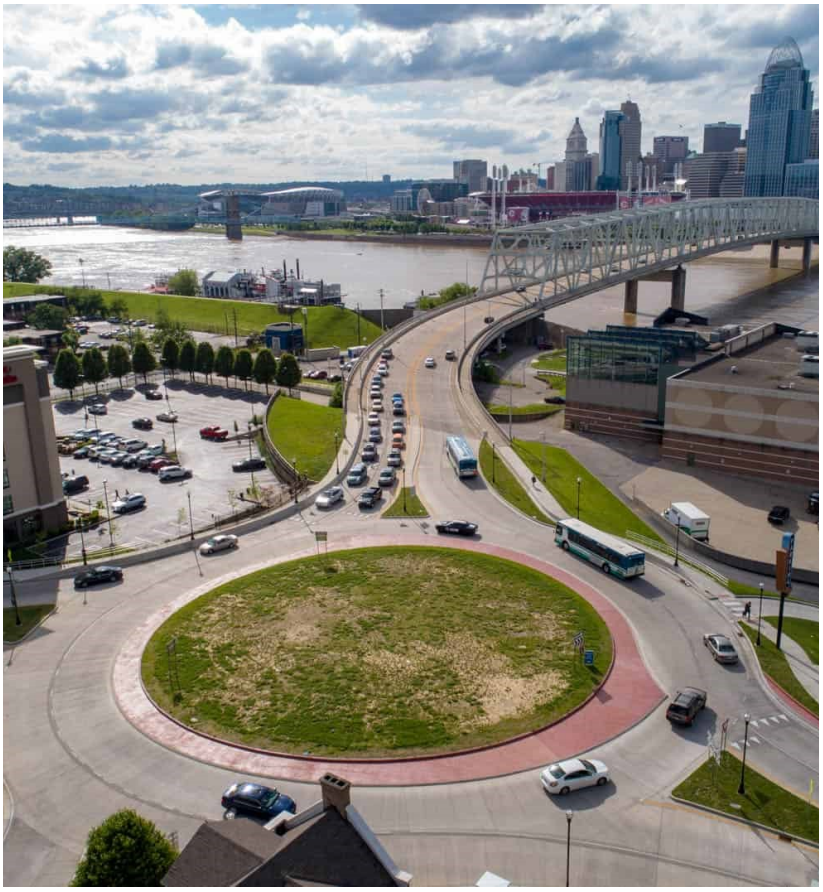
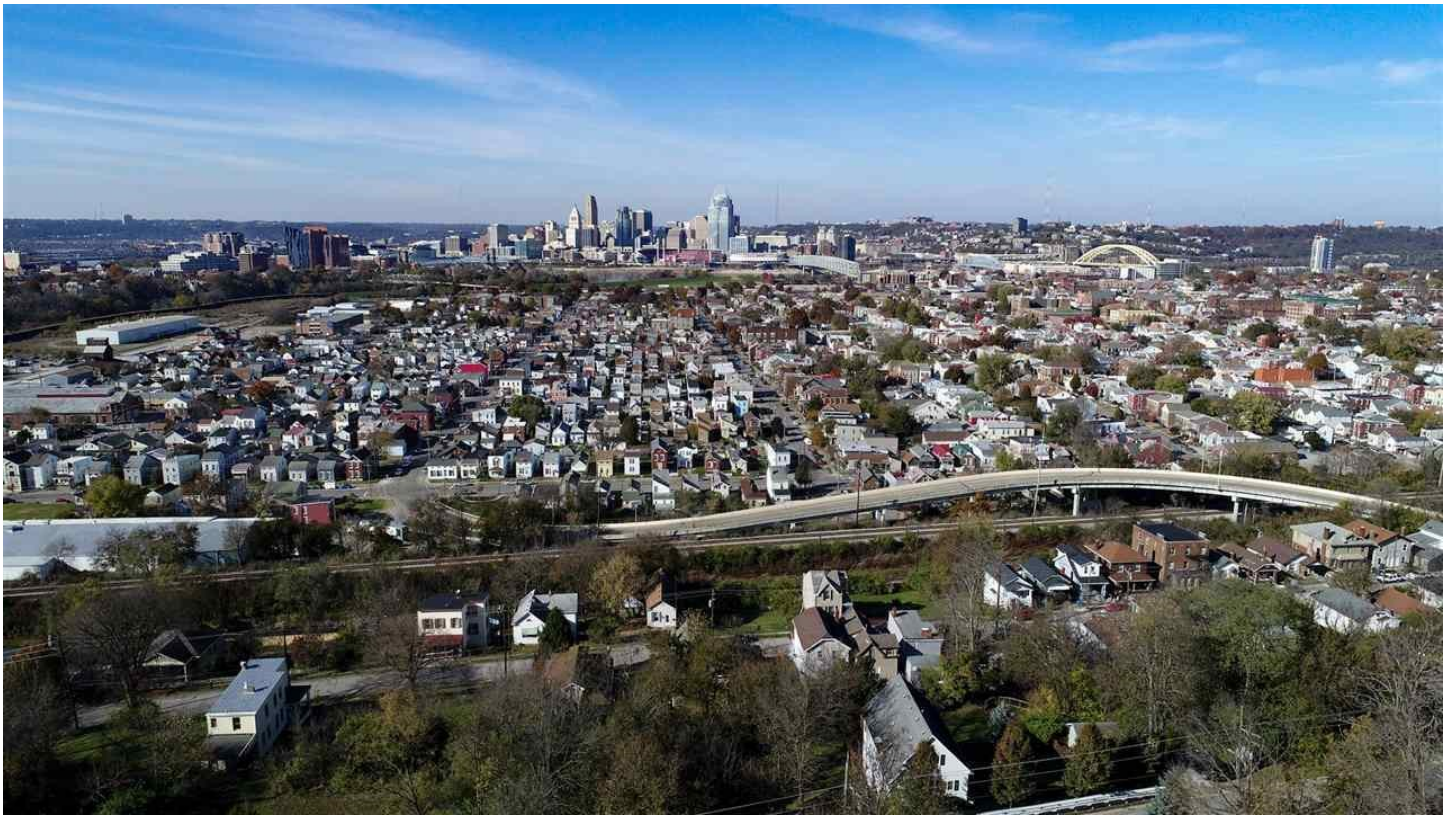
NEWPORT FORWARD

City of Newport 2020 Comprehensive Plan Update

DRAFT For Steering Committee Review 9/30/21

NEWPORT FORWARD





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EXECUTIVE SUMMARY

The City of Newport began the update to the comprehensive plan in January 2020. This Comprehensive Plan Update is the City's official Comprehensive Plan and has been prepared and adopted in a manner that is consistent with the statutory requirements for comprehensive plans as outlined in Kentucky Revised Statutes (KRS) Chapter 100. The Newport Planning Commission is the primary public agency responsible for preparing and administering the required comprehensive plan. In addition, the plan serves as a policy guide and implementation plan for the Board of Commissioners when preparing the annual budget. The City of Newport's previous Comprehensive Plan update was completed in 2015.

Process

The Plan was developed using a four step process:

1 Discovery	2 Visioning	3 Exploring	4 Finalizing the Plan
Understand current conditions and assets that make the city unique in order to identify where opportunities for improvement and/or redirection exist.	Formulate a shared vision for the future and identify related goals that will serve as the framework for structuring the policies and implementation strategies.	Discuss options related to land use/ development goals to identify appropriate strategies for specific areas. Reach consensus on action steps.	Finalize the Plan document. Submit to City for formal adoption.

Community Engagement

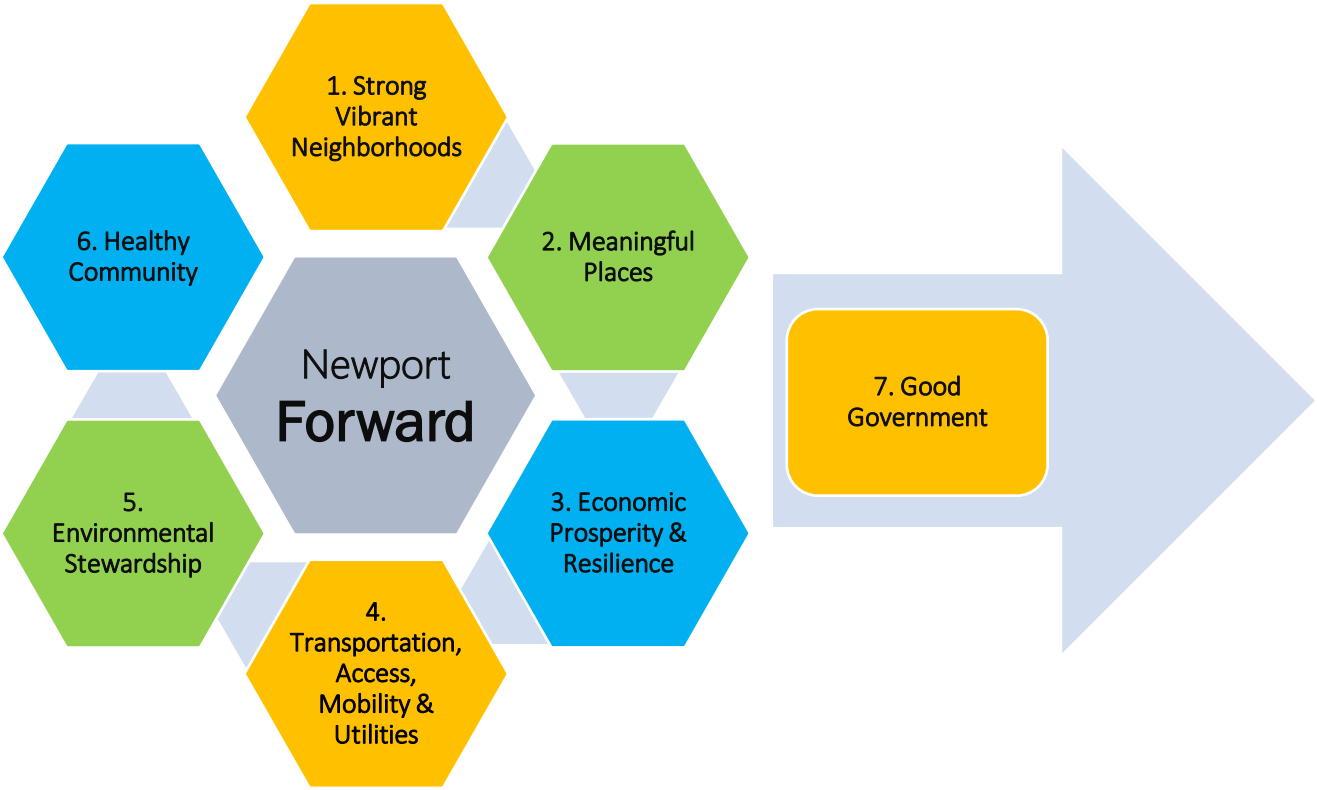
As Newport continues to experience significant redevelopment, it important that our comprehensive plan evolve and be updated to ensure it continues promoting a shared vision.

The City assembled a 31-member steering committee to work closely with City Staff and the consultants. The Steering Committee members included residents, business owners, City officials and other community leaders who together represented a broad cross section of the City. The committee met nine times to review information provided by the project team and to provide direction on plan recommendations.

Public engagement for the Newport Plan involved a number of efforts, including traditional methods such as conducting in-person stakeholder interviews in January and February 2020, two online community surveys one in spring 2020 and the second in summer 2021, hosting three public forums and making presentations at five community group meetings.

Goals

The Plan includes seven broad subject-based goals that address current conditions and issues. The goals are further supported by a set of objectives that help define more detailed strategies for achieving the goals.



Objectives

1. Strong Vibrant Neighborhoods

Newport's neighborhoods are part of its unique identity. A system of strong vibrant neighborhoods with a variety of housing options and quality of life amenities is the foundation to retaining existing residents and attracting newcomers

2. Meaningful Places

Newport will strengthen the connection between its people and the places they share. We will take pride in our history, appreciate and celebrate the many cultures that make up our community. Through frequent dialogue and interactions between our diverse neighborhoods and business districts we will establish a cohesive and unified identity for Newport in a way that enhances our sense of community. We value public space, public art, entertainment, and our unique blend of historic and contemporary development.

3. Economic Prosperity & Resilience

Newport's economy will be a balance of vibrant retail districts with lively venues for local and regional visitors, and office/commercial areas that are home to contemporary jobs that provide a living wage for residents and a solid tax base for the community. Newport will be a hub for local entrepreneurs as well as a regional economic driver.

4. Transportation, Access, Mobility & Infrastructure

Newport will have and maintain well-connected and safe multi-modal transportation, communications and utility networks. Newport will collaborate with communication and electric providers to ensure aesthetic, sustainable and accessible utilities. Newport will have access to safe and sanitary water and sewer utilities, and will maintain flood and storm water protection infrastructure for the safety of the public.

5. Environmental Stewardship

Newport values the contributions that trees, parks, rivers, streams, and natural habitat make to human well-being, and recognizes the importance of protecting and enhancing the natural environment. We will do this proactively and in a sustainable manner to ensure our "green" assets are here for generations to come.

6. Healthy Community

Newport will offer a high quality of life with healthy and active everyday activities. We will utilize public space, including valuable parks and open space assets, to travel, gather, exercise, recreate, and promote a healthy lifestyle. Newport will have access to local food options, including community gardens.

7. Good Government

Newport will continue to provide effective local governance to foster a high quality of life for our citizens. The City Government will continue to be accessible, open and fiscally responsible, work with regional partners to leverage strengths and resources, and make long term capital plans to maintain infrastructure and prepare for the future. We will preserve public safety and increase property values while continually looking for ways to improve our processes and collaborate with others for the benefit of the community.

Plan Implementation

It is important to understand that the Comprehensive Plan focuses on the issues that concern people the most – and the critical policies and strategies that need to be undertaken to ensure the City redevelops in a sustainable manner. In addition, it is only a starting point in that it identifies potential implementation steps, such as capital improvements, additional studies, and other initiatives, which will each undergo their own respective project development process to determine a final course of action. For changes to the zoning code this include additional public input during the amendment process. For capital improvements this means input on proposed details such as project limits, accessibility, and design features.

INTRODUCTION

The Comprehensive Plan is Newport's most important document regarding growth, development, and change. It establishes government policies to help guide public and private activities as they relate to land use, transportation, economic development and resource conservation. The Comprehensive Plan is the basis for land development regulations and decisions (rezonings, conditional use permits), capital improvements (parks, infrastructure), transportation, environmental and historic resource protection initiatives. The City of Newport's last Comprehensive Plan update was completed in 2015. The update process was conducted in conformance with all statutory requirements as outlined in Kentucky Revised Statutes (KRS) Chapter 100.

The Plan outlines the Goals, Policies and Strategies regarding Newport's future, and short term and long-term implementation priorities. The Plan is divided into five sections.

- Section 1 describes the planning process and highlights the purpose of the plan and public involvement.
- Section 2 provides an overview highlighting existing conditions and trends that impact planning decisions as well as the issues and opportunities that need to be addressed in the coming years.
- Section 3 summarizes aspirations for the future, expresses as a set of broad goals and provides detailed descriptions of the policies and strategies for achieving the future we envision, including a summary of the future land use plan.
- Section 4 includes Place-Specific Plans and Policies regarding four areas of the city. This provides the opportunity to apply the goals and objectives summarized in Section 3 to each specific area and to develop more definitive implementation recommendations. The areas include:
    - Riverfront Area (the Ohio and Licking riverfront from the 1-471 bridge on the east to the 4th Street Veterans Bridge on the west and adjacent development sites between the Ohio River and KY 8/KY 9),
    - Central Business District (Monmouth St. CBD and adjacent area from 3rd St. to 11th St. and from Saratoga St. to Rivers II/Buena Vista neighborhoods),
    - West Side/ KY 9 area (the Two Rivers II and Buena Vista neighborhoods, and the newly constructed KY 9/ AA Highway), and
    - South/Hilltop Area (the Clifton, Cliffview and Cote Brillante neighborhoods, and regional shopping center area along Carothers Road and US 27).
- Section 5 is the Action Plan, which outlines an implementation strategy for the City's core group of aspirations. Suggests a timeline prioritizing immediate action steps, projects to be carried out in the next three years and long term tasks (projects for beyond three years).

As a compilation of the City's collective goals and consensus on policies and priority action steps, this document serves a number of purposes both for the City's policymakers as well as for private property owners, businesses and future investors:

The intent of this Plan is to be as concise, accessible and user friendly as possible. With that in mind, additional data and analysis that was gathered and conducted in support of the policies in this plan are available as appendices, which can be accessed digitally at Comprehensive Plan Update 2020 (newportky.gov).

Section 1.

CREATING THE PLAN

What is a Comprehensive Plan?

The Newport Comprehensive Plan is an important tool with a long-range outlook (10 years plus) to guide development policies, land-use and zoning decisions and capital improvement plans in a way that reflects the overall vision of the community. As established by Commonwealth of Kentucky (KRS-100.183), the primary purpose of a comprehensive plan is to articulate a broad vision and establish guiding principles and policies for the future growth and development of an entire community. It does not focus on the needs and desires of one property owner, business or neighborhood. Instead, the plan provides community leaders with the flexibility to implement the community-wide vision, goals and objectives while responding to changing community conditions that are likely to occur over the life of the plan.

State Standards

The Kentucky Legislature has developed specific requirements and minimum content for a comprehensive plan (KRS-100.187). The elements of a plan, at minimum, should include:

- A statement of goals and objectives, which shall serve as a guide for the physical development and economic and social well-being of the planning unit, which incorporates and updates elements of previous plans that are still relevant;
- Strategies and action steps to implement policies. Strategies and related action steps are to address specific elements of a community:
    - A land use plan element showing proposals for the most appropriate, economic, desirable, and feasible patterns for the general location, character, extent, and interrelationship of future use of public and private land;
    - A transportation plan element showing proposals for the most desirable, appropriate, economic, and feasible pattern for the general location, character, and extent of the channels, routes, and terminals for transportation facilities for the circulation of persons and goods in the future;
    - A community facilities plan element showing proposals for the most desirable, appropriate, economic, and feasible pattern for the general location, character, and the extent of public and semipublic buildings, land, and facilities in the future.
- Public input to identify the City's desired future and to ensure the plan's policies and action steps are embraced by the community.

The Plan, and the process we went through to create it, serve a number of important functions:

- Educate people about the City's strengths and weaknesses, and the opportunities we have to build on our strengths and improve in areas most in need;
- Establish principles for new development and redevelopment;
- Discuss how key resources will be protected and enhanced;

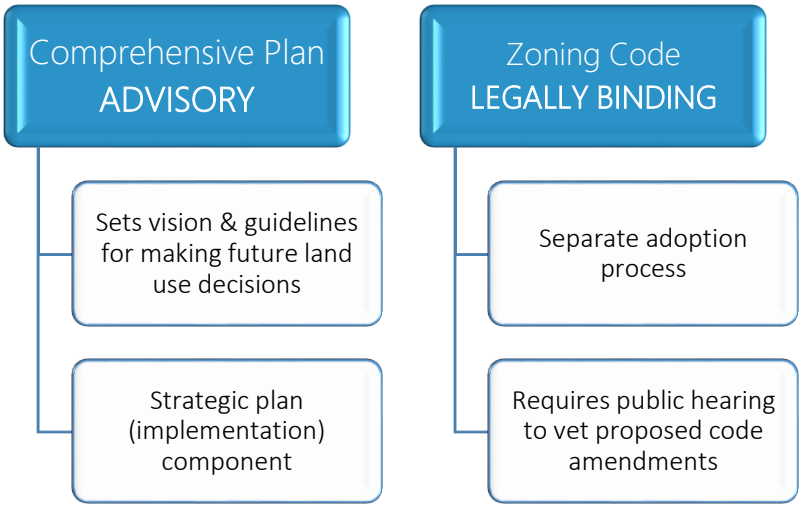
- Provide a rationale for future direction and policies;
- Recommend priorities for funding and new investment; and
- Guide community leaders, property owners and investors in making decisions.

This plan focuses on development-related issues such as land use, historic preservation, transportation, and recreation, and the critical policies and strategies that need to be undertaken if we really want to make a difference in the next 10 to 20 years and ensure the City redevelops in a sustainable manner.

How to Use This Document

The Newport Comprehensive Plan is a guiding document that should serve as the basis for all decisions on the location, quality and quantity of future growth, redevelopment and supporting infrastructure. This plan is also intended to be a flexible document and broad in nature so that the City can respond to changes or unforeseen circumstances. In addition, it is only a starting point in that it identifies potential implementation steps, such as capital improvements, additional studies, and other initiatives, which will each undergo their own respective project development process to determine a final course of action. For example, for capital improvements this means gathering input on proposed details such as project limits, accessibility, and design features.

As a guiding document, the Comprehensive Plan does not, in itself, create any laws that governs the use of property though a number of strategies in this Plan involve making changes to the Zoning Ordinance. Indeed, one of the primary implementation tools is the Newport Zoning Ordinance. Yet, while the Plan includes recommendations for zoning changes, adoption of the plan does not change the zoning regulations. In order for any changes to be made to the Newport Zoning Ordinance, the Planning and Zoning Commission and Board of City Commissioners must undertake a wholly separate process, including more detailed technical analysis, as well as drafting, reviewing and refining the zoning amendments (text and map), and holding the required public hearings.



Process

The Plan represents the culmination of a community-wide conversation focused on identifying the characteristics that make Newport special, outstanding issues that need to be addressed, opportunities for improvement and which efforts by the City, property owners, local businesses and citizens can help make progress toward our overall vision.

Figure 1. Four Step Process

1 Discovery	2 Visioning	3 Exploring	4 Finalizing the Plan
Understand current conditions and assets that make the city unique in order to identify where opportunities for improvement and/or redirection exist.	Formulate a shared vision for the future and identify related goals that will serve as the framework for structuring the policies and implementation strategies.	Discuss development options related to land use/ development goals to identify appropriate strategies for specific areas. Reach consensus on action steps.	Finalize the Plan document. Submit to City for formal adoption.

The planning process was initiated in January 2020, and consisted of four phases. The first phase included interviews with key stakeholders, an initial assessment of existing conditions, and an analysis of regional trends that are impacting the city. From this, a preliminary set of issues and opportunities were identified and first-cut goals discussed with the Steering Committee. The work completed to this point was reviewed with the community at an online, virtual Public Forum conducted in June 2020.

During Phase 2 the Steering Committee fine-tuned seven Goal Statements based on input received from the public forum. Phase 3 included developing a range of land use concepts and policy ideas were discussed, and refined with input received at the public meeting. During this phase, the project team conducted three focus group meetings that each had approximately 10 stakeholders attending. Once the focus group sessions were completed, Place-Specific policies and strategies were completed for each focus area. The Steering Committee reached consensus on detailed strategies and action items included in the Plan. During the summer 2021, the City conducted a second community forum/open house, held at the Italian Festival, to give residents and community stakeholders a chance to review the plan goals and policies and to gather public input that would help prioritize the action steps.

Community Engagement

As Newport continues to experience significant redevelopment, it important that our comprehensive plan evolve and be updated to ensure it continues promoting a shared vision.

An essential ingredient for ensuring the Plan represents a shared vision is public involvement. For this reason, the City assembled a 31-member steering committee to work closely with City Staff and the consultants. The Steering Committee members included residents, business owners, City officials and other community leaders who together represented a broad cross section of the City. The committee met nine times, in a combination of virtual, in-person and mixed meetings, to review information provided by the project team and to provide direction on plan recommendations.

The original scope for the Plan Update including conducting open houses, public meetings and small group presentations. Unfortunately, the work steps and schedule for the Plan Update process was disrupted by the COVID 19 pandemic. Restrictions on public gatherings in 2020 and 2021 limited our ability to hold in person public engagement events. Nevertheless, the importance of public engagement cannot be overstated, and the project team adopted alternative approaches to gathering community input.

Throughout the planning process, numerous people representing Newport's diverse community, including property owners, residents, business owners, and employees as well as visitors, shared their concerns, invaluable insights and aspirations for the city. Their needs, desires, and values are reflected in the Plan's updated goals, policies and priority implementation steps.

31 Committee Members (8 meetings)

750 Online Surveys completed

30 Stakeholder Interviews

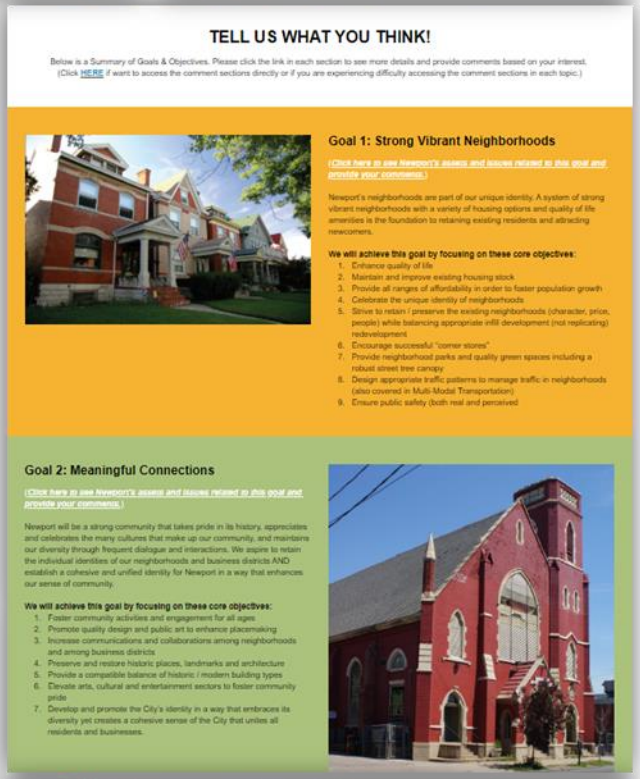
3 Public Forums

3 Focus Groups (31 participants)

5 Local Organization Presentations

Public engagement for the Newport Plan involved a number of efforts, including traditional methods such as conducting in-person stakeholder interviews in January and February 2020, two online community surveys one in spring 2020 and the second in summer 2021, hosting public forums and making presentations at community group meetings.

NEWPORT FORWARD
2020 Comprehensive Plan Update for Newport, Kentucky
Virtual Public Forum
June 18 - July 5, 2020
Welcome to the Virtual Public Forum for NewportFORWARD 2020
In early 2020, Newport began updating the City's Comprehensive Plan, a process that is intended to create a shared vision for the City's future, with ample public input.
Every step of this process relies on participation from Newport's diverse community in order to ensure that their needs, desires, and values are reflected in the Plan. While typically the City would hold open houses, public meetings and group town hall gatherings, restrictions on public gatherings have limited our ability to hold in person public engagement events. Nevertheless, the importance of public engagement cannot be overstated.
This Virtual Public Forum is intended to mimic that of a open house style public meeting to gather input on initial findings, goal and objectives for the plan.
Visitors should begin with the Planning Overview Page to set the stage for the planning process, and then click through the more detailed topics and provide input on any specific areas of interest.
WE NEED TO HEAR FROM YOU!


TELL US WHAT YOU THINK!
Below is a Summary of Goals & Objectives. Please click the link in each section to see more details and provide comments based on your interest. (Click HERE if want to access the comment sections directly or if you are experiencing difficulty accessing the comment sections in each topic.)
Goal 1: Strong Vibrant Neighborhoods
(Click here to see Newport's assets and issues related to this goal and provide your comments.)
Newport's neighborhoods are part of our unique identity. A system of strong vibrant neighborhoods with a variety of housing options and quality of life amenities is the foundation to retaining existing residents and attracting newcomers.
We will achieve this goal by focusing on these core objectives:
1. Enhance quality of life
2. Maintain and improve existing housing stock
3. Provide all ranges of affordability in order to foster population growth
4. Celebrate the unique identity of neighborhoods
5. Strive to retain / preserve the existing neighborhoods (character, price, people) while balancing appropriate infill development (not replicating) redevelopment
6. Encourage successful "corner stores"
7. Provide neighborhood parks and quality green spaces including a robust street tree canopy
8. Design appropriate traffic patterns to manage traffic in neighborhoods (also covered in Multi-Modal Transportation)
9. Ensure public safety (both real and perceived
Goal 2: Meaningful Connections
(Click here to see Newport's assets and issues related to this goal and provide your comments.)
Newport will be a strong community that takes pride in its history, appreciates and celebrates the many cultures that make up our community, and maintains our diversity through frequent dialogue and interactions. We aspire to retain the individual identities of our neighborhoods and business districts AND establish a cohesive and unified identity for Newport in a way that enhances our sense of community.
We will achieve this goal by focusing on these core objectives:
1. Foster community activities and engagement for all ages
2. Promote quality design and public art to enhance placemaking
3. Increase communications and collaborations among neighborhoods and among business districts
4. Preserve and restore historic places, landmarks and architecture
5. Provide a compatible balance of historic / modern building types
6. Elevate arts, cultural and entertainment sectors to foster community pride
7. Develop and promote the City's identity in a way that embraces its diversity yet creates a cohesive sense of the City that unites all residents and businesses.

CITY OF NEWPORT 2020 COMPREHEN
West Side / KY9
Development & Design
1 Create a unique Innovation/Ent along the KY 9 corridor
2 Promote larger scale developm of KY9
Promote smaller scale mixed- the east side of KY 9
Continue to promote the rec mill site
5 Improve appearance of exis
6 new KY 9 roadway
CBD
Development & Desig
1 Continue to promote re buildings and sensitive Central Business Distric
2 Promote increased de development and rede in the Transition Area
3 Continue to promote structures
4 Clearly designate an entries into downto
What do you t

An online community survey was conducted between April and May 2020. The survey asked general questions regarding quality of life, infrastructure needs, and future town center district desires. The survey received 600 responses. A summary of community survey responses is provided in Appendix A.

A community-wide public meeting/open house was conducted in June, 2020. The project team prepared a virtual public forum using the City's OpenGov platform. On the day of the public forum, the team conducted a live meeting via Zoom, viewable on YouTube, to summarize the Steering Committee's work to date and present the draft goals and objectives. Virtual "display boards" were available online during the public forum with additional short narrated videos of each of the seven goals. There were opportunities at each "board" to leave comments in response to specific questions listed or make notes on an interactive city map.

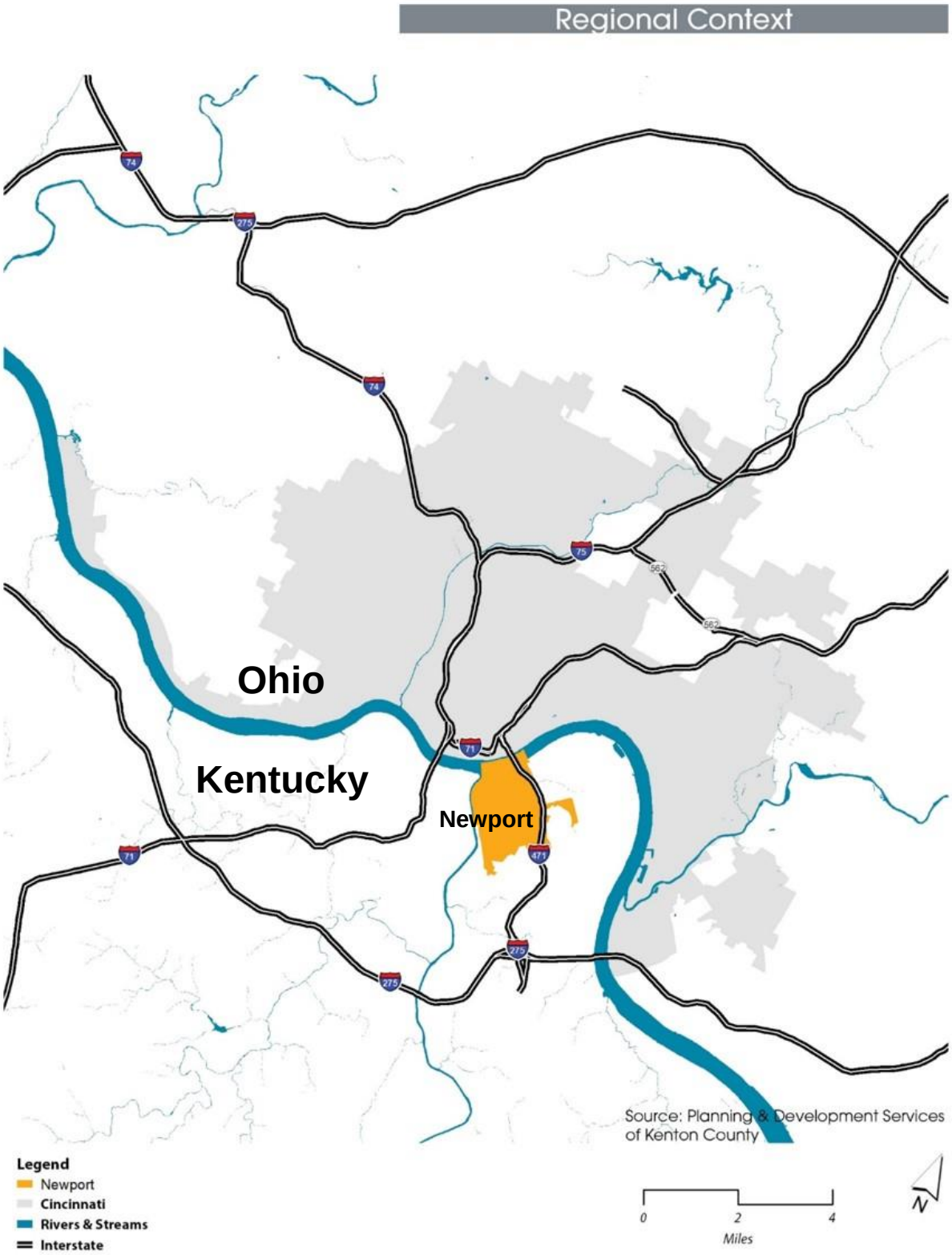
On July 15, 2021, the project team and Steering Committee hosted a three-day Open House at the Italianfest, held at Newport's Festival Park. A series of posters were created, which highlighted the existing conditions, the Goals and Objectives and the Place-Specific Plans and Policies. Attendees were invited to leave comments on post-it-notes. The draft Future Land Use Plan was also on display and available for comments.

During the summer of 2021, the City conducted five small group community meetings to take the plan to the community and hear residents and business owners comments.

July 6, 2021	East Row Historic Foundation, St John's UCC
July 7, 2021	East Row Garden Club, The Sanctuary Event Center
July 27, 2021	West Side Coalition, Love & Faith Fellowship Church
July 28, 2021	Newport Business Association, Hofbrauhaus
September 14, 2021	Clifton Neighborhood, _____

Adoption Process

According to KRS 100.197, the Newport Board of City Commissioners is responsible for adopting the updated Comprehensive Plan Goals, while the Planning and Zoning Commission is responsible for adopting the Planning Elements. The Planning and Zoning Commission held its requisite public hearing on ____. The Planning and Zoning Commission formally adopted the Plan on ____ , 2021.



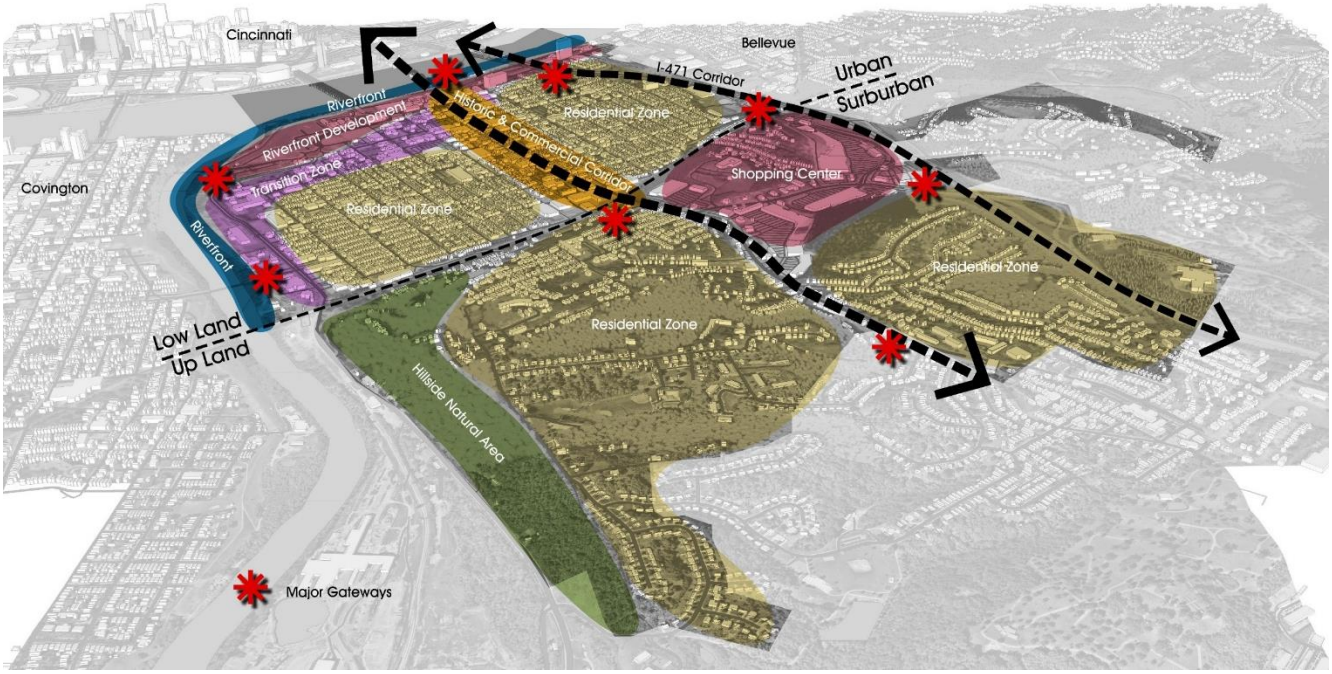
Map 1. Regional Context

Section 2.

