

City of Newport 2015 Comprehensive Plan Audit

COMPILATION OF STEERING COMMITTEE COMMENTS, 3/31/20

The 2015 Comprehensive Plan includes the following eight Goals, along with their associated objectives outlined in Table 1, and specific strategies outlined in Table 2.

Goal 1: The Central Business District/Renaissance Area will be redeveloped and revitalized.

Goal 2: The City will encourage continued riverfront redevelopment.

Goal 3: Newport's existing neighborhood integrity and improved housing opportunities will be ensured through rehabilitation and new investments.

Goal 4: Circulation within the basin area will be improved.

Goal 5: The City will preserve its valuable natural and historical resources.

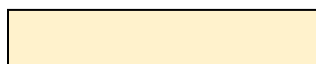
Goal 6: The City will encourage redevelopment and reinvestment of the commercial areas in South Newport while protecting the integrity of the surrounding residential neighborhoods.

Goal 7: The City will promote sensitive industrial development.

Goal 8: Enhanced aesthetics will be sought for all development in Newport.

The goal of the homework/discussion is to reach consensus on which goals, objectives and strategies in the 2015 Plan are still relevant. Please review the statements in Tables 1 and 2 and consider whether each specific goal/objective/strategy is still valid, should be modified or should be deleted because it is no longer relevant.

Comments received from the Steering Committee have been added to Table 1. Goals and Objectives. Opinions on whether the objective is still valid have been tallied (No, Unsure, Yes) and commentary that provides further explanation or recommendations are shown in the Comment column.



Yellow shaded rows indicate objectives where 9 or fewer people noted objective is still valid.

| Table 1. 2015 Goals and Objectives | Status | Continues to be Valid? | | | Comments |
|--|----------------|------------------------|-------------------|-----|--|
| | | No | Unsure/ Modify | Yes | |
| Goal 1: The Central Business District/Renaissance Area will be redeveloped and revitalized. | | | | | |
| Objective 1.1: Expand Monmouth Street Redevelopment Zone | | 1 | 1 | 11 | <ul style="list-style-type: none"> • Need to define/understand the “redevelopment zone” • Will help with Economic Development. • If this was to expand into York Street then it is still lacking, the redevelopment of Monmouth looks like it is going well. • Need this for support of small business • Need More research • But Monmouth continues to be underutilized. (2) • The edges of the corridor still need significant work. • Diversity of retail product/services; Re-design facial landscape • Believe that this will bring more homeowners. |
| Objective 1.2: Continue to attract service and specialty retail businesses to fill vacancies along Monmouth Street | ongoing effort | 2 | 0 | 15 | <ul style="list-style-type: none"> • Not complete. Need to study what might keep service and specialty retail away from areas of Monmouth. • We’ve improved here drastically over the last 5 years, but it’s still a far cry from the potential businesses we should have here. • With the decrease in retail activity it might be more useful to try and attract more professional businesses • The more business the better for everyone. Needed if infill is to happen. • The number of vacancies has reduced significantly, but the city should continue attracting new businesses, as there is a high turnover rate in some of the industries. • Paid Marketing Budget/Marketing for vacant buildings and to potential new businesses • My preference is to attract local businesses. • Incentives help. This is already happening. Ideally, we would want to move the not-for-profits off the main retail corridor to a better-suited location, and allow for-profit businesses to move in. • The problem with any main street in any city is the availability of parking. The businesses that perform better in this environment are either pedestrian friendly, specialty, or by appointment • Monmouth Street needs business that will generate foot traffic. • Very important look at best practices in small cities. |
| Objective 1.3: Promote utilization of upper floors in existing buildings. | Ongoing effort | 0 | 1 | 14 | <ul style="list-style-type: none"> • Older residents may not want to climb, but younger ones would • Would be nice to see a grant to help with this. • Would be nice to have an Inventory of current occupied upper floors • There has been significant headway in the past 5 years, but this should continue to be pursued where vacancy exists. A large percentage of upper floors continue to be empty. Could be low cost office lofts or residential. • Residential 2nd / 3rd floor, Less commercial office space. • Honestly – this will not change until building ownership changes from the old guard. • Problem. Many, many owners are not familiar with all the requirements to successfully rehabilitate a commercial property. They think they can just do whatever they want. • More public awareness. |

