vacant on a seasonal basis, focusing on neighborhoods most affected by these homes.

Policy H-3.2 The City shall identify and implement actions to enforce short term rental regulations.

Goal H-4

To expand housing to address Newport’s senior population.

Policy H-4.1 The City shall support market based efforts to accommodate the City’s aging population, both in terms of new housing options and assistance to allow aging homeowners to remain in their homes.

Policy H-4.2 The City shall improve and accommodate seniors and disabled individuals within LMI housing assets.

Policy H-4.3 The City shall evaluate innovative ideas to utilize secondary units and accessory structures that can be used for senior housing.

5.3 Implementation Actions

The following are the implementation actions for the goals included in the Housing Element.

| Goals & Actions | City Objectives | | | | | | | | Priority | Time | Responsibility / CIP |
|--|-----------------|-----------|-------|-------------|---------------|-------|---------|-----------|----------|----------|--|
| | Prosperous | Beautiful | Happy | Destination | Collaborative | Smart | Healthy | Resilient | | | |
| | Cost | | | | | | | | | | |
| GOAL H-1: To preserve and protect existing housing resources in the community. | | | | | | | | | | | |
| A) Establish an educational program to help property owners learn about City plans, codes, standards, and other applicable information. | ■ | | | | ■ | | ■ | | Mid | Mid | <ul style="list-style-type: none"> City Manager |
| B) Enhanced enforcement of life safety, parking, noise and property maintenance codes as a means of protecting property value, promoting stability and neighborhood quality of life. | ■ | ■ | | ■ | | | ■ | | High | On-going | <ul style="list-style-type: none"> City Manager Police Zoning Enforcement Building |

| Goals & Actions | City Objectives | | | | | | | | Priority | Time | Responsibility / CIP |
|--|-----------------|-----------|-------|-------------|---------------|-------|---------|-----------|-----------------------|------------------|---|
| | Prosperous | Beautiful | Happy | Destination | Collaborative | Smart | Healthy | Resilient | | | |
| | Cost | | | | | | | | | | |
| C) Establish a compliance to encourage efficient and effective reporting and incident management. | | | | | ■ | | ■ | | Mid No Cost to \$ | Mid | • City Manager |
| D) Provide sufficient staff, training, legal support and budget to implement a comprehensive program of education, assistance and compliance enforcement. | ■ | ■ | ■ | ■ | ■ | | ■ | ■ | Mid \$ -- \$\$ | Mid | • City Council |
| E) Preserve and enhance the inventory of low-to-moderate income (LMI) housing, particularly as it relates to serving the elderly and citizens with disabilities. | ■ | | | | ■ | | | ■ | High No Cost to \$ | Mid & On-going | • Planning and Zoning Board • Housing Authority |
| F) Explore funding a Housing Trust Fund that would incentivize and / or complement other funds to create affordable housing | ■ | | ■ | | | | | ■ | High \$ - \$\$ | Short | • City Council • City Manager • Housing Authority |
| G) Continue to seek and acquire funding for improving and enhancing affordable housing conditions. | ■ | ■ | | | ■ | | ■ | ■ | Mid \$ | Mid & On-going | • City Council • City Manager • Housing Authority (In CIP) |
| H) Continue to administer CDBG programs for residential housing rehab, lead abatement and code improvements to address health, safety, ADA standards and other applicable standards. | ■ | ■ | | | ■ | | ■ | ■ | High \$ - \$\$ | Short & On-going | • City Manager • Housing Authority (In CIP) |
| I) Encourage the creation and use of neighborhood watch programs to identify and resolve issues in a timely manner. | | | ■ | | | | ■ | | Mid No Cost to \$ | Mid | • Neighborhood Associations • Police |
| J) Identify neighborhoods at risk due to flooding and sea level rise and investigate options to help fund or otherwise support appropriate improvements to eliminate or reduce damage from flooding. | ■ | | | | ■ | | ■ | ■ | High \$\$\$ | Short & On-going | • City Council |

| Goals & Actions | City Objectives | | | | | | | | Priority Cost | Time | Responsibility / CIP |
|--|-----------------|-----------|-------|-------------|---------------|-------|---------|-----------|-----------------------------|------------------|---|
| | Prosperous | Beautiful | Happy | Destination | Collaborative | Smart | Healthy | Resilient | | | |
| K) Assess the extent of homelessness, its impact on city services, determine the resources needed to address homelessness, and take a leadership role, in partnership with community-based agencies, to meet the needs of individuals and families who are homeless. | ■ | | ■ | | ■ | | ■ | ■ | High \$ - \$\$ | Short & On-going | <ul style="list-style-type: none"> City Manager Housing Authority |
| GOAL H-2: To preserve and enhance existing moderate workforce and low moderate income (LMI) housing. | | | | | | | | | | | |
| A) Monitor Newport's housing market data and trends through new development, sales, and other market transactions. | ■ | | | | | ■ | | ■ | Mid No Cost to \$ | Short & On-going | <ul style="list-style-type: none"> City Manager Chamber |
| B) Provide appropriate links on the City's web page to sites where residents can easily access, search, analyze, and interpret housing data. | ■ | | | | | ■ | | | Mid No Cost to \$ | Short & On-going | <ul style="list-style-type: none"> City Manager Engage Newport |
| C) Provide City leadership with semi-annual reports containing updates of appropriate data. | ■ | | | | | ■ | | | Mid No Cost | Short & On-going | <ul style="list-style-type: none"> City Manager |
| D) Use market data to evaluate progress in accomplishing related Plan goals and policies at least annually, and make any necessary plan/program adjustments. | ■ | | | | ■ | ■ | | ■ | Mid No Cost | Mid & On-going | <ul style="list-style-type: none"> City Council City Manager |
| GOAL H-3: To reduce the percentage of seasonally vacant homes and increase neighborhood stability and vitality. | | | | | | | | | | | |
| A) Continue aggressive efforts to accomplish economic diversification goals as a means of increasing full time residential occupancy. | ■ | | ■ | | | ■ | | ■ | High \$\$\$ | Short & On-going | <ul style="list-style-type: none"> City Council |
| B) Investigate the potential of creating a market for temporary use of vacant seasonal rentals by business employees (short term extended residence) or to fill other unique needs which may not be met currently by the market. | ■ | | | | | | | | Mid to Low No Cost to \$ | Mid | <ul style="list-style-type: none"> Realtors Chamber |

| Goals & Actions | City Objectives | | | | | | | | Priority | Time | Responsibility / CIP |
|--|-----------------|-----------|-------|-------------|---------------|-------|---------|-----------|-------------------------------------|----------------|---|
| | Prosperous | Beautiful | Happy | Destination | Collaborative | Smart | Healthy | Resilient | | | |
| | | | | | | | | | Cost | | |
| C) Investigate the feasibility of establishing a (confidential) "registry" of seasonally vacant homes, to be maintained by public safety officials as a means of enhancing awareness and security. | ■ | | | | | | | ■ | Mid to Low ———— No Cost to \$ | Mid | <ul style="list-style-type: none"> • Landlords • Realtors • Police |
| GOAL H-4: To expand housing to address Newport's senior population. | | | | | | | | | | | |
| A) Create incentives for developing and/or converting units to meet the needs of senior citizens. | ■ | | ■ | | | | | ■ | Mid ———— \$ | Mid & On-going | <ul style="list-style-type: none"> • City Council • Housing Authority |
| B) Evaluate the City's Zoning Code to allow more flexibility in the use of accessory structures and secondary units to accommodate senior housing. | ■ | | ■ | | | | | ■ | Mid ———— \$ | Mid & On-going | <ul style="list-style-type: none"> • City Council • Housing Authority |

5.4 Newport Neighborhoods

Neighborhood Areas

Given the City's united vision it is important that the Comprehensive Plan provides goals and policies to strengthen and protect Newport as a whole while still protecting these neighborhood areas. Newport has 19 identified areas, all of which have their own character and identity. Together, they help create the social fabric that makes the city so unique. This section describes and examines each of the 19 neighborhood areas. It should be noted that for purposes of this plan, the term "neighborhood" is used broadly and includes not just conventional single family home areas, but defined areas with mixed and institutional uses as well. Map 5-7 shows the location of each neighborhood.

Broadway

The Broadway neighborhood is oriented to this major arterial and extends from the Middletown line southerly to Marlborough Street. The "width" of the neighborhood varies considerably as one travels along the corridor. Newport City Hall anchors its south end and most of the neighborhood is characterized by medium-density residential, civic uses and neighborhood scale retail and services, though the relative amount of commercial and larger scale mixed use diminishes as one moves north through the corridor. The Newport Hospital is roughly at the midpoint of the corridor. In general, homes that do not front directly on Broadway are well maintained, detached single family homes on small lots.

Downtown

The Downtown neighborhood extends northerly from Memorial Boulevard to Bridge Street and east of America's Cup Avenue to Spring and Farewell Streets. A small portion of the neighborhood is located along the harbor west of America's Cup Avenue (but does not include the Long Wharf area). The neighborhood is characterized by a wide range of uses, with variable degrees of quality and maintenance. Uses range from historic homes to conventional strip retail, civic uses, restaurants and tourist oriented retail, higher density residential, institutional, hotels, marine oriented business and others. The eastern side of the neighborhood is within a Historic District, while the west edge is part of the harbor and is zoned for waterfront business. Landmarks are numerous in the neighborhood and include the Trinity Church, the Old Colony House, the Museum of Newport History, and White Horse Tavern. Public open spaces include Perrotti Park, Queen Anne Square, Eisenhower Park and Cardines Field.

Harbor / Lower Thames

The Harbor / Lower Thames neighborhood surrounds the southern portion of the Thames Street corridor just south of downtown, along Narragansett Bay. Waterfront-oriented businesses are located along the harbor, while medium-density housing and commercial businesses are found on the east side of the neighborhood along Thames Street. Some north eastern parts of the neighborhood are within a Historic District.

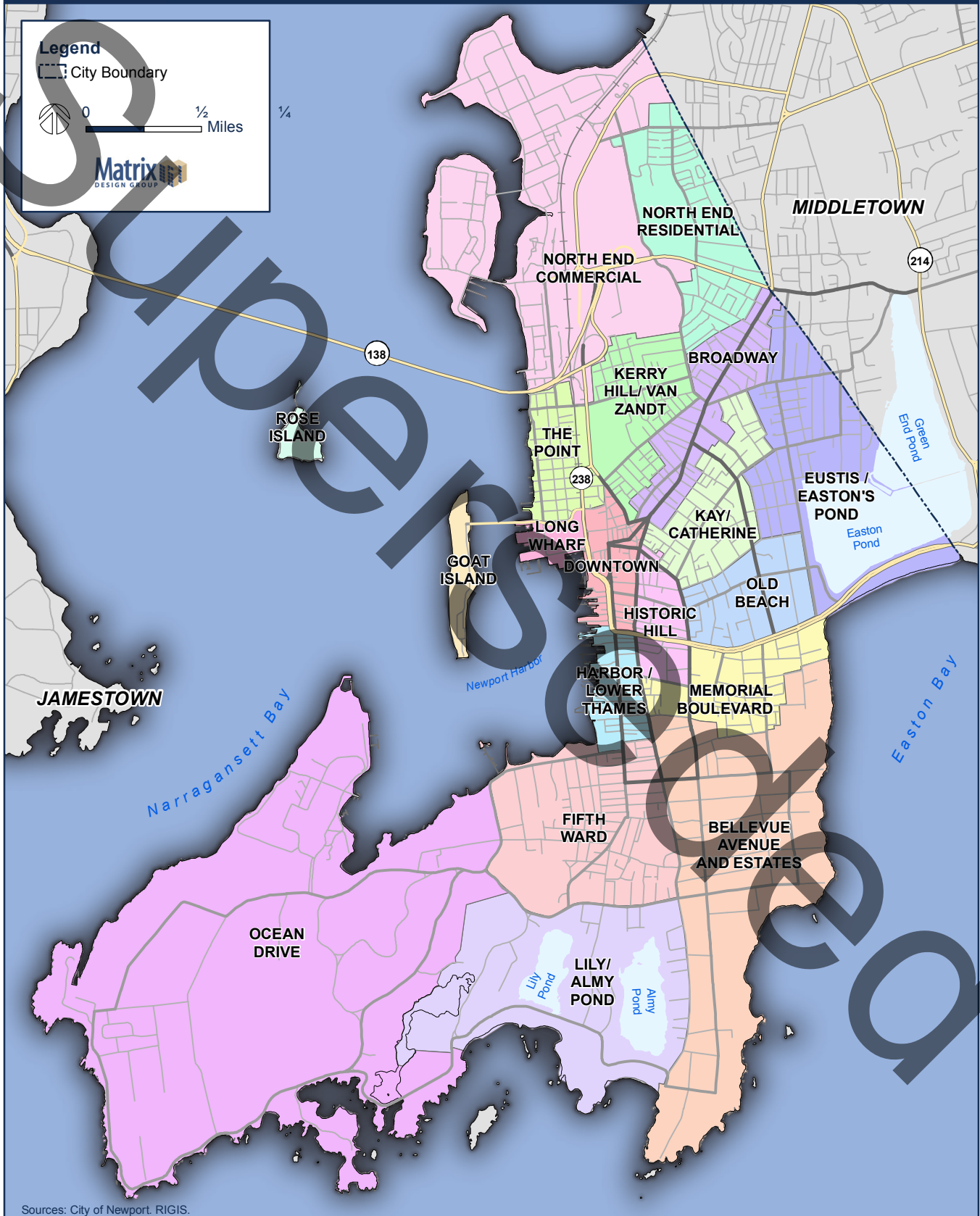
Lower Thames Street is characterized by mixed-use developments. Wide ranges of businesses occupy the lower floors of the two to three story buildings, while residential apartments occupy the upper levels. The narrow streets combine with the wide sidewalks to make this street very pedestrian-oriented. This area is one of the city's principal commercial waterfront areas and has been the focus of planned streetscape improvements.



Legend

- City Boundary

Matrix
DESIGN GROUP



Sources: City of Newport. RIGIS.

Memorial Boulevard

The Memorial Boulevard neighborhood is located just east of the Harbor/Lower Thames neighborhood and north of the Bellevue Avenue and Estates neighborhood. To the north, the neighborhood generally abuts Route 138a, to the west, Spring Street south of Bowery and then extending east to Easton Bay (including the areas north of Bowery east of Bellevue). It consists mainly of medium density residential land uses, but also includes commercial, institutional and other non-residential uses such as the Tennis Hall of Fame and Museum, the Stop and Shop Plaza, Freebody Park and lodging (e.g. Cliffside Inn, Cooney Cottage, and The Chanler at Cliff Walk). Memorial Boulevard has the highest median home values in Newport and most homes are situated on small lots oriented to a fairly regular grid street pattern. The western side of the neighborhood is designated as part of the Historic District and includes the Isaac Bell House. The Isaac Bell House was built in 1883 for its then owner, Isaac Bell. The house was later purchased in 1996 by the Preservation Society and is now a National Historic Landmark (NHL).

Long Wharf

Long Wharf abuts Newport Harbor and Downtown. This district is intensely developed and contains the Newport Shipyard and Marina, the Newport County Convention and Visitors Bureau (NCCVB), the Newport Yacht Club and major hotels. Long Wharf is a major activity node and anchors the north end of the city's primary commercial corridor.

The Point

The Point (previously known as Easton's Point) runs along Narragansett Bay directly north of Long Wharf and Downtown, and is almost entirely within the Historic District. The neighborhood is well defined by the Bay on the west, Route 138 to the north, Farewell Street to the east and Gladys Carr Bolhouse Road to the south. The area is "buffered" to the east by the former rail line and the large Brahman Cemetery. Land use in the neighborhood is almost exclusively medium-density residential, although there are a few small scale tourist commercial uses. Most of the homes are Georgian colonial, generating the highest homes values in Newport. The most famous home in the neighborhood is the Hunter House. The house is a National Historic Landmark and features furniture of the colonial era made by the Townsend-Goddard family as well as Newport pewter and paintings by the famous painter Cosmo Alexander.

The Point is also home to five parks, Arnold Park, Battery Park, John J. Martins Memorial Park Storer Park, and Ellery Park. Battery Park was built in 1877 on land previously used by Fort Greene. Storer Park is a waterfront park located south of the Hunter House. The land the park now occupies was previously owned by the Storer family until they willed the land to become a park for mothers and children.

Much of The Point is located within the 100 year flood plain and is expected to be impacted the most by sea level rise in the immediate future.

Kerry Hill / Van Zandt

Kerry Hill is located in north-central Newport, just north of downtown. Defined generally by Route 238 (Farewell Street) to the west, Garfield Street to the north, Malbone Road to the east and Warner Street to the south, it is largely made up of medium-density residential. This neighborhood includes two large cemeteries within its borders - the Common Burial Ground and Island Cemetery, located along Farewell Street on the western side of the neighborhood. These cemeteries were added to the National Register of Historic Places in 1974. Benjamin Franklin's brother, James Franklin, is interred in Common Burial Ground as are numerous other prominent colonial figures. A former Governor of Rhode Island, Charles C. Van Zandt, is interred in Island Cemetery, from which the neighborhood gets part of its name.

In general, homes are located with minimal front setbacks along a fairly well defined grid street pattern and are well maintained. This neighborhood is within walking distance of the downtown, the waterfront and has easy access to the highway, making it one of the more desirable, stable and relatively affordable neighborhoods in the city.

Bellevue Avenue and Estates

This large neighborhood is located at the southeastern edge of Newport, encompassing most of Newport's shoreline along Easton Bay. Extending north from Land's End to Parker Avenue (but also including areas farther north) and west to Coggeshall Avenue/Spring Street, this area is mainly low-density residential and institutional land uses. In general, lots are large "estate" lots of several acres, although density is generally higher in the northern portions of the neighborhood. Much of this neighborhood, along Bellevue Avenue, is part of Newport's Historic District. The area is well-maintained and includes extensive landscaping and mature trees. The primary Institutional land use is the Salve Regina University as well as historic sites and mansions, including The Breakers, The Elms, Rosecliff and Marble House. Housing values here are amongst the highest in Newport.

Historic Hill

Historic Hill is located in central Newport, adjacent to and east of the downtown. The neighborhood is bisected by Route 138A, with the southerly portion being bounded by Spring, Bowery and Bellevue. The northerly portion is bounded by Spring, Bellevue and Touro.

The southern portion is made up almost entirely by the Bellevue Shopping Center, Aquidneck Park, the Newport Public Library and Kingscote. The southern portion also contains a strip of commercial property along its frontage with Memorial Boulevard. The northern portion is more diverse and includes moderate density single family homes, Touro Park and the Newport Tower, the Hotel Viking, the Elks Lodge and the Touro Synagogue.

Newport Tower is a major historic landmark in Touro Park. The Newport Tower is also known as the Old Stone Tower, Touro Tower, and the Old Stone Mill. Historians believe that the tower was originally built in 1675 by the then Governor, Benedict Arnold. Governor Benedict Arnold is the Great-Grandfather of the infamous General Benedict Arnold. Touro Synagogue is also located in the Historic Hill neighborhood at its northern edge. Construction of the synagogue started in 1759, making it the oldest remaining synagogue in the United States. The synagogue gets its name from Abraham Touro who willed \$10,000 to the State of Rhode Island for support and maintenance.

Kay / Catherine

Located just north of Historic Hill, the Kay / Catherine Neighborhood is mainly comprised of medium-density residential. A small portion on the southern edge of the neighborhood is a part of a Historic District. The north end of this neighborhood surrounds the Newport Hospital.

Eustis / Easton's Pond

The Eustis / Easton's Pond neighborhood is located in Newport's eastern corner, adjacent to Middletown. The neighborhood consists mainly of medium density residential. Easton's Beach, along Memorial Boulevard, and Braga Memorial Field provide open space for residents. Within the neighborhood are two ponds, Easton Pond and Green End Pond. The Green End Pond lies mostly in the Town of Middletown. These ponds are used as a surface water supply for the Newport Water Division (NWD) and the Station 1 Water Treatment Plant located in the neighborhood. More about the NWD and the Station 1 Water Treatment Plant can be found in Chapter 12, Water.

Easton's Beach is also within the Eustis and Easton's Pond neighborhood. The beach is three-quarters of a mile long and features a 1950's carousel, a playground, skate park, grilling facilities, as well as the Rotunda Ballroom which hosts different events and wedding ceremonies. The beach also acts as the start of the Cliff Walk that ends in the Bellevue Avenue and Estates neighborhood.

Old Beach

The Old Beach Neighborhood is located in central Newport, and functions primarily as a residential neighborhood. Old Beach also has a few institutional draws, such as the St. Michael's School, the Newport Art Museum, and the historical Redwood Library & Athenæum within its boundaries. As such, the neighborhood is almost entirely within the Historic District. The Redwood Library & Athenæum is the oldest lending library in America and holds more than 160,000 volumes. The library gets its name from its founder, Andrew Redwood.

The Newport Art Museum is located in the southwest corner of the Old Beach neighborhood. The museum was originally run by an association called the Art Association of Newport (AAN) and they showcased its first exhibition in 1912. The AAN incorporated an art school into its facility just a year later. The museum officially became a public art museum in 1915.

Goat Island

This neighborhood is a small island abutting Narragansett Bay to the west and Newport Harbor to the east, connected to the mainland only by Gladys Carr Bolhouse Road, known locally as The Causeway. This island previously housed the U.S. Navy Torpedo station, which manufactured torpedoes during WWI and WWII. The island was redeveloped into a marina in the 1960's. Goat Island got its name due to the early Newport residents who pastured goats on it.

Goat Island is home to the Newport Harbor Lighthouse. This lighthouse was constructed in 1842 and was built as a replacement for an earlier lighthouse that wasn't adequately lighting the reefs on the north end of Goat Island. The Newport Harbor Lighthouse underwent renovation in 2006 and is listed on the National Register of Historic Places. Other uses present on Goat Island are a hotel, condominiums, the Belle Mer convention center, and the Goat Island Marina.

Rose Island

This neighborhood is an 18 acre island, one mile into Narragansett Bay. The island is home to the Rose Island Lighthouse and museum as well as a wildlife refuge. The lighthouse is in operating condition and is open for visitors from July 1 to Labor Day. The Rose Island Lighthouse was built in 1869 was renovated in 1984. The lighthouse is unique in that it is operated fully by working vacationers. Those who wish to operate the lighthouse sign up for a week at a time and assist in its operation. The Rose Island Lighthouse is listed on the National Register of Historic Places.

Lily / Almy Pond

Lily / Almy Pond is located along Newport's southern border along the Atlantic Ocean. The neighborhood surrounds two large ponds—Lily and Almy. This neighborhood is characterized by large open spaces with the two ponds as the neighborhood's center. Most of this neighborhood, except for the residential area on the east side, is in the Historic District. Housing rents here are amongst the highest in Newport. The scenic Ocean Avenue also extends from the Ocean Drive neighborhood into the Lily / Almy Pond neighborhood.

This neighborhood also has three beaches within its borders, including Hazard's Beach, Gooseberry Beach, and People's Beach. Hazard's Beach became privatized in the 1950's and prides itself on being a family beach. Gooseberry Beach is setback in a cove and features a café that serves its patrons. Gooseberry is technically a private beach even though it is open to the public. Reject's Beach is at the southeast end of Bailey's Beach and has no parking, beach staff, or clubhouse. As patrons have to access People's Beach on foot, this beach it is often times less populated and more private than Newport's other beaches.

Fifth Ward

The Fifth Ward neighborhood is located in south-central Newport, partially abutting the Newport Harbor. The neighborhood contains mostly residential properties, both low and medium density, a handful of commercial sites and the city's high school. In general density is higher in the neighborhood's northeast section. The Breakers

Stable & Carriage House is located in the Fifth Ward. The Stable & Carriage House was owned by the Vanderbilt family who also owned The Breakers mansion located in the Bellevue Avenue and Estates neighborhood.

The Fifth Ward neighborhood is also characterized by its parks and open spaces. King Park, Spencer Park, Morton Park, and Murphy Field all reside within the neighborhood. King Park features a gazebo that is used for concerts, a small beach area, open space for picnicking, and a concrete boat ramp. As the northern portion of the Fifth Ward neighborhood is located along the waterfront, this neighborhood is at risk for flooding due to sea level rise.

Ocean Drive

Ocean Drive is a large peninsula on Newport's southwest edge, bordered by the Atlantic Ocean and Narragansett Bay. The majority of this neighborhood is within the Historic District, consisting mostly of low-density residential and open space. Within the neighborhood are the two state parks—Fort Adams State Park and Brenton Point State Park. Fort Adams is a former Army post established in 1799 and is now home to the annual Newport Jazz Festival, as well as the Newport Folk Festival. The State of Rhode Island completed upgrades to the pier located at Fort Adams State Park in 2015.

Another major attraction of the Ocean Drive neighborhood is Ocean Avenue, where this neighborhood gets its name. Ocean Avenue offers scenic views of the Atlantic Ocean and a number of historic homes. The Ocean Drive neighborhood has some of the highest rents in Newport, but also includes the lowest overall density in the city.

North End Commercial

The North End Commercial Neighborhood is located in Newport's northwestern edge, along Narragansett Bay. The majority of this neighborhood is federally owned for the naval Academy Preparatory School and the Newport Navy base. Some parts that are not federally owned are medium density residential, but this neighborhood mainly consists of commercial developments. The US Naval War College Museum is located in the North End Commercial neighborhood on Coasters Harbor Island.

The North End Commercial neighborhood is also home to the plan for the Newport Innovation Hub. The goal of this plan is to redesign the Claiborne Pell Bridge and develop the newly available land into a hub of businesses with a focus on innovation, sustainability, and civic economic development. The Innovation Hub is still in the planning stages.

North End Residential

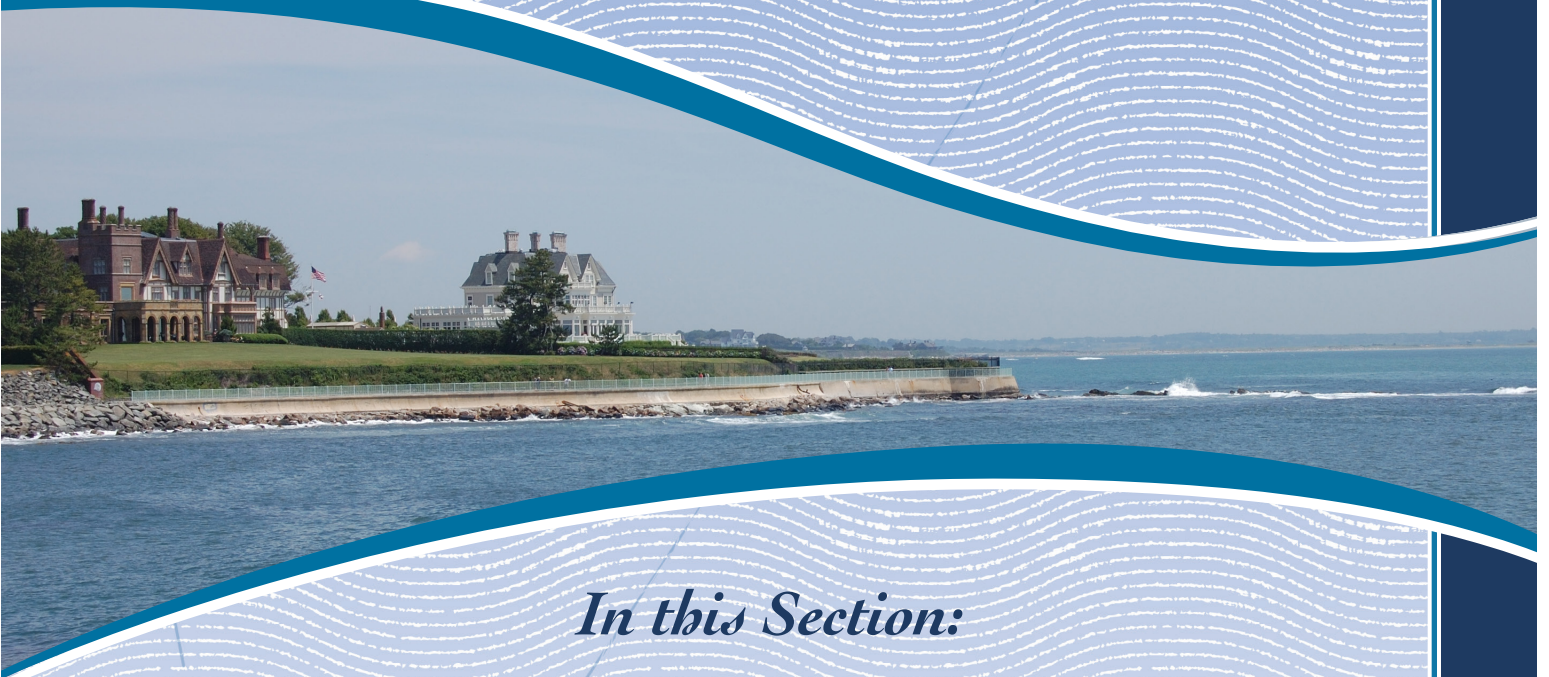
The North End Residential Neighborhood is directly east of the North End Commercial Neighborhood, along Newport's northern border, and adjacent to Middletown. The neighborhood is mainly comprised of medium-density residential with commercial throughout. There is ample open space in the form of Miantonomi Memorial Park. This park is a part of Newport's long and rich history. The land that the park is situated on originally was owned by the Narragansett Native American tribe. The park is named after the Tribe's Chief, Chief Miantonomi. The park is also home to the Memorial Tower that was built in 1929 to commemorate the 150th anniversary of the battle of Rhode Island.

The North End Residential also contains the Claiborne Pell Elementary School within its boundary. This school is a symbol of Newport's future. There are currently around 850 students enrolled at the school. Information about the school's sustainable design and energy efficiency can be found in Chapter 11, Energy. Also in the North End Residential neighborhood are the Newport Heights. Newport Heights is a mixed income redevelopment project funded by the U.S. Department of Housing and Urban Development. This complex provides a mix of affordable rental and for sale housing.

Please see the next page.

Suppressed

Healthy and Vibrant Communities



In this Section:

Chapter 6 Community Services & Facilities

Services provided by the City of Newport, non-profits, local organizations, and some private companies, support the well-being and safety of residents and visitors in Newport.

Chapter 7 Transportation & Circulation

Transportation and mobility act as the veins of a community. They allow for the swift and efficient movement of citizens from one destination to the next. A comprehensive transportation network has the potential to create healthy and active lifestyles for citizens.



Please see the next page.

6 Community Services & Facilities



City governments have many responsibilities to their citizens including the provision of community services and facilities. These services and facilities contribute to the public's quality of life and can help lay the foundation for transforming a city into a more desirable place to live, work, and play. This chapter examines the community services and facilities that the City of Newport offers its residents and visitors. It should be noted that services and facilities related to potable water, wastewater and storm water are addressed separately in Chapter 12, Water.

Since Newport's year round population is projected to continue to decline over the next 20 years, there are no anticipated increases in the amount of services or facilities required. Between 2000 and 2010, Newport's total full-time population decreased by 6.8%, from 26,475 to 24,672 persons, a loss of 1,803 persons, but the estimated visitor population per year averaged



Although there is an overall decrease in the Newport population, the city experiences an expansion of population in the summer season due to summer residents and tourists. The city must take this into consideration when planning for services and facilities throughout Newport.

3.5 million. Unlike the majority of cities and towns in the State, Newport projections for some citywide services must take into account the number of secondary residences and visitors requiring the use of city services and facilities at various times throughout the year. As a result, the focus of this chapter is to assess community needs, goals, and strategies in order to maintain a high level of service to residents and visitors.

6.1 Existing Conditions

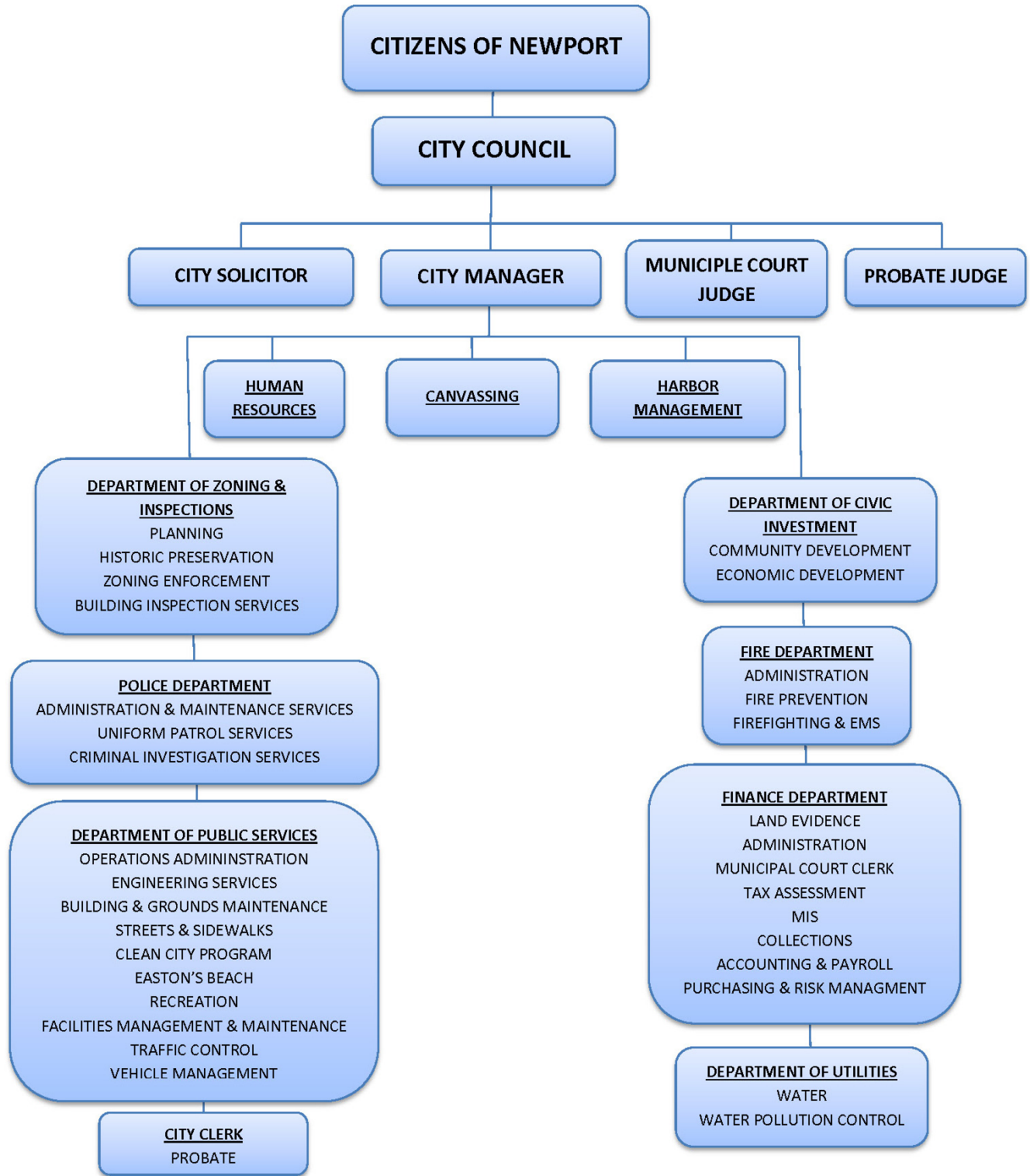
Government Structure

The City of Newport, by charter, is governed by a Council-Manager form of government. There are a total of seven Council members elected to serve every two years. Four members serve at large and three members serve from an electorate of voters from three specific wards of the city. The Chair and Vice-Chair of the City Council are in turn elected from the at large Councilors by the entire City Council membership. The Chair is then granted the Title of Mayor and presides over all meetings of the Council and for all ceremonial purposes. The Council is empowered to enact local legislation, adopt budgets, and determine policy.

The City Manager serves at the pleasure of the Council and is authorized to execute the laws and administer the government of the city. Under the provisions of the City Charter, the City Manager is responsible for the appointment of department heads within the City administration. Eight departments report directly to the City Manager. Figure 6-1 displays the City of Newport's organizational chart.

In addition to the Manager, the Council appoints a City Solicitor, Probate Judge, and Municipal Court Judge. With the exception of the School Committee, whose members are elected through City-wide elections, members of City Boards and Commissions are appointed by the Council to serve for definitive terms. The City Council is also charged with acting as the Board of License Commissioners.

Figure 6-1 – City of Newport Organization Chart



Source: City of Newport 2016 Management Chart

City Boards and Commissions

City governance receives assistance from residents of the city who voluntarily serve on the City's many boards and commissions. As stated above, members of these boards and commissions are appointed by the Council to various fixed length terms of appointment. This approach helps instill new vitality into the composition of boards and commissions as member terms expire periodically. Some boards and commissions, particularly those dealing with land use matters, receive staff support from specific departments. Support resources include the preparation of agendas and minutes, written decisions, public accessibility for records pertaining to agenda items and cases heard before these public bodies.

Public Access to Information

Effective and open communication between the city and residents is crucial in maintaining a relationship of trust. It is important to provide citizens with information on City procedures, requirements for permits, and the status of matters pending before City Council and its various boards and commissions. State Statute and the City Code of Ordinances specify the information required to be maintained by City departments. Statute also provides requirements pertaining to the public's access to information as well as the notification process and access to various types of municipal activities. The federal Americans with Disability Act (ADA) also provide additional requirements with which the City must comply relative to the physical accessibility of records, municipal meetings, assemblies, and related activities.

The schools, public library, police station, and City Hall provide locations at which public access is provided to administrative records as well as meetings and municipal and public assemblies. The City's website provides information related access to a number of City departments in addition to contact information for continued follow-up.

Newport Public Facilities

Municipally owned and/or operated public facility buildings in the City of Newport are listed in Table 6-1. These public facility buildings include City Hall, administration buildings, schools, community/senior centers, public library, fire stations, and police stations. Public infrastructure related to waste disposal, although privately owned, provide a public service for the community and are thereby included in the list. The names and numbers in the reference table found below correspond to Map 6-1.

Table 6-1 – Newport Public Facilities

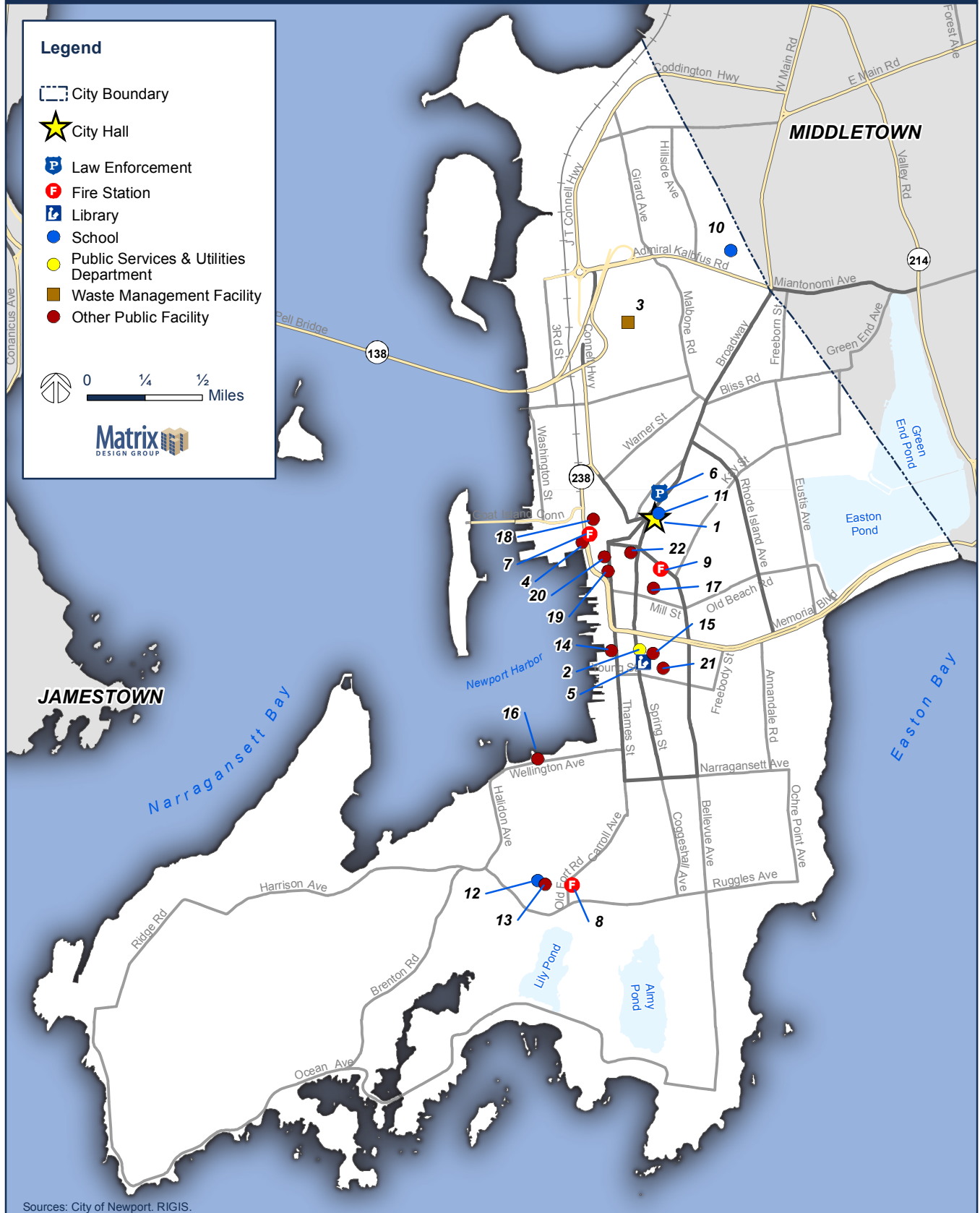
| Label | Name | Label | Name |
|-------|--|-------|--|
| 1 | City Hall | 2 | Department of Public Services |
| 3 | Waste Management | 4 | Harbor Master's Office |
| 5 | Newport Public Library | 6 | Newport Police Department |
| 7 | Newport Fire Department Station 1 | 8 | Newport Fire Department Station 2 |
| 9 | Newport Fire Department Station 5 | 10 | Pell Elementary School |
| 11 | Thompson Middle School | 12 | Roger High School |
| 13 | Newport Area Career and Technical Center | 14 | Ann St Pier/ Armory/ Maritime Center |
| 15 | Martin Recreation Center | 16 | King Park Pavilion and Recreation Facilities |
| 17 | Boys & Girls Club | 18 | Cardines Field |
| 19 | Mary St Parking Lot Restrooms | 20 | Brick Market |
| 21 | Edward King House | 22 | Henderson Home |



Newport Public Facilities Map

Legend

- City Boundary
- City Hall
- Law Enforcement
- Fire Station
- Library
- School
- Public Services & Utilities Department
- Waste Management Facility
- Other Public Facility



Sources: City of Newport, RIGIS.

Public Services

The Department of Public Services is comprised of the following divisions: Operations Administration, Engineering Services, Buildings and Grounds Maintenance, Streets and Sidewalks, Clean City Program, Easton's Beach, Recreation, Facilities Management and Maintenance, Traffic Control, and Vehicle Management. The department provides services related to the infrastructure of the City of Newport. The services and facilities managed by this department include, but are not limited to, the City's roadways, parks, structures, vehicle fleet, as well as the recycling and solid waste program. The responsibilities of the Department of Public Services include the guidance of work tasks and division resources, overseeing outside consultants / contractors, development of special projects, strategic planning, coordination with regional, state, and federal agencies, and securing funding that is used to subsidize local public works projects. The divisions within the department, which specifically address day-to-day public issues, are described in the following paragraphs.

Engineering Services

The Engineering Division has a wide range of responsibilities, including issuing appropriate Excavation/Obstruction permits for work done on the City's transportation network; maintaining records of utilities within City rights-of-way; overseeing the Sidewalk Inspection Program; formulating designs and specifications for City projects that have a focus on transportation infrastructure; and fulfilling the engineering needs of all other City departments.

Buildings and Grounds Maintenance

The Buildings and Grounds Division maintains the cleanliness, structural, and operational integrity of all public facilities within Newport. This entails the day-to-day maintenance of City parks, historic cemeteries, roadsides, Cliff Walk, the grounds surrounding City buildings, and Newport's urban forest. The division also oversees any private contractor clean up used for various property related projects and maintenance activities. This includes the preparation of athletic fields for recreational leagues and middle school, high school, and collegiate teams. Additionally, the Buildings and Grounds Division provides maintenance and the installation of park infrastructure like benches, fountains, and playground equipment. This division is also responsible for the oversight of the Tree Donation Program and grant writing for the program.

Vehicle Management

The Vehicle Management division is responsible for the administration and oversight of the comprehensive vehicle preventive maintenance program as performed by First Vehicle Services. The division is tasked with responsibility of fleet replacement, managing the gasoline distribution system; surplus using used equipment, and maintaining the vehicle inventory and registrations. The repair facility operated by the Vehicle Management Division is licensed by the State as an Official Inspection Station.

Clean City Program

One way the City has been improving services is to spend more resources on moving Newport towards achieving a more sustainable footprint through the implementation of the Clean City Program.



The Clean City Program is responsible for the overall management of the City's residential refuse and recycling collection programs under the direction of the Department of Public Services. This includes the collection and management of solid waste, recyclables, bulky waste, and yard waste, including holiday tree removal. Important components of the Clean City Program that help keep Newport clean include litter collection within the public rights-of-way and on City grounds, graffiti removal and mitigation, and street cleaning.

Types of Waste

Solid waste and mixed recyclables are collected on a weekly basis via City-issued curbside carts. Recyclable materials can also be dropped off at the Clean City Program office at 80 Halsey Street. Bulky waste consists of items that are not able to fit inside the curbside carts and that are more difficult to dispose of, such as mattresses, furniture, and large electronics. These items may be picked up for a fee and must be affixed with a pre-paid Bulky Waste Item Sticker purchased at the Collections Office of City Hall. Bulky waste collection occurs on the first and third Thursdays of every month. Yard waste constitutes leaves, grass, herbaceous material, brush, and branches of a maximum of three feet in length and four inches in diameter. This type of waste is collected at various times throughout the year. Construction and demolition debris waste is considered commercial waste in Newport. Therefore, contractors are responsible for construction and demolition disposal at all worksites.

Facilities

The Waste Management Transfer station is located on Halsey Street and is privately owned by Waste Management. Residents may drop off waste at this transfer station. The cost for the use of the station is subsidized by the City for Newport residents and property owners. Eligible waste includes: household waste, household bulky waste and appliances, residential yard waste, construction and demolition debris, and recyclable materials. Commercial waste is not allowed. There is enough capacity at the transfer station to allow two annual trips of waste consisting of up to 500 pounds each for each Newport residential property owner.

Recyclable materials and waste are taken to Rhode Island Resource Recovery Corporation Central Landfill (RIRRC) and Material Recycling Facility (MRF) in Johnston. RIRRC is a private sector waste recovery company that is regulated by the U.S. Environmental Protection Agency (EPA) and the Rhode Island Department of Environmental Management (RIDEM). Recycling at this facility is free, but municipalities must pay for the disposal of solid waste at the landfill.

Residents are also able to take their waste directly to the facility. The types of municipal solid waste taken to the RIRRC by the City includes: mixed refuse, mixed recyclables (single stream), construction and demolition debris, and certain hard to process items such as furniture and mattresses.

Residents of Newport are also encouraged to compost organic materials such as food scraps and yard waste. The Clean City Program offers Earth Machine compost bins to Newport residents. Yard waste composting can also be done through Rhode Island Nurseries in Middletown. Compost bins are available for purchase at the Clean City Program office.

Per Rhode Island General Laws, municipalities holding contracts with RIRRC must have a plan to recycle minimum of 35% of their solid waste while also diverting a minimum of 50% of that waste.

Recycling Programs

In addition the RIRRC recycling Newport also provides programs in which residents can recycle the following specific materials:

- *Books* (children's books, paperbacks, textbooks, hardcovers) as well as books on tape and DVDs can be recycled through Discover Books. This is a nonprofit organization that donates books to children and families.
- *Clothing and textiles* in any condition can be recycled through Big Brothers Big Sisters of the Ocean State (BBBSOS). This is a statewide non-profit organization that works with at-risk children. Clothing donations for the Big Brothers Big sisters of the Ocean State Clothing can also be made at locations at the Aquidneck Island Donation Drop Off Center, Newport City Yard, Newport Grand, Portuguese American Citizens Club, and Rogers High School. Donations can also be made at Plant Aid, also a nonprofit organization that donates clothing to communities around the world. A Planet Aid donation center is located at One Mile Corner on Broadway.

- *Cooking oil* is recycled by Newport Biodiesel. Newport Biodiesel turns cooking oil into biodiesel fuel.
- *E-waste* is recycled through the Office of Recycling Solutions (ORS).
- *Rigid plastics* can be recycled through Full Circle Recycling.
- *Metal* from household items, chains, gutters, etc. can be recycled through Metals Recycling through Waste Management.
- *Shredded paper* can be recycled through Shred Fast Rhode Island.
- *Used motor oil* and filters can be recycled through Western Oil.
- *Bicycles* can be reused and donated through Bike Newport.

Diversion Processes

As previously stated, the City of Newport participates in required processes to achieve the goal of a minimum 35% recycling and minimum 50% diversion rate. As part of that effort, in 2014 the City of Newport began a cart based collection system under contract with Waste Management. Each household had been issued two 65 gallon carts (with some exceptions made for larger households) – one black cart for trash and one blue cart for recycling. Both are collected weekly. Recycling rates have seen a steady increase with the cart system (also based on fluctuations in the season). If this trend can continue, a 35% recycling rate is achievable. The current monthly rates are in the low 30's. The City also switched to a sticker-based bulky waste program, where each item has a designated fee as described previously.

To reach the 50% diversion rate, the City will continue to look for new and innovative ways to recycle items not collected on the curb. The City already takes many items from residents as discussed in the Recycling Programs section above. Newport also collect yard waste almost year-round, and compost the clean seaweed from Easton's Beach. In 2014, 7,428 tons of trash was sent to the landfill and 38.8% of trash was diverted from the landfill by recycling. RIRRC program numbers for 2015 indicate that approximately 0.58 tons of trash per household is sent to the landfill per year. This translated to a recycling rate of 30.7% as compared to the mandatory recycling rate of 43.7%. The current overall material diversion rate is at 44.1%.

Funding

The solid waste management system is funded through municipal taxes, intermittent grants, bulky sticker program fees, and municipal court fines for non-compliance.

Newport Police Department

The Newport Police Department (NPD) deals with a full range of law enforcement services. The patrol division of the NPD used a combination of marked police cruisers, bicycles, motorcycles, and on foot patrol methods throughout the city. In 2014, there were 78 sworn police officers. There is one police station located on Broadway along with a total of four Community Oriented Policing (COP) locations disbursed in key locations in Newport. COP1 is located at 2 Park Holm in the north end of the city, COP2 at 50 Washington Square in the city center, COP3 at Brick Market Place, and COP4 at 514 Thames Street. Newport's COP approach involves a philosophy, management style, and organizational strategy that promote pro-active problem solving and police-community partnerships. This means that the NPD encourages the public to report crimes and suspicious activity to the police department. This helps establish cooperative working partnerships with local residents, businesses, schools and community groups.

As can be expected, the workload of the police department is one the of service areas directly influenced by the seasonal increases of the City's population. The influx of people into Newport due to the City's thriving tourist industry, as well as the various festivals and city-wide events that occur throughout the year requires this public service to be prepared for all residents and visitors.

Newport Fire Department

The Newport Fire Department provides a wide range of services. These include fire suppression services, fire prevention / education services, Advanced Life Support (ALS) Emergency Medical Services, technical rescue services, and fire safety/code enforcement inspection services. Under the Fire Department is the Special Hazards Division which helps mitigate hazardous incidents that are outside of traditional fire and emergency medical emergencies.

The Fire Department has three fire stations located throughout the city. Station One is located at Marlborough Street and America's Cup Avenue; Station Two is on Old Fort Road; and Station Five is located at Touro Street and Mary Street. Each station has an ALS engine company.

Station Five has one inflatable boat for water emergency response. Additionally, Naval Station Newport operates their own fire department, with an accompanying fire station, on their base.

The Newport Fire Department averaged approximately 3.9 employees per 1,000 residents. The Newport Fire Department has 95 full-time employees, who work in one of three branches: administrative, fire prevention, and line personnel.

Response times serve as an indicator of service delivery for fire departments. The aim of the Newport Fire Department is to respond to all calls for emergency service in less than the national average of five minutes. The National Fire Protection Association (NFPA) recognizes the necessity of quick responses to fire calls. The NFPA created the 1710 standard which lays out requirements for effective and efficient organization and deployment of various fire suppression operations. Part of NFPA 1710 is a goal for all fire departments to respond to calls within six minutes, one minute for dispatch time and five minutes for fire truck arrival (*klingreport.com. Fire Departments and Emergency Medical Services in Rhode Island, 2015*). From the years of 2010 through 2014, the Newport Fire Department was able to be on the scene of an emergency within five minutes at least 82% of the time.

The City of Newport has an agreement with the United States Navy concerning cooperative firefighting services for facilities of the government situated in Newport. This includes the Naval Education and Training Center and the Fort Adams naval housing area. Mutual aid drills between the Aquidneck Island communities and Jamestown focus on medical and disaster response.

Harbor Management

The Harbormaster oversees all matters related to harbor management under the organization of the Maritime Fund which is part of the Non-Utility Enterprise Fund established in the City in 2005. The Harbormaster's position, which is full-time year round, is augmented by a full-time administrative assistant along with 20 temporary seasonal employees. This department enforces the ordinances and state and federal boating laws related to the operation of commercial and recreational watercrafts within the harbor and the surrounding public waters. The Harbor Management department also collects fees for mooring rentals, permits, and maintenance, and oversees harbor patrol, special events and regattas, cruise ship arrivals, removing hazardous debris, and providing first aid when needed. The department also inspects vessel waste holding tanks to help enforce the state "no-discharge" regulation. Part of the Harbormaster's job is to work in coordination with Federal and State Officials on security, immigration, and other joint responsibilities.



The Newport Fire Department doesn't provide firefighting capabilities to the Newport harbor area by means of fire boats, though fireboats are available from Mutual Aid Communities which include North Kingston, Cranston, Providence, Warwick, and East Providence.

There are 943 moorings in the four mooring fields located throughout Newport (as shown on Map 6-2). The four mooring fields are Main Harbor, Brenton Cove/Ida Lewis, Spindle and the Point. Also included on the map are the Federal and City anchorage areas. About one-third of all moorings in the city are considered to be commercial in nature. This means that they are under the control of private companies and individuals who rent the moorings to members of the public. The remaining moorings are considered to be private. This means that they are owned by individuals who have applied for and been granted leasehold status by the City of Newport. Each person who has a mooring in the harbor renews their mooring permit every year for the right to place their mooring gear/hardware in the harbor. They own the gear and must have it maintained per ordinance guidelines. Private moorings may be transferred once to an immediate family member, as defined by the Harbor Ordinance.



During peak season, there is an insufficient amount of moorings available. There are currently over 500 people on the waiting list for moorings in the four mooring fields.

The Federal and City anchorage areas are areas in which boats are permitted to anchor. Both anchorage areas are free and open for use to members of the public, though users may be asked to move should large commercial traffic need to pass by. The Code of Federal Regulations (CFR) governs the Federal anchorage and it is monitored by the Coast Guard and Army Core of Engineers (ACOE).

As previously mentioned, the permitting process for moorings is managed by the Harbormaster's Office. The revenue generated from mooring permits has approximately equaled the cost of the Harbormaster's current operations and, when combined with revenues of the entire program, have allowed for various expansions of maritime activities. The expansions include the Maritime Center, a transient dock at Perrotti Park, the Dinghy Rack program, improvements to driftways, as well as other capital projects. Fees and moorings are components of the Harbor Management Plan (HMP). The operations of Newport Harbor are funded by an enterprise fund called the Maritime Fund. The Maritime Fund helps pay for the operations of the public piers and dinghy docks located throughout the harbor, as well as cruise ship passenger operations, the Harbormaster office building, the transient boater facility at the Maritime Center, and extra patrol boats during the height of the season.

Harbor Management Plan

The Harbor Management Plan is a five year plan that is in the process of being updated. The purpose of the plan which was last updated in 2010 is to maintain, enhance, and manage the harbor's assets. In accordance with an extension of the plan submission deadline by the Rhode Island Coastal Resources Management Council (CRMC) the revised plan will be submitted after a rewrite of the City's Harbor Ordinance. The new plan, as prepared by the Waterfront Commission, will address maritime management, public access, water quality, mooring and anchorage management, hazard mitigation and safety, and facilities.

City Harbor Ordinance

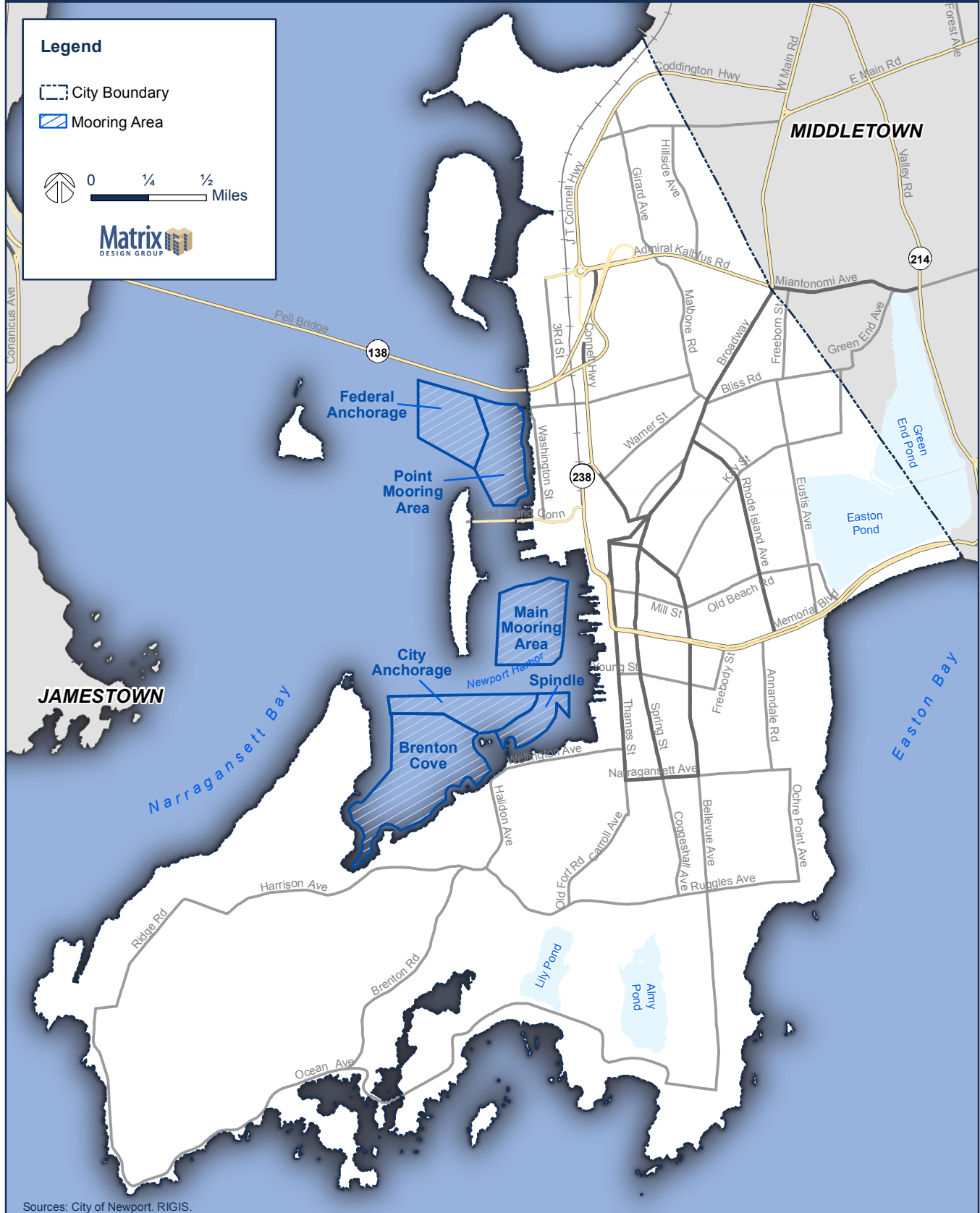
The City Harbor Ordinance which is currently under review by the City Solicitor, Harbor Master, and Waterfront Commission provides regulations concerning harbor use that is consistent with the Harbor Management Plan. The purpose of the ordinance is to regulate the speed, management, and control of all vessels as well as the size, type, location, and use of anchorages and moorings within public waters in Newport.

Anchorage Ordinance

The Anchorage Ordinance is a part of the City Harbor Ordinance. The ordinance provides general regulations for anchorages. In 2014, changes were made to the Harbor Ordinance in regards to anchorage. The first is that vessels may not stay in the anchorage areas for longer than 14 consecutive days. There must be four days in between visits, thus no vessel is permitted to be anchored on a permanent basis. Long term stays on the harbor may be done through the renting of a mooring or a dock space at one of the marinas.



Newport Mooring Areas Map



Sources: City of Newport, RIGIS.

Emergency Management

The Newport Police Department has been designated by the City Manager as the Emergency Operations Center for emergency management. Currently, the Fire Chief serves as the Emergency Management Agency (EMA) director. Under recent Federal Emergency Management Agency (FEMA) guidelines, the State has mandated all Rhode Island communities to draft hazard mitigation plans. Newport’s 2016 Natural Hazard Mitigation Plan has been reviewed by Rhode Island Emergency Management Agency (RIEMA). The plan is currently under review by the EMA Northeast Regional Office. The purpose of a Natural Hazard Mitigation Plan is to identify local policies, actions, and other tools that can be implemented in a community to lower risks and future losses from hazards. The Newport Natural Hazard Mitigation Plan most recently updated in 2014.

As part of the City’s emergency management strategies, Newport has a Code Red Emergency Communications Network, which disseminates warning messages via phone or email to residents and business owners in Newport in the event of an emergency. The program is free to users.

Education Facilities and Services

A location map showing all educational facilities can be found on Map 6-3.

School Age Demographics

Recent projections show a decline of the K-12 student population. Illustrating the declining student population, the 2013 Public Schoolhouse Assessment by the Rhode Island Department of Elementary and Secondary Education states that, “Newport—consistently had excess capacities over 20 percent.” This excess capacity has strained funding and recently resulted in school consolidation. Given the decline in student population major expansion is not expected; however, it is important that sufficient planning and resources are dedicated on an annual basis in order to maintain the current level of service.



While the Claiborne Pell Elementary School is currently operating at its student capacity, the downward population trend and projections suggest student enrollment will not increase. However, proactive planning measures could be taken to avoid potential overcrowding.

The diversity of Newport’s student population is similar to the city’s residents. According to the Rhode Island Department of Education student characteristics for year 2014-15, students’ ethnic backgrounds were 44% White, 24% Hispanic, 17% African American, 11% Multiracial, two percent Asian, and two percent Native American. Approximately 62% of Newport’s students, enrolled in year 2014-15, were eligible to receive subsidized lunches, compared to 47% statewide, and 18% of the student population received special education services, compared to 15% statewide.

Public School Facilities

After the closing of many public schools in 2013-2014, there is now one elementary school, one middle school, and one high school in the Newport Public School District. In 2013-2014, three elementary schools, dating from 1870’s, 1890’s, and 1960’s, were closed, consolidated, and modernized. The resulting, Claiborne Pell Elementary School was opened in 2013. The school currently has 925 students enrolled. This number is at the school’s capacity of 925. This presents future capacity needs.

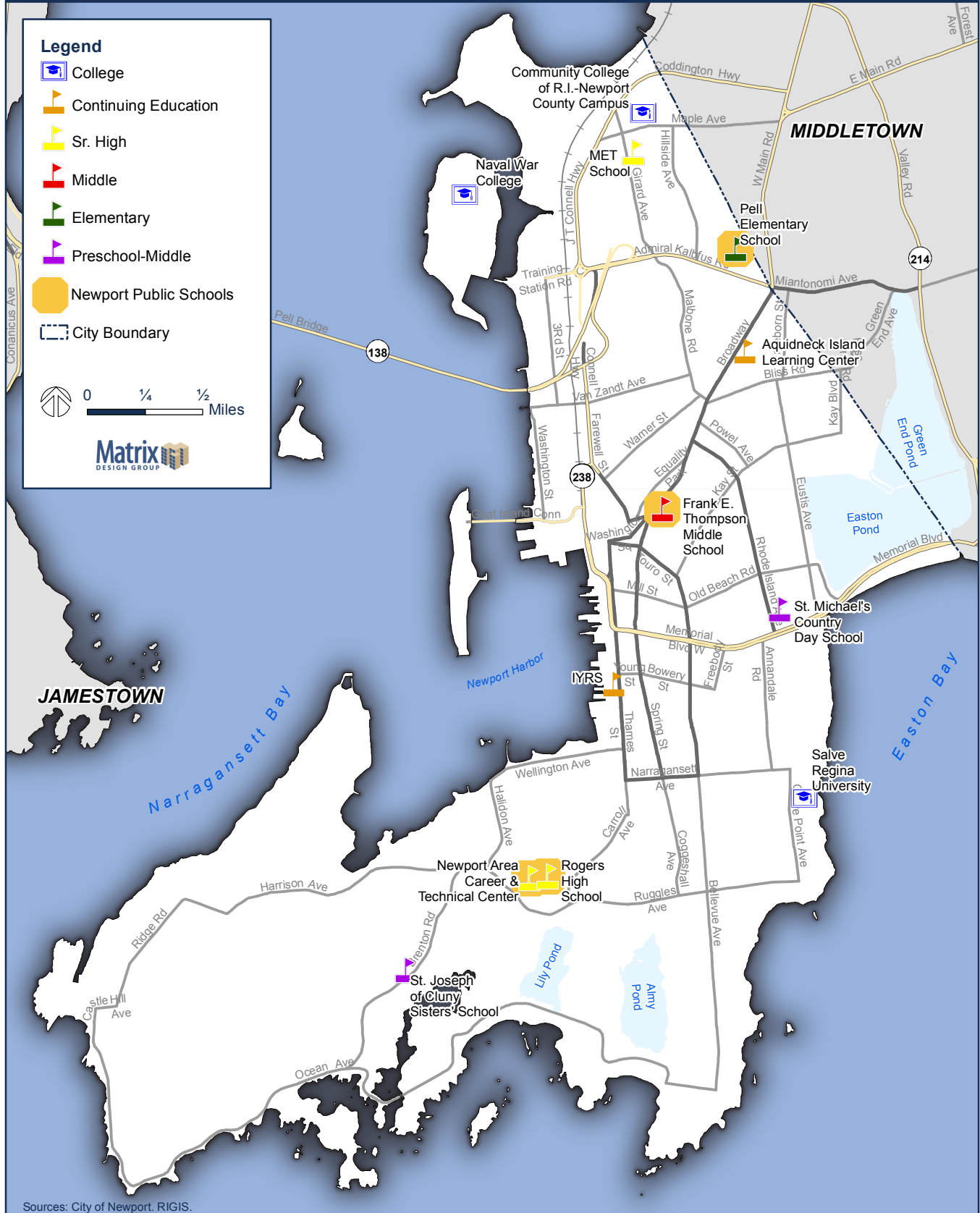


If Newport’s population continues to decline, Thompson Middle School may have under-enrollment issues.

The sole middle school in Newport is Thompson Middle School. The school was completely renovated and modernized in 2002. The middle school educates children from 5th grade to 8th grade and has 574 students enrolled, which is well below the 720-student capacity.



Educational Facilities Map



Sources: City of Newport, RIGIS.

Rogers High School has the largest campus of all the schools in the school system. In addition to educating high school students, Rogers High School is also the site of a regional vocational technical facility operated by the Newport School Department. This high school was built in 1957, and currently has 568 students enrolled. While this number is less than half the school’s listed capacity of 1,400 students, this number is derived from the classroom square footage when this school was built nearly 60 years ago.

The three public schools are further detailed in Table 6-2.

Table 6-2 – City of Newport Public Schools

| Schools | Educational Level | Grade Levels | Year Built | 2015-2016 Enrollment | School Capacity |
|----------------------------------|-------------------|----------------------------|------------|----------------------|-----------------|
| Claiborne Pell Elementary School | Elementary School | Pre-Kindergarten-4th Grade | 2013 | 925 | 925 |
| Thompson Middle School | Secondary School | 5th – 8th Grade | 2002 | 610 | 720 |
| Rogers High School | Secondary School | 9th- 12th Grade | 1957 | 586 | 1,400* |

Source: Rhode Island Department of Education, 2016

*Based on 1957 classroom square footages

Table 6-3 displays the enrollment rates for each grade in the Newport Public School District. The table shows the greatest concentration of school age children in Newport as well as the decrease in school age children in the last ten years.

Table 6-3 - Newport District Enrollment Rates by Grade

| Grade | 2005-2006 Total Enrollment | 2015-2016 Total Enrollment |
|-------|----------------------------|----------------------------|
| PK | 38 | 59 |
| KF | 218 | 181 |
| 01 | 145 | 207 |
| 02 | 191 | 164 |
| 03 | 188 | 177 |
| 04 | 183 | 151 |
| 05 | 166 | 148 |
| 06 | 180 | 164 |
| 07 | 221 | 156 |
| 08 | 180 | 151 |
| 09 | 224 | 174 |
| 10 | 182 | 175 |
| 11 | 154 | 124 |
| 12 | 179 | 142 |
| Total | 2,449 | 2173 |

Source: Rhode Island Department of Education, 2016

Private School Facilities

There are 13 private schools in Newport County. These include, at the elementary level, Saint Michael's Country Day School, Cluny School, All Saints Academy, Saint Philomena School, Aquidneck Island Christian Academy, Newport Montessori, and the Pennfield School.

At the secondary level, Newport children attending private school are enrolled at Saint George's School, Portsmouth Abbey, and Aquidneck Island Christian Academy. Also, some attend private schools in the Providence area, Fall River, and South County.

Post-Secondary Education

Salve Regina University, a co-educational university with an enrollment of approximately 2,500 students, is located in the Ochre Point area of Newport. In addition offering undergraduate degree programs, the university also has a nursing school and offers a variety of graduate degree programs.

The Community College of Rhode Island (CCRI) also has a campus in Newport and offers a number of programs for Newport and Newport County residents. One such program is the High School Enrichment Program, a part-time program that offers high school juniors and seniors the opportunity to earn up to six college credits a semester.

The Naval War College, the Naval Academy Preparatory School, and the Naval Education and Training Center also offer a number of specialized post-secondary programs.

Continuing Education

The CCRI offers adult enrichment courses at locations throughout Newport County. Additionally, there are several other private institutions in Newport that provide specialized adult education programs. These include the Newport Art Museum, the Museum of Yachting, the Newport Historical Society, and the International Yacht Restoration School (IYRS). The IYRS is a trade school that is focused on the arts and sciences behind boatbuilding, providing students with skills that can be applied to other trades. The IYRS has three accredited schools, School of Composites Technology, School of Boatbuilding and Restoration, and School of Marine Systems.

The Aquidneck Island Adult Learning Center is operated by the Newport Community School. The center provides a GED Program, English as a Second Language, and secondary and post-secondary counseling. In addition, the Aquidneck Island Adult Learning Center offers vocational courses to adult recipients of the Aid to Families with Dependent Children Program through the Newport County Vocational Technical Center.

Library Facilities

The Newport Public Library was founded in 1869 and is one of the first libraries in the United States. It is referred to as "The People's Library of Newport," and is dedicated to serving the people of Newport and the surrounding communities by "providing opportunities that support lifelong learning, encourage inspiration, imagination and enjoyment and connect people to each other and to the rest of the world." The library, located on Spring Street, contains 183,506 volumes, including 11,180 electronic holdings, eBooks, and audio. The library is centrally located within the municipality and is near a Rhode Island Public Transportation Authority (RIPTA) bus line.

Newport is also home to Redwood Library, which is the first private library in the U.S. The Redwood Library and Athenæum is the oldest lending library in continuous use in America. Founded in 1747 by 46 proprietors including Abraham Redwood, upon the principle of "having nothing in view but the good of mankind," its mission continues over 250 years later. The library is one of the country's earliest "public" libraries -- that is, open to the public though not "free". Redwood remains a "membership library" (open to the public) supported by Proprietors, who own shares and pay an annual assessment, and Subscribers, who pay fees. The Original Collection of 751 titles has grown to a collection numbering more than 160,000 volumes. (*Source: Redwood Library and Athenæum, Web. 14 Jan. 2016*). The library is located on Bellevue Avenue.

Martin Recreation Center

Known as “The Hut”, the Martin Recreation Center is a recreation center with a full size gym, fitness classes, and sports programs. The recreation center is used for school vacation camps and can be rented out for other special occasions. The Hut is located near the Newport Library and the Edward King Senior Center in Aquidneck Park. The Dr. Martin Luther King Jr. Community Center (MLK) is also a 501 c3 organization and they provide programs for the community that are primarily recreational in nature. This center is located in the southern end of the Broadway Neighborhood and is a two minute walk from a RIPTA bus stop.



The indoor recreation center is not located near a major part of the population it serves.

Social Services

It is typically the role of the government to provide facilities and services for the elderly, disabled, children, disadvantaged, and others that require special support services. There are many non-profit agencies located in the City of Newport and Newport County that support the community. Some, like Child and Family Services of Newport County, have been providing services to the community since the nineteenth century. The Newport Partnership for Families publishes a directory that gives details on many of the organizations and services offered within the city.

All Encompassing

The Dr. Martin Luther King, Jr. Community Center (MLK) is an independent non-profit, providing hunger relief, education and community programs for the diverse residents of Newport County. The MLK Community Center offers a daily breakfast program, food pantry, food delivery to the homebound hungry; preschool, afterschool and summer camp; and wellness and community program. The Center serves children, families, adults and seniors.

Senior Service

There are a wide variety of agencies and service providers within the city that offer programs for the elderly residents of Newport. The King Center is a City run senior citizens center that provides a variety of programs and activities for senior citizens. The center is housed in the historic Edward King House that is also owned by the City of Newport. The historic building is located adjacent to the Newport Public Library on Spring Street and is nearby the RIPTA bus line that runs down Bellevue Avenue. While the King Center is the only City run senior citizens center in Newport, demands for such services are currently being met



Newport’s aging population will likely increase the demand for senior housing and programs for the elderly.

Disabled Services

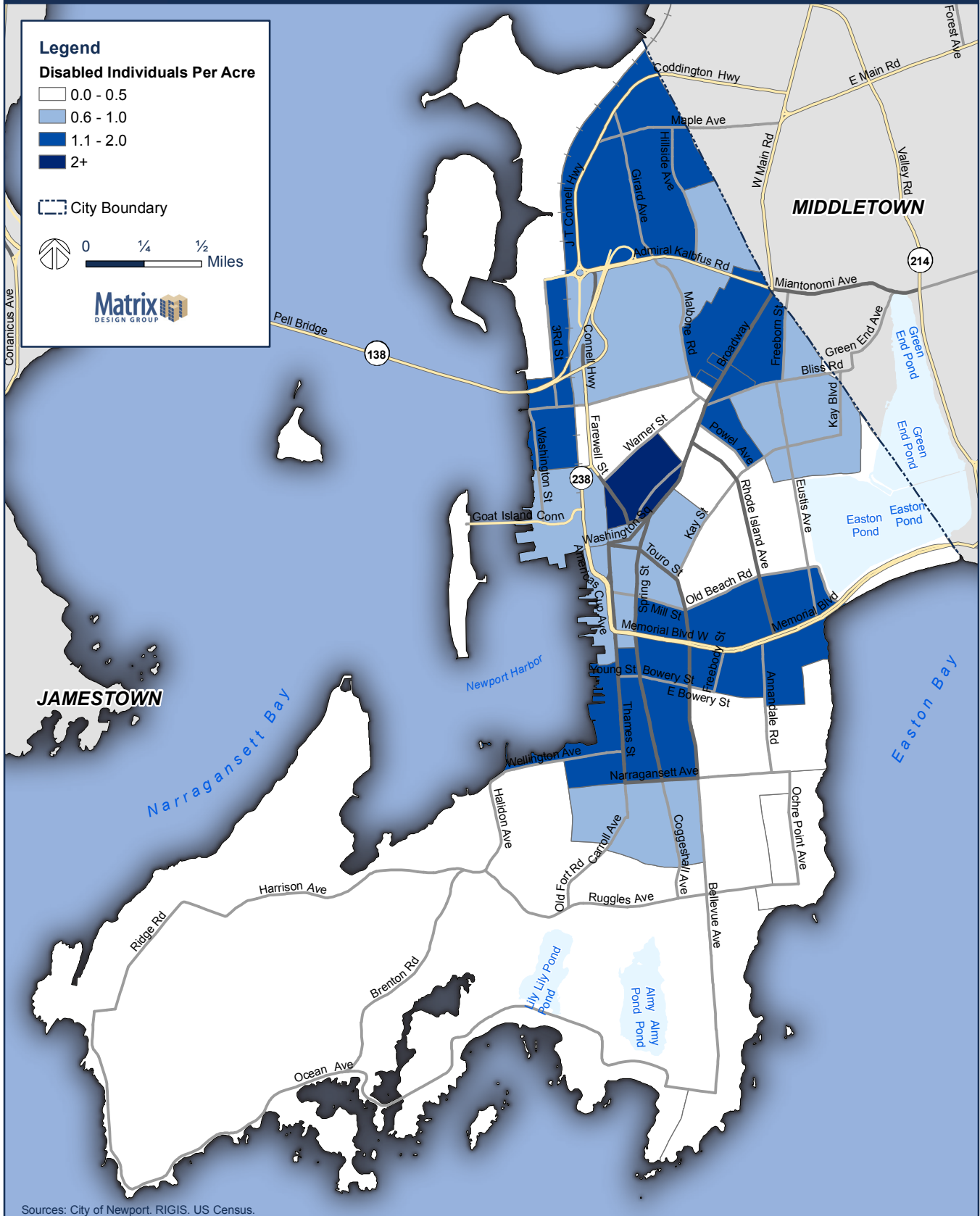
Newport Hospital provides a broad range of services to the physically disabled. The Vanderbilt Unit at the Hospital has developed a specialty unit for head injuries and rehabilitation. Map 6-4, Density of Individuals with Disabled Status, was prepared using the 2014 American Community Survey estimates. This map provides a sense of where services for the disabled should be provided. Currently, the Newport Hospital is located within a high density of individuals with disability statuses. St Clare-Newport is a not-for-profit skilled nursing facility serving the elders of the community.



While many programs and services exist for the disabled, many of Newport’s buildings and sidewalks are not in full compliance with the provisions of the 1997 American’s with Disabilities Act (ADA). The City of Newport is actively working on infrastructure updates to be ADA compliant, an example of this is the installation of an elevator outside of City Hall in 2016 that allows the building to be accessed via wheelchair.



Density Of Individuals With Disabled Status



The facility, currently under extensive renovation will provide a just-like-home “small house” living option for “a new and better way to offer the care, compassion, and respect” for the elders of Newport. The project’s estimated completion is for the Fall of 2016.

Mental Health Services

The Newport County Community Mental Health Center provides a wide variety of services, including evidence-based adult mental health and substance use recovery services; case management; medication management; individual and group psychotherapy and counseling for children, families and adults; supportive housing; vocational services; and response to an emergency crisis. The Center accepts Medicaid, Medicare and private insurance.

Youth Services

There are a variety of programs for youth in the non-profit sector. These include the Florence Gray Center at Park Holm which also has a Virtual Learning Center, the Boys and Girls Club, the Newport Recreation Department, the Newport Prevention Coalition (formerly the Newport Substance Abuse Prevention Task Force) and the previously mentioned Dr. Martin Luther King Jr. Community Center. The Boys and Girls Club of Newport and the Newport Housing Authority are geographically distributed in areas where younger families are located. There are multiple RIPTA bus stops nearby both of these locations, making it accessible for youth who may not drive.

Meals, Food Pantries, and Alternative Choices

Newport has an extensive meals and food pantry system for those in need. Programs for prepared meals and food pantry options available within city limits vary every day but the partnership of school, churches, non-profits, and community centers help to ensure that residents don’t have to go hungry. Programs are also now being supplemented by the installation of community gardens and the Health Equity initiatives currently being undertaken.

Homelessness Services

The Rhode Island Coalition for the Homeless identified 180 homeless individuals in Newport in 2013. Newport Public Schools identified 53 public school students in 30 families during the 2014-2015 schoolyear. The number changed to 39 students in 21 families with an additional 15 non-school age children included within those families. The City of

Newport has been working in active partnership with the Church Community Housing Corporation (CCHC) to help fight homelessness in Newport. The CCHC oversaw the conversion of the old Armed Services YMCA at Fifty Washington Square into a multi-service institution called the McKinney Shelter that provides emergency shelter, transitional housing with supportive social services, rental housing, and office space for non-profit social service and legal service providers. Lucy’s Hearth, in Middletown, is another corporation that helps fight homelessness in Newport. Lucy’s Hearth provides shelter to homeless women and their children in Newport and on Aquidneck Island.



Homelessness in Newport, as in the rest of the nation, is a persistent problem.

Substance Abuse Services

CODAC Behavioral Healthcare has been providing counseling for alcohol and drug abuse as well as methadone treatment for clients since 1971. Newport Hospital also provides short-term treatment for those in the city who suffer from alcoholism. Services of substance abuse counselors have been available to students in the Newport public schools through Child and Family Services.



From both special services and law enforcement perspectives, substance abuse is a continuing problem in Newport as evidenced by police records and the operation of a number of counseling and treatment programs.

The Newport School Department continues to work with students who suffer with substance abuse problems, as well as a number of other problems.

Health Care Services

Newport Hospital

Newport Hospital was founded in 1873, but has since been renovated, expanded, and outfitted with the latest technology to offer a broad range of medical services to meet the community's needs. This hospital receives numerous awards and accreditations each year, including the Press Ganey Guardian of Excellence award in 2015.

The Newport Hospital, part of the Lifespan Network offers comprehensive integrated academic health system not-for-profit care. The hospital "Delivering Health with Care" currently has 931 employees with 288 affiliated physicians and 129 licensed beds. In 2014, the hospital discharged 4,486 patients, along with 29,676 emergency department visits, 55,949 outpatient visits, 4,360 outpatient surgeries, plus 1,044 inpatient surgeries.

Newport Hospital serves the Newport area with a full range of health care services. The hospital is aided by the Newport Naval Hospital which provides services to active and retired military personnel in the area and shares some programs and resources with Newport Hospital.

East Bay Community Action Program

In 2000, the East Bay Community Action Program (EBCAP) merged with the former New Visions for Newport County. New Visions for Newport County was a Community Action Program that operated in the Newport area for 35 years. EBCAP provides a variety of services, including health care services, job training and counseling, a Head Start program, child care, and many other services designed to support the underprivileged in our community.

Newport Health Equity Zone Project

The Newport Health Equity Zone Project is a collaborative effort being provided to Newport residents, funded by the Rhode Island Department of Health. This is a five year project with a place based initiative focusing on the North End and Broadway neighborhoods in Newport. The project focuses on the six main topics that impact health: transportation; food access; education, innovation, and economic opportunity; open space, parks, and trails; arts and culture; physical and emotional health. The project intends to be a holistic approach to decrease health disparities by assessing whether neighborhoods are addressing numerous social determinants of health and making an action plan for each of them.

This project was founded by a grant to the Women's Resource Center (WRC). Groups involved in this program are Bike Newport, Boys and Girls Club of Newport County, Arts and Cultural Alliance, FAB Newport, MLK Community Center, and Aquidneck Land Trust. Support for the project comes from the Women's Resource Center, Rhode Island Department of Health, Worldways Social Marketing, Alliance for a Livable Newport, and Newport Film.

Other Services

Newport Partnership for Families, which includes representatives from service providers and concerned individuals in the community. The Council sponsors training and education programs and provides peer support and contact for staff from the various agencies. The City's role in the support and expansion of special needs services affects not only the lives of those citizens directly benefiting from the services, but also the health of the community as a whole. As all of Newport's citizens develop the skills that allow them to become fully productive members of the community, Newport benefits from an expanded work force that reflects the diversity within the community.

All of these agencies contribute significantly to the quality of life for those in Newport and Newport County who have incomes that are below the federal poverty guidelines.

6.2 Goals and Policies

Goal CFS-1

To provide a full range of quality public services and facilities to its residents.

- Policy CFS-1.1** The City shall strive to maximize inter-departmental collaboration to provide a customer focused, service based culture that provides excellent service to the citizens of Newport.
- Policy CFS-1.2** The City shall work to coordinate with all community groups in order to improve all public services and facilities.
- Policy CFS-1.3** The City shall ensure the health, safety and long term general welfare of residents through its ownership, maintenance and operation of the City's public facilities and services.
- Policy CFS-1.4** The City shall strive to improve its buildings and facilities to meet all applicable ADA, life safety and other applicable codes.
- Policy CFS-1.5** The City shall deliver service efficiently through collaboration and mutually beneficial agreements with nearby communities and federal entities.
- Policy CFS-1.6** The City shall offset quality and cost impacts associated with seasonal demands by seeking out creative alternative revenue sources and opportunities, contract arrangements, and other innovative initiatives.
- Policy CFS-1.7** The City shall consider the costs/benefits of leasing, owning, subletting, co-location and other potentially suitable arrangements regarding the development and/or siting of new public facilities and/or services.
- Policy CFS-1.8** The City shall design facilities and City operations to be suitable and appropriate to their setting and context, particularly with regard to established residential neighborhoods and historic structures and features.
- Policy CFS-1.9** The City shall site and design public facilities to enhance long-term resistance to sea level rise, storm surge and flooding.
- Policy CFS-1.10** The City shall design new facilities and major renovations and/or additions to meet suitable LEED certification levels, incorporate low impact design elements, are energy efficient and otherwise designed to reduce environmental, energy and operational costs over the functional life of the facility.
- Policy CFS-1.11** The City shall strive to install, maintain and upgrade current communication and other digital technology in all of its buildings.

Goal CFS-2

To meet or exceed the State’s mandated solid waste recycling rate of 35%.

- Policy CFS-2.1** The City shall regularly communicate recycling success to constituents and encourages continued efforts to excel at recycling, as well as a means of demonstrating the cost savings associated with these efforts.
- Policy CFS-2.2** The City shall regularly evaluate solid waste contracts to encourage competitive bidding and appropriate market rate fees for performance and actively participate in State and stakeholder efforts to seek out and implement practical and cost effective solutions to anticipated changes in current solid waste disposal practices.
- Policy CFS-2.3** The City shall monitor compliance and impose penalties on operators who repeatedly fail to comply with State mandates.
- Policy CFS-2.4** The City shall conduct a baseline waste audit at the schools and municipal properties to determine where improvement in diversion is needed most and implement those improvements to reduce trash being hauled to the landfill and save money.
- Policy CFS-2.5** The City shall recommend the use of recycling containers to event permit holders to reduce the contamination rate of recycling separated from trash collected.
- Policy CFS-2.6** The City shall increase the number of paired collection stations (one trash container and one recycling container side-by-side).

Goal CFS-3

To provide adequate fire and police protection facilities and services to ensure the safety of people and the protection of property in the city.

- Policy CFS-3.1** The City shall work to minimize fire loss and damage within the city.
- Policy CFS-3.2** The City shall promote public awareness of fire and emergency procedures by developing new and expanding existing public fire safety and emergency life support education programs.
- Policy CFS-3.3** The City shall support the establishment of citizen participation in safety programs, such as community oriented policing.
- Policy CFS-3.4** The City shall strive to provide sufficient funding and other support to assure that citizens are served by well-trained and capable public safety personnel at all times.
- Policy CFS-3.5** The City shall make reasonable efforts to seek out opportunities for collaborative arrangements intended to provide or supplement City efforts, to include shared services, mutual aid agreements and other forms of inter-governmental cooperation.
- Policy CFS-3.6** The police shall make pedestrian and cyclist safety a priority.
- Policy CFS-3.7** The police shall continue to improve enforcement of existing vehicular safety laws.

Goal CFS-4 To provide the best education system for the community.

- Policy CFS-4.1** The City shall continue to work in close collaboration with local and state education providers, agencies, programs to accurately project student populations and needs.
- Policy CFS-4.2** The City shall work with the School Committee and public school leadership to promote the shared use of school facilities and services.
- Policy CFS-4.3** The City shall coordinate with school officials to ensure that school facilities are available for indoor recreation for City youth, the elderly, special needs populations and other City residents.
- Policy CFS-4.4** To plan, design and operate public school facilities suitable for the needs of current and projected students over the plan horizon.
- Policy CFS-4.5** The City shall continue to be open to regionalization of schools.

Goal CFS-5 To work with local and regional institutions, non-profits and other service providers to provide a comprehensive system of social services necessary to meet the needs of City residents.

- Policy CFS-5.1** The City shall continue to support local, municipal and regional operations and programs necessary and suitable to address the needs of disadvantaged citizens.
- Policy CFS-5.2** The City shall strive to integrate social services clients into the community's broader strategic plans and operations, where such efforts are appropriate, including, but not limited to, work force training.

Goal CFS-6 To provide suitable and enhanced facilities to serve the City's senior population.

- Policy CFS-6.1** The City shall give due consideration to the needs of community groups for program and meeting space that is not otherwise being provided in the community.
- Policy CFS-6.2** The City will seek to provide indoor recreation as a component of its community and/or senior centers where feasible and appropriate.
- Policy CFS-6.3** The City shall consider establishing a Senior Advisory Commission to identify the needs of the senior population, and advocate for and support appropriate services for the population.

Goal CFS-7

To maintain a superior public library system.

Policy CFS-7.1 The City shall work in collaboration with state, regional and other public and private stakeholders to provide consistent financial and other forms of support for the community’s library.

Policy CFS-7.2 The City shall ensure that the library contains superior level of computer lab and technology facilities.

6.3 Implementation Actions

The following are the implementation actions for the goals included in the Community Services & Facilities Element.

| Goals & Actions | City Objectives | | | | | | | Priority Cost | Time | Responsibility / CIP | |
|---|-----------------|-----------|-------|-------------|---------------|-------|---------|------------------|-----------------------|-------------------------|----------------------------------|
| | Prosperous | Beautiful | Happy | Destination | Collaborative | Smart | Healthy | | | | Resilient |
| GOAL CSF-1: To provide a full range of quality public facilities and services to its residents. | | | | | | | | | | | |
| A) Develop, adopt and manage a long-term, phased, integrated and comprehensive plan for City services and facilities which evaluates needs and service gaps for all areas, improvement costs and funding sources/options and identifies a range of potential strategies, tied to key community goals. | ■ | ■ | | ■ | | ■ | ■ | ■ | High \$\$\$ | Long | • City Council |
| B) Continually evaluate the ability to accomplish key community strategic goals using shared services, public-private agreements, selective privatized services, leases and or license agreements and other similar arrangements. | ■ | | | | ■ | ■ | | | High No Cost to \$ | Short & On-going | • City Council • City Manager |
| GOAL CSF-2: To meet or exceed the State’s mandated solid waste recycling rate of 35%. | | | | | | | | | | | |
| A) Begin to include compost waste into the City’s recycling efforts. | | ■ | | | | ■ | ■ | ■ | Mid \$ | Mid | • City Council |
| B) Educate citizens regarding the benefits of composting, available programs and the costs associated with organic waste disposal. | | | | | ■ | ■ | ■ | ■ | Mid \$ | Mid | • Solid Waste Contractor |
| C) Participate in state and regional efforts to develop long term, viable solutions to anticipated changes in solid waste disposal options. | ■ | | | | ■ | ■ | ■ | ■ | High No Cost to \$ | Long | • City Council |

| | | | | | | | | | | | |
|---|---|---|---|--|---|---|---|---|-----------------------|------------------|---|
| D) Educate citizens regarding the benefits of composting, available programs and the costs associated with organic waste disposal. | | | | | | ■ | ■ | ■ | High No Cost | On-going | • Public Services |
| E) Participate in state and regional efforts to develop long-term, viable solutions to anticipated changes in solid waste disposal options and landfill capacity. | ■ | ■ | ■ | | | | ■ | ■ | High No Cost to \$ | On-going | • Public Services |
| GOAL CSF-3: To provide adequate fire and police protection facilities and services to ensure the safety of residents and the protection of property in the city. | | | | | | | | | | | |
| A) The City will train fire fighters, police officers, building inspectors, and Public Services and Utilities staff to levels appropriate for their tasks and responsibilities. | | | ■ | | | | ■ | ■ | High \$ | On-going | • Police • Fire |
| GOAL CSF-4: To provide the best education system for the community. | | | | | | | | | | | |
| A) Address anticipated funding deficits and continue to adjust/scale and improve facilities to reflect changing demographics. | ■ | | | | ■ | ■ | | ■ | High \$\$ | Short & On-going | • City Council • City Manager • BoE |
| B) Continue efforts to improve the condition of Newport's public school facilities, with an emphasis on energy efficiency, safety, security and technology. | ■ | | | | ■ | ■ | | | High \$\$\$ | Short & On-going | • City Council • BoE • State of RI (In CIP) |
| C) Work with public school leaders and cohort interests to incorporate and build mutually supportive curricula, associations and efforts emphasizing STEAM (Science, Technology, Engineering, Arts and Mathematics), resiliency, workforce training and placement, and the community's economic diversification strategies. | ■ | | | | ■ | ■ | | ■ | High \$ | Short & On-going | • City Council • City Manager • BoE |
| GOAL CSF-5: To work with local and regional institutions, non-profits and other service providers to provide a comprehensive system of social services necessary to meet the needs of City residents. | | | | | | | | | | | |
| A) Actively support the Health Equity Zone initiative and exploit related institutional relationships and networks to improve community health. | ■ | ■ | | | ■ | | ■ | ■ | High No Cost to \$ | Mid | • City Council • City Manager |
| B) Continue to make information regarding local and regional services widely available to the public through multiple means. | | | ■ | | ■ | | ■ | | Mid No Cost | Short & On-going | • City Council • Regional Planning • Engage Newport |

Newport Comprehensive Land Use Plan

| GOAL CSF-6: To provide suitable and enhanced facilities to serve the City's senior population. | | | | | | | | | | | |
|---|---|---|---|--|---|---|---|---|----------------------|------------------|----------------------------------|
| A) Continue to support the King Center, working in collaboration with other community partners and including promotion of the Center, its programs and facilities to local and regional social and economic development groups. | ■ | | ■ | | ■ | | ■ | ■ | High —— \$\$\$ | Short & On-going | • City Council (In CIP) |
| B) Fully fund planned King Center facility improvements identified in the FY 2017-2021 CIP. | ■ | ■ | ■ | | ■ | | ■ | ■ | High —— \$\$\$ | Short | • City Council (In CIP) |
| GOAL CSF-7: To maintain a superior public library system. | | | | | | | | | | | |
| A) Actively participate in or encourage support for, the Rhode Island Library Association. | | | | | ■ | ■ | | | Mid —— \$ | Short & On-going | • City Council |
| B) Continue to plan for and fund necessary capital facility improvements. | | ■ | | | ■ | ■ | ■ | | High —— \$\$ | Short | • City Council (In CIP) |
| C) Investigate ways to leverage and include the City library in economic diversification initiatives. | ■ | | | | ■ | ■ | | | Mid —— No Cost | Mid | • City Council • City Manager |

7 Transportation & Circulation



Newport is located in the southeastern portion of the State of Rhode Island and is the southernmost municipality on Aquidneck Island. Several transportation options available in Newport allow residents and visitors' alternative means way to reach their destinations. These include personal automobile, biking, walking, public transportation, and water transportation. Since Newport was largely developed prior to the wide-spread use of the automobile, the compact urban form of the community is ideally suited to support transportation options such as walking, biking and trolley.

As described in Chapter 3, Land Use, Newport's population has decreased 48% since 1960. This decrease in population is expected to continue into the future, with a projected population in the year 2040 of 18,758. Given the decrease in population the city does not foresee a major expansion of transportation infrastructure; however, it is important that sufficient planning and resources are dedicated on an annual basis in order to maintain the current high level of service.

7.1 Existing Conditions

Roadway Functional Classifications

According to the United States Department of Transportation's Federal Highway Administration (USDOT FHWA) the functional classification of a roadway is defined as the role that a particular roadway segment plays in serving this flow of traffic through the overall road network. Roadways are assigned to one of several possible functional classifications within a hierarchy according to the character of travel service each roadway provides. In general the roadways are classified according to the access to property and travel mobility. Newport utilizes a hierarchical road system that classified roadways as: Interstates, Freeways and Expressways, Principal Arterials, Minor Arterials, Major and Minor Collectors, Local Roads. A map showing Newport's road network as well as its railroads can be seen on Map 7-1.

Newport does not have any **Interstates or Freeways and Expressways** in accordance with the functional classification system other than the Newport Bridge and its ramps entering and exiting through the northern part of the city. The Claiborne Pell Bridge, also referred to as the Newport Bridge is on the western border of the city. The route travels over Narragansett Bay on Claiborne Pell Bridge, connecting Jamestown to Newport and the rest of Aquidneck Island on Newport's northeastern border.

Principal Arterials are important mobility corridors or centers of the city, which typically form major commercial corridors. These streets are usually state routes with Rhode Island's Route 138 serving as Newport's primary entrance and exit. State Routes 138A (America's Cup Avenue) and 238 (Farewell Street) are extensions of State Route 138. America's Cup Avenue runs right through the heart of downtown and eventually changes to Memorial Boulevard where it intersects with Thames Street. Memorial Boulevard then extends east to Easton's Beach and eventually into the Town of Middletown. Admiral Kalbfus Boulevard runs east-west from Broadway and the Middletown under the Pell Bridge ramp to the Connell Highway rotary. The volume and speed characteristic of Admiral Kalbfus currently creates a divide through Newport's North End communities, disconnecting a large portion of Newport's residents from the rest of the City. All three state routes are maintained by the Rhode Island Department of Transportation (RIDOT). Broadway and JT Connell Highway are two other principal arterials, which move people throughout the city quickly and connect to the Town of Middletown.

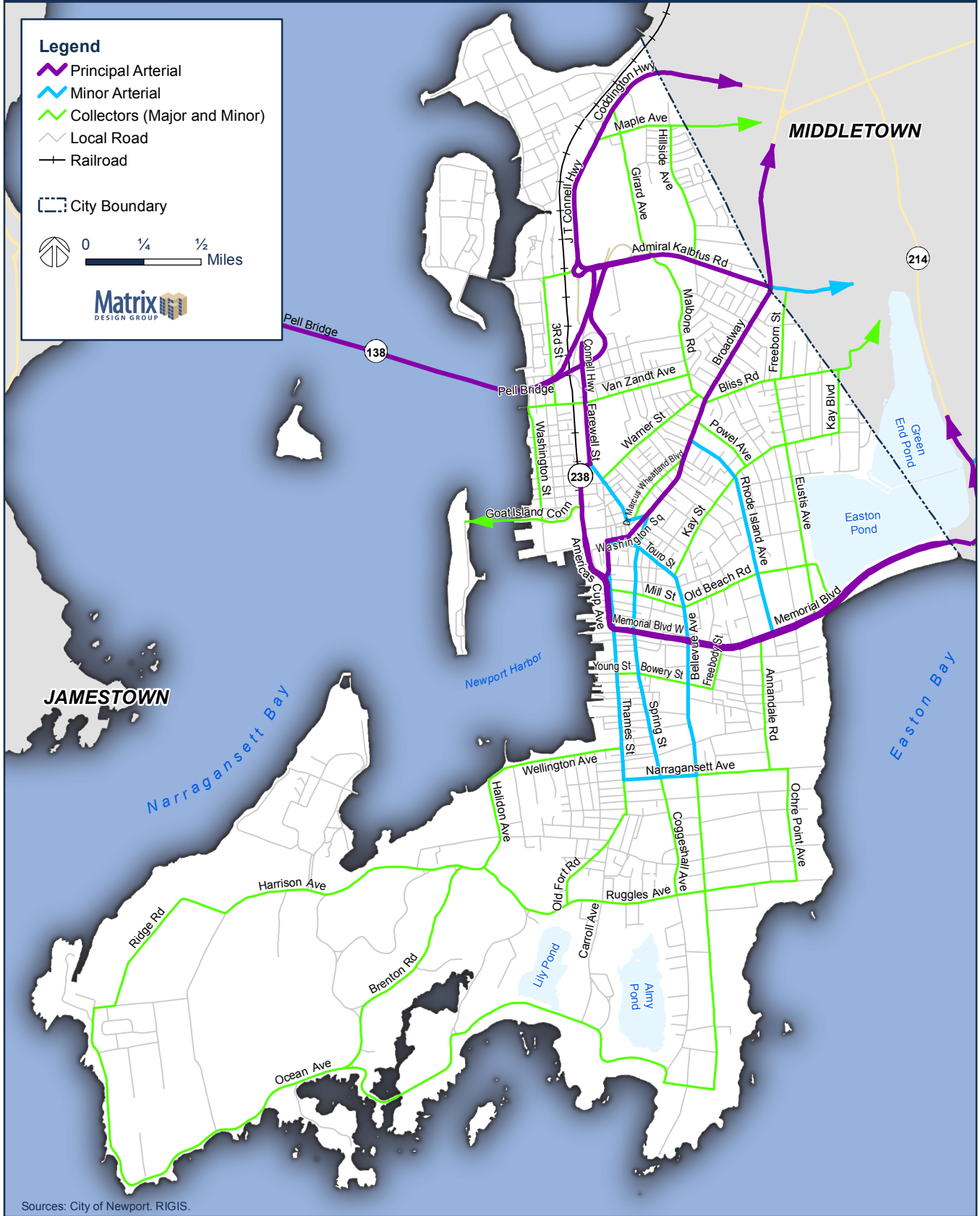




Legend

- Principal Arterial
- Minor Arterial
- Collectors (Major and Minor)
- Local Road
- Railroad
- City Boundary

0 1/4 1/2 Miles



Sources: City of Newport. RIGIS.

Minor Arterials are roads which hold smaller traffic volumes than the principal arterials, but still have many connections to local destinations. Minor arterial streets in Newport include Thames Street, Spring Street, Bellevue Avenue, and Rhode Island Avenue.

Collectors (Major and Minor) are primary thoroughfares that collect traffic from local residential roads and guide it to the high-capacity arterial streets. The collector roads in Newport include Warner Street, Washington Street, Van Zandt Avenue, Malbone Road, and Ocean Avenue among others.

Local Roads contain the lowest volume of traffic at slower speeds and are typically found in neighborhoods. Due to the community's origins as a colonial center, these narrow collector streets, forming a walkable network, characterize Newport's eighteenth and nineteenth century development patterns and dominate much of the city proper.

Newport Roadway Improvement

Roadway / Sidewalk Improvement Program

Roadway improvement within the City of Newport includes transportation infrastructure located within the public rights-of-way and seawalls. Along with the development of the roadway improvement program the Engineering Division of the Department of Public Services administers improvement of the roadway and sidewalk network, traffic signals, signs and striping. The Division is also responsible for preparing construction plans, specifications, and details; reviewing and processing curb cut, excavation, and obstruction permit applications; inspecting construction operations associated with city construction projects; and maintaining division records including plans and maps. The city's Recommended Capital Improvement Plan for fiscal years 2016-2020 identifies priority road improvements for planning purposes as being that of continued/ongoing roadway/sidewalk improvement (including pavement plan), the current paving plan recommends that repairs be made at a rate that is adequate to maintain all city roads in satisfactory condition. This rate of repair should be continued, with comparable levels of investment to ensure that the city maintain this asset at an acceptable standard; maintenance and preservation of the Bellevue Avenue concrete and sidewalk asset; continued maintenance of the city's decorative lighting system; and traffic signal improvements. Notable impending projects scheduled for consideration in the immediate future include:

Thames & Spring Streetscape Improvements

Both Thames and Spring Streets are iconic to Newport's identity, history, and culture. However, with the expansion of automobile use since the development of the street pattern, both streets are in need of enhancements to support better multimodal accommodations and public space. Proposed improvements are comprised of complete roadway rehabilitation, new sidewalks, curbing, accessibility, landscaping, and signage. Conceptual project designs also include the inclusion of green infrastructure; stormwater drainage system enhancements; and energy efficient street lighting.

Broadway Streetscape Project

Broadway is a major north-south principal arterial road and gateway into the city, traveling from Newport's northern border to downtown. This project, completed in 2016 by the Rhode Island Department of Transportation (RIDOT) in conjunction with the City of Newport, has incorporated a number of advanced improvement techniques and will serve as an example of roadway improvements in the near future.

Bellevue Avenue Concrete

Continued maintenance, amenity upgrade, and general upkeep of Bellevue Avenue is essential to the economic wellbeing and tourist experience in Newport. The recommended Capital Improvement Plan (CIP) outlining the city's general roadway improvement plan for 2016-2020 highlights this project.

Decorative Lighting

Decorative lighting at key locations throughout the city adds to the ambiance of the city's historic character. Given the age of the system the Public Services Department anticipates the need for capital replacement of the light fixtures, poles, etc. over the coming years. These impending replacements are outside of the scope of the existing vendor services contract. As such the 2016-2020 Recommended CIP ensures administer the enhanced system.

Traffic Signal Improvements

The 2016 to 2020 CIP highlights three intersections throughout Newport that will be getting traffic signal improvements. These intersections are Bellevue / Narragansett, Bellevue / Kay / Touro, and Spring / Touro. Once these improvements are completed, these three intersections will allow for improved vehicular and pedestrian movement and, most importantly, safety.

Rhode Island Department of Transportation, Transportation Improvement Plan (2017 – 2025)

The Transportation Improvement Plan (TIP) is a list generated by the State of Rhode Island which describes transportation projects that the state intends to implement through funding from the United States Department of Transportation. The recently approved statewide TIP includes four transportation projects in Newport: improvements to the Old Colony Ramp North; improvements to the Goat Island Causeway; railroad improvements at Elm and Poplar Streets; and creation of a Shared Use Path from CCRI to the Newport Visitors Center to accommodate pedestrians and bicycles.

Claiborne Pell Bridge Improvements

Several significant Claiborne Pell Bridge and ramp realignment options have been identified and are in the early stages of review. Such recommended roadway improvements include reconfiguring the off-ramp in downtown Newport; constructing two-way traffic on a portion of JT Connell Highway; establishing Newport Rotary as a bicycle and pedestrian roundabout (in keeping with the City's Complete Streets policy); development and widening of a new connector east of JT Connell Highway; and increasing access to the ramps from Admiral Kalbfus Road to America's Cup Avenue as part of a new multimodal hub being examined as part of a transit improvement study for the north end of the city.

Mode Choice

Compared to Rhode Island and United States statistics in the 2014 American Community Survey (ACS), far fewer residents in Newport commute to work via single-occupancy automobiles. Approximately 64% of Newporters drive alone to work compared to the United States' average of 76.4% and Rhode Island's 80.2% average. Around 1,555 households, or 14.6%, in Newport have no access to an automobile. This could be one of the factors leading to the city's higher walking commute percentages. The city's high numbers of walking commuters could be due to transportation challenges that include reduced access to automobiles, lack of parking, and traffic congestion. Then again, the small size of the city and close proximity of destinations, can lead to a conscientious choice for a healthy lifestyle and active transportation choices such as walking and biking.



With a greater proportion of residents who use means other than personal vehicle to commute to work, Newport has a heightened responsibility and opportunity to design pedestrian friendly streets to both support pedestrians and encourage more people to walk to work.

Table 7-1 shows the mode choice characteristics for Newport and the State as a whole for the years 2014 and 2007, 2007 representing the earliest data available. On the state level, there have been negligible changes in the 8 year span, the largest change being a 0.7% decrease in carpooling. The changes in Newport’s mode choice during those years are not as subtle. Single-Occupancy driving dipped 5.7% and every other category, with exception to transit, saw increases. While there is no bicycle commuting data for Newport, bicycle commuting increased statewide in Rhode Island by more than 100% from 2005 to 2014. *Source: Where We Ride, League of American Bicyclists, 2015*

Table 7-1 –Journey to Work Mode Choice, 2014 & 2007

| Mode Choice | 2014 Newport | 2007 Newport | 2014 Rhode Island | 2007 Rhode Island |
|-------------------------------|--------------|--------------|-------------------|-------------------|
| Single-Occupancy Automobile | 63.9% | 69.6% | 80.2% | 80.8% |
| Multiple-Occupancy Automobile | 7.3% | 7.8% | 8.2% | 8.9% |
| Transit | 2.2% | 3.1% | 2.9% | 2.7% |
| Walk | 14.4% | 11.9% | 3.7% | 3.2% |
| Work at Home | 7.9% | 5.5% | 3.5% | 2.9% |
| Other | 4.3% | 2.0% | 1.6% | 1.5% |

Source: 2007, 2010-2014 American Community Survey 5-Year Estimates

Mode choice has direct implications to commute times. Trip length and the available infrastructure also influence commute times. Current trends for Newport indicate that those in the Bellevue Avenue and Estates, Memorial Boulevard, and Broadway neighborhoods experience the longest commute times within the city.

Traffic Volumes

As automobiles constitute the greatest mode share of transportation in Newport, it can be expected that there will be high traffic volumes and congestion on the roadways throughout the city. Table 7-2 describes the traffic volumes (annual average daily traffic) on some of the busiest streets in Newport.

Table 7-2 – 2009 Traffic Volumes in Newport

| Location | Traffic Volume (vehicles per day) |
|--|-----------------------------------|
| Claiborne Pell Bridge | 26,800 (2012) |
| Memorial Boulevard, west of Old Beach Road | 22,100 |
| Admiral Kalbfus Road, east of JT Connell Highway | 19,200 |
| America’s Cup Avenue, near Farewell Street | 10,700 |

Source. Aquidneck Island Transportation Study, State of Rhode Island Highway Functional Classification 2014

All traffic entering the city from the west is counted by toll booth on the western end of Clairborne Pell Bridge in Jamestown. The toll cost is \$2.00 per axle for traffic in both directions. The majority of local users rely on the Rhode Island Turnpike and Bridge Authority (RITBA) participation in the E-Z Pass system for reduced rate electronic toll collection which allows participants in the program to receive discounted toll rates through the use of an electronic toll collection system with E-Z pass transponders. This system is utilized by a number of neighboring states thereby providing many visitors with discounted access to the city. Points of access north and east of the city provide free entrance into Newport.

Traffic Generators

There are several major high capacity users and service providers throughout the City of Newport that act as traffic generators thereby contributing to the congestion within the city at certain times of the day or year depending on the season. One such seasonal traffic generator is the tourism industry, while an example of a daily generator are Newport's public schools. That traffic generated from schools vastly increases when all of the private schools, Salve Regina University, and the Community College of Rhode Island (CCRI) are included. Another major traffic generator in the city is Naval Station Newport (NAVSTA). 2014 statistics show that there are 4,500 employees employed by NAVSTA. Newport is also home to a number of special events throughout the year, like the Newport Jazz Festival and Newport Folk Festival. Events like these, and others that attract visitors from around the world, act as serious traffic generators for the city at peak times.

Transportation Options

Newport's residents and visitors, like millions of people across the country, are highly dependent on the automobile. Newport is a relatively compact and attractive city whose attributes can be best experienced by means other than the automobile. Transportation options include walking, bicycling, public bus and trolley, water transport services, and taxi services.

Coordinated efforts by Discover Newport, Rhode Island Public Transit Authority (RIPTA), Bike Newport and the City have led to more advances in the use of alternative modes of transportation. The location of a municipal parking garage and lot right behind the Humphrey J. Donnelly, III Newport Gateway Transportation and Visitors Center (Newport Visitors Center) allows for all day reduced parking rates for those individuals utilizing public transportation from the center. The use of hybrid and diesel electric buses and trolleys to and from the Visitors Center for both tourists and everyday users has resulted in advances in the protection of the environment of Newport's natural and cultural resources. With over 3.5 million visitors to the City-By-The-Sea each year, many of the 650,000 passing through the Newport Visitors Center are sure to seek out the alternative modes of transportation presented in this section.

Cyclist encouragement and route markings resulted in increasing numbers of people choosing bicycles to get to Newport's major events. In 2016, up to 1400 people bicycled to the Folk Festival – the highest percentage of ticket holders to bicycle to an event anywhere in the US.

A highway safety campaign entitled "Newport Waves" encourages people in cars, people on bikes, and people walking to be safer on Newport roads by communicating and acknowledging one another with the friendly intuitive gesture of a wave.

Bicycling

The City of Newport has a Bicycle and Pedestrian Advisory Commission (BPAC) that meets once a month to discuss action plans for pedestrian and bicycle safety. The commission focuses on pedestrian safety, education and community outreach, plus safe routes to school. Information and programs that encourage and support improved bicycling are provided by Bike Newport, the cycling advocacy group on Aquidneck Island. Their programs and efforts help to get people onto bicycles for recreation and transportation. The web site provides information about bicycle safety, recommended bike routes, bike shops, events, state laws and city ordinances that pertain to biking, and more. (<http://bikenewportri.org>)

Newport also has recreational areas that are great to experience via bicycle. Ocean Drive provides a beautiful scenic route for all cyclists to enjoy. A map of Newport's bicycling network along with a review bicycle safeguard measures and bike land verses shared lane marking explanations can be found on maps provided by Bike Newport and available citywide and at the Visitors Center. Map 7-2 of this document also provides an overview of the cycling network.

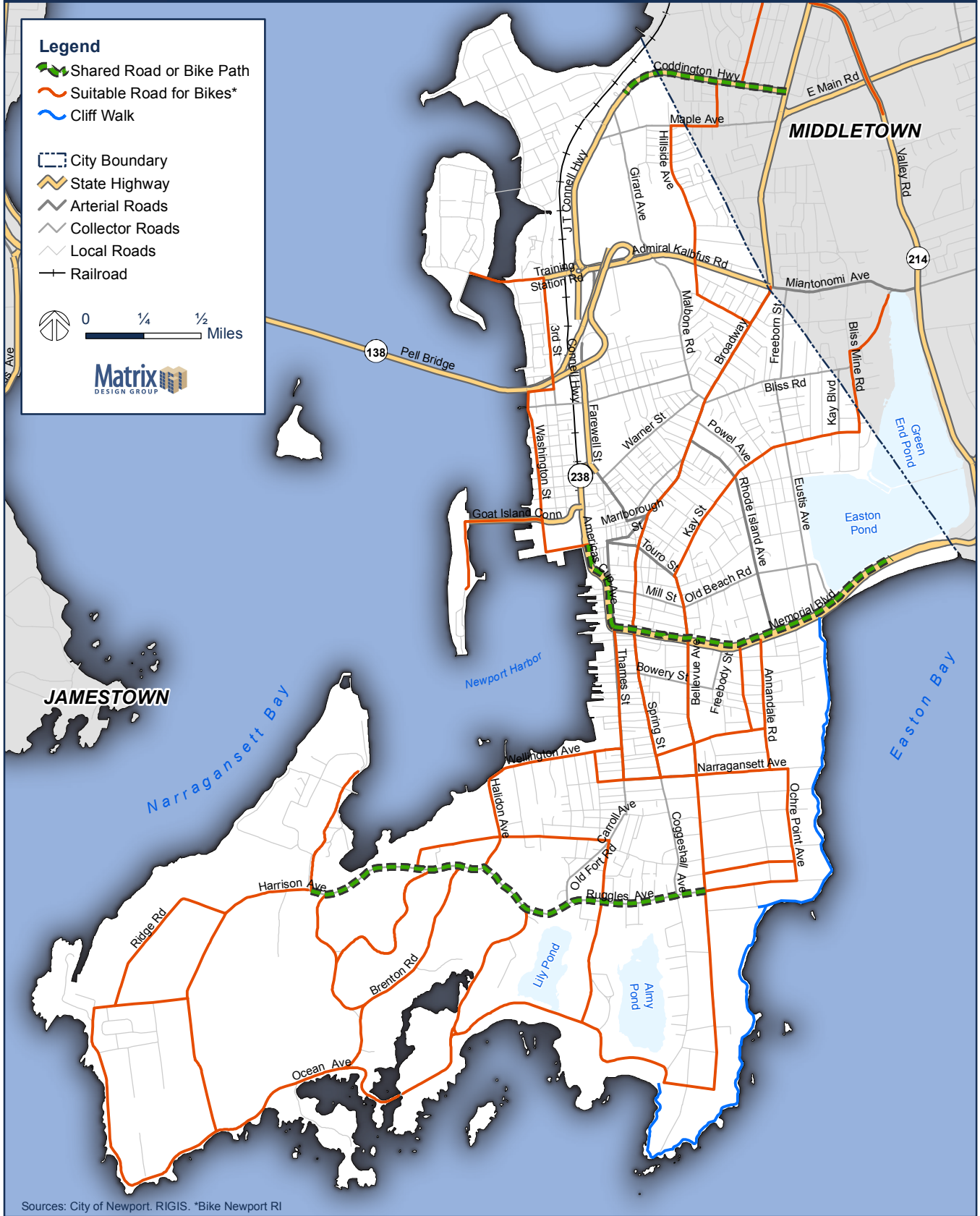


Bicycle And Pedestrian

Legend

- Shared Road or Bike Path
- Suitable Road for Bikes*
- Cliff Walk
- City Boundary
- State Highway
- Arterial Roads
- Collector Roads
- Local Roads
- Railroad

0 1/4 1/2 Miles



Sources: City of Newport, RIGIS. *Bike Newport RI

While Newport is a relatively compact city and one that would be perceived as suitable for bicycling, many of the roads are not equipped with bike lanes or bicycle facilities. In most neighborhoods bicyclists share the street with other modes of transportation. All of the transportation advocates identified above are working to advance the network to better accommodate all users in the most efficient and safe manner possible. The city will benefit from improved road markings including bike lanes, green lanes, green boxes, and other traffic management methods used successfully in other bicycle-friendly cities where appropriate.

