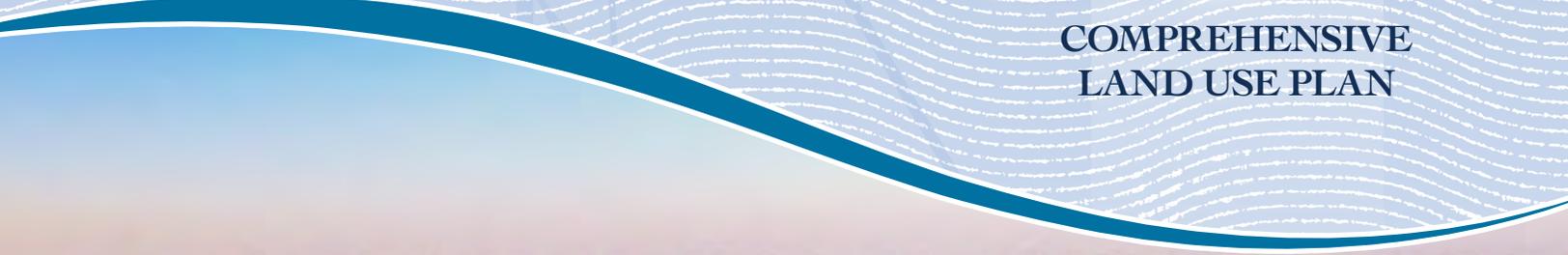
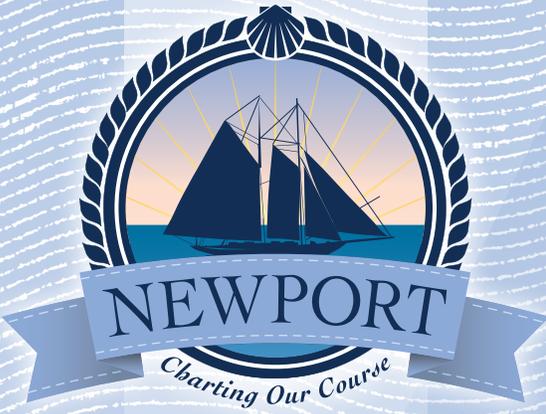


**COMPREHENSIVE
LAND USE PLAN**





**COMPREHENSIVE
LAND USE PLAN**

City of Newport
COMPREHENSIVE LAND USE PLAN

February 2017



Prepared for:



City of Newport
Zoning & Inspections Department, Planning Division
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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 this map 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 source for data was the City of Newport GIS and the State of Rhode Island GIS units.

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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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 - Justin S. McLaughlin (At Large) *
 - Naomi Neville (At Large) *
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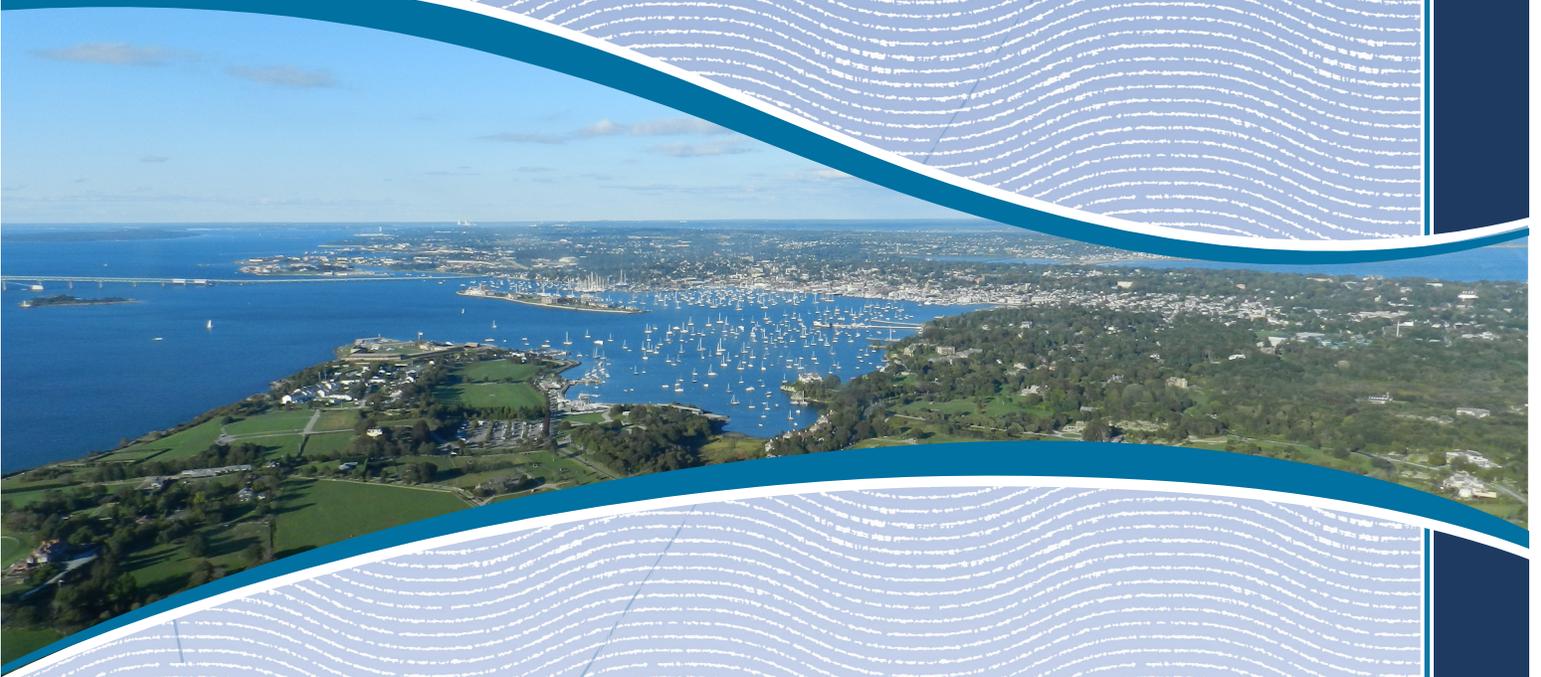
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Please see the next page.

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.

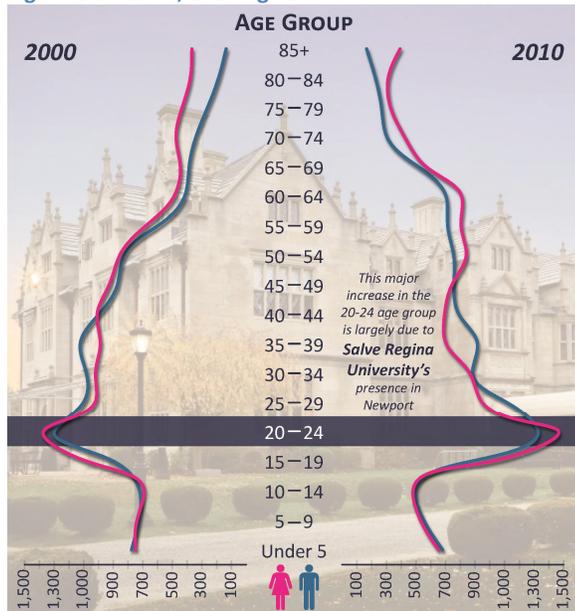
Although population is declining, the city sees increases in population on a seasonal basis due to various industries as can be seen in Table 1-1. Tourism, the Navy, and Salve Regina University are all sectors that generate fluctuations in Newport's nonresidential population. While the permanent resident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

Table 1-1 Entities 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

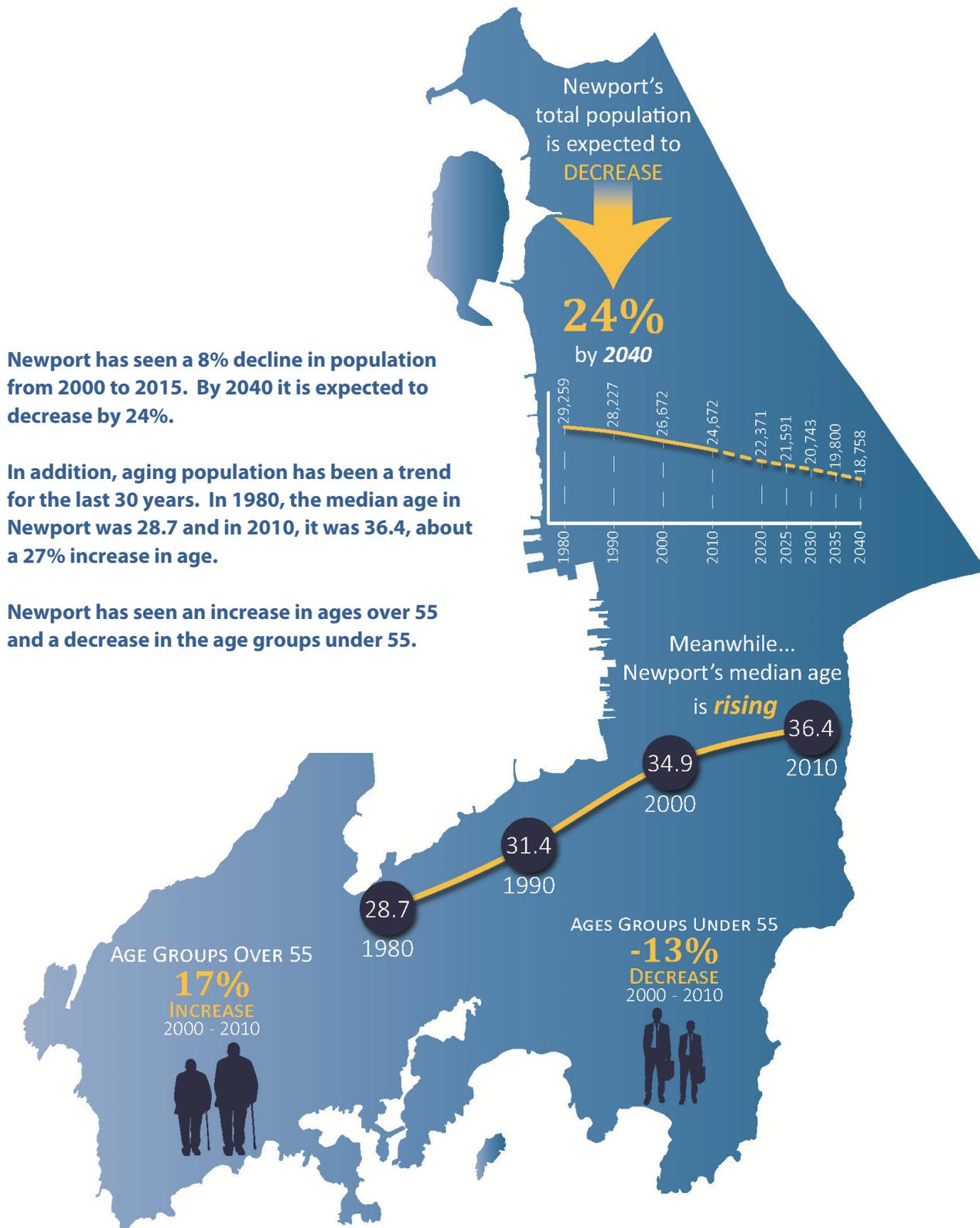


One of the most important demographic characteristics of a population is its age-gender structure. Age-gender pyramids, also known as population pyramids, graphically display total population separated by age and gender. In Figure 1-1, to the left, Newport's female and male residents are represented 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.

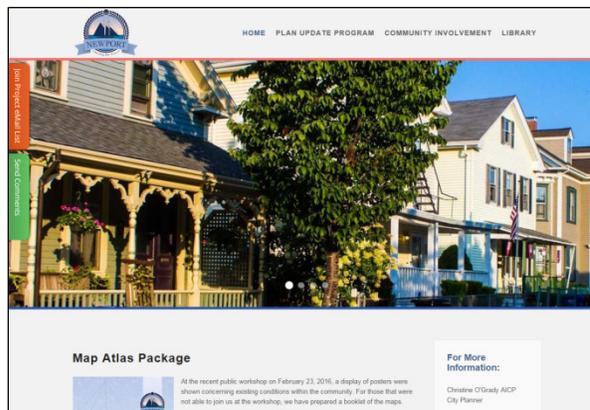
Outreach

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

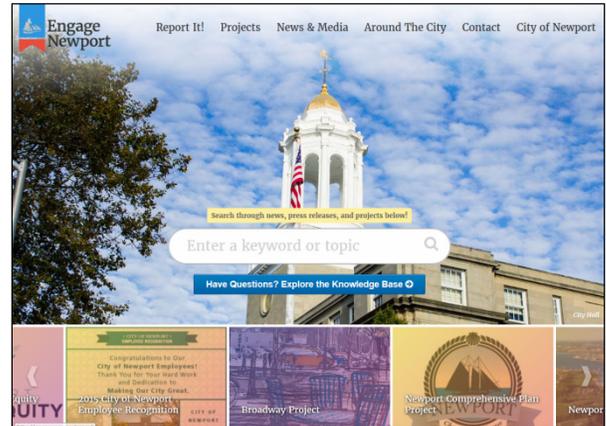
The project website was also used to promote and notify citizens of all public workshops and hearings. A “library” was maintained on the site for the project’s duration which included a digital copy of the current (2004) plan, presentation and meeting materials, an extensive map atlas, a draft of the 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

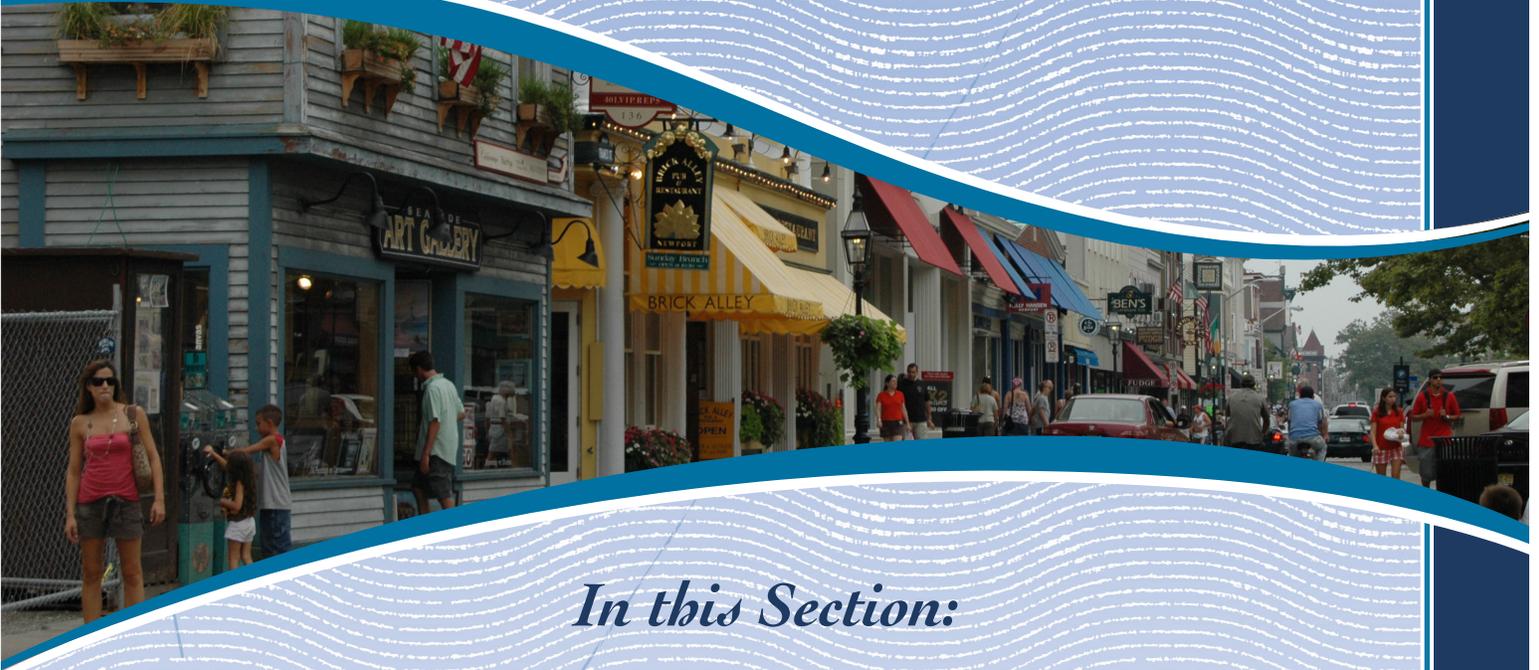
City Council and Planning Board Meetings/Hearings

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**

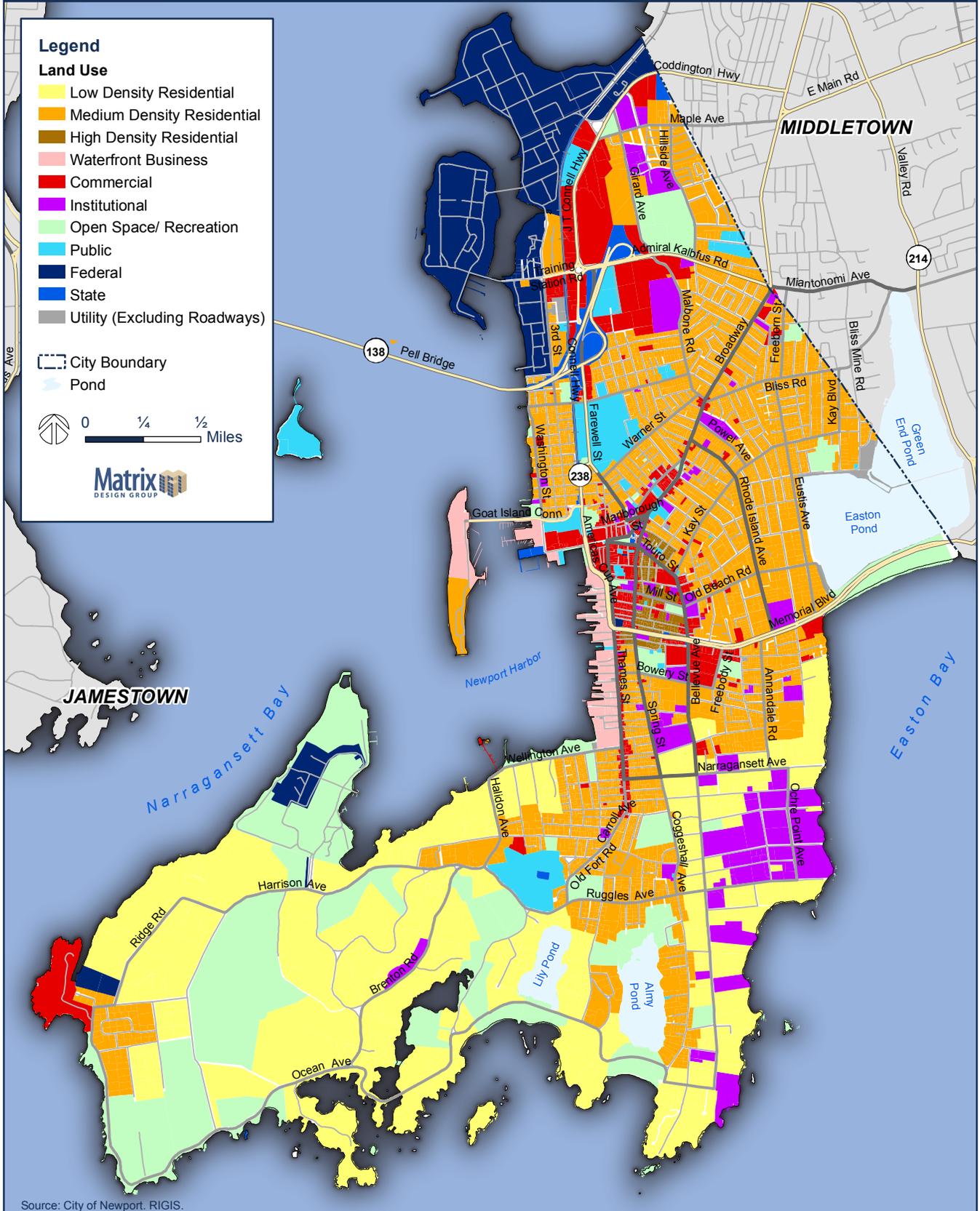
This area extends from the north end south to the "Ocean Drive" neighborhood and includes the area commonly referred to as the "Fifth Ward" neighborhood. Broadway and Bellevue define a north-south "spine" for this developed area, which includes the harbor, the historical city center, The Point, the mansion 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.