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| | | No | Unsure/ Modify | Yes | |
| Objective 1.4: Continue expanding the façade improvement program. | Ongoing effort | 0 | 0 | 16 | <ul style="list-style-type: none"> Nicer looking fronts will entice more customers. The building owners that have redone their buildings is a huge asset to the downtown, most helpful for business owners. The facades are continuing to improve, but this should remain a priority; not complete. If no money, need to find alternative resources or ways to help promote this Desperately needed to encourage more renovations on Monmouth and outlying commercial areas. Not sure this specific of a program should be in comp plan Façade improvement and rent subsidy have proven effective in Covington and Dayton |
| Objective 1.5: Improve circulation patterns along Monmouth St to address needs/visibility of businesses, while preserving existing parking. [repeat in 4.5] | | 2 | 0 | 15 | <ul style="list-style-type: none"> Changing Monmouth St to one way would be a detriment to people living in South Newport. It would lead to increased traffic congestion. Traffic already gets backed up due to the traffic light change at 11th and Monmouth Assume businesses still feel this is needed. But I do not support a two-way traffic pattern. Two way Monmouth and York will significantly improve pedestrian safety and business visibility. No new parking needed! Monmouth Street– possible two-way traffic. Consider doing the same for York St? Needs to be two way. Think that going back to two way traffic will draw people from the levee Has there been a study on making Monmouth two way? Yes to circulation, less focus on parking in an ideal world; We need more circulation We need to encourage more foot and non-vehicular traffic and reduce the amount of through traffic Slow down traffic, and make Monmouth a destination, not a pass through/commuter street We have an abundance of parking. Cities can't grow and repopulate when they only accommodate cars. Problem. We need to become even more creative to create more parking opportunities. This will help with the utilization of the upper floors. Look at opening land-space for example Garfield place in Cincinnati, Ohio Review how parking meters are being monitored for time or not being monitored |
| Objective 1.6: Strengthen connection between the Central Business District and Newport on the Levee. | In process Ongoing effort. | 0 | 0 | 18 | <ul style="list-style-type: none"> Levee redo will help, so will two-way traffic on Monmouth We need these two districts to work together There still seems to be a gap between the Levee and the rest of the city. The new apartments should help to reduce some of this gap, but the design of Brios at the entrance to the Levee and the underutilized land that remains in the 2 blocks between Mokka and the Levee create a large barrier. The Levee attracts more "tourists" and the rest of Newport attracts more residents. Doesn't seem to be worked on yet. Old guard owning buildings and refusing to sell or rehab. Former owners discouraged collaboration efforts – new ownership seems more receptive and needs to be encouraged. Levee in process of doing thing with reno Making Monmouth two-way would increase weekend traffic between 3rd and 10th. Need to strengthen image between the two locations – less bars and strip clubs etc Intersections of Monmouth with 4th, 5th and 6th are critical future projects Hopefully the retail space at Academy on Fourth will provide much needed connectivity between 3rd and 6th Street. |