The Aquidneck Island Planning Commission (AIPC) is spearheading a plan to create an island-wide bikeway along the western portion of the island. Once completed, the bikeway will cover 18 miles through Newport, Middletown, and Portsmouth. As of 2014, three miles of the bikeway have been completed. The portions that have been completed in Newport are primarily located off of Memorial Boulevard and America's Cup Boulevard, stretching from the eastern border between Newport and Middletown to where Memorial Boulevard meets Thames Street, and continues north along America's Cup Avenue. It will eventually make its way along the JT Connell Highway and connect to Middletown. The Aquidneck Island Bikeway will provide connections to other scenic bike routes in Newport, most notably the scenic ride along Ocean Drive.



To limit automobile traffic and retain Newport's iconic 18th and 19th century character, it will be important to connect the southern, northern, and eastern portions of the city to the downtown via pedestrian and biking paths.

Pedestrians

Most of Newport is pedestrian friendly due to the city's dense eighteenth and nineteenth century pedestrian-scale development. The most pedestrian friendly areas of the city are the historic Downtown, harbor and lower Thames Street areas.

The southern portion of the island developed along different ideals and is mainly comprised of larger lot sizes and large estate developments. As such, this portion of the island is a more auto and bicycle dependent destination and provides a more recreational form of pedestrian experience once a visitor arrives in this area.

Sidewalks

In total, there are 94 miles of roadways and a Geographic Information System (GIS) calculated 82 miles of sidewalks in the city. As previously mentioned the City has a Roadway / Sidewalk Improvements project under the CIP that allocates funds every year for infrastructure design and construction which includes sidewalks. While sidewalks are provided in much of the city, sidewalks are absent along many portions of the heavily traveled streets, including Coggeshall Avenue, Eustis Avenue, upper Kay Street, Malbone Road, Old Fort Road, and Wickham Road. Planned city and state projects continue to include improvements to the pedestrian experience through sidewalk enhancements and upgrades. The important dual aspect of the historic nature of the city streetscape and the functionality of the upgrades must be balanced for the wellbeing of all. The city has mechanisms in place to upkeep these valuable resources in the form of litter and snow removal ordinances, which require enforcement for the good of the entire community as well as its visitors.

Crosswalks

Crosswalks exist at most of the major downtown intersections; however, improvements to where crosswalks are located along major routes are always being reviewed and upgraded. Recent changes to Broadway are an example of current crosswalk trends being implemented within the city. The use of semi-pervious construction pavers within raised crossing areas provide for increased visibility of the pedestrian and allow for a more permanent method of crosswalk demarcation. Proposed citywide street and sidewalk projects will include crosswalk analysis to determine if there is a need for additional crossing areas or if the functionality and location of existing crosswalks are adequate for the population in a given area.



Regular maintenance is as necessary for crosswalks as it is for streets and sidewalks. Due to this, it may be necessary for the Pavement Management System (PMS) to be expanded to include the inventory of crosswalks and their condition to guide their upkeep.

Citywide Accessibility

The City recognizes the importance of meeting the requirements of the American's with Disabilities Act (ADA). In addition to City roadway and sidewalk improvements plans, Newport has a program to modify the sidewalks at all street intersections throughout the city to be accessible for persons with disabilities in accordance with the ADA standards.

Public Transit

The Newport Visitors Center serves as an intermodal transportation center for the region. All major public transportation systems begin and end their trips at the Center. Two bus lines, excluding the charter and tour bus operators, operate from here. Peter Pan (formerly Bonanza Bus Service), a private bus company, operates round-trip services from Newport to Fall River and Boston along with the statewide Rhode Island Public Transit Authority (RIPTA) providing intra-city bus service to Middletown, Portsmouth, Jamestown, Providence and the West Bay. RIPTA also has a "Flex" service which provides transportation to any destination within the portions of a Flex Zone (in this area Newport and Middletown) as indicated on Map 7-3. Using RIPTA buses, riders can park at the Newport Visitors Center for an all-day reduced rate. Passengers can connect with AMTRAK trains in either North Kingston or Providence. RIPTA busses accommodate two bicycles each on the front racks, further enhancing / supporting the city's multi-modal commitment.



Much of the public transportation is located near the city center.. This leaves the entire south western part of the city with no public transit service.








RIPTA also provides free transit services for riders over age of 65 and those with disabilities during off-peak hours, and a reduced rate during peak commuting hours. Handicap accessible buses are available at various times on different routes. In addition, the "Ride" program, sponsored by RIPTA and several state agencies, provides a transportation service using step-vans for those that benefit from that assistance anywhere within a three-quarter mile corridor around the existing bus routes. Newport's public transportation network as provided by RIPTA covers five RIPTA routes: 14 provides access to the West Bay; 60 goes to Providence and points in between; 63 covers Broadway and Middletown shopping areas; 64 provides access to the University of Rhode Island Kingston Campus; and 67 with its regional summer extensions provides access to Bellevue Avenue and Salve Regina University. A general overview of the system in its entirety can be found on Map 7-3.







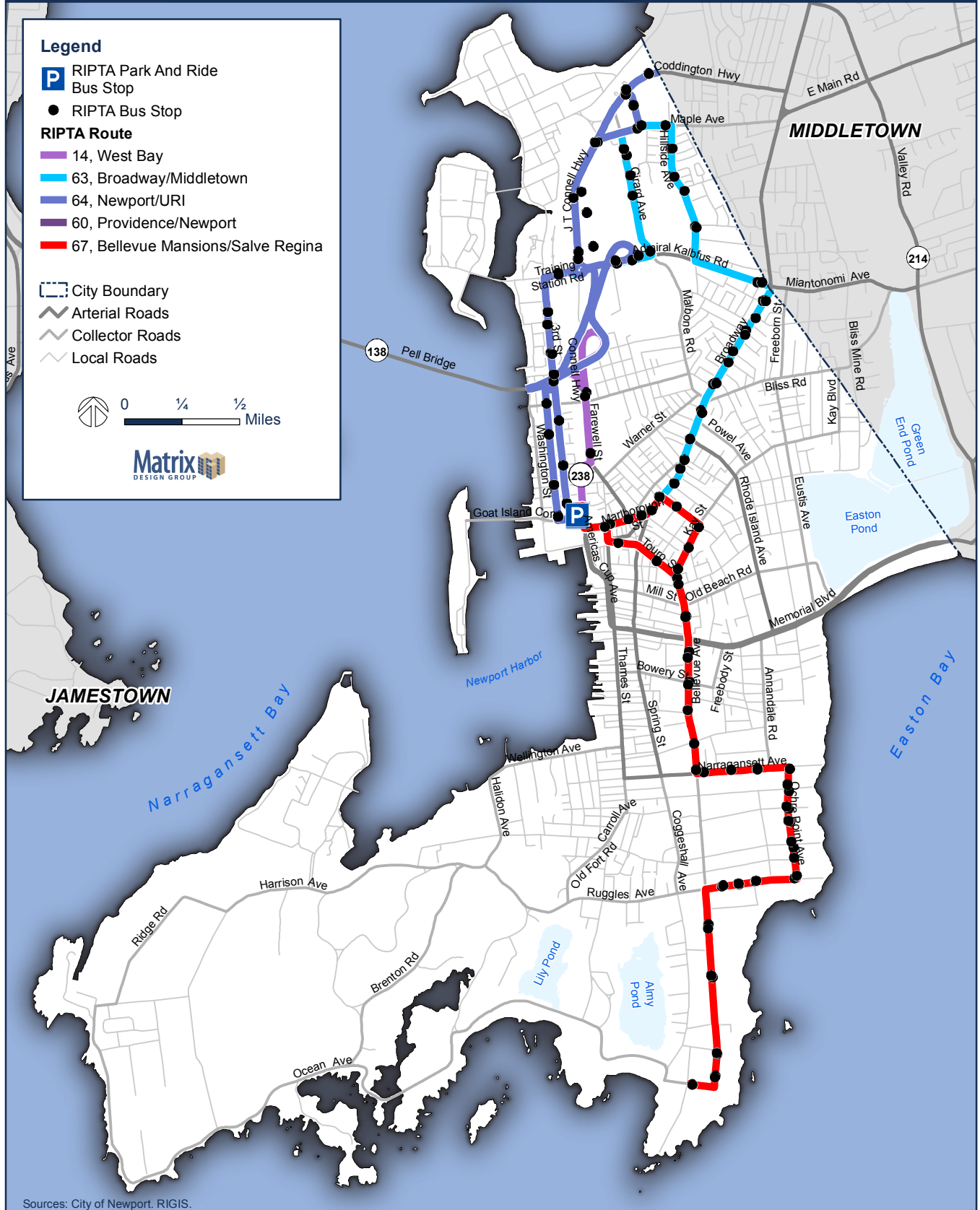
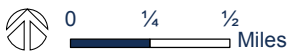
Studies show Millennials are more willing to ride public transportation. This combined with Newport's aging population gives public transportation services the ability to become increasingly more popular in the city's future.



Legend

-  RIPTA Park And Ride Bus Stop
-  RIPTA Bus Stop
- RIPTA Route**
-  14, West Bay
-  63, Broadway/Middletown
-  64, Newport/URI
-  60, Providence/Newport
-  67, Bellevue Mansions/Salve Regina

-  City Boundary
-  Arterial Roads
-  Collector Roads
-  Local Roads



Sources: City of Newport, RIGIS.

The RIPTA terminal at the Newport Visitors Center continues to allow for state and federal funds to be leveraged in support of this multi modal center thereby providing for continual upgrade of the facility. An example of recent funds planned to be used include diaster relief funding from Super Storm Sandy for the replacement of the RIPTA bus terminal roofing at the Visitors Center and for shelters throughout the city.

By comparing Map 7-3 with the Housing Density Map, Map 5-1, inquiries can be made into the efficiency of Newport's transit network. The comparisons show that the Harbor area, lower Thames Street and the area just south and east of the Newport Harbor, some of the most densely populated areas in the city, have no public transit stops. Studies have shown that people are willing to walk around a quarter mile, or five to seven minutes, to get to a transit stop, and various parts within these two neighborhoods are beyond that threshold and could benefit from an expanded transit network.

Water Transportation

Water transportation has been an integral part of the history of Newport since its inception. Private water transportation services include harbor tours, boat rentals and charters and launch services. Launch services are regulated by the Public Utilities Commission (PUC).

Both Aquidneck Ferry and Old Port Marine operate harbor taxi services. In addition, there is a passenger ferry to Jamestown. State officials also just reinstated the seasonal Newport/Providence ferry service. RIDOT traffic alert signage throughout the state indicated the status of weekend availability for the ferry and by default acted as an additional advertisement for the service. The city will continue to support water transportation efforts in order to provide access of Narragansett Bay for residents and visitors alike. The focal points for these activities are the Perrotti Park Marine Terminal which is also the location of the Harbormaster's office and the Harbor Center. Newport's water transportation network can be found on Map 7-4.

Rail

Like many American communities, Newport once had passenger and freight rail service. The passenger service was discontinued over 65 years ago after a marine accident damaged the Sakonnet River Rail Bridge connecting Aquidneck Island to the Tiverton mainland. RIDOT retains ownership of the railroad line from Portsmouth to Newport, which covers a distance of 16.3 miles. Currently, the rail line is used by two parties: the Newport Railroad Foundation that operates a tourist train as the "Newport and Old Colony Railroad", and the Newport Dinner Train, which provides excursions.

Aviation

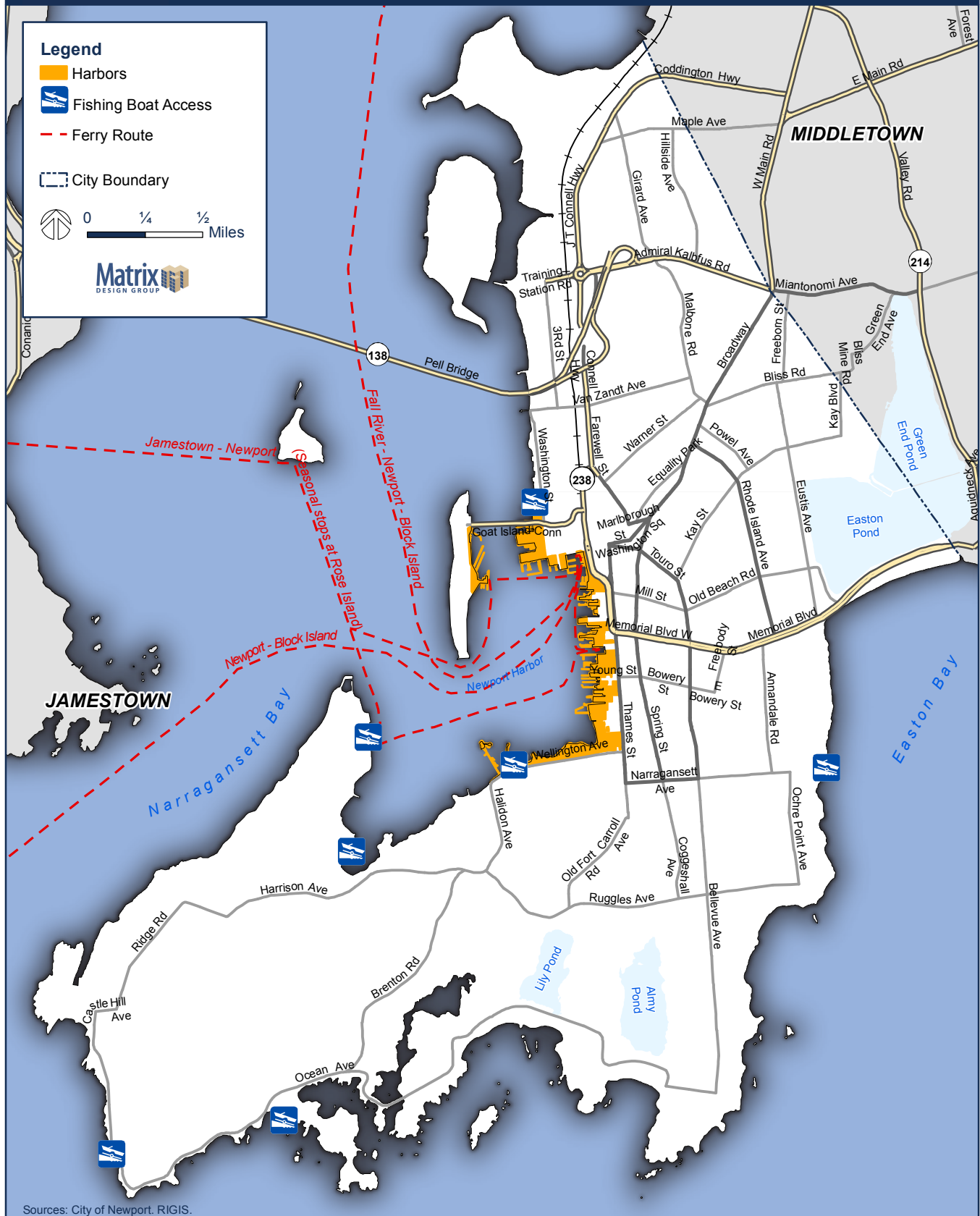
The closest airport to the City of Newport is the Newport State Airport located in the Town of Middletown, approximately two miles to the north of the City of Newport (Figure 7-5). The airport is situated on approximately 223 acres of land and provides general aviation services to the Aquidneck Island communities of Newport, Middletown, Portsmouth and the surrounding area. The airport provides quick access for residents and boat owners who harbor vessels in the nearby marinas. According to the 2008 Airport Master Plan, the Newport State Airport is occasionally used by the military for touch-and-go operations by helicopters. For commercial air traffic, the closest airport to Newport is the T.F. Green Airport located in the City of Warwick, approximately 18 miles northwest of the City of Newport. T.F. Green offers a range of commercial airline service from major airlines, providing easy access to Newport from the region and nationally, and internationally through connections with major hub airports.

Mode Linkages

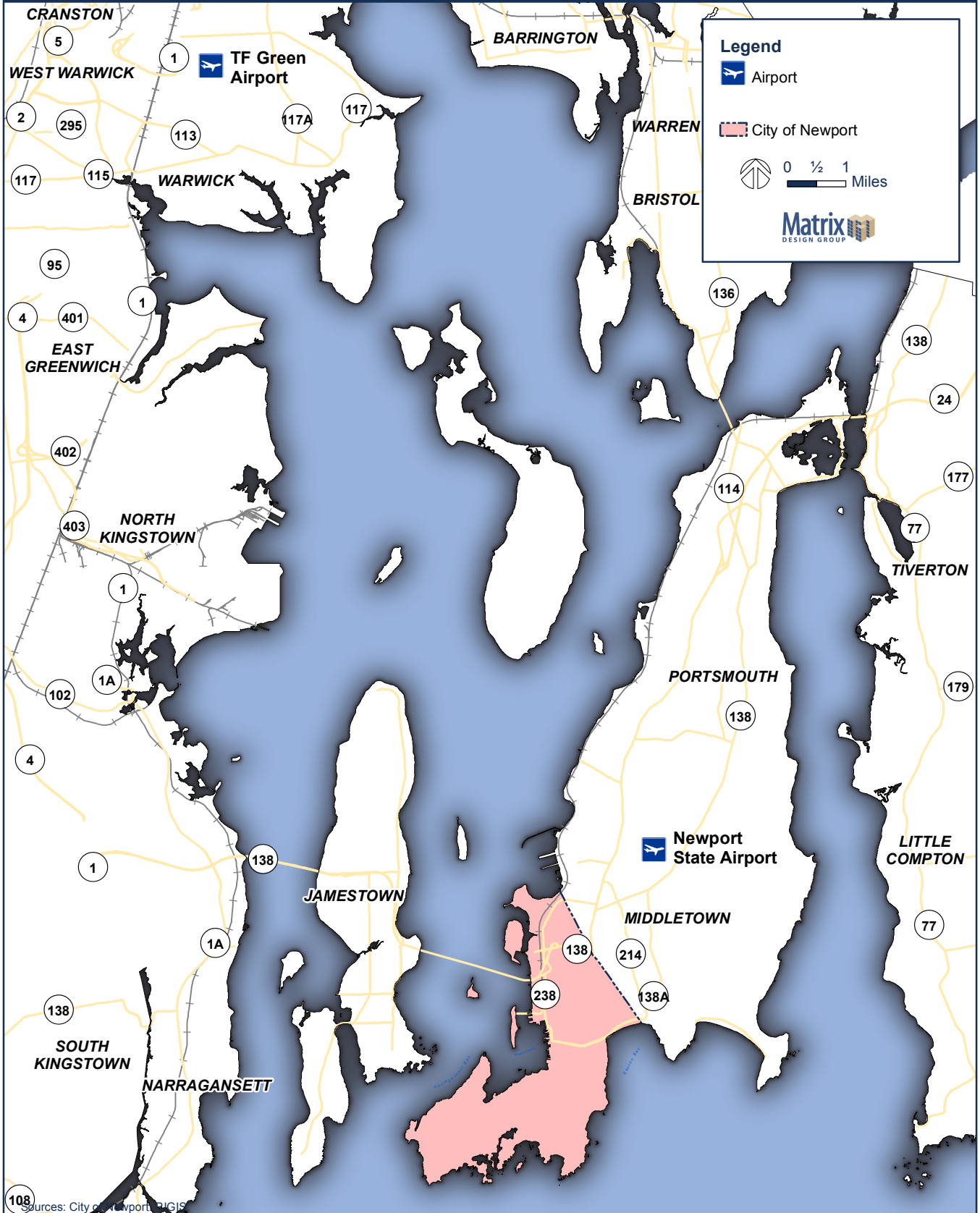
Providing linkages among multiple forms of transportation is vital to a comprehensive and accessible transportation network in any city – linking cars, busses, water taxis, ferries, trains, bicycles, and walking. Improvements and partnerships in Newport should be explored and supported, including Bike Share, as proved popular and sustainable in numerous comparable cities.



Water Transportation



Sources: City of Newport. RIGIS.



Parking Resources

Parking in Newport is recognized to be a concern in the area centered on the harbor that contains both commercial and residential uses. This is due to the high density of structures, the mix of land uses, and the narrow minor arterials and collector streets located within the area. Parking is also a seasonal issue and must accommodate the year-round population as well as the influx of visitors during the tourist season.

A study by Youngken Associates in 2008 for the city has estimated that there are approximately 2,900 parking spaces in the business district west of Spring Street. With regard to the spaces available to accommodate the summer peak, that number increases with the inclusion of the spaces available in the Historic Hill residential area as well as the Broadway and Bellevue Avenue Estates business districts. The types of parking available in these areas include on-street parking, municipal parking lots, and private parking.

Resident Parking

The majority of available parking is on-street parking in Newport and is a source of both business and citizen complaints. The Resident Parking Program was created to alleviate parking on residential streets from May 1st until October 31st, which is when traffic from tourism is highest. Residents may park on the street if they have a Resident Parking Permit, a visitor pass, or a temporary permit. Those identification items are issued to all vehicles registered in Newport, as well as vehicles owned by tenants or owners of Newport property. Streets may have one of three restrictions: night restrictions (6 p.m. – 6 a.m.), day restrictions (6 a.m. – 6 p.m. on weekends and holidays) or 24-hour restrictions.

On-Street Metered Parking

Newport also has on-street metered parking in effect from May 1st through October 31st. These meters are located throughout downtown Newport and Memorial Boulevard. Metered parking is limited to a maximum of three hours and generally cost \$1.25 per hour.

Pay-by-Plate Metered Parking

Parking at the Cliff Walk and Forty Steps is offered through Pay-by-Plate metered parking on Narragansett Avenue. Pay-by-Plate is a system that allows visitors to pre-pay for parking by the hour. A visitor would choose the number of hours desired, enter the license plate number on the car, and then make a payment. Visitors may pay for up to four hours at a time. The five parking lots Newport maintains are shown on Table 7-3.



The wide variances in peak parking demand between high and low tourism seasons result in both large underused parking lots as well as parking congestion. These points demonstrate why this topic is important—it affects both the economic vitality of the city's businesses and the quality of life of the city's residents.

Table 7-3 – Parking Lots in Newport

| Lot | Operation | Rate | Max per Day | Permits | Parking Spots |
|---|---|--|----------------------------|--|---------------|
| Municipal Garage & Lot at the Newport Visitors Center | Mon – Sun 8:00 AM – 12:00 AM May 1 st – Oct. 31 st | \$2.00 for first 0.5 hours \$1.50 per subsequent 0.5 hour | \$24.50 | Free half hour parking with a validated ticket from Discover Newport | 484 |
| Mary Street | Sun- Thurs 8:00 AM – 12:00 AM Fri & Sat 8:00 AM – 2:00 AM May 1 st – Oct. 31 st | \$2.00 for first 0.5 hours \$1.50 per subsequent 0.5 hour | \$24.50 | Residents get 3 hours for free, once per day if have Residential Sticker | 118 |
| Touro St. | Daily 9:00 AM - 9:00 PM | \$1.25 per hour | \$3.75 (3 hour maximum) | Several free of charge spaces reserved for those with Residential Stickers. Majority are Pay-and-Display | 32 |
| Long Wharf Parking | Daily | \$1.25 per hour | \$11.25 (9 hours) | - | 31 |
| Kings Parking | Vehicle and boat trailer parking May 1 st – Oct. 15 th | \$50 per season automobiles \$25 resident boat trailer \$100 non-resident boat trailer | - | Pay-and-Display | - |
| Easton's Beach | May 30 th – September 1 st | Car: \$10 on weekdays \$20 on weekends | - | Season passes available at City Hall | - |

Source: City of Newport, 2015

Private Parking

The other significant parking resources are the numerous privately owned parking lots available to the public. Most of these lots charge a fee for parking, although some of them are for use by the patrons of adjacent shops or restaurants. While the number of spaces available through this manner varies annually, the Youngken report cited estimates that nearly 1,300 spaces were provided in the waterfront area. The parking lots associated with shopping and office centers on Bellevue Avenue increase that number by approximately 50%. The city provides some wayfinding signage along Thames Street directing drivers to unseen lots on the wharf areas, but there are not comprehensive maps of these facilities available to the public.

Traffic and Parking Enforcement

Interdepartmental Traffic Committee

The Interdepartmental Traffic Committee (ITC) makes recommendations to City Council regarding traffic related issues. The committee is comprised of city staff from the Police Department, Fire Department, Public Services Department, and Planning Department.

Parking Violation Review

The Parking Violation Review is a process that allows those who receive parking tickets to have their ticket reviewed. This process begins online on the City of Newport's website and is conducted before having to pay for the ticket or having to appear in court. After submitting the appropriate information and a description of the parking ticket, the ticket holder will be notified by the Parking Violations Review Administrator if the request for review was accepted. Those that are not accepted may still appear to the Municipal Court to plead their case.

Traffic Sergeant

The police department has a traffic unit that is responsible for enforcing traffic rules as well as planning and educating the public on traffic related issues. Residents may call into this unit with traffic concerns. In addition to the traffic unit, residents may also call into the non-emergency Police Department line for traffic concerns. The Newport Police enforce metered parking.

Transportation Supervisor

The Transportation Supervisor facilitates questions regarding Newport's city parking lots and the Parking Meter Program. The supervisor is a part of the Newport Police Department.

Engineering Services

The Engineering Division is a part of the Public Services Department. The division manages the city's transportation infrastructure including sidewalks, traffic signals, and striping. They are also responsible for construction plans. These responsibilities help to ensure that the city's transportation network is maintained. This division is discussed further in Chapter 6, Community Services & Facilities.



Many of Newport's sidewalks are in need of maintenance. As they currently exist, they make it dangerous and difficult for bicyclists, rollerbladers, and skateboarders to use them.

7.2 Goals and Policies

Goal T-1

To provide a comprehensive, multimodal transportation system for all users.

- Policy T-1.1** The City shall develop a design guide that support all modes of transportation and addresses the inclusion of pedestrian and bicycling in new and existing road corridors, as specified in the City's Complete Streets policy.
- Policy T-1.2** The City shall provide traffic calming measures on local / residential streets and require new developments (or projects) that share roadways with residential areas, to integrate traffic calming methods as part of site design.
- Policy T-1.3** The City's transportation system shall be designed to safely accommodate all bicyclists, pedestrians, and especially those with disabilities.
- Policy T-1.4** The City's transportation system shall be designed to safely accommodate all people, including those with disabilities.
- Policy T-1.5** The City shall incorporate measures to support older citizens and people with special needs when planning and designing streets, parking areas, and facilities.
- Policy T-1.6** The City shall advocate for the special populations in its efforts to plan, program, design, and implement a comprehensive transportation and circulation system, including people who are older, have physical and/or mental health challenges, and/or limited income.

Goal T-2

To link into the overall regional multi modal transportation network on Aquidneck Island.

- Policy T-2.1** The City shall work with State and local partners to improve The Newport Gateway Transportation and Visitor Center to enhance its usage as a multi-modal transportation hub serving all Aquidneck Island.
- Policy T-2.2** The City, in conjunction with the Aquidneck Island Planning Commission (AIPC), shall support the realignment of the Claiborne Pell Bridge.
- Policy T-2.3** The City shall plan, design and create remote parking at stations and stops in conjunction with the West Side transit strategy.
- Policy T-2.4** The City shall work closely with adjacent jurisdictions and RIPTA to ensure transportation links and support the completion of facilities to connect regional transit, trails, and bike systems and facilitate circulation enhancements in Newport and throughout Aquidneck Island.
- Policy T-2.5** The City shall evaluate and designate qualifying segments of streets and roads for bike lanes and shared lane use.
- Policy T-2.6** The City shall support public / private planning that would improve the appearance of Newport's four primary entry ways, creating a greater sense of arrival and welcome.

Goal T-3

To provide appropriate funding and financing of transportation infrastructure.

- Policy T-3.1** The City shall pursue dedicated and collaborative transportation funding sources from State and regional agencies on its own and in partnership with other local and regional organizations and agencies.
- Policy T-3.2** The City shall collaborate with other communities to seek increased state and regional funding sources.
- Policy T-3.3** The City shall explore traffic impact revenue associated with appropriate developments.
- Policy T-3.4** The City shall place a priority on Vulnerable Road User (VRU) safety, considering pedestrian and bicycle safety and accessibility in the Capital Improvement Plan (CIP) program.

Goal T-4

To use state-of-the-art design and technology to create a safe, efficient, environmentally sound and user-friendly transportation system.

- Policy T-4.1** The City's road network shall incorporate "intelligent transportation systems" to manage traffic congestion using real time data, particularly during peak seasons and major community events and incorporating successful solutions and best practices.
- Policy T-4.2** The City shall identify and promote Transit-Oriented Development in areas that can support the regional transit system and related plans (North End).
- Policy T-4.3** The City shall design street and public parking area lighting that improves safety, energy efficiency, protection of the night skies (dark sky protections) and environmental soundness.
- Policy T-4.4** The City shall work with transit and tourism providers to enhance protections to the city's natural resources. This includes reducing commercial vehicle traffic to the city's south shores, designing routes to minimize impacts on residential neighborhoods, and elimination of idling engines during stops of more than two minutes.

Goal T-5

To provide sufficient and suitably located parking, designed to eliminate, mitigate or reduce impacts.

- Policy T-5.1** The City shall strive to develop, implement and actively manage a plan and program intended to provide sufficient parking to support local businesses and tourist activity sites.
- Policy T-5.2** The City shall enhance roadway construction communication.

7.3 Implementation Actions

The following are the implementation actions for the goals included in the Transportation & Circulation Element.

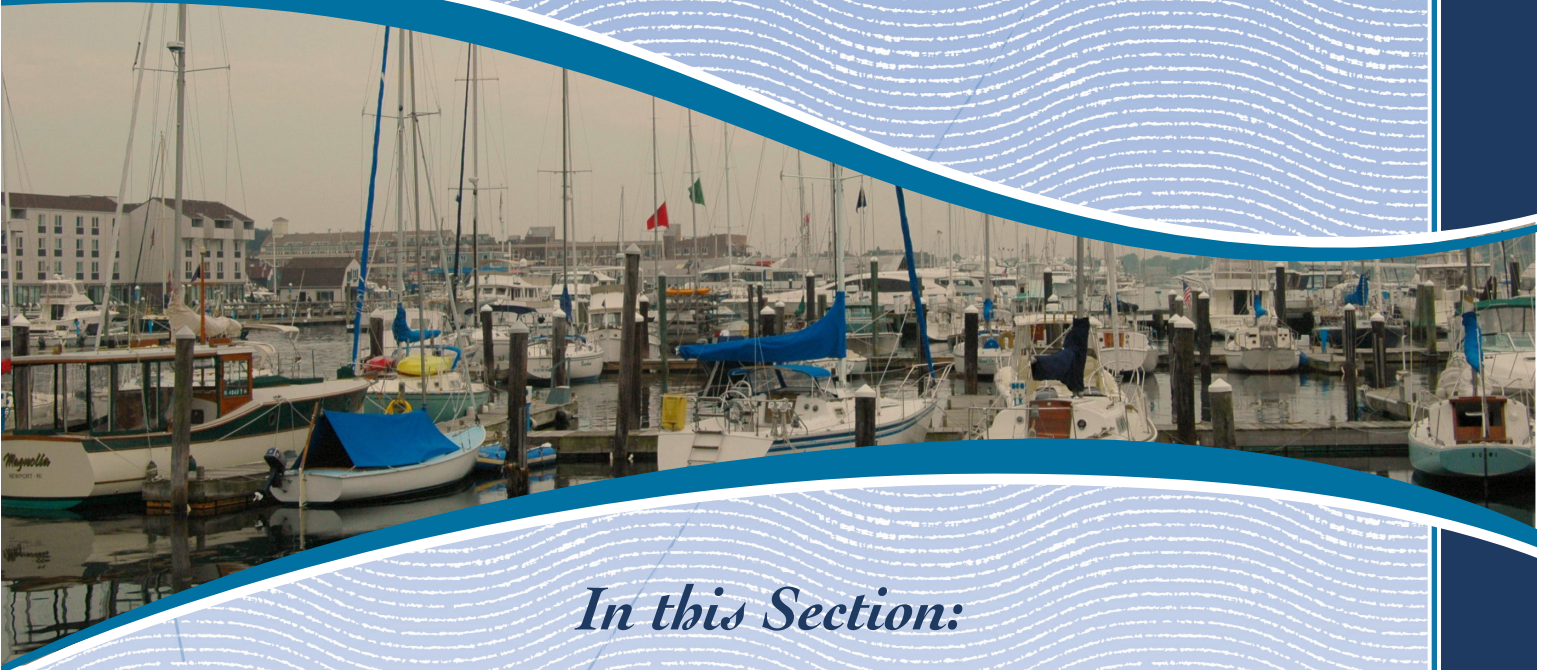
| Goals & Actions | City Objectives | | | | | | | | Priority Cost | Time | Responsibility / CIP |
|---|-----------------|-----------|-------|-------------|---------------|-------|---------|-----------|----------------------|------------------|--|
| | Prosperous | Beautiful | Happy | Destination | Collaborative | Smart | Healthy | Resilient | | | |
| GOAL T-1: To provide a comprehensive, multimodal transportation system for all users. | | | | | | | | | | | |
| A) Design, construct and maintain all public transportation facilities and improvements to be in compliance with applicable ADA standards. | ■ | | ■ | | ■ | | ■ | | High —— \$\$ | Short & On-going | <ul style="list-style-type: none"> Public Services RIDOT (In CIP) |
| B) Give high priority to providing or enhancing para-transit or other similar mobility services focused on the needs of the elderly and/or those with visual, auditory or ambulatory impairments. | | | ■ | | | | ■ | | High —— \$\$ | Short & On-going | <ul style="list-style-type: none"> City Council RIDOT |
| C) Safely accommodate bicycles as a mode of transportation. | ■ | | ■ | ■ | ■ | ■ | ■ | ■ | High —— \$\$ | Short & On-going | <ul style="list-style-type: none"> Public Services RIDOT |
| GOAL T-2: To link into the overall regional multi modal transportation network on Aquidneck Island. | | | | | | | | | | | |
| A) Participate in State and regional planning for transportation systems.. | ■ | | | ■ | ■ | | ■ | | Mid —— \$ | Short & On-going | <ul style="list-style-type: none"> City Council RIDOT |
| B) Work to implement local actions needed to accomplish applicable State and regional mobility strategies. | ■ | | | ■ | ■ | | ■ | | High —— \$\$ | Short & On-going | <ul style="list-style-type: none"> City Council Public Services |
| C) Continue to improve and maintain the multi-modal visitor center as a key part of the regional economic and transportation systems. | ■ | ■ | | ■ | ■ | | | | High —— \$\$\$ | Short & On-going | <ul style="list-style-type: none"> City Council Tourism Board RIDOT |
| D) Pursue completion of the Pell Bridge access re-alignment and related land disposition and redevelopment, including the incorporation of facilities for alternative modes (biking, transit, and walking paths) consistent with the concepts contained in the West Side master plan. | ■ | | | ■ | ■ | ■ | ■ | ■ | High —— \$\$\$ | Short & On-going | <ul style="list-style-type: none"> City Council Public Services Planning RIDOT |

| Goals & Actions | City Objectives | | | | | | | | Priority Cost | Time | Responsibility / CIP |
|---|-----------------|-----------|-------|-------------|---------------|-------|---------|-----------|-------------------------------|------------------|---|
| | Prosperous | Beautiful | Happy | Destination | Collaborative | Smart | Healthy | Resilient | | | |
| E) Continue to provide support for the Newport State Airport as a small scale general aviation airport to support local and regional economic diversification initiatives. | ■ | | | | ■ | | | | Mid ———— No Cost to \$ | Mid & On-going | <ul style="list-style-type: none"> City Council Chamber RIDOT FAA |
| GOAL T-3: To provide appropriate funding and financing of transportation infrastructure. | | | | | | | | | | | |
| A) Work in close collaboration with State legislative representatives and agency staff, and local and regional agencies and organizations to assess and adjust current funding formulas and approaches to increase support for tourism and to mitigate related impacts. | ■ | | | ■ | ■ | | | ■ | High ———— No Cost to \$ | Short & On-going | <ul style="list-style-type: none"> City Council Public Services |
| B) To the extent possible, tie transit fees and costs to users, providing fee reductions to seniors and disadvantaged populations. | ■ | | | | | | | | Mid ———— No Cost | Mid | <ul style="list-style-type: none"> Transit Authority |
| C) Continue to program regular pavement improvements in order to maintain functionality. | ■ | | | | ■ | | ■ | ■ | High ———— \$\$\$ | Short & On-going | <ul style="list-style-type: none"> City Council City Manager Public Services (In CIP) |
| GOAL T-4: To use state-of-the-art design and technology to create a safe, efficient, environmentally sound and user-friendly transportation system. | | | | | | | | | | | |
| A) Incorporate LID storm water management approaches into street design. | ■ | ■ | | | ■ | | ■ | ■ | High ———— \$ | Short & On-going | <ul style="list-style-type: none"> City Engineer RIDOT Utilities Planning and Zoning Board EEC |
| B) Continue to create multi-modal, mixed use corridors along major arterial streets within the city through the uses of “complete streets” practices. | ■ | ■ | | ■ | ■ | | ■ | ■ | High ———— \$-\$ | Short & On-going | <ul style="list-style-type: none"> Planning and Zoning Board RIDOT City Engineer (In CIP) |

| Goals & Actions | City Objectives | | | | | | | | Priority Cost | Time | Responsibility / CIP |
|--|-----------------|-----------|-------|-------------|---------------|-------|---------|-----------|------------------------------|------------------|--|
| | Prosperous | Beautiful | Happy | Destination | Collaborative | Smart | Healthy | Resilient | | | |
| C) Design bike and pedestrian facilities into street improvement plans and link these into the larger regional network of bike, pedestrian and transit systems. | ■ | ■ | | ■ | ■ | | ■ | ■ | High ———— \$ | Short & On-going | <ul style="list-style-type: none"> • Planning and Zoning Board • RIDOT • City Engineer |
| D) Promote the development of strategically located mixed use nodes (i.e. North End and the City's historical urban core area). | ■ | | | ■ | ■ | ■ | ■ | ■ | High ———— \$ | Short & On-going | <ul style="list-style-type: none"> • City Council • Planning and Zoning Board • Public Services • Planning |
| E) Continue to collect and evaluate data concerning local transit use and use this data to refine plans, programs and operations. | ■ | | | | | ■ | ■ | ■ | Mid ———— No Cost to \$ | Mid & On-going | <ul style="list-style-type: none"> • RIDOT • Transit Authority |
| F) Continue to assess the potential to use the former rail spur in the city as a multi-use trail component to serve both residents and visitors as included in the Rhode Island TIP. | ■ | ■ | | ■ | | ■ | ■ | ■ | Mid ———— \$-\$ | Mid | <ul style="list-style-type: none"> • City Council • Tourism Board • Public Services • Planning |
| GOAL T-5: To provide sufficient and suitably located parking, designed to eliminate, mitigate or reduce impacts. | | | | | | | | | | | |
| A) Evaluate the potential to establish parking areas outside of the main tourist areas and use transit to move visitors into and around the community. | ■ | | ■ | | | | | | Mid ———— \$ | Mid | <ul style="list-style-type: none"> • Public Services • Parking Authority |
| B) Develop and implement a comprehensive parking plan. | ■ | | ■ | | | | | | Mid ———— \$ | Mid & On-going | <ul style="list-style-type: none"> • Parking Authority |
| C) Continue to endorse and promote transportation options, particularly during peak tourism season. | ■ | ■ | ■ | ■ | ■ | | | ■ | High ———— \$ | Mid & On-going | <ul style="list-style-type: none"> • Parking Authority • Chamber |

Please see the next page.

Preserving Our Heritage



In this Section:

Chapter 8 Open Space & Recreation

Open space and recreation are the outdoor areas that Newport residents and visitors are able to enjoy. Areas of recreation create opportunities for activity, whether that is active or passive.

Chapter 9 Natural Resources

The City of Newport is dedicated to protecting its precious natural resources. Protecting Newport's natural resources enables Newport to sustain itself as a City.

Chapter 10 Historical & Cultural Resources

Historical and cultural attributes of Newport define its character and make it a unique home and place to visit. The City and other organizations are committed to protecting historic landmarks and cultural sites, which showcase the heritage of the city



Please see the next page.

8 Open Space & Recreation



8.1 Existing Conditions

Background

In 1913, Frederick Law Olmsted, Jr. developed a plan an open space network in the City of Newport entitled “Proposed Improvements to Newport.” Olmsted’s plan was instrumental in shaping the future of the City, recommending a framework for the creation and conservation of open spaces with an integrated network of boulevards and greenways connecting them. His plan included a multitude of new large parks that are significant landmarks in Newport today, including Miantonomi Hill. The plan identified a need for more active recreation opportunities in the City, proposing a multitude of new neighborhood playgrounds. Olmsted did not view these parks and playgrounds as discrete, standalone entities; rather, he planned for a connected, citywide park system. In addition to the planning of parks and open spaces, the plan incorporated the widening of key streets and the standardization of setbacks to form appropriately-scaled vehicular and pedestrian connections. The importance of distant views and water access was prioritized within the plan and has since become a feature Newport and its parks are known for.

The open spaces in Newport today play many important roles in the city, providing recreational, social, cultural, aesthetic, economic, environmental, and community benefits.

This chapter will focus on the diverse open spaces and recreational sites of Newport, including City parks, State parks, conservation land, beaches, squares, civic spaces, the Harbor Walk, the Cliff Walk, driftways, boulevards, cemeteries, and privately managed public open spaces. The wide variety of open spaces available to City residents is one of the defining characteristics of Newport, well known for its scenic views.

As described in Chapter 3, Land Use, Newport’s population has decreased 48% since 1960. This decrease in population is expected to continue into the future, with a projected population in the year 2040 of 18,758. Given the decrease in population and abundance of open space and recreation opportunities in Newport, the city is not in need of overall expansion; however, it is important that sufficient planning and resources are dedicated on an annual basis in order to maintain the current high level of service and provide and equitable distribution of open space assets.

Overview of Types of Parks

The information on existing conditions presented in Section 8.1 was derived from a draft of the “Planning for the Future: Existing Conditions & Analysis Report” prepared by Sasaki Associates under contract with the Newport Open Space Partnership. Sections 8.2 and 8.3 were developed independently by the City of Newport.

This analysis of the Newport’s parks separates them into categories based on their size and general function. Typically, smaller parks address the needs of those in their nearby vicinity (like a small playground or waterfront access points), while larger parks draw users from farther away for destination activities (like Fort Adams and Brenton Point State Parks).



Mini parks are small-scale parks scattered throughout the city which usually serve to compliment neighborhood parks. *Neighborhood parks* are critical for local, walkable park access and community health. These parks provide a range of playground amenities and recreational opportunities for residents and often times serve as the heart of a neighborhood. *Community parks* are larger than neighborhood parks and typically will feature a greater concentration of sports fields and other recreation amenities to meet demand for a broader area. Regional parks include the broadest range of amenities and must accommodate a wide range of activities and uses as they draw in users from a wide geographic area. Regional parks will often play an important economic role in the park system as a whole, generating revenue to help fund the rest of the system. Newport's various open spaces based on park type can be seen in Map 8-1.

Mini Parks (<1 acre)

Mini parks, or pocket parks as they are also referred to, are defined as less than one acre and may include traditional open spaces, traffic islands, waterfront parks, and driftways. These parks can help address the open space needs of those in dense urban areas. There are 45 mini parks or open spaces of less than an acre within Newport, totaling 11 acres. This park category includes many open spaces in the heart of the city and along waterfronts. These small-scale parks can help fill gaps in park coverage, but they also add disproportionately to maintenance burdens, requiring more effort to maintain due to their small size and wide distribution across the city. National benchmarks suggest that a city of Newport's size is under-served by mini parks (both year-round and in the summer), but that these needs can be met instead with open spaces of other sizes.

Neighborhood Parks (1-10 acres)

Neighborhood parks regularly serve as the focal point of a neighborhood and are typically located with accessibility in mind. Neighborhood parks are key elements of a diverse open space network. The City of Newport has 17 neighborhood parks totaling 73 acres. Overall, this quantity is close to meeting national recommendations (96 acres), but further lags behind in the summer months when the city's population inflates. Neighborhood parks also have an uneven distribution across the city. The northern end of the city only has one main neighborhood park (Abruzzi Little League Field) with one more on the neighborhood periphery (Hunter Park). In contrast, central Newport and Downtown have nine neighborhood parks.

Community Parks (10-50 acres)

Community parks are designed to meet the broad recreational needs of the community, preserve a unique landscape, and contribute to a well-connected system. Newport has 10 community parks totaling of 332 acres. These figures far exceed the national recommendations for community parks, both year-round and in the summer. Community open spaces just as these include a wide diversity of parks, ranging from natural parks like Gooseneck Cove and Ballard Park to parks like Morton Park with more active recreational elements like playgrounds incorporated into their design. Many of these parks, including both Almy Pond and Miantonomi, were reflected in Olmsted's 1913 plan.



According to the Newport Open Space Partnership Existing Conditions Report (Sasaki Associates), northern Newport (i.e. the North End and Broadway neighborhoods) has a low supply of open space, especially small-scale and neighborhood parks. These are the types of parks that are most important for providing walkable recreation activities for residents.



According to the Newport Open Space Partnership Existing Conditions Report (Sasaki Associates), the southern part of Newport benefits from a tremendous availability of community and regional parks. Mini parks and neighborhood park acreage well-aligned with year-round demand. With Brenton Point and Fort Adams State Parks, this area has the greatest overall amount of open space in Newport.



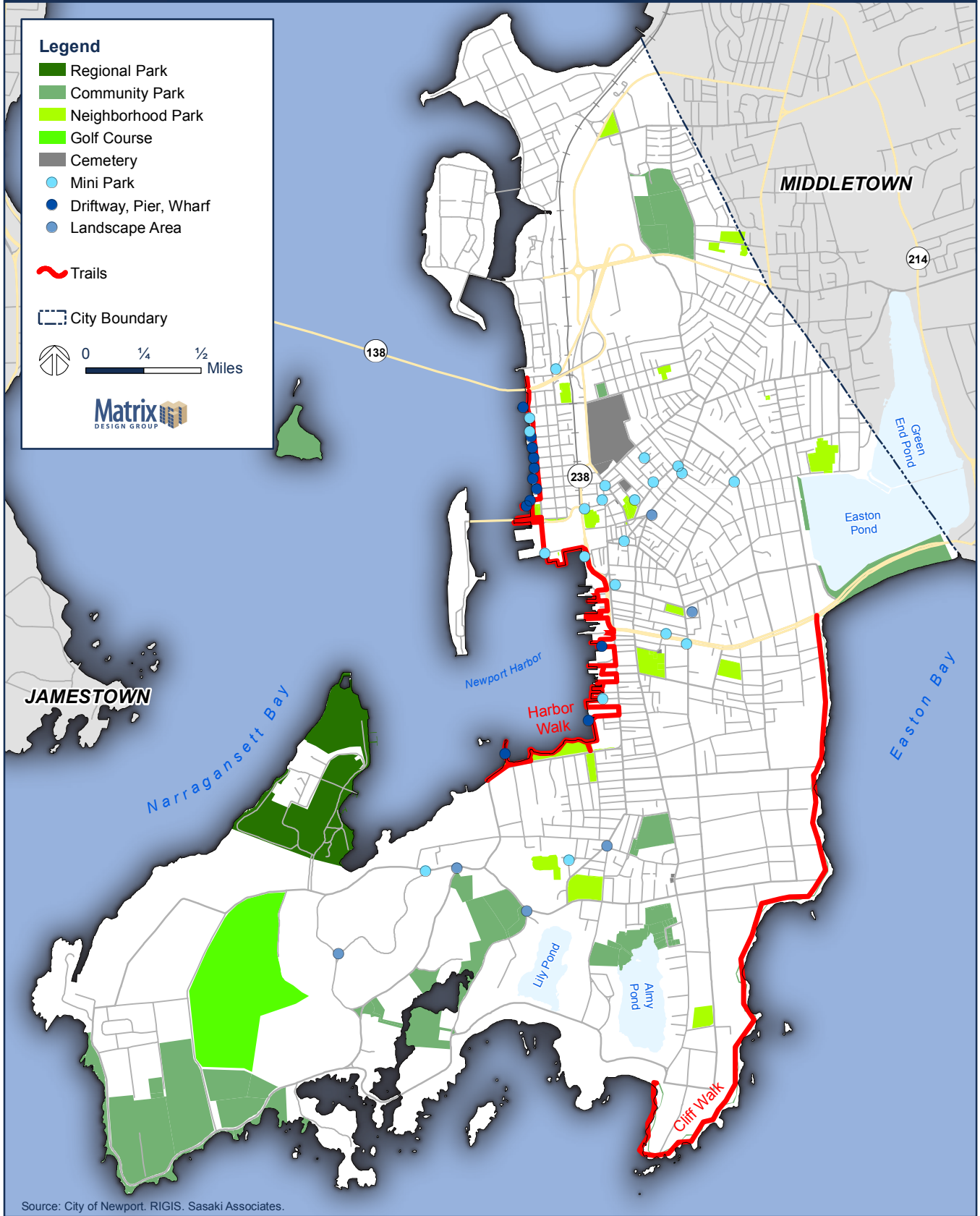
Legend

- Regional Park
- Community Park
- Neighborhood Park
- Golf Course
- Cemetery
- Mini Park
- Driftway, Pier, Wharf
- Landscape Area

~ Trails

City Boundary

0 1/4 1/2 Miles



Source: City of Newport. RIGIS. Sasaki Associates.

Community parks are well-distributed throughout the city, with a high concentration located along the southern coast. Overall, community parks account for almost half (48%) of the city's overall recreational open space acreage.

Regional Parks (>50 acres)

A regional park is defined as being larger than 50 acres and serves a broad spectrum of regional recreation needs. Due to their size, they typically require partnerships and substantial financing. There are two regional parks of more than 50 acres within Newport. Brenton Point and Fort Adams State Parks both lie in the southwestern corner of Newport and serve a broad population. Maintained by the State of Rhode Island Department of Environmental Management (RIDEM), these open spaces are used by tourists and residents alike and provide both water access and scenic views. These parks total 280 acres and account for 40% of the overall recreational open space within Newport. This percentage exceeds national recommendations for regional parks by year-round residents and summer tourists and visitors in a city of Newport's size.

Green Space

Aquidneck Island Ecology

Looking at the island as a whole, Aquidneck Island has a large amount of open space, including wetlands, parks, cemeteries, agricultural land, vacant land, and other types. Overall, 56% of Aquidneck Island, or 13,623 acres, is open space. However, much of this open space remains susceptible to development as only 20% of the Island's open space is currently protected.

Open Space Patterns

When examining the network of trees, parks and open spaces in the City of Newport, the downtown core of the city is characterized as having patches of small parks and street trees, while the southern areas have a greater amount of contiguous open space and diversity of landscape types. The Northern part of the City has fewer dispersed open spaces to serve the community, leaving open space needs unmet by the residents of that portion of Newport.

Streets

Many Newport streets and sidewalks feature landscaping, plantings and vegetation. Examples include the landscaped medians present along large portions of America's Cup Avenue and numerous landscaped roundabouts found throughout the City. The landscaped streets of Newport add to the overall appeal of the City, promote healthy activities like walking and running, and provide numerous environmental benefits.

Historic Open Spaces and Recreational Areas

Almy Pond

Almy Pond was originally a salt water or brackish pond, but it later turned fresh water as the ecologies of the area evolved. The pond was originally recommended to become a park as a part of Olmsted's 1913 plan, though the City of Newport did not follow his recommendations at that time. Almy Pond was used for winter ice cutting until 1888 when sanitary concerns arose due to the proximity of nearby sewer drains. As the City developed from 1900 to 1970 other freshwater wetlands in Newport began being filled in, affecting the ecosystem of Almy Pond. A 1980's residential development effort was met with opposition from community and environmental groups, eventually leading to the land slated for development to be converted into preservation land in the year 2000. This preserved 19.66 acres along Almy Pond's northern border, protecting both the ecological health of the pond and the natural recreational opportunities for the community.



According to the Newport Open Space Partnership prepared by Sasaki Associates, it is essential to improve the ecological function of Newport's open space system, green corridors connecting open spaces and multi-functional open spaces.

Aquidneck Park

Aquidneck Park has a rich history that dates back to the mid-nineteenth century in the form of the Edward King Residence. The Edward King Residence and surrounding seven acres of grounds were built between 1845 and 1847. The design of the grounds reflects the landscape architecture trends of the time made popular by Alexander Jackson Davis. In the style of the time, residences were integrated with the surrounding landscape for recreation and enjoyment. In 1906, Frederick Law Olmsted Jr. and his brother John Charles were consulted to help create a maintenance plan and recommendations for the estate's landscape. In 1913, the title of the Edward King house was conveyed to the Trustees of the People's Library in Newport and the garage and the stable building to the Civic League of Newport. The remaining acreage was donated to the City of Newport for creation of a public park. In the 1960's, the Newport Public Library was built at the south end of the property. Aquidneck Park is also home to playground equipment, tennis courts, large open spaces, and the historic house that Edward King once lived in, which now serves as a senior citizens' center.

Brenton Point State Park

Brenton Point State park is named for colonial Governor, William Brenton. William Brenton settled on the land that would later become Brenton Point State park in 1639, using it primarily as farmland. Brenton served as Governor of Rhode Island from 1666 until 1669 and died five years after he left office in 1674.

Today, Brenton Point State Park is home to walking trails, picnic tables, and is a great place to fly kites. The State Park is a well celebrated area that offers great views to the bay and the Atlantic Ocean. Also, carved stone monuments can be found at Brenton Point State Park which celebrate the role that Portuguese explorers had in southeastern New England.

Cemeteries

Rhode Island, which was founded on principles of religious freedom, has a high density of cemeteries in comparison to neighboring states. In the 1660s, Newport opened the Common Burying Ground as its central cemetery; later, the City added Island Cemetery. These two cemeteries combined have over 5,000 graves in them and contain a large number of colonial era headstones within them.

Driftways

Newport's driftways were created in an effort to maintain views and access to the waterfront, even as the waterfront was developing with commercial port activities and private residences. These driftways serve as public boat launch areas for small vessels that can be hand launched. They also serve as flood protection, allowing storm surge to flow between houses, protecting coastal homes and businesses during storms.

Fort Adams State Park

From Newport's earliest history, protecting the harbor has been of utmost concern. Fort Adams' earliest fortification of any kind was a Watch Tower in 1739, serving as precaution surrounding the war between Spain and Britain. In 1776, at the beginning of the American Revolution, the citizens of Newport voted to construct a Fort at Old Brenton's Point. The fort was completed and armed by the end of 1776.

In 1799, the structures designed by French officer Major Louis Tousard were officially christened Fort Adams, named for President John Adams. While the fort made it through the War of 1812 unscathed, President Monroe advocated for stronger coastal defense systems and Fort Adams underwent what is commonly called the Third System of fortifications. The original fort was demolished in 1824 and a period of construction began on a new Fort Adams, and continued through 1857. Fort Adams was deeded to the State of Rhode Island in 1965 and in 1971 the park was listed on the National Register of Historic Places.

Today, Fort Adams State Park is home a multitude of activities including the Newport Jazz and Newport Folk Festivals, the Fort Adams beach, salt water bathing, fishing opportunities, boat rental opportunities, and picnicking.

Miantonomi Memorial Park

Miantonomi Memorial Park is the largest city-owned park within Newport, covering 30 acres. The park's rich history begins in the colonial era, when early settlers used the hill for a lookout for public executions and for beacons. The site was purchased by Anson Phelps Stokes in 1881 and remained in the family until 1921, when Mrs. Stokes sold it to the City of Newport so that the historic area could become a memorial to Newport residents who died in "The Great War." Mrs. Stokes stipulated that the premises should be for the free use of the public forever. In 1925, the Miantonomi Park Commission initiated a fund drive to build the World War I Memorial Tower, which was finished in 1929 and dedicated on the 150th anniversary of the Battle of Rhode Island.



According to the Newport Open Space Partnership prepared by Sasaki Associates, Miantonomi Park was one of the highlights of Olmsted's 1913 plan. Only a portion of this significant open space, however, is currently protected permanently by easements/restrictions.

Morton Park

This historic park was donated to the City of Newport by Levi Morton, the 22nd Vice President of the United States, under President Benjamin Harrison. Olmsted later redesigned the park in the mid-1890s, integrating paths, restrooms, and a bandstand in a naturalized landscape setting.

Queen Anne Square

Queen Anne Square has a fairly recent history compared to some of Newport's other historic public spaces. The 1973 fire off of Thames Street served a catalyst for redevelopment of the dense area near Trinity Church. The fire opened the opportunity to restore the historic church and to redevelop the entire area between Church Street and Mill Street. The redevelopment project was finished in 1978 and included Queen Anne Square.

Queen Anne Square is an icon for sustainably redeveloping historic parks. The park incorporates many aspects of the past while still meeting today's safety and energy standards, including reclaimed local materials from Newport's old bluestone sidewalks and granite blocks saved from a demolished, outdated bridge; historic gas light fixtures retrofitted for energy efficient LED lighting that mimic the luminosity of gas lamps and meet Dark Sky standards; as well as irrigation that requires minimum irrigation without the use of toxins (Source: Lin, Gal, & Benson. (2013). The Meeting Room, Web. 16 Mar. 2016).

The Queen Anne Square Maintenance Trust (QASMT) was formed in 2014 as a private foundation to ensure this historic open space is properly maintained and protected.

Washington Square

Washington Square, with Eisenhower Park as its heart, has historically been an economic, social, and civic center of Newport. The green space at the center, known today as Eisenhower Park, historically functioned as Newport's first town common. The green space was originally used as a temporary holding area for livestock, such as sheep and cattle brought into town for purposes of trade, and then was later the site of several small dwellings and a shop. The area was serviced by a spring at the top located behind the Colony House. It forms the entry courtyard for the Courthouse building and acts as a major pedestrian thoroughfare to destinations on either side of the park. Located within the park is the statue of Commodore Oliver Hazard Perry, known as the "Hero of the Battle of Lake Erie".

Touro Park - Old Stone Mill

The stone structure in Touro Park (referred to as the Old Stone Mill, the Newport Tower, or the Touro Tower) is believed to have been originally constructed in the mid-17th century by Benedict Arnold, the first colonial governor of Rhode Island and the great grandfather of the historic general who defected to the British Army during the American Revolution. The tower was used as a wind mill, a haymow, and for powder storage in the mid-18th century. During the American Revolution, it was used as a lookout by American troops and, while Newport was occupied, the British stored munitions in the tower.

Cardines Field

Originally called Basin Field, with references found as early as 1893, the site was originally used by local railroad companies as a drainage and supply basin for their steam engines. Neighbors complained about the smell and mosquitoes, which led to the drainage of the area. After the sites drainage, local groups of the railroad and other workers began to play baseball on the field. There is some debate over whether baseball was played here prior to 1900, which would make it one of the oldest ball parks in the United States. Earliest documented proof of the stadium construction is the backstop which dates to 1908.

In 1936 the City of Newport took ownership of the stadium and the Works Progress Administration (WPA) constructed stone bleachers along the third- base line in 1937. The original WPA grandstand was destroyed in the hurricane of 1938 and reconstructed in 1939.

The park was eventually renamed for Bernardo Cardines, a Newport baseball player and the first Newport citizen to die in World War I. During the Second World War, many professional baseball players were stationed at Naval Station Newport and played in the Sunset League, an amateur league which continues to this day. The Newport Gulls, a summer collegiate baseball team, moved to Newport in 2001 and have helped raise attendance and activity at the field.

Freebody Park

The land for Freebody Park was donated to the City of Newport in the 1870's and was designated for use as a baseball field in 1882. A stadium and walls were constructed by the WPA after World War I. The iconic Newport Jazz Festival was hosted at Freebody Park from 1955 until 1964.

Ellery Park

Ellery Park is a mini park located at the intersection of Thames Street and Farewell Street. This park is home to the Liberty Tree—an iconic and symbolic gathering place where colonists would assemble and protest.

Newport Parks and Recreational Opportunities

The City of Newport has many parks and recreational opportunities available for various sports and activities. Many parks include outdoor sporting fields, which are identified in Table 8-1. Recreational sites other than outdoor sporting fields include Martin Recreation Center (the Hut), the Cliff Walk, Ocean Drive, and Newport Harbor. A complete list of Newport’s recreational sites is identified on Map 8-2.

Table 8-1 – Recreational Sites in Newport

| Location | Baseball Field | Basketball Court | Football Field | Soccer Field | Softball Field | Tennis Court |
|------------------------------|----------------|------------------|----------------|--------------|----------------|--------------|
| Aquidneck Park | | | | | | ✓ |
| Braga Park | | ✓ | | | | |
| Cardines Field | ✓ | | | | | |
| Freebody Park | | | | | ✓ | |
| Goldberg Little League Field | ✓ | | | | | |
| Hunter Park | | | | | ✓ | ✓ |
| King Park | ✓ | | | | ✓ | |
| MLK Park | | ✓ | | | | |
| Murphy Field | ✓ | ✓ | | | ✓ | ✓ |
| Pell Elementary School | | ✓ | | | | |
| Rogers High School | | | | ✓ | | ✓ |
| Storer Park | | ✓ | | | | |
| Toppa Field | | | ✓ | | | |
| Vernon Park | ✓ | | | | | ✓ |

Fields

Newport has an ample number of fields to meet year-round demand. Baseball / softball fields are well distributed throughout the City in parks ranging from Abruzzi Little League Field, King Park, Braga Park, Coddington Field and Murphy Field. Soccer and football fields are limited to the southern half of Newport.



Northern Newport has a shortage of active recreational opportunities, especially basketball courts, fields, and playgrounds for the year-round population.

Courts

Overall, Newport has a sufficient number of volleyball, tennis, and basketball courts to meet demand, but similar to fields, the distribution of these active recreation elements varies across the city. Some areas are well-served, but others, like northern Newport have less access to courts.

Newport is exceptionally well-served by seventeen public tennis courts located throughout the City. In the Fall of 2015, the City converted a tennis court in Hunter Park to a Pickleball Court, a sport that is growing in popularity among many age groups.



Legend

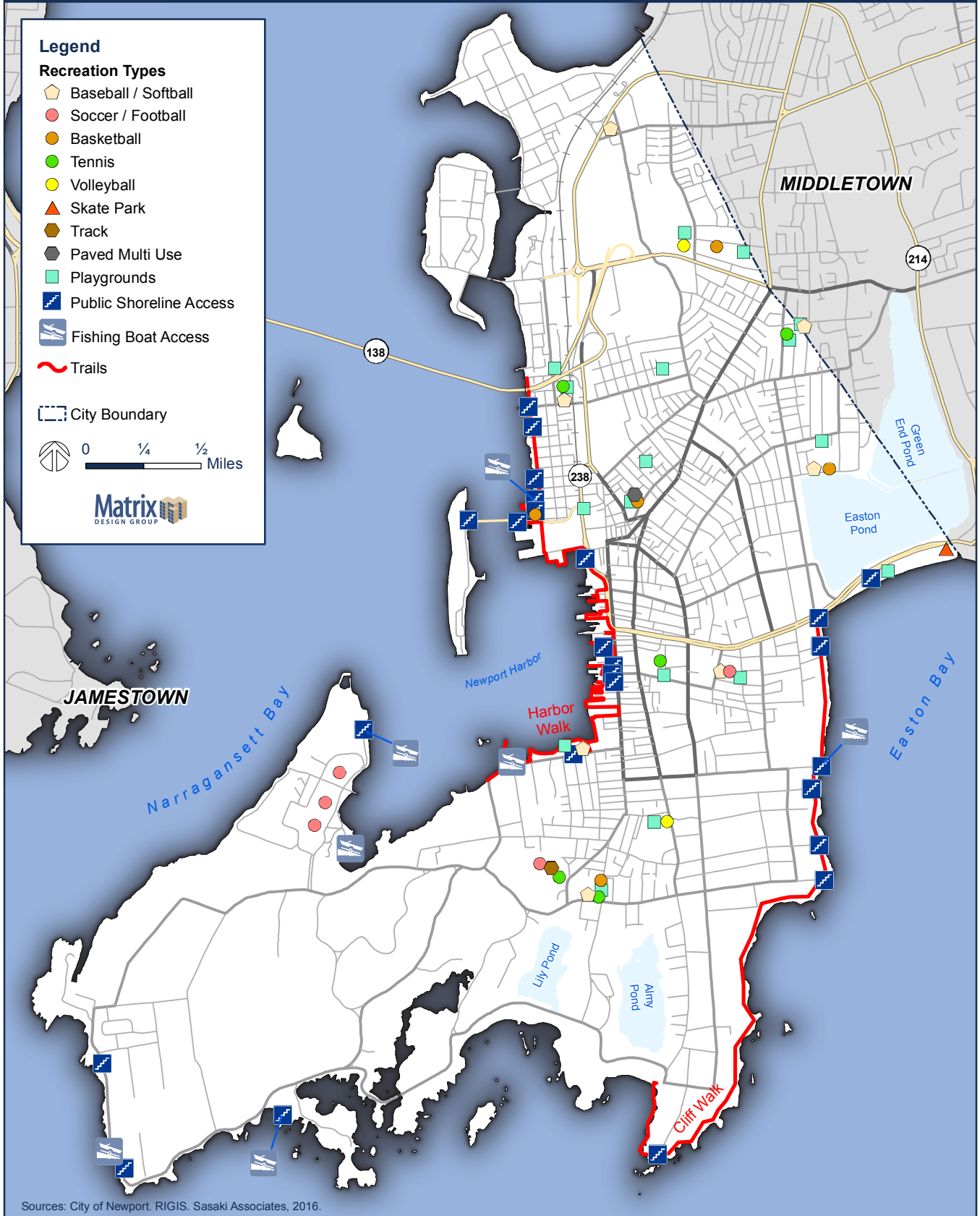
Recreation Types

- Baseball / Softball
- Soccer / Football
- Basketball
- Tennis
- Volleyball
- Skate Park
- Track
- Paved Multi Use
- Playgrounds
- Public Shoreline Access
- Fishing Boat Access
- Trails

City Boundary

0 1/4 1/2 Miles

Matrix DESIGN GROUP



Sources: City of Newport. RIGIS. Sasaki Associates, 2016.

Playgrounds

Newport has an appropriate number of playgrounds to meet the national recommendations, but their distribution is not equal throughout the city. Northern Newport, for example, has a limited amount of playgrounds, but the highest accumulation of children within the City. The skate park in Newport is sufficient to meet recommended demand, but its location at Easton's Beach is not accessible to many residents. Additionally, its location is prone to sand accumulation, contributing to the poor overall condition of the facility.

Overall, the playgrounds lack handicapped accessibility, universal design, and equipment suitable for two to five year old children. The City has received funding from the Community Development Block Grant Program (CDBG) for a playground to be constructed at MLK Park suitable for two to five year old children. Currently, the majority of playgrounds are intended for five to twelve year olds. An ongoing initiative for the City of Newport is making playgrounds more accessible.

Single Use Space

Single use spaces are recreational open spaces that have a singular focus, such as a dog park or a recreational center, in mind. The City has one recreation center, the Martin Recreation Center, and one Dog Park, which meets recommended numbers for a city of Newport's size. The dog park is currently located on state-owned land in an industrial area at the end of JT Connell Highway.

Passive Enjoyment

In addition to opportunities for active recreation, a key role of parks is to provide places for passive enjoyment. Park features like benches, open lawns, shaded areas, and pathways contribute to its ability to provide high quality places to enjoy scenic views, relax with friends, take a walk, or spend a quiet moment alone. Many of Newport's parks incorporate passive enjoyment opportunities into their design.

Currently, Newport offers two shelters or gazebos—one at King Park and one at Easton's Beach.

Martin Recreation Center

The Martin Recreation Center, known locally as "The Hut", is a recreation center with a full size gym, a game room, arts and crafts room, and showers and locker rooms. There are a number of programs hosted at The Hut including fitness classes and sports programs. The recreation center is used for school vacation camps and can be rented out for other special occasions.

The Cliff Walk

Presently, Newport's Cliff Walk is the only recognized pedestrian trail in the city. The trail, which began serious development in the late nineteenth century, is 3.5 miles long and full of scenic views of the shoreline and historical architecture. In 2012, Hurricane Sandy destroyed sections of the trail. The trail was closed for over a year while the Cliff Walk went through a five million dollar reconstruction project. The project was financed by federal aid and the State, which matched 20% of the federal aid. The areas that were improved were near Rough Point, a section at the edge of Miramar, a walk near the Waves, along with other smaller parts of the trail. Local funding enabled the city Public Services Department to rehabilitate other portions of the walk in 2011 and again in 2016.



A gap exists in the availability of covered picnic shelters. Sasaki Associates recommends at least five are needed to meet year-round demand, with an additional two to five needed to accommodate increased demand in the summer.

The restoration of the trail uses the principals of the National Trust for Historic Preservation’s Greening Historic Places. This study advocates for putting historic property back into utility, while maintaining its historic integrity instead of entirely recreating the landmark. Not only does this preserve the character of the landmark, but it promotes the notion of sustainability. In addition to these improvements, the trail has received its first permanent restrooms near Forty Steps, one of the most traveled sections of the trail.

Ocean Drive

Ocean Drive is a ten-mile drive which includes iconic ocean views and many of Newport’s famous mansions and estates.

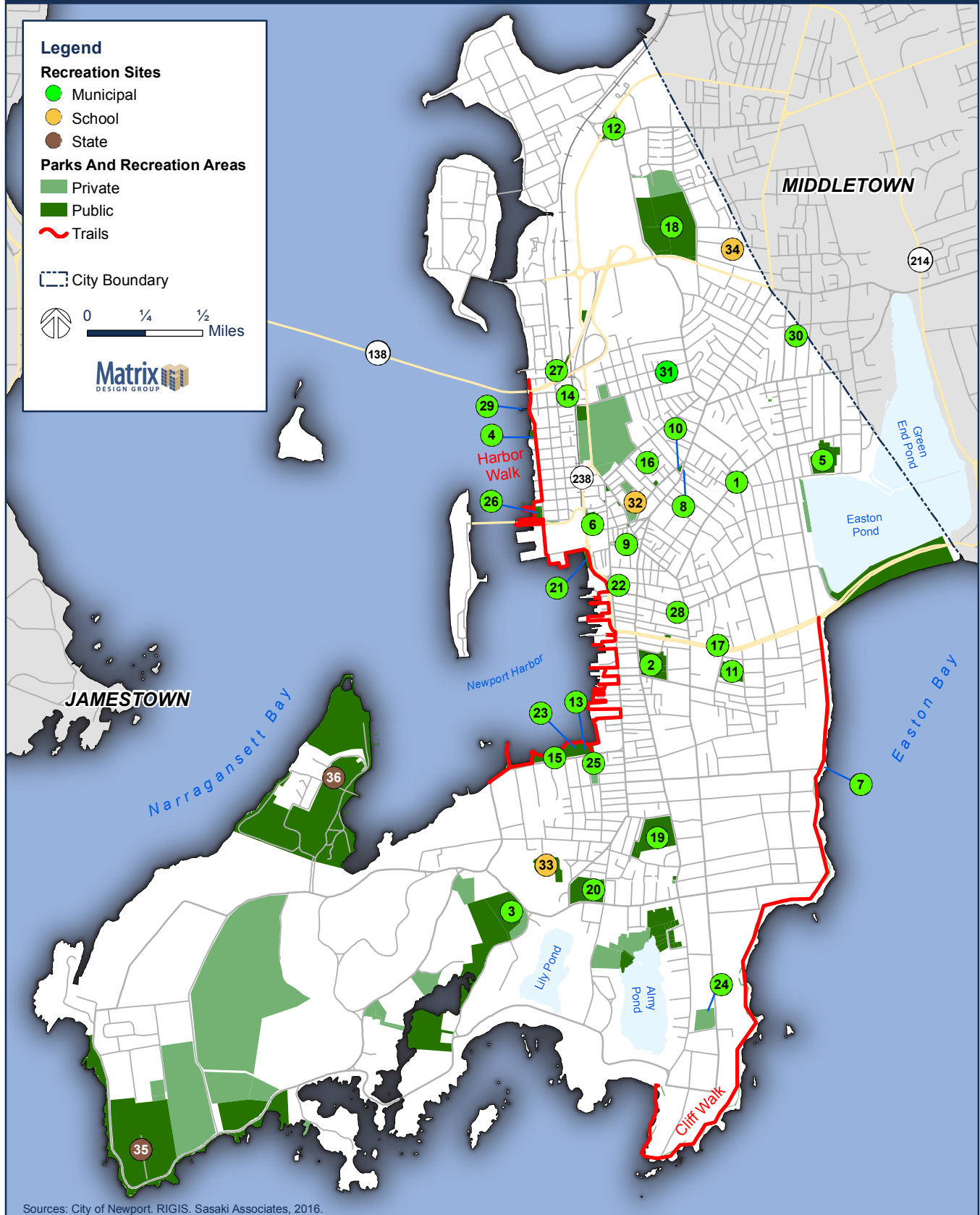
Newport Harbor Walk

Along with the Harbor Walk, the Newport Harbor also contains four city landings, three state landings, and four designated mooring areas. The piers and mooring areas are largely used for recreational activities and are explained more thoroughly in Chapter 6, Community Services & Facilities.

Table 8-2 contains a list of the parks and recreation sites found within Newport. This table correlates with Map 8-3, on the following page, which shows the location of the parks and whether they are publicly or privately owned.

Table 8-2 –Newport Parks

| Label | Name | Label | Name |
|-------|--------------------------|-------|------------------------------|
| 1 | Admiral Luce Circle | 2 | Aquidneck Park |
| 3 | Ballard Park | 4 | Battery Park / Fort Greene |
| 5 | Braga Park | 6 | Cardines Field |
| 7 | Cliff Walk | 8 | Congdon Park |
| 9 | Eisenhower Park | 10 | Equality Park |
| 11 | Freebody Park | 12 | Goldberg Little League Field |
| 13 | Hogan Field | 14 | Hunter Park |
| 15 | King Park | 16 | Kingston Street Playground |
| 17 | Memorial Blvd Parks | 18 | Miantonomi Park |
| 19 | Morton Park | 20 | Murphy Field |
| 21 | Perrotti Park | 22 | Queen Anne Square |
| 23 | Robert Douglas Field | 24 | Rovensky Park |
| 25 | Spencer Park | 26 | Storer Park |
| 27 | Third St. Lot | 28 | Touro Park |
| 29 | Van Zandt Pier | 30 | Vernon Park |
| 31 | Coggeshall Park | 32 | Edward Street Playground |
| 33 | Rogers High School | 34 | Sullivan School |
| 35 | Brenton Point State Park | 36 | Fort Adams State Park |



Sources: City of Newport. RIGIS. Sasaki Associates, 2016.

Private Open Space

Private open spaces and recreational areas are owned and maintained by private agencies. These open spaces include the Newport Country Club, the properties owned by the Preservation Society of Newport County, the Girl Scout Camp (Camp Rocky Farm), and Blue Garden. Other notable private or quasi-public areas that incorporate open space or recreational facilities into their design are Salve Regina University, Newport Casino, the Chafee Fitness Center on Naval Station Newport, and the Navy Hospital Recreation Centers.

Newport Country Club

This country club is a private golf club located in the southern portion of the City and was founded in 1893. The club contains 188 acres of golf course and a clubhouse.

The Preservation Society of Newport County

The Preservation Society of Newport County is a non-profit organization founded in 1945. This society owns nine major historic houses, each with surrounding landscaped properties. These include:

- The Breakers: 44 Ochre Point Ave., Newport, RI 02840
- Marble House: 596 Bellevue Ave., Newport, RI 02840
- Rosecliff: 548 Bellevue Ave., Newport, RI 02840
- Chateau-sur-Mer: 474 Bellevue Ave., Newport, RI 02840
- The Elms: 367 Bellevue Ave., Newport, RI 02840
- Isaac Bell House: 70 Perry St., Newport, RI 02840
- Kingscote: 253 Bellevue Ave., Newport, RI 02840
- Chepstow: 120 Narragansett Ave., Newport, RI 02840
- Hunter House: 54 Washington St., Newport, RI 02840

In addition to the nine mansions, the Preservation Society of Newport County also owns several other properties, including Rovensky Park, Arnold Burying Ground, The Breakers Stable & Carriage House, and the Newport Mansions Store in the City of Newport.

Newport's historic resources are further discussed in Chapter 10, Historical & Cultural Resources.

The Girl Scout Camp (Camp Rocky Farm)

The Girl Scout Camp is located off Carroll Avenue, situated on the heights west of Almy Pond. This area provides opportunities for the Girl Scouts of Aquidneck Island to enjoy the natural environment during the warmer months.

Blue Garden

Blue garden is located along Beach Hill Road in the Ocean Drive area. These were private gardens designed in the early 1900s by Frederick Law Olmsted Jr. Initiatives to restore this landscape to the original plans began in 2012 and were completed in 2014. Today, the property is available for visitations by appointment only.

Beaches

Spouting Rock Reach Association (Bailey's Beach)

Bailey's Beach is known as one of the most exclusive beaches on the east coast. Located along Ocean Avenue, just a half mile from Gooseberry and Hazard's Beach, members of the Spouting Rock Beach Association (SRBA) enjoy features such as cabanas, showers and restrooms, a clubhouse that serves food and beverages and has tennis courts, a saltwater swimming pool and other amenities.

Easton's Beach

Easton's Beach is the largest public beach in Newport. This beach runs along Memorial Boulevard, beginning at the Cliff walk, and is bordered by Middletown to the east, Easton Pond to the north, and Easton Bay to the south. Easton's Beach provides many convenient facilities including, showers, parking, grills, bike racks, first aid, bathhouses, lifeguards, a picnic area, and restrooms. For enjoyment, the park has a carousel, skate park, Rotunda Ballroom, and Save the Bay Exploration Center and Aquarium. The carousel at Easton's beach dates back to the 1950s and is a rare four-row model still in its original condition. Easton's Beach has a three-quarter mile stretch of continuous sand, the longest stretch in the entire state.

Fort Adams Beach

Fort Adams State Park is also home to Fort Adams Beach. This small beach has free parking, boat rental services, prominent lifeguard protection, views of the Pell Bridge and the sunset, as well as other amenities popular with families with young children.

Gooseberry Beach

Gooseberry Beach is a semi-public beach located in the Ocean Drive area. The private portion of the beach includes private bathhouses that require memberships. The beach area itself is open to everyone, but there is a fee to park in the beach parking lot. As Gooseberry Beach sits in a cove, the waves are relatively small. There is a café as well as chair and kayak rentals available.

Hazard's Beach

Hazard's Beach is located immediately west of Gooseberry Beach along Ocean Avenue. This beach provides bathhouses, showers, concessions, and lifeguard supervision. Hazard's Beach is a private beach that requires a membership to join. There is a long waiting list for memberships, which are exclusive and usually passed down through families from one generation to the next.

King Park Beach

King Park Beach is a part of King Park. Along with the King Park Pavilion and the other park amenities, King Park Beach has a boat ramp that is used for boat launching. King Park Beach is another one of Newport's beaches that offers great views of the harbor, Pell Bridge, and the sunset. Other amenities include public restrooms, a picnic area, playgrounds, and parking along Wellington Avenue.

Reject's Beach

Directly east of Bailey's Beach is Reject's beach, more commonly known as People's Beach. This beach is the public portion of Bailey's Beach, located at the end of the famed Cliff Walk and is only accessible by foot. Because of a lack of parking and the limited access to Reject's Beach, it has always been a more secluded beach that has a fairly low amount of patrons. The amenities to this beach are limited to the sand and the ocean water.

Newport has a number of other smaller public and private beaches along its coast, including one located on Ocean Drive called Kings Beach. The locations of these beaches can be seen on Map 8-4.

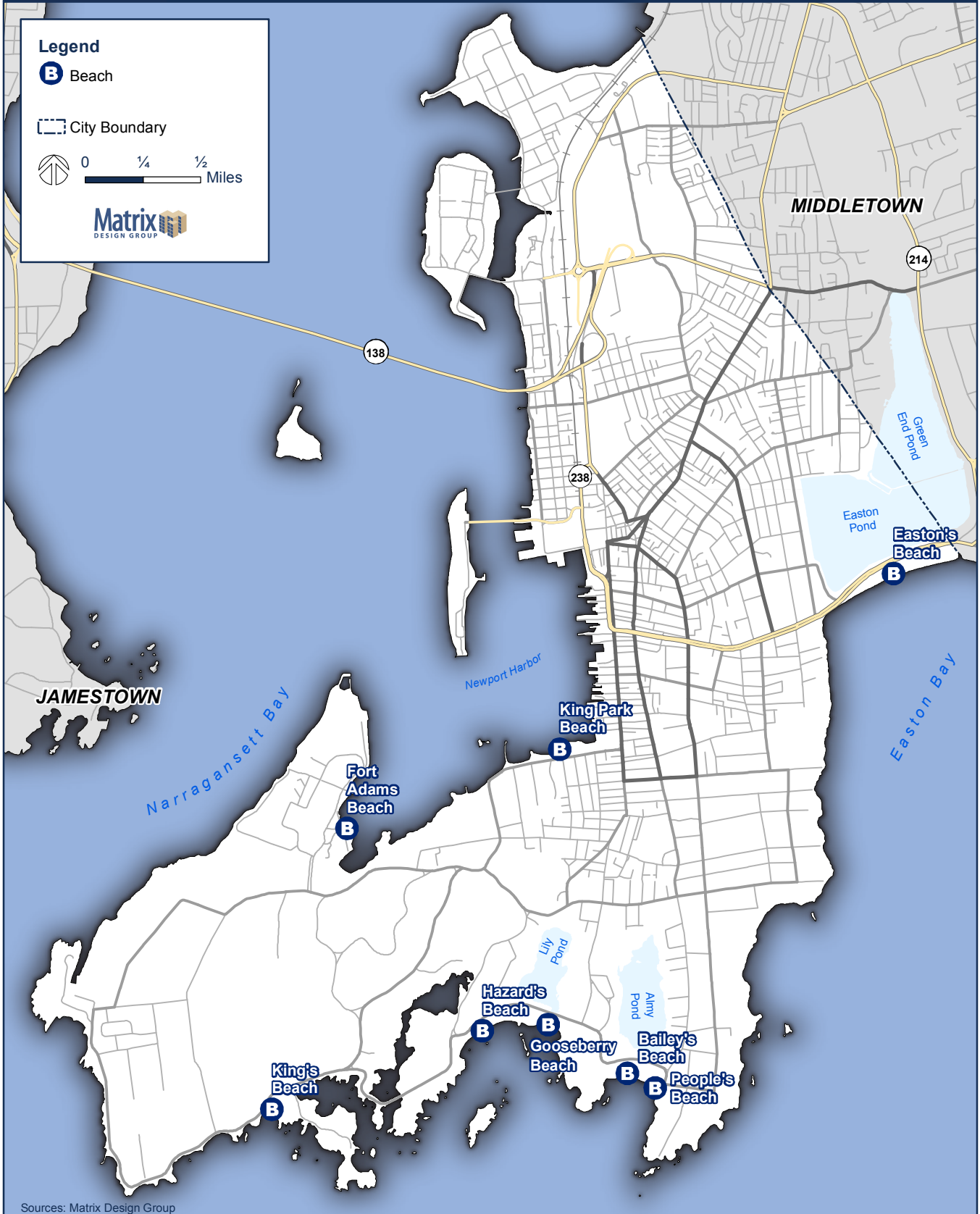


Legend

B Beach

City Boundary

0 1/4 1/2 Miles



Sources: Matrix Design Group

8.2 Goals and Policies

Goal OSR-1

To provide a range of appropriate open space and outdoor recreational amenities for use by residents and visitors.

Policy OSR-1.1 The City shall protect and enhance its open spaces for public enjoyment and benefit.

Policy OSR-1.2 The City shall advocate for the long term preservation and use of its major recreational parks and facilities.

Policy OSR-1.3 The City shall support, encourage and maintain the availability of recreational facilities and programs for all citizens.

Goal OSR-2

To provide a connected system of open space and outdoor recreational amenities throughout the City that are strategically linked to transportation, public facilities, neighborhoods and appropriate private facilities.

Policy OSR-2.1 The City shall ensure that new and existing recreational amenities are designed to link neighborhoods, complimentary uses, and recreational amenities where possible.

Goal OSR-3

To protect and enhance public access to shoreline and waterfront areas.

Policy OSR-3.1 The City shall enhance and protect public access to the shoreline and waterfront areas through recreational sites, public rights-of-way, and access easements.

8.3 Implementation Actions

The following are the implementation actions for the goals included in the Open Space & Recreation Element.

| Goals & Actions | City Objectives | | | | | | | | Priority Cost | Time | Responsibility / CIP |
|--|-----------------|-----------|-------|-------------|---------------|-------|---------|-----------|----------------------|----------------|--|
| | Prosperous | Beautiful | Happy | Destination | Collaborative | Smart | Healthy | Resilient | | | |
| GOAL OSR-1: To provide a range of appropriate open space and outdoor recreational amenities for use by residents and visitors. | | | | | | | | | | | |
| A) Maintain an accurate and up to date inventory of all City open space and recreational assets and annually evaluate the use, condition and other attributes of these assets. | ■ | ■ | ■ | ■ | | ■ | ■ | | High \$ | Short | Dept. of Public Services |
| B) Expand the definition of open space and outdoor recreational assets to include amenities such as trees, viewsheds, driftways, private parklets and urban social spaces, public promenades, boulevards, cemeteries, streetscapes, green infrastructure, and other such features. | ■ | ■ | | ■ | | | | ■ | Mid No Cost | Short | Planning and Zoning Board Dept. of Public Services |
| C) Budget sufficient operating, maintenance and capital funds to support a diverse and spatially equitable network of open space and recreational assets. | ■ | ■ | ■ | ■ | ■ | ■ | ■ | ■ | High \$\$ | Mid | City Council |
| D) Selectively seek out creative partnerships with private, non-profit and institutional organizations to share costs, benefits and revenues, especially where such collaborations will help to accomplish near term, high priority objectives. | ■ | ■ | | | ■ | ■ | | | Mid No Cost to \$ | Mid | City Council |
| E) Give high priority to meeting the needs of the City's elderly and those with mental and/or physical disabilities in planning and implementing facilities and programs. | | | | | ■ | | ■ | | High \$-\$ | Mid | City Council |
| GOAL OSR-2: To provide a connected system of open space and outdoor recreational amenities throughout the City that are strategically linked to transportation, public facilities, neighborhoods and appropriate private facilities. | | | | | | | | | | | |
| A) Seek opportunities to improve and/or expand open space and recreation in the City's north end. | ■ | ■ | ■ | ■ | ■ | ■ | ■ | ■ | High \$\$\$ | Mid & On-going | City Council |
| B) Minimize impacts on residential neighborhoods and implement context sensitive design standards and practices as appropriate to each site. | | | ■ | | ■ | | | | Mid \$ | Mid & On-going | Planning and Zoning Board Neighborhood Associations |

| Goals & Actions | City Objectives | | | | | | | | Priority Cost | Time | Responsibility / CIP |
|--|-----------------|-----------|-------|-------------|---------------|-------|---------|-----------|------------------|------|---|
| | Prosperous | Beautiful | Happy | Destination | Collaborative | Smart | Healthy | Resilient | | | |
| GOAL OSR-3: To protect and enhance public access to shoreline and waterfront areas. | | | | | | | | | | | |
| A) Evaluate all projects (new construction and renovations) to ensure appropriate public access is maintained. | ■ | ■ | ■ | ■ | | | ■ | | High On-going | | City Council Planning and Zoning Planning |
| B) Evaluate all projects (new construction and renovations) to protect viewsheds of shoreline and waterfront areas from public spaces. | ■ | ■ | | ■ | | | ■ | | High On-going | | City Council Planning and Zoning Planning |

9 Natural Resources



Newport's natural resources are inextricably tied to the natural beauty and sustenance of Aquidneck Island and Narragansett Bay. Narragansett Bay is often noted as Rhode Island's greatest natural resource, as it has provided a way of life for generations of Newporters. Newport's natural resources are not limited to its extraordinary coastline, and its harbor. The city's resources include unique agricultural soils, coastal marshlands, and diverse freshwater and saltwater wetlands. The City of Newport is noted as one of Rhode Island's foremost tourist attractions largely due to its natural assets.

In light of the city's unique role in the state's economy, it is both prudent and necessary to take a more holistic approach to the protection, assessment and enhancement of Newport's natural resources. This broader view includes the city's inventory of fragile natural resources, assessment of the city's mature trees, and protection of Newport's iconic views. This chapter hopes to not only catalog and map Newport's natural assets, but to articulate the role they play in the future health of the city.

9.1 Existing Conditions

Location

Aquidneck Island is located in the 'Seaboard Lowland' or 'Coastal Lowland' in the south and eastern portion Rhode Island. (Source: Lemons, J. Stanley. "Rhode Island." *The New Book of Knowledge*. Grolier Online, 2016. Web. 14 Jan. 2016.)

Situated on the southern end of Aquidneck Island, Newport is bordered by Narragansett Bay on the west, Easton Bay on the east and Rhode Island Sound on the south, which leads to the Atlantic Ocean. Middletown borders Newport to the northeast, forming the immediate land connection to the rest of Aquidneck Island. The city's location along the southern New England coast moderates extreme summer heat as well as low winter temperatures, however its location also exposes the city to near constant wind and, at times, severe coastal storms. The region enjoys four distinct seasons, with generally pleasant temperatures and conditions from mid-April through mid-November.

Geology & Topography

Geologically, Newport's rocky terrain resulted from the Laurentine ice sheet that once covered the land. As the Laurentine ice sheet melted, vast amounts of sand and gravel were deposited in the area. Newport's bedrock is a base consisting of shale, sandstone and conglomerate rock. Outcroppings along the shore, such as along Cliff Walk and Ocean Drive, are geologically and ecologically significant.

In general, Newport's topography consists of moderate sloped hills extending downward east and west from a central "spine" running along Bellevue Avenue. Elevations range from sea level to a high point of approximately 160 feet in the city's northern portion. Southerly sections of the city are relatively flat open coastal plains, interspersed with a variety of bedrock outcrops, salt and freshwater ponds and coastal escarpments. Newport's geology, combined with the rise in sea level following the retreat of glaciers 10,000 years ago, created deep water harbors, directly accessible to the Atlantic Ocean. These natural conditions have played a significant part in Newport's development.

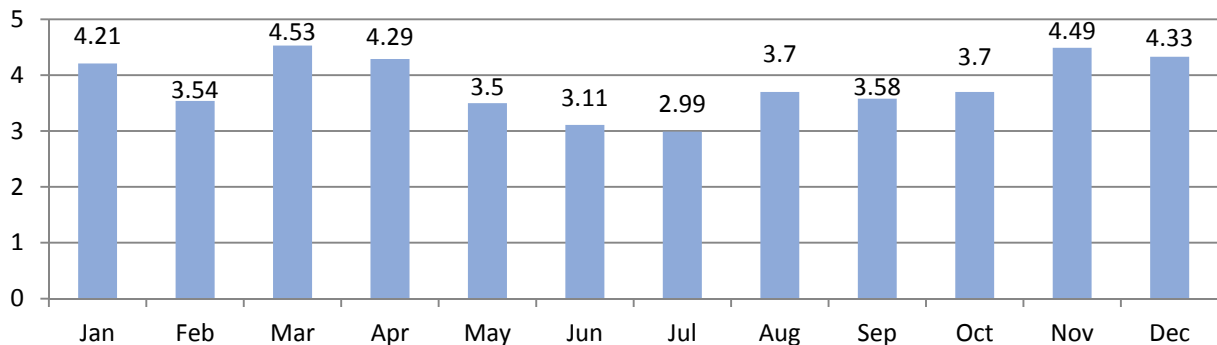


Climate and Rainfall

Newport experiences a temperate climate that is influenced by the Gulf Stream and is characterized by four distinct seasons. Extreme temperatures are minimized within Newport due to the city’s proximity to the ocean. As such, the city’s average temperature during the summer is 70 degrees and 30 degrees during the winter. (Source: National Ocean and Atmospheric Administration) These relatively mild summer temperatures play a major role in the amount of visitors the city receives from other New England cities, as well as New York City and Washington, D.C., where summer temperatures are usually much higher. Winters in Newport were historically much cooler than they are today. They were characterized by ice floes that would accumulate on the bay. Over the last twenty-five years, however, Newport’s winters have become much milder with little snow accumulation and limited amounts of ice floes.

Figure 9-1 depicts Newport’s average monthly rainfall. Rainfall is distributed evenly from month to month and averages about 46 inches for the entire year. A lush growing season occurs between April and September.

Figure 9-1 – Newport Average Precipitation in Inches



Source: US Climate Data, 2015

Although the six-month period from June 1st to November 30th is considered to be the hurricane season, most hurricanes occur in August, September and October. On the average there is one major hurricane every ten years. In the recent past, Newport was affected by Hurricane Gloria in 1985, Hurricane Bob in August 1991, and most recently Hurricane Sandy in 2012. Newport has not been physically hit by a hurricane in many years.

Often, Newport and the Rhode Island south coast experience gale force winds, heavy rain and flooding—from coastal storms that are not of tropical origin. These coastal storms, called Nor’easters, are hard to forecast and can do as much damage as a hurricane, especially during high tide. In recent years, the frequency of heavy rainfall events has increased, leading to damage from flooding, particularly in low lying areas. Portions of the State received between 15 to almost 20 inches of rain in March of 2010, breaking records set just five years earlier in 2005.

Soils

Soils in Newport are generally derived from unconsolidated glacial till. Layers of tightly packed soil are called hardpan, which affects percolation rates, drainage, runoff, and erosion and can cause septic system failures. According to the Soil Conservation Service, about 90% of the soils on Aquidneck Island can be expected to contain hardpan approximately 20 to 30 inches below the surface. Map 9-1 displays all the soils that make up the City of Newport. Four soil types comprise 75.2% of Newport's soils; these are shown on Table 9-1 in order of decreasing permeability, from rapid to slow.

Table 9-1 – Predominant Soils

| Type | Percent | Acres | Permeability |
|-----------------|---------|-------|---------------------------|
| Newport | 48.5 | 2,415 | Moderate-Moderately Rapid |
| Canton-Charlton | 12.9 | 640 | Moderate-Rapid |
| Pittstown | 12.4 | 620 | Moderate-Slow |
| Stissing | 1.4 | 70 | Moderate-Slow |

Source: USDA, Natural Resource Conservation Service

Newport-type soils, which are excellent for agriculture, are located primarily in the northern and central sections of the City. However, the central and southern portions of the city along Ocean Drive, contain a variety of less permeable soils. These less permeable soils can combine with exposed bedrock and hardpan to provide significant constraints to development.

Agricultural

In order to be consistent with the agriculture goals and policies of the State Guide Plan, Newport’s comprehensive plan addresses agriculture and the methods required to preserve the best farmland and active farms in the State for active agricultural use. The USDA - Natural Resources Conservation Service (NCRS) and the RI Department of Administration have identified those lands in the State that have a combination of physical and chemical features that make them best suited for farming. These important farmlands are subdivided into Prime Farmland (best soils for agricultural use) and Statewide Importance Farmland (other soils that are less well suited for intensive farming but are still valuable for many farm enterprises). As can be seen in Map 9-2, all the identified prime farmland or Statewide Importance Farmland is either developed or serves as active open space. Developments and parks located in areas of agricultural soils include Salve Regina University, Brenton Point State Park, J. Paul Braga Jr. Memorial Field, Miantonomi Memorial Park, and Newport’s Historic Harbor.

Watershed and Water Bodies

Aquidneck Island is part of the Narragansett Bay Watershed in the Narragansett Subbasin. The City of Newport is located within portions of two subareas within the Narragansett Watershed; the Lower East Passage Subwatershed and the Coastal Aquidneck Subwatershed. These watersheds, as well as their associated streams, reservoirs, habitat areas, wetlands, and oak or ruderal (first species to colonize a previously distributed area) forests can be seen on Map 9-3.

Newport Water’s Aquidneck Island water supplies are moderately susceptible to contamination. This is an average ranking for the entire system based on land use and existing water quality. Individual subwatersheds may be more or less susceptible to contamination. Newport Water maintains an active watershed protection program that includes watershed monitoring, land acquisition and retrofitting storm drains to treat runoff (Source: Rhode Island Rivers Council, "Aquidneck Island Watershed" Online, 2016. Web. 14 Jan. 2016). More on Newport’s water supply including techniques for minimizing the negative impacts of development on the watershed can be found in Chapter 12, Water.



Legend

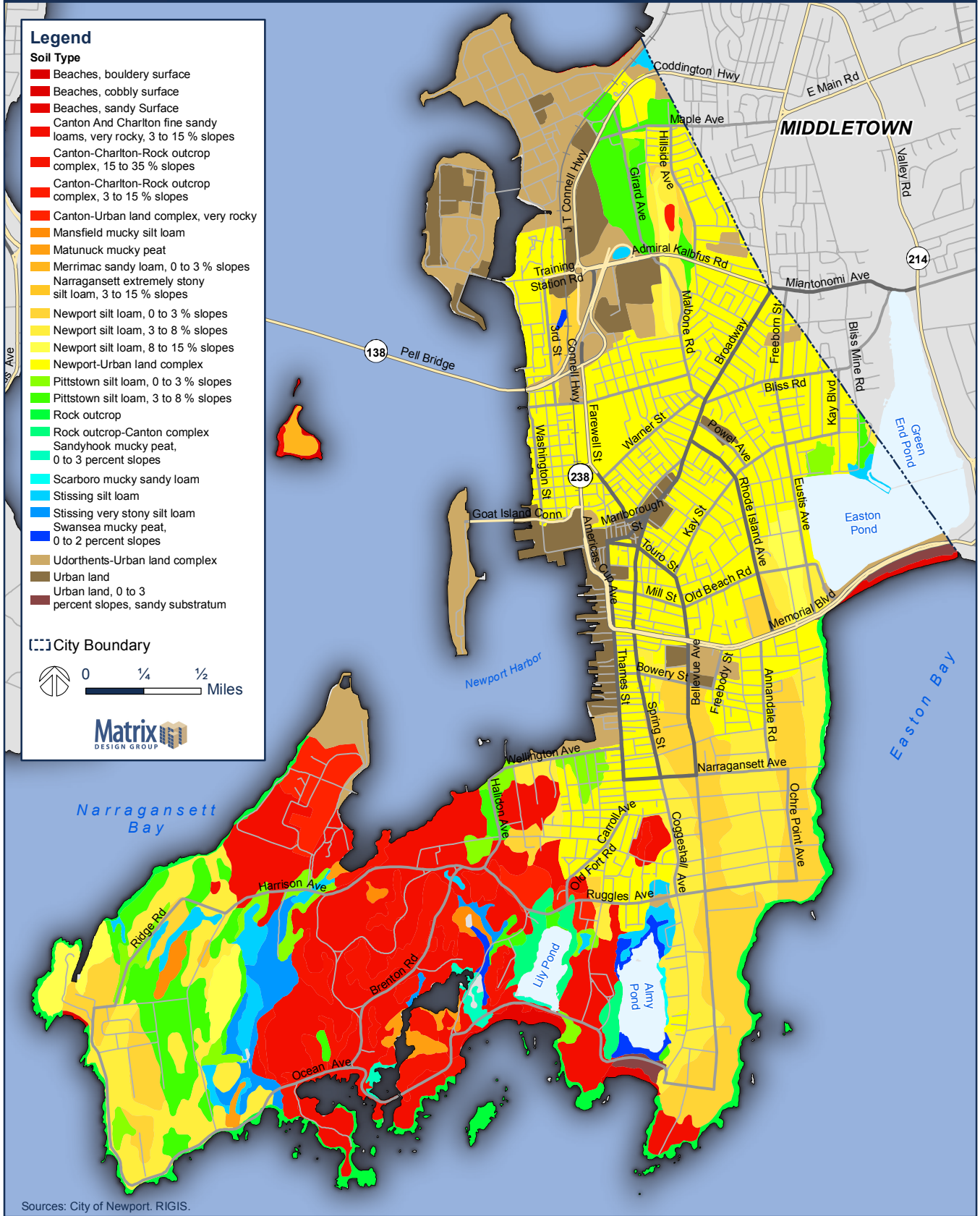
Soil Type

- Beaches, bouldery surface
- Beaches, cobbly surface
- Beaches, sandy Surface
- Canton And Charlton fine sandy loams, very rocky, 3 to 15 % slopes
- Canton-Charlton-Rock outcrop complex, 15 to 35 % slopes
- Canton-Charlton-Rock outcrop complex, 3 to 15 % slopes
- Canton-Urban land complex, very rocky
- Mansfield mucky silt loam
- Matunuck mucky peat
- Merrimac sandy loam, 0 to 3 % slopes
- Narragansett extremely stony silt loam, 3 to 15 % slopes
- Newport silt loam, 0 to 3 % slopes
- Newport silt loam, 3 to 8 % slopes
- Newport silt loam, 8 to 15 % slopes
- Newport-Urban land complex
- Pittstown silt loam, 0 to 3 % slopes
- Pittstown silt loam, 3 to 8 % slopes
- Rock outcrop
- Rock outcrop-Canton complex
- Sandhook mucky peat, 0 to 3 percent slopes
- Scarboro mucky sandy loam
- Stissing silt loam
- Stissing very stony silt loam
- Swansea mucky peat, 0 to 2 percent slopes
- Udorthents-Urban land complex
- Urban land
- Urban land, 0 to 3 percent slopes, sandy substratum

City Boundary

0 1/4 1/2 Miles

Matrix
DESIGN GROUP



Sources: City of Newport. RIGIS.



Valuable Agricultural Soils

Legend

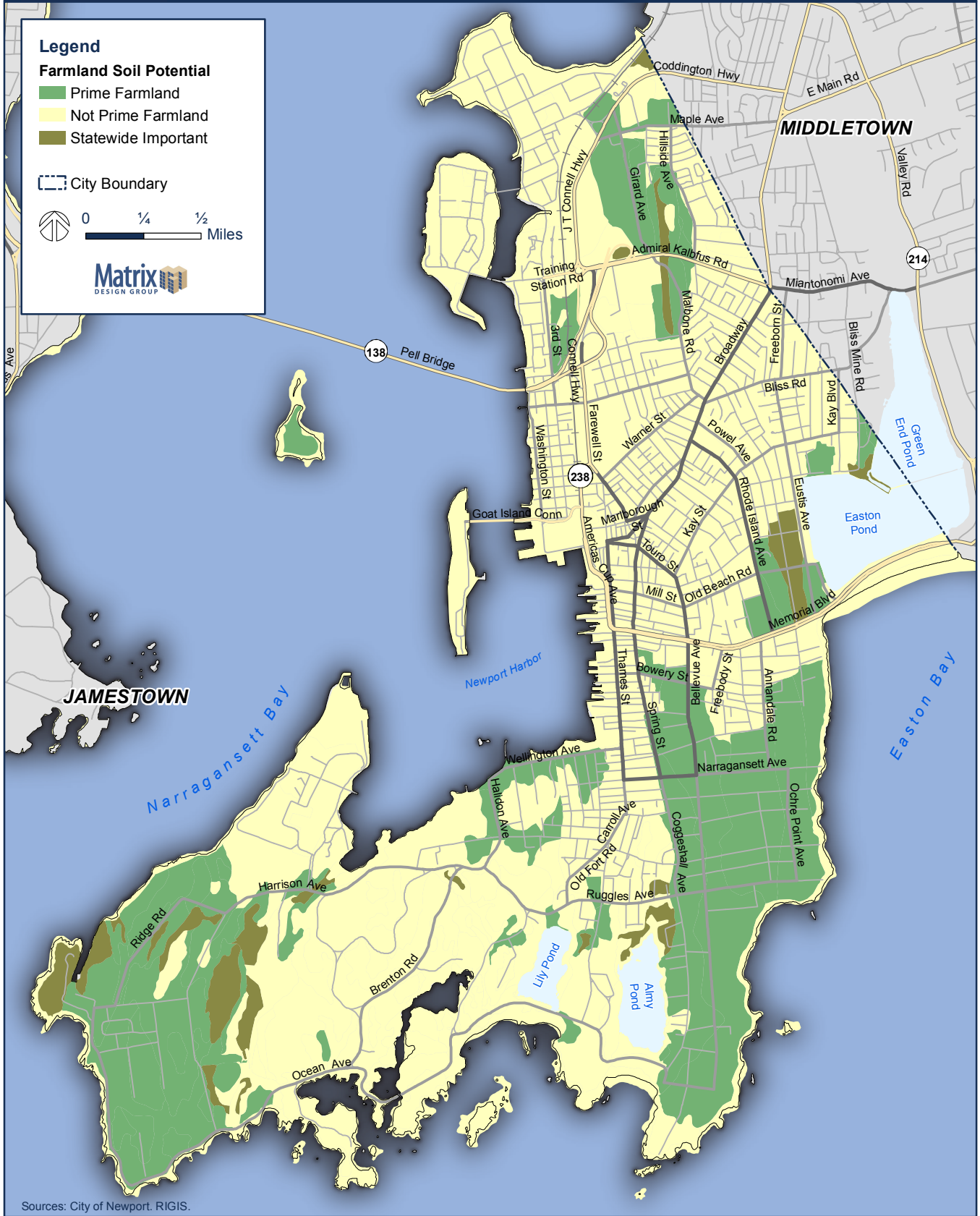
Farmland Soil Potential

- Prime Farmland
- Not Prime Farmland
- Statewide Important

City Boundary

0 1/4 1/2 Miles

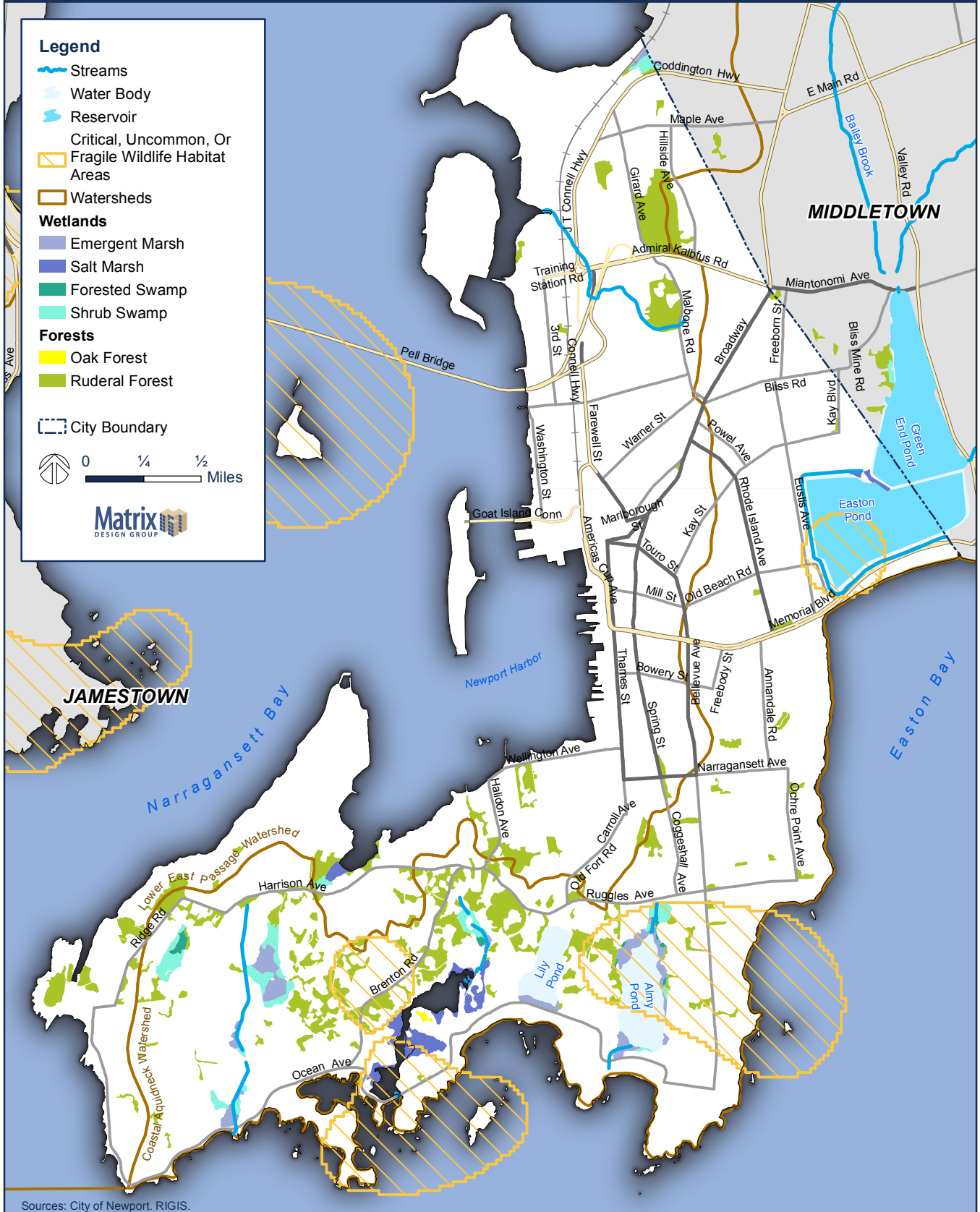
Matrix
DESIGN GROUP



Sources: City of Newport. RIGIS.



Natural Resources and Areas



Newport's principal water bodies are limited to coastal ponds, including Easton's, Lily and Almy. These are all vulnerable to impacts associated with sea level rise and coastal storm surge, as well as eutrophication, sedimentation, and invasive species. Efforts have been under way to address water quality concerns in Easton's Pond, as well as phosphorous Total Maximum Daily Load (TMDL) management plan project for Almy Pond.

Coastal Marshland

Newport's coastal wetlands play an important ecological and aesthetic role. These resources are especially vulnerable to sea level rise. The Sea Level Affecting Marshes Model (SLAMM) is a simulation of the process in which wetlands are converted and shorelines are modified during consistent sea level rise. As expected, the impacts on wetlands and shorelines vary based on how extensive the sea level rise is. SLAMM maps have been created for Newport's wetlands and shorelines and can be seen on Maps 9-4, 9-5 and 9-6. Each of these depicts wetland and shoreline impacts based on rises in sea level of 1 foot, 3 feet and 5 feet, respectively. The protection of wetland and shoreline vegetation is important for reducing the impacts of sea level rise. The continual protection of such vegetation should be supported, such as the eelgrass restoration at Brenton Cove and The Point.

Sea level rise is having a significant impact on these resources, both in terms of inundation but also by changing the type and character of the ecological communities which depend upon these areas. Evidence has shown that in certain cases these areas are migrating as saline water infiltrates the underlying soils. As this saltwater "lens" pushes farther inland, it can also impact private potable and irrigation wells, particularly during dry periods when excessive pumping can increase infiltration. Planning for these changes must take into account setting aside sufficient viable areas to accommodate migrating salt marsh areas.

The effects of sea level rise on infrastructure can be found in Chapter 13, Natural Hazards and Climate Change.

Floodplains

A floodplain is an area of land that is prone to temporary inundation during times of high water, typically associated with seasonal changes in rainfall and/or snow melt. In essence, floodplains are part of nature's safety buffer, allowing ecosystems to manage the damage and stress caused by severe storms and floods. As a result of their unique characteristics, they have developed equally unique communities of plants and fauna which typically do not thrive in other environments. Long considered waste areas to be filled, people now understand and appreciate their value and the need to protect these important natural resources.

Due to its geology, topography and glacial history, Newport does not contain extensive floodplain farmland. For the most part, Newport's floodplains are fairly localized. The Federal Emergency Management Agency (FEMA) has established 100 and 500 year flood plains for virtually the entire country, including Newport. These maps are used as Flood Insurance Rate Maps (FIRMs) to indicate areas where property owners in communities which participate in the National Flood Insurance Program (NFIP) must meet certain construction and design standards. More rigorous standards apply in coastal "V" zones, which are areas that are subject to high winds and wave action during storms.

A 100-Year flood is a flood that has a 1% chance of occurring in the any 100 year period and a 500-Year flood is a flood that has a .2% chance of occurring in any 500 year period. The 100-Year and 500-Year Flood Zones for Newport can be seen on Map 13-1.





Map 9-5
Effects of Sea Level Rise on
Saltwater Marshes - 3 Foot Rise

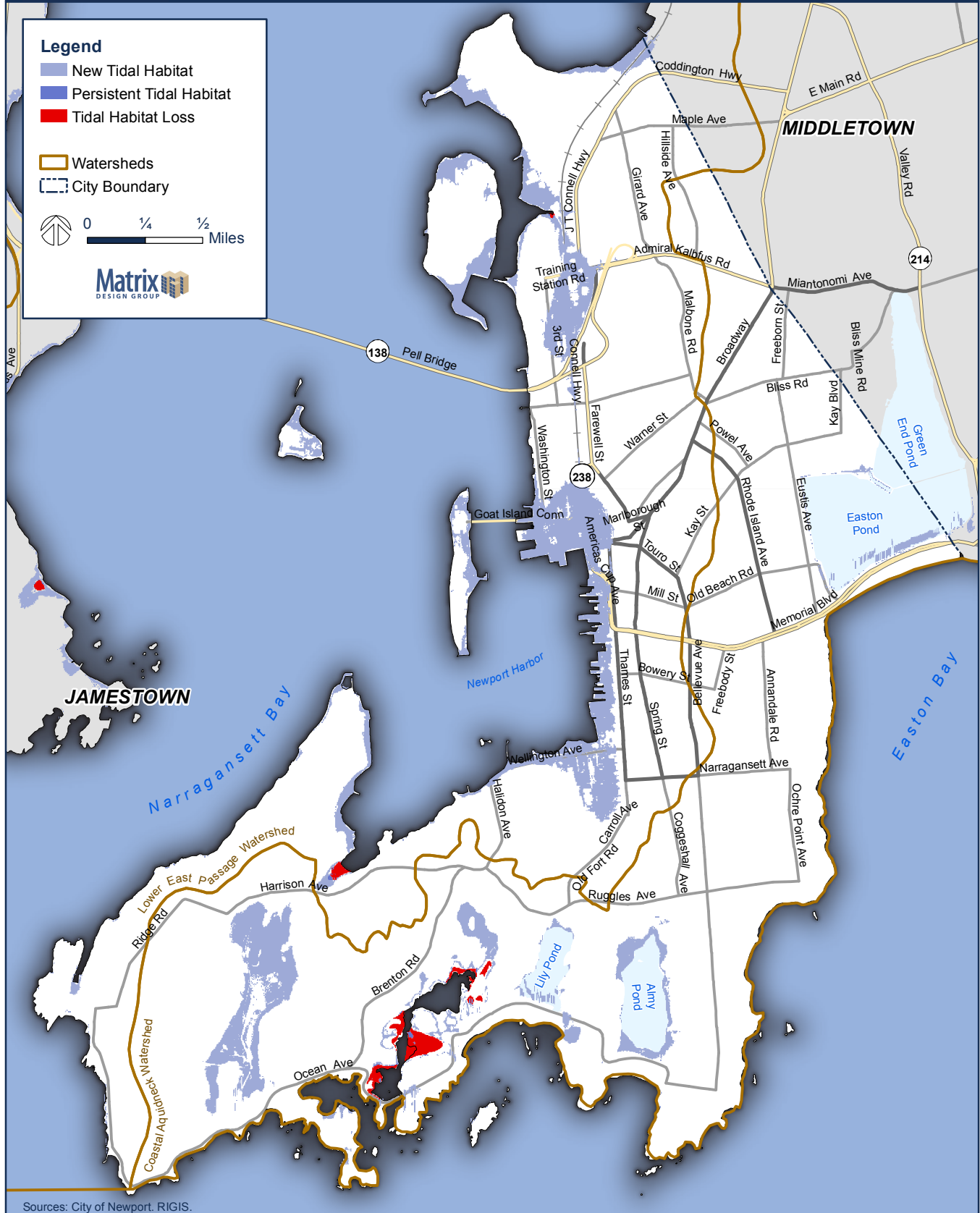
Legend

- New Tidal Habitat
- Persistent Tidal Habitat
- Tidal Habitat Loss

- Watersheds
- City Boundary



Sources: City of Newport. RIGIS.



With some notable exceptions, most of Newport's flood plains have been developed (or filled in) for many decades, even centuries. The principal developed areas that are most at risk for flooding include the northern half of Goat Island, the Harbor/Lower Thames area, portions of the Navy base, the area around 3rd Street / Training Station Road, and the Price, Goose and Cherry Necks. "Undeveloped" flood plain areas include the large floodplain extending north from Ocean Drive more or less through the Newport Country Club to Brenton Cove at Harrison Avenue; and Lily, Almy, Easton and Green End Ponds. It is important to note that these ponds are also subject to saltwater wave action. This is a serious threat to the ponds survival due to the fact that they are all freshwater ponds. Newport also receives water from Nelson's and Gardiner ponds in Middletown, which are also threatened by coastal flooding. More information about flooding can be found in Chapter 13, Natural Hazards and Climate Change.

Vegetation

The ecosystem around Newport is a diverse blend of land and water based systems. The habitats present in the city play a key role in supporting both immediate habitat communities, as well as other communities found throughout the Narragansett Bay and beyond.

As large portions of the city have been developed, there is very limited forest cover throughout Newport. In the northern part of the city, forest cover is mostly limited to portions of Miantonomi Memorial Park. There is also limited forest cover located south of the park, just west of Malbone Road and south of Admiral Kalbfus Road.

In the southern portion of the city, mainly in the Ocean Drive, Fifth Ward, and Lily / Almy Pond neighborhoods, there is sparse and naturally occurring ruderal forest cover, though many of the naturally occurring forests have been cleared. Historically, this clearing occurred for either agricultural reasons or development purposes. With only 50 acres of agricultural land remaining in Newport, most of the naturally occurring forest cover has given way to development. Fortunately, with the City of Newport's tree planting program, Newport now has more canopy cover than it did in Colonial times.