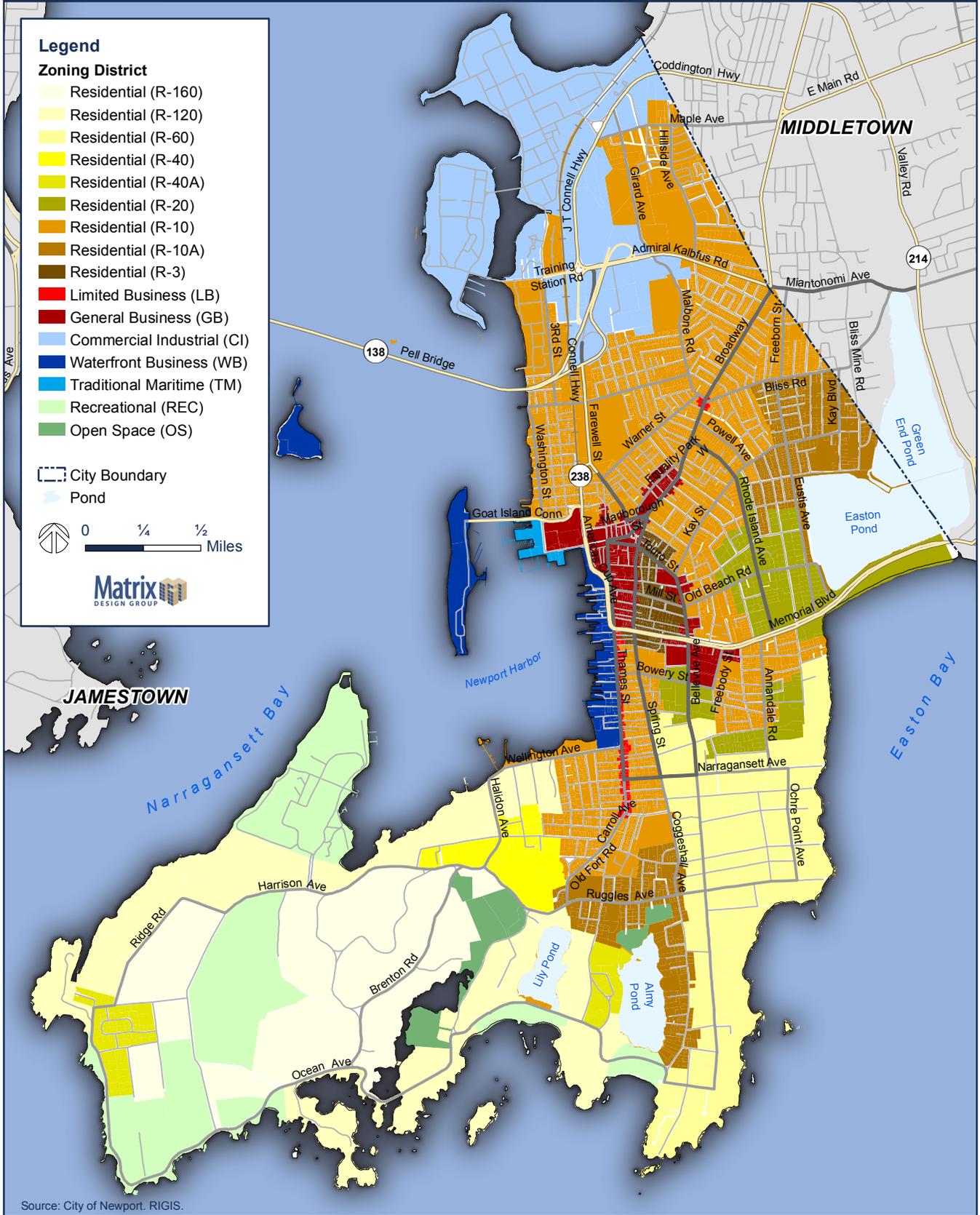
Table 3-2 – City of Newport Zoning Districts

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

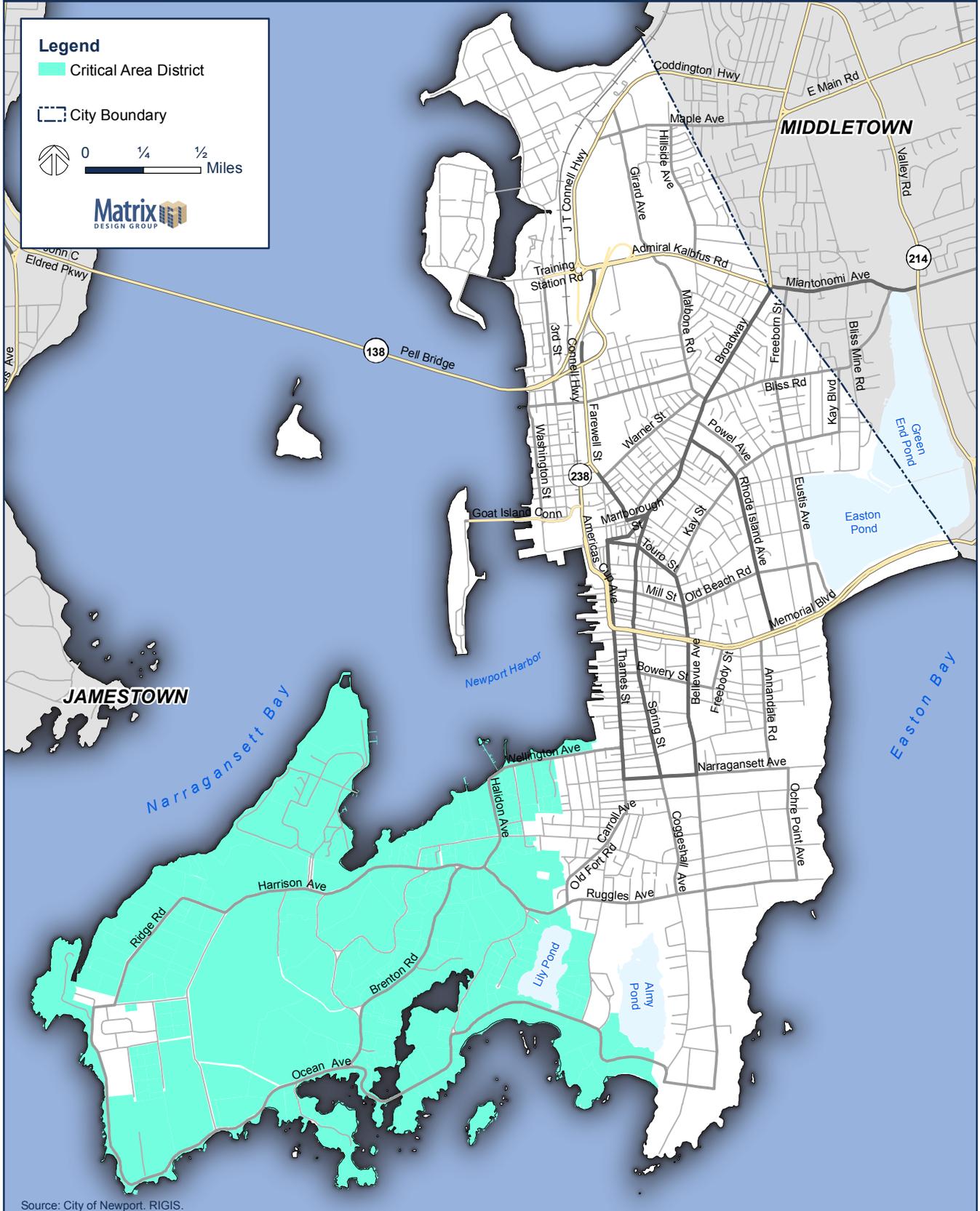
Newport's historic character has been developed over the past four centuries and is reflected in many buildings and locations throughout the city. As described in the Newport Historic Zoning Code, the city has an extensive collection of 18th century colonial structures and mid-19th century resort architecture. 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.

National Historic Districts

National Historic Landmark Districts

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

National Register of Historic Places Districts

The National Register of Historic Places Districts in Newport is 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.



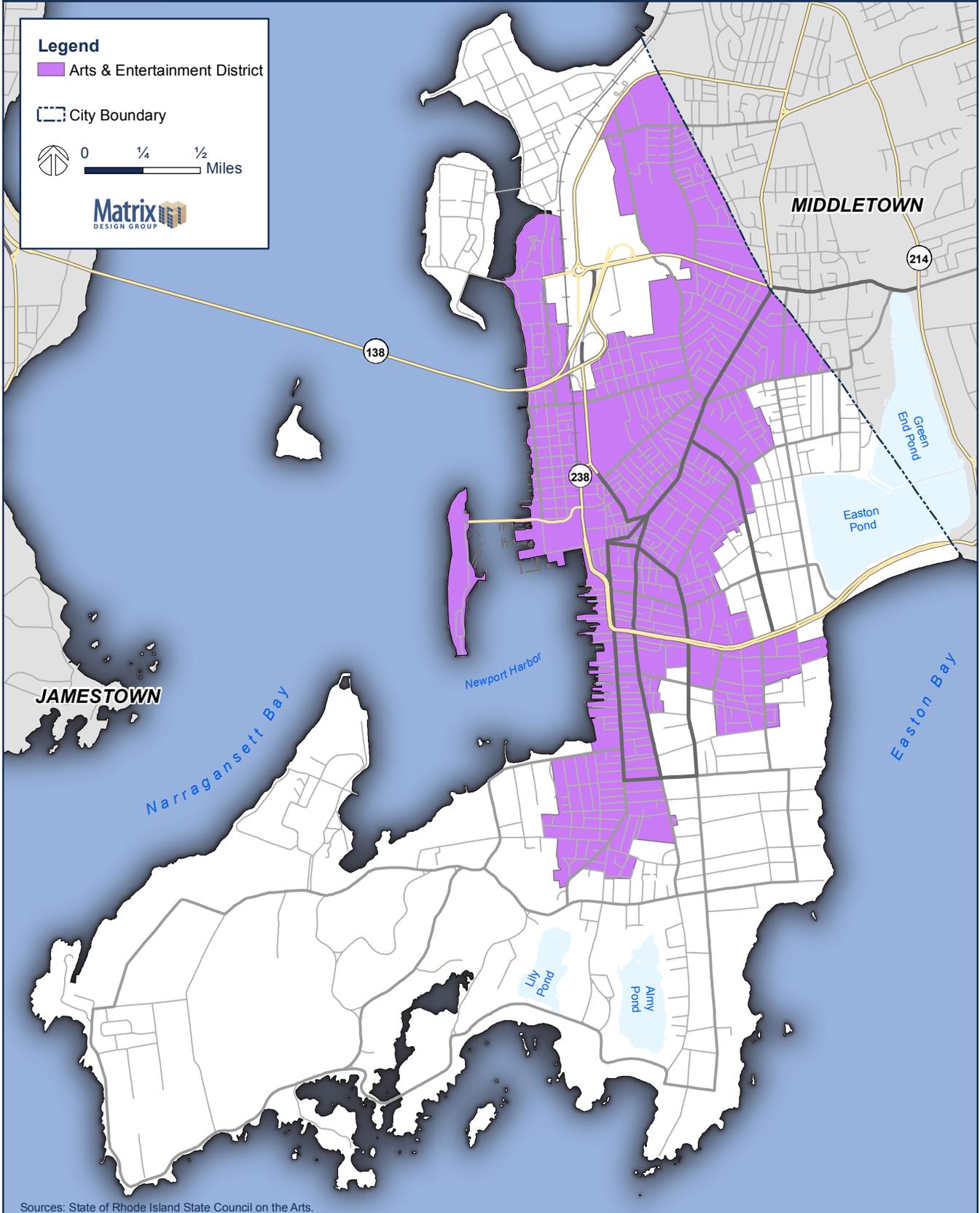
Arts & Entertainment District

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)

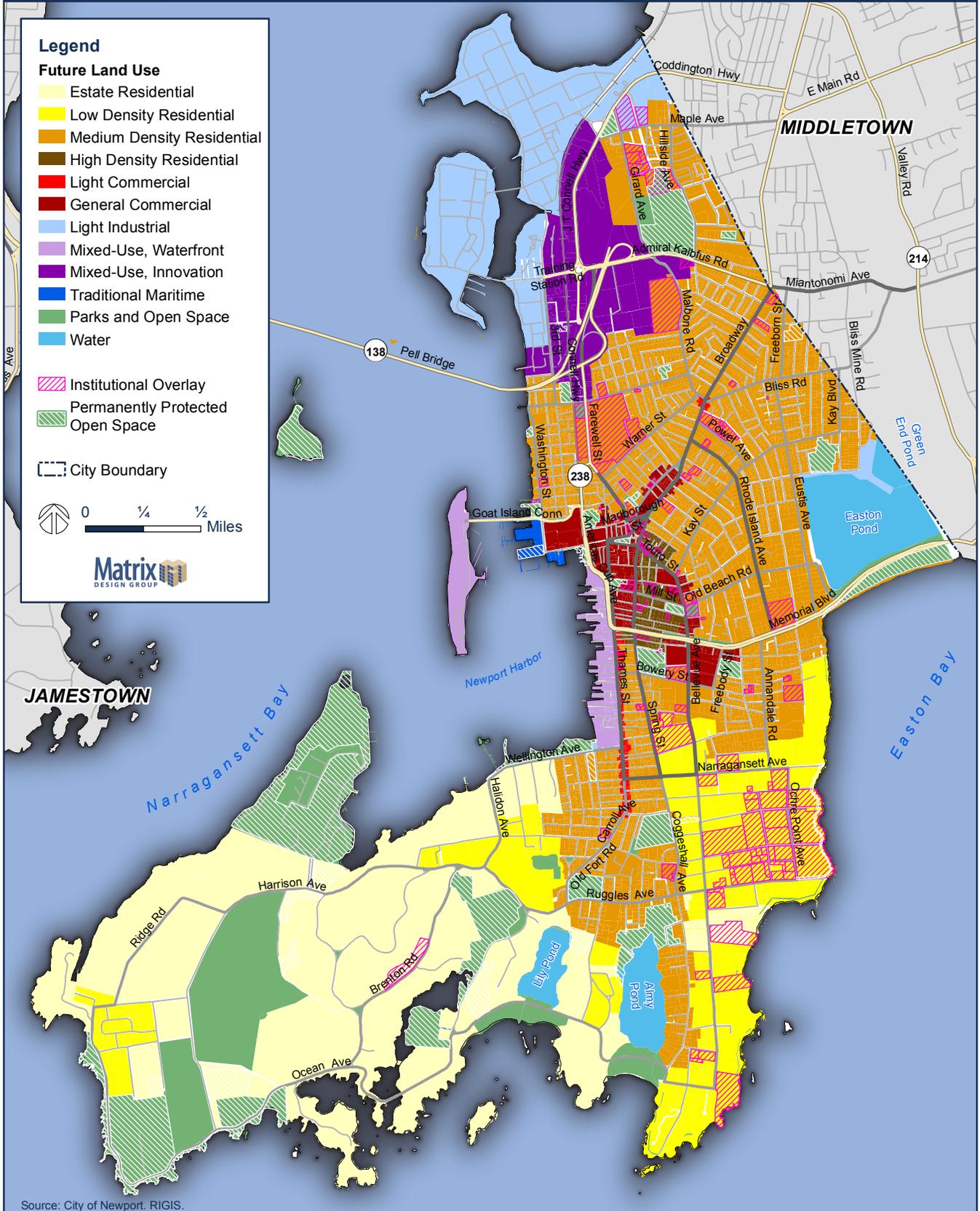
The Estate Residential density land use includes: areas primarily in the southwest portion of the city and are areas of very low-density residential development reflecting an estate-like nature of development. The intent of this land use category is to maintain the large amounts of existing open space. 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”.

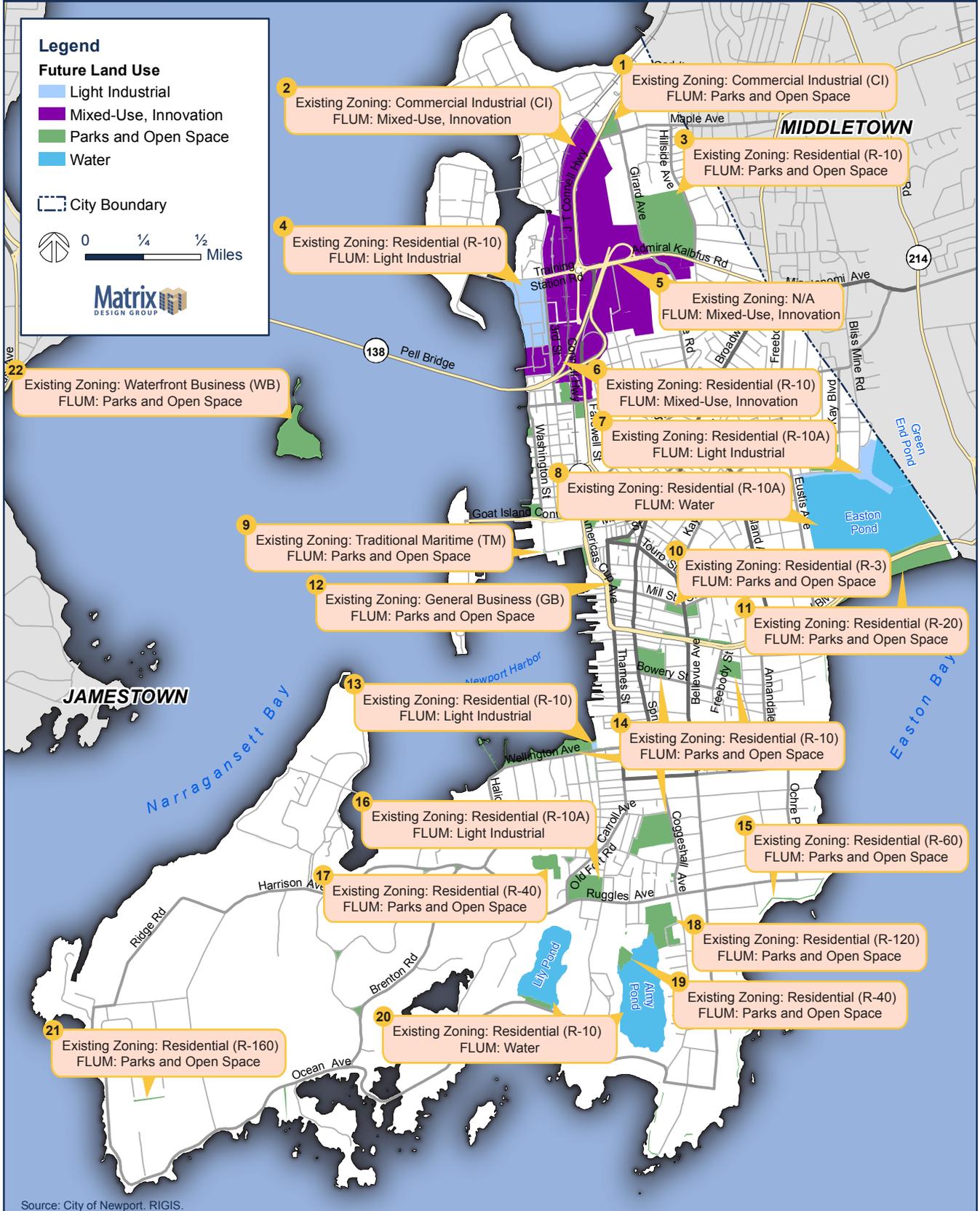
For the Mixed Use, Waterfront and Mixed Use, Innovation FLUM designations, the City will need to develop matching zoning designations as part of the zoning update.

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 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.

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.

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	
	Count	Percentage	Count	Percentage
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