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| Objective 1.7: Require appropriate urban design principles for infill development. | Somewhat | 0 | 1 | 7 | <ul style="list-style-type: none"> • Provide update on what has been done/what is planned. More detail would be great to see. • This should always be a goal as the historic building stock is a huge asset. • Need stricter guidelines and enforcement. Just look at our neighboring cities. Much better infill development going on. • Many infill developments Aqua, Aloft, etc do not engage pedestrians well. Need design review earlier in process, before zoning/variances. • Current zoning needs to be evaluated. |
| Objective 1.8: Improve access to encourage rear deliveries along Monmouth St. | | 2 | 0 | 13 | <ul style="list-style-type: none"> • Great idea; removes traffic/parking obstacles • The delivery trucks on Monmouth create safety issues for vehicles, pedestrians, etc. • Each block should require a delivery zone/alley deliveries • That is the only way Monmouth can be considered for two-way traffic. • Doesn't seem to happen much. • Would help traffic flow and free up more parking. • Still a major issue. Really tough to enforce. • Amen! Parked trucks on Monmouth is a royal pain. • Not necessarily valid – can establish certain days/hours for deliveries, or designate 'truck/delivery' only parking in front of businesses for certain hours. • This doesn't seem important, though I don't know much about it. |
| Objective 1.9: Establish a parking facility/intermodal facility. | | 3 | 1 | 6 | <ul style="list-style-type: none"> • We have a number of scattered surface lots throughout the CBD, but would there be a need? or is it worth considering the possibility of a multi-level parking garage further up Monmouth St. Cost, maintenance and management is a consideration with this. • Increase parking options. • Consider Parking garage that could charge and the money go back to the city to pay for the building and up keep. • Can we leverage NOTL parking garage and include shuttle service instead of building more garages? • No more parking lots! We have enough parking (Levee and surface lots alone). Need to focus on alternate modes of transportation. • How can we better utilize existing? • Where? Benefit? |
| Objective 1.10: Pursue businesses as identified in the 2004 Renaissance District Marketing Study. | | 3 | 4 | 3 | <ul style="list-style-type: none"> • Need to update that study, as it is 16 years old (3) and businesses have changed significantly. Can we see this study recommendations? • Need more small businesses/artisans • The business mix is currently overly focused on retail, restaurants and bars. • Promote retail/food/bars/entertainment |
| Objective 1.11: Consider restarting the Main Street Program to encourage cooperation among the merchants. | | 1 | 2 | 11 | <ul style="list-style-type: none"> • Value in further reviewing this item. • Need better communication between merchants, the city, and volunteer groups • NBA; Bring it back, with paid membership dues in partnership with the NBA • YES. This is a necessary position at the City that hasn't been filled for years. • Mainstreet is becoming outdated and reporting requirements take significant time with no funding available. I would avoid this and focus on economic development or a non-certified entity. |

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| | | No | Unsure/ Modify | Yes | |
| | | | | | <ul style="list-style-type: none"> We have minimum cooperation among business owners. They were planning to start events on the last Friday of the month beginning March 27. Hope to see more efforts when virus concerns are over. |
| Objective 1.12: Promote development that encourages a balance between the community's needs and those of our visitors. | In process; ongoing effort | 0 | 1 | 16 | <ul style="list-style-type: none"> Also work to rebuild infrastructure. Many streets could use curbs redone, and some alleys are very bad (i.e. Phillips) Yes, Main St. lacks business neighborhood residents need. We tend to focus too much as a City on visitors' needs, which is necessary, but more effort should be focused on the community and exiting businesses. This is critical to our future. A great example is the Newport Inn rooms above the Urban Chick. The presence of these visitors helps every business along Monmouth. Tourism is a good job creator, but we need some more diverse retail and dining. We need to identify target market: residents/tourists or combination. In the past the Levee has had a captive audience that stays on-site or parks close by but does not support businesses south of the Levee. This has been the situation since the Levee opened. I know this as a former retail shop owner on Monmouth Street. |
| Objective 1.13: Promote development that encourages a balance between tourist needs, business needs, and the community needs. | In process | 0 | 0 | 14 | <ul style="list-style-type: none"> See 1.12 responses We need a safe and friendly environment for all Parking will be an issue until the end of time. Tourists and visitors must be controlled as to where they are located and parking. |
| Objective 1.14: Embrace/encourage development between the riverfront and the Renaissance areas. | Work in process | 0 | 1 | 11 | <ul style="list-style-type: none"> And all of the surrounding businesses. Still a big gap between 3rd and 7th. |
| Objective 1.15: Create a Tax Increment Financing (TIF) District in this area. | Done | | | | <ul style="list-style-type: none"> How are these funds utilized? |
| Objective 1.16: Promote technology and high-tech development through marketing and the expansion of technology infrastructure. | ongoing effort | 0 | 0 | 16 | <ul style="list-style-type: none"> Some has been done but there is room for more In process with Will Weber and Fiscal Court. Very important to our businesses; Fiber needed for businesses Technology is constantly changing and we need to keep up. Although I think private sector will lead here. We may be too far behind to chase significant tech companies or startups, better off creating great space for established companies to move into than create support infrastructure for startups More interested in transit options than technology. |
| Goal 2: The city will encourage continued riverfront redevelopment. | | | | | |
| Objective 2.1: Encourage mixed-use development north of Fifth Street between the Licking River to Newport on the Levee, adjacent to the floodwall. | In progress | 0 | 0 | 11 | <ul style="list-style-type: none"> The development should complement the existing assets of the city. Ideally, this development would include some moderate to higher income jobs, as most of the jobs in the city are low income. Some industries could include healthcare, technology, insurance/financial, and professional services. This is already happening with Monmouth Row and the Academy on 4th |
| Objective 2.2: Develop/encourage public access & recreational use of riverfront. | In progress | 0 | 0 | 11 | <ul style="list-style-type: none"> The riverfront is underutilized. Most of it is asphalt lots/roads. Find better ways to connect community with riverfront. Walls, paid parking lots, and developments currently make access very hard. Have one park that continues along the entire riverfront |