The City offers a subsidized tree planting program to residents who are interested in sponsoring city trees. The trees can be located in the public right-of-way or setback on private properties. All public trees planted through this program are managed by the City of Newport Buildings, Grounds & Forestry Division. In addition to private efforts, many beautiful and majestic trees were planted along the public streets leading to the estates, as well as in the city's parks. Newport's trees are not only historic; they mitigate pollution, provide shade from the sun, absorb rainfall, reduce the velocity of stormwater runoff, control soil erosion, and provide energy savings for buildings. As visual amenities, trees are an important contribution to the quality of life as well as property values in Newport.

According to the Open Space Partnership Existing Conditions Report prepared by Sasaki and Associates in 2015, there were an estimated 357 different species of trees documented in the 19th century. This number is estimated to be at least half of what it was then. The most notable tree species that remains in Newport is the Centennial Beeches, of which nearly 400 remain within the city.

Wildlife Habitats

Shellfish

Shellfishing has a long history in Newport and the State of Rhode Island as a whole. The most popular shellfish in the state is the quahog (also known as the hard shell clam) and many residents actively go shellfishing. Other shellfish



A lack of trees and natural environments in general could lead to habitat loss for the birds and other wildlife that call Newport home. Because of this, the limited forest cover in Newport should be preserved and supported. Trees provide numerous ecological benefits and can act as corridors and stepping stones to help support migratory patterns and the movement of wildlife.

present in the area include the soft-shelled clam, surf clam, eastern oyster, scallop, common blue mussel, American lobster, rock crab, Jonah crab, blue crab, European green crab (invasive species), and the Asian shore crab (invasive species). In Newport, shellfishing is prohibited in the areas near Newport Harbor, Coasters Harbor, Brenton Cove, and Easton's Beach due to high levels of bacteria which make shellfish harmful for human consumption.

Squid

Newport also has a rich squid habitat. The most popular squid in Narragansett Bay is the longfin squid. These squid only have a nine month lifespan, but reproduce all year long. Longfin squid are largely available all year round, with the exception of the winter months when they migrate offshore.

Fish

There is a rich blend of different fishes in the waters near Newport. The different species in the area include tuna (albacore bigeye, and yellowfin), blackback flounder, blackfish (also known as tautog), black sea bass, bluefish, crabs, cod, fluke, haddock, John dory, mackerel, mahi mahi, monkfish, polluck, raja (also known as skate wing), scup, striped bass, swordfish, tilefish, and triggerfish. Each fish varies in its seasonal availability, but Narragansett Bay is a rich and diverse ecosystem and is never devoid of life.

Public and Private Conservation Lands

There are a number of both public and private conservation lands throughout Newport. Conservation lands are areas that receive protection due to their natural and/or cultural values. Methods of land conservation typically used in Newport include: land conserved with a Perpetual Conservation Restriction; land conserved with a Deed Restriction; and land held with Conservation Intent Alone. The conservation of land in Newport is provided by a variety of sources from the state and city level as well as the county level which includes the Preservation Society of Newport County and the Aquidneck Land Trust. Notable state conservation lands include Brenton Point State Park, and Fort Adams State Park.

There are also quite a few conservation lands maintained by Newport, with the majority of them being parks. These include Storer Park, Aquidneck Park, Touro Park, Freebody Park, Hunter Park, Miantonomi Memorial Park, and Easton's Beach.

Aquidneck Land Trust

- Founded in 1990, the Aquidneck Land Trust (ALT) is a non-profit organization dedicated to saving the natural character, environmental health, and economic value of Aquidneck Island. ALT protects properties through purchasing conservation easements. These easements protect properties from development and various other threats. ALT focuses on such properties as agricultural land, wildlife habitats, scenic vistas, and outdoor recreation areas conserving water resource areas. These preserved open spaces promote healthy outdoor recreation and help stimulate environmental benefits like carbon sequestration. Island-wide, there are 76 properties protected by ALT, totaling 2,552.72 acres.
- Of the 76 properties protected by ALT, 19 of them are within Newport, totaling 195.73 acres. Many of the properties are parks or nature areas. Also on the list are some of the city's historic estates, as well as Salve Regina University. The 19 protected properties in Newport are listed in Table 9-2. Each protected property is shown with a number that corresponds to their location on Map 9-7. Map 9-6 also displays the locations of the other state and municipal conservation lands within Newport as well as non-governmental organization (NGO) lands. Non-governmental organizations are not affiliated with a government and are generally not for profit.

Table 9-2 – Aquidneck Land Trust Conservation Easements in Newport

| Label | Name | Acreage | Label | Name | Acreage |
|-------|-----------------------------|---------|-------|-------------------------------------|---------|
| 1 | Sunset Hills | 5.47 | 2 | Miantonomi Park | 29.78 |
| 3 | Coggeshall School Park | 0.87 | 4 | Braga Park | 8.35 |
| 5 | McCormack Estate | 2.29 | 6 | King Park | 8.05 |
| 7 | Spencer Park | 2.46 | 8 | Salve Regina University / Sulthorne | 1.14 |
| 9 | Morton Park | 12.10 | 10 | John J. Slocum Estate | 2.40 |
| 11 | Almy Pond Conservation Area | 19.66 | 12 | Whitehouse Family | 5.10 |
| 13 | Wild Moor Estate | 14.75 | 14 | Gooseneck Cove | 58.00 |
| 15 | Dockery Estate | 12.57 | 16 | Newport Country Club | 3.33 |
| 17 | Crump | 3.76 | 18 | Rovensky Park | 4.95 |
| 19 | Ocean View | 0.70 | | | |

Source: Aquidneck Land Trust

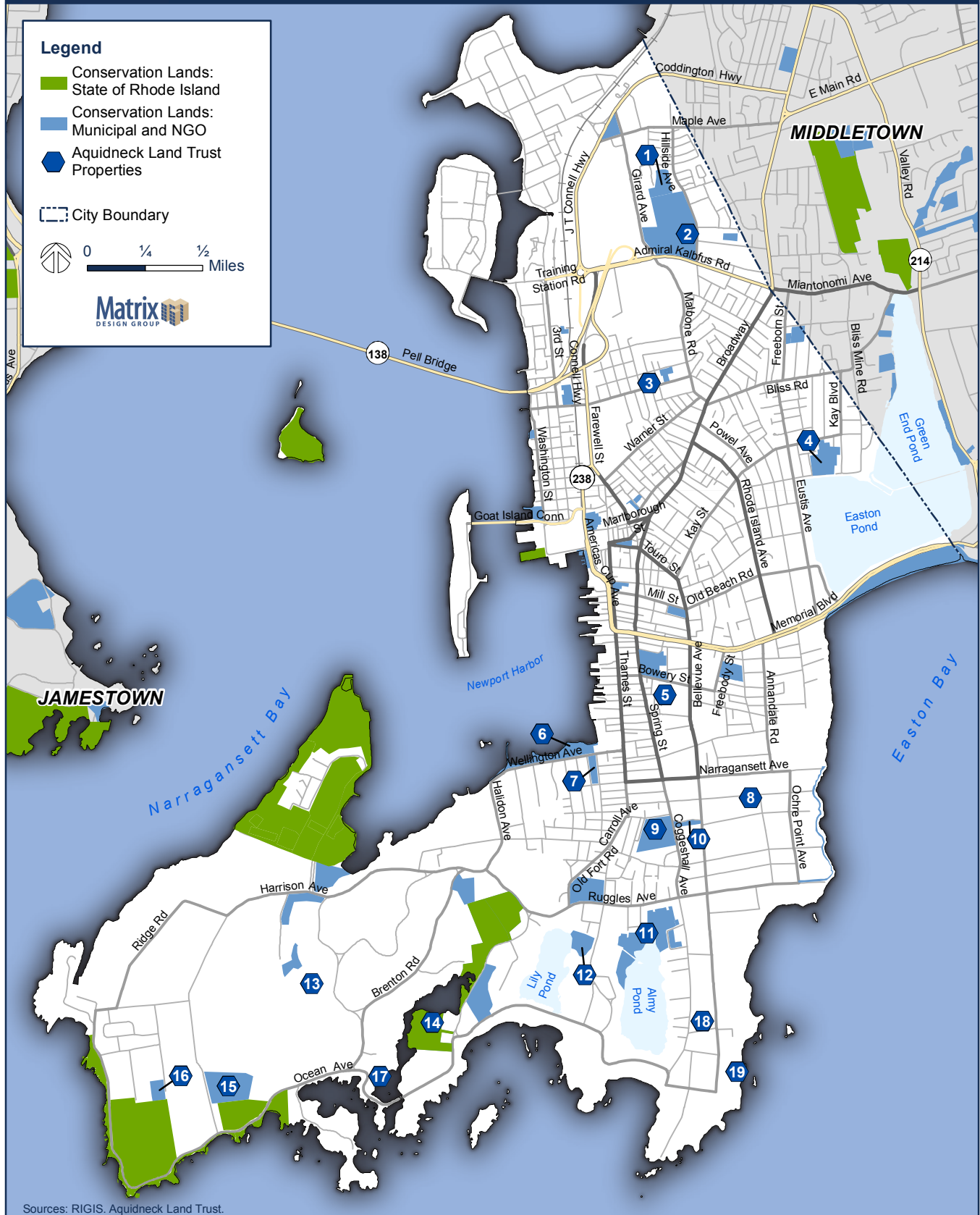
Scenic Views

Situated at the southern end of Aquidneck Island, Newport has views of the Atlantic Ocean on three of its four borders. Two of the significant viewsheds along the city's coastline are the Cliff Walk and Ocean Drive. The Cliff Walk, totaling 3.5 miles, extends along Newport's southeastern coastline, taking in ocean views as well as views of the city's famous Gilded Age mansions. Ocean Drive provides unforgettable views of Newport's estates, the Atlantic Ocean, the City's unique rocky coastline, and inland estuaries. Scenic water views are also found along the Harbor Walk, which is a little over five miles long and winds through Newport's Historic District.

The scenic views and natural beauty of Newport is at risk to various natural hazards and climate change. The main threats come in the form of coastal erosion, coastal flooding, wind-related storms, and sea level rise. More on these topics can be found in Chapter 13, Natural Hazards and Climate Change.



Existing Protected Conservation Areas



Wetlands

There are at least 11 wetland areas in Newport, including swamps, marshes, coastal tidal marshes, and estuarine marshes. All of the wetland areas are located along the Ocean Drive, near the southern end of Lily and Almy Ponds and at the head of Brenton Cove. Because transitional wetlands do not always contain water throughout the year, they are not as easily recognized. Nevertheless, wetlands are known to be extremely fragile; they support important ecosystems when left in their natural state, reduce flooding, remove pollutants, and maintain groundwater supplies. Thus, they are protected by laws that make it illegal to alter them without a permit from RIDEM.

Freshwater

While freshwater wetlands in Newport do not support commercially valuable fish / shellfish populations, Newport's shallow freshwater wetlands are particularly important as buffers around the coastal ponds (Almy and Lily) in the southern part of the city and at the northern end of Easton's Pond. Occurring elsewhere throughout the Ocean Drive neighborhood, wetlands contribute significantly to the diversity of plant life and wildlife in the area as well as its scenic value.

In order to accurately evaluate the combined significance of Newport's natural resources, there is the need to have more accurate inventories created and maintained. The removal of a small wetland may seem insignificant by itself, but the accumulated loss of multiple small wetlands can pose a major threat to the balance of natural communities. In addition, maintaining natural resources, such as small wetlands, can have economic and other environmental benefits (such as runoff filtration to reduce pollution).

Saltwater

The coastline plays a key ecological role in providing habitats for the vegetation and wildlife that flourish in Newport. Similar to freshwater wetland areas, the diversity of plant and animal life in saltwater areas depend on its size. Inlets, coves, and tidal pools along Newport's undeveloped southern coast serve as saltwater nurseries for local wildlife. In addition to serving as important ecological resources for the wildlife, the city's saltwater resources are also appreciated by citizens and visitors as popular recreational sites. A balance between recreational and conservation efforts will be key to ensuring the future of these delicate natural resources.

Harbor and Coastal Resources

Newport Harbor is home to a unique blend of ecological life and commercial, recreational, and water-oriented uses. State law, through the Rhode Island Coastal Resources Management Council (CRMC), requires all coastal communities to formulate a Harbor Management Plan (HMP). The goal of an HMP is to address permitted uses along waterfronts, as well as the issues of water quality, safety, and management. Newport's HMP is currently in the final stages of an update.

The State of Rhode Island has also created a management agency called the Coastal Resources Management Council (CRMC). The CRMC creates different management plans for coastal municipalities and have created one for the western portion of Aquidneck Island. The Aquidneck Island Special Area Management Plan (SAMP) contains various development regulations that are aimed towards ensuring any new developments preserve the natural resources that the coast has to offer.



According to the Newport Open Space Partnership, many of the inlets in the Ocean Drive neighborhood are listed as impaired wetlands. As wetlands provide many benefits for their surrounding communities, they should be preserved at all costs. Should these wetlands be damaged further, increased flooding may occur. Other ecological benefits such as water filtration and groundwater recharge could be lost as well.

Issues facing Newport's harbor, and coast in general, are similar to those faced by Newport's scenic views. These issues can be found in Chapter 13, Natural Hazards and Climate Change.

Municipal Natural Resource Protection Measures

The City of Newport has implemented multiple measures to promote and ensure the protection of its precious natural resources. Many of these measures are included in the City of Newport's Code of Ordinances including the Open Space District, the Newport Tree and Open Space Commission and the Critical Area Review – Ocean Drive District.

Open Space District

The Open Space District is intended to preserve and protect the land within the district bounds by restricting the uses that are allowed on it. The approved uses include conservation lands, bird sanctuaries, wildlife preserves, and parks.

Newport Tree and Open Space Commission

This commission is composed of nine members and promotes the conservation, planting, health, and growth of trees within the city, with a special focus on Newport's urban forest. The Tree and Open Space Commission understand the importance and benefits that trees can offer Newport's citizens.

Critical Area Review

The Critical Area Review – Ocean Drive District review process within the City of Newport Zoning Code is designed to protect the unique natural resources located within the Ocean Drive area, which include scenic Ocean Drive, two state parks, and multiple parks managed by the City of Newport. This area contains Newport's greatest amount of natural resources.

The Critical Area Review is a development plan review process designed to protect the unique natural resources of Newport. The intent is to foster sensitive development activity in the southern shoreline area of the city and to minimize adverse impacts of development on such critical natural elements as vegetation, soil erosion, water quality, natural habitats, and scenic quality.

The requirements of this review committee are developed to protect, conserve, and foster the natural, scenic, historical and economic qualities of lands along Ocean Drive. The critical area review process is not intended to deny an applicant a permitted use of the property as established by the zoning code, rather it is intended to review, comment, refine, and develop site design elements which pertain to the physical characteristics of the site and its surrounding environment.

Code Provision 13.09.110

Code provision 13.09.110 is a preservation initiative which pertains to watercourse protection. It states that anyone who owns, or is leasing, property through which a watercourse passes must keep and maintain that portion of the watercourse reasonable clean of trash, debris, excessive vegetation, and other potential pollutants.

9.2 Goals and Policies

Goal NR-1

To acquire, maintain and use accurate and timely data regarding the City's natural resources, their condition, functions and relationships to other resources and the community.

- Policy NR-1.1** The City shall take the initiative to lead and sustain a comprehensive program to create, manage and share data regarding the City's key natural resources through the Geographic Information System (GIS) process.
- Policy NR-1.2** The City shall use accurate and current data regarding its key natural resources in making decisions to establish and adjust programs, policy and other priority actions, in order to anticipate, mitigate, avoid or respond to critical threats to the City's key natural resources.

Goal NR-2

To provide for the effective, long-term preservation and restoration of natural resources.

- Policy NR-2.1** The City shall create and maintain an inventory of notable natural resources located within the city, including location, type, function, ownership, significant flora and fauna and other general attributes.
- Policy NR-2.2** The City shall protect its natural resources and ecosystems as part of the planning and implementation of all City actions.
- Policy NR-2.3** The City shall work in partnership with other regional and statewide interests to evaluate and fund natural resource protection.
- Policy NR-2.4** The City shall monitor recognize and support the interdependence of natural and cultural assets.
- Policy NR-2.5** The City shall protect scenic vistas.
- Policy NR-2.6** Where possible, the City shall institute a 'no mow' policy on city-owned land to provide habitat for beneficial pollinator species.
- Policy NR-2.7** The City shall manage the protection of trees in the city to maintain the city's designation as a designated "Tree City".

Goal NR-3

To enhance the public's understanding of Newport's natural resources.

- Policy NR-3.1** The City shall work with stakeholders and advocates to educate the public and advocate for the protection of natural resources using all available communication tools.
- Policy NR-3.2** The City shall communicate with the public and landscape industry regarding resilient and sustainable methods of landscaping practices.
- Policy NR-3.3** The City shall enhance signage at significant natural resource areas that highlight the importance of the site and the components of each site that make it unique.

Goal NR-4

To fully integrate natural resource protection into all appropriate City plans, policies, regulations, and operations.

- Policy NR-4.1** The City shall manage its natural resources as a strategic asset, with respect to their ecological functions and values, and as a major contributor to the City's economy, health and well-being.
- Policy NR-4.2** The City shall continue to operate major events in ways which avoid damage to the City's natural resources.
- Policy NR-4.3** The City shall develop a Natural Resource Management Plan.

Goal NR-5

To integrate Newport's natural resources as part of the public education curricula.

- Policy NR-5.1** The City shall continue to collaborate with the School Department to fully integrate natural resources education and protection into public school curricula.

9.3 Implementation Actions

The following are the implementation actions for the goals included in the Natural Resources Element.

| Goals & Actions | City Objectives | | | | | | | | Priority Cost | Time | Responsibility / CIP |
|---|-----------------|-----------|-------|-------------|---------------|-------|---------|-----------|-------------------------|------------------|--------------------------------------|
| | Prosperous | Beautiful | Happy | Destination | Collaborative | Smart | Healthy | Resilient | | | |
| GOAL NR-1: To acquire, maintain and use accurate and timely data regarding the City’s natural resources, their condition, functions and relationships to other resources and the community. | | | | | | | | | | | |
| A) Solicit the assistance of private property owners, academic institutions, state agencies, non-profits and others in efforts to acquire regular and reliable data. | | | | | ■ | | | | Mid ———— No Cost | Mid | • EEC |
| B) Provide easy public access to natural resource data via the city web page and Engage Newport. | | | ■ | | ■ | | | ■ | High ———— No Cost | Short | • EEC • Engage Newport |
| C) Use natural resource data to develop and revise City conservation programs and initiatives, including with respect to resiliency oriented economic diversification activities. | ■ | ■ | | ■ | ■ | ■ | ■ | ■ | High ———— \$ | Short & On-going | • Planning and Zoning Board • EEC |
| GOAL NR-2: To provide for the effective, long-term preservation and restoration of natural resources. | | | | | | | | | | | |
| A) Review current documentation regarding conservation easements, Land Use Restrictions, deed covenants, permit conditions and other legal instruments limiting use of the City’s natural resources and if determined insufficient to secure long term protection, identify and deploy potential tools which could provide additional protection. | | | | | ■ | | | ■ | Mid ———— No Cost | Mid | • EEC • City Planner |
| B) Work with public and private sector cohorts, non-profits, major City and regional institutions, academic institutions and others to secure new lands and/or rights. | ■ | ■ | | ■ | ■ | | ■ | ■ | Mid ———— \$-\$\$ | Long | • City Council |

| Goals & Actions | City Objectives | | | | | | | Priority Cost | Time | Responsibility / CIP | |
|--|-----------------|-----------|-------|-------------|---------------|-------|---------|------------------|-------------------------------|----------------------|--|
| | Prosperous | Beautiful | Happy | Destination | Collaborative | Smart | Healthy | | | | Resilient |
| GOAL NR-3: To enhance the publics' understanding of Newport's natural resources. | | | | | | | | | | | |
| A) Make information easily accessed and available to the general public via the City web page and related links, such as Engage Newport. | | | ■ | | ■ | | | ■ | High ———— No Cost | Short | <ul style="list-style-type: none"> • City Council • City Manager • Engage Newport |
| B) Encourage City staff to provide guest lectures at City schools, class field trips to City resource sites, active and on-going relationships between City staff and student environmental clubs and other means of expanding awareness and support for natural resource plans, policies, programs and initiatives. | | | ■ | | ■ | | | ■ | Mid ———— No Cost | Short | <ul style="list-style-type: none"> • City Manager |
| C) Participate in regular meetings with City business owners and interests to educate and inform them of relevant issues, plans, progress, options, resources and other relevant information concerning natural resource protection and management. | ■ | | | | ■ | | | ■ | High ———— No Cost to \$ | Short | <ul style="list-style-type: none"> • City Council • City Manager |
| D) Prepare and make widely available a brochure describing how natural resources benefit the community and the ways that members of the community can become engaged in helping to protect, maintain and enhance Newport's natural resources, and limit source pollutants from entering the water. | ■ | | | | ■ | | | ■ | Low ———— \$ | Mid | <ul style="list-style-type: none"> • City Council • City Manager • EEC |
| E) Continue efforts to use major events as a means of educating citizens about natural resource issues and to engage citizens and patrons in programs intended to minimize the impacts of these events on the community's environmental resources. | ■ | ■ | | ■ | ■ | | | ■ | Mid ———— \$ | Short & On-going | <ul style="list-style-type: none"> • EEC • Tourism Board |
| F) Aggregate data regarding event related environmental programs and incorporate it into data made generally available to the public, but also into the City's educational efforts, open houses, City Council briefings and other educational efforts. | ■ | | | ■ | ■ | ■ | ■ | ■ | Mid ———— \$ | Short & On-going | <ul style="list-style-type: none"> • City Council • EEC • BOE • Engage Newport • Chamber • Tourism Board |

| Goals & Actions | City Objectives | | | | | | | | Priority Cost | Time | Responsibility / CIP |
|--|-----------------|-----------|-------|-------------|---------------|-------|---------|-----------|------------------------|------------------|--|
| | Prosperous | Beautiful | Happy | Destination | Collaborative | Smart | Healthy | Resilient | | | |
| G) In developing City plans, programs, budgets and other City initiatives impacting natural resource issues and assets, actively solicit and engage a broad spectrum of interests in order to provide guidance and definition to such initiatives. | | | | | ■ | | | ■ | High No Cost | Short | <ul style="list-style-type: none"> • City Council • City Manager |
| GOAL NR-4: To fully integrate natural resource protection into all appropriate City plans, policies, regulations, and operations. | | | | | | | | | | | |
| A) Review existing City plans to determine if they sufficiently incorporate natural resource values and strategies, and if not, draft and propose appropriate amendments for formal consideration by applicable City boards/commissions. | | ■ | | | ■ | ■ | ■ | ■ | Mid No cost to \$\$ | Mid | <ul style="list-style-type: none"> • City Council • Planning and Zoning Board • City Manager • EEC |
| GOAL NR-5: To integrate Newport’s natural resources as part of the public education curricula. | | | | | | | | | | | |
| A) Fully integrate the City’s natural resources into the City’s developing Innovation Hub and related economic diversification plans and activities. | ■ | ■ | | | ■ | ■ | ■ | ■ | High \$ | Short & On-going | <ul style="list-style-type: none"> • City Council • Planning and Zoning Board |

Please see the next page.

10 Historical & Cultural Resources



“The basic purpose of preservation is not to arrest time but to mediate sensitively with the forces of change. It is to understand the present as a product of the past and a modifier of the future.”

John Lawrence, Dean, School of Architecture, Tulane University

Along with its extraordinary natural resources, Newport's historic, architectural, and maritime resources are the City's greatest assets in shaping a vision for the future. The City recognizes that the preservation of our cultural heritage protects the unique character of Newport and provides important environmental, economic, and educational benefits to the community.

Newport's physical landscape is the product of over 375 years of residential and commercial interaction. From its origins as a community in 1639 as a bustling colonial seaport, to its present day situation as a fashionable seaside vacation spot, Newport's character has been influenced by its proximity to Narragansett Bay. Throughout the City's history, Newport harbor has remained a focal point of growth and change and a central part of Newport's economic and cultural activities. Impending sea level rise and climate change will impact of the evolution of Newport's historic and cultural resources going forward for the next generation of Newporters.

The City's urban character reflects distinctive periods in Newport's historical and cultural development. The variety and quality of representative architectural styles distinguishes Newport as a unique model for preservation efforts. The colonial town rests comfortably beside the Victorian resort, while the twentieth century has integrated its own unique mark into Newport's urban landscape.

Of equal importance to the City's architectural heritage is the relationship between the built environment and the social contours of the community. Commercial buildings and residential structures reflect our history and are part of our collective past. Architecture is also the product of human endeavor; it captures a cultural moment and mirrors the tastes, needs, and activities of a community of ordinary people. The evolution of land use patterns and neighborhood settlement establishes a broader context for preservation planning.

This chapter explores both the historical and cultural resources present within Newport, and the methods in place to help cultivate these resources.

10.1 Existing Conditions

Newport's cultural heritage is an important feature of the City's unique sense of place, which makes it an attractive environment in which to live, work and visit. Many creative individuals have spent time in the city, such as famous painters, artists, architects, authors and award-winning stone carvers, enhancing Newport's mystique.

The historic resources found in Newport embody the traditional qualities and characteristics of the city. In turn these resources create an attractive environment which is conducive to a variety of uses. Preservation of the historic resources of Newport is an integral part of the success of the city going forward. Interspersed throughout the historic and cultural resources is the maritime heritage and environmental resources which form the basis for the City's very existence.

Historic Preservation Resources, Organizations, Associations, and Commissions

The current level of preservation results from the combined efforts of federal, state, and municipal programs, as well as efforts from local private organizations and individual members of the community. The following is an inventory of some of the programs involved in the preservation of Newport history.



There are 968 historic Newport properties in the floodplain. One potential threat is the occurrence of any unforeseen natural events such as flooding, hurricanes, Nor'easters, as well as the negative effects of climate change.

Federal Preservation Programs

National Historic Preservation Act of 1966

The National Historic Preservation Act (NHPA) is legislation intended to preserve historical and archaeological sites throughout the county. The National Register of Historic Places, the list of National historic Landmarks, and the State Historic Preservation Offices were all created through this act. Through the NHPA, the Advisory Council on Historic Preservation (ACHP) and Section 106 review process were established.

Advisory Council on Historic Preservation

The Advisory Council on Historic Preservation (ACHP) promotes the preservation, enhancement, and productive use of historic resources throughout the county. The ACHP is also the only entity with the legal responsibility to encourage federal agencies to factor historic preservation into federal project requirements.

Section 106

Section 106 of the NHPA requires all federal agencies to identify and assess the effects of their actions on historic resources. The federal agency must consult with the appropriate state and local officials, Indian tribes, applicants for federal assistance, and members of the public regarding their views on historic preservation.

Federal Historic Preservation Tax Credit

The Economic Recovery Act of 1981 established tax credit programs where up to 25% of restoration costs could be credited towards income taxes. This program helped fund the historic rehabilitation of many of the city's three-to-five family structures, and also led to the conversion of rental units to condominiums.



The city recognizes the importance of its Historic and Cultural assets. This document capitalizes on the opportunity to coordinate the protection of these assets into other sections of this plan, such as Chapter 13, Natural Hazards and Climate Change.

State Preservation Programs

Rhode Island Historical Preservation & Heritage Commission

The Rhode Island Historic Preservation and Heritage Commission (RIHPHC) is responsible for conducting statewide surveys of historic sites and places. They are also responsible for recommending places of local, state or national significance for inclusion in the National Register of Historic Places; administering federal grants-in-aid to National Register properties for acquisition or development; and developing state historic preservation plans. The RIHPHC has identified, documented, and evaluated historic properties in four neighborhoods in the city: the Kay/Catherine neighborhood, Old Beach neighborhood, the Broadway neighborhood, and Harbor/Lower Thames Street neighborhood. The RIHPHC also plays a role in documenting archaeological sites in the city.

Municipal Preservation Efforts

Newport Historic District Commission

In Newport, over half of the parcels and about 40% of the city's area are a part of the Historic District. The Newport zoning ordinance designates the Newport Historic District Commission (HDC) as the review authority for the City of Newport on historic preservation. The HDC must review and approve any new construction, exterior alteration, or demolition of structures on properties within the Historic District or on a list of specified historic properties.

City of Newport Historic District Zoning

Enacted in 1964, Newport's Historic District Zoning has the following objectives: stabilize and improve property value, preserve specific historical districts, foster civic beauty, strengthen the local economy, and promote the use of such districts and specific buildings for the education, pleasure, and welfare of the citizens of Newport. Historic District Zoning has had a positive impact Newport, largely by improving the quality of deteriorated historic structures through proper rehabilitation actions. Historic District Zoning has also served to protect the quality and historic integrity of historic areas. The National Historic Landmark status does not protect a property or a National District from incompatible development. Development of these properties may only be regulated when federal funds are utilized; therefore the local Historic District Zoning combined with the Newport HDC gives much greater protection to historic resources.

As an additional protection to Newport's larger historic properties, the City's Zoning Ordinance was amended to prohibit multi-family development of new construction in all zoning districts represented in the Bellevue Avenue and Ocean Drive neighborhoods in order to preserve the exterior appearances of the historic buildings. Multi-family developments are permitted in these neighborhoods by special exception only, and only through conversion within the confines of the existing structure. Wind energy systems, including wind turbines, are also excluded from the Historic District. While the majority of buildings within Newport's Historic District are significant, approximately 26% of the 2,395 structures are considered to be contributing to the district.

Demolition within the Historic District

The Demolition Delay ordinance, enacted in 1991, was the result of public outcry over the demolition of historic homes adjacent to the Newport Hospital outside of the Historic District. That ordinance has since been replaced by the Demolition of Structures ordinance, Chapter 17.86 as described in Chapter 3, Land Use. Demolition of historic structures within the Historic District is regulated under Chapter 17.80.060. The HDC shall not approve the demolition of contributing historic structures that retain integrity of condition. The ordinance further defines the special considerations regarding valuable historic resources and demolition under Chapter 17.80.070.

City of Newport Historical and Cultural Resource Areas and Sites


Table 10-1 provides a list of Newport's robust historic and cultural resources. The table corresponds with Map 10-1 which shows where each property is located within the City. The City of Newport has a total of 56 properties listed on the National Register of Historic Places (NRHP). The NRHP is a federal program overseen by the National Park Service (NPS) and includes historic places that warrant preservation. All properties on the list have been designated by the NPS as being either historically or culturally significant. Of the properties listed on Table 10-1, 20 properties are considered National Historic Landmarks (NHL). Buildings in the NHL are eligible for preservation grants and technical preservation assistance. Map 10-1 also shows the boundaries of the historic districts that have been established within Newport and whether they are locally or nationally designated.



The zoning of historic districts or properties regulates how property owners may develop their property. Without reasonable control, new development may threaten the integrity of historic areas. Future efforts to establish historic districts should be a collaborative process between the City and property owners.

Table 10-1 Areas of Historical Significance

| Label | Name | Label | Name |
|-----------|--|-----------|---|
| 1 | Castle Hill Lighthouse | 2 | Ida Lewis Rock Lighthouse |
| 3 | Newport Harbor Lighthouse | 4 | Rose Island Lighthouse |
| 5 | Emmanuel Church | 6 | Trinity Church |
| 7 | Francis Malbone House | 8 | Touro Synagogue |
| 9 | United Congregational Church Spring & Pelham St. | 10 | Baldwin (Charles H) Hs. Bellevue Ave. Opposite Perry St. |
| 11 | Bell (Isaac) Hs. /Edna Villa 70 Perry St. | 12 | Chateau-Sur Mer / Wetmore Hs. |
| 13 | Malbone, Malbone Road | 14 | Clarke St. Meeting Hs. / Congregational Ch. Clarke St. |
| 15 | Cotton (Dr. Charles) Hs. 5 Cotton's Court | 16 | Covell (William King III) House / Sanford (Millton H.)House |
| 17 | Commandant's Residence, Quarters #1, Fort Adams | 18 | Henderson Home / Stiles (Ezra) Hs.14 Clarke St. |
| 19 | Hunter House | 20 | Jewish Community Center/Gale (Levi H.) House 85 Touro St. |
| 21 | King (Edward) House Aquidneck Park (Spring St.) | 22 | Kingscote North-West Corner Of Bellevue Ave. & Bowery St. |
| 23 | Lucas-Johnston Hs. / Lucas (Augustus) Hs. 40 Division St. | 24 | Mawdsley (Captain John) House / Bull (Jireh)-Mawdsley House |
| 25 | Old Colony Hs. | 26 | Rogers (Joseph) Hs. |
| 27 | Presidents House - Naval War College | 28 | Shiloh Church / Trinity School Hs. 25 School St. |
| 29 | Newport Art Museum / Griswold (John N A) Hs. 76 Bellevue Ave. | 30 | The Bird's Nest |
| 31 | Tillinghast (John) Hs. 142 Mill St. | 32 | Vernon House |
| 33 | Wanton-Lyman-Hazard Hs. | 34 | Whitehorne (Samuel) Hs. 414 Thames St. |
| 35 | Wm. Watts Sherman Hs. | 36 | Army And Navy YMCA |
| 37 | Brick Market | 38 | Weatherly (Sloop) |
| 39 | Newport Artillery Company Armory 23 Clarke St. | 40 | Newport Steam Factory 449 Thames St. |
| 41 | Perry Mill 337 Thames St. | 42 | Redwood Library |
| 43 | Seamen's Church Institute Market Square | 44 | Original U.S. Naval War College - U.S. Naval War College & Torpedo School & Luce Hall Coasters Harbor Is. |
| 45 | White Horse Tavern 26 Marlborough St. | 46 | Miantonomi Memorial Park |
| 47 | Common Burying Ground and Island Cemetery | 48 | Charles Tillinghast House |
| 49 | Newport Casino | 50 | Fort Adams |
| 51 | St. Mary's Church Complex | 52 | Coronet (Wooden Hull Schooner Yacht) |
| 53 | Marble House | 54 | The Breakers |
| 55 | The Elms | 56 | Rosecliff |

 Indicates property is a National Historic Landmark



COMPREHENSIVE
LAND USE PLAN

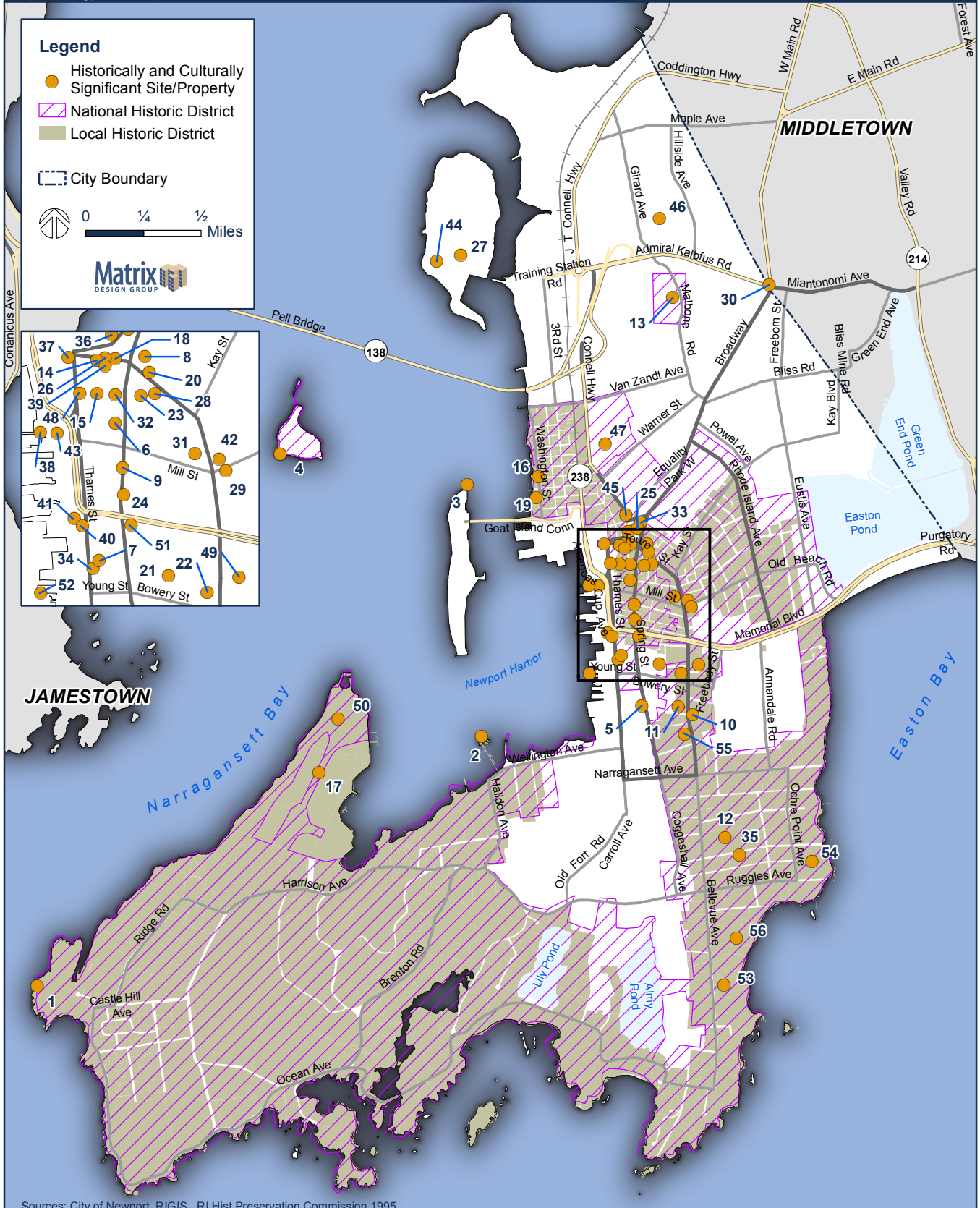
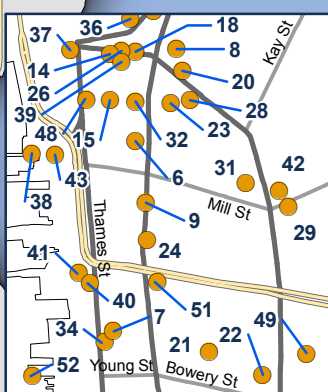
Map 10-1
Historically and Culturally
Significant Properties in Newport

Legend

- Historically and Culturally Significant Site/Property
- National Historic District
- Local Historic District

City Boundary

0 1/4 1/2 Miles



Sources: City of Newport. RIGIS. RI Hist Preservation Commission 1995.

National Historic Landmark Districts & National Register of Historic Places Districts

Areas of Newport that are federally registered National Historic Landmark Districts are: the Bellevue Avenue National Historic District (1976), Fort Adams National Historic District (1976), Newport National Historic District (1968), the Ocean Drive National Historic District (1976), and the U.S. Naval War College National Historic District. The National Register of Historic Places Districts in Newport are: the Bellevue Avenue – Casino Historic District (1972), Fort Hamilton (Rose Island) Historic District (2001), Kay Street – Catherine Street – Old Beach Road Historic District (1973), Ochre Point – Cliffs Historic District (1975), and the Southern Thames Historic District (2008).

Local Private Initiatives, Community Organizations, and Non-Profits

Preservation Society of Newport County

The Preservation Society of Newport County, one of the oldest preservation organizations in the country, was established in 1945, initially to preserve the Hunter House, but has expanded over the years and now owns and operates 11 historic properties; has 33,658 members; and is accredited by the American Alliance of Museums. Its activities include preserving and maintaining nine mansions in the county, eight of which are in Newport. These include Rosecliff, Marble House, Kingscote, and The Elms; actively providing educational opportunities, advocating for the protection of historic and cultural resources, and enhancing the quality of life.

Newport Historical Society

The Newport Historical Society (NHS) was founded in 1854 with a goal of collecting and preserving Newport's history in the form of books, manuscripts, and properties. Notably, the NHS operates the Colony House, the Seventh Day Baptist Meeting House, the Great Friends Meeting House, the Brick Market, and the Wanton-Lyman-Hazard house.

Newport Restoration Foundation

The Newport Restoration Foundation (NRF) was founded in 1968 by Doris Duke. The NRF is a non-profit institution with a goal of preserving, interpreting, and maintaining landscapes and objects that reflect the character and architectural culture of eighteenth and nineteenth century Aquidneck Island. Since the institution's creation, they have restored and preserved 83 buildings on the island. The NRF also runs and maintains a number of historic house museums on Aquidneck Island.

Preservation Partnerships

Local and Statewide preservation plans are strengthened by the efforts of private agencies and individuals who have a desire to protect Newport's historic resources. Newport has partnered with the Rose Island Lighthouse Foundation, to preserve the structure and see its return to use as a lighthouse and development as a bed-and-breakfast and living museum. The city has also worked with the Brick Market Foundation, formed to rehabilitate the historic Brick Market Building on Thames Street, and its adaptive re-use as a museum of Newport History, operated by the Newport Historical Society.

Opera House Theater & Performing Arts Center Restoration Project

The Opera House first opened in December, 1867 as a venue for performances and presentations in Newport. This opera house hosted some of America's most famous icons, including Henry Ward Beecher, Harriet Beecher Stowe, Thomas Wentworth, Frederick Douglass, and George M. Cohan. Due to Newport's prestigious and sophisticated community, the Opera House often became a center stage for nation-wide deliberations such as the abolition of slavery and women's rights.

Unfortunately, in 1955, a fire on Thames Street led to the demolition of the Opera House's top floor and the neighboring Perry House Hotel. By the early twenty-first century, the Opera House was closed as the building's condition continued to deteriorate and was considered for complete demolition. The Newport Performing Arts Center has been working vigorously to restore and preserve this iconic part of the city's history as a live

entertainment performing center. The repair effort has received a \$4.2 million state grant and its re-opening is anticipated in 2017.

World Heritage Commission

With the concentration of historic colonial homes and landmarks and as an early center for religious freedom, Newport is once again seeking a nomination as a United Nations Educational, Scientific, and Cultural Organization (UNESCO) World Heritage Site. An application was submitted in 2006 and was deemed to be “worthy of future consideration” by UNESCO. Rhode Island’s Governor Lincoln Chafee created the Newport World Heritage Commission in October 2014 to lead to another attempt for submission in 2016.

Visitor Resources

Discover Newport, is a non-profit organization that is dedicated to promoting the city, as well as several other surrounding townships. Discover Newport runs the Newport Visitors Center and also operates through a website (<http://www.discovernewport.org/>). Both of these resources act as information hubs for citizens and visitors, providing information about where to stay, eat, shop, and visit in Newport.

Museums

Newport is home to a large number of museums including the International Tennis Hall of Fame, the Museum of Newport History, the National Museum of American Illustration, the Naval War College Museum, the Newport Art Museum, the Loeb Visitors Center at Touro Synagogue National Historic Site, and many properties preserved by the Preservation Society of Newport County, which is accredited by the American Alliance of Museums. Many of the historic buildings and mansions preserved by the Preservation Society of Newport County have been converted into museums that offer tours. They give glimpses into the culture and lives of their historic and prestigious owners. The converted buildings and mansions that offer tours include, but are not limited to The Breakers, Chateau-sur-Mer, The Elms, Isaac Bell House, Great Friends Meeting House, Hunter House, Whitehorne, and many others.

Table 10-2 gives a brief description of Newport’s major museums and mansions.

Table 10-2 - Newport’s Museums

| Museum | Description |
|-----------------------------|---|
| The Breakers | Acting as another one of the Vanderbilt family’s summer “cottages”, The Breakers overlooks the Atlantic Ocean. Designed by Richard Morris Hunt, The Breakers is built in an Italian-Renaissance revival style. In 1948, The Breakers was leased to the Preservation Society of Newport County for operation as a historic house museum. It was purchased by the Preservation Society in 1971. |
| Chateau-sur-Mer | Once owned by the former Governor of Rhode Island, Chateau-sur-Mer ushered in Gilded Age in Newport. This Newport mansion displays most of the major design trends of the latter half of the nineteenth century. |
| The Elms | The Elms acted as a summer residence for the Berwind family. The structure itself was modeled after the eighteenth century French chateau d’Asnieres outside of Paris. The Classical Revival style formal gardens were designed and implemented over the course of several years, from 1901 through 1907; the Sunken Garden was introduced in 1913. The Elms was purchased by the Preservation Society of Newport County in 1962. |
| Great Friends Meeting House | The Great Friends Meeting House is the oldest surviving house of worship in the State. Built in 1699, this structure served as place where Quakers could meet and worship together. At the time, it was the largest building in the City and remained an identifiable landmark within Newport for large portions of the 18th century. After falling into disrepair, the building was restored in the 1970’s and donated to the Newport Historical Society |

Newport Comprehensive Land Use Plan

| Museum | Description |
|--|--|
| Hunter House | The Hunter House displays examples of the finest achievements of eighteenth century arts and crafts done in Newport. Purchased by Mrs. George Henry Warren in 1945, the Hunter House became the founding property of the not-for-profit organization that Mrs. Warren created: The Preservation Society of Newport. |
| International Tennis Hall of Fame | The International Tennis Hall of Fame, located in the Newport Casino, was renovated in 2015. The museum has exhibits dedicated to the history of the game through three different eras; The Birth of Tennis (1874 – 1918); The Popular Game (1918 – 1968); and The Open Era (1968 – Present). |
| Isaac Bell House | The Isaac Bell house personifies the Queen Anne style, featuring influences from English and European architecture as well as early American colonial architecture. The house is one of the best surviving examples of shingle style architecture in the entire country. |
| Loeb Visitors Center | Located at the Touro Synagogue National Historic Site, this cutting edge, 13 million dollar visitors' center showcases the role of Newport as the birthplace of the concepts of separation of church and state and freedom of religion. |
| Museum of Newport History | The Museum of Newport History is located in the eighteenth century Brick Market building. The museum is open to families and provides information on Newport's rich history and architecture. |
| National Museum of American Illustration | The National Museum of American Illustration (NMAI) is located in circa 1901 Vernon Court. NMAI displays illustration art by artists including Norman Rockwell, Maxfield Parrish, Charles Dana Gibson and many others. |
| Naval War College Museum | Located in the old Newport Asylum for the Poor building on Coasters Harbor Island, the Naval War College Museum showcases different exhibits on naval warfare and the naval heritage of Narragansett Bay. Many of the exhibits pertain to the technology studied at the Naval War College itself. |
| Newport Art Museum | The Newport Art Museum is located in the John Griswold house, and is among the six percent of American museums to be fully accredited by the American Association of Museums. The Newport Art Museum displays exhibits that reflect the state's cultural heritage and its unique art scene. The museum also offers over 30 educational classes to those interested in improving their own artistic talents. |
| Redwood Library and Athenaeum | The Redwood Library and Athenaeum is the oldest lending library in the county. Additionally, it is the oldest library in America still occupying its original building. The library was built in 1750 by colonial architect Peter Harrison, who was responsible for designing other famed buildings in Newport including the Brick Market and Touro Synagogue. This library is a membership library that is open to the public for a subscription fee. In addition to being a lending library, the Redwood Library and Athenaeum is also open to qualified scholars, researchers, and others interested educating themselves using the library's 160,000 volumes. |
| Rough Point | Rough Point was originally built for Frederick W. Vanderbilt and at the time of its commissioning in 1887, was the largest house in the city. The home was designed in an English manorial style, meant to evoke a feeling of a classic English county home. Over the years, Rough Point changed hands numerous times and was purchased in 1922 by James B. Duke. Duke passed away in 1925, leaving Rough Point to his 12-year old daughter Doris Duke. During her lifetime, Doris renovated the home and furnished it with pieces of fine art, antiques, and family treasures. Upon her death in 1993, Doris bequeathed Rough Point to the Newport Restoration Foundation with instructions for it to be open to the public as a museum. The home opened as a museum in 2000. |
| Whitehorne | Built in 1811, the Whitehorne house is an example of a Federal-style mansion. The mansion features a formal garden and a significant collection of American furniture form the 18th century. |

Galleries

Dozens of art galleries are located throughout Newport, showcasing the community’s current and historic art and culture. The city holds a Gallery Night on the second Thursday of each month, where citizens and visitors can walk from gallery to gallery to see or purchase the artwork and observe artists in their studios.

Festivals

Newport is home to many renowned festivals that attract international attention. Perhaps the most well-known festivals are the annual Newport Jazz and Newport Folk Festivals. Both of these festivals are held at Fort Adams State Park and are put on by the Newport Festivals Foundation. The Newport Jazz Festival started in 1954 and was the first jazz festival in America. It is often referred to as the “granddaddy” of all jazz festivals. Thousands of people attend the famous festival every year. The Newport Folk Festival first held in 1959, continues to captivate fans with its lineup.



Newport events, such as the Volvo Ocean Race and the Folk and Jazz Festivals, are renowned events that are attended by visitors from all around the United States

Other festivals that take place in the City of Newport include the Bowen’s Wharf Seafood Festival, the Black Ships Festival, the Newport Waterfront Oyster Festival, the Newport Daffodil Days Festival, the Festival of the Arts, the Annual Newport Winter Festival, the Newport Mansions Wine and Food Festival, the Newport Flower Show, the Newport Music Festival, and BridgeFest.

Community Events

In addition to Newport’s many festivals, there are a number of events around the city that attract residents and visitors alike. These include parades, comedy shows, charity events, guided hikes, movie nights, poetry nights, craft brew races, and many others. These events are a way to bring the citizens of Newport together and to celebrate the community.

Galas and Benefits

Newport is also host to number of galas and benefits throughout the year which celebrate and support some of the most spectacular causes being undertaken around the city. A sample of gala events being held in 2016 include: the Oliver Hazard Perry Gala, the Newport Yacht Rendezvous, the Aquidneck Land Trust Gala, the Island Moving Company, Gala, the International Yacht Restoration School (IYRS) Gala, and the Doris Duke Historic Preservation Awards Gala. These gala and benefit events help support numerous programs and organizations throughout the City from the Preservation Society and Fort Adams, to the Dr. Martin Luther King, Jr. Community Center and Boys & Girls Clubs of Newport County.

Regattas

Newport has a long hosted variety of regattas. Table 10-3 highlights just a few of the regattas that Newport has been and continues to host throughout the year.

Table 10-3 - Newport’s Regattas

| Race | Description |
|----------------------|---|
| Newport Bermuda Race | The Newport Bermuda Race, the oldest regularly occurring ocean race, has been held in Newport since 1936. The 635-mile race from Newport to Bermuda is run every other year. The first ever Bermuda Race was run in 1906 and the starting point was at Gravesend Bay, New York. |
| America’s Cup | America’s Cup is Newport’s most fabled race. The race was held in Newport from the years 1930 to 1983. The New York Yacht Club sponsored the American yachts, and Liberty (U.S. Ethnicity) lost in 1983. |

| Race | Description |
|------------------------------------|--|
| Volvo Ocean Race | The Volvo Ocean Race is a yacht race around the world that is held every three years. The most recent race was in 2014-2015 and spanned over 39,000 nautical miles. Newport was one of the many ports visited during the race. The next installment of the race will be in 2017-2018 and will again visit Newport. |
| New York Yacht Club Race Week | The 2016 New York Yacht Club Race Week at Newport presented by Rolex featured buoy racing, mid-distance races, government marks and "stadium" racing for eligibility in the Swan 42 National, J/109 North American, and C&C 30 North American championships. |
| Candy Store Cup | Newport Shipyard and Bannister's Wharf owners hope to carry forth the Newport Bucket tradition in 2016 as the "Candy Store Cup" for superyacht racing. |
| Ida Lewis Yacht Club Distance Race | The Ida Lewis Distance Race is a sailing overnighiter hosted by the Ida Lewis Yacht Club. |
| Newport Sup Cup | 2016 will be the year of the 7 th annual Newport Sup Cup event in Newport which features long and short course races. |
| Sail for Hope | The Newport Shipyard will be hosting the 16 th annual Sail for Hope event near the end of the season. This fundraiser race event and after sailing party are presented as an opportunity for Newport sailing to give back to the community. |

Cultural Organizations and Agencies

In addition to the larger facilities, Newport is home to a growing number of smaller organizations and private businesses that enhance the city's image as a center for the creative and performing arts. For a small community, Newport hosts an eclectic blend of cultural activities for residents and visitors alike. Groups which contribute to the city's creative climate include the Firehouse Theater, the Newport Playhouse, the Jane Pickens Theater, Island Moving Company, the Newport Arts Festival, Swanhurst Chorus, the Newport Children's Theater, the Bit Players, Flickers - the Newport Film and Video Society, and the Arts and Cultural Alliance of Newport County.

Educational and cultural institutions play a critical role in preserving and promoting the city's cultural heritage. Newport's arts organizations, libraries, museums, churches, and colleges are spearheads for cultural programs and events. A number of organizations, seek to collect, preserve, and share the material culture of Newport's collective past. Local institutions should be recognized for their efforts in the collection and preservation of architecture and landscapes, books, artwork, furniture, photographs, architectural drawings, maps, and other artifacts, the product of over 350 years of Newport history. These organizations contribute to the community by providing access to collections and developing educational opportunities in history, art, music, dance, and drama. Increased awareness, appreciation, and respect for the cultural heritage of Newport are an important safeguard for its continued growth.

Although not a cultural organization in the traditional sense, the non-profit Discover Newport is a destination organization dedicated to promoting the City of Newport and the neighboring townships of Newport and Bristol counties. In Newport, Discover Newport works in coordination with the city to promote numerous historic, cultural, and recreation activities to visitors. Since the beginning of 2016, the agency has tracked visitors from ten countries, nine states, and the District of Colombia. While the cruise ship schedule coordinated by Discover Newport has 37 ships listing destination stops docking at Perrotti Park and another 25 docking at Fort Adams during 2016.

State and Municipal Programs

A variety of organizations exist at the state and local levels to encourage activities related to the arts and humanities. Through funding, technical assistance, and promotion, these agencies seek to develop and expand cultural programs. These include the RI Council for Humanities, the RI Historic Preservation and Heritage Commissions, The RI State Council on the Arts, the Arts and Cultural Alliance of Newport County, and Newport FILM.

10.2 Goals and Policies

Goal HC-1

To identify, protect, and enhance the City's cultural and historical resources.

- Policy HC-1.1** The City shall maintain qualified professional staff to provide the highest possible level of service in supporting the protection of the city's historic resources and in collaboration with other key stakeholders within government, non-profits, neighborhoods and other interested parties.
- Policy HC-1.2** The City should consider historic and cultural resources when making operational decisions to successfully enhance and protect historic and cultural resources.
- Policy HC-1.3** The City shall advocate for appropriate private sector actions which protect and enhance the community's historic and cultural resources.
- Policy HC-1.4** The City shall develop and adopt a comprehensive set of guidelines and related design expectations that promote suitable use of historic properties and structures.
- Policy HC-1.5** The City shall continue to develop and deploy a comprehensive program of Communication and educate, in collaboration with other key stakeholders within government, non-profits, neighborhoods and other interests.
- Policy HC-1.6** The City shall engage interested constituencies in historic and cultural resource planning and plan implementation and support efforts to integrate cultural literacy into and programs. Educate residents and utilize community collaboration
- Policy HC-1.7** The City shall work in tandem with cultural institutions to create economic benefit for the entire community, to promote cultural literacy among all age groups.
- Policy HC-1.8** Create outreach programs, recognizing that cultural institutions create economic benefit for the entire community.
- Policy HC-1.9** The City shall create and implement innovative programs and practices to assure the equitable allocation of culture and arts resources throughout the City with respect to geography, income, age and other constituent attributes.
- Policy HC-1.10** The City shall utilize and capitalize on its architectural character and cultural heritage to promote economic growth.

Goal HC-2

To enhance the protection and survivability of historic resources from the impacts of climate change, sea level rise and storm hazards.

- Policy HC-2.1** The City shall prioritize the protection of historic resources, their character, values and contributions to the community.
- Policy HC-2.2** The City shall work in collaboration with other levels of government (state and federal) to advocate for and secure design and development options to protect historic structures, buildings and landmarks from the effects of climate change impacts.

Goal HC-3

To foster a climate that supports the continuation of Newport as a home for the artisan and creative artist.

- Policy HC-3.1** The City shall foster and work with other organizations in their efforts to enhance the city's museums, libraries, art, theater, musical and cultural institutions
- Policy HC-3.2** The City shall promote the development and growth of Newport's arts and cultural resources.
- Policy HC-3.3** The City shall support efforts to retain and attract artists and craftspeople to live and work in Newport.

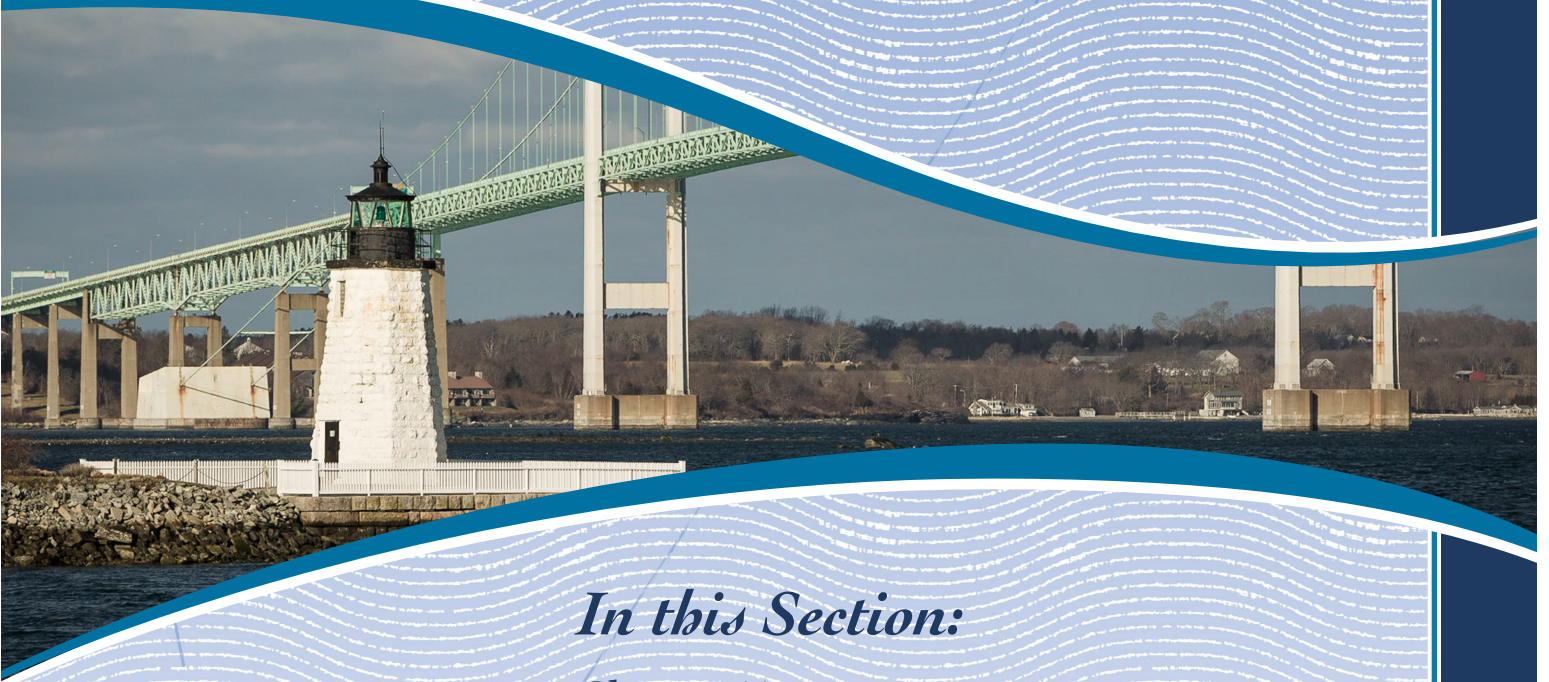
10.3 Implementation Actions

The following are the implementation actions for the goals included in the Historical & Cultural Resources Element.

| Goals & Actions | City Objectives | | | | | | | | Priority Cost | Time | Responsibility / CIP |
|---|-----------------|-----------|-------|-------------|---------------|-------|---------|-----------|------------------|------------------|--|
| | Prosperous | Beautiful | Happy | Destination | Collaborative | Smart | Healthy | Resilient | | | |
| GOAL HC-1: To identify, protect, and enhance the City's cultural and historical resources. | | | | | | | | | | | |
| A) Reestablish Tax Incentive Programs for the protection and enhancement of historic structures. | ■ | ■ | | | ■ | | | | Mid No Cost | Short | • City Council |
| B) Establish a system of communicating plans affecting Newport's historical and cultural assets to citizens to encourage community involvement. | ■ | | | ■ | ■ | ■ | ■ | ■ | Mid No Cost | Short & On-going | • City Council • Engage Newport |
| C) Continue to host tours through Newport's Historical District. | ■ | | | ■ | ■ | | | | Mid \$ | Short & On-going | • Tourism Board |
| D) Continue to promote awareness of Newport's rich history to school children and visitors. | ■ | | | ■ | ■ | | | | Mid \$ | Short & On-going | • BOE • Chamber, Tourism Board |
| E) Continue to secure funding for plans, programs, and projects affecting historical and cultural sites. | ■ | ■ | | ■ | ■ | | | | High No Cost | Short & On-going | • City Council • City Manager • City staff |
| F) Continue to seek public-private partnerships to restore, rehabilitate, protect, and preserve historical and cultural properties throughout Newport. | ■ | ■ | | ■ | ■ | | | | High \$ | Short & On-going | • City Council • City Manager • City staff |
| G) Establish historic property guidebook for historic property owners. | ■ | ■ | | | ■ | | | | Mid \$ | Mid | • City Council • Preservation Planner |
| GOAL HC-2: To enhance the protection and survivability of historic resources from the impacts of climate change, sea level rise and storm hazards. | | | | | | | | | | | |
| A) Include historic preservation as part of a Climate Action Plan. | ■ | ■ | | ■ | ■ | ■ | ■ | ■ | High \$ | Short & On-going | • City Council |
| GOAL HC-3: To foster a climate that supports the continuation of Newport as a home for the artisan and creative artist. | | | | | | | | | | | |
| A) Develop a Cultural Enrichment Plan for the city. | ■ | ■ | | ■ | ■ | ■ | ■ | ■ | High \$ | Mid | • Planning • Cultural Organizations |

Please see the next page.

Sustainable Systems and Stewardship



In this Section:

Chapter 11 Energy

Newport has many opportunities and projects that support renewable and alternative energies. Investing in these opportunities creates a cleaner city and reduces energy costs throughout the city.

Chapter 12 Water

Water supply is fundamental in sustaining any community. It allows for the efficient allocation and movement of water throughout Newport.

Chapter 13 Natural Hazards & Climate Change

Natural hazards and climate change present challenges for the City of Newport. Communication and response to emergencies protect Newport residents and visitors and their belongings, as well as preserve the character of Newport and its history.



Please see the next page.

11 Energy



Energy and its uses touch almost all aspects of daily life, and therefore, conservation of energy resources can have significant effects on us all. For instance, reducing energy use not only significantly benefits the environment through reduced greenhouse gas emissions, but also reduces energy costs. Because of this, energy is closely tied to both the environment and economic activity. It is the aim of the City of Newport to conserve energy, use energy efficiently, and to explore renewable resources in energy production.

Rhode Island, as a whole, spends approximately \$3.6 billion on power and fuel each year. Energy expenditures can be broken down into three different energy sectors: electricity, heating and cooling, and transportation. The production of energy for these three sectors leads to the emittance of over 11 million tons of greenhouse gases each year. The Rhode Island energy plan, Energy 2035, states that the best way to reduce energy needs is to merely use energy more efficiently. For example, the State requires their electric and gas providers to pursue cost-effective and energy efficient means of energy acquisition before other conventional supply resources. This is especially important as the vast majority of the energy used by Newport and the State comes from out of state fossil fuel sources. The State's focus on energy efficiency is firmly in line with the beliefs of the City of Newport, which are to use energy that is safe, secure, and sustainable.

This chapter focuses on the important topic of energy in Newport, including energy usage in municipal buildings, energy providers, renewable energy, energy projects, and state and local energy initiatives in Newport.

11.1 Existing Conditions

Energy Providers

Very little of the energy used in Newport is produced within the City of Newport. The primary electric and gas supply company for Newport is National Grid. They provide service for both residents and businesses within the City of Newport. Along with standard electricity and heating oil services, National Grid also offers natural gas and propane.



Per State standards, every municipality is required to complete a baseline assessment on energy used by city-owned facilities. At the present time, Newport has not completed such an assessment, but is taking steps to fulfill this requirement.

Rhode Island is considered a deregulated state, giving residents the option to choose their electrical service suppliers. Because of this, there are a number of alternative service suppliers available to residents; these include: Townsquare Energy, Archer Energy, North American Power, Direct Energy, Public Power, and Viridian, among others.

Energy Use

The City of Newport has identified a handful of energy targets to achieve by the year 2020. They are targeting a 20% reduction in energy consumption by municipal buildings, schools, fleet, and lighting fixtures (both street and traffic lights), by 2020. This goal will work in tandem with the goal of increasing renewable energy used in municipal facilities by 20% by the year 2020.



Newport's energy targets tie into the community Vision Statement in Chapter 1, Introduction. Specifically, the City's desire to embrace and encourage innovative growth and development.

Renewable Energy

Solar

Solar power is energy harnessed from the Sun, typically through the use of photovoltaics (PVs), commonly called solar panels. Solar panels convert sunlight into usable direct current electricity, minimizing and sometimes eliminating the need for a building to rely on electrical service suppliers.

As of now, there are no siting regulations for solar energy systems in the City's Zoning Code. Despite this, there are a number of properties within Newport that utilize solar panels for electricity generation and it is expected that this form of renewable energy will continue to gain prevalence in the City.

Wind

Wind Power is an alternative form of energy that is considered to be a clean energy source because it produces no greenhouse gas (GHG) emissions during operation. Wind power is produced through the use of wind energy conversion systems (WECS), commonly known as wind turbines or windmills, that convert the kinetic energy in the wind into a more usable form.

The City's Zoning Code includes regulations and siting standards for wind energy systems. Specifically, no turbines will be allowed that produce more than 100 kilowatts of energy and all wind energy systems require permits (building permits in some cases and special use permits in others). Wind energy systems may only be installed on residential lots of at least 10,000 square feet and on commercial lots of 40,000 square feet. Residential systems may not exceed 50 feet in height and must be setback at least 125% of the system height from all property lines. This means that any residential wind energy system that is the maximum height of 50 feet tall must be setback at least 62.5 feet from all of the property lines. Commercial systems may not exceed 80 feet in height and must be setback at least 125% of the system height, 100 feet for 80 foot tall systems, from all property lines. In an effort to protect historic resources, City regulations do not allow wind energy systems to be sited within the historic district. The areas in which wind energy systems can be sited are shown on Map 11-1.

Offshore Wind Energy Systems

Off-shore wind farms have grown in popularity in recent years due to the fact that sustained wind speeds increase as at distances further away from shore, creating greater opportunity for energy creation through wind turbines. Newport has a large shoreline facing the Atlantic Ocean, creating offshore wind energy opportunities.



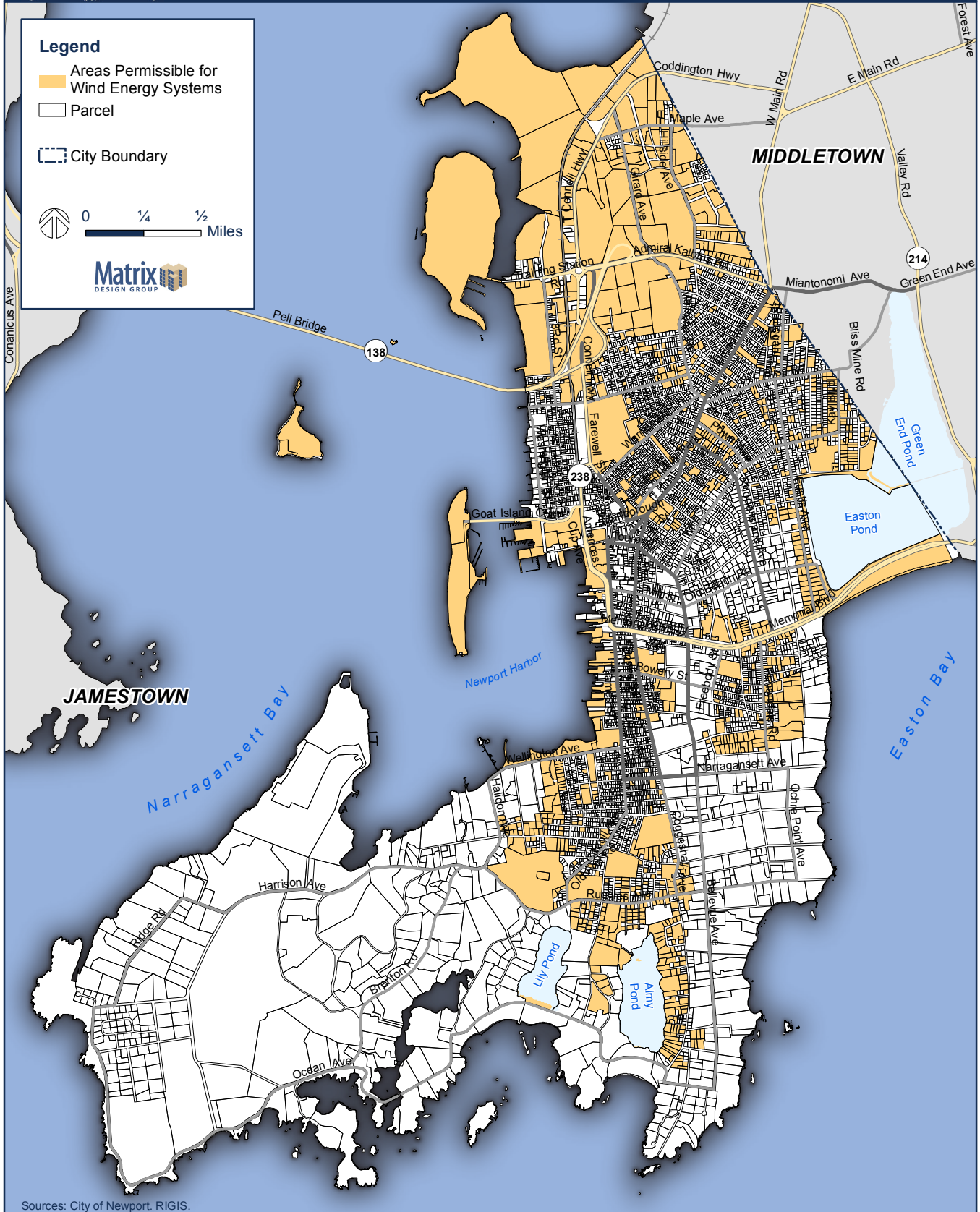
COMPREHENSIVE
LAND USE PLAN

Map 11-1
Areas Permissible for
Wind Energy Systems

Legend

- Areas Permissible for Wind Energy Systems
- Parcel

City Boundary



Sources: City of Newport, RIGIS.

Geothermal

Heat generated from within the Earth can be captured and used to produce energy. The most common way to harness this energy is by using hydrothermal convection in which cool water seeps into the Earth's crust where it is heated up. Once heated, it rises to the surface as steam where it can be used to turn turbines, creating electricity.

Newport's zoning code currently doesn't have regulations on the siting of geothermal power stations. It is unlikely that Newport would be considered for a geothermal power station as, according to the National Renewable Energy Laboratory, Newport is in the lowest class of potential for geothermal energy production.

Energy Efficiency

Energy efficiency is just as important as energy production. There is much that can be done to improve energy efficiency within existing structures. For instance, converting household lightbulbs to LED (Light-Emitting Diode) lightbulbs can drastically reduce energy consumption. Energy efficient windows can also be used to reduce heat loss during winter and heat gain during summer, thereby lowering energy demand for environmental controls in households.

Energy Upgrades

Newport City Hall Upgrades

In early 2016, the boiler at City Hall was replaced with a newer and more efficient model. Prior to the replacement, a load test was completed to assess what size and type of boiler should be installed. The new boiler uses less energy, reducing energy consumption and costs, and improves system efficiency and outdoor air quality. In addition to the newly installed boiler, it has been proposed that the City of Newport should invest in a boiler reset control to further reduce energy usage and costs. This mechanism could result in 5% - 15% savings in energy costs.



The City of Newport has made energy efficiency a consideration in all capital improvement projects. The City has already installed energy efficient light fixtures at municipal facilities along with the installation of high efficiency mechanical equipment and energy management systems.

Wastewater Pollution Control Plant

In August 2016, the Newport City Council approved a \$1.86 million project for the design and installation of solar panels to be located at the Wastewater Pollution Control Plant located off of JT Connell Highway. The project will be completed in three phases and will incorporate the construction of a solar carport and the installation of ground mounted solar panels and panels affixed to the roofs of existing buildings.

Claiborne Pell Elementary School

Constructed in 2013, the Claiborne Pell Elementary School located in the North End Residential neighborhood was designed to be energy efficient. The structure is projected to save around \$116,855 annually on energy costs and has shown reductions of over 40% in potable water use. The building's efficiency is partially due to its construction, as well as its orientation with the sun. Most of the school's classrooms are designed to capture more natural light, requiring 25% less artificial lighting on an average day. Additionally, the classrooms are oriented on an east-west axis, which means less cooling is needed while still maximizing the natural light. The school was awarded a 2014 Green Ribbon School award for energy efficiency and stewardship. (Source: Northeast Energy Efficiency Partnerships)



Energy projects are typically viewed with a negative stigma. This is largely due to high upfront costs and relatively slow payoff times.

The Met School

The Paul W. Crowley East Bay Campus of the Met High School was the recipient of a U.S. Department of Education 2015 Green Ribbon award for its energy efficiency. The school's energy efficiency is due to the incorporation of geothermal, solar, thermal, and photovoltaic systems and for its water conservation features that reduce water consumption by 20%. The new three-story school building was opened at the start of the 2013-2014 school year.

Energy Efficient Lighting

Newport's Department of Public Services installed new energy efficient, LED lighting in all five of the City owned traffic signals and along Bellevue Avenue, with retrofits along Broadway to be completed in 2016. The City of Newport maintains 556 decorative lights; about 187 of these are powered by gas burning mantles. National Grid owns approximately 2,200 lights of which 172 are decorative in nature. The Newport City Council is currently involved in the early stages of the Partnership for Rhode Island Streetlight Management (PRISM) process to help enhance energy efficiency in lighting that is used.

Queen Anne Square and the Pop Flack tennis courts (located in Aquidneck Park) have also been upgraded. Upgrades to Eisenhower Park are currently in the planning phases. The installed LED lamps are very energy efficient and have a long life span, which greatly reduces maintenance costs. LED lightbulbs on average use 75% - 80% less energy than typical incandescent bulbs.

Naval Station Newport

Since 2003, concentrated efforts at Naval Station Newport have reduced the base's energy consumption by 43%. The base features five solar hot water installations, decentralized steam production, upgraded lighting and pumps, and improved electric metering. In addition, Naval Station Newport is considering installing on-site solar panels that would produce up to 10 megawatts of energy. These initiatives are a step towards achieving the Navy's overall goal of producing half of its energy needs from renewable sources by the year 2020.

State Energy Initiatives

Renewable Energy Fund

The State of Rhode Island has a fund specifically for renewable energy technologies. The Renewable Energy Fund (REF) provides grants and loans for eligible renewable energy technologies as well as direct residential, commercial, and municipal installations.

Renewable Energy Growth Program

This program was enacted in 2014 and promotes the installation of grid-connected renewable energy systems. The program involves implementing electricity tariffs meant to promote the installation and use of eligible renewable energy systems. The eligible energy systems include wind, solar, anaerobic digestion, and small-scale hydropower technologies.

Solarize Rhode Island

Solarize Rhode Island is a program designed to encourage residential and commercial developments to install solar PV systems. The program works using a tiered pricing structure, which increases savings on solar PV systems as more people sign up for the program. Newport is a part of the Solarize Aquidneck program, which focuses solely on the three jurisdictions on Aquidneck Island. The Solarize Aquidneck program is administered by the Aquidneck Island Planning Commission (AIPC) and the sign up period has ended; however the program may potentially run again in future years.

Rhode Island Commercial Property Assessed Clean Energy Program

The Commercial Property Assessed Clean Energy Program (C-PACE) is administered by the Rhode Island Infrastructure Band (RIIB) and enables owners of eligible commercial and industrial buildings to finance up to 100% of energy efficiency and renewable energy improvements with repayment terms of up to 25 years. Other improvements like water conservation and environmental health and safety improvements can be financed as well. The City of Newport is currently in discussion with the RIIB on becoming a participating municipality in this program.

Rhode Island Residential Property Assessed Clean Energy Program

Similar to the C-PACE program, the Residential Property Assessed Clean Energy Program (R-PACE) helps qualified homeowners with financing energy efficiency and renewable energy improvements to their residences. This program is also administered by the RIIB.

Rhode Island Efficient Buildings Fund

The Efficient Buildings Fund (EBF) is a revolving loan fund administered by the RIIB. The EBF provides financing options for energy efficiency and renewable energy projects for municipally owned buildings and school facilities.



These State promoted energy initiatives are great opportunities for homeowners, business owners, and the City itself to make their properties more energy efficient and lower monthly energy costs.

Property Assessed Clean Energy Program

The Property Assessed Clean Energy Program (PACE) is a program promoted by the Rhode Island Office of Energy Resources (RIOER). The PACE program gives homeowners opportunities to overcome upfront costs on renewable energy and/or energy efficiency upgrades to their homes. The improvements made on homes can be repaid by a special assessment paid at the same time as property taxes. Newport is currently enrolled in the PACE program.

Local Energy Initiatives

The Newport Energy and Environment Commission

The Newport Energy and Environment Commission (NEEC) is a seven member commission established by Resolution 2008-36. The NEEC members are appointed by council and the positions are held in three year staggered terms. Their mission is to: *“Advise the City Council and educate the Public on energy efficiency and renewable energy and the environment to foster a more sustainable community.”*



The Commission promotes and encourages sustainable events in Newport through the sustainable event destination program. NEEC provides a comprehensive checklist and plan for many kinds of events (music festivals, conferences etc.) that advises how to run events in a sustainable manner. Permits for events are available at the City Clerk's Office.

Microgrid

The City of Newport is contracting with a private energy research corporation to develop a microgrid for the City. A microgrid is a local power grid with independent power sources that can completely disconnect from the public utility grid. In essence, a microgrid is a smaller version of the public utility grid that is optimized to distribute and regulate energy to those who need it at the exact levels they request. With a microgrid, Newport will have greater energy independence, energy security, lower energy costs and usage, and the potential to generate revenue through buy-back and grid services programs.

11.2 Goals and Policies

Goal EN-1

To make Newport a leader in energy conservation and renewable energy use.

- Policy EN-1.1** The City shall implement energy conservation practices and the use of renewable energy sources in municipal facilities and properties.
- Policy EN-1.2** The City shall continue to promote and support programs, agencies and funding sources that provide guidance and financial assistance for the development and renovation of energy-efficient buildings and for the development of appropriate renewable energy resources in the community.
- Policy EN-1.3** The City shall strive to achieve a 20% reduction in energy consumption by 2020 through energy efficient design and conservation.
- Policy EN-1.4** The City shall replace end of life city and school vehicles with energy efficient vehicles where appropriate.
- Policy EN-1.5** The City shall investigate the purchase of streetlights from National Grid and convert to energy efficient light sources like LED
- Policy EN-1.6** The City shall work with energy providers to improve the reliability and cost effectiveness of our energy system and to reduce risk from threats.

Goal EN-2

To enhance the understanding of City staff and community members on energy-efficient practices.

- Policy EN-2.1** The City shall develop and provide information and materials regarding energy-efficient programs, technologies and financing opportunities to the public, the development community and applicable City staff and departments.
- Policy EN-2.2** The City shall make Newport a leader and innovator in energy efficiency.

Goal EN-3

To support a robust and economically viable range of renewable energy options within the community.

- Policy EN-3.1** The City shall support business and employment opportunities within the emerging sector of renewable energy resources.
- Policy EN-3.2** The City shall encourage public-private partnerships with utility companies and business entities to facilitate a broad development, distribution and use of renewable energy resources and associated technologies.
- Policy EN-3.3** The City shall participate in regional programs to promote energy conservation and the use of renewable energy.

11.3 Implementation Actions

The following are the implementation actions for the goals included in the Energy Element.

| Goals & Actions | City Objectives | | | | | | | | Priority Cost | Time | Responsibility / CIP |
|--|-----------------|-----------|-------|-------------|---------------|-------|---------|-----------|----------------------|------------------|-------------------------|
| | Prosperous | Beautiful | Happy | Destination | Collaborative | Smart | Healthy | Resilient | | | |
| GOAL EN-1: To make Newport a leader in energy conservation and renewable energy use. | | | | | | | | | | | |
| A) Include energy efficiency, conservation and renewable energy projects as one of the City Council's objectives, particularly as relates to cost savings. | ■ | | | | ■ | ■ | ■ | ■ | High — No Cost | Short | • City Council |
| B) Establish a baseline for City energy use and strive to achieve a 20% reduction in energy use from that baseline. | ■ | | | | ■ | ■ | ■ | ■ | High — \$\$ | Short & On-going | • City Council • EEC |
| C) Participate in and contribute to, local, regional, state and national initiatives to promote increased use of renewable energy. | ■ | | | | ■ | ■ | ■ | ■ | Mid — \$ | Mid & On-going | • City Council • EEC |
| GOAL EN-2: To enhance the understanding of City staff and community members relative to energy-efficient practices. | | | | | | | | | | | |
| A) Publish the results of the City energy audit as well as regular status updates as to reductions in energy use, increased use of renewables, cost savings and how these actions translate into reduced carbon emissions and greenhouse gas reductions. | ■ | | ■ | | ■ | ■ | ■ | ■ | High — No Cost | Mid | • City Council • EEC |

| Goals & Actions | City Objectives | | | | | | | | Priority | Time | Responsibility / CIP |
|---|-----------------|-----------|-------|-------------|---------------|-------|---------|-----------|----------------------------|-------|---|
| | Prosperous | Beautiful | Happy | Destination | Collaborative | Smart | Healthy | Resilient | | | |
| B) Develop and provide training materials to all City staff, including conveying City goals and the particular roles each department/function will play in accomplishing these goals. | ■ | | | | ■ | ■ | ■ | ■ | High ———— \$ | Mid | <ul style="list-style-type: none"> • City Council • City Manager • EEC |
| GOAL EN-3: To support a robust and economically viable range of renewable energy options within the community. | | | | | | | | | | | |
| A) Develop and/or amend or refine zoning regulations at regular intervals and design standards for private wind systems, solar and other renewable energy systems. | ■ | | | | ■ | ■ | ■ | ■ | Mid ———— No Cost | Short | <ul style="list-style-type: none"> • Planning and Zoning Board • City Planner |
| B) Collaborate with government and private sector cohorts in programs and initiatives to make renewable energy more broadly accessible to local consumers. | ■ | | | | ■ | ■ | ■ | ■ | Mid ———— \$- No Cost | Mid | <ul style="list-style-type: none"> • City Council |
| C) Provide targeted zoning incentives for the use of renewable energy where such use does not conflict with other City goals, policies and objectives. | ■ | | | | ■ | ■ | ■ | ■ | Mid ———— No Cost | Mid | <ul style="list-style-type: none"> • Planning and Zoning Board |

Please see the next page.

12 Water



Newport's Department of Utilities is made up of both the Water Division and the Water Pollution Control Division. The Department of Utilities is regulated by state and federal agencies, as well as guidance provided in City policies and procedures. The Water Division is regulated by the Rhode Island Public Utilities Commission.

The Water Division, in its first form, was started in 1876. Soon after in 1881, the Newport Water Works Company was incorporated. This was later succeeded by the Newport Water Corporation in 1929. Since 1936, the City of Newport has owned and operated the system.

The Water Pollution Control Division is responsible for the management of the City's sanitary sewer and storm drainage systems. The Water Pollution Control Division is under contract with SUEZ for the operation and maintenance of both the wastewater system and the storm drainage system.

This chapter focuses on Newport's water supply, the City's role in providing water for other jurisdictions, and the provision of wastewater and stormwater services.

12.1 Existing Conditions

Public Water Supply

The Newport Water Division (NWD) is responsible for the preparation and update of the Water Supply System Management Plan (WSSMP). The WSSMP is a document that provides the framework to promote effective and efficient conservation, development, utilization, and protection of the NWD's water supply (Pare Corporation. Water Supply System Management Plan, 2014, Sept. 17). Under Rhode Island Law, the WSSMP must be updated every five years, or as otherwise directed. The most recent update was approved in September of 2014.

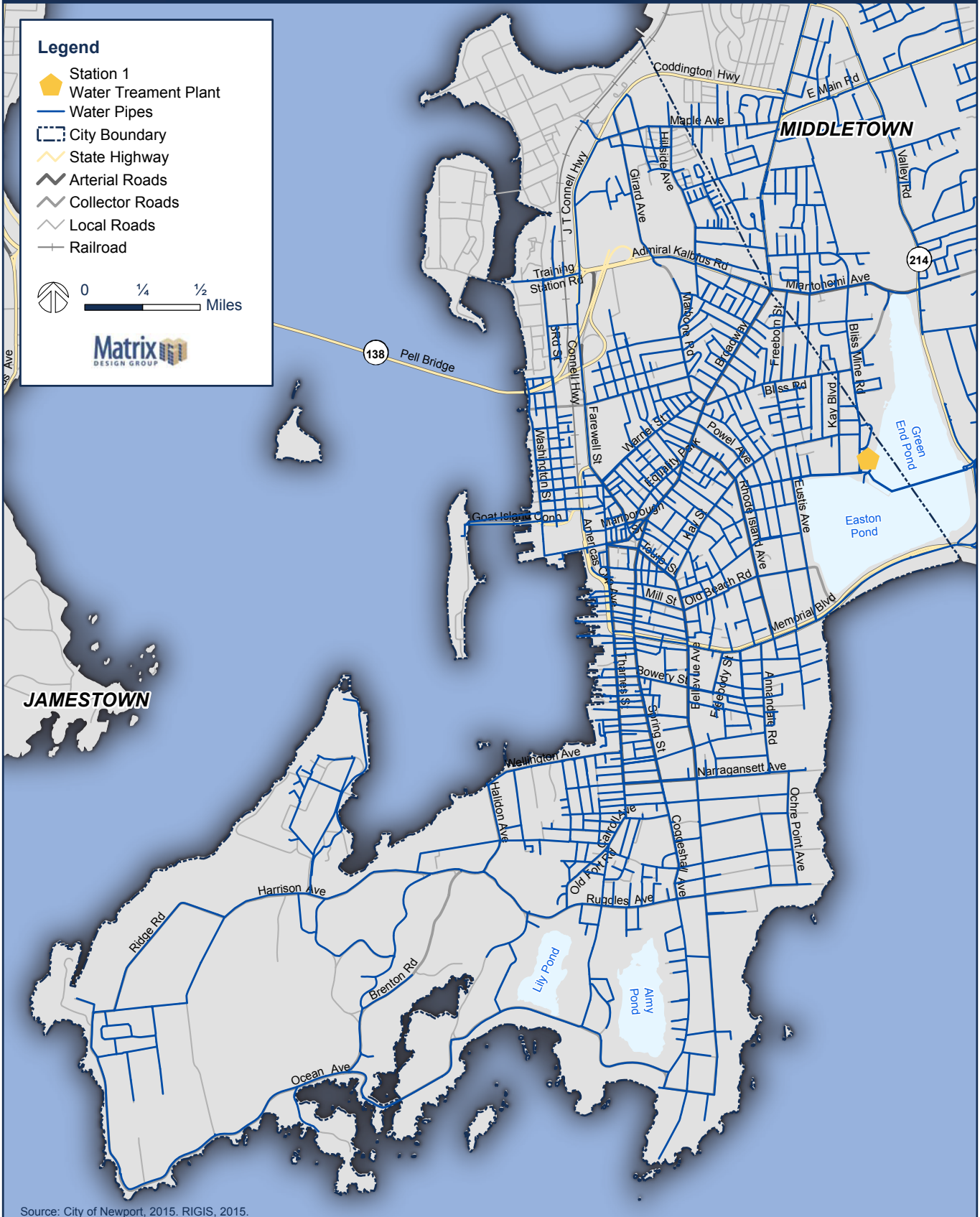
The NWD is the sole retail potable water supplier for the City of Newport, and also provides services for 75% of the homes in Middletown, and a small portion of Portsmouth. Water is sold at a wholesale rate to the Portsmouth Water & Fire District (PWFD) along with Naval Station Newport (NAVSTA). The area that the NWD serves amounts to an estimated 40,000 people. Water is distributed to those served via a complex network of nearly 200 miles of piping. Map 12-1 shows the Newport Water District's infrastructure that is located within the City of Newport.

NWD's raw water supply comes from nine different surface reservoirs throughout Rhode Island. Seven of these are located on Aquidneck Island and the other two are located in Tiverton and Little Compton.

Map 12-2 shows the locations of the surface reservoirs, along with the watersheds and the two water treatment plants (WTPs) that process the raw water. Table 12-1 shows the corresponding map labels (numbers) as well as the location and storage capacity of the NWD's nine water supply reservoirs.



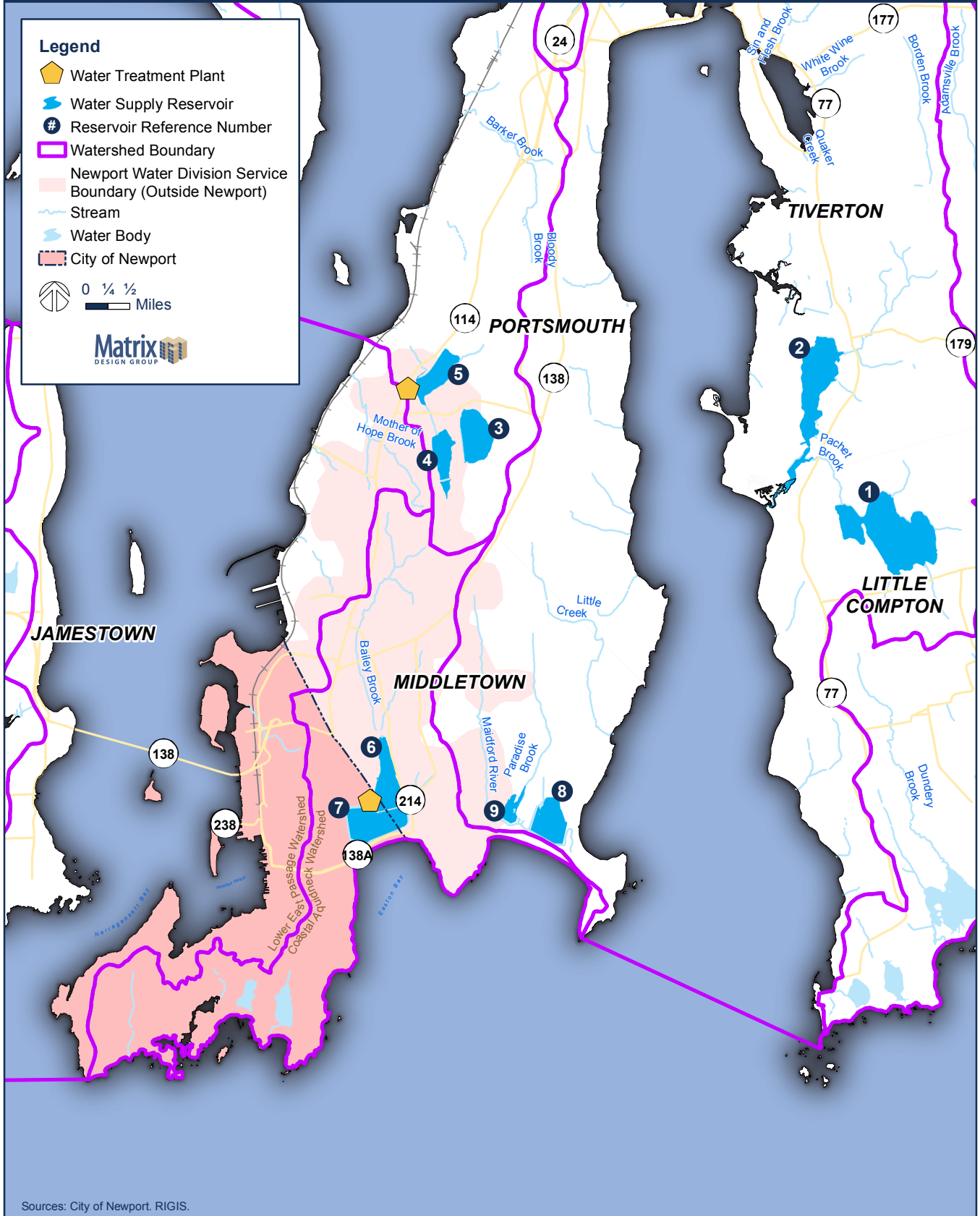
Newport's water quality depends in large part on cooperation with the neighboring communities.



Source: City of Newport, 2015. RIGIS, 2015.



Newport Reservoirs and Watersheds



Legend

- Water Treatment Plant
- Water Supply Reservoir
- Reservoir Reference Number
- Watershed Boundary
- Newport Water Division Service Boundary (Outside Newport)
- Stream
- Water Body
- City of Newport

0 1/4 1/2 Miles

Sources: City of Newport. RIGIS.

Table 12-1 - NWD’s Surface Water Reservoirs

| Label | Reservoir | Location | Storage Capacity (MG) | Usable Storage (MG) |
|-------|-----------------------------|----------------|-----------------------|---------------------|
| 1 | Watson Reservoir | Little Compton | 1,755.1 | 1,677.4 |
| 2 | Nonquit Pond | Tiverton | 565.3 | 403.0 |
| 3 | St. Mary’s Pond | Portsmouth | 205.5 | 189.0 |
| 4 | Sisson Pond | Portsmouth | 117.0 | 117.0 |
| 5 | Lawton Valley Reservoir | Portsmouth | 421.6 | 421.6 |
| 6 & 7 | North & South Easton Ponds | Newport | 685.1 | 650.8 |
| 8 & 9 | Gardiner and Paradise Ponds | Middletown | 526.2 | 458.9 |

Source: Newport Water Division Water Supply System Management Plan 2014

The water collected from these nine reservoirs is distributed to two different water treatment plants (WTPs) located on Aquidneck Island. The two WTPs are Station 1 and the Lawton Valley Water Treatment Plant. Station 1 is located in Newport and has a total treatment capacity of nine million gallons per day (MGD). The Lawton Valley Water Treatment Plant (LVWTP), which has a total treatment capacity of seven MGD, is located in Portsmouth. These two plants combined give the Newport Water Division a total daily capacity of 16 million gallons.

The 2012 figures for daily water consumption were far below the system’s maximum capacity. Table 12-2 details these statistics. The average day demand (ADD) for the entire water system was 5.83 million gallons daily, while the maximum day demand (MDD) was 9.70 million gallons daily. The difference between the average and maximum day demands was 3.87 million gallons. This wide fluctuation of daily use can make it difficult to forecast future water supply needs.



Improvements completed for the water infrastructure in 2013 and 2014 include the construction of the new Lawton Valley Treatment Plant and treatment process upgrades to the Station 1 Plant, completion of the conversion to a radio read metering system and ongoing improvements to the distribution piping system.

Table 12-2 - System Wide Water Demand for 2012 (Measured in Million Gallons Daily)

| Year | Average Day Demand (ADD) | Maximum Day Demand (MDD) |
|------|--------------------------|--------------------------|
| 2012 | 5.83 | 9.70 |

Source: Newport Water Division Water Supply System Management Plan 2014

In 2009, the NWD projected water demand for its service area to establish the design capacities of the two water treatment plants. The projections were based on a 5-year and 20 –year planning horizon. The Planning Departments for all three communities on Aquidneck Island, as well as the Naval Station Newport and Portsmouth Water & Fire District, were contacted for the study. Table 12-3 describes the projected future demands on the NWD.

Table 12-3 - NWD Forecasted Water Demands (Measured in Million Gallons Daily)

| Forecasted Year | Average Day Demand (ADD) | Maximum Day Demand (MDD) |
|-----------------|--------------------------|--------------------------|
| 2018 | 7.00-7.44 | 12.40-13.20 |
| 2033 | 7.50-7.96 | 13.30-14.10 |

Source: Newport Water Division Water Supply System Management Plan 2014 and CDM Smith D/B Project

As the total treatment capacity of the NWD's water treatment plants are expected meet the anticipated demands in 2036, no alternative water sources or supply enhancements have been investigated.

In 2011, a 20-year forecast was completed to estimate the yields of the NWD's nine supply reservoirs. The water yield of each of the nine reservoirs was estimated during average conditions, a drought with a 20-year recurrence interval, and with a drought that occurred from 1964 – 1966.

Table 12-4 shows the results of these estimations. As shown on Table 12-4, the City of Newport has adequate supplies to meet future ADD, but drought conditions would cause a shortage using current water usage rates. Should drought conditions occur in the future, demand management strategies will be implemented by the City to ensure water use remains below safe yields.



As the United States Census Bureau projects continued population decline in Newport, the total treatment capacity of the NWD's water treatment plants is able to meet anticipated water demands in 2036.

Table 12-4 - Estimated NWD Reservoir Yields (Measured in Million Gallons Daily)

| Reservoir | Average Conditions | 20-year Recurrence | 1964 - 1966 Drought |
|----------------------------|--------------------|--------------------|---------------------|
| Watson Reservoir | 2.30 | 1.80 | 1.92 |
| Nonquit Pond | 4.67 | 2.77 | 3.02 |
| St. Mary's Pond | 0.62 | 0.47 | 0.34 |
| Sisson Pond | 0.55 | 0.44 | 0.32 |
| Lawton Valley Reservoir | 0.98 | 0.79 | 0.68 |
| North & South Easton Ponds | 3.20 | 2.50 | 1.78 |
| Gardiner & Paradise Ponds | 2.20 | 1.72 | 1.31 |
| Total | 14.52 | 10.49 | 9.37 |

Source: Newport Water Division Water Supply System Management Plan 2014

Rhode Island Drought Mitigation Actions

The State of Rhode Island has identified a number of drought mitigation actions in the Rhode Island Water 2030 Plan that should be implemented during times of drought. The actions correlate to the severity of the drought, and are broken up into five different drought phases: Normal, Advisory, Watch, Warning, and Emergency. Actions range from monitoring groundwater levels (Normal drought phase) to securing emergency funding and assistance (Emergency drought phase).

Water Quality

All of the water that NWD treats currently meets all drinking water standards. However, the Rhode Island Department of Environmental Management (RIDEM) has ranked all water supply reservoirs as “impaired” due to reservoirs being in a poor habitat, having high bacteria or excessive algae, or the watersheds located within developed areas.

The following table, Table 12-5, shows the combined water quality analyses for the Station 1 and Lawton Valley – WTPs from January 1st through December 31st, 2014. The table depicts treated and rare water analysis results for every regulated contaminant that was detected in the water.



Agricultural run-off and other non-point source pollution continue to be a significant concern in maintaining the water quality from the watershed. The NWD maintains a Water Quality Protection Plan and Source Water Assessment Plan as components of the NWD’s Water Supply System Management Plan.

Table 12-5 - Detected Contaminants 2015

| Microbiological Contaminants | Period | Unit | MCL | SMCL | MCLG | Detected Level | Range | Major Sources | SDWA Violation |
|------------------------------|--------|---------------|--------|------|------|----------------|---------------|---|----------------|
| Turbidity (1) | 2015 | NTU | TT | | n/a | 0.36 | 99.46% | Soil runoff | No |
| Total Organic Carbon | 2015 | Removal Ratio | TT | | n/a | 1.33 | 1.22 - 1.84 | Naturally present in environment | No |
| Inorganic Contaminants | Period | Unit | MCL | | MCLG | Detected Level | Range | Major Sources | SDWA Violation |
| Arsenic (5) | 2015 | ppb | 10 | | 0 | 2.00 | ND – 2 | Erosion of natural deposits; runoff from orchards; runoff from glass and electronics production wastes. | No |
| Barium (5) | 2015 | ppm | 2.0 | | 2.0 | 0.013 | 0.003 - 0.013 | Discharge of drilling wastes; discharge from metal refineries; erosion of natural deposits. | No |
| Copper (2) | 2013 | ppm | AL=1.3 | | 1.3 | 0.055 | 0 | Corrosion of household plumbing systems; erosion of natural deposits; leaching from wood preservatives. | No |
| Fluoride (3) | 2015 | ppm | 4.0 | 2.0 | 4.0 | 0.81 | 0.10 - 0.81 | Water additive which promotes strong teeth | No |
| Lead (2) | 2013 | ppb | AL=15 | | 0 | 6 | 0 | Corrosion of household plumbing systems; erosion of natural deposits. | No |
| Nitrite (5) | 2015 | ppm | 1 | | 1 | 0.02 | ND - 0.02 | Runoff from fertilizer use; leaching from septic tanks; sewage; erosion of natural deposits. | No |

| Microbiological Contaminants | Period | Unit | MCL | SMCL | MCLG | Detected Level | Range | Major Sources | SDWA Violation |
|--|--------|------|------|------|--------|--------------------|----------------|---|----------------|
| Nitrate (5) | 2015 | ppm | 10 | | 10 | 1.35 | ND - 1.35 | Runoff from fertilizer use; leaching from septic tanks; sewage; erosion of natural deposits. | No |
| Synthetic Organic Contaminants Including Pesticides and Herbicides | Period | Unit | MCL | | MCLG | Detected Level | Range | Major Sources | SDWA Violation |
| Benzo(A)Pyrene (5) | 2015 | ppt | 200 | | 0 | 100 | ND - 100 | Leaching from linings of water storage tanks and distribution lines | No |
| Di(2-ethylhexyl)phthalate (5) | 2015 | ppb | 6 | | 0 | 2 | ND - 2 | Discharge from rubber and chemical factories | No |
| Disinfection By-products | Period | Unit | MCL | | MCLG | Detected Level | Range | Major Sources | SDWA Violation |
| Total Trihalomethanes (TTHM) (4) | 2015 | ppb | 80 | | n/a | 59.0 | 25.0 - 74.8 | By-product of drinking water chlorination | No |
| Haloacetic Acids (HAA5) | 2015 | ppb | 60 | | n/a | 11 | 2.2 - 17.5 | By-product of drinking water chlorination | No |
| Chlorite | 2015 | ppm | 1.0 | | 0.800 | 0.177 | <0.010 - 0.180 | By-product of drinking water disinfection | No |
| Disinfectants | Period | Unit | MRDL | | MRDL G | Detected Level | Range | Major Sources | SDWA Violation |
| Chlorine | 2015 | ppm | 4.0 | | 4.0 | 1.78 RAA = 0.73 | 0.06 - 1.78 | Water additive used to control microbes | No |
| Chlorine Dioxide | 2015 | ppb | 800 | | 800 | 670 | 30 - 670 | Water additive used to control microbes | No |
| Unregulated Contaminant Monitoring | Period | Unit | MCL | | MCLG | Detected Level | Range | Major Sources | SDWA Violation |
| Sodium | 2015 | ppm | n/a | | n/a | 67.3 | 22.3 - 67.3 | Naturally occurring; road runoff; contained in water treatment chemicals; EPA regulations require us to monitor this contaminant while EPA considers setting a limit on it. | n/a |

| Microbiological Contaminants | Period | Unit | MCL | SMCL | MCLG | Detected Level | Range | Major Sources | SDWA Violation |
|--------------------------------------|--------|------|-----|------|------|----------------|---------|---|----------------|
| Metolachlor (5) (6) | 2015 | ppb | n/a | | n/a | 0.10 | ND-0.10 | Used as an herbicide for weed control on agricultural crops | n/a |
| UCMR 3 Contaminants | Period | Unit | MCL | | MCLG | Detected Level | Range | Major Sources | SDWA Violation |
| Total chromium (7) | 2014 | ppb | n/a | | n/a | 0.29 | ND-0.29 | Occurs naturally in the environment and is present in water from the erosion of chromium deposits found in rock and soil. | n/a |
| Chromium-6 (Hexavalent chromium) (7) | 2014 | ppb | n/a | | n/a | 0.11 | ND-0.11 | Occurs naturally in the environment and is present in water from the erosion of chromium deposits found in rock and soil. | n/a |
| Strontium (7) | 2014 | ppb | n/a | | n/a | 80 | 52-80 | Strontium is a metal which occurs naturally in the environment | n/a |
| Vanadium (7) | 2014 | ppb | n/a | | n/a | 0.49 | ND-0.49 | Vanadium is a metal that naturally occurs in many different minerals and in fossil fuels | n/a |
| Chlorate (7) | 2014 | ppb | n/a | | n/a | 650 | 98-650 | A by-product from the production of chlorine dioxide | n/a |

Key

AL – Action Level
MCL – Maximum Contaminant Level
MCLG – Maximum Contaminant Level Goal
MRDL – Maximum Residual Disinfectant Level
MRDLG – Maximum Residual Disinfectant Level Goal
n/a – Not Applicable
ND – No Detect
NTU – Nephelometric Turbidity Units
Ppb – parts per billion
Ppm – parts per million
RAA – Running Annual Average
SMCL – Secondary Maximum Contaminant Level
TT – Treatment Technique

Water Quality Table Footnotes:

(1)0.36 NTU was the highest single turbidity measurement recorded. The lowest monthly percentage of samples meeting the turbidity limit was 99.46%. Turbidity is a measure of the cloudiness of the water. We monitor it because it is a good indicator of the effectiveness of our filtration.

| Microbiological Contaminants | Period | Unit | MCL | SMCL | MCLG | Detected Level | Range | Major Sources | SDWA Violation |
|--|--------|------|-----|------|------|----------------|-------|---------------|----------------|
| <p>(2) Detected level indicates the 90th percentile value of the 30 samples taken. The Range indicates the number of samples above the action level.</p> <p>(3) Newport Water adds fluoride to its treated water as an aid in dental cavity prevention in young children.</p> <p>(4) Some people who drink water containing TTHM's in excess of the MCL over many years may experience problems with their liver, kidneys or central nervous system and may have an increased risk of contracting cancer. Detected level is based on the highest four-quarter average.</p> <p>(5) Sampled and monitored at raw water supply reservoirs prior to treatment.</p> <p>(6) The EPA requires us to report this contaminant which is on the Contaminant Candidate List 3.</p> <p>(7) 2014 UCMR 3 Monitoring for unregulated contaminants at entry points (plant effluents) and distribution points. Newport was required to sample and analyze for Assessment List 1</p> | | | | | | | | | |

Source: City of Newport Department of Utilities Water Division 2015 Consumer Confidence Report

Wastewater Treatment

The City of Newport and the Water Pollution Control Division of Newport’s Department of Utilities has a contract with SUEZ to maintain and operate the city’s entire wastewater treatment system. Map 12-3 displays the sewer system within Newport, including the location of the privatized Water Pollution Control Plant, the locations of the Combined Sewer Overflows (CSO) within the City, as well as the Long Wharf Pump Station. The system provides wastewater services for the majority of the City of Newport, 70% of the homes in Middletown, Naval Station Newport (NAVSTA), and other privately owned sanitary systems in the Ocean Drive Neighborhood. The wastewater system includes approximately 97 miles of sewer lines, 15 sanitary pump stations, two combined sewer overflow treatment facilities, and a Water Pollution Control Plant (WPCP).



Excess water from rainfall or flooding can cause overflow in wastewater systems. Areas in Newport prone to this flooding include the North End Commercial, Long Wharf, Point Downtown, Harbor / Lower Thames, Fifth Ward, Goat Island, Eustis / Easton’s Pond, Lily / Almy Pond, and Ocean Drive areas.

When the city experiences heavy rainfall or flooding, the excess water can enter into the wastewater system and cause it to overflow. Newport’s two CSO treatment facilities are used to provide primary treatment before the water is discharged into the harbor. These facilities are located at Washington Street and Wellington Avenue.

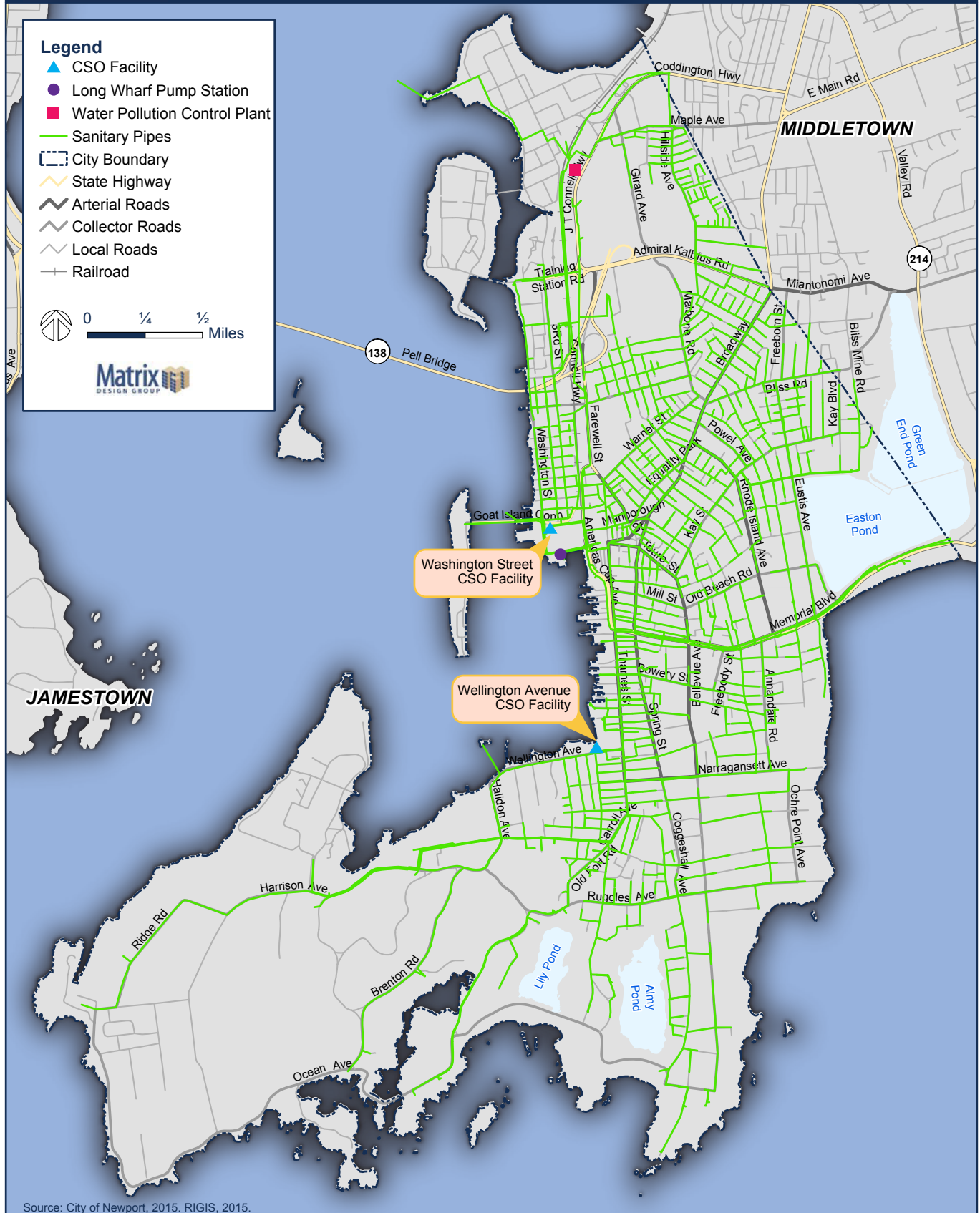
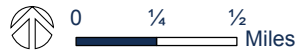
In 2012, the city developed the System Master Plan as part of the 2011 Consent Decree with aims to reduce CSOs. Since the implementation of the plan, there have been large improvements to the city’s infrastructure that have reduced overflows. The improvements include the continued disconnection of identified catch basins from the combined sewer system, sanitary sewer improvements between Everett and Bull Streets, and more.

The Water Pollution Control Plant is located on the JT Connell Highway. It receives wastewater from throughout the city and provides wholesale treatment to Middletown and NAVSTA. The plant treats all wastewater onsite. Once the wastewater has been thoroughly treated, it flows out into Newport Harbor. Table 12-6 details the WPCP’s total capacity and the averages for wastewater treatment in 2015.



Legend

- CSO Facility
- Long Wharf Pump Station
- Water Pollution Control Plant
- Sanitary Pipes
- City Boundary
- State Highway
- Arterial Roads
- Collector Roads
- Local Roads
- Railroad



Source: City of Newport, 2015. RIGIS, 2015.

Table 12-6 - 2015 Wastewater Treatment & Capacity in Newport (Measured in Million Gallons Daily)

| Year | Average Daily Flow | Facility Capacity |
|------|--------------------|-------------------|
| 2015 | 8.40 | 10.70 |

Source: State of Rhode Island Department of Environmental Management

To address ongoing wastewater maintenance, improvements and emergency repairs, the City has adopted the Water Pollution Control Fund as part of the city's CIP which provides adequate funding for the maintenance program and upgrades. The current CIP has programmed \$40 Million in Waste Water Treatment Facility Upgrades. The CIP is updated annually and adjusted to ensure protection of the public health, safety and welfare. The City of Newport maintains current municipal regulations governing on-site wastewater treatment systems and discharge and prepares public outreach documents to educate the public on best practices.

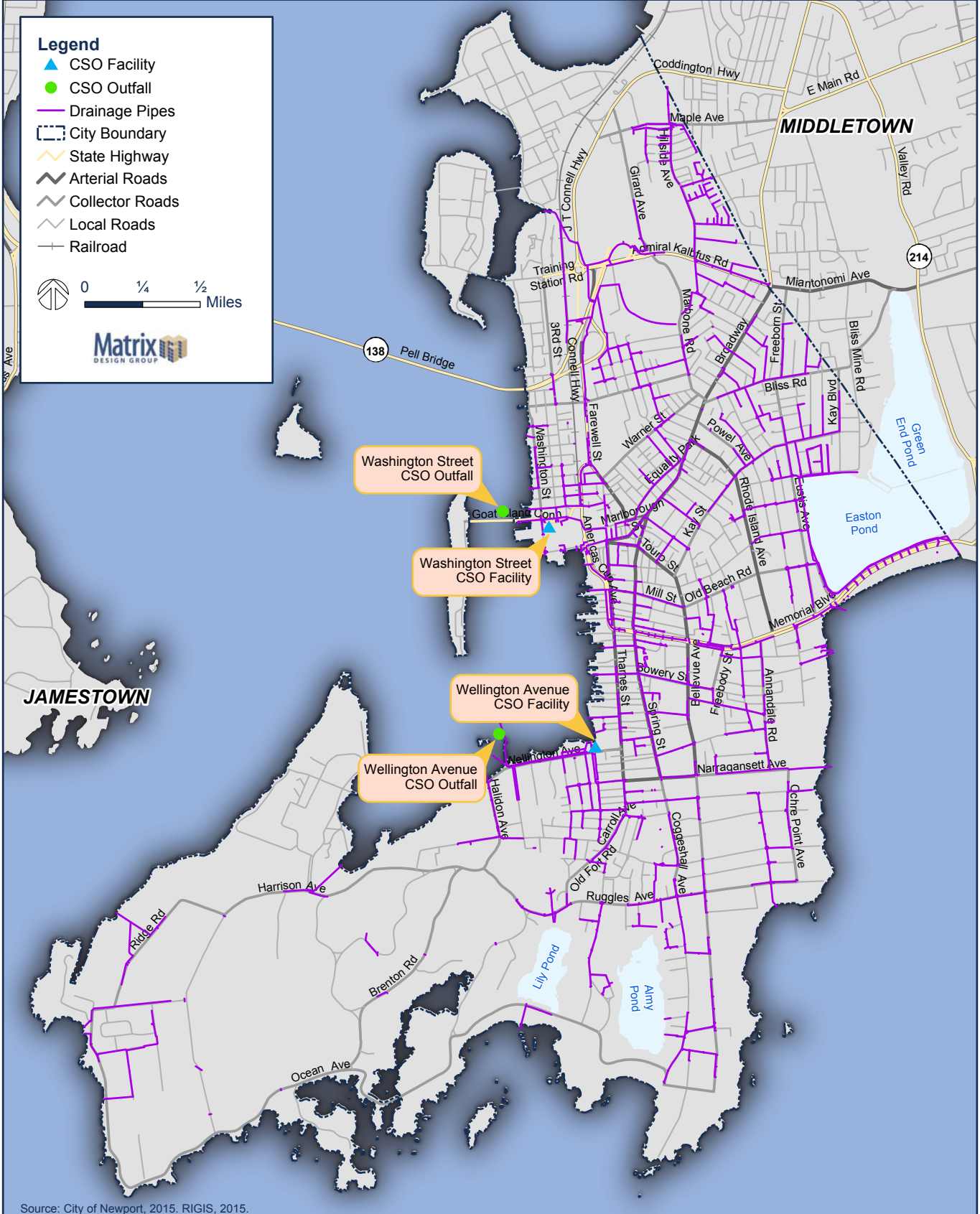
Stormwater Management

The chief threat to the quality of the water supply is non-point source pollution. Non-point source pollution is pollution that comes from unidentifiable sources in the atmosphere and from the land's surface. Such pollution is washed by stormwater into storm drains and water bodies. Stormwater is comprised of rainwater that has picked up debris, chemicals, dirt, and other pollutants as it runs along the built environment. In Newport, the stormwater flows through a network of different pipes and swales to one of fifty outfalls without being treated. Ultraviolet Light Disinfection System treats stormwater at Eason's Beach from Memorial Day to Labor Day. The City of Newport contracts SUEZ to maintain the stormwater drainage pipes and catch basins on an annual budget of \$700,000, according to the CIP. Map 12-4 identifies where these drainage pipes are located and also shows the locations of the two CSO facilities and their respective outfalls.