NEWPORT TODAY: Issues & Opportunities

Newport is located at the confluence of the Ohio and Licking Rivers, along the south bank and directly across the Ohio River from Downtown Cincinnati. As the second largest city in Campbell County, Newport is a major urban center of Northern Kentucky and part of the Cincinnati metropolitan area, which includes over two million residents. Historically, it was one of four county seats of Campbell County.

As a first ring suburb of Cincinnati, Newport is generally a built-out city bounded by the Ohio River to the north, the Licking River to the west, the I-471 highway to the east and the city of Southgate to the south. The northern portion of the city is within the basin area lowlands, separated from the southern upland hilltop area by a steep hillside.

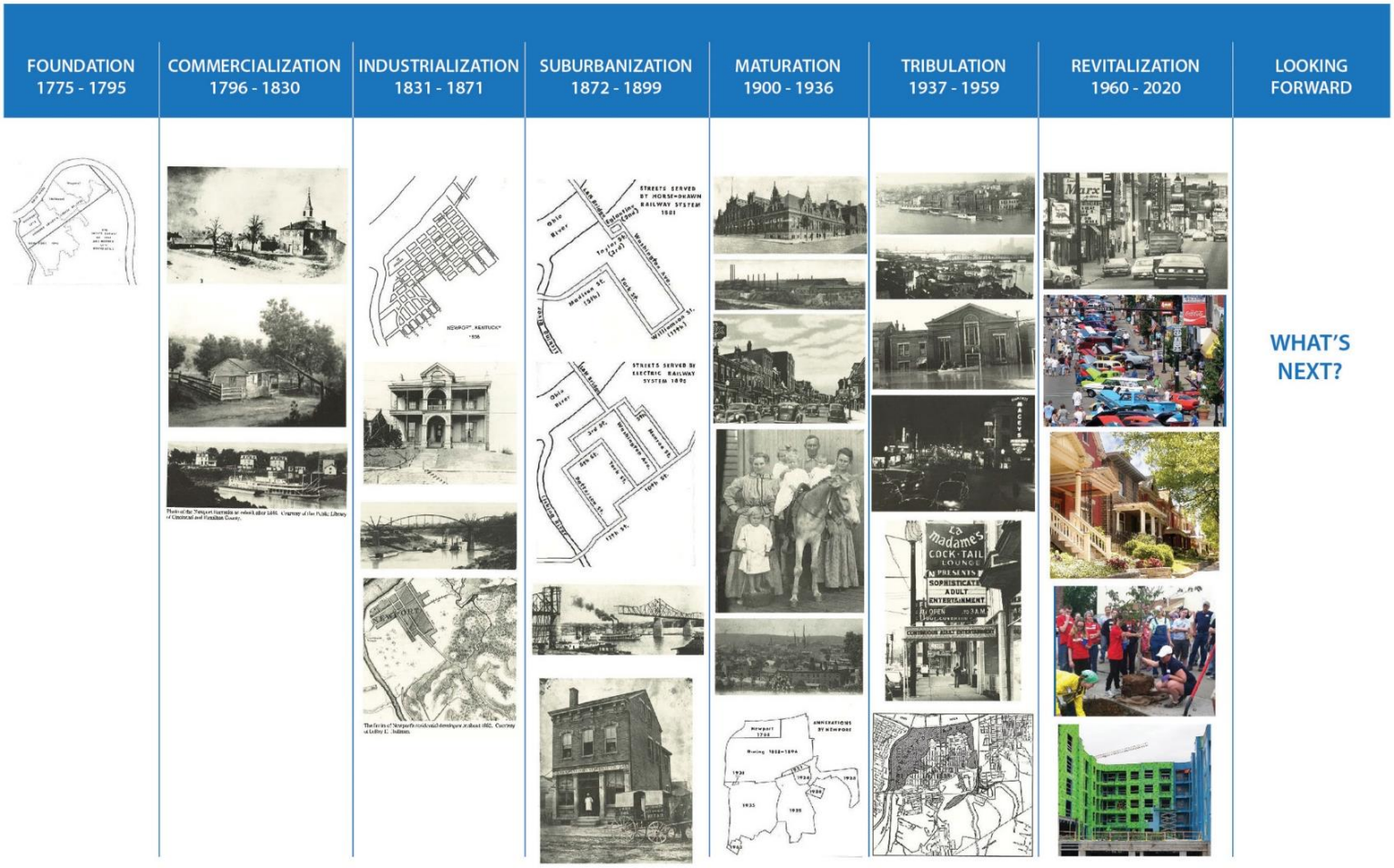


Map 2. Community Anatomy

History

Newport has a rich history dating back to the arrival of the first residents in 1789 and its founding in 1795. The construction of the Newport Barracks at the mouth of the Licking River in 1807 is considered the first settlement in Newport. However, unlike the rapid growth that occurred in Cincinnati just across the Ohio, Newport's steep topography, lack of suitable groundwater, and frequent land disputes hampered development. As Ohio built its rail and roadway systems, Cincinnati continued to grow, yet, by 1848, Newport's population had only grown to around 1,000 people. By 1866 when the Roebling Suspension Bridge provided a connection between Northern Kentucky and the Cincinnati metropolitan area, Newport began to develop more rapidly.

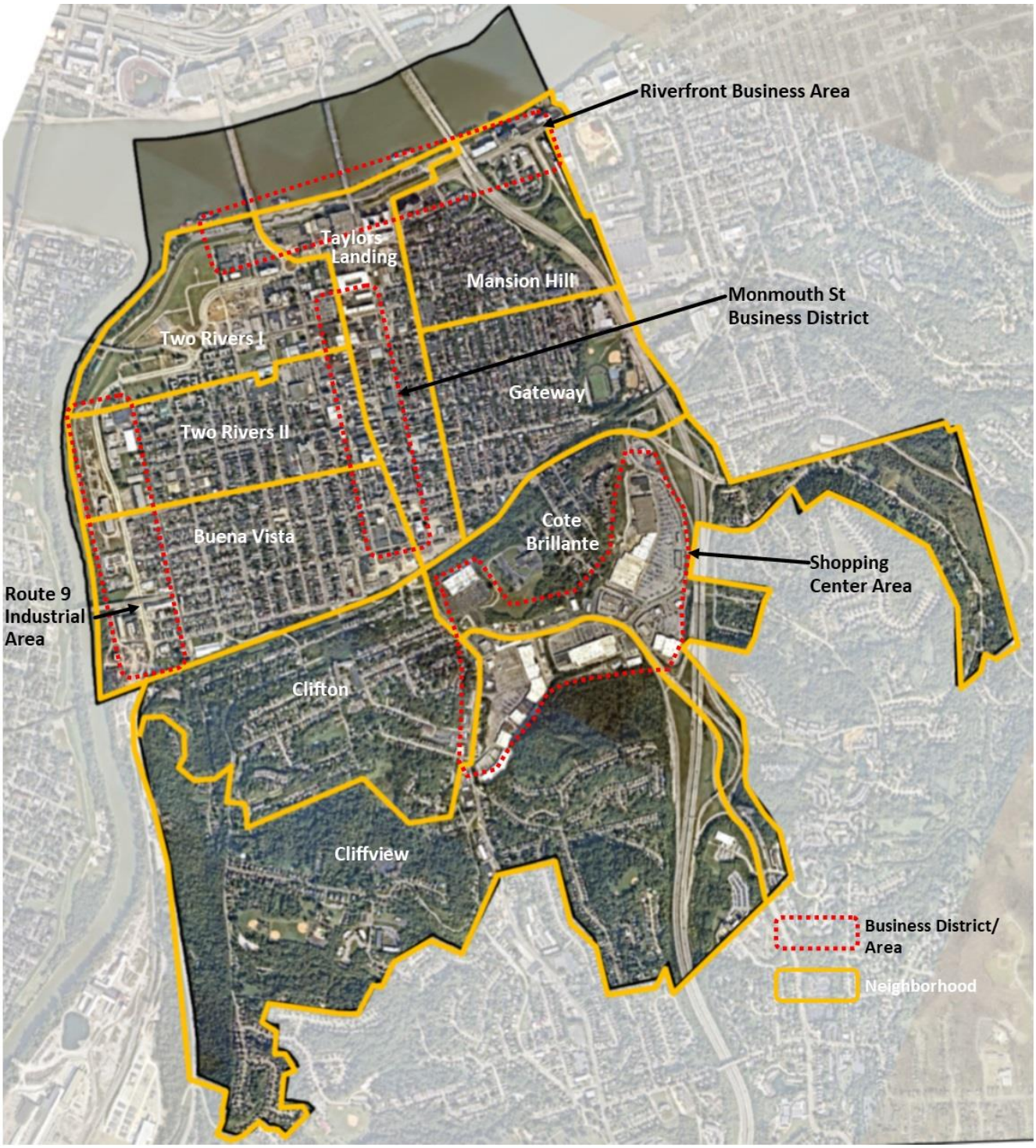
A flood in 1937 left much of Newport under water, and would go down in history as Newport's worst natural disaster to date. The floodwall that is part of today's landscape was completed in 1948, as a result of the flood of 1937. The 1940's through 1980's brought turbulent times for Newport as gambling halls and Vegas-style nightclubs operated in the city. Efforts to clean up the city in response to public outcry led to vast political and social change. Those reform efforts have rewarded Newport with its current stature today.[1]



Source: Purvis, Thomas, L. (1996). Newport, Kentucky: A Bicentennial History.

Having been founded in 1795, neighborhoods in the basin area were there first areas to development. Many of these compact, walkable neighborhoods have a rich stock of historic structures with much of their historic character still intact. In contrast, there have been major changes in the west side neighborhoods with the demolition of public housing to make way for construction of the new KY 9 roadway. Map 3 illustrates the general boundaries of the nine existing neighborhoods. There are six neighborhoods in the basin and three in the southern portion of Newport. Several neighborhoods have a neighborhood group that meets on a regular basis and communicates with neighborhood residents via social media. However, residents do not always identify with the official names of the neighborhoods. For example, Two Rivers I, Two Rivers II, and Buena Vista are commonly referred to as the West Side Coalition. Many of the development strategies in this plan make specific recommendations for these neighborhoods.

[1] History of Newport, History (newportky.gov)



Map 3. Neighborhoods and Business Concentrations

This section highlights various national and regional trends and existing conditions that have helped shape the current character of Newport, and which have an impact future land use patterns. An analysis of factors, such as the City's population and housing trends, existing land use patterns, location within the region, access to highways, provides an understanding of the context for formulating Newport's goals, objectives and strategies.

Trends

There are a number of factors that influence future development and redevelopment in Newport, including national and regional trends that affect population growth, housing preferences, shopping habits, and business forecasts. These trends play an important role in determining the potential and type of future development/redevelopment in the city.

National and Regional Trends

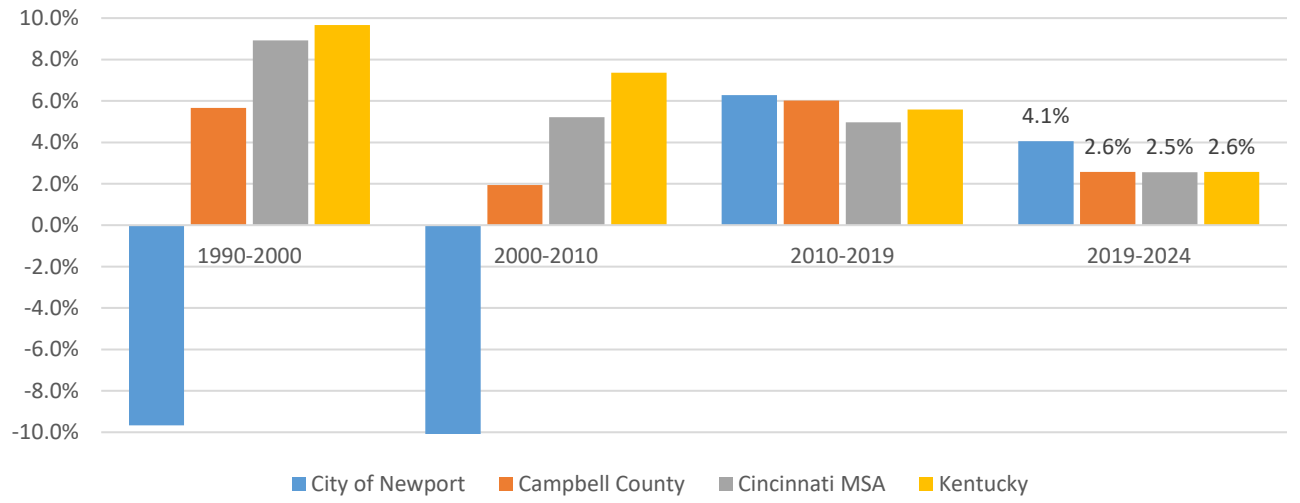
- Smaller families/ households
- Aging population
- Changing housing preferences – Increase in renter households and persons living alone
- Loss of manufacturing jobs
- Changes in retail shopping
- Desire for walkable communities, healthy lifestyles
- Increasing concern about environmental stewardship

Demographics

The City's population has been growing since 2010 and is expected to continue to increase, after steadily declining for the previous 40 years. And Newport is growing at a faster rate than the county, region and state.

- Newport's estimated 2019 population was 16,233, an increase of 960 people (6.3%) since 2010. Newport's population peaked in 1950 at 31,044, and has declined every decade through 2010 an average of 11%. In contrast, Campbell County, the Greater Cincinnati area (MSA) and Kentucky have all continued to grow since 1980.
- Newport's population growth of 6.3% since 2010 is higher than the 6.0% growth in the Campbell County and 5% for the region, which is in line with national trends showing an increased interest in living in the urban areas, with walkable neighborhoods and near amenities.
- By 2024, Newport's population is forecast to increase just over 4% to 16,891, and outpace growth rates in the County and the MSA (2.6% and 2.5% respectively).

Table 1. Population Change 1990-2024



- Some of the city's previous population decline has been due to dense neighborhoods being redeveloped for other uses. For example, between 2000 and 2010, Newport lost 682 (8.7%) of its housing units. During that same period, the number of households declined by 781 (11.2%), likely fueled by the housing crisis.
- Many of the older larger single-family homes in the east side basin neighborhoods (Gateway and Mansion Hill) over the years had been converted into two-family and multi-family units. Rehabilitation efforts have typically restored these structures to single-family homes, which has also contributed to the loss of housing units.
- Since 2010, the city has gained an estimated 530 (7.4%) new units, and 401 (6.5%) households. Nearly all of the new units are apartments.
- By 2024, Newport's housing units and households are expected to increase 4.3% to 8,008 and 6,891, and also outpace growth rates in the County and the MSA (2.4% and 2.6% respectively).

Newport is mainly a low to moderate-income community; however, there continue to be an increasing number of higher income groups moving to the city.

- Income levels in Newport continue to be lower than the rest of Campbell County and the metropolitan area, and have grown at a slower rate than for the county as a whole. The estimated median household income for 2019 in Newport is $38,691, and $26,127 per capita income, which is an increase of 4% and 12% respectively from 2010. During this same period, median household income and per capita income in the County increased by 25% and 27% respectively.
- However, ESRI forecasts that by 2024, the rate of increase in median household income (22%) and per capita income (18%) in Newport will be higher than for the county (19% and 15%) and the region (16% and 14%)

The average household size in Newport has consistently been smaller than for the county, region and state, and there is a large percentage of 1-person households

- The average household size in Newport has declined slightly from 2.38 persons per household in 2000 to 2.30 persons per household in 2019.
- In contrast, Newport's average family size has stayed the same (3.1 persons per household) between 2000 and 2019, and has been slightly higher than the averages for the county (3.07 in 2019), region (3.09) and state (2.98).
- When considering household size and type, Newport has a higher percentage of households with one person living alone than the County (42% compared to 29% for the County) and a much smaller percentage of family households (49% compared to 64% for the County).

Newport continues to have a younger population compared to the county, region and state, but like many other communities, the percentage of residents 65 and older is growing.

- The median age of Newport residents has consistently been 2 years younger than the county and MSA: in 2019, median age in Newport was 36.2, while for both Campbell County and the Cincinnati region it was 38.5. However, for all jurisdictions, this reflects an increase of 3.3 years since 2000.
- Since 2010, the number of Newport residents who are 65 years and older has increased 47%, and Campbell County has experienced a 37% increase. In 2019, this age group comprises 14% of the City's and 16.5% of the County's population. As the baby boomer generation ages and continues to leave the workforce, increases in senior service demands are expected.
- A high percentage of residents are transient - they live here for a short time but then move on to raise families.

There is considerable diversity of housing types in Newport.

- Single-family homes as a percentage of all housing in Newport has increased, but still remains less than 50% of all housing units.
- The 2015 Comprehensive Plan reported that in 1980, there were 3,819 single-family detached homes comprising approximately 42% of Newport's housing stock. According to the 2013-2017 ACS data, there were an estimated 3,729 single-family detached homes comprising 49.9%. Part of this trend is that there has been demolition of some higher density structures in the city and the development of more single-family housing options.

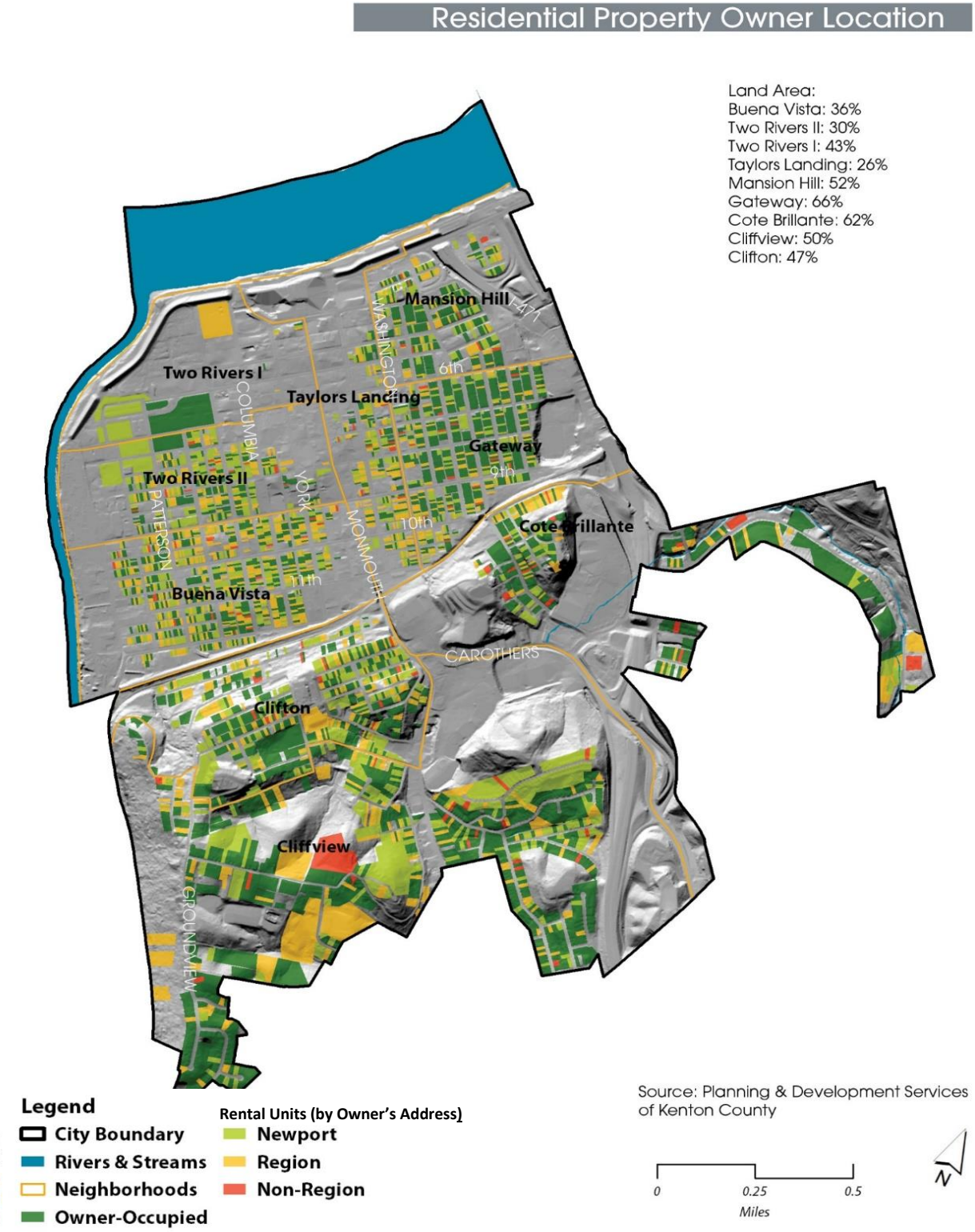
Newport continues to have a majority of renter households, in contrast to the county, the region and the state.

- Newport has traditionally been a renter-majority community, with just less than 56% of households being renters. Since 2000, however, Newport has seen a slight increase in homeownership rate, from 44.2% to 46.4% in 2019. In comparison, the County's homeownership rate has increased from 69% in 2000 to 71% in 2019; the 2019 rate for the MSA is 65%.
- The high number of renter households is not surprising considering that single-family houses comprise only 50% of all units, while 33% are apartment units and another 14% are two-family units. Approximately 73% of occupied single-family houses are owner-occupied, compared to only 29% of attached single-family units, 9% of two-family units and less than 7% of multi-family (apartment) units.
- The Clifton, Cote Brilliante, and portions of Cliffview neighborhoods have traditionally had the highest number of owner occupied housing in the city, while Two Rivers I and II, and Taylor's Landing have the highest number of renter occupied housing. Portions of Mansion Hill and Gateway also have high ownership rates, see Map 4.
- While homeownership rate (the percentage of households that own their home vs rent) has often been used as a measure of neighborhood stability, attitudes have changed following the housing crisis in 2008. Nationally, since 2006, the growth of the renter population has outpaced that of homeowners in most large US cities, to the point where nearly 25% of the 100 largest US cities has changed from homeowner- to renter-majority.
- Rental housing options serve an important community need and are attractive to a variety of households, including younger populations who are more transient while they decide where to settle down and raise a family, singles and couples with no children (either empty nesters or never had children), as well as providing a choice for households who do not have the financial ability to purchase a house.

New multi-family housing along Monmouth

Newport's neighborhoods have differing housing characteristics – size, price, style, and tenure (e.g. some have more single-family houses, others more rental units).

- The 2020 median value of owner-occupied houses was $158,700, while nearly 30% are valued at under $100,000 while 20% are valued between $300,000 and $1.5 million.



Map 4. Residential Property Ownership – by Owner's Address

Land Use

Newport is a small dense city encompassing 2.7 square miles of land, with a mix of land uses, see Map 5.

- A land use analysis was prepared using county tax records. Housing makes up the largest percentage of land (35%), the majority of which is for single-family housing (505 acres, 29%). The second largest category is Office, Retail and Entertainment uses (14%).
- The average single-family lot size is 5,370 square feet (0.12 acre), though the lot sizes in the Basin neighborhoods are considerably smaller than those in the southern upland neighborhoods.

Table 2. Existing Land Uses

Land Use Category	Acres	% of Total
Residential	610	35%
Office/Retail/Entertainment	249	14%
General Commercial/Manufacturing	70	4%
Park, Protected Open Space	71	4%
Public-/Institutional	56	3%
Vacant/Undeveloped Land	258	15%
Public Right-of-way	424	25%
Total	1728	

There is very little vacant land for new development (~43 ac).

- While there is a sizeable amount of vacant/undeveloped land (258 acres), 55% is located on steep hillsides, which makes development difficult.
- There are 233 small vacant residential parcels totaling 45 acres; the remaining 72 acres are either zoned for or proposed for commercial development, owned by a government entity, or abandoned.
- Lack of developable vacant land means the City must rely heavily on redevelopment. Indeed, most recent opportunities come from redevelopment, such as the Ovation project, located on the former Housing Authority site.

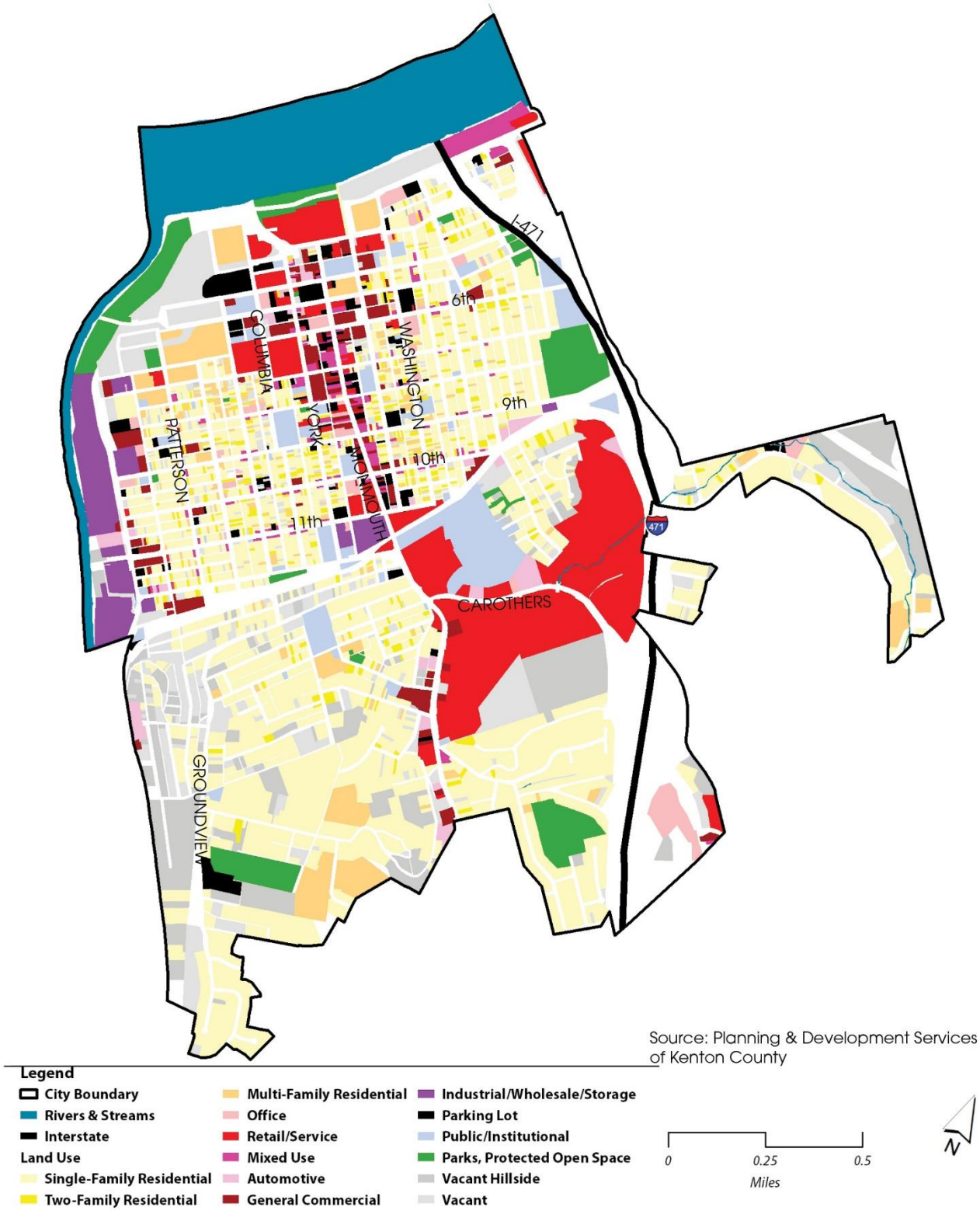
Newport has a diverse range of business districts.

- The historic central business district (Monmouth & York Streets)
- The Riverfront District anchored by Newport on the Levee
- Retail options along South US 27 Corridor and Carothers
- The commercial areas along Route 9 and along 11th Street

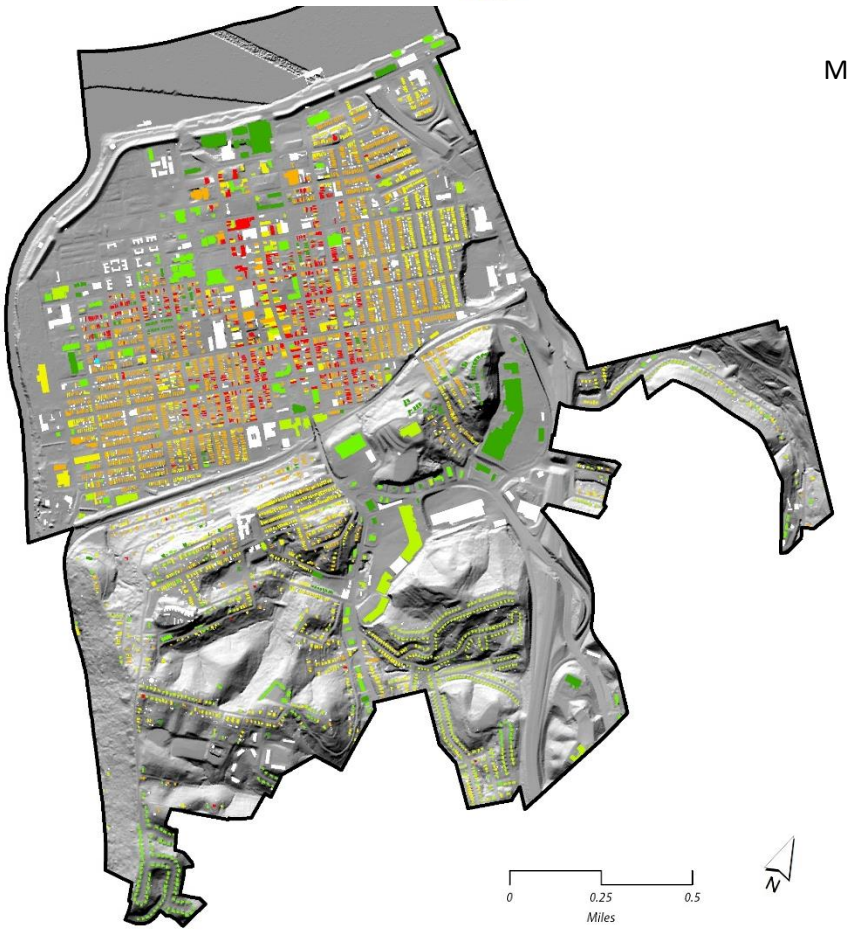
The numerous historic districts help maintain the City's rich stock of historic structures, and contribute to the city's characterization as a museum without walls.

- Almost 2/3rds (59%) of the housing units in Newport were constructed prior to 1940 (80+ years ago), see Map 6.
- There are currently eight historic districts in Newport; up from only two (Mansion Hill and East Row) in 1989. Since then, the city has received designations for the York Street Historic District as well as the Monmouth Street Historic District, in 1995 and 1996 respectively. The Cote Brilliante neighborhood was established in August 2005, followed by the Newport Courthouse Square in 2010 and the Buena Vista neighborhood in 2019, see Map 7.
- While the districts encompass large areas of properties that have a unique historic character, the city also has a number of individual structures that are historically significant. In 1989, eight structures were listed on the National Registrar. Today this number has increased to nine and the city would like to work to increase this number as a part of its historic preservation efforts.
- It's important to retain not only the historic architecture and sites, but also residential and housing diversity.

Land Use



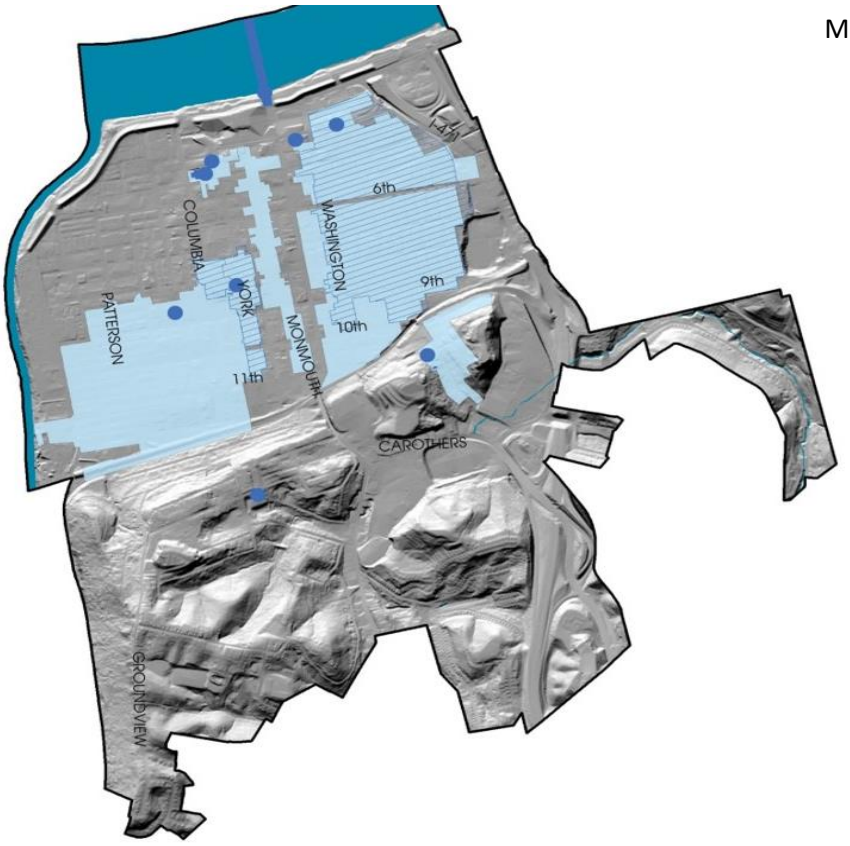
Map 5. Existing Land Uses



Map 6. Decade of Building Construction

Legend - Decade of Construction

- 1801 - 1880
- 1881 - 1900
- 1901 - 1936
- 1937 - 1960
- 1961 - 2000
- 2001 - 2020



Map 7. Historic Districts and Historic Sites

Historic Districts

1. East Row Local District
2. York Street Local & National District
3. Monmouth St. Business Local & National District
4. East Newport National Register Historic District
5. Mansion Hill National Register Historic District
6. Cote Brilliante National Register Historic District
7. Courthouse Square Historic District
8. Buena Vista Historic District

Legend

- City Boundary
- Rivers & Streams
- Historic Sites
- Local Historic District
- National Register District

Source: Clark, Scott. Newport Historic Preservation Officer, Code Enforcement Department

Employment

The number of jobs has been steadily increasing since 2015, but are still less than peak employment in 2008 (based on US Census data). Job growth is important because payroll tax revenue is the city's primary source of revenue.

- In 2017, there were approximately 7,636 jobs in Newport. While businesses and jobs can fluctuate, the largest percent of businesses are in Retail Trade (17%) and include 15% of jobs, followed by Food Services and Drinking Places (13%) which includes 22% of jobs, see Figure 1.
- Accommodations and Food Services have consistently provided the highest percentage of jobs in Newport. Retail Trade and Health Care have been 2nd and 3rd since 2014.
- In contrast, manufacturing had provided the second or third highest percentage of jobs until 2008. By 2017, manufacturing jobs had declined from a peak of 1,088 to 263.
- In 2018, the city had a net increase of 40 new companies, and 124 net new jobs.
- The two most prevalent types of jobs (Accommodation & Food Service and Retail Trade) provide some of the lower average annual wages, see Figure 2.

Newport is strategically located in the region, just across the Ohio River from Cincinnati.

- Our riverfront is a regional destination with Newport on the Levee and the Newport Aquarium, which together bring tens of thousands of people to the riverfront each year.
- It is important to leverage our location to continue to attract and retain businesses to ensure a strong local economy.

Key Focus Areas for economic development:

- The **Riverfront** is one of the key 'ingredients' to Newport's local and regional identity. Most people think of Newport on the Levee and the Ovation site on the Ohio River, but Newport is also home to the Licking River. These places are different, but each has potential to contribute to the long-term economic success of the community.
- **Monmouth Street** is the centerpiece of Downtown Newport, and attention should also be given to York Street and the connecting streets between these two 'spines.' There has been some sentiment to more intentionally incorporate the **Main Street methodology** as a revitalization strategy. This can be applied to the entire Downtown area.
- **Route 9 Corridor**: Concentrate new business development along the new roadway, but be sure both new and existing uses are clean and compatible with the nearby homes.
- **Pavilion Shopping Center** along Carothers.
- **US 27.** Consider more of a mix of uses along US 27, including restaurants and entertainment venues in a walkable environment, with additional housing options.