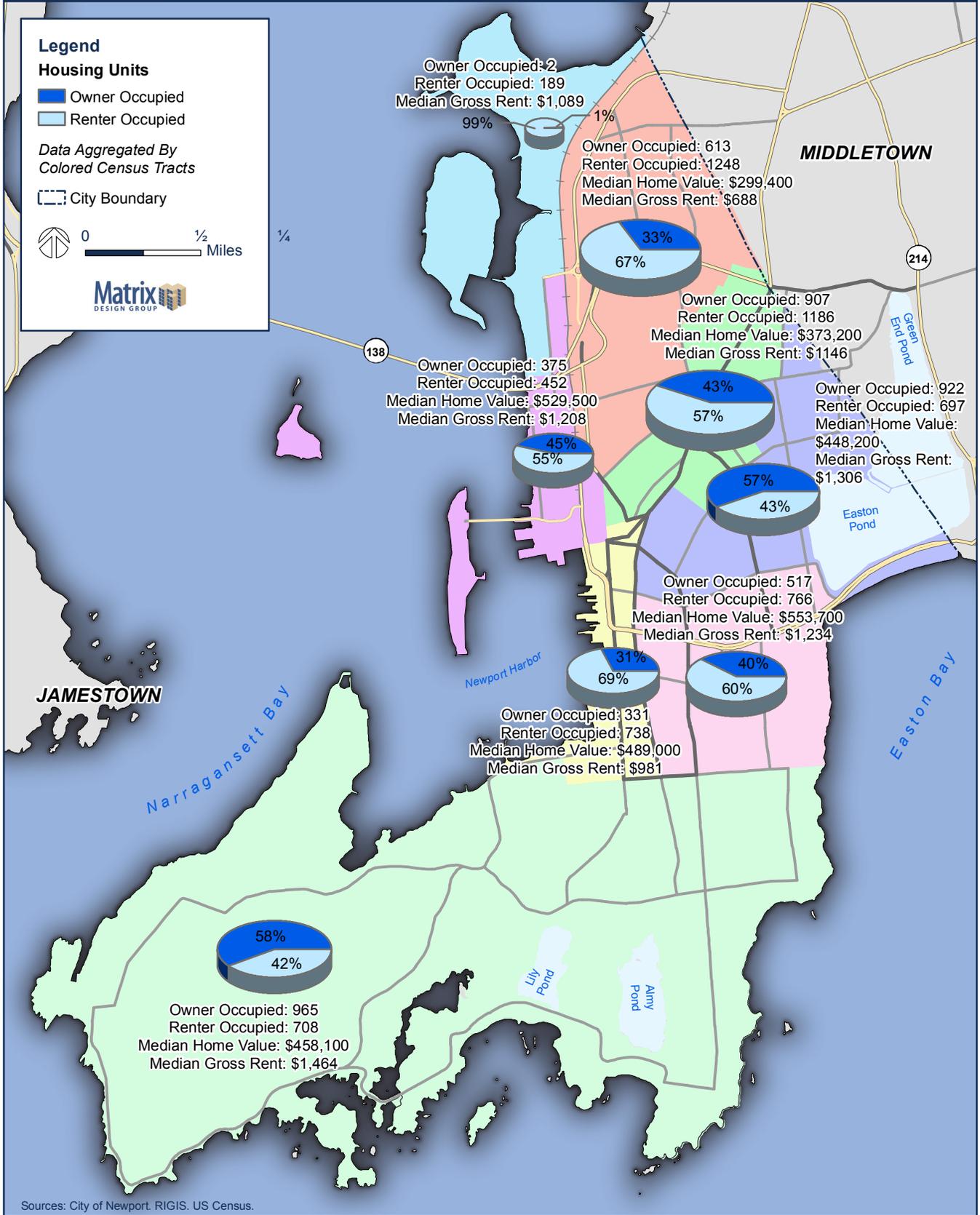
Legend

Housing Units

- Owner Occupied
- Renter Occupied

Data Aggregated By
Colored Census Tracts

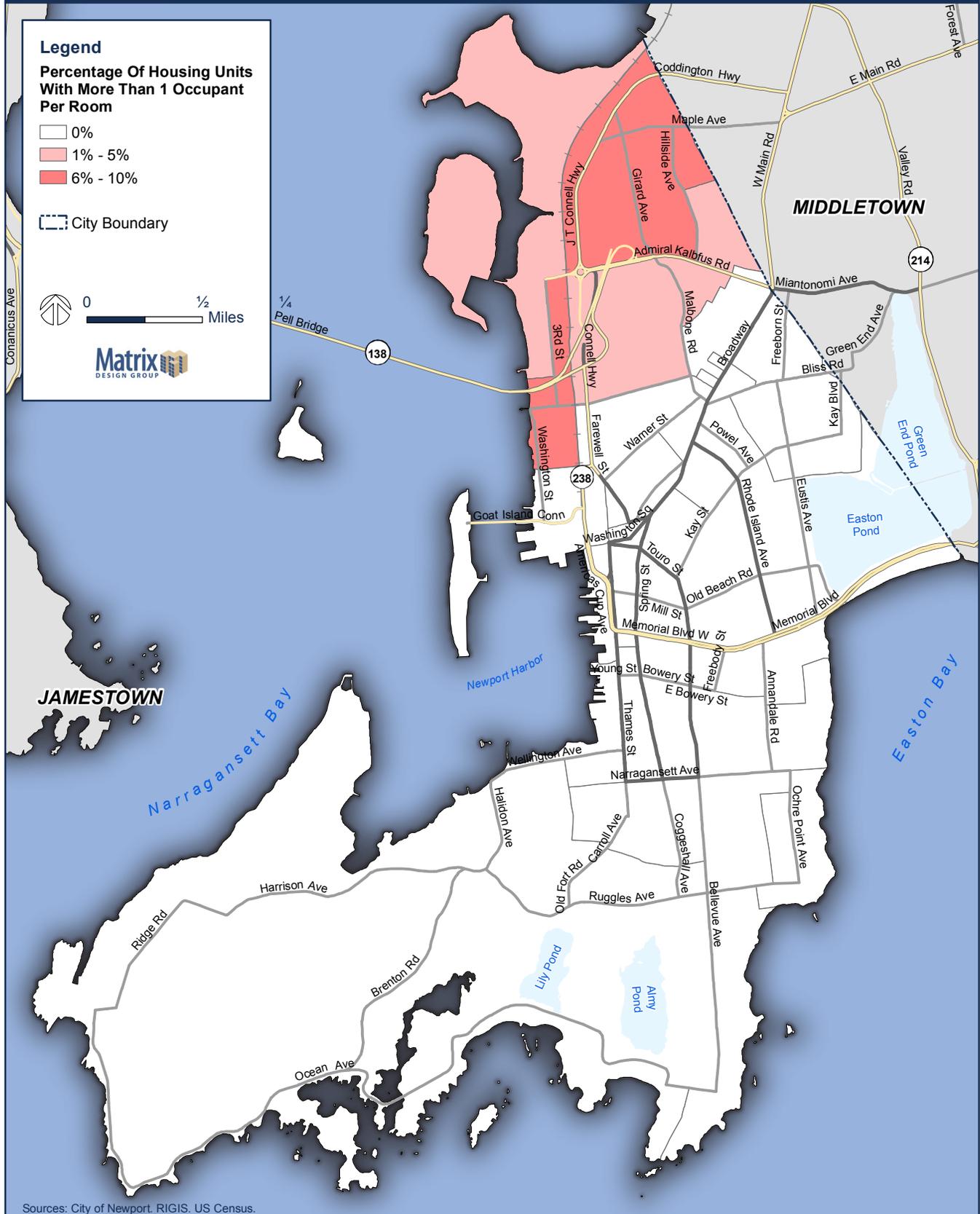
City Boundary



Sources: City of Newport, RIGIS, US Census.



Housing Overcrowding



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.



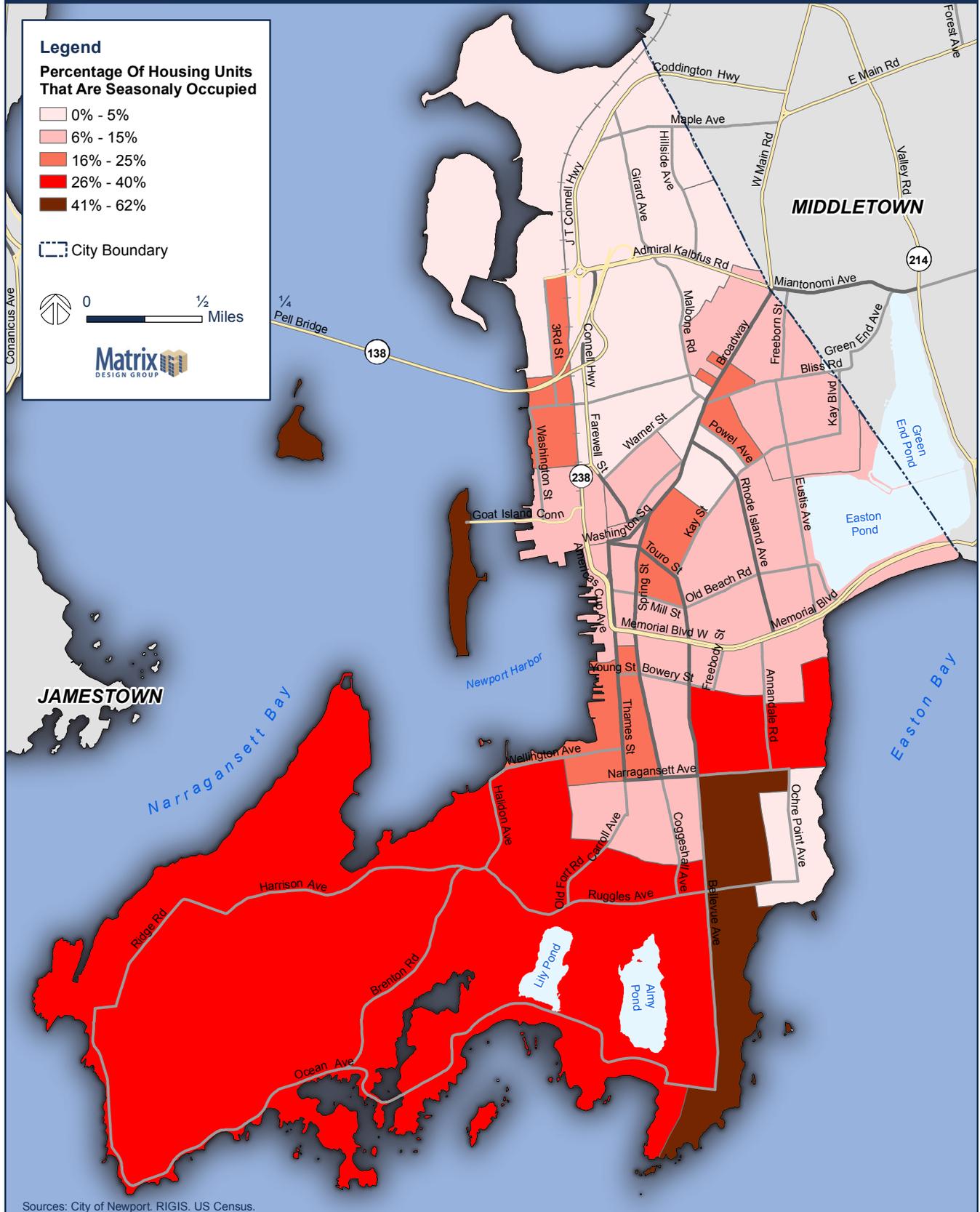
Legend

Percentage Of Housing Units That Are Seasonally Occupied

- 0% - 5%
- 6% - 15%
- 16% - 25%
- 26% - 40%
- 41% - 62%

City Boundary

0 1/2 Miles



Sources: City of Newport, RIGIS, US Census.



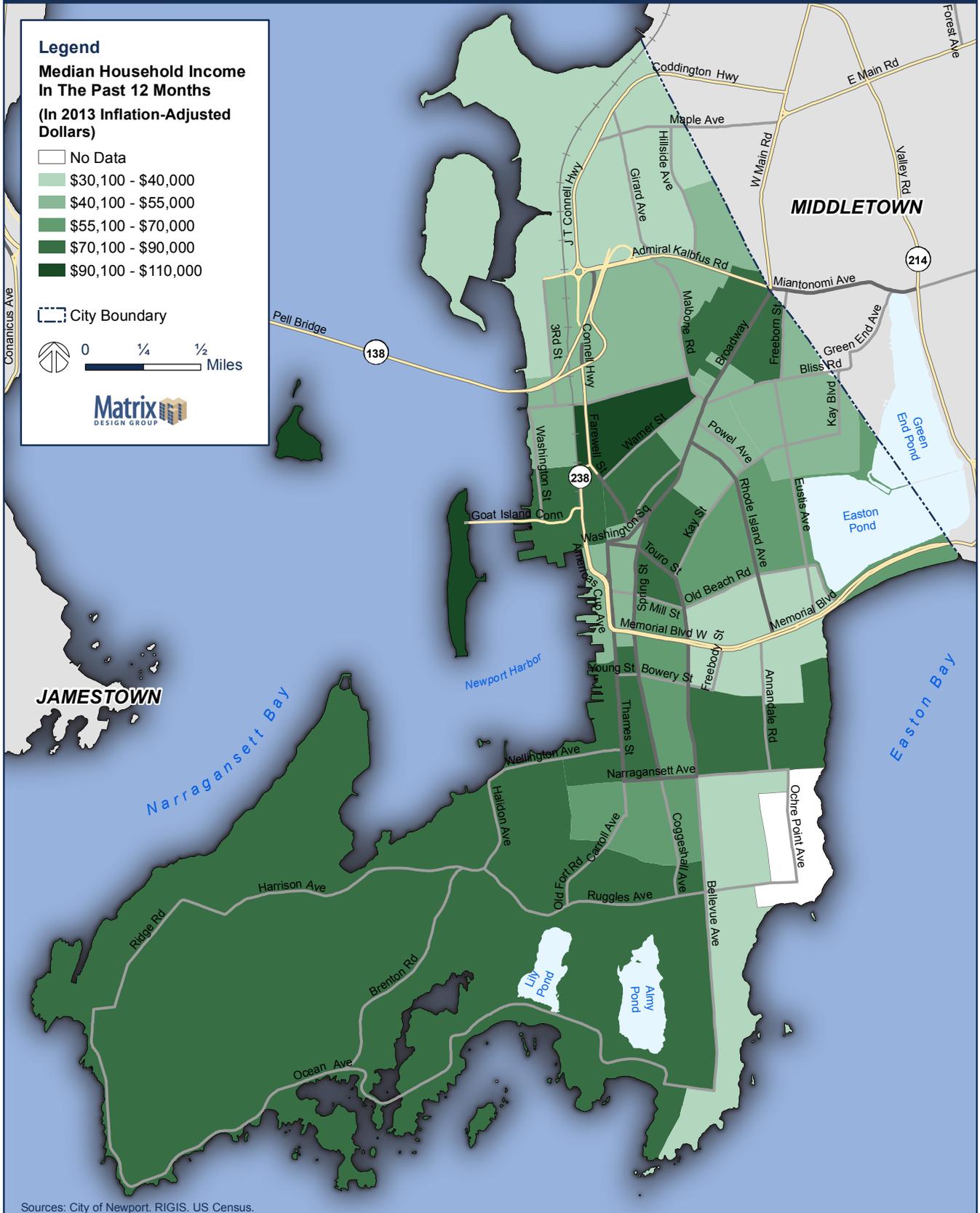
Median Household Income

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



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 high 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

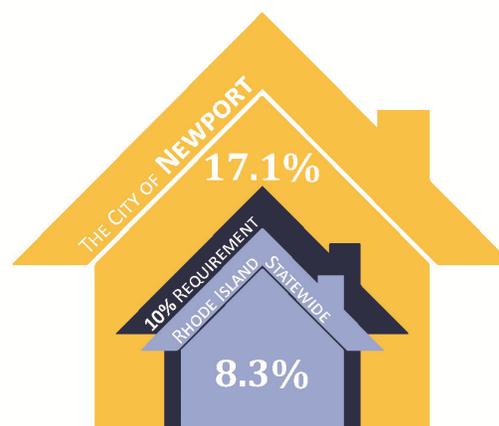


Figure 5-1: The State of Rhode Island requires that 10% of municipal housing stock be low or moderate income housing . Newport far exceeds this amount with 17.1%, while the State of Rhode Island as a whole only has 8%.

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.

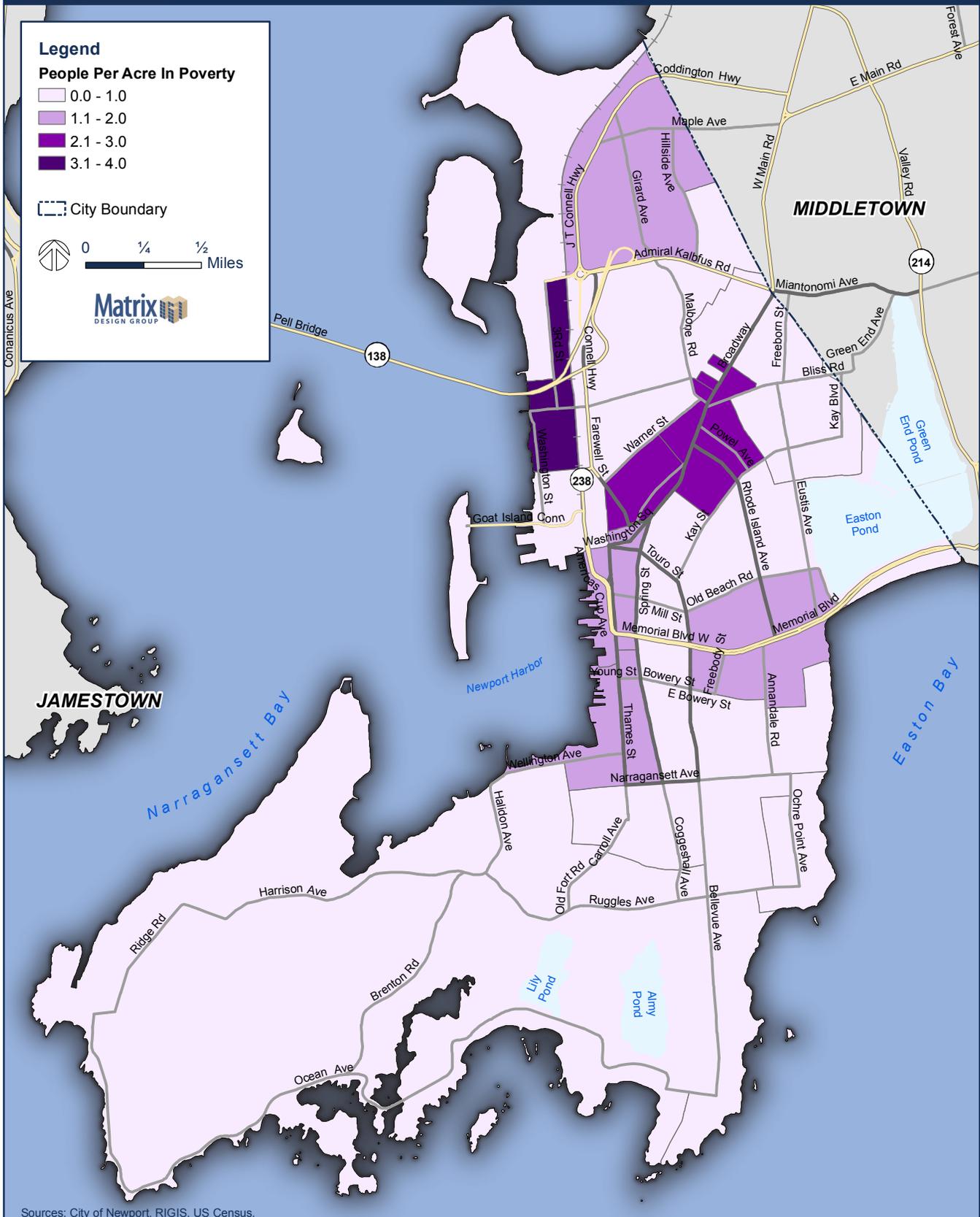


Table 5-14 - Low/ Moderate Income Housing and Tax Assessment for Developments in the City of Newport

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 Affordable 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.



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.

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.

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 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	<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 Cost	Time	Responsibility / CIP
	Prosperous	Beautiful	Happy	Destination	Collaborative	Smart	Healthy	Resilient			
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.

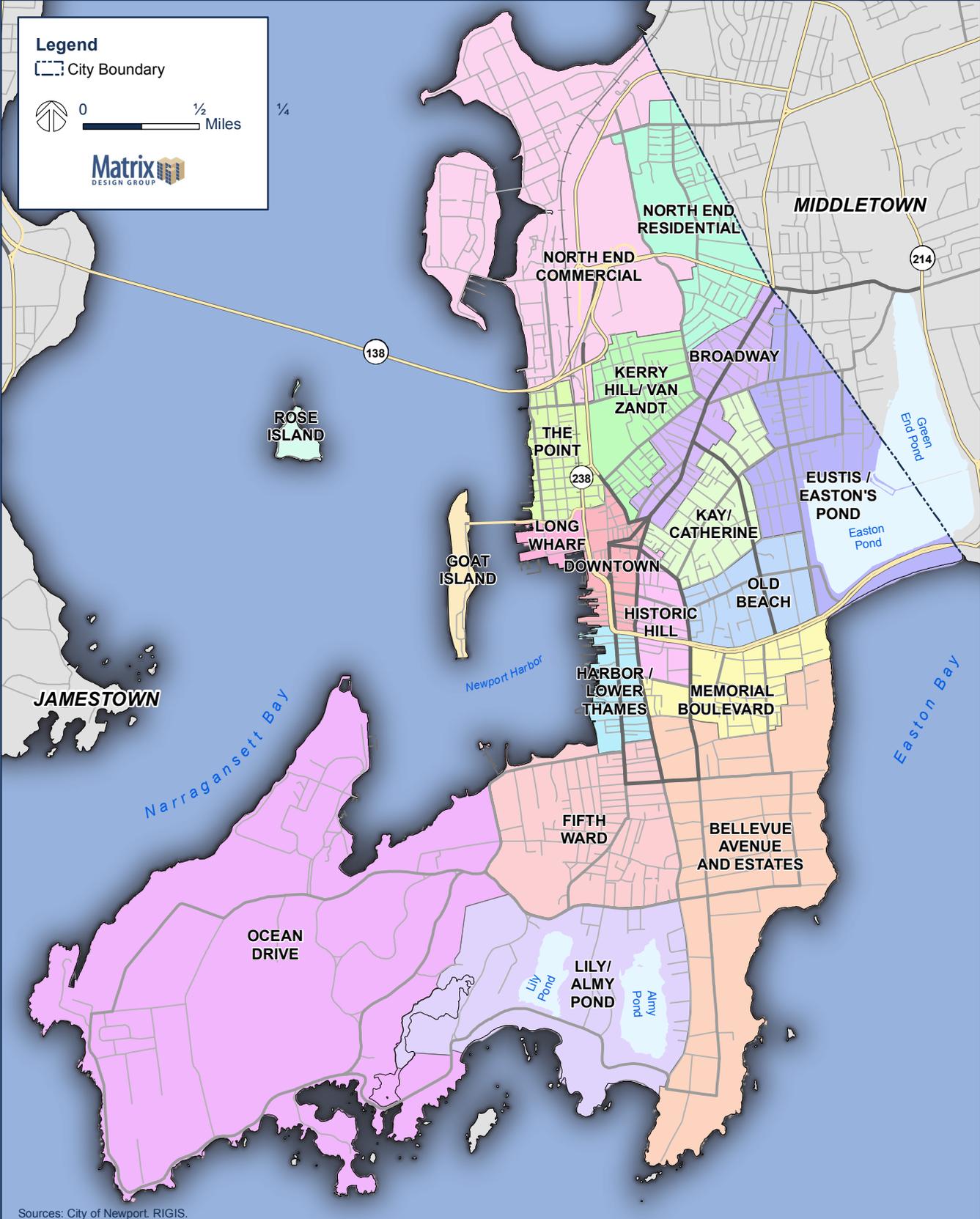
Lower Thames Street is characterized by mixed-use developments. Wide ranges of businesses occupy the lower floors of the two to three story buildings, while residential apartments occupy the upper levels. The narrow streets combine with the wide sidewalks to make this street very pedestrian-oriented.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



Legend

City Boundary

0 1/2 3/4 Miles



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.