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| | | No | Unsure/ Modify | Yes | |
| | | | | | <ul style="list-style-type: none"> Need a waterfront we can use now, and not bake in the sun. Along those lines, please please please update our waterfront festivals. They are so archaic and sad. |
| Objective 2.3: Strengthen pedestrian links between neighborhoods and major activity areas of the City. | In progress | 0 | 0 | 16 | <ul style="list-style-type: none"> Identify if there are ways to increase pedestrian links to the Pavilion Work with Lime and Bird to get them allowed in Newport. They aren't going away...and people love them. It's embarrassing we haven't worked something out that addresses everyone's concerns. Also, it seems sad that the organization in charge of mobility along the waterfront (Southbank) hates scooters. Maybe a change is needed. Improvements have been made. There may be opportunities for additional improvements. We made them worse on the Westside of the city We need to find ways to slow traffic to make it safer for pedestrians and other non-vehicular modes of transportation. In progress with trails and park destinations. Continue Southbank efforts for trails, and promote this more – more bike lanes, points of interest, etc. NEED BIKE LANES!!!! Continue to promote walkable/bikeable attributes |
| Objective 2.4: Strengthen pedestrian links between Newport, Covington, and Cincinnati across the Taylor-Southgate and Fourth Street Bridges as well as the Purple People Bridge. | in progress | 0 | 0 | 16 | <ul style="list-style-type: none"> Getting to Covington is becoming harder for people on the Westside then it was in 2015, now traffic doesn't stop at roundabouts The bridge connector on the Purple People Bridge helped, but the Taylor-Southgate connections also need improvement. Taylor-Southgate bridge in process Need 4th street bridge project These links will continue to become more and more valuable in the future. The underpass at 6th and the 5th street bridge are some of the main inter-city connections and are among the ugliest areas of our city. Need to reclaim from the state. Continue to promote walkable/bikeable attributes |
| Objective 2.5: Strengthen pedestrian links between riverfront development and the CBD. | | 0 | 0 | 15 | <ul style="list-style-type: none"> The flood wall creates a huge barrier between the river and the city. Particularly during lunch time. Resist having private development control or act as a gateway to the riverfront. This will involve a commitment with Levee and business owners in CBD. |
| Objective 2.6: Maintain functional operation of the levee for flood control. | In progress | 0 | 0 | 5 | <ul style="list-style-type: none"> This is a Corps of Engineers requirement. None of the rest of this matters if there is no flood control |
| Goal 3: Newport's existing neighborhood integrity & improved housing opportunities will be ensured through rehabilitation & new investments. | | | | | |
| Objective 3.1: Establish traffic patterns that minimize disruption of residential areas. | | 0 | 0 | 14 | <ul style="list-style-type: none"> Confirm there is a problem with traffic patterns – evaluate options Some of that has been done with the Rt 9 extension Route 9 not having a light or stop sign at 12th or 9th street makes it very difficult on neighborhood traffic. Opening KY-9 has already greatly helped this goal. However, we are still seeing too many semi-tractors traveling along 10th & 9th Streets to get from KY-9 to I-471. I believe this is illegal traffic now that the road is complete. Remove traffic lights for stop signs in West Newport |