It will be important for Newport to have a well-planned economic development strategy for the future if the City and its residents are to prosper and be resilient to economic challenges like the ones we are in now.

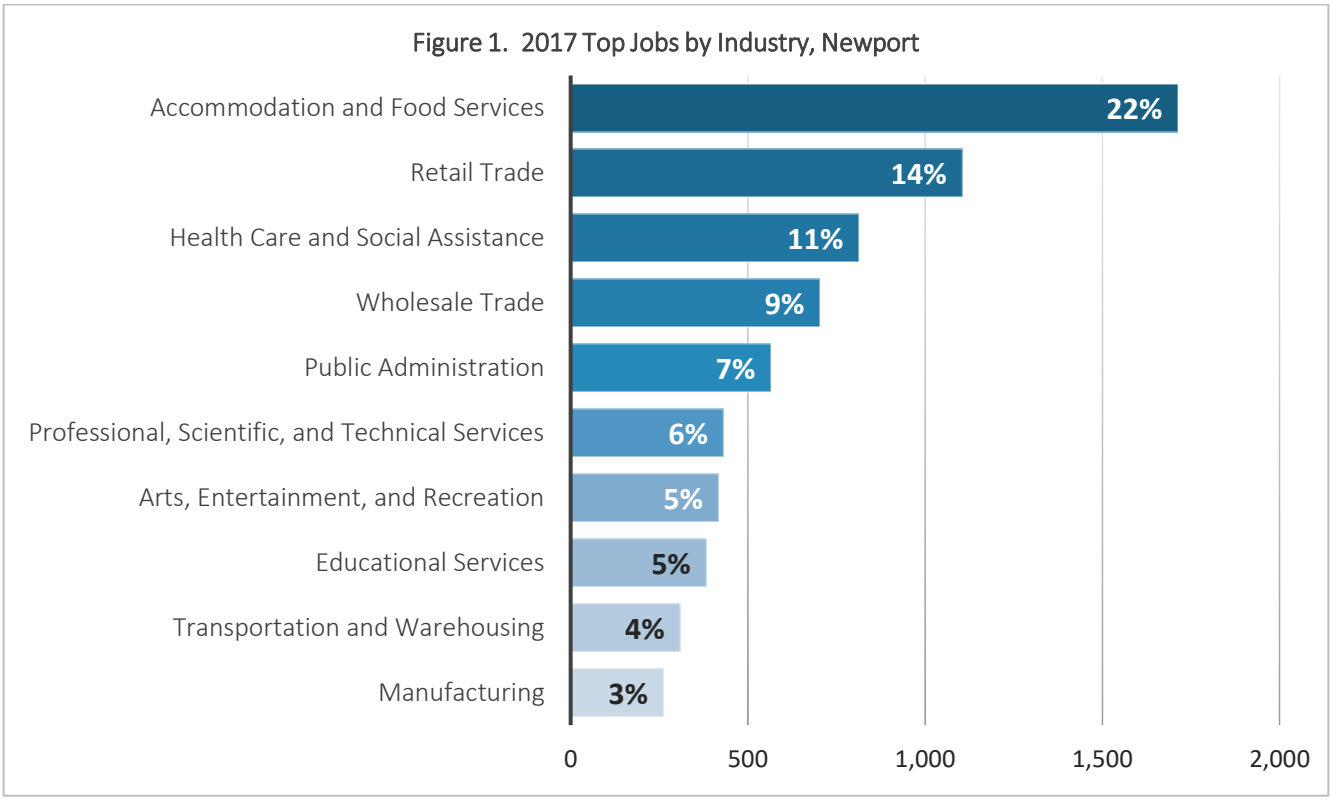


Figure 1. 2017 Top Jobs by Industry, Newport
Accommodation and Food Services
22%
Retail Trade
14%
Health Care and Social Assistance
11%
Wholesale Trade
9%
Public Administration
7%
Professional, Scientific, and Technical Services
6%
Arts, Entertainment, and Recreation
5%
Educational Services
5%
Transportation and Warehousing
4%
Manufacturing
3%
0
500
1,000
1,500
2,000

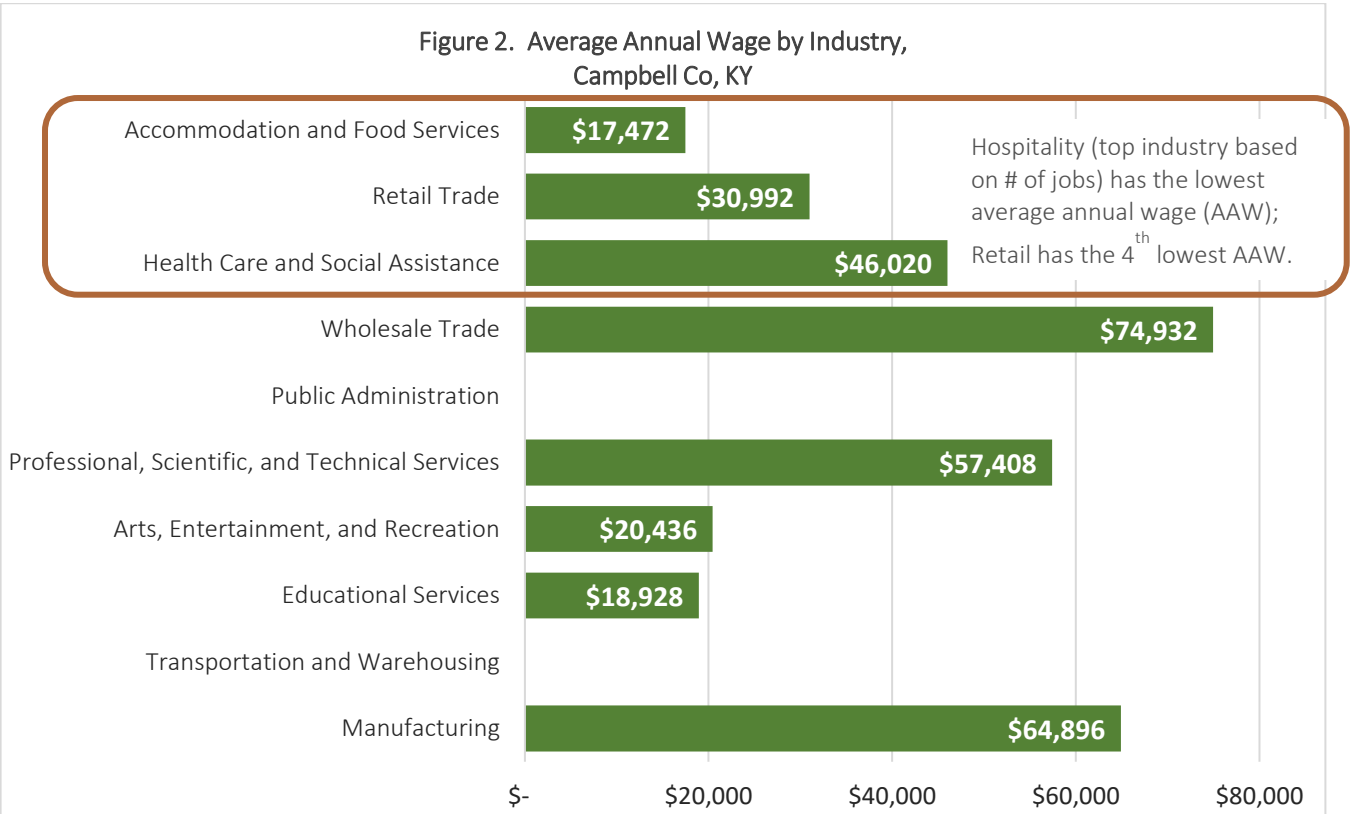


Figure 2. Average Annual Wage by Industry, Campbell Co, KY
Accommodation and Food Services
$17,472
Retail Trade
$30,992
Health Care and Social Assistance
$46,020
Hospitality (top industry based on # of jobs) has the lowest average annual wage (AAW); Retail has the 4th lowest AAW.
Wholesale Trade
$74,932
Public Administration
Professional, Scientific, and Technical Services
$57,408
Arts, Entertainment, and Recreation
$20,436
Educational Services
$18,928
Transportation and Warehousing
Manufacturing
$64,896
$-
$20,000
$40,000
$60,000
$80,000

Transportation Network

Newport's roadway and sidewalk network is one of City's most important infrastructure network.

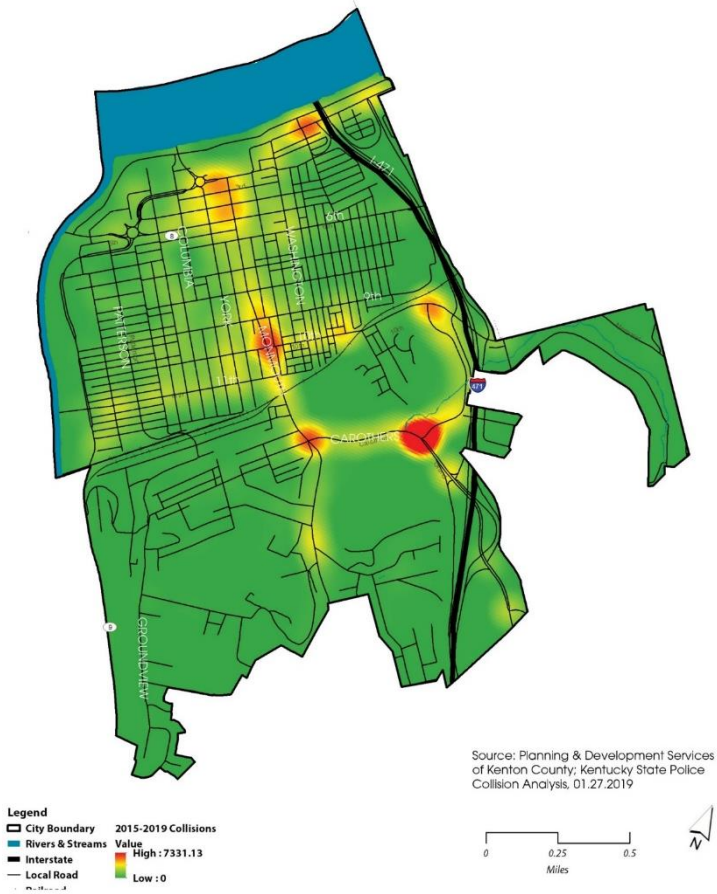
- The interconnected system of roads and bridges, as well as our other infrastructure systems (drinking water, sewers, dams and levees, solid waste, and energy) are all critical to our success.
- We have become accustomed to these systems that quietly support our ability to work and play. However, many of our roads and bridges (and other infrastructure systems) are aging and struggling to perform as necessary.
- The City is responsible for maintaining these critical public infrastructure elements.

Local Roads and Bridges maintained by Newport
- Approximately 46 lane miles
- Systematic annual street maintenance

Other infrastructure maintained by the City
- Flood Protection
  - Constructed in 1951 – 2.39 Miles
  - 6 closure structures & 3 pump stations

Vehicle / Pedestrian Safety Concerns[2]

- The highest density of collision incidents is located at the intersection of Carothers Rd and Pavilion Parkway, with other concentrations occurring along Monmouth Street and Dave Cowens Drive, see Map 8.
- There were only about 7 crashes (0.9%) that involved pedestrians each year. though they were about 17% of the crashes that resulted in an injury. An additional 3 crashes (0.4%) involved bicyclists.



Map 8. Collision Density (2015-2019)

[2] Crashes reported 2015 – 2019; does not include crashes on

Public Utilities Network

Other regional agencies and public utilities own and maintain the public utility infrastructure networks (water, waste water, stormwater).

- The city of Newport works closely with each of these entities.
- It is essential to plan for transportation improvements whenever public infrastructure improvements are undertaken.

Storm Water Management

- Storm water drainage washes sediment and pollutants into the rivers. Proper drainage is a very important consideration for Newport's future.
- Sanitary sewer lines need to be improved so that back-ups and overflows do not discharge effluent into the rivers.

Infrastructure Maintained by Others

- Wastewater & Stormwater Infrastructure:
  - Sanitation District No. 1
  - Combined Sewers – During wet weather, there are overflows into Licking and Ohio Rivers
- Drinking Water Infrastructure: Northern Kentucky Water District
- Gas and Electric Infrastructure: Duke Energy
- Transit: TANK

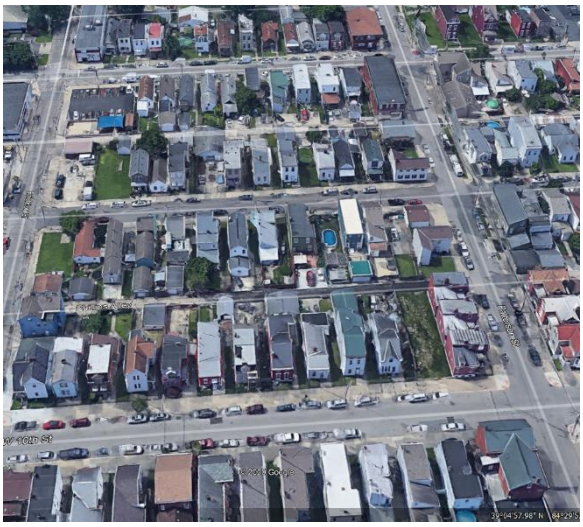
Natural Features

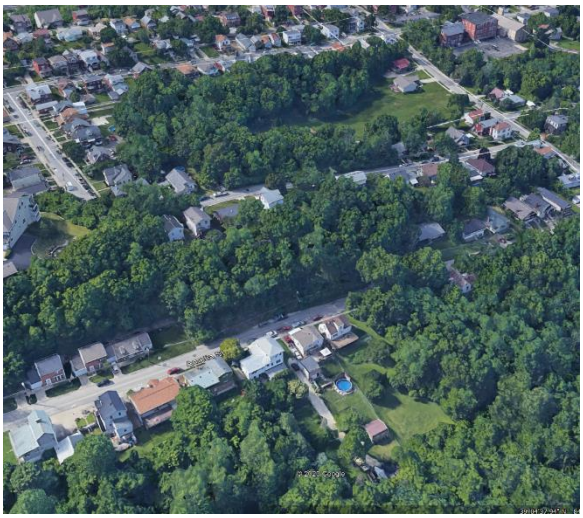
Newport's neighborhoods have natural assets that are both beautiful and beneficial, such as undeveloped natural areas; street trees and parks.

- Mature trees complement Newport's historic architecture, add character to our neighborhoods, and help reduce the "heat island" effect and the city's carbon footprint.
- Both the Ohio and Licking Rivers flood. With Newport's location at the confluence of these rivers it is vulnerable to conditions outside city limits and outside the City's control.
- Newport's levees protect against flooding, yet this substantial infrastructure creates both a physical and visual barrier to our riverfronts.
- Hillsides - Newport is largely built out; the largest areas of undeveloped land are steep hillsides (55%).
  - The gradually increasing slope up from both the Ohio River and the Licking River gives Newport residents amazing views of Downtown Cincinnati and the rivers.
  - Some hillside areas are vulnerable to slippage and should not be developed. Comments gathered during conversations with the Steering Committee indicate a great concern for future slippages.

Some of Newport's neighborhoods have very few trees (street trees, back yard trees, etc.). The upland neighborhoods, where the hillsides make development more challenging have much greater tree canopy, see Map 9.

- Trees provide several benefits, such as:
  - Provide shade and places for people to gather and rest.
  - Clean the air and reduce the city's carbon footprint.
  - Minimize flooding by absorbing storm run-off.
  - Help stabilize hillsides by providing root structure to hold land in place.

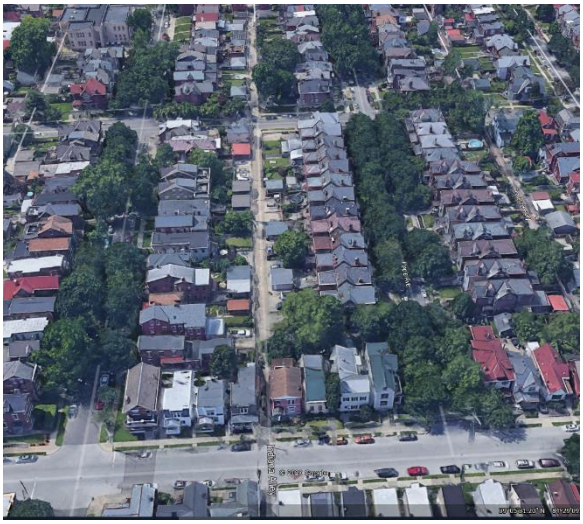




Map 9. Tree Canopy

Legend
City Boundary
Canopy

0 0.25 0.5
Miles



City Parks

Certain areas of the city have less access to City parks and public open space, see Map 10.

- There are some issues related to visibility, safety, and lack of programming in existing parks.
- The riverfronts are largely underutilized and disconnected from the neighborhoods.
- Some have noted the city lacks a central park or community gathering space (sometimes referred to as an outdoor "living room."

Map 10. Parks and Green Space

Source: Planning & Development Services of Kenton County; City of Newport, Ky

Legend

- City Boundary
- Rivers & Streams
- Existing Parks
- Greenspace Preservation/Enhancement Opportunities
- Existing Canopy

0 0.25 0.5 Miles

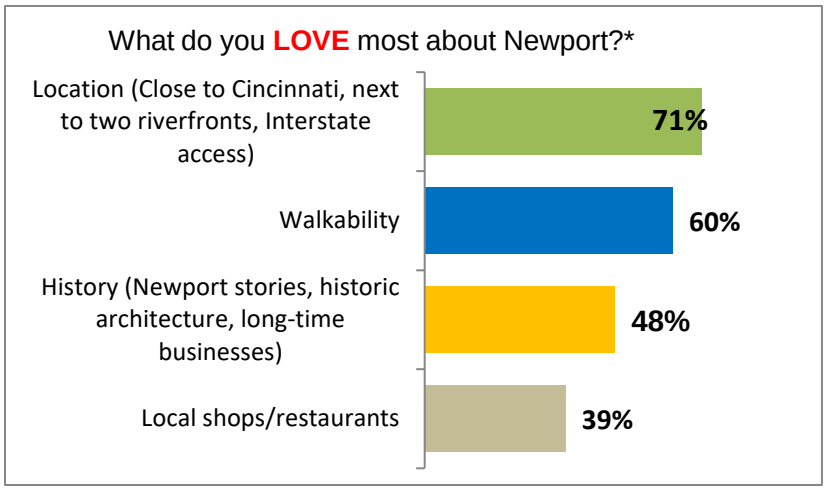
N

Greenspace opportunities include public parks, semi-private tree canopy, vacant lots, tree-lined streets.

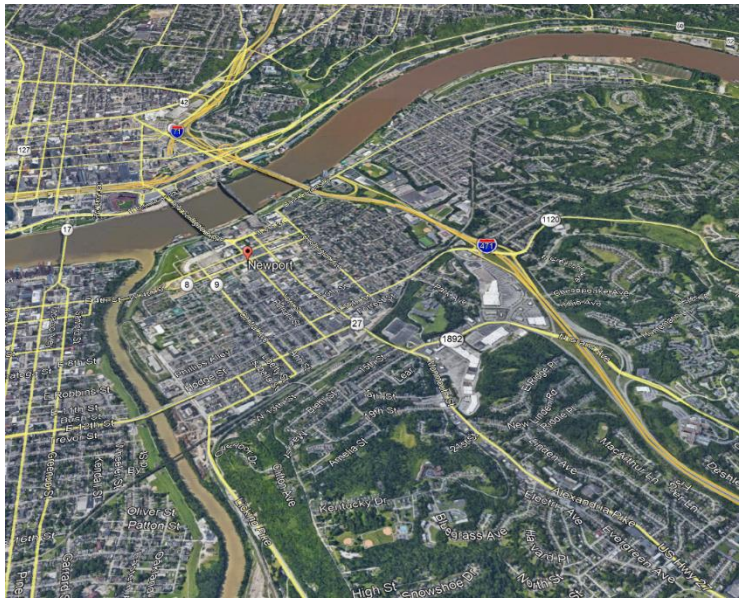
Community Comments

More than 650 Newport residents, employees, business owners and visitors participated in the on-line community survey between April 20 and May 17, 2020.

Assets

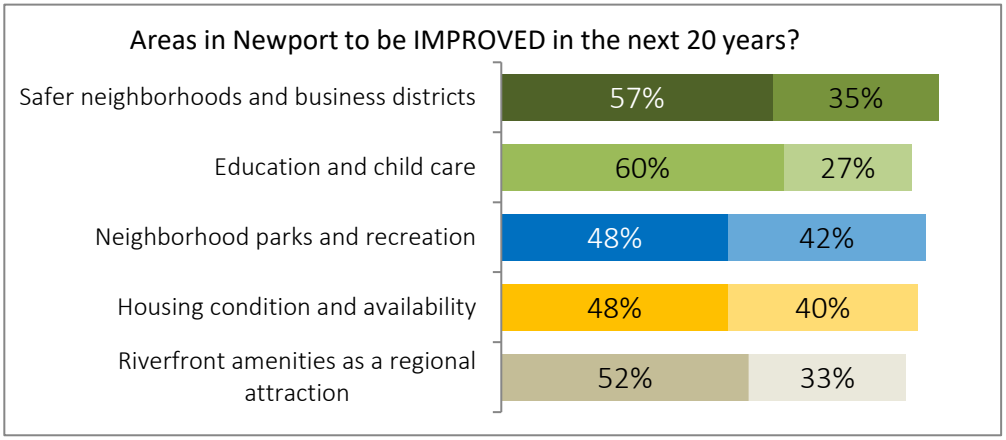


- Location –*people love this most about Newport*
  - Greater Cincinnati Metro Area and access to regional highway network
  - Easy access to downtown Cincinnati
  - Regional bike/pedestrian linkage - Purple People Bridge
- Newport's neighborhoods are highly walkable because of its open street network in small block distance, with various points of interest along the way. Walkability is one of the characteristics that our residents and others value most about Newport.
- Newport's neighborhoods contribute to its unique identity. It is a rich combination of established historic residential and commercial districts, growing mixed-use urban developments on the riverfronts, and tranquil hillside suburbs.
- The City's central business district along historic Monmouth Street is known for its small, locally owned establishments including specialty retail shops and restaurants. Residents value the unique character of this area.
- Many others noted Newport's natural environment is one of its strongest assets.
  - Newport is blessed to have two riverfront areas, each with its own character and potential.
  - River frontage is one of the most often mentioned of Newport's most important assets. Having discussion and building consensus around how to develop Newport's river frontage is a high priority in this planning process.



Areas for Improvement

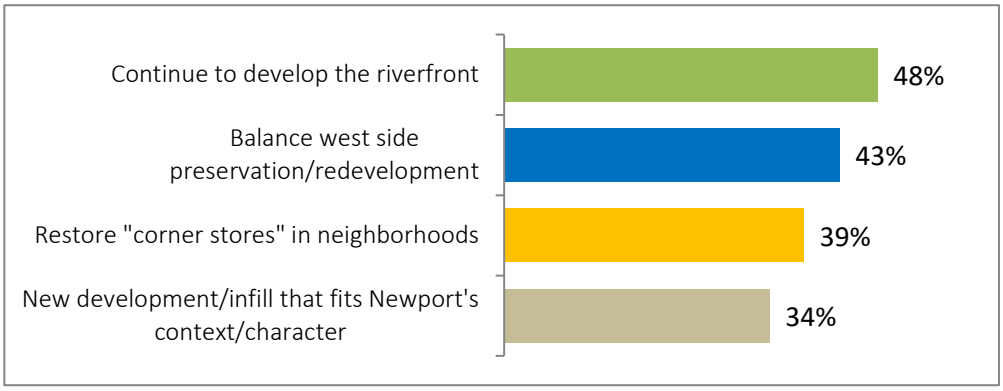
The survey findings show that four of the top five areas where improvements are most needed are related to Newport's neighborhoods.



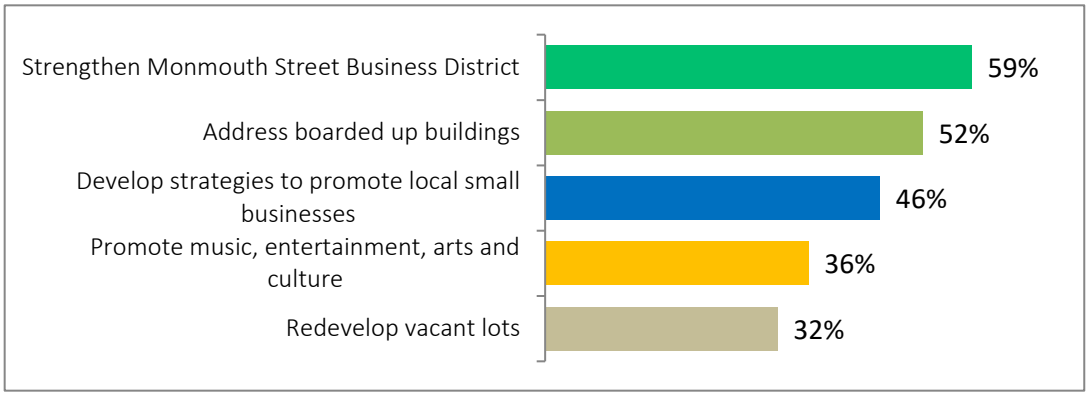
Several comments were provided identifying areas for improving **connections among neighborhoods.**

- More neighborhood events with music & entertainment (some free, maybe some not free),
- Need communication and more connections between neighborhoods.
- Address the **"Digital Divide"** so ALL city residents & businesses have quality internet access.
- Need to view the Newport community as a whole, celebrate all neighborhoods together making up one community.
- Need to "blur the lines" between neighborhoods, socialize more and work collaboratively.

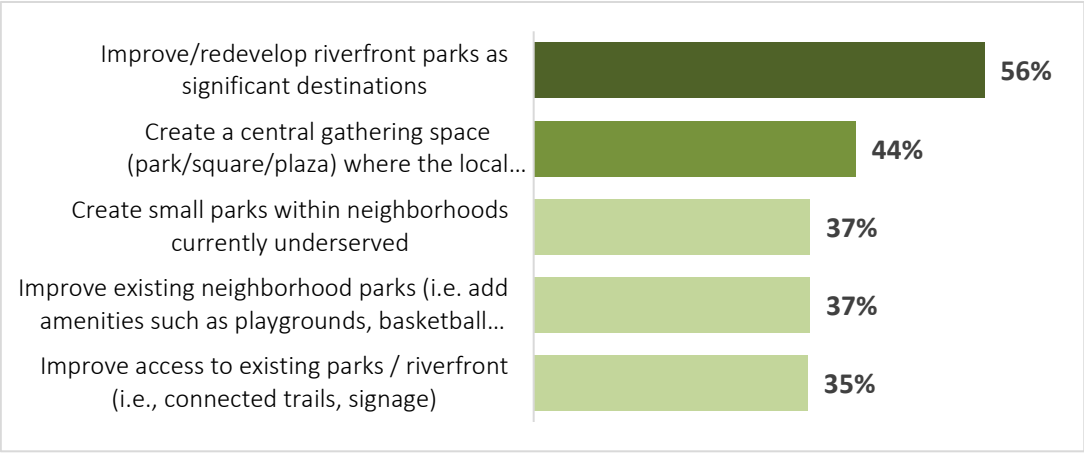
Priorities for Future Land Development



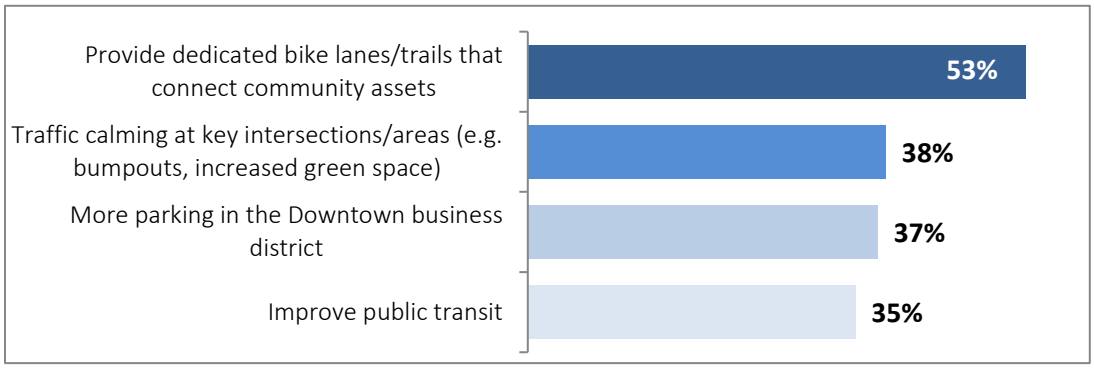
Priorities for Future Economic Development



Priorities for Parks, Recreation & Public Green Space Improvements



Priorities for Future Transportation Improvements



Summary of Written Comments

General Diversity & Inclusion:

- The most important thing is for people in Newport to feel like where they live is a home and a community. They take pride in their neighborhoods and they feel safe.
- Address roadblocks that prevented the diversity objectives in 2015 plan from being met.
- Assess equity in terms of opportunity, outcomes & impact on residents.
- Empower underrepresented communities to be successful in Newport. Diversity should be a core value.

Vibrant Neighborhoods:

- Address recycling facility's numerous explosions, fires, particulate matter released into the air, noise, and residents' quality of life. Affects the west side and Clifton Neighborhood.

Meaningful Places:

- Decorative street lights help create character.
- Encourage both big events where people will share spaces and smaller events that enable more personal connections between people from different neighborhoods.
- Assist citizens who cannot financially afford to go to local attractions, specifically, kids who live in Newport who can walk to the levee but can't take advantage of the aquarium, e.g. partner with businesses to create a "Newport day out" or sponsor passes or tickets for students at Newport schools.

Economic Prosperity & Resilience - encourage:

- Connections between local businesses and social services.
- Businesses that are doing good for society.
- More outdoor restaurants.

Transportation:

- Options are needed for workforce development.
- Accommodate car sharing and more delivery of goods.
- Focus traffic improvements on entry/exit points (hotspots for accidents)
- Transportation improvements are needed along the riverfront area, along Dave Cowens; Fix the sidewalks and improve crosswalk at Route 8 Dave Cowens and Park. People who are walking across the Cowens to the Levee/Flood Wall entrance are in danger of getting hit by people turning right on red - drivers aren't expecting walkers - no left turn off ramp until cross walk is over.

Environment:

- Plant street trees as part of new roadway improvements.

Healthy Community & Schools:

- Need more restaurants that serve/focus on healthy food
- Consider allowing bees
- Coordinate with schools on community use of school assets; for example, tennis and basketball courts at the high school need to be repaved and available for public use.
- The City has to find a way to get involved with the schools - through the comprehensive plan: Newport Independent School District's 3- Year Strategic Plan; NKU's Success By Design; and Gateway's Make Change Happen.

Good Government:

- Make planning and zoning decisions as transparent as possible.

Section 3.

NEWPORT FORWARD Goals & Objectives

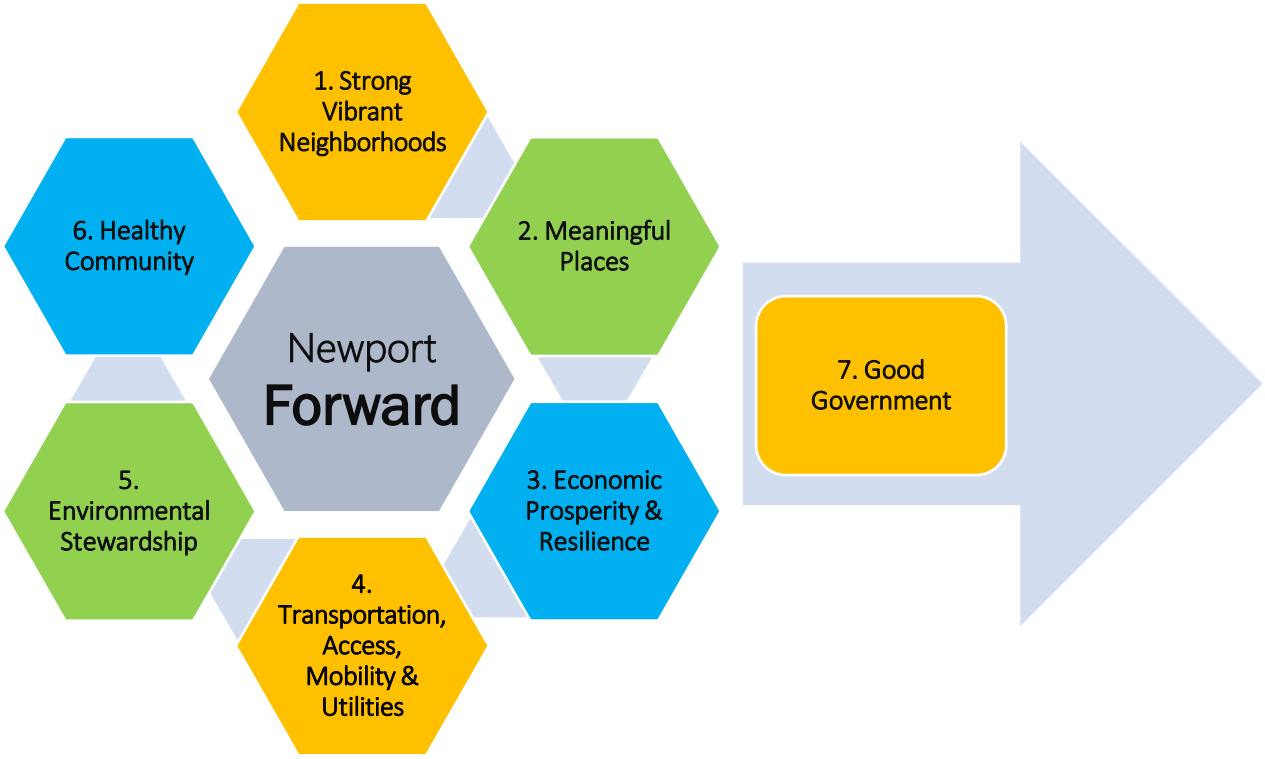
The purpose of Newport's comprehensive plan is to help guide the future development, redevelopment, and revitalization in Newport over the next 10 to 20 years. The key components are the goals and objectives, which together form the foundation of the City's long-term vision. The following statements represent Newport's goals and objectives, updated in compliance with the requirements of Section 100 of the Kentucky Revised Statutes.

The following are general definitions for goals and objectives:

- ASPIRATIONAL GOALS are about big ambitions that may take years to achieve. Sometimes called stretch goals, they are dreams that are so ambitious that it's not always possible to describe, at least initially, how it will be achieved. While often written as broad statements of desired outcomes of the community, they should be stated specifically enough so that it is possible to assess whether progress has been made in achieving them..
- OBJECTIVES are a subset of an aspirational goal, which provide measurable strategies. Objectives should not stand alone without a goal. If an objective does not fit under a goal and it is considered important, then there is a good chance the objective may actually be more appropriately written as a goal.

GOALS

The Plan includes seven broad subject-based goals that were developed and refined taking into consideration current conditions and issues. The goals are further supported by a set of objectives that help define more detailed strategies for achieving the goals.



OBJECTIVES

1. Strong Vibrant Neighborhoods

Newport's neighborhoods are part of its unique identity. A system of strong vibrant neighborhoods with a variety of housing options and quality of life amenities is the foundation to retaining existing residents and attracting newcomers

2. Meaningful Places

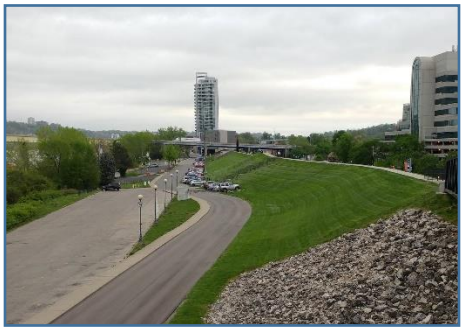
Newport will strengthen the connection between its people and the places they share. We will take pride in our history, appreciate and celebrate the many cultures that make up our community. Through frequent dialogue and interactions between our diverse neighborhoods and business districts we will establish a cohesive and unified identity for Newport in a way that enhances our sense of community. We value public space, public art, entertainment, and our unique blend of historic and contemporary development.

3. Economic Prosperity & Resilience

Newport's economy will be a balance of vibrant retail districts with lively venues for local and regional visitors, and office/commercial areas that are home to contemporary jobs that provide a living wage for residents and a solid tax base for the community. Newport will be a hub for local entrepreneurs as well as a regional economic driver.