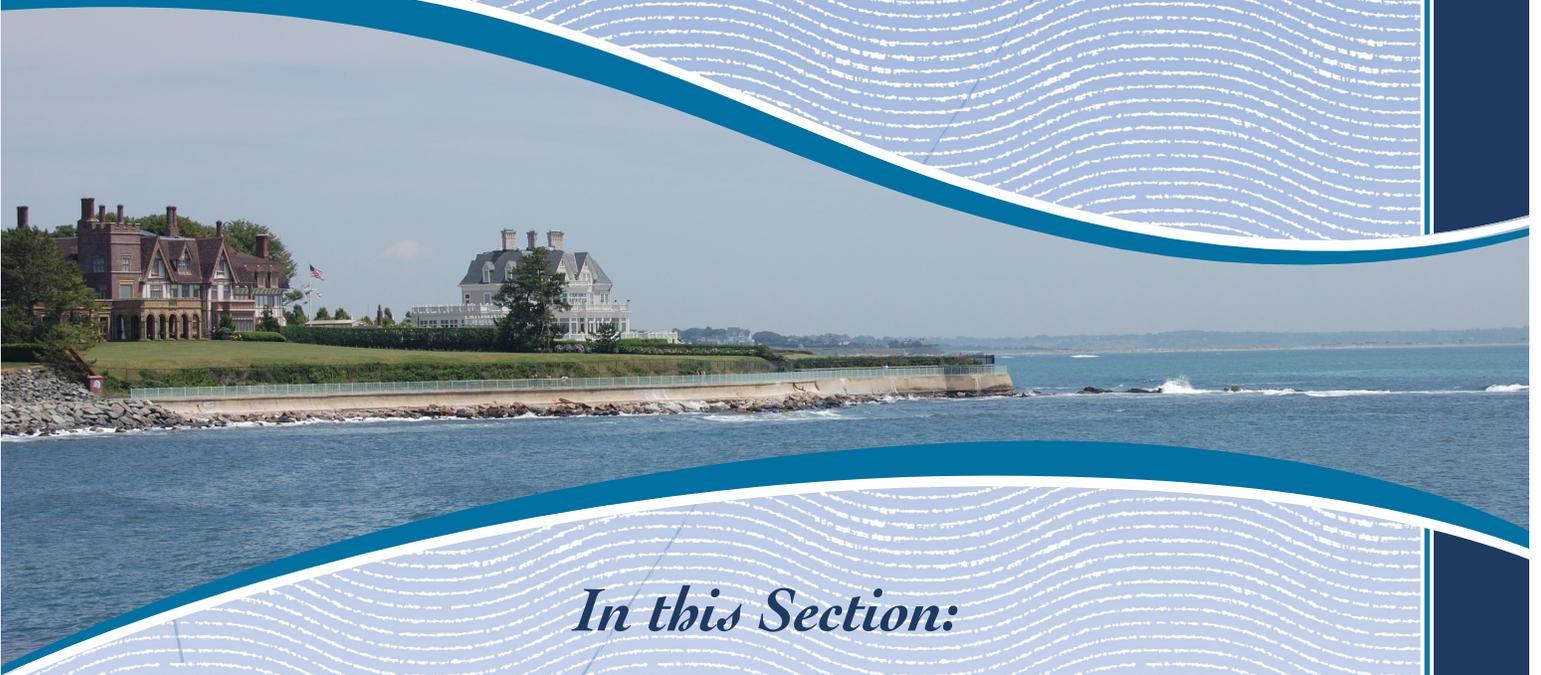
North End Residential

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.

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

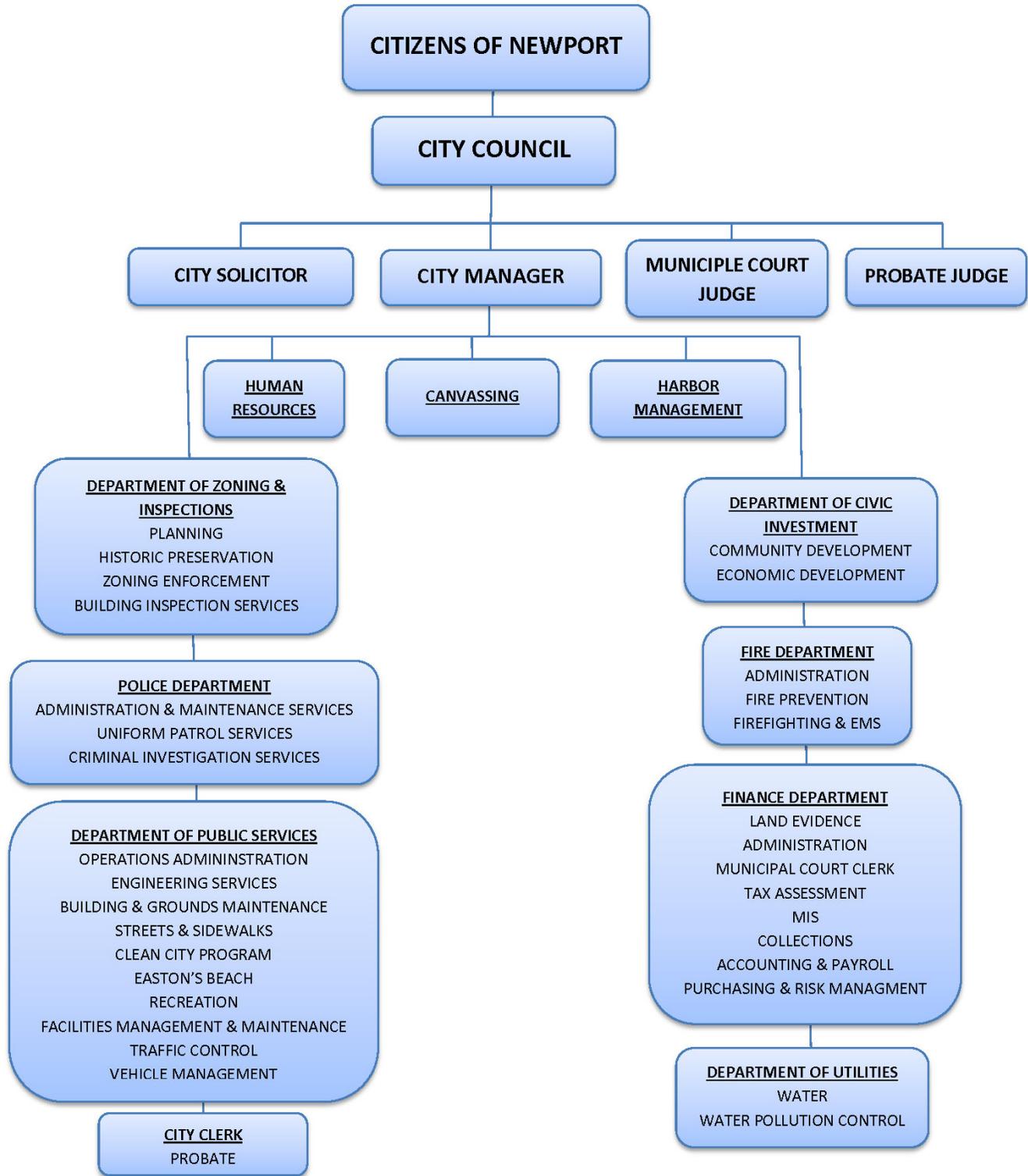
Government Structure

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

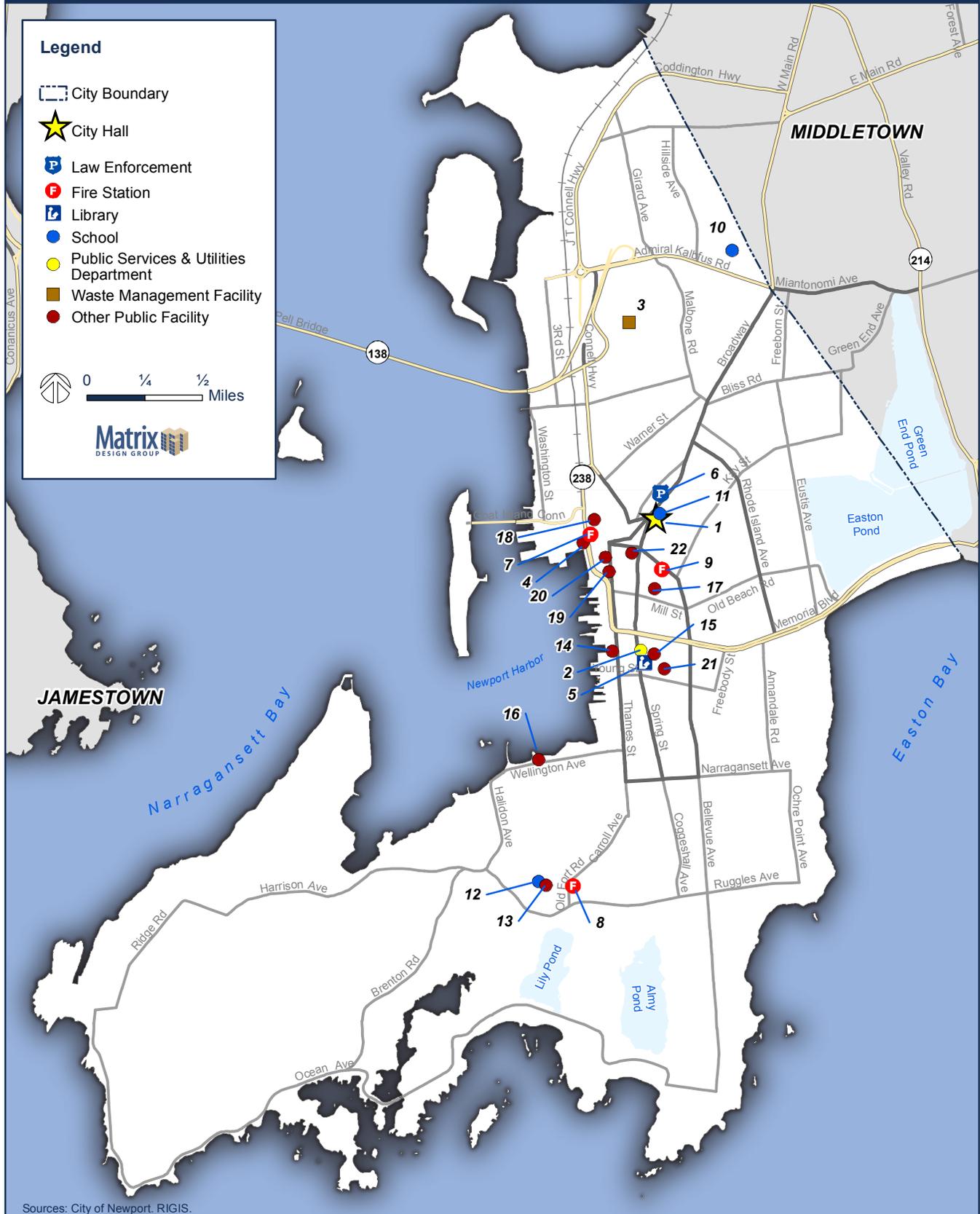
Municipally owned and/or operated public facility buildings in the City of Newport are listed in Table 6-1. These public facility buildings include City Hall, administration buildings, schools, community/senior centers, public library, fire stations, and police stations. Public infrastructure related 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

0 1/4 1/2 Miles

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 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.

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.

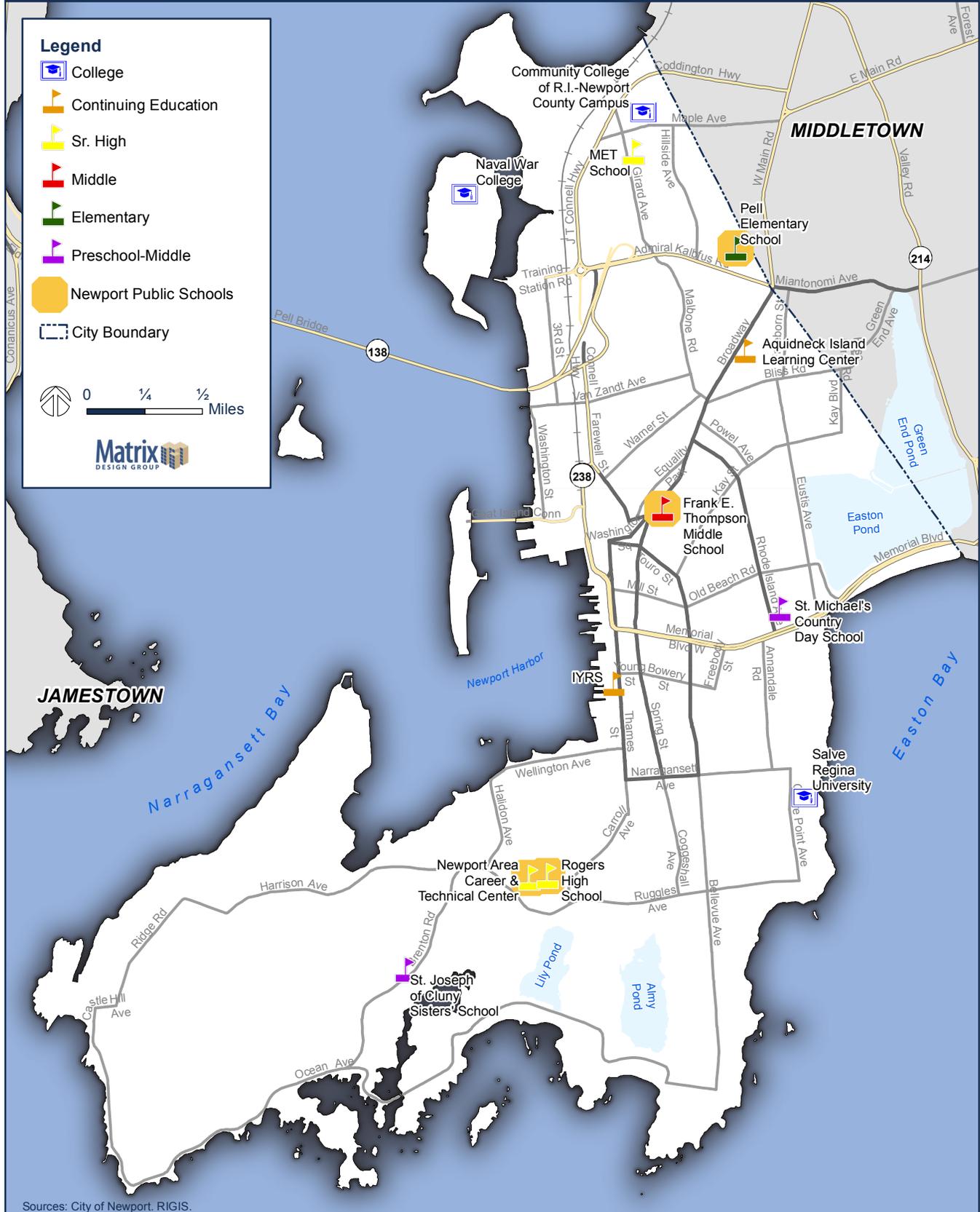


If Newport’s population continues to decline, Thompson Middle School may have under-enrollment issues.

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



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

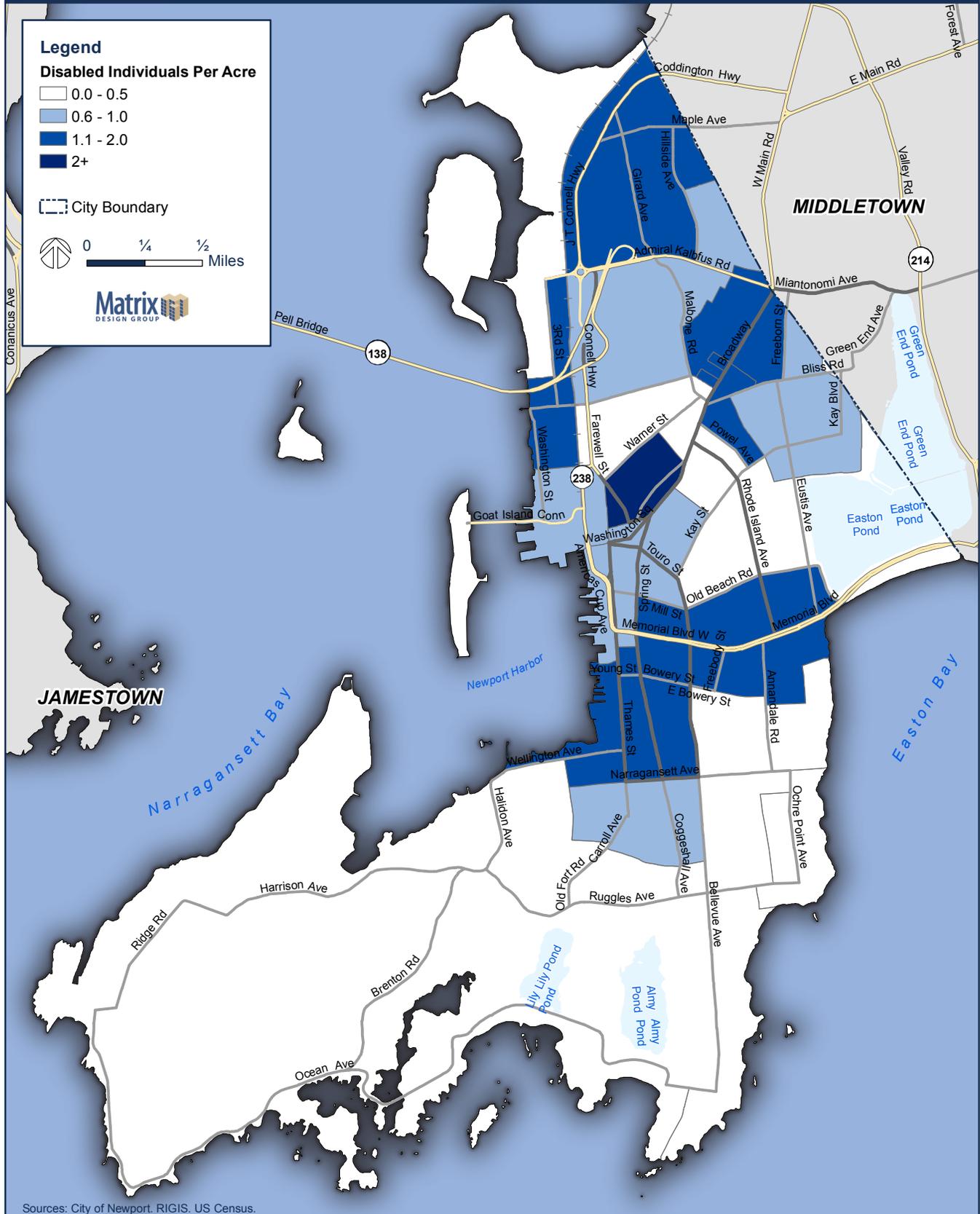
Newport Hospital provides a broad range of services to the physically disabled. The Vanderbilt Unit at the Hospital has developed a specialty unit for head injuries and rehabilitation. Map 6-4, Density of Individuals with Disabled Status, was prepared using the 2014 American Community Survey estimates. 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.

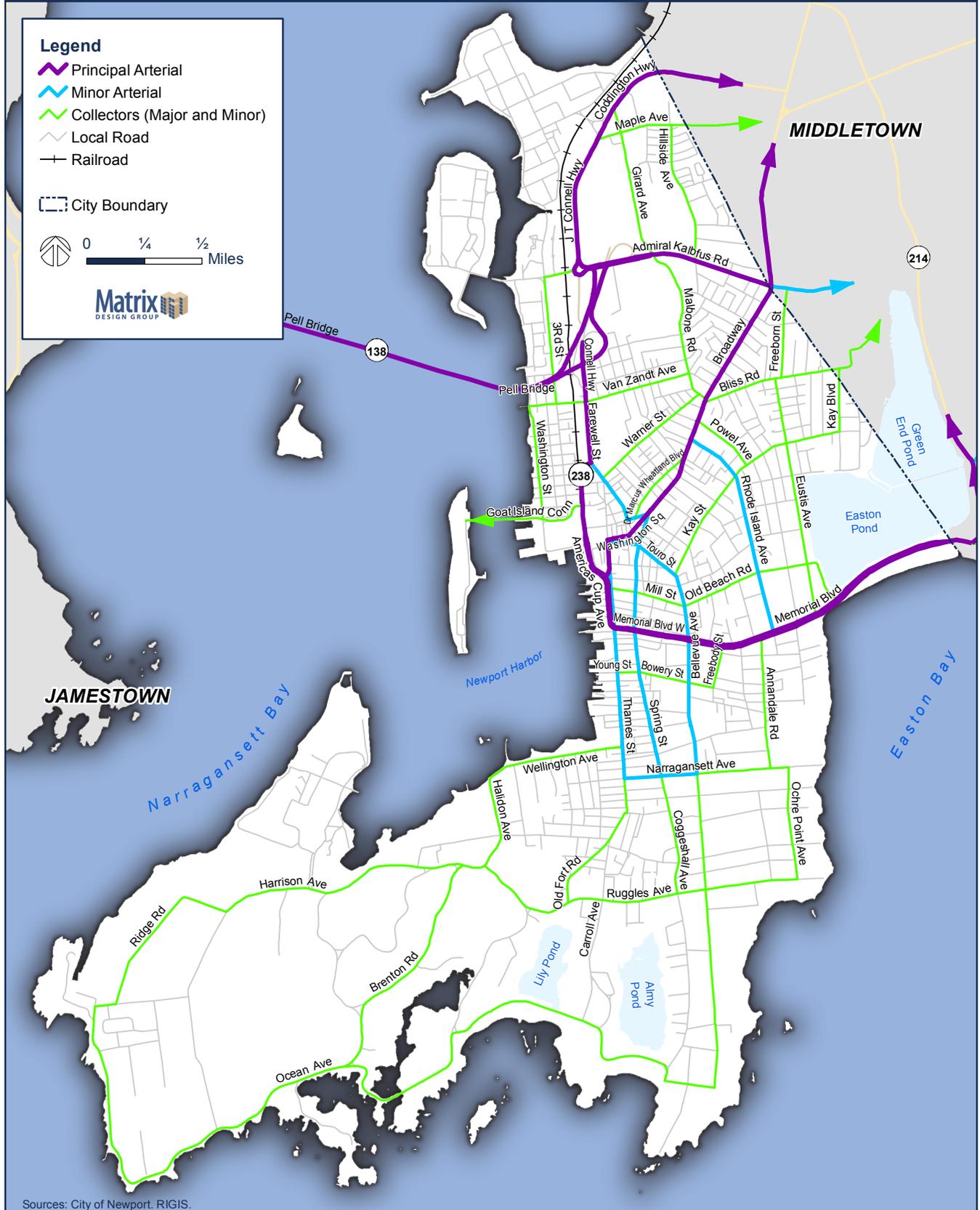




Legend

- Principal Arterial
- Minor Arterial
- Collectors (Major and Minor)
- Local Road
- Railroad