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| | | | | | <ul style="list-style-type: none"> The East Row – street direction, etc. was redesigned when the Levee was built to manage traffic and parking. This needs to be done on the west side now with all the new development coming. Fix route 8 at Washington and slow traffic at roundabouts. Both are awful as pedestrian |
| Objective 3.2: Promote development of multi-family housing in City Center Area where appropriate and through encouraged participation of the surrounding neighborhoods. | | 1 | 2 | 9 | <ul style="list-style-type: none"> Promote multi-family housing. Would rather see home ownership than multi family as often as possible Need to re-think. There are too many apartments in this area now. Is there a need with the new apartment developments? Reduce the minimum lot size on Eastside to match Westside. It doesn't make sense these aren't the same. |
| Objective 3.3: Encourage housing units above business establishments in CBD. | Ongoing | 0 | 1 | 14 | <ul style="list-style-type: none"> Same as Objective 1.3 Is happening but still need to be a focus of plan. And encourage this in the neighborhoods! With more flexible zoning! Great goal. The problem is still with uneducated owners buying property without realizing the requirements to renovate a commercial property. Where possible and also owner occupied buildings with business on first floor |
| Objective 3.4: Encourage appropriate, contextual residential infill on vacant parcels throughout the City. | | 0 | 0 | 15 | <ul style="list-style-type: none"> This will happen as people move into city centers Perhaps community gardens? Yes, since Neighborhood Foundations has torn down many of the houses on the WestSide we need to make sure these lots are made back into housing and not just left emptied. Still have a reasonable amount of empty lots Need to set design standards for this. Designed to complement existing structures Great goal, but must be in accordance with the respective zoning. Promote more contemporary design. Less faux historic. |
| Objective 3.5: Develop a full market range of housing options throughout the City, as appropriate. | | 0 | 1 | 13 | <ul style="list-style-type: none"> Modify. I prefer limiting the number of single-family houses. Great goal. This will make Newport great again. Currently, Newport is sharing too much of the burden on required low income housing. The Newport Housing Authority needs to have their charter modified to become the Campbell County Housing Authority. Workforce housing needs are rising. Emphasize as appropriate |
| Objective 3.6: Encourage rehab and maintenance of existing structures, especially those in historic districts. | | 0 | 0 | 12 | <ul style="list-style-type: none"> Should maintain; Preserve!; Very important to our city Absolutely! I'd go as far as putting a demolition moratorium in place (even if its not in historic districts), so that each property can be evaluated. The City has torn down too many buildings that can never be replaced. Most of the buildings are great. There are a few that need to go. |
| Objective 3.7: Develop residential sites in southern Newport that are sensitive to environmental and hillside conditions. | In progress | 0 | 2 | 12 | <ul style="list-style-type: none"> Why do we want a neighborhood of unappealing walls and pairs. The land might be more suitable for hiking and bike trails than housing. These sites are being developed; however, additional controls should be put in place to ensure that further development does not further destabilize the hills and create harm to existing properties. Not sure that some sensitive hillside areas should be developed at all |
| Objective 3.8: Continue to provide affordable and low-income housing options, especially for senior citizens, | | 0 | 2 | 14 | <ul style="list-style-type: none"> This is especially true on the Eastside. Lack of family affordable housing. We could do a better job of housing options than we are now. Def need more work here |

