Proposed revision to the Draft 2020 City Plan

One new paragraph has been added to Appendix B: Current Land Use

(Change shown in red),

Two new maps have been added.

B7 Conservation Priorities Map

B8 Forest Block Map

These are the only changes proposed to the Draft revised City Plan

APPENDIX B: CURRENT LAND USE

The City of Newport is one of Vermont's smallest communities in terms of geographic area. However, the population density is one of the heaviest in the state. As such, planning for growth must include both anticipated and desired future development on the remaining open land within the city's boundaries and redevelopment of older existing neighborhoods.

The City has very substantial amounts of public land when compared to surrounding communities (or almost any other community of similar size, whether based on acreage or population). Those areas include much of the downtown waterfront to the north of Main Street, Gardner Park, Prouty Beach, the South Bay fishing access on Coventry Street and the portions of the former Scott farm that will be open for public uses. Due to the large amounts of public land and other tax-exempt property located within the City, the areas available for development or redevelopment are limited.

Downtown Newport is concentrated from East Main Street along the Causeway, Main Street to School and Third Streets, and along Coventry and Second Streets with a scattering of professional buildings within the core of the city. Higher density residential areas surround the downtown business district, with general residential in outlying areas.

The area along East Main Street to the Derby town line continues to reflect the trend established over the last decade of conversion of residential structures to professional offices and commercial uses.

The City has few privately owned parcels of land suitable for development that remain undeveloped. One area includes portions of the former Prouty and Miller property near the I-91 interchange. Portions of that parcel that have the highest visibility have been developed and include several professional and commercial uses. In time, Crawford Road and Schuler Road, both of which border the property and surrounding area, but are located primarily in the Town of Derby may become paved arteries capable of carrying some of the traffic that might otherwise congest the Route 5 corridor between Newport and Derby. Both roads now serve as shortcuts or bypasses for those persons with "local knowledge." Proximity to the I-91 interchange makes this a logical spot to encourage new retail, office and living quarters to accommodate population growth and for the City's goal of becoming a destination point for tourism and events.

One of the most significant undeveloped areas in terms of acreage is the former Palin farm on US Route 5. A significant portion has been re-zoned for commercial use. A connector road between this area and existing and planned development to the east in Derby would assist in reducing Route 5 traffic. Shoppers and others would be able to enter this area once and stay off Route 5 rather than making multiple entries and re-entries. The remaining portion of that parcel affords significant potential for housing.

There is also a parcel of land located to the north and west of the former Bogner complex that may be suited to residential development. That area has been considered for such development in recent years.

The vacant land on the south side of Main Street between Second and Central Streets has significant potential for redevelopment in a manner that enhances the City's tax base. In addition to the usual predicates to development that include economic viability, permitting and availability of financing, timing of any such activity on the Main Street parcel is dependent on decisions yet to be made by the federal receivership that, as of this writing, controls the property.

The Billings Point area to the west of South Bay and north of Airport Road may be suitable for infrastructure development that would enhance recreation opportunities for residents and visitors alike. South Bay is known for its relatively calm and sheltered waters as compared to the main body of Lake Memphremagog. As such, it is a popular destination for kayaking and canoeing. South Bay also serves as a point of access to the Black and Barton Rivers for those activities. The bay has potential to be used by scullers and other forms of rowing as well. Presently, the only direct access to South Bay is either by water or from the state fishing access on Coventry Street. The State of Vermont position regarding the fishing access is that its use is limited to fishermen.

Due to its acquisition by the Vermont Land Trust, the former Scott farm on the Bluffs no longer has potential for development for residential or any other use requiring construction of improvements or installation of utilities. However, the Land Trust is cognizant of the fact that the property has the potential to add significant value to the community with regard to recreation and education. A cooperative arrangement with Memphremagog Ski Touring has already resulted in the establishment of trails for winter cross-country skiing and snowshoeing. Plans are well underway to establish a path for summer use by cyclists and pedestrians that will link the downtown and Prouty Beach to the Bluffs neighborhoods, the hospital and the recreation path that extends from Prouty Drive to the Canadian border. That path will include a bridge across Scotts' Cove in the approximate location of a bridge built in the early 1800s. The goal is to complete construction of the bridge during the summer of 2020. In addition, the Land Trust has encouraged use of the property by North Country Union High School for practical teaching activities that complement its curriculum and are consistent with the Land Trust's mission. The Land Trust has relocated its regional office from St. Johnsbury to an existing building on the property. It is also evaluating potential uses for the barn and agricultural lands that comprise part of the property. Any such uses will be consistent with the overall mission of the Land Trust to preserve agricultural and forest land.