4. Transportation, Access, Mobility & Infrastructure

Newport will have and maintain well-connected and safe multi-modal transportation, communications and utility networks. Newport will collaborate with communication and electric providers to ensure aesthetic, sustainable and accessible utilities. Newport will have access to safe and sanitary water and sewer utilities, and will maintain flood and storm water protection infrastructure for the safety of the public.



5. Environmental Stewardship

Newport values the contributions that trees, parks, rivers, streams, and natural habitat make to human well-being, and recognizes the importance of protecting and enhancing the natural environment. We will do this proactively and in a sustainable manner to ensure our "green" assets are here for generations to come.

6. Healthy Community

Newport will offer a high quality of life with healthy and active everyday activities. We will utilize public space, including valuable parks and open space assets, to travel, gather, exercise, recreate, and promote a healthy lifestyle. Newport will have access to local food options, including community gardens.

7. Good Government

Newport will continue to provide effective local governance in order to foster an overall high quality of life for our citizens. The City Government will continue to be accessible, open, and fiscally responsible. We will work with regional partners to leverage strengths and resources, and will make long term capital plans to maintain infrastructure and prepare for the future. We will preserve public safety and increase property values while continually looking for ways to improve our processes and collaborate with others for the benefit of the community.

Land Use Plan Element

The Future Land Use Plan is a depiction of intended land uses the city envisions for different neighborhoods and activity areas. It is not an "existing land use map"; although, in many cases desired future uses in an area may be the same as those that exist today The intent of the plan is to identify broad land use categories to provide some guidance regarding future development with the ability to be flexible to provide for a mixture of uses.

FUTURE LAND USE CATEGORIES

Noting the need for flexibility and with the understanding that specific criteria and regulations for development will be included in the zoning ordinance, the following land use category descriptions are included to aid in interpreting the Future Land Use Plan, depicted on Map 11.

LOW-DENSITY RESIDENTIAL NEIGHBORHOODS

Low-Density Residential Neighborhoods are primarily developed upland areas consisting mainly of single family houses that are one or two stories high, at a density of approximately 6 units per acre. Small scale cluster infill development comprised of detached and attached single-family units is encouraged when it is designed and located to have the least impact on developmentally sensitive land. These neighborhoods often have limited connections and more cul-de-sacs due to topographical constraints. Where new street connections are not possible, sidewalks and multi-use trails that provide access to major corridors should be considered to increase mobility options.

HILLSIDE RESIDENTIAL NEIGHBORHOODS

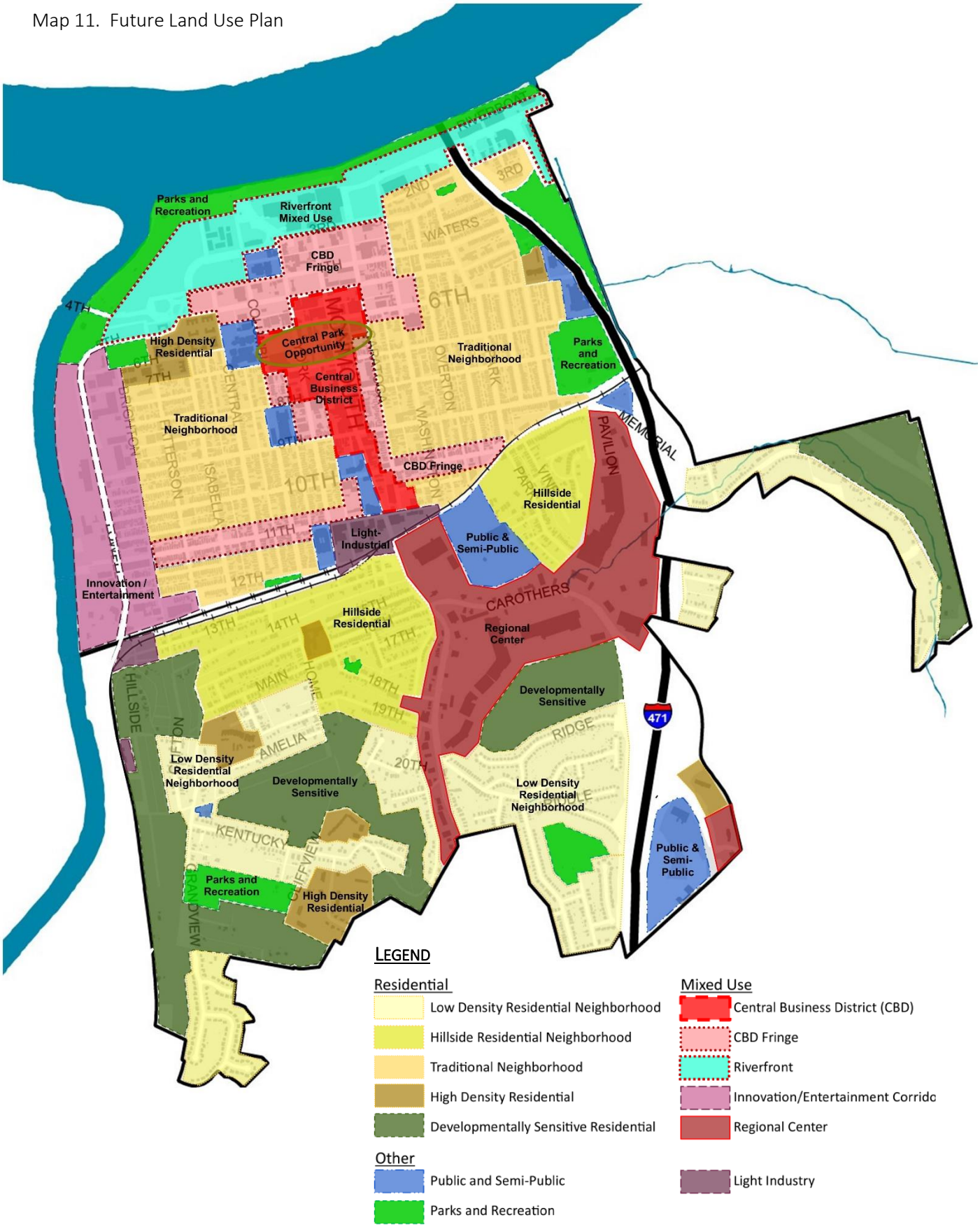
Hillside Residential Neighborhoods are located along the bluff overlooking the basin, with views of Downtown Cincinnati, and mainly consist of single-family attached and detached houses on small lots on long streets with few intersections. New development, redevelopment and rehabilitation in this zone should closely mirror existing development patterns, with densities ranging from approximately 6 to 14 units per acre. Hillside constraints will continue to affect development in this area. Careful review of geotechnical engineering plans for new housing construction on remaining infill sites is critical given the potential impact on viewsheds, the structural integrity of the hillside, surrounding public infrastructure, and adjacent housing, as well as the potential for increased flooding, soil erosion, and pubic maintenance costs.

TRADITIONAL NEIGHBORHOODS

Traditional Neighborhoods are located within the basin area and retain the original development and street patterns from the early 1900s, which was a major period of economic and population growth for Newport. Common characteristics include a diverse range of housing types on typically small lots, houses placed closer to the street and an intersecting street pattern with cross streets. The flat topography, compact nature of development, street grid pattern, and proximity to the riverfront and the Central Business District make traditional neighborhoods highly walkable. Many of these neighborhoods have been designated local and/or national historic districts because of the significant number of historic buildings that remain and the city's desire to spur rehabilitation and reinvestment of existing structures.

In a traditional neighborhood, the types of housing can vary and may include a compatible mix of housing types such as single family, two-family and attached units located seamlessly together. These areas may also include townhouses and a limited number of larger structures where the land area and building size would accommodate the required parking and ample unit sizes. New development, redevelopment and rehabilitation in these areas should closely mirror existing uses. Context sensitive infill housing development is appropriate as single family, two-family, three-family or as row-house structures at densities of 10 to 17 units per acre. New larger apartment buildings are discouraged.

Map 11. Future Land Use Plan



HIGH-DENSITY RESIDENTIAL

High-Density Residential areas generally include three-family, townhouse and multifamily structures. Limited ancillary retail or office uses may also be appropriate. New development is encouraged as townhouses or apartment/condominiums on infill sites. Rehabilitation of existing larger structures (retail, institutional and residential) is encouraged as residential space. Single-family residential and large-scale commercial development is discouraged. Densities would be approximately 20 units per acre.

DEVELOPMENTALLY SENSITIVE RESIDENTIAL

Generally undeveloped areas that are dominated by environmentally sensitive land characteristics, such as existing slope of twenty percent or greater, or unique soil characteristics that limit the ability of the area to support urban development. These areas generally contain significant wooded areas, creeks, wildlife habitat and other natural features that are important to the region's ecology as well as a specific site's stability and visual character. In some cases, the best option is to preserve steep hillsides and dense woodlands as undeveloped forested hillsides, or limit development to less intensive uses such as passive recreational activities (i.e. walking trails, bird watching, and nature exploration trails). In other cases, significant subsurface investigation and geotechnical engineering and design will need to take place to determine the feasibility of development.

Development in these areas should be designed to minimize slope disturbance, taking into consideration soils profile and other ecological characteristics, as well as long-term public infrastructure maintenance costs. Additional development regulations should be considered, such as limiting the amount of grading to a percentage of the development site based on the steepness of the slope and soil characteristics, requiring existing trees to be preserved, protecting existing viewsheds. Clustered development at densities that mirror those of the surrounding neighborhoods and/or that meet the requirements of the underlying zone are appropriate.

MIXED USE (CENTRAL BUSINESS DISTRICT (CBD))

The Central Business District (CBD) is Newport's downtown and traditional main street. The CBD mixed-use area contains a high concentration of older buildings in the Monmouth Street National Historic District (established in 1996), and the York Street National Historic District (established in 1995), and are governed by historic district design guidelines.

Private and public investment is encouraged to maintain the CBD as a major local destination for Newport residents filled with a collection of smaller, unique businesses that run the gamut from retail stores and restaurants, to maker and craft businesses, coworking and collaborative office spaces. Residential development including rehabilitation of upper floors for residential use is encouraged so as to complement other downtown uses and surrounding neighborhoods. With its continued popularity and recognition, management of public spaces is paramount to ensure the downtown continues to be a desirable place for Newport residents to visit.

MIXED USE (CBD FRINGE)

The CBD Fringe Mixed Use area is a transitional zone. New development as well as adaptive reuse of existing buildings is encouraged to accommodate a variety of compatible uses, including a combination of small to medium scale retail, residential, commercial and office uses in complimentary configurations. Most of the existing commercial, residential and office uses are appropriate for the area and are expected to remain. New developments in the CBD Fringe mixed-use areas should be constructed as coordinated, unified projects and should integrate proposed uses appropriately. Rehabilitation and infill projects should be limited to residential, commercial or office uses, or a combination of these uses. The intensity of these types of projects may differ based on the surrounding development. Zoning provisions modified or enacted subsequent to the Comprehensive Plan will need to consider special site related requirements for mixed-use areas. These special

site related requirements should address landscaping buffers between uses of different intensities or different uses, parking requirements tailored to mixed-use areas, and transitional uses-by-right in mixed areas.

MIXED USE (RIVERFRONT MIXED USE)

The Riverfront Mixed Use area is designed to capitalize on proximity to the Ohio River and existing anchor developments that have established the Newport Riverfront as a regional destination. A mixture of entertainment and dining venues, retail attractions and supporting uses such as hotels are encouraged to continue to attract visitors and residents alike. In addition, high quality office space and residential units are encouraged to promote the Riverfront area as a place to live, work and play. All new development is expected to maximize physical and visual connections to both the Ohio and Licking rivers as well as regional trails and recreation areas along the riverfronts.

MIXED USE (INNOVATION/ENTERTAINMENT CORRIDOR)

The Innovation/Entertainment Mixed Use corridor is located along the new KY 9 roadway that provides increased connectivity with sidewalks/bike lanes. New development is expected to be a continuation of the nearby Ovation and Newport on the Levee developments along the riverfront, including a mix of uses such as entertainment, office, high tech (such as biomedicine robotics, and other innovative companies), and residential and offices, with a focus on workforce development and training opportunities. Taking advantage of the historic significance, compactness and diversity of the West Side neighborhood, and the concentration of developable land along the new KY 9 corridor, the Innovation/Entertainment Mixed Use area fosters first-class development with a mix of uses and spaces conducive to innovation and creativity, and cross-sectoral diversity that attracts residents, businesses, and visitors should be created.

This district is bisected by a “unified” KY9/Licking River Parkway that includes a new separate multi-modal path along the west side of the corridor, wayfinding, public art, large trees, decorative lighting, and other elements to create an iconic parkway.

New job creation, economic opportunities and neighborhood improvements will connect existing and new residents and businesses in ways that help make the neighborhood an inclusive and vibrant place. Redevelopment will be balanced with preservation of the West Side’s existing housing stock and neighborhood amenities. Increasing and enhancing access and connection to new and existing open spaces and the Licking River will promote the health and wellness of our natural environment and Newport residents.

MIXED USE (REGIONAL CENTER)

The Regional Center mixed use area currently includes large-scale retail and service establishments, as well as smaller retail, personal and business services with easy access from I-471 and associated arterial roads. Future redevelopment of the areas adjacent to US 27 may be expected to include a wider range of retail, commercial, entertainment, hotel, restaurant, office, medical, and technology-based uses. Multifamily residential uses are also appropriate especially if designed in conjunction with first floor retail or office spaces as part of the mixed-use development. Redevelopment of this area should be done on a large scale, not in a piecemeal fashion, and should take into consideration the potential negative impacts of significant additional traffic generated along the two major roadways (Carothers and US 27).

New development and redevelopment should take advantage of the US 27 Smart Corridor planned improvements, such as a road diet that reduces the number of vehicle travel lanes to accommodate bike lanes and wider sidewalks in a more attractive, safe environment, traffic management strategies such as coordinated signals, district wide public WiFi, and electric vehicle charging stations. With increased multi-modal options, fewer parking spaces should be required, ultimately allowing large parking lots to be redesigned with increased landscaping.

LIGHT INDUSTRY

Light Industrial uses include any type of manufacturing, production, assembly, warehousing, distribution or similar operation that can conduct its activity without creating significant nuisances for surrounding parcels. Typically, all processing is conducted within buildings, requires limited exterior storage, generates small amounts of tractor trailer traffic, and are reasonably free of potentially hazardous or objectionable elements such as noise, odor, dust, smoke, glare, or other pollutants (e.g. electronics assembly plant, bottling plant, machine shop, etc.). Also included in this designation are research and development and laboratories.

PUBLIC AND SEMI-PUBLIC

Public and Semi-Public designation indicates existing city and county government offices, safety facilities and public utility structures, as well as semi-public institutions such as libraries, schools and hospitals. These facilities provide necessary services to the community. Noting them on the Future Land Use Plan recognizes that the importance of ensuring compatibility with surrounding land uses.

PARKS AND RECREATION

Parks and Recreation areas include all city parks and recreational uses such as ball fields and tennis courts. It also includes land reserved along the banks of the Ohio and Licking River corridors to preserve its scenic, recreational, cultural, historic, economic and environmental value to the community. Public access to the rivers should be integrated with public open space. Future acquisition of additional land for public open space may be desirable in order to provide trails to increase connectivity, preserve steep slopes, and accommodate public stormwater management facilities.

Citywide Strategies

The purpose of the comprehensive plan is to provide a flexible set of strategies to guide future development and redevelopment in a positive way. The citywide strategies are organized according to the seven goals and associated objectives and provide the framework for carrying out the City's vision. They address broad policy guidelines and administrative issues that are important to the on-going planning agenda of the City. Section 4 Place-Specific Plans and Polices discusses the policies in detail as they relate to four specific areas in the City.

Citywide Strategies Outline

Aspirational Goals: Ambitious stretch goals often written as broad statements of desired outcomes of the community, but stated specifically enough so that it is possible to assess whether progress has been/is being made in achieving them..

Objectives: A set of smaller goals that collectively lead to success in achieving the overall goal; they serve as a way of measuring progress.

Strategy: A method or approach (i.e., specific activities, policies and/or programs) designed to accomplish one or more objectives which helps achieve the goal.

Places: Locations within the city where the strategies are applicable.

Synergistic Objectives & Strategies: Policy opportunities related to the goal, which are more directly intertwined with the objectives of another goal.

Topics Covered Under Each Goal

Goal 1. Strong Vibrant Neighborhoods

1. Housing Supply & Affordability
2. Housing Maintenance, Historic Preservation & Architectural Design
3. Land Use Compatibility
4. Schools & Education Facilities

Goal 2. Meaningful Places

1. Cultural & Historic Resources
2. Neighborhood/Business District Diversity, Identity & Character
3. Gathering Spaces, Placemaking, & Public Art
4. Communication, Collaboration & Community Involvement

Goal 3. Economic Prosperity and Resilience

1. Economic Development, Business Growth & Economic/Job Diversity
2. Land Availability, Land Use & Redevelopment
3. Neighborhood Business Districts
4. Newport as a Regional Destination

Goal 4. Transportation, Access, Mobility & Infrastructure

Transportation, Access & Mobility Related Objectives

1. Walkability & Bikeability
2. Vehicular Transportation Network Connectivity (gaps in network)
3. Transit
4. Parking Management
5. Transportation Smart Technology, AV & Impacts on Land Use/Infrastructure

Goal 4. Transportation, Access Mobility & Infrastructure (continued)

Utility Related Objectives

6. Digital Inclusion, Access to Technology.
7. Water/Sanitary/Stormwater Utilities
8. Flood Protection
9. Underground Utility Initiatives.

Goal 5. Environment Stewardship

1. Protect the Natural Environment
2. Enhance & Restore the Natural Environment
3. Increase Access to Natural Areas
4. Design with Nature

Goal 6. Healthy Community

1. Existing Amenities & Programming
2. New Parks & Open Space
3. Access/Paths & Trails
4. Healthy Food, Health & Safety Services

Goal 7. Good Government

1. Consumer-Friendly City Government
2. Transparent & Open Government
3. Capital Planning

Goal 1. Strong Vibrant Neighborhoods

Newport's neighborhoods are part of its unique identity. A system of strong vibrant neighborhoods with a variety of housing options and quality of life amenities is the foundation to retaining existing residents and attracting newcomers.

A neighborhood is a section of the city, almost always defined by geography, which tends to attract residents with similar demographic or cultural characteristics. Individuals might choose to live in a specific Newport neighborhood because of its urban or suburban character and the size and style of housing, because of its dominant or visible ethnicity, because it's what they can finally afford or it's the only place they can afford, or simply because they were born and raised there and don't particularly want to move anywhere else.

Newport's nine neighborhoods are diverse: while the lowland neighborhoods are the oldest neighborhoods in the city and are characterized by their more urban, dense, walkable development patterns, the architectural character of the housing stock on the east side differs significantly from that on the west side.

WHAT DOES A STRONG VIBRANT NEIGHBORHOOD LOOK LIKE? *This goal focuses on the built environment related to housing and schools/daycares as important amenities. However, vibrant neighborhoods where people choose to live have other important features as well, such as… a respect for and celebration of history (see Goal 2), the necessary infrastructure such as sidewalks (Goal 4), access to natural areas (see Goal 5) and access to other important amenities such as parks and markets (see Goal 6).*

Objectives and Strategies

Housing Supply & Affordability

1. Provide a variety of housing options, with all ranges of type and affordability, in order to meet the needs of a wide range of residents and foster population growth.
    a. Identify gaps in housing needs and the types of housing appropriate for each neighborhood, and ensure the zoning code accommodates the desired types in balanced proportions. Components of this strategy include:
        i. Collecting and analyzing data on homeownership, vacancies, property values and other metrics to track neighborhood change.
        ii. Working with Realtors to understand the existing market and potential new demand, including locations of housing type and price points
        iii. Working with housing developers on ways to keep a percentage of new units and rehabbed units affordable. Explore innovative financing, public-private partnerships, and development programs that leverage private development to increase affordable housing funding and resources.
        iv. Working with social service entities to promote and support homeownership assistance programs and services in order to encourage and support renters to become homeowners.
    b. Identify vacant lots that are appropriate for infill development and develop strategies to encourage investment.
        i. Work with neighborhood foundations and developers to ensure the city maintains a desirable variety of housing types, sizes and price ranges.

ii. Assemble vacant and underutilized properties in targeted areas for larger redevelopment opportunities.

c. Encourage the adaptive reuse, where feasible, of nonresidential structures (especially historic structures) for unique housing opportunities and in ways that retain the character of the structures. This includes corner stores, which may be suitable for residential or mixed use development (i.e. retail, studio or office on the ground floor and apartments on the upper floors).

Corner Store

d. As redevelopment occurs, identify ways to preserve existing residents' ability to stay in their neighborhood, in quality living conditions, as property values rise.

i. Continue to work with Neighborhood Foundations on CDBG Projects for affordable homeownership.

ii. Identify techniques to keep homeownership affordable (tax moratorium for example, in areas where value is quickly escalating). Investigate use of expanded homestead exemptions, tax moratoriums or other ways to assist homeowners.

iii. Expand energy efficient housing choices for people of all ages, incomes, races, and ethnicities to lower the cost of housing, which helps reduce household energy costs.

e. Work with local social service agencies to identify appropriate places for providing services related to the regional issue of homelessness and poverty while avoiding over concentration of such services in any specific area.

f. Facilitate new housing development that maximizes public benefit, such as providing public open space, public off street parking and/or retail amenities.

<u>PLACES where new and different types of housing can be/should be encouraged</u>:

- Monmouth & York - Downtown mixed-use properties with apartments above retail.
- Multi-family in the city center area.
- Riverfront (mixed-use/apartment/condo availability)
- West end (vacant and underdeveloped lots). Encourage use of historic tax credits to promote rehab.
- Clifton and Cote Brilliante. Sustainable housing development in appropriate areas, avoid environmental sensitive areas with deep slopes or forest mass, etc.

<u>Housing Maintenance, Historic Preservation & Architectural Design</u>

2. Ensure that the existing housing stock is well-maintained and property owners continue to invest in their properties, to maintain and/or develop community character and ensure long-term viability of Newport's neighborhoods.

a. Achieve a well-balanced ratio of home ownership and rental units to meet all residential needs and increase residential retention in Newport.

i. Work with the city's larger employers to create and fund an incentive program to attract employees to buy a house and move to Newport (see University Circle/ Cleveland Clinic's program, which was created to entice qualified job applicants to live close to their job.)

b. Encourage the restoration of older homes that were converted to duplexes, triplexes or fourplexes back to their original single family use, when feasible, and, reconfigure or demolish others that are functionally obsolete and beyond repair.
   i. Investigate the use of incentives for conversion of multi unit buildings back to original use.

c. Systematically and uniformly enforce existing property maintenance requirements.

d. Continue the work of the City's Property Task Force, which identifies strategies for working with land owners who are delinquent and/or with code enforcement liens, and foreclosures. Initiatives include vacant and dilapidated property identification and maintaining a working list of units facing potential foreclosure. Process includes prioritization, notification and determination of resolution
   i. Continue to identify landlords renting without a license
   ii. Continue to identify and collect delinquent property and occupational taxes
   iii. Continue to work with property owners to develop voluntary compliance of code requirements.

e. Continue collaboration between law and code enforcement professionals and neighborhood groups to target enforcement of areas of illegal activity and maintenance issues.
   i. Continue to identify properties that generate multiple calls for the police and develop a more efficient way to resolve issues with property owners. Retain/preserve the existing neighborhoods to ensure current residents are not forced out of the neighborhood, while balancing context-sensitive infill development (not replicating) and redevelopment.

f. Update existing Historic District Design Guidelines, where necessary, to ensure consistent administration and appropriate enforcement to stabilize historic assets while also enabling renovations that meet contemporary housing needs, see also Goal 2.

g. Enhance/update existing neighborhood-specific, infill and urban design principles, as appropriate, and create design guidelines for appropriate neighborhoods that do not already have them.

h. Support local agencies that provide educational programs for property maintenance, and incentives to assist property owners.

<u>Land Use Compatibility</u>

3. Ensure the compatibility of land uses in and adjacent to neighborhoods in order to protect residential uses from blighting influences, such as impacts from adjacent or nearby commercial development, and integrate neighborhood friendly uses, where appropriate.
   a. Invest in blighted properties, demolish vacant and abandoned buildings that are infeasible to rehabilitate, and turn vacant properties into neighborhood assets.
   b. Strengthen development standards related to noise, traffic, light pollution, etc. and the development plan review criteria to ensure commercial development does not negatively impact the quality of life in adjacent residential areas.
   c. Ensure new residential development is designed in ways that respect the constraints of the natural environment. (See also Goal 5)
   d. Identify and encourage appropriate locations in neighborhoods for the establishment of neighborhood-friendly, small, local businesses / activities, especially in buildings where "corner stores" were originally established.

e. Evaluate the need for/benefits of regulating short-term rentals.

f. Assist in relocating incompatible land uses.

4. Review and update as needed the list of permitted uses in all zoning districts to ensure compatibility within the districts and with adjacent districts (such as Airbnbs, strip clubs, night clubs, etc.).

PLACES where close attention to land use compatibility is important:

- Residential sites in Newport that are susceptible to environmental issues and hillside slippage conditions.
- Viewsheds – on hillsides
- CBDF Zoning District / Shopping Center - fringe areas between Commercial Districts and Residential Districts
- Areas of high traffic
- Areas close to light industrial uses/recycling facilities that may need appropriate screening/distance
- Residential sites where small cell and telecommunications infrastructure is proposed.

Schools & Education Facilities

5. Support and collaborate with educational institutions and other community resources such as day care facilities.

   a. Identify common goals between the Newport Independent School District and City of Newport and work to align strategies to retain Newport residents and attract new families.

   b. Support and work with local schools to be neighborhood focal points.

   c. Participate in the School District's Facility Planning efforts, especially those that may impact a neighborhood's ability to attract and retain families.

   d. Allow and encourage child day care, preschool and other private school facilities in all appropriate zoning districts.

   e. Work with Newport Independent School District for increased public access to outdoor recreational areas and equipment.

SYNERGISTIC OBJECTIVES That Contribute To Strong, Vibrant Neighborhoods.

See the noted Goals for specific strategies that address these objectives.

1. Celebrate the unique identity of neighborhoods, and encourage preservation of historic buildings and places. (Goal 2. Meaningful Places)

2. Provide neighborhood parks and quality green spaces including increased street tree canopy. (Goals 5. and 6.)

3. Design appropriate traffic patterns to manage traffic in neighborhoods. (Goal 4.)

4. Strengthen safe pedestrian and bicycle connections between Newport neighborhoods, CBD, Riverfront Development, adjacent cities and major activities areas, including access to the Purple People Bridge, 4th Street Veterans Bridge and 11th Street Bridge. (Goal 4.)

5. Ensure public safety (both real and perceived). (Goal 6.)

Goal 2. Meaningful Places

Newport will strengthen the connection between its people and the places they share. We will take pride in our history, appreciate and celebrate the many cultures that make up our community. Through frequent dialogue and interactions between our diverse neighborhoods and business districts we will establish a cohesive and unified identity for Newport in a way that enhances our sense of community. We value public space, public art, entertainment, and our unique blend of historic and contemporary development.

Community means connecting with people over time to share interests, worldviews, concerns, needs, values, empathy, and action. Importantly for many, a strong social and aesthetic foundation is critically important to building a healthy and sustainable community. Sense of place—the way we perceive places such as parks, gathering places, streets, or neighborhoods—influences our well-being in many ways. Our sense of place also reflects our historical and experiential knowledge of a place, influences our attachments to the place and its inhabitants and can shape how we interact with others. Creating and maintaining welcoming public spaces that cater to our need to interact with one another also helps us understand and appreciate the varied backgrounds and cultures of people who call Newport home. Well-designed places can in turn help promote community engagement and strengthen residents ties to Newport and their neighborhood.

WHAT MAKES A PLACE MEANINGFUL? This goal focuses on finding ways to celebrate and showcase the city's unique heritage, architectural treasures and diverse cultures of residents in order to foster greater social interaction and cohesion. Enhancing and fostering our connections to place in turn tends to lead to greater investments in the community. Strong vibrant neighborhoods can foster a sense of place (see Goal 1), while strategically located public places such as a central park, provide opportunities for informal interaction (see Goal 5).

Objectives and Strategies

Celebrate Cultural & Historic Resources

1. Preserve, and restore when possible, historic places, landmarks and architecture that contribute to the identity and uniqueness of Newport's neighborhood's and business districts.
   a. Identify and preserve National Register properties and districts, to the maximum extent feasible.
      i. Work with local agencies on mapping these properties and districts and having accessible interactive online maps.
   b. Develop local historic designations, districts, and landmarks as appropriate.
   c. Make use of state and federal tax credit programs to rehabilitate existing historic structures.
   d. Protect the scale and character of historic neighborhoods and business districts while still allowing compatible and context-sensitive infill development to occur.

Thompson House (formerly Southgate House)

e. Provide education on the value of historic preservation, historical building information, and guidance on the use of historic materials and techniques to assist property owners.

f. Celebrate Newport's diverse history through cultural events and information.

g. Provide a compatible balance of historic / modern building types.

h. Assist in developing the content and use of the Newport History Museum @ The Southgate Street School.

Neighborhood/Business District Diversity, Identity & Character

2. Develop and externally promote the City's identity in a way that embraces its diversity yet internally creates a cohesive sense of the City that unites residents and businesses.

   a. Make use of City and Neighborhood branding to enhance gateways, streetscapes, and districts.

   b. Identify and address distinct character areas (such as smaller business concentrations) and treatment for transition zones.

   c. Strive for a cohesive approach to the City's identity that is representative of residents.

      i. Adopt a color coding scheme and utilize throughout the city to help people maneuver throughout.

BUENA VISTA HISTORIC FOUNDATION

Buena Vista Logo

3. Ensure the design of new housing construction portrays a welcoming atmosphere that embraces a connection to the rest of the city rather than being walled off and isolated.

   a. Adopt design guidelines that promote visual connections.

   b. In areas of new development, ensure that an appropriate transition is provided between high and low intensity uses.

PLACES where close attention to physical connections between neighborhoods is important:

- Between Newport on the Levee and South Monmouth Street
- Between the new Ovation Development and the west side neighborhood
- Between the East and West Side Neighborhoods
- Across the Railroad Tracks between North/South Newport

Gathering Spaces, Placemaking & Public Art

4. Develop and enhance the quality of public spaces throughout the City to provide opportunities for residents to encounter neighbors, entice people to linger, build community, contribute to local identity and foster community pride.

   a. Create a centralized gathering place that is devoted to hosting local events. See also Section 4 for the CBD place-specific plans and policies, which provides strategies for creating a central public space in the CBD.

   b. Develop a citywide cultural plan and public art policy, and explore ways to secure funding. One example is to leverage private development to establish and maintain public art in city-managed open spaces.

i. Include diverse offerings of public art styles and types to represent the diversity of the community.

ii. Research and identify grant opportunities aimed at funding public art projects.

c. Create a Newport Arts Committee to promote the arts within the city.

d. Continue to install public art such as murals, sculptures, and fountains throughout the city, focusing first on places that currently lack public art to ensure equitable distribution throughout the city.

Monmouth Street Mural

e. Support programming and events that activate public places and promote local music, entertainment, arts and culture. For example, community public art projects, pop ups or tactical urbanism to animate public spaces and promote citizen interaction.

f. Explore the possibility of artistic infrastructure that serves the dual purpose of being functional and art.

g. Explore outdoor dining, drinking, and seating opportunities so citizens can better connect with one another.

i. Adopt zoning standards and design guidelines for regulating outdoor eating and drinking spaces on private property.

<u>Communication, Collaboration and Community Involvement</u>

5. Increase communications and collaboration among neighborhoods and among business districts, and with the City.

a. Intentionally plan and provide community activities and engagement for all ages.

b. Identify and provide ways to increase more diverse interactions and communication.

c. Create a Neighborhood collaborative where representatives from each neighborhood participate and provide feedback and guidance on various City initiatives.

i. Utilize different formats (online, print, and other) to allow for maximum public feedback.

d. Continue to provide online, real-time access to City meetings.

6. Increase civic involvement.

a. Identify potential strategies to honor the history and contributions of community groups that are currently under-recognized or under-appreciated.

b. Proactively engage community members in policy decisions that affect their neighborhood.

c. Encourage and support community resources that serve our community.

d. Identify and eliminate barriers that make it difficult to engage minority populations in local activities and volunteering.

e. Increase public awareness of open opportunities for serving on City committees, boards, etc.

SYNERGISTIC OBJECTIVES That Contribute To Meaningful Places.

See the noted Goals for specific strategies that address these objectives.

1. Encourage the adaptive reuse of historic nonresidential structures for unique housing opportunities and in ways that retain the character of the structures. (Goal 1 Strong Vibrant Neighborhoods)
2. Create and promote physical connections between neighborhoods to foster interaction (Goal 4 Transportation, Access, Mobility & Infrastructure)
3. Create and enhance public spaces to foster interaction. (Goal 6)

Goal 3. Economic Prosperity and Resilience

Newport's economy will be a balance of vibrant retail districts with lively venues for local and regional visitors, and office/commercial areas that are home to contemporary jobs that provide a living wage for residents and a solid tax base for the community. Newport will be a hub for local entrepreneurs as well as a regional economic driver.

Despite Newport's compact footprint the local economy includes a diverse collection of businesses – from the traditional, historic main street along Monmouth, to the concentration of destination entertainment, retail and restaurants that attract visitors from around the region, to the community shopping centers along Carothers Road and US 27, newer office buildings along the riverfront and smaller concentrations of industrial and small shops on the west side and along the edge of the hillside. Yet, at the same time, history has shown that the local economy can change quickly. Newport has already experienced a significant decline in manufacturing, retail trends and the overall retail economy have changed drastically, and is still adjusting from closures due to COVID 19 and later variants. Being ever vigilant in attracting and retaining companies continues to be key, as well as turning the loss of a company into an opportunity to attract a new, contemporary enterprise that brings new job opportunities to the area.

WHAT IS ECONOMIC PROSPERITY AND RESILIENCE? *This goal focuses on maintaining a diverse economic tax base that provides stability regarding tax revenues, and a supportive business environment that enables local businesses to prosper and grow. However, there are important relationships between economic prosperity and transportation and parking improvements, which can spur development and increase a company's ability to attract customers (see Goal 4). Given Newport's compact development patterns it is also important to ensure businesses and industry are designed and operated in ways that are compatible with nearby residential neighborhoods (see Goal 1), and operated in ways that are respectful of the environment (see Goal 5).*

Objectives and Strategies

Economic Development, Business Growth & Economic/Job Diversity

1. Attract, retain and grow target businesses to provide a range of job opportunities in the City.
    a. Identify and attract business clusters that complement the city's current portfolio and fit the regional attraction strategy (including working with Tri-Ed, REDI Cincinnati and other organizations).
    b. Identify and market available locations and create a Marketing Plan to attract target businesses.
    c. Work with Tri-ED to recruit regional target businesses, hold annual retention visits, identify ways to assist businesses, and promote entrepreneurship.
    d. Evaluate current local incentives and enhance/expand as needed to encourage growth of existing businesses and successfully attract new businesses.
    e. Advocate with the Kentucky Economic Development Cabinet on ways to make the NKY region more competitive with Ohio.
2. Develop/increase incentives to redevelop and fill empty storefronts and upper floors along main corridors.
3. Provide incentives to assist developers in filling the leasable space they are getting ready to build.
    a. Assist property owners in identifying appropriate pricing for leased space.

b. Make use of State and Federal incentives and programs to assist existing local businesses with growth, capital equipment and training and to attract new business, and advocate for new and expanded programs.

c. Promote technology and high tech development through marketing and the expansion of technology infrastructure.

d. Address the workforce and training needs of businesses by connecting businesses with the Chamber, employment and training centers, and local schools and universities.

e. Employ a "Grow your own" strategy for entrepreneurship, working with regional entities such as Northern Kentucky University, Mortar and Blue North (Tri-Ed).

   i. Provide links to NKU's Small Business Development Center (SBDC), which provides a number of services to help small businesses grow.

   ii. Require a review of the impact of ordinances, licenses, permits, zoning requirements, and other regulations on the creation of new businesses, and work to eliminate or revise them as appropriate.

   iii. Develop and leverage a place-based identity or brand for locally made goods and services to support local makers and entrepreneurs.

<u>Land Availability, Land Use & Redevelopment</u>

4. Promote appropriate development and redevelopment based on the surrounding land uses.

   a. Identify and assist property owners with marketing and redeveloping sites that are appropriate for new construction and/or underutilized/incompatible sites for reuse (including brownfields).

   b. Assist with land assembly to create larger parcels for economic development purposes.

   c. Encourage development and redevelopment that incorporates multi-family above street level retail/restaurants to provide for increased population (customers) to support local retailers.

   d. Facilitate real estate development that maximizes public benefit, such as job creation, commitment to hiring local, workforce development, public open space, public art, etc.

   e. Amend the Zoning Code and other local ordinances to ensure existing uses remain compatible with the surrounding residential and commercials uses.

      i. Enforce current noise and other performance regulations to address existing operations that create nuisances for surrounding residents.

      ii. Expand current lighting requirements to address light intrusion and nuisances.

      iii. Encourage and assist in relocating industrial uses whose operations require larger sites or sites more removed from residential neighborhoods.

      iv. Evaluate parking requirements and modify as needed to avoid excess parking spaces, but ensure adequate parking in new residential developments in established neighborhoods with limited parking availability.

      v. Ensure screening requirements are met prior to operation, especially for more intense industrial and commercial uses.

   f. Develop Public/Private partnerships to facilitate real estate investment.

g. Promote appropriate design principles in terms of landscaping, buffering and signage for commercial properties.