City Boundary



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



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

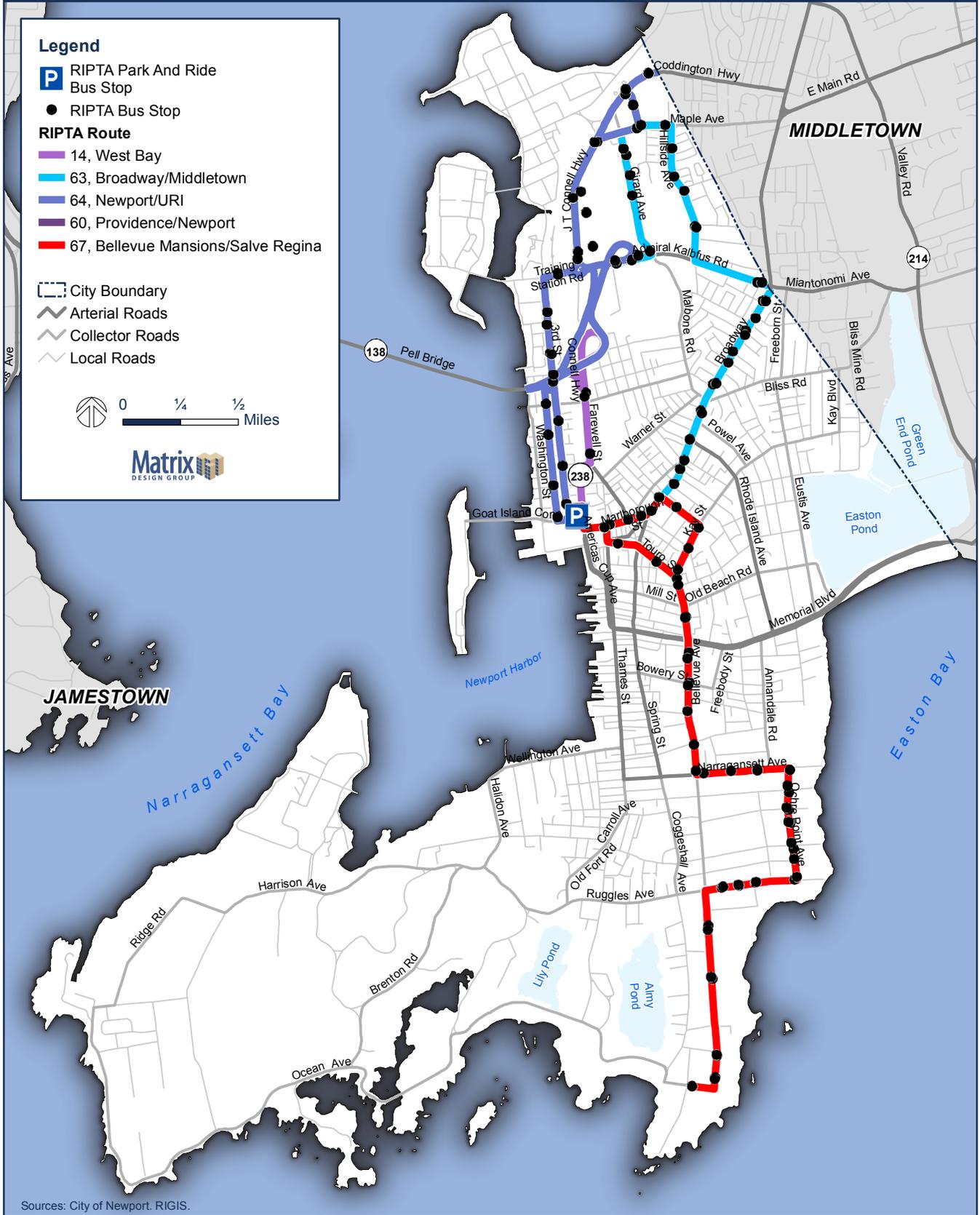
- RIPTA Park And Ride Bus Stop
- RIPTA Bus Stop

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

0 1/4 1/2 Miles



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 reinstited 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

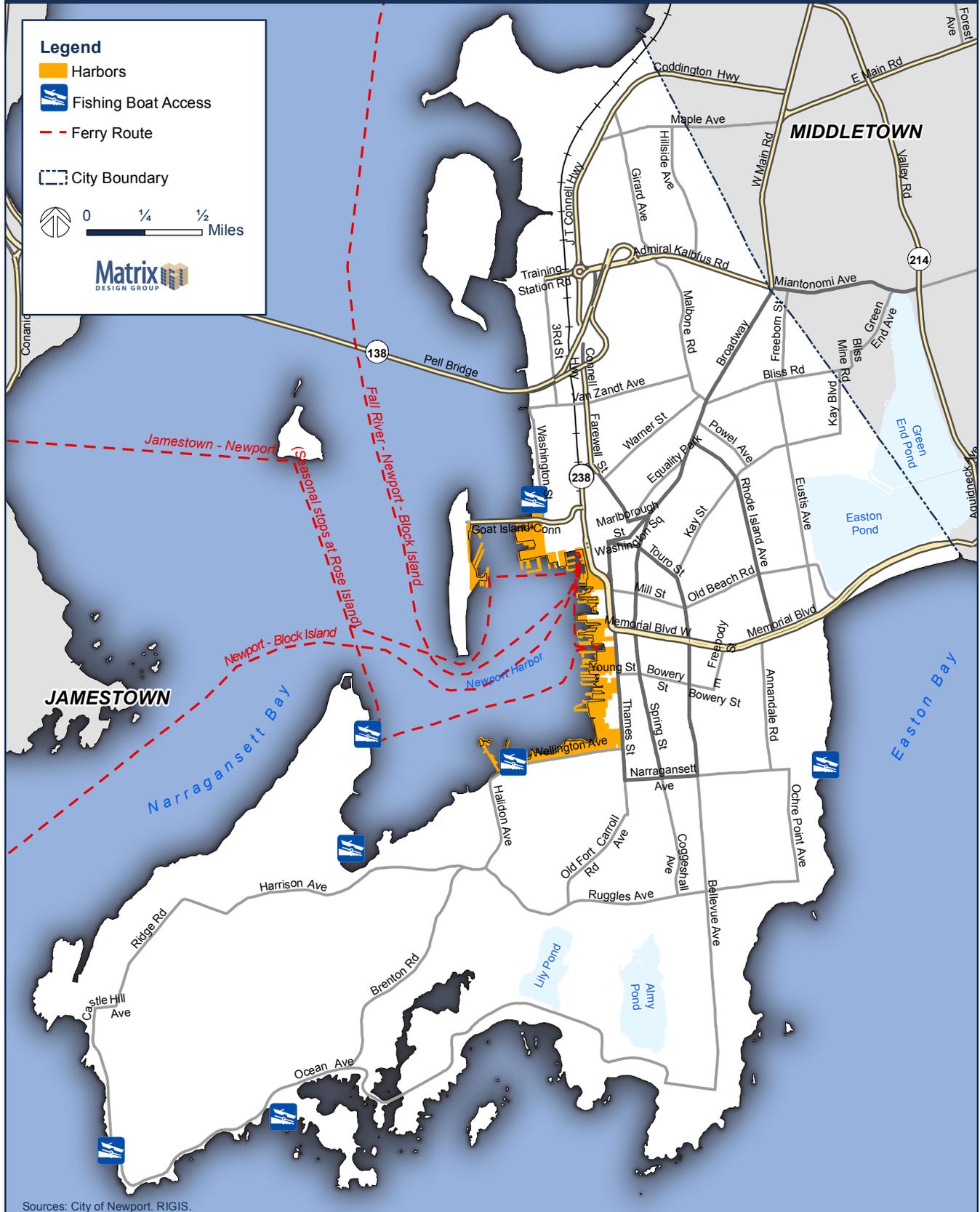
Like many American communities, Newport once had passenger and freight rail service. The passenger service was discontinued over 65 years ago after a marine accident damaged the Sakonnet River Rail Bridge connecting Aquidneck Island to the Tiverton mainland. RIDOT retains ownership of the railroad line 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.

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

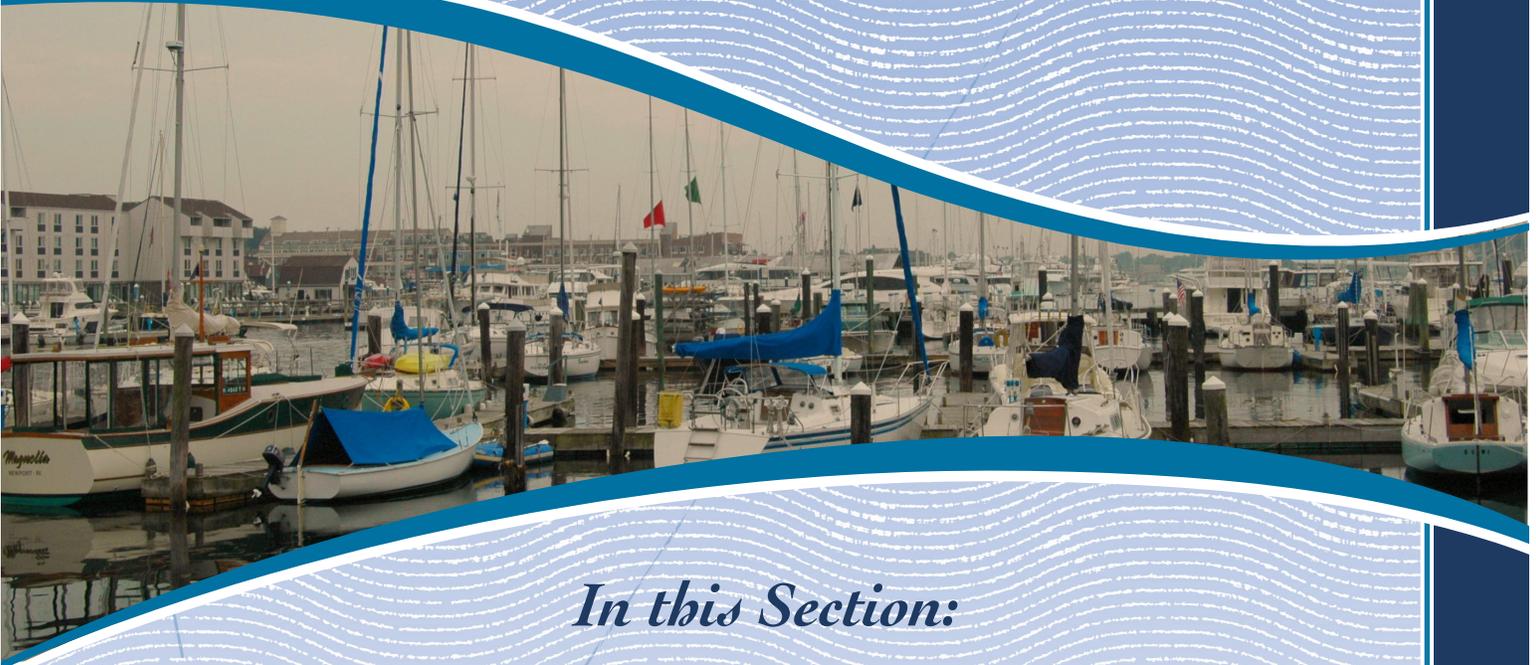
The following are the implementation actions for the goals included in the Transportation & Circulation Element.

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

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.



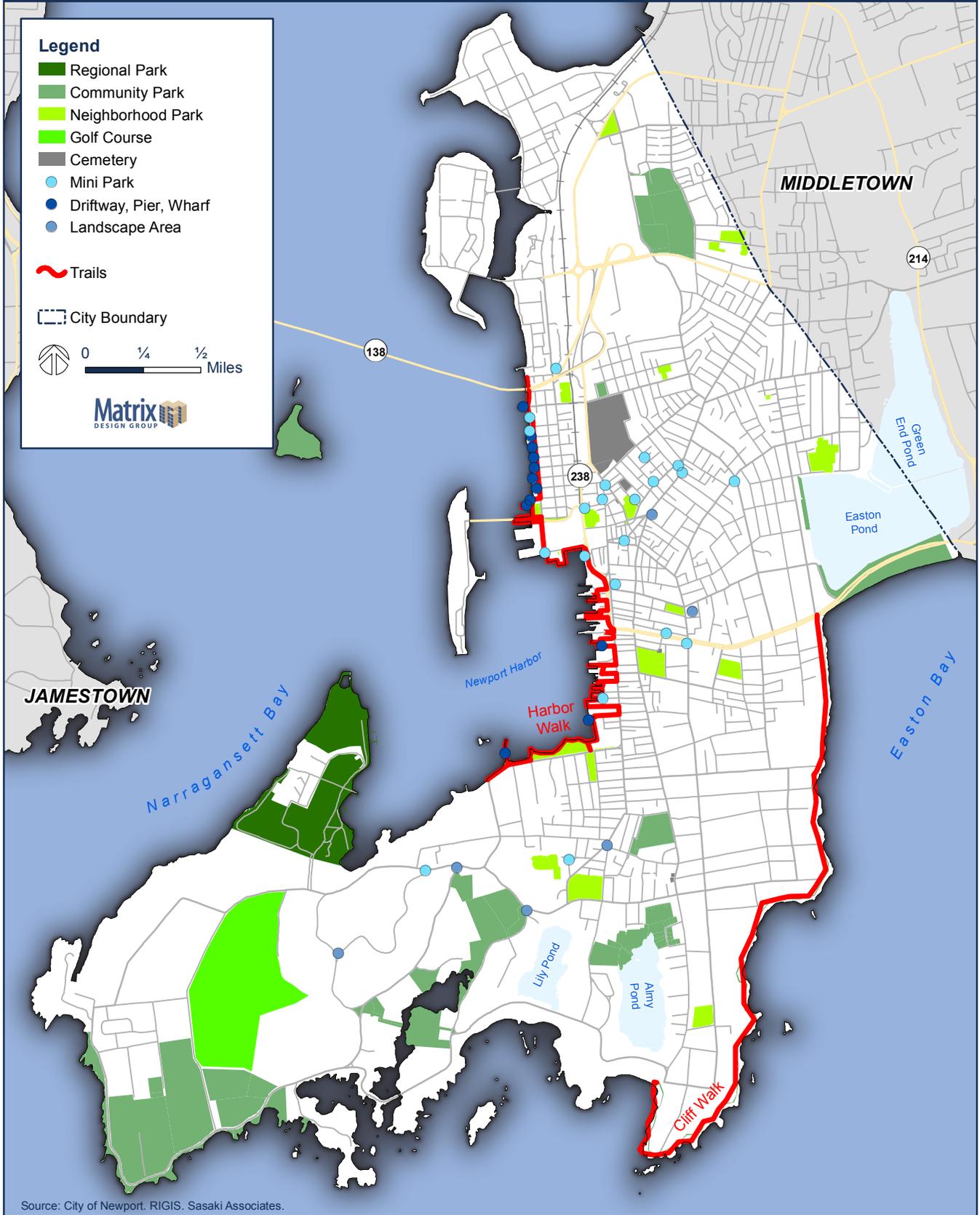
Legend

- 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

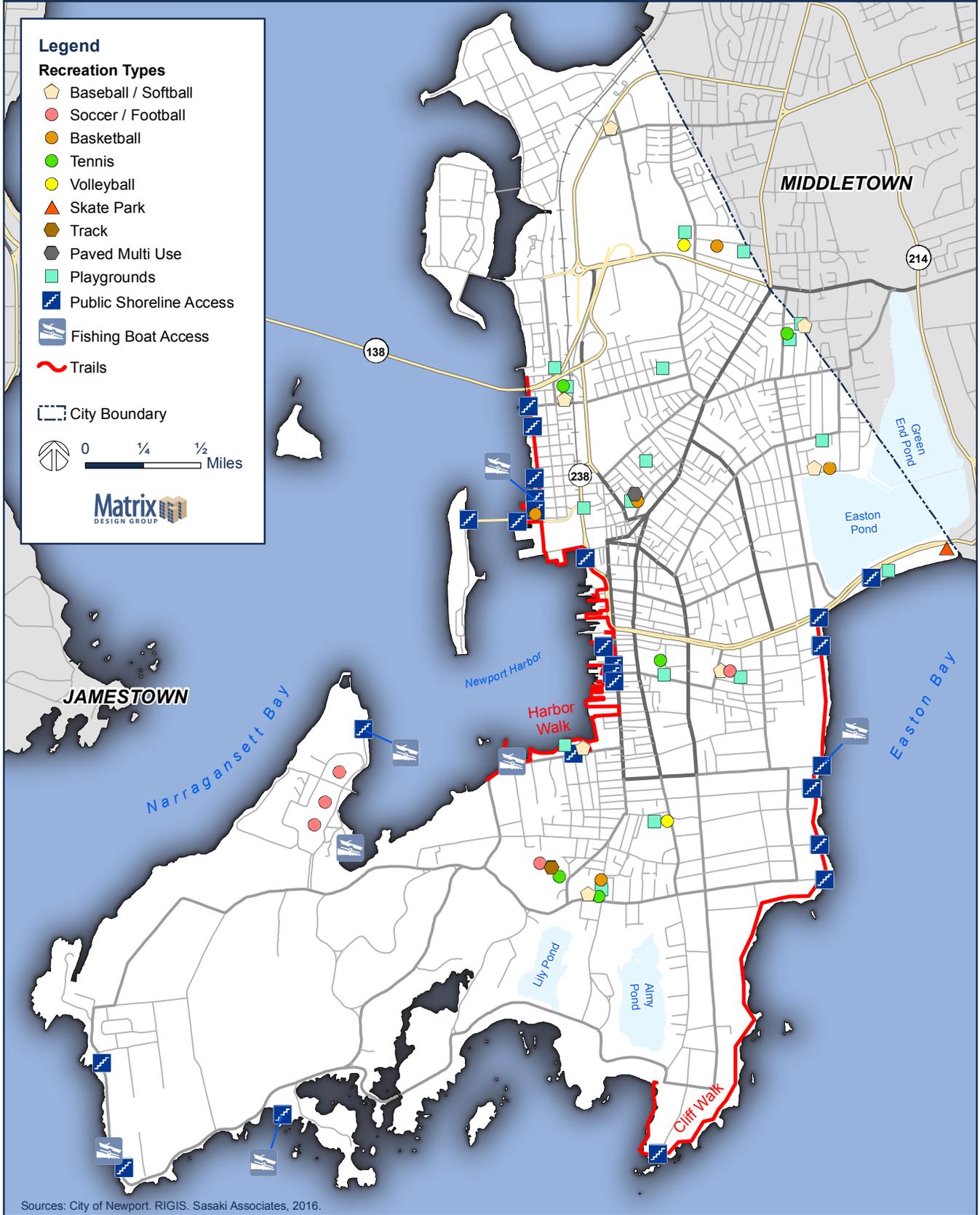
Recreation Types

- 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.

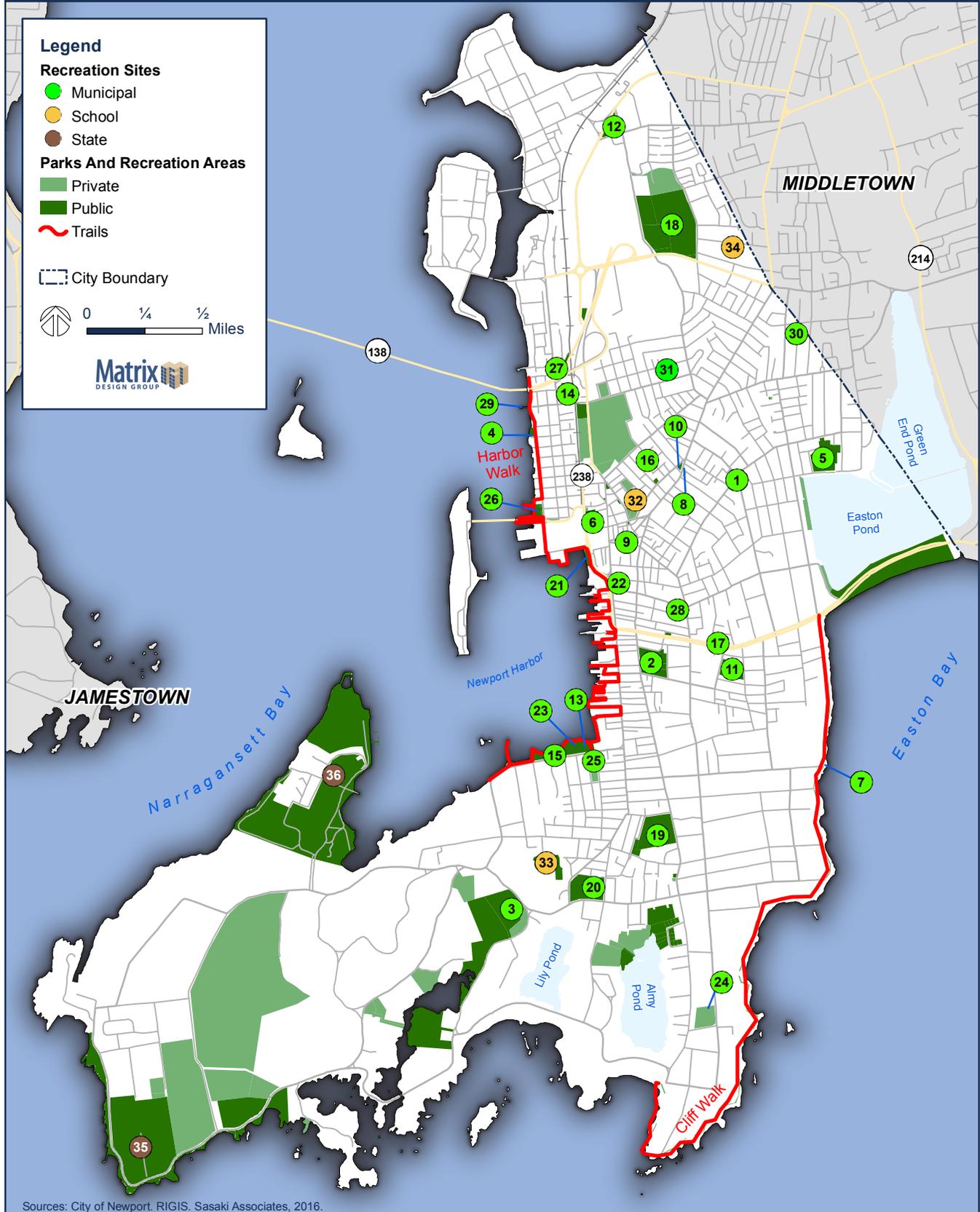
Newport Harbor Walk

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.