Those areas in Newport City that are identified by the Vermont Department of Fish and Wildlife as "Highest Priority" forest blocks include areas in the southwest of the municipality and the northeast adjacent to Lake Memphremagog (see Forest Block Map.) The Department of Fish and Wildlife also

identifies areas important for wildlife connectivity (see Conservation Priorities Map). While much of the area identified as priority forest blocks and connectivity blocks are protected from future development due to easements held by the State or Vermont Land Trust, protection of forest blocks and riparian wildlife connectivity blocks outside these protected areas can be achieved through careful development that avoids fragmentation of these areas where possible.

With on-site septic systems regulated by the State of Vermont, making sure that the City's sewer capacity is adequate and kept up to date with regard to standards for both commercial and residential use is of utmost importance. Installing sewer lines along some of the major streets not presently served by sewer may become necessary to facilitate development. Finishing the line to the end of Glen Road may act as a catalyst for the last undeveloped parcel at the City limits.

Newport Country Club straddles the Newport City-Derby border off Mount Vernon Street. The driving range is in Newport and has a new building erected on the site. A popular recreational attraction for the area, Newport Country Club continues to improve its facilities and plays a role in the attraction of tourists to the area.

Gardner Park has recreational fields for soccer, softball and baseball at all levels. Playing host to various tournaments throughout the summer, Gardner Park could play a significant role in filling hotels. Picnic facilities and a skate park used in both winter and summer are also used frequently. Planning is well underway for construction of significant improvements and upgrades at the park, including pedestrian paths and a splash park. The city has been fortunate in obtaining grants that are expected to defray much of the cost involved. Other recreational fields are located at North Country Union High School and adjacent to Prouty Beach, a municipally owned campground and public beach.

Industrial development continues to be a goal of the city. Locations such as the aforementioned Prouty and Miller site are suitable for development. The industrial parks on Route 5 and Lakemont Street provide parcels of land for such growth. The former Bogner property and the former Vermont Teddy Bear Factory off the Lake Road are other possible expansion sites. The Public Health area has continued to see growth.

Union Street north of the Bluff Road continues to be an area of industrial and commercial development. The city's only heavy industry, Columbia Forest Products, a veneer mill, is located in this area. Other uses in the area include the city garage, the Newport Ambulance facility, a number of health care facilities, repair shops, the National Guard Armory, a printing company, a photography studio and other businesses. Adjacent to this area is the North Country Union High School campus and the attached North Country Career Center which provide skills for a divergent workforce.

Identification of major traffic arteries is important in planning future growth. The heavily traveled

streets will need extra attention with respect to infrastructure. On the east side, these streets are Bluff Road, Union Street, Prouty Drive, Sias Avenue, Indian Point Street, Elm Street, East Main Street, Western Avenue, Clyde/Hill Streets, Mount Vernon Street, Glen Road, the Causeway and the I91 access road. Although located primarily in Derby, Crawford Farm Road could be included in this group. On the west side, the heavily traveled streets are: Main Street, Coventry Street, Third Street, Pleasant Street, Highland Avenue, West Main Street, Prospect Street, Lake Road and Airport Road.

Attention to traffic flow is also important as residential development planned for the city progresses. Residential development will add to the tax rolls but will also increase demand for municipal services such as water and sewer. In the near term, the development that continues in the areas of Estates Drive and the Jackson Street neighborhood will provide additional middle income homes. Municipal water and sewer hookups are already available in those areas. In the past, there were proposals for senior housing on modestly sized lots to the north and west of the Bogner site. The KingdomCome/KingdomGo lands that border the Newport Country Club are also slated for development. This is a long term project that has been permitted for residential development. The Mount Vernon Estates condominium development also adjoins the Country Club and has the potential for addition of several multi-unit buildings.