PLACES where redevelopment strategies are applicable:

- Shopping center redevelopment ideas:
- Relocate Builder's Surplus to the shopping center, and redevelop the site.
- Route 9 - Steel Site
- Redevelopment of jail site

Neighborhood Business Districts

5. Maintain and strengthen attractive, vibrant and resilient neighborhood business districts.

   a. Create a city-specific targeted business attraction and retention strategy.

      i. Identify the market to attract more small specialty/unique shops (may include sweet shops, music stores, book stores, women boutiques, specialty shops for kids and men).

      ii. Identify reasonable and cost effective ways to collect data on local business needs and trends, updated land use inventories, customer base/market demand and associated characteristics of small and independent business-related conditions to assist in economic development planning and coordination and make this information easily accessible to the community.

      iii. Work with the NBA to promote local businesses through websites and marketing materials, to highlight success stories of local businesses.

   b. Continue and expand the façade improvement program and explore other incentives for small business.

   c. Promote utilization of upper floors in existing buildings to build the market for small business.

   d. Provide technical assistance to retail businesses to create business plans that ensure competitiveness (for example online shopping).

   e. Provide staffing and resources to focus on main street areas using the Main Street model (promotion, economics, design, organization).

   f. Improve circulation patterns to address needs/visibility of businesses, while preserving existing parking. (See also Goal 4)

   g. Strengthen connections between the major business districts to encourage flow of customers from one place to the other.

   h. Investigate the possibility of allowing low-intensity, small-scale commercial uses in residential zones, like grocery stores, restaurants, and artist studios.

PLACES where neighborhood business districts strategies are applicable:

- Strengthen Central Business District/Renaissance Area/ Monmouth Street Business District
- Along Monmouth Street
- Central Business District and Newport on the Levee / Riverfront Areas
- Along York Street

6. Continue to strengthen and support Newport's Monmouth/ York Street Corridors (CBD) as a primary destination. While many of the strategies highlighted in #5 above are valid strategies to assist businesses in the CBD, there are unique characteristics of this district that warrant additional efforts. For this reason, a more in-depth analysis for the CBD is included in Section 4, Place-Specific Plans and Policies.

<u>Newport as a Regional Destination</u>

7. Create, promote and support Newport as a destination. Attract customers, visitors, and investment to Newport.
    a. Maintain and create new, unique destinations to attract visitors.
        i. Focus on attractions that set Newport apart – e.g. celebrate local history.
    b. Increase the number of regional retail "destinations", i.e., places people go to for a specific reason, recognizing that these can be small, local retailers who because of their unique products draw people from the entire Cincinnati region.

Newport on the Levee

    c. Foster collaboration with other economic development entities in the region.
    d. Promote development that encourages a balance between tourist needs, business needs, and the community needs.

SYNERGISTIC OBJECTIVES That Contribute To Economic Prosperity & Resilience.
See the noted Goals for specific strategies that address these objectives.

1. Ensure land use compatibility of business and industrial development adjacent to residential districts (Goal 1)
2. Preserve, and restore when possible, historic places, landmarks and architecture that contribute to the identify and uniqueness of Newport's business districts. (Goal 2)
3. Improve vehicular, pedestrian and bicycle connections between neighborhoods and business districts and job centers. (Goal 4)
4. Enhance parking management strategies. (Goal 4, Objective 7)
5. Improve infrastructure and access for pedestrians. (Goal 4, Objective 4)
6. Expand the provision of bike facilities and remove gaps in the bike and trail systems to create more complete and safe bike routes. (Goal 4, Objective 5)
7. Ensure businesses are operated in ways that are respectful of the environment. (see Goal 5)

Goal 4. Transportation, Access, Mobility & Infrastructure

Newport will have and maintain well-connected and safe multi-modal transportation, communications and utility networks. Newport will collaborate with communication and electric providers to ensure aesthetic, sustainable and accessible utilities. Newport will have access to safe and sanitary water and sewer utilities, and will maintain flood and storm water protection infrastructure for the safety of the public.

Major transportation improvements have been made in recent years, and more are in the works. For example, Newport is a partner in planning for the US 27 Smart Corridor improvements. Yet there are still a number of multi-modal improvements that are warranted. The efficient use / redesign of existing public rights-of-way is important since topographic constraints and development patterns make the development of new infrastructure very difficult and expensive. This can be achieved by prioritizing strategies to get the most out of existing facilities as the primary means of improving the efficiency of the multimodal transportation network. Working with the KYTC and the OKI Metropolitan Planning Organization is essential considering the miles of roadway within Newport that are maintained by KYTC.

WHAT DOES A WELL-CONNECTED TRANSPORTATION SYSTEM AND UTILITY INFRASTRUCTURE NETWORK LOOK LIKE? *This goal focuses on maintaining and improving the existing transportation facilities and utilities infrastructure, while also greatly enhancing connectivity for pedestrians, cyclists, scooters, and other alternative modes of travel. Yet it is important to also plan for expected wide-spread use of new technology and business practices that could significantly change our travel habits, require less parking facilities, and spark redevelopment opportunities. In addition, addressing flooding and erosion, as well as the "digital divide" are essential. Given the essential nature of both transportation and utilities infrastructure, improvements to these systems have a direct impact on maintaining vibrant neighborhoods (Goal 1), fostering meaningful public spaces (Goal 2), supporting a prosperous economy (Goal 3), and creating a connected trail network. (Goal 6)*

Objectives and Strategies

Walkability & Bikeability

1. Design complete streets that serve multiple functions and modes for all ages and abilities.
    a. Adopt a Complete Streets Policy so that every project is considered and adjust the program as necessary to meet City Council and community goals.

        A Complete Streets policy is intended to ensure safe and efficient access to streets and roadways for all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities. A complete streets approach attempts to balance the needs of various modes and land uses in support of the local community and its economic, cultural, and environmental goals. Benefits include: improved safety, better connectivity, increased travel options, enhanced sustainability, and a more active and vibrant community.

    b. In collaboration with key partners such as the KYTC and the OKI Metropolitan Planning Organization, prioritize multimodal transportation opportunities such as transit, walking, biking and ridesharing.
    c. Partner with KYTC to create integrated strategies for complete streets.
    d. Increase street trees and landscaping along city streets and pedestrian and bicycle facilities to make walking and biking more comfortable.

e. Promote walking and biking as a form of exercise through the greenways and complete streets planning and incentivize complete networks for walking and biking

f. Work to grow the network of non-vehicular transportation routes across the region. Coordinate greenway development with Tri-State Trails, and work to grow regional strategies for universal access across pedestrian infrastructure.

2. Improve infrastructure and access for pedestrians.

   a. Construct pedestrian facilities that enhance pedestrian safety, such as crosswalks, pedestrian signals, traffic signals, traffic calming and pedestrian refuge islands, for users of all abilities.

   b. Continue to maintain crosswalks and the sidewalk network citywide.

      i. Create and maintain an inventory of the sidewalk network and crosswalks in the City, noting condition, adjoining land uses, street traffic volumes and conformance with ADA.

      ii. Continue to upgrade sidewalks and crosswalks citywide to meet requirements of the Americans with Disabilities Act (ADA) and achieve universal design. *The purpose of universal design is to provide an environment that is equally accessible and comfortable for users of all abilities and ages, including children.*

   c. Ensure pedestrian facilities (sidewalks and crosswalks) are equitably provided across geographic areas and all neighborhoods.

      i. Identify and eliminate gaps where pedestrian facilities are missing, especially where sidewalks tie in to greenways/trails.

      ii. Create a program to increase the number of highly visible crosswalks citywide.

      iii. Install missing crosswalks at street crossings on major streets and where there are high volumes of traffic and pedestrians.

      iv. Prioritize construction of sidewalks and crosswalks in underserved communities lacking such facilities, as well as within designated growth areas.

      v. Consider use of wider, color-coded crosswalks as a means of calming traffic.

   d. Coordinate with KYTC to increase pedestrian comfort and safety along arterial roadways through various design strategies and best practices.

   e. Support and encourage local safe routes to school programs.

3. Expand the provision of bike facilities and remove gaps in the bike and trail systems to create more complete and safe bike routes.

   a. Identify and pursue corridor-level retrofits and upgrades for bicycle infrastructure and connectivity.

   b. Seek improvements for bicycling safety such as creating dedicated bike lanes within city streets. Where feasible, the preferred method is to provide buffered bike lanes or, bike facilities physically separated from vehicular traffic.

Red Bike station on Monmouth Street

i. Add signage in high traffic areas to remind drivers to share the road with bicyclists and to remind bicyclists to use the road and not the sidewalks.
ii. Secure Interim Approval from FHWA for the use of green colored pavement for bike lanes (IA-14) and Interim Approval for the use of an Intersection Bicycle Box (IA-18).

c. Create safe and secure bike parking spaces and support facilities.
   i. Require/incentivize new development to include private bicycle parking spaces as a minimum percentage of required vehicular spaces. Consider requiring showers and locker facilities for larger developments. Incorporate requirements in zoning code.
   ii. Incentivize development that provides publicly accessible bicycle parking and facilities.

d. Promote bicycle education and awareness to foster a bicycle-supportive culture. Collaborate with community partners to achieve this.

e. Evaluate city ordinances to allow the appropriate use of light vehicles (electric scooters, bikes, etc.) in the bike lanes.
   i. Work with light vehicle companies to ensure the safest possible use and storage of the vehicles.

f. Explore creating natural surface trail standards as part of the greenway program.
   i. Ensure funding for greenway maintenance that meets community standards and provides a high level of service.
   ii. Improve quality standards for greenway development in accordance with best practices.
   iii. Explore regulatory tools to provide for and enhance greenway corridors.

<u>PLACES where bike improvement strategies are applicable:</u>

- Create a Bike Boulevard on Saratoga Avenue.
- Create a bike lane or path on E. 10th St. that connects to the Newport Pavilion Shopping Center and crosses I-471 to connect with trails in Ft. Thomas.
- Utilize Riverfront Commons and the Purple People Bridge as an alternate route for biking/pedestrian transportation across jurisdictions
- Add signage on Monmouth, York, and E. 10th St.

<u>Vehicular Transportation Network Connectivity (gaps in network)</u>

Improve and maintain infrastructure so residents of all ages, incomes and abilities can move easily throughout Newport and between Newport and other destinations within the region.

4. Improve traffic flow and access for vehicular traffic within the city in ways that protect residential neighborhoods, enhance viability of neighborhood business districts, facilitate east-west traffic flow and improve safety.
   a. Improve wayfinding signage city-wide for drivers, pedestrians and bicyclists.
   b. Conduct a two-way street conversion study for Newport's one-way street patterns.
   c. Implement safety-supportive policies for transportation facilities as part of an overall city initiative for multimodal transportation.
      i. As part of this initiative, explore strategies such as the Kentucky Transportation Cabinet's (KYTC) Toward ZERO Deaths goal of zero fatalities on transportation facilities.

ii. Increase enforcement, education and awareness of safety-related regulations to enhance safety for pedestrians, bicyclists and automobiles.

d. Apply access management strategies based on a roadway's functional characteristics, surrounding land uses and the roadway's users.
   i. Minimize the use of curb cuts along public streets, particularly on transit-supportive corridors, to reduce vehicular conflicts, increase pedestrian safety and improve roadway capacity.

e. As part of a multimodal approach to transportation planning, develop strategies to improve levels of service for all modes.
   i. Encourage cross-access between parcels along major corridors.
   ii. Identify opportunities to connect discontinuous roads, create more roadway connectivity and create local road connections across and parallel to major roads to reduce congestion while being sensitive to traffic impacts on neighborhoods.
   iii. For transportation improvement projects, consider strategies that aim to minimize roadway widening, such as intersection improvements. When widening is necessary incorporate complete street principles.

f. Develop a citywide program for street calming strategies, such as identifying and pursuing mitigation strategies for high-crash locations.
   i. Identify suitable locations where traffic speeds impact the pedestrian environment
   ii. Work with KYTC on traffic calming strategies for state routes.
   iii. Research and implement low-cost traffic calming strategies, when applicable.

g. Plan for a new exit ramp to Route 8 (Dave Cowens Drive) to handle increased capacity from southbound 1-471. The current configuration, along Park Avenue, will no longer allow for proper stacking distance of vehicles. This will become a potentially dangerous situation as cars back up onto 1-471 southbound lanes. Any design solution for this new ramp concept should exercise extreme care in minimizing disruption to any residential neighborhoods.

<u>PLACES where connectivity strategies are applicable:</u>

- Monmouth Street/York Ave. and 5th/6th Streets
- 9th Street West
- 10th/11th Streets
- US 27 and New Route 9
- Monmouth Street/Carothers

5. Increase connectivity between Cincinnati and other adjacent municipalities through various modes of transportation (i.e., bike, bus, ferry, water taxi, Southbank Shuttles).

<u>Transit</u>

6. Increase Use And Convenience Of Transit.
   a. Working with the Transit Authority of NKY, ensure transit service is meeting the needs of those who depend on it most, especially disadvantaged or marginalized communities
      i. Provide viable and convenient public transportation options, easily accessible to residents in lower income neighborhoods.

b. In the long-term, work with regional agencies to evaluate the feasibility of extensions of the Cincinnati Streetcar system including providing transit access to the streetcar hub.

c. Where feasible, link greenways to transit nodes, employment, shopping, schools, parks, and other greenways so that they can be used as a practical alternative to vehicular transportation.

d. Continue to promote use of the Southbank Shuttle as a main transit route to connect the River Cities.

PLACES where transit improvement strategies are applicable:

- Upper part of Monmouth Street.
- West side neighborhoods.

Parking Management

7. Enhance parking management strategies.

a. Implement recommendations of previous parking studies, such as the 2011 Parking Planning Study Final Report as appropriate, and update as necessary.

b. Use technology, wayfinding, and reasonable pricing policies to encourage more efficient use of parking spaces, such as credit card technology for metered parking, or smart phone application.

Off-street parking lot, Monmouth Street

c. Minimize the amount of public parking spaces available to daily commuters to Cincinnati.

d. Reduce the need for off-street parking spaces/lots downtown and other business districts; explore strategies such as structured parking, shared parking arrangements, valet parking and remote shuttle parking to address parking needs.

e. Evaluate the City's Zoning requirements related to parking in various zones, especially commercial uses in neighborhoods and in the Central Business District. Review and revise the existing parking standards and design requirements to tailor the requirements to the business environment. Consider minimum AND maximum ratios, reduced requirements based on availability of public parking lots/on-street parking, allowances for shared parking, and requirements/ incentives for bicycle parking.

f. Identify appropriate locations for short-term parking (to facilitate turnover), long-term parking for employees, and parking for tourist buses on the riverfront.

g. Consider the impact of converting all on-street parking along Monmouth St and York to metered parking to facilitate turnover.

h. Restrict/limit public parking lots being used for parking/storage of business trucks.

i. Explore new funding mechanisms, such as public-private partnerships, to provide public structured parking in highly pedestrian environments. Encourage public parking spaces to be included in new development that provides structured parking, as needed.

j. Explore traffic management strategies: coordinate with local partners to expand opportunities for alternative modes of transportation available to downtown employees and explore incentives to encourage workforce as well as visitors to carpool/bike/walk/take public transit.

Transportation Smart Technology, AV & Impacts on Land Use/Infrastructure

8. Embrace and utilize smart technology to increase efficiency and reduce environmental impacts.
   a. Monitor and adopt appropriate best practices related to emergent smart transportation technologies, including autonomous vehicles and integrated mobility platforms.
   b. Ensure adequate infrastructure and facilities to accommodate energy efficient vehicles such as electric vehicles.
      i. Identify prime locations for Electric Vehicle Charging Stations.
      ii. Adopt zoning regulations that accommodate electric vehicle charging stations in a variety of locations.
      iii. Continue to increase the number of energy-efficient, "clean" vehicle accommodations including plug-in hybrid electric vehicles and alternative-fuel vehicles such as those that run compressed natural gas, biodiesel, and other platforms as technology evolves.
      iv. Create incentives for businesses, property owners and developers to provide accommodations for energy-efficient, "clean" vehicles.
      v. Set the example by providing such facilities at all city-owned facilities, including city hall, and adding energy-efficient, "clean" vehicles to the city's pool of vehicles.
   c. Generate positive press, educational opportunities and incentives for alternative and renewable fueled vehicles to promote and remove barriers in the private sector.
9. Prepare for changes resulting from transportation advances (e.g. driverless cars, scooters, etc.)
   a. Monitor the potential impacts of autonomous vehicles within the public realm and identify improvements and potential code changes accordingly.
      i. Prioritize those improvements that benefit pedestrians, bicyclists, transit and placemaking.
      ii. Research and evaluate best practices for accommodating autonomous vehicles and their potential impacts on parking, pedestrians and the built environment.
      iii. Consider adopting design requirements for new parking garages that will easily permit the structure to be adapted for alternate uses if the need for parking declines.
   b. Promote regional support for ridesharing programs and autonomous vehicles. For example, park-and ride lots should be designed to accommodate these services for "last mile" transportation to remote communities.

PLACES where smart technology strategies are applicable:

- Continue to support the US 27 Smart Corridor efforts.

Digital Inclusion, Ensure Access To Technology

10. Understand and increase usage and access to digital and communications technology.
    a. Prioritize high-speed internet access as a necessary "utility" for all residents and businesses.

b. Identify strategies to address potential barriers to digital inclusion.
   i. Incorporate upgrades to communications infrastructure whenever roadway projects are being designed – such as installing conduit for future growth and upgrading utility poles to be able to accommodate small cell, broadband etc.

PLACES where digital and communications technology strategies are applicable:

- Provide essential infrastructure such as broadband and other utilities to position the South US 27 Corridor as the economic and service hub of the City.
- Citywide

Water/Sanitary/Stormwater Utilities

11. Work with utility providers to maintain and upgrade utilities in a systematic manner to maximize efficiency.
    a. Continue to coordinate the timing of infrastructure and utility projects to minimize duplication and waste.
12. Work with SD1 and collaborate with other cities in the watershed to reduce and manage stormwater runoff to mitigate flooding and erosion within the city through innovative gray and green infrastructure solutions.
    a. Incorporate stormwater management improvements along city streets whenever roadway improvements are being made.
    b. Evaluate current needs and potential solutions to regional and localized solutions to storm water runoff and storm water management.
       i. Review zoning of flood prone areas to ensure uses posing an environmental hazard during flood events are prohibited within flood zones. (See also Goal 5 Sustainable Environment.)
       ii. Enhance data collection to identify locations experiencing recurring nuisance flooding.
       iii. Identify solutions to localized flooding outside the purview of SD1.
       iv. Continue to work with SD1 on their 50/50 cost share programming to implement projects to address flooding
       v. Review watershed studies and plans completed by SD1 to better understand priorities and potential shared projects for upgrades to storm/sanitary sewer system (not owned by City).
       vi. Coordinate with SD1 on any public construction project to identify storm/sanitary separation or upgrades in capacity that may be needed, and which can be constructed in conjunction with said project.
    c. Implement low-impact development and other types of green infrastructure strategies to provide environmentally friendly connections to the storm sewer system. (See also Goal 5 Sustainable Environment.)
13. Prioritize use of green infrastructure whenever possible.
14. In support of complete streets, create design standards for green streets that includes naturalized stormwater management features, sidewalks, bike lanes, landscape, etc.

15. Evaluate the zoning code and the development review process to ensure small scale infill and new development adequately address stormwater runoff and management during and after construction to mitigate negative impacts on adjacent property.
16. Encourage use of permeable surfaces over pavement, asphalt, and similar surfaces.
17. Advocate for/support the replacement of sanitary and storm water lines that are functionally obsolete with a track record of collapse or failure

Flood Protection

18. Improve the City's standing in the Federal Emergency Management Agency's (FEMA) National Flood Insurance Program Community Rating System (CRS) program, going beyond minimum standards for floodplain management.
19. Continue to maintain flood protection infrastructure that protects property within the city from flooding of the Ohio and Licking Rivers.
    a. Maintain functional operation of the levee for flood control.
    b. Ensure that Riverfront Development enhances the function of the flood levee/flood wall and provides for appropriate public access to the Riverfront.
    c. Maintain Flood Levee certification for the National Flood Insurance Program.

Underground Utility Initiatives.

20. Continue the City's current projects for undergrounding electric and other utility cables including along major corridors and in neighborhoods and evaluate additional areas for strategic undergrounding of overhead utilities.
21. Continue to require all new utilities (cable, electric, communications) to be placed underground in new developments, redevelopments, and in existing developments where similar utilities are currently underground.
    a. Work with utility companies to maintain ownership/contact information at the city.
    b. Continue to refine existing zoning code language and right of way permitting processes to ensure underground utilities are a priority.

SYNERGISTIC OBJECTIVES That Contribute To Well Connected Infrastructure.
See the noted Goals for specific strategies that address these objectives.

1. Strengthen connections between the major business districts to encourage flow of customers from one place to the other. (Goal 3)
2. Implement low-impact development and other types of green infrastructure strategies to protect and enhance the natural environment. (Goal 5 Sustainable Environment)
3. Encourage green infrastructure projects as appropriate in city parks and other pubic property. (Goal 6)

Goal 5. Environment Stewardship

Newport values the contributions that trees, parks, rivers, streams, and natural habitat make to human well-being, and recognizes the importance of protecting and enhancing the natural environment. We will do this proactively and in a sustainable manner to ensure our green assets are here for generations to come.

Newport's prime location and natural amenities continue to attract new development and redevelopment. Continued growth with little suitable vacant acreage has created pressure to allow development on environmentally sensitive land. Being situated along the banks of the Ohio and Licking Rivers and divided north and south by a steep hillsides, Newport's citizens are well aware of the devastation that can occur in the wake of a natural disaster. Planning intelligently for harmony with the natural environment while balancing the rights of property owners requires careful consideration of a number of factors.

The way we occupy and modify the earth is best when it is planned and designed with careful regard to both the ecology and the character of the landscape. This is the most effective way to avoid major natural hazards and allow natural resources to be truly regenerative . Ian L. McHarg, who was one of the most influential environmental planners and landscape architects of the 20th century, believed that "by living with rather than against the more powerful forces and flows of the landscape, communities would gain a stronger sense of place and identity."

WHAT IS ENVIRONMENT STEWARDSHIP? *This goal focuses on strategies that conserve and enhance the quality of the natural environment while also permitting development that is appropriately designed and adequately engineered based on the site's natural features and environmental characteristics. As noted above, the quality of our natural environment can help create meaningful places (see Goal 2), a well managed environment provides places to recreate and make it possible to live a healthier lifestyle (see Goal 6), and can accommodate trails and paths that provide valuable transportation connections (see Goal 4).*

Objectives and Strategies

Protect the Natural Environment

1. Protect our existing natural environment to ensure its long-term viability for the benefit of future generations.
    a. Continue to be exceptional stewards of Newport's natural assets - rivers, streams and hillsides.
    b. Ensure zoning regulations and land development code require new development to protect water bodies, streams, steep slopes, sensitive landscapes and habitats.
    c. Identify appropriate development techniques for remaining hillsides in the city and, where necessary, amend development regulations related to preservation and treatment of steep slopes and slide areas.
        i. Update and enforce the steep slope ordinance to provide for adequate protection and to ensure it reflects modern building practices.
        ii. Restrict hillside development in places where necessary to protect damage to adjoining properties.
    d. Develop regulations that encourage infill development in order to reduce the demand for development on hillsides.
    e. Encourage smart consumption by promoting recycling and composting.

Enhance and Restore the Natural Environment

2. Enhance, restore and replenish environmental resources throughout the City, such as waterbodies, open spaces and tree canopy.
   a. Continue to support the Ohio/Licking River Ecosystem Restoration Project – USACE.
   b. Continue to partner with other organizations, agencies and private development to make improvements to the Ohio River/Licking River/Taylor Creek riparian corridors.
   c. Maintain and improve the quality and health of the current tree canopy.
      i. Implement best practices
      ii. Plan for and fund annual tree maintenance.
   d. Increase and equalize the tree canopy cover among neighborhoods, while maintaining public safety. (See City Website)
      i. Utilize the existing tree canopy assessment to identify areas for additional tree plantings.
      ii. Equitably distribute public trees (planting plan exists) - outline desired streets, sidewalks, vacant lots, other public spaces/parks etc…
   e. Review, and refine as needed, current Development Regulations as related to tree requirements
   f. Support community tree planting events.
   g. Educate property owners on the benefits of Best Management Practices that can be implemented on public and private property and ensure Development Regulations support these efforts.
      i. Educate the public on the benefits of tree preservation and tree planting on private property and to encourage owners to stop citywide tree canopy losses and to maintenance of a healthier urban forest.
      ii. Educate public on the benefits of stormwater management techniques that can be implemented on private property (i.e., rain barrels, rain gardens, porous paving).

Increase Access to Natural Areas

3. Increase Access to the Natural Environment
   a. As part of public open space planning, enhance access to the City's natural resources including the Ohio and Licking Rivers and public parks.
   b. Whenever possible develop trail systems through natural areas such as undevelopable hillsides.

Design with Nature

4. Encourage land uses, building techniques, and materials that are environmentally sensitive, and celebrate the benefits of the natural environment:
   a. Require new construction and redevelopment to be designed in ways that respect and take advantage of natural features and energy efficiency.
   b. Adapt historic guidelines and ordinances to incorporate use of alternative/renewable energy systems on new and existing structures.
   c. Adapt zoning and building codes to permit and encourage community gardens, urban farming, beekeeping, stormwater management, etc.
   d. Develop regulations that protect scenic views.

5. Implement and prioritize low-impact development and other types of green infrastructure strategies that may include naturalized stormwater features to reduce and manage stormwater runoff, such as rain gardens, landscaped swales and bioretention areas along roadways and greenways.
   a. Work with SD1 and collaborate with other cities in the watershed to reduce and manage stormwater runoff through innovative gray and green infrastructure solutions (See also Goal 4)
   b. Identify strategies to promote sustainable development practices that are beneficial for both the property owner and the community and ensure that new development is constructed in ways that limit the amount of impervious area, and conserve natural resources by reducing stormwater runoff. (Rain barrels, porous pavers, etc.)
      i. Promote incentives to encourage sustainable development practices and LEED certification, such as tax abatements or other incentives.
   c. Update, where appropriate, zoning and development regulations to permit and encourage low impact development techniques.
      i. Eliminate obstacles/barriers to securing approval of projects utilizing low-impact development techniques so they are as easy or easier to get approved.
      ii. Adapt city ordinance and/or zoning regulations to address stormwater downspout disconnects, where appropriate, and to ensure that stormwater is not redirected on adjacent property.
   d. Identify and improve streetscapes in the city for use of green buffers and green infrastructure, where needed and when appropriate, in connection with future transportation improvements.
   e. Maintain and enhance buffers and open space preservation along creeks, streams and rivers.
   f. Explore opportunities to enhance impervious surface regulations and other strategies that improve water quality and quantity.
   g. Consider adopting a City policy that promotes the use of green infrastructure on city construction projects:
      i. Incorporate impervious pavers, bioswales and other techniques when improving/upgrading city properties and developing new city facilities, such as existing parks and new parks.
      ii. Incorporate depaving in the design of new parks/upgrades to existing parks, when possible.

<u>PLACES where green infrastructure strategies are applicable:</u>

- 10th Street, 4th/5th corridor
- Monmouth / York
- US 27, Route 9

SYNERGISTIC OBJECTIVES That Contribute To A Sustainable Environment.

See the noted Goals for specific strategies that address these objectives.

1. Design and maintain the natural environment to help create meaningful places. (Goal 2)
2. Implement low-impact development and other types of green infrastructure strategies that may protect and enhance the natural environment. (Goal 4)
3. Increase access to the natural environment (i.e., rivers, trails, public parks) as part of public open space planning. (Goal 6).

Goal 6. Healthy Community

Newport will offer a high quality of life that fosters healthy lifestyles where activity is part of every day life. We will utilize public space, including valuable parks and open space assets, to travel, gather, exercise, recreate, and promote a healthy lifestyle. Newport will have access to local food options, including community gardens. We will provide high levels of service for public safety.

A healthy lifestyle is characterized by individual practices and behavioral choices that enhance health and wellbeing. Barriers caused by the design of the physical environment can influence rates of physical activity and health benefits. Active transportation facilities (e.g., sidewalks and bike lanes) and accessible, equitably distributed recreational opportunities support physical activity and healthy lifestyles. The proximity of parks to neighborhoods supports increased physical activity among residents; however, crime and other unsafe conditions may deter use of these facilities. Likewise safe and easy access to healthy food and health services is important for all neighborhoods.

WHAT MAKES A HEALTHY COMMUNITY? This goal focuses on improvements to community facilities such as parks and trails to make it easy, safe and enjoyable to be active and have access to healthy food, without the stress caused by fear of crime and unsafe conditions.

Objectives and Strategies

Existing Amenities & Programming

1. Preserve and enhance the quality, location, facilities, amenities and programming in the City's parks and open space assets.
    a. Enhance community parks to provide amenities and recreational offerings that are welcoming to visitors throughout the year.
        i. Identify resources
    b. Enhance the riverfront as a cohesive public asset and both a regional and local destination that provides public access to the river, recreational use of the riverfront and a continuous walkway that connects Covington, Newport, and Bellevue.
        i. Continue riverfront plans and conducting grant research
        ii. Identify ongoing capital funding
    c. Identify amenities, recreational uses and facilities that are missing from the parks and collaborate to meet those needs (such as lights, water fountains, restrooms, bike racks, exercise equipment, wi-fi, running tracks/trails, basketball courts, accessibility/handicap features, swimming pools/spraygrounds, water features, batting cages, skate park, and pump track).
        i. Parks inventory/plan needed
    d. Strategically improve and program specific parks that are suffering from neglect to bring awareness and community interest to them.
        i. Identify grant opportunities
        ii. Identify annual ongoing capital funding
    e. Work collectively with local and regional partners (i.e. Northern Kentucky Health Department - LiveWell NKY, St. Elizabeth, ReNewport, schools and other partners) to provide recreational and programming opportunities.

f. Fund and support a City parks and recreation commission.
   i. Identify resources and partners

PLACES where strategies to enhance existing park facilities are appropriate:

- Festival Park
- Riverfront Commons
- Buena Vista enhancements
- Bernadette Watkins Enhancements

New Parks & Open Space

2. Develop additional open space and park land to meet the current and future needs of the community along the riverfronts and throughout the neighborhoods.
   a. Increase greenspace and access to greenspace amenities in underserved neighborhoods such as the West Side.
   b. Evaluate future needs and locations for various types of recreation sites, open space, and recreation facilities based on demands and availability to the public

Vacant lot with potential for reuse as public open space

   c. Partner with Newport Independent Schools to enhance and provide public access to existing school facilities and build new park/recreation facilities that focus on youth development and engagement.
   d. Partner with local churches and other organizations to provide public access to existing outdoor recreational facilities.

PLACES where strategies to develop additional parks and open space are appropriate:

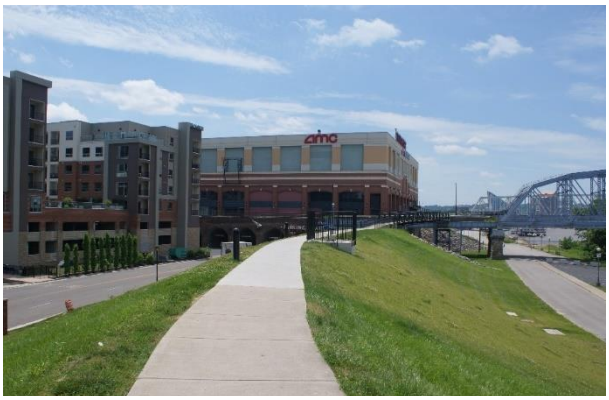
- West Side Neighborhoods
- West Side Mixed-Use Redevelopment and integration with Licking River Greenway Trail
- Central Park
- Riverfront
- Vacant lots and existing underutilized land
- Cote Brilliante

3. Promote/encourage river-focused recreation activities.
   a. Continue progress on constructing and connecting to local and regional land trails (i.e., Riverfront Commons, Licking River Greenway, Ohio River Trail) and water trails (i.e., Jacob Spears/Licking River Blue Water Trail).
   b. Identify location(s) to create a public canoe/kayak launch for water trail recreation.

Access/Paths & Trails

4. Create attractive, inviting, and safe bicycle and pedestrian facilities, trails, and connections to local and regional community assets (i.e., schools, parks, destinations). (See also Goal 4)

a. Continue progress on constructing and connecting to local and regional recreational land and water trails.
   i. Riverfront Commons as a braided network of multi-use pathways along the river's edge, along the levee top, and behind the levee that connect over and through at multiple locations.
   ii. Licking River Greenway/Blueway Trail as a braided network of multi-use trails that celebrate local history and the Jacob Spears/ bourbon story and promotes cultural tourism and recreation.
   iii. Ohio River Water Recreation Trail & Water Taxi as a regional corridor.
   iv. Purple People Bridge as a major regional connection to regional trails, assets and the Greater Cincinnati network, as the crossroads of a multi-state, multi-modal trail network.



Elevated walkway trail along levee

b. Continue to evaluate and implement routes for enhanced bicycle routes along main roadways.
c. Provide general maintenance to support existing and future bike trails.
d. Install bike racks at community assets and identify other strategic locations for expanded bike infrastructure such as air and repair stations, restrooms, etc.

5. Enhance awareness, connectivity and access to well-maintained parks, open spaces and other gathering places.
   a. Design, develop and install consistent park signage and wayfinding for all City parks.
   b. Promote park facilities and programming events (i.e., social media, city websites, electronic billboards).
   c. Promote biking and walking as a viable mode of transportation, in addition to forms of recreation and exercise.

<u>Healthy Food, Health Services & Safety</u>

6. Ensure access to healthy food from local sources
   a. Encourage neighborhood groceries and markets, farmers' markets, community and residential gardens, and other fresh and healthy food providers throughout the community as a means to provide healthy food options to all residents.
   b. Promote community gardens throughout the city to encourage social interaction and healthy food choices.
      i. Turn vacant lots into community gardens, with partnerships between residents and neighborhood organizations, schools, and local businesses to ensure long-term viability.
      ii. Update the zoning code to allow and appropriately regulate the use to ensure community gardens are well-maintained.
7. Increase health services for the community.
   a. Coordinate with other local, regional, and state governments, public health departments, non-profit community groups, community members, and institutions to develop and address common

community health goals; including them in the planning process with an understanding of each agency's role in planning and implementation.

b. Encourage health care facilities and services throughout the community, especially in underserved neighborhoods.

c. Ensure emergency medical facilities are geographically distributed so they are accessible to all community residents.

d. Coordinate with local health departments, emergency management, and other organizations on prevention and response to natural and man-made environmental and health hazards.

e. Consider creating a local heat relief network consisting of air-conditioned community spaces that would be free and open daily during heat health emergencies.

8. Increase safety and prevent, reduce, and mitigate crime.

   a. Acquire new technology and public safety equipment to enhance public safety (utilize a grant research team to ensure most efficient cost to taxpayers).

      i. Improve city-wide surveillance systems in order to monitor key locations (ingress/egress points of the city and areas of heightened citizen complaint(s)) and for use in conducting traffic studies.

      ii. Research gun-shot location detecting technology and evaluate the benefits.

      iii. Develop a public safety 'Drone' program for better area mapping and planning.

   b. Continue emphasis on 'Community Oriented' Policing and encourage direct communications between citizens and public servants.

      i. Encourage community participation in neighborhood watch programs and established monthly neighborhood meetings.

      ii. Encourage attendance to city sponsored neighborhood events.

   c. Maintain and enhance the City's 'Quality of Life Coordinator' position:

      i. Examine specific issues for efficient resolution.

      ii. Encourage direct communication between citizens and public servants.

   d. Offer education and self-defense programs for victims in efforts to reduce repeat victimization.

SYNERGISTIC OBJECTIVES That Contribute To a Healthy Community.

See the noted Goals for specific strategies that address these objectives.