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| throughout City, especially where such options are not available. | | | | | <ul style="list-style-type: none"> We need to decentralize low income housing while still providing affordable housing for seniors and other low-income households Facilities Exist, are more needed? If feasible |
| Objective 3.9: Encourage aggressive zoning code enforcement coupled with targeted maintenance assistance for owner-occupied housing. | In process | 0 | 2 | 13 | <ul style="list-style-type: none"> Seems to be still lacking. Keep property clean and inviting The zoning needs to be consistently enforced or it is useless. The existing code should be reviewed to confirm it meets current needs. Sounds like this needs more work on the West side More enforcement needed on slumlord properties. Need to define "aggressive" |
| Objective 3.10: Develop neighborhood-scale recreational open spaces, especially in neighborhoods that have minimal access to park & recreational facilities. | | 0 | 1 | 15 | <ul style="list-style-type: none"> For the size of the city – we have 14 park areas – more needs to be done to promote existing parks and review needed improvements to encourage use. Walking trails to improve access to parks in the south end. New parks have been added, but we can always improve. Maybe smaller green spaces scattered through the neighborhoods? Can we use some abandoned lots for green space - work with neighborhood groups. Done for the east side, but not so sure about the west side Very disappointed we lost the opportunity for a central park at the peace bell. That kind of land rarely comes available. Still need to develop central business greenspace. Even if just small pocket parks. We badly need a central park to bring people from all neighborhoods together. Cote Brilliante previously had parks and no longer has any green space. I think we are doing a pretty good job here. But we could work with Newport Schools to open their facilities for after hour use. Parks are on the exterior of the city, find ways to integrate them with the center. |
| Goal 4: Circulation within the basin area will be improved. | | | | | |
| Objective 4.1: Provide better traffic flow and improved pedestrian access throughout commercial areas. | | 0 | 1 | 15 | <ul style="list-style-type: none"> PLAN FOR ALL MODES, with more of an emphasis on urban (ped, bike, scooters, rail) than cars. The better flow of traffic will help all businesses Need to time lights Two-way on Monmouth (3) Two way Monmouth and York. Take back roads from state control as they only care about getting people through our city, not to our city Not sure this is a problem |
| Objective 4.2: Discourage use of residential streets for through traffic. | | 1 | 0 | 12 | <ul style="list-style-type: none"> Complete streets policy needed that includes green infrastructure too. 6th street & Monroe get quite a bit of traffic of folks just going through Newport This is mostly a problem in the west side and needs to be addressed with traffic study. With some of the commercial businesses in the residential areas, especially restaurants & bars delivery trucks sometimes block the streets, especially in the East Row: O'Bryons, etc. |

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| Objective 4.3: Improve access from I-471 to Dave Cowens Drive. | | 1 | 1 | 11 | <ul style="list-style-type: none"> • Big traffic problem • Time lights differently perhaps? • Tough goal, but valid. • No expansion of the off ramp. • Without taking down residences |
| Objective 4.4: Develop east/west traffic arterials. | | 2 | 1 | 9 | <ul style="list-style-type: none"> • Work with Campbell county detention center to open up 6th street between Columbia and Central Street. • Can be achieved, but need to be sensitive to the existing neighborhoods. • We don't need to be a pass through city. Encourage the people to stop here! • Need an east/west along railroad at 12th St. • Relevant to pedestrian traffic, not cars. • Valid only if beneficial |
| Objective 4.5: Survey local businesses about their desire or concerns about converting Monmouth Street from one-way to a two-way configuration. [Repeated in 1.5] | | 0 | 0 | 16 | <ul style="list-style-type: none"> • Time to do a current assessment for Monmouth & York and 4th & 5th Streets and parking/delivery issues if implemented. A study should be done. Value in further reviewing this item. • I'm sure this has been done in the past, but I am not sure of the results. Unfortunately, local business goals will not always coincide with local resident/visitor goals. • This has been a discussion for many years - we need to take action. • While businesses need input residents also need to be surveyed • Very important to help businesses and local make safer streets for residents. • Would give us more traffic for people to see businesses • Should be two way if it's viable cost wise. • Although business owner input is needed – sometimes people need to be told what would be best for everyone. • I am for a two-way configuration. • NBA supports conversion, research proves this is effective for local development. • Monmouth Street– possible two-way traffic. Consider doing the same for York St? |
| Objective 4.6: Finalize construction of north/south connector from Licking Pike to new Route 8 connection near Veterans Memorial Bridge. | X | | | | |
| Goal 5: The City will preserve its valuable natural and historical resources. | | | | | |
| Objective 5.1: Identify and preserve National Register properties and districts, to the maximum extent feasible. | | 0 | 0 | 12 | <ul style="list-style-type: none"> • Yay Buena Vista Historic District. • Value in further reviewing this item. • Just had most of the WestSide added to a national historic list • Important issue for me. We need more qualified staff in HP, and enforcement of existing guidelines. • This is happening with the new Buena Vista historic district. |
| Objective 5.2: Develop local historic designations and landmarks as appropriate. | | 0 | 0 | 13 | <ul style="list-style-type: none"> • Value in further reviewing this item. • We do not do a good job on this. • This is happening with the new Buena Vista historic district. • The whole city should not be a historic district, beware of heavy handed historic district practices on the Westside. |