Existing residential development is concentrated in several residential areas. The west side from Farrant Street toward the city center and from Memphremagog Views to the South Bay contains heavy density mostly older housing. The topography in that section of the city does not lend itself to large flat lots. The East Side contains several distinct neighborhoods. From Union Street's intersection with Indian Point Street, to Elm Street, to Sias Avenue, to Western Avenue and along East Main Street and its abutting streets, are mostly older homes. A similar neighborhood exists along Glen Road, Mount Vernon Street and the Clyde/Hill Street section. General residential neighborhoods include "The Bluffs" which also contain the streets that intersect with Bluff Road. This is an area with newer homes and larger lots with relatively flat topography. A few remaining summer camps exist along the lakeshore near the end of Bluff Road. However, many of the older lakefront seasonal camps have been replaced with homes capable of year-round occupancy. From Elm Street to the Derby town line along Sias Avenue and its side streets, including the Jackson Street development, is the other distinct neighborhood on the east side. Newer homes and larger lots prevail in this area which also contains Newport Elementary School.

Non-residential occupancy tends to gravitate toward the older neighborhoods, where many older homes have been subdivided into apartments. There are a few older apartment buildings near the downtown with three or more stories. From 2002-2006, a rapid acceleration in property values seemed to have spurred renewed interest in many of these older apartment buildings. Many of the building owners renovated and improved the looks of these homes on both the inside and outside. As a result, the appearance of the older neighborhoods has improved in recent years. In addition, Rural Edge (formerly Gilman Housing Trust) has acquired and substantially renovated several multifamily buildings and constructed several new buildings just off Main Street. Manu of the housing units in those buildings

are subsidized as affordable housing and all of which are in significantly improved condition as compared to their status prior to purchase by Rural Edge. Other significant multi-family housing development in recent years includes the redevelopment of the former Slalom Skiwear building on Highland Avenue into approximately twenty-five apartments and construction of a new multifamily building in the same neighborhood. Another new multifamily building is proposed for the same neighborhood.

The downtown area and development of the waterfront is addressed in APPENDIX R: DESIGNATED DOWNTOWN. New hotel and commercial development in that area would frame the waterfront and provide a real attraction for visitors.

Map B1 shows large tracts of undeveloped land in the city. Area 1 borders South Bay, Airport Road and Coventry Street. Area 2 is along Glen Road. Area 3 is the former Scott Farm. Area 4 is the Clyde River valley bordered by Crawford Farm Road and Route 5. The Palin Farm is across the road from Area 4. Area 5 is the land near the former Bogner facility.

Map B2 denotes the TIF (Tax Increment Finance) districts approved by the City Council in June 1997. Bringing improvements to these properties should help usher in commercial and industrial development. The areas include all land in the city that has potential for future industrial or commercial development.