1. Preserve and enhance the quality, location, facilities, amenities and programming (i.e., Gateways) in the City's parks and open space assets. (Goal 2 – Meaningful Places)

2. Improve the Walking and Biking Infrastructure network. (See also Goal 4)

3. Create attractive, inviting, and safe bicycle and pedestrian facilities, trails, and connections to local and regional community assets (i.e., schools, parks, destinations). (Goal 4 – Well Connected Infrastructure)

4. Adapt zoning and building codes to encourage community gardens, urban farming, beekeeping, etc. (Goal 5 – Environment Stewardship)

Goal 7. Good Government

Newport will continue to provide effective local governance in order to foster an overall high quality of life for our citizens. The City Government will continue to be accessible, open, and fiscally responsible. We will work with regional partners to leverage strengths and resources, and make long term capital plans to maintain infrastructure and prepare for the future. We will preserve public safety and increase property values while continually looking for ways to improve our processes and collaborate with others for the benefit of the community.

Newport City Building

Objectives and Strategies

Consumer-Friendly City Government

1. Maintain and improve ease of conducting business with City Government.
   a. Continue to simplify programs and processes for a higher level of customer satisfaction.
   b. Work with developers, neighborhoods, and other organizations to solve problems and facilitate growth.
   c. Embrace innovations (technology) with a continual quest for improvement.
2. Pursue collaboration and consolidation with county and other cities for purchases, provision of services and through other opportunities, and in ways that improve efficiencies.

Transparent & Open Government

3. Maintain and improve a culture of transparency.
   a. Continue to provide annual reports on the status of projects, budgets and staffing.
   b. Enhance ways to evaluate goals and ensure that activities and outputs meet those goals.
   c. Continue to make informed, data-driven decisions.
   d. Create a Marketing and Communications plan for the City, outlining current conditions and future actions related to consistent communications via the City's Website, newsletters, press releases and press conferences, social media, events, and annual / ongoing publicly facing activities, that will include messaging for specific target audiences (such as neighborhoods, underserved populations, businesses including for recruitment purposes, visitors and city employees).
      i. Increase the amount of information posted online.

Capital Planning

4. Practice responsible budget management through capital planning.
   a. Implement a Coordinated Capital Investment Strategy.
   b. Utilize adopted city plans and standards to guide the design of transportation projects and decision making involving capital improvements to roadway infrastructure.
   c. Develop and maintain equitable investments policies in city neighborhoods & business districts.

Section 4.

PLACE-SPECIFIC PLANS

This Section includes a more detailed assessment and associated set of strategies for four specific areas of Newport. These areas, shown on Map 12, were selected based on public input as areas in transition that present an opportunity to guide future development and redevelopment.

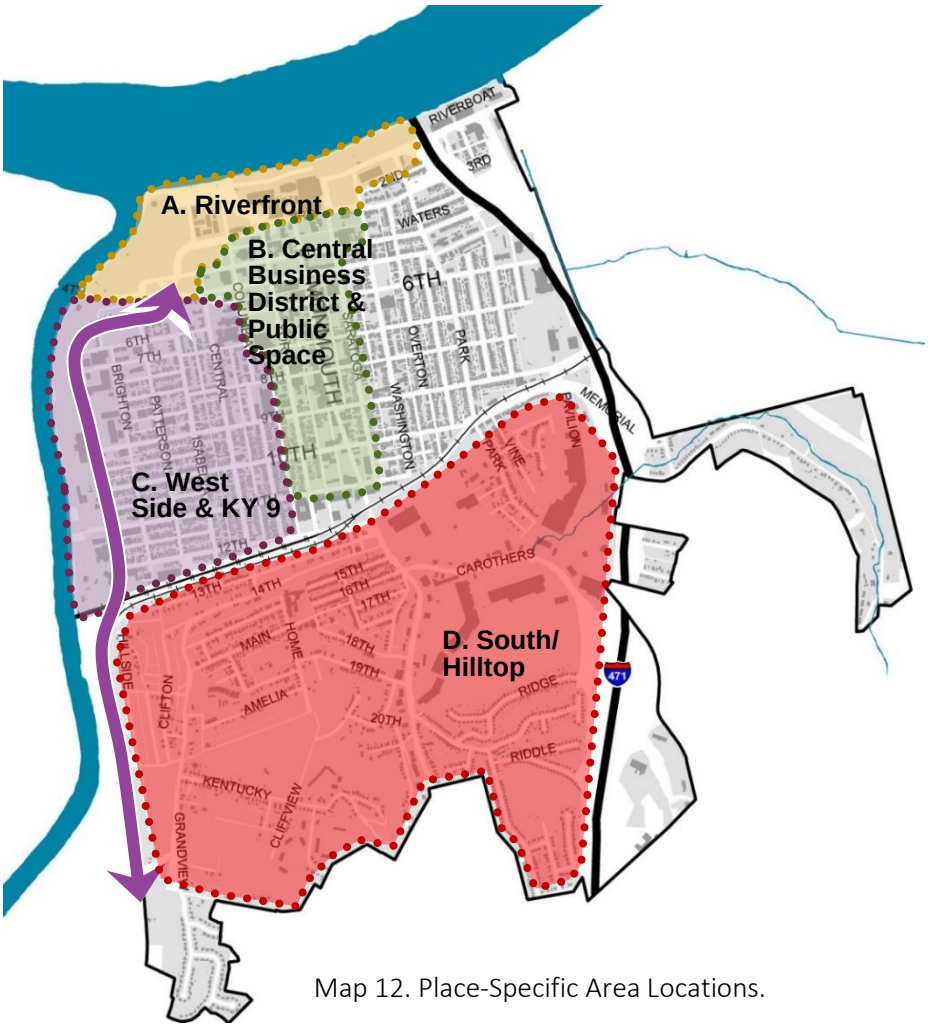
These Area Plans were developed with insights from area representatives and highlight ways to implement the Citywide goals and objectives outlined in Section 3.

A. Riverfront

B. Central Business District & Public Space

C. West Side & KY 9

D. South/Hilltop



Map 12. Place-Specific Area Locations.

Each Place-Specific Area narrative includes the following sections.

1. TODAY and how we got here:

Overview. A summary describing what the area was and how it evolved over time.

Area Strengths. Highlights of amenities and recent investments.

Key Factors/Issues/Challenges. A summary of assets to build upon and challenges to address as part of the Area Plan Strategies

2. VISION

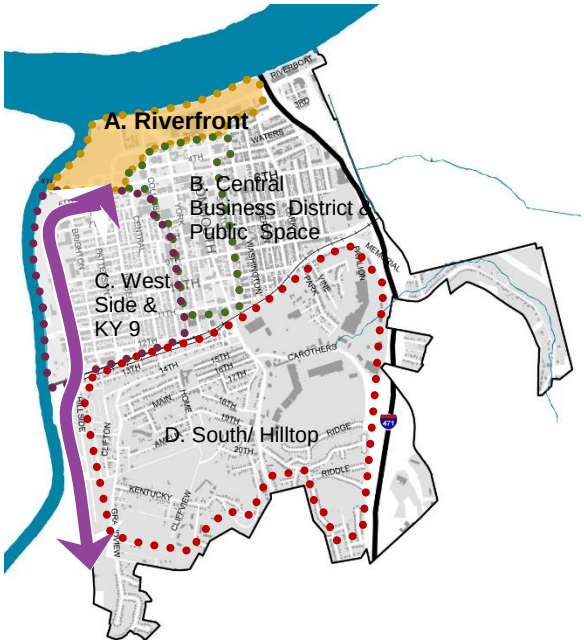
Vision Statement.

Strategies for Achieving the Vision.

Place-Specific Area Plan that illustrates general locations where specific strategies are applicable.

A. Riverfront Area

The Riverfront Area encompasses the Ohio and Licking riverfront from the I-471 bridge to the east to the 4th Street veterans Bridge to the west and adjacent development sites between the river and KY 8/KY 9.



1. TODAY and how we got here.

OVERVIEW

Located across the river from Cincinnati, Newport's earliest settlement 225 years ago occurred along the banks of the Ohio River. However, little evidence of the dense river town development and military post at the mouth of the Licking River remains as much of the low-lying land was subject to periodic flooding. Most notably, the Ohio River Flood of 1937, recorded as Newport's worst natural disaster, caused widespread destruction when it inundated over 50% of Newport.[1] As a result, the US Army Corps of Engineers built a Flood Protection Systems consisting of earthen levees and concrete floodwalls along the Ohio and Licking Rivers to protect the city.

Bounded to the north and west by rivers, bridges play an important role in the City's development and economic viability. The Taylor-Southgate and the Daniel Carter Beard Bridges over the Ohio River, and the 4th Street Veterans Bridge over the Licking River are important connections that not only serve as gateways to the city but also provide convenient regional access to the riverfront. The iconic Purple People Bridge was built in 1872 as the first railroad bridge connecting Northern Kentucky with Cincinnati. In 2001, the bridge was restored as a pedestrian and bicycle bridge.

View of Cincinnati from General Taylor Park

More than two decades ago, Newport promoted large scale redevelopment of the riverfront in an effort to rebrand itself as a "family friendly" regional destination. The opening of the Newport Aquarium in 1999 and the Newport on the Levee entertainment complex in 2001 sparked the beginning of transformative development that is still underway.

Thanks to visionary leadership, the City has retained public access to the riverfront. Yet, as Newport strives for continual economic growth it is also important to advance the goals for connectivity, access to the river, environmental stewardship, and meaningful places.

[1] Our Rich History: The Flood of 1937 and flood control in Newport. By Deborah Pitel. Special to NKyTribune, Part 28 of "Resilience and Renaissance: Newport, Kentucky, 1795-2020" series, May 25, 2020.

Area Strengths

ASSETS

- Newport is fortunate to have numerous committed partners and existing assets that contribute to the vibrancy of the riverfront.
- Cincinnati's skyline is visible from the Newport riverfront, and provides an attractive backdrop to activities along Newport's riverfront.
- Cincinnati is easily accessible via two vehicle bridges and the pedestrian and bike-friendly Purple People Bridge. Covington is easily accessible via the 4th Street Veterans Bridge.
- Access to I-471 at the east end of the riverfront provides convenient regional access.

RECENT AND PLANNED DEVELOPMENTS that enhance the area as a destination/tourism center with entertainment, food and retail, as well as supporting uses including offices and housing.

- Newport on the Levee and new Bridgeview Box Park offer family-friendly multi-level retail entertainment center including Newport Aquarium, movie theatres, and 380,000 square feet of retail and restaurant space that attracts 4.5 million guests a year. The complex is undergoing significant renovations to improve pedestrian flow, increase outdoor patios, provide unobstructed views of the river, and enhance connectivity with the Purple People Bridge.
- Recently completed high-end multi-family, including Aqua on the Levee, Vue 180 and SouthShore Riverfront Condominiums and Aloft Hotel have added over 470 housing units and 144 hotel rooms.
- Ovation, a multi-phased 13-acre mixed-use development along the levee at the confluence of Ohio River and Licking River is underway. A music venue, offices and hotel with parking structure at Columbia and KY 8 will be completed in 2021. Later phases will include offices, and for-sale and rental housing with ground level retail. Plans include connections to the levee trail.
- Pegasus is a 5.5-acre mixed use development along the Ohio River, east of Purple People Bridge. The project is in the early planning stages, and is expected to include condos, multi-family, offices and a hotel. A development agreement with the City of Newport maintains public access to riverfront.

RECENT AND PLANNED DEVELOPMENT SOUTH OF 3RD STREET

- Campbell County Courthouse at Columbia Street and W 4th Street.
- Academy on 4th, at the corner of 4th Street and Monmouth, is a 200-unit apartment building located two blocks south of Newport on the Levee.
- The World Peace Bell property at E 4th Street between York and Monmouth Street. The proposal includes a 7-story hotel along E 4th Street, a 4-story mixed use office/retail building along Monmouth Street, and 3.5-story parking garage along E 5th Street.

RIVER-RELATED FACILITIES, PARKS AND TRAILS

- BB Riverboats, along Riverboat Row, is a long-standing Newport attraction,
- Festival Park is where the City hosts numerous festivals during the summer, plans for redevelopment of the park are underway.
- General James Taylor Park is at the west end of Riverboat Row. Once the site of the Newport Barracks, it was made into a passive city park due to frequent flooding. It has plenty of picnic tables and benches, and is a favorite place for watching the river and Cincinnati's riverfront.

- Riverfront Commons is an 11.5-mile urban walking and biking path that weaves through General Taylor Park and Festival Park connecting Northern Kentucky's five river cities: Dayton, Bellevue, Newport, Covington and Ludlow.
- Cincinnati Rowing Club's Licking River facility is just south of the 4th Street bridge. The Licking River is the best place in the region for rowing, and the rowing club is the top ranked club in the Midwest. Plans to improve access to the dock with new aluminum ramp are in the works.
- Licking River Greenway Trail and Jacob Spears Licking River Water (blueway) Trail planned along the Licking River to celebrate the history of bourbon.
- The Purple People Bridge provides dedicated bike and pedestrian access between Newport and Downtown Cincinnati. The bridge is a tourist attraction and event venue and has the highest bike traffic in Newport. Saratoga Street provides direct access to the Purple People Bridge.
- Private water taxi service companies provide transportation across the Ohio River between Northern Kentucky and downtown Cincinnati.
- Installation of the City's 225th Anniversary Mural Series was started in September 2020. The project includes 19 murals to be painted on floodwalls along Dave Cowens Drive, at the east edge of the city just off of I-471 to tell the story of the city's history.

Key Factors/Issues/Challenges

- The riverfront is both a regional destination and a local amenity.
- Development along the riverfront needs to appear as if planned as one project, even though it is several different projects developed over two decades.
- The regional trail system is a key organizing principle.
- There is already a three-tiered connection system: Riverboat Row, paths along the top of the levee and the roadway along the district's southern edge.
- It is important to plan for both the riverfront and the river. There is considerable potential for increasing water-related activities and businesses.
- The rest of Newport needs to be physically and visually "connected" to the riverfront.
- The bridges are key entryways into Newport and the riverfront.
- It is essential to plan for and design adequate parking facilities that can be easily adapted to alternate uses if the need for parking declines.

Looking east from Riverfront Commons walkway along levee.
Photo Credit | CT Consultants

Numbered circles reference the Riverfront Area Plan page 78

2. VISION

Vision Statement

The Newport Riverfront is a well-know destination that attracts repeat visitors from the greater Cincinnati and beyond. With continued success in leveraging the efforts of existing and proposed investments, new residents, retail shops, restaurants and offices have moved into the attractive and well-connected riverfront mixed-use neighborhood. Festival Park anchors the riverfront as a premier public space, with regular events and activities that attract both visitors and residents. The overall design and connectivity of the Riverfront reduces the need to own cars, encourages social connections, fosters active living and improves environmental health.

1. Strong Vibrant Neighborhoods:	•Housing supply •Land use compatibility
2. Meaningful Places:	•Cultural & historic resources •Provide gathering spaces, placemaking & public art
3. Economic Prosperity & Resilience:	•Newport as a regional destination •Maximize partnerships with adjacent developments/ businesses
4. Transportation & Infrastructure:	•Strong relationships between riverfront & adjacent neighborhoods •Continuous pathways/trails
5. Natural Environment:	•Protect, enhance, restore natural environment along Ohio and Licking riverfronts to create a string of connected assets •Increase access to natural areas
6. Healthy Community:	•Enhance amenities and access to promote health and wellness •Upgrade General Taylor Park (celebrate its history & the confluence!) •Maximize Festival Park as "centerpiece"

Strategies for Achieving the Vision

Development and Design – Vibrant Neighborhoods, Meaningful Places and Economic Prosperity

- **Continue to promote high density, mixed-use development along the riverfront** between the 4th Street bridge and the city's eastern boundary.
  - Establish design guidelines for new construction: address building massing, orientation, proportion and scale with consideration of maintaining views of the rivers from the district's southern edge, key landmarks and architecture and vistas and spaces around them; require entrances to the riverfront and connections to public spaces and trails.
  - Encourage pedestrian-oriented uses at ground level with pedestrian amenities.
- **Promote redevelopment of underutilized parcels** in the "transition area" south of the riverfront district, as recommended in the 2017 Newport Opportunity Sites Analysis & Toolkit published by the Catalytic Fund. Encourage step-down density and building height to provide a bridge between the six to eight story buildings along the riverfront to the two and three story "main street" buildings along Monmouth and York. 1
- **Recognize/reinforce and protect edges of adjacent residential neighborhoods** through landscaping, street treatments, and signage, and compatible building massing, height and design on adjacent development. 2

- **Address the need for parking in a sustainable manner**.
  - Provide reduced residential parking requirements. As a mixed-use district, with easy access to restaurants, retail and downtown Cincinnati, and multi-modal improvements that entice visitors and other city residents to walk or travel by bike, foot, scooter, or bus to the district, the need for car parking spaces for residential projects should be reduced.
  - Develop a parking plan for the riverfront that identifies both private and public parking spaces in the riverfront district and the transitional area to the south.
  - Address parking for existing uses, such as BB Riverboats, that currently rely on public parking along Riverboat Row.
  - Locate structured parking and garage entrances in the least noticeable locations in the district, and use wayfinding signage to direct drivers.
  - Adopt design guidelines for garages to ensure they do not dominate the streetscape, especially along primary pedestrian corridors. Require liner building, landscaping/ screening.
- **Designate and celebrate gateways at major entries** into the city, the riverfront and the Monmouth Street corridor. 3
  - Enhance the roundabouts at KY 9 and the Taylor Southgate bridge and at KY 9 and the 4th Street bridge gateways to reinforce these major entrances to Newport. Work with KYTC to identify appropriate treatments.
  - Establish a major gateway to the Monmouth St corridor at the southeast and southwest corners of the E 3rd Street and Monmouth Street intersection. Foster redevelopment and infill development designed to create a continuous place along Monmouth, with the building wall and landscaping defining the character of the street with public gathering points and inviting character that draws people from the riverfront to the corridor.
  - Incorporate Riverfront Gateway treatments as part of any future redevelopment of the River Chase apartment site. 4
- **Continue to install public art**, murals, sculptures, fountains, etc. as a way to enhance the physical environment, celebrate local history and artists, and enliven public spaces.
- **Promote communication** among developers, development projects and the City to share project updates, and provide opportunities to coordinate.

> A survey of local residents in Philadelphia found that viewing public art was the 2nd most popular activity in the city, ranking above hiking and biking.
> Jared Green, Why Public Art Is Important

C

- **Create a three-tiered connectivity ribbon** utilizing and enhancing the paths that already exist:
  - Wide promenade along Riverboat Row, designed to seamlessly accommodate bikes, with a narrow asphalt roadway maintained between Taylor Southgate Bridge and the Daniel Beard Bridge (I-471) to enable easy access for festival setup and maintenance. 1
  - Trail along the top of the levee oriented primarily to pedestrians. Consider increasing the width of the trail to a minimum of 10 to 12 feet to accommodate recreation bike users and daily commuters. 2
  - Multi-modal boulevard along Route 8 and Route 9 (from Bellevue to the roundabout at foot of the 4th Street Veterans Bridge, comprised of Dave Cowens Drive, Washington Avenue, and 3rd Street). Create a cohesive multi-modal "unified boulevard." 3

- Along the boulevard, require new development to provide a wide sidewalk to accommodate large crowds of pedestrians especially in the vicinity of the Ovation music venue.
- Consider a roundabout at E 3rd Street and Washington Avenue.
- Provide wayfinding, tree planting, public art and other elements to create an iconic boulevard.

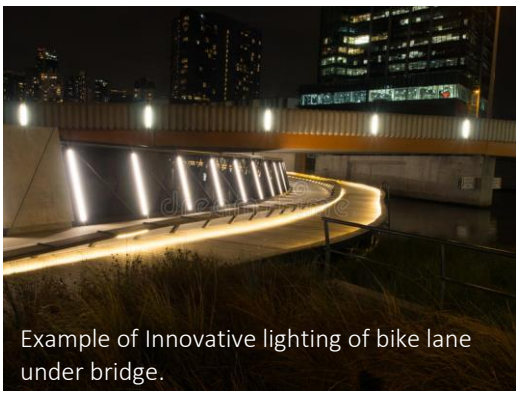
- **Provide numerous pedestrian and bike connections to the river**. Perpendicular connections from the adjacent neighborhoods and the CBD reinforce the notion that the riverfront is a public place, and help ensure views of Downtown Cincinnati are maintained from along the KY 8 "unified boulevard." Well-marked, safe and engaging pathways in the right locations link neighborhoods to the riverfront. The "Guide to Riverfront Development"[2] recommends perpendicular connections be located every 400 to 600 feet; for comparison, Columbia and Central are spaced just over 400 feet apart. Given the levee's location, the majority will be to connect pedestrians and bikes to the levee trail. 4
  - Maintain Central Ave as a public street and install a wide sidewalk to connect to the levee trail.
  - Require perpendicular public pedestrian connections through new large-scale private development. Provide a minimum walkway width of 12 feet to be maintained as an easement of public right-of-way, and clearly designate the walkway as a public space.
  - Consider adopting design guidelines for delineating public connections, such as the following examples:
    - Orient ground-floor retail, restaurants and other types of uses that are open to the public to the public way and seek to engage the public.
    - Provide some visual privacy between private (residential) uses and the public realm.
    - Provide pedestrian-scaled lights along all paths.
    - If possible, locate public amenities, such as seating, maps, etc., at the ends of the connection to serve as a focal point, drawing attention to the riverfront and encouraging movement along the connection.

- **Enhance Columbia Street as a major entry from KY 9 to Festival Park, Taylor Park and Riverboat Row**. 5
  Create a promenade by widening the sidewalk to provide greater emphasis on pedestrians and cyclists, disguising the utility building, installing public art and increasing the landscaping encourages more people to walk and bike to the riverfront.

Entrance to Riverboat Row and Festival Park from KY 8 and Columbia Street. Photo Credit | CT Consultants

[2] A Guide to Riverfront Development: Connecting communities to the water. Riverlife PGH.org https://riverlifepgh.org/wp-content/uploads/2016/10/A-Guide-to-Riverfront-Development.pdf

- **Provide bike connections into residential areas**, as well as connections to regional trails and enhance the routes with appropriate amenities. 6
  - Key locations for local and regional connections include:
    - Saratoga Street – Install permanent protected bike lanes on Saratoga Street from 3rd Street to 6th Street. The success of ConnectNKY's pilot project for bike lanes on Saratoga proved the potential for Newport to be bike-friendly.
    - 5th & 6th Street for east-west connection and connection to Bellevue.
    - 4th Street - Coordinate with the bridge project to ensure the new design includes access for pedestrians and bicycles.
  - Retrofit the intersection of Saratoga Street and E 3rd Street to be a 4-way traffic signal and include a new signal head facing north for traffic coming off the Purple People Bridge. Add a new phase in the traffic signal specifically for bikes and pedestrians.
  - Improve levee trail access at Taylor Southgate and 4th Street bridges.
- **Encourage development of water taxi** with stops along the Newport riverfront. Identify prime locations for water landings, including a stop at Festival Park. 7
- **Promote multi-modal design for the new 4th Street Bridge**: 8
  - Work with Legislators/KYTC to ensure that the bridge will include bike/pedestrian accommodations (include two 5-foot wide bike lanes and two 8-foot wide SUP)
  - Encourage wider (12-foot) bike/pedestrian accommodations on the north side of the bridge because the connection to the levee trail is/will be on that side.
  - Encourage trail connectivity along the riverfront under the new bridge to be included in the design of the new bridge.
- **Adopt design standards and guidelines for connections** (trails, sidewalks, bike lanes, etc.) to ensure accessible, safe, attractive and environmentally friendly paths that lead to increased numbers of people walking/biking, improved safety, and the creation of social space. Attributes of well-designed connections that increase the overall psychological and visual comfort of users include the following:
  - Use lighting and public art to enliven and enhance the bridge underpasses.
  - Use generous landscaping and trees to provide shade, visual interest and screening.
  - Provide places for people to linger and interact, places for standing, visiting, and sitting, including amenities such as street furniture, banners, art, and special paving, which, along with historical elements and cultural references, help promote a sense of place.
  - Improve signage and wayfinding City-wide.
  - Encourage public activities and commercial activities such as dining, vending and advertising when they do not interfere with safety and accessibility.
  - Review Riverfront Commons design guidelines for consistency and expand as needed.



Example of Innovative lighting of bike lane under bridge.

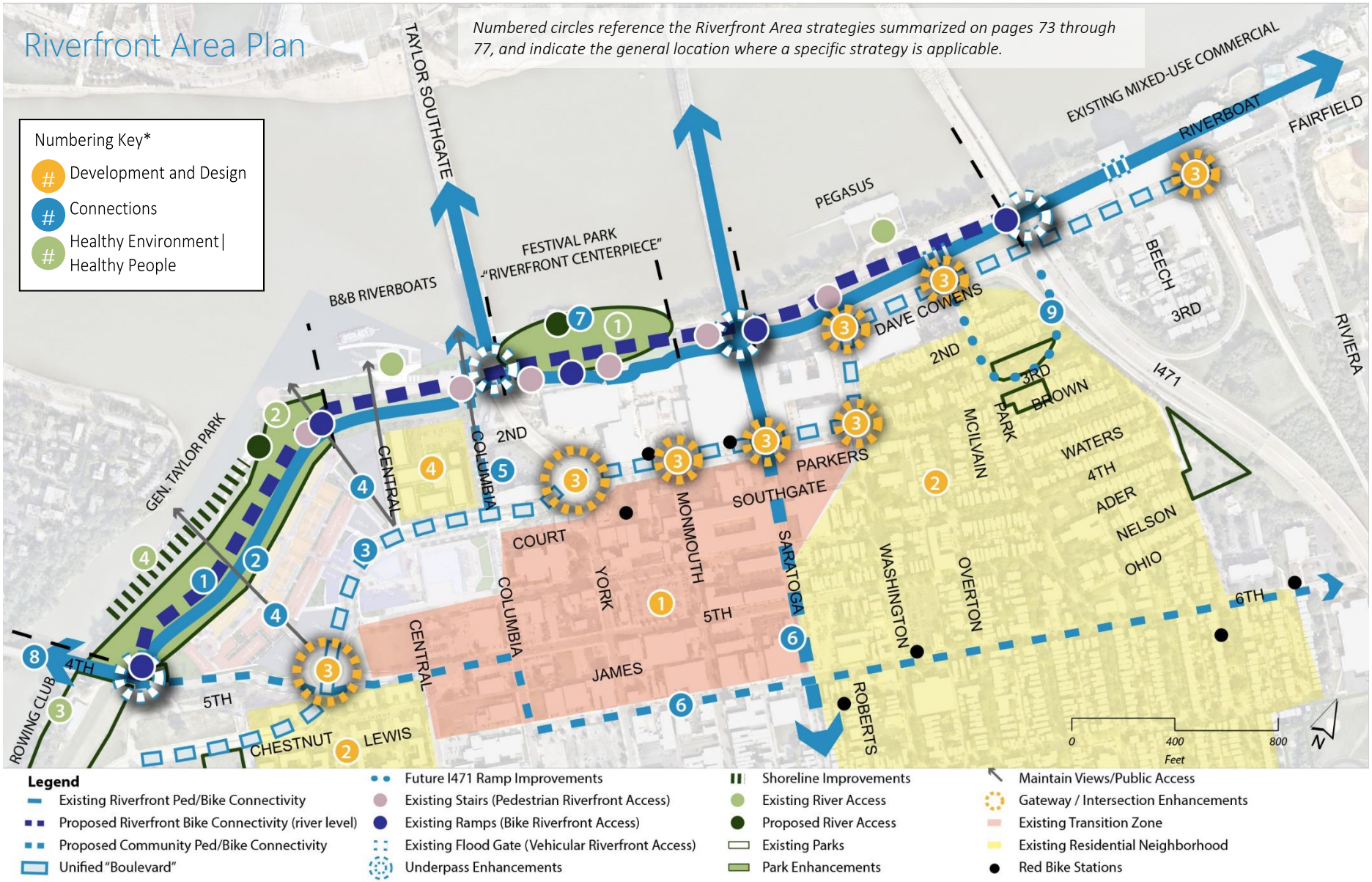
- **Continue to seek improvements for the I-471 interchange ramp** at Dave Cowens, with a design that minimizes disruption to the historic residential neighborhood. 9

Healthy Environment | Healthy People - Environmental Stewardship and Healthy Community

- **Continue to enhance and implement the Festival Park master plan** as the centerpiece of Newport's Riverfront, revised as needed to incorporate recommendations from the 2020 Plan Update input including: 1
  - Coordinate and partner with neighboring property owners (i.e., Newport on the Levee, Pegasus Development) on connectivity, programming, operations and maintenance of shared public spaces.
  - Provide visual connections to the river, and physical access to the water.
  - Increase the amount of greenspace (and reduce the amount of concrete) to provide more landscaping and shade trees to make the space more attractive and inviting.
  - Design the space to be more flexible for a variety of users in its ability to hold a variety of events and still function daily as a recreational greenspace. Identify ways this can be accomplished.
  - Include park amenities that draw users daily throughout the year.
  - Improve east/west pedestrian/bicycle/vehicular access to the park along the Ohio River with connectivity to Riverfront Commons and Riverboat Row.
  - Improve north/south pedestrian/bicycle/vehicular access for the Newport community.
  - Provide access and a landing spot for water taxis.
  - Increase wayfinding signage to improve accessibility, orientation, and connectivity of spaces and functions.
  - Evaluate the possibility of providing restrooms.
- **Make park improvements to General Taylor Park** to attract more users to the park; consider improvements that would enhance it as a regional amenity (with facilities and events). 2
  - Coordinate and partner with neighboring property owners (i.e., Corporex/Ovation) on connectivity, programming, operations and maintenance of shared public spaces (i.e., General Taylor Park, Riverfront Commons, and the levee).
- **Engage with the water to increase the recreational use of the river**. 3
  - Develop a recreation plan that identifies opportunities to improve access to the river, increase interest in river-oriented activities, and awareness of river-oriented trails.
  - Use existing infrastructure to create canoe/kayak launch to be part of the canoe/kayak trail. Take advantage of available grant funding opportunities.
- **Implement the shoreline stabilization recommendations** for the selected areas along the Ohio River and Licking River, in partnership with Southbank Partners and US Army Corp of Engineers. Based on the findings in the feasibility study, there is $7.5M for stabilization and ecosystem restoration for approximately 20,000 linear feet along the Ohio and Licking Rivers, excluding portions of the Newport riverbank that are not included in the stabilization project due to planned economic development projects. The City of Newport will retain control of scope/extent of restoration along riverfront within its jurisdiction. 4

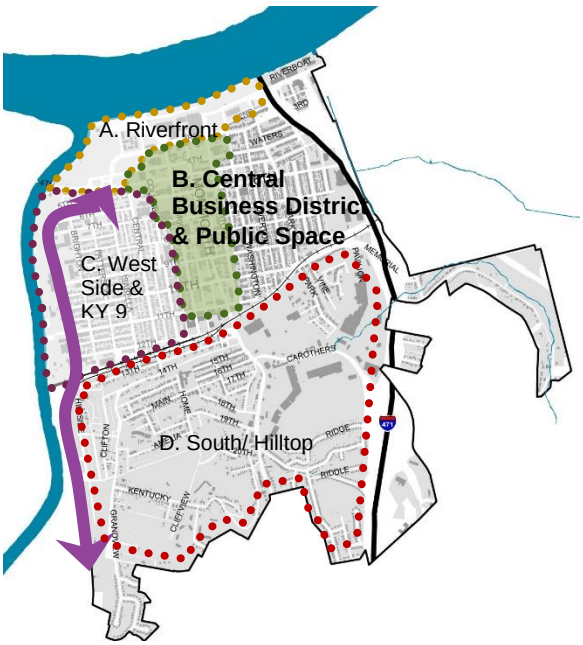
Riverfront Area Plan

Numbered circles reference the Riverfront Area strategies summarized on pages 73 through 77, and indicate the general location where a specific strategy is applicable.



B. Central Business District & Public Space Area

The CBD & Public Space Area encompasses the Monmouth Street Central Business District and adjacent area from 3rd Street to the north to 11th Street to the south and from Saratoga Street to the east and Rivers II and Buena Vista neighborhoods, and the newly constructed KY 9/AA Highway.



1. TODAY and how we got here.

OVERVIEW

Newport's downtown, also referred to as the central business district (CBD), serves as a major destination for Newport residents. Strategically located between the east and west neighborhoods, and down the hill from the southern neighborhoods, it is convenient to all areas of the city.

As one of the City's primary assets, the CBD has been a key area of focus for a number of years. The CBD, primarily along Monmouth, contains a high concentration of older buildings, with a median date built in 1889. The 80-acre Monmouth Street National Historic District was established in 1996, and the York Street National Historic District was established in 1995. Both streets are also designated local historic districts with associated design guidelines. In addition, the City has designated Monmouth Street a Redevelopment Area (K.R.S. 99) to help manage development in the area. Over the years, many downtown businesses have taken advantage of Newport's facade improvement program and have obtained historic tax credits for qualified building renovations.

A recent study conducted by the Catalytic Fund, titled Newport Opportunity Sites Analysis & Toolkit, included a detailed analysis of York and Monmouth Streets and adjacent properties generally located between Columbia Street and Saratoga from Southgate Avenue to the north to E 8th Street to the south. The report identified eight areas suitable for redevelopment based on three criteria: ownership, location, and current use. Two of the sites already have new development projects under construction or in the planning stages.

The downtown area is not large: it is about a 12 minute walk down Monmouth from 3rd Street to City Hall, which is about the same as the walk from 3rd Street to Yeatmans Cove Park across the bridge. However, it plays a pivotal role in the continued success of Newport because the history and character of the CBD's traditional Main Street, its proximity to Newport on the Levee, and the opportunities for infill development and redevelopment. This area also provides opportunities to make more of a connection to the riverfront area, and potentially create a central gathering place, both of which will further cement Newport as a premier walkable city.

Given Newport's increasing attractiveness for urban living, it is important to find ways to better manage and expand its housing options to meet demand. Public input for this plan update indicates that downtown business owners, residents and visitors continue to have concerns about the traffic, availability of parking and impact of incompatible land uses.

Parking has long been a concern for Downtown Newport, similar to other downtowns that try to balance short-term parking that is easily accessible to shops and has frequent turnover, with long-term parking needs for employees and residents. Getting the parking right is essential, but so too is creating a pedestrian- and bike-friendly environment.

This area is primarily zoned Central Business District along Monmouth and portions of York and Central, while most of the surrounding area is zoned Central Business District Fringe.

Area Strengths

Much has been accomplished to enhance and strengthen the downtown. Below are highlights of recent and planned investments.

RECENT AND PLANNED DEVELOPMENTS.

- Since the establishment of the Monmouth Street and York Street historic districts nearly 25 years ago, a number of buildings have been renovated.
- Academy on 4th, at the corner of 4th Street and Monmouth, opened October 2020, includes 202 market rate apartments, along Monmouth street 2 blocks south of Newport on the Levee.
- Monmouth Row Apartments at 415 Monmouth Street, includes 102 one and two-bedroom apartments re
- The World Peace Bell property at E 4th St between York and Monmouth Street. The proposal includes a 7-story hotel along E 4th St, a 4-story mixed use office/retail building along Monmouth Street, and 3.5-story parking garage along E 5h St.

Academy at 4th - Photo Credit | CT Consultants

- Campbell County Courthouse at Columbia St and W 4th St.

RIVER-RELATED FACILITIES, PARKS AND TRAILS.

- Riverfront Commons, an 11.5-mile urban walking and biking path that weaves through General Taylor Park and Festival Park connects Northern Kentucky's five river cities: Dayton, Bellevue, Newport, Covington and Ludlow.
- Festival Park is where the City hosts numerous festivals during the summer, plans for redevelopment of the park are underway.
- The Purple People Bridge provides dedicated bike and pedestrian access between Newport and Downtown Cincinnati. The bridge is a tourist attraction and event venue and has the highest bike traffic in Newport. Saratoga Street provides direct access to the Purple People Bridge.

Key Factors/Issues/Challenges

- Newport has the convenience of a big city, yet the comfortable feel and scale of a small town.
- Monmouth Street's traditional "main street" character with two- to three-story buildings is most intact between 6th Street and 9th Street. In contrast, there are opportunities from 6th Street northward for infill

development that is compatible with and creates a physical and visual connection with the Riverfront District. Gaps in the streetscape from parking lots, single story buildings, and buildings that lack street level "public" type uses (retail, restaurants, services, etc.) reduce the visual interest along the street and can discourage pedestrian traffic.