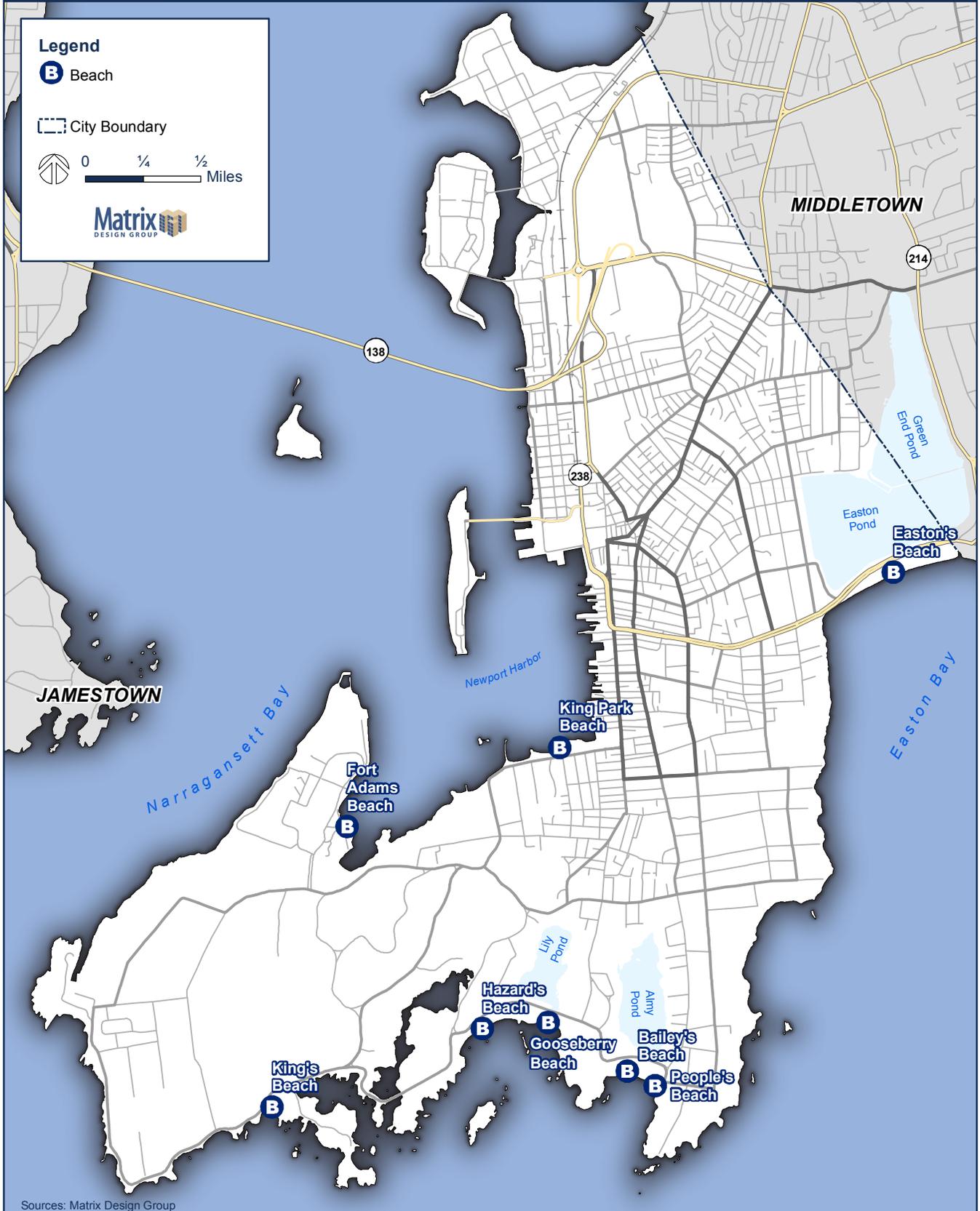
Newport has a number of other smaller public and private beaches along its coast, including one located on Ocean Drive called Kings Beach. The locations of these beaches can be seen on Map 8-4.



Legend

B Beach

City Boundary



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.

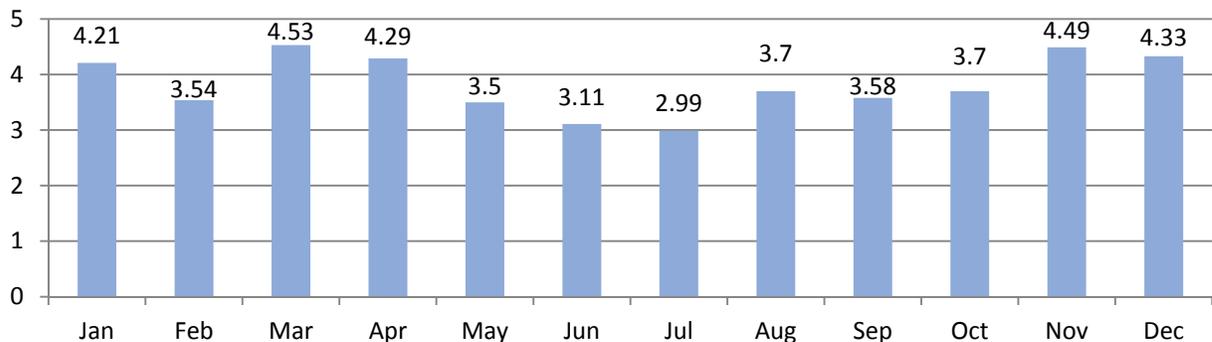
In general, Newport's topography consists of moderate sloped hills extending downward east and west from a central "spine" running along Bellevue Avenue. Elevations range from sea level to a high point of approximately 160 feet in the city's northern portion. Southerly sections of the city are relatively 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.

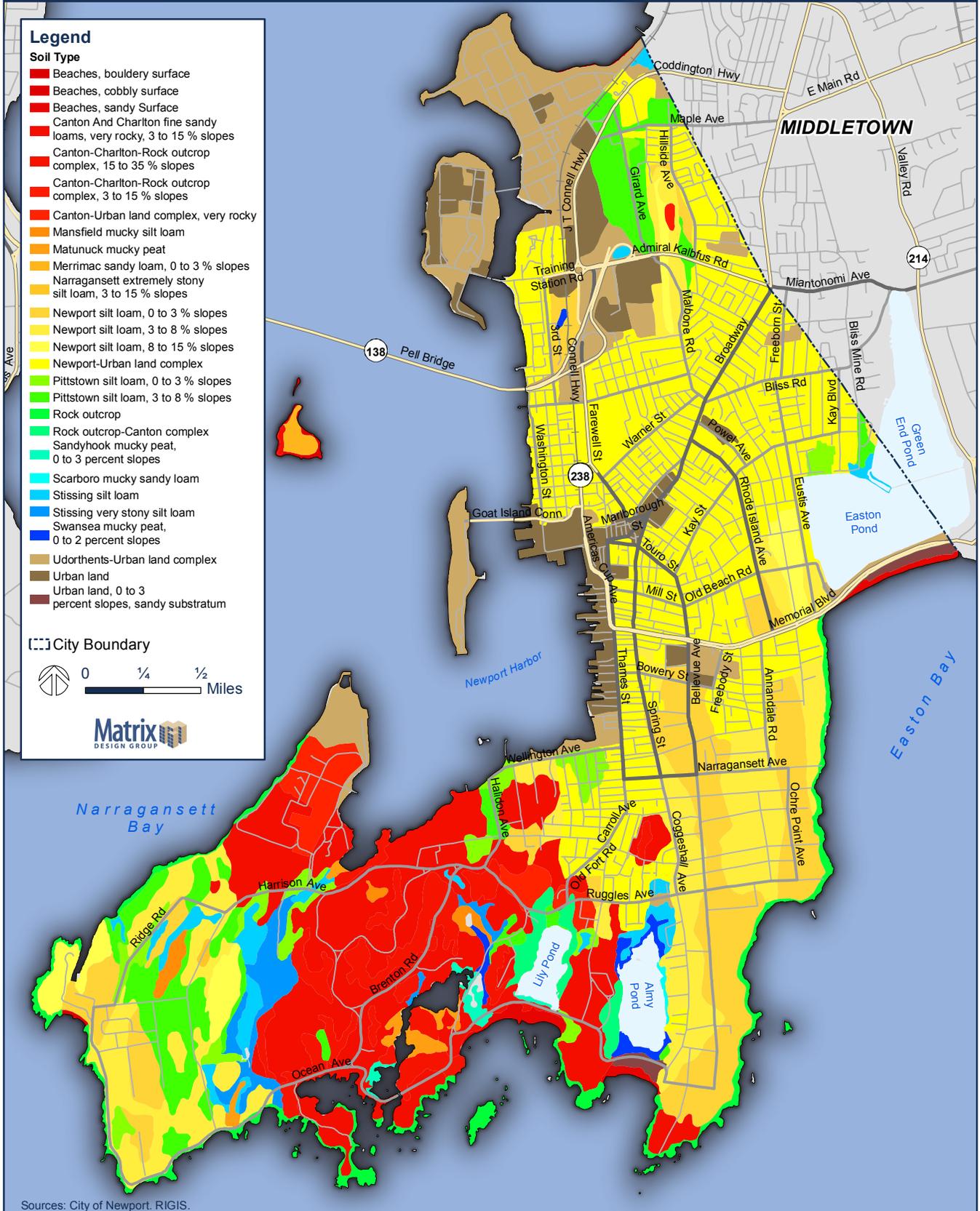
Agricultural

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.





Valuable Agricultural Soils

Legend

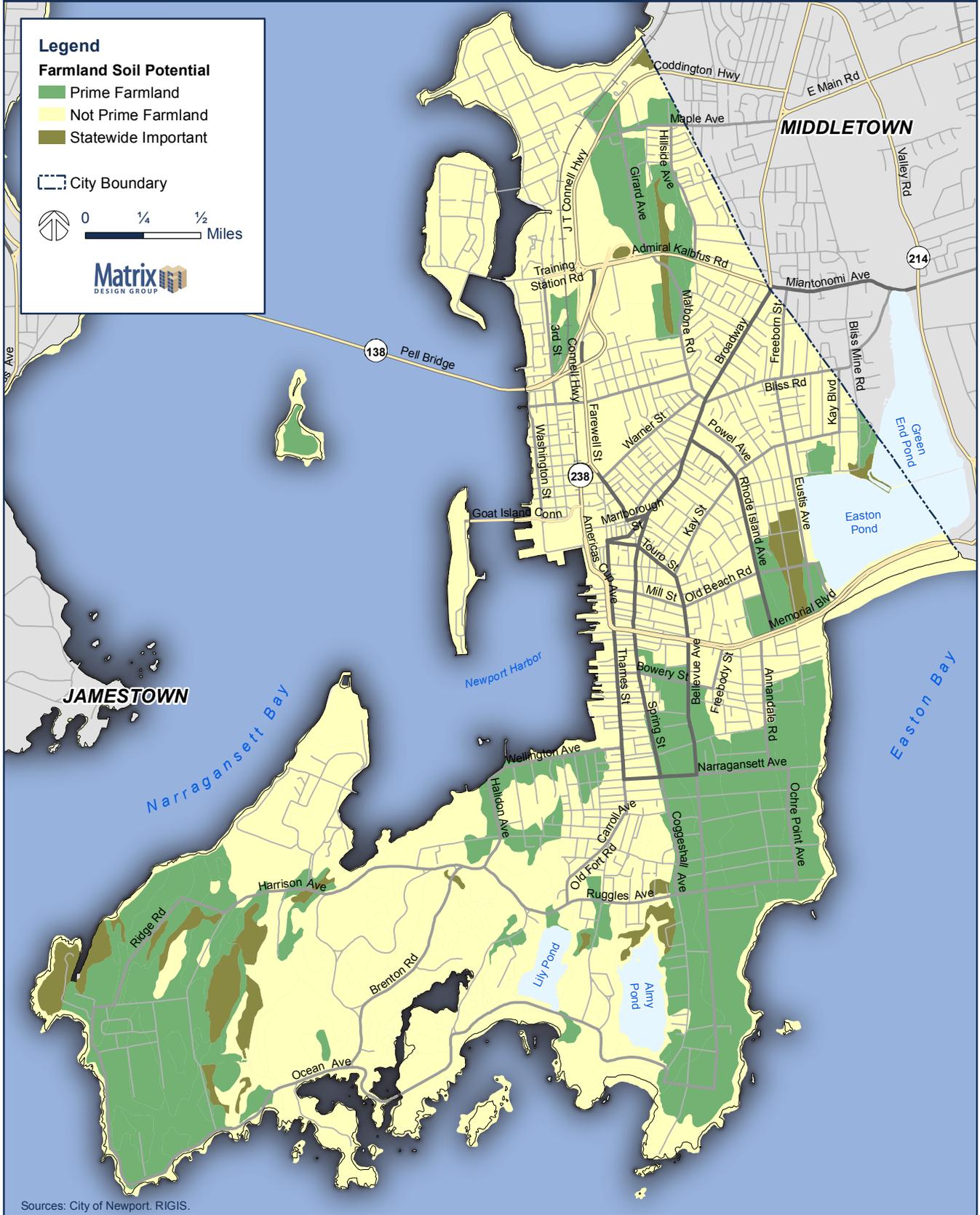
Farmland Soil Potential

- Prime Farmland
- Not Prime Farmland
- Statewide Important

City Boundary

0 1/4 1/2 Miles

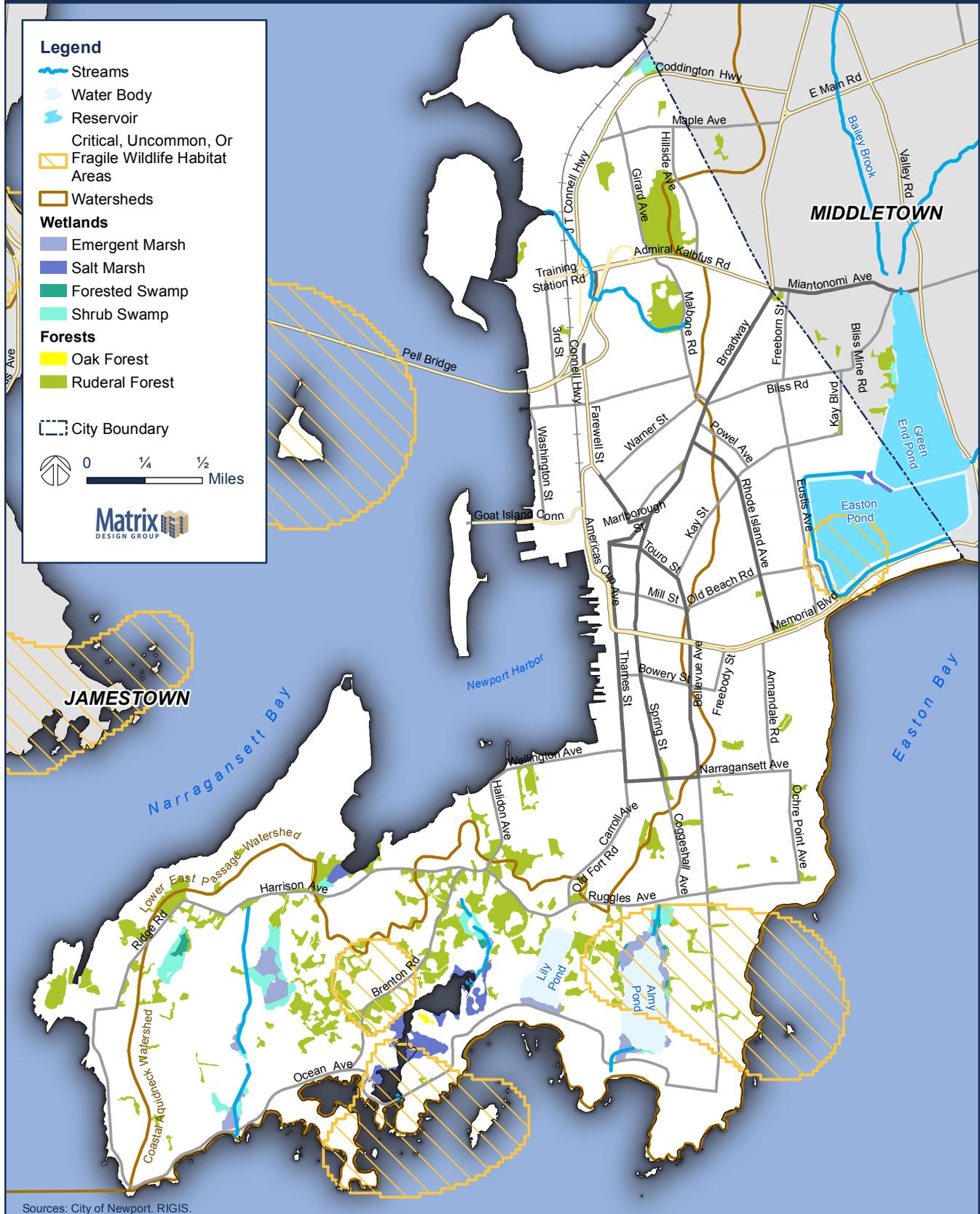
Matrix
DESIGN GROUP



Sources: City of Newport. RIGIS.



Natural Resources and Areas



Sources: City of Newport, RIGIS.

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 9-4
Effects of Sea Level Rise on
Saltwater Marshes - 1 Foot Rise



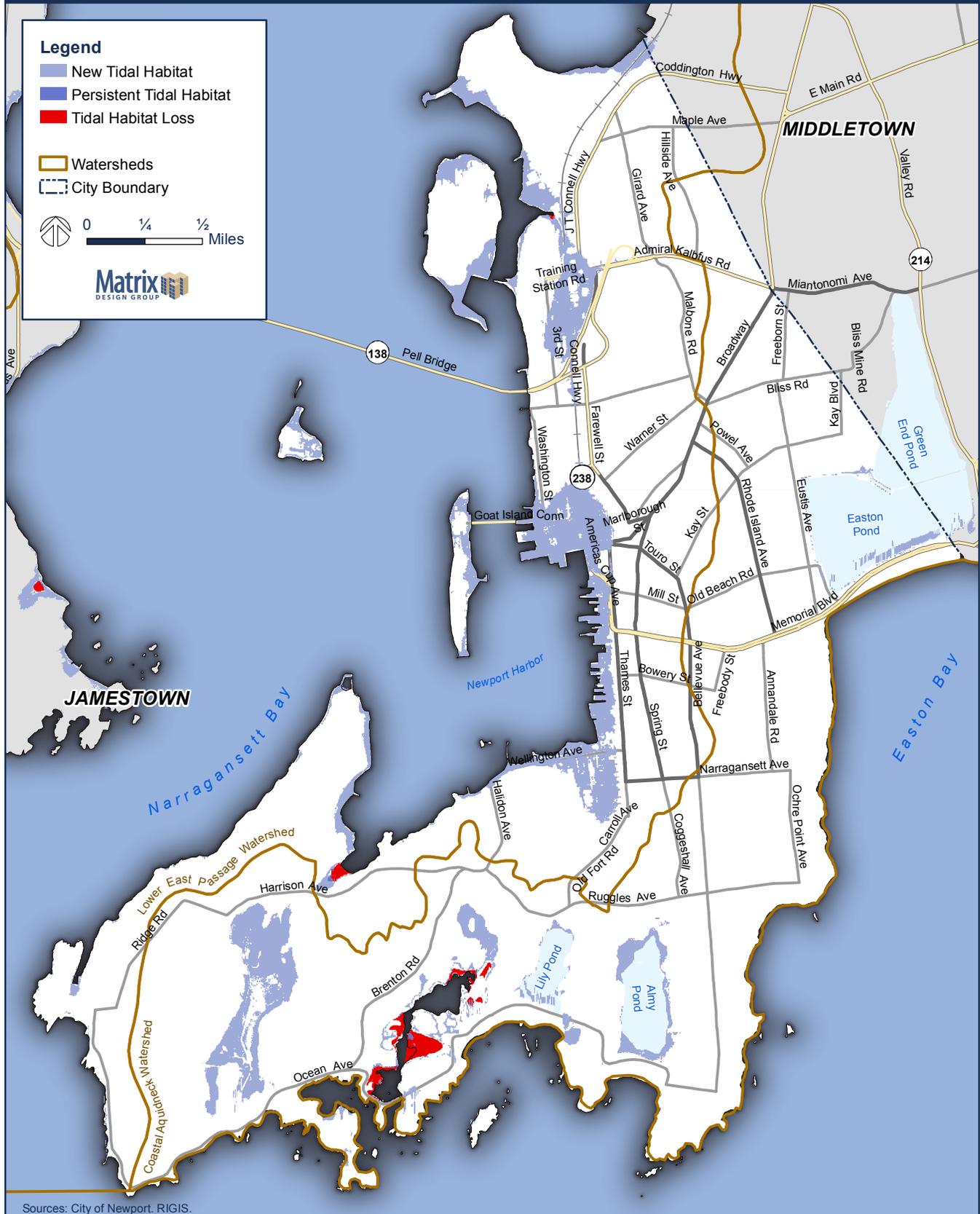


Map 9-5
Effects of Sea Level Rise on
Saltwater Marshes - 3 Foot Rise





Map 9-6
Effects of Sea Level Rise on
Saltwater Marshes - 5 Foot Rise



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.

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 publics' 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 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 57 properties listed on the National Register of Historic Places (NRHP). The NHRP is a federal program overseen by the National Park Service and includes historic places that warrant preservation. As described above, the City of Newport Historic District Commission (HDC) oversees historic preservation in the city. The first 45 properties on the list have been designated by the HDC as being either historically or culturally significant. Finally, 20 of the properties listed on Table 10-1 are considered National Historic Landmarks (NHL). Buildings in the NHL are eligible for preservation grants and technical



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.

Newport Comprehensive Land Use Plan

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.