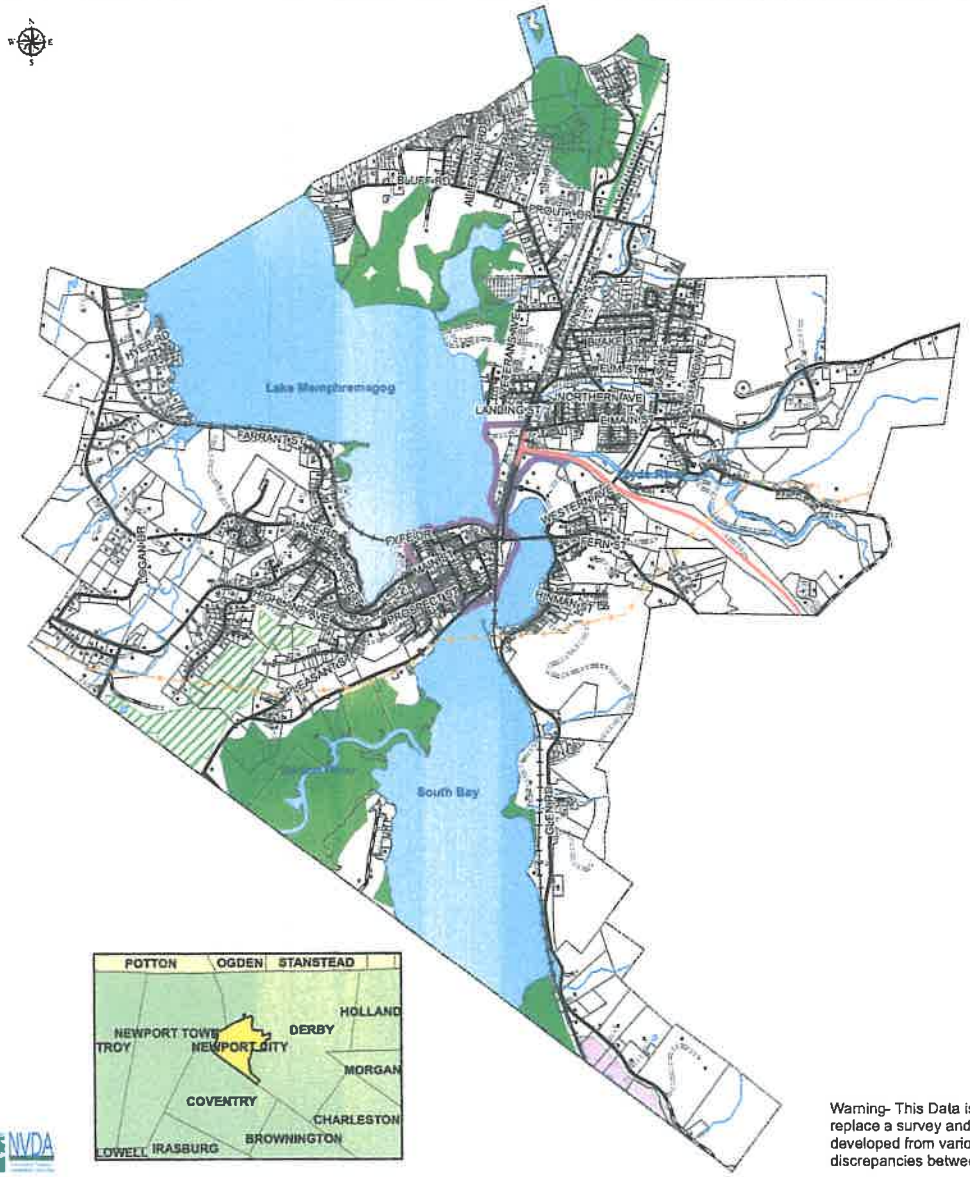
Map B3 shows land use cover in the City of Newport. Undeveloped land is divided into forest, agricultural, transitional (overgrown fields) and wetlands. Developed land contains structures, yards and other forms of human development.

Map B7 – Conservation Priorities Map depicts those areas with the highest priority for wildlife habitat.

Map B8 – Forest Block Map depicts those areas of highest Priority Interior Forest Blocks.