- Millennials and baby boomers are two of the largest and most sought after housing market segments and they continue to look for vibrant walkable communities. The recent opening of the Academy at 4th is an example of the type of infill development that is appropriate for the underutilized parcels between the Riverfront District and the traditional main street area along Monmouth Street. In addition, unique housing units can be created by renovating upper floors of multi-story commercial buildings in the downtown area.
- Continued restoration and renovation of historic structures in the Monmouth and York Street historic districts is a high priority. The City's Office of Historic Preservation administers the historic district review: any plans involving exterior alterations, new construction, or demolition in the York Street Local, Monmouth Street District are first reviewed by the City to ensure the changes comply with the Newport Historic District Design Review Guidelines. However, there are two sets of review guidelines for the Monmouth Street District, one set adopted in 1992 and the second set adopted in 2011. Both include detailed requirements, which in some cases conflict.
- Quality placemaking strategies that incorporate well-designed and active civic places are critical to continued successful revitalization. Placemaking creates a stronger business district by linking destinations and downtown amenities with wide sidewalks, safe bike paths, attractive landscaping, well-placed "creature comforts" such as benches, and visual interest through public art.
- A better connection between the riverfront amenities and downtown will entice visitors to explore downtown, and make it easier for residents to access the riverfront amenities.
- A central community gathering place or central park is a desired amenity. Opportunities exist in the central business district to provide an easily accessible public space for community-oriented events and programming. Additional outdoor seating and dining areas along Monmouth and York are also needed.
- Providing safe, adequate and convenient parking is a concern, especially as more development occurs, and more events are held concurrently.
- Converting the current one-way street pattern on York Street (south-bound) and Monmouth Street (north-bound), to two-way traffic has been discussed for some time. The first step is to determine if conversion is feasible given the roadway and intersection dimensions, and then identify the pros and cons for conversion.
- Providing numerous transportation options, including bike sharing, scooters, and comfortable pedestrian space help encourage more traffic in the downtown area and generate more first floor businesses.
- As more development occurs and parking is accommodated in parking structures, it is essential to plan for and design parking garages so they can be easily adapted to alternate uses if the need for parking declines.

2. VISION

Vision Statement

The Monmouth Street Central Business District (CBD), deeply rooted in the city's rich history, is a thriving destination that draws residents and visitors because of its collection of restaurants, entrainment, specialty retail shops, and central gathering place. It is also a highly desirable place to live with a variety of new and renovated housing options and pedestrian and bike friendly infrastructure that enables people to live, work, shop, and recreate without need for a car. The renovated upper floors of buildings are fully occupied with new residents and office workers who support the downtown businesses.

Downtown is a dynamic and inviting place that celebrates the city's multi-faceted culture through preservation of historic resources, numerous public art installations, and well-designed and activated public spaces. Clear connections to the Riverfront District and Newport neighborhoods make it possible for residents, visitors, and workers to easily enjoy the wide variety of amenities in both the CBD and the Riverfront.

Facilitating continued redevelopment and renovation efforts with an emphasis on high-quality design, pedestrian and bicycle connectivity and comfort, the creation of a central community gathering place and placemaking efforts that strengthen Newport residents' connection to and pride in the district as well as the City will continue to ensure the CBD is livable and vibrant place.

1. Strong Vibrant Neighborhoods:
- Downtown mixed-use properties with apartments above retail

2. Meaningful Places:
- Business district diversity, identity, and character
- Provide gathering spaces, placemaking & public art
- Local events

3. Economic Prosperity & Resilience:
- Opportunity sites with redevelopment potential
- Niche businesses

4. Well-Connected Transportation & Infrastructure:
- Improve traffic flow
- Walkability and bikeability
- Connections
- Parking management
- Wayfinding signage

5. Natural Environment:
- Promote sustainable development practices
- Use green infrastructure when appropriate

6. Healthy Community:
- Central gathering space /living room
- In strategic location that catalyzes surrounding assets
- Stimulates reinvestment
- Strong linkages in all directions

Numbered circles reference the CBD & Public Space Area Plan on page 89

Strategies for Achieving the Vision

Development and Design – Vibrant Neighborhoods, Meaningful Places and Economic Prosperity

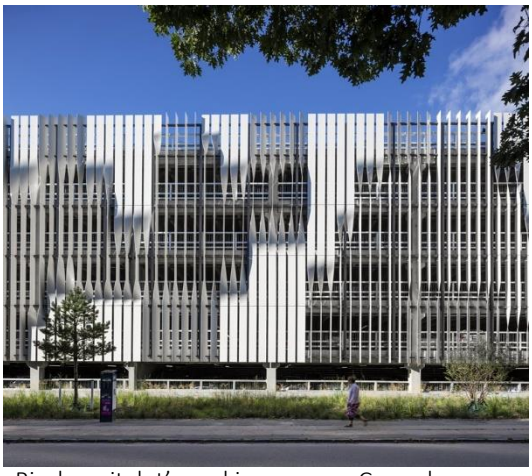
Land Use

- **Continue to promote renovation of existing buildings and sensitive infill development in the Central Business District**, with a mix of uses, ranging from public to private:. 1
  - Encourage first floor spaces to be occupied by publicly oriented uses, such as retail, restaurants with outdoor seating, entertainment, and services along Monmouth and York.
  - Encourage residential and office uses on upper floors.
  - Require infill development to have a minimum of two stories and a consistent setback along the street.

Outdoor seating in Fort Thomas, KY
Photo Credit | Human Nature, Inc.

- **Promote increased density through infill development and redevelopment, and a mix of uses in the Transition Area** between 3rd Street and 6th Street. This area is currently zoned CBD Fringe, the same as for areas adjacent to the CBD south of 6th Street, which have a lower density. In contrast, the Transition area between 3rd and 6th Streets serves as a step-down area that provides a connection between the higher density and generally taller buildings in the Riverfront District and the smaller-scale to- to three-story buildings in the CBD. 2
  - Continue to promote infill development and redevelopment of underutilized properties in the transition area to fill in gaps in the streetscape and create a more cohesive appearance, with priority along Monmouth and York, and as recommended in the Catalytic Fund's 2017 Opportunity Sites Analysis & Toolkit.
  - Blend parking structures into the streetscape, and other façade treatments to reduce their visual appearance.

Parking garage with green wall design.
Photo credit | The Architects Diary.com


Rigshospitalet's parking garage, Copenhagen.
Photo credit | 3XN Architects

- Encourage ground level spaces to be activated for pedestrians, especially along Monmouth Street where the priority is to provide a physical and visual connection to the riverfront.
- Encourage step-down density and building height to provide a bridge between the six to eight story buildings along the riverfront to the two- to three-story "main street" buildings along Monmouth and York.

- **Encourage and promote new residential development** in areas along York and Saratoga that are already dominated by residential buildings, such as York Street, south of 8th. Allow compatible smaller scale multi-family infill such as townhouses.
- **Promote renovation and full occupancy of existing buildings** with uses that contribute to the goals of the Central Business District:
  - Promote the adaptive reuse of functionally obsolete structures and the thoughtful restoration of facades when they contribute to the character of the CBD. In the historic districts, where the character of a structure is iconic and contributes to the district's history, the priority is to encourage full use of the building, such as renovating upper stories for residential or offices. Only in limited situations should buildings be demolished for redevelopment of the site, such as buildings that are structurally unsound, or are incompatible with the character, such as one-story buildings.
  - Encourage businesses that are not conducive to the vision for the central business district and transition area, such as fabrication, car repair and car sales, to relocate to a more suitable location.
  - Strengthen the City's vacant property registration program. Currently the program requires properties that vacant after a foreclosure, and any residential property that is vacant for more than 60 days to register and pay an annual fee. Consider expanding the program to require commercial building owners to register and pay a fee whenever a commercial property or storefront is vacant for more than 30 days. The goal of the program is to incentivize speedy re-use when vacancy does occur.
    - An expanded program is intended to discourage speculators from purchasing but not occupying land and buildings, and to prod property owners who are unwilling, unmotivated or unable to make improvements and manage a rent-worthy property.
    - Some cities are using a graduated scale in which the annual fees increase every year that the property is vacant. Other options include having a lower fee if there are no code violations, having a higher fee for larger buildings, and waiving the fee for owners who are renovating, or making frequent and documented efforts to sell the property.
- **Identify parking strategies for the CBD** that meet the needs of shoppers, residents and employees.
  - Adopt reduced parking requirements for the CBD.
    - The current parking requirements in the City's zoning code are higher than needed for downtown's compact character, density of nearby residents who can easily walk or bike to downtown, available on-street parking, and bus service.
    - Evaluate the feasibility of further reducing or waiving parking requirements for new development based on transportation options and walking/biking/other infrastructure.
    - Consider creating a parking district so that individual uses aren't required to provide on-site parking. Creating a parking district would eliminate private parking requirements and instead address parking on a district-wide basis. A portion of revenue from parking meters

and public parking lots would be used to provide needed parking spaces, valet parking, parking/transportation signage and related extraordinary landscaping and maintenance.

- Conduct a parking study to determine the actual need for parking, vs the desire for close and convenient parking along Monmouth Street and York Street. The 2011 parking study was limited in scope and did not include businesses along Monmouth and York south of 6th Street. A parking study of the area would:
  - Identify strategies that maximize the efficiency and management of existing public and private parking resources,
  - Identify strategies that increase the effective capacity of parking through the use of travel demand management strategies and "smart parking" technologies.
- Encourage parking to be located behind storefronts on York and Monmouth, with vehicular access from Orchard and Dayton Streets. Provide safe, attractive, well-lit and easily identifiable pedestrian connections midblock between buildings to reduce the walking distance between storefronts and parking spaces.

Placemaking

- **Continue to promote renovation of historic structures** in the Monmouth St and York St Historic Districts. Segments of both Monmouth Street and York Street are in historic districts. Historic district designation was acquired in order to encourage preservation of the structures and protect property values. Historic preservation and infill development that is sensitive to the historic context is important for preserving sense of place and long-term economic viability. 3
  - Review, consolidate and update the Monmouth Street historic district design guidelines to eliminate confusion and inconsistencies between the 1992 Development Plan for Monmouth Street Business District and 2011 Recommended Monmouth Street Business District Design Review Guidelines.
  - Continue to promote the use of federal and state historic tax credits, which enable developers to justify the substantial rehabilitation expenses. Kentucky historic tax credits are available for buildings located in the Monmouth Street and York Street National Historic Districts when certified by the Kentucky Heritage Council as contributing to the historic significance of the district.
- **Clearly designate and celebrate gateways at major entries into downtown**: 4
  - Along 3rd Street at York Street, Monmouth Street and Saratoga Street.
  - At the 11th Street and Monmouth Street intersection, at the southern end of the Monmouth Street Business District.
  - Secondary gateway treatments are appropriate at entrances to the district along primary east-west routes, such as 9th, 5th and 6th Streets
  - Continue to install public art and murals in strategic locations such as along blank walls adjacent to parking lots that are visible from the street, and where there are gaps in the streetscape, provided the installation of murals comply with historic district design guidelines.
- **Encourage construction of an anchor building(s) at the southern end of Monmouth** (between 10th and 11th Streets) to create a gateway into the Central Business District.

- **Continue to look for opportunities to conduct temporary low-cost events** similar to Tri-State Trails' Connect NKY Project bicycle lane event on Saratoga Street to experiment with long-term solutions, and activate unused or underused spaces.
  - Develop a management structure similar to the traditional Main Street America program to organize and manage these types of efforts.
  - Examples of temporary events include:
    - Celebrate Park(ing) Day along Monmouth and York; by transforming on-street parking spaces and parking lots into temporary parks, playgrounds, etc. Park(ing) Day is celebrated nation-wide annually on the third Friday of September.
    - Create a pop-up programming strategy for temporarily occupying vacant storefronts and/or parking lots along Monmouth and York with seasonal retail, art gallery, restaurant/food and beverage sales and outdoor seating for adjacent restaurants.
    - Host weekly or monthly food truck events in a designated spot.

Park(ing) Day, Seattle WA
Photo Credit | J.A. Brennan.

Connections – Transportation and Utilities

- **Improve vehicular, pedestrian and bike flow in the CBD.** 1
  - Conduct a study to determine the feasibility of converting York and Monmouth from one-way to two way traffic. If conversion is feasible based on the width of the streets, corner radius, etc., then it is necessary to understand the impact two-way streets will have on traffic, on-street parking, biking, etc.
  - Explore traffic calming measures along York, Monmouth and Saratoga to encourage more walking and biking.
  - Design crossings for pedestrian safety and comfort / ease of use.
  - Expand the width of sidewalks where possible downtown. Consider creative ideas to do this, including the introduction of bulb-outs, parklets, shared surfaces between vehicles and pedestrians including the introduction of sidewalk materials on roadways, and "tactical urbanism" strategies.

Example of streetscape improvements.
Image Credit | CT Consultants

Saratoga Bicycle Lane Demonstration Project with Connect NKY. Photo Credit | YARD & Company

- **Convert Saratoga into a "Bicycle Boulevard"** to strengthen the connection to the Purple People Bridge as recommended by Tri-State Trails' Connect NKY Project. Install permanent protected bike lanes on Saratoga Street from 3rd Street to 6th Street. (2)
- **Provide east-west connection bike connections into residential areas**. Key locations for local and regional connections include: (3)
  - 5th & 6th Street for connection to Bellevue.
  - 9th Street
- **Require deliveries to be provided to the rear of buildings** along York and Monmouth to reduce congestion on these streets. (4)

Healthy Environment | Healthy People - Environmental Stewardship and Healthy Community

- **Explore the opportunity to create a central gathering place** that is devoted to hosting local events for the Newport community. Based on public input, the preferred location is between 6th and 7th Streets and between Columbia and Saratoga Streets, which has the largest concentration of underutilized property and buildings in poor condition.[3] Creating a central gathering space (park/square/plaza) where residents can gather was the second highest priority for parks and recreation expressed in the community survey. (1)
  - The City does not currently own any property in the target area, and will need to work with property owners to identify the most appropriate site(s) for future acquisition. Recognizing that land assembly will take time, it is also important to begin to identify funding options not only for land acquisition, but also park design and improvements.
  - For a central gathering place/park to be successful, it must be designed to satisfy a diverse range of users, be strategically located for optimal accessibility by residents, and have a strong design that makes it easy for users to perceive and navigate the space. The more uses a public space can accommodate, the more successful it will be as a community gathering place.
  - The space should include a variety of smaller "places" within and/or around the edges to draw people to the space throughout the day and for a variety of reasons. Examples include seating areas, playground, outdoor cafes, vendor carts, fountains, etc.
  - The size of the space will depend on the ability to acquire the land. Local examples range from 1.5 acres to 8 acres:
    - Fountain Square, in downtown Cincinnati, with roughly 1.5 acres, is a central meeting place and cultural/recreational hub dominated by the historic Tyler Davidson Fountain. The space is surrounded by offices, apartments, retail, coffee shops and restaurants; activities include music and entertainment, and an ice-skating rink in winter.

[3] As reported in the Catalytic Fund's 2017 Newport Opportunity Sites and Toolkit.

- Washington Park in Cincinnati was recently expanded from 6 acres to 8 acres and is dominated by green space, including the "Civic Lawn" added as part of the expansion.

Examples of public gathering spaces, Ziegler Park, Cincinnati, OH (HN) and Chagrin Falls, OH (CT).
Photo Credits| Human Nature and CT Consultants

- Continue to implement projects that reduce the urban heat island effect
  - Continue to plant trees in the district and surrounding area to increase the tree canopy.
  - Encourage green roofs to be included in new development and renovation projects.

Central Business District & Public Space Area Plan

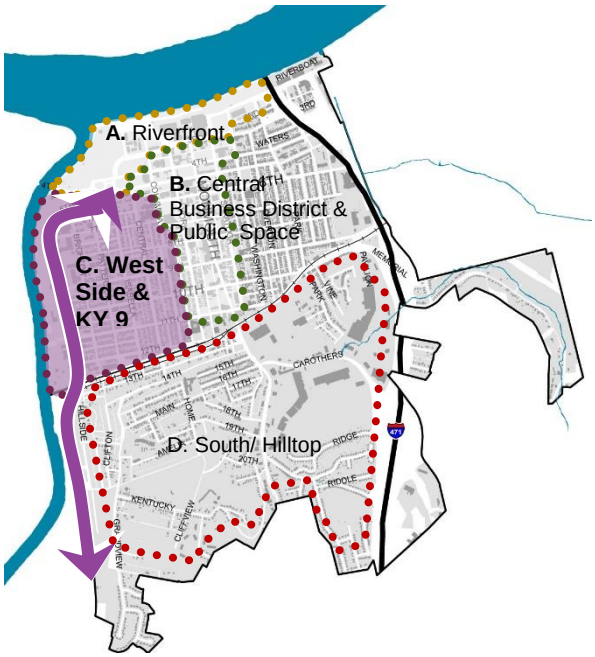
Numbered circles reference the Central Business District & Public Space Area strategies summarized on pages 5 through 9, and indicate the general location where a specific strategy is applicable.

Legend

- Regional Connectivity Opportunity
- Bike Corridor Opportunity
- Connectivity & Traffic Calming Opportunities
- Secondary Access Improvements
- Gateway / Intersection Enhancements
- Existing Transition Zone
- Core Downtown Zone
- Secondary Downtown Zone
- Streetscape Improvements
- Central Park Opportunity Zone
- Eixsting Parks
- Community Assets
- Red Bike Stations

C. West Side/KY 9 Area

The West Side/KY 9 Area encompasses the Two Rivers II and Buena Vista neighborhoods, and the newly constructed KY 9/AA Highway.



1. TODAY and how we got here.

OVERVIEW

The West Side area of Newport was added to the city in the mid 1800s. Soon after, much of the area was platted into small lots averaging about 3,200 square feet (roughly 1/14th of an acre). By 1900, the area was almost entirely developed. During that same time, various industries were established between Brighton Street and the Licking River. The Newport Rolling Mill was a major industrial complex built along the river, and was the start of 150 years of steel mill operations in the neighborhood. The mill and other local industries provided jobs that attracted immigrants to the city. These jobs were primarily lower-paying jobs, and many of the workers moved to the neighborhood because the smaller houses were more affordable.

Over the years, the area suffered from several flooding events which, coupled with outmigration to the suburbs, eventually lead to a slow exodus of residents followed by disinvestment. The steel mill closed in the 1990s and most of the mill's structures were demolished.[4]

In the last few years, however, spurred by the back-to-the-city movement and high housing prices on the east side of Newport, interest in the smaller urban lots in the West Side surged as first-time homebuyers sought more affordable housing options.

> "The west side of Newport is a gem just waiting to get discovered. We're actually closer to Downtown than anyone living in Cincinnati."
> *Ed Davis, York Street resident*

Another factor driving interest in the area was the construction of the new 1.5-mile four-lane KY 9/AA Highway extension. The new roadway was constructed parallel to the Licking River, from the Taylor Southgate Bridge to Lowell Street and beyond, which moved the existing Route 9 from Central Avenue approximately two blocks to the west.

The new roadway provided direct access to Interstates 471, 275, and 75 and effectively opened up over 20 acres of land for redevelopment, most notably the former Newport Steel site.

The newly constructed KY 9 includes sidewalks, bike paths and a landscaped median. However, because it was designed as a "through-corridor" intended to improve interstate access and shorten commuters' travel time, there currently are few breaks in the median that allow access into the neighborhood, no stop signs, no traffic lights, no cross walks that enable pedestrians and cyclists to cross the boulevard and no direct access to the 11th Street Bridge.[5]

[4] Our Rich History: The Buena Vista Historic District of Newport, itself the oldest of NKY's river towns. By Margo Warminski. Special to NKyTribune. Part 22 of Series, "Resilience and Renaissance: Newport, Kentucky, 1795-2020" Apr 13, 2020.
[5] KY Route 9 relocation holds promise for Campbell County, Newport Hannah Purnell, APRIL 28, 2014.

Despite these limitations, the new roadway provides a number of benefits: an enhanced entrance to the city and the neighborhood, rerouted KY 9 truck traffic and pass-through traffic from Central Avenue, and created direct access to the former Newport Steel site.

As one of the largest redevelopment sites in Newport, the City's goal was to attract new businesses, ideally a large office campus or light manufacturing plant that would bring a significant number of jobs to the area.

Area Strengths

The following is a summary of the neighborhood amenities and recent investments that contribute to the attractiveness of the West Side:

LOCATION ADVANTAGES

According to a suitability study conducted for the Newport Steel site, there are a number of positive aspects of the neighborhood and the city that make this area attractive to new development:

- Good business and industrial services available
- Good hotel and restaurant options for business entertaining
- Good manufacturing workforce base
- Good ability to recruit technical and professional workforce
- Campbell county residents have higher than state average for high school and bachelors degree attainment

The study also identified light industry/assembly as a target industry for the site, partly because light industry typically requires smaller sites than other types of manufacturing, and has less impact on adjacent residential neighborhoods.

HIGHLIGHTS OF RECENT INVESTMENTS

- New Riff Distilling transformed the old transit station on Lowell Street at the 11th St Bridge into a "whiskey campus," which will include a bourbon barrel storage facility plus taproom and restaurant.
- Fedders Construction renovated the Newport Car Barn (Brighton St and W 11th St), for offices and an upstairs event center, and committed to retain the West Side Café.
- The former steel mill office on 9th Street was renovated as office space.
- The Westside Citizens Coalition has been planting trees to increase the tree canopy and reduce impervious area in the neighborhood.
- ReNewport, working with the NKU Ecological Stewardship Institute, conducted depaving projects to transform vacant lots in the West Side neighborhood into public greenspace, and has identified more than 100 vacant lots within the city with future greenspace potential.
- The Newport Historic Preservation Office, assisted by resident volunteers and community leaders who surveyed 1,300 neighborhood buildings, nominated the Buena Vista neighborhood to the National Register of Historic Places. The Buena Vista Historic District (bounded by 8th Street, York Street, the railroad tracks and Lowell Street) was officially listed in the Register on February 13, 2020.

According to the 2017 Buena Vista Subdivision Survey Project, the neighborhood "represents a major period of development within Newport, and other Northern Kentucky River Cities, due to their economic and population growth within the region during the late 19th and early 20th centuries."

The primary reasons/benefits for seeking the historic district designation for the Buena Vista neighborhood include:

- Preserve Local Character and Heritage. To foster the creation of a "vibrant sense of community and neighborhood."
- Tax Credits. There are significant tax benefits for owners who fix up eligible properties inside the district. Federal and state historic tax credits for preservation and rehabilitation incentivize private investment in historic buildings.
- Property assessment moratorium. Owners who renovate eligible properties can take advantage of the City's property assessment moratorium that defers adding the increase in property value from the improvements for five years.
- Community Revitalization. Investment in the neighborhood will return underutilized properties to tax rolls, foster heritage tourism that help spur economic vitality, and increase job creation and household incomes.

PARKS, TRAILS AND OTHER OUTDOOR AND RIVER-RELATED FACILITIES

- There are two neighborhood parks in the West Side: Buena Vista Park at 12th and Ann, is located at the southern edge of the neighborhood; and Bernadette Watkins Park at 6th and Patterson Streets, is at the northern end of the neighborhood. The City recently installed playground equipment at Bernadette Watkins and the next phase includes plans for rain and pollinator gardens.
- General James Taylor Park, at the confluence of the Licking and Ohio Rivers extends along the Licking River to the northern edge of the neighborhood..
- Riverfront Commons, an 11.5-mile urban walking and biking path that weaves through General Taylor Park and Festival Park connecting Northern Kentucky's five river cities: Dayton, Bellevue, Newport, Covington and Ludlow.
- Cincinnati Rowing Club's facility along the Licking River is just south of the E 4th Street Veterans Bridge, along Riverboat Row. The Licking River is the best place in the region for rowing, and the rowing club is the top ranked club in the Midwest. The Club plans to improve access to the dock with new aluminum ramp are in the works.
- The Licking River Greenway Trail along the Covington side of the Licking River, accessible via the 11th Street Bridge and the 4th Street Bridge.
- The Jacob Spears Licking River Water Trail, from Paris, KY to the Ohio River, is envisioned as an eco-friendly adventure tourism trail designed to have outdoor activities and events along the 122-mile segment that celebrate the history of Kentucky bourbon. For example, Riff Distilling will provide tours of its facility at Lowell Street and W 11th Street.

Numbered circles reference the West Side/KY 9 Area Plan on page 101

Key Factors/Issues/Challenges

- The neighborhood has a diverse population, rich historical architecture and affordable housing options.
- The West Side residential neighborhoods are immediately adjacent to the new KY 9 corridor, and easily accessible to the Riverfront District, the new Ovation Music Venue, the Monmouth St Central Business District and Covington, making it a desirable place to live and own a business.
- However, this proximity also leads to increased cut-through traffic that creates conflicts with pedestrians and bicyclists.
- While the compact nature of the neighborhood is conducive to walking and biking, improved transportation options are needed for residents who don't own a car. .
- The Buena Vista National Register Historic District designation has helped create a sense of pride in neighborhood and has spurred investment through the use of incentives such as the historic tax credits and the property valuation moratorium program.
- There are numerous opportunities for development on the West Side. It is important to guard against new development eliminating affordable housing and displacing existing residents.
- There continues to be a large amount of pavement and lack of greenspace throughout neighborhood which contributes to noticeable heat island effect. There is a need for more and improved parks and recreation.
- The 4th Street and 11th Street bridges are key entryways into the neighborhood and the city and provide connections to regional trails.
- The Licking River Greenway is an asset, providing eco tourism opportunities. Better connections to the river and across the river are needed to make the Licking River Greenway, Riverfront Commons trail and the Jacob Spears Licking River Water Trail more accessible.
- Redevelopment of the steel site and other properties along the KY 9 corridor provide the opportunity to build on the collaborative efforts already underway to create a vibrant business hub that nurtures entrepreneurial growth, brings new companies, and expands job opportunities and economic security for neighborhood residents.

2. VISION

Vision Statement

Leverage the historic significance, compactness and diversity of the West Side neighborhood and the concentration of developable land along the new KY 9 corridor to create a complete neighborhood anchored by a first class Innovation/Entertainment District that fosters a mix of uses and spaces conducive to innovation and creativity, and cross-sectoral diversity that attracts residents, businesses, and visitors. This district will be bisected by a "unified" KY9/Licking River Parkway that includes a new separate multi-modal path along the west side of the corridor, wayfinding, public art, large trees, decorative lighting and other elements to create an iconic parkway.

New job creation, economic opportunities and neighborhood improvements will connect existing and new residents and businesses in ways that help make the neighborhood an inclusive and vibrant place. Redevelopment will be balanced with preservation of the West Side's existing housing stock and neighborhood amenities. Increasing and enhancing access and connection to new and existing open spaces and the Licking River will promote the health and wellness of our natural environment and Newport residents.

Numbered circles reference the West Side/KY 9 Area Plan on page 101

1. Strong Vibrant Neighborhoods:	• Redevelopment with economic (i.e. job), social, and environmental benefits • Housing supply & affordability • Housing maintenance • Historic preservation & architectural design • Land use compatibility
2. Meaningful Places:	• Cultural & historic resources • Provide gathering spaces, placemaking & public art • Local events
3. Economic Prosperity & Resilience:	• Opportunity to create unique business corridor • Land availability, land use, & redevelopment
4. Well-Connected Transportation & Infrastructure:	• Connect KY 9 to local and regional trail and provide more bike/ped-friendly paths • Design roundabouts as gateways/ features
5. Natural Environment:	• Enhance natural environment along Licking River • Increase connection to Licking River • Increase access to natural areas
6. Healthy Community:	• Enhance amenities and access to promote health and wellness • Maximize the benefits/significance of Bernadette Watkins Park • Encourage recreational use of Licking River

Strategies for Achieving the Vision

Development and Design – Vibrant Neighborhoods, Meaningful Places & Economic Prosperity

- **Create a unique Innovation/Entertainment District along the KY 9 corridor** from W 6th Street to the railroad tracks that builds on the neighborhood's character, assets and distinctive amenities to attract new high tech, research & development, light industry and other business enterprises as well as related support services such as entertainment uses needed to recruit talent. 1

  Characteristic of the Innovation/Entertainment District (also called tech hubs and advanced manufacturing centers) include:

  - Mission-oriented: with goal to foster local industry, build strong local economy, and strengthen the local workforce through outreach, education training opportunities.
  - Provide a range of work spaces: incubator space, clusters of startup accelerators, coworking spaces, and event spaces that foster innovation and creativity.
  - Provide additional uses such as entertainment and recreation that foster social interaction and provide the types of amenities that attract residents, businesses and employees to the district.
  - Promote green sustainable development. Consider creating standards for energy efficiency, water use reduction, and waste reduction/management goals.
  - Develop a water/river oriented urban character for new development, and encourage businesses that are linked to the river, such as river outfitters.
  - Strive for a creative hub, with emphasis on training, experimentation, and investment in human capital. Encourage businesses to create strong relationships with the west side neighborhood and foster regular interaction to reinforce.

- Continue to build on relationships with NKU and develop programs with the Newport Independent Schools for internships, apprenticeships, etc.

2

STRATEGIES FOR SUCCESSFUL INNOVATION DISTRICTS

Successful Innovation Districts blend economic assets, physical assets and networking assets through policies, programs, and places, by strategically mixing workspace and infrastructure, businesses and supporting organizations, and community-building events and amenities.

Five strategies to strengthen and better connect these assets.

1. Define a clear competitive advantage, an economic or technological niche that aligns with that of the broader region.
2. Build up a critical mass of businesses, researchers, workers and entrepreneurs in close proximity to each other. This allows for the walkability, amenities, sociability and knowledge sharing that set Innovation Districts apart from a suburban campus.
3. Include allied/adjacent fields, industries, and sectors in order to foster interdisciplinary convergence. This collaboration is increasingly important for developing emerging technological platforms, like next-generation energy and materials, or tackling complex problems like public health.
4. Develop a strong quality of place. Find creative ways to balance a business' technical needs like large floor plates or high security with its need to contribute to the public realm.
5. Foster a 24/7 connected community. Strategic public programming is key: regular innovation-oriented events can help build both "strong social ties" within an industry and "weak ties" that transcend usual social groups—both vital for spurring innovation.

Source: Placemaking and the Evolution of Innovation Districts. Project for Public Spaces. August 1, 2019.

3

- **Promote larger scale development** on the west side of KY 9 to attract and serve the needs of new destination oriented development, such as technology, innovation-driven companies and larger recreation/entertainment uses.
  - Build on the Riff Distilling facility's plans to combine a production facility with tourism amenities - entertainment/event/food and beverage.
  - Establish site development standards that include buildings three to four stories, moderate setbacks to accommodate a new multi-use path adjacent to the KY 9 right-of-way, requirements for parking to be to the side and rear, and screened to minimize their presence.
- **Promote smaller scale mixed-use development on the east side of KY 9**, to create new neighborhood appropriate uses and strengthen local small businesses. Developing these uses along the east side of KY 9 increases the ability to draw customers from the neighborhood as well as from businesses on the west side of KY 9.
  - Flexible "maker spaces" for micro-manufacturers, artists and entrepreneurs, including smaller shared co-worker space, small incubator space, and live-work space.
  - Permit a variety of businesses, such as a grocery store, food market, coffee shops, restaurants, convenience retail, bars, artist studios, and small music venues, that will help create active and livable neighborhoods.
  - Encourage adaptive reuse of unique historic buildings such as the century old Granary.

- Establish design guidelines for new construction and redevelopment of existing buildings that respect the historic character of the surrounding neighborhood related to building height (two to three stories), building massing, proportion and scale.

- **Continue to promote the redevelopment of the steel mill site**: 4
  - Continue to market the site's features and opportunities for redevelopment:
    - Central location with improved access via the new KY 9 roadway.
    - Unusually large tract of land with substantial frontage in single ownership provides more development options – either as one large-scale development or division into smaller lots.
    - Opportunities for greenway planning and recreational opportunities because of its location along the Licking River and proximity to the 4th Street and 11th Street bridges.
  - Take advantage of state and federal clean-up grants to redevelop brownfield sites for higher-density mixed-use projects. To date, the U.S. Environmental Protection Agency's (EPA) Brownfields Grant Program has contributed to the revitalization of approximately 355 mill sites throughout the country.

- **Improve the appearance of existing properties along the new KY 9 roadway.**
  - Encourage existing uses to invest in building and site improvements, including landscaping along and within parking areas, signage, etc.
  - At the north end of KY 9, where the backs of existing businesses are now exposed, encourage increased landscaping and screening; require existing businesses to increase screening when the use is expanded or when other significant investment in the property is proposed. 5

Existing parking lot along KY 9. Google Earth

  - Encourage renovation and adaptive reuse of existing buildings, and site improvements that enhance the appearance of the site, such as removing/improving fencing, adding landscaping, etc. Require existing businesses to increase screening when the use is expanded or when other significant investment in the property is proposed. 6
  - Encourage redevelopment of incompatible land uses.

- **Encourage river oriented recreational uses** such as canoe/kayak rental at the north end of the district, one of the few places where river access is available, and supportive recreation oriented businesses along the corridor.

- **Intentionally preserve, and carefully expand as appropriate, housing options** for different levels of affordability to allow a broad range of people to live in the neighborhood while reducing the potential that current residents will be displaced.

- **Recognize/reinforce and protect the edges of the West Side neighborhoods** through landscaping, street treatments, and signage, and compatible building massing, height and design on adjacent development.

Numbered circles reference the West Side/KY 9 Area Plan on page 101

- **Develop design guidelines for new development** and redevelopment in the residential neighborhood to ensure infill development is sensitive to the neighborhood's character in order to preserve its sense of place and long-term economic viability.
  - New development and redevelopment/renovation of existing structures should advance the goals of the historic district, and also maintain an eclectic, more economically diverse, and more artsy neighborhood. Infill development does not need to replicate historic structures; permit contemporary design that is compatible with the surrounding buildings.
  - Encourage property owners to rehab homes in historically sensitive manner, to ensure the projects are eligible for historic tax credits.
  - Continue to explore the possibility of creating a local historic district with associated design guidelines for the Buena Vista historic neighborhood.
  - Design guidelines need to be flexible and provide affordable options that help maintain housing diversity.
- **Continue to provide Pathways to Home Ownership program** to increase the percentage of homeowners and reduce the number of absentee landlords .
- **Create an identity for the neighborhood and new Innovation/Entertainment District.** Reinforce the identity through gateways, signs, public art.
  - Clearly designate and celebrate gateways at the north and south entrances along KY 9 as major entries into the new Innovation/ Entertainment District and the west side neighborhoods. Design attractive gateways that help brand the new district.
  - Continue to install public art, murals, etc. at strategic locations throughout the neighborhood and KY 9 corridor.
  - Enhance W 9th Street as the major entry from KY 9 to the West Side Neighborhood.

Entrance to Newport from southern end of KY 9. Google Earth image

Connections – Transportation and Utilities

- **Transform KY 8 into a multi-modal parkway.** Treat the length of KY 9, south of the 4th Street roundabout, as a "unified" Licking River Parkway that serves as an extension of the KY 8 "unified boulevard" from the east side of Newport along the Ohio riverfront development. 1
  - Develop a wide multi-modal path along the west side of the KY 9 corridor, which would be in addition to the narrow bike lanes already constructed in the roadway.
  - Provide wayfinding, public art, large tree planting, decorative lighting and other elements to create an iconic parkway.
- **Establish designated safe and suitable pedestrian and bike crossings across KY 9** at strategic locations to encourage and foster walking and biking, and connect the east side of KY 9 to the west side so that the workers and residents can easily access employment, recreation and social opportunities on both sides of the corridor. Crosswalks with flashing signals notify vehicles of the crossing and allow pedestrians and cyclists to safely cross. 2

Numbered circles reference the West Side/KY 9 Area Plan on page 101

- **Identify the preferred route from KY 9 to the 11th** street bridge. Work with KYTC to develop the route and provide appropriate signage. 3

- **Improve bridge connectivity across the Licking River**. A major connectivity need is to enhance the 11th Street and 4th Street bridges so they are suitable for walking and cycling. 4
  - Evaluate the potential to include a road diet of the 11th Street bridge that enables multi-modal access, improved pedestrian connections, and landscaping. Options will depend on current and anticipated traffic counts.
  - It is important to coordinate with the 4th Street Bridge replacement project so that improved pedestrian and bike facilities can be cost effectively incorporated into the design of the new bridge.

Road Diet - 4-Lane Option
Image Credit | Human Nature

Road Diet - 2-lane option

- **Provide pedestrian and bike connections between residential areas and local destinations**, as well as connections to regional trails and enhance the routes with appropriate amenities.
  - Create a connection between the West Side neighborhood and the General James Taylor Park south of the 4th Street Bridge, similar to the ramps along the Ohio River. 5

Connect the West Side to General James Taylor Park with ramps similar to along the Ohio River. Google Earth image.

- Other locations for local and regional connections include:
  - 9th Street – east/west connection to the CBD
  - Central Avenue – north/south connection to the riverfront
  - Connections to a new central gathering place

- **Adopt design standards and guidelines for connections** (trails, sidewalks, bike lanes) to ensure accessible, safe, attractive and environmentally friendly paths that entice more people to walk/bike.
- **Improve signage and wayfinding throughout the neighborhood**.
- **Ensure there is robust, reliable and affordable broadband internet service** available to the KY 9 corridor and the West Side neighborhoods in order to attract and retain new technology related development.

