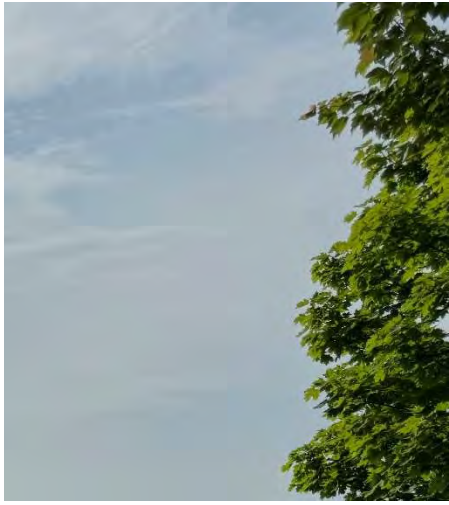

Newport City Master Plan Update

Newport City, VT

12/16/2024

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1

Introduction

Newport City, VT, with a population just over 4,500 people and the only city in Orleans County, holds a critical place as an economic, civic, and cultural center for the Northeast Kingdom. The City is approximately 7.6 square miles, six of which is land, the rest of which is water, including four rivers and Lake Memphremagog. Though downtown remains a hub of employment, services, community, and commerce, it has struggled with disinvestment and reduced numbers of people living, shopping, and working downtown, a trend exacerbated by the strains and disruptions that occurred during the COVID-19 pandemic. Newport has undertaken previous, rigorous, community-led planning initiatives to address the needs of downtown, which form a foundation on which this report is built on. The Master Plan Update is a product of collaboration and motivation on the part of City leaders, Newport Downtown Development, and committed residents.

Goals of the Plan

The objectives of this Master Plan Update are to explore specific questions of economic change and viability to help spur implementation and downtown investment. A guiding assumption of the Plan's inquiry is that private and public investment are complementary, and that public/private coordination can be the catalyst needed to spur development and economic activity. The Plan explores conceptual development scenarios for a series of priority development sites, as well as the housing needs to support a local workforce and an active downtown population, key transportation linkages, and infrastructure needs. A central policy goal of this effort is to foster new housing creation downtown, with an emphasis on a healthy mix of market rate and workforce housing creation. Also noted are several areas that, though not the focus of conceptual development scenarios, will be important as sites for future growth or even transformation, including East Main Street, 450 Main Street, Western Avenue, Clermont Terrace, and the Northeast Kingdom International Airport. In addition to the investigation of sites and the physical context needed to support growth, the Plan identifies potential funding sources and financing tools to help realize change. An analysis of the uses that promise the highest return on investment for the community are included in this study in Section 4 to inform economic development decisions and a future TIF application. The components of this plan are presented as tools to help facilitate change, large and small, that can be transformative for the downtown.

Putting the Plan to Work

The scenarios presented in this Master Plan Update are intended to show what is possible in Newport's downtown, but also are ultimately intended to shape outcomes, policy decisions, and targeted investments. Embedded in each site concept are ideas about urban design, vibrant downtowns, community goals, and market feasibility. It is a plan that is meant to be acted on and realized, but it is not a static or simple prescription for Newport's future. New development, almost always the result of both public and private actions, will be influenced by changing market conditions, investor objectives, and even community goals in the time it will take to see meaningful physical changes come to fruition.

Certain core principles inform this work, including that downtown can and should do more in terms of people living, visiting, and working there, and in terms of the quantity and richness of local businesses and cultural and recreational opportunities. Certain types of land uses and businesses are essential to this vision – core services, such as pharmacies, grocery stores, and other venues where people work, shop, and play are necessary for a healthy downtown and should be actively recruited or fostered. For many of the sites, rather than specific uses or tenants being labelled, first floors of various new buildings are identified as active uses and building designs, allowing the community and the local economy to fill these spaces as needed, but with an emphasis on the need for activities that draw people downtown. Parking is always envisioned as recessed and not dominating the frontage of buildings or the experience of downtown streets, particularly Main Street, and the possibility for shared or reduced off-street parking is suggested wherever practicable to allow for valuable downtown physical space to be devoted to people. The specificity of the conceptual site designs is intended to illustrate desired and possible outcomes, but not bind any one site to an overly prescriptive plan – the ultimate size and configuration of new housing

units could change the total final number created, a demand for more commercial space on one site may shift the ultimate program on another, and the build-out scenarios of the Plan are intended to accommodate some of these unforeseen details of implementation. This plan is intended to be specific enough to help spur action and help realize a vision – whether informing economic development decisions, code changes, funding opportunities, or new applications for development.

Imagining transformed private and public spaces invariably means removing something – whether a building or the look of a street or a business - that is already there, and yet this Plan was written cognizant that there's no part of the downtown that doesn't bring some value to the community as it is. The City of Newport and their partners in Newport Downtown Development are committed to an economic development strategy that partners with existing businesses to include them in the process of redevelopment and relocating wherever possible.

The Master Plan Update builds upon the vision and recommendations of the 2018 Waterfront and Downtown Master Plan, completed by VHB. Though the Waterfront and Downtown Master Plan has some overlap with the concepts and recommendations below, such as in its discussion of redevelopment potential downtown, it's areas of focus that most complement the conceptual plans and policies addressed herein concerns public realm improvements - the creation of new or enhanced public spaces, streetscape improvements, intersection redesigns, connections to the waterfront and investments in waterfront infrastructure, for instance. This Plan builds upon the 2018 work and is informed by the assumption that the components of the public realm - whether intersections or sidewalks or wastewater or parks - are the critical connecting elements that knit the downtown together. Potential public infrastructure or community investments include foundation pilings on the waterfront, brownfield remediation, public parking, street and intersection redesigns, wastewater and water infrastructure, streetscape improvements and a public recreation facility. The resources needed to maintain or improve that public realm likely can't be met through local capital investments alone, and strategic private investments, as well as other funding tools, whether grants or financing tools like Tax Increment Financing, are critical to advancing this Plan. In addition to funding sources, regulatory tools such as code changes and design guidelines to guide the scale and aesthetics of downtown improvements may also be critical tools to help realize the vision of the Master Plan Update.

Past Planning Initiatives

Newport City has a rich recent history of planning for its future, including initiatives currently underway, such as an ambitious urban forestry project, funded through a US Forest Service grant secured by Newport Downtown Development, for Gardner Park and downtown. This Plan is testament to the energy and commitment of the community and builds upon the goals and vision that are the fruits of years of planning work. Below is an overview of key planning efforts since 2008.

2008 Railroad Square Intersection Study

In 2008, DuBois & King completed an intersection study to evaluate potential improvements and alternatives for the Main St/Causeway/Railroad Square intersection.

2009 R/UDAT

In 2009, a R/UDAT (The American Institute of Architects regional/Urban Design Assistance Team) public process and resulting plan focused on such topics as housing, tourism, downtown development and preservation, and other topics of interest and need that have recurred in the years since. Led by an interdisciplinary team with a design emphasis, it engaged the community on topics still important today and spurred the creation of Newport City's Form Based Code.

2010 Newport City Thoroughfare Plan

In 2010, Smart Mobility/Tetra Tech completed a thoroughfare plan intended to guide future transportation investments in Newport's street network, including planning for multiple modes of transportation and anticipating changes that might occur from the then impending Form Based Code.

Northeast Kingdom Transportation Infrastructure Plan

In 2014 RSG completed a study to evaluate the implications of the anticipated EB-5 growth in the region, particularly on the need to accommodate additional 1, 500-2,000 jobs expected at the time.

2016 Newport City's Age Friendly Community Action Plan

In 2016, Newport City's Age Friendly Community Action Plan, addressed ways for Newport City to be an age-friendly community for its aging population, from housing to transportation to social inclusion to ensuring access to services.

2017 Newport City Downtown Development Strategic Analysis

In 2017, Newport City Downtown Development Strategic Analysis, included a market assessment for downtown, stakeholder interviews, and recommended strategies. The analysis included an economic assessment of viable options as well as community wishes for uses and activities. Senior living, other housing types, brew pubs (and other places to go for locals and tourists alike), hotel, health and wellness uses, and a conference center were all identified by stakeholders as good things for downtown. The analysis concluded with strategies for changing downtown that included public purchase of land/site, working with potential developers to create the uses most needed in a public/private partnership, identifying funding sources, and conducting more detailed market analysis for a hotel and other uses.

2017 Market Demand Study

The 2017 Market Demand Study evaluated the potential for a hotel in downtown Newport City. Hotel, providing a rigorous analysis of the economic viability of this use and what conditions would support it. The study found that variables such as the scale and other programmatic details made a hotel a possible successful use, but concluded that the local economy as of 2017 did not appear enough to drive a large scale of investment and that it would benefit from other factors to aid its success, such as other redevelopment efforts that could serve as catalysts to the downtown economy.

2017 Newport Intersections Study

2017's Newport Intersections Study, which evaluated current and future conditions for three intersections and a corridor, including Third Street/School Street/Main Street Intersection, Second Street/Field Avenue/Main Street Intersection, Gardner Park/Waterfront Plaza/Main Street Intersection. It provided detailed recommendations for changes to enhance traffic flow, safety, and efficiency, pedestrian improvements, and access management.

2018 Renewport Community Action Visit: VT Council on Rural Development

In the winter of 2017/2018, well over 200 people participated in a public imagining exercise led by VCRD. The result is a document that is worth revisiting because it captures the community spirit that has sustained Newport for many years and echoes the themes lifted up in all of the studies. In many ways, this is the heart underneath Newport's many technical studies and recommendations. The report can be found on VCRD's website, or through Newport Downtown Development.

2018 Building Newport's Outdoor Recreation Economy

2018's Building Newport's Outdoor Recreation Economy, written by Newport City Downtown Development (Now Newport Downtown Development) identifies funding, marketing, and infrastructure improvement strategies to develop Newport City's recreation economy and harness it as an economic engine with benefits for downtown.

2018 City of Newport Downtown Designation Report

The 2018 City of Newport Downtown Designation report is not a plan in the conventional sense, but it provides a valuable history of downtown initiatives, and the efforts and accomplishments of Newport Downtown Development, since Newport City's initial designation in 2007.

2018 Waterfront and Downtown Master Plan

The 2018 Waterfront and Downtown Master Plan, prepared by VHB, identifies prominent features throughout Newport City's downtown and waterfront area, and provides a framework and guidelines for the City to approach future projects that will invigorate and strengthen community character. It includes a number of design interventions and strategies for how to best use, shape, and invest in critical areas in the downtown and waterfront. The plan identified opportunities for downtown revitalization such as infill development, streetscape beautification, improved wayfinding, and the redevelopment of the Spates block.

2022 Municipal Plan

Most recently, the 2022 Municipal Plan is a comprehensive, city-wide planning document, informed by extensive community input that resulted in a vision statement and goals and strategies for topics such as local and regional connectivity, environmental protections, downtown development, housing, preservation, arts and culture, and more. It affirms and builds on the recommendations of the Waterfront and Downtown Master Plan, but it has a geographic and

subject matter reach beyond the charge of the 2018 plan and represents the most recent and diverse snapshot of community aspirations.

2023 Downtown Newport Hotel Feasibility Study

The 2023 Downtown Newport Hotel Feasibility Study, prepared by Pinnacle Advisory Group and VHB, evaluated the feasibility of a potential hotel including consideration of potential demand and site considerations. It included a conceptual site plan based on the proposed hotel program. The market research found support for a mid- to upper-scale 35 room hotel, coupled with meeting space and amenities such as fitness facilities and restaurant uses.

2

Public Engagement

This Plan has been prepared under the energetic leadership of Newport Downtown Development, with the guidance and direction of Newport City's dedicated City staff and elected officials. A team of professionals provided the technical execution of the Plan, led by VHB, and special assistance provided by Jon Stover & Associates. This Plan, distinct from a broader and longer master planning process in its very specific charge, stood on the robust foundation established by recent community planning and visioning efforts for Newport City's downtown, including the recently completed Municipal Plan and the Waterfront Downtown Master Plan.

Process

This Plan has been prepared under the energetic leadership of Newport Downtown Development, with the guidance and direction of Newport City's dedicated City staff and elected officials. A team of professionals provided the technical execution of the Plan, led by VHB, and special assistance provided by Jon Stover & Associates. This Plan, distinct from a broader and longer master planning process in its very specific charge, stood on the robust foundation established by recent community planning and visioning efforts for Newport City's downtown, including the recently completed Municipal Plan and the Waterfront Downtown Master Plan.

In June 2024, the consultant team conducted an all-day site visit in and around downtown Newport City. In August a public meeting was held at Goodrich Memorial Library on the initiative, with a presentation by the consultant team and a facilitated Q&A. These were followed by stakeholder conversations in September with local employers, business owners, housing advocates, and others to share thoughts on what were obstacles to change, what was working well, and what uses and activities were most needed and desired downtown. Throughout the process, Newport Downtown

Development representatives facilitated conversations, and helped to spread the word about events and the project overall.

The input received of those who have long worked for positive changes in Newport City, as well as that from relative newcomers to the conversation, revealed energy, ideas, optimism, and an appetite to see tangible changes come to downtown. Public input in some cases expressed frustration at community planning efforts that had not yet yielded satisfactory or transformative change downtown, and an eagerness to have years of community engagement come to fruition.

Table 1. Project meeting and engagement timeline.

Project Kick-Off & Site Visit	June 2024
Public Forum	August 2024
Stakeholder Conversations	September 2024
City Council Presentation	November 2024
Community Survey	November 2024
Public Forum	November 2024
Council Adoption	December 2024

Some themes of the input received included the need for safe and engaging places for children, including teenagers, to go; indoor recreational and artistic venues; and senior housing. Concerns about climate change and environmental impacts, funding mechanisms, and housing costs permeated the public conversations, but the theme that underscored much of the feedback and that transcended questions of particular uses the City might cultivate centered on the need for more people and more foot traffic, which could be met by visitors, but ideally by a concentration of people living and walking and frequenting the establishments of downtown Newport.

Community Priorities

This detailed Master Plan is designed to provide a vision to guide our community. Newport residents, visitors and stakeholders were given significant opportunity to offer detailed suggestions for improvement. Respondents offered concrete suggestions about the amenities, services, look and feel of the downtown they would like to see for our community.

Table 2. Number of survey respondents that mentioned each priority amenity or business type.

Community/Fitness/Rec Center	49
Restaurants, Coffee Shop, Bakery	48
Shopping	37
Arts & Entertainment	34
Housing	29
Parking & Transportation	19
Outdoor Recreation	18
Bars/Brewery	16
Bowling/Arcade	11
Hotel	7
Grocery & Pharmacy	6
Other (*incl. casino, greenhouse, historic preservation, ice arena, senior center, and maker space*)	6

In an effort to create a flexible approach to specific site development while still offering guidance to prospective developers as well as build a strong foundation for the high level of community support needed to advance the Master Plan, a list of priorities compiled from more than 150 survey responses made on draft recommendations are summarized below. These priorities reflect the overall sentiment

expressed in the feedback, but they are primarily compiled from the data received in response to the question, "What three things would you most like to see in our Downtown?". In addition, many of the public comments made on the draft Master Plan informed and enhanced the final

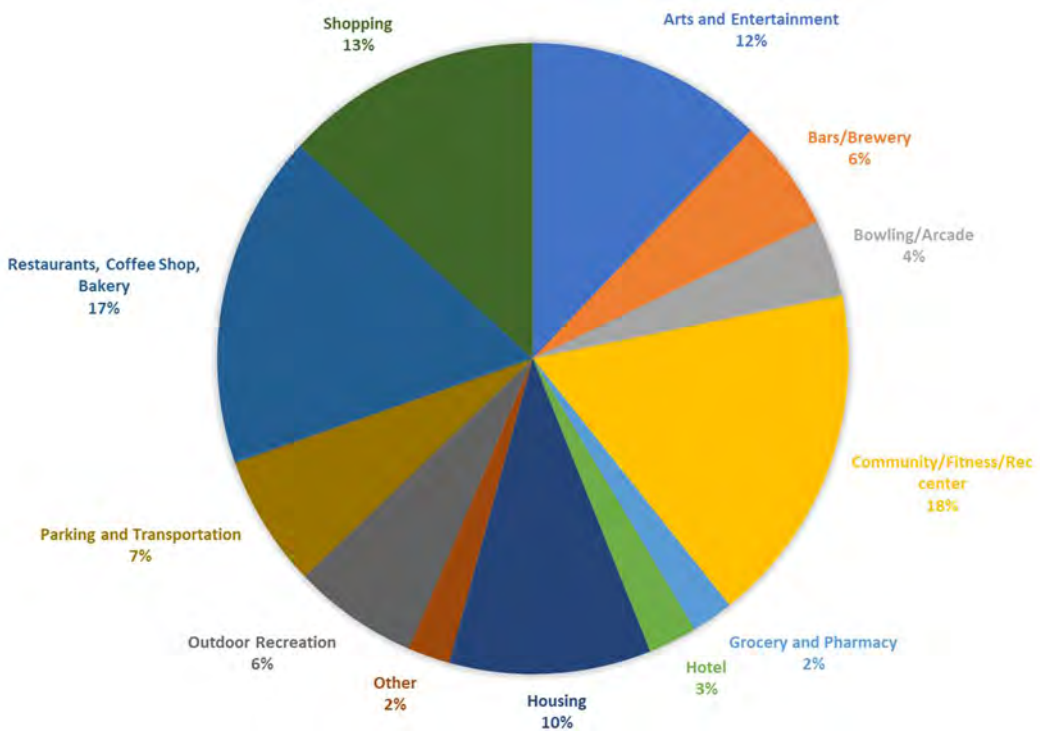


Figure 1. Priority ammenities and businesses for Newport City based on survey responses.

site concepts and recommendations. Table 2 shows the number of respondents who specifically mentioned the importance of these amenities and businesses.

A constant thread throughout the public process, from the August community forum through the public survey, was an interest in both the creation of a community recreation center and a performing arts venue (outdoor or indoor/outdoor). Another thread was the need to bring people downtown – some residents emphasized the need for businesses and local jobs, some emphasized new housing creation, but regardless of the means identified, there was widespread recognition that a thriving downtown depended on more people downtown to visit, but even more urgently to live, to work, or both.

3

Housing

As with the State of Vermont as a whole, Newport City is experiencing challenges in its housing market with ramifications for current homeowners and renters, prospective new residents, and its workforce. However, within that overarching premise of current housing challenges being deep and varied, Newport City has its own particular trends, needs, and context that require local tools and solutions. Encouraging and incentivizing a mix of housing that increases supply, offers options at a variety of affordability levels, and diversifies the type of housing available is central to the future economy vitality, equity, and sustainability of the community.

In some respects, Newport City's housing trajectory belies that of Vermont's - while Vermont gained in population between 2010 and 2020, Newport City lost population, and while the state increased housing in the same period, Newport City's gains were relatively smaller, highlighting important local variations within the state snapshot. What Newport City does have in common with state trends is that demand for housing is exceeding the supply, home costs are rising, and in many instances, there is a mismatch between the types of housing that is available and what is needed. Below is an assessment of the Newport City's demographic and housing conditions, and strategies for how Newport City can plan for its own housing production to create an inventory that supports the need of existing and future residents.

A balanced supply of housing that can provide homes for a variety of household sizes and people at different stages of life – whether first time renters, large families, or downsizing seniors – is fundamental to a community's health. Every place needs a diverse stock of housing that is affordable to its current and prospective residents of all income levels, but in recent years this standard has become a greater challenge across Vermont and across the United States as a whole. One of central objectives of this Plan is to evaluate ways and locations where additional housing can be created and be accessible to a wide swath of the population, including to lower- and middle-income earners.

The U.S. Department of Housing and Urban Development defines affordable housing as housing where the occupant is paying 30% or less of the gross income on total housing, including utilities. In some cases, housing affordability is assisted and regulated through public means – dedicated, regulated public housing is achieved either through direct assistance such as rental vouchers, or through housing developments that rent or sell to households that meet prescribed income levels (a percentage of area median income) and ensure that housing costs won't rise above 30% of gross income. These sources of public assistance are immensely important to those in financial need, to stabilizing the costs of a portion of the housing supply, and for alleviating some demand pressure on the total housing supply. However, a small percentage of total residences is accounted for through such publicly assisted housing units, and in most cases whether housing is affordable or not to a local population is determined by the private market, where the great majority of residents of the United States, regardless of individual or household income, secure their housing. Obviously, households with income or wealth in the upper percentiles of an area median income are unlikely to face housing affordability challenges, but housing affordability is increasingly a challenge for larger swaths of the population, for middle as well as low income households. In 2023, the U.S. Census reported (2023 American Community Survey, 1-year estimates) that nearly half of American households were cost burdened (defined as a household spending more than 30% of its income on housing expenses).

While regulated affordable housing and housing assistance for low income households offer valuable contributions to Newport's housing stock and may figure in future development proposals, due to the relative lack of new housing creation in recent years this Plan's recommendations focus on enabling and incentivizing the diversity and quantity of market rate housing. Though it is not possible to prescribe market rate housing costs, and new housing construction may very well result in relatively higher-priced new residences in some cases, increasing the overall supply available will have a ripple effect through the local housing market, ultimately alleviating a major driver of increased housing costs for middle income households. Significantly increasing the housing supply and providing a diversity of housing types, sizes, and locations will be the strongest guarantee of providing housing options that fill the gap between subsidized affordability and housing for upper income households. Moreover, the focus of the Plan on dense multi-family residential development, as well as other means to achieving modest housing unit sizes such as Accessory Dwelling Units, increases the opportunities for naturally occurring housing affordability and creates more choices for young professionals, families, and older adults who want an affordable place to live in a walkable city.

The Plan's conceptual site buildouts graphically display recommendations for how the individual sites may change in a way that accomplishes many goals, including:

- Encouraging the most intensive housing growth downtown, where it's most fitting because of its proximity to jobs and local businesses, there is existing infrastructure in place, because building on what has been an historic pattern of denser multi-family housing helps to foster a more sustainable, more active, and less auto-dependent Newport.
- Approaching housing as both a regional and local need, with Newport poised to help meet its own, Orleans County's and Vermont's housing deficits.
- Allowing the existing population to age in place by providing diverse housing for all.
- Sharing the burden of the tax base by creating/expanding housing opportunities.

Context

There have been several documents in recent years addressing housing needs with relevance for Newport. Most recently and comprehensively, the Vermont 2025 *Statewide Housing Needs Assessment* looks at the current and expected need for housing development in the state for 2025-2029 and finds a housing crisis deeper than the stark challenges outlined in the 2020-2024 assessment. Covid and the economic repercussions that followed exacerbated housing issues state-wide, with construction severely slowed, construction costs up at an annual pace of 30% since the pandemic, in-migration on the rise, and vacancy rates lowered. The report estimates that between 24,000 - 36,000 (7-11%) additional Vermont primary homes will need to be created between 2025-2029 to meet the state's needs and have a meaningful impact on housing costs. This number is not suggested as a cap, but rather as a total estimate of how many new homes would ameliorate the starkest housing issues in the state. The report emphasizes not only goals for increasing the total supply, but the importance of maintaining a healthy rate of housing production, which has slowed in recent years.

The 2023 *Regional Housing Study & Needs Assessment for Caledonia, Essex & Orleans Counties, Vermont* (RuralEdge Housing & Community Development/Doug Kennedy Advisors) makes its assessments of housing need on total anticipated households, rather than total amount of the housing stock. It provides valuable detail on the mismatch between the region's housing types, such as unit size, and household sizes. It estimates that Orleans County has a total need for approximately 1,780 new households between 2022-2027, with senior households accounting for 50 percent of the total. This estimate is consistent with the conclusions of the Statewide assessment, hovering near the upper end of the needed percentage increase in the recent state analysis. It anticipates that between 2022 – 2027, the most significant increases will occur in the 55+ age bracket and among moderate income households.

The Newport's 2022 *Municipal Plan* provides a valuable recent snapshot of local conditions and demographics. It recognizes that residential development can have positive tax implications for the City and identifies Accessory Dwelling Units as one area of potential housing production, but generally has a fairly limited view on how and where housing production can occur. It focuses on

underutilized or open parcels such as the Palin Farm and recognizes some potential for adaptive re-use of older commercial and civic buildings. Though it calls for a more thorough study, it does not place a particular emphasis on pursuing new or augmented buildings on existing properties downtown.

Demographics

Understanding Newport City's demographics and change over time is critical to understanding local housing needs and conditions. The following provides a snapshot of the population and the household characteristics of Newport City.

Population

According to data from the *American Community Survey 5-Year Estimates*, Newport City's 2020 population of 4,455 represents a 2.9% decrease since 2010, and an 11% decrease since 2000. This is in contrast to modest increases of .6% for Orleans County and 2.8% for Vermont since 2010. The 60 year and older population rate of Newport City (30%) is comparable to those of the state (28%) and the county (31%) as of 2020. Though the population overall dipped, not all age groups declined: between 2000 and 2020 the percentage of the population 60 years and older increased from 23.7% and 29.7%, indicating an increasing demand for a housing supply that meets the needs of older residents.

Households

In regard to total households, Newport City lost total households while the county and the state increased households, though the loss was not as deep as with the change in total population. The total number of households in Newport City changed by -4.7% between 2000 and 2022, while Orleans County (12%) and the State (13%) increased by comparable increments in the same period. The average household size became smaller in recent decades, a change of -6.4% between 2000 and 2021, mirroring national demographic trends, such as but not limited to smaller family sizes, households without children or fewer children than in previous decades, and an aging population. Newport City has a significantly higher percentage of households occupied by one person living alone than either Orleans County or the State.

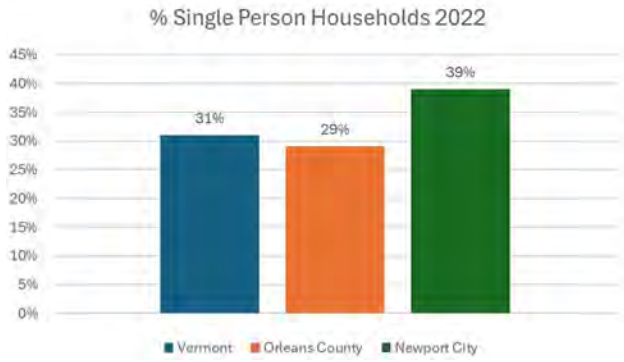


Figure 2. Percentage of households occupied by one person in 2022 (U.S. Census Bureau: American Community Survey 5-Year Estimates).

Newport City has lower rates of owner-occupied and higher rates of renter-occupied housing than the state and the county, as is typical of towns and cities with defined downtowns in a rural state. This reflects the diversity of housing types and

housing costs that downtowns have traditionally offered, as well as the diversity of occupations that draw people to them.

Newport City's homeownership rates have more in common with denser, more finely grained communities with more relatively diverse housing stocks than with the larger geographies of the state and the country.

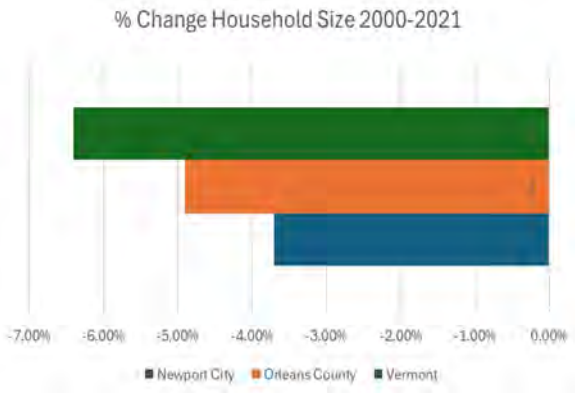


Figure 3. Percent change in average household size 2000-2021 (U.S. Census Bureau: American Community Survey 5-Year Estimates).

With respect to income, Newport City has a median household income of $52,283, lower than the state ($67,674) and the county ($58,037) medians. However, Newport City's housing costs relative to income are similar to both. The federal standard for housing affordability is 30%, meaning that when a household spends more than 30% of its income on housing expenses, it is considered cost burdened. Thirty two percent of Newport City households were cost burdened as of 2022, compared to 31% for the state and 29% for the county (U.S. Census, American Community Survey 5-year estimates), with significantly higher cost-burdened percentages for renters compared to homeowners. Generally, the home price-to-income ratio for Newport, another measure of housing affordability, also shows renters with greater affordability challenges than homeowners.

Housing Stock

As of 2022, there were 2,383 housing units in Newport City (Source: U.S. Census Bureau American Community Survey 5-year estimates) – up slightly from 2,342 in 2000. Of these, approximately 40% are renter occupied (Figure 4).