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	Clark (Sherman) Hs. 279 Thames St.	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	Eisenhower Hs.	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	Luce Hall & United States Naval War College Coasters Harbor Island
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	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 Cemetary	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
57	Weatherly (Sloop)		

Indicates property is a National Historic Landmark



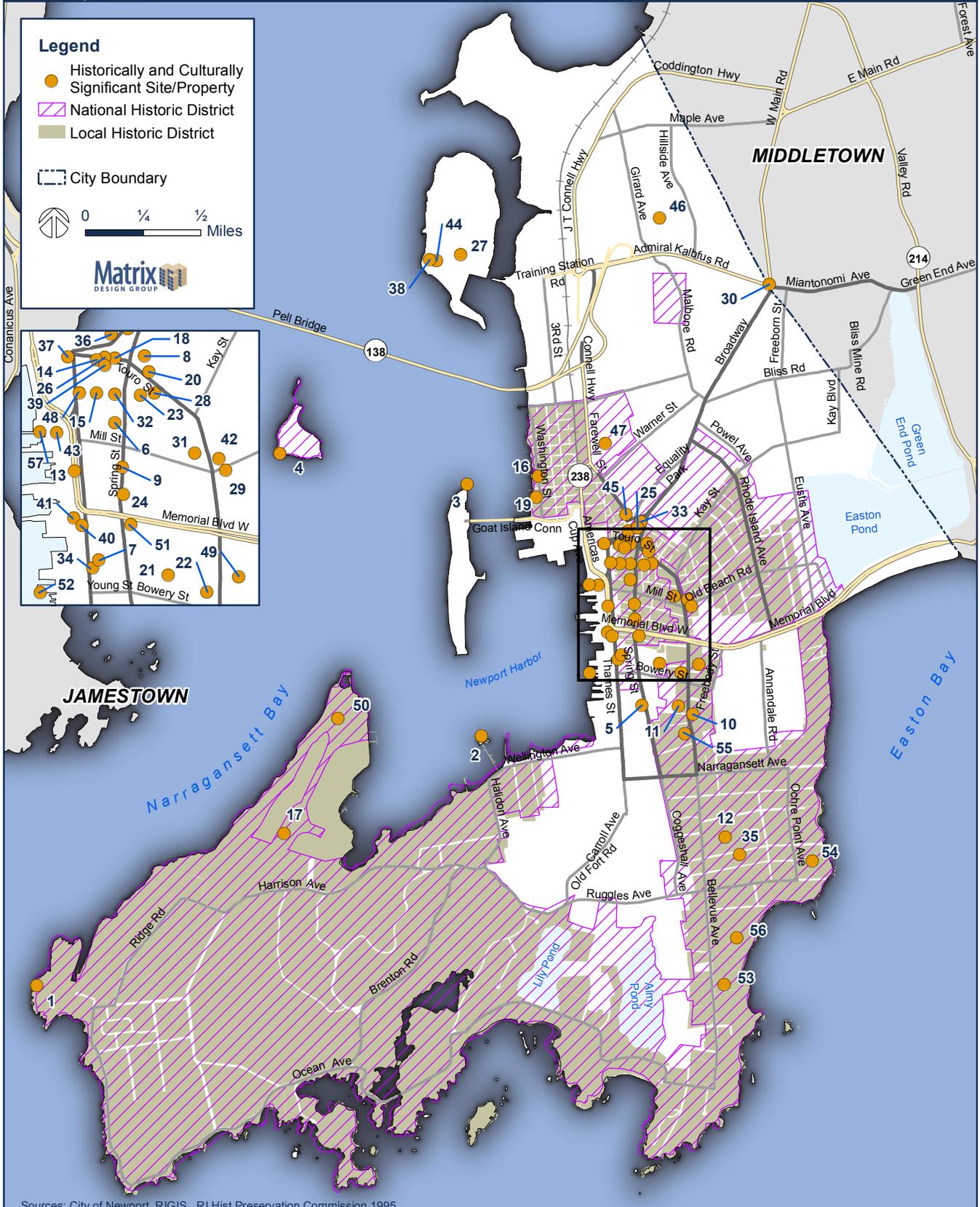
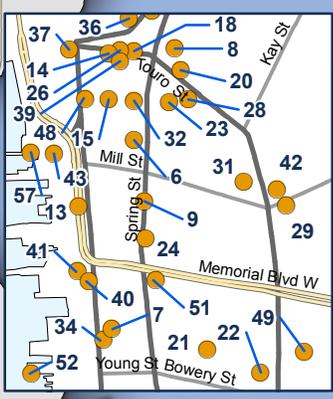
Map 10-1
Historically and Culturally
Significant Properties in Newport

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 Chateau-sur-Mer, the Isaac Bell House, The Breakers, The Elms, Hunter House, Whitehorne, Great Friends Meeting House , 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
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).
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.

Museum	Description
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.
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.
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.
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.
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.
Hunter House	The Hunter House displays examples of the finest achievements of eighteenth century arts and crafts done in Newport. Purchased by Mrs. Geoerge 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.
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.
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
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.

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.
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.

Race	Description
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 overnighter 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 Columbia. 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.

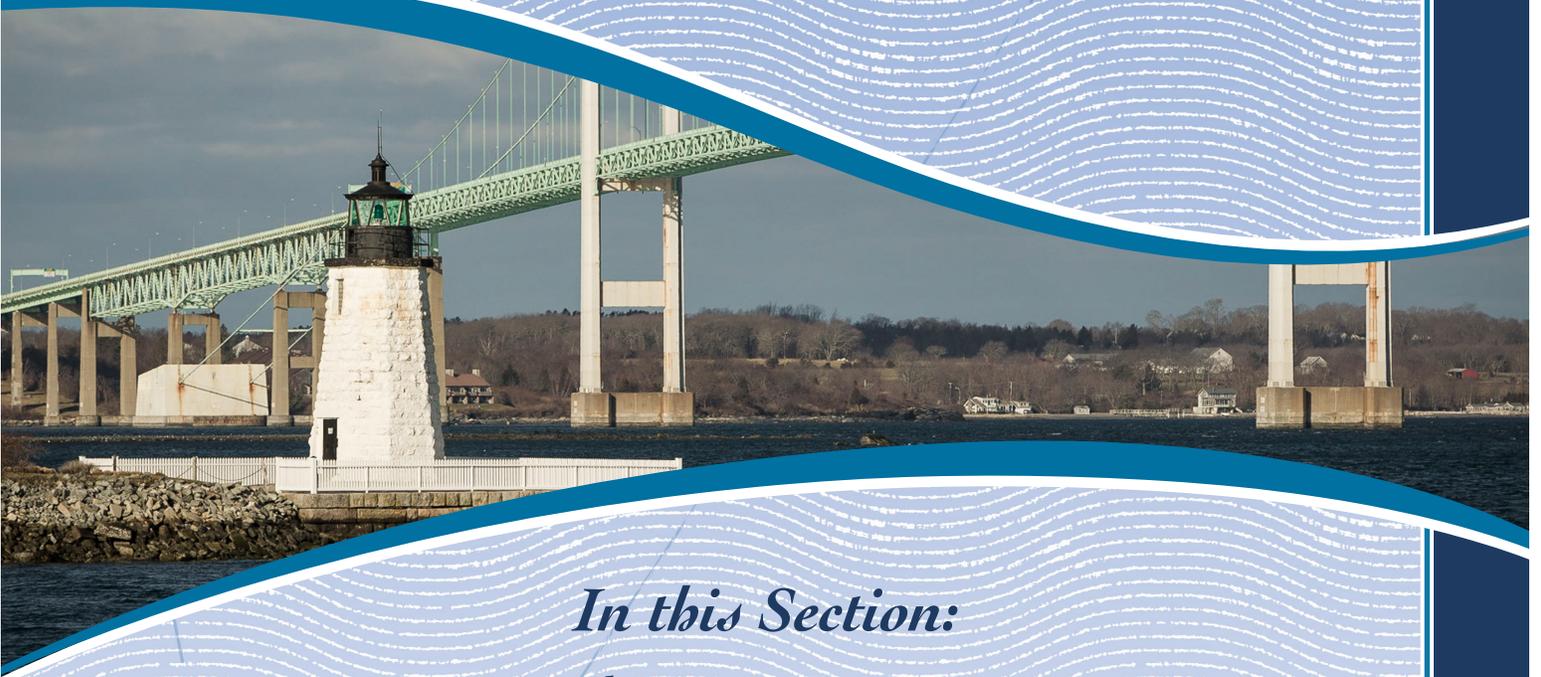
10.3 Implementation Actions

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.



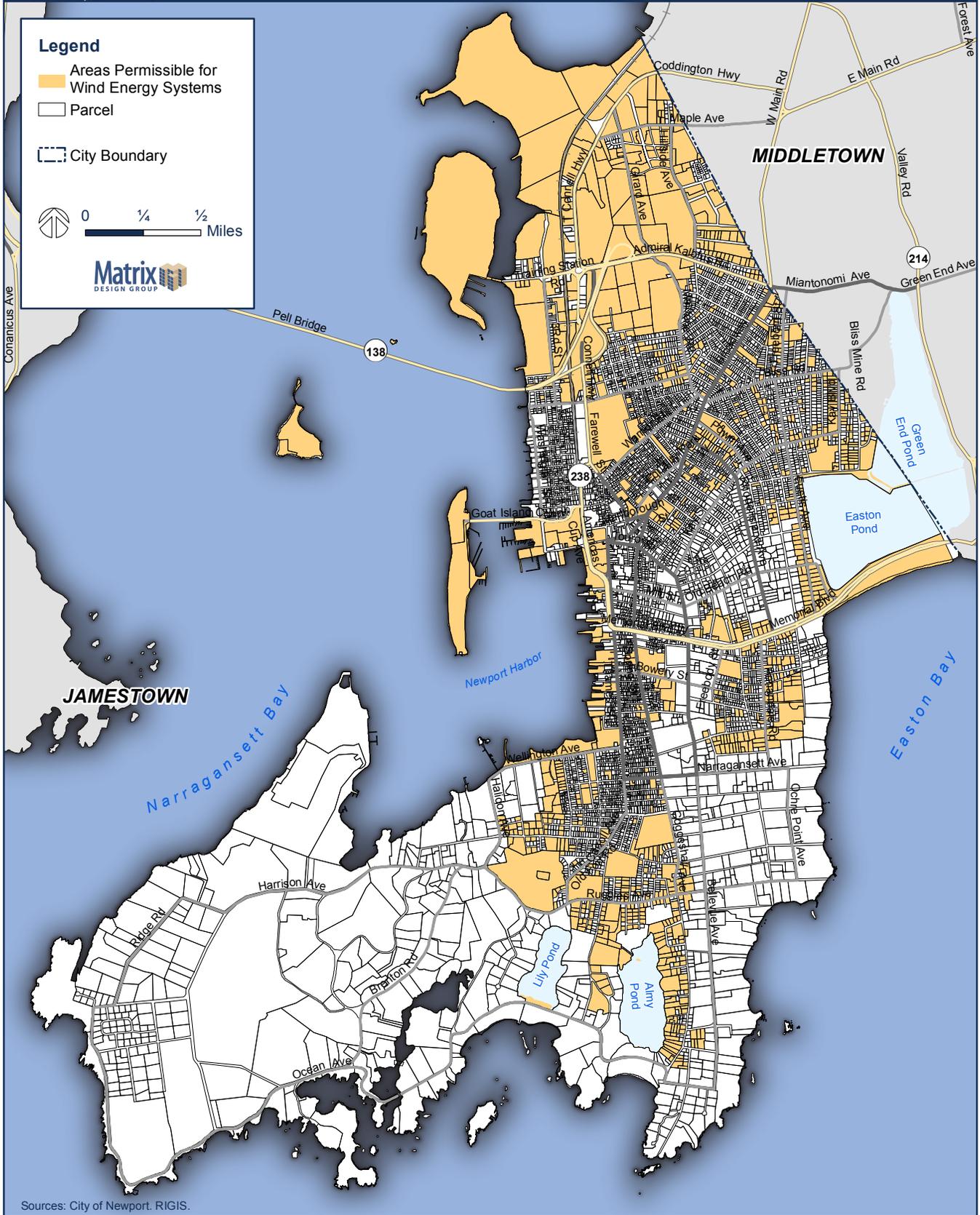
COMPREHENSIVE
LAND USE PLAN

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.

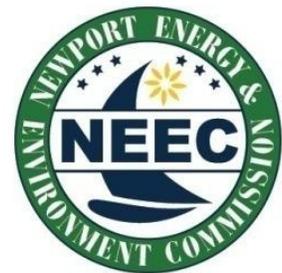
Property Assessed Clean Energy Program

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.

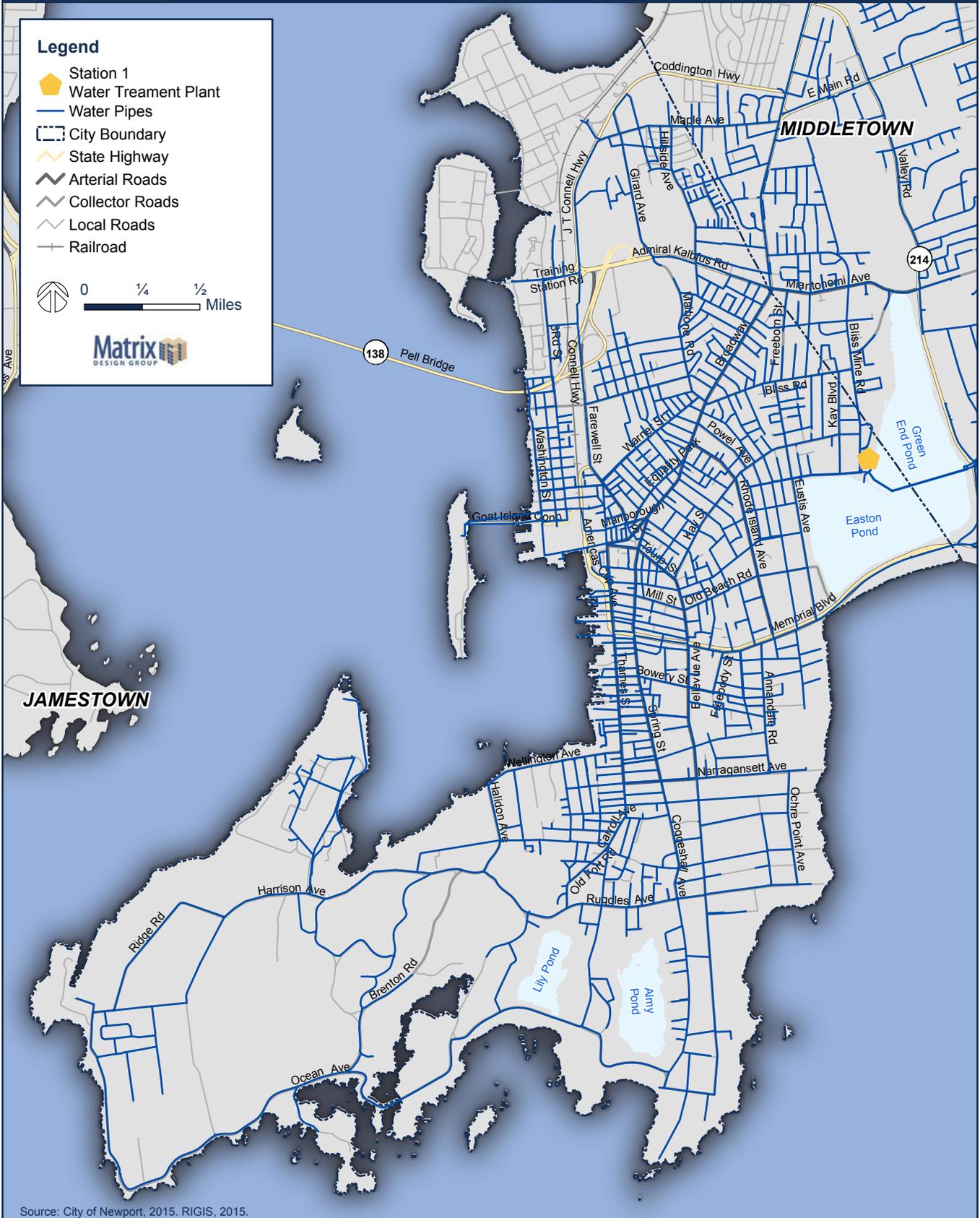
The NWD is the sole retail potable water supplier for the City of Newport, and also provides services for 75% of the homes in Middletown, and a small portion of Portsmouth. Water is sold at a wholesale rate to the Portsmouth Water & Fire District (PWFD) along with Naval Station Newport (NAVSTA). The 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.



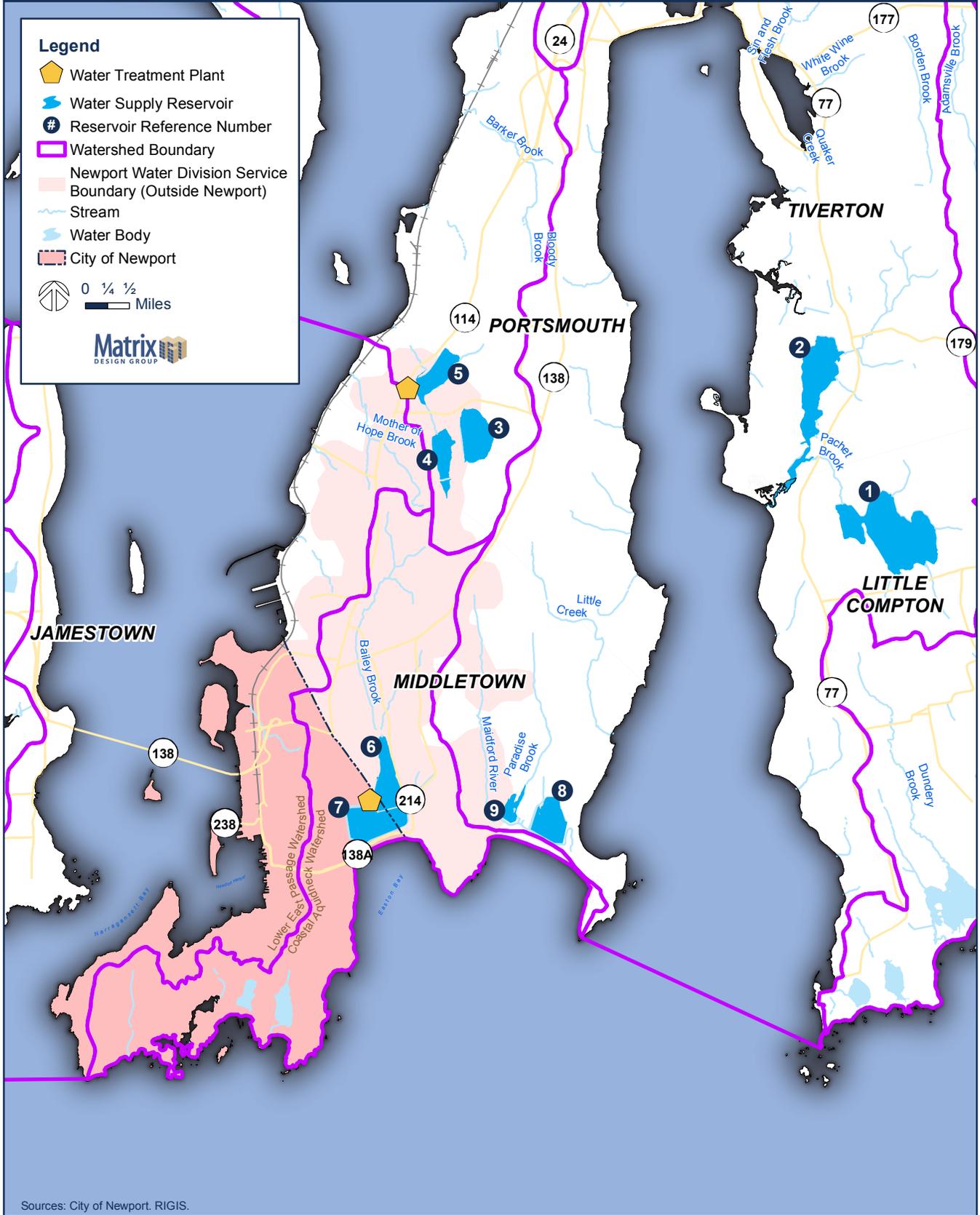
Newport's water quality depends in large part on cooperation with the neighboring communities.



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.

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.