The NWD has worked with Middletown and Portsmouth to increase public awareness on the importance of protecting the public water supply, as well as acquiring buffers through fee simple and conservation easements to protect these areas. The NWD is working to improve signage and awareness in the watershed and water supply pond areas (shown on Map 12-2), and has the rights of an abutter in connection with development in the watershed areas.

Newport is considered to be a regulated small MS4, or Municipal Separate Storm Sewer System. An MS4 is a conveyance system that is comprised of drainage systems, catch basins, gutters, storm drains, and man-made channels. As a regulated MS4, Newport submits an annual report to the Rhode Island Department of Environmental Management (RIDEM) detailing the stormwater that has been discharged. The State uses these reports to track compliance with the Rhode Island Pollutant Discharge Elimination System (RIPES) Storm Water General Permit. There are six requirements in the annual report that regulated MS4's must comply with. These include public outreach and education on storm water impacts, illicit discharge detection, stormwater runoff control on construction and post-construction sites, and pollution prevention for municipal operations.

To address ongoing stormwater maintenance, improvements and emergency repairs, the City has adopted the Water Pollution Control Fund as part of the city's CIP which provides adequate funding for the maintenance program. The CIP is updated annually and adjusted to ensure protection of the public health, safety and welfare. The City of Newport maintains current municipal regulations governing stormwater discharge and prepares public outreach documents to educate the public on stormwater best practices.



Source: City of Newport, 2015. RIGIS, 2015.

Clean Water Act

In August of 2011, the City of Newport agreed to settle sewer and stormwater violations in a proposed consent decree lodged in federal court. Under the settlement's terms, the City of Newport agreed to spend approximately \$25 million to reduce stormwater discharges to Easton's Beach, eliminate illegal discharges of sewage to Narragansett Bay from its wastewater treatment plant and wastewater collection systems, purchase and distribute rain barrels to residents to capture stormwater for reuse, and take other actions to encourage low-impact development.

Consent Decree, October 2011

As part of the compliance with the Clean Water Act, Newport signed a Consent Decree with Environment Rhode Island. The decree provided a plan to correct any identified deficiencies and a schedule for the implementation of the repairs to the system. To fulfill the agreement, the City of Newport enacted numerous changes to the stormwater system including repairs on sanitary sewers and installations of new sewer lines.

Consent Decree Modification, December 2015

In December 2015, a modification to the 2011 Consent Decree was approved. In the modification, the City's requirement of paying for the legal counsel of the Citizen Plaintiffs was changed from \$70,000 to \$10,000. Target goals and achievement dates were also laid out for the City of Newport. Among the goals was the complete implementation of the approved 2012 System-wide Master Plan by June 30, 2033. To achieve this goal, Newport has begun working on the following items:

- Adjustments to the Weirds within Thames Street Interceptor and America's Cup Avenue.
- Additional Catch Basin separation Projects.
- Improvements to the Washington St. CSO Treatment Facility.
- Improvements to the Wellington Ave. CSO Treatment Facility.
- Improvements to the Ruggles Ave. Pump Station.
- Upgrades to the Waste water Treatment Facility.
- Sanitary Sewer System Improvements.
- Storm Drainage Improvements.

Flooding

As a coastal community, Newport is extremely susceptible to flooding. Certain areas that are prone to flash flooding during storm events include properties in the Eustis / Easton's Pond neighborhood surrounding Easton Pond; nearly all of Goat Island, Long Warf, the Point, and Harbor / Lower Thames (Wellington) areas; as well as many properties along Newport's eastern and southern coast. For more information about flooding, see Chapter 13, Natural Hazards and Climate Change.

12.2 Goals and Policies

POTABLE WATER

Goal WA-1

To provide a high level of protection for the City’s potable water supply.

Policy WA 1.1 The City shall strive, at all times, to manage its resources in ways that will provide the highest quality drinking water in sufficient volumes during all seasons.

Goal WA-2

To provide an adequate supply of high quality potable water for all users.

Policy WA 2.1 The City shall strive to develop and maintain a water system that provides a similar level of service throughout its service area.

Policy WA 2.2 The City should seek out and implement innovative strategies to enhance current water supply options.

Goal WA-3

To provide a secure and resilient water system, including enhanced storage, transmission and treatment.

Policy WA 3.1 The City shall take all steps necessary to provide a secure water system by identifying system threats and operational deficiencies and timely implementation of actions designed to eliminate or reduce system risks.

Policy WA 3.2 The City shall work in close collaboration with appropriate federal, state, and cohort municipal authorities to develop and implement system-wide measures to physically secure, monitor and otherwise protect utility lands and assets.

Policy WA 3.3 The City’s Natural Hazard Mitigation Plan (NHMP) shall be utilized in developing system security and resiliency plans, capital facility plans, budgets, priorities and phasing and in making other significant facility and/or operational decisions.

Goal WA-4

To use best management practices (BMPs) as part of the water systems design and operation.

Policy WA 4.1 The City should invest in long term strategic goals.

Goal WA-5

To plan, fund and operate a water system designed to meet the future needs of the community.

- Policy WA 5.1** The City shall consider climate change and sea level rise when planning and designing systems improvements.
- Policy WA 5.2** The City shall strive to attract, train, and retain sufficient competent staff to operate its utilities and manage its resources.
- Policy WA 5.3** The City shall make information regarding utility plans, programs, standards and other details widely available through a variety of media.
- Policy WA 5.4** The City of Newport shall prepare goals and policies related to drought conditions and responding to water emergencies, as part of the city's WSSMP.

WASTEWATER**Goal WA-6**

To eliminate combined storm and sanitary flows.

- Policy WA 6.1** The City will strive to eliminate the combined flow of sanitary sewer and storm water.
- Policy WA 6.2** The program to phase in system improvements as to Combined Sewer Overflows (CSO) will be designed in a manner that supports the City's intent to develop and implement a more comprehensive, long term plan for overall resilience.

Goal WA-7

To provide a resilient treatment system that can withstand extreme fluctuations in volume, weather conditions and sea level rise.

- Policy WA 7.1** The City shall continue to investigate and deploy design and operational measures that allow for cost effective adjustments scaled to seasonal use variations, without a loss in performance or an increase in environmental impacts.
- Policy WA 7.2** The City should fully integrate wastewater system plans, designs, improvements and operations into a comprehensive strategy to address sea level rise and its associated impacts, with particular emphasis on at risk facilities.

Goal WA-8

To achieve compliance with all applicable federal, State and other laws, regulations, standards and procedures.

- Policy WA 8.1** The City shall strive to achieve and maintain compliance with all applicable federal and state standards for wastewater treatment and discharge at all times.
- Policy WA 8.2** The City shall work in close collaboration with applicable regulatory authorities to identify and monitor appropriate compliance metrics and to design and implement improvement measures necessary to meet minimum standards.

STORMWATER

Goal WA-9

To provide a comprehensive, City-wide stormwater plan and implementation strategy to protect public safety and property.

- Policy WA 9.1** The City shall develop, maintain, implement and regularly assess and update a City-wide storm water management plan and a phased program of prioritized improvements.
- Policy WA 9.2** The City will strive to implement innovative measures, such as Green Infrastructure, to manage storm water.
- Policy WA 9.3** The City shall assist in the development of an educational program as a tool to educate residents about the impacts of our built environment and design alternatives for new development, redevelopment and the retrofitting of existing systems as it relates to storm water management.

Goal WA-10

To meet all applicable Federal, State and other laws, regulations, standards and other requirements for stormwater quality.

- Policy WA 10.1** The City shall achieve and maintain compliance with all applicable storm water standards.
- Policy WA 10.2** The City shall create a stormwater runoff / permeable surface assessment.
- Policy WA 10.3** The City shall create a parking surface ordinance.

12.3 Implementation Actions

The following are the implementation actions for the goals included in the Water Element.

| Goals & Actions | City Objectives | | | | | | | | Priority Cost | Time | Responsibility / CIP |
|---|-----------------|-----------|-------|-------------|---------------|-------|---------|-----------|-------------------------------------|-------------------------|-------------------------|
| | Prosperous | Beautiful | Happy | Destination | Collaborative | Smart | Healthy | Resilient | | | |
| GOAL WA-1: To provide a high level of protection for the City's potable water supply. | | | | | | | | | | | |
| A) Regular communication, coordination and collaboration with public agency staff, watershed property owners and others having interests in and impacts on land located within the potable water supply watershed. | ■ | | | | ■ | ■ | ■ | ■ | High ———— No Cost to \$ | Short & On- going | • Water Division |
| B) Identify and protect key water resources and adjacent uplands within the watershed. | ■ | | | | ■ | ■ | ■ | ■ | High ———— No Cost to \$ | Short & On- going | • Water Division |
| C) Aggressively monitor activities within the watershed and pursue timely enforcement and complete resolution of illegal discharges, prohibited activities and any other actions which may threaten the water supply. | ■ | | | | ■ | ■ | ■ | ■ | High ———— \$-\$-\$ | Short & On- going | • Water Division |
| D) Design, fund, construct and maintain any improvements deemed necessary to protect Easton Pond from the impacts of sea level rise and flooding. | ■ | | | | ■ | ■ | ■ | ■ | High ———— \$-\$-\$ | Short & On- going | • Water Division |
| GOAL WA-2: To provide an adequate supply of high quality potable water for all users. | | | | | | | | | | | |
| A) In collaboration with other private, public and institutional cohorts, strive to implement the goals and strategies of the state Water Resource Board's 2012 Strategic Plan, and including any updates to the Plan over the course of the City's comprehensive plan horizon. | ■ | | | ■ | ■ | | ■ | ■ | High ———— \$ | Short & On- going | • Water Division |
| B) Pursue and secure all rate increases and service contracts necessary to maintain a stable and sufficient rate base upon which to plan and fund improvements and operations. | ■ | | | | ■ | | ■ | ■ | High ———— No Cost | Short & On- going | • Water Division |

| Goals & Actions | City Objectives | | | | | | | | Priority Cost | Time | Responsibility / CIP |
|---|-----------------|-----------|-------|-------------|---------------|-------|---------|-----------|------------------------|------------------|-------------------------------------|
| | Prosperous | Beautiful | Happy | Destination | Collaborative | Smart | Healthy | Resilient | | | |
| C) Continue a robust program of water quality testing and reporting. | | | | | ■ | | ■ | ■ | High ———— \$ | Short & On-going | • Water Division |
| GOAL WA-3: To provide a secure and resilient water system, including enhanced storage, transmission and treatment. | | | | | | | | | | | |
| A) Continue to identify and address risks within the watershed through refinement and implementation of the Water Supply Systems Management Plan (WSSMP) – update identified in CIP for FY 17-18. | ■ | | | ■ | ■ | ■ | ■ | ■ | High ———— \$ | Short & On-going | • Water Division (In CIP) |
| B) Implement and as necessary, update the Source Water Assessment, with particular emphasis on high risk assets. | ■ | | | | ■ | ■ | ■ | ■ | High ———— \$\$\$ | Short & On-going | • Water Division |
| C) Monitor potential threats to Easton Pond from climate change, flooding and storm surge and the adequacy of physical improvements made to date (dam reinforcement). | ■ | | | | ■ | ■ | ■ | ■ | High ———— \$ | Short & On-going | • Water Division |
| D) Continue to work with host communities within the watershed to identify, mitigate and/or avoid system threats. | ■ | | | | ■ | ■ | ■ | ■ | High ———— \$\$\$ | Short & On-going | • Water Division |
| E) Seek to acquire additional lands in fee simple, conservation easements, development rights, land use restrictions, license agreements or other rights sufficient to protect and secure key parcels of land within the watershed. | ■ | | | | ■ | ■ | ■ | ■ | High ———— \$\$\$ | Short & On-going | • Water Division |
| F) Continue to implement, monitor and refine the division’s Cross-Connection Control Plan as a means of eliminating and/or preventing contamination from unapproved connections. | ■ | | | ■ | ■ | ■ | ■ | ■ | High ———— \$\$\$ | Short & On-going | • Water and Storm Water Authorities |

| Goals & Actions | City Objectives | | | | | | | | Priority Cost | Time | Responsibility / CIP |
|--|-----------------|-----------|-------|-------------|---------------|-------|---------|-----------|----------------------|------------------|--|
| | Prosperous | Beautiful | Happy | Destination | Collaborative | Smart | Healthy | Resilient | | | |
| GOAL WA-4: To use best management practices (BMPs) as part of the water systems design and operation. | | | | | | | | | | | |
| A) Full implementation of the Water Division's demand management strategy, including promoting the adoption of water conservation and LID practices by host community land use authorities for lands and uses within the watershed. | ■ | | | | ■ | ■ | ■ | ■ | High — \$ | Short & On-going | • Water Division |
| B) Achieve a target rate of residential average annual water use of no more than 65 gallons per capita per day. | ■ | | | | ■ | ■ | ■ | ■ | Mid — \$ | Long | • Water Division |
| C) Provide appropriate links on City web sites to the State Water Resources Board and other state and regional agencies and non-profits. | | | ■ | | ■ | | | ■ | High — No Cost | Short | • Water Division • Engage Newport • City IT Department |
| GOAL WA-5: To plan, fund and operate a water system designed to meet the future needs of the community. | | | | | | | | | | | |
| A) Quantify potential demand associated with Innovation Hub initiatives and develop strategies to provide adequate water for growth, even in drought conditions. | ■ | | | | ■ | ■ | ■ | ■ | High — \$ | Short & On-going | • Water Division |
| B) Work with large users such as the US Navy, Portsmouth Water & Fire District and Salve Regina University to evaluate current facility and operational parameters and identify areas for potential improvement. | ■ | | | | ■ | ■ | ■ | ■ | High — \$ | Short & On-going | • City Council • City Manager • Water Division |
| C) Strive to fully implement the recommended water fund capital facility improvements listed in the City's CIP, with special emphasis on water meter replacement, the Easton Pond Dam (Green End Avenue), St. Mary's Dam, and system wide infrastructure replacements. | ■ | | | | ■ | ■ | ■ | ■ | High — \$\$\$ | Mid & On-going | • City Council (In CIP) |
| D) Maintain an updated Infrastructure Replacement Plan (IRP). | ■ | | | ■ | ■ | ■ | ■ | ■ | High — \$ | On-going | • City Council • Water Division (In CIP) |

| Goals & Actions | City Objectives | | | | | | | | Priority Cost | Time | Responsibility / CIP |
|---|-----------------|-----------|-------|-------------|---------------|-------|---------|-----------|------------------|------------------|---|
| | Prosperous | Beautiful | Happy | Destination | Collaborative | Smart | Healthy | Resilient | | | |
| E) In the event of drought conditions, provide educational and informational programs to citizens regarding water usage including providing "Preventing Wasted Water" pamphlets and a "Water Wheel" pamphlet that depicts typical water use by feature. | ■ | | | | | ■ | ■ | ■ | High \$ | On-going | • Water Division |
| F) In the event of drought watch conditions, impose odd / even outdoor water use restrictions based on the severity. | ■ | | | | | ■ | ■ | ■ | High No cost | On-going | • City Council • Water Division |
| G) In the event of drought emergency conditions, require mandatory termination of outdoor and other nonessential water uses. | ■ | | | | | ■ | ■ | ■ | High No cost | On-going | • City Council • Water Division |
| GOAL WA-6: To eliminate combined storm and sanitary flows. | | | | | | | | | | | |
| A) Continue to aggressively implement the City's CSO reduction program, per the Consent Decree with the USEPA and RIDEM and including all CSO projects identified in the City's FY 2017-2021 CIP and in the System Master Plan for CSO Control. | ■ | | | ■ | ■ | ■ | ■ | ■ | High \$\$\$\$ | Short & On-going | • City Council (In CIP) |
| GOAL WA-7: To provide a resilient treatment system that can withstand extreme fluctuations in volume, weather conditions and sea level rise. | | | | | | | | | | | |
| A) Complete the mandated WWTP wet weather capacity increase project and other CSO related facility improvements – WWTF project funds requested in the FY 2017-2021 CIP and project completion by 6/30/19 per the Consent Decree and associated SMP. | ■ | | | ■ | ■ | ■ | ■ | ■ | High \$\$\$ | Mid | • City Council • Water Division (In CIP) |
| B) Determine preferred options and implement improvements proposed in the flood mitigation study included in the FY 2017-2021 CIP, with respect to flooding in the Wellington Avenue and Bridge Street areas. | ■ | | | ■ | ■ | ■ | ■ | ■ | High \$ | Mid | • City Council • Planning and Zoning Board • City Engineer • RIDOT (In CIP) |

| Goals & Actions | City Objectives | | | | | | | | Priority Cost | Time | Responsibility / CIP |
|---|-----------------|-----------|-------|-------------|---------------|-------|---------|-----------|--------------------------|------------------|---|
| | Prosperous | Beautiful | Happy | Destination | Collaborative | Smart | Healthy | Resilient | | | |
| GOAL WA-8: To achieve compliance with all applicable federal, State and other laws, regulations, standards and procedures. | | | | | | | | | | | |
| A) Operational and facility improvements to assure compliance with Clean Water Act requirements (see above and as to CIP for extensive CSO projects). | ■ | | | ■ | ■ | ■ | ■ | ■ | High ———— \$\$\$\$ | Short & On-going | <ul style="list-style-type: none"> • City Council (In CIP) |
| B) Adequate training for all division staff in applicable environmental requirements, as applicable to personnel functions, roles and responsibilities. | | | | | | | | ■ | High ———— \$ | Short & On-going | <ul style="list-style-type: none"> • City Manager • Water Division |
| C) Implement measures to accomplish compliance with RIDEM's Almy Pond TMDL Management Plan – funding identified in the City's FY 2017-2021 CIP. | | | | | ■ | ■ | ■ | ■ | High ———— \$ | Short & On-going | <ul style="list-style-type: none"> • City Council • Storm Water Utility • EEC (In CIP) |
| GOAL WA-9: To provide a comprehensive, City-wide stormwater plan and implementation strategy to protect public safety and property. | | | | | | | | | | | |
| A) Continue to find creative ways to integrate the requirements of the City's RIPDES (MS4) permit into City operations, programs and activities leveraging storm water as a positive catalyst for both economic and ecological transformation. | ■ | ■ | | ■ | ■ | ■ | ■ | ■ | High ———— \$ | Short & On-going | <ul style="list-style-type: none"> • City Council • Planning and Zoning Board • City Manager • EEC • City Engineer |
| B) Implement the preferred options identified in the Wellington and Bridge Street areas flood study and use these projects as test cases tied to Resiliency Innovation Hub initiatives. | ■ | | | ■ | ■ | ■ | ■ | ■ | High ———— \$\$\$ | Long | <ul style="list-style-type: none"> • City Council • City Engineer |
| C) Concurrent with final facility and program design for the Pell Bridge realignment project and related land disposition strategies, perform a detailed study of area flooding with the objective of developing options for addressing present and future anticipated flooding within the project area in ways that are consistent with and support the Resiliency Innovation Hub project. | ■ | | | ■ | ■ | ■ | ■ | ■ | High ———— \$\$ | Mid | <ul style="list-style-type: none"> • City Council • City Engineer |

| Goals & Actions | City Objectives | | | | | | | | Priority Cost | Time | Responsibility / CIP |
|--|-----------------|-----------|-------|-------------|---------------|-------|---------|-----------|--------------------------|------------------|--|
| | Prosperous | Beautiful | Happy | Destination | Collaborative | Smart | Healthy | Resilient | | | |
| D) Continue to include LID and other green infrastructure in City street design and improvement projects. | | ■ | | | ■ | ■ | ■ | ■ | High ———— \$ | Short & On-going | <ul style="list-style-type: none"> • Planning and Zoning Board • City Engineer |
| E) Evaluate all City facilities to identify opportunities to implement LID and green infrastructure and include key initiatives in the City CIP. | ■ | ■ | | | ■ | ■ | ■ | ■ | High ———— \$ | Short & On-going | <ul style="list-style-type: none"> • City Council • City Manager |
| GOAL WA-10: To meet all applicable Federal, State and other laws, regulations, standards and other requirements for storm water quality. | | | | | | | | | | | |
| A) Continue the catch basin disconnect program, I/I reduction program, CSO. | ■ | | | ■ | ■ | ■ | ■ | ■ | High ———— \$\$\$\$ | Short & On-going | <ul style="list-style-type: none"> • City Council (In CIP) |
| B) Continue weekly monitoring of Newport harbor and posting of laboratory test results on the City website. | | | ■ | | ■ | ■ | | ■ | High ———— \$ | Short & On-going | <ul style="list-style-type: none"> • City Council |
| C) Update the City's GIS based outfall map as needed and submit to RIDEM with the associated (updated) outfall data tables (EXCEL tables). | | | | | | ■ | | ■ | Mid ———— \$ | Short & On-going | <ul style="list-style-type: none"> • Storm Water Authority |
| D) Provide and maintain a data dashboard at schools, with live data, graphics and other information. | | | | | ■ | ■ | | ■ | Mid ———— \$ | Short & On-going | <ul style="list-style-type: none"> • BOE |

13 Natural Hazards & Climate Change



13.1 Existing Conditions

Background

Newport, and Aquidneck Island as a whole, is geographically situated in an area that faces unique natural hazards. Newport has endured severe storm events throughout its history, many of which have caused substantial property damage and loss of life. While construction practices, forecasting technology and communications have evolved through the years, the threats to life and property remain and are also evolving. In the coming years the entire island will encounter various threats due to climate change, which creates oceanic warming, increased sea water acidity, and melting ice caps, which leads to sea level rise. Climate change has many impacts on bodies of water, which is especially concerning for coastal communities.

Founded in the seventeenth century, much of the city's infrastructure and housing stock is aged. The city's age, combined with its location on an island, puts Newport more at risk.

This chapter examines the natural hazards that impact Newport, the critical assets that are affected by these hazards and the ways in which climate change will affect the city over the course of the 20 year plan horizon and beyond.

Natural Hazards

In 2014, the City of Newport submitted a Natural Hazard Mitigation Plan (NHMP) to Rhode Island Emergency Management (RIEMA) for State and Regional review. The NHMP highlighted the hazards listed. It should be noted that the purpose and scope of the City's NHMP is somewhat different from how natural hazards and related issues are addressed in a comprehensive plan. However, the HMP provides a good foundation for the identification and analysis of relevant hazards, trends and issues. The NHMP, which was granted approval on January 5, 2017, may be found on the City's website at www.cityofnewport.com

Flood-Related Hazards

Flood related hazards remain the most prevalent and frequent natural hazard that impacts the state of Rhode Island. Newport has only a few small streams within its borders. Coastal flooding is primarily caused by storms such as hurricanes and nor'easters. As the eastern coastline of Newport is fairly rocky and steep, the risk of flooding is lower than that of the rest of the island, although eastern portions of the city are still subject to high winds, damaging waves and storm surge.



The flood zones along the western coastline extend far deeper into the city than they do on the eastern coastline, making the Narragansett Bay coast highly vulnerable to flooding.

The magnitude of the hazards relating to flooding in Newport is immense and can be seen in recent 2015 statistics:

- Nearly 54% of Newport's parcels are in or touch the floodplain.
- Nearly 20% of all the buildings in Newport are in a floodplain.
- Property in the 500-year floodplain is valued at \$3.8 billion.
- There are 968 historic properties in the 500-year floodplain, valued at \$559 million.
- Over 55% of the city's hotel and guest rooms are in areas prone to flooding, as are 585 private businesses, together accounting for about half of the city's accommodation industry business.

These existing conditions are projected to worsen over the course of the next decades. Data shows that just from 1930 to the present, sea level has risen over 9 inches. The serious implications of these continued changes are discussed in detail in the Issues and Trends section of this chapter. Map 13-1 displays the areas in Newport that are most at risk to flood hazards.

A 2010 economic study of the harbor area determined that City of Newport revenues per acre of land in the harbor area ranged from \$53,000/acre to \$135,000/acre. In 2009, patrons of Newport's harbor purchased approximately \$155 million dollars of goods and services.

Coastal Erosion

Coastal erosion is a constant natural process. Coastal areas are constantly changing due to tides, wave action, littoral currents, seasonal changes affecting the movement of ocean waters, rising sea levels, coastal flooding, storms, and various human impacts. These impacts are most common in sandy and level coastal areas, but impact more rocky coastlines as well. The concentration of energy and impacts on weaker rocky areas undermine coastal bluffs and escarpments. In Rhode Island, the average coastal erosion rate is 1.6 feet per year. Waterfront homes, businesses, roads, bridges, recreational trails, parking areas, stormwater drainage systems, and other public infrastructure are put at risk. The coast of Newport consists mainly of rocky cliffs, swamps, and sandy beaches, all of which are susceptible to coastal erosion; however, much of the coastline is protected by seawalls.

Coastal Flooding

Coastal flooding can occur as a result of storm surges and wind-driven waves created by hurricanes, tropical storms, and nor'easters. These coastal flooding events can occur throughout the year. In addition to flooding with sea water, surges from the ocean can block the downstream flow of rivers and stream, potentially resulting in these waterways to flood. Of particular concern is how coastal flooding may impact Newport's freshwater supply stored in Easton Pond. Importantly, Newport's shallow freshwater wetlands around Easton Pond as well as Easton's Beach provide an important first line of defense protecting from saltwater intrusion in the event of coastal flooding.



Seawalls are susceptible to storm surge damage. The FY 2016-2020 Capital Improvement Program includes a focus on repairing and upgrading seawall at Stone Pier at King Park, Storer Park, and Thames Street. Recently completed repairs to the Newport Cliff Walk were completed with federal funds.



Legend

Flood Zones

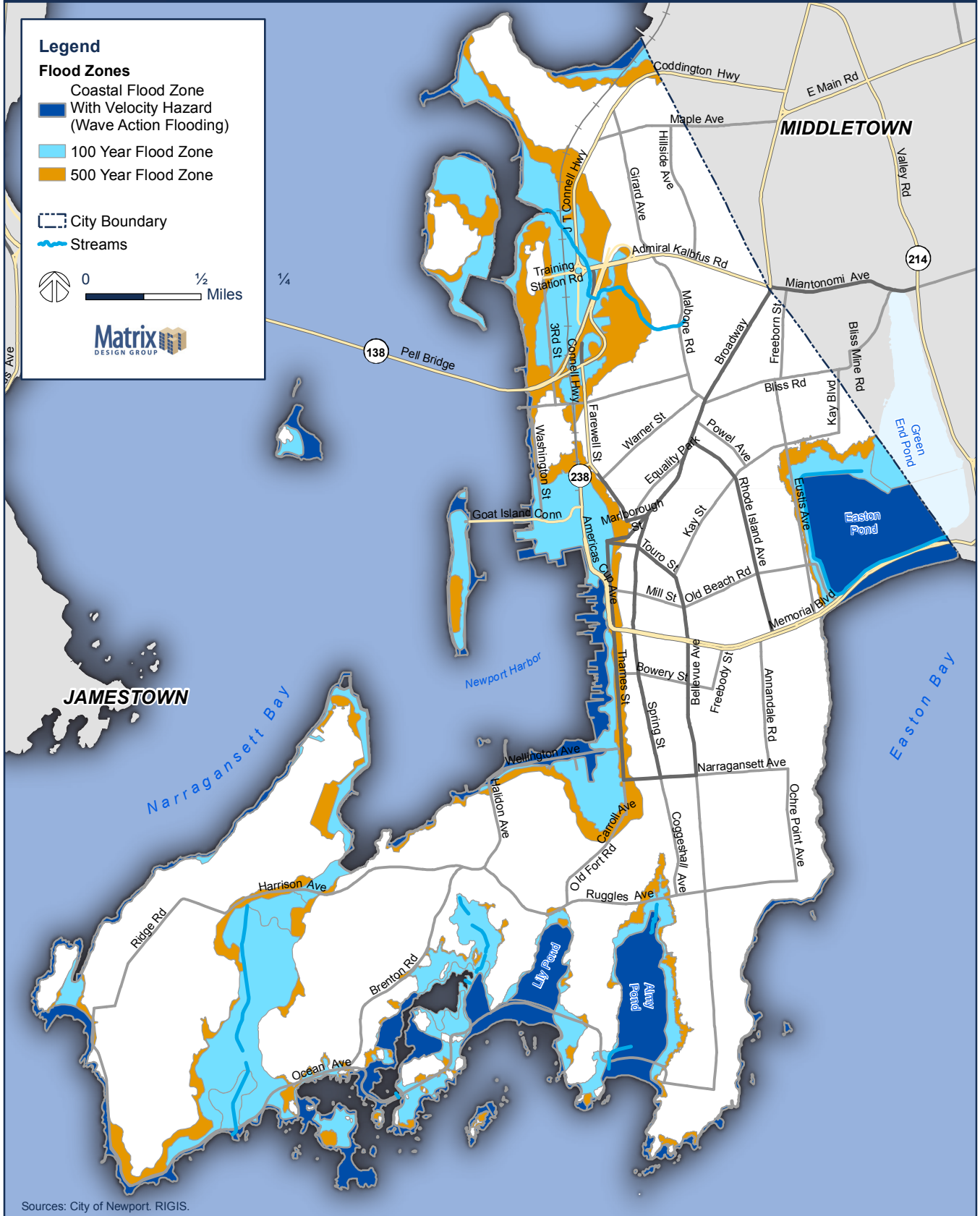
- Coastal Flood Zone
- With Velocity Hazard (Wave Action Flooding)
- 100 Year Flood Zone
- 500 Year Flood Zone

City Boundary

Streams

0 1/4 1/2 Miles

Matrix
DESIGN GROUP



Sources: City of Newport. RIGIS.

To address flooding concerns, the City commissioned the Easton Pond Dam and Moat Study, by Fuss & O'Neill dated September 2007. The study notes that The Easton Pond Dam and Moat system is almost 70 years old after being reconstructed in the late-1930s after the 1938 hurricane. The City conducted repairs to the 5,500 foot long Easton Pond Dam. These repairs provide the desired protection while accommodating public access and minimizing environmental impact. The study further recommends short and long-term improvements to address potential coastal flooding in order to protect the City's potable water supply. This study should be updated regularly in order to reassess current and future conditions to ensure the appropriate level of improvements are planned and addressed in the current CIP.

Stormwater-Based Flooding

Stormwater-based flooding occurs when the soils are unable to absorb more water during storms. If a city does not have an adequate water drainage system, water can build up over hard surfaces, such as roads and pavements, leading to flooding. Flooding over impervious surfaces accumulates debris, chemicals, and other pollutants, which can then flow into bodies of water. This type of flooding can create water damage to buildings and infrastructure, as well as contaminate Newport's clean water supply.

Storm Surge

Storm surge is the abnormal rise in water level caused by a hurricane or nor'easter winds when currents are in the onshore direction and water begins to pile up onshore. Often times, surge is the most dangerous part of a storm, as it creates rapid and intense flooding. The last storm to create storm surge damage to Rhode Island was Hurricane Sandy in 2012, which mainly impacted southern communities of Newport and Washington Counties. Rhode Island is most affected by storm surge when storms pass through the west.

Climate Change and Sea Level Rise

In Newport, sea level has risen an average of 2.6 millimeters (0.1 inches) per year since 1930. In comparison, the global mean sea level has risen an average of 1.7 millimeters per year, and the rate of sea level rise (SLR) is expected to increase globally as well as locally in Rhode Island. Sea level rise is caused by thermal expansion of sea water and the addition of freshwater from melted land ice, both impacted by climate change. The rise in sea level is a problem for coastal communities as it increases the risk for flooding and the intensity of storm surge during hurricanes and nor'easters.

Winter-Related Hazards

Nor'Easters

The State of Rhode Island averages one to two Nor'easters per year. These storms most often occur during the winter and bring heavy snow, blizzards, high winds, sleet, ice or freezing rain, and depending on air temperatures, flooding. The impacts that Nor'easters have on Newport are intensified as the city is located on an island. Inhabitants rely on a series of bridges to get to the mainland, and all of the bridges that lead off of the island are shut down when there are wind speeds of 69 miles or more. Nor'easters often cause structural damage to buildings and power outages power lines get damaged.

Snow

Heavy snow is generally defined as the buildup of more than eight inches of snow in less than 24 hours. In Rhode Island, winter storm warnings are issued when it is expected that snowfall will accumulate more than four inches in 12 hours. Newport is located outside of the northeastern heavy snow regions and has a warmer winter than many other cities due to its maritime climate, receiving less snowfall on average than other northeastern cities. On average, Rhode Island gets about 36 inches of snow a year, almost half of the snowfall that northeastern states receive. Heavy snow can cause damage with its weight and create dangerous conditions for people and transportation, halting most community activity.

Ice Storms

Ice storms occur when rain freezes as it comes in contact with cold surfaces, causing accumulations of ice. This generally happens during winter storms, when storms create heavy snow and sleet elsewhere. Ice storms may result in power loss due to down power lines, creating dangerous conditions for those who rely on electricity for warmth and for communication. Icy conditions also create safety hazards for pedestrians and transportation.

Blizzards

Blizzards are the combination of heavy snowfall, high winds, extreme cold, and ice storms. The National Weather Service defines a blizzard as having winds over 35 mph and visibilities of less than ¼ mile for at least three hours. Low visibility is caused by high winds picking up fallen or falling snow and creates safety concerns for those who are traveling as well as halts the delivery of goods and services for a prolonged period. High winds in blizzards can create low wind chill levels, resulting in health concerns for those who are exposed to the weather.

Extreme Cold

Extreme cold in Rhode Island is generally classified as temperatures below zero degrees Fahrenheit. Extreme cold can be exacerbated by wind chill, making temperatures feel colder than they actually are. These conditions can create medical conditions such as hypothermia and frostbite and is usually more harmful to infants and those over 65 years old. Extreme cold can affect underground infrastructure and utilities if penetrated downward. Newport has a maritime climate, so it is warmer than other northeastern cities and has fewer instances of extreme cold conditions than other eastern cities.

Wind-Related Hazards

Hurricanes

The entire perimeter of Aquidneck Island has been designated a Zone A Hurricane Evacuation Area, and evacuation is highly recommended prior to an expected category 1 or 2 hurricane. There are also several portions of Newport, Middletown, and Portsmouth that have been designated as a Zone B Hurricane Evacuation Areas. This means that evacuation is highly recommended prior to an expected category 3 or 4 hurricane. Map 13-2 displays the areas of Newport that would be inundated with water from hurricanes of various severity and Map 13-3 shows the Zone A and Zone B evacuation areas within the city.

Hurricanes in this region are a fairly common occurrence. Being within the general path of a major hurricane can put a coastal community at risk of extensive damage and ensuing costs, even if it is not in the direct path. For instance, in 2012, the “eye” of Hurricane Sandy made landfall in New Jersey, however, over 120,000 Rhode Island residents were left without power and Newport was one of the hardest hit communities in the State. Over \$5 million was required to repair the damage Hurricane Sandy did to Newport’s famous Cliff Walk.

High Wind and Thunderstorms

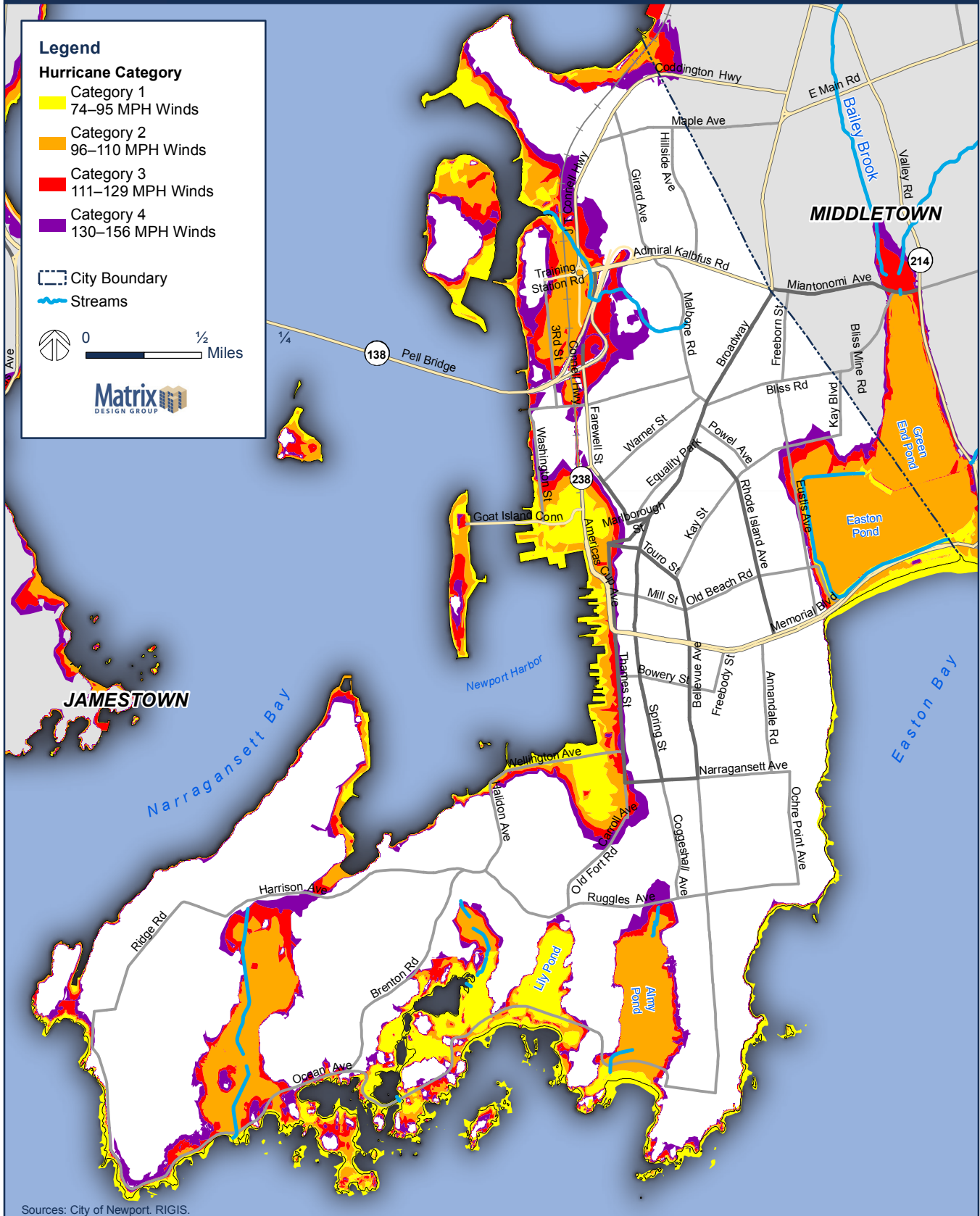
In addition to hurricanes, high winds and thunderstorms can pose a serious threat to Newport. Throughout the course of a year, Newport averages about 21 thunderstorms. They can cause structural damage and power outages when they occur. In September 2013, a series of thunderstorms traveled through the state of Rhode Island and caused over 5,000 people to be without power. Lightning from thunderstorms can cause house fires and wildfires and heavy rains often create significant short term “flash” flooding in low areas.



Heavy rains can overwhelm the City’s stormwater systems, resulting in environmental damage and increased erosion. It is not uncommon for flooding caused by thunderstorms to damage local road surfaces, culverts, bridges, and even require temporary road closures. During high winds, especially over 58 mph, travel on Pell Bridge is restricted or prohibited. The bridge may be considered for closure if winds reach 69 mph.



Hurricane Inundation Areas





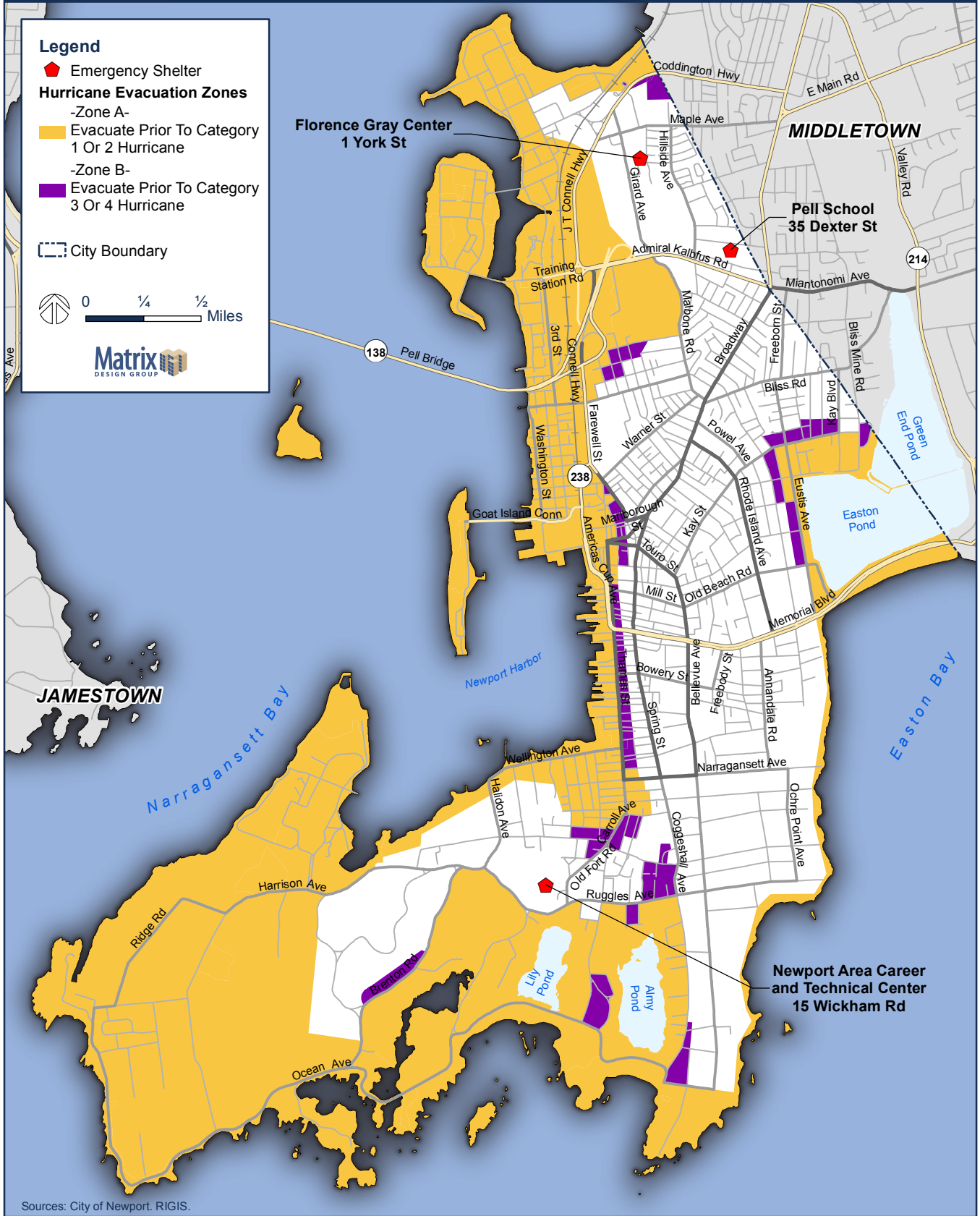
Hurricane Evacuation Zones

Legend

- ◆ Emergency Shelter
- Hurricane Evacuation Zones**
- Zone A-
- Evacuate Prior To Category 1 Or 2 Hurricane
- Zone B-
- Evacuate Prior To Category 3 Or 4 Hurricane
- City Boundary

0 1/4 1/2 Miles

Matrix
DESIGN GROUP



Sources: City of Newport. RIGIS.

Drought and Extreme Heat

A drought is a continuous period where an area receives significantly less rainfall than normal. Unlike other natural hazards that occur quickly and suddenly, droughts evolve over a period of months and can have significant economic, environmental, and social impacts. Droughts in Newport and in the State of Rhode Island do not occur very often, but the number of instances is increasing. Since 1929, there have only been six droughts in the state that lasted over a year.



Rising temperatures impact marine ecology, declines in traditional species and increases invasive species that favor warmer waters. This impacts local fish and shellfish businesses.

More evident are increasing periods of prolonged high temperatures during the summer, as well as highly variable seasonal temperatures overall. These conditions impact precipitation levels, the viability of native and other flora and the ecological communities they support.

Geologic Related Hazards

Earthquakes

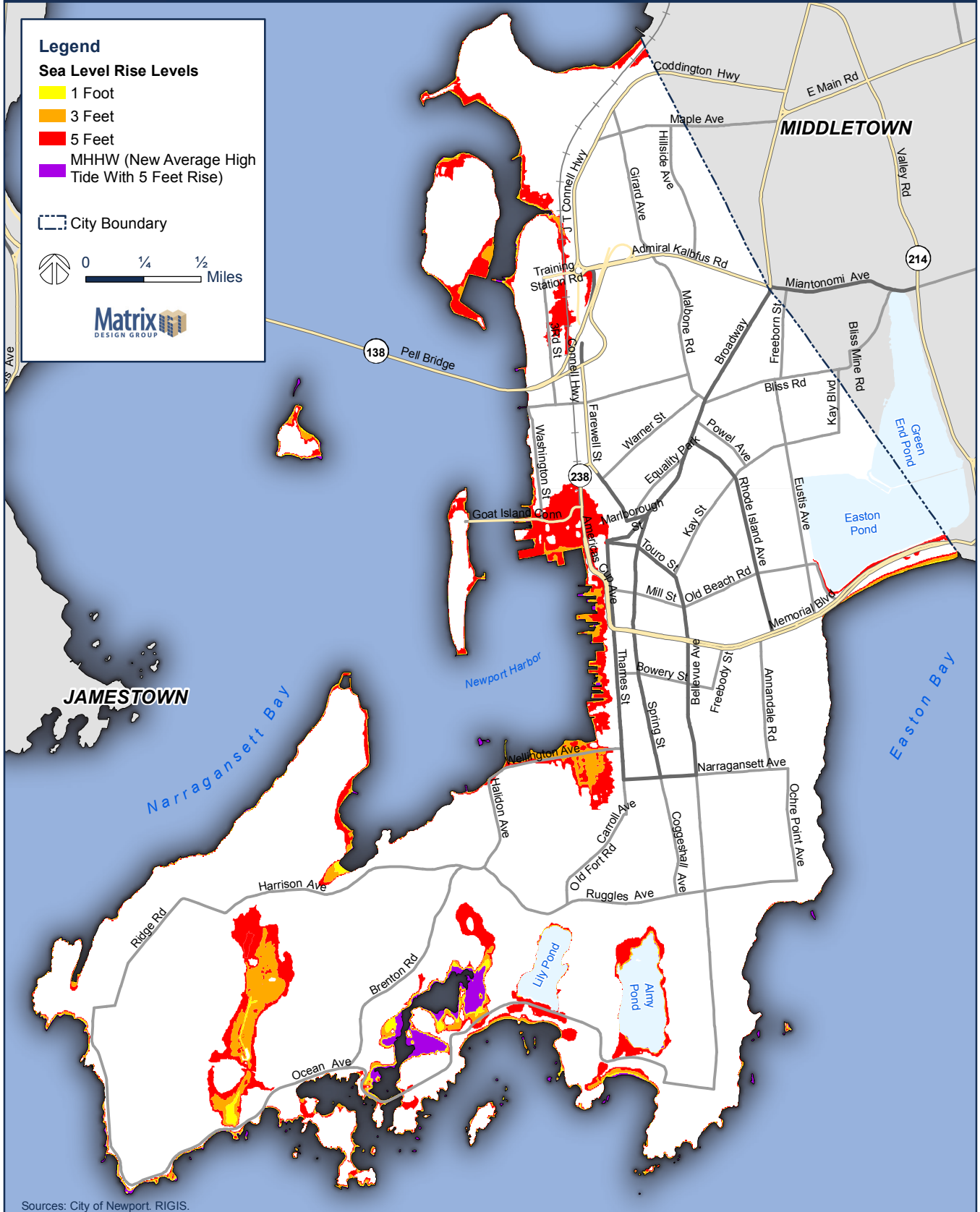
There are no significant fault lines in New England, and Rhode Island is identified by the USGS Earthquake Hazards Program as being in a low seismic risk area. Although Rhode Island is not located near fault lines, it may be located within zones of weakness, which are weakened boundary regions within the interiors of plates. These zones can be responsive to stress from deeper within the crust or at the edges of the plate, causing an earthquake. Earthquakes do not occur frequently in Rhode Island and those that do often originate from other states, such as the Virginia Earthquake in August of 2011. The most recent earthquake to hit Rhode Island was a 2.3 magnitude earthquake with an estimated epicenter under Providence Harbor. Although there is low seismic activity in the area, the risk hazard is moderate, meaning that earthquake events may create moderate intensity shaking and can lead to property damage and safety concerns.

Climate Change

Newport and Aquidneck Island are particularly vulnerable to the effects of climate change. Throughout the last 80 years, Rhode Island has already experienced a rise in temperatures, precipitation, and flooding. A key indicator of climate change in Rhode Island is the steady increase in temperatures since 1930. The state is averaging a 1 degree Fahrenheit increase in temperature every 33 years. In addition to the increase in temperature, the average rainfall has also been increasing at a rate of more than one inch every ten years. The increase in rainfall has become an issue, as the increase in soil moisture decreases the amount of rainfall that can be absorbed. This can lead to increased flooding during wet seasons.

Situated on an island, Newport's principle concern regarding climate change is sea level rise. The sea levels in Newport are projected to rise around 3 to 5 feet by the year 2100. This puts the low-lying areas of Newport at the greatest risk. In a report conducted by Sasaki on Parks and Recreation in Newport, it was found that a one inch rise in sea level would affect 29 acres city-wide, 15 acres of park, and 27 parks or open spaces. A three inch level in sea level would affect 154 acres city-wide, 68 acres of park, 32 park or open space, 1 playground, and 2 sports fields. A five inch sea level rise would affect 439 acres city-wide, 272 acres of park, 51 parks or open space, 2 playgrounds, and four fields or courts.

Map 13-4 shows the areas of Newport that are at risk due to sea level rise. The following neighborhoods would be affected by just a one foot rise in sea level: Downtown, Harbor/Lower Thames, Long Wharf, Goat Island, Rose Island, Ocean Drive, the Fifth Ward, Easton's Beach, and the North End Commercial District.



It is possible that Newport may see an increase in the frequency or severity of the natural hazards previously mentioned, such as hurricanes, thunderstorms, and nor'easters.

Table 13-1 highlights the effects climate change has had on Newport, Rhode Island, and the northeastern U.S.

Table 13-1 – Climate Change in Newport, Rhode Island, and the Northeastern U.S.

| Air Temperature | Ocean Temperature | Sea Level Rise | Storm Intensity |
|---|--|--|--|
| Summer temperatures have increased in the northeastern U.S. by an average of 0.5 °F every decade since 1970 | Ocean temperatures in the southern New England coast have increased by 2.2°F since 1970. | From 1931 to 2011, sea levels in Newport have risen at an average rate of 2.68 mm per year | Approximately 12 to 15 nor'easters hit the northeastern U.S. from November to March every year |
| Winter temperatures have increased in the northeastern U.S. by an average of 1.3 °F every decade since 1970 | Winter water temperatures in Narragansett Bay have risen 4°F since the 1960s | | Rhode Island has declared disasters due to hurricanes in 1954, 1955, 1985 1991 and 2005 |
| | | | Federal emergencies were declared for coastal flooding in Rhode Island in 1993, 1996, 2003, 2005, 2010 |

Source: *Climate Change & Rhode Island's Coasts*

Impacts of Natural Hazards and Climate Change

People

The most at risk population in terms of hazard vulnerability in Newport are those who require assistance due to disabilities, chronic conditions, and special healthcare needs. The Rhode Island Special Needs Emergency Registry (RIDOH), provided by the State of Rhode Island, is a registry of Rhode Islanders who require assistance during emergencies. Residents are encouraged to register so that effective and efficient assistance can be conducted during emergencies.

Built Environment

Newport has many assets that may be at risk to natural hazards and climate change. The HMP highlights Newport's critical public facilities, which deliver vital public services, protect the population, and serve other important functions. Table 13-2 highlights such facilities.

The Newport Restoration Foundation has been active in addressing the potential damage that sea level rise can cause on historic buildings and neighborhoods, especially as storms increase in both frequency and magnitude. The Newport Restoration Foundation is discussed further in Chapter 9, Historic and Cultural Resources.

Table 13-2 – Newport’s Critical Facilities

| Critical Infrastructure | Critical Historic Structures in Flood Zone | Nursing & Elderly Facilities | Public Utilities | Emergency Shelters |
|--|--|---|---|--|
| City Hall | Brick Market Place | Heatherwood Nursing and Subacute Center | Station 1 Water Treatment Plant | Newport Area Career and Technical Center |
| Fire Station 1, 2 & 5 | Castle Hill Light House | St. Claire Home | Forest Avenue Pumping Station | Sheffield Elementary School |
| Newport Police Department | Sherman Clark House | Village House Nursing and Rehabilitation Center | Saint Mary’s Pumping Station | Pell School |
| Newport Hospital | Covell William King III House | John Clarke Retirement Center | Reservoir Road Water Storage Tank | Florence Gray Center |
| Newport Animal Hospital | Hunter House | Blenheim | Wastewater Treatment Facility | Emergency Shelter |
| Claiborne Pell Newport Bridge | Ida Lewis Rock Lighthouse | Scattered Elderly Housing Project | Washington Avenue Combined Sewer Overflow Facility | |
| Pell School | Newport Steam Factory, 449 Thames Street | Donovan Manor | Lawton Valley Water Treatment Plant and Water Storage Tanks | |
| Thompson Middle School | Perry Mill House | Mumford Manor | Paradise Pumping Station | |
| Rogers High School | Rose Island Lighthouse | John Clarke School Senior Apartments | Sakonnet Pumping Station | |
| Newport Area Career & Technical Center | Seaman’s Church Institute Market Square | Paramount Theatre Apartments | Goulart Lane Water Storage Tank | |
| Aquidneck Island Adult Learning Center | | Festival Field Housing | Wellington Avenue Combined Sewer Overflow Facility | |
| Naval War College | | Ahepa 245 I and II Senior Housing | 13 Sewer Pumping Stations | |
| Naval Station Newport | | | West Howard Sub-station | |
| | | | Hospital Sub-station #146 | |
| | | | Gate #2 Sub-station | |

Source: Newport 2014 Hazard Mitigation Plan

Water Supply

Increased precipitation and storms can lead to inland flooding, causing problems for Newport’s water supply. Excessive water can cause dam breach for Newport’s drinking water reservoir dams.



The Easton Pond South dam is susceptible to dam breach and is designated as a high hazard by the Dam Safety Program report conducted in 2013. The high hazard designation means that a breach can result in the loss of human life.

In addition to dam breaches, water supply is also affected by hotter weather, which can lead to drought like conditions. Depleted reservoir levels and warming water temperatures would put strain on the water quality and quantity in Newport, which is already affected by the contamination of total trihalomethanes (THMs), which is a by-product of drinking water chlorination. Rhode Island as a whole is also vulnerable to short-term or long-term droughts. See Chapter 12 for more information on Newport’s water supply.

Natural Resources and Open Space

Coastal erosion and flooding can cause damage to vulnerable natural areas such as Hazards Beach and King Park, which are defining places in Newport. These two areas are vulnerable due to their exposure to waves caused by southwesterly winds.

2014-2019 Hazard Mitigation Plan Primary and Continuity Action Plan

The Natural Hazard Mitigation Plan 2016 Update lays out an action plan as part of the mitigation strategy to combat natural disasters. Table 13-3 displays the action plans that will be conducted by the City of Newport.

Table 13-3 – Newport’s Hazard Mitigation Primary and Continuity Action Plan

| Action | Description | Priority | Pre/Post Disaster | Dept. Responsible | Funding Resources | Timeframe | Status |
|------------------------|--|----------|-------------------|-------------------------------------|------------------------|-----------|---|
| Primary Actions | | | | | | | |
| #1 | Creation of evacuation service and support mechanisms for citizens unable to self-evacuate | Medium | Pre | Police | Police Budget | Near-term | Police and Fire established procedures. NEMA and First Student Act as backup. Expansion of services to be explored. |
| #2 | Shelter study and acquisition of additional facilities if needed | Medium | Pre | Fire | Fire Budget | Near-term | Red Cross Shelter Study complete. Further study to assess demand vs. existing capacity. |
| #3 | Increase resiliency of health care facilities during hazard events | High | Pre | Civic Investment | TBD | Near-term | Incomplete. Requires funding |
| #4 | Information dissemination | Medium | Pre | Civic Investment and Engage Newport | Fire Prevention Budget | Near-term | “Code Red” emergency communication complete. Further study to explore other outreach opportunities. |
| #5 | Protect historic structures and collections | High | Pre | Civic Investment and Engage Newport | TBD | Near-term | New action |

| Action | Description | Priority | Pre/Post Disaster | Dept. Responsible | Funding Resources | Timeframe | Status |
|--------|--|----------|-------------------|---------------------|-----------------------------------|-------------|--|
| #6 | Categorize priority activities for City owned flood risk properties to develop sustainable and resilient facilities and infrastructure | Low | Pre | Building Official | TBD dependent on facility | Medium-term | Incomplete |
| #7 | Maintain, amend and enforce the Newport Zoning Code to manage land in vulnerable areas | Medium | Pre | Zoning Official | None required | Medium-term | New action |
| #8 | Sea wall sustainment | High | Pre | Public Services | TBD | Near-term | Ongoing |
| #9 | Eliminate flood risk to repetitive loss properties | Low | Pre | Building Official | Building Department Budget | Medium-term | Incomplete; working with CRC/CRMC to determine improvements |
| #10 | Reduce urban fire threat | Medium | Pre | Fire | Fire prevention budget | Medium-term | Complete revision of RI fire code. Building code updates and removal of grandfather laws. Zoning code updates recommended. |
| #11 | Protect and reduce the vulnerability of the waste water system infrastructure | High | Pre | Utility | TBD | Long-term | Working with RIDEM and EPA to develop system for master plan for long term control of combined sewer overflows. |
| #12 | Protect and reduce the vulnerability of the potable water supply | High | Pre | Utility | TBD | Medium-term | New action |
| #13 | Create a streamline process to expedite rebuilding following a disaster | Medium | Pre | Planning and Zoning | None required | Near-term | Incomplete |
| #14 | Create a partnership with alternative agencies to identify at-risk properties that may be suitable for acquisition | Low | Post | Planning and Zoning | Operating Budget/ FEMA HMGP | Medium-term | Incomplete |
| #15 | Develop a disaster recovery plan | High | Pre | Planning and Zoning | Operating Budget/ FEMA preparedne | Near-term | Incomplete |

Newport Comprehensive Land Use Plan

| Action | Description | Priority | Pre/Post Disaster | Dept. Responsible | Funding Resources | Timeframe | Status |
|---------------------------|----------------------------------|----------|-------------------|---------------------|--|-----------|--|
| | | | | | ss grant | | |
| #16 | Increase Shelter Capacity | High | Pre | Planning and Zoning | Operating Budget/ FEMA preparedne ss grant | Near-term | Incomplete |
| Continuity Actions | | | | | | | |
| #16 | Improvement of evacuation routes | High | Pre | Police | Police Department Budget | Near-term | Evacuation route created and posted by RIEMA. Ongoing maintenance and improvements desired. |
| #17 | Evacuation route sustainment | High | Pre | Public Services | Public Services Department Budget | Near-term | Ongoing. Pavement management system instituted to monitor progress and give priority to damaged roads. |
| #18 | Maintain roadside trees | High | Pre | City arborist | City arborist budget | Near-term | Ongoing |
| #19 | Maintain debris management plan | Medium | Pre | Public Services | Public Services budget | Near-term | Ongoing |

Source: Newport 2014 Hazard Mitigation Plan

As storm intensities increase going forward, the Newport Emergency Management Agency (NEMA) will be key in contributing to the safety of residents through the dissemination of emergency information.

Code Red Emergency Communication Network

Code Red is an emergency notification system, created to disseminate warnings to residents and businesses of emergencies. The system disperses notifications via phone message, text message, and/or email. Residents or business owners can enroll for free and are able to update their contact information.

Community Rating System

The Community Rating System (CRS) recognizes communities' efforts in exceeding the minimum National Flood Investment Program requirements for flood plain management. As part of the National Flood Insurance Program (NFIP), communities adopt their own flood hazards map and Flood Insurance Study (FIS). The CRS program is voluntary for communities. The goals of the CRS are to reduce flood losses, facilitate accurate insurance rating, and promote the awareness of flood insurance. Cities that participate can receive a discount for flood insurance premiums based on the efforts to reduce flood risk.

As of 2014, Newport was not a participating city, but has the intention of joining. The Federal Emergency Management Agency (FEMA) informed the city that FEMA has officially closed the Community Assistance Visit and Informed the Internal Organization for Standardization (ISO) that they may proceed with Newport's CRS Application. Currently, the City of Newport is working on a new application and is scheduled to meet with RIEMA in December 2016.

13.2 Goals and Policies

Goal NHCC-1

To be a resilient community, protecting its citizens, property and economy from the evolving threat of climate change and its associated hazards.

- Policy NHCC-1.1** The City shall work with a broad coalition of stakeholders to create, adopt, implement and refine an innovative, comprehensive and strategic plan to address sea level rise and its consequences.
- Policy NHCC-1.2** The City shall take local actions to implement to both adapt to and mitigate impacts climate change and its impacts.

Goal NHCC-2

To provide a governmental structure and processes that can track and integrate new concepts to address climate change and its effects including sea level rise.

- Policy NHCC-2.1** The City shall be guided by a comprehensive, long term Natural Hazard Mitigation Plan, which integrates climate change initiatives across all departments and functions.
- Policy NHCC-2.2** City departments and functions shall be informed and influenced by climate change related initiatives and shall define and communicate the roles, responsibilities and contributions of key departments.
- Policy NHCC-2.3** The City should institutionalize climate change education as part of a regular governmental effort, throughout City departments and functions.
- Policy NHCC-2.4** The City should give climate change initiatives priority .and should allocate sufficient resources to develop and implement related initiatives.
- Policy NHCC-2.5** The City shall work with all agencies in order to maximize support, efficiency and effectiveness in addressing the effects of climate change.
- Policy NHCC-2.6** The City shall encourage the development of systems that disseminate information regarding climate change and its effects to community members and visitors in a timely and effective manner through a wide variety of platforms and media.
- Policy NHCC-2.7** The City shall link to resources and information on climate change from the City's website

Goal NHCC-3

To be a leader in efforts to understand the nature and science of climate change and how it impacts the community.

Policy NHCC-3.1 The City shall make efforts of acquire, evaluate, maintain, use and share relevant scientific data related to climate change with governmental, educational and institutional entities.

Policy NHCC-3.2 The City shall actively seek out, identify, participate with and support local, regional, state and national efforts to address climate change and its impacts.

Goal NHCC-4

To achieve a FEMA Community Rating System that reduces the costs of flood insurance to residents and businesses.

Policy NHCC-4.1 The City shall actively coordinate and collaborate with FEMA, Rhode Island Emergency Management, property owners and insurance underwriters to design, implement and secure credit for any and all improvements which reduce flooding and other natural hazard risks.

13.3 Implementation Actions

The following are the implementation actions for the goals included in the Natural Hazards & Climate Change Element.

| Goals & Actions | City Objectives | | | | | | | Priority | Time | Responsibility / CIP | |
|--|-----------------|-----------|-------|-------------|---------------|-------|---------|----------|-------------------------|----------------------|--|
| | Prosperous | Beautiful | Happy | Destination | Collaborative | Smart | Healthy | | | | Resilient |
| GOAL NHCC-1: To be a resilient community, protecting its citizens, property and economy from the evolving threat of climate change and its associated hazards. | | | | | | | | | | | |
| A) Maintain an active leadership role within the state, region and nationally with respect to climate change mitigation. | ■ | | | | ■ | | | ■ | High ———— \$ | Short & On-going | <ul style="list-style-type: none"> • City Council • City Manager |
| B) Advocate for climate change issues, science, technology and networks in a variety of public, private, non-profit and institutional settings. | ■ | | | | ■ | ■ | | ■ | High ———— \$ | Short & On-going | <ul style="list-style-type: none"> • City Council • EEC |
| GOAL NHCC-2: To provide a governmental structure and processes that can track and integrate new concepts to address climate change and its effects including sea level rise. | | | | | | | | | | | |
| A) Evaluate the City's current staffing, personnel, administrative organization and other related attributes to determine if they are ideally suited to accomplish climate change initiatives. | ■ | | | | ■ | ■ | | ■ | High ———— \$ | Mid | <ul style="list-style-type: none"> • City Council • City Manager |
| B) Communicate program objectives clearly to staff and empower key staff, boards and commissions to make decisions necessary to accomplish climate change program objectives. | ■ | | | | ■ | ■ | | ■ | High ———— No Cost | Mid | <ul style="list-style-type: none"> • City Manager |
| C) Include program goals in departmental performance assessments and recognize/celebrate success and innovation. | ■ | | | | ■ | ■ | | ■ | High ———— No Cost | Short & On-going | <ul style="list-style-type: none"> • City Manager |
| D) Seek out funding sources, collaborations and creative structures for accomplishing the City's climate change strategy. | ■ | | | | ■ | ■ | | ■ | High ———— \$ | Short & On-going | <ul style="list-style-type: none"> • City Manager |

| Goals & Actions | City Objectives | | | | | | | | Priority Cost | Time | Responsibility / CIP |
|--|-----------------|-----------|-------|-------------|---------------|-------|---------|-----------|-------------------------------|------------------|--|
| | Prosperous | Beautiful | Happy | Destination | Collaborative | Smart | Healthy | Resilient | | | |
| E) Continue to educate local citizens, property owners and business interests regarding the impacts of climate change, the costs of failing to adapt and mitigate and the options available to successfully overcome the challenges. | ■ | | ■ | ■ | ■ | ■ | ■ | ■ | High ———— No Cost to \$ | Short & On-going | <ul style="list-style-type: none"> • City Council • City Manager • EEC • Chamber |
| F) Solicit support from the corporate community, federal and state government; local and regional institutions, neighborhood groups and others for climate change initiatives. | ■ | | | ■ | ■ | ■ | ■ | ■ | High ———— \$ | Short & On-going | <ul style="list-style-type: none"> • City Council |
| G) Survey constituents on a regular basis and/or as relates to specific climate change actions or initiatives, seeking their comments. | ■ | | ■ | | ■ | ■ | | ■ | High ———— No Cost to \$ | Short & On-going | <ul style="list-style-type: none"> • City Council |
| GOAL NHCC-3: To be a leader in efforts to understand the nature and science of climate change and how it impacts the community. | | | | | | | | | | | |
| A) Establish Newport as a “real life” beta-testing facility for climate changes study. | ■ | | | ■ | ■ | ■ | ■ | ■ | High ———— \$ | Short & On-going | <ul style="list-style-type: none"> • City Council |
| B) Seek out, establish and support key technological, academic, government, institutional and commercial relationships that are necessary to fully and successfully implement the City’s climate change strategies. | ■ | | | ■ | ■ | ■ | ■ | ■ | High ———— \$ | Short & On-going | <ul style="list-style-type: none"> • City Council |
| GOAL NHCC-4: To achieve a FEMA Community Rating System that reduces the costs of flood insurance to residents and businesses. | | | | | | | | | | | |
| A) Coordinate and collaborate with FEMA, RI Emergency Management, property owners and insurance underwriters to design, implement and secure credit for any and all improvements which reduce flooding and other natural hazard risks. | ■ | | | ■ | ■ | ■ | ■ | ■ | High ———— \$ | Mid & On-going | <ul style="list-style-type: none"> • Property Owners • Chamber • RIEM • City Managements • Local Emergency Management Officials |

Implementing the Plan



In this Section:

Chapter 14 Implementation Program

Making any plan a reality is dependent on having a realistic and workable set of implementation measures to guide the City's steps in reaching the goals defined in the Comprehensive Plan.



Please see the next page.

14 Implementation Program



14.1 Overview

Plans are of little value unless they lead to action. To help move the Comprehensive Land Use Plan from the role of policy guidance to implementation, the City has identified a set of actions it will carry out over the next ten years to accomplish the goals and policies included in this Comprehensive Land Use Plan.

Pursuant to State mandates, these actions have been prioritized and the primary parties responsible to implement a particular action have been identified. In addition, actions identified in the current Capital Improvement Plan (CIP) are called out, as well as those which could benefit from being included in future CIP updates.

Sections 15.3 through 15.13 provide a table format for the implementation program (actions) included in this Comprehensive Land Use Plan Update. A guide to reading this table is provided below and illustrated on Figure 14-1.

- **Goal Statement**

The actions presented are organized under the goals established in each element. As the actions are intended to implement the goals and polices presented in Chapters 3 – 13, the goal statement is repeated here to provide context for the actions.

Reading Goal Statements:

Each goal statement starts with the word "To...". To read each goal statement, think of them as stating "It is the goal of the City of Newport to..."

- **Action**

The first column contains the actions that will be used to implement the Comprehensive Land Use Plan Update.

- **City Objectives**

As part of the Vision Statement, the City established eight objectives to help guide the direction of the plan (see Chapter 1 for complete Vision Statement). Each column represents one of the Objectives contained in the Vision Statement. A square symbol denotes which objective(s) a given action supports.

The column headings are shortened on the table for space, but represent the following:

- A **Prosperous** City
- A **Beautiful** City
- A **Happy** City
- A **Destination** City
- A **Collaborative** City
- A **Smart** City
- A **Healthy** City
- A **Resilient** City

| Goals & Actions | City Objectives | | | | | | | | Priority / Cost | Time | Responsibility / CIP |
|---|-----------------|-----------|-------|-------------|---------------|-------|---------|-----------|-----------------|------------------|----------------------|
| | Prosperous | Beautiful | Happy | Destination | Collaborative | Smart | Healthy | Resilient | | | |
| GOAL LU-1: The creation and implementation of effective and innovative strategies to minimize the impacts of sea level rise, storm surge and increased flooding on Newport's existing land use framework, its functions and its community benefits. | | | | | | | | | High \$\$ | Short & On-going | • City Council |
| A) Encourage use of the Best Management Practices identified in the 2015 Newport Resilience Assessment Tour's Technical Report #2 by the URI's CRC and Rhode Island Sea Grant, with particular emphasis on Newport's harbor area, the Point Neighborhood, and portions of the Fifth Ward and north end that are subject to sea level rise flooding and storm surge. | ■ | | | ■ | | | | | | | |

Action:
 For each goal contained in the Comprehensive Plan, there are one or more actions that will be carried out to implement that goal.

City Objectives:
 As part of the Vision Statement for the Comprehensive Plan, the City established eight objectives to help guide the direction of the plan. Each column represents an objective. A square symbol denotes which objective(s) a given action supports.

Priority / Cost:
 At the top of each entry is the priority of the action, from Low to High. Under the priority is one or more dollar symbols (\$) to represent an approximate cost for the action.

Timeframe:
 Year in which each action should be initiated.

- Short (1-2 years)
- Mid (3-5 years)
- Long (5-10 years)
- On-going

Responsibility / CIP:
 Listed in this column are the entities responsible for carrying out the action listed. Items to be included in City's CIP are noted.

Figure 14-1. How to Read Implementation Program

■ **Priority / Cost**

At the top of column for each action is a priority level. This represents the overall importance of the action relative to implementation of the Comprehensive Plan. Priority levels are designated as High, Mid (medium) and Low.

Under the priority level is one or more dollar symbols (\$) to represent an approximate cost for the action. This rough-order-of-magnitude cost is symbolized as follows:

- No Cost No notable cost projected
- \$ Up to \$25,000
- \$\$ \$25,000 to \$100,000
- \$\$\$ \$100,000 to \$250,000
- \$\$\$\$ \$250,000+ (bond or multi-year appropriation likely required)

- **Time (Timeframe).** This column represents the number of years expected for the completion of this action. These are defined as follows:

Short Complete within 2 years
Medium Complete within 3-5 years
Long Complete within 5-10 years
On-going A continuing activity

- **Responsibility / CIP.** The last column in the table identifies the party(ies) having primary responsibility to carry out the action, understanding that in many cases, successful implementation will require collaboration between multiple parties. This column also identifies current CIP funded projects.

14.2 Zoning / FLUM Consistency

Zoning is generally considered to be the primary tool for implementing the Comprehensive Land Use Plan. Because of this, State law requires that the City’s Zoning Ordinance be consistent with the Comprehensive Land Use Plan. This means the land uses and densities / intensities allowed by the Zoning Ordinance must be compatible with the goals, policies and land uses specified in the Comprehensive Land Use Plan. The consistency of existing City Zoning categories with proposed Comprehensive Land Use Plan land use designations is illustrated in the following consistency matrix (Table 14-1).

Table 14-1 - Zoning and FLUM Consistency Chart

| Zoning District | Land Use 2025 | FLUM Category | FLUM Density / Intensity |
|--------------------------------------|-------------------------------------|--------------------------------|--------------------------|
| Residential (R-160) | Urban Development (1 du/ac minimum) | Estate Residential | (0.27 to 0.36 du/ ac) |
| Residential (R-120) | Urban Development (1 du/ac minimum) | | |
| Residential (R-60) | Sewered Urban (5 du/ac minimum) | Low Density | (0.73 to 1.09 du/ ac) |
| Residential (R-40) | Sewered Urban (5 du/ac minimum) | | |
| Residential (R-40A) | Sewered Urban (5 du/ac minimum) | | |
| Residential (R-20) | Sewered Urban (5 du/ac minimum) | Medium Density | (2.18 to 4.36 du/ac) |
| Residential (R-10) | Sewered Urban (5 du/ac minimum) | | |
| Residential (R-10A) | Sewered Urban (5 du/ac minimum) | | |
| Residential (R-3) | Sewered Urban (5 du/ac minimum) | High Density | (14.52 du/ac or greater) |
| Limited Business (LB) | | Light Commercial | Not specified |
| General Business (GB) | | General Commercial | Not specified |
| Commercial Industrial (CI) | | Light Industrial | Residential Prohibited |
| Waterfront Business (WB) | | Waterfront Mixed-Use | Not specified |
| Traditional Maritime (TM) | | Traditional Maritime | Residential Prohibited |
| Recreational (REC) | | Parks and Open Space | Not specified |
| Open Space (OS) | | | |
| Water (W) (New) | | Water | Not specified |
| Innovation Hub Mixed Use (IMU) (New) | | Innovation Hub Mixed-Use (IMU) | Not specified |
| Institutional Overlay (INST) (New) | | Institutional Overlay | Not specified |

Newport Comprehensive Land Use Plan

Table 14-2 displays a list of inconsistencies between the existing Zoning Map (Map 3-2) and the Future Land Use Map (Map 3-6). The table lists each of the inconsistencies. The “Map ID” column corresponds to the location (number) shown on Map 14-1. The following columns show the existing zoning designations, the proposed zoning designation that should be applied to achieve consistency, the current FLUM designation, and a timeframe for when the City should resolve the inconsistency. To resolve these inconsistencies, the City will need to rezone each location’s existing zoning district to a zoning district consistent with the Future Land Use Map. The City is proposing to resolve all inconsistencies within two years, so each inconsistency has been given a timeframe of “Short”.

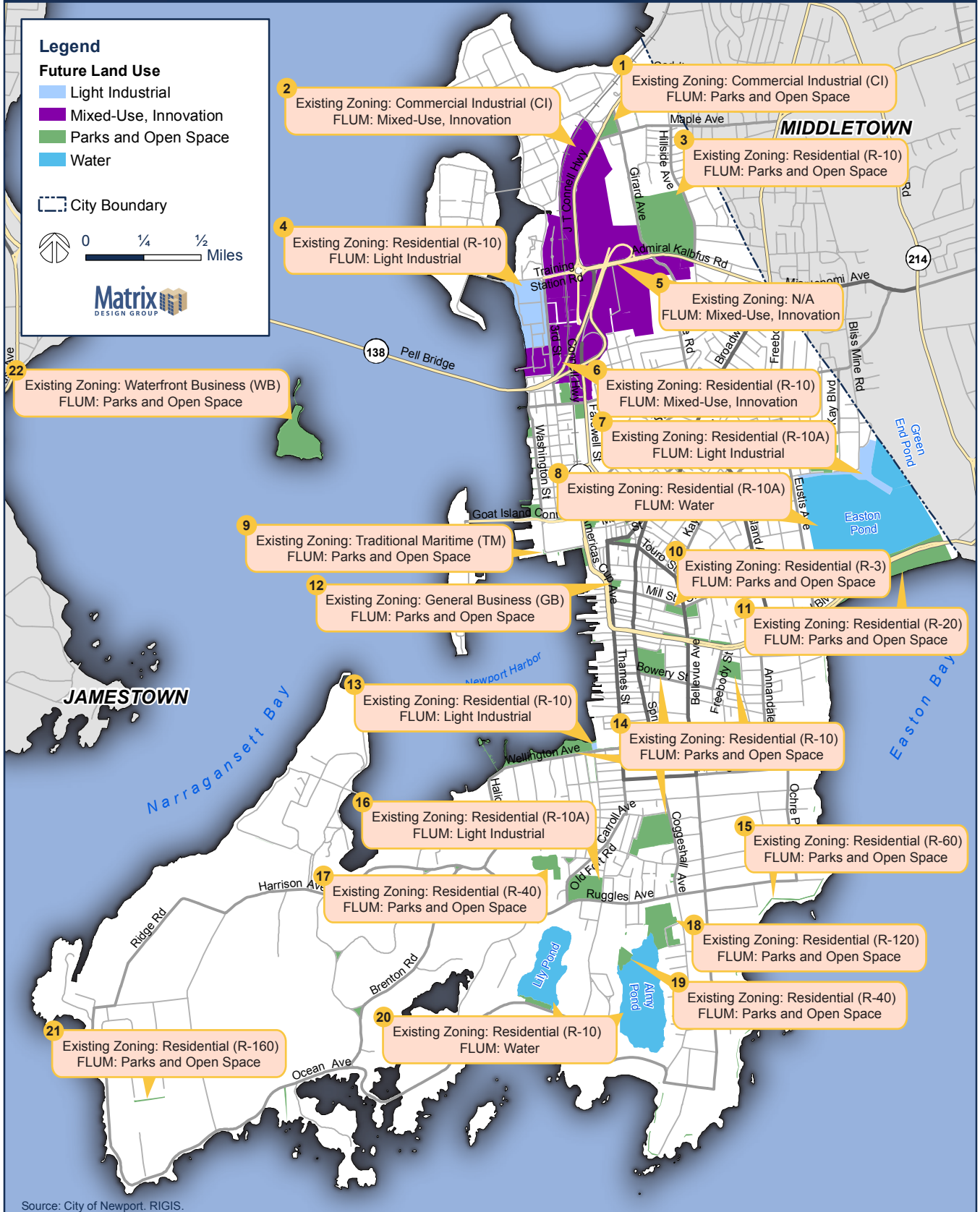
For the Water and Innovation Hub Mixed Use FLUM designations, the City will need to develop matching zoning designations as part of the zoning update.

Table 14-2 – Inconsistencies Table

| Map ID | Existing Zoning | Proposed Zoning | FLUM | Timeframe |
|--------|----------------------------|----------------------------|-----------------------|-----------|
| 1 | Commercial Industrial (CI) | Recreation (REC) | Parks and Open Space | Short |
| 2 | Commercial Industrial (CI) | Innovation Hub Mixed Use | Mixed-Use, Innovation | |
| 3 | Residential (R-10) | Recreation (REC) | Parks and Open Space | |
| 4 | Residential (R-10) | Commercial Industrial (CI) | Light Industrial | |
| 5 | N/A | Innovation Hub Mixed Use | Mixed-Use, Innovation | |
| 6 | Residential (R-10) | Innovation Hub Mixed Use | Mixed-Use, Innovation | |
| 7 | Residential (R-10A) | Commercial Industrial (CI) | Light Industrial | |
| 8 | Residential (R-10A) | Water | Water | |
| 9 | Traditional Maritime (TM) | Recreation (REC) | Parks and Open Space | |
| 10 | Residential (R-3) | Recreation (REC) | Parks and Open Space | |
| 11 | Residential (R-20) | Recreation (REC) | Parks and Open Space | |
| 12 | General Business (GB) | Recreation (REC) | Parks and Open Space | |
| 13 | Residential (R-10) | Commercial Industrial (CI) | Light Industrial | |
| 14 | Residential (R-10) | Recreation (REC) | Parks and Open Space | |
| 15 | Residential (R-60) | Recreation (REC) | Parks and Open Space | |
| 16 | Residential (R-10A) | Commercial Industrial (CI) | Light Industrial | |
| 17 | Residential (R-40) | Recreation (REC) | Parks and Open Space | |
| 18 | Residential (R-120) | Recreation (REC) | Parks and Open Space | |
| 19 | Residential (R-40) | Recreation (REC) | Parks and Open Space | |
| 20 | Residential (R-10A) | Water | Water | |
| 21 | Residential (R-160) | Recreation (REC) | Parks and Open Space | |
| 22 | Waterfront Business (WB) | Recreation (REC) | Parks and Open Space | |



Zoning - Future Land Use Map Analysis



Source: City of Newport. RIGIS.

14.3 Land Use

The following are the implementation actions for the goals included in the Land Use Element.

| Goals & Actions | City Objectives | | | | | | | | Priority Cost | Time | Responsibility / CIP |
|---|-----------------|-----------|-------|-------------|---------------|-------|---------|-----------|------------------|----------------|---|
| | Prosperous | Beautiful | Happy | Destination | Collaborative | Smart | Healthy | Resilient | | | |
| GOAL LU-1: To provide a balanced city consisting of residential, commercial, and employment uses consistent with the character, environmental resources and vision of the community. | | | | | | | | | | | |
| A) Update City's Zoning Ordinance to add Mixed Use designations compatible with the designations included in this Comprehensive Plan. | ■ | ■ | ■ | ■ | ■ | ■ | ■ | ■ | High \$ | Short | <ul style="list-style-type: none"> City Council Planning and Zoning Board Planning |
| B) Actively pursue implementation of all North End redevelopment projects and related initiatives. | ■ | ■ | ■ | ■ | ■ | ■ | ■ | ■ | High \$\$\$\$ | Mid & On-going | <ul style="list-style-type: none"> City Council (In CIP – partial) |
| C) Update City's Zoning Map to reflect the changes noted on Map 14-1 and Table 14-2. | ■ | ■ | ■ | ■ | ■ | ■ | ■ | ■ | High \$ | Short | <ul style="list-style-type: none"> City Council Planning and Zoning Board Planning |
| D) Lighting used on public and private lands should be integrally designed as part of the built environment and should reflect a balance for the lighting needs with the contextual ambient light level and surrounding nighttime characteristics of our community. This includes: <ul style="list-style-type: none"> The lighting designers should consider utilizing pre-curfew and post-curfew lighting designs with automatic control systems to eliminate excessive light during non-active hours of site and building operation. Full cut-off fixtures and shielding should be utilized to effectively control glare and light trespass. Architectural lighting should only be utilized to highlight special features or to enhance public safety. Lighting of expansive wall planes and roofs should be avoided. Landscape lighting should only be utilized to accent landscaping, be pointed away from property lines, and fixtures shall be shielded to minimize light trespass on adjacent properties or public spaces. | ■ | ■ | ■ | ■ | | | | | High \$ | | <ul style="list-style-type: none"> Planning and Zoning Board Planning |

| Goals & Actions | City Objectives | | | | | | | | Priority Cost | Time | Responsibility / CIP |
|---|-----------------|-----------|-------|-------------|---------------|-------|---------|-----------|-----------------------------|------------------------|--|
| | Prosperous | Beautiful | Happy | Destination | Collaborative | Smart | Healthy | Resilient | | | |
| GOAL LU-2: To develop a planning framework that helps the City respond to the impacts of sea level rise, storm surge and increased flooding. | | | | | | | | | | | |
| A) Encourage use of the Best Management Practices identified in the 2015 Newport Resilience Assessment Tour's Technical Report #2 by the URI's CRC and Rhode Island Sea Grant. | ■ | | | ■ | | | | ■ | High —— \$\$ | Short & On-going | • City Council |
| B) Encourage the voluntary use of the Insurance Institute for Business and Home Safety's "Fortified" Code-Plus Design Standards (www.disastersafety.org/fortified-main). | ■ | | | | | | | ■ | Mid —— \$ | Short | • Building Dept. |
| C) Plan, design, install and maintain/operate public infrastructure to limit or avoid impacts from flooding and to enhance post-event recovery. | ■ | ■ | | | | | | ■ | High —— \$\$\$ | Mid to Long & On-going | • Public Services • Utilities (In CIP – partial) |
| D) Maximize the ability to leverage natural systems as "accommodation zones" and/or "preservation zones" where possible. | | ■ | | | | | | ■ | High —— No Cost to \$ | Short & On-going | • Planning and Zoning Board • Land Trusts |
| E) In redeveloping the city's North End, implement low impact storm water design practices to the maximum extent practical. | | ■ | | | ■ | | | ■ | Mid —— \$ | Short to Mid | • Planning and Zoning Board • RIDOT • Utilities • Land owners |
| F) Continue as a primary participant and supporter of the developing Shoreline Change SAMP. | ■ | ■ | | ■ | ■ | | | ■ | High —— \$ | Short & On-going | • City Council • Planning and Zoning Board |
| G) Upon completion of the Shoreline Change SAMP, incorporate, as appropriate, its recommended tools for planning and land use permitting into applicable plans, regulations, programs and procedures. | ■ | ■ | | ■ | ■ | | | ■ | Mid —— \$ | Short & On-going | • City Council • Planning and Zoning Board |
| H) Develop, adopt and administer design standards for historic neighborhoods that are consistent with historic preservation requirements and which do not alter the character of the neighborhood. | ■ | ■ | | | ■ | | | ■ | High —— \$ | Short & On-going | • City Council, • Planning and Zoning Board • Building |

| Goals & Actions | City Objectives | | | | | | | | Priority Cost | Time | Responsibility / CIP |
|---|-----------------|-----------|-------|-------------|---------------|-------|---------|-----------|------------------|------|---|
| | Prosperous | Beautiful | Happy | Destination | Collaborative | Smart | Healthy | Resilient | | | |
| l) Take necessary steps to become eligible for FEMA's NFIP Community Rating System. | ■ | | | | | | ■ | ■ | Mid \$ | Mid | <ul style="list-style-type: none"> • City Council • Planning and Zoning Board • Building |

14.4 Economic Development

The following are the implementation actions for the goals included in the Economic Development Element.

| Goals & Actions | City Objectives | | | | | | | | Priority Cost | Time | Responsibility / CIP |
|--|-----------------|-----------|-------|-------------|---------------|-------|---------|-----------|----------------------------|------------------|--|
| | Prosperous | Beautiful | Happy | Destination | Collaborative | Smart | Healthy | Resilient | | | |
| GOAL ED-1: To develop a robust and diverse economy, providing suitable employment opportunities for residents, and a stable tax base. | | | | | | | | | | | |
| A) Pursue coordinated implementation of the Pell Bridge re-alignment, the Westside Master Plan, the Innovation Hub, Navy Hospital site redevelopment, Hope VI housing completion, the Sheffield Incubator, CCRI and other north end economic development projects and initiatives. | ■ | | | ■ | ■ | ■ | | ■ | High —— \$\$\$ | Short & On-going | <ul style="list-style-type: none"> • City Council • RIDOT • RIDEM • Navy • Utilities (In CIP – partial) |
| B) Continue to aggressively pursue opportunities to leverage climate change and resiliency as a key part of the City's economic development and diversification initiatives. | ■ | | | | ■ | | ■ | ■ | High —— \$ | Short & On-going | <ul style="list-style-type: none"> • City Council • Civic Investment (In CIP – partial) |
| C) Continue to work with Discover Newport, NCCVB, Commerce RI, Newport Preservation Society, Newport County Chamber, Newport Harbor Corporation and other stakeholders to expand tourism in the city. | ■ | | | | ■ | | | | High —— \$ | Short & On-going | <ul style="list-style-type: none"> • Civic Investment |
| D) Continue to support Healthcare and social services by maintaining close and regular communication with Lifespan (Newport Hospital) leadership, the Maher Center and others in order to anticipate and resolve issues of mutual concern. | ■ | | | | ■ | | ■ | | Mid —— No Cost to \$ | Short & On-going | <ul style="list-style-type: none"> • City Council • City Manager |
| E) Collaborate with local academic institutions to advance STEAM educational priorities and workforce development. | ■ | | | | ■ | ■ | | ■ | High —— \$ | Short & On-going | <ul style="list-style-type: none"> • City Council |
| F) Collect and evaluate data on home-based businesses. | ■ | | | | | ■ | ■ | | Mid —— No Cost to \$ | Short | <ul style="list-style-type: none"> • Planning • Finance |
| G) Work with local service providers to improve communications infrastructure necessary to support new business opportunities. | ■ | | | | ■ | ■ | ■ | ■ | High —— \$\$\$ | Mid & On-going | <ul style="list-style-type: none"> • Utilities • RIDOT (In CIP – partial) |

| Goals & Actions | City Objectives | | | | | | | | Priority Cost | Time | Responsibility / CIP |
|---|-----------------|-----------|-------|-------------|---------------|-------|---------|-----------|-----------------------|------------------|--|
| | Prosperous | Beautiful | Happy | Destination | Collaborative | Smart | Healthy | Resilient | | | |
| H) Support CIP projects which advance multiple Comprehensive Plan or Strategic Plan goals. | ■ | | | | ■ | ■ | | ■ | High No Cost to \$ | Short & On-going | • City Council |
| I) Continue to pursue and implement infrastructure improvements in the city's North End to enhance economic development potential. | ■ | ■ | | | ■ | ■ | ■ | ■ | High \$\$\$ | Short & On-going | • City Council • Civic Investment • Public Services • Utilities (In CIP) |
| J) Continue to support streetscape projects in mixed use arterial corridors. | ■ | ■ | | ■ | ■ | ■ | ■ | ■ | Mid \$\$ | Mid & On-going | • City Council (In CIP) |
| K) Continue efforts to develop workforce capabilities in collaboration with educational and business entities. | ■ | | | | ■ | | | | High No Cost to \$ | Short & On-going | • City Council |
| L) Work closely with Commerce RI, Newport County Chamber, US EDA, NUWC, URI, SENEDIA and other like groups to pursue cyber-security, energy, resiliency and other STEAM technology related diversification efforts. | ■ | | | | ■ | ■ | | ■ | High No Cost to \$ | Short & On-going | • City Council |
| GOAL ED-2: To protect and enhance the City's maritime related businesses. | | | | | | | | | | | |
| A) Continue to give high priority to water-related uses on the waterfront within the City harbor area. | ■ | ■ | | | ■ | | ■ | | High \$ | Short & On-going | • City Council • Planning and Zoning Board • Planning • RIDEM |
| B) Promote, secure and improve public access to the shoreline. | ■ | ■ | ■ | ■ | ■ | | ■ | | High \$ | Short & On-going | • City Council • Planning and Zoning Board • Planning |
| C) Evaluate current land use regulations and permit procedures to identify modifications that would promote and protect maritime business on appropriate sites. | ■ | | | | | | | | Mid No Cost to \$ | Short to Mid | • Planning and Zoning Board • Planning |

| Goals & Actions | City Objectives | | | | | | | | Priority Cost | Time | Responsibility / CIP |
|---|-----------------|-----------|-------|-------------|---------------|-------|---------|-----------|----------------------------|----------|---|
| | Prosperous | Beautiful | Happy | Destination | Collaborative | Smart | Healthy | Resilient | | | |
| GOAL ED-3: To provide efficient and effective government services to encourage economic development. | | | | | | | | | | | |
| A) Enhance efforts to document total visitors and costs associated with providing services to these visitors. | ■ | | | | | | | ■ | Mid No Cost to \$ | On-going | <ul style="list-style-type: none"> • Civic Investment • Finance |

14.5 Housing Element

The following are the implementation actions for the goals included in the Housing Element.

| Goals & Actions | City Objectives | | | | | | | | Priority Cost | Time | Responsibility / CIP |
|--|-----------------|-----------|-------|-------------|---------------|-------|---------|-----------|-----------------------|------------------|---|
| | Prosperous | Beautiful | Happy | Destination | Collaborative | Smart | Healthy | Resilient | | | |
| GOAL H-1: To preserve and protect existing housing resources in the community. | | | | | | | | | | | |
| A) Establish an educational program to help property owners learn about City plans, codes, standards, and other applicable information. | ■ | | | | ■ | | ■ | | Mid No Cost to \$ | Mid | • City Manager |
| B) Enhanced enforcement of life safety, parking, noise and property maintenance codes as a means of protecting property value, promoting stability and neighborhood quality of life. | ■ | ■ | | ■ | | | ■ | | High \$ | On-going | • City Manager • Police • Zoning Enforcement • Building |
| C) Establish a compliance to encourage efficient and effective reporting and incident management. | | | | | ■ | | ■ | | Mid No Cost to \$ | Mid | • City Manager |
| D) Provide sufficient staff, training, legal support and budget to implement a comprehensive program of education, assistance and compliance enforcement. | ■ | ■ | ■ | ■ | ■ | | ■ | ■ | Mid \$ -- \$\$ | Mid | • City Council |
| E) Preserve and enhance the inventory of low-to-moderate income (LMI) housing, particularly as it relates to serving the elderly and citizens with disabilities. | ■ | | | | ■ | | ■ | | High No Cost to \$ | Mid & On-going | • Planning and Zoning Board • Housing Authority |
| F) Explore funding a Housing Trust Fund that would incentivize and / or complement other funds to create affordable housing | ■ | | ■ | | | | | ■ | High \$ -- \$\$ | Short | • City Council • City Manager • Housing Authority |
| G) Continue to seek and acquire funding for improving and enhancing affordable housing conditions. | ■ | ■ | | | ■ | | ■ | ■ | Mid \$ | Mid & On-going | • City Council • City Manager • Housing Authority (In CIP) |
| H) Continue to administer CDBG programs for residential housing rehab, lead abatement and code improvements to address health, safety, ADA standards and other applicable standards. | ■ | ■ | | | ■ | | ■ | ■ | High \$ - \$\$ | Short & On-going | • City Manager • Housing Authority (In CIP) |

| Goals & Actions | City Objectives | | | | | | | | Priority Cost | Time | Responsibility / CIP |
|--|-----------------|-----------|-------|-------------|---------------|-------|---------|-----------|----------------------|------------------|---|
| | Prosperous | Beautiful | Happy | Destination | Collaborative | Smart | Healthy | Resilient | | | |
| I) Encourage the creation and use of neighborhood watch programs to identify and resolve issues in a timely manner. | | | ■ | | | | ■ | | Mid No Cost to \$ | Mid | <ul style="list-style-type: none"> Neighborhood Associations Police |
| J) Identify neighborhoods at risk due to flooding and sea level rise and investigate options to help fund or otherwise support appropriate improvements to eliminate or reduce damage from flooding. | ■ | | | | ■ | | ■ | ■ | High \$\$\$ | Short & On-going | <ul style="list-style-type: none"> City Council |
| K) Assess the extent of homelessness, its impact on city services, determine the resources needed to address homelessness, and take a leadership role, in partnership with community-based agencies, to meet the needs of individuals and families who are homeless. | ■ | | ■ | | ■ | | ■ | ■ | High \$ - \$\$ | Short & On-going | <ul style="list-style-type: none"> City Manager Housing Authority |
| GOAL H-2: To preserve and enhance existing moderate workforce and low moderate income (LMI) housing. | | | | | | | | | | | |
| A) Monitor Newport's housing market data and trends through new development, sales, and other market transactions. | ■ | | | | | ■ | | ■ | Mid No Cost to \$ | Short & On-going | <ul style="list-style-type: none"> City Manager Chamber |
| B) Provide appropriate links on the City's web page to sites where residents can easily access, search, analyze, and interpret housing data. | ■ | | | | | ■ | | | Mid No Cost to \$ | Short & On-going | <ul style="list-style-type: none"> City Manager Engage Newport |
| C) Provide City leadership with semi-annual reports containing updates of appropriate data. | ■ | | | | | ■ | | | Mid No Cost | Short & On-going | <ul style="list-style-type: none"> City Manager |
| D) Use market data to evaluate progress in accomplishing related Plan goals and policies at least annually, and make any necessary plan/program adjustments. | ■ | | | | ■ | ■ | | ■ | Mid No Cost | Mid & On-going | <ul style="list-style-type: none"> City Council City Manager |

| Goals & Actions | City Objectives | | | | | | | | Priority Cost | Time | Responsibility / CIP |
|--|-----------------|-----------|-------|-------------|---------------|-------|---------|-----------|-----------------------------------|------------------|---|
| | Prosperous | Beautiful | Happy | Destination | Collaborative | Smart | Healthy | Resilient | | | |
| GOAL H-3: To reduce the percentage of seasonally vacant homes and increase neighborhood stability and vitality. | | | | | | | | | | | |
| A) Continue aggressive efforts to accomplish economic diversification goals as a means of increasing full time residential occupancy. | ■ | | ■ | | | ■ | | ■ | High —— \$\$\$ | Short & On-going | <ul style="list-style-type: none"> • City Council |
| B) Investigate the potential of creating a market for temporary use of vacant seasonal rentals by business employees (short term extended residence) or to fill other unique needs which may not be met currently by the market. | ■ | | | | | | | | Mid to Low —— No Cost to \$ | Mid | <ul style="list-style-type: none"> • Realtors • Chamber |
| C) Investigate the feasibility of establishing a (confidential) "registry" of seasonally vacant homes, to be maintained by public safety officials as a means of enhancing awareness and security. | ■ | | | | | ■ | | | Mid to Low —— No Cost to \$ | Mid | <ul style="list-style-type: none"> • Landlords • Realtors • Police |
| GOAL H-4: To expand housing to address Newport's senior population. | | | | | | | | | | | |
| A) Create incentives for developing and/or converting units to meet the needs of senior citizens. | ■ | | ■ | | | ■ | | | Mid —— \$ | Mid & On-going | <ul style="list-style-type: none"> • City Council • Housing Authority |

14.6 Community Services & Facilities Element

The following are the implementation actions for the goals included in the Community Services & Facilities Element.

| Goals & Actions | City Objectives | | | | | | | | Priority Cost | Time | Responsibility / CIP |
|---|-----------------|-----------|-------|-------------|---------------|-------|---------|-----------|-----------------------------|------------------|----------------------------------|
| | Prosperous | Beautiful | Happy | Destination | Collaborative | Smart | Healthy | Resilient | | | |
| GOAL CSF-1: To provide a full range of quality public services and facilities to its residents. | | | | | | | | | | | |
| A) Develop, adopt and manage a long-term, phased, integrated and comprehensive plan for City services and facilities which evaluates needs and service gaps for all areas, improvement costs and funding sources/options and identifies a range of potential strategies, tied to key community goals. | ■ | ■ | | ■ | | ■ | ■ | ■ | High —— \$\$\$ | Long | • City Council |
| B) Continually evaluate the ability to accomplish key community strategic goals using shared services, public-private agreements, selective privatized services, leases and or license agreements and other similar arrangements. | ■ | | | | ■ | ■ | | | High —— No Cost to \$ | Short & On-going | • City Council • City Manager |
| GOAL CSF-2: To meet or exceed the State's mandated solid waste recycling rate of 35%. | | | | | | | | | | | |
| A) Begin to include compost waste into the City's recycling efforts. | | ■ | | | | ■ | ■ | ■ | Mid —— \$ | Mid | • City Council |
| B) Educate citizens regarding the benefits of composting, available programs and the costs associated with organic waste disposal. | | | | | ■ | ■ | ■ | ■ | Mid —— \$ | Mid | • Solid Waste Contractor |
| C) Participate in state and regional efforts to develop long term, viable solutions to anticipated changes in solid waste disposal options. | ■ | | | | ■ | ■ | ■ | ■ | High —— No Cost to \$ | Long | • City Council |
| D) Educate citizens regarding the benefits of composting, available programs and the costs associated with organic waste disposal. | | | | | | ■ | ■ | ■ | High —— No Cost | On-going | • Public Services |
| E) Participate in state and regional efforts to develop long-term, viable solutions to anticipated changes in solid waste disposal options and landfill capacity. | ■ | ■ | ■ | | | | ■ | ■ | High —— No Cost to \$ | On-going | • Public Services |

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| Goals & Actions | City Objectives | | | | | | | | Priority Cost | Time | Responsibility / CIP |
|---|-----------------|-----------|-------|-------------|---------------|-------|---------|-----------|-----------------------|------------------|---|
| | Prosperous | Beautiful | Happy | Destination | Collaborative | Smart | Healthy | Resilient | | | |
| GOAL CSF-3: To provide adequate fire and police protection facilities and services to ensure the safety of residents and the protection of property in the city. | | | | | | | | | | | |
| A) The City will train fire fighters, police officers, building inspectors, and Public Services and Utilities staff to levels appropriate for their tasks and responsibilities. | | | ■ | | | | ■ | ■ | High \$ | On-going | <ul style="list-style-type: none"> • Police • Fire |
| GOAL CSF-4: To provide the best education system for the community. | | | | | | | | | | | |
| A) Address anticipated funding deficits and continue to adjust/scale and improve facilities to reflect changing demographics. | ■ | | | | ■ | ■ | | ■ | High \$\$ | Short & On-going | <ul style="list-style-type: none"> • City Council • City Manager • BoE |
| B) Continue efforts to improve the condition of Newport's public school facilities, with an emphasis on energy efficiency, safety, security and technology. | ■ | | | | ■ | ■ | | | High \$\$\$ | Short & On-going | <ul style="list-style-type: none"> • City Council • BoE • State of RI (In CIP) |
| C) Work with public school leaders and cohort interests to incorporate and build mutually supportive curricula, associations and efforts emphasizing STEAM (Science, Technology, Engineering, Arts and Mathematics), resiliency, workforce training and placement, and the community's economic diversification strategies. | ■ | | | | ■ | ■ | | ■ | High \$ | Short & On-going | <ul style="list-style-type: none"> • City Council • City Manager • BoE |
| GOAL CSF-5: To work with local and regional institutions, non-profits and other service providers to provide a comprehensive system of social services necessary to meet the needs of City residents. | | | | | | | | | | | |
| A) Actively support the Health Equity Zone initiative and exploit related institutional relationships and networks to improve community health. | ■ | ■ | | | ■ | | ■ | ■ | High No Cost to \$ | Mid | <ul style="list-style-type: none"> • City Council • City Manager |
| B) Continue to make information regarding local and regional services widely available to the public through multiple means. | | | ■ | | ■ | | ■ | | Mid No Cost | Short & On-going | <ul style="list-style-type: none"> • City Council • Regional Planning • Engage Newport |

| Goals & Actions | City Objectives | | | | | | | | Priority Cost | Time | Responsibility / CIP |
|---|-----------------|-----------|-------|-------------|---------------|-------|---------|-----------|----------------------|------------------|----------------------------------|
| | Prosperous | Beautiful | Happy | Destination | Collaborative | Smart | Healthy | Resilient | | | |
| GOAL CSF-6: To provide suitable and enhanced facilities to serve the City's senior population. | | | | | | | | | | | |
| A) Continue to support the King Center, working in collaboration with other community partners and including promotion of the Center, its programs and facilities to local and regional social and economic development groups. | ■ | | ■ | | ■ | | ■ | ■ | High —— \$\$\$ | Short & On-going | • City Council (In CIP) |
| B) Fully fund planned King Center facility improvements identified in the FY 2017-2021 CIP. | ■ | ■ | ■ | | ■ | | ■ | ■ | High —— \$\$\$ | Short | • City Council (In CIP) |
| GOAL CSF-7: To maintain a superior public library system. | | | | | | | | | | | |
| A) Actively participate in or encourage support for, the Rhode Island Library Association. | | | | | ■ | ■ | | | Mid —— \$ | Short & On-going | • City Council |
| B) Continue to plan for and fund necessary capital facility improvements. | | ■ | | | ■ | ■ | ■ | | High —— \$\$ | Short | • City Council (In CIP) |
| C) Investigate ways to leverage and include the City library in economic diversification initiatives. | ■ | | | | ■ | ■ | | | Mid —— No Cost | Mid | • City Council • City Manager |

14.7 Transportation & Circulation Element

The following are the implementation actions for the goals included in the Transportation & Circulation Element.

| Goals & Actions | City Objectives | | | | | | | | Priority Cost | Time | Responsibility / CIP |
|---|-----------------|-----------|-------|-------------|---------------|-------|---------|-----------|----------------------|------------------|--|
| | Prosperous | Beautiful | Happy | Destination | Collaborative | Smart | Healthy | Resilient | | | |
| GOAL T-1: To provide a comprehensive, multimodal transportation system for all users. | | | | | | | | | | | |
| A) Design, construct and maintain all public transportation facilities and improvements to be in compliance with applicable ADA standards. | ■ | | ■ | | ■ | | ■ | | High —— \$\$ | Short & On-going | <ul style="list-style-type: none"> Public Services RIDOT (In CIP) |
| B) Give high priority to providing or enhancing para-transit or other similar mobility services focused on the needs of the elderly and/or those with visual, auditory or ambulatory impairments. | | | ■ | | | | ■ | | High —— \$\$ | Short & On-going | <ul style="list-style-type: none"> City Council RIDOT |
| C) Safely accommodate bicycles as a mode of transportation. | ■ | | ■ | ■ | ■ | ■ | ■ | ■ | High —— \$\$ | Short & On-going | <ul style="list-style-type: none"> Public Services RIDOT |
| GOAL T-2: To link into the overall regional multi modal transportation network on Aquidneck Island. | | | | | | | | | | | |
| A) Participate in State and regional planning for transportation systems.. | ■ | | | ■ | ■ | | ■ | | Mid —— \$ | Short & On-going | <ul style="list-style-type: none"> City Council RIDOT |
| B) Work to implement local actions needed to accomplish applicable State and regional mobility strategies. | ■ | | | ■ | ■ | | ■ | | High —— \$\$ | Short & On-going | <ul style="list-style-type: none"> City Council Public Services |
| C) Continue to improve and maintain the multi-modal visitor center as a key part of the regional economic and transportation systems. | ■ | ■ | | ■ | ■ | | | | High —— \$\$\$ | Short & On-going | <ul style="list-style-type: none"> City Council Tourism Board RIDOT |
| D) Pursue completion of the Pell Bridge access re-alignment and related land disposition and redevelopment, including the incorporation of facilities for alternative modes (biking, transit, and walking paths) consistent with the concepts contained in the West Side master plan. | ■ | | | ■ | ■ | ■ | ■ | ■ | High —— \$\$\$ | Short & On-going | <ul style="list-style-type: none"> City Council Public Services Planning RIDOT |
| E) Pursue completion of "The First Mile" multi-use path. | ■ | ■ | ■ | ■ | ■ | ■ | ■ | ■ | High —— \$\$ | Short & On-going | <ul style="list-style-type: none"> Public Services RIDOT |

| Goals & Actions | City Objectives | | | | | | | | Priority Cost | Time | Responsibility / CIP |
|---|-----------------|-----------|-------|-------------|---------------|-------|---------|-----------|-----------------------|------------------|---|
| | Prosperous | Beautiful | Happy | Destination | Collaborative | Smart | Healthy | Resilient | | | |
| F) Continue to provide support for the Newport State Airport as a small scale general aviation airport to support local and regional economic diversification initiatives. | ■ | | | | ■ | | | | Mid No Cost to \$ | Mid & On-going | <ul style="list-style-type: none"> City Council Chamber RIDOT FAA |
| GOAL T-3: To provide appropriate funding and financing of transportation infrastructure. | | | | | | | | | | | |
| A) Work in close collaboration with State legislative representatives and agency staff, and local and regional agencies and organizations to assess and adjust current funding formulas and approaches to increase support for tourism and to mitigate related impacts. | ■ | | | ■ | ■ | | | ■ | High No Cost to \$ | Short & On-going | <ul style="list-style-type: none"> City Council Public Services |
| B) To the extent possible, tie transit fees and costs to users, providing fee reductions to seniors and disadvantaged populations. | ■ | | | | | | | | Mid No Cost | Mid | <ul style="list-style-type: none"> Transit Authority |
| C) Continue to program regular pavement improvements in order to maintain functionality. | ■ | | | | ■ | | ■ | ■ | High \$\$\$ | Short & On-going | <ul style="list-style-type: none"> City Council City Manager Public Services (In CIP) |
| GOAL T-4: To use state-of-the-art design and technology to create a safe, efficient, environmentally sound and user-friendly transportation system. | | | | | | | | | | | |
| A) Incorporate LID storm water management approaches into street design. | ■ | ■ | | | ■ | | ■ | ■ | High \$ | Short & On-going | <ul style="list-style-type: none"> City Engineer RIDOT Utilities Planning and Zoning Board EEC |
| B) Continue to create multi-modal, mixed use corridors along major arterial streets within the city through the uses of "complete streets" practices. | ■ | ■ | | ■ | ■ | | ■ | ■ | High \$-\$ | Short & On-going | <ul style="list-style-type: none"> Planning and Zoning Board RIDOT City Engineer (In CIP) |
| C) Design bike and pedestrian facilities into street improvement plans and link these into the larger regional network of bike, pedestrian and transit systems. | ■ | ■ | | ■ | ■ | | ■ | ■ | High \$ | Short & On-going | <ul style="list-style-type: none"> Planning and Zoning Board RIDOT City Engineer |

| Goals & Actions | City Objectives | | | | | | | | Priority Cost | Time | Responsibility / CIP |
|--|-----------------|-----------|-------|-------------|---------------|-------|---------|-----------|----------------------|------------------|--|
| | Prosperous | Beautiful | Happy | Destination | Collaborative | Smart | Healthy | Resilient | | | |
| D) Promote the development of strategically located mixed use nodes (i.e. North End and the City's historical urban core area). | ■ | | | ■ | ■ | ■ | ■ | ■ | High \$ | Short & On-going | <ul style="list-style-type: none"> City Council Planning and Zoning Board Public Services Planning |
| E) Continue to collect and evaluate data concerning local transit use and use this data to refine plans, programs and operations. | ■ | | | | | ■ | ■ | ■ | Mid No Cost to \$ | Mid & On-going | <ul style="list-style-type: none"> RIDOT Transit Authority |
| F) Continue to assess the potential to use the former rail spur in the city as a multi-use trail component to serve both residents and visitors as included in the Rhode Island TIP. | ■ | ■ | | ■ | | | | | Mid \$-\$ | Mid | <ul style="list-style-type: none"> City Council Tourism Board Public Services Planning |
| GOAL T-5: To provide sufficient and suitably located parking, designed to eliminate, mitigate or reduce impacts. | | | | | | | | | | | |
| A) Evaluate the potential to establish parking areas outside of the main tourist areas and use transit to move visitors into and around the community. | ■ | | ■ | | | | | | Mid \$ | Mid | <ul style="list-style-type: none"> Public Services Parking Authority |
| B) Develop and implement a comprehensive parking plan. | ■ | | ■ | | | | | | Mid \$ | Mid & On-going | <ul style="list-style-type: none"> Parking Authority |
| C) Continue to endorse and promote transportation options, particularly during peak tourism season. | ■ | ■ | ■ | ■ | ■ | | | ■ | High \$ | Mid & On-going | <ul style="list-style-type: none"> Parking Authority Chamber |

14.8 Open Space & Recreation Element

The following are the implementation actions for the goals included in the Open Space & Recreation Element.

| Goals & Actions | City Objectives | | | | | | | | Priority Cost | Time | Responsibility / CIP |
|--|-----------------|-----------|-------|-------------|---------------|-------|---------|-----------|----------------------|----------------|---|
| | Prosperous | Beautiful | Happy | Destination | Collaborative | Smart | Healthy | Resilient | | | |
| GOAL OSR-1: To provide a range of appropriate open space and outdoor recreational amenities for use by residents and visitors. | | | | | | | | | | | |
| A) Maintain an accurate and up to date inventory of all City open space and recreational assets and annually evaluate the use, condition and other attributes of these assets. | ■ | ■ | ■ | ■ | | ■ | ■ | | High \$ | Short | • Dept. of Public Services |
| B) Expand the definition of open space and outdoor recreational assets to include amenities such as trees, viewsheds, driftways, private parklets and urban social spaces, public promenades, boulevards, cemeteries, streetscapes, green infrastructure, and other such features. | ■ | ■ | | ■ | | | | ■ | Mid No Cost | Short | • Planning and Zoning Board • Dept. of Public Services |
| C) Budget sufficient operating, maintenance and capital funds to support a diverse and spatially equitable network of open space and recreational assets. | ■ | ■ | ■ | ■ | ■ | ■ | ■ | ■ | High \$\$ | Mid | • City Council |
| D) Selectively seek out creative partnerships with private, non-profit and institutional organizations to share costs, benefits and revenues, especially where such collaborations will help to accomplish near term, high priority objectives. | ■ | ■ | | | ■ | ■ | | | Mid No Cost to \$ | Mid | • City Council |
| E) Give high priority to meeting the needs of the City's elderly and those with mental and/or physical disabilities in planning and implementing facilities and programs. | | | | | ■ | | ■ | | High \$-\$ | Mid | • City Council |
| GOAL OSR-2: To provide a connected system of open space and outdoor recreational amenities throughout the City that are strategically linked to transportation, public facilities, neighborhoods and appropriate private facilities. | | | | | | | | | | | |
| A) Seek opportunities to improve and/or expand open space and recreation in the City's north end. | ■ | ■ | ■ | ■ | ■ | ■ | ■ | ■ | High \$\$\$ | Mid & On-going | • City Council |

| Goals & Actions | City Objectives | | | | | | | | Priority Cost | Time | Responsibility / CIP |
|--|-----------------|-----------|-------|-------------|---------------|-------|---------|-----------|------------------|----------------|---|
| | Prosperous | Beautiful | Happy | Destination | Collaborative | Smart | Healthy | Resilient | | | |
| B) Minimize impacts on residential neighborhoods and implement context sensitive design standards and practices as appropriate to each site. | | | ■ | | ■ | | | | Mid \$ | Mid & On-going | <ul style="list-style-type: none"> • Planning and Zoning Board • Neighborhood Associations |
| GOAL OSR-3: To protect and enhance public access to shoreline and waterfront areas. | | | | | | | | | | | |
| A) Evaluate all projects (new construction and renovations) to ensure appropriate public access is maintained. | ■ | ■ | ■ | ■ | | | | ■ | High On-going | | <ul style="list-style-type: none"> • City Council • Planning and Zoning • Planning |
| B) Evaluate all projects (new construction and renovations) to protect viewsheds of shoreline and waterfront areas from public spaces. | ■ | ■ | | ■ | | | | ■ | High On-going | | <ul style="list-style-type: none"> • City Council • Planning and Zoning • Planning |

14.9 Natural Resources Element

The following are the implementation actions for the goals included in the Natural Resources Element.

| Goals & Actions | City Objectives | | | | | | | | Priority Cost | Time | Responsibility / CIP |
|---|-----------------|-----------|-------|-------------|---------------|-------|---------|-----------|------------------|------------------|--|
| | Prosperous | Beautiful | Happy | Destination | Collaborative | Smart | Healthy | Resilient | | | |
| GOAL NR-1: To acquire, maintain and use accurate and timely data regarding the City's natural resources, their condition, functions and relationships to other resources and the community. | | | | | | | | | | | |
| A) Solicit the assistance of private property owners, academic institutions, state agencies, non-profits and others in efforts to acquire regular and reliable data. | | | | | ■ | | | | Mid No Cost | Mid | • EEC |
| B) Provide easy public access to natural resource data via the city web page and Engage Newport. | | | ■ | | ■ | | | ■ | High No Cost | Short | • EEC • Engage Newport |
| C) Use natural resource data to develop and revise City conservation programs and initiatives, including with respect to resiliency oriented economic diversification activities. | ■ | ■ | | ■ | ■ | ■ | ■ | ■ | High \$ | Short & On-going | • Planning and Zoning Board • EEC |
| GOAL NR-2: To provide for the effective, long-term preservation and restoration of natural resources. | | | | | | | | | | | |
| A) Review current documentation regarding conservation easements, Land Use Restrictions, deed covenants, permit conditions and other legal instruments limiting use of the City's natural resources and if determined insufficient to secure long term protection, identify and deploy potential tools which could provide additional protection. | | | | | ■ | | | ■ | Mid No Cost | Mid | • EEC • City Planner |
| B) Work with public and private sector cohorts, non-profits, major City and regional institutions, academic institutions and others to secure new lands and/or rights. | ■ | ■ | | ■ | ■ | | ■ | ■ | Mid \$\$ | Long | • City Council |
| GOAL NR-3: To enhance the publics' understanding of Newport's natural resources. | | | | | | | | | | | |
| A) Make information easily accessed and available to the general public via the City web page and related links, such as Engage Newport. | | | ■ | | ■ | | | ■ | High No Cost | Short | • City Council • City Manager • Engage Newport |

| Goals & Actions | City Objectives | | | | | | | | Priority Cost | Time | Responsibility / CIP |
|--|-----------------|-----------|-------|-------------|---------------|-------|---------|-----------|-----------------------|------------------|--|
| | Prosperous | Beautiful | Happy | Destination | Collaborative | Smart | Healthy | Resilient | | | |
| B) Encourage City staff to provide guest lectures at City schools, class field trips to City resource sites, active and on-going relationships between City staff and student environmental clubs and other means of expanding awareness and support for natural resource plans, policies, programs and initiatives. | | | ■ | | ■ | | | ■ | Mid No Cost | Short | <ul style="list-style-type: none"> City Manager |
| C) Participate in regular meetings with City business owners and interests to educate and inform them of relevant issues, plans, progress, options, resources and other relevant information concerning natural resource protection and management. | ■ | | | | ■ | | | ■ | High No Cost to \$ | Short | <ul style="list-style-type: none"> City Council City Manager |
| D) Prepare and make widely available a brochure describing how natural resources benefit the community and the ways that members of the community can become engaged in helping to protect, maintain and enhance Newport's natural resources and limit source pollutants from entering the water. | ■ | | | | ■ | | | ■ | Low \$ | Mid | <ul style="list-style-type: none"> City Council City Manager EEC |
| E) Continue efforts to use major events as a means of educating citizens about natural resource issues and to engage citizens and patrons in programs intended to minimize the impacts of these events on the community's environmental resources. | ■ | ■ | | ■ | ■ | | ■ | ■ | Mid \$ | Short & On-going | <ul style="list-style-type: none"> EEC Tourism Board |
| F) Aggregate data regarding event related environmental programs and incorporate it into data made generally available to the public, but also into the City's educational efforts, open houses, City Council briefings and other educational efforts. | ■ | | | ■ | ■ | ■ | ■ | ■ | Mid \$ | Short & On-going | <ul style="list-style-type: none"> City Council EEC BOE Engage Newport Chamber Tourism Board |
| G) In developing City plans, programs, budgets and other City initiatives impacting natural resource issues and assets, actively solicit and engage a broad spectrum of interests in order to provide guidance and definition to such initiatives. | | | | | ■ | | | ■ | High No Cost | Short | <ul style="list-style-type: none"> City Council City Manager |

| Goals & Actions | City Objectives | | | | | | | | Priority Cost | Time | Responsibility / CIP |
|--|-----------------|-----------|-------|-------------|---------------|-------|---------|-----------|------------------------|------------------|--|
| | Prosperous | Beautiful | Happy | Destination | Collaborative | Smart | Healthy | Resilient | | | |
| GOAL NR-4: To fully integrate natural resource protection into all appropriate City plans, policies, regulations, and operations. | | | | | | | | | | | |
| A) Review existing City plans to determine if they sufficiently incorporate natural resource values and strategies, and if not, draft and propose appropriate amendments for formal consideration by applicable City boards/commissions. | | ■ | | | ■ | ■ | ■ | ■ | Mid No cost to \$\$ | Mid | <ul style="list-style-type: none"> • City Council • Planning and Zoning Board • City Manager • EEC |
| GOAL NR-5: To integrate Newport's natural resources as part of the public education curricula. | | | | | | | | | | | |
| A) Fully integrate the City's natural resources into the City's developing Innovation Hub and related economic diversification plans and activities. | ■ | ■ | | | ■ | ■ | ■ | ■ | High \$ | Short & On-going | <ul style="list-style-type: none"> • City Council • Planning and Zoning Board |