Newport City, VT
Forest Block Map

01/24/2020



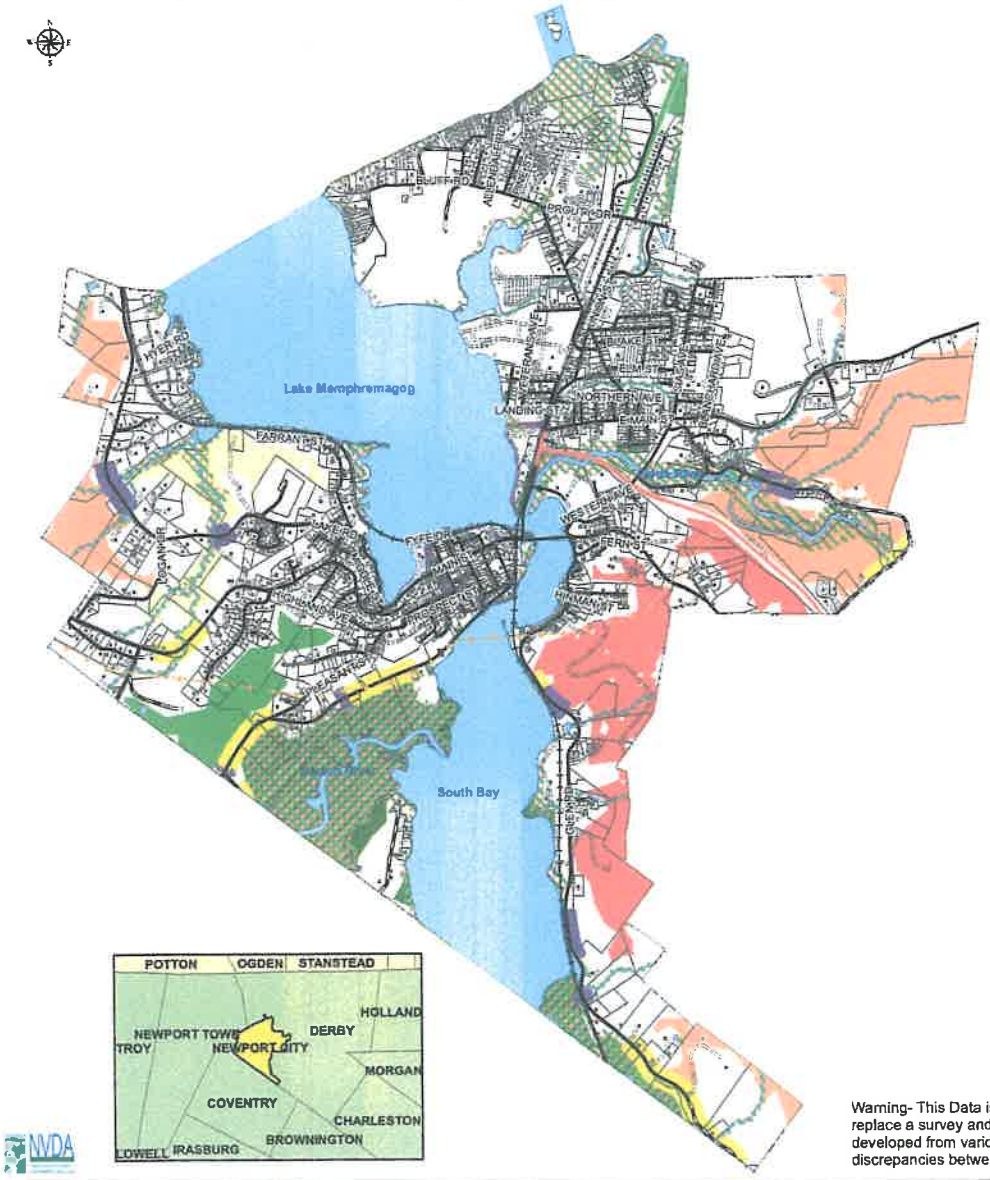
- Buildings
- Major Electric Transmission Line
- US & State Highways
- Paved Town Road
- Unpaved Town Road
- Private Road
- Streams
- Railroad Tracks
- Rail Trail
- Designated Downtown Boundary
- Town Boundary
- Lakes, Ponds & Rivers
- Parcel Boundaries - 2016
- Municipal Forest
- State Conserved Lands
- Highest Priority Connectivity Blocks
- Priority Connectivity Blocks
- Highest Priority Interior Forest Blocks
- Priority Interior Forest Blocks

0 1 Miles

Warning- This Data is for planning purposes only and does not replace a survey and/or engineering study. Because this map is developed from various scale sources, there may be some discrepancies between data layers.

Newport City, VT
BT Conservation Priorities Map

01/24/2020



- Buildings
- Major Electric Transmission Line
- US & State Highways
- Paved Town Road
- Unpaved Town Road
- Private Road
- Streams
- Railroad Tracks
- Rail Trail
- Lakes, Ponds & Rivers
- Parcel Boundaries - 2016

Wildlife Road Crossings Score (worst to best)

- 3
- 4
- Riparian Wildlife Connectivity
- Rare Species
- Uncommon Species
- Rare Natural Communities
- Uncommon Natural Communities
- Mast Stands
- Deer Wintering Areas

Habitat Blocks Priority Rank

- 2
- 3
- 4
- 5
- 6
- 7
- Designated Downtown Boundary
- Town Boundary
- Municipal Forest
- State Conserved Lands

0 — 1 Miles

Warning- This Data is for planning purposes only and does not replace a survey and/or engineering study. Because this map is developed from various scale sources, there may be some discrepancies between data layers.