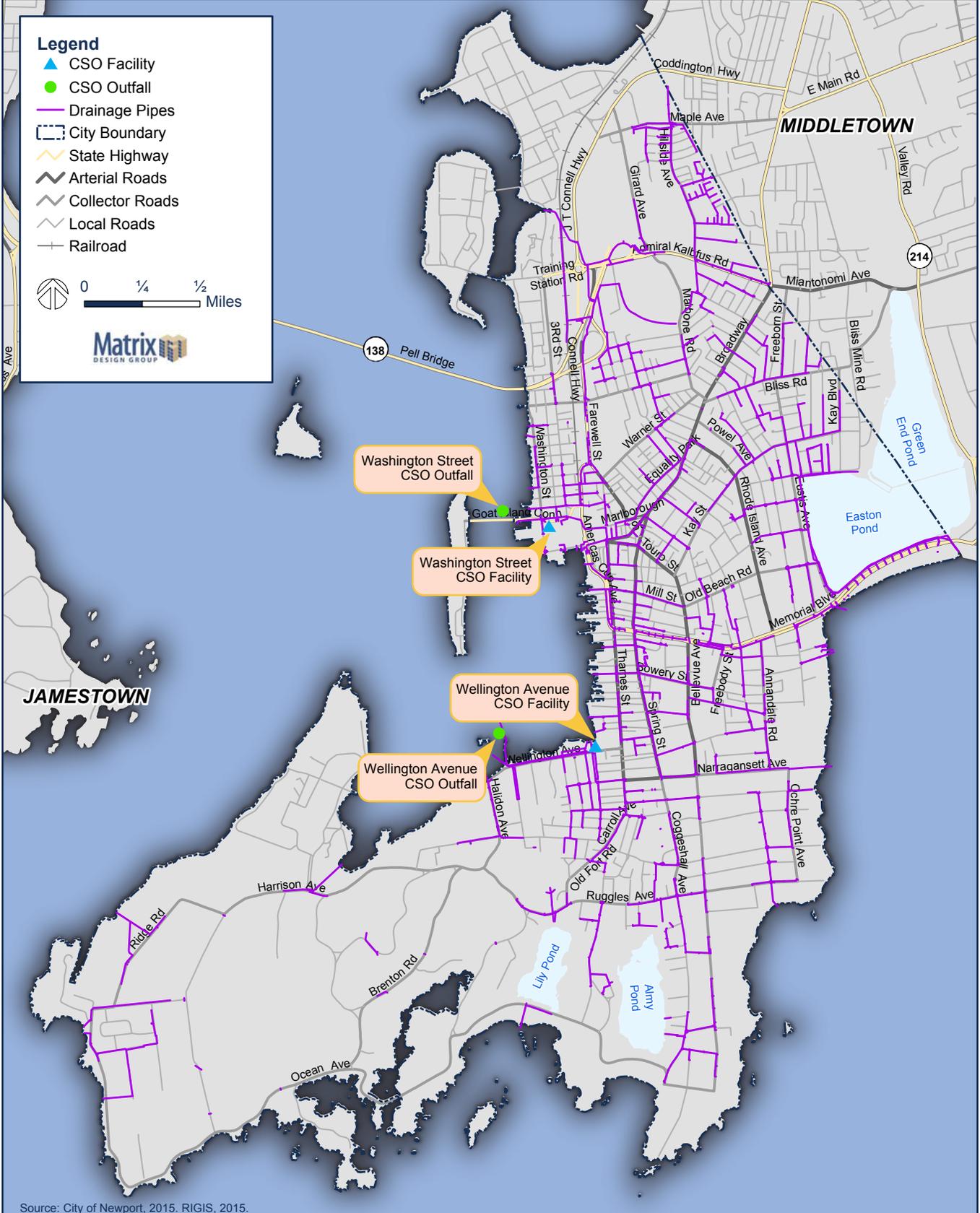
Stormwater Management

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. At present the Plan has been approved at the State level and now resides at the Regional approval process level. 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 current draft of the 2014 HMP 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.

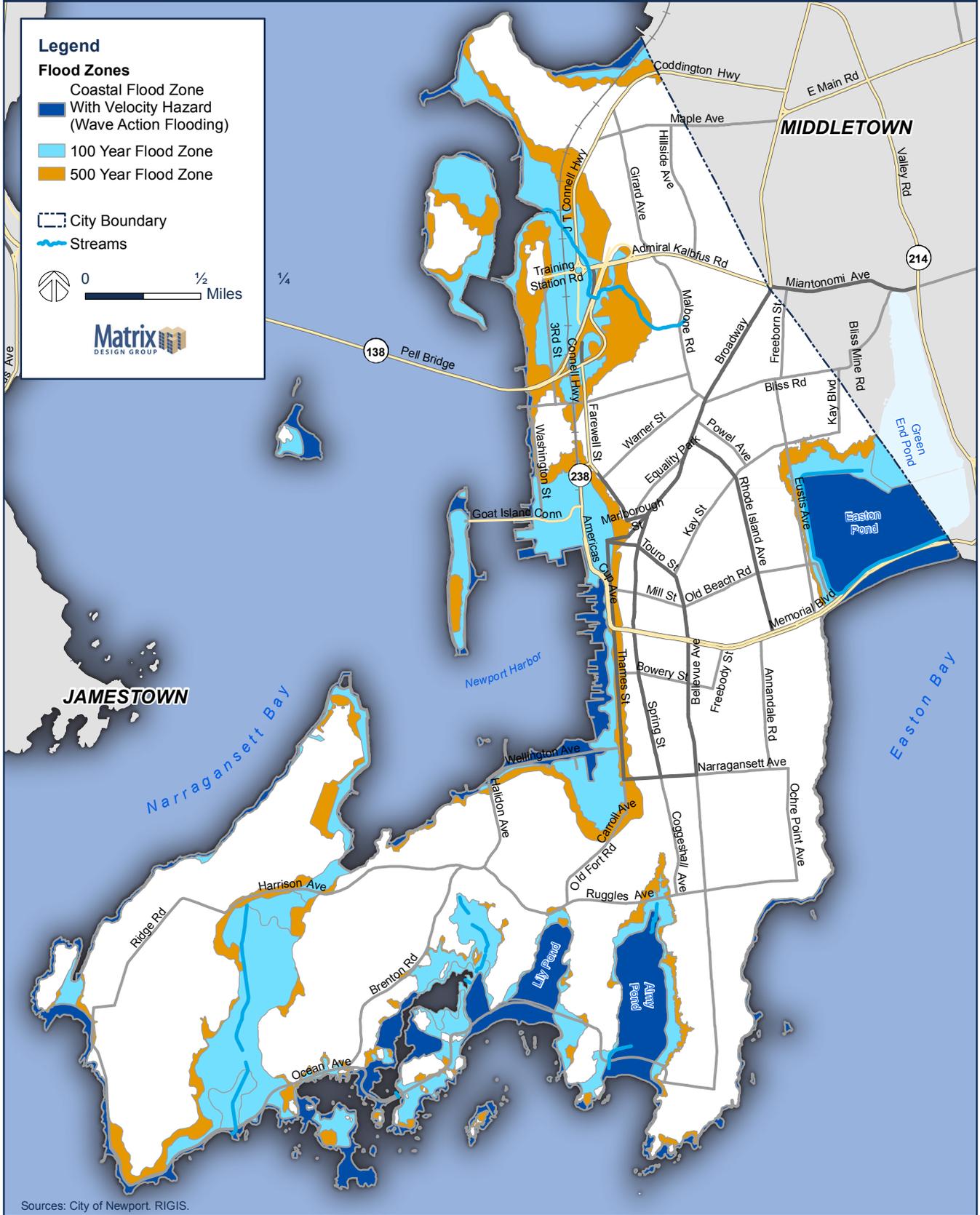


Legend

Flood Zones

- Coastal Flood Zone
- With Velocity Hazard (Wave Action Flooding)
- 100 Year Flood Zone
- 500 Year Flood Zone

- City Boundary
- Streams



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

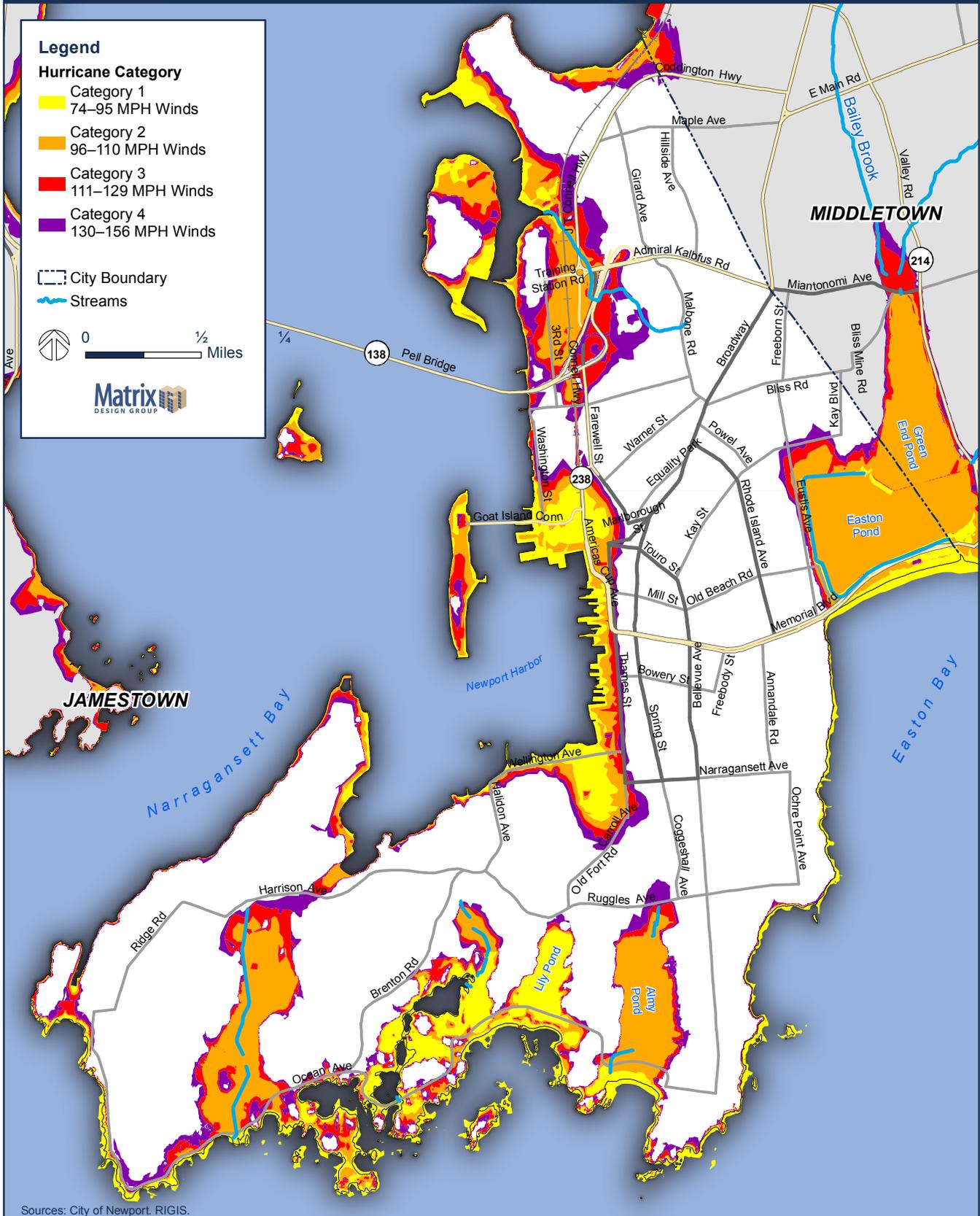
In addition to hurricanes, high winds and thunderstorms can pose a serious threat to Newport. Throughout the course of a year, Newport averages about 21 thunderstorms. They can cause structural damage and power outages when they occur. In September 2013, a series of thunderstorms traveled through the 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





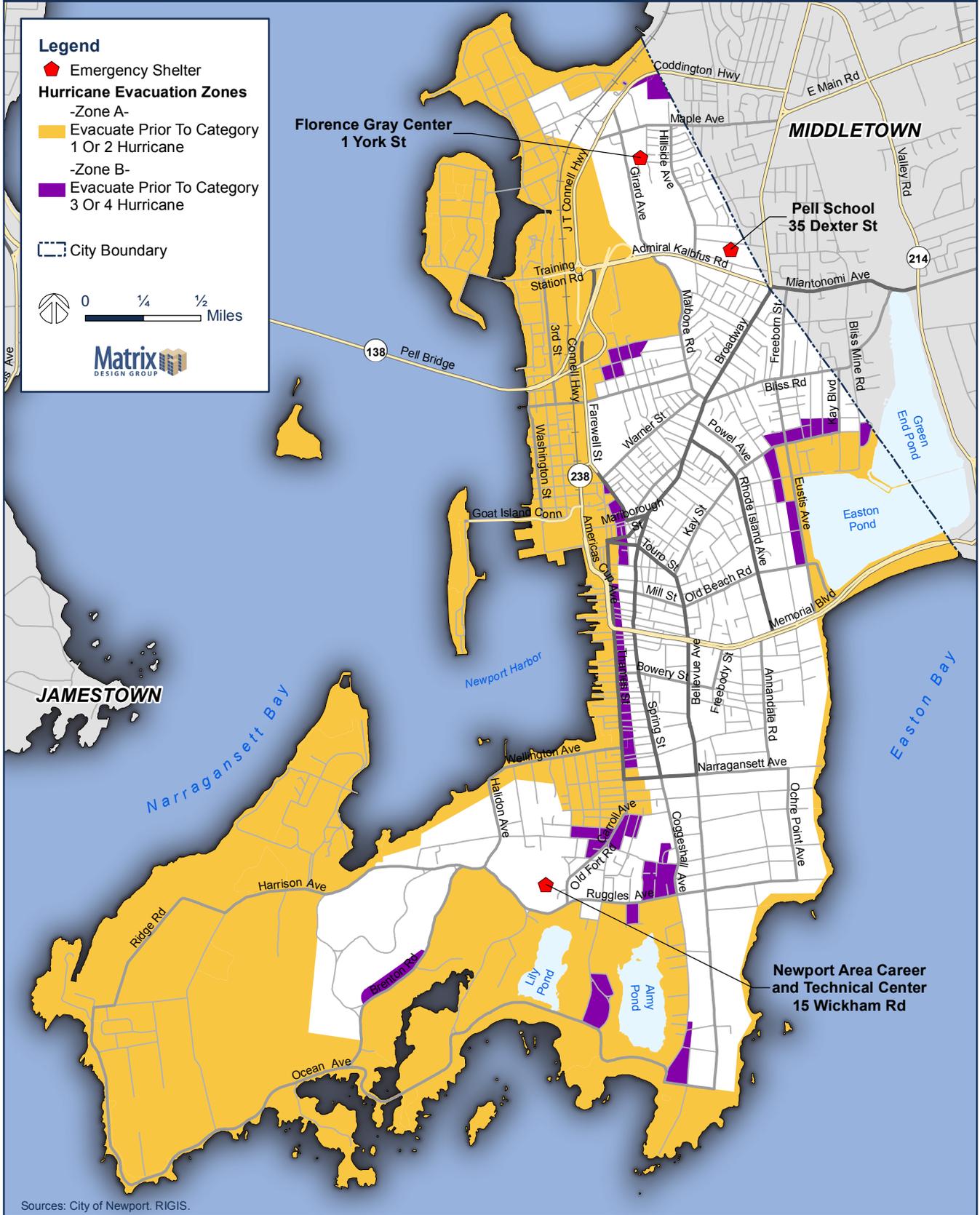
Hurricane Evacuation Zones

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

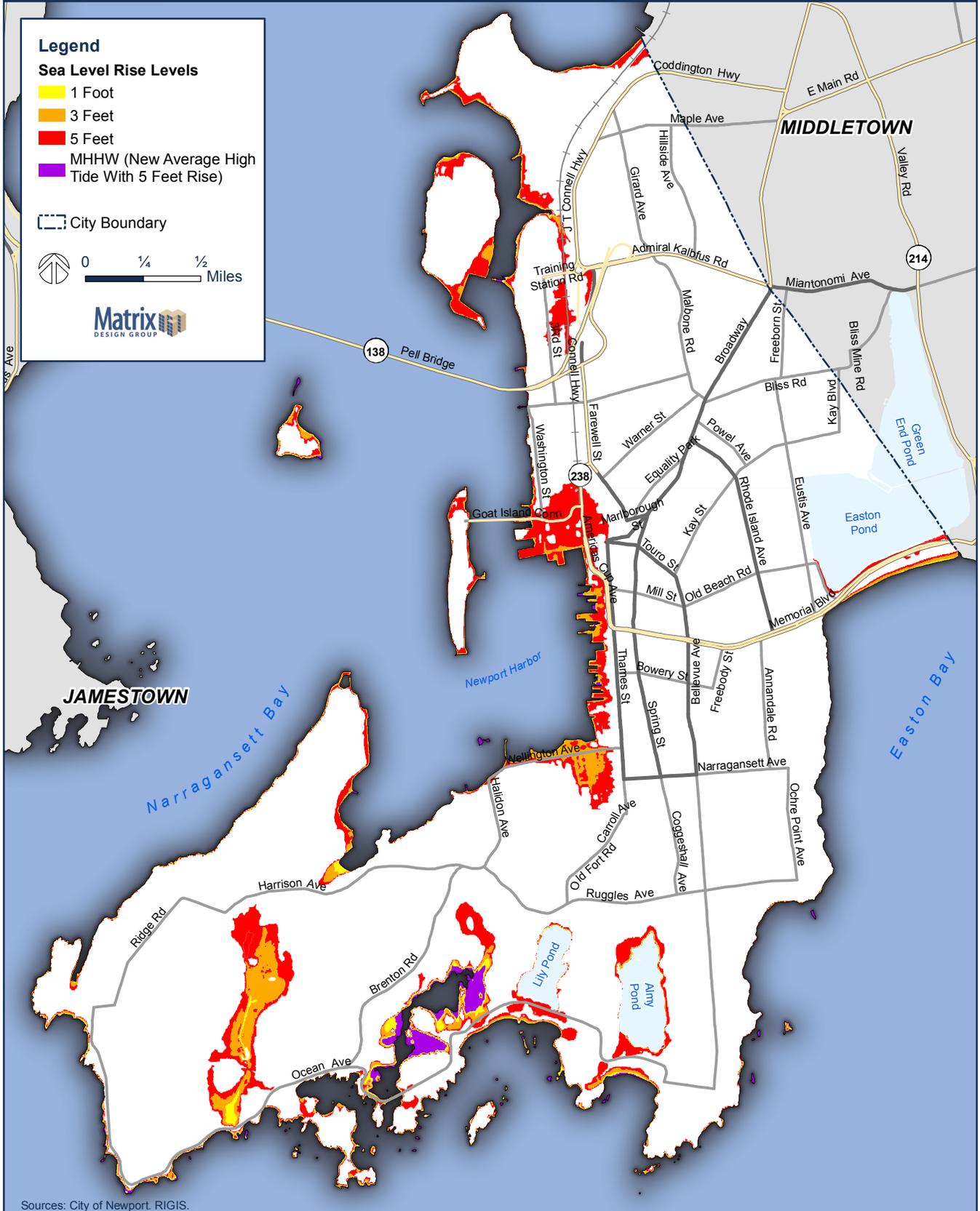
Newport and Aquidneck Island are particularly vulnerable to the effects of climate change. Throughout the last 80 years, Rhode Island has already experienced a rise in temperatures, precipitation, and flooding. A key indicator of climate change in Rhode Island is the steady increase in temperatures since 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.



Sea Level Rise Areas



Sources: City of Newport. RIGIS.

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 policies 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.	■			■					High \$\$		

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”.

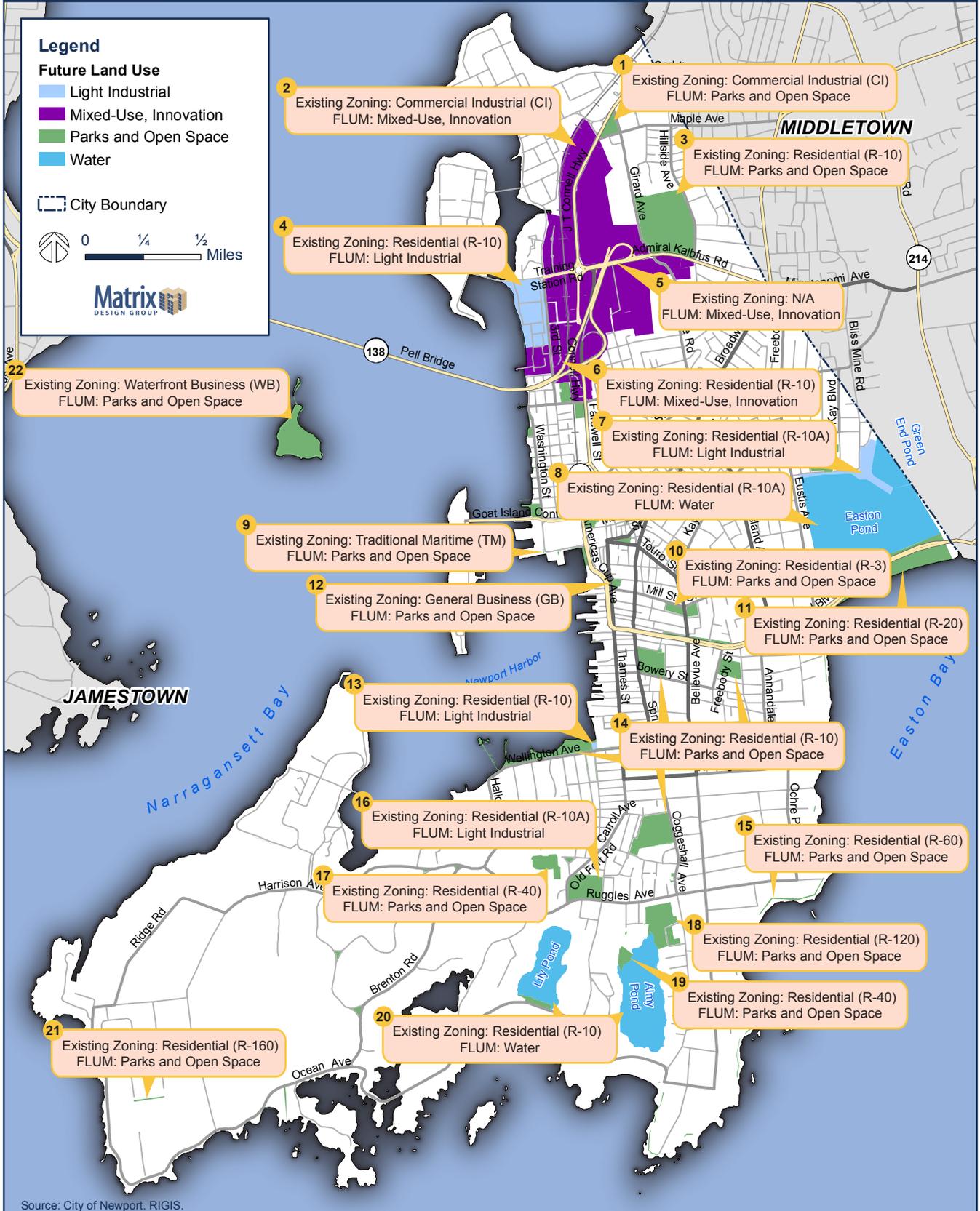
For the Water and Innovation Hub Mixed Use FLUM designations, the City will need to develop matching zoning designations as part of the zoning update.

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

Newport Comprehensive Land Use Plan

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	<ul style="list-style-type: none"> • 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.



COMPREHENSIVE LAND USE PLAN