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| Objective 5.3: Discourage any development of land with slopes greater than 15 percent or areas prone to erosion or flooding. | | 0 | 3 | 9 | <ul style="list-style-type: none"> Value in further reviewing this item. Reduce to not more than 12 percent - you can't build a road over 12 percent, so why would we attempt to develop land. The city continues to permit development on erosion and landslide prone hills with minimal mitigation. For example, the new development on 11th street was cleared last fall, has had no construction activity since November 2019, has slopes greater than 15% and lacks adequate erosion controls and other forms of stabilization. Engineers need to be challenged on this. Nothing is impossible. Not just discourage, prohibit Only if feasible/cost effective |
| Goal 6: The City will encourage redevelopment and reinvestment of the commercial areas in South Newport while protecting the integrity of the surrounding residential neighborhoods. | | | | | Southside business district all St. Rt. 27 seems like they don't belong in an urban area. |
| Objective 6.1: Implement access management to ease traffic congestion. | In process | 1 | 0 | 4 | <ul style="list-style-type: none"> Complete streets / multimodal Keep people flowing; Well past due. The updates to Carothers helped alleviate this issue. There are traffic congestion issues at the entrance to Newport Pavilion on 10th Street. Don't ease congestion via higher speeds or capacity. |
| Objective 6.2: Promote appropriate design principles in terms of landscaping, buffering, and signage for commercial projects. | | 0 | 0 | 12 | <ul style="list-style-type: none"> Value in further reviewing this item. Needs more work throughout the city. This would be a very big step to improve the aesthetics of Newport. Existing development needs improvements in these areas. The city should have consistent requirements that align with the look and feel of the rest of the city. While the newer developments are more tasteful, they still do not "feel" like they are part of historic Newport. Signage is major Yes – incorporate green infrastructure everywhere. Require it. Green Space requirement Reduce speeds, increase landscaping Add requirements for lighting. I recently became aware of the negative effect of the lights along Carothers and the Cube Self Storage building for Clifton Neighborhood. |
| Objective 6.3: Encourage high volume recognized anchor retail tenants. | ongoing effort | 4 | 3 | 5 | <ul style="list-style-type: none"> Pavilion works...Plaza II. Need some new tenants in the shopping center. I don't think anchor stores want to come to Newport - we might need to rethink this and find something else to draw people to the area. There has been significant updates to the various shopping centers in the past few years and several new anchors have been added – Ross, Burlington, etc. The portion of the existing shopping center on US 27 should be redeveloped into a mixed use development. The surrounding developments have adequate retail tenants and this center has struggled for decades. If it were converted into mixed use with housing and office with some street level and street adjacent retail, it would better align with the current market We have enough big box stores in Newport. Only if our market can support; NOT Big Box; curious on sales at Ross & Burlington. Newport Shopping Center needs something! |