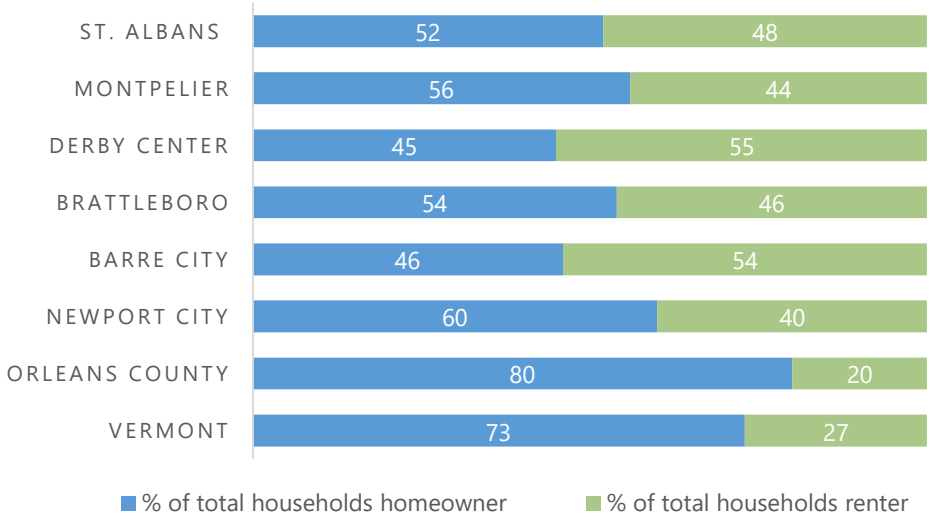


Figure 4. Percentage households of homeowners versus renters in 2022 (housingdata.org).

As shown in Table 3, 60% of the current units are single-family units, lower than the Orleans County rate (77%) and Vermont rate (71.%). As with the percentages of homeownership v. rental housing units, Newport's City's single-family housing stock more closely resembles percentages of other Vermont cities and villages due to the diverse housing stock and building types that form the building blocks of downtowns.

Table 3. Single family structures detached and attached 2022 (U.S. Census, American Community Survey 5-year estimates).

Vermont	Orleans County	Newport City	St. Johnsbury	Barre City	Derby	St. Albans
71%	77%	60%	51%	42%	59%	53%

Among the housing units in Newport City, as of 2020 7.1% of all housing units are vacant, with a distinctly lower vacancy rate for homeownership housing units (3.3%). Newport City's vacancy rate is lower than the County rate, but somewhat higher than that for the state.

The share of Newport City's housing units that were built prior to 1940 (35%) exceeds state (25.5%) and county (24.7%) figures, reflecting the historic development patterns in place since the City's founding. In contrast, the Town of Newport's pre-1940 residential housing stock is 10.8%, a larger share of its housing supply, 17.1%, having been constructed between 2000 – 2009. St. Albans reflects similar patterns for City (48.4% constructed pre-1940) and Town (6.3%) construction prior to 1940. Very little of Newport City's current housing supply dates from the 21st century, roughly 7%, also reflected in low residential permitting numbers.

Housing Values and Costs

For much of the past two decades, housing costs in Newport City have hovered near and more often slightly below those of Orleans County, both of which consistently have median housing sales prices well below the state's (Figure 5). However, Newport City's median home sale price recently overtook Orleans County, reflecting a significant increase in home sales prices in recent years.

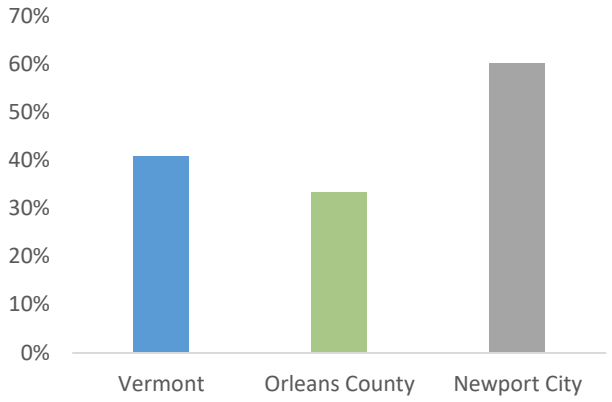


Figure 5. Percent change in median housing sale price 2020-2023 (census.gov).

Affordable Housing

Below is a summary of Newport's housing supply that has received public financial assistance, formally designated and regulated to maintain its affordable status. In the context of the summary of affordable housing projects below, the term Affordable refers to housing that is legally maintained as affordable by regulating rents so that they don't exceed set levels for their tenants.

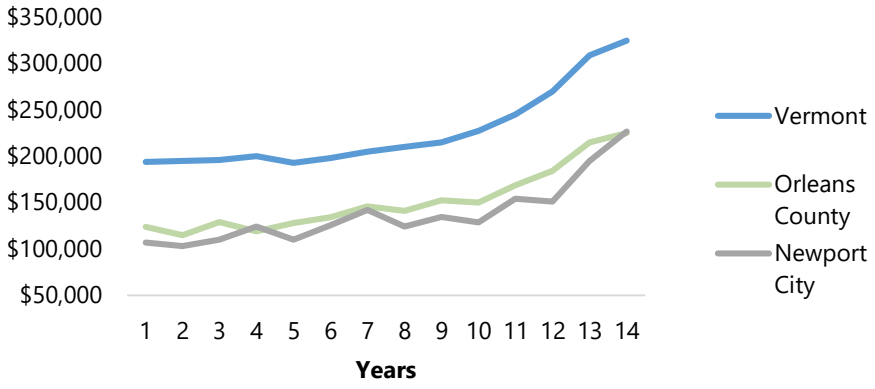


Figure 6. Change in median sales price 2010-2023 (census.gov).

As part of a broader housing policy context of this Plan, affordability in the more common use sense of the word of housing that is accessible without cost burdening households, is not determined solely by housing provided through public financing and regulation. Housing that is created to provide long term, formal affordable residences, or that is provided through tenant-based financial assistance, serves a critical role in helping to provide housing security for those who the market is not serving well, and is one element of a healthy housing ecosystem. However, since the overwhelming share of Newport's, Vermont's, and the United States's housing supply will continue to be market rate housing, increasing the supply and diversity of Newport's market rate housing ultimately has consequences for market rate housing affordability and availability to a wide cross section of the community.

Newport has nine affordable housing developments, consisting of 131 housing units total, created with funding assistance, five of which feature tenant based rental assistance programs. One of these includes a market rate unit, and two of these are dedicated senior housing. There are a variety of funding sources and criteria that go towards dedicated, regulated affordable housing creation and direct tenant assistance programs, and housing developments often require more funding tools to create a successful project. Table 4 shows where affordable housing in Newport is located, and whether created through affordable housing financing and/or tenant-based assistance programs.

Table 4. Affordable housing sites in Newport City, VT (VT Directory of Affordable Rental Housing).

	Funding Source							Project Based Tenant Assitance			
	Rural Development Sec. 515	VHCB grant/loan	LIHTC	HOME	Sec. 202 Housing for Elderly	New Construction/Substantial Rehab	VHFA loan	Sec. 8	Rural Dvlmt 521	PRAC	New Construction/ Substantial Rehab
143-233 Willey St.											
107 Main St.											
246 Elm St.											
16 Governor Dr.											
50 Compass Dr.											
88 2nd St											
26 Governor Dr.											
72 Seymour Lane											
216 Hill Street											

The creation of new affordable housing, and the competitive application process for funding sources, means that areas of the city that traditionally had higher residential densities or that currently allow higher densities are where these projects tend to be located. These relatively central locations build on the existing pattern of higher densities, as well as the locational advantages that downtowns offer in terms of proximity to a relative concentration of goods, and services. Of these nine affordable housing sites, six are downtown, or 91 of the total 131 housing units.

Table 5. Affordable housing sites, unit totals, and location in VT (VT Directory of Affordable Rental Housing).

	Total Housing Units	Market Rate	Downtown
143-233 Willey St.	12		N
107 Main St.	13	1	Y
246 Elm St.	24		N
16 Governor Dr.	16		Y
50 Compass Dr.	21		Y
88 2nd St	15		Y
26 Governor Dr.	24		Y
72 Seymour Lane	2		Y
216 Hill Street	4		N

Housing and Employment

A jobs-to-home index provides a ratio of jobs to the number of homes in a location. A ratio of 1.5 is considered a balanced ratio, with much lower numbers often signaling a indicating a bedroom community arrangement where residents are likely to commute to jobs elsewhere, and a higher ratio indicating there may not be enough homes to accommodate the workforce. This is but one metric of housing/jobs balance, and does not account for self-employment, retirees, small scale agriculture, and a variety of other factors, but generally Vermont's towns and cities tend to have higher ratios, and their surrounding or outlying communities have substantially lower ratios. Put another way, a low jobs-to-home ratio is one indicator of a community that likely drives more due to more distance between work and home for many residents, and a ratio to a balanced 1.5

invariably corresponds to more compact communities. Newport City's jobs-to-home index is relatively high (Figure 7) at 2.0.

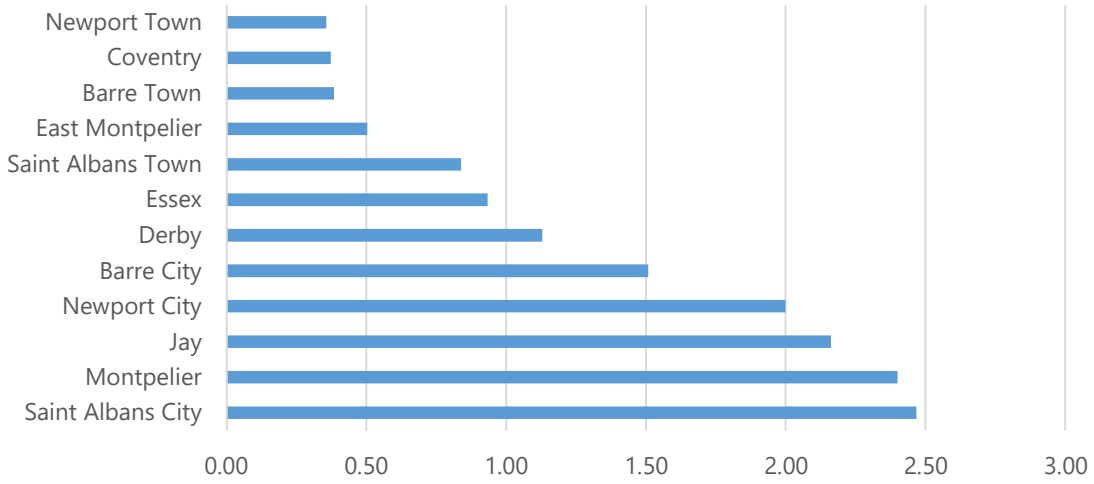


Figure 7. Job to home index across towns in Vermont (census.gov).

Housing Needs

Newport has seen its housing prices rise faster than the country or the state, while housing stock has not substantially risen, fueling both a supply and demand problem with implications for job creation, commuting patterns, equity, and the vitality of Newport's downtown. While demographic, economic and housing trends vary across Vermont, a statewide and regional baseline of a need for more housing production has been well documented. While the particulars of housing trends vary by location, homes are becoming less affordable and harder to find across the state, and Newport's housing data corroborates recent regional and state findings. This is due to several factors including low housing production, an aging housing stock, and recent in-migration to the state. Establishing a target of 6.5% increase in residential units, consistent with State and county estimates of housing needs, results in 155 housing units over 5 years, or 310 housing units cumulatively over 10 years. This target is not considered a cap on total units, but rather the target number to meet anticipated needs, and assuage the current imbalances and shortfall in the market. The ideal upper number may change with economic conditions over the coming decade.

With the 55+ population increasing in recent years and forecasted to account for up to half of demand in the next five years, planning for housing creation being made specifically available for seniors is appropriate. This needn't all be aged-restricted housing, as smaller in-town multi-family housing creation is also suitable for small households and single people, and unrestricted units allow for nimble responses to changing demographics and job markets. Already containing a higher percentage of housing stock that is something other than single family homes than any community in Orleans County, Newport is uniquely positioned in the region to offer apartments or condominiums within its historic, dense, walkable downtown. Multi-family housing creation will also relieve demand on the current single family housing stock and facilitate the possibility of current and future residents aging-in-place.

The Plan's priority development sites depict a total of 410 housing units across the study area and assumes 1,000 square foot units throughout. Final buildout of any of these sites invariably will include variety of unit sizes and bedrooms to accommodate different needs of the population and different market conditions over time. Fulfillment of these site buildouts would substantially help the City meet its long term housing needs, while concentrating development downtown.

Housing & Demographics Summary

Newport City has many distinctions from the surrounding communities in Orleans County. Its compact and walkable downtown, density of buildings and people in immediate proximity to Lake Memphremagog, and its relative concentration of jobs, are strengths to be built upon.

Encouraging and incentivizing more people to live and work in Newport promises sustainability benefits, local economy benefits, and civic and cultural benefits. Recent decades have not seen a great deal of residential housing development; however, the last few years indicate changing market conditions. The State of Vermont is widely experiencing a housing shortage, making housing creation both a local as well as a state-wide issue, and effecting not just access to housing for existing and future residents, but job creation and retention, as well. Some key takeaways of Newport City's demographic and housing trends are:

- Historically lower incomes than those of the state and the county have been balanced by lower median housing costs, except recent years have seen Newport City's median housing prices overtake Orleans County's and housing prices increase at a faster rate since 2020 than either the county or the state.
- While housing prices have risen, the available housing stock has not substantially increased.
- Newport City's population and households have decreased, while its senior age population has increased.
- While not more housing cost burdened than the country and state, 30% cost burdened is still a significant share of the population.
- Newport City's ratio of jobs to the number of homes resembles that in cities and towns in the region.
- The diversity of Newport City's housing stock – its mixture of single family and multifamily buildings, and its balance of ownership and rental housing supply – contrasts with the state and the county, but more closely resembles the housing profiles of city and village centers in the region.
- To compensate for historic underproduction, workforce attraction, rising housing costs and limited available supply, an increase of 310 housing units is recommended over the coming decade, the majority of which could be accommodated through the buildout of the priority downtown development sites identified in this Plan, as well as gentler increases in density outside of the downtown through other development types.

Recommended Actions

Regulatory Changes

The form based code for downtown dimensional standards currently allows for densities that exceed most of the existing building stock and provides a solid starting point for encouraging new investment, but so far has not sparked development interest to fulfil its potential. Below are regulatory recommendations to help remove obstacles to new housing creation.

- **Dimensions.** Implement dimensional changes that would permit the maximum buildout of the priority development sites of this plan and realization of Newport's housing production goals.
- **Senior Housing.** Provide adequate housing for the City's senior population, allowing Newport's current and future residents to age in place in housing that is an appropriate size and paired with or proximate to amenities and services. This could include ensuring that the Zoning Bylaw allows for 55+ housing with associated services, creative use of a housing trust to incentivize these developments, or economic development activity to encourage and curate developers to help meet the City's vision.
- **Gentle Density.** Though it is appropriate to have most new housing be at a scale and concentration suitable to the downtown, loosening the dimensional and use provisions for other residential zones can play an important part in growing the City's housing supply. Consider changes to allow gentle increases in density outside of the downtown, such as the ability to build a duplex on what was historically a single family lot. Alternatively, allow conversion of existing single family homes to duplexes, which helps retain the scale and character of established residential areas.
- **ADUs.** Permit Accessory Dwelling Units (ADUs) city-wide, with the option to have them located within or appurtenant to a primary dwelling unit, as well as in an accessory structure on the lot.
- **ADUs.** Keep minimum parking requirements for ADUs low, to less than that required for a principal residence.
- **Non-conformities.** Allow non-conforming residential uses or structure to be re-established after a period greater than the current one year window to deter loss of the existing housing stock.
- **Creative Re-use & Retention.** Develop guidelines and/or technical assistance to aid in the maintenance, redevelopment, or increased density of existing residential properties.
- **Affordable Housing.** Explore tools that would incorporate deed restricted affordable housing into mixed-use buildings where possible, rather than stand-alone affordable housing projects. This could take the form of an incentive, such as a density or dimensional bonus, or a code requirement, such as a small number of workforce or affordable units being incorporated into new housing projects of a certain scale.
- **Parking Relief.** Codify rather than encourage shared parking relief City-wide, allowing an applicant to demonstrate that shared parking across multiple uses reduce their overall

minimum parking requirements. This lowers costs of housing development and allows for more efficient use of land.

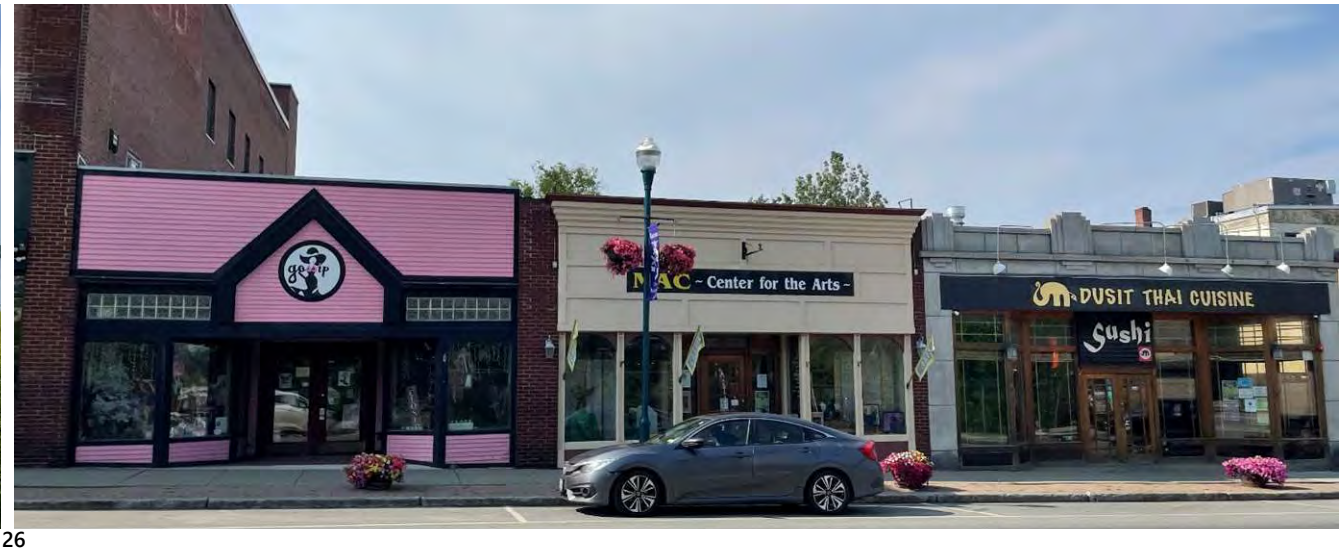
Programmatic Changes

- **Charting Progress.** Establish an annual report to the Council documenting Newport's housing production goals, pending development, and strategies for the coming year.
- **Partnerships.** Strategic City acquisition and/or disposition of land to allow for more control of desired development outcomes and assure that key properties are achieving their highest and best uses.
- **New Funding Sources.** Establish a municipal housing trust to help build or support new housing development. Fund balances can be built through a combination of local fees, taxes, property disposition, among other sources.
- **New Funding Sources.** Seek or partner with developers to secure Community Development Block Grant (CDBG) funding to assist in new affordable housing creation (as well as other, non-residential programs that are available).
- **New Funding Sources.** Historic Preservation tax credit and grant programs exist to assist with restoring important historic buildings. These are frequently pursued by individual property owners; the City could partner with or provide guidance to property owners.
- **New Funding Sources.** Explore creative financing tools such as TIFs.
- **Staffing.** Programmatic changes can add to staff workloads, and staff capacity should be considered in hiring, job descriptions, and funding sources. Certain funding sources, like CDBG funds, can include administrative funding to help offset this need.

3

Priority Sites

At the heart of this Plan is an analysis of key downtown sites, with the goal of envisioning what these properties could become, whether through accommodating different uses, new construction, or both. Below are development scenarios for those sites that seek to illustrate viable, marketable buildouts that further Newport City's goals for new uses, new housing, and new vitality in walkable, sustainable urban forms. The conceptual scenarios do not represent formal proposals for the properties or assume the intentions or obligate current owners. Rather, they focus on assessing the current physical and land use context, the ways different sites are currently underutilized, the potential for mixed-use infill, and how these sites could be optimized to benefit downtown and capitalize on their proximity to Lake Memphremagog.



Downtown Site Analysis

The central area of focus for the priority site analysis was bounded by Main Street and Coventry Street to the East, School Street to the West, and Seymour Lane to the North, and Waterfront Plaza. This study area does not exhaust all the properties and areas with potential to accommodate new housing and new activities in Newport, but prioritizes those that were identified as critical sites for different development scenarios that would be of greatest benefit to the present and future of downtown.

The following Priority Development Sites are accompanied by visuals depicting existing conditions and accompanying conceptual site plans with build-out scenarios detailing 3-4 building massing, parking locations, site configuration, and potential uses. These do not represent formal development proposals and nor do they depict building designs. Site design, massing, and uses, housing totals, may ultimately change in their final configuration, but the concepts represent illustrations of what each property could ultimately become in a way that maximizes their potential and the value they can add to the economic and physical fabric of downtown. Realizing these concepts would also help fulfil goals of Newport's Municipal Plan and Waterfront and Downtown Master Plan. The conceptual designs of the site make use of structured parking wherever it can take the place of surface parking, both to enable more active and needed uses to fit on sites, and to foster streetscapes that are more lively and welcoming public spaces. Wherever an existing use which brings services and amenities the community values is shown as moved or displaced in the Master Plan, prospective alternative locations for those uses are shown. The Priority Development Site proposals assume an economic development strategy of partnering with existing businesses in the process of redevelopment and relocating wherever possible.

The development concepts shown on the Priority Development Sites of the Master Plan Update, include 410 new dwellings and over 400,000 sf of gross mixed use space. It also represents a net change of over 350,000 sf, highlighting how underutilized these sites currently are, and how much potential they have to bring concentrated activity and investment to the existing downtown.

Priority Development Sites

1. 266 Main Street
2. 217 Main Street
3. 247 Main Street
4. 222 Main Street
5. Fyfe Drive Lot
6. 246 Main Street
7. Main Street Vacant Block (between 2nd St. and Central St.)
8. 138 Main Street

9. 55 Seymour Lane
10. Coventry Street
11. Waterfront Plaza
12. East Side Redevelopment Area

Future Planning Areas

1. 450 Main Street
2. Pomerleau Park
3. 119 Clermont Terrace
4. East Main Street Redevelopment Area.
5. Western Ave Redevelopment Area

Figure 8, below, depicts a detail of the downtown study area core, Figure 9 depicts the full study area, including Waterfront Plaza, and Figure 10 depicts the massing of each of the priority sites in the study areas.

Appendix A includes plan view sheets and development summaries.

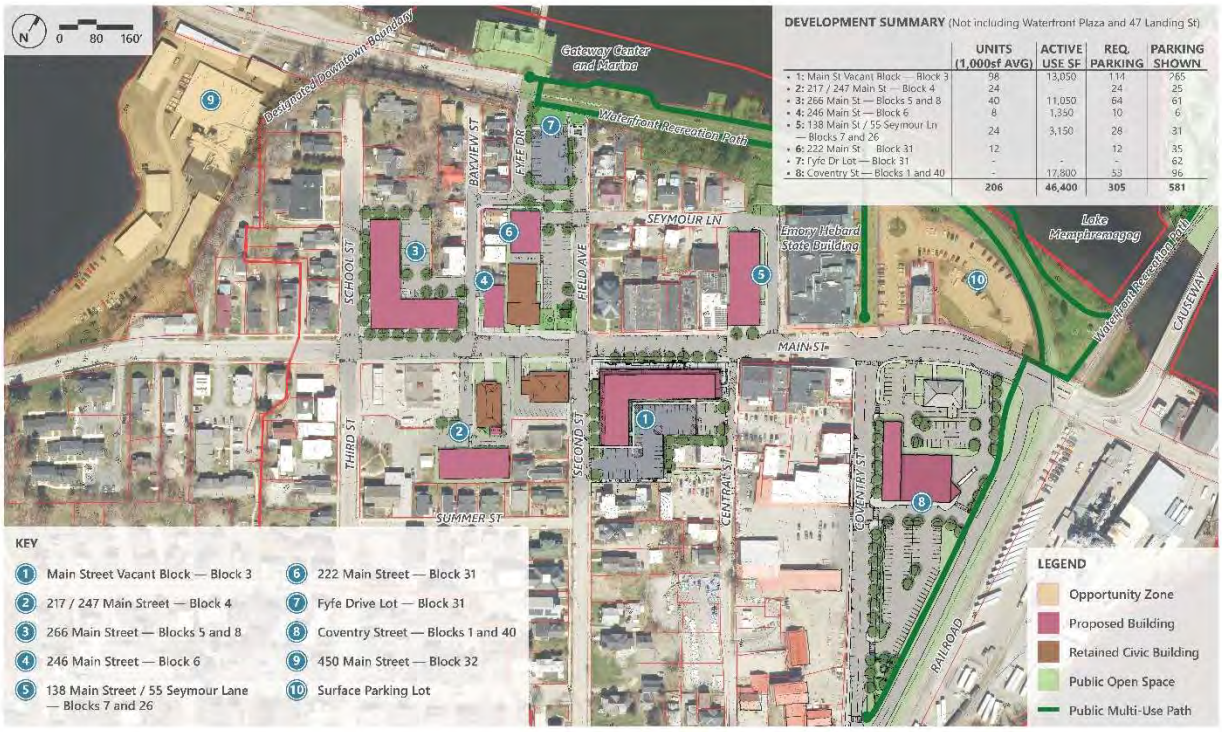


Figure 8. Downtown development sites – core study area.

Figure 9. Full Master Plan extents.

KEY

1. Main Street Vacant Block — Block 3
2. 217 / 247 Main Street — Block 4
3. 266 Main Street — Blocks 5 and 8
4. 246 Main Street — Block 6
5. 138 Main Street / 55 Seymour Lane — Blocks 7 and 26
6. 222 Main Street — Block 31
7. Fyfe Drive Lot — Block 31
8. Coventry Street — Blocks 1 and 40
9. 450 Main Street — Block 32
10. Surface Parking Lot
11. Waterfront Plaza — Block 36
12. 47 Landing St / (East Side Restaurant) — Block 36

- Active Use (Commercial, Arts, etc.)
- Neighborhood Market/Grocery
- Residential
- Retained Civic Building
- Ground-Floor Parking
- Parking Structure

NOTE: The 47 Landing St conceptual site plan (#7) is for reference only. The conceptual site plan is based on Permit Plan #VT-MFMX-88-3307-R-89, Dated 11/12/1989, Lake Equities, Inc. and #WW-7-6605-4, Dated 11/12/2010, David A. Lawes Engineering, Inc. The proposed development and program may have changed since its initial conception.

DEVELOPMENT SUMMARY

	UNITS (1,000sf AVG)	ACTIVE USE SF	HOTEL UNITS	REQ. PARKING	PARKING SHOWN
• Main St Vacant Block Block 3	98	13,050		114	265
• 217 / 247 Main St — Block 4	24	-	-	24	25
• 266 Main St — Blocks 5 and 8	40	11,050	-	64	61
• 246 Main St — Block 6	8	1,350	-	10	6
• 138 Main St / 55 Seymour Ln — Blocks 7 and 26	24	3,150	-	28	31
• 222 Main St — Block 31	12	-	-	12	35
• Fyfe Dr Lot — Block 31	-	-	-	-	62
• Coventry St — Blocks 1 and 40	-	17,800	-	53	96
• Waterfront Plaza	160	4,420	-	177	229
• 47 Landing Street — Block 36	33 (Size TBD)	6,000	77	231	252
	399	56,820	77	713	1,062

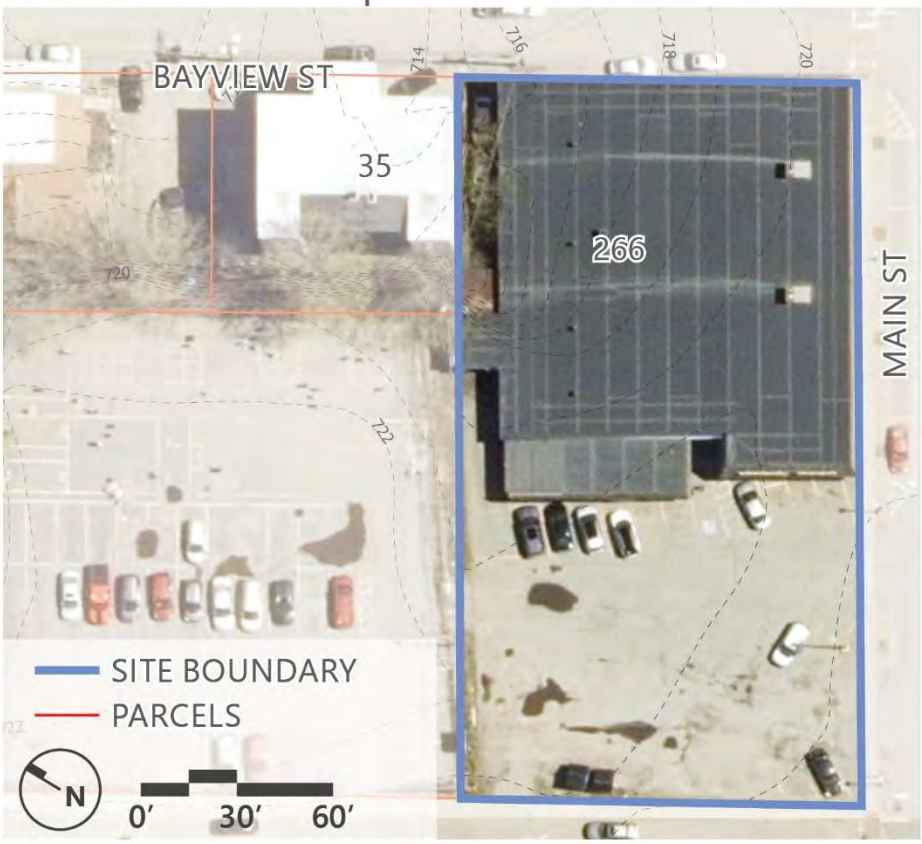
Figure 10. Priority site massing

266 Main Street

266 Main Street is home to an existing one-story vacant retail store, the former Family Dollar, and a surface parking lot. As a corner lot at a gateway intersection of School St./3rd St./Main St., its redevelopment could decisively reshape the streetscape and intersection, as well as being an opportunity for accommodating new uses where the city most needs them. Currently part of a configuration of uses that bound the intersection in parking lots and pavement instead of strong building presences at the corners, redevelopment that also positively reconfigures the layout and design of the site would enhance the comfort and attraction of this end of Main Street. Having a pharmacy instead of or in addition to the one at Waterfront Plaza would also offer needed local, walkable services to new residents and downtown visitors. It sits adjacent to another surface parking lot on School Street, which currently serves the United Christian Academy. The primary United Christian Academy site is located on the facing side of the street at 65 School Street, and is a vital and important presence downtown, and any reconfiguring of its parking would need to ensure an arrangement that still served the school's needs well. The concept plan for 266 Main + adjacent parking lot assumes that there is land area enough to potentially serve multiple uses and users if the sites were re-configured. Redevelopment of 266 Main Street and the adjacent property may offer the opportunity to utilize both sites' parking more efficiently, and free space for new building and active uses.