14.10 Historical & Cultural Resources Element

The following are the implementation actions for the goals included in the Historical & Cultural Resources Element.

| Goals & Actions | City Objectives | | | | | | | | Priority Cost | Time | Responsibility / CIP |
|---|-----------------|-----------|-------|-------------|---------------|-------|---------|-----------|------------------|------------------|--|
| | Prosperous | Beautiful | Happy | Destination | Collaborative | Smart | Healthy | Resilient | | | |
| GOAL HC-1: To identify, protect, and enhance the City's cultural and historical resources. | | | | | | | | | | | |
| A) Reestablish Tax Incentive Programs for the protection and enhancement of historic structures. | ■ | ■ | | | ■ | | | | Mid No Cost | Short | • City Council |
| B) Establish a system of communicating plans affecting Newport's historical and cultural assets to citizens to encourage community involvement. | ■ | | | ■ | ■ | ■ | ■ | ■ | Mid No Cost | Short & On-going | • City Council • Engage Newport |
| C) Continue to host tours through Newport's Historical District. | ■ | | | ■ | ■ | | | | Mid \$ | Short & On-going | • Tourism Board |
| D) Continue to promote awareness of Newport's rich history to school children and visitors. | ■ | | | ■ | ■ | | | | Mid \$ | Short & On-going | • BOE • Chamber, Tourism Board |
| E) Continue to secure funding for plans, programs, and projects affecting historical and cultural sites. | ■ | ■ | | ■ | ■ | | | | High No Cost | Short & On-going | • City Council • City Manager • City staff |
| F) Continue to seek public-private partnerships to restore, rehabilitate, protect, and preserve historical and cultural properties throughout Newport. | ■ | ■ | | ■ | ■ | | | | High \$ | Short & On-going | • City Council • City Manager • City staff |
| G) Establish historic property guidebook for historic property owners. | ■ | ■ | | | ■ | | | | Mid \$ | Mid | • City Council • Preservation Planner |
| GOAL HC-2: To enhance the protection and survivability of historic resources from the impacts of climate change, sea level rise and storm hazards. | | | | | | | | | | | |
| A) Include historic preservation as part of a Climate Action Plan. | ■ | ■ | | ■ | ■ | ■ | ■ | ■ | High \$ | Short & On-going | • City Council |
| GOAL HC-3: To foster a climate that supports the continuation of Newport as a home for the artisan and creative artist | | | | | | | | | | | |
| B) Develop a Cultural Enrichment Plan for the city. | ■ | ■ | | ■ | ■ | ■ | ■ | ■ | High \$ | Mid | • Planning • Cultural Organizations |

14.11 Energy Element

The following are the implementation actions for the goals included in the Energy Element.

| Goals & Actions | City Objectives | | | | | | | | Priority Cost | Time | Responsibility / CIP |
|--|-----------------|-----------|-------|-------------|---------------|-------|---------|-----------|--------------------|------------------|---|
| | Prosperous | Beautiful | Happy | Destination | Collaborative | Smart | Healthy | Resilient | | | |
| GOAL EN-1: To make Newport a leader in energy conservation and renewable energy use. | | | | | | | | | | | |
| A) Include energy efficiency, conservation and renewable energy promotion as one of the City Council's strategic objectives, particularly as relates to cost savings. | ■ | | | | ■ | ■ | ■ | ■ | High No Cost | Short | • City Council |
| B) Establish a baseline for City energy use and strive to achieve a 20% reduction in energy use from that baseline. | ■ | | | | ■ | ■ | ■ | ■ | High \$\$ | Short & On-going | • City Council • EEC |
| C) Participate in and contribute to, local, regional, state and national initiatives to promote increased use of renewable energy. | ■ | | | | ■ | ■ | ■ | ■ | Mid \$ | Mid & On-going | • City Council • EEC |
| GOAL EN-2: To enhance the understanding of City staff and community members relative to energy-efficient practices. | | | | | | | | | | | |
| A) Publish the results of the City energy audit as well as regular status updates as to reductions in energy use, increased use of renewables, cost savings and how these actions translate into reduced carbon emissions and greenhouse gas reductions. | ■ | | ■ | | ■ | ■ | ■ | ■ | High No Cost | Mid | • City Council • EEC |
| B) Develop and provide training materials to all City staff, including conveying City goals and the particular roles each department/function will play in accomplishing these goals. | ■ | | | | ■ | ■ | ■ | ■ | High \$ | Mid | • City Council • City Manager • EEC |
| GOAL EN-3: To support a robust and economically viable range of renewable energy options within the community. | | | | | | | | | | | |
| A) Develop and/or amend or refine zoning regulations and design standards for private wind systems, solar and other renewable energy systems. | ■ | | | | ■ | ■ | ■ | ■ | Mid No Cost | Short | • Planning and Zoning Board • City Planner |
| B) Collaborate with government and private sector cohorts in programs and initiatives to make renewable energy more broadly accessible to local consumers. | ■ | | | | ■ | ■ | ■ | ■ | Mid \$- No Cost | Mid | • City Council |
| C) Provide targeted zoning incentives for the use of renewable energy where such use does not conflict with other City goals, policies and objectives. | | | | | | | | | Mid No Cost | Mid | • Planning and Zoning Board |

14.12 Water Element

The following are the implementation actions for the goals included in the Water Element.

| Goals & Actions | City Objectives | | | | | | | | Priority Cost | Time | Responsibility / CIP |
|---|-----------------|-----------|-------|-------------|---------------|-------|---------|-----------|-----------------------|------------------|----------------------|
| | Prosperous | Beautiful | Happy | Destination | Collaborative | Smart | Healthy | Resilient | | | |
| GOAL WA-1: To provide a high level of protection for the City's potable water supply. | | | | | | | | | | | |
| A) Regular communication, coordination and collaboration with public agency staff, watershed property owners and others having interests in and impacts on land located within the potable water supply watershed. | ■ | | | | ■ | ■ | ■ | ■ | High No Cost to \$ | Short & On-going | • Water Division |
| B) Identify and protect key water resources and adjacent uplands within the watershed. | ■ | | | | ■ | ■ | ■ | ■ | High No Cost to \$ | Short & On-going | • Water Division |
| C) Aggressively monitor activities within the watershed and pursue timely enforcement and complete resolution of illegal discharges, prohibited activities and any other actions which may threaten the water supply. | ■ | | | | ■ | ■ | ■ | ■ | High \$-\$ | Short & On-going | • Water Division |
| D) Design, fund, construct and maintain any improvements deemed necessary to protect Easton Pond from the impacts of sea level rise and flooding. | ■ | | | | ■ | ■ | ■ | ■ | High \$-\$ | Short & On-going | • Water Division |
| GOAL WA-2: To provide an adequate supply of high quality potable water for all users. | | | | | | | | | | | |
| A) In collaboration with other private, public and institutional cohorts, strive to implement the goals and strategies of the state Water Resource Board's 2012 Strategic Plan, and including any updates to the Plan over the course of the City's comprehensive plan horizon. | ■ | | | ■ | ■ | | ■ | ■ | High \$ | Short & On-going | • Water Division |
| B) Pursue and secure all rate increases and service contracts necessary to maintain a stable and sufficient rate base upon which to plan and fund improvements and operations. | ■ | | | | ■ | | ■ | ■ | High No Cost | Short & On-going | • Water Division |
| C) Continue a robust program of water quality testing and reporting. | | | | | ■ | | ■ | ■ | High \$ | Short & On-going | • Water Division |

| Goals & Actions | City Objectives | | | | | | | | Priority Cost | Time | Responsibility / CIP |
|---|-----------------|-----------|-------|-------------|---------------|-------|---------|-----------|------------------|------------------|-------------------------------------|
| | Prosperous | Beautiful | Happy | Destination | Collaborative | Smart | Healthy | Resilient | | | |
| GOAL WA-3: To provide a secure and resilient water system, including enhanced storage, transmission and treatment. | | | | | | | | | | | |
| A) Continue to identify and address risks within the watershed through refinement and implementation of the Water Supply Systems Management Plan (WSSMP) – update identified in CIP for FY 17-18. | ■ | | | ■ | ■ | ■ | ■ | ■ | High \$ | Short & On-going | • Water Division (In CIP) |
| B) Implement and as necessary, update the Source Water Assessment, with particular emphasis on high risk assets. | ■ | | | | ■ | ■ | ■ | ■ | High \$\$\$ | Short & On-going | • Water Division |
| C) Monitor potential threats to Easton Pond from climate change, flooding and storm surge and the adequacy of physical improvements made to date (dam reinforcement). | ■ | | | | ■ | ■ | ■ | ■ | High \$ | Short & On-going | • Water Division |
| D) Continue to work with host communities within the watershed to identify, mitigate and/or avoid system threats. | ■ | | | | ■ | ■ | ■ | ■ | High \$\$\$ | Short & On-going | • Water Division |
| E) Seek to acquire additional lands in fee simple, conservation easements, development rights, land use restrictions, license agreements or other rights sufficient to protect and secure key parcels of land within the watershed. | ■ | | | | ■ | ■ | ■ | ■ | High \$\$\$ | Short & On-going | • Water Division |
| F) Continue to implement, monitor and refine the division’s Cross-Connection Control Plan as a means of eliminating and/or preventing contamination from unapproved connections. | ■ | | | ■ | ■ | ■ | ■ | ■ | High \$\$\$ | Short & On-going | • Water and Storm Water Authorities |
| GOAL WA-4: To use best management practices (BMPs) as part of the water systems design and operation. | | | | | | | | | | | |
| A) Full implementation of the Water Division’s demand management strategy, including promoting the adoption of water conservation and LID practices by host community land use authorities for lands and uses within the watershed. | ■ | | | | ■ | ■ | ■ | ■ | High \$ | Short & On-going | • Water Division |
| B) Achieve a target rate of residential average annual water use of no more than 65 gallons per capita per day. | ■ | | | | ■ | ■ | ■ | ■ | Mid \$ | Long | • Water Division |

Newport Comprehensive Land Use Plan

| Goals & Actions | City Objectives | | | | | | | | Priority Cost | Time | Responsibility / CIP |
|--|-----------------|-----------|-------|-------------|---------------|-------|---------|-----------|-------------------------|------------------|--|
| | Prosperous | Beautiful | Happy | Destination | Collaborative | Smart | Healthy | Resilient | | | |
| C) Provide appropriate links on City web sites to the State Water Resources Board and other state and regional agencies and non-profits. | | | ■ | | ■ | | | ■ | High ———— No Cost | Short | <ul style="list-style-type: none"> Water Division Engage Newport City IT Department |
| GOAL WA-5: To plan, fund and operate a water system designed to meet the future needs of the community. | | | | | | | | | | | |
| A) Quantify potential demand associated with Innovation Hub initiatives and develop strategies to provide adequate water for growth, even in drought conditions. | ■ | | | | ■ | ■ | ■ | ■ | High ———— \$ | Short & On-going | <ul style="list-style-type: none"> Water Division |
| B) Work with large users such as the US Navy, Portsmouth Water & Fire District and Salve Regina University to evaluate current facility and operational parameters and identify areas for potential improvement. | ■ | | | | ■ | ■ | ■ | ■ | High ———— \$ | Short & On-going | <ul style="list-style-type: none"> City Council City Manager Water Division |
| C) Strive to fully implement the recommended water fund capital facility improvements listed in the City's CIP, with special emphasis on water meter replacement, the Easton Pond Dam (Green End Avenue), St. Mary's Dam, and system wide infrastructure replacements. | ■ | | | | ■ | ■ | ■ | ■ | High ———— \$\$\$ | Mid & On-going | <ul style="list-style-type: none"> City Council (In CIP) |
| D) Maintain an updated Infrastructure Replacement Plan (IRP). | ■ | | | ■ | ■ | ■ | ■ | ■ | High ———— \$ | On-going | <ul style="list-style-type: none"> City Council Water Division (In CIP) |
| E) In the event of drought conditions, provide educational and informational programs to citizens regarding water usage including providing "Preventing Wasted Water" pamphlets and a "Water Wheel" pamphlet that depicts typical water use by feature. | ■ | | | | | ■ | ■ | ■ | High ———— \$ | On-going | <ul style="list-style-type: none"> Water Division |
| F) In the event of drought watch conditions, impose odd / even outdoor water use restrictions based on the severity. | ■ | | | | | ■ | ■ | ■ | High ———— No cost | On-going | <ul style="list-style-type: none"> City Council Water Division |
| G) In the event of drought emergency conditions, require mandatory termination of outdoor and other nonessential water uses. | ■ | | | | | ■ | ■ | ■ | High ———— No cost | On-going | <ul style="list-style-type: none"> City Council Water Division |

| Goals & Actions | City Objectives | | | | | | | | Priority Cost | Time | Responsibility / CIP |
|---|-----------------|-----------|-------|-------------|---------------|-------|---------|-----------|--------------------------|------------------|--|
| | Prosperous | Beautiful | Happy | Destination | Collaborative | Smart | Healthy | Resilient | | | |
| GOAL WA-6: To eliminate combined storm and sanitary flows. | | | | | | | | | | | |
| A) Continue to aggressively implement the City's CSO reduction program, per the Consent Decree with the USEPA and RIDEM and including all CSO projects identified in the City's FY 2017-2021 CIP and in the System Master Plan for CSO Control. | ■ | | | ■ | ■ | ■ | ■ | ■ | High ———— \$\$\$\$ | Short & On-going | <ul style="list-style-type: none"> City Council (In CIP) |
| GOAL WA-7: To provide a resilient treatment system that can withstand extreme fluctuations in volume, weather conditions and sea level rise. | | | | | | | | | | | |
| A) Complete the mandated WWTP wet weather capacity increase project and other CSO related facility improvements – WWTF project funds requested in the FY 2017-2021 CIP and project completion by 6/30/19 per the Consent Decree and associated SMP. | ■ | | | ■ | ■ | ■ | ■ | ■ | High ———— \$\$\$ | Mid | <ul style="list-style-type: none"> City Council Water Division (In CIP) |
| B) Determine preferred options and implement improvements proposed in the flood mitigation study included in the FY 2017-2021 CIP, with respect to flooding in the Wellington Avenue and Bridge Street areas. | ■ | | | ■ | ■ | ■ | ■ | ■ | High ———— \$ | Mid | <ul style="list-style-type: none"> City Council Planning and Zoning Board City Engineer RIDOT (In CIP) |
| GOAL WA-8: To achieve compliance with all applicable federal, State and other laws, regulations, standards and procedures. | | | | | | | | | | | |
| A) Operational and facility improvements to assure compliance with Clean Water Act requirements (see above and as to CIP for extensive CSO projects). | ■ | | | ■ | ■ | ■ | ■ | ■ | High ———— \$\$\$\$ | Short & On-going | <ul style="list-style-type: none"> City Council (In CIP) |
| B) Adequate training for all division staff in applicable environmental requirements, as applicable to personnel functions, roles and responsibilities. | | | | | | | | ■ | High ———— \$ | Short & On-going | <ul style="list-style-type: none"> City Manager Water Division |
| C) Implement measures to accomplish compliance with RIDEM's Almy Pond TMDL Management Plan – funding identified in the City's FY 2017-2021 CIP. | | | | | ■ | ■ | ■ | ■ | High ———— \$ | Short & On-going | <ul style="list-style-type: none"> City Council Storm Water Utility EEC (In CIP) |

Newport Comprehensive Land Use Plan

| Goals & Actions | City Objectives | | | | | | | | Priority Cost | Time | Responsibility / CIP |
|---|-----------------|-----------|-------|-------------|---------------|-------|---------|-----------|------------------|------------------|---|
| | Prosperous | Beautiful | Happy | Destination | Collaborative | Smart | Healthy | Resilient | | | |
| GOAL WA-9: To provide a comprehensive, City-wide stormwater plan and implementation strategy to protect public safety and property. | | | | | | | | | | | |
| A) Continue to find creative ways to integrate the requirements of the City's RIPDES (MS4) permit into City operations, programs and activities leveraging storm water as a positive catalyst for both economic and ecological transformation. | ■ | ■ | | ■ | ■ | ■ | ■ | ■ | High \$ | Short & On-going | <ul style="list-style-type: none"> City Council Planning and Zoning Board City Manager EEC City Engineer |
| B) Implement the preferred options identified in the Wellington and Bridge Street areas flood study and use these projects as test cases tied to Resiliency Innovation Hub initiatives. | ■ | | | ■ | ■ | ■ | ■ | ■ | High \$\$\$ | Long | <ul style="list-style-type: none"> City Council City Engineer |
| C) Concurrent with final facility and program design for the Pell Bridge realignment project and related land disposition strategies, perform a detailed study of area flooding with the objective of developing options for addressing present and future anticipated flooding within the project area in ways that are consistent with and support the Resiliency Innovation Hub project. | ■ | | | ■ | ■ | ■ | ■ | ■ | High \$\$ | Mid | <ul style="list-style-type: none"> City Council City Engineer |
| D) Continue to include LID and other green infrastructure in City street design and improvement projects. | | ■ | | | ■ | ■ | ■ | ■ | High \$ | Short & On-going | <ul style="list-style-type: none"> Planning and Zoning Board City Engineer |
| E) Evaluate all City facilities to identify opportunities to implement LID and green infrastructure and include key initiatives in the City CIP. | ■ | ■ | | | ■ | ■ | ■ | ■ | High \$ | Short & On-going | <ul style="list-style-type: none"> City Council City Manager |
| GOAL WA-10: To meet all applicable Federal, State and other laws, regulations, standards and other requirements for stormwater quality. | | | | | | | | | | | |
| A) Continue the catch basin disconnect program, I/I reduction program, CSO. | ■ | | | ■ | ■ | ■ | ■ | ■ | High \$\$\$\$ | Short & On-going | <ul style="list-style-type: none"> City Council (In CIP) |
| B) Continue weekly monitoring of Newport harbor and posting of laboratory test results on the City website. | | | ■ | | ■ | ■ | | ■ | High \$ | Short & On-going | <ul style="list-style-type: none"> City Council |
| C) Update the City's GIS based outfall map as needed and submit to RIDEM with the associated (updated) outfall data tables (EXCEL tables). | | | | | | ■ | | ■ | Mid \$ | Short & On-going | <ul style="list-style-type: none"> Storm Water Authority |

| Goals & Actions | City Objectives | | | | | | | | Priority Cost | Time | Responsibility / CIP |
|--|-----------------|-----------|-------|-------------|---------------|-------|---------|-----------|------------------|------------------|----------------------|
| | Prosperous | Beautiful | Happy | Destination | Collaborative | Smart | Healthy | Resilient | | | |
| D) Provide and maintain a data dashboard at schools, with live data, graphics and other information. | | | | | ■ | ■ | | ■ | Mid \$ | Short & On-going | • BOE |

14.13 Natural Hazards & Climate Change Element

The following are the implementation actions for the goals included in the Natural Hazards & Climate Change Element.

| Goals & Actions | City Objectives | | | | | | | | Priority Cost | Time | Responsibility / CIP |
|--|-----------------|-----------|-------|-------------|---------------|-------|---------|-----------|-----------------------|------------------|--|
| | Prosperous | Beautiful | Happy | Destination | Collaborative | Smart | Healthy | Resilient | | | |
| GOAL NHCC-1: To be a resilient community, protecting its citizens, property and economy from the evolving threat of climate change and its associated hazards. | | | | | | | | | | | |
| E) Maintain an active leadership role within the state, region and nationally with respect to climate change mitigation. | ■ | | | | ■ | | | ■ | High \$ | Short & On-going | <ul style="list-style-type: none"> City Council City Manager |
| F) Advocate for climate change issues, science, technology and networks in a variety of public, private, non-profit and institutional settings. | ■ | | | | ■ | ■ | | ■ | High \$ | Short & On-going | <ul style="list-style-type: none"> City Council EEC |
| GOAL NHCC-2: To provide a governmental structure and processes that can track and integrate new concepts to address climate change and its effects including sea level rise. | | | | | | | | | | | |
| A) Evaluate the City's current staffing, personnel, administrative organization and other related attributes to determine if they are ideally suited to accomplish climate change initiatives. | ■ | | | | ■ | ■ | | ■ | High \$ | Mid | <ul style="list-style-type: none"> City Council City Manager |
| B) Communicate program objectives clearly to staff and empower key staff, boards and commissions to make decisions necessary to accomplish climate change program objectives. | ■ | | | | ■ | ■ | | ■ | High No Cost | Mid | <ul style="list-style-type: none"> City Manager |
| C) Include program goals in departmental performance assessments and recognize/celebrate success and innovation. | ■ | | | | ■ | ■ | | ■ | High No Cost | Short & On-going | <ul style="list-style-type: none"> City Manager |
| D) Seek out funding sources, collaborations and creative structures for accomplishing the City's climate change strategy. | ■ | | | | ■ | ■ | | ■ | High \$ | Short & On-going | <ul style="list-style-type: none"> City Manager |
| E) Continue to educate local citizens, property owners and business interests regarding the impacts of climate change, the costs of failing to adapt and mitigate and the options available to successfully overcome the challenges. | ■ | | ■ | ■ | ■ | ■ | ■ | ■ | High No Cost to \$ | Short & On-going | <ul style="list-style-type: none"> City Council City Manager EEC Chamber |

| Goals & Actions | City Objectives | | | | | | | | Priority Cost | Time | Responsibility / CIP |
|--|-----------------|-----------|-------|-------------|---------------|-------|---------|-----------|-----------------------|------------------|--|
| | Prosperous | Beautiful | Happy | Destination | Collaborative | Smart | Healthy | Resilient | | | |
| F) Solicit support from the corporate community, federal and state government; local and regional institutions, neighborhood groups and others for climate change initiatives. | ■ | | | ■ | ■ | ■ | ■ | ■ | High \$ | Short & On-going | • City Council |
| G) Survey constituents on a regular basis and/or as relates to specific climate change actions or initiatives, seeking their comments. | ■ | | ■ | | ■ | ■ | | ■ | High No Cost to \$ | Short & On-going | • City Council |
| GOAL NHCC-3: To be a leader in efforts to understand the nature and science of climate change and how it impacts the community. | | | | | | | | | | | |
| A) Establish Newport as a “real life” beta-testing facility for climate changes study. | ■ | | | ■ | ■ | ■ | ■ | ■ | High \$ | Short & On-going | • City Council |
| B) Seek out, establish and support key technological, academic, government, institutional and commercial relationships that are necessary to fully and successfully implement the City’s climate change strategies. | ■ | | | ■ | ■ | ■ | ■ | ■ | High \$ | Short & On-going | • City Council |
| GOAL NHCC-4: To achieve a FEMA Community Rating System that reduces the costs of flood insurance to residents and businesses. | | | | | | | | | | | |
| A) Coordinate and collaborate with FEMA, RI Emergency Management, property owners and insurance underwriters to design, implement and secure credit for any and all improvements which reduce flooding and other natural hazard risks. | ■ | | | ■ | ■ | ■ | ■ | ■ | High \$ | Mid & On-going | • Property Owners • Chamber • RIEM • City Managements • Local Emergency Management Officials |

Please see the next page.

Glossary



Please see the next page.

15 Glossary



Adaptation – refers to adjustment in natural or human systems in response to actual or expected changes with the intent of moderating the negative effects of the expected changes. For instance, flood zone regulations are a form of adaptation (while reducing greenhouse gases is a form of mitigation).

Affordable Housing - property, whether owned or rented, that cost no more than 28 to 30 percent of gross household income.

American Community Survey (ACS) – is an ongoing statistical survey by the U.S. Census Bureau. It regularly gathers information previously contained only in the long form of the decennial census, such as ancestry, educational attainment, income, language proficiency, migration, disability, employment, and housing characteristics.

Build-out –an estimate of the amount of potential development for an area. A built-out community is typically one that has five (5) percent or less vacant property available for development.

Bulky Waste – is waste types that are too large to be accepted by the regular waste collection. Newport bulky waste is collected curbside through a pre-paid Bulky Waste Collection Sticker program.

Capital Improvement Program (CIP) – is a 5-year financial plan for Newport to identify needed infrastructure enhancements throughout the city. Newport’s CIP is annually updated to re-evaluate existing projects and add new projects to the plan.

Clean City Program – is a program to help manage trash and recycling, and taking other steps to make the city cleaner and greener.

Climate Change – is the long-term phenomenon of rising average global temperatures as a result of man-made and naturally occurring events. The effects of climate change include, but are not limited to, severe seasonal natural hazards, severe natural hazards occurring out of season and rising sea levels.

Cluster Subdivision - is the grouping of residential properties arranged on a development site in groupings in order to maximize the use of open land area for open space, recreation or agriculture. Typically, the density of such subdivision is calculated using the total acreage of the development site, inclusive of the open land area.

Community Development Block Grants (CDBG) or CDBG Small Cities Money - this grant money comes from the federal government and goes directly to so-called "entitlement" communities with populations of 50,000 or more. The Rhode Island Department of Administration manages CDBG Small Cities funds for the State of Rhode Island, including Newport. Grants are awarded on a competitive basis to cities and towns for community development activities. Housing preservation, rehabilitation, and conversion are among the most prominent activities funded.

Community Reinvestment Act (CRA) - this federal law requires that federally insured banks, state banks and trust companies, state-chartered savings banks, and loan associations help meet the credit needs of low- and moderate-income neighborhoods. Under the act, if such needs are not met, banks may be denied the ability to expand or merge with other banks. In addition, state and municipal monies cannot be deposited in a non-complying bank.

Cost-Burdened Housing – is considered to occur when the amount dedicated to paying for rent or mortgage is 30% or more of the household’s total gross income.

Cultural Resources – are defined as the collective evidence of past inhabitants interaction with their environment through past activities and accomplishments of people. Cultural uses of the natural environment, the built environment, and human social institutions are all examples of cultural resources.

Decennial Census – is a population census of the American people that is conducted once every 10 years and mandated by United States Constitution. The decennial census is administered by the United States Census Bureau.

Density – is a number of units--people, dwellings, trees, square feet of building--in a given land area.

Disability Status – Disability is defined as the product of interactions among individuals’ bodies; their physical, emotional, and mental health; and the physical and social environment in which they live, work, or play. Disability exists where this interaction results in limitations of activities and restrictions to full participation at school, at work, at home, or in the community. ACS identifies serious difficulty with four basic areas of functioning –hearing, vision, cognition, and ambulation. *Source: American Community Survey*

Dwelling Unit (DU) – A house or apartment that is a separate and independent housekeeping unit, occupied or intended for occupancy by one household.

Energy Resilience – is the ability of the energy system to rebound from disturbances.

Federal Emergency Management Agency (FEMA) – stands for the Federal Emergency Management Agency. FEMA’s duties include the development and administration of the nation’s Flood Insurance Program (NFIP). The NFIP develops and adopts flood maps, which illustrate flood zones that are used by participating communities in regulating the location and design of buildings, utilities and other man-made improvements.

Federal Housing Administration (FHA) – the FHA is probably most commonly known for the mortgage insurance that it provides for many lower cost housing programs.

Flood Zones – are land areas subject to some level of flooding. There are different types of flood zones and each type of zone has different probabilities of flood risk and therefore different standards for development and construction, calibrated to reflect those risks. The standard flood zone is the “A” zone, otherwise known as the 100 year zone. Other zones are established for special risk areas, such as “V” zones in coastal areas subject to high velocity winds.

Hazard Mitigation – is a sustained action taken to permanently reduce or eliminate long-term risk to people and their property from the effect of natural or man-made hazards.

Housing and Urban Development (HUD) – the U.S. Department of Housing and Urban Development is the lead Federal housing agency, and provides funding for housing and community development activities as well as rent subsidies.

Infrastructure – is a generic term used to describe all types of non-building, man-made structures and systems, such as, utility pipes, electrical power generation and transmission systems, roads, bridges, water and sewer treatment facilities and other similar systems and structures. Infrastructure is essential to the safe operation of any community and is in many cases exposed to risks associated with natural hazards.

Income, Household – is the income of the householder and all other individuals 15 years old and over in the household, whether they are related to the householder or not.

Income, Extremely Low – consists of families whose incomes do not exceed the Federal Poverty Level or 30 percent of the median income. For Newport, this figure was \$27,000 in 2014.

Income, Low – refers to an income figure representative of 50 percent of the median income. For Newport residents in 2014, this figure was \$30,660.

Income, Low and Moderate (LMI) – is a scale of income ranging from the Low to the Moderate income figures.

Income, Median Household - a figure representative of the midpoint of gross household income. The median income for individuals is based on individuals 15 years old and over with income. For residents of Newport in 2014, the median household income was \$61,320. In other words, an equal number of households earned less than \$61,320 as earned more. *Source: American Community Survey*

Income, Moderate – a figure representative of 80 percent of the median income. For the City of Newport in 2014, this value was \$49,056.

Labor Force – is made up of all the members of a population who are able to work.

Mitigation – is any action taken to permanently eliminate or reduce the cause of actual or expected changes with the intent of moderating the negative effects of actual or expected changes. Unlike adaptation (see above), mitigation seeks to intervene in ways that reduce the causes, as opposed to responding or adjusting to impacts.

Mixed Income Housing – refers to housing on a single site that provides a range of rental or ownership opportunities for a spectrum of incomes, usually including low, moderate, and market-rate units.

National Historic Landmarks (NHL) – is a building, site, structure, or object that is officially recognized by the United States government for its outstanding historical significance. As of August 2014, there are a total 2,540 total Landmarks listed nationally. Forty-five (45) are in Rhode Island, twenty-three (23) of which are in Newport.

Source: National Park Service, Web. 14 Jan. 2016)

National Historic Landmarks Program – is the program administered by the U.S. Secretary of the Interior that officially recognizes National Historic Landmarks to identify nationally significant landmarks because they possess exceptional value or quality in illustrating or interpreting the heritage of the United States.

National Historic Preservation Act (NHPA) – legislation enacted in 1966 intended to preserve historical and archaeological sites throughout the county.

National Register of Historic Places (NRHP) – is the United States government's official list of districts, sites, buildings, structures, and objects deemed worthy of preservation. As of July 2015, there are a total 90,540 total Landmarks listed nationally. Seven Hundred Seventy-Six (776) are in Rhode Island, sixty-six (66) of which are in Newport. (Source: National Park Service, Web. 14 Jan. 2016).

National Register of Historic Places Program – is the program administered by the U.S. Secretary of the Interior that officially recognizes National Historic Places to identify, evaluate, and protect America's historic and archeological resources.

Natural Hazard – a naturally occurring event or physical condition that has the potential to cause fatalities, injuries, property and infrastructure damage, agricultural loss, damage to the environment, interruption of business, or other types of harm or loss. *Source: Rhode Island State Hazard Mitigation Plan 2014*

Natural Hazard Mitigation Plan (NHMP) – is a plan to identify local policies and actions that can be implemented over the long term to reduce risk and future losses from natural hazards.

Natural Resources – environmental and ecological assets; the land, water, plants and animals that sustain us and enhance our quality of life. Planning for natural resources means planning for natural resource protection, including conservation, quality protection measures and improved development practices.

Neighborhood – a localized geographic area used to describe a sub-area of a community that has common character such as natural or historic character or is tied to a common local landmark, such as a church, school, or other asset.

Non-Renewable Energy Resource – is a resource of economic value that cannot be readily replaced by natural means on a level equal to its consumption. Most fossil fuels, such as oil, natural gas and coal are considered nonrenewable resources in that their use is not sustainable because their formation takes billions of years.

Nor'easter – is a wind driven storm that typically occurs along the eastern coast of the United States.

Poverty – The U.S. Census Bureau determines Poverty status by comparing annual income to a set of dollar values called poverty thresholds that vary by family size, number of children and age of householder. If a family's pre-tax income is less than the dollar value of their threshold, then that family and every individual in it are considered to be in poverty. For people not living in families, poverty status is determined by comparing the individual's income to his or her poverty threshold.

The poverty thresholds are updated annually to allow for changes in the cost of living using the Consumer Price Index (CPI-U). They do not vary geographically. The ACS is a continuous survey and people respond throughout the year. Since income is reported for the previous 12 months, the appropriate poverty threshold for each family is determined by multiplying the base-year poverty threshold (1982) by the average of monthly CPI values for the 12 months preceding the survey month. *Source: quickfacts.census.gov*

Poverty Level – is the minimum amount of gross income that a household needs to provide for their basic necessities including food, water, shelter, and transportation. As households vary in size, the poverty level changes based on how many members are in a household.

Public Housing – the Newport Housing Authority, in cooperation with HUD, maintains public housing for low/moderate-income families and for elderly and differently abled individuals. Rents are set at 30 percent of a resident's household income and are adjusted annually.

Recyclables – material(s) that still have useful physical or chemical properties after serving their original purpose and that can be reused or remanufactured into additional products, thereby serving as substitutes for raw materials.

Renewable Energy Resource – is a resource of economic value that can be readily replaced, a source that is not depleted when used, such as biomass, wind, hydroelectric, solar or tidal power.

Resiliency – Resiliency in the context of natural hazards is the ability of a system or place to withstand or adapt and recover from, the impacts of a storm or other natural event. Coastal communities like Newport are placing more emphasis on resiliency in order to avoid the human and financial costs associated with natural hazards, particularly coastal storms.

Road, Arterial – carry traffic to and from an expressways, or another arterial, and serve those major movements of traffic within or through the City. Also, arterials connect principal traffic generators within Newport. Arterials handle trips between different areas of Newport forming a skeletal transportation system. Broadway, Admiral Kalbfus Road, and Memorial Boulevard are examples of arterials.

Road, Collector – serve as traffic funnels from a particular area of the Newport by linking local streets with the more major routes (arterials). Collectors are not intended to handle long trips and are generally shorter in length than arterials. Bliss Road and Coggeshall Avenue are examples of collectors.

Road, Local – by definition, are designed to provide access to residential areas. However, Newport's local streets may occasionally function as through streets in some areas. These local streets make up a large percentage of the total street mileage in Newport, but carry a relatively small proportion of the vehicle miles traveled. Hunter Avenue is an example of a local street.

Sharing Economy – refers to the shared creation, distribution, trade, and usage of goods and services by different people and parties. Newport's economy has a sharing aspect due to the amount of seasonal housing located within the City. The rise of companies like AirBnB further the sharing economy in Newport, allowing houses that would otherwise be vacant for long stretches of the year to be occupied.

Special Area Management Plan (SAMP) – stands for Special Area Management Plan. A SAMP is intended to address a unique scope or type of issues experienced in a particular setting or environment, specifically within coastal areas. For instance, Newport participated as a partner in the development of the Aquidneck Island SAMP, which helped to coordinate and align plans from multiple west side jurisdictions into a coherent set of strategies. More recently, Newport is participating in the State's "Shoreline Change SAMP," a comprehensive effort to identify new tools designed to better help communities address the impacts of climate change, sea level rise and storm surge.

Sea Level Rise – is the gradual, but long-term rise of the mean sea-level, between high and low tide, due to natural and man-made causes. Usually and most notably, observed at the coastline.

Solid Waste – is any discarded material that is non-liquid, non-soluble, including garbage or refuse, organic or inorganic, whether recyclable or non-recyclable.

STEAM – is an approach to education that covers the fields of study in Science, Technology, Engineering, Arts and Mathematics.

Storm Surge – is an abnormal rise of water generated by a storm, over and above the predicted astronomical tide.

Storm Tide – is the water level rise during a storm due to the combination of storm surge and the astronomical tide. A 15 ft. storm surge on top of a high tide that is 2 ft. above mean sea level produces a 17 ft. storm tide.

Stormwater – is water that originates during precipitation events and snow/ice melt that "runs off" across the land instead of seeping into the ground.

Subsidized Housing - privately owned housing in which rents are set at fair market value and tenants pay 30 percent of their household income with the difference covered by the government. Housing can be in multi-units like Rolling Green or in individual apartments in which the tenant is given the subsidy directly. *Section 8 Existing Housing*.

United States Census Bureau (USCB) – is a principal agency of the U.S. Federal Statistical System responsible for producing data about the American people and economy.

Watershed – is a landform defined by highpoints and ridgelines that descend into lower elevations and stream valleys. A watershed carries the water from rainfalls and snow melts into soils, groundwaters, creeks, and streams. These eventually flow into larger rivers and then the sea.

Water Treatment Plant – is a facility that provides processes for treating water to make them potable.

Wastewater – is spent or used water with dissolved or suspended solids, discharged from homes, commercial establishments, farms, and industries.

Yard Waste – is solid waste composed of grass clippings, leaves, twigs, branches, and other garden refuse.

Zoning – describes the regulatory control of the use of land, and buildings by the City of Newport within its jurisdictional boundary. Areas of land are divided by appropriate authorities into zones within which various uses are permitted and regulated.

2021

Amendment No. 1

North End Urban Plan

Adopted February 10, 2021

2017 COMPREHENSIVE PLAN



STATE OF RHODE ISLAND



Department of Administration
DIVISION OF STATEWIDE PLANNING
235 Promenade Street, Suite 230
Providence, RI 02908

Office: (401) 222-7901
Fax: (401) 222-2083

April 16, 2021

Jeanne-Marie Napolitano
Newport City Hall
43 Broadway
Newport, RI 02840

Subject: State Review of Comprehensive Plan Amendment

Dear Mayor Napolitano:

This correspondence presents the results of my review of the Amendment titled *Newport North End Urban Plan* to the City of Newport's Comprehensive Plan. The Comprehensive Planning and Land Use Regulation Act (the Act) requires that I review municipal comprehensive plans to ensure that comprehensive plans and subsequent amendments comply with the requirements listed in §45-22.2-9(d). Therefore, pursuant to these requirements, I hereby find:

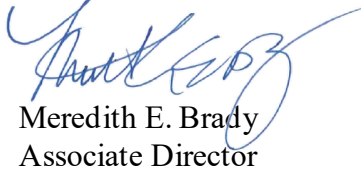
- 1) the intent and goals of the Act, as stated in § 45-22.2-3(b)(1) and (c)(1) through (10), have been met;
- 2) the Plan as amended is internally consistent and complete as required by § 45-22.2-6;
- 3) the Amendment is consistent with, and embodies, the goals and policies of the State and its departments and agencies as contained in the State Guide Plan and the laws of the State;
- 4) municipal planning activities have been coordinated according to the provisions of § 45-22.2-7;
- 5) the Amendment has been officially adopted and submitted for review in accordance with § 45-22.2-8 and other applicable procedures;
- 6) the Amendment complies with the rules and regulations adopted by the State Planning Council; and, that
- 7) adequate, uniform, and valid data have been used in preparing the plan or amendment.

Decision

Based on these findings, I certify that the *Newport North End Urban Plan* Amendment is consistent with the goals, findings, and intent as established by the Act.

Congratulations and on behalf of the State of Rhode Island, we look forward to working with your community in realizing the desired future as expressed by the residents of Newport through your Comprehensive Plan.

Yours truly,

A handwritten signature in blue ink, appearing to read "Meredith E. Brady". The signature is fluid and cursive, with a large initial "M" and "B".

Meredith E. Brady
Associate Director

cc: Patricia Reynolds

1. Location: **Chapter 3 - Land Use**
Page 3-0 (new page)

Description of amendment: The North End Commercial neighborhood area has the largest geographic area of commercial land in the city, and is considered to be underutilized, given intense development and natural resource protection in other areas of the city. The current commercial uses in this neighborhood are predominantly big box stores and the former jai alai site, surrounded by large expanses of impervious area. The current development pattern is contrary to Newport's dense, pedestrian-friendly urban core. This 2017 Comprehensive Plan calls for the development of this area as a mixed-use innovation hub. With the design of proposed Pell bridge ramp realignment project underway, and the potential for additional development area in the North End, the City recognized the need to more clearly define the vision, and undertook a planning effort to develop an area plan for the entire North End. The resultant North End Urban Plan (NEUP) builds on the work and vision of the City's Comprehensive Plan to address focus areas of opportunity, equity, resilience, connectivity and quality. The planning effort also featured robust public outreach (even as the Covid-19 pandemic forced remote interactions) to build community support for the plan as an expansion of the 2017 Comprehensive Plan and for the future adoption of a zoning amendment to enable implementation of the plan. The intention is to incorporate the North End Urban Plan by reference in the Comprehensive Plan.

To introduce the NEUP's incorporation into the 2017 Comprehensive Plan, the addition of the following page and map of study area is proposed, opening Chapter 3 - Land Use.

Add new page-- 3-0 at the beginning of Chapter 3, as follows:

3.0 Incorporation by Reference of the North End Urban Plan, (February 10, 2021)

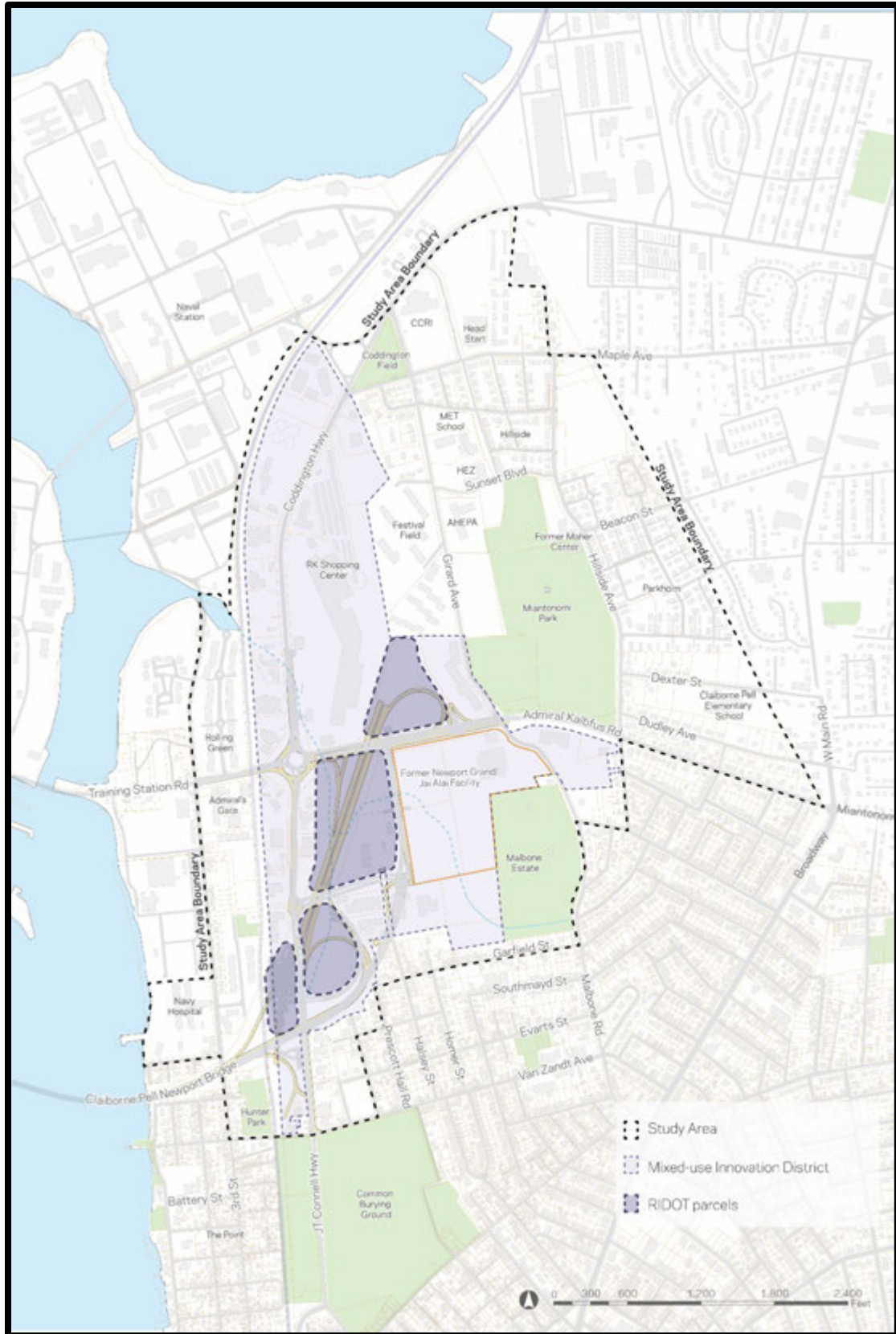
The *North End Urban Plan (NEUP)*, attached hereto as Appendix 1, is incorporated in the Comprehensive Plan in its entirety and shall serve to further clarify the vision, goals, policies, and actions for the North End, as delineated on Map 3-0. For this chapter, and all subsequent chapters, the North End Urban Plan shall be the primary guidance document for future development within the outlined area, as it provides greater detail than this base *Comprehensive Plan*. The *North End Urban Plan* seeks to direct redevelopment in Newport's North End in conformance with the vision of the 2017 Comprehensive Plan, and in ways that help address historic inequities and offer more diverse economic opportunities, while creating a safe, comfortable built environment that balances Newport's history with its aspirations for the future.

The *North End Urban Plan* takes the purpose and goals for the North End described in the 2017 *Comprehensive Plan* as its foundation, which includes a description of a portion of the North End Commercial neighborhood as a future jobs hub within the city, referred to in the 2017 Comprehensive Plan as the "Innovation Hub" and in the *NEUP* as the "Innovation District." The outlined North End area also consists of a number of existing residential neighborhood areas, which are expected to experience far less redevelopment than the Innovation District. The *Comprehensive Plan's* corresponding future

land use designation “Mixed Use, Innovation” is intended to support startup/incubator types of businesses focused on the Blue Economy (resiliency-oriented industries and marine-focused technology, R&D, and production), its ancillary uses, and digital technology, as outlined on page 3-17. As an area plan that is incorporated into the *Comprehensive Plan* by reference, the *NEUP* remains consistent with the *Comprehensive Plan* and expands on the themes of opportunity, equity, resilience, connectivity and quality.

Newport’s North End Innovation District is poised for transformation: the reconstruction of the Newport Pell Bridge approaches will remove large amounts of expressway infrastructure, freeing up land for new development; meanwhile, there is increased interest in redevelopment of the 25-acre former jai alai facility. These two major projects alone could create over 50 acres of new development with Blue Economy-focused jobs and new commercial economic activity alongside ancillary uses such as housing, retail and open space. Additionally, more moderately-scaled redevelopment opportunities elsewhere in the Innovation District, such as on smaller parcels along JT Connell Highway, are also likely in the coming years, reflecting the significant changes to infrastructure that are expected. The existing stable residential neighborhoods of the North End could benefit directly and indirectly from the new Blue Economy development, additional retail and services, and workforce housing, if they are consistent with the *Comprehensive Plan* and the community’s goals. The *NEUP* seeks to make that connection to achieve these benefits.

The *NEUP* includes an appendix entitled, Character-Based Code, a form-based code developed for the North End Innovation District. It is a long-term goal to adopt this code for the designated area of the North End, and use this code as a model for future rezoning of other identified and defined character areas of the City. In the short and medium terms, the Character-Based Code will serve as design guidelines through its incorporation into the *Comprehensive Plan*, and along with the Quality Theme of the *NEUP*, will provide clear visual guidance for development within the Innovation District.



Map 3-0, North End Urban Plan Area.

2. Location: **Chapter 3 – Land Use**
 Future Land Use Map (FLUM), Map 3-6, Page 3-16

Description of amendment: The FLUM, as included in the 2017 Comprehensive Plan, calls for Mixed Use, Innovation zoning to replace the entirety of the Commercial-Industrial zoning district and a smaller area of the Residential R-10 zoning district. With the understanding that the Future Land Use Map is a general guidance tool, high-density residential use is supported in the future vision for the area, and the existing multifamily housing is compatible with this vision and is supported with the retention of the residential zoning, the intention is to retain the existing residential zoning to support a diversity of housing options within the North End, as well as citywide. The FLUM shall include this detail map section, see attached.



COMPREHENSIVE LAND USE PLAN

Map 3-6

Future Land Use Map

Legend

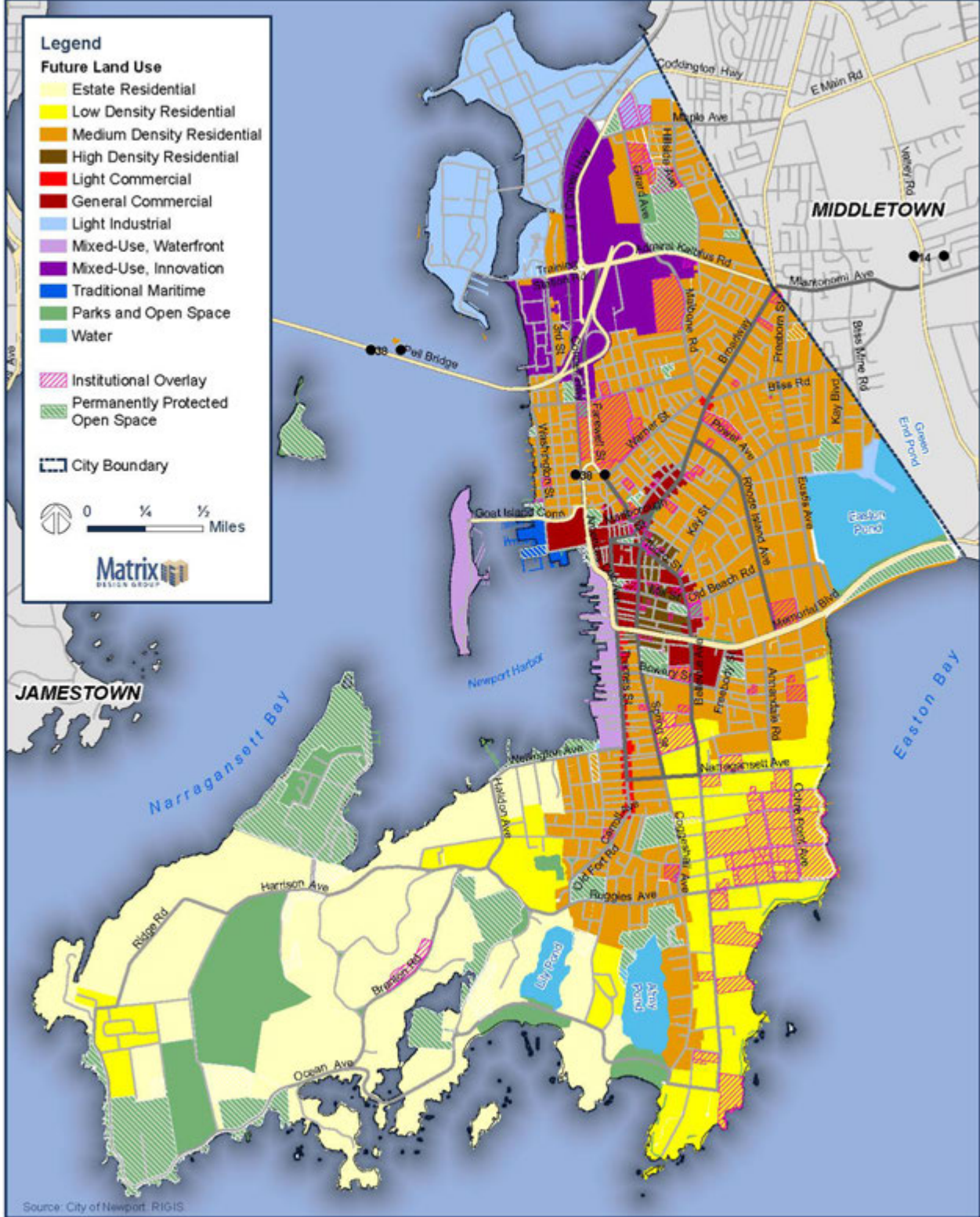
Future Land Use

- Estate Residential
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Light Commercial
- General Commercial
- Light Industrial
- Mixed-Use, Waterfront
- Mixed-Use, Innovation
- Traditional Maritime
- Parks and Open Space
- Water
- Institutional Overlay
- Permanently Protected Open Space

City Boundary

0 1/4 1/2 Miles

Matrix
DESIGN GROUP



Source: City of Newport, RIGIS

This map reflects Amendment 1, February 10, 2021

3. Location: **Chapter 3**
 3.2 Goals and Policies, Zoning-Future Land Use Map Analysis, Map 3-7,
 3.3 Page 3-21
 and
 Chapter 14
 14.2 Zoning/FLUM Analysis, Map 14-1, Page 14-5

Description of amendment: This Map, Zoning – Future Land Use Map Analysis appears in two separate chapters; and both locations are revised to be in accordance with the change in the FLUM.

The intention is to retain the existing residential zoning in a limited area of the Innovation District to support a diversity of housing options within the North End, as well as citywide. This Map (in both locations) is updated for consistency.

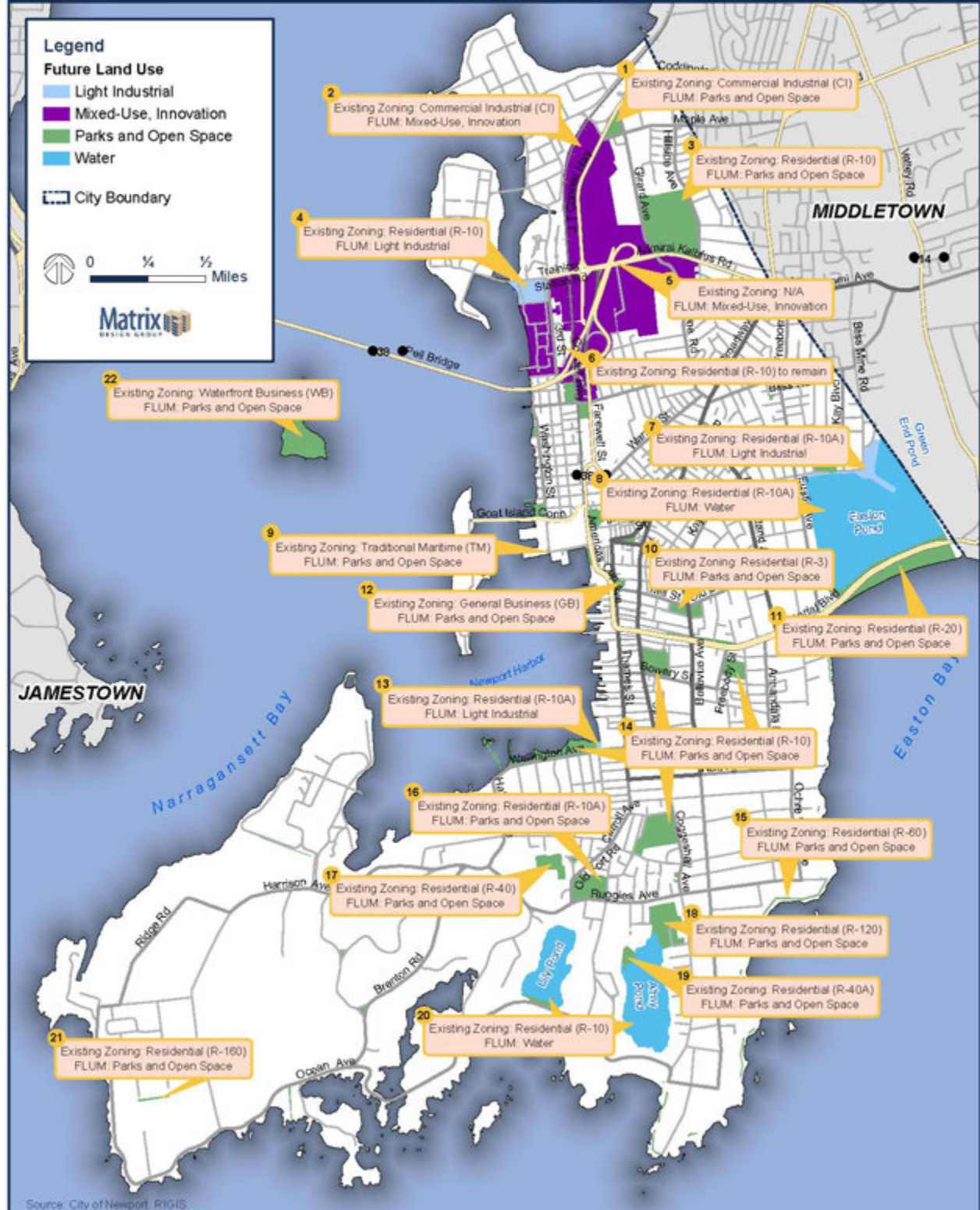
Map Title: Zoning – Future Land Use Map Analysis

Eliminate:

6. Existing Zoning: Residential (R-10) FLUM: Mixed Use, Innovation

Replace with:

6. Existing Zoning: Residential (R-10) to remain.





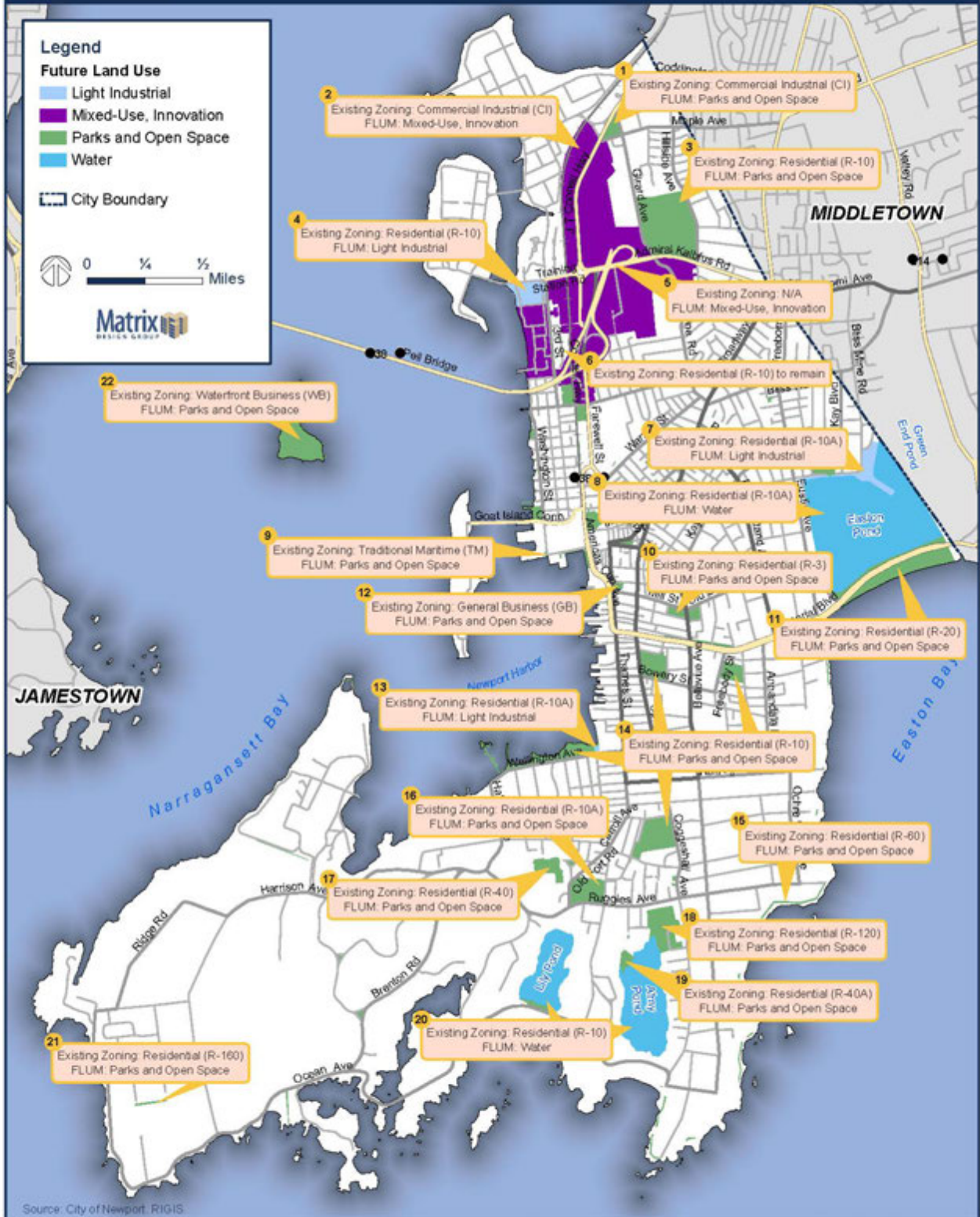
Legend

Future Land Use

- Light Industrial
- Mixed-Use, Innovation
- Parks and Open Space
- Water

City Boundary

0 $\frac{1}{4}$ $\frac{1}{2}$ Miles



Source: City of Newport, RIGIS.

4. Location: **Chapter 3**
3.2 Goals and Policies, Page 3-17

Description of amendment: The Mixed-Use, Innovation future land use designation description is revised to replace Commercial-Industrial and R-3 Residential with Urban Innovation Village District and Urban Innovation, Floating Zone District as permitted zones.

Existing text:

The Mixed-Use, Innovation land use designation is located in Newport’s North End, surrounding the existing Pell Bridge ramp right-of-way. The intent of this land use category is to support the development of incubator/accelerator type businesses focused on resilience/climate change, ocean, alternative energy systems, defense (underwater, maritime and cyber security) and digital industries, their support sub-sectors, associated training and job creation center, as well as ancillary financial, commercial and retail/hospitality support services. High density residential uses are permitted if supportive of businesses in this designation. The only zoning districts permitted in this land use category are Commercial-Industrial, R-3 Residential, and Open Space and Recreational.

Proposed text:

The Mixed-Use, Innovation land use designation is located in Newport’s North End, surrounding the existing Pell Bridge ramp right-of-way. The intent of this land use category is to support the development of incubator/accelerator type businesses focused on resilience/climate change, ocean, alternative energy systems, defense (underwater, maritime and cyber security) and digital industries, their support sub-sectors, associated training and job creation center, as well as ancillary financial, commercial and retail/hospitality support services. High density residential uses are permitted if supportive of businesses in this designation. The only zoning districts permitted in this land use category are Urban Innovation Village District and Urban Innovation, Floating Zone District, and Open Space and Recreational.

5. Location: **Chapter 3**
Table 3-4 – Inconsistencies Table, Page 3-20
and
Table 14.2 – Inconsistencies Table, Page 14-4

Description of amendment: The Inconsistencies Table is revised in accordance with the change in the FLUM.

Table 3-4 – Inconsistencies Table, Page 3-20 and Table 14.2 – Inconsistencies Table, Page 14-4

| Map ID | Existing Zoning | Proposed Zoning | FLUM |
|--------|--------------------|--------------------------|-----------------------|
| 6. | Residential (R-10) | Innovation Hub Mixed Use | Mixed Use, Innovation |
| 6. | Residential (R-10) | No change | No change |

6. Location: **Chapter 3**
3.3 Goals and Policies, Page 3-25

Description of amendment: Land Use Policy LU-1, supports the city's first Land Use Goal, LU-1 "To provide a balanced City consisting of residential, commercial, and employment uses consistent with the character, environmental resources and vision of the community."

The intention is to include consideration a form base code, along with other alternative development standards, as a tool to support the goal of providing a balanced City that is consistent with the character of the community. The policy should also be corrected to assign the Floating Zone to the future land use designation, not outdated zoning districts.

Existing Text:

LU Policy LU-1.5, page 3-25

The City shall encourage the use of the Floating Zone Overlay, in the waterfront Business, Traditional Maritime, or Commercial/Industrial zoning districts including the Innovation Hub Area. This could include the use of alternative performance-oriented development standards, mixed uses, and other development and planning techniques that will support a vibrant and flexible economic opportunity area.

Proposed text:

The City shall encourage the use of the Floating Zone in the Mixed-Use, Waterfront and Mixed-Use, Innovation future land use designations. This could include the use of *form or character base codes*, alternative performance-oriented development standards, mixed uses, and other development and planning techniques that will support a vibrant and flexible economic opportunity area.

7. Location: **Chapter 3**
 3.3 Goals and Policies, Page 3-26

Description of amendment: A new Land Use Goal LU-3 with corresponding policies will bring implementation of the North End Urban Plan to the fore. Additional information available regarding implementation is available in the North End Urban Plan itself.

Insert new goal and policies as follows:

Goal LU-3: Achieve the vision put forth by the North End Urban Plan.

Policy LU-3.1: The City, in collaboration with the Rhode Island Department of Transportation, shall improve rights-of-way in accordance with the North End Urban Plan.

Policy LU-3.2: The City shall promote outstanding design in the Innovation District that supports current and future issues and needs.

Policy LU-3.3: The City shall prioritize development that creates jobs in accordance with the North End Urban Plan.

Policy LU-3.4: The City shall work to mitigate educational, wealth, opportunity, and geophysical disparities through public process and community benefits.

8. Location: **Chapter 3**
 3.4 Implementation Actions, Page 3-26
 And
 Chapter 14, 14.3 Land Use, Page 14-6

Description of Amendment: Add new Goal LU-3 and Implementation Actions letters A through G.

A) Require high-quality urban design elements for development within the North End, and embrace Newport's existing context – history, geography, climate, economy and architecture – as a source of inspiration for contemporary design within the Innovation Hub. (High, \$-\$\$\$, On-going, Planning and Economic Development, Planning Board, Design Review)

B) Utilize the North End Urban Plan, Appendix A -Character-based code, as design guidelines to guide appropriate design within the Innovation Hub. (High, \$, On-going, Planning and Economic Development, Planning Board)

C) Seek uses that bring new higher paying jobs to Newport and provide opportunity for growth, and work with residents to secure those jobs. (High, \$, On-going, Planning and Economic Development)

D) Support workforce training, particularly in fields of technology, maritime, and maker sectors. (High, \$, Mid, Short & On-going, Planning and Economic Development, City Council)

E) For Development within the Innovation Hub:

- Determine the impact of development projects on residential areas and identify benefits that may help mitigate any negative impact.
- Provide community benefits that are informed by and improve the quality of life for residents.
(High, \$, Mid, short & On-going, Community Benefits Committee, City Council, Planning and Economic Development)

F) Encourage a mix of supportive uses in the North End reflective of the community's wants and needs. (High, \$, On-going, Community Benefits Committee, Planning and Economic Development, Planning Board)

G) Develop an understanding of factors that contribute to displacement and implement solutions such as taxation measures, community benefits or other development incentives to support neighborhood stability and mitigate displacement. (High, \$, On-going, City Council)

9. Location: **Chapter 3**
 3.4 Implementation Actions, Page 3-26
 and
 Chapter 14, 14.3 Land Use, Page 14-6

Description of amendment: The Implementation Program is changed to reflect the City's long-term goal of adopting the Character code in the North End and potentially adopting a version of a character code in other areas of the City. This change is accomplished by the addition of text as follows.

Existing Text:

GOAL LU-1 To provide a balanced city consisting of residential, commercial, and employment uses consistent with the character, environmental resources and vision of the community.

C) Update City's Zoning Map to reflect the changes noted on Map 14-1 and Table 14-2.

Add text below to section C. above:

C.1) Adopt the Character Based Code included in the North End Urban Plan in the designated area of the North End; identify additional character areas throughout the city that would benefit from the adoption of a form based-code and update the City's Zoning Map accordingly.

Add the following to the chart

C.1 meets the following city objectives:

Prosperous, Beautiful, Happy, Destination, Collaborative, Smart, Healthy, Resilient

Priority: Mid

Time: Long

Cost: \$

Responsibility/CIP

- City Council
- Planning and Zoning Board
- Planning

10. Location: **Chapter 4**
Economic Development, Page 4-9

Description of amendment: The 2017 Comprehensive Plan references the City's Economic Development Plans, Programs, and Incentives, with a special section on the North End on page 4-9. This section outlines the City's economic development focus on the North End. The second bullet references the Innovation Hub.

A new sentence should be appended to the second bullet, as follows:

The North End Urban Plan details the land use and development requirements for the North End and identifies utilities, transportation, and other investments to facilitate economic development.

11. Location: **Chapter 4**
4.3 Implementation Actions, Page 4-13
And
Chapter 14
14.4 Economic Development, Page 14-9

Description of Amendment: Add Implementation action under GOAL ED-1

M) Ensure new development in the North End is consistent with city goals regarding climate change and environmental stewardship and includes support and job-training programs for residents. (High, \$-\$\$, On-going, Public Utilities, Planning and Economic Development, educational institutions, Planning Board, City Council, Resiliency)

12. Location: **Chapter 5**
Housing Page 5-35

Description of amendment: The 2017 Comprehensive Plan lists two North End neighborhoods: North End Commercial and North End Residential. The second paragraph of the North End Commercial section mentions the Innovation Hub. With the adoption of the North End Urban Plan, the last sentence is outdated. A reference to the North End Urban Plan in the description of the North End Residential neighborhood area will provide opportunity for additional information regarding this neighborhood.

Strike the last sentence from the description of the North End Commercial neighborhood area and insert the following sentence:

Existing text:

The North End Commercial neighborhood is also home to the plan for the Newport Innovation Hub. The goal of this plan is to redesign the Claiborne Pell Bridge and develop the newly available land into a hub of businesses with a focus on innovation, sustainability, and civic economic development. ~~The Innovation Hub is still in the planning stages.~~

Proposed text:

The North End Commercial neighborhood is also home to the plan for the Newport Innovation Hub. The goal of this plan is to redesign the Claiborne Pell Bridge and develop the newly available land into a hub of businesses with a focus on innovation, sustainability, and civic economic development. **The North End Urban Plan outlines the vision for the Innovation Hub, as well as abutting areas.**

Append the following sentence to the end of the North End Residential section:

The North End Urban Plan provides additional detail regarding the North End Residential neighborhood area.

13. Location: **Chapter 5**
5.3 Implementation Actions, Page 5-28
And
Chapter 14
14.5 Housing Element, Pages 14-13

Description of Amendment: Add Implementation Action under GOAL H-2, A

A.1) Monitor and respond to displacement in neighborhoods within the North End. (Mid, \$, On-going, Community Development Division)

14. Location: **Chapter 7**
7.2 Goals and Policies, Page 7-16, 17

Description of Amendment: Add **Policy T-1.7, Page 7-16**

Policy T-1.7: The City shall seek improved pedestrian and bicycle accommodations in the North End.

Description of Amendment: Add **Policy T-2.7, Page 7-16**

Policy T-2.7: The City shall create more transportation options for visitors and residents.

Description of Amendment: Add **Policy T-4.5, Page 7-17**

Policy T-4.5: The City shall protect North End neighborhoods from large vehicle traffic.

15. Location: **Chapter 7**
7.3 Implementation Actions, Page 7-18,19,20
And
Chapter 14
14.7 Transportation & Circulation Element, Page 14-18

Description of Amendment: Add *Implementation Actions under Goal T-1*

D.) Coordinate with RIDOT to improve regional connections and optimize multimodal transportation development opportunities within the North End. (High, \$-\$\$\$, On-going, Planning and Economic Development, Public Services)

E) Coordinate with RIDOT to include a welcoming gateway to the City in the Pell Bridge realignment project for those arriving via the Newport Pell Bridge. (High, \$-\$\$, Short, Planning and Economic Development, Design Review)

Description of Amendment: Add *Implementation Action under Goal T-4*

G.) Consider the traffic demands of vehicular traffic through the North End and apply traffic calming strategies. (Mid, \$\$, On-going, Public Services).

16. Location: **Chapter 9**
9-3 Implementation Actions, Page 9-19
And
Chapter 14
14.9, Natural Resources Element, Page 14-23

Description of Amendment: Add *Implementation actions under GOAL NR-1*

D) Continue to expand Newport's urban forest in the North End. (Mid, \$\$, On-going, Division of Parks, Resiliency)

E) Promote tree canopy in North End urban communities to help combat climate change. (Mid, \$, On-going, Division of Parks, Resiliency)

17. Location: **Chapter 13**
13.3 Implementation Actions, Page 13-17

And

Chapter 14

14.13 Natural Hazards and Climate Change Element, Page 14-34

Description of Amendment: Add Implementation Actions under GOAL NHCC-1

C) Utilize opportunities associated with the Pell Bridge ramp realignment project and new development to manage/mitigate stormwater and sea level rise. (High, \$\$\$-\$\$\$\$, On-going, Public Utilities, Resiliency)

D) Coordinate with governmental agencies and regional and local academic institutions to better prepare for climate change. (Mid, \$, On-going, Resiliency)

NEWPORT NORTH END URBAN PLAN



City of Newport

February 10, 2021

This document represents 6+ months of hard work by the the City of Newport's Department of Planning and Economic Development and their consultant team, led by the firm NBBJ. Numerous hours were contributed by countless volunteers, most notably Planning Board Chair Kim Salerno, who shepherded the project. The project team wishes to recognize her leadership, as well as that of other major project participants:

City Council

- Jeanne Marie Napolitano, Mayor, Council Chair
- Lynne Underwood Ceglie, Vice-Chair
- Jamie Bova, At-Large Councilor
- Elizabeth Fuerte, At-Large Councilor
- Angela McCalla, First Ward
- Charles M. Holder, Second Ward
- Kathryn E. Leonard, Third Ward
- Justin McLaughlin*
- Susan D. Taylor*

Planning Board

- Kim Salerno, Chair
- Jeff Brooks, Vice Chair
- Liam Barry, Secretary
- Steven Berlucchi
- Elizabeth Fuerte
- Richard Haggis
- Paul Marshall
- John Oliveira
- Melissa Pattavina

*term concluded 11/30/2020

Planning & Economic Development Department

- Joseph Nicholson, City Manager
- Christopher Behan, City Solicitor
- Thomas Shevlin, Communications Officer

- Trish Reynolds, Director
- Peter Friedrichs, City Planner
- Helen Johnson, Preservation Planner
- Sarah Atkins, Community Resilience Specialist

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McMahon
Code Studio





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Equity

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Urban Village Mixed Use with 5 Stories

Urban Village Mixed Use with 3 Stories

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EXECUTIVE SUMMARY

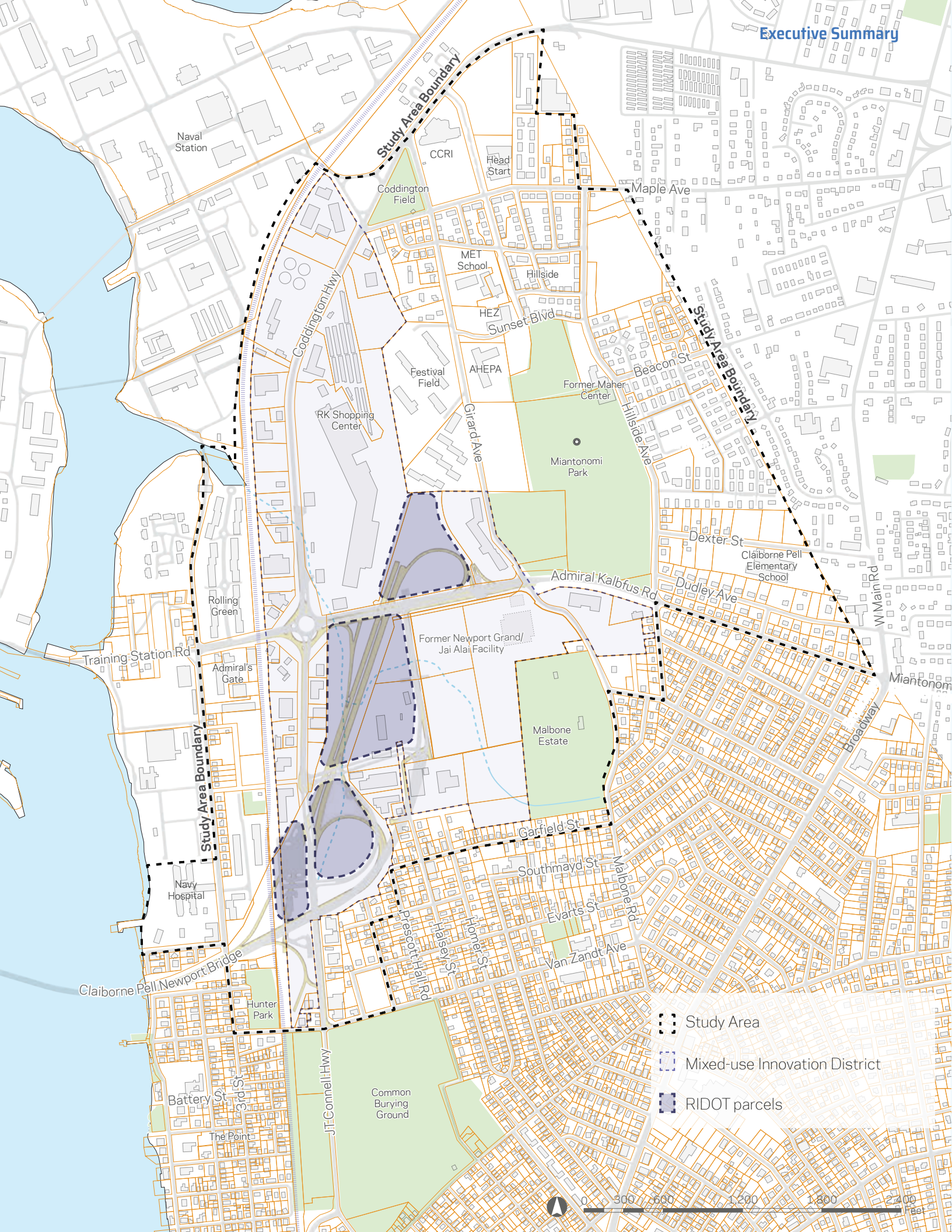
The North End Urban Plan (NEUP) seeks to direct redevelopment in Newport's North End in ways that help address historic inequities and offer more diverse economic opportunities, while creating a safe, comfortable built environment that balances Newport's history with its aspirations for the future.

The North End was one of the last places in the city of Newport to develop; while much of the city was originally constructed during the 18th and 19th centuries, the North End did not experience significant development until the 20th century. As a result, it faces many of the same challenges as other districts with 20th century development patterns, including automobile-dominated infrastructure, large single-use subareas, and comparatively low-quality public realm. The North End is physically and economically disconnected from the rest of the city, separated by infrastructure and thus lacking access.

The North End Urban Plan (NEUP) takes the purpose and goals for the North End described in the 2017 *Comprehensive Plan Update* (*Comprehensive Plan*) as its foundation, which includes a description of the North End commercial neighborhood as a future jobs hub within the city, the "Innovation Hub." The North End also consists of a number of existing residential neighborhood areas, which are expected to experience far less redevelopment than this Innovation District. The *Comprehensive Plan's* corresponding future land use designation "Mixed Use, Innovation" is intended to support startup/incubator types of businesses focused on the Blue Economy (resiliency-oriented industries and marine-focused technology, R&D, and production), its ancillary uses, and digital technology. As an area plan that will be incorporated into the *Comprehensive Plan* by reference, the NEUP must remain consistent with the *Comprehensive Plan*.

Newport's North End Innovation District is poised for transformation: the reconstruction of

Opposite: The study area comprises a large portion of the northern section of the city of Newport. It is effectively bounded by the city line with Middletown, Naval Station Newport, and the former Elizabeth Marsh.



- Study Area
- Mixed-use Innovation District
- RIDOT parcels



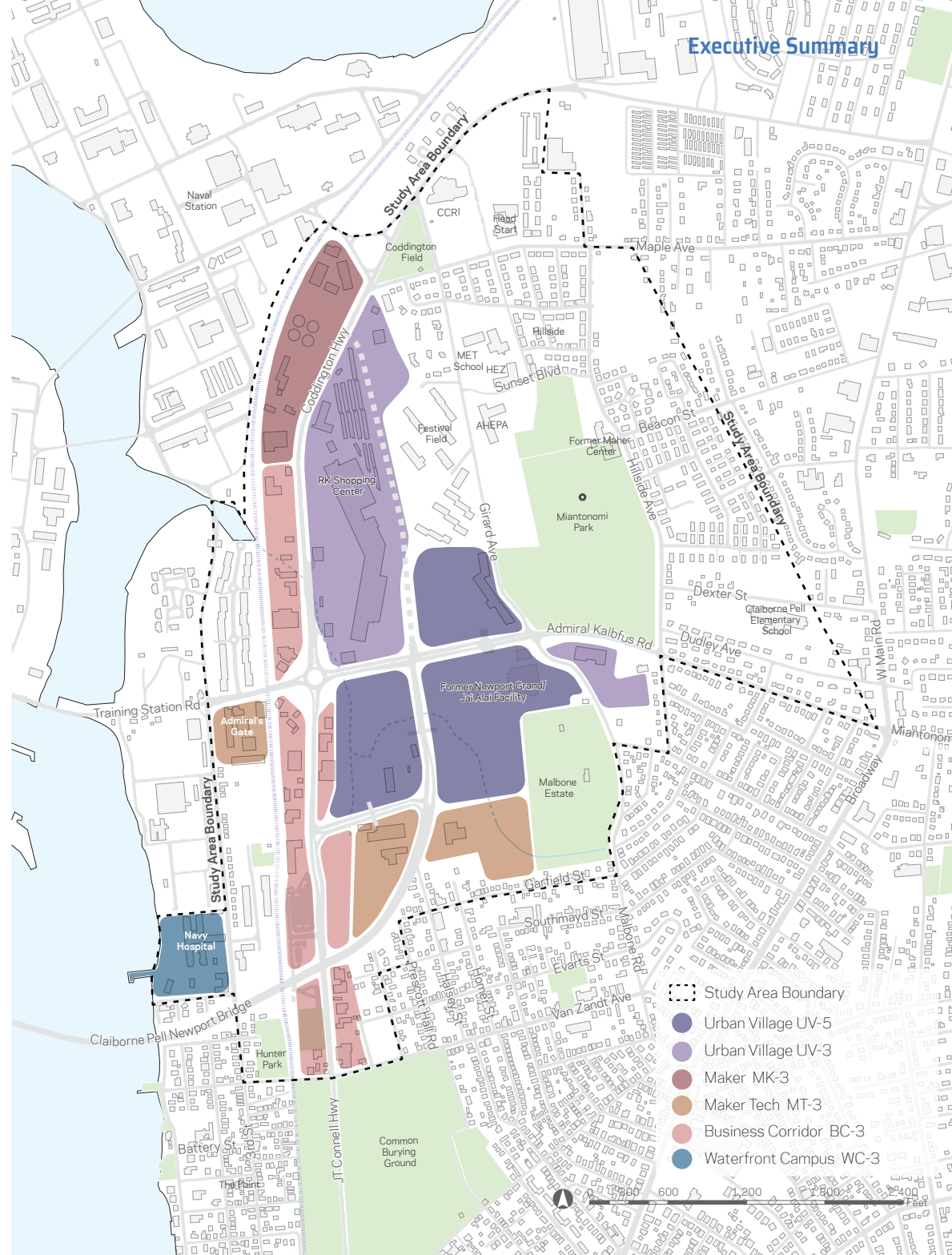


the Newport Pell Bridge approaches will remove large amounts of expressway infrastructure, freeing up land for new development; meanwhile, among other potential changes in use, there is increased interest in redevelopment of the 25-acre former jai alai facility. These two major projects alone could create over 50 acres of new development with Blue Economy-focused jobs and new commercial economic activity alongside ancillary uses such as housing, retail and open space. Additionally, more moderately scaled redevelopment opportunities in the Innovation District, such as on smaller parcels along JT Connell Highway, are also likely in the coming years, reflecting the significant changes to infrastructure that are expected. The existing stable residential neighborhoods of the North End could benefit directly and indirectly from the new Blue Economy development, additional retail and services, and workforce housing if they are consistent with the *Comprehensive Plan* and the community's goals. The *NEUP* seeks to make that connection to achieve these benefits.

To better define the community's goals, a robust public engagement effort for the *NEUP* extended from January to June of 2020 and included an in-person public forum, neighborhood group meetings, drop-in hours, stakeholder calls, and an online survey. Approximately 150 participants attended the Public Forum in February and 148 responded to 46 specific questions in the online survey during the COVID-19 quarantine months of April through June. The project team conducted many other personal outreach activities to develop a plan they believe substantially incorporates the community's goals. The project team presented draft recommendations at a public meeting held via Zoom on July 30th, where 75 attendees reviewed the final recommendations and participated in a town-hall-style question and answer session.

The *NEUP* outlines five Themes to guide redevelopment in the North End that are based on input from the general public, City leaders, and professional expertise:

Opportunity



Opportunity is focused on supporting a range of jobs that will diversify Newport's economy and improve year-round employment, while protecting the residential areas outside the Innovation District from substantial change and supporting the institutions active in the neighborhood. The priority for the Innovation District will be the attraction and retention of innovative and entrepreneurial activities within the Blue Economy, Green Economy, and

technology sectors, advanced research and production, and businesses such as those in the Tradesmen's Center. Though the Innovation District is proposed to expand as a jobs center, it must also make designated space available for ancillary and supportive uses, such as housing, retail, hospitality, and community amenities. Furthermore, future uses must be compatible with adjacent existing uses to maintain the continuity of neighborhood character.

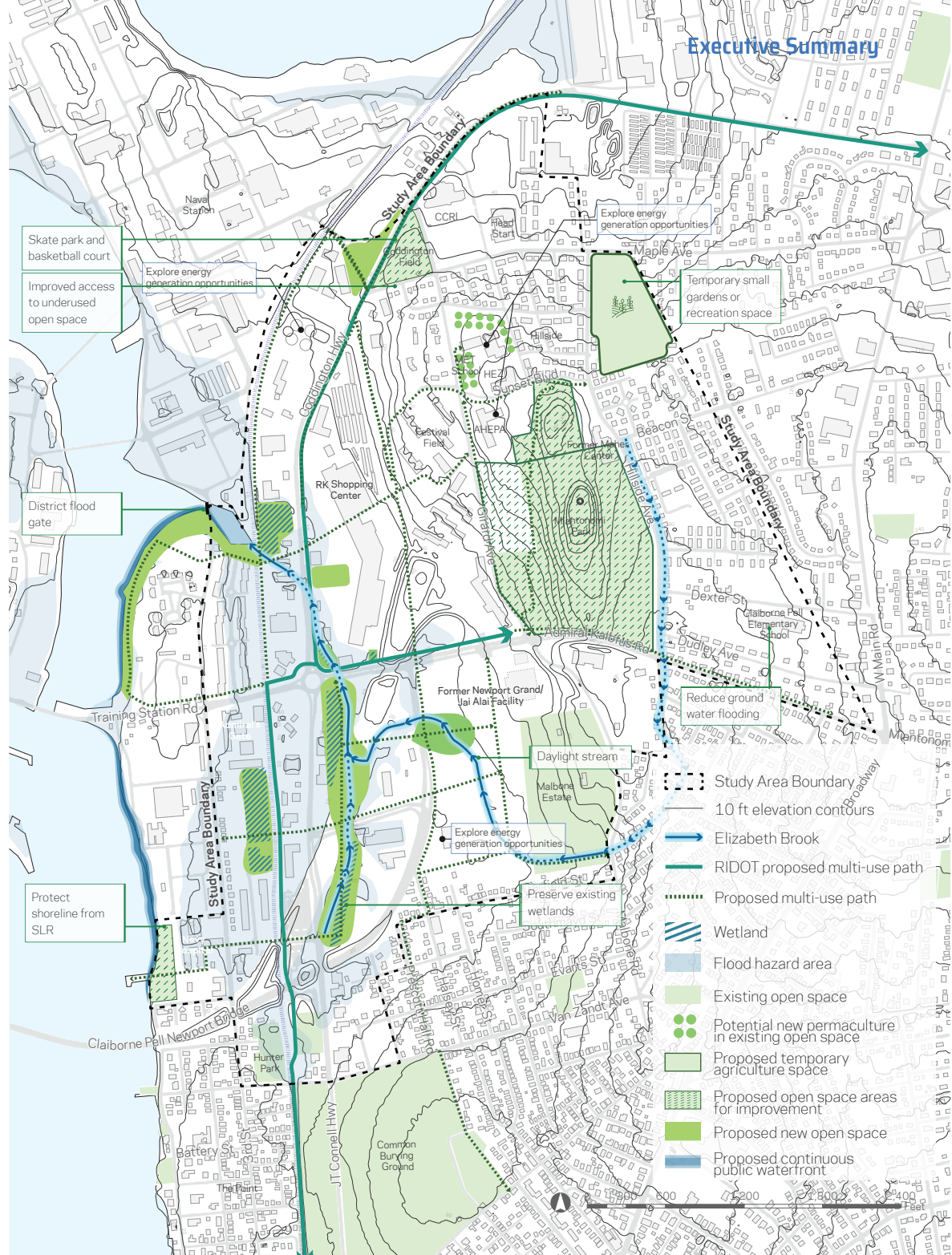


Connectivity

Connectivity is needed in the North End, where a history of industrial uses and large-scale car infrastructure has dominated the landscape, creating challenges for cyclists and pedestrians, and an incomplete transportation network. The Rhode Island Department of Transportation (RIDOT)-led Pell Bridge Approaches Project currently underway will transform the North End in a positive way by removing large areas

of expressway infrastructure and simplifying movement through the area. The proposed rail-with-trail will also dramatically improve connectivity between the North End and Newport's downtown and waterfront. Private development and public investment should extend pedestrian networks to connect neighborhoods to open spaces, retail services, and the waterfront.

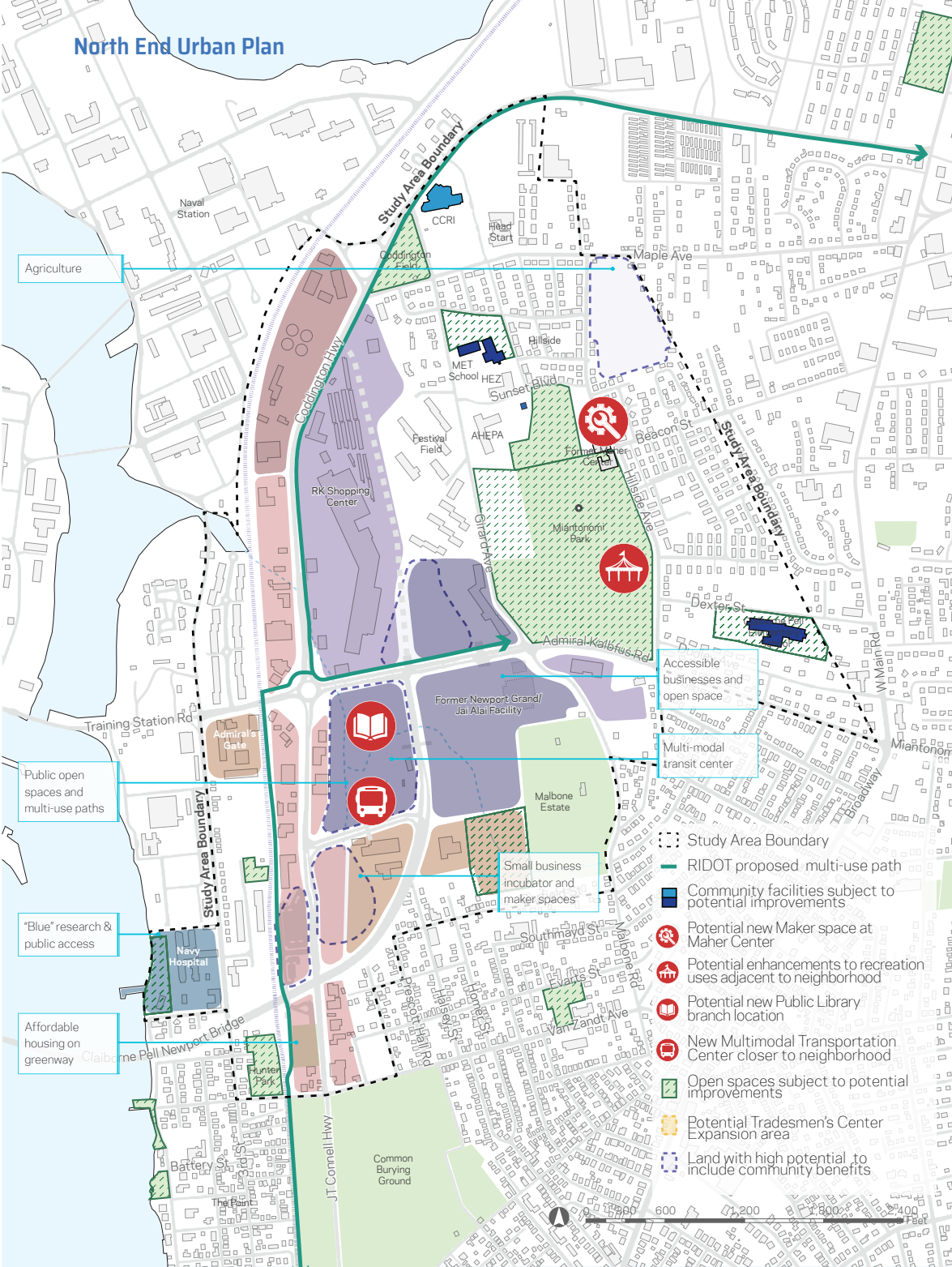
Resiliency



Resiliency is a strategic economic development requirement for Newport and the City has established itself as a national leader in resilient planning and growth in recent years. It is an important consideration for the North End, as a large portion of the areas along JT Connell Highway and even further inland lie on former marshlands at low elevation with significant risk of flooding. RIDOT's realignment of the Newport Pell Bridge approaches will begin addressing

some of the local physical resiliency constraints, but sea-level rise will further threaten the area in the coming decades unless investment is made where Elizabeth Brook joins Narragansett Bay to limit seasonal or episodic storm surges into the North End. Sustainable design, development, and construction practices must include permitting authority review of greenhouse gas emissions, stormwater treatment, and shared parking and trip reduction strategies.

Equity



Equity is a significant concern of residents of the North End, who have long formed the backbone of Newport's tourism, service, and industrial workforces. Despite their importance to the local economy, a range of services and amenities are underprovided in the North End, such as outdoor recreational facilities, economic opportunity assistance, and access to educational

resources. Local residents expressed a range of aspirations for community benefits that should be included in future redevelopment of the area. These community benefits can be built on publicly-owned parcels, required by zoning, incentivized during site plan review, or negotiated in development agreements, among other mechanisms.

Quality



Quality is a critical issue, as the North End is the “gateway” to Newport from the Newport Pell Bridge as well as from areas to the north, and the existing physical conditions in the area generally do not reflect the character that defines Newport. The redevelopment of the former jai alai facility will figure prominently in the transformation of this gateway, as will parcels made available once the Newport Pell Bridge approaches have been rebuilt. Both the pattern of new development and the

architectural quality is of great interest to Newport residents, businesses, and visitors alike. Development regulations and guidance must together ensure that all new development is respectful of Newport’s rich architectural heritage and its scale, while accommodating new uses and building types and creating an excellent public realm. The design guidance in of this Plan and the proposed form-based code in *Appendix A* are robust tools for achieving the goals of the *NEUP*.



Implementation of the *NEUP* will depend upon a range of public and private actions. Primarily, RIDOT must complete its reconstruction of the Newport Pell Bridge approaches in general accordance with the *NEUP* in order to realize any of the large redevelopment plans envisioned. Assuming that the City is the receiving entity for excess land disposition, the City can build needed facilities and sell or lease additional land for private redevelopment. Other potential sites for redevelopment include the former incinerator site and the City Yard, the relocation of which will facilitate even more expansive and effective redevelopment of the area.

The City will also establish appropriate rezoning of the current Commercial Industrial zoning district in the North End to better address the goals for the Innovation District, ensuring the goals of the *NEUP* can be realized. Like the character of the existing conditions in the District, the Innovation District zoning should be nuanced in its regulation of development to account for the variety of conditions within the area. Site plan review will also be a critical tool to ensure that future private development is planned, designed, and constructed in conformance to the recommendations of the *NEUP*. The *NEUP* calls for minimum public open space requirements for large projects to meet the goals of the *Tree, Parks, & Open Space Master Plan*.

Investments in transportation links such as future roadways including a Halsey Street extension, improved bicycle infrastructure, and pedestrian crossing facilities will need to be incorporated into future capital planning budgets. Municipal capital investments will need to be balanced with potential funding from private, state, and federal sources, including funds for protection from climate change and sea-level rise, as well as community benefits derived via development.

Ultimately, the North End Urban Plan creates a context for promoting a diversified economy where it is needed most. National trends in economic development have brought a renewed focus to urban areas as the innovation economy has realized the benefits of locating in an urban setting. By converting the automobile-oriented sprawl of the North End to a dense, walkable, urban environment, Newport can capitalize on this national trend, while creating significant quality-of-life improvements for Newporters. This new development typology is reflective of Newport's historic patterning, creating new opportunities for charming environments. The Plan builds on Newport's small-city feel and creates a framework for the regulatory amendments that will provide both the public and private sector with the tools to achieve desired growth.





1

INTRODUCTION & PLANNING CONTEXT



Goals & Purpose of the Plan

Newport's 2017 *Comprehensive Plan Update (Comprehensive Plan)* identifies three primary areas of Newport: the North End, the Central Corridor, and Newport Neck. The North End is "broadly defined as the area north of Route 138/238, Admiral Kalbfus Road and Miantonomi Avenue, but includes the Newport Grand Casino [former jai alai facility] and adjacent development along Halsey Street. Although easterly portions of this area are predominantly residential, the remaining portions of the north end are a mix of industrial, service, residential, institutional, commercial, and other uses. This area is and will continue to be, the focus of public investment and economic diversification efforts." (Page 3-2). This description corresponds with the study area for the North End Urban Plan (*NEUP*, the *Plan*) identified in the solicitation to develop the project team.

The North End has faced a series of challenges – both physical and economic – throughout the 20th and early 21st centuries, despite a passionate set of residents, community leaders, and business owners and an array of assets distinct within Newport. With the *Comprehensive Plan's* call for an "Innovation Hub" mixed-use district (translated into this document as the "Innovation District"), the Rhode Island Department of Transportation (RIDOT)'s reconstruction of the Newport Pell Bridge approaches and interest in real estate development from the private sector, now is an ideal time to articulate a thorough vision for the North End.

Ultimately, the *NEUP* seeks to direct near- and long-term real estate development in the study area in ways that help address historic inequities and current disadvantages, while creating a built environment that balances Newport's history with its aspirations for the future. That spirit is embodied by Newport's neighborhoods, by its waterfront and connection to the ocean, its unique role in the Blue Economy (resiliency-oriented industries and marine-focused technology, R&D, and production) and associated industries, by its long and proud maritime and architectural history, and by its ambitions for the future.

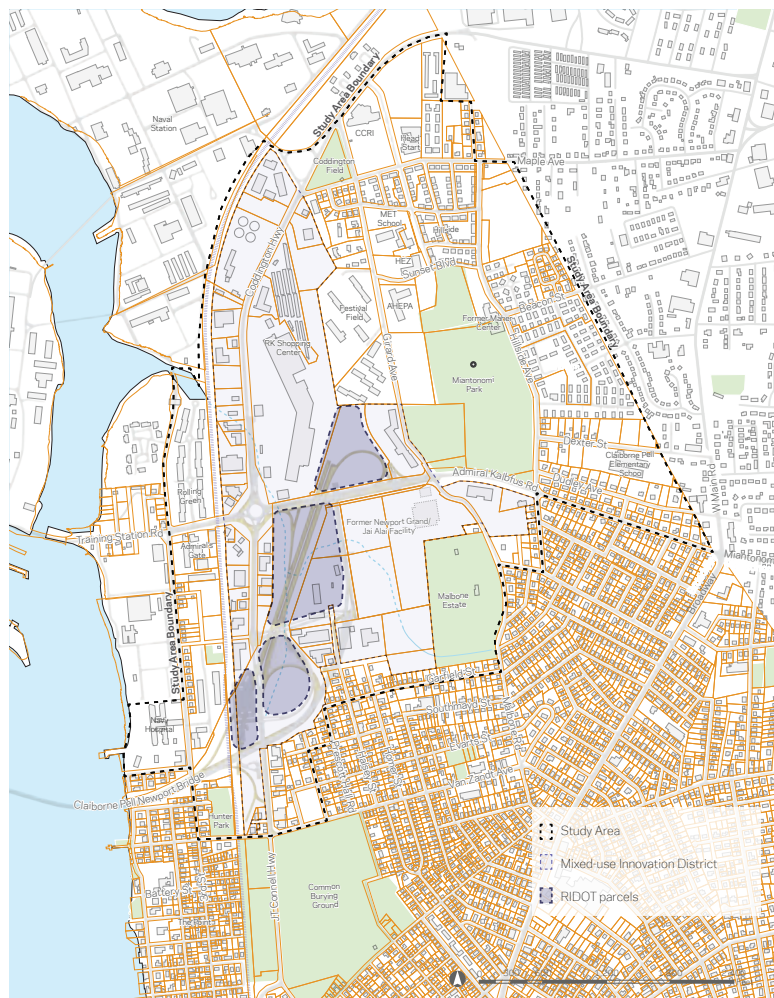
At the beginning of the planning process, six goals were established for the *NEUP* in an effort to join the goals of the *Comprehensive Plan* with the current desires of the community:

- Build community understanding of key issues
- Create a bold statement for 21st century living
- Support sustainable development practices
- Provide visual guidance for developers, decision makers, and the public
- Reconnect the North End to the rest of Newport
- Support diverse development, amenities, and street life welcoming to all Newporters

Use of the Plan

As an area plan building on previous planning work for the North End, the *NEUP* provides context, community input, and clear delineation of the expectations and aspirations for the North End, with a focus on the built environment. The Plan:

- Serves as a framework for future investment in the North End, describing key physical connections, public realm enhancements, and infrastructure improvements;
- Informs ongoing discussions with RIDOT on the reconstruction of the Newport Pell Bridge approaches and associated potential redevelopment of newly available land;
- Acts as a guidance document for future development, focused on the Innovation District;
- Guides real estate development on land within the study area by providing clarity on community priorities, intended public actions, and desired character; and
- Guides private development on public parcels that may become privately owned through development agreements with public entities.



The study area, delineated by the dashed black line, is separate from the proposed rezoning area, in light purple. The *Comprehensive Plan* describes the rezoning area, while this plan establishes a vision for the wider North End as well.

Select Prior & Concurrent Planning Efforts



AIPC Aquidneck Island West Side Master Plan

2005

While only directly involving a comparatively small portion of the *NEUP* study area, the AIPC 2005 West Side Master Plan places the North End in the broader setting of regional planning on Aquidneck Island. This master plan envisions the North End, particularly along its western areas, as a corridor, both economically and environmentally. The plan stresses the importance of natural systems and balancing development with long-term sustainability. This plan has recently been reactivated by the AIPC.

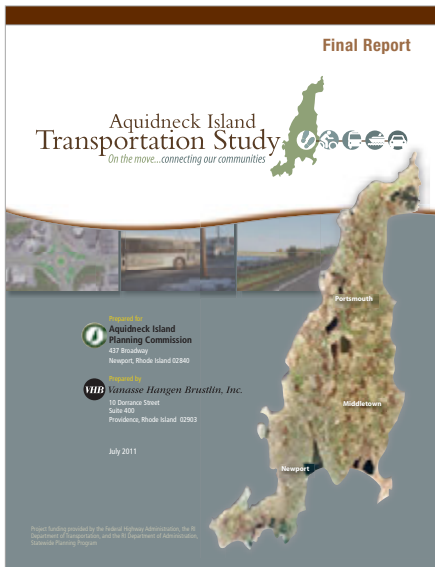


Newport North End Master Plan

2006

The North End Master Plan was completed as part of the Newport Housing Authority's HOPE VI project. The plan identified redevelopment areas included in the *NEUP* and proposed to leverage them as economic development opportunities, which has remained the goal since. Additional topics of concern were circulation, recreation, and housing. The area of study for the North End Master Plan was slightly larger than the

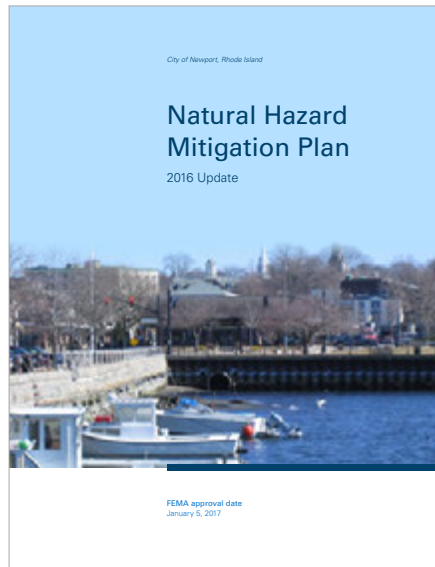
context-based study area of the *NEUP*. The *NEUP* takes a more in-depth analysis of real estate than the North End Master Plan and is a regulatory document, as it is incorporated into the *Comprehensive Plan*. The 2006 master plan was developed prior to RIDOT's current bridge approach planning, though the major themes of mixed uses, additional physical connections, and improved waterfront access still resonate.



Aquidneck Island Transportation Study

2011

The Aquidneck Island Planning Commission's Aquidneck Island Transportation Study established policy recommendations for the Island's transportation system. It prioritized safety and the incorporation of land use planning into transportation decisions, while seeking to minimize single-occupant vehicle trips and enhance non-motorized transportation options. Complete streets approaches and strengthened bike and pedestrian networks were noted as critical for the Island, and transit improvements such as bus rapid transit and mobility hubs were also highlighted.



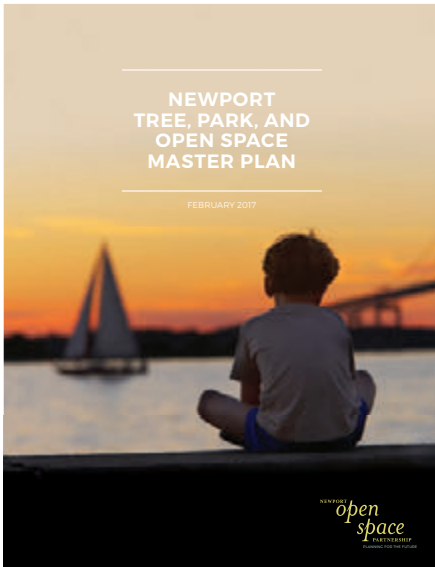
Newport Hazard Mitigation Plan Update

2016

Newport faces many of the same hazards as other Rhode Island cities, such as storm events and temperature extremes. The plan takes a relatively standard approach to natural hazard mitigation and fails to address critical infrastructure failures and pandemics, which roiled the City in 2019 and 2020, respectively. The City plans to include these elements, along with chemical spills and terrorism incidents, in its mandated 2022 update. The North End is home to several

pieces of critical infrastructure for the city, including schools, stormwater management infrastructure, regional transportation connections, and the wastewater treatment plant.

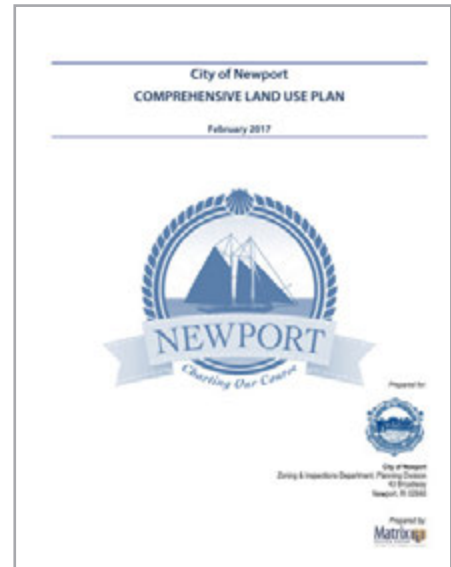
Select Prior & Concurrent Planning Efforts



Newport Tree, Park & Open Space Master Plan 2017

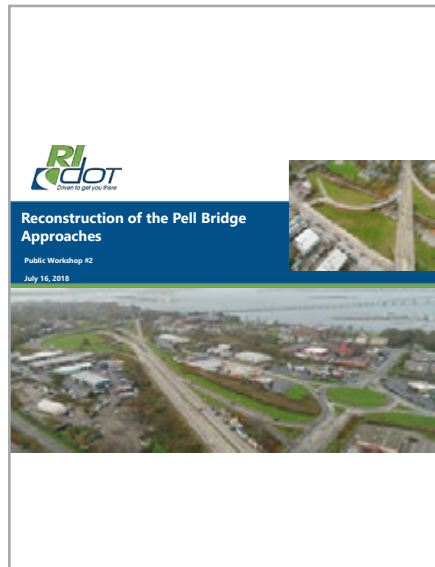
Newport’s natural resources are some of the city’s most treasured assets, and the Tree, Park, and Open Space Master Plan describes the community’s priorities for those resources across many contexts, with an emphasis on creating a complete system that is connected, resilient, equitable, enduring, and active. The plan proposes enhancements to waterfront access, including a park at the former Navy hospital site, and to bicycle routes across the city, including Admiral Kalbfus

Road, Hillside Avenue, and Maple Avenue. The document also identifies the North End as an area underserved by parks and tree canopy, recreational opportunities, and trees. Developed in partnership with nonprofit advocacy groups, the plan was endorsed by the City Council through resolution and “serves as a guide for the City of Newport and its partners to manage, plan, preserve, and protect Newport’s open space assets.”



Comprehensive Plan Update 2017

The *Comprehensive Plan* is the guiding policy document for the City of Newport and State operations within its bounds, as well as a regulatory tool for zoning and real estate development. The vision section of the document lays out a broad vision for the city, focused on creating a community that is prosperous, vibrant, diverse, resilient, and innovative. It elaborates specific ideals and objectives for the North End, including the creation of an “Innovation Hub.” The *Comprehensive Plan’s*



RIDOT Reconstruction of the Pell Bridge Approaches

Ongoing

Future Land Use Map supports the creation of such a hub through a land use designation called “Mixed Use, Innovation” and proposed “Innovation Hub Mixed Use Zoning”, “which is intended to support startup/incubator types of businesses focused on the [Blue Economy] and digital economy and their ancillary uses.” The *NEUP* has been prepared in line with the spirit of the *Comprehensive Plan*, providing significantly more detail regarding land use.

In response to a vision set forth by the City and further refined by the Rhode Island Turnpike and Bridge Authority (RITBA), RIDOT has been planning to reconstruct pieces of the Newport Pell Bridge approaches in Newport for the last two decades. A federal transportation grant has enabled the project, which completed its Environmental Assessment (EA) in early 2020. The first phase of planning and construction will focus on changes to JT Connell Highway and Coddington Highway north of Admiral Kalbfus Road,

while the second phase will focus on Admiral Kalbfus Road and points south. The design process is still ongoing, but the approved EA provides some indication of likely roadway alignments for the approaches, informing a number of land use and transportation decisions relative to the *NEUP*. RIDOT’s plan calls for separated multi-use paths along Admiral Kalbfus Road and Coddington Highway, a reconfigured rotary with a modern roundabout design, and construction of the rail-and-trail from Admiral Kalbfus Road to the Gateway Center Intermodal Center.

Existing Conditions Analysis

Economic Background & Market Opportunities

In accordance with the *Comprehensive Plan*, mixed-use with innovation is the desired land use combination for the areas surrounding the existing Newport Pell Bridge approaches and right-of-way. The intent of the Mixed-Use, Innovation land use category is to “support the development of incubator/accelerator type businesses focused on resilience/climate change, ocean, alternative energy systems, defense (underwater, maritime and cyber security) and digital industries, their support sub-sectors, associated training and job creation center, as well as ancillary financial, commercial and retail/hospitality support services.” (*Comprehensive Plan*, 3-17)

The Newport economy is dominated by the tourism sector, as evident from American Community Survey data published in the Economic Development Chapter of the *Comprehensive Plan*. Unfortunately, the tourism sector is well-known for its low, seasonal wages. By contrast, that same document states that Newport has a higher percentage of jobs than the state as a whole in the scientific, technology, and management sector owing to the presence of the Naval Station Newport and other marine and military research facilities on the Island. This sector has wages much higher than average, therefore one of the stated goals of the *Comprehensive Plan* is to advance various Blue Economy opportunities in the North End. The

Blue Economy is broadly defined as any industry, science or research associated with maritime uses whether civilian or military. Any sites with waterfront access, such as the former Navy hospital, should be prioritized for potential Blue Economy uses in order to maximize Newport’s advantages in this sector. Likewise, existing uses that support the Blue Economy should be preserved and supported with appropriate zoning protection.

The industrial parcels along JT Connell Highway pose challenges for achieving the land use goals outlined in the *Comprehensive Plan*. Large areas along JT Connell Highway and nearby residential neighborhoods including Van Zandt Avenue are prone to episodic and seasonal flooding. The area designated as the Innovation District also has numerous maritime and vehicular repair businesses, the existing waste transfer facility, City Yard, sewage treatment plant and heavily trafficked arterials that create a deteriorated physical environment and potential air quality concerns. The *NEUP* will limit future residential uses and playgrounds to sites that are well buffered from noise, airborne pollution, and environmental hazards.

The North End is also the location of significant portions of Newport’s and Aquidneck Island’s workforce and subsidized affordable housing. Newport is one of the few Rhode Island municipalities that exceeds the State’s minimum requirement for deed-restricted affordable housing (at 15.8%, versus the state requirement

of 10%), which makes it a low priority for receiving state housing funding. However, deed restrictions are expiring, and the proportion of deed-restricted affordable housing units in this area and citywide is declining.

Demand for affordable housing throughout Aquidneck Island far exceeds supply, leaving many families unable to afford to live in a community where they have historical, cultural and/or economic ties. The advent of short-term rentals through web platforms such as Airbnb has increased the seasonal use housing from 6% in 2010 to 13% in 2014 (*Comprehensive Plan*, 5-11) and workforce neighborhoods such as the North End have borne the brunt of the change. This loss of affordable and workforce housing has created cost pressures on housing supply and increased the number of employees who need to commute greater distances from lower-cost communities off the Island. Opportunity exists to preserve deed-restricted affordable housing and enhance workforce housing throughout the study area via development project approval processes.

Existing Conditions Analysis

Roadways, Transit and Pedestrian Circulation

As a result of its mid-20th century development, the existing transportation network in the North End is predominantly automobile-focused. “Superblocks” bounded by major arterials create high traffic volumes: RIDOT’s recorded average daily traffic volume for Admiral Kalbfus Road is 16,800 vehicles per day and for JT Connell Highway 14,100. A never-completed expressway divides the neighborhood and narrow collector streets and inadequate sidewalks further compound mobility and access issues. Currently, many of the roadways focus on moving motor vehicles through the North End to access the Newport Pell Bridge, the regional highway network, and attractions further south, rather than facilitating connections within the North End. Along with the Navy’s presence on the waterfront in the area, this results in the residential neighborhoods being somewhat isolated and disconnected from the waterfront, downtown, other neighborhoods, and the open space and recreational amenities within the study area.

The environment contributes to one that feels unsafe for a person travelling by any mode within the area. The current roadway network provides selected, automobile-oriented, north-south connections between the North End and the rest of the city and only one east-west connection. The straight roadway alignment on roadways, including Admiral Kalbfus Road, Girard Avenue,

and Hillside Avenue, encourage speeding and cut-through traffic. The unsignalized intersection of Admiral Kalbfus Road and Girard Avenue was specifically noted as an area of concern by participants in the engagement process for this project. In part because of its role as the lone east-west connection and its access to the Newport Pell Bridge, traffic volumes on Admiral Kalbfus Road are the second highest in the city.