Healthy Environment | Healthy People - Environmental Stewardship and Healthy Community

- Continue to implement projects that reduce the amount of impervious surface, increase greenspace and increase the tree canopy in order to reduce the urban heat island effect. The effects of high summer temperatures can be deadly. Trees, green roofs, and vegetation can help reduce urban heat island effects by shading building surfaces, deflecting radiation from the sun, and releasing moisture into the atmosphere.
  - Continue to plant trees in the neighborhood to increase the tree canopy.
  - Continue to pursue depavement projects in the neighborhood to create more green space and reduce the amount of impervious surface.
  - Incorporate green infrastructure and other low-impact development techniques for all new development and redevelopment, with a specific focus on reducing impervious surfaces.
  - Encourage green roofs. Green roofs are an ideal heat island reduction strategy, providing both direct and ambient cooling effects. In addition, green roofs improve air quality by reducing the heat island effect and absorbing pollutants.
  - Develop a community garden program that turns vacant lots into community gardens. Community gardens are often most successful in denser urban areas where smaller lots make it difficult to have a garden.
  - Consider creating a local heat relief network consisting of air-conditioned community spaces that would be free and open daily during heat health emergencies.
- **Explore the opportunity to create a central gathering place** that is conveniently located and accessible in the area that is devoted to hosting local events. Creating a central gathering space (park/square/plaza) where residents can gather was the second highest priority for parks and recreation expressed in the community survey. (See also the CBD/Central Gathering Place Area) 1
  - Create strong neighborhood connections to the new public space.
  - For a central gathering place/park to be successful, it must be designed to satisfy a diverse range of users, be strategically located for optimal accessibility by residents, and have a strong design that makes it easy for users to perceive and navigate the space.

- The space should include a variety of smaller "places" within and/or around the edges to draw people to the space throughout the day and for a variety of reasons. Examples include seating areas, playground, outdoor cafes, vendor carts, fountains, etc.

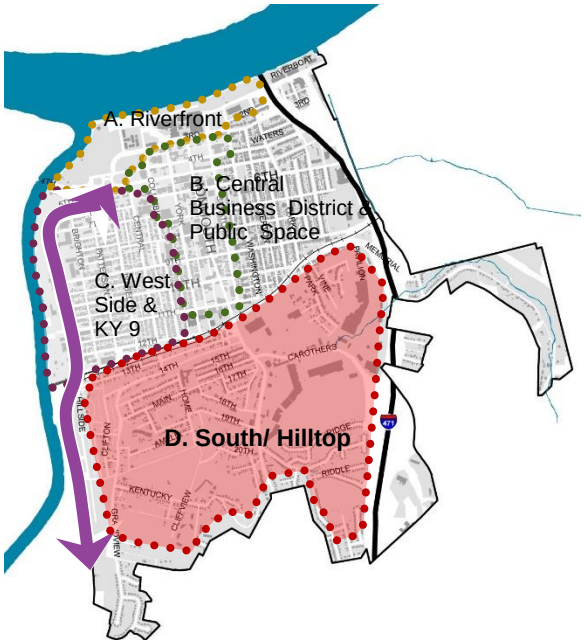
- Explore the opportunity to expand Bernadette Watkins Park to encompass the entire block. Continue to expand amenities in park to enhance the space as a neighborhood gathering place. 2
- Increase the recreational use of the Licking River.
  - Develop a recreation plan that identifies opportunities to improve access to the river, increase interest in river-oriented activities, and awareness of river-oriented trails. 3
  - Encourage redevelopment of the river access site south of the 11th St Bridge for recreational use.
- Implement the shoreline stabilization recommendations for the selected areas along the Ohio River and Licking River, in partnership with Southbank Partners and US Army Corp of Engineers. 4

Legend

- Bridge Improvements / Regional Connectivity
- Bike Corridor Opportunity
- Unified "Licking River Parkway"
- Unified "Boulevard"
- Gateway / Intersection Enhancements
- Innovation District
- Large-Scale Tech, Light Industrial Uses
- Small-Scale Mixed Use (Retail/ Residential/ Office/ Maker Space)
- National / Local Register Historic District (Existing & Proposed)
- Existing Parks
- Park Expansion/Opportunity Zone
- Shoreline Improvements
- Exisitng/ Proposed River Access
- Historic/Community Assets
- Red Bike Stations

D. South/Hilltop Area

The South/Hilltop area encompasses the Clifton, Cliffview and Cote Brillante neighborhoods, and the regional shopping center area along Carothers Road and US 27. Priorities for this area include managing new development so it is compatible with existing houses and existing topography, continued improvements to the shopping centers the surrounding streets.

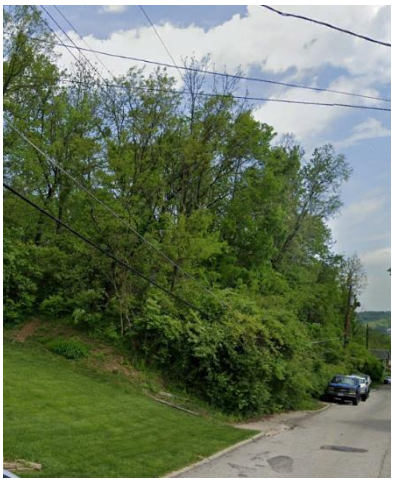


1. TODAY and how we got here.

OVERVIEW

The South/Hilltop area is generally the entire area south of the ridge along the railroad tracks. The southern portion of Newport, from the top of the ridge to the southern boundary of the city, developed in many years after the basin area primarily due to the severe topography in the area. The southern portion of Newport is less densely populated and is primarily residential with suburban scale commercial uses dominated by the Newport Shopping Center, the Newport Pavilion, and similar commercial uses along Monmouth Street.

The southern portion of Newport, including the ridge tops, is primarily residential and is a location where topography is a limiting factor for development. There are three neighborhoods: Cliffview, Clifton and Cote Brillante. The Cliffview area in the southernmost portion of Newport has a suburban character with single-family units on some of the largest lots in the city. This area is less dense due to the traditionally suburban subdivision layouts and the steep topography of the area. The Clifton neighborhood is a predominately single-family land use of smaller lots with a limited number of two family and multi-family structures. The Cote Brilliante area is also predominately single family with a cluster of two-family structures along Tenth Street. Cote Brilliante also contains a number of newer, high-end residential developments. The Wiedemann Hill and Estates at Wiedemann Mansion are both high-end residential developments with prices exceeding $2million.



Undeveloped hillside, Kentucky Dr

Wiedemann Hill, Watchpoint Ln

While there are some undeveloped lots in the southern portion of Newport, steep topography and soil conditions make development of these tracts difficult. Indeed, south and east of the railroad tracks, slopes range from 2 to 12 percent on the ridge tops and 35 percent or greater on the hillsides.

Steep hillside along Pavilion Parkway

As developable land becomes scare, pressure increases to find ways to tackle development on the more challenging sites, such as is found in the South Hilltop area. Many of the hills in Newport are too steep to handle development, though advances in modern engineering technologies may make it more doable. An adequate drainage system is necessary to prevent saturation of the soil. Additional precautions are necessary including the prohibition of fill placement on steep slopes, disturbance of the bottom portion of the toe of the slope, and the construction on fill areas near steep slopes. These measures make construction costly and do not guarantee elimination of the potential hazard to structures and residents but they are necessary to accomplish the city's goals for future development. While the less steep slopes (under 15 percent slope) are slightly better suited to development due to a reduced potential for landslides or erosion, generally, the most suitable land use for the hillsides are undeveloped uses, such as woodland, open space and recreation.

Carothers Drive

The upland ridge tops are, for the most part, better suited for development except in areas where soils exhibit a high shrink-swell potential, shallowness, and wetness. These restraints can be overcome by draining surface and ground water away from structures by building structures without basements and by backfilling around foundations with material that has low shrink-swell potential and good drainage characteristics. In some cases, the cost of these measures and continuing maintenance needs may make construction unfeasible.[1]

Area Strengths

- Views Cincinnati's skyline and neighboring communities from the Hilltop area.
- Access to I-471 at the east and south end of the area provides convenient regional access.
- Newport is participating in the US 27 Smart Corridor project. Planned improvements include a road diet that reduces the number of vehicle travel lanes to accommodate bike lanes and wider sidewalks in a more attractive, safe environment, traffic management strategies such as coordinated signals, district wide public WiFi, and electric vehicle charging stations.
- The Clifton, Cote Brilliante, and portions of Cliffview neighborhoods have traditionally had the highest number of owner occupied housing in the city.

[1] 2015 Newport Comprehensive Plan.

Key Factors/Issues/Challenges

- Changes in retail buying patterns, such as increased online shopping, and potential widespread use of autonomous vehicles could result in excessive off-street parking, which could provide opportunities for redevelopment.
- Protecting existing residents' views while balancing goals for expanded housing options requires clear guidelines for assessing impacts to existing viewsheds.
- Noise from industrial uses 'down the hill' can affect Hilltop residents' quality of life.

2. VISION

Vision Statement

The South/Hilltop area of Newport is known for its spectacular views of the Cincinnati skyline, wide variety of retail shopping options, neighborhoods with larger lots/lower density and significant areas of undeveloped natural areas. With increased development pressures to build more houses on the hillsides, the City of Newport will have the necessary development regulations and expertise to review proposed plans to minimize slope disturbance and long-term public infrastructure maintenance costs. Clustered development at densities that mirror those of the surrounding neighborhoods and/or that meet the requirements of the underlying zone are appropriate. Successful implementation of the US 27 Smart Corridor Plan will improve access to and through the area's destination retail center.

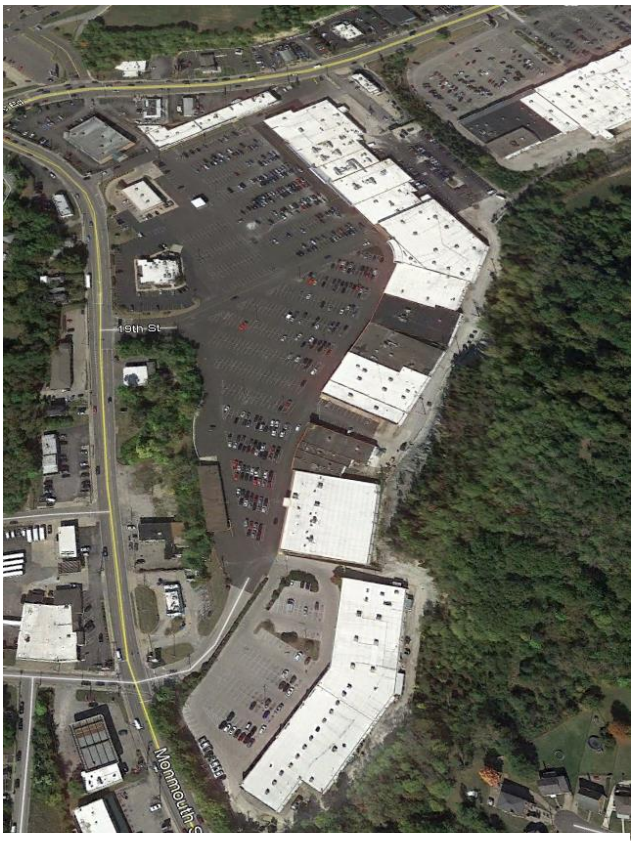
1. Strong Vibrant Neighborhoods:	•Housing supply •Land use compatibility
2. Meaningful Places:	•Provide gathering spaces, placemaking & public art
3. Economic Prosperity & Resilience:	•Newport as a regional destination
4. Transportation & Infrastructure:	•Improved multi-modal options •Connected pathways/trails •Smart corridor improvements
5. Natural Environment:	•Conserve open space and protect views •Ensure new development is designed to protect against environmental damage •Increase access to natural areas
6. Healthy Community:	•Enhance amenities and access to promote health and wellness

Strategies for Achieving the Vision

Development and Design – Vibrant Neighborhoods, Meaningful Places and Economic Prosperity

The Newport Shopping Center and Newport Pavilion are two major shopping areas in southern Newport that provide regional shopping opportunities to residents and the surrounding communities. The following strategies are specific to these areas as they continue to evolve.

- Encourage mixed use redevelopment of older shopping center area to respond to changing retail patterns and reduce pavement.
    - Establish contemporary redevelopment standards for the Shopping Center (SC) zoning district to ensure that any redevelopment within this area is able to adapt to potential major changes in vehicle use and shopping patterns.
    - Incorporate provisions that allow mixed-use development including residential, office, and commercial elements. Establish strong standards for design but incorporate into the SC district so any redevelopment will occur by-right as compared to the PUD option.
- Install gateway improvements.



Newport Shopping Center 2020

Connections – Transportation and Utilities

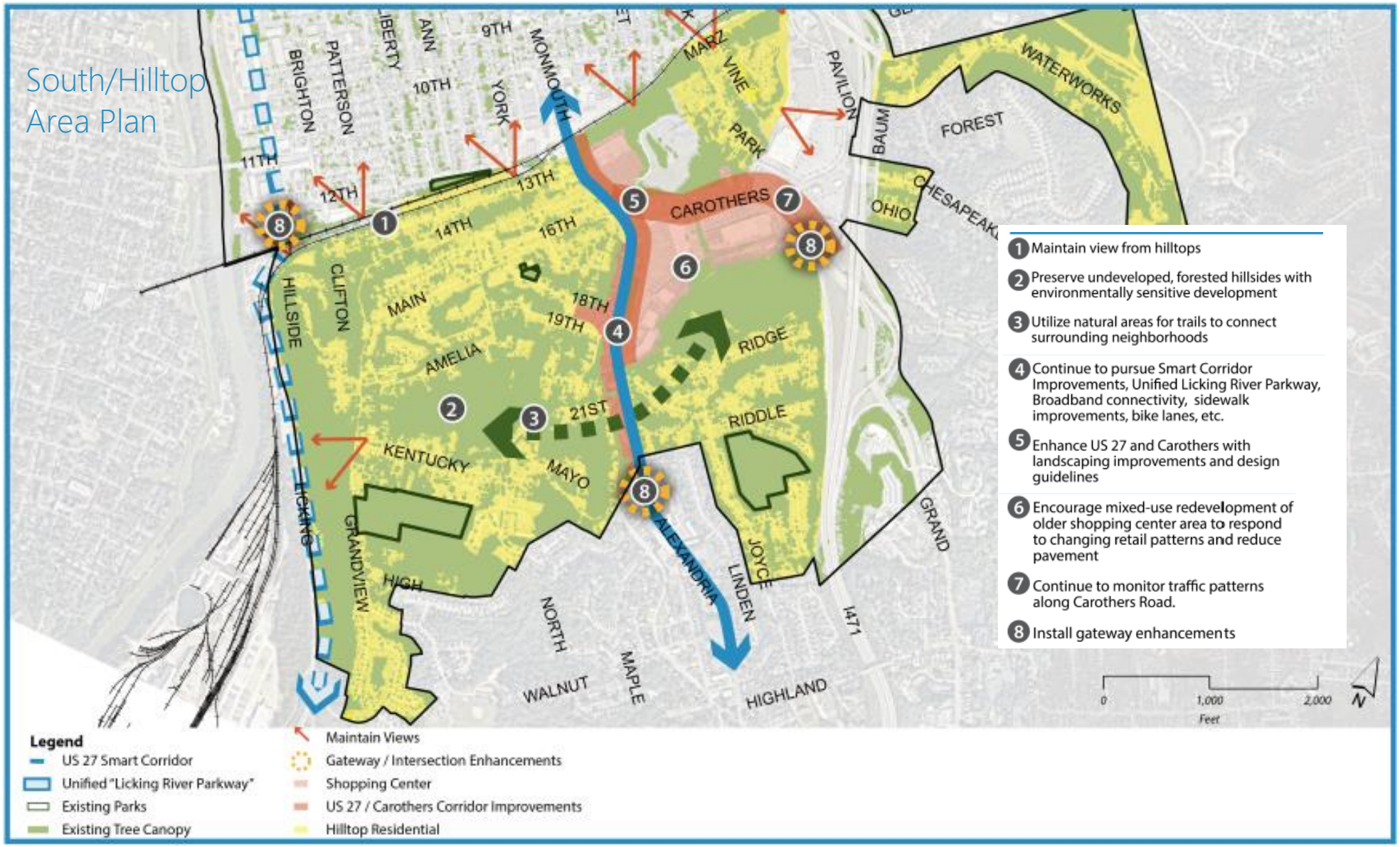
- Continue to implement access management plans as a method of easing traffic flow in the area. To the maximum extent feasible, encourage or require the consolidation of driveway access/curb cuts. Any improvements or consolidation of access points should attempt to incorporate streetscape improvements and plantings.
- Continue to pursue Smart Corridor Improvements, and other related projects. This includes improved Broadband connectivity, sidewalk improvements, bike lanes, etc.
- Enhance US 27 and Carothers with landscaping improvements and design guidelines. Strengthen landscaping requirements by adding landscaping standards in the zoning code. This will help provide a more pedestrian-friendly atmosphere in this area.
- Continue to monitor traffic patterns along Carothers Road.

Healthy Environment | Healthy People - Environmental Stewardship and Healthy Community

- Preserve undeveloped, forested hillsides with environmentally sensitive development
- Maintain views from the hilltops
- Utilize natural areas for trails to connect surrounding neighborhoods.
- Facilitate the development of the Unified Licking River Parkway

The South/Hilltop Area Plan, on page 107, illustrates where these strategies are applicable.

Numbered circles reference the South/Hilltop Area strategies summarized on pages 105 and 106 and indicate the general location where a specific strategy is applicable.



Section 5.
IMPLEMENTATION PLAN

It is intended that this Comprehensive Land Use Plan be used by the City, as well as property owners and developers, when deciding where, when and how to make investments in Newport. A viable implementation program is one that identifies action items to ensure that the recommendations in Sections 4 and 5 are acted upon. This Section consolidates the various action steps identified for the wide array of goals, objectives and strategies discussed in section 4. It includes action items that are the responsibility of the city either as the lead agency or in partnership with other entities.

Implementation Tools

This Comprehensive Plan is prepared with the understanding that the City is responsible for the overall health of our community. At the same time, there are multiple agencies/entities, such as Southbank Partners, KYTC, property owners and neighboring communities who play a role and have a vested interest in the future of Newport. As a result, achieving our goals requires a cooperative effort. In addition, it will take resources – funding from a variety of sources to carry out many of our strategies.

The following section highlights the variety of implementation tools available.

REGULATORY TOOLS: ZONING, SUBDIVISION REGULATIONS, DESIGN GUIDELINES

The City's land development ordinances, including the zoning ordinance, subdivision regulations, property maintenance codes, and design guidelines, are important tools the City has to implement the land use policies in the plan. These regulations and design guidelines ensure private property investment is in compliance with the City's land development goals.

During the course of this planning process, a number of potential zoning amendments (both text and map), updates to the subdivision regulations and expansion of the design guidelines were discussed. However, these recommendations need to be thoroughly reviewed and evaluated by the Newport Planning and Zoning Commission as part of a more extensive study. Furthermore, any amendments to the Newport Codified Ordinances are governed by the amendment procedures spelled out in the ordinances.

PUBLIC INFRASTRUCTURE IMPROVEMENTS

Newport, like all communities, has been built through both private and public investments. Our collective public infrastructure, including roads, bridges, sidewalks, bikeways, water and sewer lines, stormwater management and fiber, are essential building blocks of our community's framework, our neighborhoods and economy. Having modern, connected and reliable infrastructure is a critical element of plan implementation. This underscores the need to not only maintain the City's current infrastructure, but also to continue to make capital improvements by investing in upgrading, replacing and where needed, expanding infrastructure.

CITY DEPARTMENT WORK PLANS

This Comprehensive Plan includes key action steps that fall under the purview of various City departments. As such, city departments should use the Comprehensive Plan as a guide when developing their capital improvement plan, work plans and budgets. educational materials that could be provided to help property owners make wise decisions related to home improvements. In addition, coordinating across city departments can help reduce redundant tasks and save money. In particular, close coordination between the Recreation and General Services Departments is important so that wherever possible, improvements such as walking and biking facilities can be made at the same time as larger infrastructure investments.

PARTNERSHIPS

As noted throughout this Plan, collaborative partnerships between the City, other municipalities and agencies, non-profits and community groups is critical to plan implementation. While the City is responsible for a large share of the implementation strategies, there are a number of physical elements within the City that are owned/controlled by other public entities. Other partnerships are essential in addressing initiatives that extend beyond city limits, such as water quality and stormwater management, transportation planning and economic development.

In such cases, it is important to forge and maintain supportive partnerships with those who do have the control. In addition, with declining resources, it is becoming more important than ever to engage firms, institutions, and citizens in the work of government. The City already has a variety of partnerships that are critical for providing services to the residents.

In addition, partnering with the private sector is important in encouraging necessary redevelopment, which tends to be more expensive and complex than developing greenfield sites. According to the Urban Land Institute, public/private partnerships are “the most effective means to intervene in an uncertain market.” From an economic development perspective, partnerships share the financial risks between public and private entities. Research shows that communities that invest in strategic projects not only benefit in the long run from increased tax revenues from the specific development, but more importantly, strategic projects are a catalyst for more development, which leads to even higher tax revenues.

FUNDING

While all of the above implementation tools are important, nothing will be accomplished without the necessary resources. There are a number of funding sources, some of which are highlighted below, however, funding programs are known to change or be eliminated, so it is necessary to maintain ongoing research for funding opportunities.

PRIORITIZED ACTION STEPS

This plan identifies a number of strategies that can be taken to ensure Newport remains the desirable vibrant community we envision. Yet, we recognize that we cannot do everything at once. To this end, the Project Team with input from the public established a prioritized list of action steps that should be undertaken over the next 10+ years. This list is highlighted in Table __. We have also identified potential champions, partners and funding sources.

SUMMARY OF IMPLEMENTATION PLAN

1.	Development and Design
1.01	Zoning Code and Map: Update the Zoning Code and Zoning Map - evaluate and revise as needed, such as: • Create new Innovation/Entertainment District for KY 9 corridor • Update Districts permitted land uses (including "fringe" land uses and compatibility requirements) • Strengthen the hillside development standards/criteria for geotechnical, viewshed protection, etc. • Create "edge" / buffer treatment requirements between business and residential districts • Permit/promote low-impact development techniques, including green infrastructure • Update parking requirements (see also Parking Improvements) • Adopt parking garage design guidelines that address location, appearance, etc.
1.02	Update the Subdivision Regulations
1.03	Create public benefit requirements for projects that involve public/private partnerships; examples of items to consider include: • public connections to riverfront • public seating • pedestrian/bike amenities, • % of affordable units, etc.
	Update/expand design criteria and guidelines
1.04	• Review and update existing Historic District design guidelines
1.05	• Create general design criteria/guidelines for new construction/renovation in areas not already governed by Historic District guidelines
1.06	Prepare and maintain an inventory of properties and their characteristics (historic, vacant, available for development, etc.)
1.07	Strengthen and continue to enforce property maintenance code
1.08	• Continue systematic scheduling • Identify assistance when possible.
1.09	Continue/enhance business attraction and retention efforts; • Identify target markets, • Identify and assist with marketing underutilized properties to promote occupancy and infill development, especially redevelopment of the steel mill site. • Identify new ways to incentivize business location/finance development projects.
1.10	• Conduct regular sessions with developers
1.11	Continue Historic Preservation Program to promote renovation of historic structures, places, etc. • Encourage use of federal and state historic tax credits • Continue to promote incentives to encourage renovation of historic buildings
1.12	Investigate/expand ways to address housing affordability: • Investigate potential for expanding tax moratorium, homestead exemptions or other programs to
1.13	Strengthen/expand the Vacant Property Registration program - expand to include commercial properties
1.14	Create a parking management study, focused on the CBD; • Evaluate potential benefits of creating a parking district to holistically manage parking; • Estimate parking demand at buildout and • Identify improvements (coordinate code requirements)

2.	**Placemaking**
2.01	Create a branding scheme for gateways to the city and neighborhoods, prioritize locations
2.02	• Install gateway treatments in priority locations
2.03	• Create wayfinding plan
2.04	• Install wayfinding signs in priority locations directing traffic to attractions, districts, parking, etc.
2.05	Continue Tree Planting Program, identify areas appropriate for shade structures, etc to reduce urban heat island effect. • Identify Funding.
2.06	Install lighting and public art on underpasses along the riverfront
2.07	Create a community garden program
2.08	Continue to install public art in public locations
2.09	Continue to look for opportunities to conduct temporary low-cost events
3.	**Bike, Sidewalk and other Transportation Improvements**
3.01	Conduct a citywide traffic study to identify ways to improve vehicular, pedestrian and bike flow, including conversion of one-way streets in CBD to two-way, requiring deliveries to be to rear of buildings
3.02	Create a wide, bike-friendly trail along Riverboat Row
3.03	Create a walking trail along the top of the levee
3.04	Transform KY 8 (including 4th St Bridge) & KY 9 into a multi-modal boulevard
3.05	Install a wide sidewalk along Central Ave and over the levee to serve as a connection from KY 8 to the riverfront
3.06	Require riverfront developers to install public connections from KY 8/KY9 to the riverfront, including pedestrian and bike crossings
3.07	Enhance Columbia St as a major entry to Riverboat Row with signs, wider sidewalk, public art, camouflage for the utility building, etc.
3.08	Install sharrows, bike paths, bike lanes, etc to connect neighborhoods to each other, the riverfronts and regional trails. Priority locations include: Saratoga St (bicycle boulevard), 5th & 6th St east-west connector, and 4th St Bridge
3.09	Install levee trail access at Taylor Southgate & 4th St bridges
3.10	Designate the preferred route for KY 9 traffic to access the 11th St Bridge: • Install signage. • Add stop light at Route 9 and 11th Street.
3.11	Continue to work with TANK to improve transit service. Focus on underserved neighborhoods and areas of high ridership, including the Southbank Shuttle. • Work with TANK on improving locations and conditions of bus stops and bus stop equipment. • Promote Use of Smart Technologies for TANK stops along Monmouth and US 27
3.12	Continue to lobby for improvements to I-471 ramps at Dave Cowens
3.13	Research areas where "tactical urbanism" measures can be put in place, including street striping, colorful crosswalks, temporary bike lanes, and other traffic calming methods
4.	**Parks and Recreation**
4.01	Prepare a park inventory and park plan. Identify innovative ways to fund park improvements
4.02	Organize/conduct recreational activities/ events at the parks
4.03	Create a central gathering place in the area bounded by 6th St, Saratoga, 7th St, and Columbia
4.04	Upgrade Festival Park based on Masterplan recommendations
4.05	Continue to maintain and improve existing parks and greenspaces
4.06	• Make park improvements to General Taylor Park

4.07	• Expand Bernadette Watkins Park
4.08	• Make park improvements to Buena Vista Park, including expanded maintenance
4.09	Develop a water access/recreation plan for the riverfronts; coordinated with the Jacob Spears River Trail Initiative
4.10	Create a trail system in the South/ Hilltop neighborhoods
4.10	Create additional greenspace (depaving efforts) to address urban heat island effect in areas with more impervious surface
5.	**Public Utility Infrastructure Improvements**
5.01	Install shoreline stabilization improvements
5.02	Continue Smart Corridor Improvements along US 27 and Monmouth Street
5.03	Develop and implement policy on installation of adequate conduit as part of all roadway improvements and new development projects
5.04	Work with Campbell County on installation of citywide Broadband, funded by ARPA.
5.05	Continue to upgrade water, wastewater and storm utilities
5.06	Research and apply for grants that assist citizens with utility costs
6.	**City Government**
6.01	Continue to collaborate with Campbell Co and adjacent cities on mutual response, joint services, purchases, other opportunities
6.02	Continue to develop/enhance community-oriented policing practices
6.03	Improve access and search functions for City Ordinances posted online
6.04	Update the City's website

IMPLEMENTATION MATRIX

Action Step		Timeframe	Staff time	Code /guideline updates	Capital Imprv't/ Budget	River-front	CBD	West Side/ KY 9	South Hilltop	Lead Coordinator	Potential champion/partner
1.	**Development and Design**										
1.01	Update the Zoning Code and Zoning Map		H	x	$	x	x	x	x	City (Planning)	Planning Commission
1.02	Update the Subdivision Regulations		H	x	$	x	x	x	x	City (Planning)	Planning Commission
1.03	Create public benefit requirements for projects that involve public/private partnerships		M	x		x	x	x	x	City (Admin)	
1.04	Review and update existing Historic District design guidelines		H	x	$	x	x	x		City (Planning)	Planning Commission, Design Review Board, Historic Preservation Commission
1.05	Create general design criteria/guidelines for new construction/renovation		H	x	$	x	x	x	x	City (Planning)	Planning Commission, Design Review Board
1.06	Prepare and maintain an inventory of properties and their characteristics		H			x	x	x	x	City (Planning)	
1.07	Strengthen property maintenance code		M	x	$	x	x	x	x	City (Code Enforcement)	Property Task Force
1.08	Continue systematic enforcement of property maintenance code scheduling		M			x	x	x	x	City (Code Enforcement)	Property Task Force
1.09	Continue/enhance business attraction and retention efforts		H		$	x	x	x	x	City (Ec Development)	Business Liaison, Tri-Ed, Port Authority, Southbank Partners, KEDC
1.10	Conduct regular sessions with developers		L			x	x	x		City (Ec Development)	
1.11	Continue Historic Preservation Program: promote renovation of historic structures, places, etc.		M				x	x		City (Historic Preservation)	
1.12	Expand housing affordability programs		M		$	x	x	x	x	City (Planning)	Neighborhood Foundations, Campbell Co Housing Department
1.13	Strengthen/expand the Vacant Property Registration program		M	x		x	x	x	x	City (Code Enforcement)	City (Planning)
1.14	Conduct a parking management study focused on the CBD		H		$	x	x			City (Planning)	
2.	**Placemaking**										
2.01	Create a Branding Plan for gateways to the city and neighborhoods		M		$	x	x	x	x	City (Planning)	
2.02	Install gateway treatments in priority locations		H		$$	x	x	x	x	City (Planning)	
2.03	Create wayfinding plan		M		$	x	x	x	x	City (Planning)	
2.04	Install wayfinding signs in priority locations		M		$	x	x	x	x	City (Planning)	
2.05	Continue Tree Planting Program, identify Funding.		M		$$	x		x		City (Arborist)	City (Public Works), Neighborhood Groups
2.06	Install lighting and public art on underpasses along the riverfront		H		$$	x				City (Public Works)	
2.07	Create a community garden program		H		$	x	x	x	x	City Staff	Neighborhood groups
2.08	Continue to install public art in public locations		M		$	x	x	x	x	City Staff	Public Art Committee

Timeframe:
Ongoing: continuously looking for ongoing opportunities to implement
Immediate: Begin right away, completed within 12 months
Short Term: completed within 2-5 years
Long Term: completed within 6-10 years

Action Step		Timeframe	Staff time	Code /guideline updates	Capital Imprv't/ Budget	River-front	CBD	West Side/ KY 9	South Hilltop	Lead Coordinator	Potential champion/partner
2.09	Plan and conduct temporary low-cost events		H		$	x	x	x	x	City Staff	ReNewport, Neighborhood Groups
3.	**Bike, Sidewalk & other Transportation Improvements**										
3.01	Conduct a citywide traffic study		H		$$$		x			City (Public Works)	OKI
3.02	Construct a wide, bike-friendly trail along Riverboat Row		M		$$$	x				City (Public Works)	Tri State Trails, Southbank, OKI
3.03	Construct a walking trail along the top of the levee		L		?	x				City (Public Works)	Tri State Trails, Southbank
3.04	Transform KY 8 (including 4th St Bridge) & KY 9 into a multi-modal boulevard		L		$$$	x		x		KYTC	Legislators, Tri State Trails / Southbank
3.05	Install a wide sidewalk along Central Ave and over the levee from KY 8 to the riverfront		H		$$$	x		x		City (Public Works)	Tri State Trails, Southbank
3.06	Require riverfront developers to install public pedestrian and bike crossings connections from KY 8/KY9 to the riverfront		L	x		x		x		City (Public Works)	City (Planning), Planning Commission
3.07	Enhance Columbia St as a major entry to Riverboat Row		H		$$$	x				City (Public Works)	Tri State Trails, Southbank
3.08	Install sharrows, bike paths, bike lanes, etc connections in priority locations: Saratoga St (bicycle boulevard), 5th & 6th St east-west connector, and 4th St Bridge		H		$$$	x	x	x	x	KYTC	Tri State Trails / Southbank / TANK / Red Bike
3.09	Install levee trail access at Taylor Southgate & 4th St bridges		?		$$$	x		x		KYTC	City Staff
3.10	Establish preferred route for KY 9 traffic to access the 11th St Bridge and install necessary traffic controls		M		$$$			x		KYTC	City Staff
3.11	Improve transit service and rider amenities in priority locations		M		$$$	x	x	x	x	TANK	City Staff
3.12	Continue to lobby for improvements to I-471 ramps at Dave Cowens		L			x				KYTC	City Commissioners
3.13	Research areas where "tactical urbanism" measures can be put in place		H	x	$		x	x		City (Planning)	ReNewport, Neighborhood Groups, City Staff
4.	**Parks and Recreation**										
4.01	Prepare a park inventory, park improvement and park funding plan.		H		$$	x	x	x	x	City (Planning)	City (Community Services)
4.02	Organize/conduct recreational activities/ events at City parks		L			x	x	x	x	City (Comm Services)	Neighborhood Groups
4.03	Create a central gathering place in the area bounded by 6th St, Saratoga, 7th St, and Columbia		H		$$$		x			City (Planning)	City (Community Services), Property Owners, Neighborhood Groups
4.04	Upgrade Festival Park based on Masterplan recommendations		H		$$$	x				City (Planning)	City (Community Services), OKI, DLG, USACE, Ad Hoc Committee
4.05	Continue to maintain and improve existing parks and greenspaces		H		$$	x		x	x	City (Comm Services)	Neighborhood groups
4.06	Make major park improvements to General Taylor Park		H		$$$	x				City (Comm Services)	OKI, DLG, USACE, Ad Hoc Committee, Corporex
4.07	Expand Bernadette Watkins Park		?		$$$			x		City (Comm Services)	ReNewport
4.08	Make major park improvements to Buena Vista Park, including expanded maintenance		M		$$					City (Comm Services)	Neighborhood Groups, ReNewport
4.09	Develop a water access/recreation plan for the riverfronts; coordinated with the Jacob Spears River Trail Initiative		M		$$$	x				City (Comm Services)	City (Planning), Southbank Partners

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Action Step		Timeframe	Staff time	Code /guideline updates	Capital Imprv't/ Budget	River-front	CBD	West Side/ KY 9	South Hilltop	Lead Coordinator	Potential champion/partner
4.10	Create a trail system in the South/ Hilltop neighborhoods		H		$$$				x	City (Comm Services)	Neighborhoods, Tri State Trails
4.11	Create additional greenspace (depaving efforts) to address urban heat island effect		H		$$$	x	x	x	x	City (Arborist)	
5.	**Public Utility Infrastructure Improvements**										
5.01	Install shoreline stabilization improvements		?		?	x		x		City (Floodplain Coordinator)	USACE, Southbank
5.02	Continue Smart Corridor Improvements along US 27 and Monmouth Street		H		$$$				x	City (Public Works)	Smart Corridor Committee
5.03	Develop and implement policy on installation of adequate conduit as part of all roadway improvements and new development projects		M		$$$	x	x	x	x	City (Public Works)	
5.04	Install citywide Broadband (funded by ARPA)		M			x	x	x	x	City (Public Works)	Cincinnati Bell, Fiscal Court, Campbell County
5.05	Continue to upgrade water, wastewater and storm utilities		L			x	x	x	x	SD 1, NKY Water	
5.06	Research and apply for grants that assist citizens with utility costs		L			x	x	x	x	City (Planning)	ReNewport
6.	**City Government**										
6.01	Continue to collaborate on mutual response, joint services, purchases, other opportunities		L							City (Administration)	Southgate, Woodlawn, Campbell Co, etc.
6.02	Continue to develop/enhance community-oriented policing practices		H							City (Police)	
6.03	Improve access and search functions for City Ordinances posted online		M							City (Administration)	
6.04	Update the City's website		H		$$					City (Administration)	

Ad Hoc Committee
Business Liaison
Campbell Co
Campbell Co (Fiscal Court)
Cincinnati Bell
City (Administration)
City (Arborist)
City (Code Enforcement)
City (Community Services)
City (Economic Development)
City (Floodplain Coordinator)
City (Historic Preservation)
City (Planning)
City (Police)
City (Public Works)
City (Recreation)
Corporex
Design Review Board
DLG – KY Department for Local Government
Historic Preservation Commission
KEDC - Kentucky Educational Development Corp
KYTC - Kentucky Transportation Cabinet
Legislators – Kentucky State Legislators
Neighborhood Foundations (Newport Housing Authority)
Neighborhood Groups
NKY Water Northern Kentucky Water District
OKI Ohio Kentucky Indiana Council of Governments
Planning Commission
Port Authority - Northern Kentucky Port Authority
Property Owners
Property Task Force
Public Art Committee
Red Bike
ReNewport
SD 1 - Northern Kentucky Sanitation District No. 1
Smart Corridor Committee
Southbank Partners
Southgate City
TANK - Transit Authority of Northern Kentucky
Tri State Trails
Tri-Ed – Northern Kentucky Economic Development
USACE - United States Army Corps of Engineers
Woodlawn City

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