The conceptual site plan depicts a three story building at the street, with 40 residential units, active ground floor uses, parking to the rear and shared common space.

266 MAIN ST | BLOCK 5



EXISTING CONDITIONS

Existing one-story large format retail storefront with parking that fronts Main Street.

Located at a significant gateway to downtown Newport.

ZONING INFORMATION

DOWNTOWN BUSINESS DISTRICT

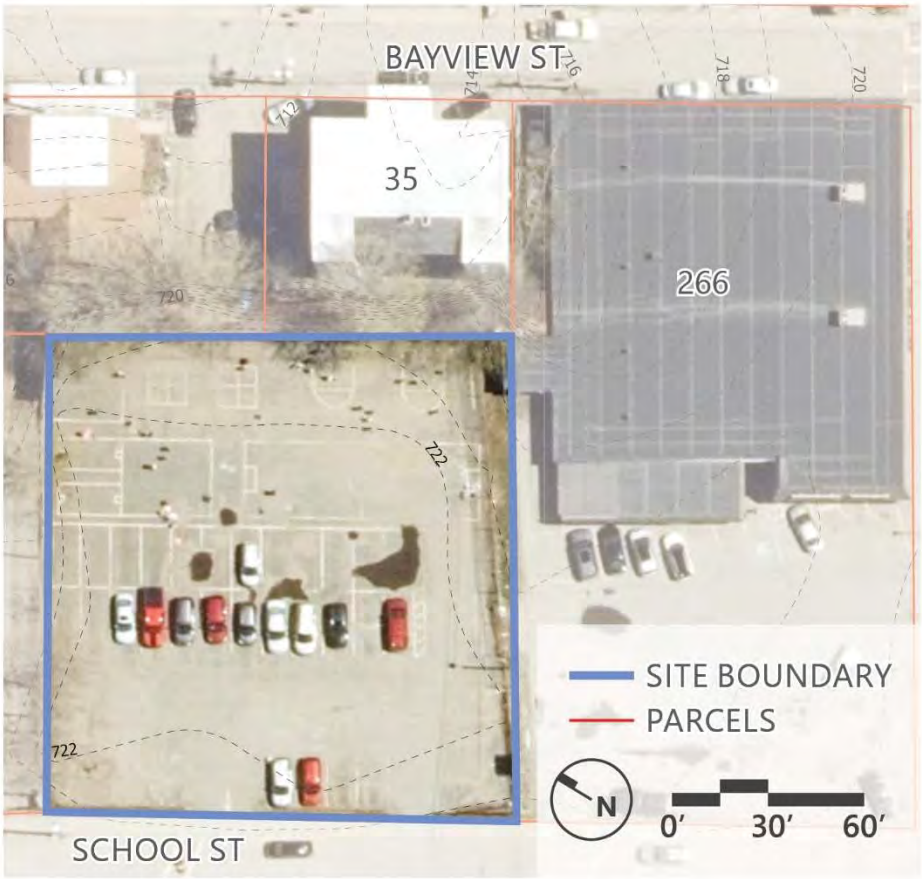
Building Massing

- 10ft min. front setbacks from Main St and Bayview Ave
- 15ft front setback from School St
- 20ft build-to-line on Main St and Bayview Ave
- 25ft build-to-line on School St
- 36ft max. structure height
- Multi-story building requires stepback against residential zone

Parking

- 60ft min. parking setback from Main St, 25ft parking setback from School St
- 20ft parking setback from Bayview Ave
- Parking minimums depend on use

SCHOOL ST PARKING LOT | BLOCK 8



EXISTING CONDITIONS

Underutilized surface parking lot adjacent to significant development opportunity and gateway to downtown.

ZONING INFORMATION

DOWNTOWN MIXED USE DISTRICT

Building Massing

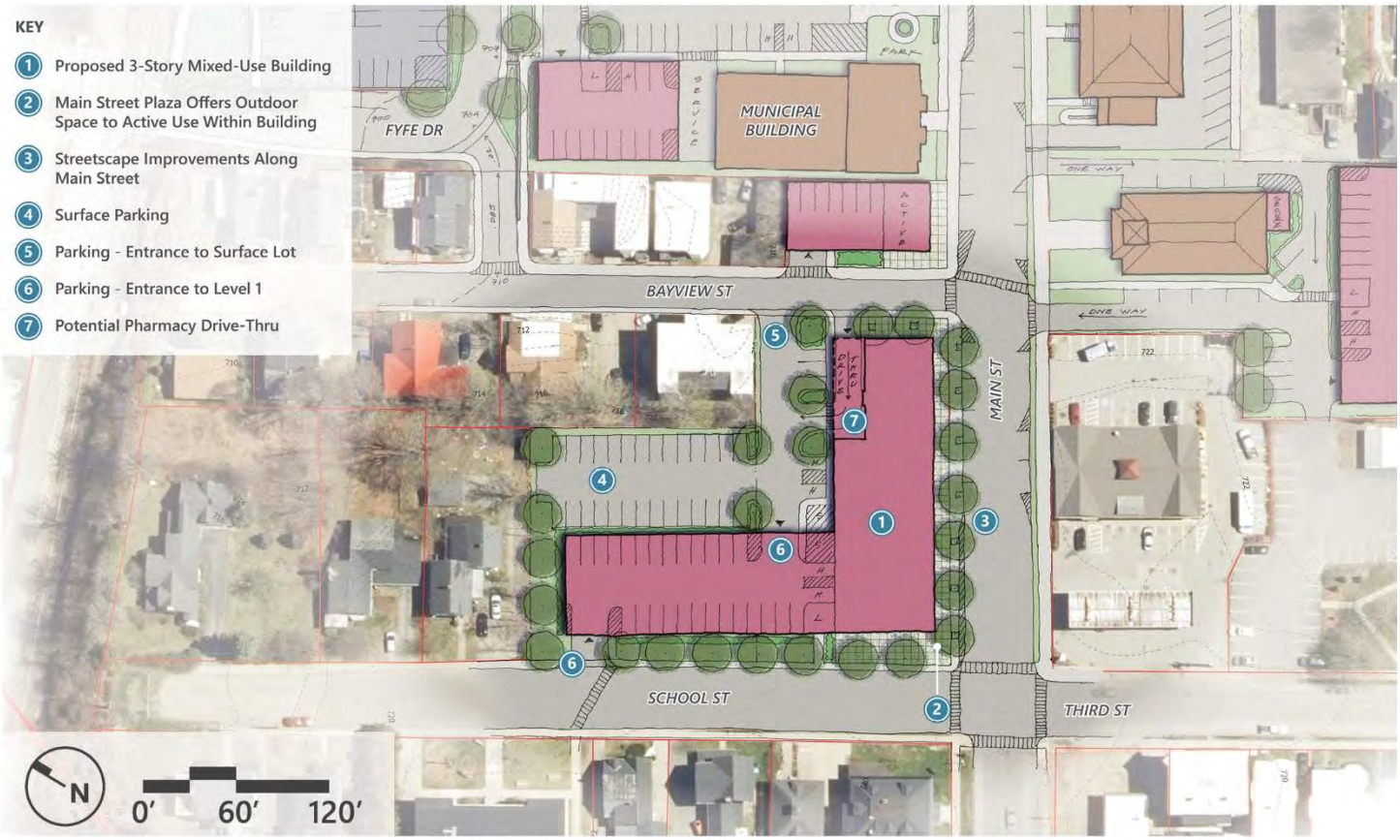
- 15ft min. front setback from School St
- 8ft setback to surrounding lots
- 25ft build-to-line, 65% build-to-line coverage
- 45ft min. lot frontage
- 36ft max. structure height
- 2 story min.
- Multi-story building requires stepback against residential zone

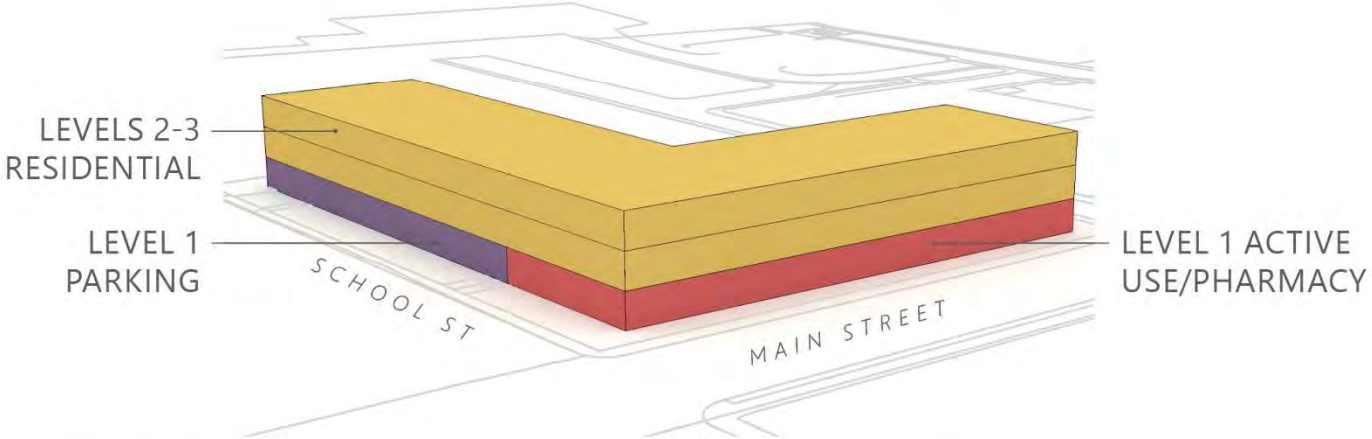
Parking

- 25ft parking setback from School St
- Parking minimums depend on use

CITY OF NEWPORT, VT | ENHANCED MASTER PLAN

266 MAIN ST | BLOCKS 5 AND 8





11,050 gsf ACTIVE USE

Pharmacy, Commercial, Arts, Entertainment and Recreation, Civic or other Community Uses

47,060 gsf RESIDENTIAL

40 Units (1,000 sf avg)

61 PARKING SPACES

Parking in surface lot behind building and on first floor of School St wing. Includes drive-thru access for potential pharmacy with access off of Bayview St.

DECEMBER 2024

217 & 247 Main Street

The priority sites include two courthouse buildings at 217 Main Street (Superior Courthouse), and 247 Main Street (Orleans County Courthouse), each of which are shown as retained. However, there is the potential for additional and creative uses on the properties, including new buildings, different uses within them, more efficient use of parking areas, and changes to site layouts. Both courthouse structures can potentially and may eventually need to be repurposed to accommodate new activities, whether residential, commercial or civic. Newport's downtown, like so many downtowns, contains a diversity of buildings from different eras and will see future investment that results in the addition of new, contemporary buildings that diversify Newport's architectural styles. Historic structures like the Courthouses help retain some of Newport's history and architectural character and constitute some of the elements of what makes it a nationally recognized historic downtown. However, historic buildings such as these can entail significant logistical and financial challenges to maintain and to redevelop. Section 6, Funding Strategies, includes Federal and State resources for historic properties which could play an important role in the future of these buildings.

Though the Superior Courthouse building (217 Main Street) building is recommended for retention, the structure's use has the potential to change over time in the event the courthouse function was to be relocated. It sits on a parcel with the potential for new building that would leave the original building intact but make more efficient use of the site overall. Any change in the location of either courthouse would prompt the need for a new site that meets current size, layout, and ADA requirements.

The following pages illustrate existing conditions and conceptual site plans for 217 and 247 Main Street, including a proposed new 3-story building with the potential for 24 residential units to the rear of the site, or to be the location for newly sited courthouse and civic functions. Though not as visually prominent as many of the conceptual designs of this Plan, this new building represents an important infill opportunity in its ability to either support new courthouse functions in the future or be a site for the additional housing shown. If it were to serve as a courthouse, it would free up either or both 217 and 247 Main Street for adaptive, active reuse of these central downtown buildings. There is sufficient parking capacity proposed in this Plan, including in the conceptual site plan for the vacant block between Central and 2nd Streets, to accommodate courthouse parking needs.

Though the State of Vermont is primarily responsible for decisions regarding the future of the two courthouses and the requirements for an appropriate courthouse to serve the needs of Orleans County, it is of critical importance that these buildings remain active presences and contribute to the vitality of downtown regardless of whether they ultimately remain in civic use or are adaptively reused for new purposes.

217 MAIN ST — SUPERIOR COURTHOUSE | BLOCK 4

EXISTING CONDITIONS

Existing building listed on the National Register of Historic Places.

Current uses include a mix of superior court functions, regional Department of Corrections office, offices for the State's Attorney of Orleans County.

Code compliance issues related to accessibility, fire, and life safety.

Function and layout as a courthouse is not ideal since there is not controlled access for people in custody into and through the building, among other code and layout issues.

ZONING INFORMATION

DOWNTOWN BUSINESS DISTRICT

Building Massing

- 15ft min. front setbacks
- 25ft build-to-line, 80% build-to-line coverage
- 60ft max. structure height, 2 story min.
- 45ft min. lot frontage
- 8ft rear/side setback
- 24,000sf max. footprint

Parking

- 60ft parking setback from Main St
- 25ft parking setback from Second St
- No new surface parking
- Parking minimums depend on use

247 MAIN ST — COUNTY COURTHOUSE | BLOCK 4

EXISTING CONDITIONS

Listed on the National Register of Historic Places.

Current uses include a mix of superior court functions and offices as well as other uses.

Code compliance issues related to accessibility, fire, and life safety.

Function and layout as a courthouse is not ideal since there is not controlled access for people in custody into and through the building, among other code and layout issues.

ZONING INFORMATION

DOWNTOWN BUSINESS DISTRICT

Building Massing

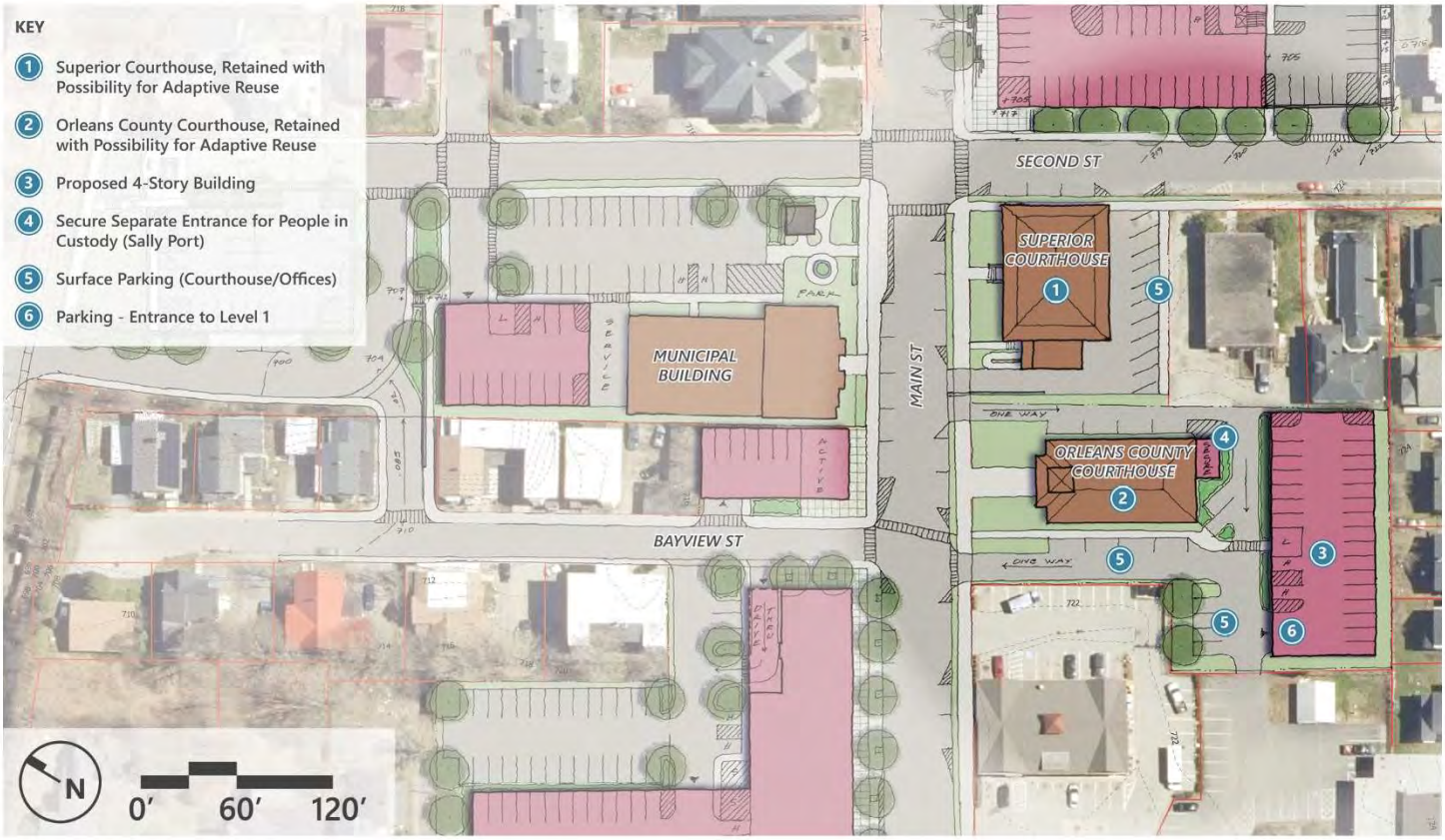
- 15ft min. front setback
- 25ft build-to-line, 80% build-to-line coverage
- 60ft max. structure height
- 45ft min. lot frontage
- 24,000sf max. footprint

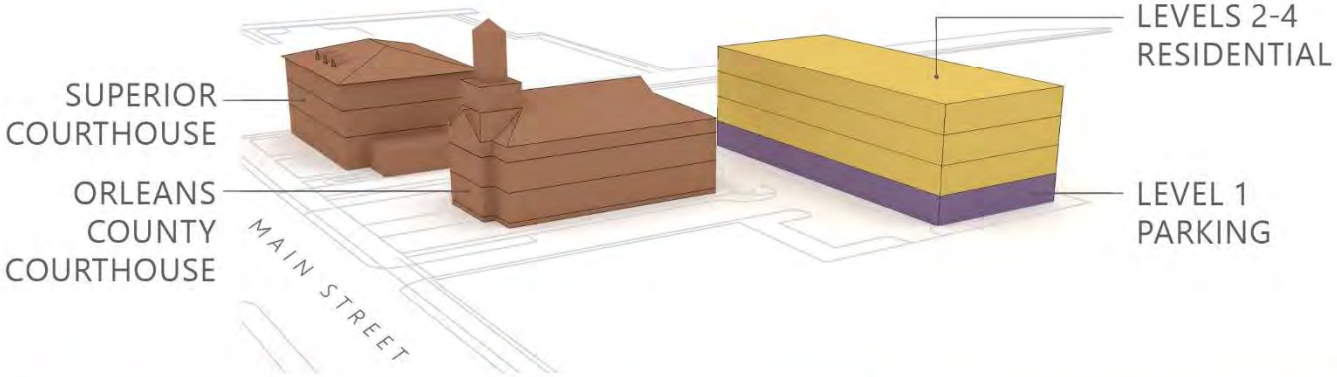
Parking

- 60ft setback from Main St
- No new surface parking
- Parking minimums depend on use

CITY OF NEWPORT, VT | ENHANCED MASTER PLAN

217 + 247 MAIN ST | BLOCK 4 OPTION A





RETAINED CIVIC BUILDING

Superior Courthouse and Orleans County Courthouse, both listed on the National Register of Historic Places, have the potential to be repurposed to accommodate new uses.

29,835 gsf RESIDENTIAL

24 UNITS (1,000 sf avg)

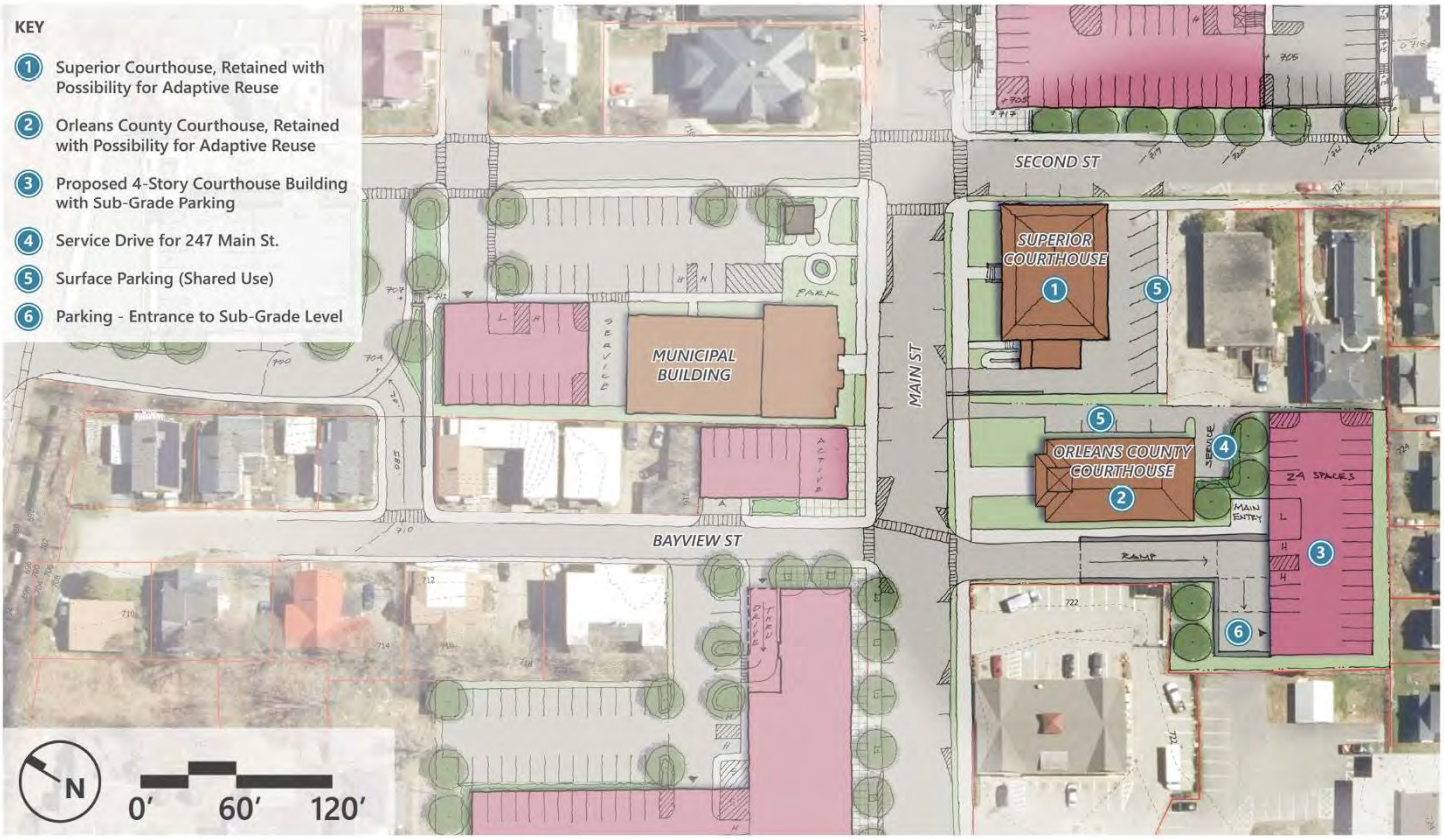
25 PARKING SPACES

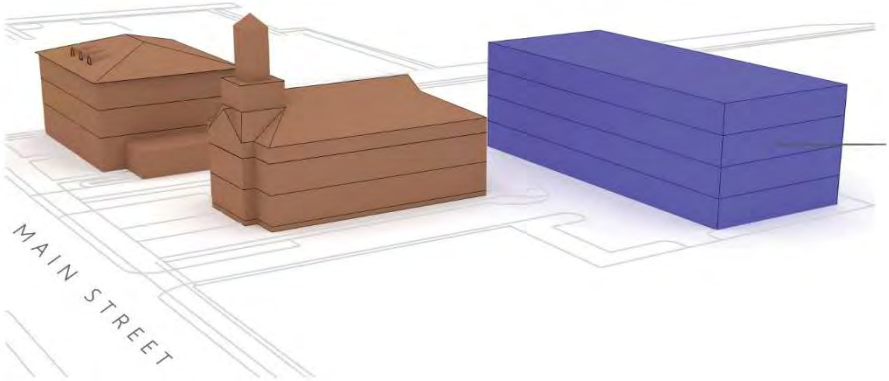
25 parking spaces are provided within the new residential building. 24 additional spaces serving the Courthouse/ Office functions are provided surrounding the buildings.

DECEMBER 2024

CITY OF NEWPORT, VT | ENHANCED MASTER PLAN

217 + 247 MAIN ST | BLOCK 4 OPTION B





LEVELS 1-4 COURTHOUSE

RETAINED CIVIC BUILDING

Superior Courthouse and Orleans County Courthouse, both listed on the National Register of Historic Places, have the potential to be repurposed to accommodate new uses, including Newport municipal functions.

COURTHOUSE

Proposed four story courthouse building with sub-surface parking below.

24 PARKING SPACES

24 parking spaces are provided underground below the new building. Additional spaces are provided in surface parking surrounding the buildings and surface parking on Main St.

DECEMBER 2024

222 Main Street

As with the other civic buildings in the study, the conceptual site plan for the Municipal Building site at 222 Main depicts a retained existing structure. It also includes the addition of a new 3-story building and parking on the currently underutilized lot and new structured parking on the adjacent Fyfe Drive surface parking lot. Maintaining the municipal building may require critical investments in the future, as well as consideration of moving some of the current functions performed within the building today off-site to ensure that there's adequate space to conduct the business of local government. Though a building that still offers functionality and tells a piece of Newport's architectural history, it is possible that municipal space needs, its central location, and/or the scale of investments needed to maintain it as a functioning space will warrant exploring its eventual replacement. 222 Main Street does not have an individual National Register of Historic Places designation, as a central civic structure in the historic downtown, a conversation about the implication of its removal for the downtown's designation is warranted before any decision on demolition occurs.

The Fyfe Drive lot, situated between the Gateway Center and Main Street, serves an important function as a link between the Lake and downtown, and as a space to welcome visitors arriving both to and from Lake Memphremagog. The conceptual site plan envisions the parcel's redevelopment as a more efficient use of publicly available parking than then current surface lot provides for and reserves some lake-facing area for landscaping and public use. it's recommended that the final design for the site recognize it's potential to positively enhance lake-facing public spaces. This would be consistent with Newport's adopted 2018 Waterfront and Downtown Masterplan, which recognizes the importance of this site, recommending it as one that would benefit from landscaping and urban design interventions. It's also directly adjacent to areas prioritized for strengthening of pedestrian connections to the waterfront and recreational amenities.

In addition to the conceptual site plan for 222 Main Street, see discussion under 246 Main Street, below, of the potential for a synergistic redevelopment of this and 246 to create community-oriented spaces such as a recreation center or performing arts complex. This would expand on the civic and recreational presence the Municipal Building brings now, and uniquely fulfil a community nee

222 MAIN ST — MUNICIPAL BUILDING | BLOCK 31

ZONING INFORMATION

DOWNTOWN WATERFRONT DISTRICT

Building Massing

- 10ft min. setback from Main St
- 60ft min. setback from Field Ave
- No min. setback from Fyfe Dr
- 24ft max. structure height
- 45% max. building coverage
- 32,000sf max. building footprint
- Field Ave Frontage within Linkage Corridor. No new buildings permitted, new construction must maintain views to the water

Parking

- 60ft setback from Main St
- No setback from Field or Fyfe
- Parking minimums depend on use

EXISTING CONDITIONS

This building serves multiple functions within downtown Newport. Access and layout of the space poses challenges with overlapping functions (police station vs. recreation site). The City is considering options to relocate all, or part, of the functions within the current building. The building is a contributing site to the Newport Downtown Historic District, presenting issues with demolition/full replacement.