Yet there are many opportunities to reshape the existing transportation network to address a number of these concerns. RIDOT is proposing an off-road multi-use pathway along Admiral Kalbfus Road with an extension northward onto JT Connell Highway and southward on the rail corridor as part of the reconstruction of the bridge approaches. The Bridge approaches project also proposes reducing the size of the current rotary to a lower speed, modern roundabout design. Roundabouts are distinct from rotaries in multiple ways, including that they more safely accommodate mobility for all users, including pedestrians and cyclists. These facilities, along with additional traffic calming strategies, will improve safety and reduce vehicle speeds, which greatly reduces the risk of a serious injury or fatality in a pedestrian crash and increases driver visibility to see other roadway users. More signalized intersections can also be added to facilitate safer roadway crossings and better manage traffic flow through transportation management systems. Finally, there are opportunities for new pedestrian and bicycle trails and greenways to break up large

block sizes as private development parcels transition in the future.

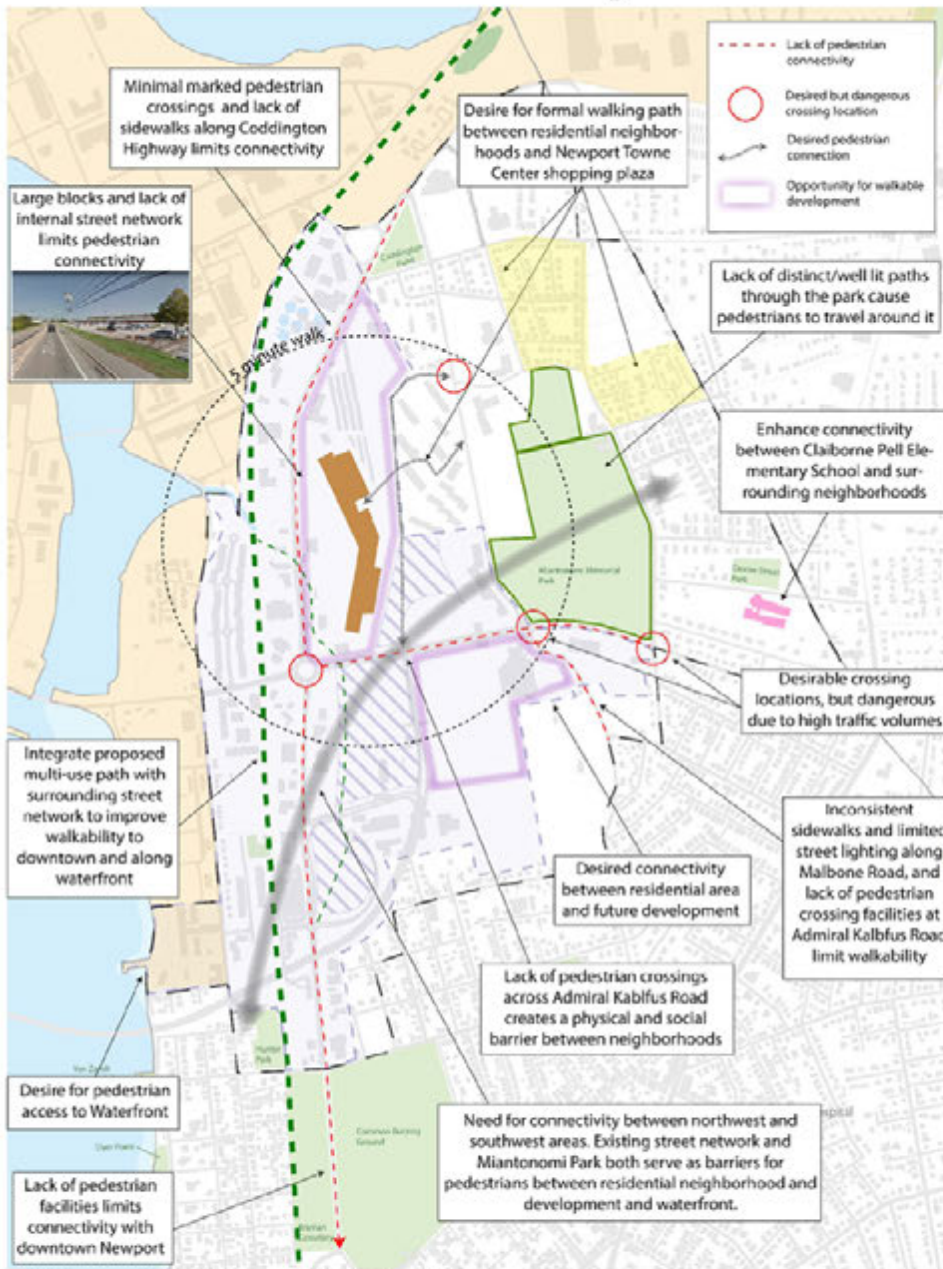
The Rhode Island Public Transit Authority (RIPTA) provides bus service to the area; however, poor pedestrian connections and lack of adequate bus stop infrastructure limit the benefit of this service to the neighborhood. RIDOT has proposed a multimodal transportation center and park-and-ride facility as part of the reconstruction of the Newport Pell Bridge approaches that has the potential to improve transit connections by creating a transportation hub, including a shuttle service from the North End to downtown. This service would be intended to intercept visitors to downtown and encourage parking in the North End with a transfer to either shuttle buses or cycling on the proposed rail trail. North End residents and employees would likewise benefit from additional shuttle service.



Current streetscape along Admiral Kalbfus Road. The infrastructure affords very little, if any, space to pedestrians, despite the road's direct connection to neighborhoods

The most recent plans for the Newport Pell Bridge approaches realignment. While RIDOT has not finalized its proposed design, it is expected that this general scheme will be adopted.





Streets as Public Realm

- Reduce block size & increase intersection density
- Improve pedestrian connections in between blocks and neighborhoods
- Provide pedestrian links between parking, transit, and building access to promote internal site connectivity and integrate with surrounding street network
- Connect residents and commercial areas to parks, paths and waterfront to provide a safe off-street network for all ages and abilities
- Knit community together by providing safe pedestrian crossings and removing physical and psychological barriers between neighborhoods created by wide, vehicular-oriented streets

Elements to Promote Walkability

- Require on-site pedestrian circulation and linkages through zoning code to promote connections between new development and redevelopment projects and existing neighborhoods (e.g., large development sites to residential cul-de-sacs)
- Zone for a mix of land uses to promote walking between multiple trips
- Integrate new development with surrounding street network, parking, and transit
- Integrate new development with surrounding street network
- Provide elements like pedestrian scale lighting, street trees & greenery, and branded wayfinding signage

Street Trees



Expanded Pedestrian Space



Wayfinding





Expand Connectivity

- Improve safety and comfort for bicyclists with protected facilities
- Connect North End Newport with adjacent neighborhoods and communities
- Expand implementation of Complete Streets Action Plan by continuing identified improvements for Coddington Highway into the North End, including bicycle lanes, a road diet, and a separated path along Coddington Highway.
- Provide connections between street network and proposed Aquidneck Island Bike Path

Complete Streets Aquidneck Island Improvements

|  Marked Shared Lanes |  Bike Lanes/ Paved Shoulders |  Shared Use Paths |  Enhanced Pedestrian Crossings |  Road Diets |
|---|--|--|---|--|
| Anthony Road (proposed) | West Main Road (North of Rl 26) | Sakons River Bridge | America's Cup Avenue | Strat Ferry Road |
| Boyle Lane (proposed) | Borne Road | Between Cory's Lane & Borne Road | Memorial Boulevard | West Main Road |
| Cory's Lane (proposed) | Coddington Highway | | | Coddington Highway |
| Coddington Highway | America's Cup Avenue | | | Memorial Boulevard |
| Memorial Boulevard | Memorial Boulevard | | | East Main Road |

Complete Streets are road systems designed to accommodate all users to include pedestrians, bicyclists, automobiles, and transit. They are designed to balance the safety and access needs of all road users. Streets designed with this principle in mind will help create a more multi-modal street network. Complete Streets promote more livable communities. *Rhode Island Complete Streets Action Plan, 2015*

Currently Coddington Highway is the only street in the project area included in the Complete Streets Aquidneck Island Improvements.

Improve bike connectivity by finding opportunities for...

On-Street Bike Facilities



Separated Bike Facilities

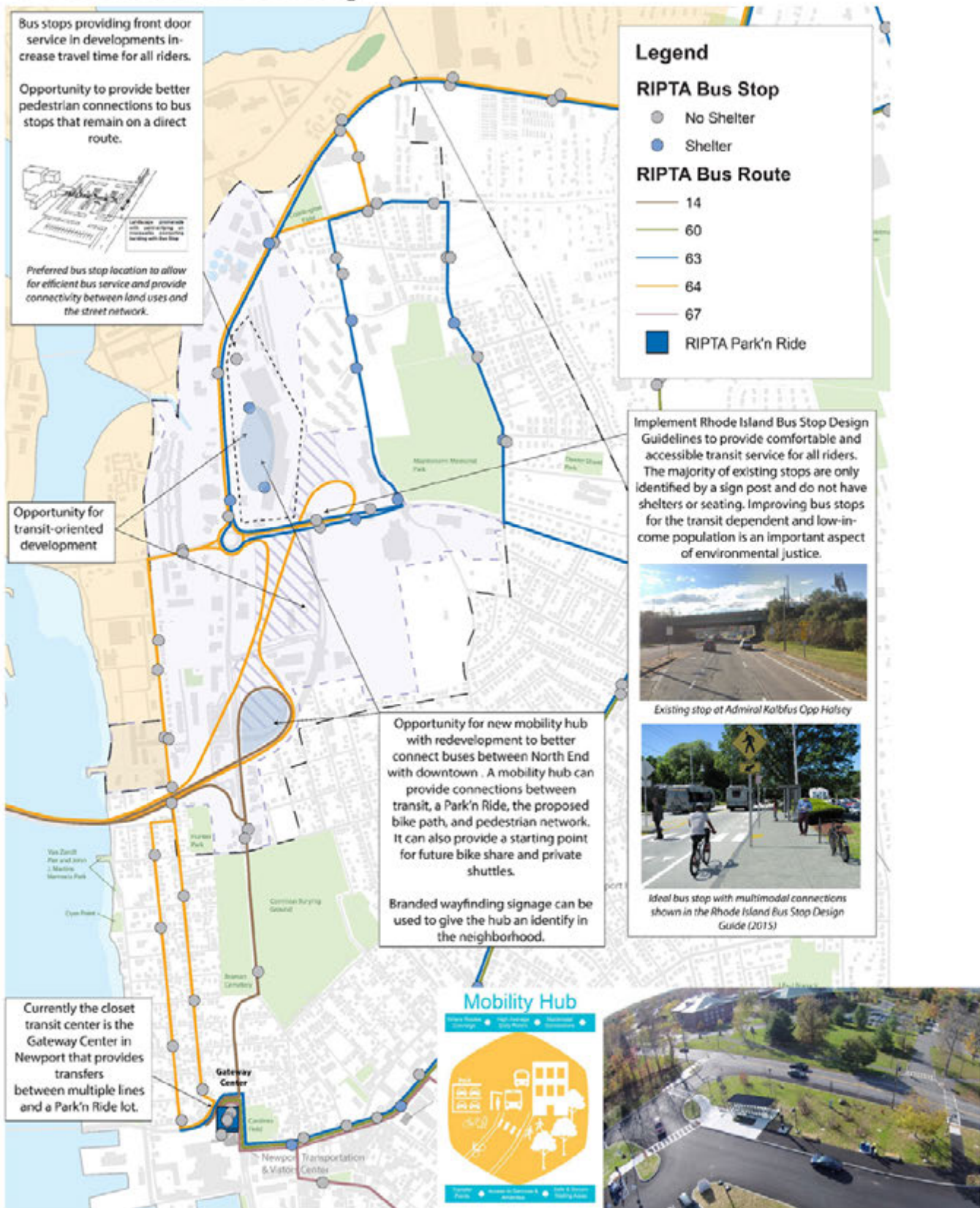


Off-Street Paths

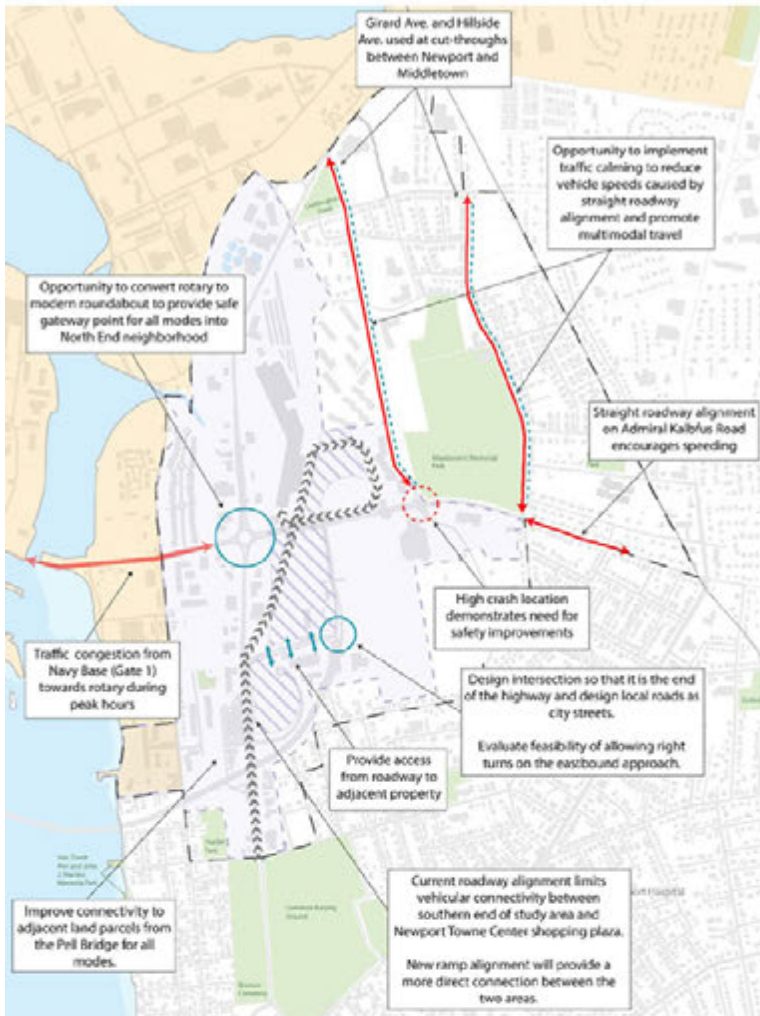


Bike Parking





Mobility hubs are places where people can access services or amenities as they transfer between modes of transportation, such as transit, walking, bicycling, or driving. Mobility hubs are typically located where different bus routes converge, or a connection to another mode such as a Park'n Ride, offering a safe, secure waiting area, and serve areas with high average daily riders. The major features of a mobility hub are connectivity, safety and security, multimodal connections, and design and amenities. Likely locations for mobility hubs are downtowns or neighborhood centers, hospitals or medical buildings, shopping centers or malls, college campuses, and large business parks.



| Mobility Challenges | Mobility Opportunities |
|--|---|
| Lack of interconnectivity between blocks | Reducing block size to expand street network |
| Commuter vs. local traffic | Potential for mobility hub to benefit residents and commuters |
| Auto-oriented development pattern | TDM strategies to reduce parking needs |

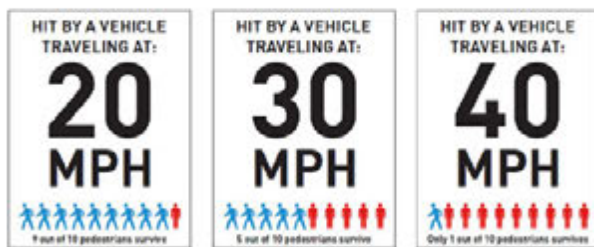
Rotary vs. Roundabout

Roundabouts are distinct from rotaries in multiple ways, including that they have the potential to accommodate mobility for all users. Roundabouts improve safety by:

- Slowing vehicle speeds
- Reducing the number of conflicts
- Potential crashes less severe than typical intersection due to angled and side swiped vs. head on collisions
- Allows for pedestrian and bike crossings with one direction of vehicular travel at a time
- Promoting traffic calming
- Reducing the paved surface area
- Creating more efficient traffic flow
- Geometric deflection at entry points

Roundabouts are included as a way to improve safety for all modes in the Rhode Island Complete Streets Action Plan.

Safety and Vehicle Speed



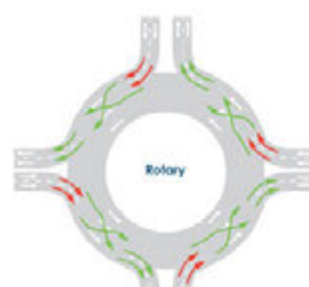
Reducing vehicle speeds greatly reduces the risk of fatality in a pedestrian crash and increases the field of vision for the driver so that they can see other road users.



Newport Rotary



West Warwick Roundabout



Existing Conditions Analysis

Stormwater, Sea-Level Rise, & Other Climate Hazards

The North End contains a series of small wetlands and stream beds that are remnants from its previous saltwater wetland/marsh condition prior to development. These residual wetlands create a series of potential stormwater management areas running north-south along the JT Connell Highway corridor and existing Newport Pell Bridge approaches. Currently, these degraded areas have limited storage capacity due to the narrow channel, invasive plant life, and lack of continuous basin.

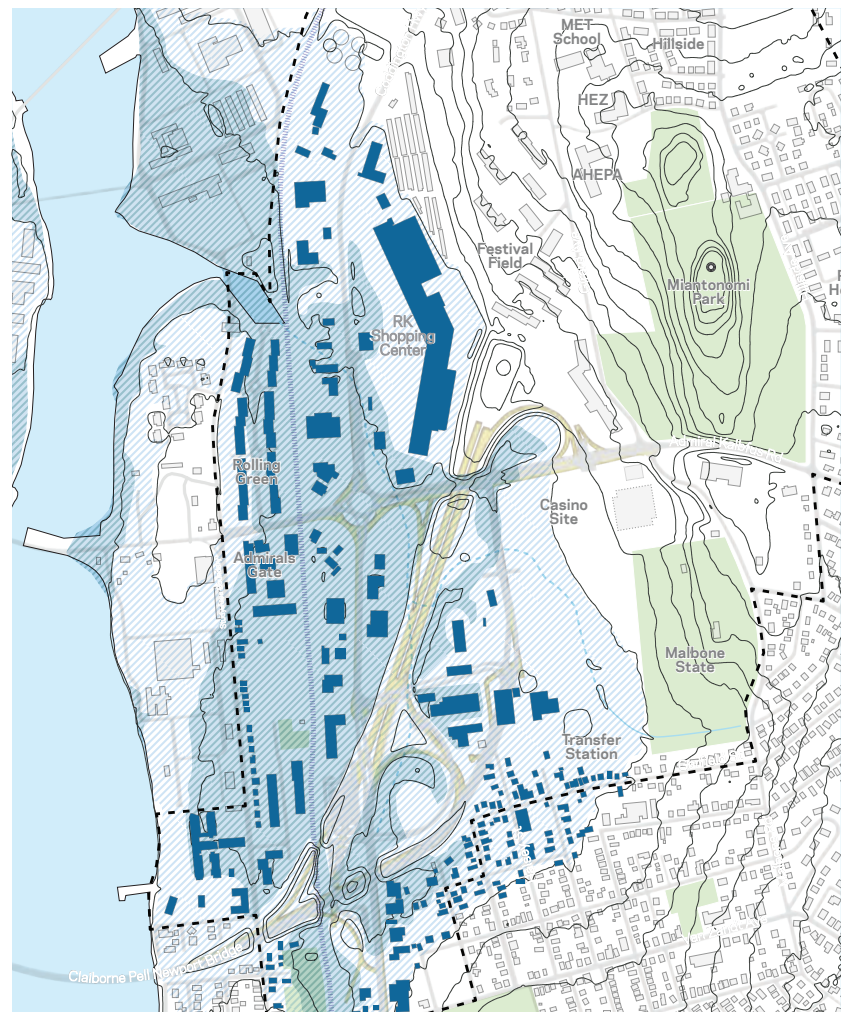
Upstream of the remnant marsh areas, Elizabeth Brook (the primary watershed streambed) meanders through the study area starting uphill of the Malbone Estate east of Miantonomi Park, and heading south and then west through the site of the former incinerator and current waste transfer facility, under the former jai alai facility and the City Yard before traveling alongside JT Connell Highway to Coaster's Harbor. The existing stream corridor is either tightly channeled or culverted and passes through multiple sites, such as the former city dump and incinerator, which have tested positive for contaminated soils.

A significant portion of the study area, primarily in the low-lying areas, is prone to flooding due to surcharge of existing utility outfalls along the coastline as well as limited overland flooding during high tide storm events. The current and future flood pathway for overland flooding leads

Buildings in blue are currently at risk of flooding according to FEMA flood insurance mapping.

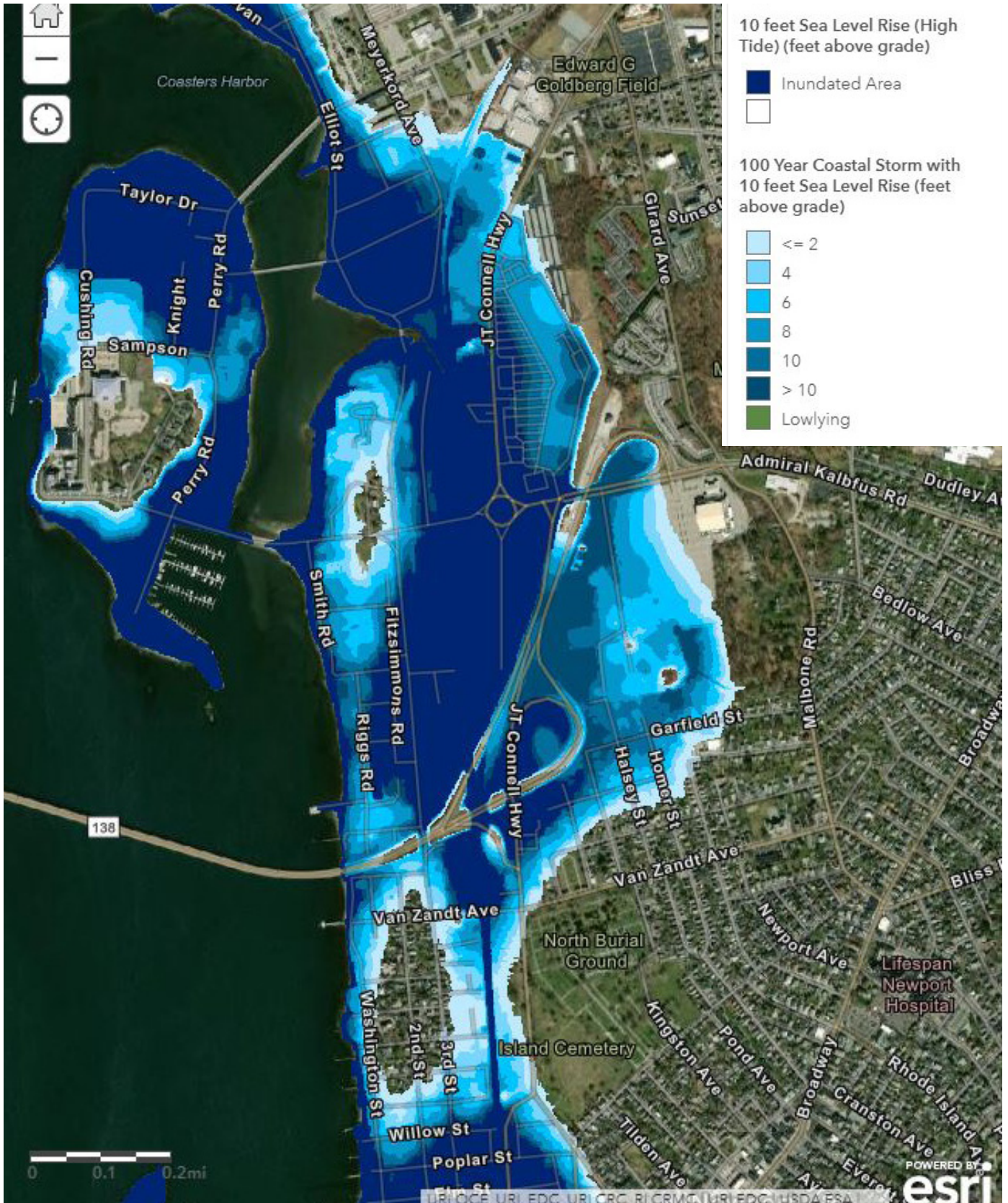
to the mouth of Elizabeth Brook where it meets Coaster's Harbor near the Third Street Bridge, just beyond the Naval Station Gate 2. As sea-level rise raises the height of the tides, the low-lying areas will become prone to daily nuisance flooding at high tide and severe flooding during large storm events.

In addition, several parcels in the upland neighborhoods experience ground seepage which may be caused by utility deficiencies such as main breaks, natural causes, or subsurface alterations to groundwater or culverted flow. For example, a July 15, 2020, downpour overwhelmed the culverted brook at Malbone Road and damaged the sidewalk.



Modeled flooding with 10 feet of Sea Level Rise and a 100-year storm event.

<https://advanced-stormtools-crc-uri.hub.arcgis.com/>



Existing Conditions Analysis

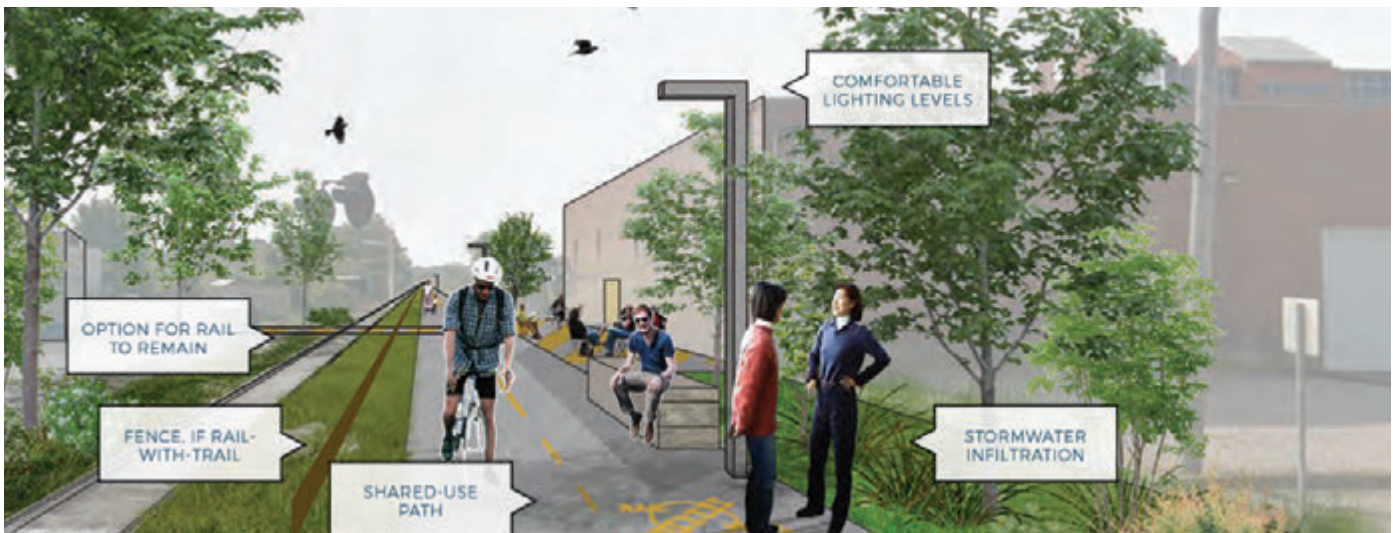
Open Space & Recreational Facilities

The North End has two large important open spaces, Coddington Field and Miantonomi Memorial Park. Both sites have received renewed attention for improvements in recent years: basketball courts are planned for Coddington Field, replacing one softball field, and Miantonomi Memorial Park has seen additional play areas and comfort stations added along Hillside Avenue. Despite this attention, as outlined in previous studies such as the *Tree, Parks, and Open Space Master Plan*, the North End is still lacking in both variety and quantity of active recreational open space. The North End has a high percentage of school-age children but limited recreational opportunities compared to other neighborhoods. Smaller open spaces include the Third Street Playground, Hunter Park, and Newport Dog Park (proposed to be relocated opposite Hunter Park along the RIDOT-proposed rail-and-trail).

Within the study area, there are several underutilized or vacant parcels owned by institutions, such as an 8-acre site on Hillside Avenue owned by the Newport Housing Authority (which has been designated for future public assistance housing development). These sites, while slated for future housing development, could be utilized for interim recreational, agricultural, or renewable energy production uses that can support the Green and Blue Economies.

Within the study area, nearly all of the three-plus miles of waterfront is currently inaccessible to the public. Most is restricted Naval Station Newport property, except for a sliver of land in front of private residences along Washington Street at Cypress Street and the former Navy hospital site slated for transfer to City ownership. Expanded public use of the waterfront at this location has long been proposed.

As shown in this graphic from the *Tree, Parks, and Open Space Master Plan*, the proposed multi-use path along the rail line parallel to JT Connell Highway can be shared by bicyclists and pedestrians, in a space that incorporates resiliency measurements.



Existing open space resources in the North End and surrounding neighborhoods.



Existing Conditions Analysis

Sustainability & Renewable Energy Opportunities

Stakeholders expressed an interest in increasing resiliency and advancing the production and use of renewable energy to support the North End, Newport, and Aquidneck Island. This could take many forms as the East Coast energy grid changes over time with the adoption of offshore wind, solar, and other renewable energy choices. Several factors influence the ability of the *NEUP* to advance the goals of producing or using more renewable energy and the more general desire for the reduction of greenhouse gasses and carbon in future development. With the state's advancing leadership in offshore wind energy, the opportunities for green electrical power have never been greater.

One challenge specific to Rhode Island is the limited ability for the municipalities to mandate energy efficiency and performance requirements beyond those set by the State of Rhode Island. As a result, any special municipal regulation of energy efficiency, greenhouse gas, or carbon emissions poses legal challenges. Voluntary programs such as the Rhode Island Stretch Code for Commercial Construction can be encouraged or incentivized through a range of mechanisms that do not violate state preemption. The City should advocate for the General Assembly to pass legislation allowing municipalities to consider material selection and energy consumption as components of a development approval process.

One of the greatest challenges to the Island is the limited and potentially vulnerable single

gas pipeline to the Island. This lack of backup energy without storage capacity complicates the development of an approach that requires backup energy in the event of shock. Natural gas is not a long-term energy solution for the Island and State policy should be altered accordingly. Regarding electricity, local hospitals, public safety facilities, and some homes have diesel-powered backup systems in place, but the Island has no existing power generation capability of its own and is thus entirely dependent upon off-island power supply. Oil sources present similar challenges.

Despite these challenges, opportunities exist to advance energy resiliency on Aquidneck Island by preparing for extreme events and the potential impact of power loss. New development should address these challenges and consider incorporating clean energy generation and islanding techniques such as energy storage to protect against unused production capacity. Eventually a system of Island-based solar and/or wind power, along with ground-sourced heat pumps and anaerobic digestion, could assist in resiliency once a more robust Island-wide power source is installed.

Despite the prohibition of mandatory stretch code or specific metrics, communities can require new development to analyze passive and active strategies that minimize GHG emissions and maximize the use of clean and renewable energy. The requirement to study such measures during project approval serves the purpose of highlighting potential strategies, provides a base case analysis and identifies choices for both the developer and the city to a more resilient future.



Existing Conditions Analysis

Community Resources & Equity Concerns

The North End is unique within Newport. It possesses a physical landscape unlike the rest of the city, with both a signature open space in Miantonomi Park and undistinguished 20th century strip retail, and traditional neighborhoods abutting large-scale development – residential and commercial – not seen elsewhere in the city. Likewise, the demographic landscape of the North End is also unique: there are far more families with school-age children, more residents of color, and on average median household incomes and educational attainment are lower than other Newport neighborhoods. Unfortunately, despite the evident need for access to civic amenities, housing options, and accessible employment opportunities, for example – things which may be found in abundance in some other parts of the city – the North End is often underserved.

Currently, the RK Towne Center shopping center is the primary retail area for local residents, although those businesses are difficult to reach without a car. The strip retail along JT Connell Highway, while diverging from Newport’s traditional scale and character, does provide a range of services to the rest of the city, such as boat and car sales and repair, vehicle rental, self-storage, and even dinner theater.

The study area has considerable job density both in retail and for small, production- and trades-oriented businesses at the Tradesmen’s Center and other small businesses along JT Connell Highway. However, there is growing concern that the retail jobs in the area offer limited upward mobility, while the production jobs increasingly require a degree of training not easily attained by North End residents without additional support.

The North End has the city’s largest concentration of subsidized housing. The Newport Housing Authority has devoted considerable resources to upgrade its facilities. Other subsidized housing facilities in the study area, such as Bayside, Bridgeview, and Festival Field, serve community needs. The neighborhoods in the periphery of the study area are established, with many having homes constructed in the early-to-mid-20th century. They are primarily single-family homes owner-occupied year-round. However, housing that is affordable to working households and families remains a significant challenge for many residents, including those who seek to move to the next economic level from subsidized housing, as home prices in the region continue to rise and housing supply has not kept up with demand.

Several community resources are currently located in the North End including the Florence Gray Center, which houses community-advocacy organizations such as the Newport Health Equity Zone (HEZ) and Newport Working Cities, and after-school programs. The Newport campus of the Community College of Rhode Island (CCRI), the Pell Elementary School, and the MET School are also located within the study area. However, despite the density of families in the North End, middle and high school children must travel across the city to get to those schools. The MET School’s current enrollment includes few North End residents.

During the engagement process, many North End residents described feeling isolated from the resources they needed in the city and expressed a desire to be able to safely and comfortably walk or bike or take transit to those resources, and to see more of those resources within their own neighborhood.

Input collected from February Public Forum. Participants were asked to describe issues related to equity and desired community benefits.



Public Engagement Process

In order to support the goal of building community understanding of key issues, a robust community engagement process was undertaken throughout the research period of the project team's work.

Public engagement for the *NEUP* began on January 21st, 2020, with a slate of introductory meetings for the consultant team, including the Chamber of Commerce, community organizations, City staff, the Rhode Island Department of Transportation, and the project Steering Committee. A representative of the project team also attended the Newport City Council meeting to address the Council about the project workflow. Additional events attended included "Art with Nycole" session at the Newport Public Library, the North End Neighborhood Association meeting, Clean Ocean Access's Winter party, and a tour of Newport with the City's Communications Officer.

The following week, the project team met with representatives from Connect Greater Newport, Discover Newport, Bike Newport, Conexión Latina Newport, the City of Newport Energy and Environment Commission, the Community College of Rhode Island Newport Campus, and the presidents of the Tradesmen Centers. Mapping activity data was collected at a meeting of the Off-Broadway Neighborhood Association and community members walked the east side of Miantonomi Park and Newport Heights with a project team member to identify and photograph relevant existing conditions.

Public Forum

February engagement culminated in a Public

Forum at the MET School on February 25th, 2020 that brought nearly 150 Newporters together to shape the *NEUP*. The consultant team was also available throughout the day on February 25th and 26th at a Drop-In Center popup event at Florence Gray Community Center, visited by dozens of Newporters. Event outreach was conducted through the City website, Newport Public Schools, an online comment portal, email, and hundreds of bilingual flyers. The engagement in preparation for that event resulted in over 340 contacts representing over 60 Newport businesses, 25 individual and 17 small group meetings, as well as 65 registered followers on the online comment portal. The project team also met directly with representatives from the Carpionato Group, The Point Association, the Women's Resource Center, the Blue Innovation Symposium, the Navy, the City's Superintendent of Parks, Grounds & Forestry, the Newport Housing Authority, the City's Bicycle and Pedestrian Advisory Committee, and the Newport Transportation Planning Committee, and conducted mapping activities with young professionals at Innovate Newport, residents of "the Swamp", the North End Neighborhood Association, and the Health Equity Zone working groups on Transportation, Housing, Green and Urban Spaces, Arts and Culture, and Food Access.

Online Survey

After the February Public Forum, engagement continued in preparation for a second forum, which eventually morphed into the Online Survey because of COVID-19 restrictions on in-person events. Engagement between the forums

Below: The North End Urban Plan Steering Committee met for the first time on January 21, 2020. The Committee provided input on critical topics, identifying community concerns and directing the project team's work.

included conversations with the Van Beuren Charitable Foundation, the Connect Greater Newport Steering Committee meeting, a walking tour with Garfield Avenue residents, a consultant radio interview with WADK's Bruce Newbury to talk about the *NEUP* and how to participate, a youth mapping workshop with Newport residents who attend the MET School, and a mapping activity with more than 35 members of Point Association neighborhood group.

To shift the second public forum online, the project team substantially revised materials already prepared for an in-person forum and implemented a Qualtrics survey available at the online comment portal. From March 18th to May 18th, Newporters submitted 148 detailed responses to the 46-question survey, 128 of which addressed all 46 questions. The project team established an online information portal for the *NEUP* in February, which was live and regularly updated through August. When the online comment portal was archived, it had been

visited 2,124 times, leading to 179 comments from 186 followers. The project team also mailed postcards to the census tracts in the city with the lowest rates of internet access to offer access to printed materials and a phone-based conversation.

The input received through each of these engagement events and interactions has been directly incorporated into the *NEUP* whenever possible. The opinions and insights provided by Newporters have been invaluable to the development of the *NEUP* and have informed recommendations on topics such as desired land uses, bicycle and pedestrian connections, open space locations, public benefits, and height limits, among many others. The local knowledge shared with the project team during the engagement process demonstrated both depth and breadth, and allowed the project team to understand the priorities of the community in the application of best practices.





The Florence Gray Center hosted a number of engagement events for the *NEUP*. Working group mapping sessions, drop-in hours, and roundtable discussions provided Newporters with a range of opportunities to contribute to the plan's formation.

Residents took members of the project team on a neighborhood walking tour to share their experiences and identify locations of opportunity.



Project Schedule

| Discover | | Dialogue | | Deliver | |
|--|--|--|-----------------|--|------------------------|
| JAN | FEB | MAR | COVID 19 | JUN | JULY |
| <p>Establish a Steering Committee</p> <p>Review site conditions and all documentation from prior studies</p> <p>Develop a “future existing conditions” plan</p> <p>Set up and begin holding key stakeholder meetings</p> <p>Research precedents</p> <p>Establish online information resource</p> | <p>Forum Week #1</p> <p>Small group exercises</p> <p>Begin formulating concepts</p> | <p>Verify direction from Forum Week #1 w/ Steering Committee</p> <p>Narrow options for preferred framework</p> <p>Additional coordination meetings with RIDOT, Navy, Carpiionato Group</p> <p>On-line Survey</p> <p>Begin compiling recommendations</p> | COVID 19 | <p>Verify direction from Forum Week #2 w/ Steering Committee</p> <p>Review final products describing character & quality</p> <p>Additional coordination meetings with RIDOT, Navy, Carpiionato Group</p> <p>Prepare draft plan for Steering Committee review</p> | <p>Public Hearings</p> |

NORTH END COMMUNITY OUTREACH January-August 2020

350 individuals on our contact list, representing over

60 Newport organizations & businesses

25 individual meetings and phone calls with advocates & local experts

17 Small group meetings, including 5 mapping activities attended by a total of ~100

2,124 Visitors to our project website, making 177 comments

7/7 City Councilors engaged in person, by phone, and via video conference

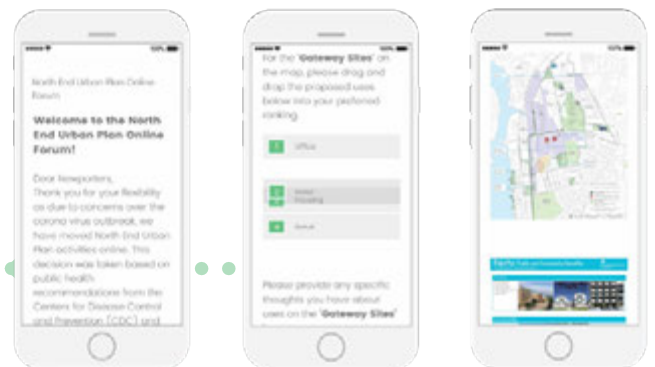
ONLINE FORUM March 18-May 18, 2020

148 substantially complete responses

67% of respondents spent more than 20 minutes answering questions

Question Formats:

- Ranked Preference
- Multiple Choice
- Open Response



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Goals + Aspirations

- High quality of life by leveraging major projects
- Make this a year-round city
- Live-work-play — place people are excited to be
- Help Newport's businesses + families thrive
- Leave a legacy we're proud of
- Provide the things Newport residents want + need
- A true part of Newport — achieving econ. health equity — integrated w/ rest of City
- Achieve a balance between econ. opportunity + amenities, opportunity + environment, opportunity vs impacts
- Expand Blue Tech economic sector
- Zoning that reflects the city's + community's vision
- A guide for responsible development
- Physical connection improvements, esp for peds focusing on creating a human scale
- Improvement to Tradesmen's Center
- Support intermodal transit center
- Address existing community needs through private development
- Effectively involve youth throughout process
- Waterfront access for the public — waterfront walk



Risks + Challenges

- Environmental impacts resulting from development
- Environmental impacts on development
- Impacts on surrounding neighborhoods
- Building trust in such a short period of time
- Pell Bridge plans + timeline — alignment w/ this effort
- Ability to influence proposed development
- Resilience of infrastructure — water + power
- Development that isn't reflective of local character
- Combined impacts of SLR + precip
- How to create realistic asst/requirements for public level
- Accessibility of jobs + businesses that come w/ this neighborhood
- Impacts on non-
- Consequences of sea traffic health

Add Resources + Stakeholders

- Mary — writing + on employee base leadership
- Save the Bay — Joe Stone?
- Theresse Ocean — RICAAC
- Grover Frigate
- Newport Library
- Boys + Girls Club — PGC
- Kelly Coates — Corporation
- Church Comm Housing + other aff.
- housing dev.



2

PLAN FRAMEWORK



A Vision for 21st Century Living & Working

“This plan shall be a bold statement for twenty-first century American living that will connect the North End with downtown Newport, healing their separation by an elevated expressway for the last half-century.” - NEUP Request for Proposals

The North End is envisioned as a mixed-use district focused specifically on growing year-round, innovative economic activity within the city. Those employment opportunities will be supplemented by retail, additional housing, lodging, and community amenities that create a bold statement for 21st century American living.

The North End will reflect Newport’s traditional character while setting a new standard for design within the city, both for architecture and for urban design, as well as resilient development in low-lying areas as a response to sea-level rise. Incorporating historical qualities such as smaller scale blocks into streetscapes, buildings, and open spaces will transform redeveloped areas into pieces of Newport that feel at once new and appropriate.



Furthermore, as a major gateway to the city, the North End will welcome visitors with high-quality design and amenities that communicate Newport’s spirit.



A conceptual rendering of the future of the North End, illustrating redevelopment according to the principles embodied in the *NEUP* with desired massing, scale, and character.

Planning Themes & Principles

The following section outlines the range of physical and regulatory recommendations in five Themes with focus areas organized around the *NEUP* goals developed during the planning process. The graphics in this section are part of the regulatory framework of the *NEUP*. They assist in “build[ing] community understanding of key issues” and “providing visual guidance for developers, decision-makers and the public,” two of the core goals of the *Plan*.

Opportunity

Diversify Economic Opportunities

- Attract uses that bring new jobs to Newport, particularly jobs that are accessible to Newport residents and provide opportunity for growth
- Encourage a mix of supportive uses to which existing residents want and need access
- Ensure compatibility of existing and future uses

Connectivity

Reconnect the North End

- Support improved pedestrian and bicycle accommodations in the North End.
- Create more transportation options for visitors and residents
- Protect neighborhoods from cut-through traffic and add needed vehicular connections

Resiliency

Create Long-Term Resiliency & Sustainability

- Utilize stormwater infrastructure to enhance the experience of the North End
- Bring Newport's tree culture to the North End
- Expand open space and create a complete network of green spaces
- Embrace the Green Economy as a transformative sector

Equity

Achieve an Equitable Future

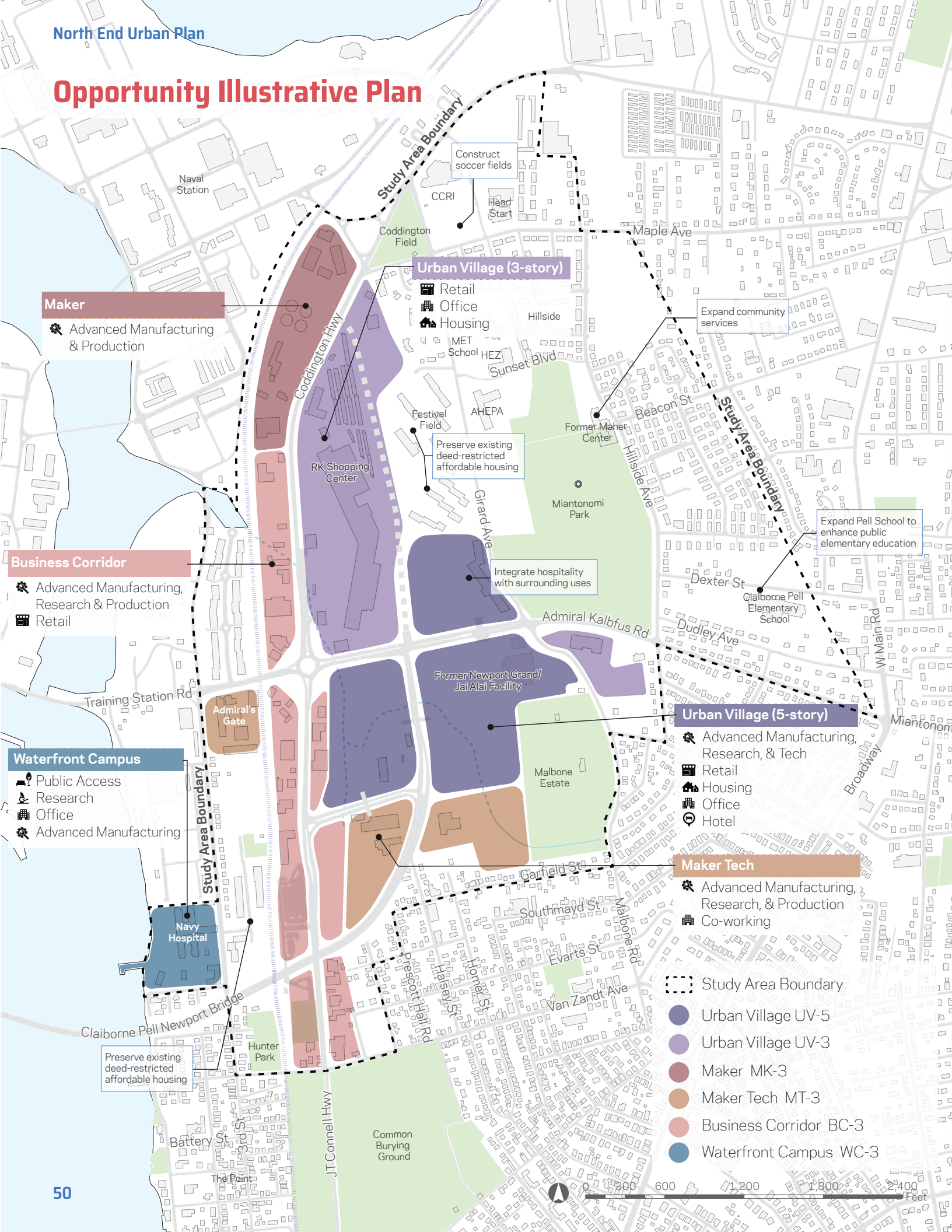
- Recognize and work to ameliorate the economic disparities between the North End and the rest of the city
- Harness private development to support the provision of community benefits in the North End
- Delineate the community's priorities to better assist developers and regulatory staff in their decision making

Quality

Guide Future Private Development

- Reflect Newport's architectural character while embracing cutting-edge, contemporary design
- Provide a welcoming "gateway" to the city for those arriving via the Newport Pell Bridge
- Require high-quality urban design elements

Opportunity Illustrative Plan



Maker

- Advanced Manufacturing & Production

Urban Village (3-story)

- Retail
- Office
- Housing

Preserve existing deed-restricted affordable housing

Business Corridor

- Advanced Manufacturing, Research & Production
- Retail

Integrate hospitality with surrounding uses

Former Newport Grand/ Jai Alai Facility

Urban Village (5-story)

- Advanced Manufacturing, Research, & Tech
- Retail
- Housing
- Office
- Hotel

Maker Tech

- Advanced Manufacturing, Research, & Production
- Co-working

Waterfront Campus

- Public Access
- Research
- Office
- Advanced Manufacturing

Preserve existing deed-restricted affordable housing

Study Area Boundary

- Urban Village UV-5
- Urban Village UV-3
- Maker MK-3
- Maker Tech MT-3
- Business Corridor BC-3
- Waterfront Campus WC-3



Opportunity

The North End is one of the last areas of Newport to be developed, and much of the area was primarily farmland until the 20th century. Naval Station Newport expanded throughout the North End before diminishing in size after World War II. In the middle of the 20th century, the wetlands of Elizabeth Brook were filled, and the incinerator was capped to allow strip style development in line with the times. This development is now widely regarded throughout the community as detrimental to the wellbeing of Newporters and in opposition to the character and quality Newporters want for their city. The existing retail uses, while important to the community for their services, provide few consistent, long-term employment opportunities.

With the reconstruction of the Newport Pell Bridge approaches, an opportunity to create a “gateway” to Newport in line with the community’s vision has been identified. This real estate opportunity will most importantly serve the economic development goal of bringing year-round jobs to the city. Additional benefits include promoting the Quality theme by creating a “bold statement for 21st century living” and enabling “diverse development amenities and street life welcoming to all Newporters”.

As described above in the Economic Background section, the current Newport economy is heavily weighted toward seasonal activity such as tourism, and this focus can limit economic diversity and thus growth and economic resiliency.

Attract uses that bring new jobs to Newport, particularly jobs that are accessible to Newport residents and provide opportunity for growth

Newport has been a visitor destination since the middle of the 19th century. Agricultural and maritime industrialists and traders made way for artists before Newport reached the pinnacle of its status as a seaside resort during the Gilded Age of the late 19th century. Now a more diverse set of regional and international visitors, retirees, and “day-trippers” frequent the city at greater numbers in the warmer months. These seasonal visitors swell the population during peak months and drive demand for seasonal employment in restaurants, hotels, and cultural venues. Summer crowds have also stressed local housing by replacing year-round rentals with short-term stays. The *NEUP* is intended to assist the City in reducing such dependency on seasonal tourism by offering locations for full-time, year-round employment in higher-paying jobs based on research, finance, technology and other more diverse market sectors that provide opportunities for advancement.

As articulated in the *Comprehensive Plan*, the North End Mixed-Use, Innovation designation was intended to support new jobs in emerging high technology industries that would build on research already underway at the Naval Station and across the state. The focus was on resilience climate change, alternative energy, and defense as well as digital and financial services. This focus continues to be important.

Naval Station Newport is an economic engine and resource for the region that seeds adjacent research and development and spin-off industries. Newport can further enhance and capture the output of this economic engine. As previously mentioned, Naval Station Newport also occupies nearly all the shoreline of Narragansett Bay within the study area, though the site of the former Navy hospital is in the process of being transferred to the City for redevelopment and has water access and an existing pier at Bello Road. This site, one of the few potential public water access points, should be utilized for a range of Blue Technology uses, complementing public water access. While the definition remains broad, the site and the historic building, subject to an agreement to preserve the facades, could be repurposed for a range of public, private, or non-profit users to perform research or advocacy for the purposes stated in the *Comprehensive Plan*.

Additional businesses in the North End without direct water access can still support the Blue Economy with trades such as boatbuilding, maritime repair or maritime parts and distribution, and composites innovation. Many of these uses already exist within the study area and should coexist and support more high-tech industries that emerge in the future. To help promote the growth of high-tech industries and draw the skilled talent employers seek, the city should consider partnering with existing area universities, colleges and vocational schools to grow the talent base of Newport's population.

During the public engagement process, the

community emphasized the importance of balancing this focus with preservation of local entrepreneurs, tradesmen, and craft industries as illustrated by the job-creating uses already present in the district.

The combination will foster a wide range of job-creating uses that provide a better ladder of success for local residents. Many of the existing businesses build skills necessary to support technology businesses and places such as the Tradesmen's Center support small businesses and new entrepreneurs that currently train and teach skills in support of emerging technology. The programs already offered by Innovate Newport should be supplemented by further initiatives in the North End. Innovate Newport was intended to serve as a foothold for innovation in the north of the city, and could be a source of lessons learned and partnership.

Future zoning should be designed to ensure that the majority of new land uses are focused on job creation, while allowing limited amounts of uses that support those jobs. Allowing but limiting retail and hotel uses will ensure that the district continues to provide basic incomes and entrepreneurial opportunities to Newport residents. Complementing those uses with year-round residential housing options will ensure the vibrant mixed-use element to which the *Comprehensive Plan* strives. Development project proposals should preserve deed-restricted affordable housing and enhance workforce housing. These are both approaches supported by input received during the public engagement process.

Examples of land use types and forms suggested for the North End, based on precedent study and input from the public.

 Retail examples



 Office examples



 Housing examples



 Production/Advanced Manufacturing/Research examples



 Hotel examples



 Open Space examples



Workforce housing is typically defined by thresholds of household earnings based on area median incomes that target middle income workers. Newport's workforce is employed in positions ranging from seasonal minimum wage to highly-specialized, well-compensated positions. Workforce housing in the North End should be built to reflect the full spectrum of working persons in the city. The density opportunity in the North End allows for lower unit costs, and lower-priced housing is a community benefit. There is an especially great need in Newport for housing to provide for residents who make just above the qualification levels for subsidized housing. All residential projects should be architecturally-integrated mixed income.

Encourage a mix of supportive uses to which existing residents want and need access

As was previously mentioned in relation to the *Comprehensive Plan*, the Mixed-Use, Innovation designation is intended to allow and encourage retail and housing uses in support of the primary jobs use. The RK Towne Center shopping center provides one of the primary retail centers for the North End and the larger Island region. North End residents supported retail uses in the study area and advocated for a continuation of retail in future redevelopment, coupled with improved pedestrian experience. Also clearly preferred by participants was additional housing in the North End to relieve the housing shortage in greater Newport and Aquidneck Island. Plan participants advocated for housing that would

be affordable for families who do not qualify for housing assistance programs or public housing; current residents can face a harrowing choice between long-term economic advancement and short-term housing affordability. This type of "cliff effect" housing is in short supply as prices for modest homes have risen as a result of both short-term rentals in Newport and general pressures typical of coastal cities nationwide.

Though the *NEUP* proposes general approaches to expanding limited commercial and economic opportunities into the residential areas of the North End, specific strategies should be explored in future planning efforts. The vacancy at the City-owned former Maher Center provides an opportunity for additional community services or entrepreneur support. East Bay Community Action Partnership's Health Center, CCRI Newport, the Florence Gray Center, the Met School and the Pell School provide additional community amenities and should be supported.

Uses such as hotels and conference centers can support the primary purpose of the district. Hotels that cater to more year-round business users with conference facilities can support the business purposes of the *NEUP* and *Comprehensive Plan*. Hotels should be integrated with surrounding uses and not operate as islands in the community. In addition to hotels, housing should be considered a supportive use for an active mixed-use district and as an offset to additional local employees anticipated for new businesses, and which would reduce both pressure on existing housing stock and the commute trips from off-Island.

Ensure compatibility of existing and future uses

New housing should only be allowed in locations that would be compatible with residential uses, such as sites remote from noisy or hazardous industrial uses. For example, new housing should not be allowed in proximity to the city sewage treatment plant, waste transfer facility, heavy traffic routes or in close proximity to vehicle or boat repair yards that produce noise or fumes that could be hazardous. Within the Innovation District, housing should be a supportive use that is allowed within a mixed-use development context where sufficient buffering can allow for quality housing with access to open space and retail services. Housing should be encouraged where the Innovation District abuts existing residential districts as a transitional use that protects existing residential uses, and as part of a more urban gateway area.

The inverse is true with any future potential expansion of commercial uses into or near surrounding residential areas. Commercial or production-oriented redevelopment should be limited in proximity to the residential areas of the North End, or properly buffered by landscape or mediating land uses. These design and use controls will slowly advance the area to a more cohesive whole, better integrated with its surroundings.



Connectivity Illustrative Plan

Extend multi-use path to Middletown

Open shoreline to public

Build path from Florence Gray Center to Towne Center

Extend multi-use path through Miantonomi Park

Extend Halsey St to Coddington Hwy

Improve pedestrian & bicycle connections to beaches

Build multi-use path through Halsey to Adm. Kalbfus

Ped. & bike connections to Broadway business district

- Study Area Boundary
- RIDOT proposed multi-use path
- Existing trail
- Existing bike trail
- Proposed new multi-use path connection
- Proposed multi-use path on existing street
- Proposed road extension
- Pedestrian-friendly intersection
- Pedestrian sidewalk improvements
- General location for new Multimodal Transportation Center



Connectivity

Improved connection between the North End and the rest of Newport and within the North End itself are foundational goals of the *NEUP*. Though *Connectivity* is a Theme unto itself, it is impossible to fully separate from land use, resiliency, equity, and character discussions.

With the exception of the Newport Pell Bridge and its approaches, there are no streets in Newport with speed limits higher than 25 miles per hour; extending this speed limit to the Newport portion of the proposed bridge approach roads would reduce pollution and improve safety with minimal impacts on travel times.

Newport has generally small block sizes and much of the city has continuous sidewalks and a robust tree canopy. Coupled with beautiful and historic architecture and a strong retail environment, this creates one of the most pedestrian-friendly environments in the region. The North End, however, has limited sidewalks, a street network with few through-connections, few street trees, and lacks place-defining streetscape elements.

Transit and bicycle use in Newport are far below the city's potential. The North End can lead the way to make transit and cycling more attractive modes of mobility by prioritizing adequate infrastructure. The North End's suburban superblocks create speedways and crowded thoroughfares that discourage non-motorized modes; the *Plan* seeks to alleviate this issue.

The public connections outlined in this Theme are fundamental public benefits expected of any development proposal.

Support improved pedestrian and bicycle accommodations in the North End

Additional multimodal facilities, such as greenways, bikeways and green and complete streets along key north-south corridors will better connect neighborhoods within the North End and also better link the North End to surrounding neighborhoods and beyond. Major routes from the North End into southern Newport, including Malbone Road, Broadway, and Farewell Street, lack sufficient bicycle facilities. The multi-use path proposed by RIDOT on Coddington Highway, JT Connell Highway and the rail right-of-way to the Waterfront will facilitate regional connectivity and improve recreational and economic opportunities for residents. Similarly, these types of connections can increase use of Miantonomi Park through the creation of designated, well-lit walking routes, and access through development sites to break up superblocks. For example, pedestrian and bicycle connections should be developed through the former jai alai facility or along Halsey Street, connecting to the Off-Broadway neighborhood and Broadway to the south. This will achieve some of the additional recreational opportunities desired for the North End, described in the *Tree, Parks, and Open Space Plan* and in the *NEUP*.

Admiral Kalbfus, a state road, is lined with houses from Hillside Avenue to Broadway. Extra measures should be taken to protect quality of life for these and nearby residents. Issues including noise and exhaust pollution,

should be mitigated to the best extent possible. Most importantly, traffic calming on Kalbfus is key to the success of the Plan. Through-traffic should be reduced by offering multiple options northbound off the bridge. Traffic speed and volume should be reduced in general. Safe passage across Admiral Kalbfus should be created at multiple sites. Public safety, especially for pedestrians, is of utmost concern on this road and instrumental in achieving the broad goals of connectivity, equity, opportunity and quality.

East-west bicycle and pedestrian connections are also important for better connecting the neighborhoods to the waterfront and commercial areas. By integrating the RIDOT-proposed multi-use path on Admiral Kalbfus Road with an improved street network, walkability between the North End neighborhood and North End waterfront would be dramatically enhanced. There is also a desire for east-west connectivity between residential neighborhoods and future commercial development along Admiral Kalbfus Road and to the north at the RK Towne Center shopping center. Facilitating connectivity through these commercial areas, and across JT Connell Highway, will provide greater access for residents to the waterfront to the west. A connection between Girard Avenue and the waterfront through the RK Towne Center shopping center, for example, would also enhance desired connectivity for the residents near Newport Heights.

Additional pedestrian connectivity can be achieved by reconnecting rights-of-way lost



The image at top shows the existing rotary at Admiral Kalbfus Road and JT Connell Highway. The rotary is hostile to pedestrians and out of scale with many surrounding land uses. The bottom image depicts an example alternative design for handling similar traffic patterns, creating a safer and more pedestrian-friendly intersection.

Opposite: A concept rendering of the transformation of a large shopping center in the North End, creating a more human-scale streetscape.

during the construction of the railway line, and the Newport Pell Bridge approach ramps. Streets such as Dyres Street/Dyers Gate Street once may have extended from the waterfront to JT Connell Highway, and should be restored as pedestrian rights-of-way.

According to numerous studies of transportation choices, people are unlikely to voluntarily choose walking and cycling as a mode of transportation if they do not feel safe. Several locations in the North End have been identified with conditions that make pedestrians feel unsafe; participants in both the Public Forum and the Online Survey shared personal experiences that contributed to the list of locations where such conditions exist. The minimally-marked pedestrian crossings and lack of adequate sidewalks along JT Connell

Highway and Coddington Highway, and high traffic volumes and lack of pedestrian crossing facilities along Admiral Kalbfus Road are two instances of arterials that limit connectivity to and from the North End neighborhood. Providing designated pedestrian facilities, such as wider sidewalks and crosswalks, and redesigning intersections, for example converting the existing rotary to a modern roundabout as proposed by RIDOT, can provide a safely operating intersection for all modes in the North End neighborhood. However, to emphasize the more urban nature intended for the North End, and in keeping with roadways found throughout the rest of the city, a pedestrian-friendly and more traditional signalized intersection may be desirable. In addition, a large number of intersections have been identified during public



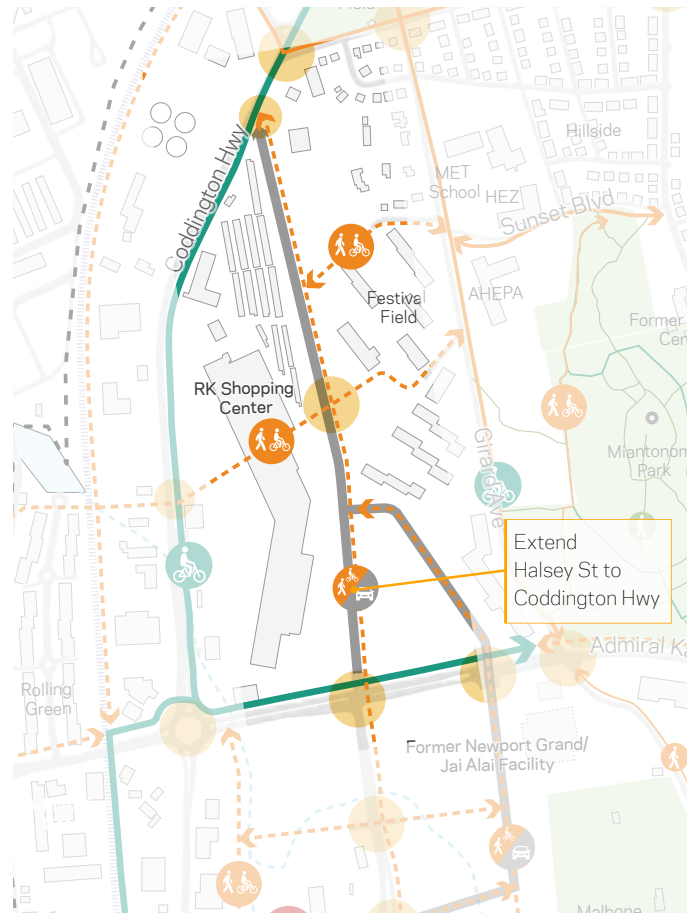
outreach as locations that can be improved for non-motorized road users, including Admiral Kalbfus Road at Girard Avenue/Malbone Road, and crossings of JT Connell Highway.

The consulting transportation engineers that have assisted in developing this plan have studied both the public input and the existing conditions, finding that improvements may be warranted, and areas in need of improvement are highlighted in the figure as “pedestrian-friendly intersections.”

Create more transportation options for visitors and residents

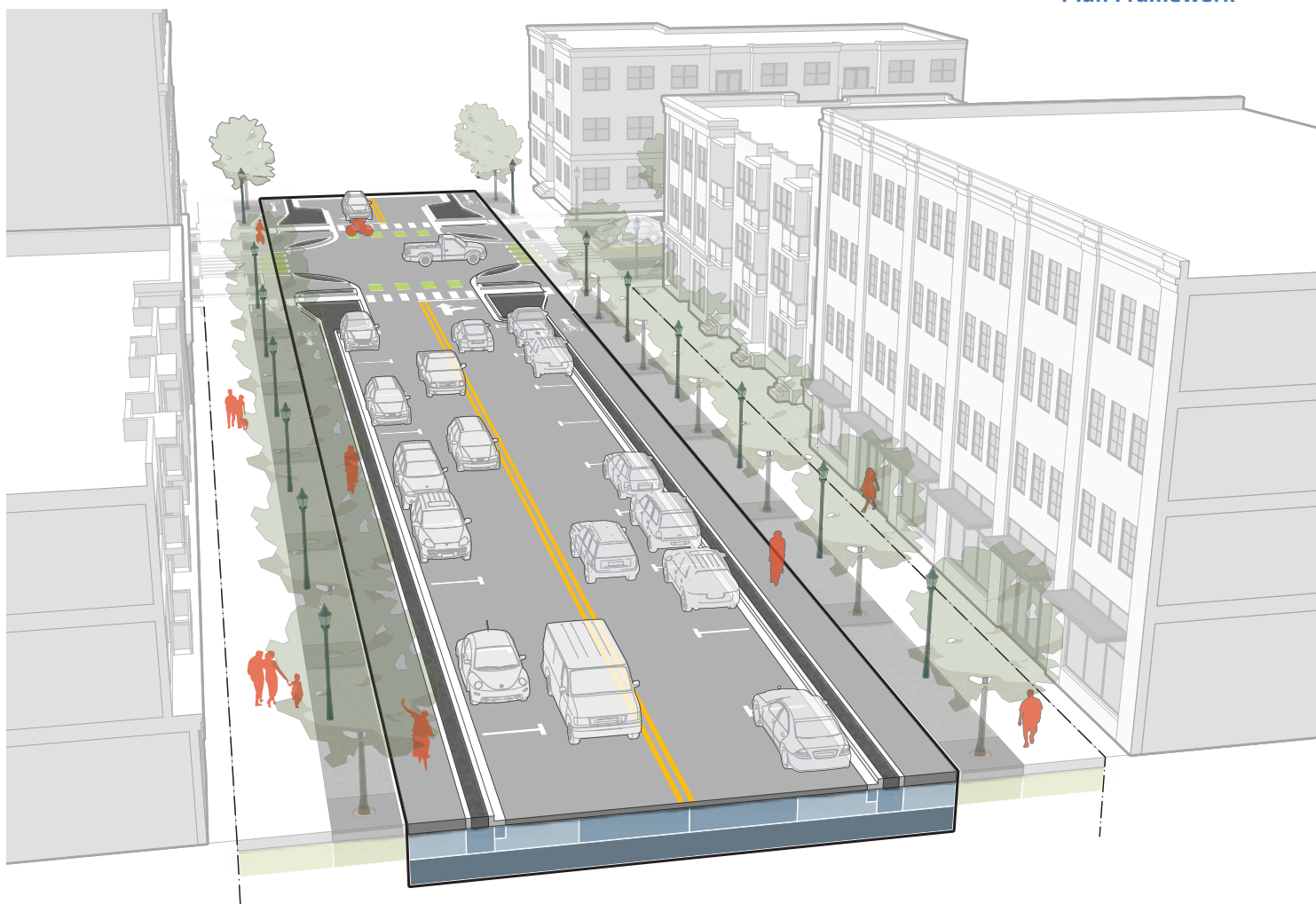
One of the biggest opportunities for improving travel within the City is the addition of a multimodal transportation center, or mobility hub, in the North End to serve both local residents and visitors. Mobility hubs are places where people can access services or amenities as they transfer between modes such as transit, walking, bicycling, motorized scooters, ridesharing, or driving. This presents the opportunity to better connect buses with other modes between the North End and downtown Newport, making it easier for both commuters to downtown and visitors who wish to travel between the two areas the option not to drive.

While the creation of a multimodal transportation center is supported by the public, the location of such a facility was the subject of much public discussion. RIDOT has proposed a simple facility between JT Connell and the rail tracks, but with improvements that could include a covered



The extension of Halsey Street north from Admiral Kalbfus to Coddington Highway would improve north-south connectivity while creating opportunities for links to adjacent development.

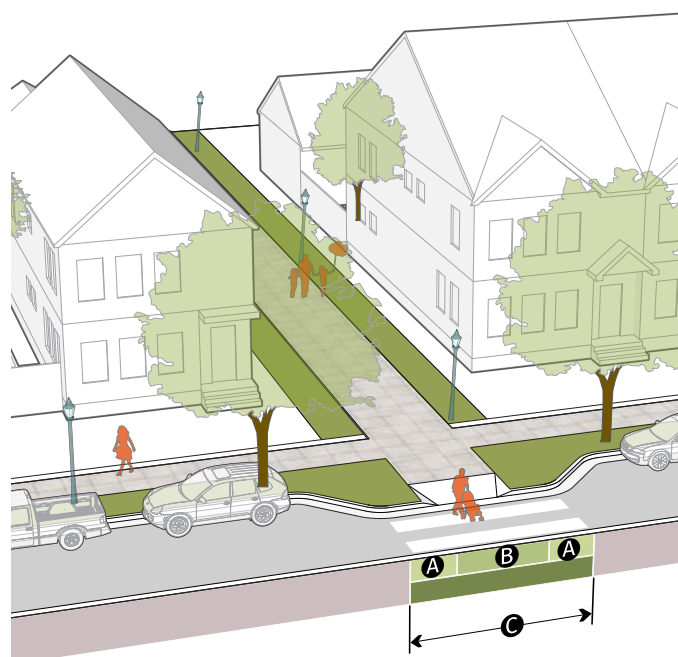
bus station and structured parking that would support adjacent retail and commercial uses. A connection to downtown Newport could be provided with a rail or bus shuttle and bike share station. A majority of Survey respondents supported an alternative location near the base of the Newport Pell Bridge on land that will become available after the approaches reconstruction. This site would be closer to future mixed-use development at the former jai alai site and would support a greater density



of uses within walking distance while lying somewhat further away from the rail-and-trail system.

There is also opportunity to improve bus stops by following principles of the Rhode Island Bus Stop Design Guide, which provide recommendations for siting bus stops in relation to large-scale development and integrating bus stops with on-street bicycle facilities. Increased pedestrian, bicycle, and transit use will reduce traffic volumes on streets in the study area and reduce parking demand, freeing parcel square footage for open space or additional development. Shared parking between different uses and mixed-uses in close proximity will further reduce parking demand. Zoning for the area should be reflective of this goal.

The street network of new large-scale development must provide a hierarchy, with each street type serving specific uses, such as main thoroughfares (above) or block-breaking pedestrian alleys (below).



Protect neighborhoods from cut-through traffic and add needed vehicular connections

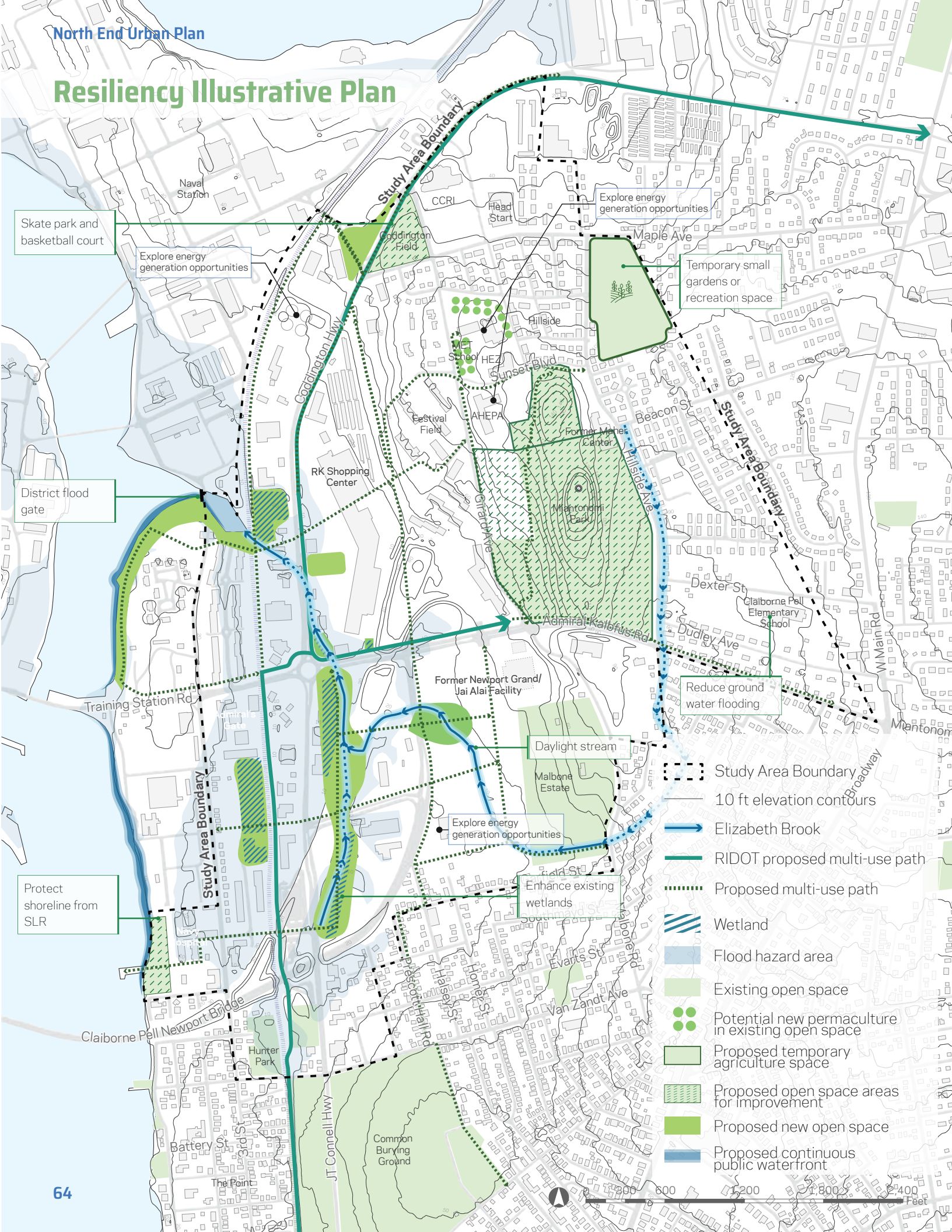
Several local roadways, due to their alignment and limited traffic controls, incentivize cut-through traffic through North End residential neighborhoods. These streets include Girard Avenue, Hillside Avenue, and other side streets off of Admiral Kalbfus Road. Implementing recognized traffic calming strategies, such as on-street parking, street trees, chicanes, and green buffers, can help reduce vehicle speeds, making these roadways less attractive to cut-through traffic and create a safer and more comfortable experience for residents. The extension of Halsey Street from Admiral Kalbfus Road to Coddington Highway will also help to better balance the traffic demands of vehicular traffic through the North End.

RIDOT studied a northern extension of Halsey Street as part of the reconstruction of the Newport Pell Bridge approaches study but removed it from the final implementation recommendation due to concerns from the Federal Highway Administration (the funding agency) that it was beyond the scope of the proposed project. The *Plan* calls for the completion of this road segment. The benefits of extending Halsey Street to Coddington Highway include reduction of volumes at the intersection of Admiral Kalbfus Road and JT Connell Highway and along JT Connell Highway and Girard Avenue, though the potential for increased motor vehicle emissions in the immediate area would

need to be addressed. Creating this extension as an additional green and complete street would also enhance bicycle and pedestrian connectivity in an area that is largely devoid of connective streets and aid in addressing stormwater issues in the area. The green elements would reduce pollution impacts, which would be further reduced by limiting through trucking. Most of the right-of-way for an extended Halsey Street is already in public ownership or available via easement, potentially streamlining the process. At a minimum, construction of this road segment should be considered as part of any redevelopment of the RK shopping center. This road segment combined with a break in the RK Towne Center would create direct pedestrian access to the retail center from the Newport Heights neighborhoods.



Resiliency Illustrative Plan



Skate park and basketball court

Explore energy generation opportunities

District flood gate

Protect shoreline from SLR

Explore energy generation opportunities

Temporary small gardens or recreation space

Former Newport Grand/Jai Alai Facility

Daylight stream

Explore energy generation opportunities

Enhance existing wetlands

Study Area Boundary

10 ft elevation contours

Elizabeth Brook

RIDOT proposed multi-use path

Proposed multi-use path

Wetland

Flood hazard area

Existing open space

Potential new permaculture in existing open space

Proposed temporary agriculture space

Proposed open space areas for improvement

Proposed new open space

Proposed continuous public waterfront

Resiliency

The North End must incorporate cutting-edge resiliency practices, as articulated in the third Goal of this Plan. Newport enjoys unique assets which position it as a hub for resilience innovation on the East Coast. Located between New York and Boston, and a short drive from Providence, Newport is surrounded by a constellation of top tier research universities, including relevant programs such as the URI Graduate School of Oceanography, Roger Williams Law School Maritime Affairs Institute, Rhode Island School of Design, Brown University Institute for Environment and Society and Harvard's Zofnass Program for Sustainable Infrastructure, to name only a few.

A Partnership Intermediary Agreement with the Naval Undersea Warfare Center (NUWC) has laid the groundwork for access between entrepreneurs and NUWC staff and facilities, with programming offered by NUWC scientists and engineers at Innovate Newport, Newport's first innovation co-working space, located in the North End on Broadway. Additionally, Rhode Island's scale and closely-knit community make it an ideal place to model and scale projects. Development of the North End provides opportunities to highlight Newport's intrinsic assets, develop career paths for residents and create an appealing space for local families and professionals to remain. By becoming a center for resilience innovation, Newport also stands to benefit as a first adopter of innovative technology, enhancing the City's response to sea level rise and other climate change impacts.

Utilize stormwater infrastructure to enhance the experience of the North End

Nearly all the commercial areas in the North End are subject to periodic flooding due to low elevation and surface water flows from large areas of impervious surfaces. In addition, the Elizabeth Brook, which has largely been buried, flows through the area with an outlet to Coaster's Harbor adjacent to the Naval Station's Gate 2. With the reconstruction of the Newport Pell Bridge approaches, the existing, highly-constrained wetlands areas along JT Connell Highway have the potential to expand and serve as a significant stormwater collection and infiltration area, enough to provide a large portion of the needed stormwater management/mitigation for new development if incorporated appropriately. This can be accomplished by constructing a continuous series of naturalized open spaces with a wide, shallow channel and slight modulations of topography to allow stormwater collections/infiltration combined with walking paths in upland areas for community use. This can also be supported by the design of the structures and landscape of new development.

One of the advantages of reconstructing the approaches is that excess fill from the never-completed expressway can be repositioned within the future development areas to raise building parcels out of the flood plain and leave remaining areas for added stormwater storage capacity. All new development and critical infrastructure within the "gateway" area should

therefore be raised above determined flood elevations in anticipation of future climate change and to create a unified streetscape. Successful methods of development, based on national best practices, should be emphasized here and serve as a model for development elsewhere in the city.

The Elizabeth Brook stream bed has the opportunity to serve as both stormwater mitigation as well a public amenity. This can be accomplished by daylighting the stream, widening the channel, and creating walking paths and multipurpose open space on one or both sides on development sites east of Halsey and/or leading into the north-south greenspace along the JT Connell Highway corridor. However, this would need to be reviewed against the level of contamination of existing soils and the topographic change between the bottom of the stream bed and adjacent finish grade. Sufficient space will be needed in relationship to the adjacent proposed street grid to create a welcoming public amenity, particularly if the brook is far below grade.

In conjunction with local and regional resiliency plans, a series of simple adaptations can reduce the threat of both nuisance and storm flooding associated with climate change and sea-level rise. Adding tide gates to all existing storm and combined sewer outfalls along the waterfront will help eliminate storm surcharge in the existing subsurface system. In addition, small levees can be incorporated along the channel and the open space network along the JT Connell corridor to reduce nuisance flooding during

minor high tide storm events in the near future. Finally, a taller operable tide gate (at predicted 2070 sea-level rise storm elevations) should be installed into a redesigned Third Street Elizabeth Brook bridge to be deployed during severe storm events.

It should be noted that these significant changes are only part of a larger system of stormwater management practices. In addition to district approaches, each development project must implement individual site stormwater mitigation (using low-impact development strategies) and provide improvements to the existing subsurface drainage system as part of their baseline project requirements.



Bring Newport's tree culture to the North End

Well-established research has demonstrated tree canopy in urban areas provides a simple and long-lasting opportunity to reduce the urban heat island effect, provide cleaner air quality and provide critical wildlife habitat. The *Tree, Parks, and Open Space Plan* endorsed by the City Council institutionalizes Newport's tree culture and creates a framework for expanding Newport's already impressive urban forest. A healthy tree canopy should be created in multiple ways, each of equal importance. The first is protecting existing tree canopy with a tree protection policy that reduces the number of significant trees removed and sets in place a

policy for replacement; a good tree protection ordinance in Newport exists already. Second is to create robust tree ways (green spaces between the street curb and the sidewalk), with adequate soil volume, along new infrastructure projects, both transportation and open space. Finally, any new development should be required to plant groupings of large shade trees with adequate soil volume. This can be further refined as the City establishes its tree canopy target.

A variety of tree species and the introduction of smaller flowering/fruited trees will create a more diverse opportunity for wildlife habitat and protect the area tree canopy from devastation from a single disease or pest.

The conceptual rendering illustrates the importance of a proposed network of open spaces in the North End.



Expand open space and create a complete network of green spaces

New development and redevelopment can provide much-needed community open space for residents, employees, and visitors. This can be accomplished by requiring development projects over a specific size to provide a minimum percentage of the overall site as open space. The plan guidelines propose a minimum 5% open space requirement on all projects seeking rezoning within the North End. Furthermore, the *Tree, Parks, and Open Space Plan* provides guidance as to the types of open space to ensure a variety of scale and program from the community benefits outlined in the *Equity Theme*.

There are additional opportunities for activities in underutilized spaces. Community agriculture, such as temporary community gardens, as well as more long term solutions like permaculture or urban greenhouses, provide an opportunity to make use of the underutilized front and side yards of various institutions, such as the Boys and Girls Club and the MET School, and the vacant land of the Newport Housing Authority, where several publicly owned larger parcels are currently vacant and awaiting long term housing development. These community agriculture programs have several strong supporters and local organizations that could help manage a variety of different garden types, which not only produce valuable food but also educate and foster community.

Embrace the Green Economy as a transformative sector

The Green Economy, defined by the United Nations as low-carbon, resource efficient, and socially inclusive economic activity, is an important tool to combat climate change. Existing underutilized spaces and newly-created spaces can support such activity, whether by making use of building roofs for stormwater management or renewable energy generation or by providing highly-efficient design practices. Development is one of the biggest emissions sectors and new development in the North End should minimize its impact on the environment. These approaches should be further supported by jobs programs to train area residents in renewable energy and other green industries.

Below: *The Tree, Parks, and Open Space Master Plan* outlined the critical needs for the North End. Future investment in resiliency and open space infrastructure and amenities should consult this list for guidance on priorities.

CHECKLIST FOR NORTHERN NEWPORT NEEDS*

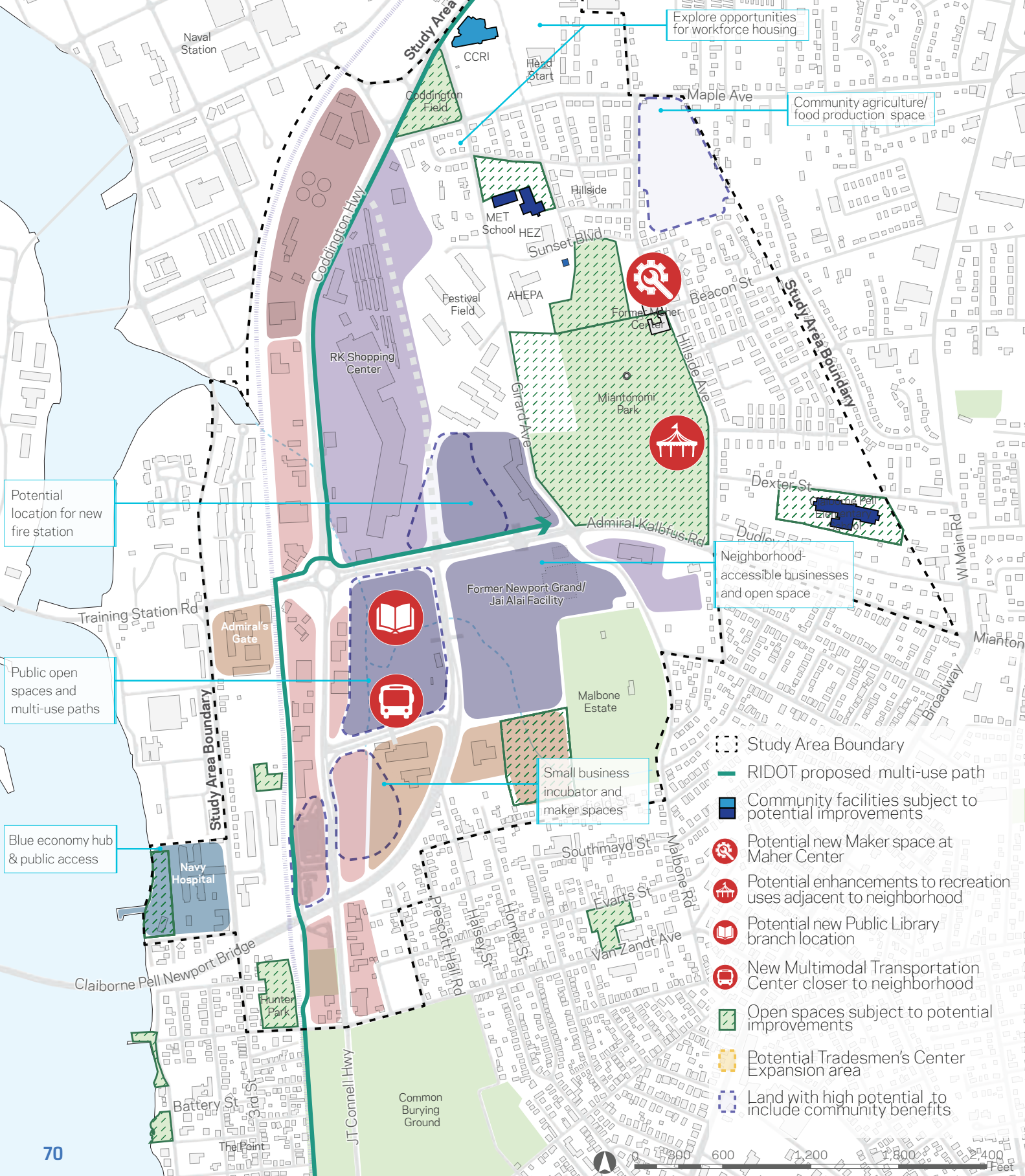
Future planning and development in Northern Newport neighborhoods should work to meet these critical needs:

- 30 acres of neighborhood parks
- Waterfront access
- 2-3 playgrounds
- 2 basketball courts
- 2 soccer fields
- 1 baseball field
- 1-2 tennis courts
- Additional picnic tables and gathering spaces, including 2-3 covered picnic structures
- Splash pad
- Community gardens
- Wildlife habitat protection and viewing and environmental education programs
- Increasing active transportation throughout the neighborhood
- Safe bicycling and walking connections with the rest of Newport
- Safer sidewalks/connected sidewalk network

*Source: Master Plan Needs Assessment, with input from Health Equity Zone survey & Master Plan meetings, survey, and subcommittees



Equity Illustrative Plan



Potential location for new fire station

Public open spaces and multi-use paths

Blue economy hub & public access

Explore opportunities for workforce housing

Community agriculture/food production space

Neighborhood-accessible businesses and open space

Small business incubator and maker spaces

- Study Area Boundary
- RIDOT proposed multi-use path
- Community facilities subject to potential improvements
- Potential new Maker space at Maher Center
- Potential enhancements to recreation uses adjacent to neighborhood
- Potential new Public Library branch location
- New Multimodal Transportation Center closer to neighborhood
- Open spaces subject to potential improvements
- Potential Tradesmen's Center Expansion area
- Land with high potential to include community benefits

Equity

Equity has been a topic of great importance to many of the stakeholders and residents who have shared their experiences and insights during the planning process. This is not unexpected, given the potential impacts of development on the existing community in the North End and the already significant differences in wealth, income, environmental quality, and opportunity between the north and south sides of the city.

One of the goals of the *NEUP* is to “reconnect the North End to the rest of Newport,” physically, as described by the *Connectivity* Theme, but also economically and socially. Considering the all-encompassing nature of equity, all of the project goals must consider their relationship to this Theme.

If executed poorly, new development could further entrench isolation and inequality of opportunity. However, new development can also be a chance to improve the lives of North End community members in meaningful ways, by providing local and accessible civic amenities, housing opportunities, recreational amenities, employment during construction and operation, and entrepreneurial and small business support.

Protect Existing Neighborhoods

While the North End Urban Plan takes active measures to promote equity through improved civic amenity and public benefit, the desired economic development is likely to increase displacement pressures on low and moderate-income persons in the surrounding residential neighborhoods. This Plan works to protect the residents in and around the study area through preventing loss of housing stock by maintaining

the existing residential zoning, by preserving deed-restricted affordable housing, and by allowing an increase in the number of housing units through future zoning. But the City should continuously work to develop an understanding of the factors that contribute to displacement and should create solutions to maintain neighborhood stability. Such solutions may include taxation measures, zoning amendments, community benefits and other development incentives.

Recognize and work to ameliorate the economic disparities between the North End and the rest of the city

Demographically and economically, the residents of the North End face a number of disadvantages compared to many of the other neighborhoods in Newport. Any development proposal for the North End must acknowledge these conditions and work to mitigate educational, wealth, opportunity, and geophysical disparities. All future development must actively work to incorporate North End residents, both in process and in execution, to ensure that their needs are being recognized and addressed to overcome a history of exclusion.

Development project proponents are encouraged to meet with stakeholders, local neighborhood community leaders and residents (like those mentioned in the Public Engagement Process section of this document) who may be both directly and indirectly impacted by a project, before they even program or develop the conceptual design.

Harness private development to support the provision of community benefits in the North End

Often, developers do not fully understand the context in which they plan to build and thus cannot adequately direct their investment to best serve their own economic interests and support the local community. The *NEUP* helps provide the guidance needed to enhance the quality of a development both for the developer and for the community. While there are a number of existing tools to compel potential developers to provide community benefits, even describing them can help clarify needs and save undue headaches for potential development projects.

In addition to the other four Themes of the *NEUP* (which fundamentally identify benefits to the community), there are four types of community benefits identified as critical to meeting the needs of the community. During the course of the public engagement process for the *Plan*, both during the in-person Public Forum and the virtual Online Survey, Newporters described their preferences for the four types of community benefits described here. All components are listed below in order of preference of Survey respondents.

Civic Amenities

As one of the more recently built parts of Newport, the North End currently has very few of the civic amenities found elsewhere in the city. However, residents of the North End expressed a need for such uses, including a farmers’ market, a community kitchen, a library branch, performance spaces, public technology/computer access points, and a community center. While not all of these uses are economically sustainable on their own, development could accommodate space for many of them at a minimal cost, while others could be achieved through public-private partnership. Furthermore, by simply opening typical development amenities to the public and actively welcoming the neighborhood, many of these desires can be met. Additionally, Fire Station 1 needs to be relocated and a location out of the flood plain in the North End would better serve the community.

Housing Opportunities

It is impossible to ignore the challenges Newport faces when it comes to housing. The most critical concern expressed by the public during the planning process was the problem

**Online Forum
Equity Section
Survey Results**

“Please drag and drop the proposed community benefit CATEGORIES below into your preferred ranking.”

| Use | Preference |
|----------------------------------|------------|
| Civic Amenities | 1 |
| Housing Opportunities | 2 |
| Recreational Uses | 3 |
| Entrepreneurial & Small Business | 4 |

of the “cliff effect”: the fact that families often face hardship due to evaporating access to subsidies for housing as their income increases, making families choose between housing or economic advancement. Furthermore, the general increase in housing prices across the city has put pressure on workforce households by making it difficult to live within the city. New subsidy structures for affordable housing and employment, and development that incorporates family housing configurations, micro-units, and senior housing are all housing options that can help address these challenges.

Recreational Amenities

The North End possesses some of the most important protected passive open space in Newport in Miantonomi Park, but few other recreational activities are available. In a neighborhood that is full of families, with the majority of children in the city living in the North End (according to the US Census 2014-2018 5-year estimate), this is a serious community need. Playgrounds, a public marina, basketball courts, an indoor recreation center, climbing walls, open-air fitness areas, walking paths, a skating rink (seasonal or permanent), and a skate park are all amenities for which the public has expressed a desire. Additional soccer fields are a community interest but it is unlikely space for such a facility exists in the North End, except for the CCRI campus, the former incinerator site, or any future Navy dispositions. Creation of recreational opportunities and open spaces should be done in accordance with the process outlined in the *Tree, Parks, and Open Space Plan*. Further investments should be made in Miantonomi Park, in accordance with the 2018 *Miantonomi Park Interpretive Plan*.

Entrepreneurial & Small Business Support

Since economic opportunity for North End residents is a significant need and new jobs in Newport typically fall either at the very high end, requiring extensive education, or at the low end, providing limited chance for advancement, support for entrepreneurial activities and local small business can help fill the gap. Incubators can provide shared resources and guidance for many small and startup businesses; maker spaces can give those interested in creative, technical, and vocational careers access to new skills and technologies; and low-rent or subsidized retail spaces can serve as low-barrier brick-and-mortar entry points for small retail businesses looking to test concepts and learn. CCRI and other educational institutions in the area can further advance residents’ skills and talents to integrate them into higher wage workforces. Infrastructure to facilitate mobile business establishments also presents opportunities for low-cost business operation.

Delineate the community’s priorities to better assist developers and city staff in their decision making

By describing these priorities and the order of importance, both private developers and City and State permitting authorities can better understand how to measure the benefits proposed by the development project. While each potential project is unique, the community’s needs will likely remain relatively consistent in the near and medium terms, and the description of benefits allows the public, City and State officials, and project proponents to work from a common understanding of priorities.







Quality

Much of Newport's most significant architecture dates from the 18th and 19th century. It includes one of the nation's largest collections of colonial buildings and several fine examples of architectural masterpieces. The North End, by contrast, is predominantly from the second half of the last century and has little to offer in the way of exemplary architecture and is even more challenged when it comes to urban design. This is unfortunately not atypical of 20th century environments, and righting this wrong is a core purpose of this planning effort. The inclusion of *Quality* as a Theme of the *NEUP* not only recognizes that trait as a paramount goal for planning, but also draws attention to the lack of quality urban environment that exists broadly in the North End, an often-underserved community.

Recent efforts have been undertaken with varying degrees of success, such as the CCRI Newport campus, the MET School East Bay

Washington Square typifies many of the traditional development patterns within the city, which were built during the 18th and 19th centuries.

Campus, HOPE VI, and the reconstructions at Park Holm and Pell Elementary School. The former Newport Daily News building is an interesting example of midcentury modern design and Admiral's Gate is perhaps the city's most prominent example of postmodern architecture. The former Navy hospital presents a fine opportunity for historic rehabilitation of its early-20th century façade and good examples of vernacular homes dot the study area. The potential for additional, large-scale redevelopment brings urgency to the establishment of clear design principles, guidelines, and precedents.

Reflect Newport's architectural character while embracing cutting-edge, contemporary design

In the past, new structures in Newport reflected, or even advanced, contemporary design. City-colonial architecture in America is typified by Newport, as is the seaside mansion ("cottage"),





Thames Street's mixed use and active street frontages were highlighted by residents as highly desirable for the North End's future.

and Newport holds the distinction of being the birthplace of the shingle style. Preserving this architecture is of critical importance and Newport has been a national leader in historic preservation for more than a half-century. The North End, however, presents an opportunity for a fresh approach, given the increasing awareness of the inhospitality of commercial strip development, automobile infrastructure, large-scale industry, and superblocks. The North End must embrace traditional urban design coupled with architecture and construction that is reflective of contemporary culture and lifestyles, while advancing the City's commitments to inclusivity, sense of place, quality of life, and innovation.

The images within the *Quality* Theme are intended to set the stage for architectural possibility. It is up to the creativity and freedom of expression of the designer and development



The North End's main streets currently offer little in the way of character or charm, by comparison to the rest of the city.

proponent to determine what is ultimately proposed. It is the responsibility of the City to encourage creativity and active street life within the community, and to set performance standards.

New structures should employ high-efficiency techniques, such as daylighting, passive heating and cooling, flexible indoor/outdoor space, and on-site energy generation; many of these features can also be found in pre-20th century structures throughout the city. These design elements should be incorporated into the design of structures, to create an architecture reflective of its purpose and of the area's innovative spirit.

Newport has numerous examples of beautiful, functional architecture from which to take inspiration. Thames Street and Washington Square, for example, are local precedents for the desired "look and feel" – particularly with respect to scale, streetscape, and use mix – of

the Innovation District. New structures in the North End should not feel completely foreign to the context of Newport and, at an absolute minimum, must be appropriate for Newport's future climate, 30-50 years from now.

While much of Newport's building stock is residential, future commercial and mixed-use development in the North End should consider the limited, but worthy, commercial architecture that exists in Newport along Thames Street. In particular, the continuous line of storefronts on both sides of the street provide a range of articulation and transparency that is essential for successful pedestrian-oriented retail. The range of one- to three- or four-story buildings of limited frontage along a narrow right-of-way provides architectural diversity and variety of scale. The North End's wider streets require consistent building heights of at least 2-3 stories to maintain a defined street edge. The existing commercial architecture of the North End – extra-large footprints, few building entrances, little-to-no variety of scale or

articulation of detail – does not reflect the vision for the future of the North End.

Materials can also have an impact. Because the North End is envisioned as a locale for innovative uses, a more eclectic range of materials could be allowed that reflect a more playful and contemporary environment. Here, the use of industrial materials, metal siding or composite panels for example, could be deployed in ways that may not be acceptable in more historically consistent areas. A local example of this may be found in the Newport Craft Brewery, which utilizes an industrial aesthetic in an appropriate and welcoming manner.

Mixed-use residential architecture can be modern in detailing, while still maintaining the texture of historic Newport architecture. Use of vertical bay windows, roof elements and a mix of traditional materials, such as brick combined with some newer materials, creates a bridge from historic to contemporary.

The MET School (left) and the former Newport Daily News building (right) are two examples of late 20th and early 21st century architecture which provide some uniqueness within the North End.





The North End's industrial character is reflected in positive examples of recent design, including the East Bay Family Health Care center (left) and Newport Craft Brewing (right)

Larger commercial buildings that support higher technology workspaces with the need for more light can still maintain texture and character that borrows from historic elements. Here the use of steel and clear glass with floor delineations provides a sense of scale to the building. Use of some traditional materials provides continuity from historic precedents. Other elements that make this example acceptable is clear demarcation of building entrance areas and an active ground level with plenty of transparency.

Provide a welcoming gateway to the city for those arriving via the Newport Pell Bridge

The Newport Pell Bridge approaches are the gateway to Newport but have long been an eyesore both for visitors and for residents of Newport. The ramps and loops were originally intended to be part of a larger expressway network heading south into downtown Newport

and north to Fall River; however, that network was never built, and its remnants are disruptive and out of scale. The reconstruction of the Newport Pell Bridge approaches provides a timely opportunity for recasting the entrance experience. Still, the challenges remain that significant traffic volumes will pass through the area, and the existing unsightly uses in the vicinity, such as the City Yard. The privately-owned and -operated waste transfer facility is on the former site of the incinerator, which was built before the Newport Pell Bridge. The transfer facility should ultimately relocate to another spot within the city that has improved truck access and less direct impact on residential neighborhoods; this would provide additional opportunities for redevelopment and north-south connections.

With the remaining lands left over from reconstruction of the bridge approaches and the former jai alai facility, over 50 acres become

available for complete redevelopment. The scale of development, and more importantly the scale of streets and blocks, must transform what has been an expressway and vehicle-dominated, ugly landscape with often-noxious uses into one that provides a worthy first impression of Newport with appropriate landscaping and a more village-like atmosphere that acquaints visitors with Newport's pedestrian-centric fabric. These parcels should be subject to more strenuous design controls than less prominent areas with less opportunity for new block configurations.

To this end, the City should advance new architectural excellence in the North End through the creation of a design review body. This group should identify, organize, and provide source imagery guidance to developers' architects. This body will make recommendation to developers by providing advice to the Director of Planning and Economic Development beginning at the

pre-application phase. This will promote the Quality goals in the Plan and continue Newport's tradition of supporting innovative architectural ideas.

Require high-quality urban design elements

The North End was initially platted for large-scale industrial and strip commercial purposes, and later overlaid with expressway infrastructure. Existing roadways are primarily arterials (such as JT Connell Highway and Admiral Kalbfus Road), with smaller local streets that often do not connect with each other. To reconnect this area to its adjacent neighborhoods and encourage pedestrian movement, a smaller network of green and complete streets and paths should be introduced. This shall be achieved through public projects and as a condition of development

The North End can learn from adaptive reuse projects within Newport. The IYRS School of Technology & Trades facility (left) and Innovate Newport (right) are two such examples.



project approval, and should include generous sidewalks with wide pedestrian zones, planting areas and shade trees, and frequent street furniture, such as benches and restaurant seating. Limits to block size should be established on sites that are sufficiently large to require internal streets and should reflect the scale of blocks in Newport – block lengths of 200 to 400 ft.

Newport is largely a low-rise city with a mix of 18th and 19th development patterns. Because views of Miantonomi Tower, Narragansett Bay and the Newport Pell Bridge are important to the community, future development within the North End should limit heights of buildings to 5 stories. These heights should be allowed only in the mixed-use development areas at the gateway, while 3 stories should be the maximum height in the remainder of the North End. The greater height at the gateway serves to establish it as the primary mixed-use subdistrict and encourage a higher density of residential, office and retail uses in close proximity to create a walkable environment. Redevelopment of the existing RK shopping center should be limited to 3 stories with the potential to increase up to 5 stories with site plan review and additional public benefits.

Minimum heights of two stories are also desired to ensure that sufficient definition is provided along street edges and to prevent low rise, suburban-style sprawl. Redevelopment should also provide a variety of heights to promote architectural variety and avoid uniformity. Buildings of different numbers of stories can and should be placed next to each other, and floor-to-



Residential uses frequently require new forms when considered at higher densities. Newport Heights replaced military housing with traditional single and multi-family housing, effectively using traditional forms from the region.

Developing housing at higher densities that is compatible with Newport's residential architectural character can be more challenging. Examples of infill development in Providence suggest that borrowing various residential typologies such as roof forms and rhythmic breaks in street edge can help to break down the large mass and integrate larger projects into a neighborhood.



floor heights can and should vary across different use types, to create visual interest.

Along major arterials, like JT Connell Highway and Admiral Kalbfus Road, auto-oriented development patterns can be, over time, rebalanced to encourage more pedestrian activity by placing limits on both the number and width of curb cuts, reducing building setbacks and prohibiting parking along street frontages, while encouraging on-street parking. Investments in pedestrian accommodations will include ample sidewalks, multi-use paths and adequate landscape buffers and trees for protecting pedestrians from heat, traffic and piled snow. Private development must also make use of these techniques.

Mixed-use residential architecture can be modern in detailing while still maintaining the texture of historic Newport architecture. Use of vertical bay windows, roof elements and a mix of traditional materials such as brick combined with some newer materials creates a bridge from historic to contemporary.



In areas where new streets are needed or 1R-type repavings are proposed, green and complete streets will encourage walking and cycling and improve public health and safety and community welfare in an area that is currently challenging and frequently unattractive, isolating, and potentially dangerous. Green and complete streets will provide connections through and between parcels and ultimately connect residential neighborhoods to community services and public open spaces, especially the waterfront. Some of these improvements may be funded by developers as conditions of project approval.

Larger commercial buildings that support higher technology work spaces with the need for more light can still maintain texture and character that borrows from historic elements. Here the use of steel and clear glass with floor delineations provides a sense of scale to the building. Use of some traditional materials provides continuity from historic precedents. Other elements that make this example acceptable are clear demarcation of building entrance areas and an active ground level with plenty of transparency.





3

INNOVATION CHARACTER SUBDISTRICTS & DESIGN GUIDELINES

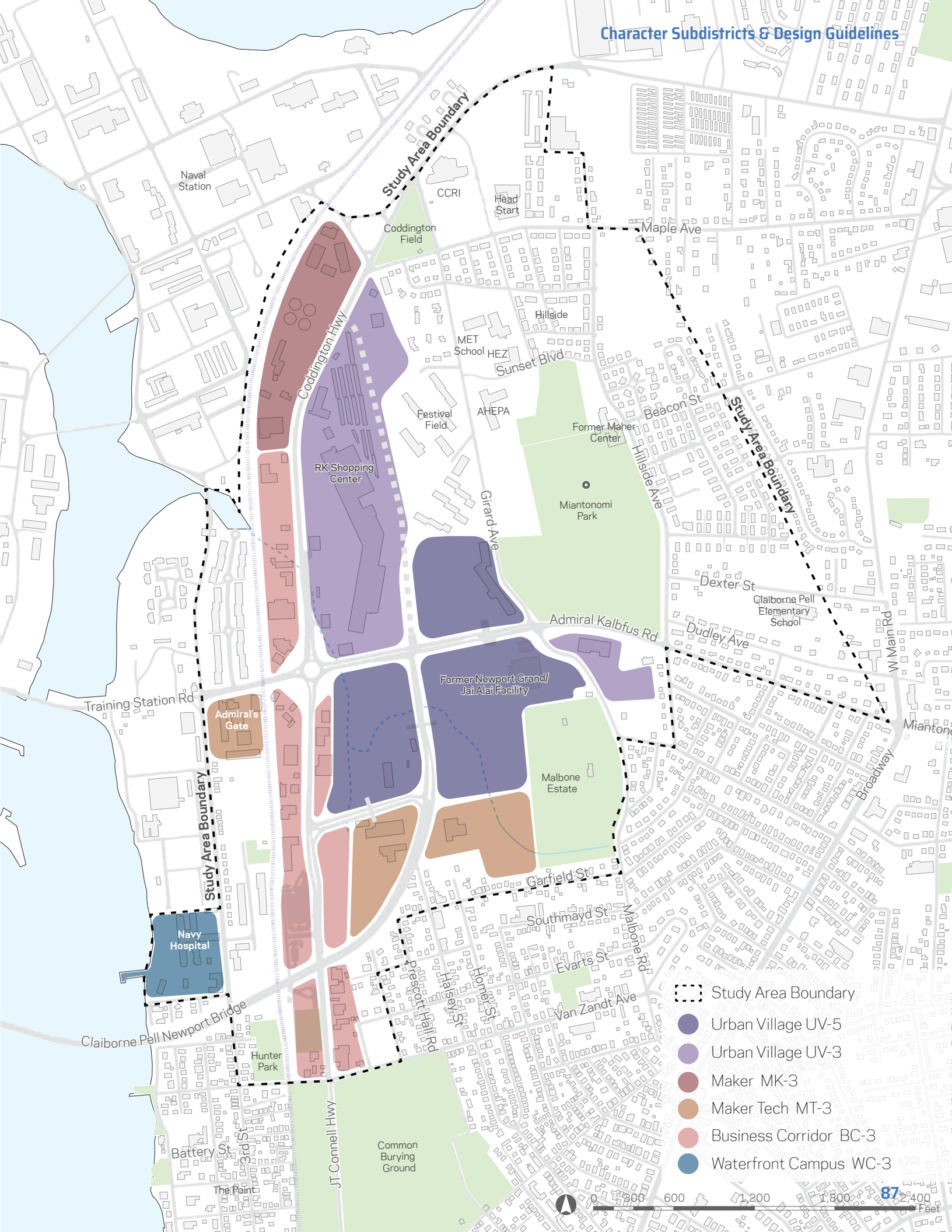


Character Districts in the North End

The *NEUP* study area is a nuanced area; there are a range of existing typologies, land uses, and built environment. Within the study area is a smaller area, designated in the *Comprehensive Plan* as the Mixed Use, Innovation future land use and recast in this document as the Innovation District. Much of the future development and redevelopment in the North End is likely to occur within this district, which currently consists of a range of uses and physical environments, from big box retail, to residential, to light industrial, and vacant or disused land. The successful redevelopment of this area into the “Innovation Hub” is a core component of the *Comprehensive Plan* and therefore the *NEUP*. The Plan proposes a set of character subdistricts within the Innovation District with specific design guidance based on existing conditions, dominant uses, desired future uses and adjacencies, and opportunities for redevelopment.

The six character subdistricts reflect the community’s preferences for a mix of new uses that are compatible with and supportive of existing business operations. There are often overlaps in proposed uses, dimensional limitations, and priorities, but each subdistrict is unique in its character and purpose.

The following descriptions of the subdistricts are intended to provide a vision for each. Detailed guidance for each subdistrict and for street networks can be found in *Appendix A*, the proposed zoning code, which is incorporated into the *NEUP* as guidance for development within the Innovation District and should serve as design guidelines until such a time as it is incorporated into the City zoning ordinance.



- Study Area Boundary
- Urban Village UV-5
- Urban Village UV-3
- Maker MK-3
- Maker Tech MT-3
- Business Corridor BC-3
- Waterfront Campus WC-3

Village Core Mixed Use District with 5 story maximum

The Urban Village will be a dense, mixed-use development area at the terminus of the Newport Pell Bridge, serving as a “gateway” to Newport for those arriving via the Bridge. Because it will be a gateway and a crossroads, the intensity and quality of development in the Urban Village should both be high. Open spaces, signage and wayfinding, streetscape, and architecture should communicate the best that Newport has to offer. This area should serve as a landing for visitors and as a neighborhood hub for North End residents.

The large parcels of the former jai alai facility, relocated City Yard and waste transfer facilities, and land that will be available after the reconstruction of the Bridge approaches present an opportunity for the Urban Village’s transformation into a walkable, mixed-use neighborhood. While jobs-focused uses should be prioritized, a mix of activities accessible by foot or bicycle must complement those commercial uses to create a complete neighborhood.

Future development should be approved with appropriate scale of new blocks that are more in keeping with the traditional block sizes in Newport, as described in *Appendix A*. All new roadways should support generous walking and landscape areas to ensure ample tree cover.

This area presents an excellent opportunity for daylighting Elizabeth Brook, as discussed in the *Resiliency Theme*. A signature open space serving as a gathering point for residents is a clear need for for this subdistrict as well. A

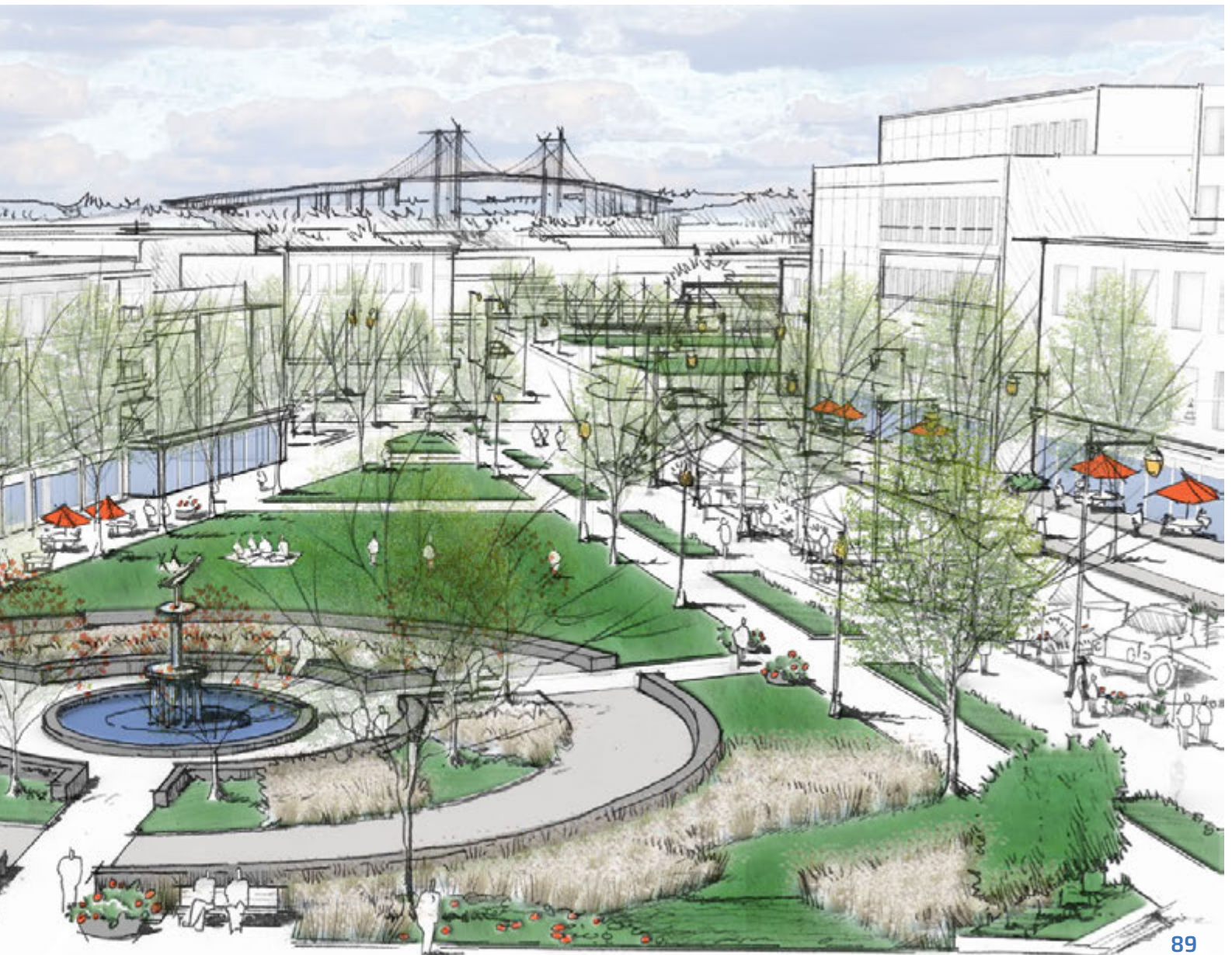
bowtie design that spans Halsey Street, as shown in the illustrated studies in Appendix B, is an example of the kind of unique space that is also reflective of Newport’s existing character. The signature open space should be more focused on programming and events than nearby open spaces such as Miantonomi



Park, given its central location within newly developable areas.

Special considerations include allowing buildings up to 5 stories in height to mark this subdistrict as a focal point for the North End.

The Village Core areas have small scale green and open spaces that relate to some of Newport's most iconic public spaces, such as Washington Square.



Village Core Mixed Use District with 3 story maximum

This character subdistrict primarily covers the area of the existing RK Towne Center shopping center and the adjacent properties to the north along the eastern side of JT Connell Highway, which is currently all commercial, retail and industrial in use. The *NEUP* proposes that this subdistrict become a mixed-use area with retail, office, and housing uses in a more walkable and dense development pattern.

The redevelopment of the RK shopping center and surrounding parcels will need to include more pedestrian connectivity from North End neighborhoods to retail services at the shopping center on JT Connell Highway. Access today is problematic for pedestrians, as there are few roadways or accessible paths connecting Girard Avenue to JT Connell Highway and those roadways tend to have poor pedestrian accommodations. As outlined in the *Connectivity Theme*, extension of Halsey Street through the site is a priority and would serve the community in a number of critical ways. This extension would likely need a right-of-way easement or limited acquisition from the RK shopping center.

As suggested by this subdistrict's name, its purpose is similar to that of the Urban Village Mixed Use with 5 story maximum, but it should serve as a transition zone between the denser subdistrict and surrounding uses.



As already seen in Broadway, a relative variety in building heights can help to enhance the character of the Village Core, while responding at the different uses of the future buildings.



Wide sidewalks, street furniture, planting, and onstreet parking along the street can provide both the traffic flow and walkability that help street retail thrive.



As shown here along western Memorial-Lower Thames, variety in materials, textures and styles presents opportunities to enhance the character of the Village Core frontages. The relationship between this three factors should be studied to ensure variety and cohesiveness.



Although underutilized as a parking lot, the framed setback at Newport Family and Cosmetic Dentistry on Broadway creates diversity in the size and scale of the retail frontage influences the walkability and perception of urban grain.



Potential view of Miantomi Tower through a redeveloped RK Town Center from JT Connell Highway. Planted and generous sidewalks bordered by active ground floor uses define the Village Core experience. In these areas, the streets connect green open spaces, with diverse neighborhood scale parks and plazas located along the North End.

Business Corridor

Many of Newport's larger commercial uses currently exist along JT Connell Highway, and with few viable locations left in the city for such uses, this is where they should remain, provided their use and dimensions consistent with the goals of the Innovation District. However, there is much room for improvement in their environment that could help such businesses grow, enhance access for residents, and improve the character of the area. A mixed-use element should accompany commercial uses to support vibrancy in the area. Allowing residential uses as an ancillary use to businesses will help further reconnect the North End to the rest of the city along its main corridor towards downtown via Farewell St.