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| | | No | Unsure/ Modify | Yes | |
| | | | | | <ul style="list-style-type: none"> • Modify. I prefer having smaller locally run stores. Larger stores are nice when they are here, but leave a huge void in the economy when they decide to leave. • This is happening in the shopping centers. • This is a temporary fix. Big boxes eventually become ghost towns. Encourage redevelopment of the shopping center rather than retenanting. |
| Objective 6.4: Continue to implement streetscape improvements along Carothers and Monmouth Street corridors. | In process | 0 | 0 | 5 | <ul style="list-style-type: none"> • Both of these streets have had some improvements. 10th Street is a main thoroughfare into the city and badly needs streetscape improvements. I would focus on 10th street before doing additional improvements to Monmouth and Carothers. However, all 3 streets can continue to improve. • Complete streets and green infrastructure pls • We want to be attractive; Looking better every day. |
| Goal 7: The City will promote sensitive industrial development. | | | | | |
| Objective 7.1: Identify Industries that support and complement surrounding land uses. | ongoing effort | 0 | 1 | 14 | <ul style="list-style-type: none"> • I am all for keeping the legacy businesses that we do have. Some are loud and unsightly, but they have had a long history with the community. • Tough goal. This requires some really deep thinking on the zoning. • Route 9 is huge opportunity, with limited business development to date. • Identify sites and match with complementary industries. |
| Objective 7.2: Define areas for future infill of small industrial users. | ongoing effort | 1 | 1 | 11 | <ul style="list-style-type: none"> • Determine what types of industrial users the city wants/needs. • We want the right type of light industry. Payroll taxes help the bottom line and we must work to get the right mix. • Maybe the old shopping area. • Sites have already been defined. • Industrial is not an appropriate use for urban land that is located near residential. |
| Objective 7.3: Promote new development of research & development facilities. | ongoing effort | 0 | 1 | 13 | <ul style="list-style-type: none"> • Also add technology and healthcare • Would be nice to know what R&D companies would complement our existing businesses such as: Nexigen, Wood Hudson Cancer Research Lab, Divisions, Defender Direct etc. Some of this has already happened, like the research company in the old Corpus Christie School building. • If feasible. |
| Goal 8: Enhanced aesthetics will be sought for all development in Newport. | | | | | |
| Objective 8.1: Replace overhead utilities with underground lines, where possible. | In progress | 0 | 0 | 8 | <ul style="list-style-type: none"> • Should be encouraged in all areas of the city • And make more room for trees • What a difference this makes • Minimally, this should occur on Carothers, 27/Monmouth, 3rd/4th, 6th and 10th – each of the major thoroughfares. • West Newport Streets, Where not in Alleys • Continue this goal. Unfortunately, the new KY-9 has overhead electric. |
| Objective 8.2: Improve streetscapes throughout city, where needed and when appropriate, in connection with future transportation improvements. | ongoing effort | 0 | 0 | 16 | <ul style="list-style-type: none"> • Identify future transportation improvements so streetscapes can be planned. • Yes, more transit and green buffers/Green Infrastructure • Need more bike lanes • This is a very important element to consider (2). You can often kill 2 birds with one stone on these projects. |

Yellow shaded rows = 9 or fewer people noted objective is still valid

| Table 1. 2015 Goals and Objectives | Status | Continues to be Valid? | | | Comments |
|---|------------------|------------------------|-------------------|-----|---|
| | | No | Unsure/ Modify | Yes | |
| | | | | | <ul style="list-style-type: none"> This should be an ongoing goal. Improve pedestrian facilities and bike lanes, introduce traffic calming as part of streetscapes. |
| Objective 8.3: Encourage a greenbelt corridor between Fourth and Fifth Streets, west of Monmouth Street to the Licking River. | | 1 | 2 | 9 | <ul style="list-style-type: none"> Need Westside <u>Gateway</u> to Newport to complement Ovation site. Doesn't seem like this corridor work would be a priority to the city(not sure why it's highlighted here) but always good to have more greenspace. So much pavement!!!! Need to wait on this and see what happens before we make plans. How does ovation impact this? YES!!!! But expand to Bellevue. |
| Objective 8.4: Encourage a greenbelt streetscape corridor along 10 th Street between Park and Monmouth. | | 0 | 1 | 9 | <ul style="list-style-type: none"> Not sure what is meant by greenbelt due to location limitations – but needs a Welcoming look since it is the Gateway to the Historic Business District. Would also be nice but I feel like we have some more important things to take care of first Continue to 471 Maybe appropriate infill would be better than a green belt, or a mixture. 10th Street is an eyesore. Yes, but less so than above. Expand to route 9 |
| Objective 8.5: Improve Carothers Road streetscape from Newport Plaza to Monmouth. | Project Underway | 0 | 0 | 5 | <ul style="list-style-type: none"> We need to work on our gateway landscaping (especially in the new circles) |

Yellow shaded rows = 9 or fewer people noted objective is still valid