City-owned public parking facility with park space and kiosk fronting Main Street.

Adjacent to the only public connection to waterfront outside of Pomerleau Park/Boardwalk.

CITY OF NEWPORT, VT | ENHANCED MASTER PLAN

FYFE DR PARKING LOT | LINKAGE CORRIDOR

ZONING INFORMATION

- Entirely within Linkage Corridor. No new buildings permitted, new construction must maintain views to the water

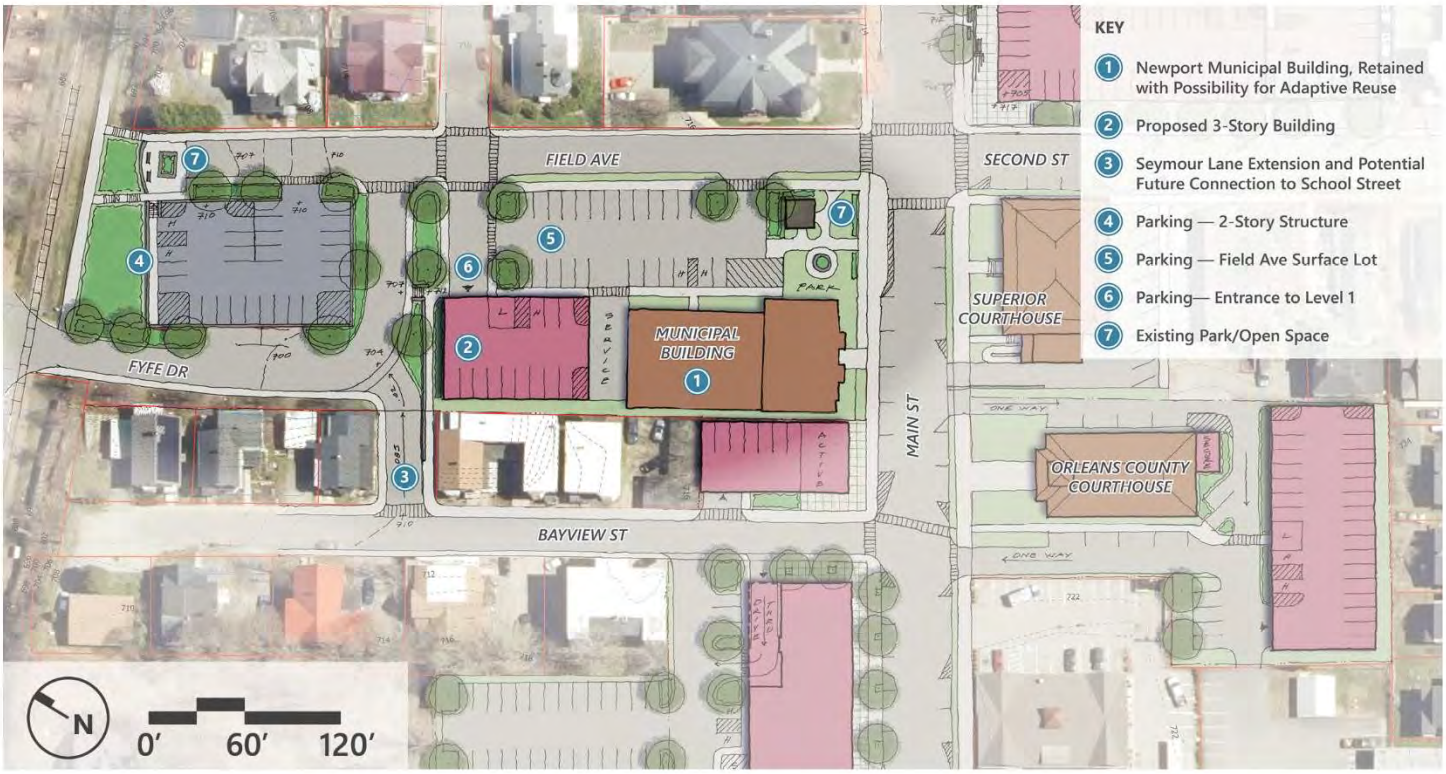
EXISTING CONDITIONS

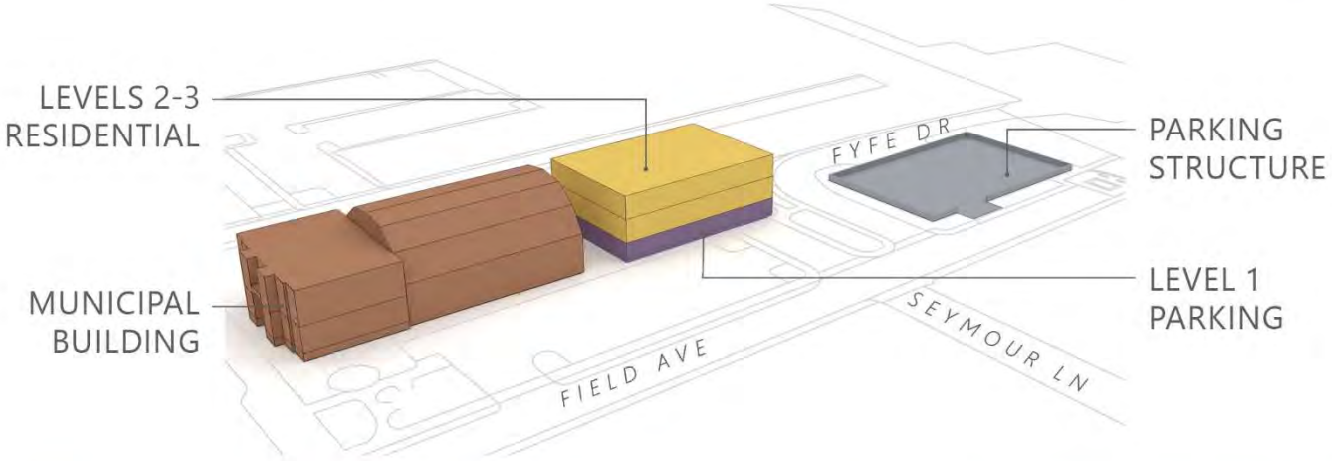
State-owned public parking facility accessed off of Fyfe Drive.

Adjacent to the only public connection to waterfront outside of Pomerleau Park/Boardwalk.

DECEMBER 2024

222 MAIN ST — MUNICIPAL BUILDING | BLOCK 31





RETAINED CIVIC BUILDING

Municipal Building, a contributing resource to the Newport Downtown Historic District, has the potential to be re-purposed to accommodate new uses.

11,700 gsf RESIDENTIAL

12 Units (1,000 sf avg)

35 PARKING SPACES

12 parking spaces are provided below the proposed building. Additional parking is provided within the surface lot east of the building and within structured parking along Fyfe Drive.

246 Main Street

246 Main St. sits between the Family Dollar/266 Main St. site and the Municipal Building and has the potential to be reinvigorated as a prime, centrally located downtown property. It is currently an occupied two-story building. Its contiguity with other study sites lends the possibility of synergy among them, and the potential for a concentration of new active uses and residents on that block of Main Street. The conceptual site plan depicts 3-stories in its place that more than doubles the square footage of the current building and occupies more of the lot, includes an active ground floor, residential above, and creative incorporation of parking into the site layout. In addition to the conceptual site plan for 246 Main Street, its adjacency to the Municipal Building and the abutting parking lot could eventually be strategically redeveloped together to create new, community-oriented spaces such as a recreation center or performing arts complex. This would expand on the civic and recreational presence the Municipal Building brings now, and uniquely fulfil a community need.

246 MAIN ST | BLOCK 6

ZONING INFORMATION

DOWNTOWN BUSINESS DISTRICT

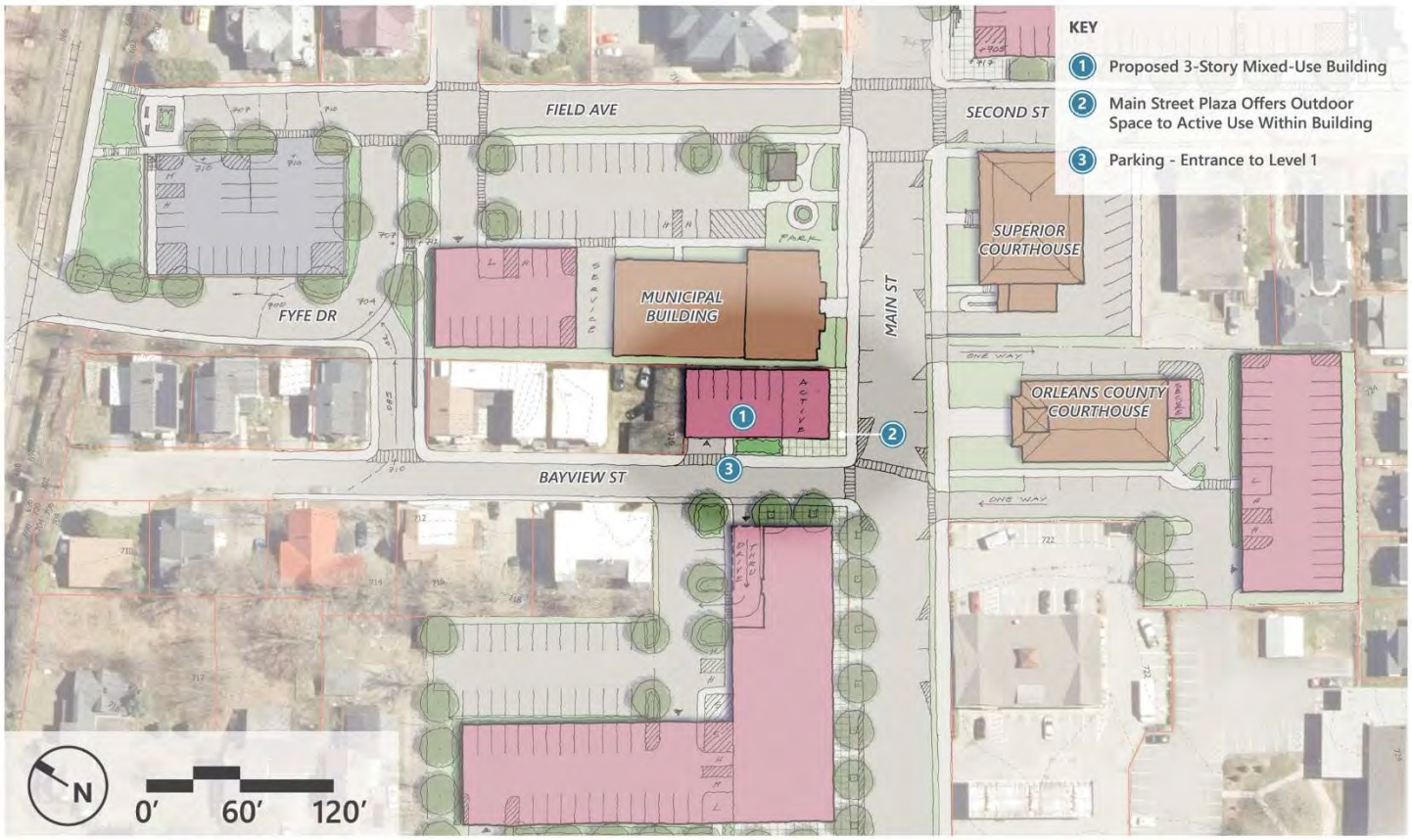
Building Massing

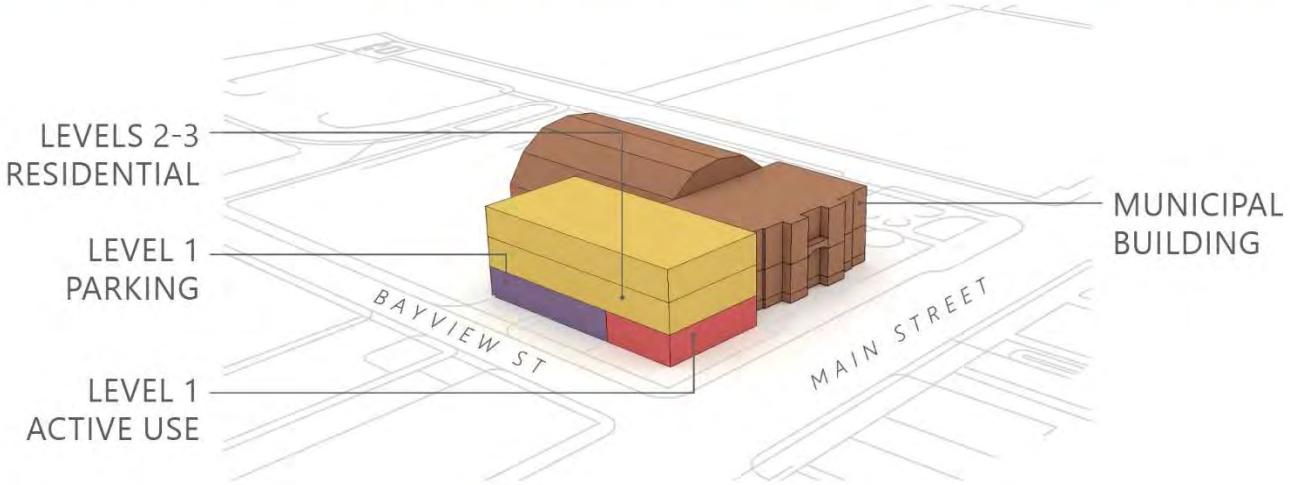
- 10 ft min. front setback from Main St and Bayview
- 20ft build-to-line, 80% min. build-to-line coverage
- 36ft max. structure height
- 45ft min. lot frontage
- 24,000sf max. footprint

Parking

- 60ft parking setback from Main St
- 20ft parking setback from Bayview
- Parking minimums depend on use

246 MAIN ST | BLOCK 6





RETAINED CIVIC BUILDING

Municipal Building, a contributing resource to the Newport Downtown Historic District, has the potential to be re-purposed to accommodate new uses.

8,370 gsf RESIDENTIAL

8 Units (1,000 sf avg)

1,350 gsf ACTIVE USE

Commercial, Arts, Entertainment and Recreation, Civic or other Community Uses

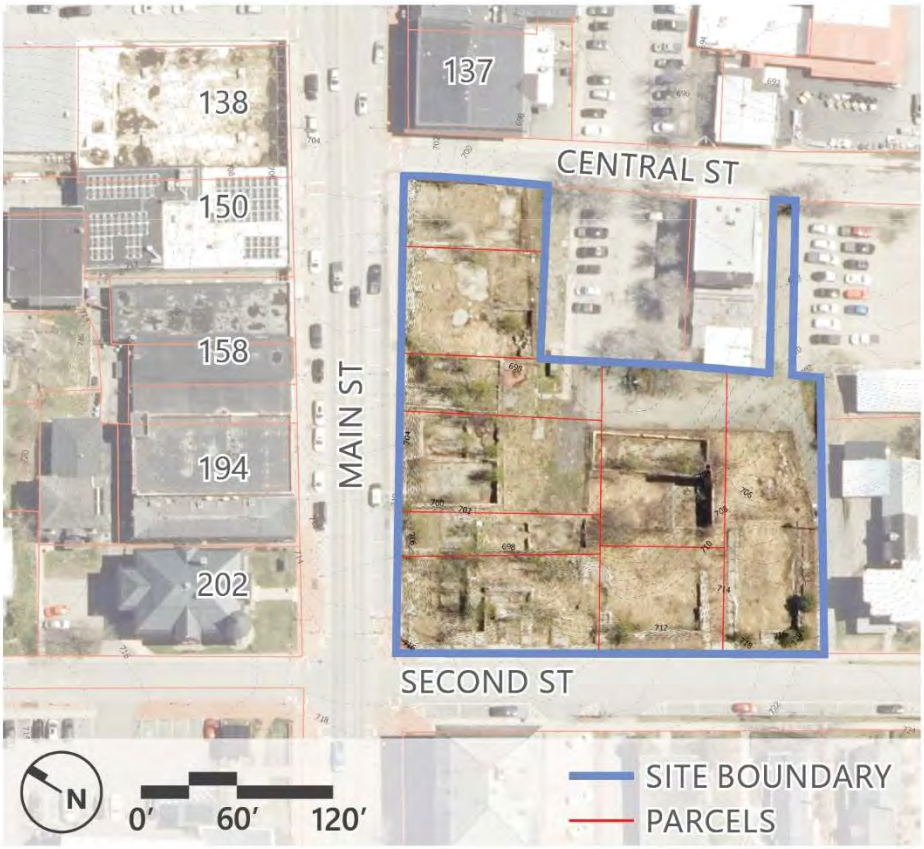
6 PARKING SPACES

Includes parking within the building footprint.

Vacant Main Street Block (between 2nd St. and Central St.)

Formerly the location of multiple two-story mixed-use buildings, the buildings were razed in anticipation of an unrealized development, and the site has sat vacant for nearly a decade. A site central to Newport's recent history and future, having this vacant block re-emerge as a dynamic, productive, and developed space is critical to downtown's future. The Conceptual site plan envisions a return to active uses throughout the first floor of the building for the length of the block along Main Street, structured parking to the rear, nearly 130,000 square feet of developed space, and 98 units of housing.

MAIN ST VACANT BLOCK | BLOCK 3



EXISTING CONDITIONS

Stalled development site along Main St corridor.

Grade change along the site and side streets creates opportunity to access different levels of future development with minimal ramping.

ZONING INFORMATION

DOWNTOWN BUSINESS DISTRICT

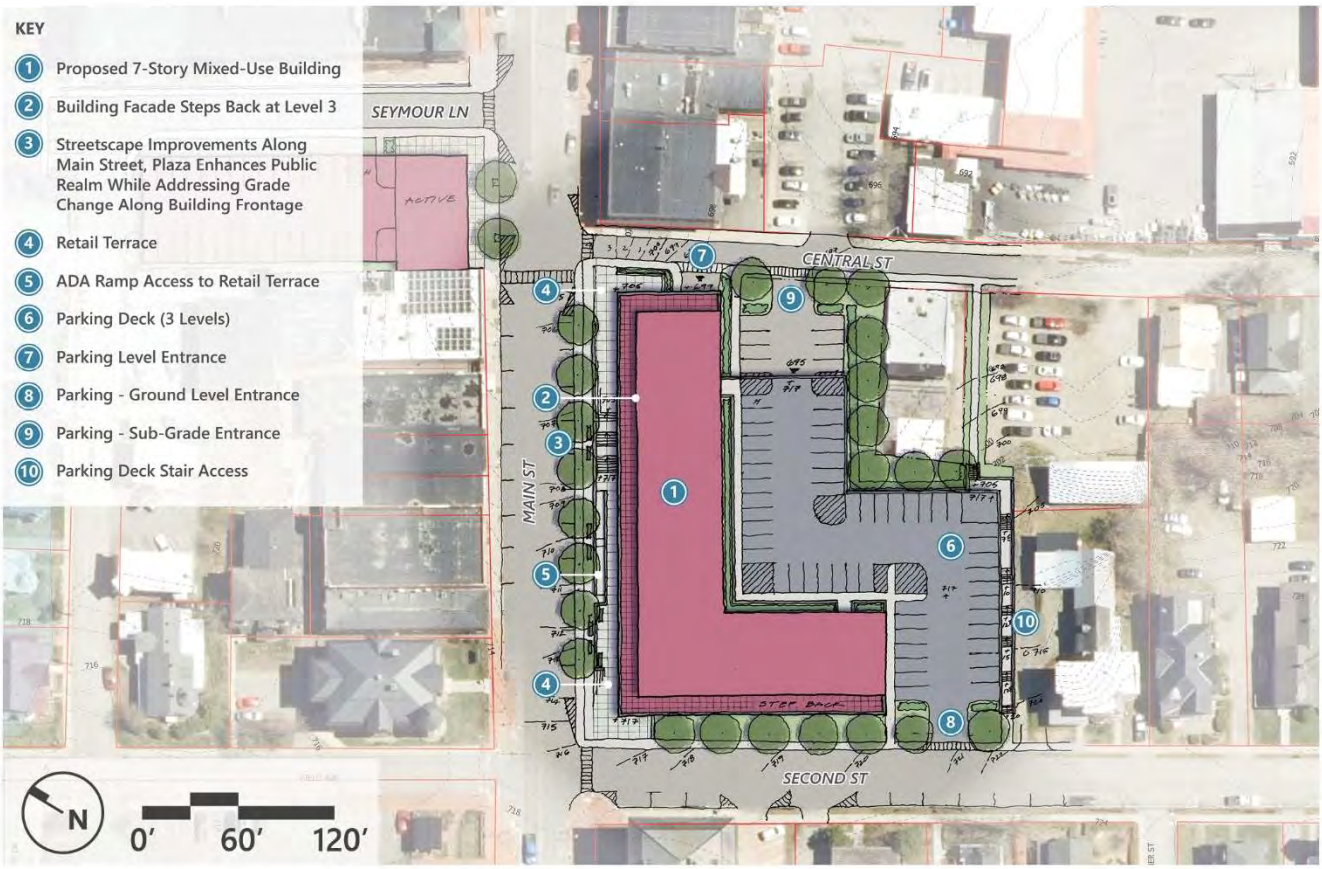
Building Massing

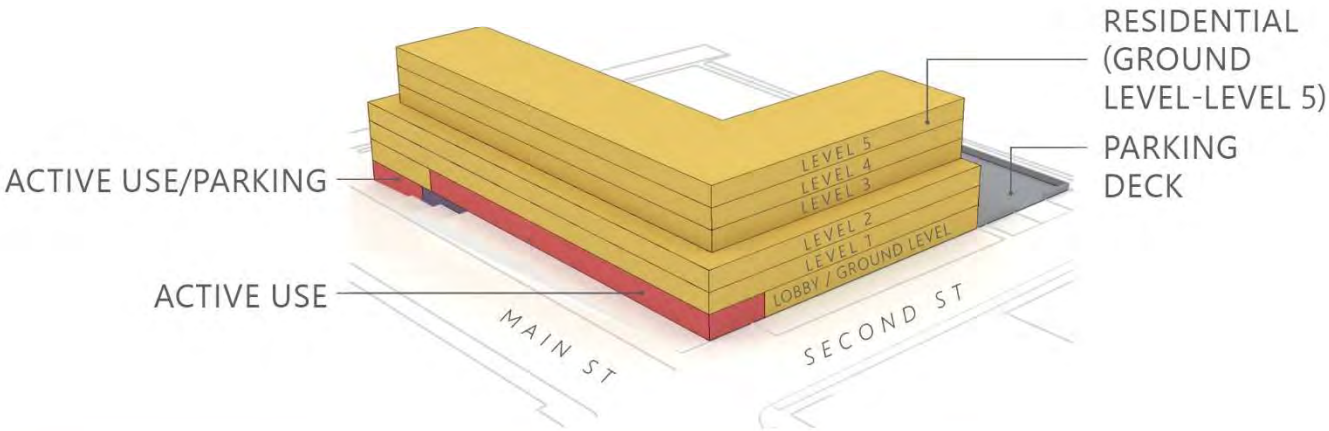
- 15ft min. front setback from Main St
- 10ft min. front setback from Central St
- 10ft min. front setback from Second St
- 25ft build-to-line at Main and Second, 20ft at Central, 80% min. build-to-line coverage
- 72ft max. structure height
- 45ft min. lot frontage
- 8ft rear setback
- 24,000sf max. footprint

Parking

- 60ft parking setback from Main St
- 25ft parking setback from Central and Second
- Parking minimums depend on use

MAIN ST VACANT BLOCK | BLOCK 3





13,050 gsf ACTIVE USE

Commercial, Arts, Entertainment and Recreation, Civic or other Community Uses

114,166 gsf RESIDENTIAL

98 Units (1,000 sf avg)

265 PARKING SPACES

Includes parking within the building footprint as well as a 3-level parking structure.and surface parking.

MAIN ST VACANT BLOCK | BLOCK 3

VIEW FROM MAIN STREET LOOKING DUE EAST TOWARDS THE PROPOSED BUILDING IN THE EXISTING VACANT LOT

138 Main Street & 55 Seymour Lane

138 Main St. sits on a key corner lot where Seymour Lane intersects Main Street. Currently an underutilized one story building, a taller building with more active mix of uses would not only be a more productive use of a downtown property but would also create a new form for this corner and create a strong street edge. Abutting this is 55 Seymour Lane, another one story building just off Main Street where downtown begins to transition toward more solidly residential uses and the lakefront. The conceptual site plan for these two properties envisions a unified development program of a three story building, 24 residential units, ground floor active uses, creatively incorporated parking, and nearly 30,000 sf of developable space.

138 MAIN ST | BLOCK 7

ZONING INFORMATION

DOWNTOWN BUSINESS DISTRICT

Building Massing

- 10ft min. setbacks
- 20ft build-to-line
- 36ft max. structure height
- 45ft min. lot frontage
- 8ft rear setback
- 24,000sf max. footprint

Parking

- 60ft setback from Main St
- 20ft setback from Seymour Ln
- Parking minimums depend on use

55 SEYMOUR LN | BLOCK 26

ZONING INFORMATION

DOWNTOWN RESIDENTIAL DISTRICT

Building Massing

- 10ft min. front setbacks
- 8ft min. other setbacks
- 36ft max. structure height
- 40% max. building coverage
- 50% min. build-to-line coverage

Parking

- 20ft min. setback for parking
- Parking minimums depend on use

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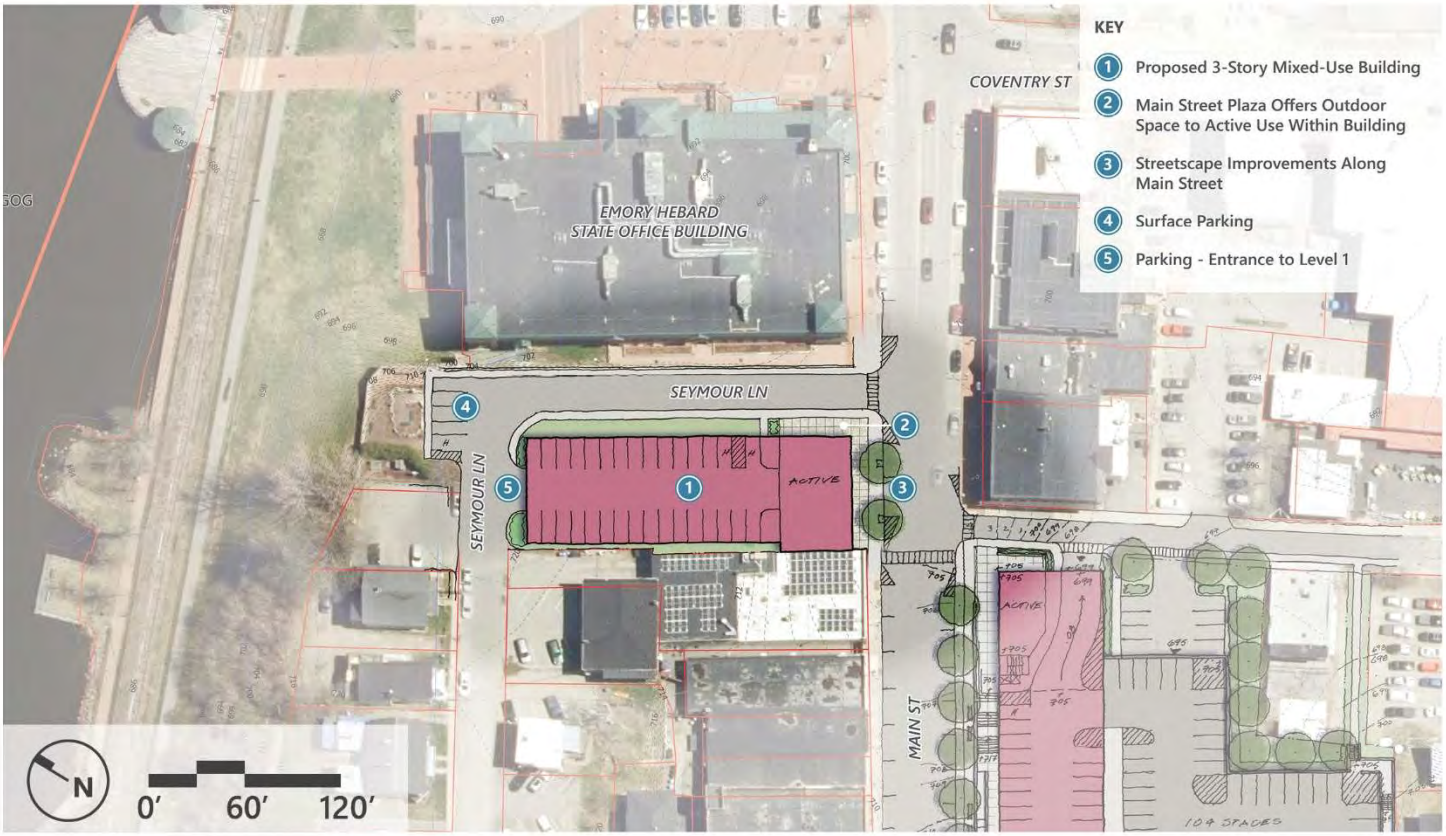
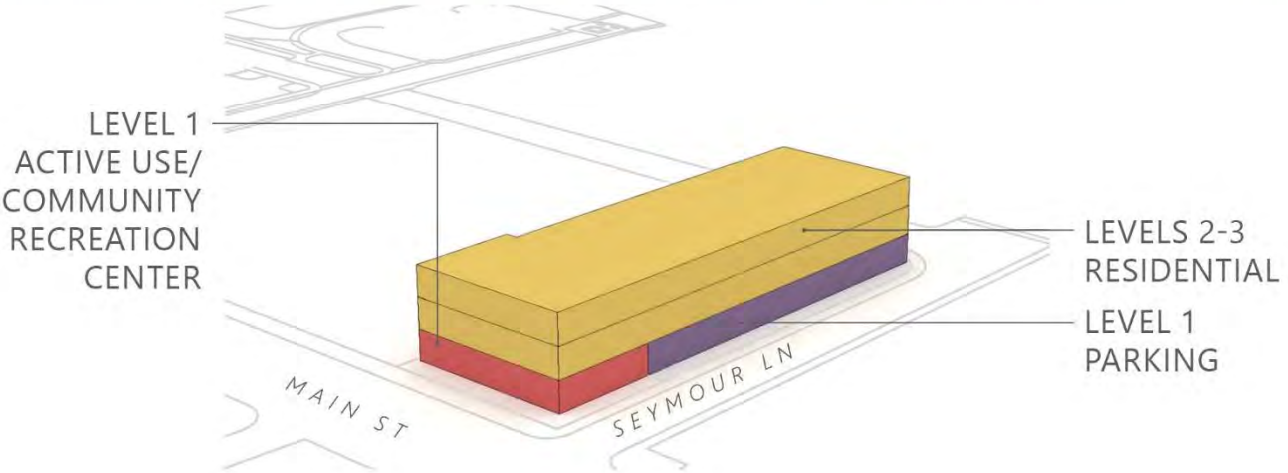
138 MAIN ST | BLOCK 7 AND 26