The vision for the Business Corridor character subdistrict is to beautify and enhance the pedestrian amenities and safety along the JT Connell corridor, while supporting the existing compatible commercial businesses and encouraging other job-creating uses.

New development or redevelopment projects should reduce both the size and number of curb cuts along JT Connell Highway to improve roadway and pedestrian safety. Additional signalized crossings, narrower lanes, and other traffic calming measures must also be implemented to improve pedestrian safety and reduce vehicle speeds through the corridor.

Density in this subdistrict should increase to envelope JT Connell Highway, with buildings ranging from 2 to 3 stories adjacent to the right-of-way, rather than the single-story structures with large setbacks prevalent now.



New office and technology buildings can create a more continuous street edge, as this example in Providence, RI shows.



Traditional strip retail is not a desired use pattern for the Business Corridor, because of the hazards and discomfort it causes for those not in cars. These areas can be reconfigured to better accommodate pedestrians and cyclists, as shown in this proposed corridor transformation in Portsmouth, NH.



The transformation of auto-dominated corridors to multimodal commercial districts is possible with emphasis on increased density and encouraging diversity of uses, as in this illustration of a proposed conversion in Portsmouth, NH.



Rendering of a future possible Halsey Street. The Pell Bridge offramp is converted into a green and complete street that serves as a gateway to Newport.

Maker

The vision for Maker subdistrict areas is the protection of the existing city sewage treatment plant from incompatible adjacent uses, while limiting heavy industrial uses from further impacting nearby residential areas. This character subdistrict encourages industrial, warehouse/maker, and light manufacturing uses that are not negatively impacted by proximity to a wastewater treatment plant.

The City should strive to promote this area as a prime location for offering affordable entrepreneurial options, including warehouse/maker space for maker uses, startups and small businesses in the North End. Options for smaller warehouse/maker spaces for individual owners should be considered.

Housing should not be allowed in this area, as it is incompatible with current and anticipated future uses.

Future development should also protect and enhance the future “rail with trail” along the railway corridor.



One Stop Building Supply Center is a good example of a use in a transition area that serves the Innovation District and the surrounding area.



Natural systems can be integrated into the Maker subdistrict to improve resiliency and buffer noxious uses from more publicly-oriented commercial uses.



View of the buildings along JT Connell Highway where Maker-oriented uses should be prioritized. The City's wastewater treatment plant is an example of the kind of uses intended for this subdistrict, which are more more focused on heavier industry.



Water management area buffering the Mixed-use Village Core from the Maker area. While creating more green open space, this area can improve the resiliency of the North End area by absorbing and retaining excess water during intense rain events.

Maker Tech

The vision for Maker Tech is the protection and expansion of existing uses, such as the Admirals Gate complex and Tradesmen’s Center. These uses provide valuable technology and craft industries that are essential to the economy of Newport and thus should have room to grow. In particular, the entrepreneurial opportunities offered at the Tradesmen’s center could be expanded at the former incinerator site and on land remaining from reconstruction of the Newport Pell Bridge approaches.

The relocation of the waste transfer facility to Gate 4 will allow the redevelopment of the old incinerator location for uses more compatible with the surrounding residential uses and in concert with the vision for the gateway outlined in the Urban Village Mixed Use Subdistrict with 5 story maximum. A conversion of part of this subdistrict to Urban Village Mixed Use Subdistrict with 3 story maximum to provide better consistency with abutting areas may be feasible, provided that environmental conditions in those areas do not preclude the types of uses allowed in the Urban Village Mixed Use Subdistrict with 3 story maximum.

Special considerations include the incorporation of wetland features on low-lying parcels to improve stormwater storage areas and enhancing physical access for the existing and intended future land uses.



Easy access to the Newport Pell Bridge has long served a critical role for businesses such as those existing and encouraged in the Maker Tech subdistrict.



Blue Economy enterprises, such as sailmaking (pictured, Jasper & Bailey Sailmakers), fisheries support, precision machining, and other trades should be the focus of land uses in the Maker Tech areas.



Aerial view of the Tradesmen's Center and Waste Transfer Station.



There is potential to expand the Tradesmen's Center as a service, manufacturing, and jobs hub for Newport.

Waterfront Campus

The former Navy hospital site should become a combination of public open space along the waterfront, compatible Blue Economy research in the main building, and potential housing in the two structures on 3rd Street.

Public access to the waterfront is a top priority for this subdistrict; this is the only place in the North End with substantial additional public waterfront space. However, ensuring adequate dock space for research vessels and other Blue Economy enterprises is critical to Newport's economic future. These two uses are compatible and must be balanced.

Future projects and plans should consider the goals and policies of the Harbor Management Plan when waterfront parcels are being developed. Future waterfront programming may include dockage for research vessels, transient and dinghy docks, and a water taxi station. Additional docks and slips are a persistent need for Newport's recreational boating community. Other water-dependent recreational activity, such as kayaking, should also be considered for future programming. Connectivity planning across the study area should anticipate these future water-based uses as residents move across the site toward a newly accessible public waterfront.



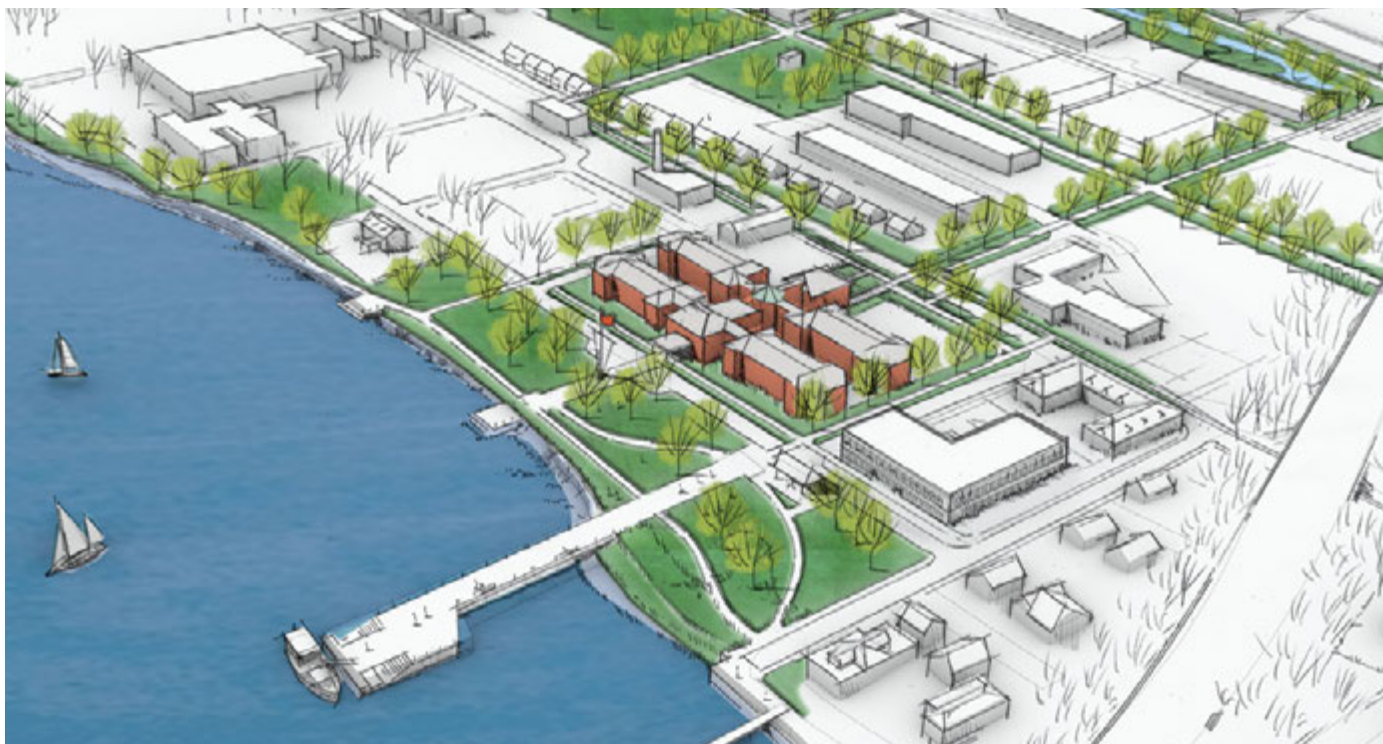
Aerial view of the former Navy hospital site.



Early 20th century institutional brick buildings define the character of the western part of 3rd street.



Rendering of the former Navy hospital waterfront from the City of Newport archives, showing significant public waterfront access.



Rendering of a potential redevelopment of the former Navy hospital site. A system of tree-planted streets can improve the connectivity between the waterfront and research campus with the rest of the North End.



4

IMPLEMENTATION



DEVELOPMENT ACTIONS

For truly successful transformation of the North End to take place, a combination of development actions and infrastructure improvements must occur in a coordinated fashion. While ideally these two types of investment would happen nearly simultaneously, there will likely be a leapfrog format, with some private development following public capital expenditure, which then reinforces the need for more infrastructure, again inspiring additional private development. The *NEUP* serves as a guide to the kinds of private and public investment that should be prioritized in order to realize the vision for the North End as quickly, efficiently, and equitably as possible.

Prioritize impacted neighborhoods

As the City works to enhance the North End through job creation, housing, connectivity, and resiliency, the diverse and inclusive community and culture established in the North End should be valued and protected. The City should proactively work on creative policies and solutions to mitigate likely displacement pressures as a result of future economic development.

Embrace Newport's existing context – history, geography, climate, economy, and architecture – as a source of inspiration for contemporary design

Project proponents and City and State officials should carefully review the *Quality* Theme of the *Plan* for guidance on the desired character of

new development. For even greater detail, the proposed form-based code in *Appendix A* should be used as a guide to regulate development in the Innovation District until its adoption as zoning.

Prioritize job creation

It is critical to create and adhere to zoning that supports the creation of year-round, diverse employment, as described by the *Opportunity* Theme, without sacrificing the values embodied by other Themes of the *NEUP*. Newport is very dependent on seasonal tourism, and has many low-wage, seasonal jobs. Proposed uses within the Innovation District should be focused on jobs, particularly those that are accessible – requiring limited higher education or providing paid training – and well-paying. Jobs in the Blue Economy, in particular, are well-suited to the North End, given Newport's unique position in that sector and the Innovation's District's proximity to the Naval Station, Narragansett Bay, and educational institutions. Conflicts between *Opportunity* and the other Themes must be weighed by the permitting authorities.

Provide ancillary uses that support local employment and create opportunities for shared resourcing

Though jobs are the priority, zoning and subsequent development must recognize that other uses can support employment, though they may not themselves provide the kinds of jobs to be prioritized. For example, retail, open space, and residential uses provide the amenities and

housing that job seekers want to both live and work within the city. Neighborhood retail such as restaurants, cafés, hardware stores, and dry cleaners can make working in the area more convenient and more desirable. Ancillary uses that do not support the Themes of this plan should not be permitted.

All mixed-use projects should also utilize a shared parking strategy that limits the amount of reserved parking for any one use. Converting minimum parking requirements into maximum parking requirements can further emphasize the importance of other modes and limit the negative impacts of overprovision of parking. Structured parking could be used as a relief mechanism for reserved parking that exceeds maximum parking rates. Where new parking is constructed, structured parking should be incentivized as a land preservation option and encourage multiple projects access to one project's structured parking. Major projects should consider structured parking as their primary source of available parking.

Implement sustainable and people-oriented development practices

All development should demonstrate best practices to the maximum extent practicable for sustainability and stormwater treatment to reduce the impact on the public stormwater drainage system and reduce the likelihood of flooding. Quality landscaping that frames architecture, provides respite for people and animals alike, and mitigates the impact of development is a priority, including the potential daylighting of Elizabeth Brook. Vegetated land



cover should be maximized and designed to mitigate urban heat island impacts, and light-colored, permeable surfaces should be used when hardscape is necessary.

New roadways within larger development parcels should be low-speed, green streets that support travel by multiple modes. All streets should incorporate green stormwater infrastructure, street trees and decorative plantings, pedestrian, and bicycle accommodations, and prioritize active ground-level street frontages. New streets must connect to the edges of parcels so that their benefits extend to adjacent parcels and created a complete network within the North End. Another key approach is the creation of slow or car-free streets or alleyways to support the pedestrian network.

In support of the City of Newport's goals for reducing greenhouse gas (GHG) emissions, projects should analyze passive and active strategies that minimize GHG emissions and maximize the use of clean and renewable energy. Project filings are to be submitted with the first formal submission or any major project change. Documentation and other elements of project filings should include:

- Preliminary Energy Model: The model should reflect building uses, location, orientation, massing, and principal envelope systems and include the proposed or target total annual GHG emissions with a breakout of primary uses, peak energy loads, energy use intensity, energy sources, and costs. Transportation by residents/employees/customers should be considered as part of the model.
- Clean and Renewable Energy: Onsite clean and renewable energy are proven means of reducing GHG emissions and are encouraged to be included to the greatest extent possible. A financial feasibility analysis should be conducted,

including consideration for onsite combined heat and power (CHP), solar photovoltaic (PV), wind and thermal systems, and, where existing service is available, distributed thermal energy or new distributed (electrical and thermal) energy (DG) and micro-grid systems. The analysis should indicate location, configuration, output, GHG reduction benefits, costs, and simple payback calculations for each potential system and, where appropriate (e.g. solar PV systems), an installer estimate or fee proposal.

- Energy Efficiency Assistance: Identify and describe engagements with utility, State, and Federal energy programs, efficiency and clean/renewable energy services, grants, rebates, and credits available to the project. Summarize the programs and their potential utilization.
- Energy Storage: Include sustainable energy storage capabilities within in large projects. This will allow Newport to improve its resiliency for an energy loss event or emergency, be prepared for the future of a cleaner grid, and allow stored energy to be released as needed, providing a continuous flow of clean energy during periods of high demand.

Greenhouse gas reduction and avoidance are priorities for the city, so tactics that reduce the need for off-site energy will be critical. All development within the study area should strongly consider adhering to at least one relevant, established building rating system. For example, new development plans in the North End could be certifiable as LEED-ND and buildings as LEED Gold.

The City should consider incorporating energy standards into the Technical Review Committee review process for projects in the North End. To avoid penalizing projects that attempt to implement renewable energy sources, setback and height relief should be considered for

renewable energy infrastructure. The use of building parapets and light poles for vertical access and small-scale wind turbines can also help incorporate renewable energy generation in less obtrusive ways.

Provide community benefits that improve experience for the broader community

Public benefits are of critical interest and need in the North End. The *Equity* Theme of this document addresses some of the potential benefits that can be offered to the community by private developers. There are several techniques that can be used to achieve the benefits described in the *NEUP*:

- The site plan review process
- A discretionary approvals process, such as a special permit
- Grant agreements
- Developer agreements for publicly-owned parcels

Equity has been of great importance in the creation of this *Plan*. Reconnecting the North End not only physically, but also economically and socially, is a foundational goal of the *Plan*. The North End residential community included within the study area may be disproportionately impacted from new development in the nearby Innovation Hub. While fostering Opportunity, Connectivity, Resiliency, and Quality are also benefits to the community, a more defined process and public benefits strategy is necessary in order to mitigate potential negative impacts to the North End residential neighborhood.

A Community Benefits Agreement (CBA) is a contract signed by a community group and a real estate developer that requires the developer to provide specific amenities and/or mitigations to the local community or neighborhood. A CBA can

be a private agreement between a community organization and developer, or a public agreement between the City and developer and be required as a condition of approval of a project. A private CBA can consider creative solutions because it is free from certain critical legal constraints that apply to government conditions on development projects. It also requires strong community consensus and leadership to negotiate over a wide variety of deal points.

A public CBA is typically more constrained, but can incorporate community participation to identify impacts and needs, and be included as a condition of a project approval. In the absence of a private CBA, the zoning code for the North End should require a public CBA supporting residents in the study area. The *2017 Comprehensive Plan* calls for the creation of a Floating Zone in the Innovation Hub, an ideal mechanism for incorporating a provision for a public CBA. The requirement for some public benefits should also extend to projects choosing not to utilize the floating zone. The Land Development Project approval process or required conditions of approval for Development Plan Review, may act as a conduit for public benefits and may be further utilized in the underlying zoning to offset negative development impacts.

To advise the City Council, Planning Board, Technical Review Committee, and Planning Department on the benefits most apt to benefit the community, the City Council should establish a North End Benefits Committee that includes representation from the North End and the city's populations that experience significant disparities. Care should be given to prevent any conflicts of interest between members of this committee and other groups negotiating a non-City CBA with the same real estate developer for the same project.

Infrastructure Actions

Coordinate with RIDOT to create better connections and optimize development opportunities

The City must continue to coordinate with RIDOT on the Newport Pell Bridge approaches and future RIDOT projects in the study area to ensure that all street improvements serve the network described in the *Connectivity Theme* of the *Plan*. These streets must be built to desired standards that sufficiently manage stormwater, provide tree canopy and decorative plantings, and safely and comfortably accommodate pedestrians, cyclists, and transit users.

Furthermore, the owners of RK Towne Center shopping center, the City, and RIDOT must work together to ensure the extension of Halsey Street from Admiral Kalbfus Road to Coddington Highway is achieved.

The construction or reconstruction of wetlands within the Newport Bell Bridge approaches project area is a critical action that will heavily influence development opportunity and the resultant character of the Innovation District. This must serve the open space network and development pattern described in the *Resiliency Theme* of this Plan. Stormwater storage and conveyance parallel to JT Connell Highway should enhance both experience and performance and complement opportunities for redevelopment.

The rebuilding of the Bridge approaches presents an opportunity for dramatic, positive change to the landscape. The fill currently used for the approaches will be excess material during and after reconstruction, and that soil and

aggregate could be used to regrade development sites within the flood plain to reduce flood risk.

Enhance the city's existing transportation network

The existing rights-of-way between JT Connell Highway and 3rd Street should be preserved and improved in conjunction with the "rail-and-trail" concept to provide additional pedestrian connections between those two heavily-used streets once the reconstruction of the Pell Bridge approaches is complete. Further enhancements with mid-block multi-use paths should be created as shown in the *Connectivity Theme*.

A more specific location for a multimodal center in the North End should be selected that serves new development and connections to other parts of the city. This facility should be combined with dense mixed-use development to fully utilize the parking and transit resources on a continuous basis. A park-and-ride element should be considered when planning the multimodal center. It is important to limit cars entering downtown and promote alternative ways to enter the city and enjoy Newport. While multiple locations are possible, the multimodal center should be constructed with consideration for adjacent uses, desired traffic patterns, and funding sources.

Coordinate with governmental agencies and area institutions to better prepare for climate change

Achieving protection from long-range sea-level rise will require coordination with Naval Station

Newport. An evaluation of the possibility for a tide gate or storm surge gate at the outlet of Elizabeth Brook should be prioritized to understand the benefits of such infrastructure.

The Newport Housing Authority may be a partner for the provision of interim food production on vacant public parcels that are awaiting permanent uses, which would improve resiliency for the community.

The identification and facilitation of temporary and/or permanent renewable energy facilities within the North End will help provide clean energy to end users or net metered to other sites. Expedited permitting for such facilities that meet specified requirements could encourage their installation. Energy storage opportunities within the North End and other areas should be explored to allow for the storage of renewables and reduce peak demand for individual sites, and thus enhance the City's ability to withstand future climate change-related weather events.

Use public buildings and other facilities to set a high standard for design and performance

All public facilities within the North End should be certifiable to a high-rating LEED standard, to act as a model for the Innovation District. Setting high performance standards for new development will clarify how seriously the City considers the threat of climate change and the importance of quality design.





APPENDICES



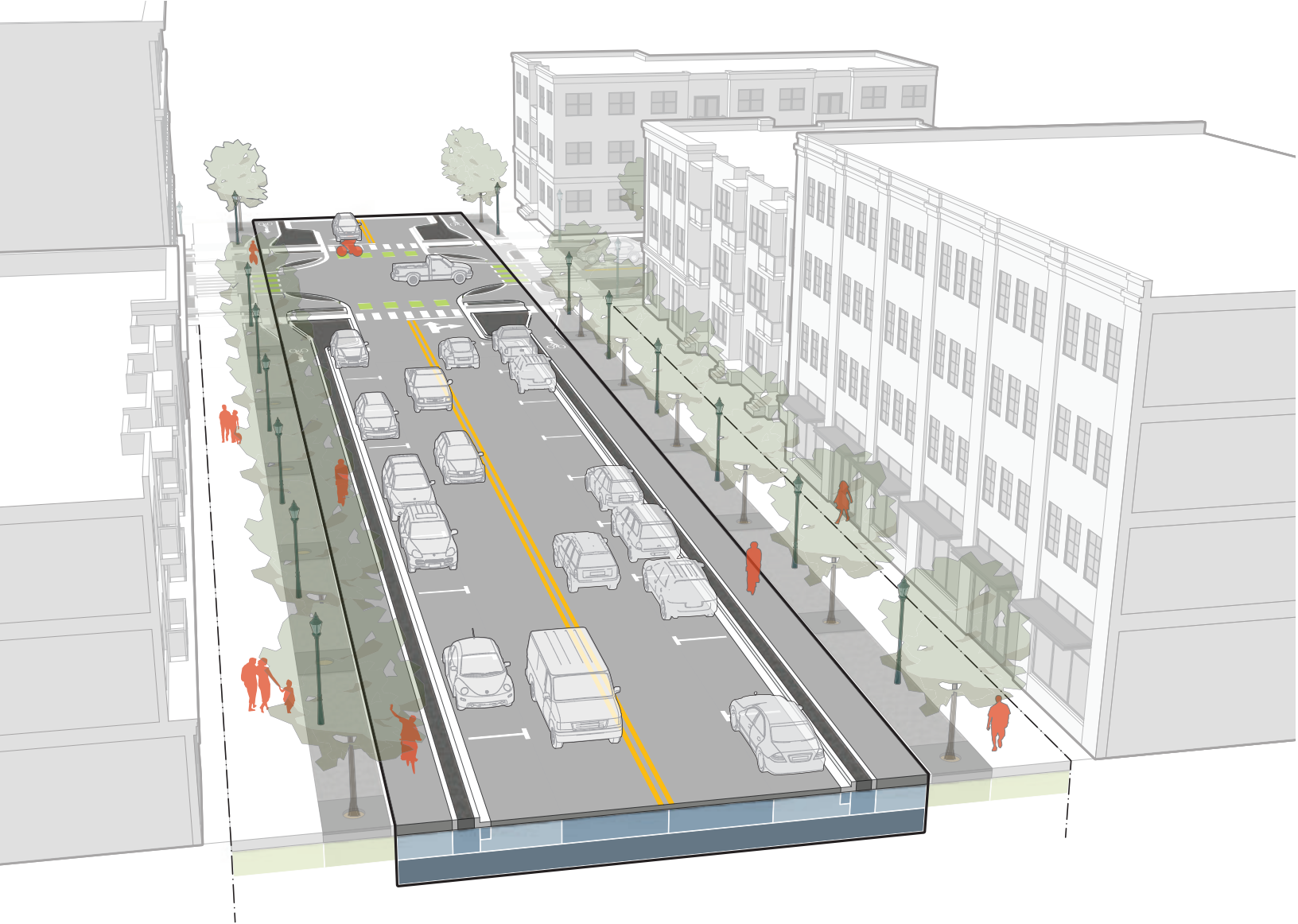
MODEL CHARACTER-BASED CODE AS DESIGN GUIDELINES

The *North End Urban Plan* proposes a set of character subdistricts within the Innovation District, with specific guidance based on the existing conditions, dominant uses, desires adjacencies and opportunity for redevelopment. Each subdistrict is unique in its character and purpose.

This *Plan* includes Appendix A, Character-Based Code, a form-based code for the North End Innovation District developed by the consultant team. The Character-Based Code does not replace the base and floating zone supported by the *2017 Comprehensive Plan*. Along with the Quality Theme of the *NEUP*, sections of the Character-Based Code will serve as design guidelines to provide clear guidance for development within the Innovation District.

In the event that the design guidelines conflict with the standards set out in the area zoning, the area zoning controls.

CHARACTER BASED-CODE



DESIGN GUIDELINES

The following sections of the Character Based-Code are to serve as Design Guidelines.

CONTENTS

DISTRICTS..... Pages 5 to 31

H. Recommended Uses for Character Areas..... Pages 32 to 35

This section contains recommendations for allowed (P) or specially permitted (S) uses within the Plan subdistricts and are included for guidance only. The recommendations are based on the existing conditions, dominant uses, desired adjacencies and opportunity for redevelopment within each

FRONTAGE OVERLAYS..... Pages 36 to 71

PARKING AND LOADING..... Pages 72 to 77

LANDSCAPE AND SCREENING..... Pages 78 to 89

DEFINITIONS..... Pages 94 to 95

17.65.10. INTRODUCTORY PROVISIONS

A. Title

This document is the “North End Character-Based Code,” and is referred to or cited throughout this document as this “Code.”

B. Effective Date

This Code was adopted on [insert date] and became effective on [insert date].

C. Applicability

The North End Character-Based Code applies to all property as shown in *17.65.20, Districts* and *17.65.30, Frontages*.

D. Legislative Intent

1. The intent of the North End Character-Based Code is to support new employment opportunities in diverse fields of high technologies; including, but not limited to: healthcare; advanced manufacturing; defense (underwater, maritime and cyber security); metadata acquisition, analytics and related computation technologies; ocean technologies and blue economy ventures; resilience/climate change research and development; alternative energy research and development; and digital industries. This is to be allowed in an appropriate mix with supportive housing, retail, recreation, cultural and open space.
2. The intent is to create a cohesive village center reflective of Newport’s impressive history, while proposing new building types, street layouts, urban and recreational spaces, and architecture to reflect modern times and needs, including resiliency in a low-lying coastal area.
3. The North End Character-Based Code is meant to work in concert with the City’s master plans for areas of the City and provide for mixed-use based economic development, foster 21st century jobs and lifestyle choices, offer clear public benefits including open spaces, the realization of health benefits associated with more walkable and bikeable streets and paths, and greater connectivity within and between the City’s neighborhoods and resources.
4. Specific components of this intent include:
 - a. To provide for economic development and employment opportunities in diverse fields, including those related to an innovation economy.
 - b. To support the development of these diverse fields as incubator/accelerator type businesses along with their support subsectors and to support the continued growth and success of these uses.
 - c. To provide live/work opportunities for workforce and makers.

- d. To provide, as amenities to the primary functions, a multi-modal district that allows for a mix of housing, recreation and a range of publicly-accessible, populated open spaces in the form of small pocket parks, trail corridors, and urban plazas that serve as amenities not only for the district, but also the surrounding areas.
- e. To support existing surrounding residential areas.
- f. To encourage, guide and direct development in the North End and ensure that the character presented in the City's master plans is maintained, and that mixed uses provide for the health and growth of the area.
- g. To have outstanding design associated with all forms of circulation, landscaping and architectural design of new developments or substantial redevelopments.
- h. To foster high density, mixed-use development, and to deter: "suburban-type" shopping centers; big box store developments; low-rise developments that emphasize parking; uses that are auto-orientated including drive-thru businesses, gas stations or other auto-related services; developments that are large-scale and single-use or stand-alone single-use, including single-family dwellings.
- i. To promote pedestrian activity on streets, with easy multi-modal access from surrounding neighborhoods.
- j. To promote a City that is resilient to climate change impacts and is environmentally sustainable, inclusive and accessible to all.

E. Conflicting Provisions

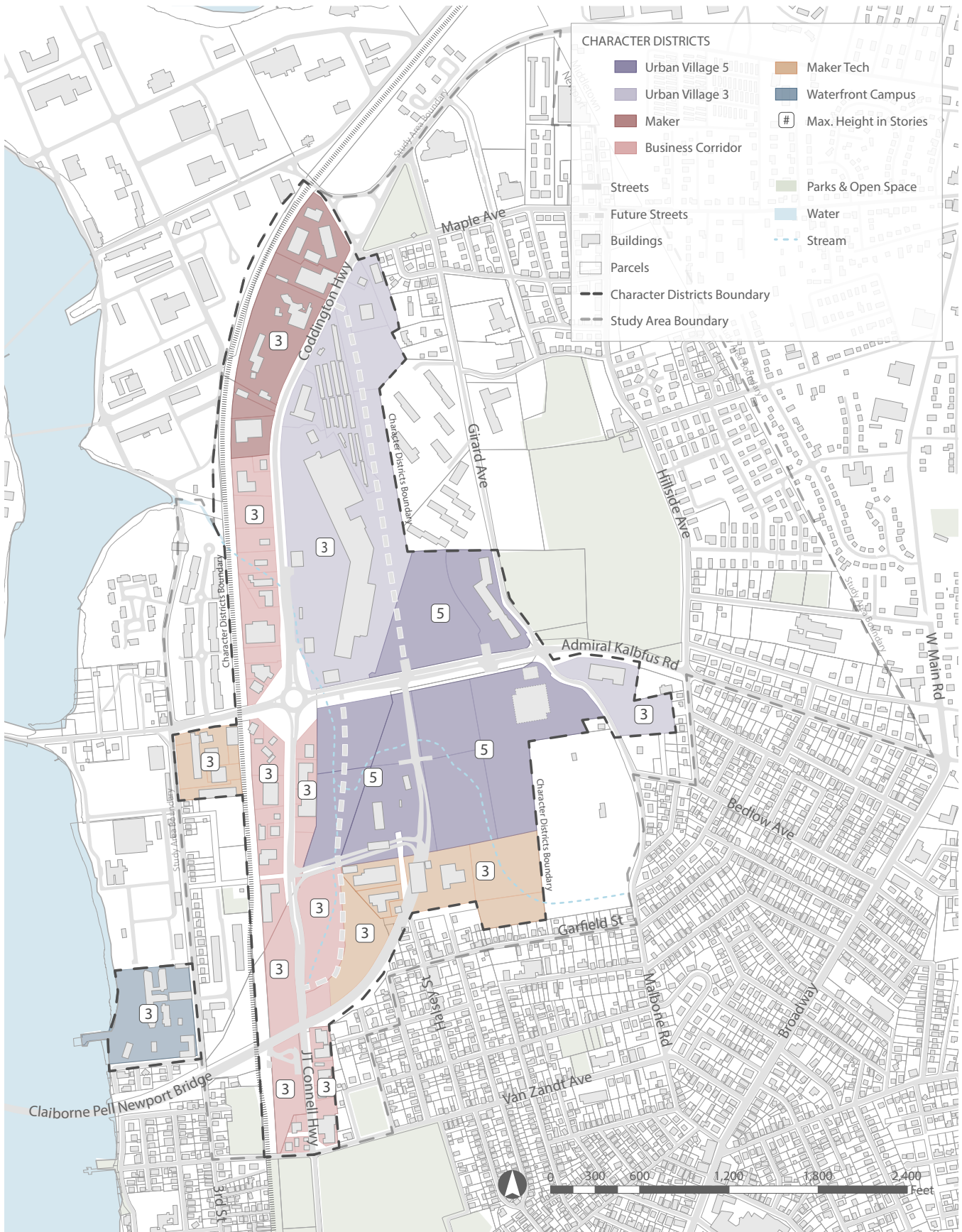
1. Where *Title 17* conflicts with a standard set out in this Code, the standard in this Code controls.
2. Where a standard is required elsewhere in *Title 17* and is not stated in this Code, it applies.
3. Illustrations and graphics are included in this Code to illustrate the intent and requirements of the text. In the case of a conflict between the text of this Code and any Illustrations and graphics, the text of this Code governs.

F. Districts and Frontages

The following Zoning Districts and Frontages are established.

| ZONING DISTRICTS | FRONTAGE OVERLAYS |
|----------------------------|-----------------------|
| Urban Village-5 (UV-5) | Urban Village Streets |
| Urban Village-3 (UV-3) | - Active Core |
| Business Corridor-3 (BC-3) | - Business Core |
| Maker Tech-3 (MT-3) | - Residential Core |
| Maker-3 (MK-3) | - Secondary |
| Waterfront Campus-3 (WC-3) | Existing Streets |
| | - Arterial |
| | - North Arterial |
| | - Boulevard |
| | - Local |

17.65.20. DISTRICTS



A. Urban Village-5 [UV-5]

District



1. INTENT

The Urban Village-5 district is intended to create an urban, mixed-use village with an emphasis on technology-related employment activity that connects the neighboring community to jobs, housing and urban amenities through a network of pedestrian-oriented streets. Buildings can be no taller than 5 stories in height.

2. BLOCKS

17.65.20.G.1

- A Perimeter (max) 1,600'
- B Length (max) 600'

3. STREETS

17.65.20.G.2

- C Village Core Street spacing (max) 1,000'

4. FRONTAGE

17.65.20.G.3

Village Core Streets

- D Active Core (min) 20%
- E Business Core, Residential Core Remainder

Village Secondary Streets

Active Core, Business Core, Residential Core, Secondary 100%

Existing streets

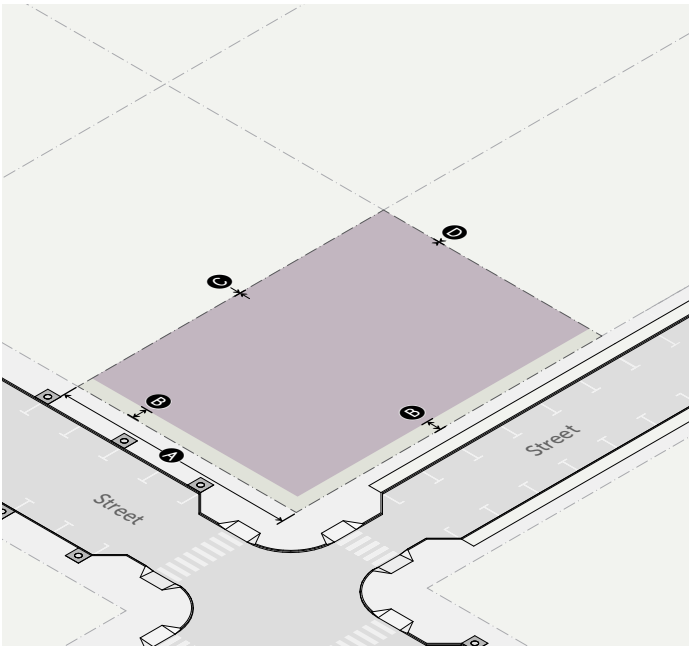
See Frontage Map

OPEN SPACE

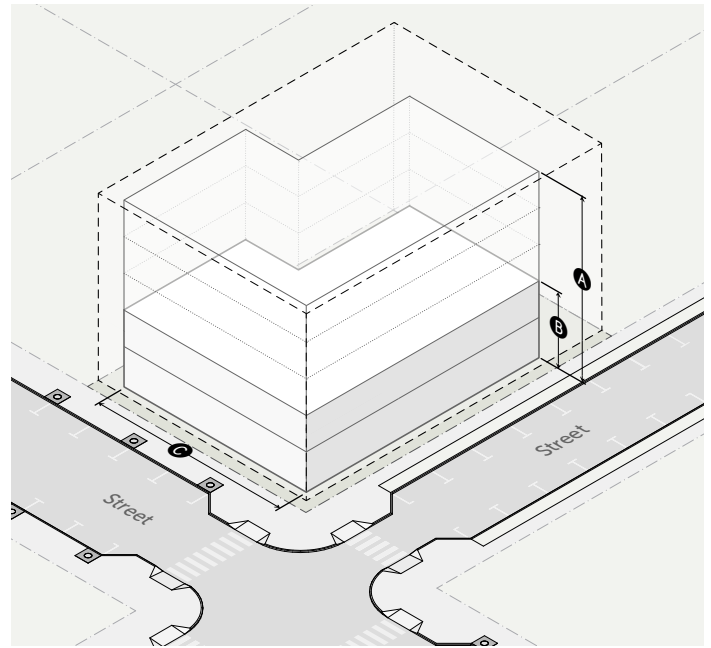
17.65.20.G.3

- F Area (min) 5%

Site



Massing



5. LOT 17.65.20.G.5

A Width (min) 15'

6. BUILDING SETBACKS 17.65.20.G.6

B Front line (min) See Frontage

C Side line (min) 0'

D Rear line (min) 0'

7. TRANSITIONS 17.65.20.G.7

Transition Type A1

8. BUILDING 17.65.20.G.8

A Height (max) 5 stories/65'

B Height (min) 2 stories

C Width (max) 150'

B. Urban Village-3 [UV-3]

District



1. INTENT

The Urban Village-3 district is intended to create an urban, mixed-use village with an emphasis on technology-related employment activity that connects the neighboring community to jobs, housing and urban amenities through a network of pedestrian-oriented streets. Buildings can be no taller than 3 stories in height.

2. BLOCKS

17.65.20.G.1

- Ⓐ Perimeter (max) 1,600'
- Ⓑ Length (max) 600'

3. STREETS

17.65.20.G.2

- Ⓒ Village Core Street spacing (max) 1,000'

4. FRONTAGE

17.65.20.G.3

Village Core Streets

- Ⓓ Active Core (min) 20%
- Ⓔ Business Core, Residential Core Remainder

Village Secondary Streets

- Active Core, Business Core, Residential Core, Secondary 100%

Existing streets

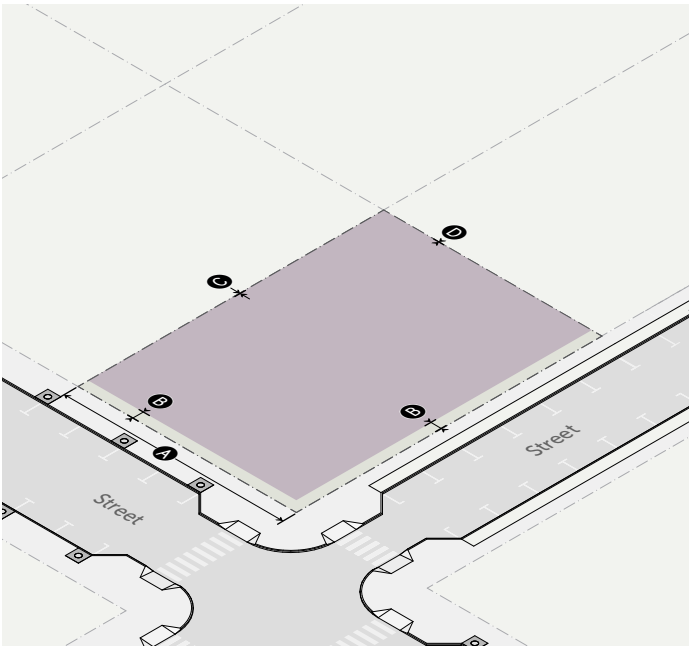
See Frontage Map

OPEN SPACE

17.65.20.G.4

- Ⓕ Area (min) 5%

Site



5. LOT 17.65.20.G.5

A Width (min) 15'

6. BUILDING SETBACKS 17.65.20.G.6

B Front line (min) See Frontage

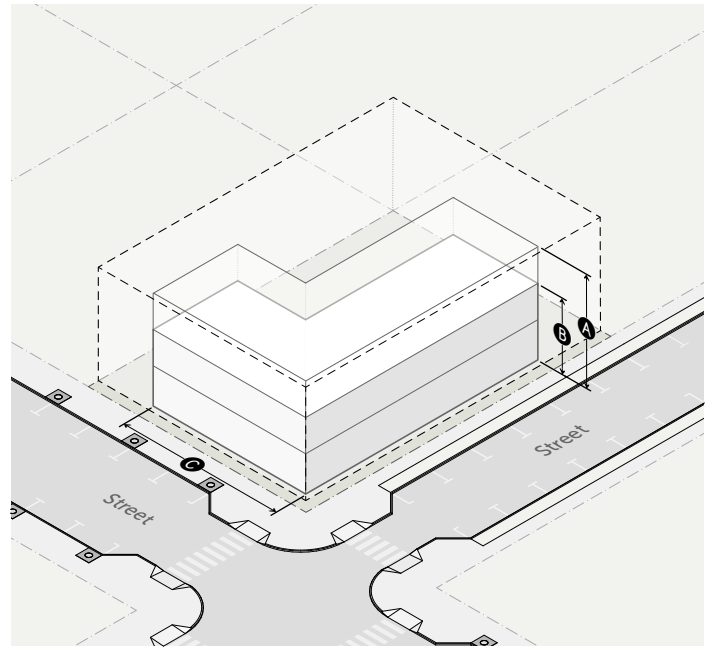
C Side line (min) 0'

D Rear line (min) 0'

7. TRANSITIONS 17.65.20.G.7

Transition Type A2

Massing



8. BUILDING 17.65.20.G.8

A Height (max) 3 stories/45'

B Height (min) 2 stories

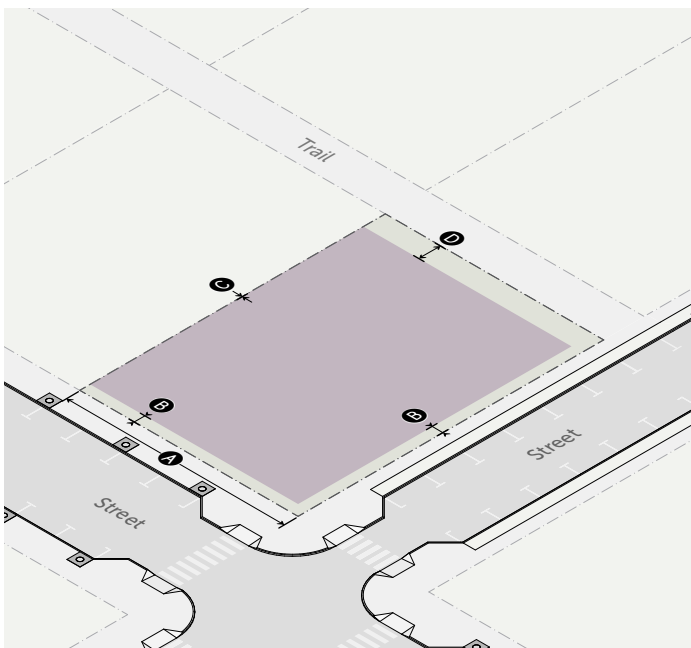
C Width (max) 150'

C. Business Corridor-3 [BC-3]

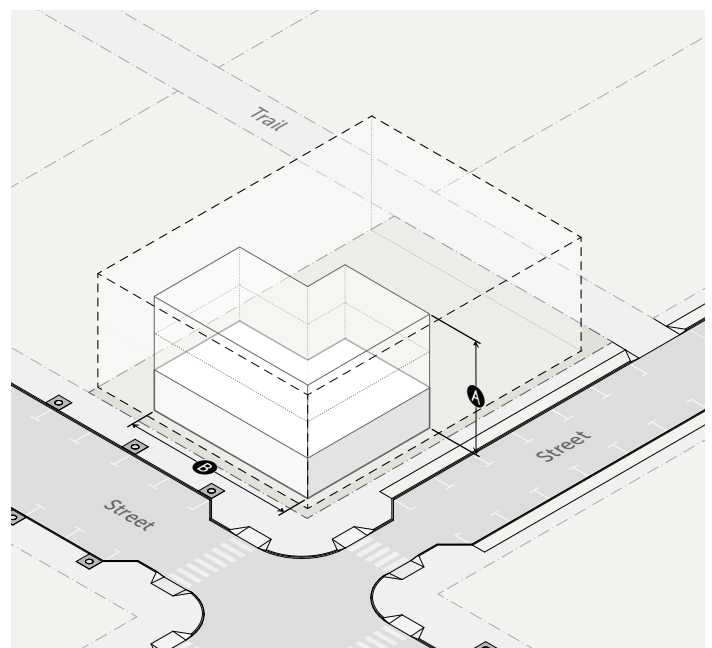
District

The Business Corridor district is intended to accommodate retail and other commercial uses and support existing and new industrial businesses while improving the experience of bicyclists and pedestrians along JT Connell Highway and the future trail system.

Site



Mass



| | |
|-----------------------------|--------------|
| 1. LOT | 17.65.20.G.5 |
| A Width (min) | 100' |
| 2. BUILDING SETBACKS | 17.65.20.G.6 |
| B Front line (min) | See Frontage |
| C Side line (min) | 0' |
| D Rear line (min) | 10' |
| 3. TRANSITIONS | 17.65.20.G.7 |
| Transition | Type A2 |

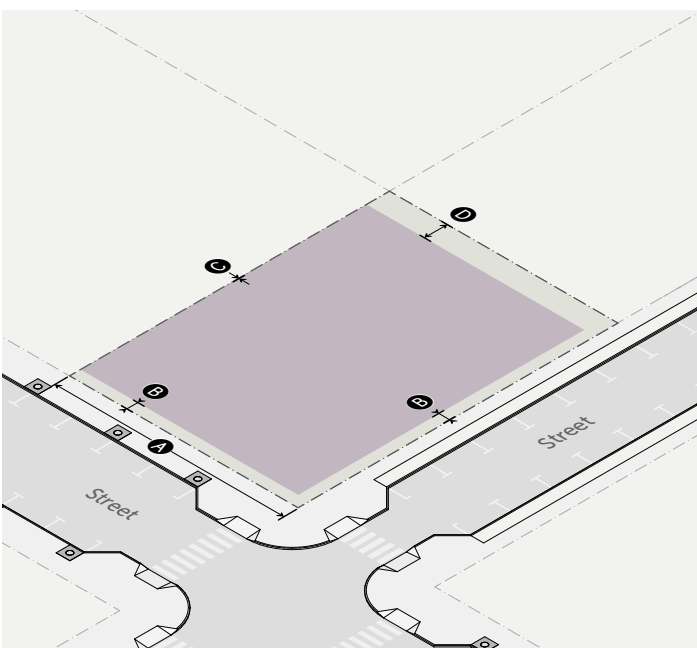
| | |
|-----------------------|---------------|
| 4. BUILDING | 17.65.20.G.8 |
| A Height (max) | 3 stories/45' |
| B Width (max) | 200' |

D. Maker Tech-3 [MT-3]

District

The Maker Tech district is intended to protect existing industrial businesses and encourage new local businesses that provide employment, with a focus on research and technology-based industries.

Site



1. LOT 17.65.20.G.5

A Width (min) 50'

2. BUILDING SETBACKS 17.65.20.G.6

B Front line (min) See Frontage

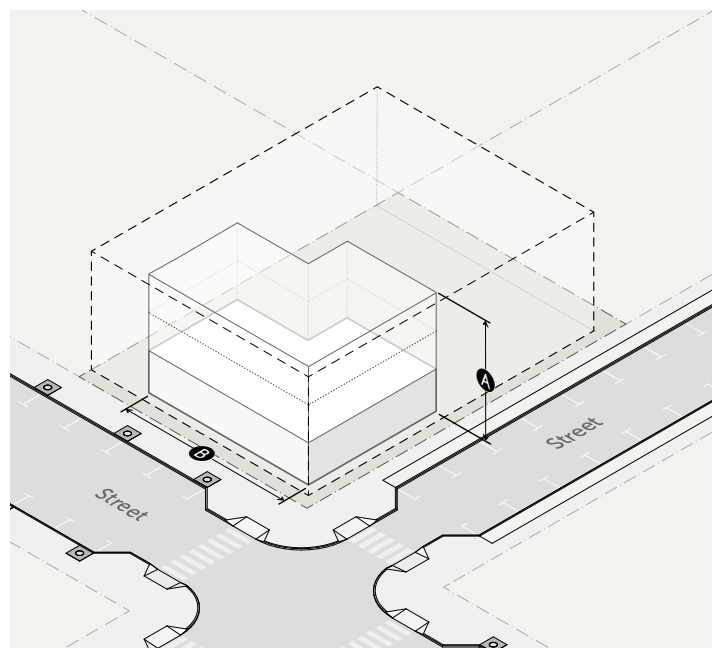
C Side line (min) 0'

D Rear line (min) 10'

3. TRANSITIONS 17.65.20.G.7

Transition Type A2

Mass



4. BUILDING 17.65.20.G.8

A Height (max) 3 stories/45'

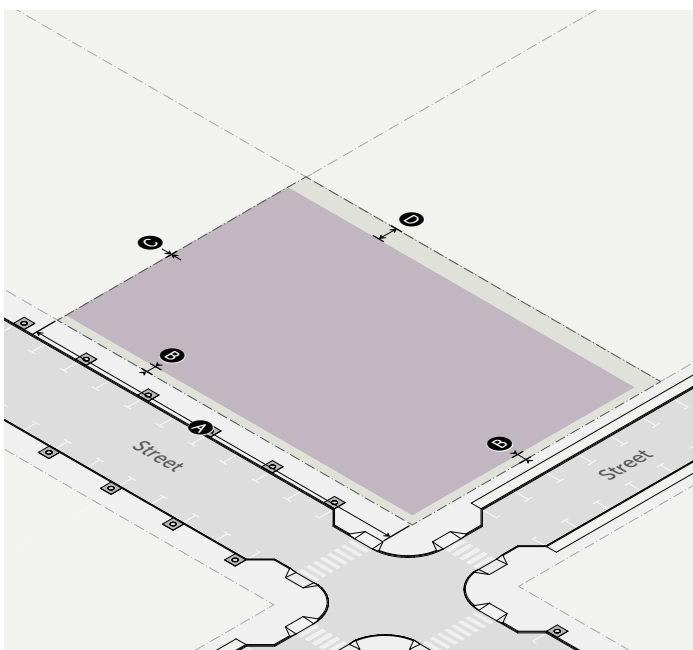
B Width (max) 300'

E. Maker-3 [MK-3]

District

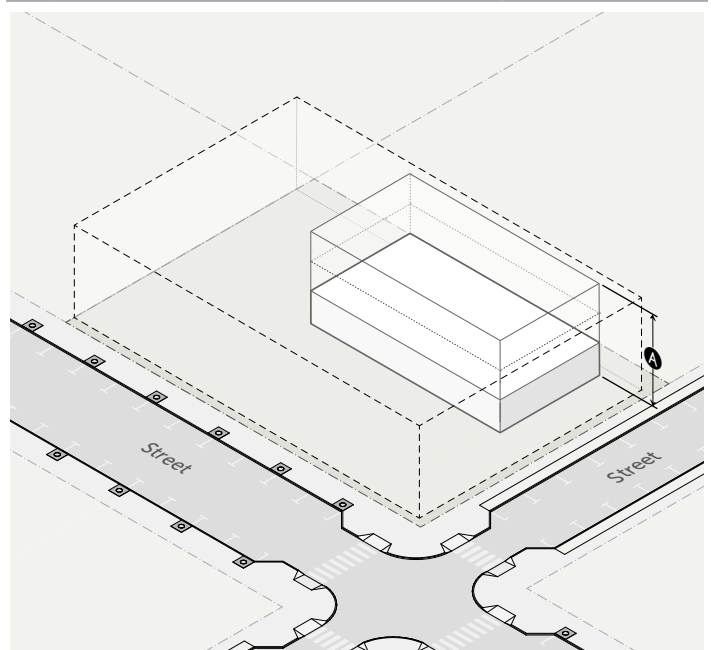
The Maker district is intended to protect existing industrial businesses and encourage new local businesses that provide employment for the community.

Site



| | |
|-----------------------------|--------------|
| 1. LOT | 17.65.20.G.5 |
| A Width (min) | 200' |
| 2. BUILDING SETBACKS | 17.65.20.G.6 |
| B Front line (min) | See Frontage |
| C Side line (min) | 0' |
| D Rear line (min) | 10' |
| 3. TRANSITIONS | 17.65.20.G.7 |
| Transition | Type A2 |

Mass



| | |
|-----------------------|---------------|
| 4. BUILDING | 17.65.20.G.8 |
| A Height (max) | 3 stories/45' |

F. Waterfront Campus-3 [WC-3]

District

The Waterfront Campus district is intended to accommodate research and development uses while providing public access to the waterfront and park-oriented amenities.

Site



1. LOT 17.65.20.G.5

A Width (min) 20'

2. BUILDING SETBACKS 17.65.20.G.6

B Front line (min) See Frontage

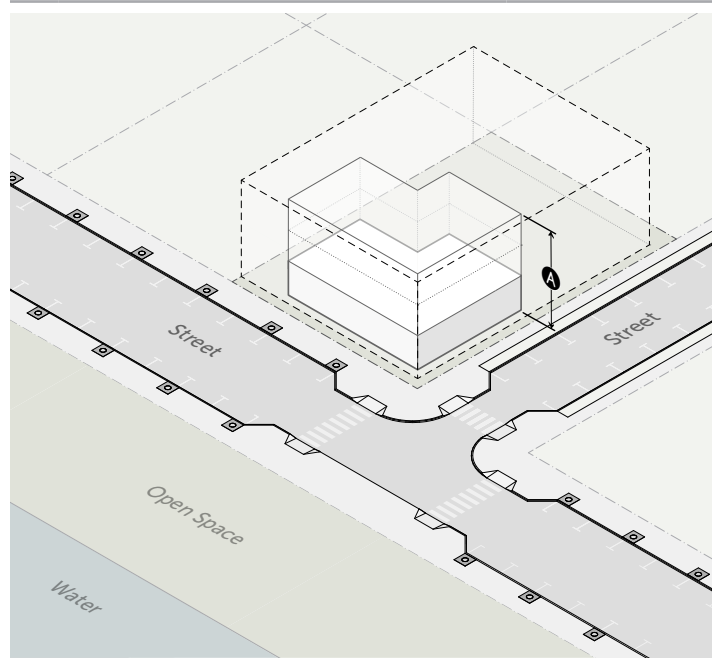
C Side line (min) 0'

D Rear line (min) 10'

3. TRANSITIONS 17.65.20.G.7

Transition Type A2

Mass



4. BUILDING 17.65.20.G.8

A Height (max) 3 stories/45'

G. Rules of Interpretation

1. Blocks

a. Applicability

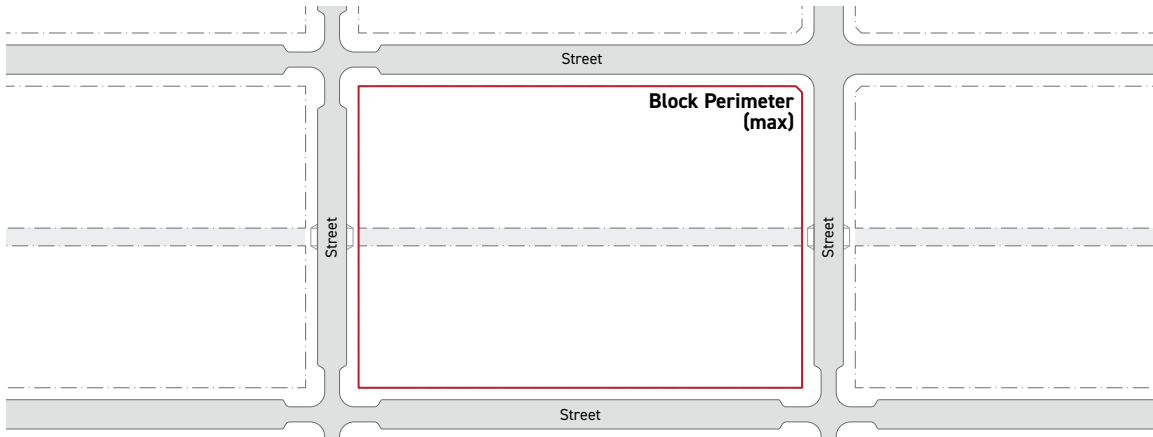
- 1) Lots in an Urban Village District greater than 75,000 square feet are required to meet the maximum block perimeter requirement.
- 2) Lots in an Urban Village District wider than 600 feet must meet the maximum block length requirement.

b. Standards

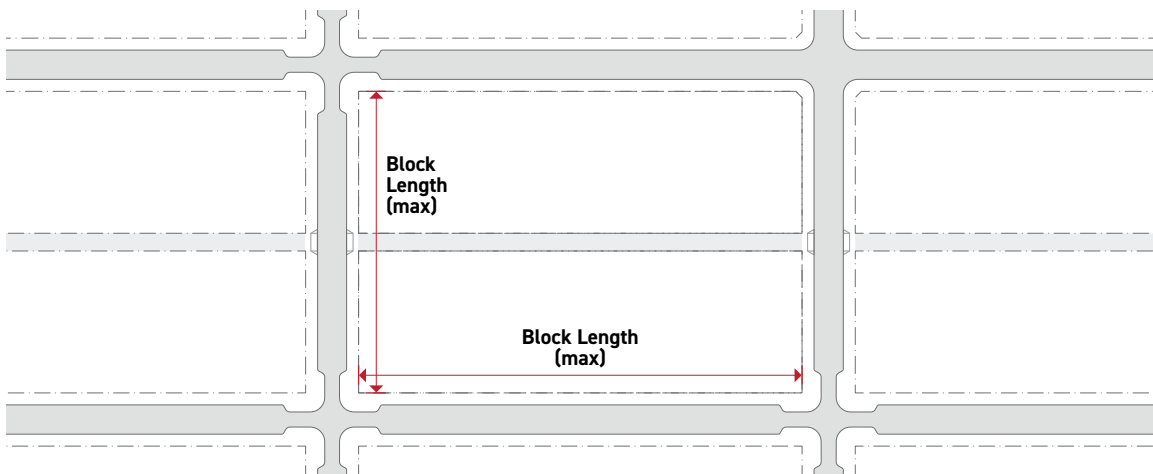
- 1) For the purpose of the maximum block perimeter and block length, a block is all contiguous lots bounded by public or private streets, not including alleys or pedestrian connections.
- 2) Newly constructed streets used to meet a maximum block requirement must meet *17.65.20.G.2*.
- 3) Where a block includes an alley (that meets *17.65.20.G.2.h*) or a pedestrian connection (that meets *17.65.20.G.2.i*) that provides a through-block connection, the maximum block perimeter and block length requirement may be increased by 25%.
- 4) Where a block perimeter or block length standard cannot be met because a connection to an existing street is not allowed by RIDOT, a pedestrian connection (that meets *17.65.20.G.2.i*) between the new and existing street may be used to complete the through connection.
- 5) Where the block perimeter standard cannot be met because of steep slopes in excess of 25%, highways, waterways, railroad lines, conservation areas or major utility easements would make the provision of a conforming block infeasible, the Planning Board may waive the requirement.
- 6) Blocks abutting and within 400 feet of a steep slope in excess of 25%, highways, waterways, railroad lines, conservations area, or major utility easements, may exceed the maximum block length standard by 100%, if a through-block pedestrian connection (that meets *17.65.20.G.2.i*) is provided perpendicular to the block face exceeding the block length standard, spaced no more than the maximum block length.
- 7) Where land ownership patterns prevent a through street, a street stub must be provided to enable a future through street connection.
- 8) If a stub exists on an abutting property, the street system of any new development must connect to the stub to form a through street.

c. Measurement

- 1) Block perimeter is measured along the lot lines abutting a street right-of-way.



- 2) Block length is measured along the lot lines abutting a street right-of-way.



2. **Right-of-Way**

a. Applicability

All rights-of-way created or altered in accordance with the City of Newport Subdivision Regulations.

b. Village Core Streets

A network of Village Core Streets must be provided according to the following standards.

- 1) Each Village Core Street must meet *17.65.20.G.2.f*.
- 2) Village Core Streets must connect continuously through a site, connecting to abutting streets or property in a general North to South direction, as well as an East to West direction.
- 3) A Village Core Street can be located no more than 600 feet from the edge of the site.
- 4) A Village Core Street can be located no more than 1,000 feet from another Core Street.
- 5) Where an existing Village Core Street stub or intersection abuts on adjacent property, the Village Core Street network must connect to the existing Village Core Street stub.
- 6) Existing streets with a designation of Principal Arterial or Minor Arterial in the 2017 Newport Comprehensive Plan cannot be designated a Village Core Street.

c. Non-Core Streets

Remaining new streets that are not required to be Village Core Streets can meet either:

- 1) *17.65.20.G.2.f, Village Core Street* or
- 2) *17.65.20.G.2.g, Village Secondary Street*.

d. Bicycle Streets

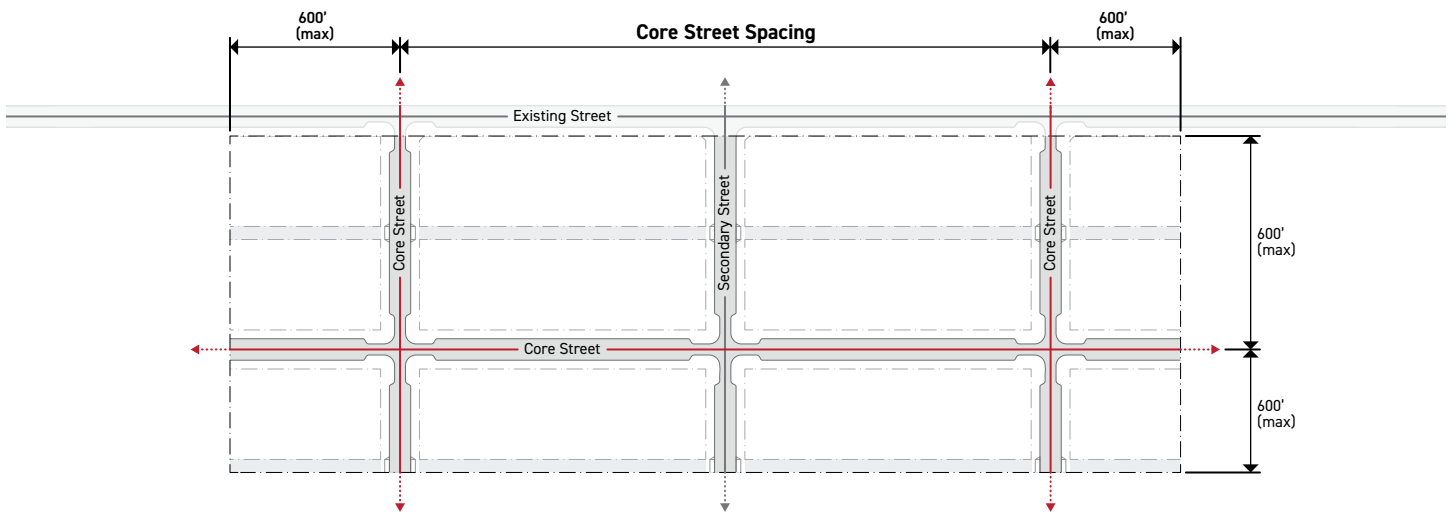
A network of dedicated bicycle infrastructure must be provided according to the following standards.

- 1) Bike facilities either within street rights-of-way or in dedicated multi-use pathway public easement or right-of-way must connect continuously through the site in a general North to South direction, as well as an East to West direction.
- 2) Bicycle facilities must be located no more than 3,000 feet from other roughly parallel bicycle facilities.
- 3) Bicycle facilities provided in a Village Core Street must meet *17.65.20.G.2.f*.
- 4) Bicycle facilities provided in a Village Secondary Street must meet *17.65.20.G.2.g*.

- 5) Bicycle facilities not provided in Village Core Street or Village Secondary Street must meet the bike facility requirements of 17.65.20.G.2.i, *Pedestrian Connection* or 17.65.20.G.2.j, *Multi-Use Pathway* and be provided in a dedicated right-of-way or dedicated public easement.

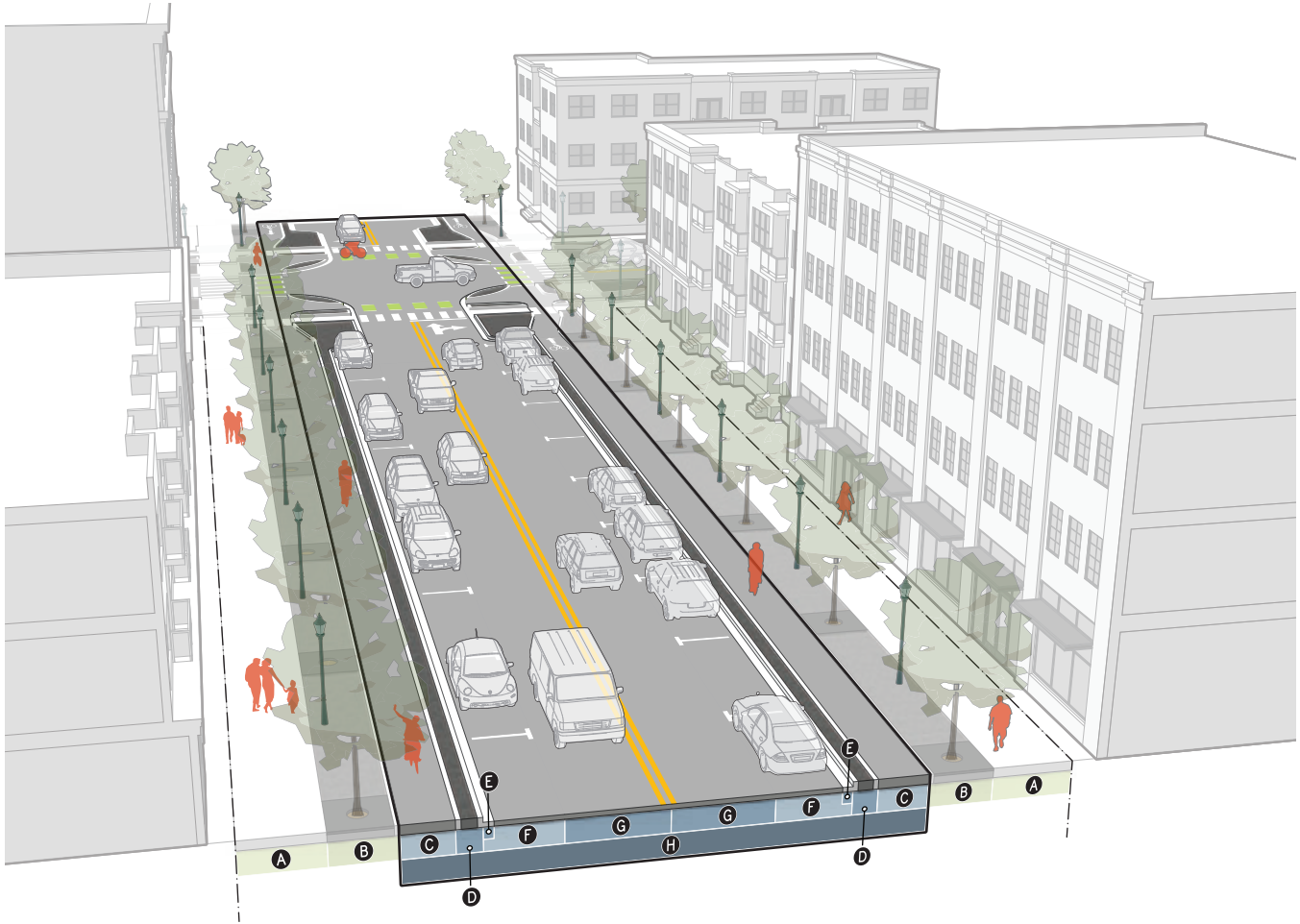
e. Measurement

- 1) Village Core Street spacing from within the development is measured from street centerline to street centerline.
- 2) Village Core Street spacing from the edge of the site is measured from the property line inwards to the Village Core Street centerline.



- 3) Bicycle facility spacing is measured from edge of bike facility to edge of bike facility.

f. Village Core Street



STREETSCAPE

| | | |
|----------|-----------------|--------------|
| A | Pedestrian zone | See Frontage |
| B | Furniture zone | See Frontage |

STREET

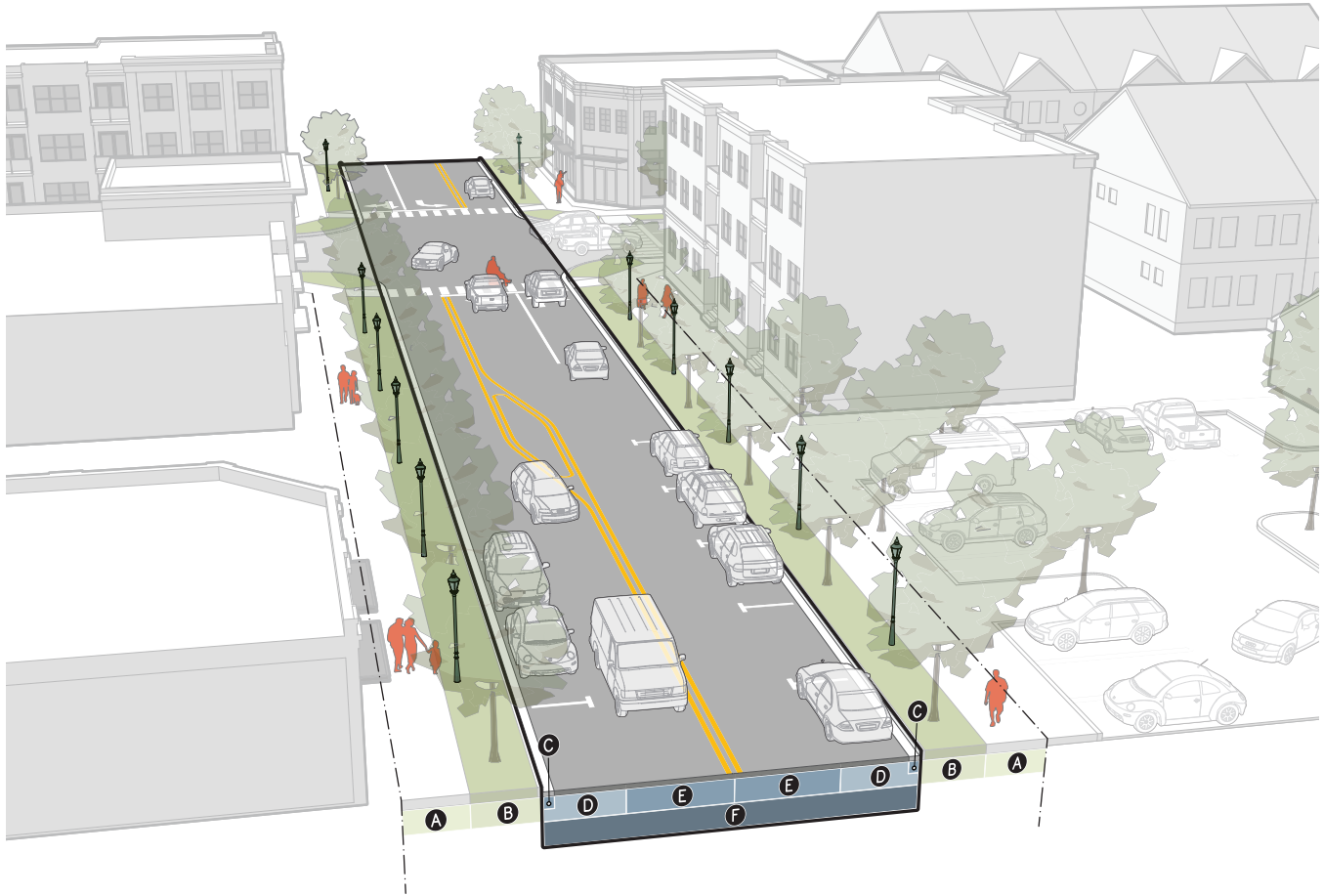
| | | |
|----------|-----------------------|-----------|
| C | Bike lane (min) | 5' |
| D | Bike buffer (min) | 2' |
| E | Gutter pan (min) | 1' |
| F | Curb lane (min/max) | 8'/8.5'* |
| | Parallel parking | Required* |
| | Bulb-outs | Required |
| G | Travel lane (min/max) | 9'/10' |

* As an alternative to providing parallel parking, a maximum of 5% of the cumulative length of a Village Core Street may include diagonal parking on one side (curb lane can be increased to 21'). Diagonal parking must be angled between 30 and 60 degrees. Portions of Village Core Streets taking advantage of this alternative must provide parallel parking on the opposite side of the street.

CONFIGURATIONS

| | | H |
|-----------------|--|----------|
| No Bike Lane | | 34' min |
| With Bike Lanes | | 48' min |

g. Village Secondary Street



STREETSCAPE

| | | |
|---|-----------------|--------------|
| Ⓐ | Pedestrian zone | See Frontage |
| Ⓑ | Furniture zone | See Frontage |

STREET

| | | |
|---|-----------------------|--------------|
| Ⓒ | Gutter pan (min) | 1' |
| Ⓓ | Curb lane (min) | 8' |
| | Parking (min) | 8' |
| | Bulb-outs | Not required |
| | Bike lane (min) | 5'* |
| | Bike buffer (min) | 2' |
| Ⓔ | Travel lane (min/max) | 9'/10' |

*does not include gutter pan

CONFIGURATIONS

| | | Ⓕ |
|----------------|--|---------|
| No Bike Lane | | 34' min |
| With Bike Lane | | 34' min |

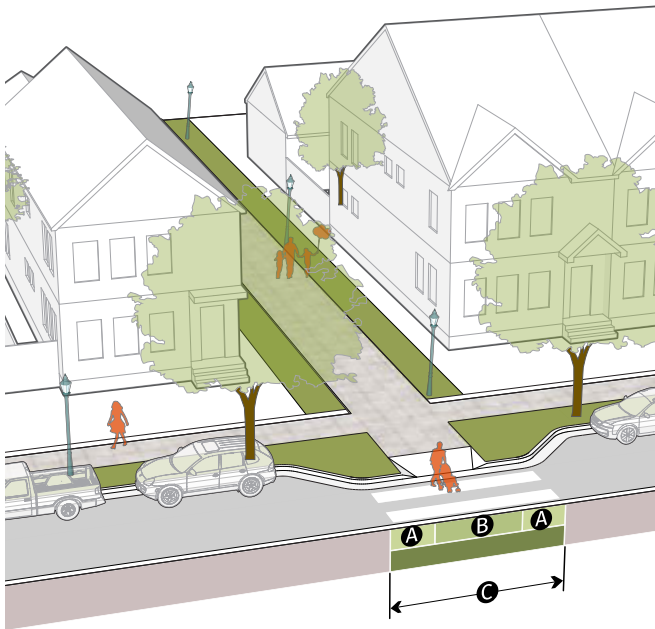
h. Alley





| STREETSCAPE | |
|--------------------------------|--------|
| Pedestrian zone | n/a |
| Furniture zone | n/a |
| ALLEY | |
| A Flush curb (min) | 6" |
| B Travel lane (min/max) | 9'/10' |

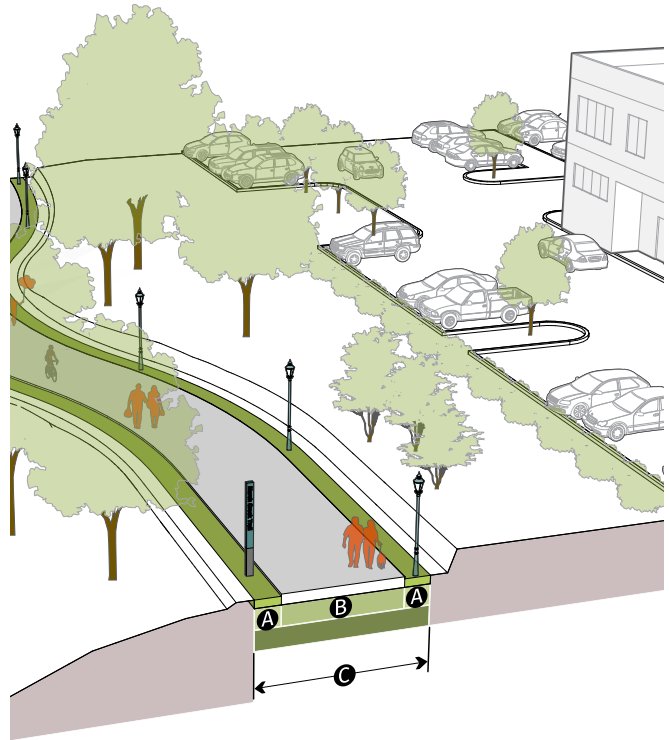
| CONFIGURATIONS | | C |
|----------------|--|----------|
| Min | | 19' |
| Max | | 21' |


i. Pedestrian Connection



| THROUGH-WAY | |
|------------------------|---|
| A | Utility zone (cumulative) 7' |
| B | Pedestrian zone (min) |
| | Without bike lane 8' |
| | With bike lanes 5' |
| B | Bike lanes (min) 10' |
| CONFIGURATION C | |
| No Bike Lanes |  15' min |
| With Bike Lanes |  22' min |

j. Multi-Use Pathway



| THROUGH-WAY | |
|------------------------|---|
| A | Utility zone (cumulative) 10' |
| B | Shared sidewalk/bike zone (min) 15' |
| CONFIGURATION C | |
| |  25' min |

3. Frontage

a. Applicability

All Village Core Streets and Village Secondary Streets.

b. Standards

1) Core Streets

- a) 20% of all block faces abutting Village Core Streets must meet the frontage requirements of *17.65.30.B, Active Core*.
- b) The remaining portions of block faces abutting Village Core Streets must meet one of the following core frontage requirements:
 - i. *17.65.30.A, Active Core*;
 - ii. *17.65.30.B, Business Core*; or
 - iii. *17.65.30.C, Residential Core*.

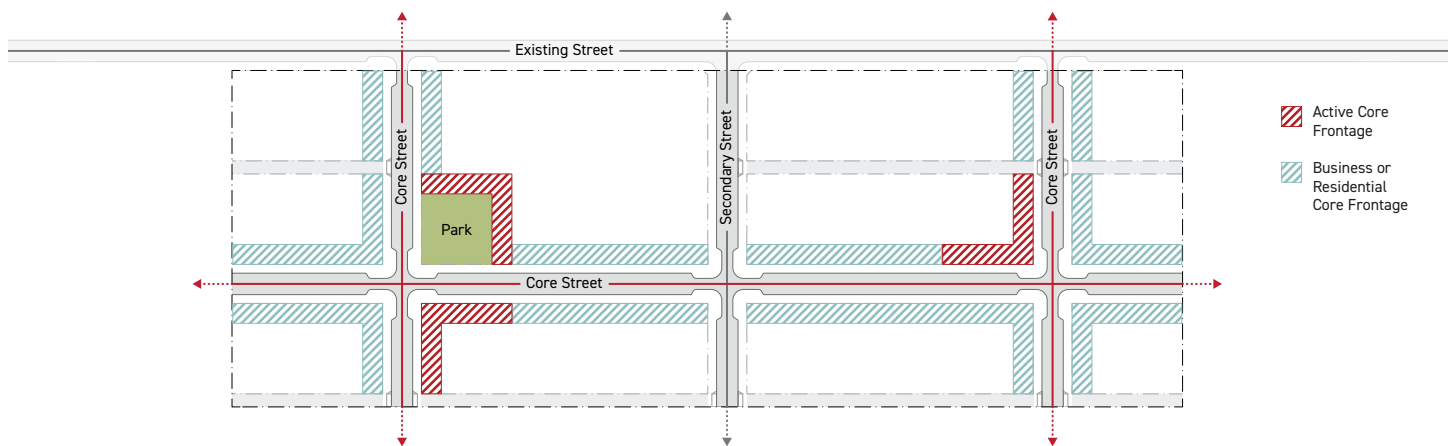
2) Non-Core Streets

Block faces abutting non-core streets must meet one of the following frontage requirements:

- a) *17.65.30.A, Active Core*;
- b) *17.65.30.B, Business Core*;
- c) *17.65.30.C, Residential Core*; or
- d) *17.65.30.D, Secondary*.

c. Measurement

The minimum percentage of required Active Core is based on the linear length of block frontage abutting the Village Core Streets, measured along the street parcel lines on each side of the street.



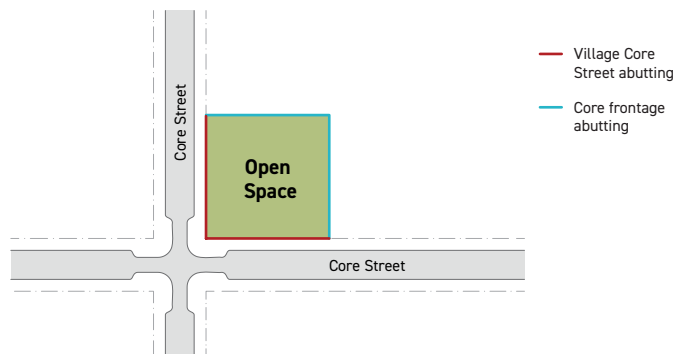
4. Open Space

a. Applicability

All new and existing lots in an Urban Village District.

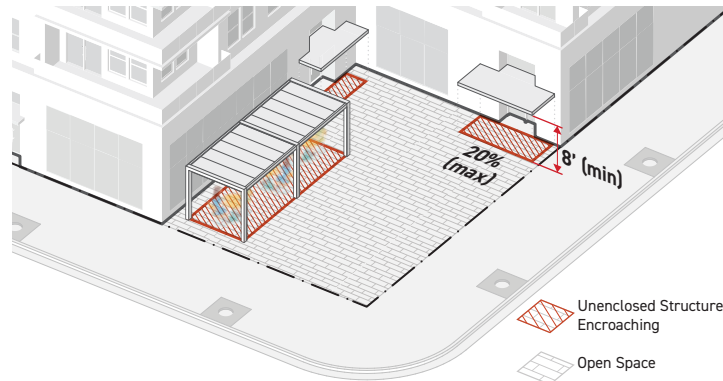
b. Standards

- 1) Where open space is required, it must:
 - a) Be located on the development site associated with the project.
 - b) Be located outdoors and open to the sky.
 - c) Not be parked or driven on except for emergency access and permitted temporary events.
 - d) Be a minimum area of 225 square feet with no dimension less than 15 feet.
 - e) Not be located in a required transition area.
 - f) Abut and be directly accessible from a public sidewalk.
 - g) Not be separated from the public sidewalk by any structure for more than 40% of the width, with the exception of a wall or fence with a maximum height of 42 inches.
- 2) For required open space, no less than 40% of its perimeter must abut a Village Core Street and no less than 75% of its perimeter must abut a Village Core frontage or Village Core Street.



- 3) For any individual open space, seating must be provided at the rate of 1 seat for every 225 square feet and may be permanent or movable for each. Two linear feet of uninterrupted seating area with a minimum depth of 16 inches equals one seat.
- 4) Mechanical and utility equipment cannot be located within required open space.
- 5) Required open space may be either public or private. Privately-owned open space must be made permanently available to the general public, at no cost, between the hours of 5:00 AM and 10:30 PM daily.

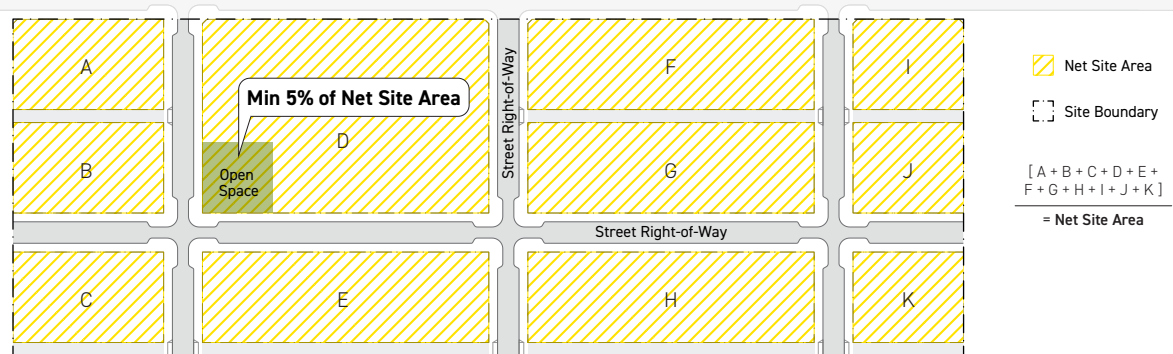
- 6) Allowed encroachments into a required open space can cumulatively cover no more than 20% of any individual open space. No allowed encroachment can have a clear height of less than 8 feet, measured from the finished ground surface of the open space.



- 7) When the development occurs in phases, each phase must provide at least the percentage of open space that would be required for that phase based on the total area of work.
- 8) All streets abutting open space used to meet the open space requirement must meet 17.65.20.G.2.

c. Measurement

The minimum required open space is measured as a percentage of the total site area not including site area dedicated to street right-of-way or public access easements.



5. Lot

- a. For lot width, see 17.08.010. - *Definitions (Lot width)*.
- b. In an Urban Village District, a lot may front on an open space instead of a street, provided the open space meets 17.65.20.G.4, *Open Space*.

6. Setbacks

For front line, side line and rear line setbacks, see 17.08.010. - *Definitions (Lot line)*.

7. Transitions

a. Applicability

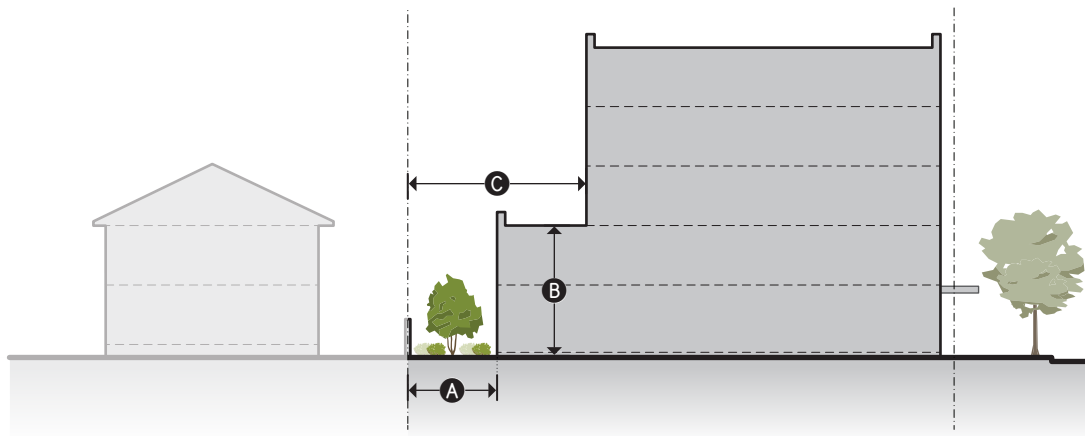
Any lot that shares a lot line with a Residential District.

b. Standards

1) General

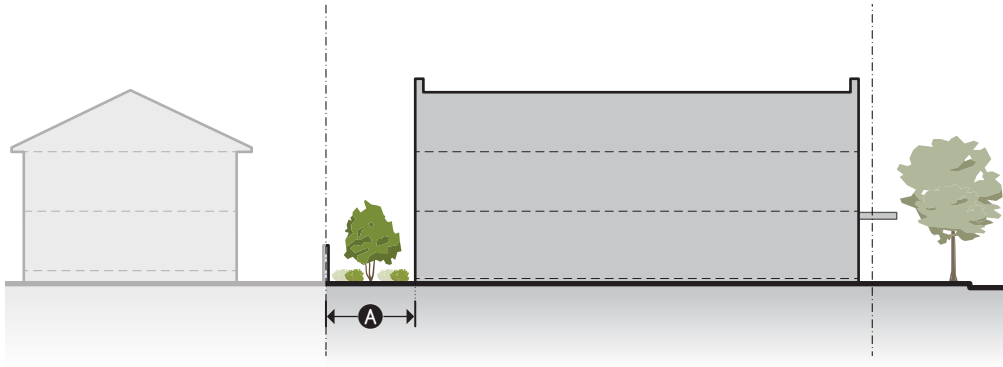
- a) Where a Type A1 or Type A2 transition is required, it must meet the requirements of this section.
- b) The required transition must be provided along the entire lot line boundary immediately abutting the property line of the abutting Residential District. Breaks for pedestrian, bicycle and vehicle connections are allowed. Driveways or walkways must cross at or near a perpendicular angle.
- c) Required trees and shrubs must be spaced evenly along the entire length of the transition area.
- d) No buildings or structures are allowed in the required transition area, except for a required fence or wall.
- e) All fences and walls provided to meet the transition requirement must meet *17.65.50.H.3, Wall/Fence Design and Installation*.
- f) All trees and shrubs provided to meet the transition requirement must meet *17.65.50.I, Plant Material*.

2) Transition Type A1



| TRANSITION AREA | | ADDITIONAL SETBACK | |
|----------------------------|-----|--|-----------------|
| Ⓐ Depth (min) | 15' | Ⓑ Height without additional setback (max) | 2 stories / 24' |
| Small trees (min per 100') | 6 | Ⓒ Additional setback above 2nd story (min) | 30' |
| Shrubs (min per 100') | 75 | | |
| Fence or wall height (min) | 6' | | |

3) Transition Type A2



| TRANSITION AREA | |
|----------------------------|-----|
| A Depth (min) | 15' |
| Small trees (min per 100') | 6 |
| Shrubs (min per 100') | 75 |
| Fence or wall height (min) | 6' |

c. Measurement

- 1) Transition depth is measured from the shared lot line.
- 2) The additional setback above the 2nd story is measured from the same lot line as transition depth per to the start of the 3rd story building facade. If the entire building is set back away from the lot line, then the building may continue to the maximum height allowed without the additional setback.
- 3) For measurement of maximum height, see *17.65.20.G.8.a*.

8. Building

a. Maximum Height

1) Applicability

All new and existing buildings and structures on a lot.

2) Standards

No building or structure can exceed the maximum number of stories or feet allowed.

3) Measurement

a) Height in Feet

For measurement of building height in feet, see *17.08.010. - Definitions (Building Height)*.

b) Height in Stories

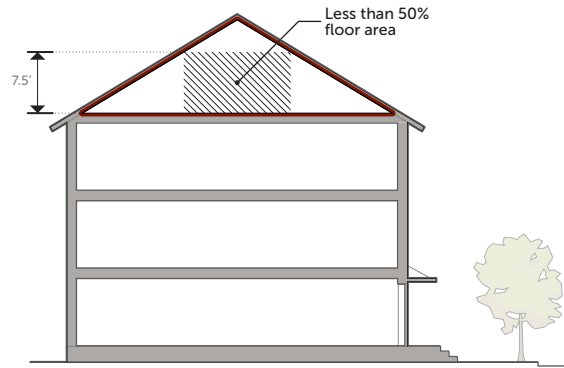
- i. Height in stories is measured as the number of stories above grade.

- ii. A story is the part of a building included between the surface of one floor and the surface of the next floor above, or if there is no floor above, then the ceiling next above. A mezzanine does not count as a story.
- iii. For the purposes of calculating maximum height in stories:
 - A). The ground story is the first story above grade where the finished ground floor elevation is more than 6 feet above finished grade for any portion of the building perimeter.
 - B). A higher or lower floor may be designated as the ground story for different portions of a building.
 - C). A ground story must be exposed above surrounding grade by at least 6 feet for all portions of the building perimeter.

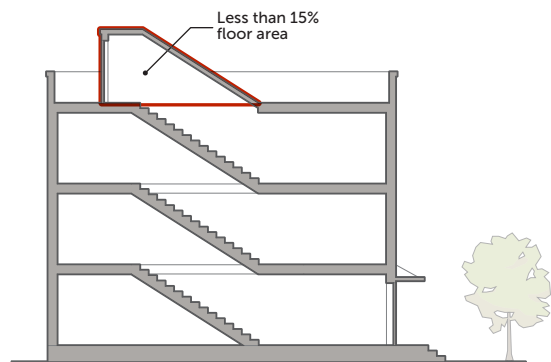


iv. For the purposes of calculating maximum height in stories, the following does not count as a story:

A). When the attic is completely within the roof form and less than 50% of the floor area has a clear height greater than 7.5 feet, measured from the finished floor to the finished ceiling; or



B). A rooftop structure that is used primarily for accessing the roof and the floor area is less than 15% of the floor area of the story immediately below, see also allowed vertical circulation encroachments in 17.65.20.G.8.a.4).



4) Exceptions

The following can exceed the maximum height limit:

Architectural Elements

Attached to or integrated onto the top of a building, not intended for human occupation. Examples include steeples, spires, belfries, cupolas, domes, flagpoles and lighting.

| | |
|------------------------------|-----|
| Encroachment (max) | 10' |
| Setback from roof edge (min) | 0' |

Safety Barriers

Used for safety, screening or protection. Examples include fencing, walls, parapets, railings and stairs.

| | |
|------------------------------|----|
| Encroachment (max) | 6' |
| Setback from roof edge (min) | 0' |

Vertical Circulation

Floor area used only for building circulation and rooftop access. Examples include elevator room (and associated equipment) and stairway access to roof.

| | |
|------------------------------|-----|
| Encroachment (max) | 10' |
| Setback from roof edge (min) | 5' |

Unenclosed Structures

Attached to or integrated onto the roof of a building, intended for human shelter or activity. Examples include shade structures, cabanas, pergolas, rooftop bar, outdoor dining, permanent seating, beehives, sports courts and cooking facilities.

| | |
|------------------------------|----|
| Encroachment (max) | 8' |
| Setback from roof edge (min) | 5' |

Rooftop Equipment

Supported by a roof related to public or privately-operated systems, including related wires, conduits, pipes and visual screens. Examples include HVAC equipment, cisterns, water tanks, wind turbines, solar panels, solar water heaters, exhaust ducts, smokestacks, satellite dishes, ventilation fans, chimney, flues, vent stacks, generators)

| | |
|------------------------------|-----|
| Encroachment (max) | 10' |
| Setback from roof edge (min) | 5' |

Flatwork

Objects 2.5 feet in height or less. Examples include decking, walkways, patios.

| | |
|------------------------------|------|
| Encroachment (max) | 2.5' |
| Setback from roof edge (min) | 1' |

Vegetation

Living organisms, absorbing water and organic substances through its roots and synthesizing nutrients. Examples include trees, shrubs, flowers, herbs, vegetables, grasses, ferns, mosses and associated planters and raised planting beds, if applicable.

| | |
|------------------------------|-----------|
| Encroachment (max) | unlimited |
| Setback from roof edge (min) | 1' |

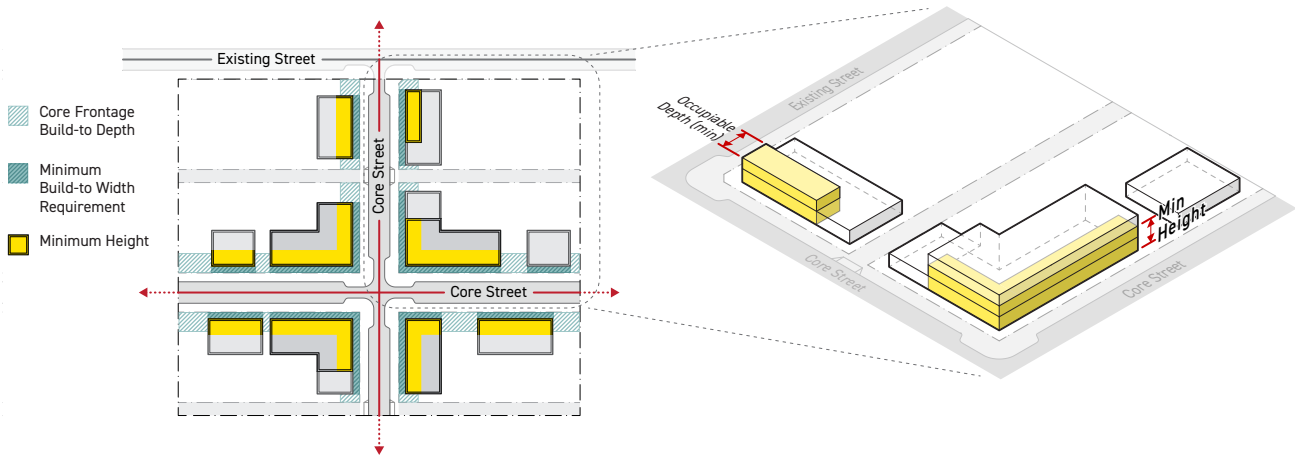
b. Minimum Height

1) Applicability

All new buildings along a Village Core Street.

2) Standards

A least 75% of the required Village Core Street build-to width, measured cumulatively, must meet the required minimum building height for a depth equal to the required occupiable depth.



3) Measurement

- For measurement of building height, see 17.65.20.G.8.a.
- For measurement of build-to width, see 17.65.30.I.2.b.
- For measurement of occupiable depth, see 17.65.30.I.2.c.

c. Width

1) Applicability

All buildings on the lot that face a street.

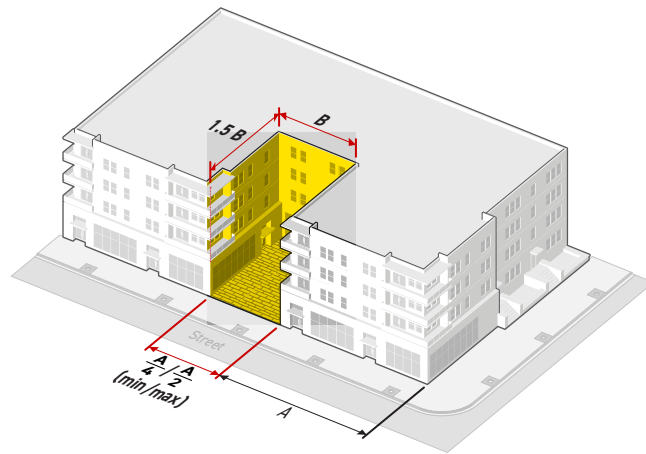
2) Standards

- No building can be wider than the maximum allowed building width.
- Two buildings can abut one another provided they have no shared components (including but not limited to footings, slab and walls) and have no shared circulation.

3) Exceptions

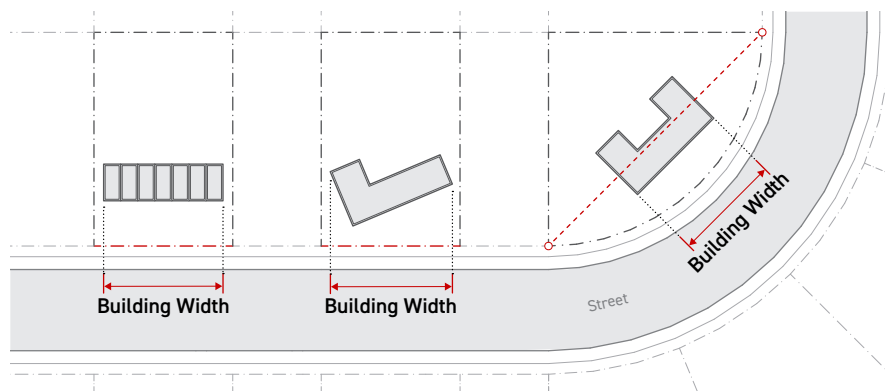
An open space meeting the following standards may be used to establish a continuous structure as separate buildings for the purpose of meeting a maximum building width requirement:

- a) The width of the open space can be no more than $\frac{1}{2}$ the width of the widest adjacent building width provided and no less than $\frac{1}{4}$ the width of widest adjacent building width provided.
- b) The depth of the open space must be at least 1.5 times the width of the open space.
- c) A maximum of 1 open space can be used for each building.



4) Measurement

Building width is measured horizontally and parallel to each front lot line from one end of an applicable building or collection of buildings to the opposite end.



H. Allowed Uses

The following uses are permitted by-right (P) or may be allowed by Special Use Permit (S) if approved by the Planning Board as part of unified development review (see 17.65.60.A, *Land Development Project*). A (--) in table cell means the use is not allowed.

| | UV-5 | UV-3 | BC-3 | MT-3 | MK-3 | WC-3 |
|---|------|------|------|------|------|------|
| 1. RESIDENTIAL USES | | | | | | |
| Single-family dwelling | -- | -- | -- | -- | -- | -- |
| Two-family dwelling | -- | -- | -- | -- | -- | -- |
| Multifamily dwellings, Live-work dwellings | | | | | | |
| Up to 35% of total gross square footage for the entire project | P | P | -- | -- | -- | S |
| More than 35% of total gross square footage for the entire project | S | S | -- | -- | -- | S |
| Home occupation | P | P | -- | -- | -- | -- |
| Family day care home | P | P | -- | -- | -- | -- |
| Community residence | P | P | -- | -- | -- | -- |
| Convalescent home, rest home | P | P | -- | -- | -- | -- |
| Nonprofit multifamily housing facilities for the elderly and/or handicapped | P | P | -- | -- | -- | -- |
| Temporary housing for yachting organizations | S | S | -- | -- | -- | -- |
| 2. PUBLIC/CIVIC USES | | | | | | |
| Agricultural and horticultural society | S | S | S | S | -- | S |
| Bird sanctuary | -- | -- | -- | -- | -- | -- |
| Bus terminal | S | S | S | S | S | -- |
| Cemetery | -- | -- | -- | -- | -- | -- |
| Church; place of worship | P | P | P | P | P | P |
| Conservation land | P | P | P | P | P | P |
| Cultural institution | P | P | P | P | -- | P |
| Federal, state and municipal building | S | S | S | S | S | S |
| Golf courses (including miniature golf courses and commercial driving ranges) | -- | -- | -- | -- | -- | -- |
| Hospital | S | S | -- | -- | -- | -- |
| Library | P | P | S | S | S | P |
| Multi-modal transportation facility | S | S | S | S | S | S |
| Municipal and public service corporation building and facility | P | P | P | P | P | P |
| Museum | P | P | S | S | -- | P |
| Nursery school, day care center | P | P | P | -- | -- | - |
| Open space, park, playground, playing field, plaza, trail | P | P | P | P | P | P |
| Natural beach swimming area, both public and private | -- | -- | -- | -- | -- | P |

P = Permitted by-right S = Special Use Permit Required -- = Use Not Permitted

| | UV-5 | UV-3 | BC-3 | MT-3 | MK-3 | WC-3 |
|---|------|------|------|------|------|------|
| Religious, philanthropic, scientific, literary, historical, fraternal, and charitable institution | S | S | S | S | -- | P |
| Schools, colleges and universities including fraternity or sorority houses or dormitories for faculty or students | S | S | S | S | -- | S |
| Schools of limited instruction | S | S | S | P | P | S |
| Wildlife preserve | -- | -- | -- | -- | -- | -- |
| 3. COMMERCIAL USES | | | | | | |
| Arcade | -- | -- | -- | -- | -- | -- |
| Automobile repair shop | -- | -- | -- | -- | S | -- |
| Automobile washing and cleaning establishment | -- | -- | -- | -- | S | -- |
| Clubs for outdoor recreation | -- | -- | -- | -- | -- | S |
| Commercial indoor recreational facility | P | P | P | -- | -- | P |
| Commercial outdoor recreation facility | S | S | S | -- | -- | S |
| Commercial parking lot | -- | -- | -- | -- | -- | -- |
| Day camps for children and youth | -- | -- | -- | -- | -- | S |
| Drive-in restaurants in a shopping center | -- | -- | -- | -- | -- | -- |
| Drive-thru facility | -- | -- | -- | -- | -- | -- |
| Fast-food restaurants | P | P | P | -- | -- | S |
| Guest house | -- | -- | -- | -- | -- | -- |
| Historic guest house | -- | -- | -- | -- | -- | -- |
| Gasoline filling station (with minor repairing) | -- | -- | S | -- | -- | -- |
| Horses or ponies for hire; riding academies or boarding stables | -- | -- | -- | -- | -- | -- |
| Horse-riding academies and boarding stables for horses | -- | -- | -- | -- | -- | -- |
| Parking garage | S | S | -- | -- | -- | -- |
| Shopping center | -- | -- | -- | -- | -- | -- |
| Standard restaurant | P | P | P | -- | -- | S |
| Store where goods are sold or service is rendered primarily at retail | P | P | P | -- | -- | S |
| Store where nautical goods are sold or nautical services rendered at retail | P | P | P | -- | -- | S |
| Tavern | P | P | P | -- | -- | S |
| Theater | P | P | P | -- | -- | P |
| Transient guest facility: | | | | | | |
| Up 100 rooms for the entire project | P | P | -- | -- | -- | -- |
| More than 100 rooms for the entire project | S | S | -- | -- | -- | -- |
| Undertaker's establishment | -- | -- | -- | -- | -- | -- |
| Vacation guest facility | S | S | -- | -- | -- | -- |
| Wholesale brewing, distilling, fermenting, fungiculture or hydroponics | S | S | S | P | P | S |

P = Permitted by-right S = Special Use Permit Required -- = Use Not Permitted

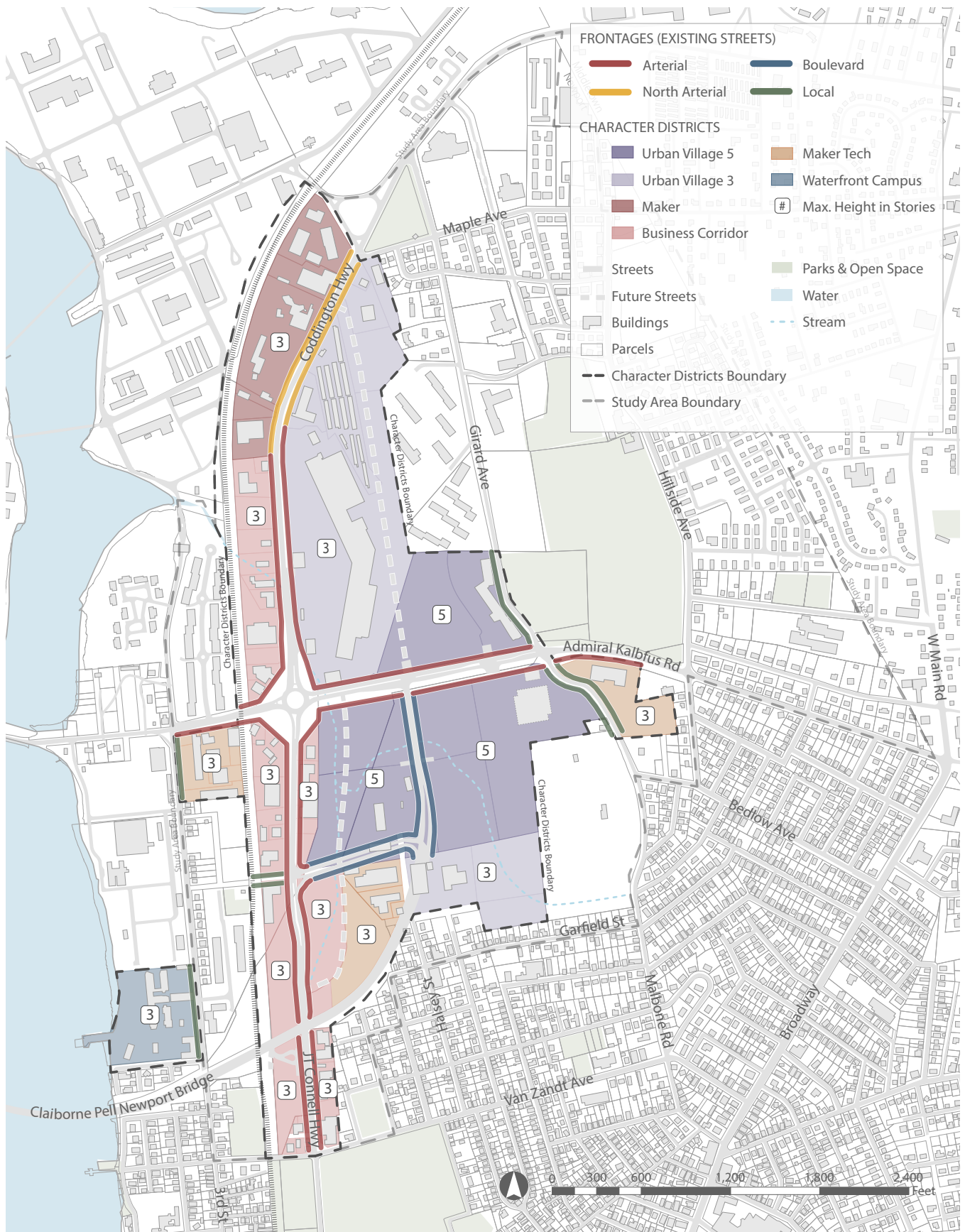
| | UV-5 | UV-3 | BC-3 | MT-3 | MK-3 | WC-3 |
|---|------|------|------|------|------|------|
| 4. EMPLOYMENT USES | | | | | | |
| Advanced manufacturing | P | P | P | P | -- | S |
| Banks and financial institution | P | P | P | P | -- | S |
| Convention or conference center | P | P | P | -- | -- | S |
| Co-working space | P | P | P | P | -- | S |
| Maker space | P | P | P | P | P | S |
| Marine and oceanographic research laboratory | P | P | P | P | -- | P |
| Professional and business office | P | P | P | P | -- | P |
| Professional and business offices where maritime issues and products are the primary use, i.e., naval architects, maritime publishers, etc. | P | P | P | P | -- | P |
| Research and development facilities, including but not limited to clean energy, defense systems, ocean technologies, medical and pharmaceutical, and digital industries | P | P | P | P | -- | P |
| Research laboratory | P | P | P | P | -- | P |
| 5. MARINE USES | | | | | | |
| Boat building and repair | -- | -- | P | P | P | S |
| Boat dealer and broker | -- | -- | P | P | P | -- |
| Boating instruction | -- | -- | -- | -- | -- | P |
| Commercial marine oriented recreation facilities including boat shows, sightseeing tours, and sport fishing charters | -- | -- | -- | -- | -- | P |
| Docks, slips and piers where boats may be berthed provided that the parcel of land is adjacent to an open water body | -- | -- | -- | -- | -- | S |
| Facilities for marine pollution control, oil spill clean-up and services of marine sanitation devices | -- | -- | -- | -- | -- | -- |
| Marina | -- | -- | -- | -- | -- | P |
| Marine fabrication, including sail making, canvas manufacturing, and marine metal casting | -- | -- | P | P | P | -- |
| Marine salvage and vessel towing service | -- | -- | -- | -- | -- | -- |
| Marine transport operations, including shipping offices | -- | -- | -- | -- | -- | -- |
| On land boat storage during the non-boating season | -- | -- | -- | -- | -- | -- |
| Yacht and sailing clubs, and schools which give special marine or nautical instruction | P | P | P | P | -- | P |

P = Permitted by-right S = Special Use Permit Required -- = Use Not Permitted

| | UV-5 | UV-3 | BC-3 | MT-3 | MK-3 | WC-3 |
|--|------|------|------|------|------|------|
| 6. INDUSTRIAL USES | | | | | | |
| Business and storage yard for lumber and building material | -- | -- | -- | -- | P | -- |
| Bulk storage of cement and petroleum products; concrete mixing plants; bituminous paving mixing plants | -- | -- | -- | -- | -- | -- |
| Commercial scale energy system | S | S | S | S | S | S |
| Commercial transmitting and receiving antennas, with enclosures for associated equipment | -- | -- | -- | -- | -- | -- |
| Community water supply reservoir | -- | -- | -- | -- | -- | -- |
| Community well house | -- | -- | -- | -- | -- | -- |
| Contractors warehouse and storage yard | -- | -- | -- | -- | P | -- |
| Commercial storage and sale of fuel and bottled gas | -- | -- | -- | -- | S | -- |
| Earth removal and paving contractor's business and storage yard | -- | -- | -- | -- | P | -- |
| Farms, truck gardens, nurseries, forestry (excluding the keeping of livestock and poultry for commercial purposes) | -- | -- | -- | -- | -- | -- |
| Fish and seafood receiving, handling, storage and shipping | -- | -- | -- | -- | P | -- |
| Freight and materials trucking business and terminals | -- | -- | -- | -- | -- | -- |
| Indoor motor vehicle storage facility - only light maintenance of the vehicles stored is allowed | -- | -- | -- | -- | P | -- |
| Laundry, cleaning, and dyeing plant | -- | -- | -- | -- | P | -- |
| Manufacturing, processing, assembly or storage of goods | -- | -- | -- | P | P | -- |
| Painting and woodworking shop | P | P | P | P | P | -- |
| Plant for the processing and distribution of milk and edible dairy products; plant for the packaging and distribution of beverages | -- | -- | -- | -- | -- | -- |
| Printing and publishing establishment | S | S | P | P | P | -- |
| Public utilities - private electrical services | S | S | S | S | S | S |
| Radio and television broadcasting studio (excluding transmitting and receiving towers) | S | S | P | P | P | S |
| Residential scale wind energy system | S | S | S | S | S | S |
| Seafood sales, landing, storage, brokerage and distribution | -- | -- | -- | P | P | -- |
| Sheet metal, blacksmith, welding; tire recapping; machine shops and the like | -- | -- | -- | P | P | -- |
| Warehousing, wholesale business; and wholesale business warehousing | -- | -- | -- | P | P | -- |
| Water and sewage treatment facility | -- | -- | -- | -- | -- | -- |
| Water and sewage pumping station | -- | -- | -- | -- | -- | -- |
| Water tower | S | S | S | S | S | S |

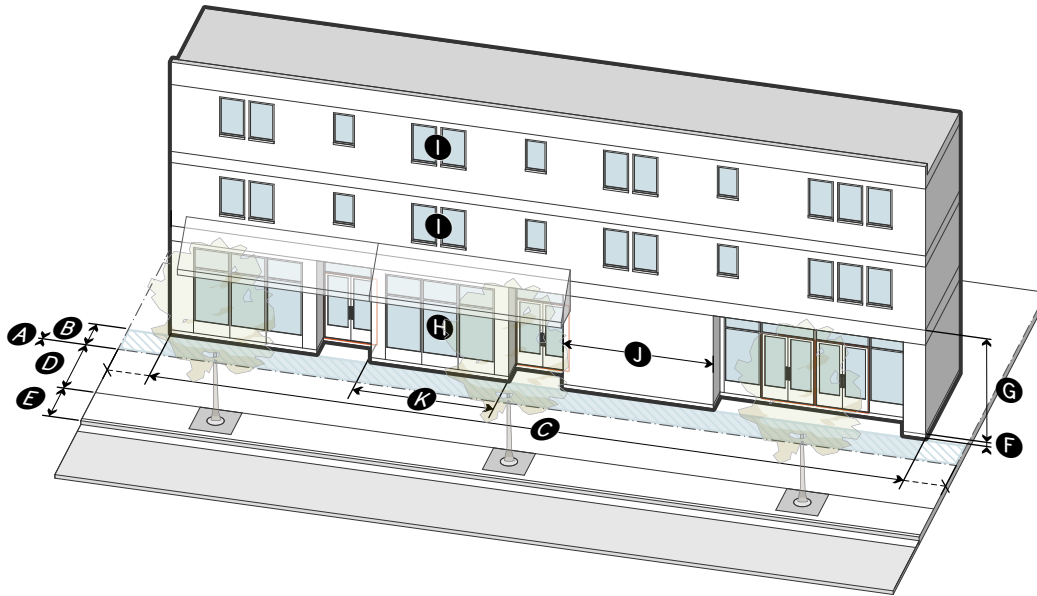
P = Permitted by-right S = Special Use Permit Required -- = Use Not Permitted

17.65.30. FRONTAGE OVERLAYS



A. Active Core

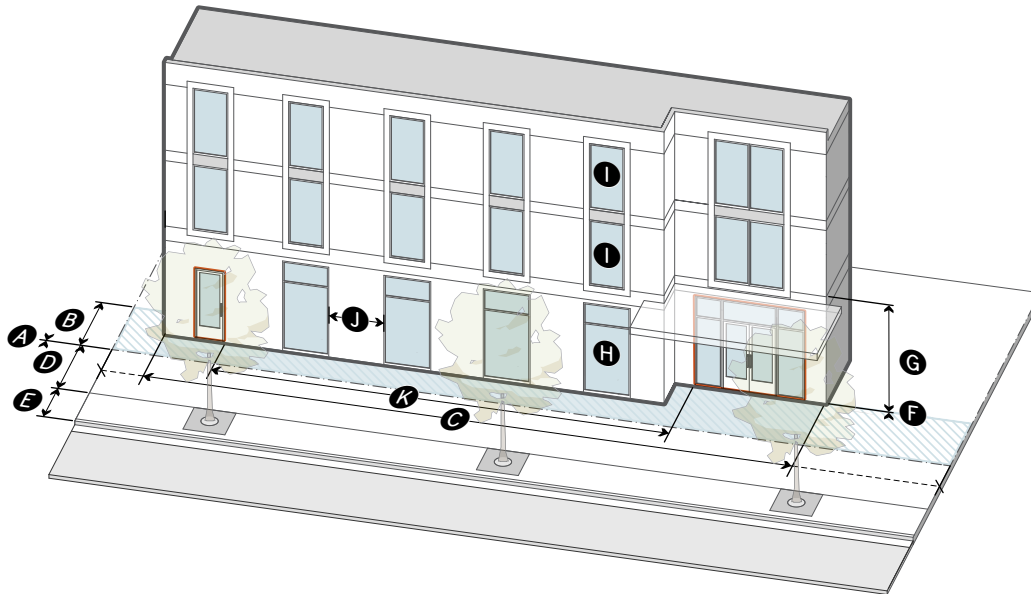
The Active Core Frontage provides for a high-quality active and walkable environment along Village Core Streets within an Urban Village District. The requirements generate buildings primarily with ground floor retail uses with office or residential space above (although all uses allowed in the zoning district may occur).



| | | | |
|--|---------------------|---|---------------------|
| 1. BUILD-TO | <i>17.65.30.1.2</i> | 4. STORY HEIGHT | <i>17.65.30.1.5</i> |
| A Front line setback (min) | 0' | F Ground floor elevation (min/max) | 0'/2' |
| B Depth (max) | 5' | G Ground story height (min) | 14' |
| C Width (min) | 90% | 5. TRANSPARENCY | <i>17.65.30.1.6</i> |
| Occupiable depth (min) | 20' | H Ground story (min) | 70% |
| 2. PARKING LOCATION | <i>17.65.30.1.3</i> | I Upper story (min) | 20% |
| No parking between building and street | | J Blank wall width (max) | 15' |
| Required parking screen | Type B1 | 6. PEDESTRIAN ACCESS | <i>17.65.30.1.7</i> |
| 3. STREETScape | <i>17.65.30.1.4</i> | K Street-facing entrance spacing (max) | 30' |
| D Pedestrian zone (min) | 10' | 7. VEHICLE ACCESS | <i>17.65.30.1.8</i> |
| E Furniture zone (min) | 6' | Number of driveways (max) | 0 |
| Tree planting type | Pits | | |
| Tree planting | 35' avg on-center | | |
| Wall and fence type allowed | Type C1 | | |