3,150 gsf ACTIVE USE

Community Recreation Center, Commercial, Arts and Entertainment, Civic or other Community Uses

26,450 gsf RESIDENTIAL

24 Units (1,000 sf avg)

31 PARKING SPACES

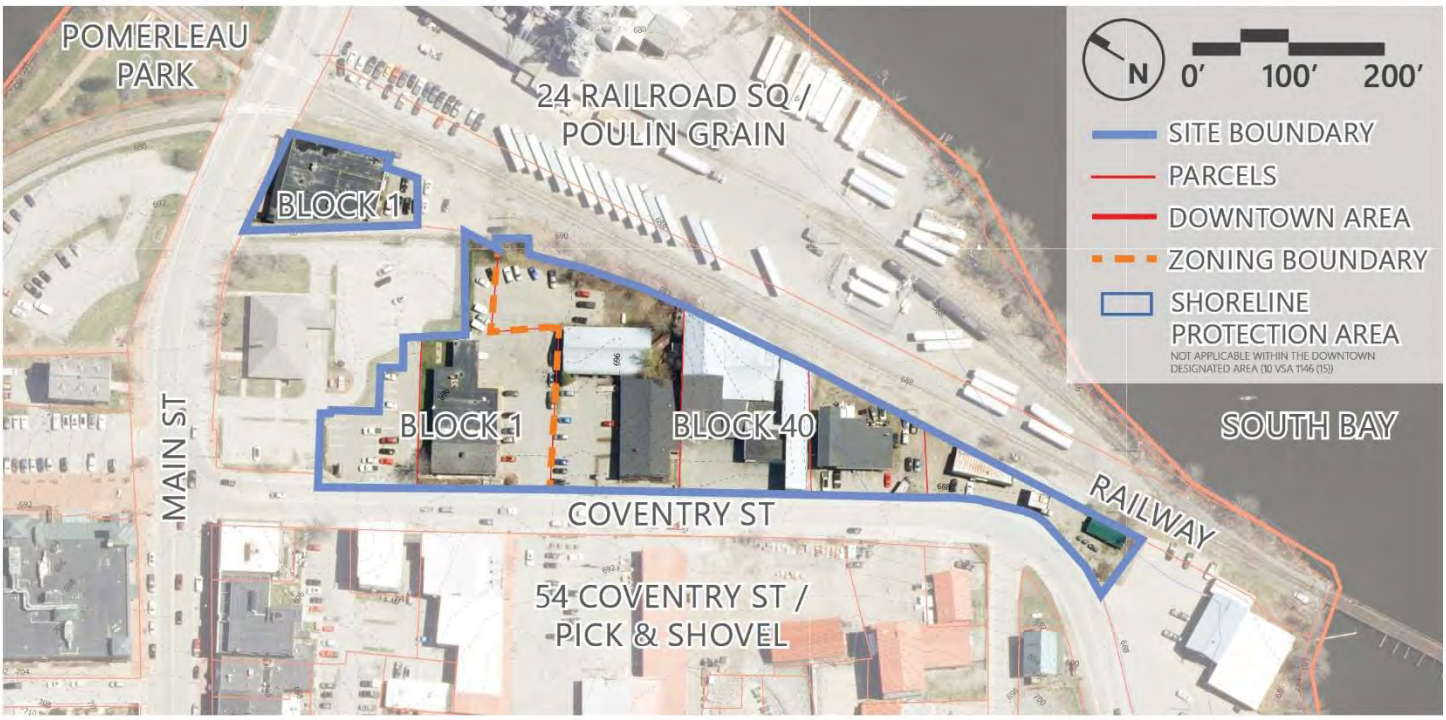
Includes parking within the building footprint.

DECEMBER 2024

Coventry Street

Coventry Street, already home to important businesses like the Pick and Shovel, has the potential to become a more richly concentrated mixed-use street and an extension of the downtown character of Main Street. It also has the space and potential to absorb uses that under the priority site analyses may need to relocate to another central location. The Coventry Street conceptual buildout shows a new grocery store, offices, and streetscape improvements. Key to advancing new development and right of way changes will be opening a dialog with the Railroad about ways that intersection challenges or design changes will be best managed. As with other locations in the study area, there are existing businesses where the conceptual site plan envisions new and more uses, and ensuring that existing businesses have opportunities to engage in the redevelopment process, as well as to relocate or adapt within the changing built environment will be important to Coventry Street's success.

COVENTRY STREET | BLOCKS 1 AND 40



ZONING INFORMATION

DOWNTOWN BUSINESS DISTRICT (BLOCK 1)

Building Massing

- 15ft min. front setbacks from Main St and Coventry St
- 25ft build-to-line on Main St and Coventry St, 80% min. build-to-line coverage
- 72ft max. structure height
- Multi-story building more than four stories in height and within 30ft of the street requires stepback above third or fourth floor
- 45ft min. lot frontage
- 24,000sf max. footprint

Parking

- 60ft min. parking setback from Main St, 25ft parking setback from Coventry St
- Parking minimums depend on use

DOWNTOWN INDUSTRY DISTRICT (BLOCK 40)

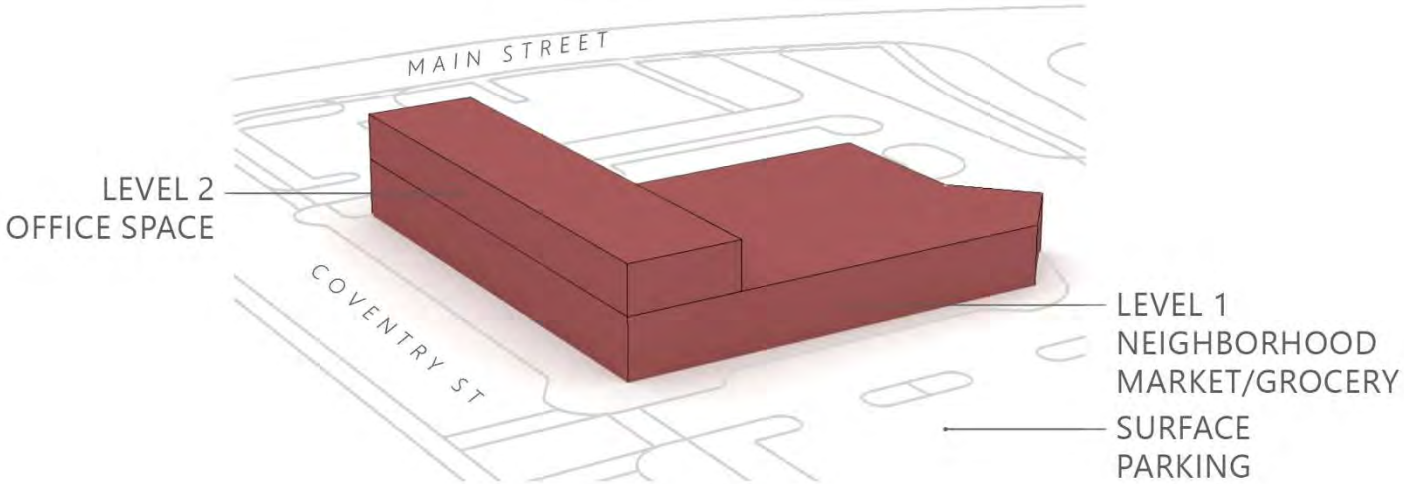
Building Massing

- 15ft min. front setback from Coventry St and 0ft min. front setback from railroad
- No build-to-line, min. lot frontage, or max. building footprint
- 60ft max. structure height
- Multi-story building more than four stories in height and within 30ft of the street requires stepback above third or fourth floor
- Waterfront area of 20ft from OHW (682.7'). Development in this area intended to be "water-dependent, recreation oriented, or visitor-serving uses"

Parking

- 25ft min. parking setback from Coventry St, 0ft parking setback from railroad
- Parking minimums depend on use

COVENTRY STREET | BLOCKS 1 AND 40



13,050 gsf MARKET

Neighborhood market with offices on second story.

96 PARKING SPACES

Surface parking lot within Block 40 and street parking along Coventry Street.

Waterfront Plaza

Waterfront Plaza currently provides valued services and amenities on nearly eight acres that the community relies on – a supermarket, a pharmacy, food, office space, and entertainment. All of these are assets and essential to a well-rounded downtown. However, though technically part of Newport's downtown, as a single-story, auto-dependent site, it does not function like a downtown in its form, and it does not optimize the potential of this critical property. The conceptual site plan shows an alternative future for Waterfront Plaza, one that adds stories and residences, but also incorporates ground-floor commercial uses, trails, creative layout of parking, common areas and landscaping, and orients the site toward the water with added marina space and an active water's edge. The conceptual design shows the potential for 160 new residences and over 5,000 sf of (non-residential) active uses. Public input received over the course of the project indicated particular interest in a downtown performing arts space, with Waterfront Plaza being one of the desired locations mentioned, in which case the ultimate total square footage devoted to active uses and their final locations may vary in their implementation. The conceptual site plan shows the waterfront recreational path and lake access retained for the public, and maintaining this public access is a priority for redevelopment of the site (see the conceptual site plan as well as Figure 8, 9, and 10).

The Master Plan shows other sites where the current uses housed at Waterfront Plaza could relocate and be integrated into the fabric of the downtown. Waterfront Plaza is reimagined in this Plan both in terms of the physical form and layout of the site and in the amount of people and activity it could support, but its existing businesses are of great value in the community. Any plan for redevelopment of the site should include a coordinated effort with owners and tenants to create options for them in new spaces downtown as seamlessly as possible.

WATERFRONT PLAZA | BLOCK 36

EXISTING CONDITIONS

Existing one-story large format retail stores with large surface parking lots.

Prominent location along the waterfront and at a gateway to downtown Newport from I-91.

ZONING INFORMATION

DOWNTOWN WATERFRONT DISTRICT

Building Massing

- 20ft min. front setback from Causeway and Access Rd
- No min. water setback
- Waterfront area of 60ft from OHW (682.7'). Development in this area intended to be "water-dependent, recreation oriented, or visitor-serving uses"
- 60ft max. structure height
- Buildings (or portions of buildings) within 60ft of OHW must not exceed 24ft. Those within 120ft of OHW must not exceed 36ft
- 45% max. building coverage
- 32,000sf max. footprint
- Site contains several Linkage Corridors which may serve as future rights-of-way. May be relocated with approval
- Buildings within 120' of OHW must be oriented to the water but may also have a primary street-facing facade

Parking

- 20ft parking setback from Causeway and Access Rd
- Parking minimums depend on use

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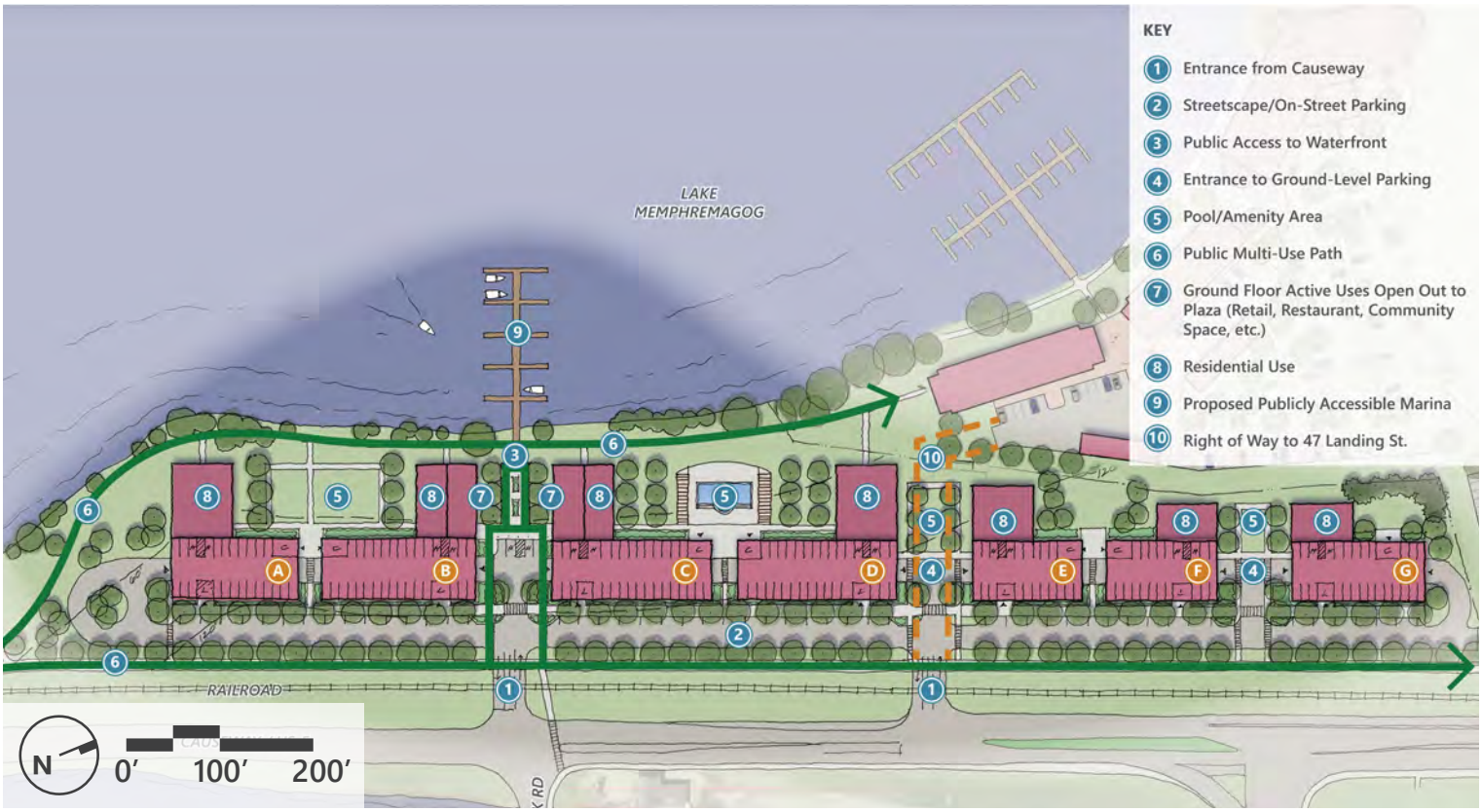
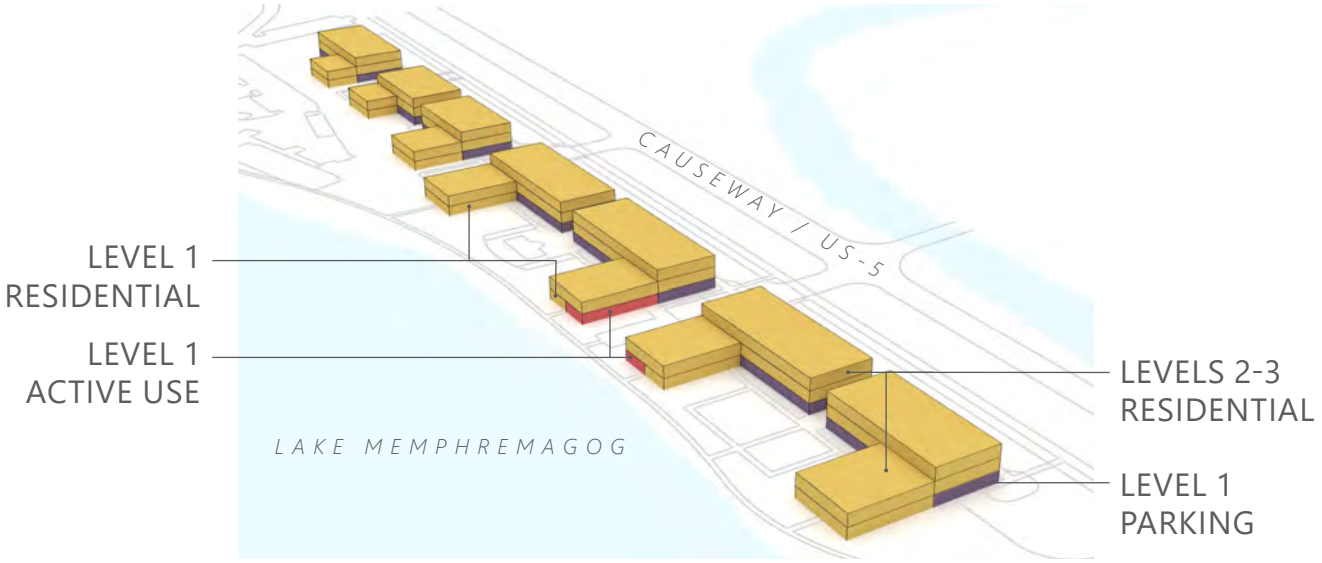
WATERFRONT PLAZA | BLOCK 36





5,200 gsf ACTIVE USE

Commercial, Arts, Entertainment and Recreation, Civic or other Community Uses

187,330 gsf RESIDENTIAL

160 Units (1,000 sf avg)

229 PARKING SPACES

First floor of 3 story wings are ground-floor parking, connected by linkage corridors. On-street parking also included.

DECEMBER 2024

East Side Redevelopment Area/Gray's Landing

Gray's Landing, the site of the existing East Side Restaurant and slip marina, has the potential for a significant expansion of commercial, residential and waterfront uses. Already a developed site and a popular destination, the existing footprint could accommodate significantly more active uses. The conceptual site plan depicts an expanded marina, hotel and banquet space, and up to 44 residential units. There is strong public support for a public performing arts venue in Newport, particularly one oriented toward the lake, and Gray's Landing is one of the sites where this potential use could flourish and potentially be integrated into the proposed mix of uses.

47 LANDING ST - EAST SIDE | BLOCK 36

ZONING INFORMATION

DOWNTOWN WATERFRONT DISTRICT

Building Massing

- 20ft min. front setback from Causeway and Access Rd
- No min. water setback
- Waterfront area of 60ft from OHW (682.7′). Development in this area intended to be "water-dependent, recreation oriented, or visitor-serving uses"
- 60ft max. structure height
- Buildings (or portions of buildings) within 60ft of OHW must not exceed 24ft. Those within 120ft of OHW must not exceed 36ft
- 45% max. building coverage
- 32,000sf max. footprint
- Site contains several Linkage Corridors which may serve as future rights-of-way. May be relocated with approval
- Buildings within 120′ of OHW must be oriented to the water but may also have a primary street-facing facade

Parking

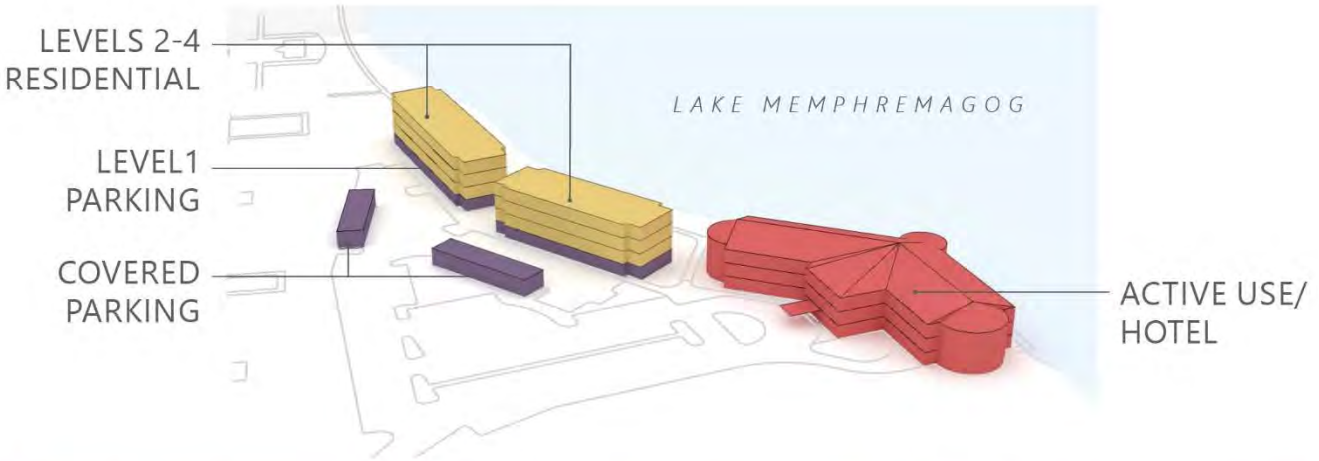
- 20ft parking setback from Causeway and Access Rd
- Parking minimums depend on use

EXISTING CONDITIONS

- Site of existing East Side Restaurant and slip marina

CITY OF NEWPORT, VT | ENHANCED MASTER PLAN

47 LANDING ST - EAST SIDE | BLOCK 36



ACTIVE USE/HOTEL

~ 6,000 gsf*	Active Use (Restaurant/Retail)
~ 2,250 gsf*	Banquet Room (up to 150 People)
77	Hotel Rooms
108	Marina Slips

**SF assumptions are for planning purposes only and are subject to change.*

RESIDENTIAL CONDOS

33 Units

252 PARKING SPACES

202 parking spaces within reconfigured surface lot, 30 spaces under residential buildings, and 20 spaces within the Covered Parking areas.

DECEMBER 2024

4

Supporting Infrastructure

Buildings and open spaces, people, and activities comprise a downtown, but so do sidewalks and utilities and places to sit and adequate water and sewer supplies. New building and new investment are inextricably tied to the infrastructure and physical resources to support it. Aligning development with a robust physical, public realm enables it to thrive and function. Infrastructure needs to support new growth will vary by site and the specifics of any development proposal, and could extend to such areas as brownfield remediation, or waterfront infrastructure such as pilings or marina facilities. The Plan focuses on assessing downtown-wide transportation and water and wastewater resources needed to maintain or improve the public realm as new growth occurs. It is assumed that this infrastructure likely cannot be met through local capital investments alone and will require strategic private investments as well as other funding sources, whether grants or financing tools like Tax Increment Financing to advance the Plan. Below is an overview of transportation considerations in an evolving downtown Newport, and water and wastewater needs to support new development consistent with the conceptual site build-out scenarios.

Transportation Issues & Opportunities

Newport City's transportation systems encompass the ways it connects to the wider world, but also one piece of foundational infrastructure for the community. As a hub of the Northeast Kingdom with an international boundary, Newport City's transportation system is a lynchpin in its relationship its domestic and international neighbors, the local economy, and tourism. The Master Plan Update considers specific questions of traffic operations to support new growth and improved transportation linkages.

This plan also recognizes the considerable study that has occurred of the streets, intersections, trail connections, and bicycle and pedestrian needs in the past, including the 2017 Newport Intersections Study, the 2017 AARP Newport Street & Sidewalk Audit, and elements of the 2018 Waterfront and Downtown Master Plan, which recommended specific pedestrian connectivity, and intersections that warranted design attention. The 2017 Intersections Study is the most detailed in its evaluations of three intersections and study corridor, including Third Street/School Street/Main Street Intersection, Second Street/Field Avenue/Main Street Intersection, Gardner Park/Waterfront Plaza/Main Street Intersection, resulting in detailed recommendations for changes to enhance traffic flow, safety, and efficiency, pedestrian improvements, and access management now and anticipating a potential for a 10% increase in future traffic if development were to significantly increase. This Plan recognizes each of these past studies provide valuable recommendations for potential capital improvements and/or funding opportunities to help advance substantial changes. The Master Plan Update considers specific questions of traffic operations to support new growth and improved transportation linkages, supplementing and in some cases overlapping with areas of focus in prior studies.

Additional Past Transportation Studies

- Newport City Thoroughfare Plan (Smart Mobility/Tetra Tech, 2010)
- Northeast Kingdom Transportation Infrastructure Plan (RSG, 2014)
- Railroad Square Intersection Study (DuBois & King, 2008)
- Newport Intersections Study (Stantec, 2017)

Figure 11, Transportation Network Focus Areas, identifies key intersections, alignments, and connections prioritized for attention as part of this Plan, as well as key areas identified through prior studies, with some overlap in nodes and sections of Main Street that have persistently arisen as needing planning and design attention over time.

Figure 11. Transportation network focus areas.

Traffic Operations & Street Configuration

Connections

North of Main Street – School Street and Seymour Lane

An access that connects School Street thru to Seymour Lane would provide a rear access to parcels on the north side of Main Street while reducing trips along that section of Main Street. The intersection of School Street at Main Street and 3rd Street is currently unsignalized and non-standard as three approaches are controlled by stop signs and the Main Street westbound leg is not stop-controlled. It is recommended that with resulting increased traffic on School Street, the control at this location be reconsidered as an all-way stop. A traffic signal or roundabout may prove a warranted option at that time. Different traffic control configurations also present an opportunity to create an improved and more comfortable gateway to the downtown.

South of Main Street

Given there are parcels available for development (between 2nd and Central) and increased density, a connection to the south of Main Street would also provide a connection to the rear of development parcels. Similar to a potential connection to the north of Main Street, a connection (even if via more than one alignment) could reduce the overall trips that are ultimately added to Main Street.

Access Management

The Federal Highway Administration (FHWA) defines access management as "the proactive management of vehicular access points to land parcels adjacent to all manner of roadways." This includes the location, spacing, and dimensions of curb cuts, driveways, and other points of access to the roadway. Cumulatively, this can have an important impact on the safe and efficient use of the transportation network. Access management is often considered as a part of streetscape improvements, or when considering changes that result from new development proposals, but it has the transportation benefits of also improving safety for all users by reducing conflict areas (car-ped, car-bike, ped-bike and even car-car) and mobility for bicyclists and pedestrians in downtown. A few parcels in or adjacent to downtown have significant uncontrolled access points (Poulin Grain and 319 Main Street are extreme examples). Even at locations where either trucks or many vehicle movements need to be accommodated in the downtown, driveways can typically be narrowed with curbing and sidewalks can then be provided. This will improve safety, enhance the pedestrian environment, and generally improve the physical and visual experience of moving through downtown.

Gateway Intersections

Main Street at Coventry Street

Gateway intersections signal the entrance to downtown and are marked by streets of different scales intersecting. Where narrow streets meet substantially larger streets, design treatments are called for to signal the change and physically guide the transition through such treatments as curb extensions, intersection alignment, parking configuration, and other design elements that signal to those vehicles turning onto a narrower street that they are entering a slower-speed, different scale environment. Currently, poor access management and parking areas mark the approach from the east on Main Street. The presence of the parking entrance

Creative Placemaking & Public Art

Public Art can be a powerful means for creating an aesthetically vibrant, distinct public realm. It can take the shape of something as simple as creatively painted crosswalks to permanent sculpture installations, to building murals. Art in public spaces is its own reward for the people who engage with it every day, but there's also strong research to support the value of the arts for economic development as well as the positive impact of public art on mental health (Happy City Denver: Art for the People Experiments Report, 2018, commissioned by the Denver Theatre District). Communities across the United States as diverse as San Francisco, CA, Cleveland, OH, and Montpelier, VT have exciting public art initiatives that allow for all visitors, workers, and residents to experience artwork in their everyday life.

offset from Coventry Street adds challenges to the operation to this intersection. Continuation of Coventry Street and the urban street grid would reduce vehicular delay at this intersection by creating a more standard four way intersection. If redevelopment of the southeast parcel allowed the reconfiguration of this intersection, it would provide the same alignment improvements but reduce the development potential for that parcel. In addition to the current vehicular delay, the current intersection configuration is challenging for pedestrians, we well.

The potential for diverting truck traffic out of the downtown was raised as a potential improvement associated with this location. Providing an alternative route for trucks frequently results in the diversion of automobiles as well which can be detrimental to a downtown, and care would need to be taken to strategically divert trucks without siphoning other vehicles away from downtown.

Transit

As an economic and service center for Orleans County, planning for multimodal transportation will be critical for its economic future, as well as for meeting important state climate goals, which emphasize the importance of reducing overall vehicle miles travelled and reliance on single occupancy vehicles. A successful multi-modal transportation strategy for Newport will be one that values bike and pedestrian infrastructure, which is itself supported by the land use patterns that comprise a dense, active, walkable downtown, as well as leveraging what public transportation options are available.

Vermont recently completed a statewide Micro-transit study. Evolving trends in Micro-transit differs from past models in that it is accompanied by new technology that allows for more dynamic service. Rural Community Transportation recently expanded its Newport service, other non-profits have recently expanded services in the region and offer great potential in replacing or augmenting traditional bus

Funding Sources for Creative Placemaking & Public Art

Public Art installations and programs need a funding source, and there are several different approaches to supporting art in communities. Several common categories of funding include:

Legislating a % of a local CIP

There are state-wide equivalents of this, often linked to public/civic buildings, in addition to the local model. Vermont Arts Council, for instance, has an Art in State Buildings and Animating Infrastructure grant program. Houston, TX, Sacramento, CA, and Portland, ME among many others, dedicate a small percentage of their capital improvement budget to their public arts programs.

Public/Private/Non-Profit Partnerships.

Examples include sponsoring art installations in vacant storefronts; partnering with nearby institutions such as museums for short term loans of artwork for public display downtown; hosting exhibitions in publicly accessible places such as municipal or state buildings; securing donations from institutions or individual donors are examples of partnerships that can enable individual events or programming that don't require a permanent funding source.

routes that may not serve smaller communities as well as they do larger urban centers. In addition to providing safe, reliable, and convenient transportation options, Micro-transit also holds the potential to improve social equity for those who do not or cannot drive. Investment in multimodal transportation systems in compact, densely settled areas like Newport will be especially impactful, where a range of goods, services, and housing options are available.

State funding through the Vermont Agency of Transportation's Mobility and Transportation Innovations (MTI) Grant Program is available for municipalities, local or regional planning agencies, transit agencies, school districts or schools, non-profit organizations, and citizen groups to support innovative transportation strategies and projects that improve mobility and access to transit services. These include Transportation Demand Management (TDM) programs projects that encourage less carbon-intensive means of travel.

Airport Connections

The Northeast Kingdom International Airport (NEKIA), managed under the authority of the Vermont Aviation Advisory Council and located in the neighboring community of Coventry, currently serves an important role in the region, accommodating chartered personal flights and the flight needs of a number of companies. However, with new investments, it has the potential to accommodate increased and diversified passenger air traffic and make a decisive difference in the economy of Newport and the region. It has had some improvements made in recent years, such as new taxi-way and lighting upgrades, and a modernized and expanded terminal is being planned. With the prospect of increased capacity, it becomes a vital transportation link both for air travel and linkages between the airport and Newport.

The airport is a drive of approximately 10 minutes

Funding Sources for Creative Placemaking & Public Art Cont.

Another common category of funding is:

Developer Contributions

There are several mechanisms that could leverage new private sector investments for art in the community. Los Angeles has a successful Public Art in Private Development Program that requires either incorporation of artwork into a development site or a fee-in-lieu for projects over a certain scale and monetary value. While any introduction of a new impact fee or financial exaction should be carefully vetted to make sure it is proportionate and achieving the desired results, short of a new fee system there are numerous options to encourage, incentivize or require the integration of new artwork into the development process. Art pieces commissioned for a private development site, that was publicly viewable and accessible, can be seen as a boon by some property owners, one that may attract attention and positive interest in their establishment, and in some cases simple encouragement of art initiatives may reap fruitful outcomes. Another option is incentivizing public art through relaxing of other requirements – relief from a minimum parking standard, or as an acceptable equivalent to a planting requirement, for instance. Design guidelines or other development review standards can require percentages of open space or other design elements and these could incorporate public art as an option toward meeting the City's requirements.

from downtown, and currently no regular passenger service is provided or called for between them. As services expand car rentals, or taxi services such as Uber or Lyft, could fill some of that need. Investment in regional public transit, as a longer term strategy, would have the benefit of strengthening an important public resource, and strengthening direct links to downtown businesses. Rural Community Transportation currently has a route (Island Pond Shopping Route) that connects to Newport City (as well as on-demand services more intended for seniors or disabled). Extending the existing RCT is on option for providing transit from the airport to downtown Newport and would be an approximate four mile extension of the service. Expanded Micro-transit service (see above), which the City could directly help foster and program, is also a viable alternative.

Parking

Parking is a valuable resource and amenity for a downtown, whether public or private, on-street or off-street, but how, where, and how much parking are all details that influence whether parking is a boon or a detractor to the health of a downtown or neighborhoods. Part of what defines a successful downtown is its dense and varied form and ensuring that the placement and physical impact of parking contributes to the fine grained fabric that is elemental to a vibrant, walkable place is critical to its success. There are changes that can occur now in Newport City, as well as priorities that can be set in anticipation of new development to ensure that the form, configuration, location, and quantity of parking serves Newport City well.

Supply and Configuration

Currently, Newport City has an abundance of parking provided in surface parking lots. Reducing the space dedicated to surface lots or designing development sites to limit the visual and operational impact of existing lots will be important considerations going forward. Key locations, such as gateways into downtown as you approach from the east from Railroad Square, from the west at the intersection of Main Street at School and 3rd Street, include significant parking and wide open accesses that should be mitigated as new development and investments take place.

Shared Parking

A significant amount of existing downtown off-street parking is provided to accommodate the high demand of institutional daytime uses in the study area (such as courthouses, municipal uses, Department of Motor Vehicles). The existing parking supply likely provides enough availability to support complimentary uses on existing sites (such as incorporating residential units on an existing site) without the need for additional parking. Residential uses peak in the overnight hours with low demand during the day, so would result in little increase in demand during peak parking time periods. A parking study would inform the City and adjacent property owners of the current parking profile (peak times, availability, and turnover) of their on- and off- street parking supply and shed light on the opportunities for shared parking success. Alternatively, as development proposals come forward, codifying a process for applicants to demonstrate the suitability of shared parking to reduce on-site parking requirements is another approach that would allow future

developments to data-driven case for their own reduced parking requirements. This would have the benefit of reducing developer costs and not overbuilding the parking supply.

Structured Parking

If significant new development warrants increasing the total downtown parking supply, structured parking, particularly in locations that could intercept trips on their entry to the downtown would be best to reduce the impact of additional trips through the downtown. Access via Seymour, Field or 2nd St. is less desirable for this reason. Access that connects via School Street or a reconfigured access on the east end of downtown would be best to get visitors or employees out of their vehicles and not circulating thru the downtown.

Water and Wastewater Demands

In considering what level of water and wastewater service would be needed to serve new development as envisioned in this Master Plan, estimates of new water and wastewater demands were created. The results vary considerably depending on the ultimate uses and configurations of each building, but to provide estimates, water and wastewater flows analysis made certain assumptions for all of the sites.

Table 6. Water demand estimates by location.

Site	Proposed Water Demand					Proposed Wastewater Demand				
	Option A			Option B		Option A			Option B	
Block 3*	27993	GPD	-	38942	GPD	21133	GPD	-	32082	GPD
217 & 247 Main St				6720	GPD				5040	GPD
266 Main St*	11642	GPD	-	20920	GPD	8842	GPD	-	18120	GPD
246 Main St*	2330	GPD	-	3428	GPD	1770	GPD	-	2868	GPD
138 Main & 55 Seymour*	6846	GPD	-	9501	GPD	5166	GPD	-	7821	GPD
Fyfe Drive Lot (Block 31)				3360	GPD				2520	GPD
Waterfront (Block 36)*	44980	GPD	-	48688	GPD	33780	GPD	-	37488	GPD
47 Landing St./ East Side				36301	GPD				33131	GPD
Coventry Street Block				1223	GPD				1223	GPD
Total Demand	141395	GPD	-	169083	GPD	112605	GPD	-	140293	GPD

*Estimated water and wastewater demand varies depending on commercial use. Demand ranges reflect retail use (lower demand) to restaurant use (higher demand).

A range of demand is provided to accompany the conceptual site plan scenarios, including lower demand for retail uses, and higher demand for restaurants. For consistency, two-bedroom residential units are assumed throughout the study. Total demand for water and wastewater reflects the respective combination of uses and bedrooms and/or square footage in each building. This provides estimates for planning purposes, but final calculations will have to be performed for each development proposal based on the ultimate building designs, sizes, and use compositions.

In the table below, Option A represents the lower, retail demand in gallons per day (GPD) for both water and wastewater, and Option B the higher, restaurant demand. Full calculations for each site, including demand by floor, use, square footage, and dwellings, follow in Appendix B.

The anticipated water and wastewater requirements for the proposed redevelopment detailed in the Master Plan range from 0.141 MGPD to 0.169 MGD and from 0.113 MGPD to 0.140 MGPD, respectively. According to the City of Newport Department of Public Works, the current municipal wastewater treatment facility (WWTF) is authorized to process 1.3 MGD, while the municipal water system has an ultimate capacity close to 1.7 MGD. Presently, the municipal WWTF treats approximately 0.500 – 0.600 MGD, leaving a remaining capacity of approximately 0.700 – 0.800 MGPD within the system. The existing municipal water system demand is approximately 0.600 MGPD, leaving a remaining capacity of approximately 1.100 MGPD within the system. As the available municipal water and wastewater capacities exceed the proposed demands, the overall water and wastewater systems have excess capacity to support the projected growth as specified in the Master Plan.

Water and Sewer Infrastructure

According to the City of Newport GIS data, the proposed study area contains existing municipal water and sewer infrastructure. The Department of Public Works (DPW) has indicated that the proposed municipal water and sewer system is capable of supporting the projected growth as specified in the Master Plan, however, it is recommended the existing water and sewer infrastructure in the vicinity of the proposed redevelopment be further evaluated to confirm the existing infrastructure (water mains, sewer mains, sewer pump stations, etc.) has capacity of handling the projected water and sewer demand. The water infrastructure should be evaluated to confirm it can provide the required water pressure and flow to fulfill the needs of the proposed development, including the necessary requirements for fire suppression. Additionally, the sewer system should also be evaluated to confirm the existing downstream system has capacity to handle the proposed flows associated with the proposed development.

While currently the City's water and wastewater infrastructure has the capacity to support the buildout of the sites as depicted in this Plan, to the extent that the City's wastewater treatment plant is shared with the Village of Derby, or potential other cooperative partners, the impact of their wastewater needs on future planning should be considered, as well.

5

Funding Strategies

Many federal, regional, and state funding sources are available to assist with implementing the recommendations identified in this Master Plan. Grants, loans, tax credits, Tax Increment Finance Districts, and local financial tools can each play valuable roles in helping to encourage strategic investment in Newport's downtown. Below is an overview of numerous grant funding opportunities available to municipalities targeted towards planning, infrastructure, housing, connectivity, and economic development enhancements.

Tax Credit Programs

State and federal tax credit programs can provide substantial financial incentives to property owners to spur investment. Federal tax credits for buildings listed on the National Register of Historic Places offer a credit of 20% of rehabilitation expenses, for instance, and in FY 2023 were used to facilitate 33 housing units and millions of dollars in investment in Rutland, Brattleboro, Bennington, and Burlington. Newport has several buildings on the National Register of Historic Places, including the District and Superior Courthouses, as well as the downtown itself being recognized a National Register Historic District, making commercial properties downtown potentially eligible for historic tax credits for rehabilitation projects. Vermont offers Downtown and Village Center tax credits for eligible downtown properties for up to $1,000,000 of tax credits per municipality in a fiscal year. Tax credit categories include Flood Mitigation, Façade Improvement, Code Improvement for investments made to bring buildings into compliance with current building codes, and a Historic Tax Credit, which adds an additional 10% state tax credit for approved Federal Rehabilitation Tax Credit (RITC) projects. There were 31 2024 state tax credit projects, including 95 Main Street, Newport.

Local Funding Opportunities

Locally, tools like development impact fees to contribute to infrastructure costs, targeted tax abatements, or the creation of municipal Housing Trusts are just two examples of creative local financing strategies. Perhaps the most powerful local funding tool available to communities is the creation of a TIF district to help finance development and infrastructure projects that in turn helps to facilitate new private development. TIFS are a tool to finance improvements for public infrastructure like streets, sidewalks and stormwater management systems through leveraging

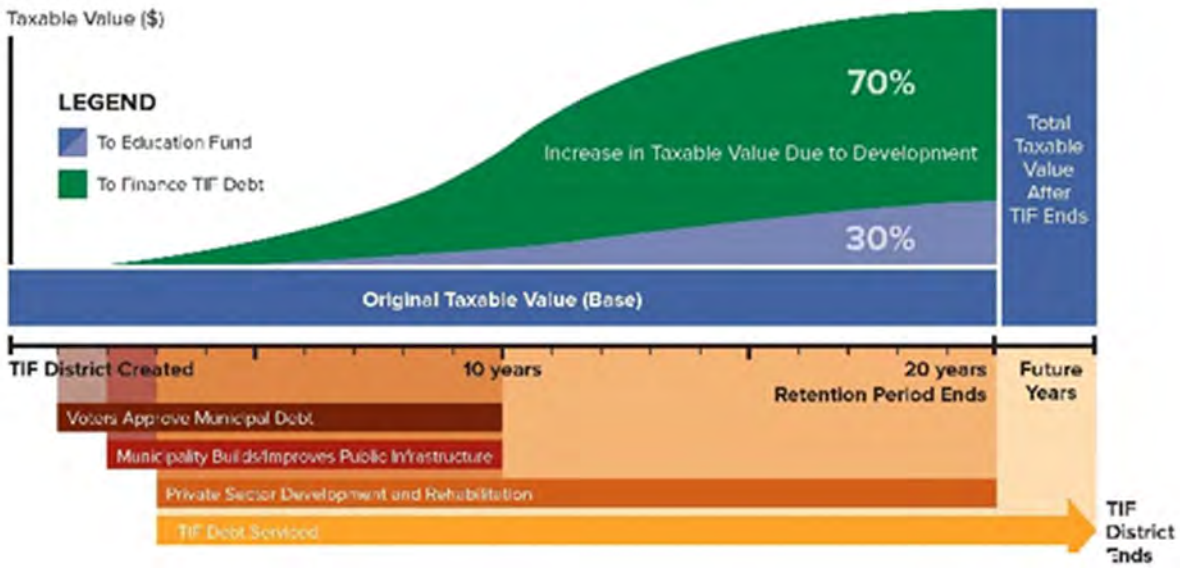


Figure 12. Tax increment financing timeline and revenue distribution (ACCD).

private investment to grow jobs and the economy. TIF districts are approved by the municipality and VEPC, and voters authorize municipal bonds or other debt to finance construction or improvement of public infrastructure to serve the District, which is followed by private sector investments that increases property values and helps to repay the bond.

An analysis on the potential uses that would bring high returns on investment as part of a TIF District is included in Appendix C, which includes a recommendation for a TIF boundary of Newport's designated downtown, as well as an outline of the next steps for Newport to undertake in the TIF application process. There are currently nine active TIF Districts in the state. In recent years TIFs have had great success spurring new, revitalizing investment in communities such as Winooski, Saint Albans, and Killington.

Vermont's Livable Community Program

The program provides funding for small projects that enhance perceptions and attitudes toward community change. Focused on how placemaking and community design influence successful aging, equity and health.

Implementing Entity: AARP

AARP Livable Community Program

Community Development Block Grants (CDBG)

Federal Grant program provides funding for Housing rehabilitation and acquisition, lead abatement, home ownership assistance; Water, sewer, and other infrastructure; Public facilities; Senior, childcare, assisted living, or homeless facilities; Accessibility modifications; Planning; Disaster assistance.

Implementing Entity: VT Agency of Commerce and Community Development (ACCD) Community Development Program

Vermont Community Development Program, Agency of Commerce and Community Development

Municipal Planning Grant Program

State grant program for a wide range of municipal planning projects including land use plans, bylaws, designated downtown, village and neighborhood planning.

Implementing Entity: ACCD/Department of Housing and Community Development

Municipal Planning Grant | Agency of Commerce and Community Development (vermont.gov)

Better Places

State grant program to create inclusive and vibrant public places serving Vermont's designated downtowns, village centers, new town centers, or neighborhood development areas. The program provides one-on-one project coaching, local fundraising support, and two to one (2:1) matching grants ranging from $5,000 to $40,000.

Implementing Entity: ACCD

Better Places | Agency of Commerce and Community Development (vermont.gov)

Recreational Trails Grant Program

Grant program offering matching 80/20 grants up to $50,000 for the maintenance, restoration, design, and construction of recreational trails.

Implementing Entity: Department of Forests, Parks, and Recreation (FPR)

Recreational Trails Program | Department of Forests, Parks and Recreation (vermont.gov)

Recreational Facilities Grants Program

Grant program offering matching grants for the development and creation of community recreational opportunities, up to $25,000.

Implementing Entity: Department of Buildings and General Services (BGS)

2021 Building Communities Grants Programs One Pager-Rev. 2024.pdf (vermont.gov)

Regional Economic Development Grant Program

Matching grants for capital costs associated with the development of facilities expected to create or retain job opportunities, up to $25,000.

Implementing Entity: Department of Buildings and General Services (BGS)

2021 Building Communities Grants Programs One Pager-Rev. 2024.pdf (vermont.gov)

Historic Preservation Grant Program

State grant program offering matching grants to assist in restoring important historic buildings, up to $20,000.

Implementing Entity: ACCD Division for Historic Preservation

Historic Preservation Grants | Agency of Commerce and Community Development (vermont.gov)

Catalyst Program

The Catalyst Program is a federal/state partnership that invests in economic and community development projects in Vermont.

Implementing Entity: Northern Borders Regional Commission

CATALYST PROGRAM | Northern Border Regional Commission (nbrc.gov)

Safe Streets and Roads for All (SS4A)

The SS4A grant program provides funding to develop tools to help strengthen a community's approach to roadway safety and save lives. There are two categories of grant: Implementation and Planning & Demonstration.

Implementing Entity: USDOT

Safe Streets and Roads for All (SS4A) Grant Program | US Department of Transportation

Rebuilding American Infrastructure with Sustainability and Equity (RAISE)

Grants projects that achieve national objectives of multimodal transportation systems and building projects focused on sustainability and equity.

Implementing Entity: USDOT

Rebuilding American Infrastructure with Sustainability and Equity (RAISE) | US Department of Transportation

Transportation Alternatives Program

State matching grants for the construction, planning, and design of bike and pedestrian facilities (on or off road), sidewalks, bicycle infrastructure, lighting, and others. Stormwater mitigation prioritized.

Implementing Entity: VTRANS

Transportation Alternatives Program | Agency of Transportation (vermont.gov)

Bicycle and Pedestrian Program Grants

State matching grants for the scoping, design, and construction of bike and pedestrian facilities, sidewalks, bicycle lanes, crosswalks, shared-use paths, and lighting.

Implementing Entity: VTRANS

Bicycle and Pedestrian Program | Agency of Transportation (vermont.gov)

Mobility and Transportation Innovations (MTI) Grant Program

This grant program is designed to support innovative strategies and projects that improve mobility and access to services for transit-dependent Vermonters, reduce the use of single occupancy vehicles, and reduce greenhouse gas emissions. The funds can be used for implementation of Transportation Demand Management (TDM) programs, such as bike shares, car shares, Micro-transit, and other methods to shift vehicle trips to other modes of travel.

Implementing Entity: VTrans

FY2025 Mobility and Transportation Innovations (MTI) Grant Program | Agency of Transportation (vermont.gov)

Downtown Transportation Fund Grant

Grants for transportation-related capital improvements within or serving a Designated Downtown and Designated Village Centers. Past projects include pedestrian bridge replacement, streetscape enhancements, bicycle and pedestrian safety improvements.

Implementing Entity: ACCD

Downtown Transportation Fund | Agency of Commerce and Community Development (vermont.gov)

Brownfields Program Grants

Grants to assess, safely clean up, and sustainably reuse brownfield sites.

Implementing Entity: U.S. EPA

Brownfields Program Grants | US EPA

6

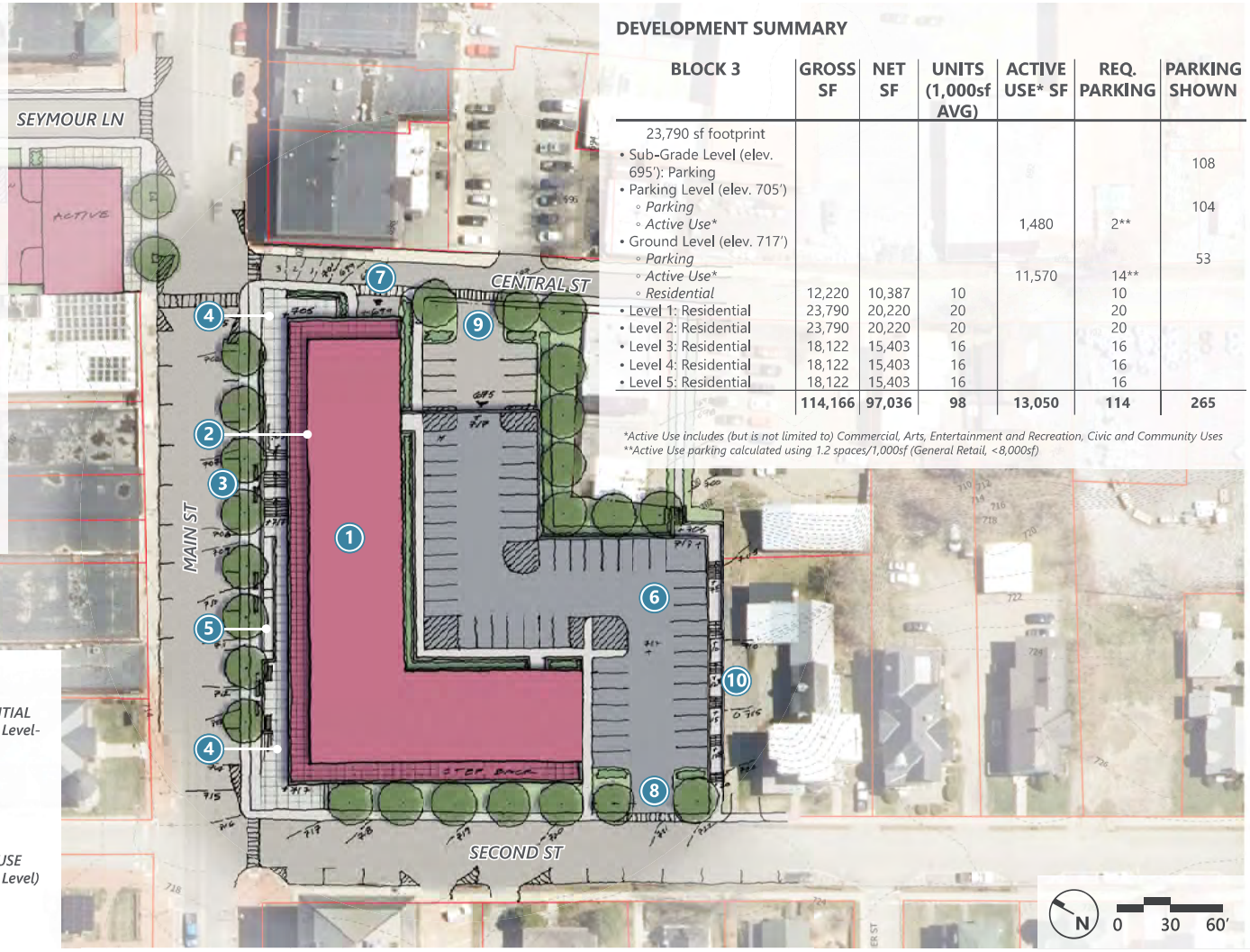
Appendices

A

Plan View Sheets & Development Summaries

KEY

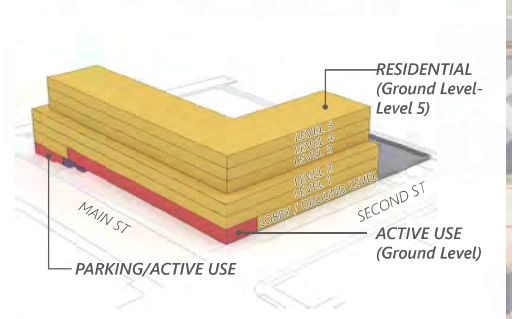
1. Proposed 7-Story Mixed-Use Building
2. Building Facade Steps Back at Level 3
3. Streetscape Improvements Along Main Street, Plaza Enhances Public Realm While Addressing Grade Change Along Building Frontage
4. Retail Terrace
5. ADA Ramp Access to Retail Terrace
6. Parking Deck (3 Levels)
7. Parking Level Entrance
8. Parking - Ground Level Entrance
9. Parking - Sub-Grade Entrance
10. Parking Deck Stair Access



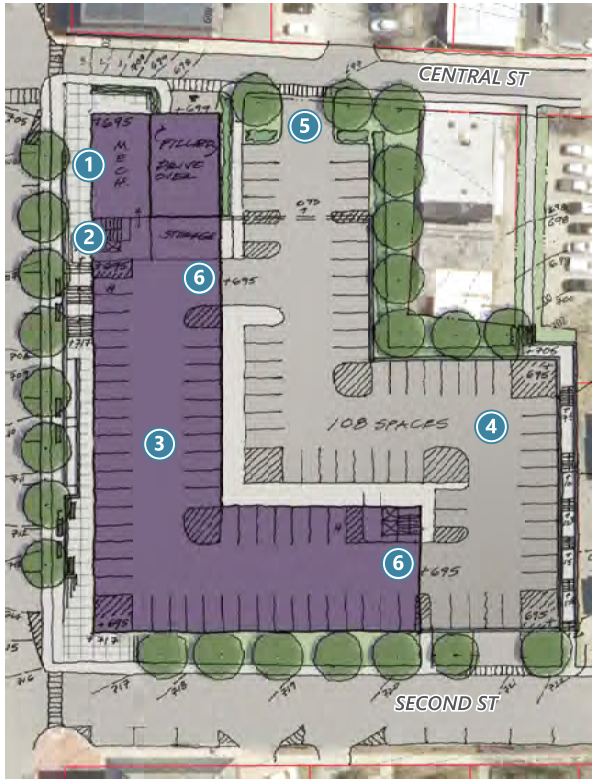
DEVELOPMENT SUMMARY

BLOCK 3	GROSS SF	NET SF	UNITS (1,000sf AVG)	ACTIVE USE* SF	REQ. PARKING	PARKING SHOWN
23,790 sf footprint						
• Sub-Grade Level (elev. 695'): Parking						108
• Parking Level (elev. 705')						
◦ *Parking*						104
◦ *Active Use**				1,480	2**	
• Ground Level (elev. 717')						
◦ *Parking*						53
◦ *Active Use**				11,570	14**	
◦ *Residential*	12,220	10,387	10		10	
• Level 1: Residential	23,790	20,220	20		20	
• Level 2: Residential	23,790	20,220	20		20	
• Level 3: Residential	18,122	15,403	16		16	
• Level 4: Residential	18,122	15,403	16		16	
• Level 5: Residential	18,122	15,403	16		16	
	114,166	**97,036**	**98**	**13,050**	**114**	**265**

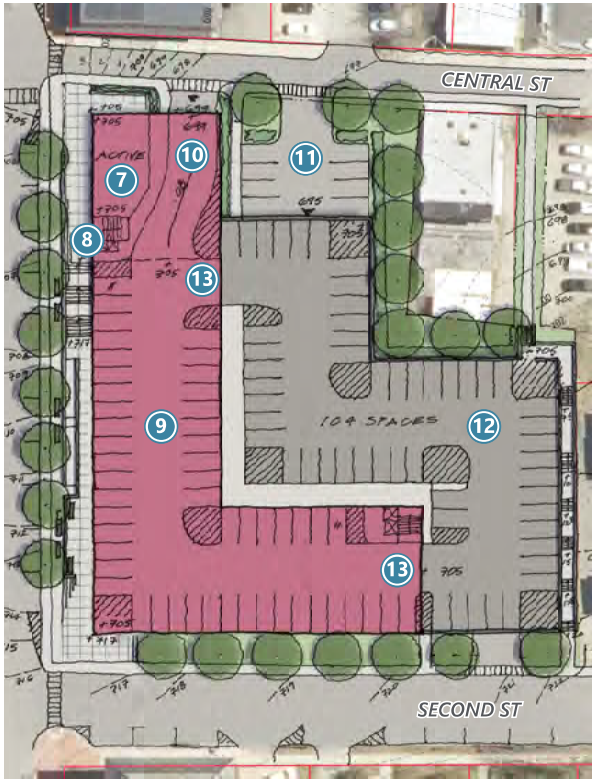
**Active Use includes (but is not limited to) Commercial, Arts, Entertainment and Recreation, Civic and Community Uses*
***Active Use parking calculated using 1.2 spaces/1,000sf (General Retail, <8,000sf)*