B. Business Core

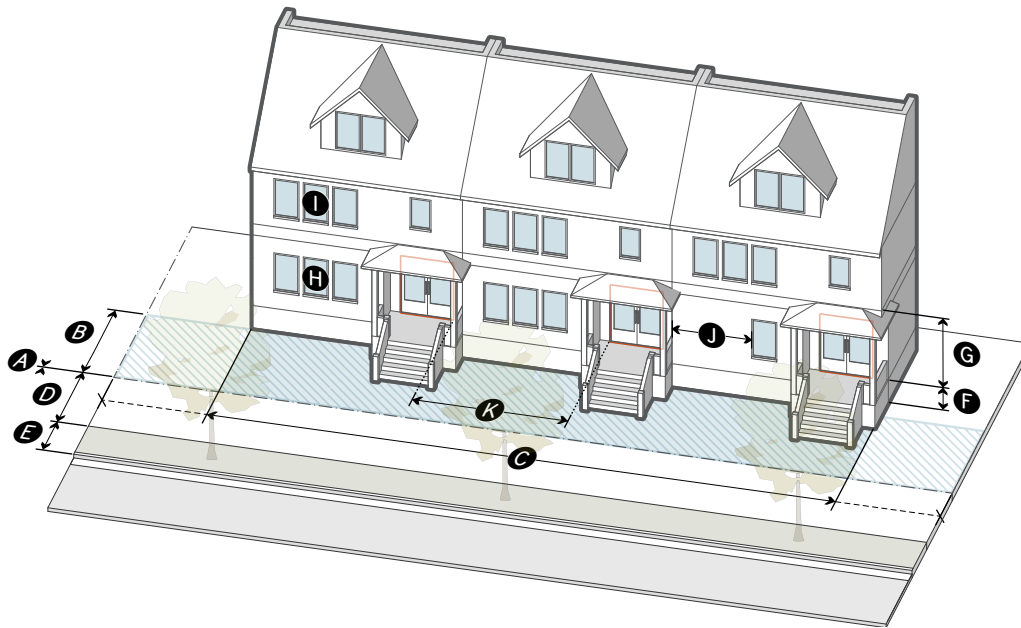
The Business Core Frontage provides for a high-quality walkable environment along Village Core Streets within an Urban Village District. The requirements generate buildings primarily for office use (although all uses allowed in the zoning district may occur).



| | | | |
|--|---------------------|---|---------------------|
| 1. BUILD-TO | <i>17.65.30.1.2</i> | 4. STORY HEIGHT | <i>17.65.30.1.5</i> |
| A Front line setback (min) | 0' | F Ground floor elevation (min/max) | 0'/2' |
| B Depth (max) | 10' | G Ground story height (min) | 12' |
| C Width (min) | 80% | 5. TRANSPARENCY | <i>17.65.30.1.6</i> |
| Occupiable depth (min) | 20' | H Ground story (min) | 50% |
| 2. PARKING LOCATION | <i>17.65.30.1.3</i> | I Upper story (min) | 20% |
| No parking between building and street | | J Blank wall width (max) | 20' |
| Required parking screen | Type B1 | 6. PEDESTRIAN ACCESS | <i>17.65.30.1.7</i> |
| 3. STREETScape | <i>17.65.30.1.4</i> | K Street-facing entrance spacing (max) | 50' |
| D Pedestrian zone (min) | 8' | 7. VEHICLE ACCESS | <i>17.65.30.1.8</i> |
| E Furniture zone (min) | 6' | Number of driveways (max) | 1 per block |
| Tree planting type | Lawn or pits | Distance from intersection (min) | 75' |
| Tree planting | 35' avg on-center | Number of lanes (max) | 2 |
| Wall and fence type allowed | Type C1 | Lane width (min/max) | 8'/10' |

C. Residential Core

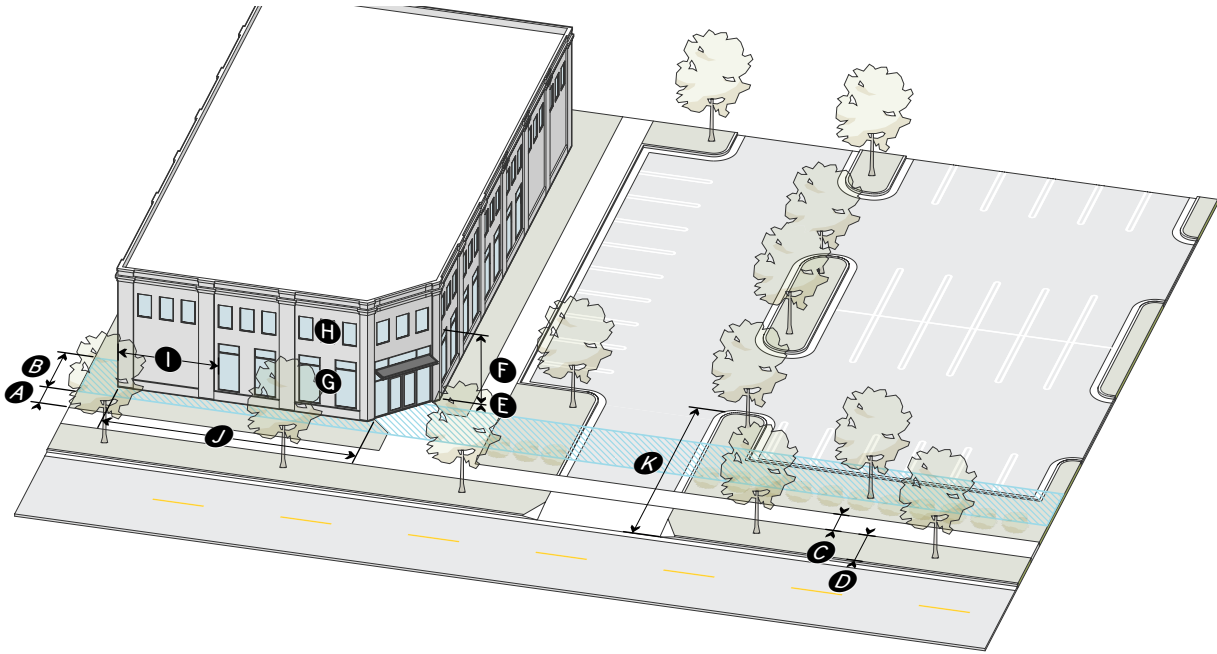
The Residential Core Frontage provides for a high-quality walkable environment along Village Core Streets within an Urban Village District. The requirements generate buildings primarily for residential use (although all uses allowed in the zoning district may occur).



| | | | |
|--|---------------------|---|---------------------|
| 1. BUILD-TO | <i>17.65.30.1.2</i> | 4. STORY HEIGHT | <i>17.65.30.1.5</i> |
| A Front line setback (min) | 0' | F Ground floor elevation (min/max) | 0'/4' |
| B Depth (max) | 15' | G Ground story height (min) | 10' |
| C Width (min) | 70% | 5. TRANSPARENCY | <i>17.65.30.1.6</i> |
| Occupiable depth (min) | 15' | H Ground story (min) | 20% |
| 2. PARKING LOCATION | <i>17.65.30.1.3</i> | I Upper story (min) | 20% |
| No parking between building and street | | J Blank wall width (max) | 15' |
| Required parking screen | Type B1 | 6. PEDESTRIAN ACCESS | <i>17.65.30.1.7</i> |
| 3. STREETScape | <i>17.65.30.1.4</i> | K Street-facing entrance spacing (max) | 40' |
| D Pedestrian zone (min) | 8' | 7. VEHICLE ACCESS | <i>17.65.30.1.8</i> |
| E Furniture zone (min) | 6' | Number of driveways (max) | 1 per block |
| Tree planting type | Lawn or pits | Distance from intersection (min) | 75' |
| Tree planting | 35' avg on-center | Number of lanes (max) | 1 |
| Wall and fence type allowed | Type C2 | Lane width (min/max) | 8'/10' |

D. Secondary

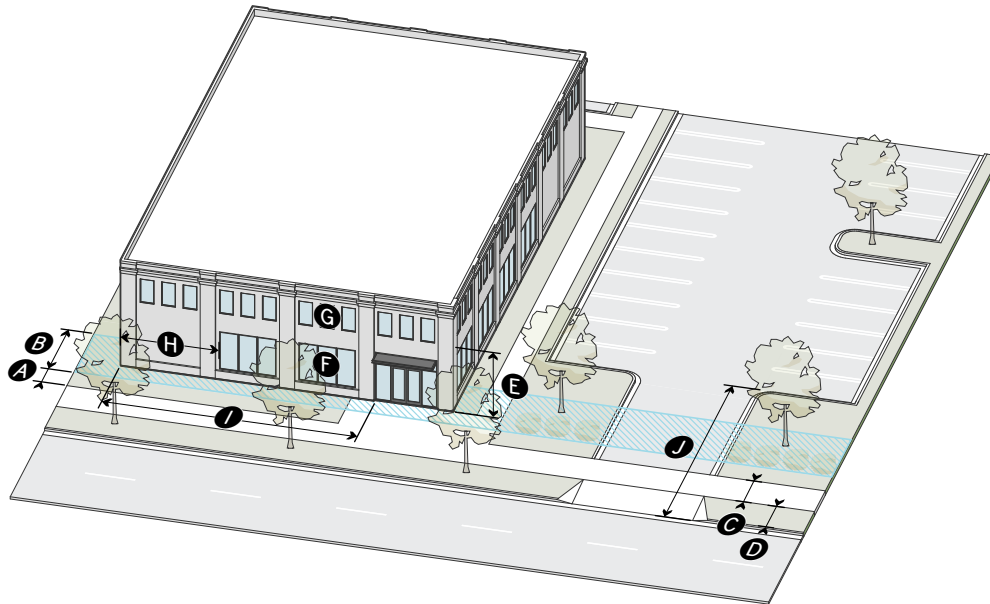
The Secondary Frontage provides for a walkable environment along Village Secondary Streets within an Urban Village District. The requirements generate buildings primarily for retail or office use (although all uses allowed in the zoning district may occur).



| | | | |
|--|---------------------|---|---------------------|
| 1. BUILD-TO | <i>17.65.30.1.2</i> | 4. STORY HEIGHT | <i>17.65.30.1.5</i> |
| A Front line setback (min) | 5' | E Ground floor elevation (min/max) | 0'/4' |
| B Depth (max) | 15' | F Ground story height (min) | 10' |
| Width (min) | n/a | 5. TRANSPARENCY | <i>17.65.30.1.6</i> |
| Occupiable depth (min) | 15' | G Ground story (min) | 40% |
| 2. PARKING LOCATION | <i>17.65.30.1.3</i> | H Upper story (min) | 20% |
| No parking between building and street | | I Blank wall width (max) | 30' |
| Required parking screen | Type B1 or B2 | 6. PEDESTRIAN ACCESS | <i>17.65.30.1.7</i> |
| 3. STREETScape | <i>17.65.30.1.4</i> | J Street-facing entrance spacing (max) | 60' |
| C Pedestrian zone (min) | 6' | 7. VEHICLE ACCESS | <i>17.65.30.1.8</i> |
| D Furniture zone (min) | 6' | Number of driveways (max) | 1 per block |
| Tree planting type | Lawn | Distance from intersection (min) | 75' |
| Tree planting | 35' avg on-center | Number of lanes (max) | 2 |
| Wall and fence type allowed | Type C2 | Lane width (min/max) | 8'/10' |
| | | K Throat depth (min) | 40' |

E. Arterial

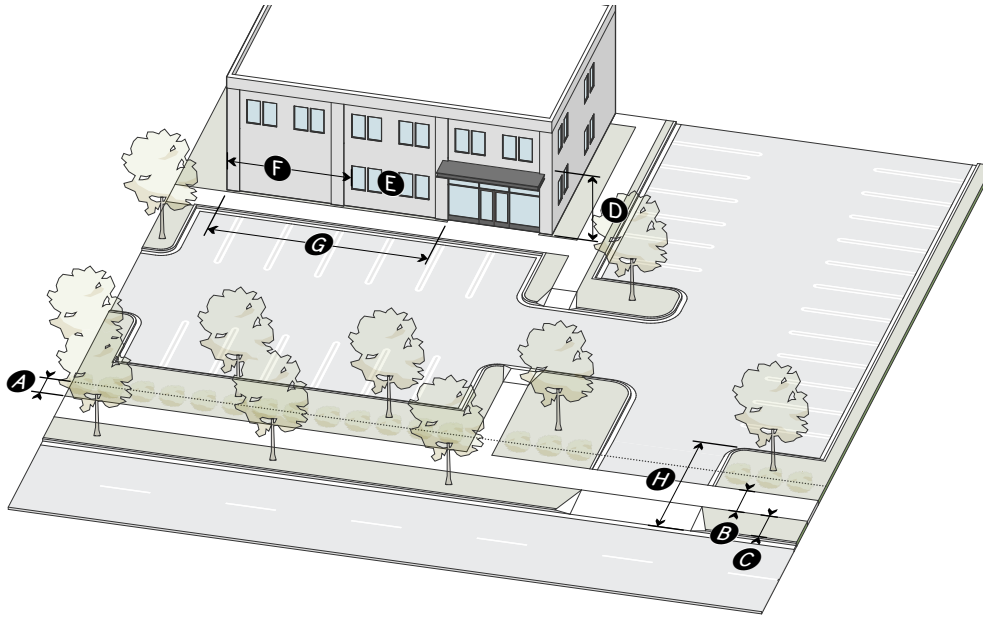
The Arterial Frontage provides for a walkable environment along major corridors. An environment that balances the auto-dominant nature of the corridor with that of pedestrians. The requirements generate buildings primarily for retail or office use (although all uses allowed in the zoning district may occur).



| | | | |
|--|---------------------|---|---------------------|
| 1. BUILD-TO | <i>17.65.30.1.2</i> | 4. STORY HEIGHT | <i>17.65.30.1.5</i> |
| A Front line setback (min) | 5' | Ground floor elevation (min/max) | n/a |
| B Depth (max) | 15' | E Ground story height (min) | 10' |
| Width (min) | n/a | 5. TRANSPARENCY | <i>17.65.30.1.6</i> |
| Occupiable depth (min) | 15' | F Ground story (min) | 40% |
| 2. PARKING LOCATION | <i>17.65.30.1.3</i> | G Upper story (min) | 20% |
| No parking between building and street | | H Blank wall width (max) | 30' |
| Required parking screen | Type B2 | 6. PEDESTRIAN ACCESS | <i>17.65.30.1.7</i> |
| 3. STREETScape | <i>17.65.30.1.4</i> | I Street-facing entrance spacing (max) | 75' |
| C Pedestrian zone (min) | 8' | 7. VEHICLE ACCESS | <i>17.65.30.1.8</i> |
| D Furniture zone (min) | 8' | Driveway spacing (min) | 200' |
| Tree planting type | Lawn | Distance after intersection (min) | 100' |
| Tree planting | 35' avg on-center | Distance before intersection (min) | 200' |
| Wall and fence type allowed | Type C2 and C3 | Number of lanes (max) | 2 |
| | | Lane width (min/max) | 8'/12' |
| | | J Throat depth (min) | 40' |

F. North Arterial

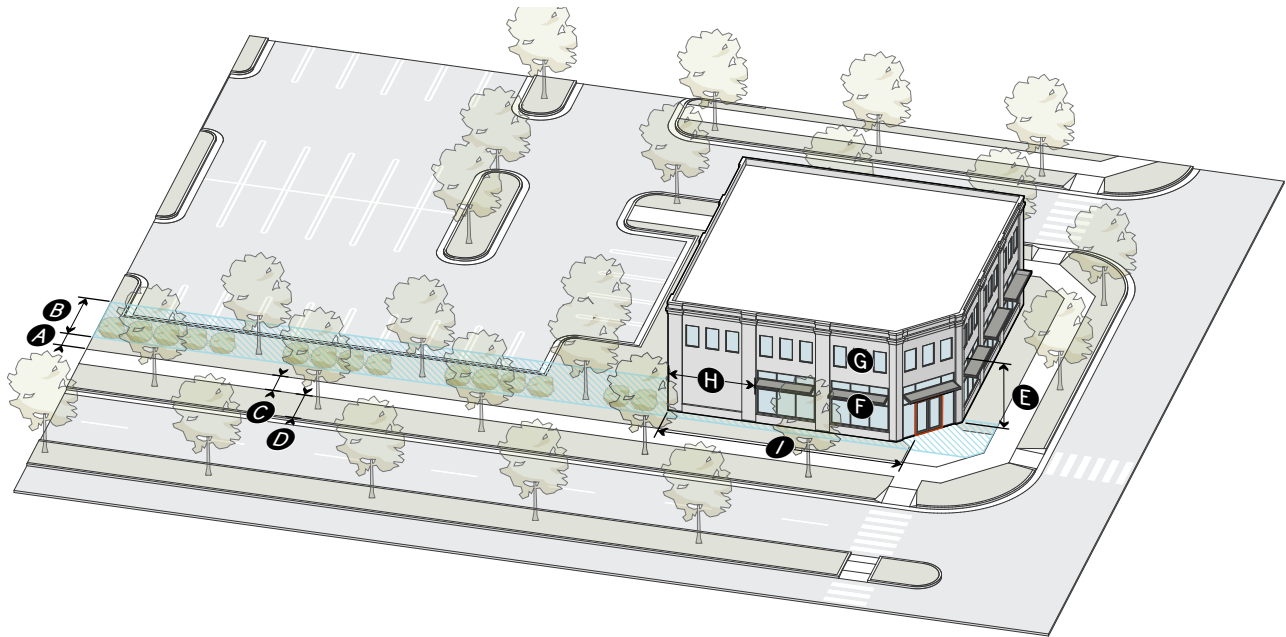
The North Arterial Frontage provides for a walkable environment along major corridors. An environment that balances the auto-dominant nature of the corridor with that of pedestrians. The requirements generate buildings primarily for industrial use (although all uses allowed in the zoning district may occur).



| | | | |
|---|---------------------|---|---------------------|
| 1. BUILD-TO | <i>17.65.30.1.2</i> | 4. STORY HEIGHT | <i>17.65.30.1.5</i> |
| A Front line setback (min) | 5' | Ground floor elevation (min/max) | n/a |
| 2. PARKING LOCATION | <i>17.65.30.1.3</i> | D Ground story height (min) | 10' |
| Parking allowed between building and street | | 5. TRANSPARENCY | <i>17.65.30.1.6</i> |
| Required parking screen | Type B2 | E Ground story (min) | 20% |
| 3. STREETScape | <i>17.65.30.1.4</i> | Upper story (min) | n/a |
| B Pedestrian zone (min) | 6' | F Blank wall width (max) | 50' |
| C Furniture zone (min) | 8' | 6. PEDESTRIAN ACCESS | <i>17.65.30.1.7</i> |
| Tree planting type | Lawn | G Street-facing entrance spacing (max) | 200' |
| Tree planting | 35' avg on-center | 7. VEHICLE ACCESS | <i>17.65.30.1.8</i> |
| Wall and fence type allowed | Type C3 | Driveway spacing (min) | 200' |
| | | Distance after intersection (min) | 100' |
| | | Distance before intersection (min) | 200' |
| | | Number of lanes (max) | 2 |
| | | Lane width (min/max) | 8'/14' |
| | | Throat depth (min) | 40' |

G. Boulevard

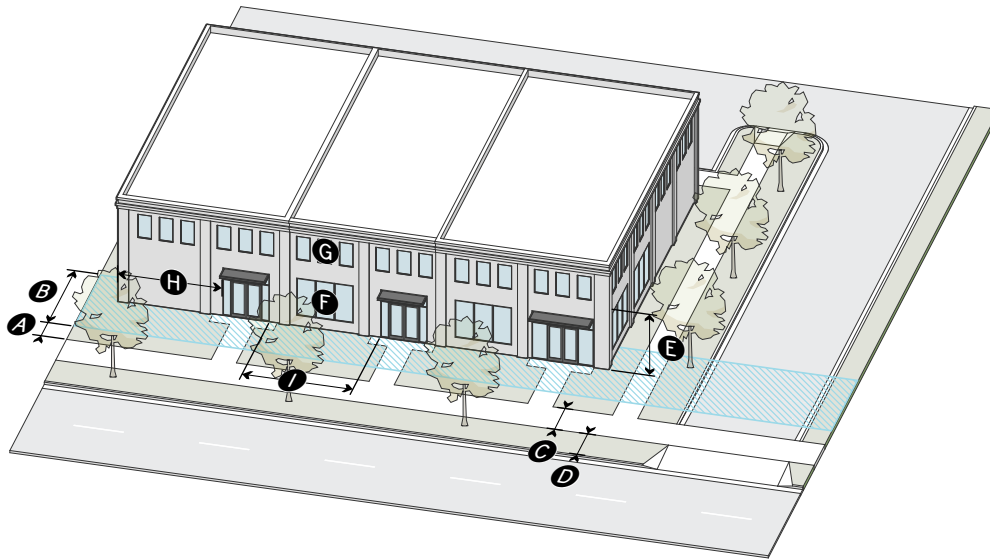
The Boulevard Frontage provides for a walkable environment along a major gateway into the North End. An environment that balances the need for efficient traffic flow with that of pedestrian activity in the abutting Urban Village. The requirements generate buildings primarily for retail or office use (although all uses allowed in the zoning district may occur).



| | | | |
|--|-------------------|---|--------------|
| 1. BUILD-TO | 17.65.30.1.2 | 4. STORY HEIGHT | 17.65.30.1.5 |
| A Front line setback (min) | 5' | Ground floor elevation (min/max) | n/a |
| B Depth (max) | 15' | E Ground story height (min) | 10' |
| Width (min) | n/a | 5. TRANSPARENCY | 17.65.30.1.6 |
| Occupiable depth (min) | 20' | F Ground story (min) | 40% |
| 2. PARKING LOCATION | 17.65.30.1.3 | G Upper story (min) | 20% |
| No parking between building and street | | H Blank wall width (max) | 30' |
| Frontage screen | Type B1 or B2 | 6. PEDESTRIAN ACCESS | 17.65.30.1.7 |
| 3. STREETScape | 17.65.30.1.4 | I Street-facing entrance spacing (max) | 100' |
| C Pedestrian zone (min) | 8' | 7. VEHICLE ACCESS | 17.65.30.1.8 |
| D Furniture zone (min) | 6' | Number of driveways (max) | 0 |
| Tree planting type | Lawn | | |
| Tree planting | 35' avg on-center | | |
| Wall and fence type | Type C2 | | |

H. Local

The Local Frontage provides for a walkable environment along local roadways. The requirements generate buildings primarily for retail or office use (although all uses allowed in the zoning district may occur).



| | |
|--|---------------------|
| 1. BUILD-TO | <i>17.65.30.1.2</i> |
| A Front line setback (min) | 5' |
| B Depth (max) | 20' |
| Width (min) | n/a |
| Occupiable depth (min) | 15 |
| 2. PARKING LOCATION | <i>17.65.30.1.3</i> |
| No parking between building and street | |
| Frontage screen | Type B1 or B2 |
| 3. STREETScape | <i>17.65.30.1.4</i> |
| C Pedestrian zone (min) | 6' |
| D Furniture zone (min) | 6' |
| Tree planting type | Lawn |
| Tree planting | 35' avg on-center |
| Wall and fence type | Type C2 |

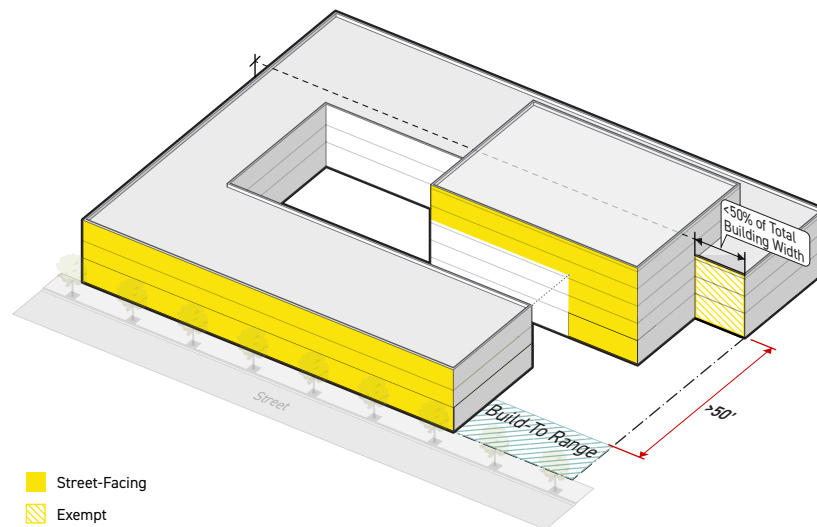
| | |
|---|---------------------|
| 4. STORY HEIGHT | <i>17.65.30.1.5</i> |
| Ground floor elevation (min/max) | n/a |
| E Ground story height (min) | 10' |
| 5. TRANSPARENCY | <i>17.65.30.1.6</i> |
| F Ground story (min) | 20% |
| G Upper story (min) | 20% |
| H Blank wall width (max) | 20' |
| 6. PEDESTRIAN ACCESS | <i>17.65.30.1.7</i> |
| I Street-facing entrance spacing (max) | 60' |
| 7. VEHICLE ACCESS | <i>17.65.30.1.8</i> |
| Driveway spacing (min) | 50' |
| Distance from intersection (min) | 75' |
| Number of lanes (max) | 1 |
| Lane width (min/max) | 8'/10' |

I. Rules of Interpretation

1. General

a. Street-Facing Facades

- 1) The portion of a building facade (when projected parallel to a front lot line) with no permanent structure located between the building facade and a front lot line are considered street-facing.
- 2) Building facades more than 50 feet from the maximum setback in the build-to are not included, provided they are less than 50% of the total building width.



2. Build-To

a. Depth

1) Applicability

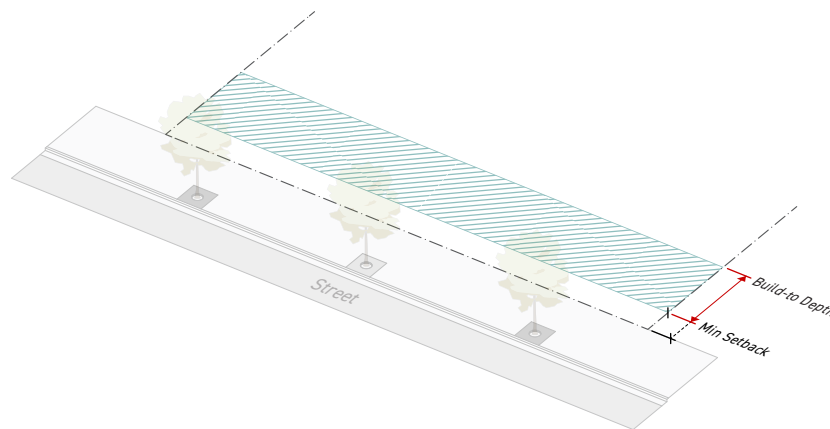
All new and existing lots.

2) Standards

The minimum required build-to depth must be provided.

3) Measurement

- a) Build-to depth is measured from the minimum front line setback.
- b) For measurement of front line setback, see *17.08.010. - Definitions (Lot Line)*.



b. Width

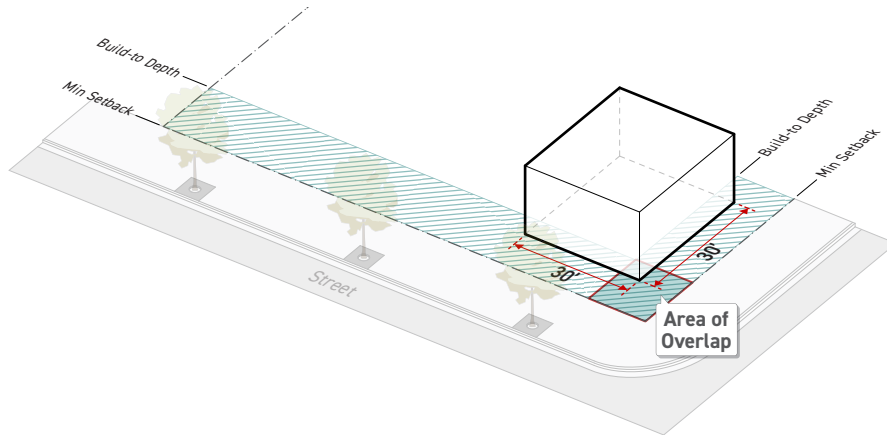
1) Applicability

Applies in the build-to depth.

2) Standards

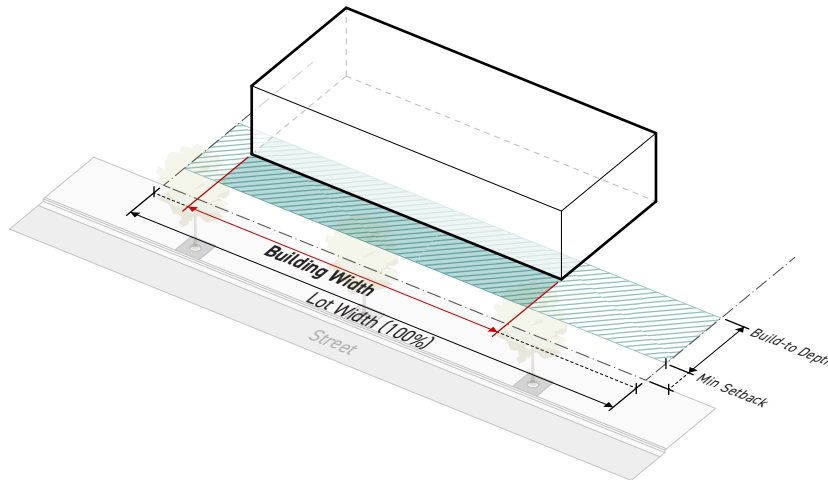
- a) A building must be located within the build-to depth for at least the minimum required build-to width for a height equal to the minimum required building height. If there is no minimum building height, build-to depth applies to the ground story only.
- b) Where no build-to width is specified in the Frontage (Secondary, Arterial, Boulevard, Local), a minimum of 75% of the total building width, measured for each buildings on the lot, must be located in the required build-to depth.

- c) On a corner lot, a building must be located within each overlapping build-to depth. At least 30 feet of building width must occupy the build-to depth along the front lot lines in both directions.

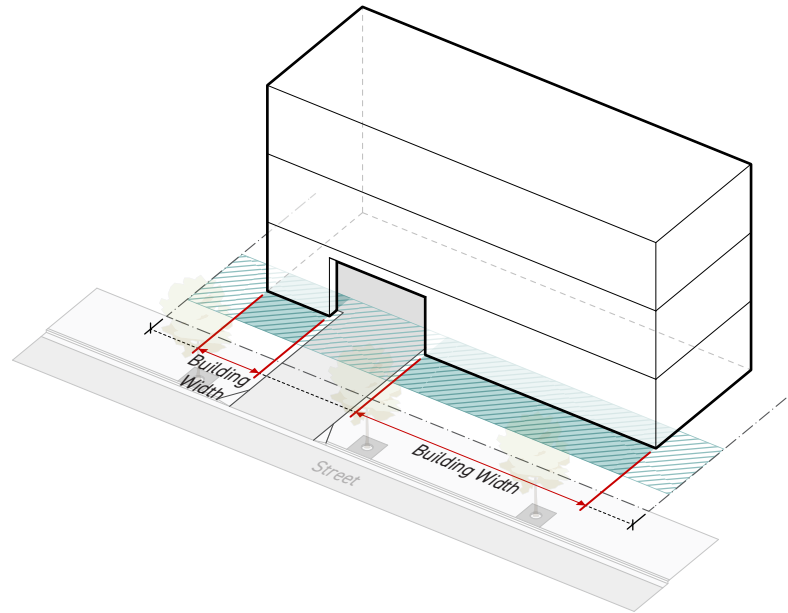


3) Measurement

- a) Build-to width is measured as a percentage as the sum of all building widths occupying the build-to depth, divided by the total width of the lot.



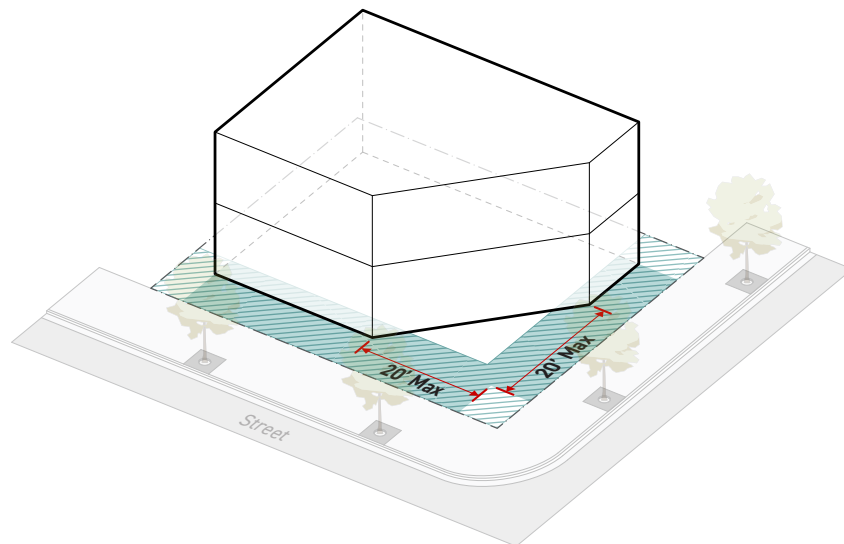
- b) The width of a vehicular entrance into or through a building does not count towards the required build-to width.



- c) For measurement of build-to depth, see 17.65.30.1.2.a.

4) Exceptions

A chamfered corner no more than 20 feet in width located on the ground story of a building and extending outside of the build-to depth qualifies as building width.



c. Occupiable Depth

1) Applicability

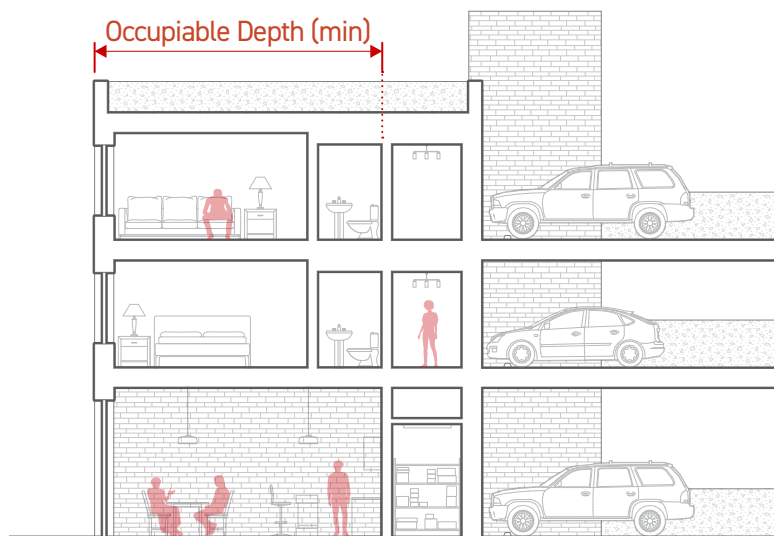
All portions of a new building used to meet a required build-to width.

2) Standards

- a) The minimum required occupiable depth must be provided for a height equal to the minimum required building height. If there is no minimum building height, occupiable depth applies to the ground story only.
- b) No more than 20% of the floor area of the required occupiable depth can be used for inactive uses, such as car parking, storage, hallways, stairwells, elevators and equipment rooms.

3) Measurement

- a) Occupiable depth is measured from the front building facade inward to the interior of the building.



- b) For measurement of minimum building height, see 17.65.20.G.8.b.
- c) For measurement of build-to width, see 17.65.30.I.2.b.

3. Parking Location

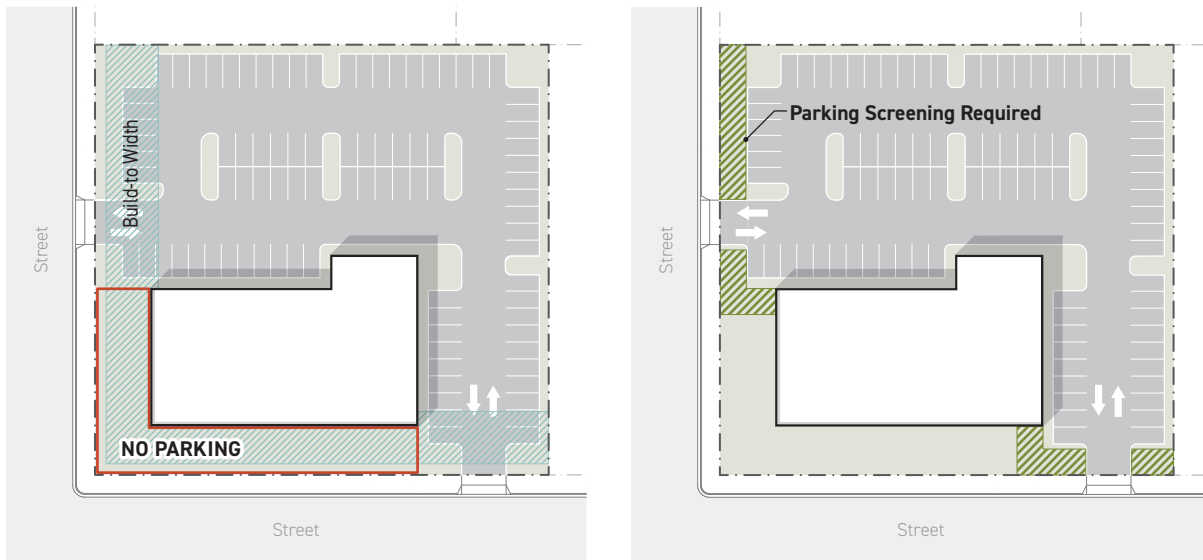
a. No Parking Between the Building and the Street

1) Applicability

All new and existing lots.

2) Standards

No parking or area designed for use by a motor vehicle (for example, drive aisles, porte cocheres for drop off, loading areas) can be located between the portion of a building used to meet the required build-to width and the street.



3) Measurement

For measurement of build-to width, see *17.65.30.1.2.b*.

b. Parking Screen

1) Applicability

- All new and existing parking areas and other areas designed for use by a motor vehicle where no building is located between the street and the motor vehicle use area.
- The required screen must be provided along the entire perimeter where the parking or other motor vehicle area has no building located between the street and the motor vehicle use area.

2) Standards

Where a Type B1 or B2 screen is required, it must meet *17.65.50.B, Frontage Screens*.

4. Streetscape

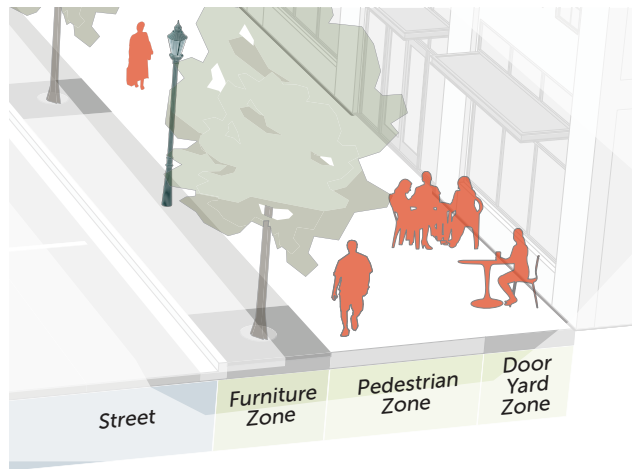
a. Applicability

All new and existing streets.

b. Standards

1) General

All new and existing streets must meet the applicable streetscape standards.



2) Door Yard Zone

The door yard zone must remain clear of obstacles at all times, except the following encroachments are permitted subject to City approval.

- a) Outdoor seating areas.
- b) Outdoor display and sales areas.
- c) Benches, trash receptacles and bicycle racks.
- d) Utility boxes, meters, man hole covers, regulatory signs and fire suppression equipment.
- e) Pedestrian lighting.
- f) Landscaping, sidewalk, trees and planters.
- g) Signs.
- h) Additional elements approved by the Planning Board.

3) Pedestrian Zone

The pedestrian zone must remain clear of obstacles at all times and be constructed to meet all city and ADA specifications.

4) Furniture Zone

- a) One large tree must be planted every 35 feet on center, on average. Where overhead utilities exist, one small tree must be planted every 20 feet on-center, on average.
- b) Tree lawns and pits must be a minimum width of 6 feet and a minimum depth of 2 feet. Soils cannot be compacted and the surface area of the tree lawn or pit must be impervious.
- c) Tree pits must be a minimum length of 8 feet.
- d) The following encroachments are permitted in the furniture zone subject to City approval:
 - i. Benches, trash receptacles and bicycle racks.
 - ii. Utility boxes, meters, man hole covers, regulatory signs and fire suppression equipment.
 - iii. Pedestrian lighting.
 - iv. Landscaping, sidewalk, trees and planters.
 - v. Additional elements approved by the Planning Board.

5) Wall and Fence Type

Where a Type C1, C2 or C3 wall or fence type is allowed, it must meet *17.65.50.H, Walls and Fences*.

c. Measurement

- 1) The door yard zone is excess right-of-way, primarily on existing streets, remaining after meeting the requirements of *17.65.20(G)(2), Right-of-Way*. The door yard zone is an optional area and is measured from the edge of the pedestrian zone to the front lot line.
- 2) The pedestrian zone is the area between the door yard zone or front lot line, as applicable, and the furniture zone. The pedestrian zone is measured from the edge of the furniture zone to the door yard zone or front lot line, as applicable.
- 3) Tree spacing is measured as an average to account for driveways, utilities and other potential conflicts.

5. Story Height

a. Ground Story Height

1) Applicability

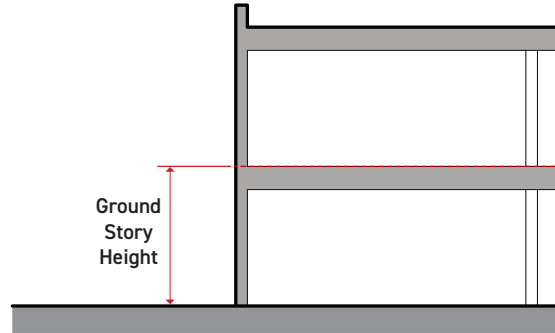
All new buildings for the minimum required occupiable depth.

2) Standards

The ground story can be no lower than the minimum required ground story height.

3) Measurement

- a) Ground story height is measured from the surface of the finished floor of the ground story to the surface of the finished floor of the story above. If there is no story above, ground story height is measured to the top of the ceiling structure above.



- b) For measurement of occupiable depth, see 17.65.30.1.2.c.

b. Ground Floor Elevation

1) Applicability

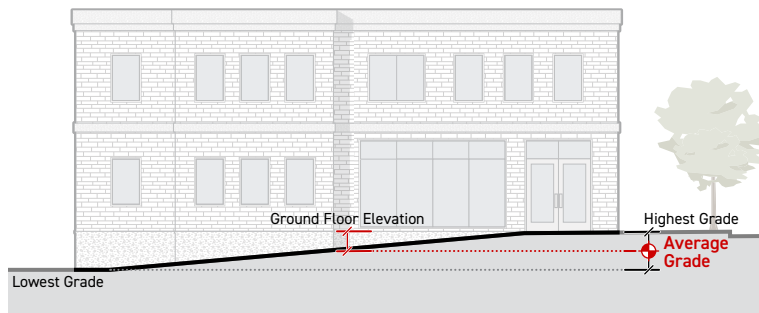
All new buildings for the minimum required occupiable depth.

2) Standards

The finished floor of the ground story can be no lower than the minimum ground floor elevation and no higher than the maximum ground floor elevation.

3) Measurement

- a) Ground floor elevation is measured from the average sidewalk grade in front of the street-facing building facade to the top of the finished floor of the ground story.



- b) Where the sidewalk is greater than 5 feet from the building, ground floor elevation is measured from the lowest elevation of finished grade within 5 feet of the building perimeter, measured from and perpendicular to the top of the finished floor.
- c) For measurement of occupiable depth, see 17.65.30.1.2.c.

6. Transparency

a. Ground and Upper Story Transparency

1) Applicability

All new street-facing building facades, see 17.65.30.1.1.a.

2) Standards

- a) All applicable ground and upper stories must provide the minimum amount of required transparency.
- b) Interior walls and other interior visual obstructions cannot be located within 5 feet of any facade area counting towards a ground floor transparency requirement.



3) Measurement

a) General

- i. Transparency is measured as a percentage of the sum of all facade area meeting the measurement requirements for transparency, divided by the total applicable facade area.
- ii. Transparent windows and doors, along with components such as trim and mullions that are integral to window and door assemblies that are less than 5 inches in width, may be included in the calculation of transparent area.

b) Ground Story

- i. For the purpose of calculating ground story transparency, ground story facade area is measured as the portion of a facade between 2 and 12 feet above the finished floor of the ground story. No portion of a ground story facade area located below finished grade is included in ground story facade area.



- ii. If the ground story height is less than 12 feet, the ground story facade area is measured as the total above-grade portion of a facade between the top of the finished floor of the ground story and the top of the finished floor above. When there is no story above, ground story height is measured to the top of the wall plate.
- iii. For residential portions of a story, glass is considered transparent where it has a visual transmittance of 30% or higher and an external reflectance of less than 40%.
- iv. For nonresidential portions of a story, glass is considered transparent where it has a visual transmittance of 60% or higher and an external reflectance of less than 20%.

c) Upper Stories

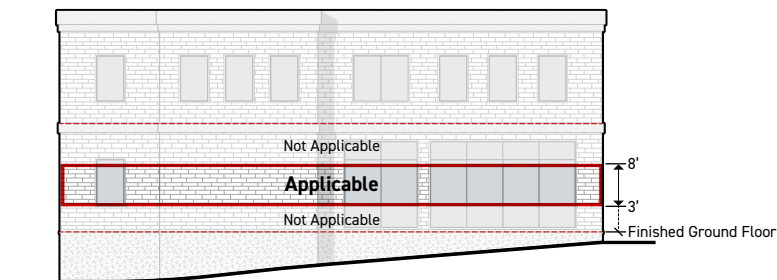
- i. For the purpose of calculating upper story transparency, upper story facade area is measured as the portion of a facade area between the top of the finished floor for that story to the top of the finished floor above. When there is no story above, it is measured to the top of the wall plate.
- ii. Upper story transparency is measured separately for each individual story of a building facade above the ground story.
- iii. For upper stories, glass is considered transparent where it has a visual transmittance of 30% or higher and an external reflectance of less than 40%.



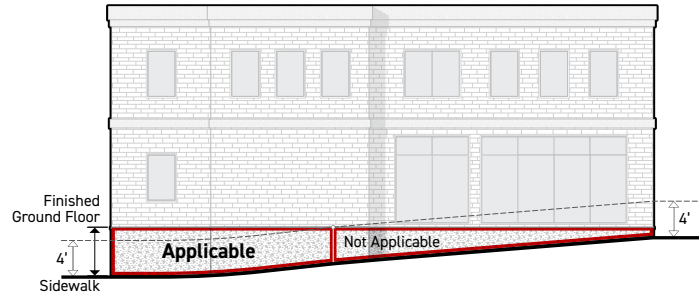
b. Blank Wall Width

1) Applicability

- a) Portions of new street-facing building facades (see 17.65.30.1.1.a) between 3 feet and 8 feet from the finished ground floor elevation.



- b) All portions of new street-facing building foundation walls that are exposed more than 4 feet in height above the surrounding sidewalk surface. If foundation walls are set back more than 10 feet from a sidewalk, exposed height is measured from the lowest elevation of finished grade within 5 feet, measured from and perpendicular to the foundation wall.



2) Standards

a) Blank Ground Story Wall

Window and door openings meeting 17.65.30.1.6.a. (*Ground and Upper Story Transparency*) on applicable ground story facades can be separated by a distance no more than the maximum blank wall width unless a blank ground story wall treatment of 17.65.30.1.6.b.4.b) is applied.

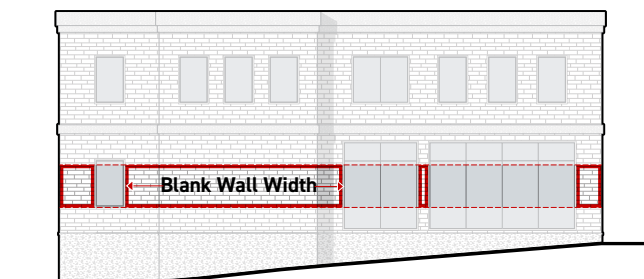
b) Blank Foundation Wall

Applicable portions of foundation walls can be no wider than the maximum blank wall width unless a blank ground story wall treatment of 17.65.30.1.6.b.4.c) is applied.

3) Measurement

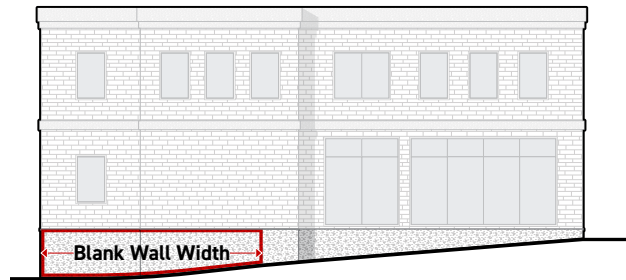
a) Blank Ground Story Wall

Blank wall width is measured horizontally and parallel to the front lot line from the edge of one window or door to the edge of the other window or door or to the edge of the ground floor facade.



b) Blank Foundation Wall

Blank wall width is measured horizontally for any individual width of applicable foundation wall that does not include required transparency, see *17.65.30.1.6.a. (Ground and Upper Story Transparency)*.



4) Blank Wall Treatments

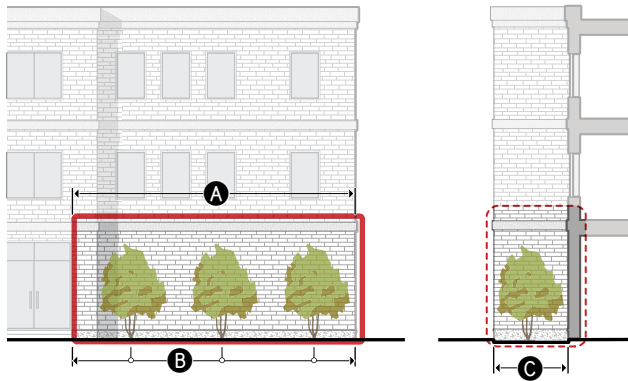
a) General

- i. Ground story facades that exceed the maximum allowed blank wall width may apply one or more ground story blank wall treatment to the blank wall and double the allowed blank wall width.
- ii. Foundation walls that exceed the maximum allowed blank wall width may apply one or more blank foundation wall treatment to the blank foundation wall and double the allowed blank wall width.
- iii. All trees and shrubs provided to meet the blank wall treatment must meet *17.65.50.1, Plant Material*.

b) Ground Story Blank Wall Treatments

Trees

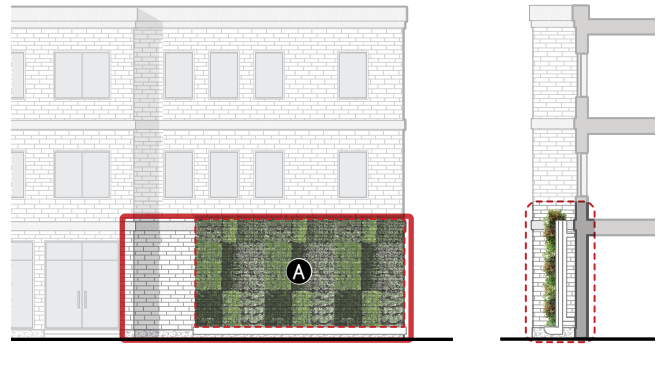
Trees planted between the blank wall and the sidewalk.



| TREE STANDARDS | |
|--|------------|
| A Treatment width (min portion of blank wall) | 100% |
| Tree type | Small |
| B Planting frequency (min avg.) | 5 per 100' |
| C Planting area depth (min) | 7' |

Living Wall

A permanently fixed assembly located between the blank wall and the sidewalk that supports plants, their growing medium and irrigation.

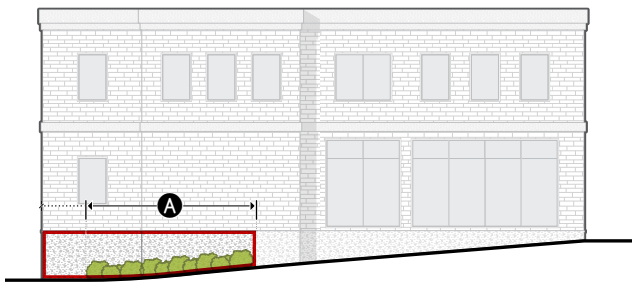


| LIVING WALL STANDARDS | |
|---|-----|
| A Treatment area (min % of ground story facade with blank walls) | 75% |

c) Foundation Blank Wall Treatments

Foundation Planting

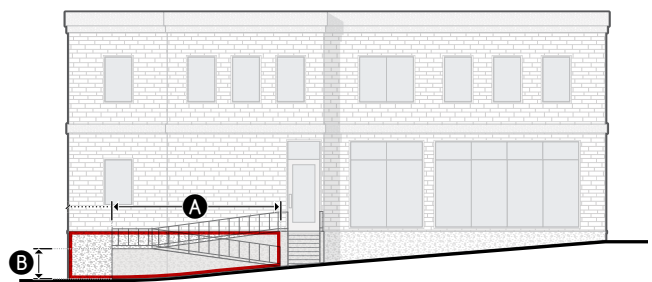
Landscape planted along the blank foundation wall.



| FOUNDATION PLANTING STANDARDS | |
|-------------------------------|---|
| A | Treatment width (min portion of blank wall) 75% |
| B | Plant type Screening plant |
| | Planting frequency (min avg.) 3 per 100' |
| C | Planting area depth (min) 3' |

Pedestrian Access

A permanently fixed assembly located between the blank wall and the sidewalk that supports plants, their growing medium and irrigation.



| PEDESTRIAN ACCESS STANDARDS | |
|-----------------------------|--|
| A | Treatment area (min % of ground story facade with blank walls) 75% |
| B | Height above sidewalk (max) 4' |

d) Blank Wall Treatment Measurements

i. Treatment Width

Minimum treatment width is measured as a percentage, calculated as the cumulative width of blank wall treatments applied to a blank wall divided by the total width of the blank wall.

ii. Treatment Area

Minimum treatment area is measured as a percentage, calculated as the cumulative area of blank wall treatments applied to a blank wall divided by the total area of the blank wall.

iii. Planting Frequency

Planting frequency is measured as a ratio of the minimum number of plants required over a specified width of treated blank wall. A minimum of one plant of the required plant type must be provided regardless of the width of blank wall treatment.

iv. Planting Area Depth

Minimum planting area depth is measured as the horizontal dimension of growing medium at the narrowest point, measured perpendicular to the applicable street lot line. The planting area must be open to the sky for at least the required planting area depth.

v. Height Above Sidewalk

A). Height above sidewalk is measured vertically from the surrounding sidewalk surface to the topmost point of the blank wall treatment along the entire treated portion of a blank foundation wall.

B). For foundation walls located more than 10 feet from a sidewalk, maximum height above sidewalk is measured from the lowest elevation of finished grade within 5 feet, measured from and perpendicular to the foundation wall, to the topmost point of the blank wall treatment along the entire treated portion of a blank foundation wall.

7. Pedestrian Access

a. Street-Facing Entrances

1) Applicability

All new street-facing building facades, see 17.65.30.1.1.a.

2) Standards

a) General

A required street-facing entrance must meet the following standards.

- i. Be located on a ground story facade.
- ii. Provide both ingress and egress pedestrian access to the ground story of the building.
- iii. Must access an occupiable space.
- iv. Remain operable at all times. Access may be controlled and limited to residents or tenants.
- v. Non-required entrances are allowed in addition to required entrances.

b) Entrance Spacing

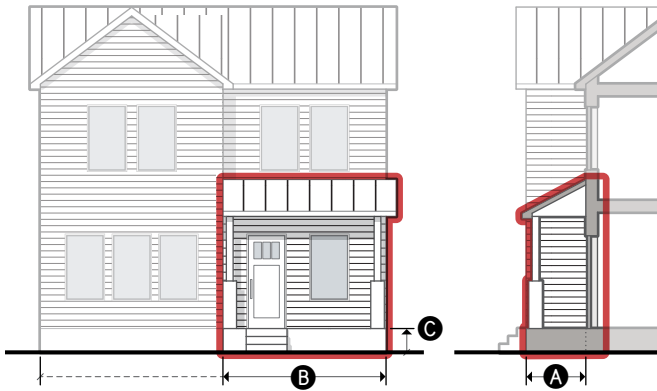
Required street-facing entrances cannot be located farther apart than the maximum entrance spacing requirement.

c) Entrance Design

- i. A required street-facing entrance must face and be directly accessible from the public right-of-way along the front lot line.
- ii. Each required street-facing entrance must be designed to meet one of the following sets of requirements.
- iii. An entrance directly accessed from one of the design options counts as a street-facing entrance, regardless if it faces the street.

Porch

A wide, raised platform, projecting in front of a street-facing entrance, that is entirely covered but not enclosed.



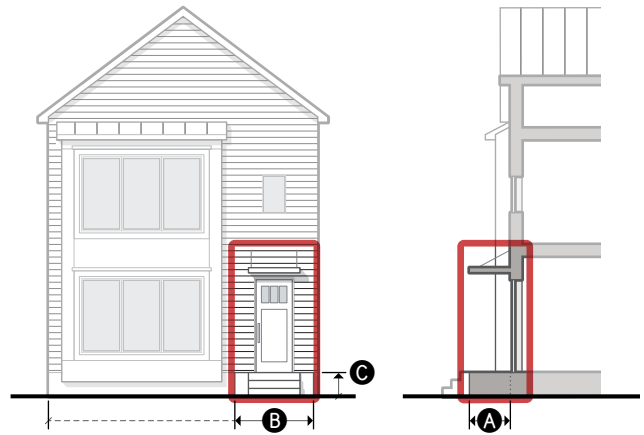
PORCH STANDARDS

| | |
|---|-------|
| A Depth (min) | 4.5' |
| B Width (min) | 30% |
| Covered entrance | n/a |
| Covered area (min) | 100% |
| C Finished floor elevation (min/max) | 2'/5' |
| Enclosure (max) | 50% |

Encroachments into the public right-of-way are subject to approval of a license.

Raised Entry

A raised platform accessed from an exterior staircase, providing covered access to a street-facing entrance.



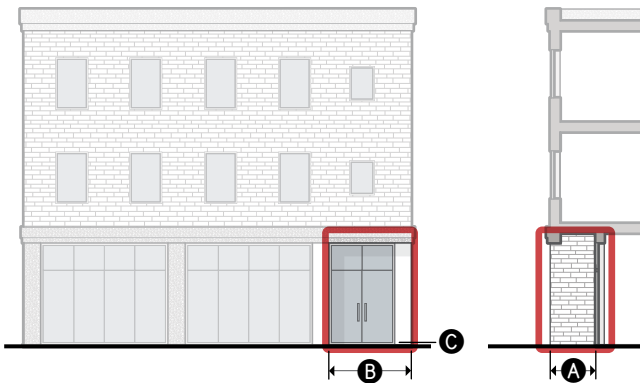
RAISED ENTRY STANDARDS

| | |
|---|----------|
| A Depth (min) | 3' |
| B Width (min) | 4' |
| Covered entrance | Required |
| Covered area (min) | n/a |
| C Finished floor elevation (min/max) | 2'/5' |
| Enclosure (max) | 50% |

Encroachments into the public right-of-way are subject to approval of a license.

Recessed Entry

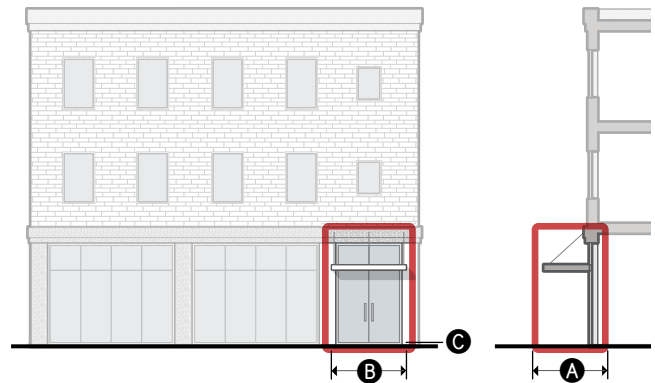
A space set behind the primary facade plane providing sheltered access to a street-facing entrance.



| RECESSED ENTRY STANDARDS | |
|---|--------|
| A Depth (min/max) | 3'/15' |
| B Width (min) | 5' |
| Covered entrance | n/a |
| Covered area (min) | 100% |
| C Finished floor elevation (min/max) | -2'/5' |
| Enclosure (max) | 75% |

Covered Entry

A space that provides sheltered access to an at-grade street-facing entrance with an overhead projecting structure.



| COVERED ENTRY STANDARDS | |
|---|----------|
| A Depth (min) | n/a |
| B Width (min) | n/a |
| Covered entrance | Required |
| Covered area (min) | n/a |
| C Finished floor elevation (min/max) | -2'/2' |
| Enclosure (max) | 50% |

Encroachments into the public right-of-way are subject to approval of a license.

Forecourt

A yard screened with a short wall, fence or hedge that provides significant privacy for ground story tenants located near sidewalk grade.



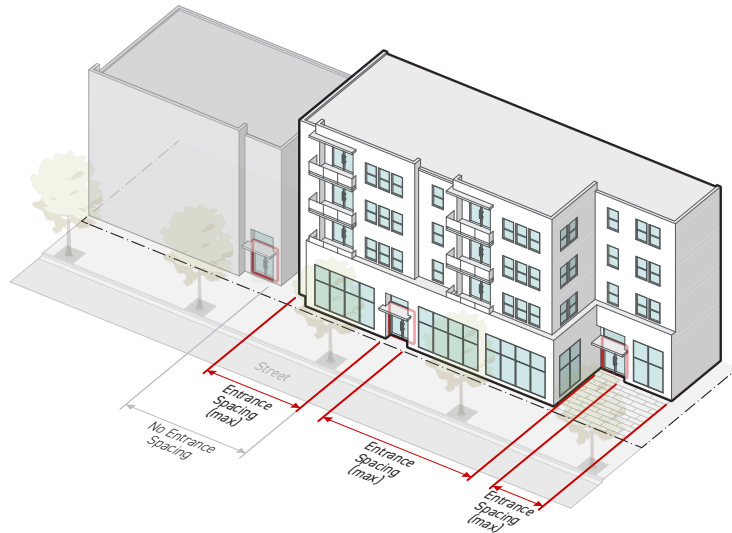
FORECOURT STANDARDS

| | |
|---|----------|
| A Depth (min) | 8' |
| B Width (min) | 10' |
| Covered entrance | Required |
| Covered area (min) | n/a |
| C Finished floor elevation (min/max) | -2'/5' |
| Privacy wall height (min/max) | 3'/4' |

3) Measurement

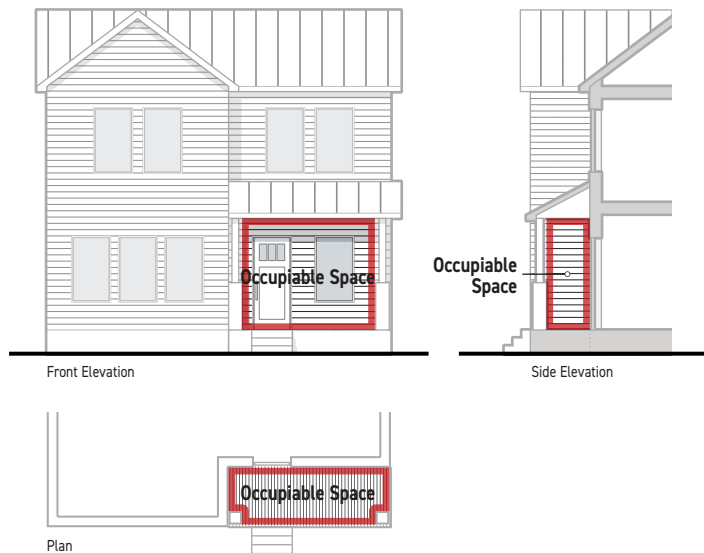
a) Spacing

- i. Entry spacing is measured as the horizontal distance from edge of door to edge of door and edge of door to edge of building.
- ii. The entry spacing requirements must be met for each building and abutting buildings within a project, but are not applicable to buildings unrelated to the project.



b) Applicability

Standards apply only to the occupiable space of the entry. Stairs and ramps used for are not considered occupiable area for the purpose of meeting the standards.



c) Depth

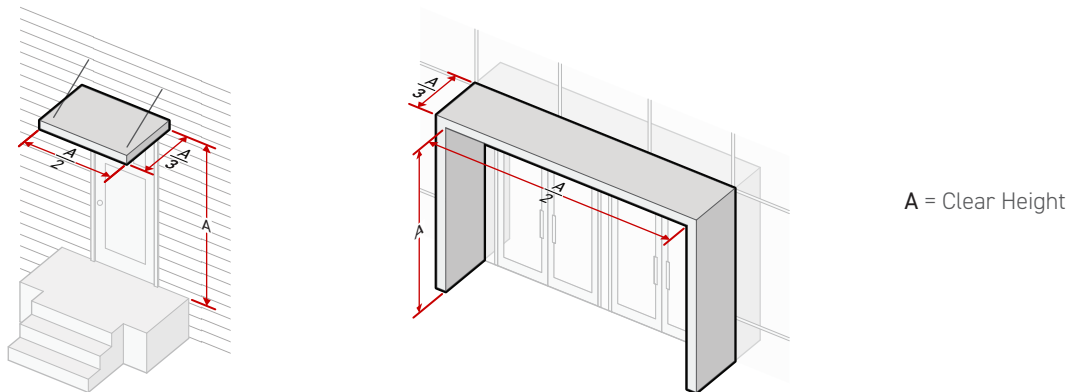
Minimum depth is measured as the horizontal dimension at the narrowest point of an entry feature, measured perpendicular to the front lot line.

d) Width

- i. When specified in feet, minimum width is measured as the total width of an entry feature, measured parallel to the front lot line.
- ii. When specified as a percentage, minimum width is measured as the total width of the entry feature divided by the total length of the building facade that the entry is located on, measured parallel to the front lot line.

e) Covered Entrance

- i. A canopy, roof or other sheltering structure must cover the exterior area immediately abutting the associated street-facing entrance.
- ii. The minimum depth of the covered entrance must be the clear height of the covered area divided by 3.
- iii. The minimum width of the covered entrance must be the clear height of the covered area divided by 2.



f) Covered Area

The percentage of the entry feature area that must be covered by a canopy, roof or other sheltering structure, measured as the total covered area of the entry feature divided by the total area of the entry.

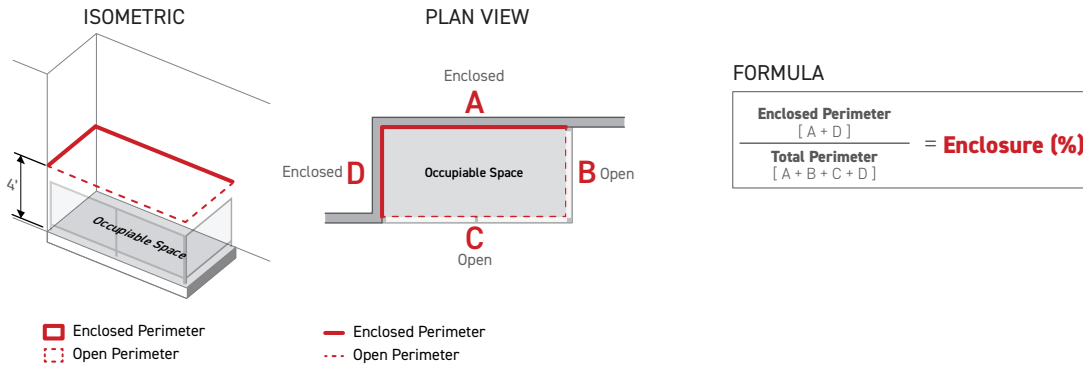
g) Finished Floor Elevation

Finished floor elevation is measured from the adjacent sidewalk grade to the top of the finished floor surface or ground surface of the entry along the entire width.

h) Enclosure

- i. Enclosure is measured as a percentage calculated by measuring the linear distance around the occupiable space of the entry feature at a height of 4 feet and dividing the enclosed portions of the perimeter length by the total perimeter length.

- ii. Any wall or barrier of 4 feet or less in height is not included in the calculation of enclosure.



i) Privacy Walls

- i. Privacy walls must fully enclose the perimeter of a private forecourt with the exception of a gate no more than 5 feet wide
- ii. Privacy wall height is measured from finished grade to the topmost point of the privacy wall structure along the perimeter of the forecourt.

8. Vehicle Access

a. Driveway Spacing

1) Applicability

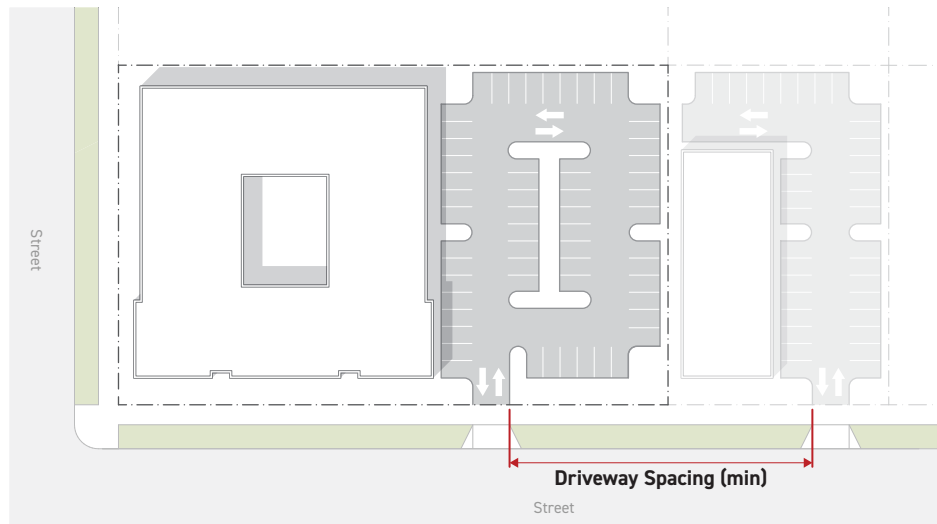
Applies to all driveways.

2) Standards

- a) No driveway may be located closer to any other driveway than the minimum driveway spacing required.
- b) Where this standard effectively prohibits access to a site, the Planning Board may approve an alternate driveway location that minimizes conflicts with pedestrians, bicyclists and other vehicles to the greatest extent feasible.

3) Measurement

Driveway spacing is measured along the front lot line from edge of pavement to edge of pavement from all existing and proposed driveways located on-site and on adjacent lots.



b. Number of Driveways

1) Applicability

Applies to all driveways.

2) Standards

- a) The total number of driveways accessing a site along a front lot line cannot exceed the maximum number of driveways allowed.
- b) Where no driveways are allowed, no driveway is allowed along the front lot line.
- c) No driveway is allowed anywhere along a block face where more than 40% of the block face is designated with a Frontage doesn't allow driveways.

3) Measurement

- a) Number of driveways are measured as the cumulative number of driveways providing access through any front lot line on an individual block face.
- b) A driveway having contiguous vehicular access lanes counts as a single driveway regardless of the number of lanes.
- c) Driveways having median between lanes designated for opposite directions counts as a single driveway.

c. Distance From Intersection

1) Applicability

Applies to all driveways that specify a distance before intersection, distance after intersection or distance from intersection standard.

2) Standards

a) General

Where a minimum distance from an intersection standard effectively prohibits access to a lot, the Planning Board may approve an alternative driveway location that minimizes conflicts with pedestrians, bicyclists and other vehicles to the greatest extent feasible.

b) Distance From Intersection

Where a Frontage specifies a minimum distance from intersection, no driveways are allowed to be located closer to any street intersection than the minimum distance specified.

c) Distance After Intersection

Where a Frontage specifies a minimum distance after intersection, no driveways are allowed to be located closer to an upstream street intersection than the minimum distance specified.

d) Distance Before Intersection

Where a Frontage specifies a minimum distance before intersection, no driveways are allowed to be located closer to a downstream street intersection than the minimum distance specified.

3) Measurement

- a) Distance from upstream intersection is measured from the edge of pavement of the driveway nearest an upstream intersection, parallel to the frontage lot line and in the opposite direction as the flow of traffic in the nearest street travel lane, to the nearest intersection. For the purpose of measuring distance from intersections, nearest intersections is the intersection of two block faces.
- b) Distance from downstream intersection is measured from the edge of pavement of the driveway nearest a downstream intersection, parallel to the frontage lot line and in the same direction as the flow of traffic in the nearest street travel lane, to the nearest intersection. For the purpose of measuring distance from intersections, nearest intersections is the intersection of two block faces.
- c) Distance to intersection is measured for both upstream and downstream intersections.

d. Number of Lanes

1) Applicability

Applies to all driveways.

2) Standards

a) General

- i. No driveway can include more lanes than the maximum number of lanes.

- ii. Driveways having median between travel lanes counts as a single driveway. The median does not count as a driveway lane.
- iii. Where additional driveway lanes are necessary to accommodate the anticipated traffic, the Planning Board may approve driveway configurations that include 1 travel lane in excess of the maximum number of lanes specified, provided that the driveway design minimizes conflicts with pedestrians, bicyclists and other vehicles to the greatest extent feasible.

b) Lane Width

No travel lane within a driveway can have a width greater than the maximum lane width allowed.

3) Measurement

a) Number of Lanes

Number of lanes is measured as all lanes within a driveway, including each lane designated for different directions travel, lanes designated for turning movements and any other area designed and designated for motor vehicle use between a parking facility and the public right-of-way.

b) Lane Width

- i. Lane width is measured separately for each driveway lane.
- ii. Lane width is measured at the widest point of each driveway lane from edge of designated lane to edge of designated lane measured parallel to the frontage lot line.

e. Throat Depth

1) Applicability

Applies to all driveways where.

2) Standards

Drive lane intersections, access to parking spaces, garage access lanes, loading areas or any other site elements that either serves as a destination for motor vehicles or allows turning movements by motor vehicles are prohibited within the minimum throat depth specified.

3) Measurement

Throat depth is measured from the face of curb along the street, to the nearest intersecting drive lane, parking space, garage access lane, loading area and any other motor vehicle destination or turning movement.

17.65.40. **PARKING AND LOADING**

A. **Applicability**

1. **New Construction**

Any new building or site improvement must meet the following parking and loading requirements.

2. **Additions**

- a. When an existing building, use or site is increased in gross square footage, or improved site area, by up to 25% cumulatively, the following parking and loading requirements apply to the additional area only.
- b. When an existing building, use or site is increased in gross square footage, or improved site area, by more than 25% cumulatively, both the existing building, use or site, and the additional area, must meet the following parking and loading requirements.

3. **Ordinary Maintenance and Repair**

Work involving ordinary maintenance and repair may be undertaken without meeting the following parking and loading requirements, provided there is no increase in gross square footage or improved site area.

4. **Change in Use**

A change in use only has to meet *17.65.40.B, Bicycle Parking*.

B. Bicycle Parking

1. Required Bicycle Parking Spaces

Bicycle parking must be provided in accordance with the following table.

| | Required Short-Term Spaces (min) | Required Long-Term Spaces (min) |
|----------------------------|--|---|
| RESIDENTIAL USES | | |
| Multi-family, Live-work | 1/20 units, min 3 | 1/5 units (projects with 10+ units only) |
| All other residential uses | None | None |
| PUBLIC/CIVIC USES | | |
| All uses | 1/10,000 SF of gross square footage, 2 min | 1/5,000 SF of gross square footage, 2 min |
| COMMERCIAL USES | | |
| All uses | 1/5,000 SF of gross square footage, 2 min | 1/5,000 SF of gross square footage, 2 min |
| EMPLOYMENT USES | | |
| All uses | 1/10,000 SF of gross square footage, 2 min | 1/5,000 SF gross square footage, 2 min |
| MARINE USES | | |
| All uses | 1/10,000 SF of gross square footage, 2 min | 1/10,000 SF of gross square footage, 2 min |
| INDUSTRIAL USES | | |
| All uses | 1 per 10,000 SF of gross square footage, 2 min | 1/10,000 SF of gross square footage, 2 min |

2. Bicycle Facilities

a. General

- 1) Bicycle parking must consist of bicycle racks that support the bicycle frame at two points.
- 2) Racks must allow for the bicycle frame and at least one wheel to be locked to the rack.
- 3) If bicycles can be locked to each side of the rack, each side can be counted toward a required space.
- 4) Spacing of bicycle racks must provide clear and maneuverable access.
- 5) Racks must be securely anchored to a permanent surface.
- 6) Bicycle parking spaces must be a minimum of 2 feet wide and 6 feet long.
- 7) Bicycle parking must be provided in a well-lit area.

b. Short-Term Bicycle Parking

- 1) Required short-term bicycle spaces must be publicly accessible and be located no more than 100 feet from the building entrance the bicycle space is intended to serve.
- 2) Short-term bicycle parking spaces may be located within the public right-of-way subject to approval of a license for use of public right-of-way.
- 3) Business operators or property owners who choose to install bicycle parking within the public right-of-way are responsible for maintaining the racks.

c. Long-Term Bicycle Parking

- 1) Required long-term bicycle spaces must be located no more than 200 feet from the building entrance the bicycle space is intended to serve.
- 2) Long-term bicycle spaces must be located in an enclosed and secured or supervised area providing protection from theft, vandalism and weather, and must be accessible to intended bike users. Acceptable examples of long-term bicycle parking include bicycle lockers, bicycle rooms, bicycle cages or in parking structures.
- 3) Required long-term bicycle spaces for residential uses cannot be located within dwelling units or within deck, patio areas or private storage areas accessory to dwelling units.

C. Automobile Parking

1. Parking Space Standards

- a. The automobile parking requirements of *17.104.020* do not apply. No minimum parking is required.
- b. The number of off-street parking spaces provided cannot exceed the number of spaces required by *17.104.020*, unless provided in a parking structure.

2. Reserved Parking

- a. If parking is provided, parking spaces may be reserved for a specific tenant or unit, provided that the following standards are not exceeded.

1) Residential

- a) One space per efficiency or 1-bedroom multi-family dwelling unit or live-work unit.
- b) Two spaces per 2-bedroom or greater multi-family dwelling unit or live-work unit.
- c) There is no limit for all other allowed residential uses.

2) Nonresidential

No more than 25% of the total nonresidential parking spaces provided may be reserved for a specific use or set of uses.

3. **Parking Space Design Standards**

The requirements of *17.104.040* do not apply, except for *17.104.040.C*.

4. **Parking Spaces and Parking Lot Construction Standards**

a. Applicability

- 1) The requirements of *17.104.050* do not apply.
- 2) The following parking space and parking lot construction standards apply to all surface parking areas not within a parking structure.

b. Design

- 1) All portions of a parking area must be accessible by automobiles to all other portions of a parking area without requiring the use of a street.
- 2) Each parking space must be located so that no automobile is required to back onto any street or sidewalk to leave the parking space.
- 3) Full and permanent parking space delineation is required. Delineation may include striping, wheel stops, landscaping, timber, curbing, or other similar permanent materials which can clearly define and delineate space. Full parking space delineation means clear markings for all three sides of the space.

c. Surfacing

- 1) All parking areas must be graded and drained to collect, retain and infiltrate surface water on-site by applying low impact development practices and standards in accordance with the North End Urban Plan.
- 2) All parking areas must be provided with an all-weather surface. The all-weather surfaces may consist of asphalt or concrete. Alternative materials such as crushed stone, shells, porous pavers, or other porous materials may be allowed if it can be demonstrated that such materials will be properly maintained. Proper maintenance includes ensuring that such materials are kept and regularly scheduled maintenance is provided to retain parking lot functionality.

d. Interior Landscaping

1) General

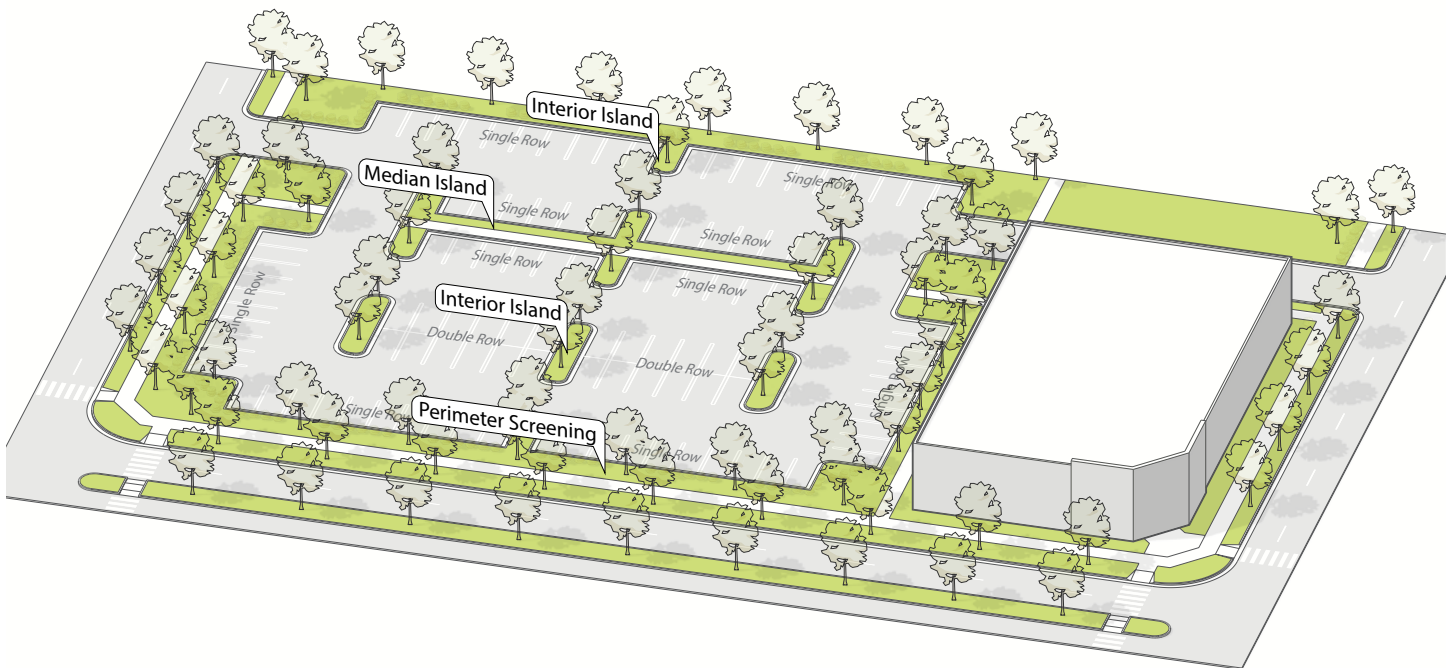
- a) The required length of parking spaces may overhang the planting area by up to 2 feet.
- b) All plants must meet *17.65.50.I, Plant Material*.

2) Interior Islands

- a) A interior island must be provided every 10 parking spaces and at the end of every parking row. Intervals may only be modified in order to preserve existing trees. Interior islands must be distributed evenly throughout the parking area.
- b) An interior island abutting a single row of parking spaces must be a minimum of 13.5 feet in width and 200 square feet in area. This island must include 1 large tree.
- c) An interior island abutting a double row of parking spaces must be a minimum of 13.5 feet in width and 400 square feet in area. This island must include 2 large trees.

3) Median Islands

- a) A median island must be provided between every 4 single rows of parking. Intervals may only be modified in order to preserve existing trees.
- b) The median island must be a minimum of 6 feet wide. A median island with a pedestrian walkway must be a minimum of 12 feet wide.



e. Perimeter Screening

A Type B1 or B2 frontage screen (17.65.50.B) is required for parking lots. The frontage standards indicate which frontage screen types are required - see 17.65.30, *Frontages*.

D. Loading

1. Applicability

If determined necessary by the Planning Board, adequate space must be made available on-site for the unloading and loading of goods, materials, items or stock for delivery and shipping, otherwise the on-site loading requirements of *17.104.030* do not apply.

2. Location

If a loading area is provided, it must meet the following.

- a. With the exception of areas specifically designated by the City, loading and unloading activities are not permitted on a street, not including an alley.
- b. Loading and unloading activities may not encroach on or interfere with the use of sidewalks, drive aisles, queuing areas or parking areas.
- c. Loading areas must be located to the rear or side of buildings.
- d. Loading areas cannot be placed between a street (not including an alley) and the building. A Type B3 frontage screen (*17.65.50.B*) is required along the front lot line where a loading area faces a front lot line.

17.65.50. LANDSCAPE AND SCREENING

A. Applicability

1. New Construction

Any new building or site improvement must meet the following landscape and screening requirements.

2. Additions

- a. When an existing building, use or site is increased in gross square footage, or improved site area, by up to 25% cumulatively, the following landscape and screening requirements apply to the additional area only.
- b. When an existing building, use or site is increased in gross square footage, or improved site area, by more than 25% cumulatively, both the existing building, use or site, and the additional area, must meet the following landscape and screening requirements.

3. Ordinary Maintenance and Repair

Work involving ordinary maintenance and repair may be undertaken without meeting the following landscape and screening requirements, provided there is no increase in gross square footage or improved site area.

4. Change in Use

A change in use does not have to meet the following landscape and screening requirements.

B. Frontage Screens

1. Applicability

Frontage screen standards are applicable when required by *17.65.30, Frontages* or *17.65.40, Parking and Loading*.

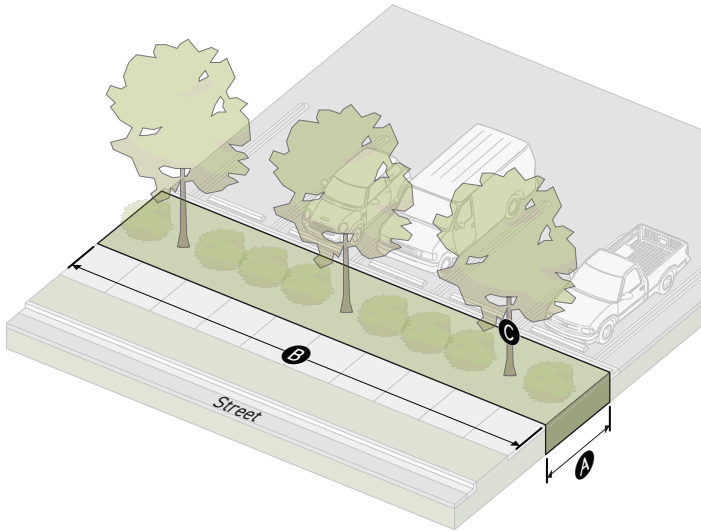
2. General

- a. Required frontage screens must be located along the front lot line for the perimeter of the use subject to screening requirements.
- b. Breaks for pedestrian, bicycle and vehicular access are allowed, provided the break in the screen is the minimum practical width. Driveways or walkways must cross at or near a perpendicular angle.
- c. No buildings, structures or areas designed for motor vehicles are allowed in the required screening area, except for a fence or wall.
- d. All wall and fences must meet *17.65.30.H.3, Wall/Fence Design and Installation*.
- e. All plants must meet *17.65.50.I, Plant Material*.

3. Frontage Screen Standards

Type B1

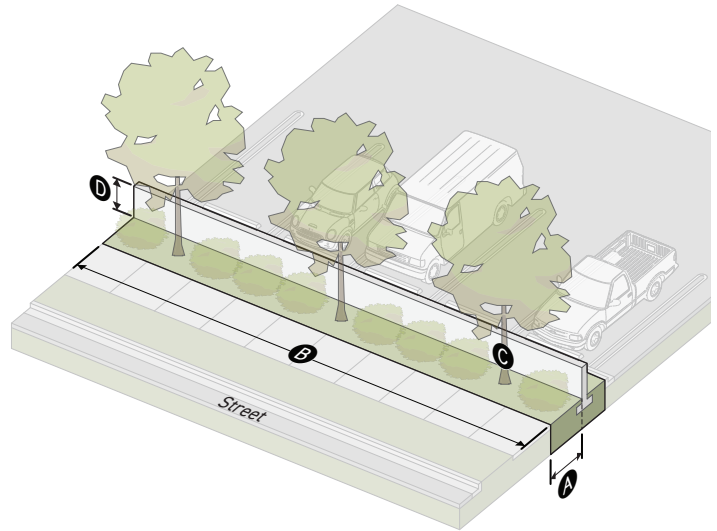
Intended for screening parking areas including drive aisles, maneuvering areas and fire lanes that face a front lot line.



| PLANTING AREA | |
|--|------------------|
| A Depth (min) | 10' |
| B % of perimeter screened (min) | 80% |
| Required plant type | Screening plants |
| C Large trees (min per 50') | 3 |
| WALLS & FENCES | |
| Height | n/a |
| Opacity | n/a |

Type B2

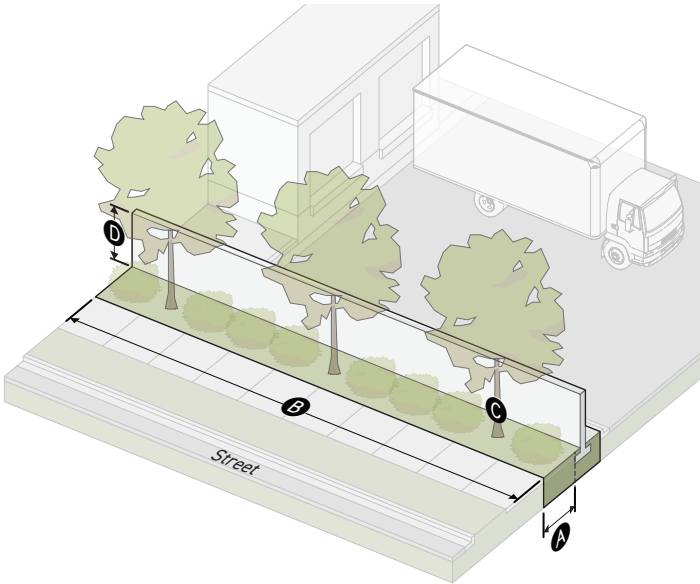
Intended for screening parking areas including drive aisles, maneuvering areas and fire lanes that face a front lot line.



| PLANTING AREA | |
|--|------------------|
| A Depth (min) | 5' |
| B % of perimeter screened (min) | 80% |
| Required plant type | Screening plants |
| C Large trees (min per 50') | 3 |
| WALLS & FENCES | |
| D Height (min) | 3.5' |
| Opacity | |
| Below 3.5' (min) | 90% |
| 3.5' and above (max) | 50% |

Type B3

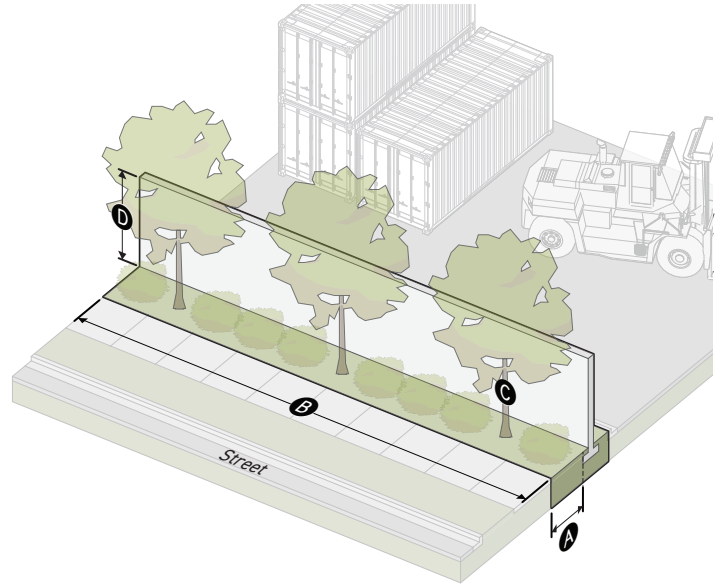
Intended for screening outdoor areas associated with moderate-impact uses such as loading areas that face a front lot line.



| PLANTING AREA | |
|---------------------------------|------------------|
| A Depth (min) | 5' |
| B % of perimeter screened (min) | 80% |
| Required plant type | Screening plants |
| C Large trees (min per 50') | 3 |
| WALLS & FENCES | |
| D Height (min) | 6' |
| Opacity (min) | 90% |

Type B4

Intended for screening outdoor areas associated with high-impact uses such as outdoor storage that face a front lot line.



| PLANTING AREA | |
|---------------------------------|------------------|
| A Depth (min) | 5' |
| B % of perimeter screened (min) | 80% |
| Required plant type | Screening plants |
| C Large trees (min per 50') | 3 |
| WALLS & FENCES | |
| D Height (min) | 10' |
| Opacity (min) | 90% |

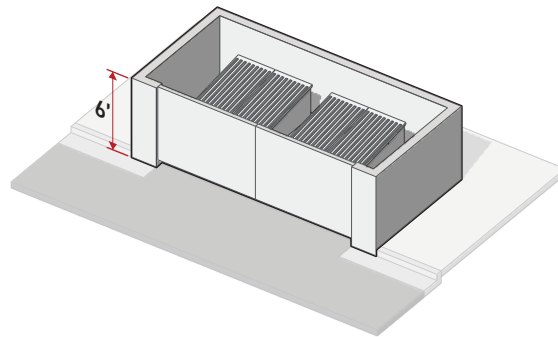
C. Waste Receptacle Screening

1. Location

Outdoor waste receptacles and their screening enclosures must be located to the side and rear of buildings.

2. Screening Enclosure

- Outdoor waste receptacles must be screened on three sides by a solid wall or fence a minimum height of 6 feet.
- Access gates must be provided on the fourth side and must also be a minimum height of 6 feet.
- The screening enclosure must meet *17.65.50.H.3, Wall/Fence Design and Installation*.



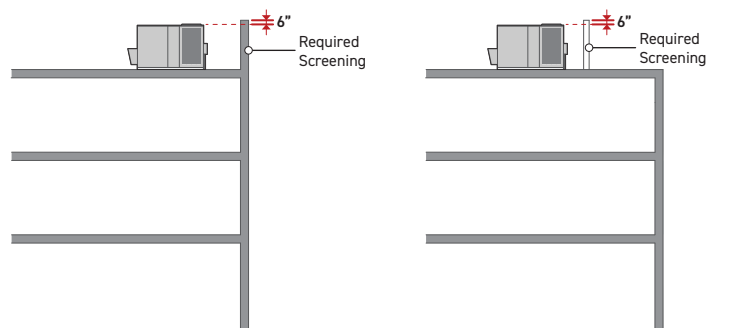
D. Roof-Mounted Equipment Screening

1. Applicability

All mechanical or utility equipment located on a roof must meet the following screening standards.

2. Standards

- Equipment must be screened on the roof edge side by a solid parapet wall or other type of solid screen that is at least height 6 inches higher than the topmost point of the equipment being screened.
- Any screening used must meet *17.65.30.H.3, Wall/Fence Design and Installation*.



E. Ground-Mounted Equipment Screening

1. Applicability

All ground mounted outdoor mechanical or utility equipment must meet the following screening standards.

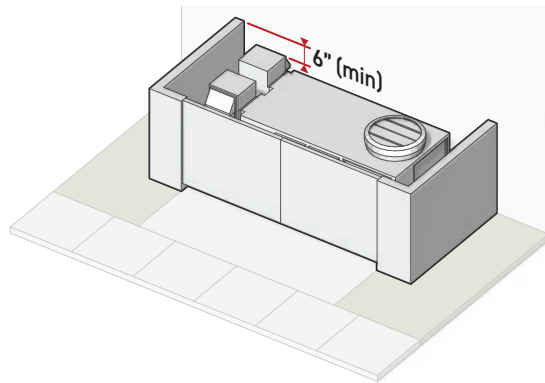
2. Standards

a. Location

Ground mounted equipment cannot be located in front of buildings unless it is screened meeting the standards below.

b. Screening Enclosure

- 1) Equipment must be screened on three sides by a solid wall or fence that is at least height 6 inches higher than the topmost point of the equipment being screened.
- 2) Access gates must be provided on the fourth side and must also be at least height 6 inches higher than the topmost point of the equipment being screened.
- 3) Any screening used must meet *17.65.50.H.3, Wall/Fence Design and Installation*.



F. Wall-Mounted Equipment Screening

1. Applicability

All outdoor mechanical or utility equipment attached to the wall of a building or structure must meet the following screening standards.

2. Standards

a. Location

Wall-mounted outdoor mechanical or utility equipment cannot be attached to a building facade facing a front lot line unless it is screened meeting the standards below.

b. Screening Enclosure

1) Equipment must be screened by solid wall or fence that is at least height 6 inches higher than the topmost point of the equipment being screened.

2) Any screening used must meet *17.65.50.H.3, Wall/Fence Design and Installation*.

G. Outdoor Storage Screening

1. Applicability

Where material or equipment is stored outside of a completely enclosed building.

2. Defined

- a. The outdoor storage of in crates, on pallets or in shipping containers;
- b. The outdoor storage of contractors' equipment;
- c. The outdoor storage of vehicles, boats, recreational vehicles, trailers or other similar vehicles.
- d. The overnight outdoor storage of vehicles awaiting repair; and
- e. The outdoor storage of soil, mulch, stone, lumber, pipe, steel, salvage or recycled materials, and other similar merchandise, material or equipment.

3. Standards

Where allowed, outdoor storage may not be more than 10 feet in height and must be fully screened from view from the public right-of-way by a Type B4 frontage screen, see *17.65.50.B, Frontage Screens*.

H. Walls and Fences

1. Front Yards

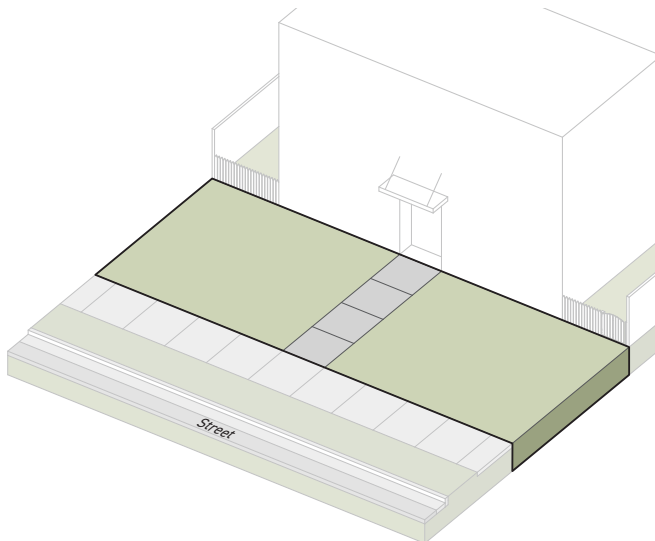
a. Applicability

- 1) All non-required walls and fences in a front yard.
- 2) Where a frontage screen includes a wall or fence, the required screen standards supersede the front yard wall and fence standards.

b. Front Yard Fence and Wall Standards

Type C1

Intended for front yards where buildings engage directly with the public realm to provide natural surveillance and visual interest along the public realm. Especially where ground floor uses are commercial.

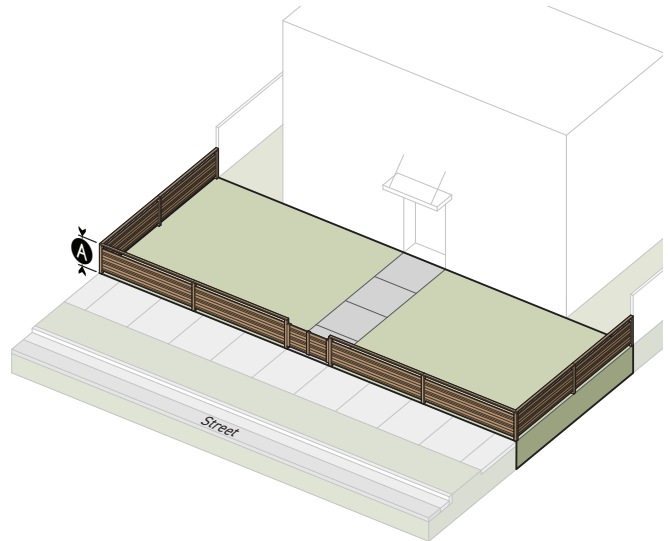


| DIMENSIONAL STANDARDS | |
|-----------------------|-------------|
| Wall/fence height* | Not allowed |

* A fence or wall a maximum of 42" in height is if required for outdoor consumption of alcohol.

Type C2

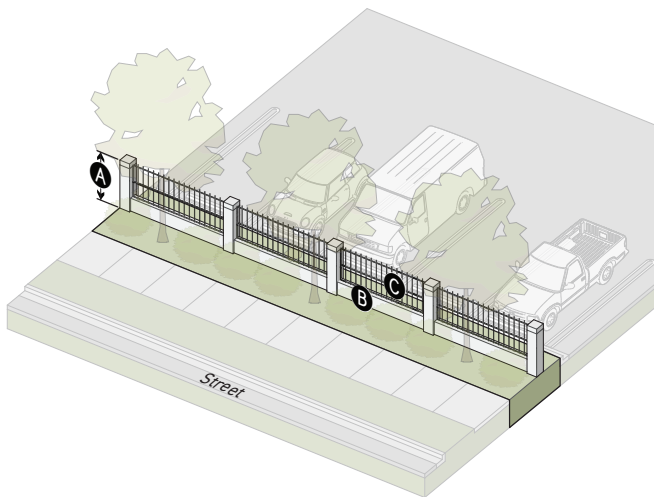
Intended for front yards where the need for natural surveillance, and visual interest along the public realm is balanced with the need for separation between private ground floor uses and the public realm.



| DIMENSIONAL STANDARDS | |
|---------------------------|------|
| Ⓐ Wall/fence height (max) | 3.5' |

Type C3

Intended for front yards where the need for natural surveillance and visual interest along the public realm is balanced with the need for security between private uses and the public realm.



| DIMENSIONAL STANDARDS | |
|---|------|
| A Wall/fence | |
| Height (max) | 6' |
| B Opacity below 3.5' in height (max) | 100% |
| C Opacity 3.5' and above in height (max) | 50% |

In the Arterial Frontage, the wall/fence type is not allowed between the building and street -

2. Side/Rear Yards

a. Applicability

- 1) All non-required walls and fences in a side or rear yard.
- 2) Where a transition screen includes a wall or fence, the required screening standards supersede the side or rear yard wall and fence standards.

b. Standards

- 1) A wall or fence in the Maker District can be no higher than 10 feet.
- 2) In all other districts, the maximum height is 6 feet.

3. Wall/Fence Design and Installation

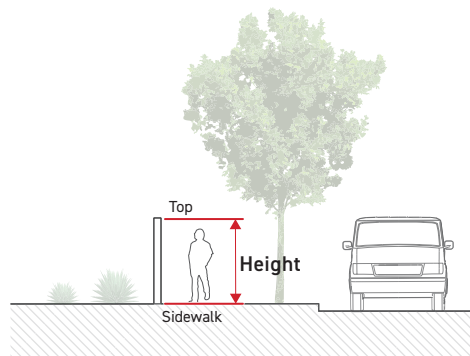
a. Applicability

All walls and fences on a lot including walls and fences in a required screen or transition area.

b. Fence & Wall Height

1) Front Yards

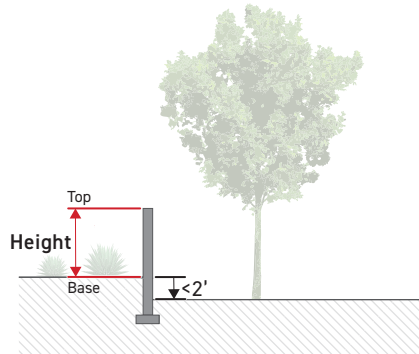
- a) Wall or fence height is measured from the adjacent sidewalk to the topmost point of the wall or fence.



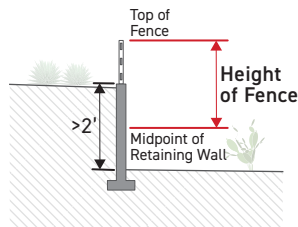
- b) Where no sidewalk exists within 20 feet of the wall or fence, height is measured from at the base of the wall or fence, or hedge to the topmost point of the wall or fence.

2) Side/Rear Yards

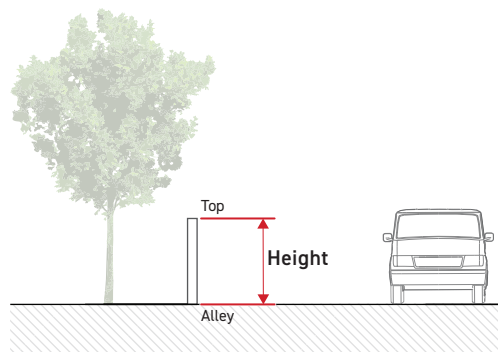
- a) Where the difference in grade on either side of a wall or fence is less than 2 feet, height is measured from at the base of the wall or fence on the side with the highest grade.



- b) When a wall or fence is located within 3 feet of the exterior face of a retaining wall and the retaining wall is 2 feet in height or greater, height is measured from the top of the wall or fence to the midpoint of the retaining wall.



- c) Fences and walls located in a rear or side yard abutting an alley are measured from the surface of the adjacent alley, vertically to the topmost point of the wall or fence.



4. **Materials**

- a. Walls and fences must be constructed of a durable, low maintenance material that has a long life expectancy.
- b. No wall or fence may be constructed of tires, junk, or other discarded materials.
- c. Chain-link fence, barbed wire or concertina wire is not allowed.
- d. A wall or fence in a transition area or used as a required screen, must be opaque.

5. **Location**

- a. No wall or fence is allowed within any required drainage or utility easement.
- b. All walls and fences including their sub-grade elements, such as footings or foundation, must be located on-site.
- c. No wall or fence can interfere with visibility at intersections and driveways.

6. **Maintenance**

All walls and fences must be maintained in good repair and must be kept vertical, structurally sound and protected from deterioration.

I. Plant Material

1. Applicability

All plants used to meet a requirement of this Code must meet the following.

2. General Provisions

- a. Plants cannot interfere with visibility at intersections and driveways.
- b. Plants must be able to survive on natural rainfall once established with no loss of health.
- c. No artificial plants, trees, or other vegetation may be installed as required landscape.
- d. Plants must be installed for full root contact with the surrounding subgrade. Planters planted on paved surfaces are not permitted.

3. Trees

- a. All trees must be in a minimum 24-inch box container size and be a minimum caliper of 1.5 inches at time of planting.
- b. Large trees must have a minimum canopy spread at maturity of 30 feet.
- c. Small trees must have a minimum canopy spread at maturity of 15 feet but no greater than 30 feet.

4. Screening Plants

- a. Screening plants must be a minimum height of 1.5 feet at time of planting.
- b. Screening plants must be perennial including, shrubs, grasses and ferns.
- c. Screening plants must have a minimum height at maturity of 3 feet.

5. Transition Shrubs

- a. 75% of all shrubs planted to meet a transition requirement must be evergreen and be of a species that must have a minimum height and spread at maturity of 4 feet.
- b. All shrubs planted to meet a transition requirement must be a minimum of 2 feet tall at time of planting.

17.65.60. APPROVAL PROCESS

A. Land Development Project

1. Purpose

The purpose of the land development project, as established by state statute, is to review proposed developments to determine compliance with the standards and intent of this Code and pursuant to Rhode Island General Laws §45-23.

2. Authority

The Planning Board may approve a land development project. The Planning Board may also approve modifications to select dimensional standards as listed in *17.65.60.A.6*. No demolition, foundation, or building permits will be issued, and no site work will be allowed for any development requiring approval.

3. Applicability

Any development that meets one or more of the following criteria is considered a land development project:

- a. New construction of 10,000 square feet or more in gross square footage.
- b. Additions or enlargements to structures where the new gross square footage of the addition or enlargement is 10,000 square feet or more.
- c. Construction of gross square footage that creates 10 or more dwelling or rooming units.
- d. Development of 50 or more new parking spaces.

4. Procedure

Given the City's concern regarding execution of the goals of the North End Urban Plan, uses and development requiring a special use permit or a variance shall be classified as a Land Development and shall be reviewed and decided by the Planning Board pursuant to Unified Development Review.

5. Guidelines and Standards for Review

Prior to granting approval or issuing findings or recommendations concerning approval, the Planning Board shall find that:

- a. The plans for the development are consistent with the Comprehensive Plan.
- b. The plans for the development are consistent with the North End Urban Plan.
- c. The plans for the development comply with the requirements of the zoning ordinance and subdivision regulations, Titles 12, 13 and 15 of the Codified Ordinances of the City of Newport governing public services, streets, sidewalks and public places, parking, buildings and construction as well as laws, ordinances, rules and regulations governing stormwater management.
- d. The plans for the development are consistent with the requirements of this Code, except as modified in 17.65.60.A.6.
- e. Conditions, restrictions or required site improvements required to meet these guidelines are incorporated in the written approval or guidelines.

6. Minor Code Modifications

- a. During the review process, the Planning Board is authorized to approve the following minor code modifications at the request of an applicant.

1) Form

| | |
|---|-------|
| BLOCKS | |
| Perimeter | +50' |
| Length | +25' |
| STREETS | |
| Village Core Street spacing | +50' |
| Bicycle street spacing | +100' |
| FRONTAGE | |
| Active Core percentage | -3% |
| OPEN SPACE | |
| Any dimensional requirement (not minimum required amount) | ±10% |
| LOT | |
| Width | -1' |
| BUILDING SETBACKS | |
| Side or rear line setback | -1' |
| TRANSITIONS | |
| Any dimensional requirement | ±10% |

| BUILDING | |
|---------------------------------|------|
| Maximum building height in feet | +5' |
| Minimum building height | +5' |
| Building width | +10% |

2) Frontage

| BUILD-TO | |
|--|------|
| Front line setback | -1' |
| Depth | +2' |
| Width | -10% |
| Occupiable depth | -3' |
| STREETSCAPE | |
| Any dimensional requirement | -10% |
| STORY HEIGHT | |
| Any dimensional requirement | ±10% |
| TRANSPARENCY | |
| Ground-/upper-story transparency requirement | -10% |
| Blank wall width | +5' |
| PEDESTRIAN ACCESS | |
| Street-facing entrance spacing | +10% |
| Any dimensional requirement | ±10% |
| VEHICLE ACCESS | |
| Any dimensional requirement | ±10% |

3) Parking and Loading

| BICYCLE PARKING | |
|--|------|
| Required spaces | -10% |
| Bicycle facilities dimensional requirement | -10% |
| AUTOMOBILE PARKING | |
| Maximum parking | +15% |
| Reserved parking | +10% |
| Parking space/lot dimensional requirement | -10% |

4) Landscape and Screening

| FRONTAGE SCREENS | |
|-----------------------------|------|
| Any dimensional requirement | -10% |
| WALLS AND FENCES | |
| Any dimensional requirement | ±10% |
| PLANT MATERIAL | |
| Any dimensional requirement | ±10% |

- b. During the review process, the Planning Board is also authorized to do the following:
- 1) Where the block perimeter standard cannot be met because of steep slopes in excess of 25%, highways, waterways, railroad lines, conservation areas or major utility easements would make the provision of a conforming block infeasible, the Planning Board may waive the requirement, see *17.65.65.20.G.1, Blocks*.
 - 2) Allow additional encroachments into the Door Yard Zone and Furniture Zone, see *17.65.30.1.4, Streetscape*
 - 3) On-site loading is not required unless determined necessary by the Planning Board, see *17.65.40.D, Loading*.
 - 4) Approve alternate driveway locations, see *17.65.30.1.8.a, Driveway Spacing and 17.65.30.1.8.c, Distance From Intersection*.
 - 5) Approve driveway configurations that include 1 travel lane in excess of the maximum number of lanes specified, see *17.65.30.1.8.d, Number of Lanes*.

7. Appeals

An appeal to the Zoning Board of Review may be taken by an aggrieved party from the decision of Planning Board, see *17.116.010*.

17.65.70. DEFINITIONS

The following terms are defined for the purpose of this Code. Terms not defined below may be defined in *17.08.010. - Definitions*. In such case, the definition contained in *17.08.010* should be used. If there is a conflict between a definition in *17.08.010* and this Code, the definition in this Code must be used.

Advanced Manufacturing - is the use of best practices technology to improve products or processes, often integrating new technologies in both products and processes.

Automobile - A motor vehicle that typically has no more than four wheels.

Average Sidewalk Grade -

Co-Working Space - a facility where people assemble in a neutral space to work independently on different projects, or in groups on the same projects. It's different than a typical office because people in a co-working space generally aren't working for the same company.

Cultural institution - a public or nonprofit institution that engages in the cultural, intellectual, scientific, environmental, educational or artistic enrichment of the people.

Drive-Thru Facility - A facility that provides a service directly to a automobile or where the customer drives a automobile onto the premise and to a window or mechanical device through or by which the customer is serviced without exiting the vehicle.

Driveway Lane - All areas designed and designated for motor vehicles to move between a street right-of-way and a lot.

Finished Grade - the elevation of the ground surface after completion of all work.

Live-Work Dwelling - a single unit consisting of both a commercial/office and a residential component that is occupied by the same resident.

Grade - the elevation or contour of the ground surface of a site.

Maker Space - a facility focused on technology and small-scale manufacturing opportunities, such as making furniture, clothing, watches, jewelry or bicycles, but also including uses such as a catering facility, coffee roasting, glass blowing, metal/ art fabrication, welding, small machine shop, wholesale bakery or a pottery-making facility.

Mezzanine - an open area set above other spaces in room - see the Building Code for specifications.

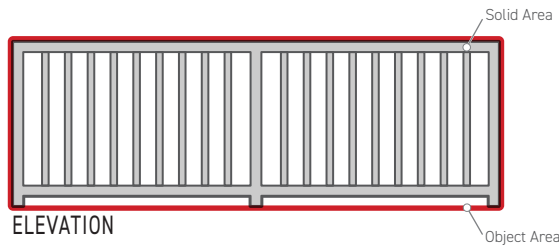
Motor Vehicle - A self-propelled devise designed for transporting persons or property with the ability to reach speeds over 20 miles per hour.

Motor Vehicle Use Area - An area designed and intended for use by motor vehicles.

Multi-Modal Transportation Facility - a facility that accommodates a variety of transit modes and services including local and regional bus service.

Occupiable Space - Area covered by a roof that is designed and intended for human occupancy.

Opacity - measured as a percentage, calculated by dividing the solid portion of the object area by the total area of the object. The total area of the object is measured as the smallest regular shape containing all elements of the object or assembly.



FORMULA

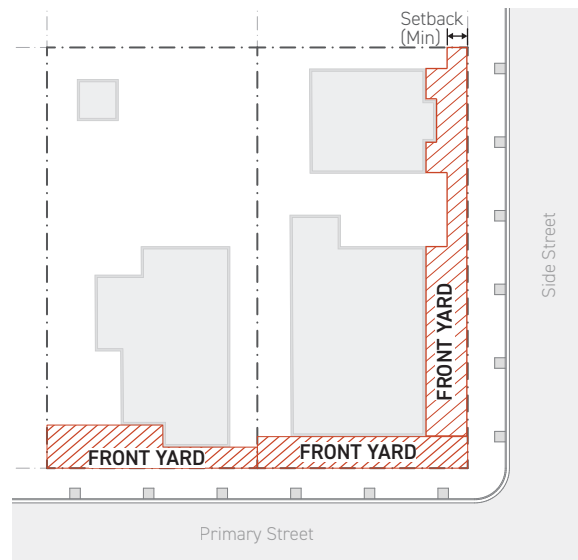
$$\frac{\text{Solid Area}}{\text{Object Area}} = \text{Opacity (\%)}$$

Ordinary maintenance and repair - work where the purpose and effect of such work is to correct any deterioration of or damage to a building, structure or site element to restore the same, as nearly as may be practicable, to its condition prior to the occurrence of such deterioration or damage.

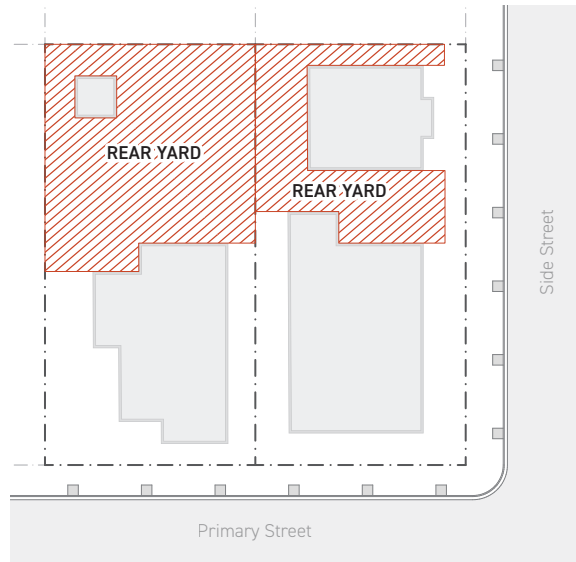
Street Stub - a temporary street ending that is intended to be extended through adjacent property in the future.

Yard - the area between the building and any lot line, including a front yard, side yard or rear yard

Front Yard - the full width of a lot that is located between a front lot line and the principal building. Does not include any building facade set back at least 20 feet from the principal building's street-facing facade.



Rear Yard - includes the full width of a lot that is located between a rear lot line and the principal building. A rear yard does not include any building facade set back at least 20 feet from the principal building's rear facade.



Side Yard - the remaining portions of a lot between a side lot line and a principal building.