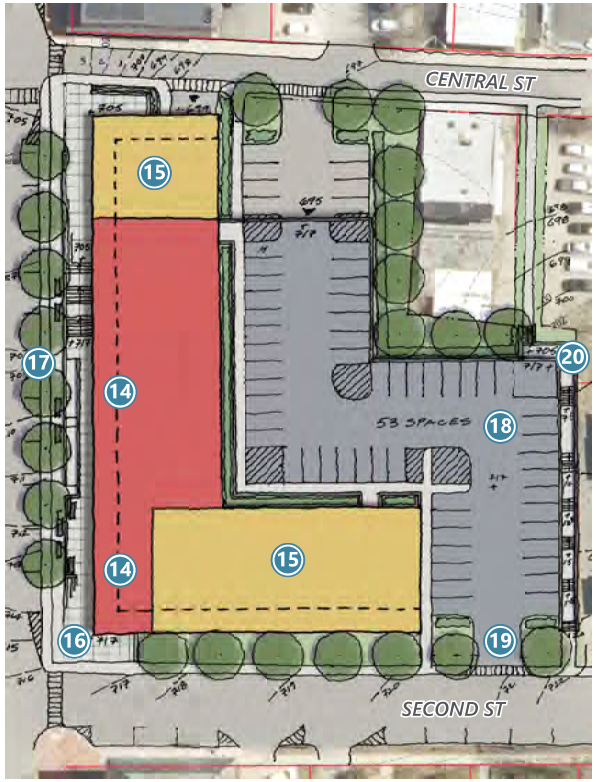
SUB-GRADE LEVEL PLAN



PARKING LEVEL PLAN



GROUND LEVEL PLAN



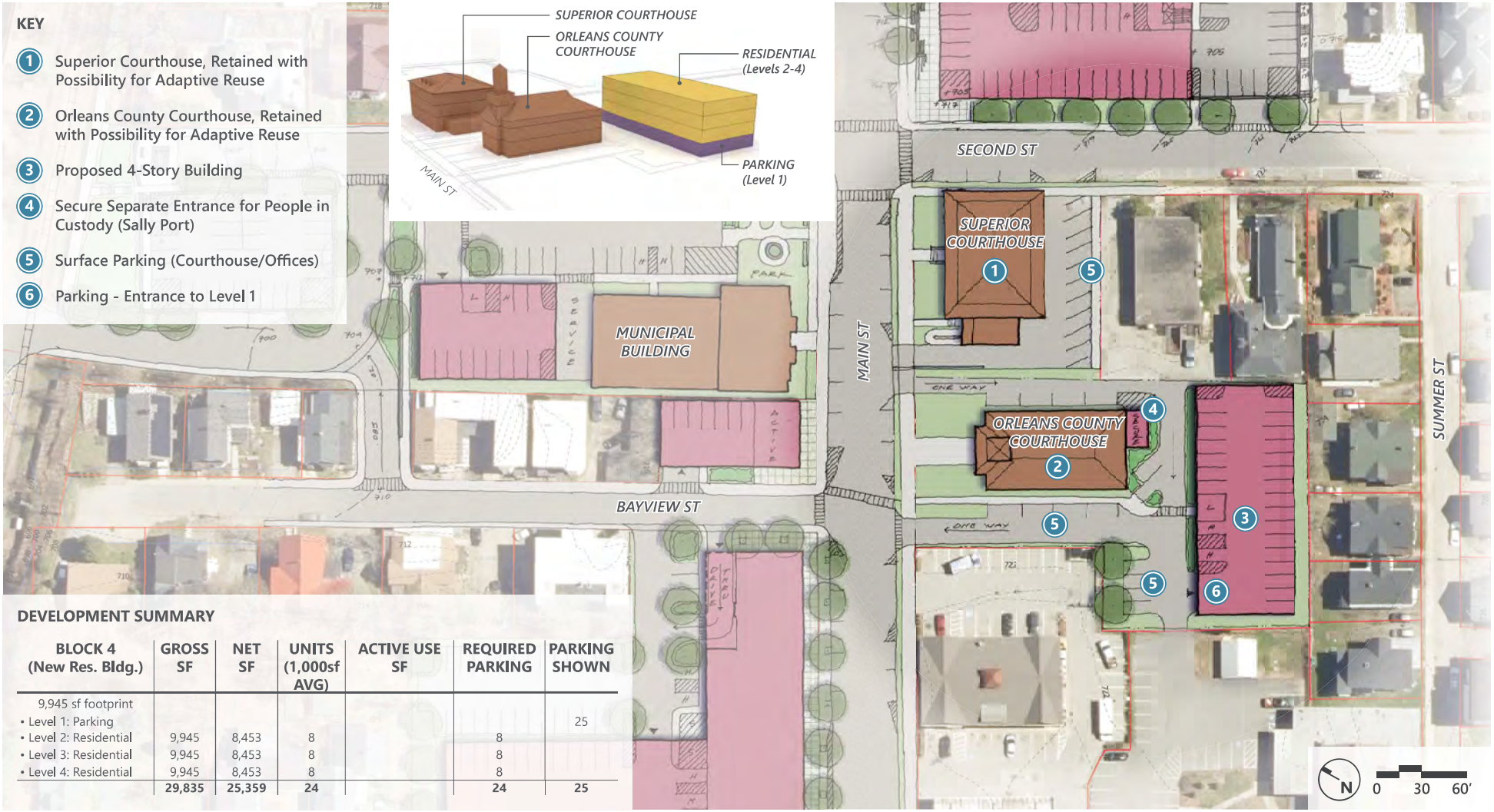
KEY

1. Mechanical/Storage Space
2. Building Entrance (Elevator and Stairs)
3. Parking - Sub-Grade within Building
4. Parking - Sub-Grade of Parking Deck
5. Parking - Sub-Grade Entrance
6. Parking Connection
7. Active Use - Parking Level (Commercial, Arts, etc.)
8. Building Entrance (Elevator and Stairs)
9. Parking - Parking Level (Below Ground Level of Building)
10. Parking - Parking Level Entrance
11. Parking - Sub-Grade (Level Below)
12. Parking Deck - Ground Level
13. Parking Connection Between Building & Deck
14. Ground Level Active Use Fronting Main Street (Commercial, Arts, Community, etc.)
15. Ground Level Residential
16. Retail Terrace
17. ADA Ramp Access to Retail Terrace
18. Parking Deck - Ground Level
19. Parking - Ground Level Entrance
20. Parking Deck Stair Access

N 0 30 60'

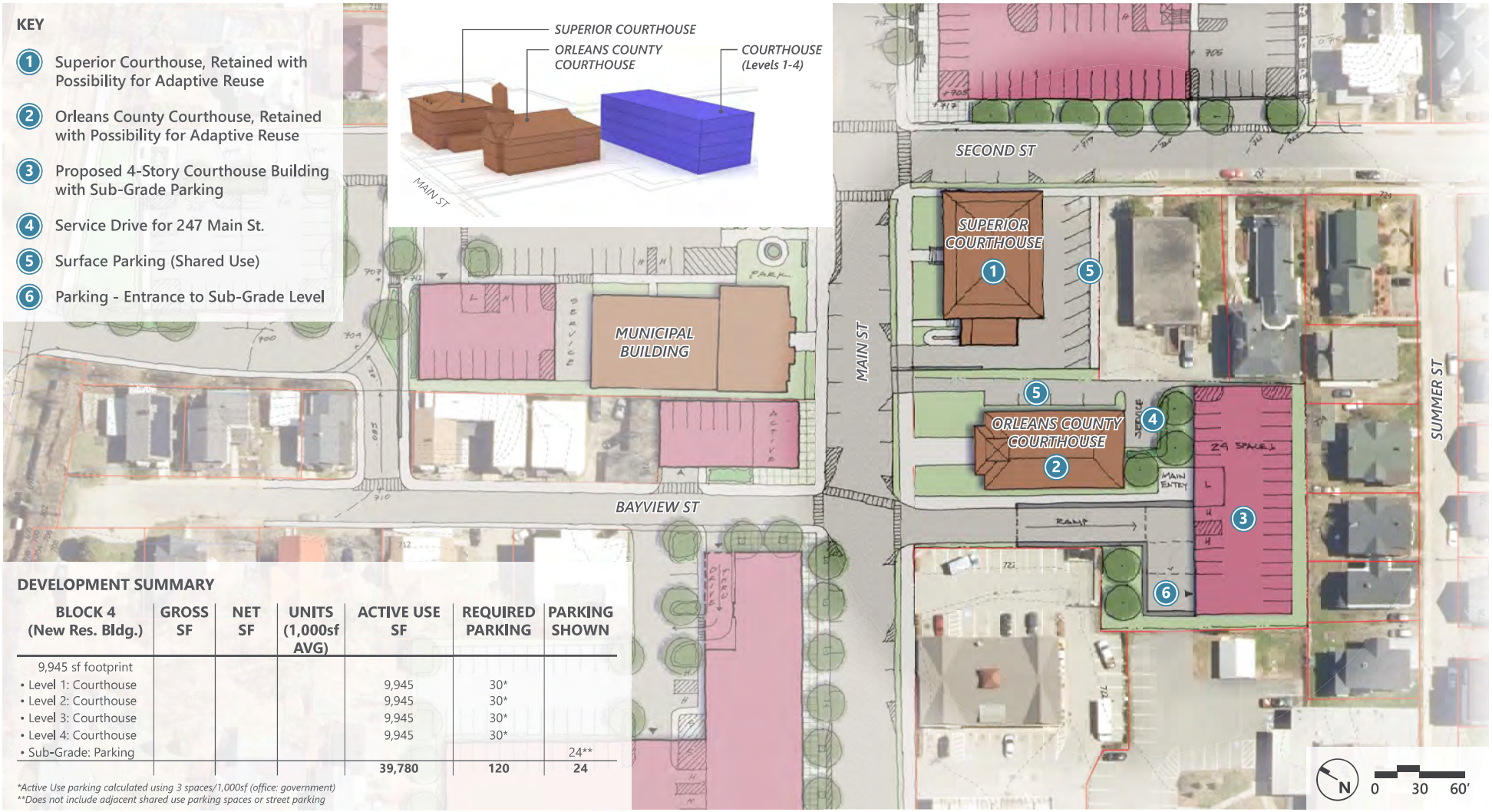
KEY

1. Superior Courthouse, Retained with Possibility for Adaptive Reuse
2. Orleans County Courthouse, Retained with Possibility for Adaptive Reuse
3. Proposed 4-Story Building
4. Secure Separate Entrance for People in Custody (Sally Port)
5. Surface Parking (Courthouse/Offices)
6. Parking - Entrance to Level 1



DEVELOPMENT SUMMARY

BLOCK 4 (New Res. Bldg.)	GROSS SF	NET SF	UNITS (1,000sf AVG)	ACTIVE USE SF	REQUIRED PARKING	PARKING SHOWN
9,945 sf footprint						
• Level 1: Parking						25
• Level 2: Residential	9,945	8,453	8		8	
• Level 3: Residential	9,945	8,453	8		8	
• Level 4: Residential	9,945	8,453	8		8	
	29,835	**25,359**	**24**		**24**	**25**



DEVELOPMENT SUMMARY

BLOCK 4 (New Res. Bldg.)	GROSS SF	NET SF	UNITS (1,000sf AVG)	ACTIVE USE SF	REQUIRED PARKING	PARKING SHOWN
9,945 sf footprint						
• Level 1: Courthouse				9,945	30*	
• Level 2: Courthouse				9,945	30*	
• Level 3: Courthouse				9,945	30*	
• Level 4: Courthouse				9,945	30*	
• Sub-Grade: Parking						24**
				39,780	**120**	**24**

*Active Use parking calculated using 3 spaces/1,000sf (office: government)
**Does not include adjacent shared use parking spaces or street parking

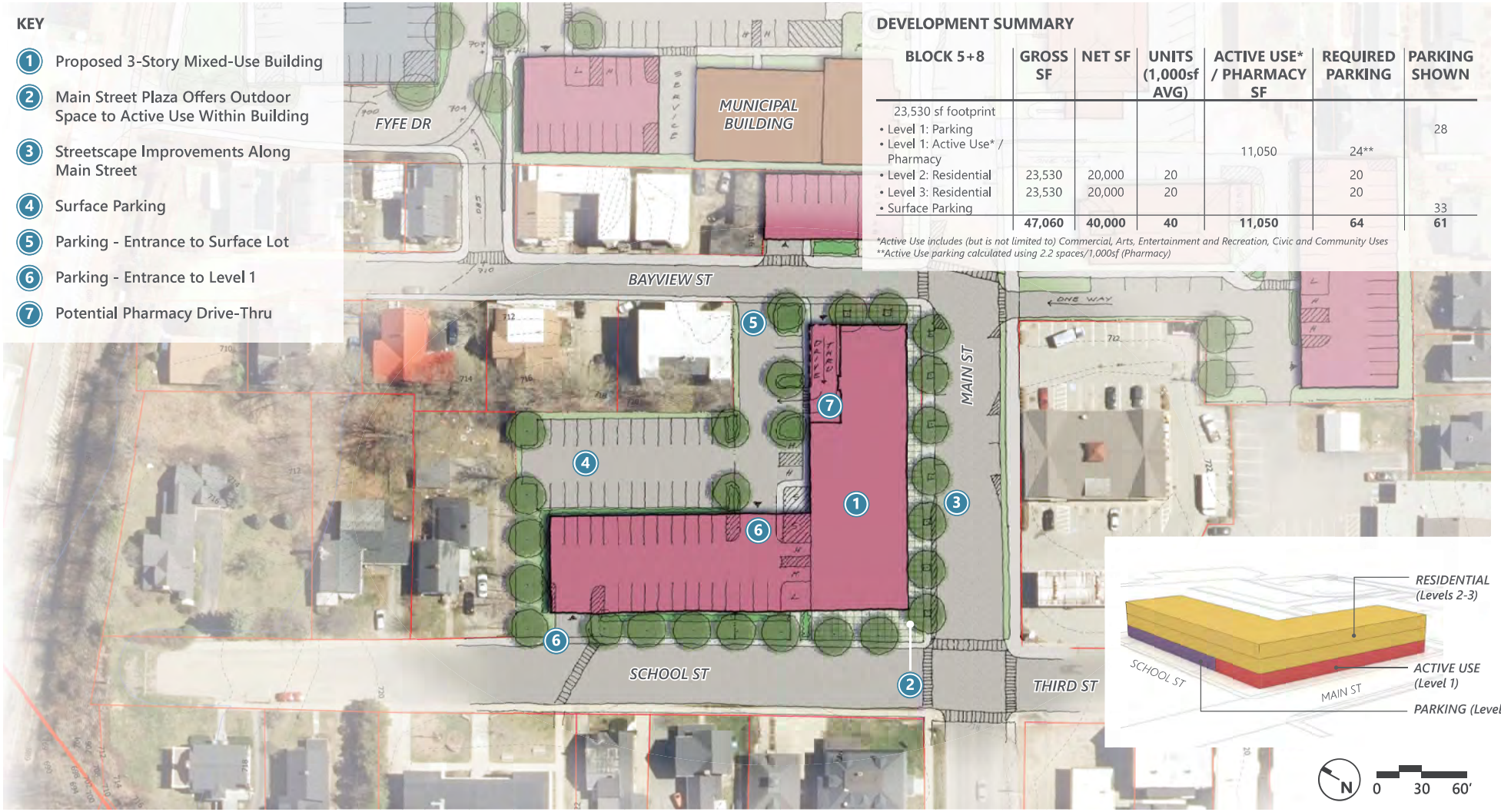
KEY

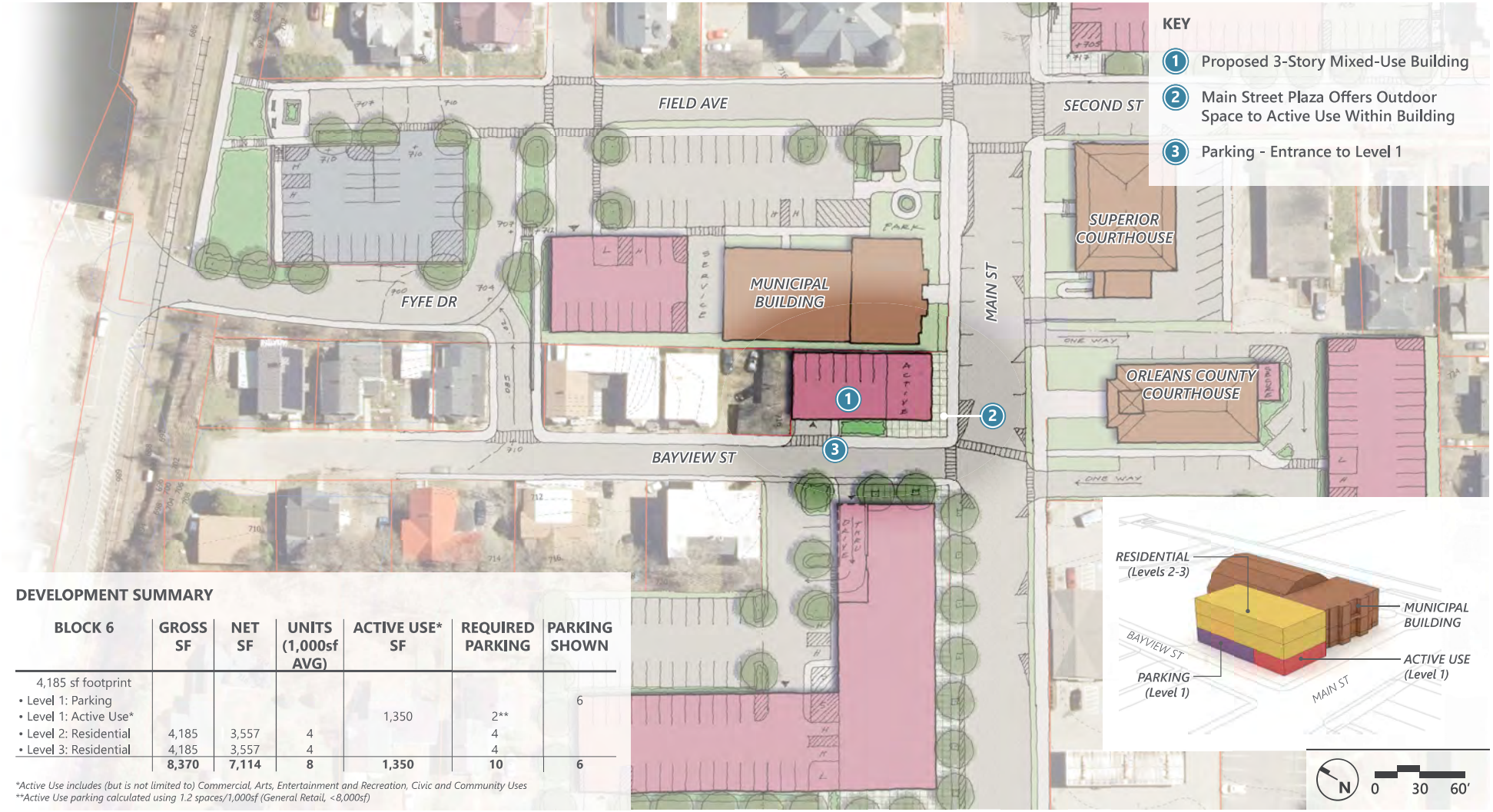
1. Proposed 3-Story Mixed-Use Building
2. Main Street Plaza Offers Outdoor Space to Active Use Within Building
3. Streetscape Improvements Along Main Street
4. Surface Parking
5. Parking - Entrance to Surface Lot
6. Parking - Entrance to Level 1
7. Potential Pharmacy Drive-Thru

DEVELOPMENT SUMMARY

BLOCK 5+8	GROSS SF	NET SF	UNITS (1,000sf AVG)	ACTIVE USE* / PHARMACY SF	REQUIRED PARKING	PARKING SHOWN
23,530 sf footprint						
• Level 1: Parking						28
• Level 1: Active Use* / Pharmacy				11,050	24**	
• Level 2: Residential	23,530	20,000	20		20	
• Level 3: Residential	23,530	20,000	20		20	
• Surface Parking						33
	47,060	**40,000**	**40**	**11,050**	**64**	**61**

*Active Use includes (but is not limited to) Commercial, Arts, Entertainment and Recreation, Civic and Community Uses
**Active Use parking calculated using 2.2 spaces/1,000sf (Pharmacy)

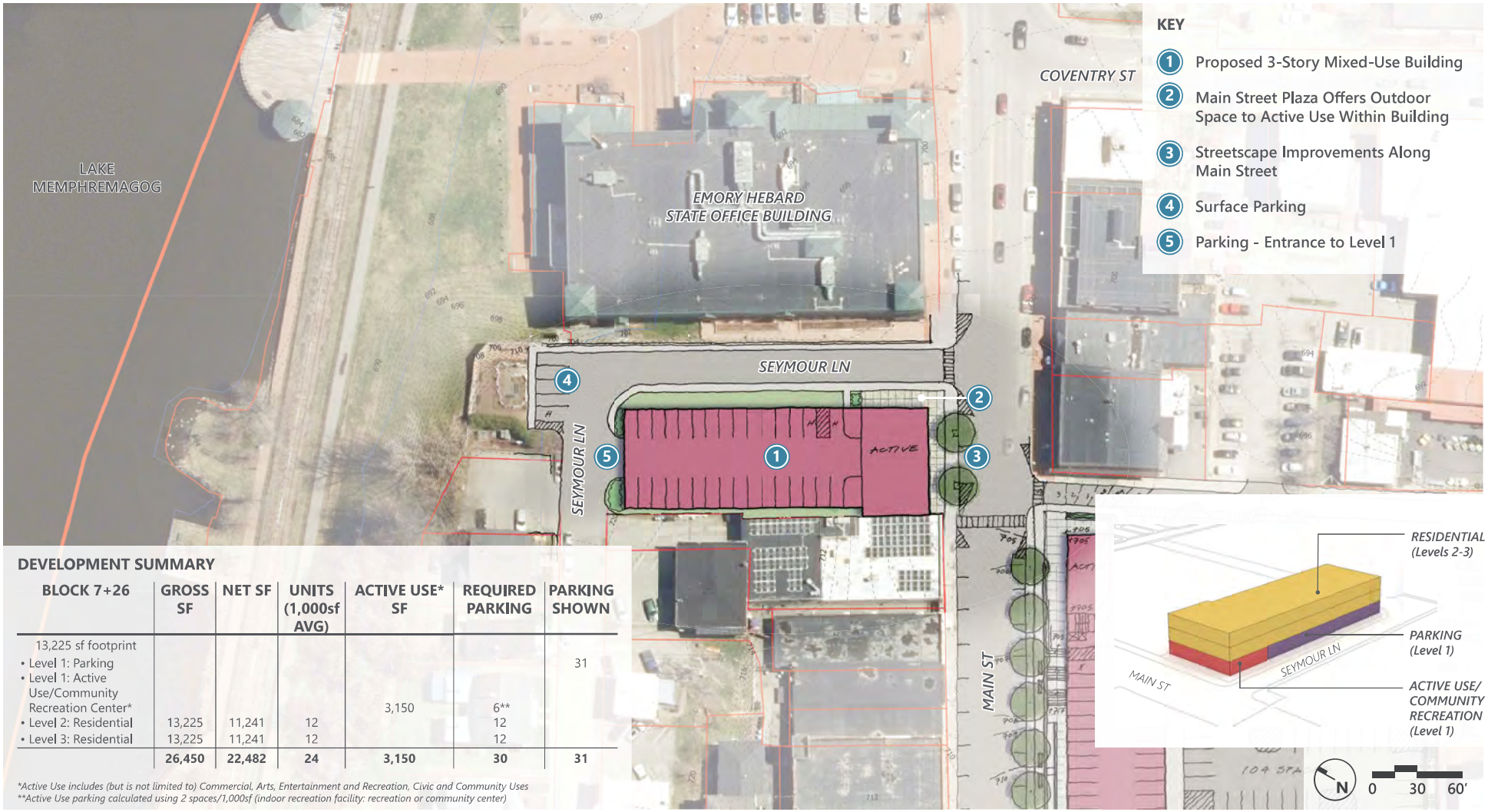




DEVELOPMENT SUMMARY

BLOCK 6	GROSS SF	NET SF	UNITS (1,000sf AVG)	ACTIVE USE* SF	REQUIRED PARKING	PARKING SHOWN
4,185 sf footprint						
• Level 1: Parking						6
• Level 1: Active Use*				1,350	2**	
• Level 2: Residential	4,185	3,557	4		4	
• Level 3: Residential	4,185	3,557	4		4	
	8,370	**7,114**	**8**	**1,350**	**10**	**6**

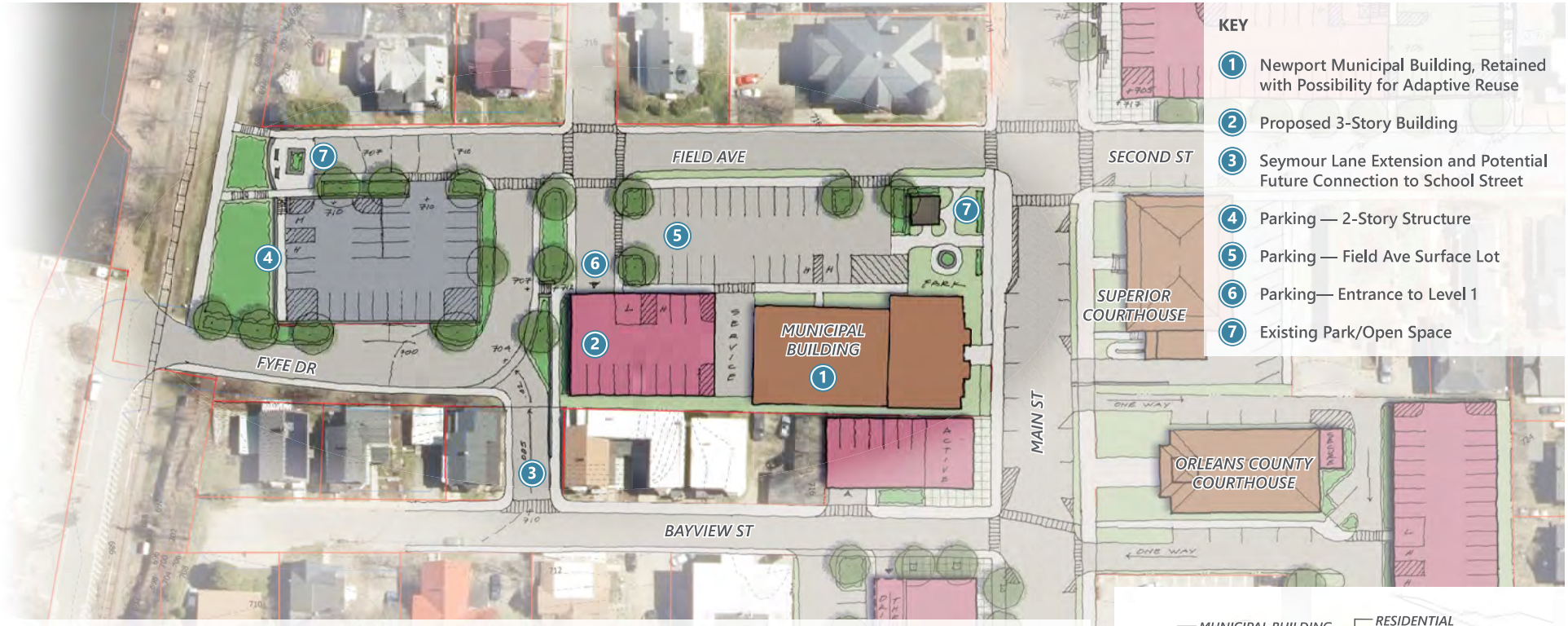
*Active Use includes (but is not limited to) Commercial, Arts, Entertainment and Recreation, Civic and Community Uses
**Active Use parking calculated using 1.2 spaces/1,000sf (General Retail, <8,000sf)



DEVELOPMENT SUMMARY

BLOCK 7+26	GROSS SF	NET SF	UNITS (1,000sf AVG)	ACTIVE USE* SF	REQUIRED PARKING	PARKING SHOWN
13,225 sf footprint • Level 1: Parking • Level 1: Active Use/Community Recreation Center*				3,150	6**	31
• Level 2: Residential	13,225	11,241	12		12	
• Level 3: Residential	13,225	11,241	12		12	
	26,450	**22,482**	**24**	**3,150**	**30**	**31**

*Active Use includes (but is not limited to) Commercial, Arts, Entertainment and Recreation, Civic and Community Uses
**Active Use parking calculated using 2 spaces/1,000sf (indoor recreation facility: recreation or community center)

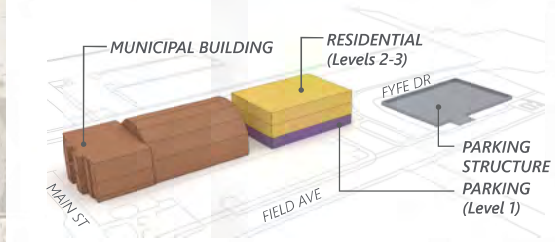


DEVELOPMENT SUMMARY

BLOCK 31 (New Res. Bldg.)	GROSS SF	NET SF	UNITS (1,000sf AVG)	ACTIVE USE SF	REQUIRED PARKING	PARKING SHOWN
5,850 sf footprint						
• Level 1: Parking						12
• Level 2: Residential	5,850	4,973	6		6	
• Level 3: Residential	5,850	4,973	6		6	
• Surface Parking - Field Ave Lot						23
	11,700	**9,946**	**12**		**12**	**35**

PARKING SUMMARY

LEVEL	EXISTING PARKING	PARKING SHOWN
Ground-Level Parking in Bldg.		12
Field Ave Surface Parking Lot	49	23
Lower Lot - 1st / Fyfe Dr Level	36	36
Lower Lot - 2nd / Field Ave Level		26
	85	**97**



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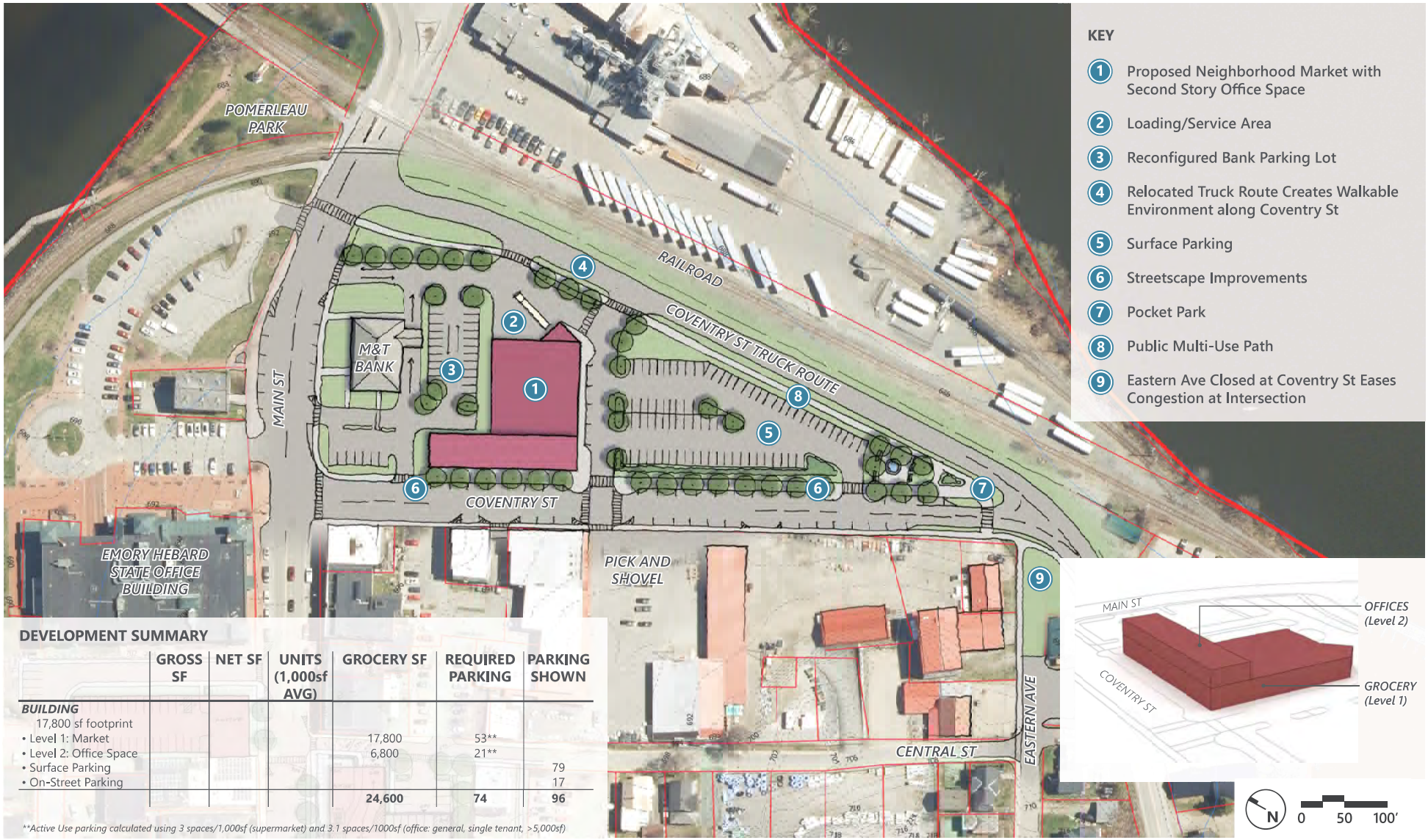
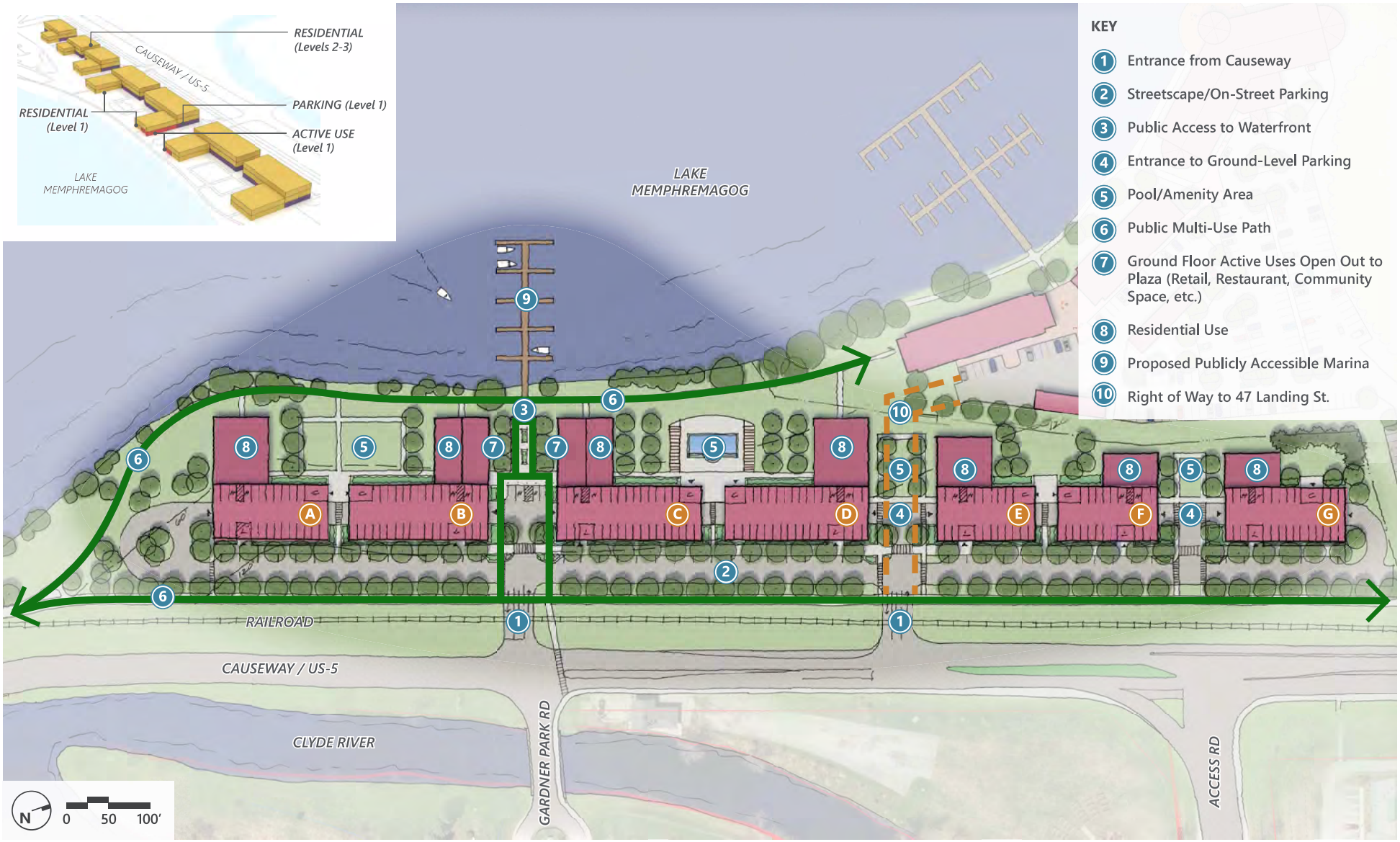


DEVELOPMENT SUMMARY

	GROSS SF	NET SF	UNITS (1,000sf AVG)	GROCERY SF	REQUIRED PARKING	PARKING SHOWN
BUILDING						
17,800 sf footprint						
• Level 1: Market				17,800	53**	
• Level 2: Office Space				6,800	21**	
• Surface Parking						79
• On-Street Parking						17
				24,600	**74**	**96**

***Active Use parking calculated using 3 spaces/1,000sf (supermarket) and 3.1 spaces/1000sf (office: general, single tenant, >5,000sf)*



Downtown Development Sites | Waterfront Plaza — Block 36

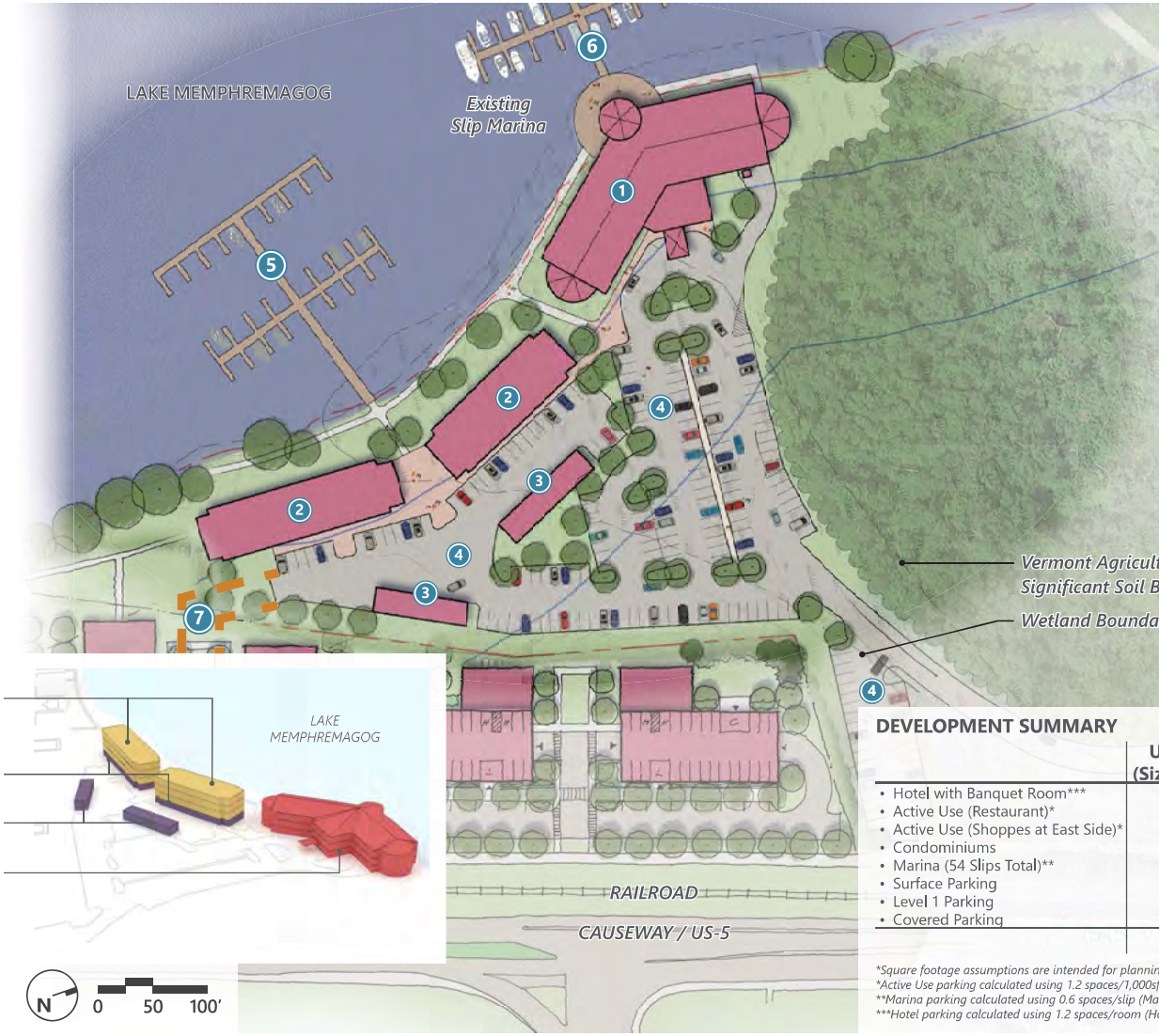
Newport, Vermont Enhanced Master Plan | December 2024

DEVELOPMENT SUMMARY

	GROSS SF	NET SF	UNITS (1,000sf AVG)	ACTIVE USE* SF	REQUIRED PARKING	PARKING SHOWN
BUILDING A						
13,975 sf footprint						
• 2 Story Wing						
◦ *Level 1: Residential*	5,200	4,420	4		4	
◦ *Level 2: Residential*	5,200	4,420	4		4	
• 3 Story Wing						
◦ *Level 1: Parking*						24
◦ *Level 2: Residential*	8,775	7,458	8		8	
◦ *Level 3: Residential*	8,775	7,458	8		8	
			24		**24**	**24**
BUILDING B						
15,925 sf footprint						
• 2 Story Wing						
◦ *Level 1: Active Use**	2,600			2,210	3**	
◦ *Level 1: Residential*	2,600	2,210	2		2	
◦ *Level 2: Residential*	5,200	4,420	4		4	
• 3 Story Wing						
◦ *Level 1: Parking*						30
◦ *Level 2: Residential*	10,725	9,116	10		10	
◦ *Level 3: Residential*	10,725	9,116	10		10	
• On Street Parking						14
			26		**29**	**44**
BUILDING C						
16,250 sf footprint						
• 2 Story Wing						
◦ *Level 1: Active Use**	2,600			2,210	3**	
◦ *Level 1: Residential*	2,600	2,210	2		2	
◦ *Level 2: Residential*	5,200	4,420	4		4	
• 3 Story Wing						
◦ *Level 1: Parking*						31
◦ *Level 2: Residential*	11,050	9,393	10		10	
◦ *Level 3: Residential*	11,050	9,393	10		10	
			26		**29**	**31**
BUILDING D						
16,250 sf footprint						
• 2 Story Wing						
◦ *Level 1: Residential*	5,200	4,420	4		4	
◦ *Level 2: Residential*	5,200	4,420	4		4	
• 3 Story Wing						
◦ *Level 1: Parking*						31
◦ *Level 2: Residential*	11,050	9,393	10		10	
◦ *Level 2: Residential*	11,050	9,393	10		10	
• On Street Parking						16
			28		**28**	**47**

	GROSS SF	NET SF	UNITS (1,000sf AVG)	ACTIVE USE* SF	REQUIRED PARKING	PARKING SHOWN
BUILDING E						
11,570 sf footprint						
• 2 Story Wing						
◦ *Level 1: Residential*	3,900	3,315	4		4	
◦ *Level 2: Residential*	3,900	3,315	4		4	
• 3 Story Wing						
◦ *Level 1: Parking*						20
◦ *Level 2: Residential*	7,670	6,519	6		6	
◦ *Level 3: Residential*	7,670	6,519	6		6	
			20		**20**	**20**
BUILDING F						
10,270 sf footprint						
• 2 Story Wing						
◦ *Level 1: Residential*	2,600	2,210	2		2	
◦ *Level 2: Residential*	2,600	2,210	2		2	
• 3 Story Wing						
◦ *Level 1: Parking*						20
◦ *Level 2: Residential*	7,670	6,519	6		6	
◦ *Level 3: Residential*	7,670	6,519	6		6	
• On Street Parking						11
			16		**16**	**31**
BUILDING G						
12,025 sf footprint						
• 2 Story Wing						
◦ *Level 1: Residential*	2,600	2,210	2		2	
◦ *Level 2: Residential*	2,600	2,210	2		2	
• 3 Story Wing						
◦ *Level 1: Parking*						26
◦ *Level 2: Residential*	9,425	8,011	8		8	
◦ *Level 3: Residential*	9,425	8,011	8		8	
• On Street Parking						6
			20		**20**	**32**
MARINA					**11*** **	
Residential	187,330	159,231	160		160	229
Active Use	5,200			4,420	17	
TOTAL	**192,530**	**159,231**	**160**	**4,420**	**177**	**229**

**Active Use includes (but is not limited to) Commercial, Arts, Entertainment and Recreation, Civic and Community Uses*
***Active Use parking calculated using 1.2 spaces/1,000sf (General Retail, <8,000sf)*
****Marina parking calculated using 0.6 spaces/slip (Marina)*



KEY

1. Proposed Hotel and Active Uses
2. Proposed Condominiums
3. Proposed Garages
4. Redeveloped / Expanded Parking Lot
5. Proposed Slip Marina (Total of 54 Slips for Condominium Residents)
6. Existing Slip Marina (Total of 54 Slips for Guests and General Public)
7. Right of Way to Waterfront Plaza

NOTE: This conceptual site plan is for reference only. The conceptual site plan is based on Permit Plan #VT-MEMX-88-3307-R-89, Dated 10/12/1989, Lake Equities, Inc. and #WW-7-6605-4, Dated 11/12/2010, David A. Lawes Engineering, Inc. The proposed development and program may have changed since its initial conception.

DEVELOPMENT SUMMARY

	UNITS (Size TBD)	ACTIVE USE SF	HOTEL UNITS	REQ. PARKING	PARKING SHOWN
• Hotel with Banquet Room***			77	92	
• Active Use (Restaurant)*		5,000		62	
• Active Use (Shoppes at East Side)*		1,000		1	
• Condominiums	33			33	
• Marina (54 Slips Total)**				32	
• Surface Parking					202
• Level 1 Parking					30
• Covered Parking					20
	33	**6,000**	**77**	**220**	**252**

**Square footage assumptions are intended for planning purposes only and are subject to change.*
**Active Use parking calculated using 1.2 spaces/1,000sf (General Retail, <8,000sf) and 12.3 spaces/1,000sf gfa (Full Service Restaurant)*
***Marina parking calculated using 0.6 spaces/slip (Marina). Slips for condominium owners are not included in calculation.*
****Hotel parking calculated using 1.2 spaces/room (Hotel, with Event Facility)*

B

Wastewater Calculations

Water & Wastewater Computations

Project: Newport Master Plan
Project #: 59156.00
Location: Newport, VT
Sheet:
Calculated by: DJH
Date: 10/8/2024
Checked by:
Date:
Title: Water / Wastewater Design Flow - Study Summary Table

Study Summary Table

Site	Proposed Water Demand			Proposed Wastewater Demand		
	Option A		**Option B**	**Option A**		**Option B**
Block 3*	27993 GPD	-	38942 GPD	21133 GPD	-	32082 GPD
217 & 247 Main St			6720 GPD			5040 GPD
266 Main St*	11642 GPD	-	20920 GPD	8842 GPD	-	18120 GPD
246 Main St*	2330 GPD	-	3428 GPD	1770 GPD	-	2868 GPD
138 Main & 55 Seymour*	6846 GPD	-	9501 GPD	5166 GPD	-	7821 GPD
Fyfe Drive Lot (Block 31)			3360 GPD			2520 GPD
Waterfront (Block 36)*	44980 GPD	-	48688 GPD	33780 GPD	-	37488 GPD
47 Landing St./ East Side			36301 GPD			33131 GPD
Coventry Street Block			1223 GPD			1223 GPD
Total Demand	141395 GPD	-	169083 GPD	112605 GPD	-	140293 GPD

*Estimated water and wastewater demand varies depending on commercial use. Demand ranges reflect retail use (lower demand) to restaurant use (higher demand).

Water & Wastewater Computations

Project:	Newport Master Plan	**Project #:**	59156.00
Location:	Main St. (Block 3), Newport, VT	**Sheet:**	
Calculated by:	DJH	**Date:**	10/8/2024
Checked by:		**Date:**	
Title:	Water / Wastewater Design Flow Calculations - Option A (Retail Commercial Space)		

Proposed Water Demand

Use	Quantity	Unit	Water Demand*	Design Flow (gpd)
Level 1				
Retail**	1480	SF	4 gpd/100 SF	90
Level 2				
Retail**	11570	SF	4 gpd/100 SF	463
Residential (2-Bdrm)	10	Units	280 gpd/unit	2800
Level 3				
Residential (2-Bdrm)	20	Units	280 gpd/unit	5600
Level 4				
Residential (2-Bdrm)	20	Units	280 gpd/unit	5600
Level 5				
Residential (2-Bdrm)	16	Units	280 gpd/unit	4480
Level 6				
Residential (2-Bdrm)	16	Units	280 gpd/unit	4480
Level 7				
Residential (2-Bdrm)	16	Units	280 gpd/unit	4480
			Total Water Demand	**27993**

*Based on the State Environmental Protection Rules, Chapter 1, Section § 1-803

**Assumes all "Active Use" is retail. 90 gpd / store minimum

Proposed Wastewater Demand

Use	Quantity	Unit	Wastewater Demand*	Design Flow (gpd)
Level 1				
Retail**	1480	SF	4 gpd/100 SF	90
Level 2				
Retail**	11570	SF	4 gpd/100 SF	463
Residential (2-Bdrm)	10	Units	210 gpd/unit	2100
Level 3				
Residential (2-Bdrm)	20	Units	210 gpd/unit	4200
Level 4				
Residential (2-Bdrm)	20	Units	210 gpd/unit	4200
Level 5				
Residential (2-Bdrm)	16	Units	210 gpd/unit	3360
Level 6				
Residential (2-Bdrm)	16	Units	210 gpd/unit	3360
Level 7				
Residential (2-Bdrm)	16	Units	210 gpd/unit	3360
			Total Wastewater Demand	**21133**

*Based on the State Environmental Protection Rules, Chapter 1, Section § 1-803

**Assumes all "Active Use" is retail. 90 gpd / store minimum

Water & Wastewater Computations

Project:	Newport Master Plan	**Project #:**	59156.00
Location:	Main St. (Block 3), Newport, VT	**Sheet:**	
Calculated by:	DJH	**Date:**	10/8/2024
Checked by:		**Date:**	
Title:	Water / Wastewater Design Flow Calculations - Option B		

Proposed Water Demand

Use	Quantity	Unit	Water Demand*	Design Flow (gpd)
Level 1				
Restaurant**	49	Seats	27 gpd/seat (2 meals /day)	1323
Level 2				
Restaurant**	377	Seats	27 gpd/seat (2 meals /day)	10179
Residential (2-Bdrm)	10	Units	280 gpd/unit	2800
Level 3				
Residential (2-Bdrm)	20	Units	280 gpd/unit	5600
Level 4				
Residential (2-Bdrm)	20	Units	280 gpd/unit	5600
Level 5				
Residential (2-Bdrm)	16	Units	280 gpd/unit	4480
Level 6				
Residential (2-Bdrm)	16	Units	280 gpd/unit	4480
Level 7				
Residential (2-Bdrm)	16	Units	280 gpd/unit	4480
			Total Water Demand	**38942**

*Based on the State Environmental Protection Rules, Chapter 1, Section § 1-803

**Assumes all "Active Use" is restaurant use serving 2 meals/day. Front of House = 65% of floor area and 20 SF/seat.

Proposed Wastewater Demand

Use	Quantity	Unit	Wastewater Demand*	Design Flow (gpd)
Level 1				
Restaurant**	49	Seats	27 gpd/seat (2 meals /day)	1323
Level 2				
Restaurant**	377	Seats	27 gpd/seat (2 meals /day)	10179
Residential (2-Bdrm)	10	Units	210 gpd/unit	2100
Level 3				
Residential (2-Bdrm)	20	Units	210 gpd/unit	4200
Level 4				
Residential (2-Bdrm)	20	Units	210 gpd/unit	4200
Level 5				
Residential (2-Bdrm)	16	Units	210 gpd/unit	3360
Level 6				
Residential (2-Bdrm)	16	Units	210 gpd/unit	3360
Level 7				
Residential (2-Bdrm)	16	Units	210 gpd/unit	3360
			Total Wastewater Demand	**32082**

*Based on the State Environmental Protection Rules, Chapter 1, Section § 1-803

Water & Wastewater Computations

Project:	Newport Master Plan	**Project #:**	59156.00
Location:	217 & 247 Main St., Newport, VT	**Sheet:**	
Calculated by:	DJH	**Date:**	10/8/2024
Checked by:		**Date:**	
Title:	Water / Wastewater Design Flow Calculations		

Proposed Water Demand

Use	Quantity	Unit	Water Demand*	Design Flow (gpd)
Level 2				
Residential (2-Bdrm)	8	Units	280 gpd/unit	2240
Level 3				
Residential (2-Bdrm)	8	Units	280 gpd/unit	2240
Level 4				
Residential (2-Bdrm)	8	Units	280 gpd/unit	2240
			Total Water Demand	**6720**

*Based on the State Environmental Protection Rules, Chapter 1, Section § 1-803

Proposed Wastewater Demand

Use	Quantity	Unit	Wastewater Demand*	Design Flow (gpd)
Level 2				
Residential (2-Bdrm)	8	Units	210 gpd/unit	1680
Level 3				
Residential (2-Bdrm)	8	Units	210 gpd/unit	1680
Level 4				
Residential (2-Bdrm)	8	Units	210 gpd/unit	1680
			Total Wastewater Demand	**5040**

*Based on the State Environmental Protection Rules, Chapter 1, Section § 1-803

Water & Wastewater Computations

Project:	Newport Master Plan	**Project #:**	59156.00
Location:	266 Main St., Newport, VT	**Sheet:**	
Calculated by:	DJH	**Date:**	10/8/2024
Checked by:		**Date:**	
Title:	Water / Wastewater Design Flow Calculations - Option A (Retail Commercial Space)		

Proposed Water Demand

Use	Quantity	Unit	Water Demand*	Design Flow (gpd)
Level 1				
Retail**	11050	SF	4 gpd/100 SF	442
Level 2				
Residential (2-Bdrm)	20	Units	280 gpd/unit	5600
Level 3				
Residential (2-Bdrm)	20	Units	280 gpd/unit	5600
			Total Water Demand	**11642**

*Based on the State Environmental Protection Rules, Chapter 1, Section § 1-803

**Assumes all "Active Use" is retail. 90 gpd / store minimum

Proposed Wastewater Demand

Use	Quantity	Unit	Wastewater Demand*	Design Flow (gpd)
Level 1				
Retail**	11050	SF	4 gpd/100 SF	442
Level 2				
Residential (2-Bdrm)	20	Units	210 gpd/unit	4200
Level 3				
Residential (2-Bdrm)	20	Units	210 gpd/unit	4200
			Total Wastewater Demand	**8842**

*Based on the State Environmental Protection Rules, Chapter 1, Section § 1-803

**Assumes all "Active Use" is retail. 90 gpd / store minimum

Water & Wastewater Computations

Project:	Newport Master Plan	**Project #:**	59156.00
Location:	266 Main St., Newport, VT	**Sheet:**	
Calculated by:	DJH	**Date:**	10/8/2024
Checked by:		**Date:**	
Title:	Water / Wastewater Design Flow Calculations - Option B (Restaurant Commercial Space)		

Proposed Water Demand

Use	Quantity	Unit	Water Demand*	Design Flow (gpd)
Level 1				
Restaurant**	360	Seats	27 gpd/seat (2 meals /day)	9720
Level 2				
Residential (2-Bdrm)	20	Units	280 gpd/unit	5600
Level 3				
Residential (2-Bdrm)	20	Units	280 gpd/unit	5600
			Total Water Demand	**20920**

*Based on the State Environmental Protection Rules, Chapter 1, Section § 1-803

**Assumes all "Active Use" is restaurant use serving 2 meals/day. Front of House = 65% of floor area and 20 SF/seat.

Proposed Wastewater Demand

Use	Quantity	Unit	Wastewater Demand*	Design Flow (gpd)
Level 1				
Restaurant**	360	Seats	27 gpd/seat (2 meals /day)	9720
Level 2				
Residential (2-Bdrm)	20	Units	210 gpd/unit	4200
Level 3				
Residential (2-Bdrm)	20	Units	210 gpd/unit	4200
			Total Wastewater Demand	**18120**

*Based on the State Environmental Protection Rules, Chapter 1, Section § 1-803

**Assumes all "Active Use" is restaurant use serving 2 meals/day. Front of House = 65% of floor area and 20 SF/seat.

Water & Wastewater Computations

Project:	Newport Master Plan	**Project #:**	59156.00
Location:	246 Main St., Newport, VT	**Sheet:**	
Calculated by:	DJH	**Date:**	10/8/2024
Checked by:		**Date:**	
Title:	Water / Wastewater Design Flow Calculations - Option A (Retail Commercial Space)		

Proposed Water Demand

Use	Quantity	Unit	Water Demand*	Design Flow (gpd)
Level 1				
Retail**	1350	SF	4 gpd/100 SF	90
Level 2				
Residential (2-Bdrm)	4	Units	280 gpd/unit	1120
Level 3				
Residential (2-Bdrm)	4	Units	280 gpd/unit	1120
			Total Water Demand	**2330**

*Based on the State Environmental Protection Rules, Chapter 1, Section § 1-803

**Assumes all "Active Use" is retail. 90 gpd / store minimum

Proposed Wastewater Demand

Use	Quantity	Unit	Wastewater Demand*	Design Flow (gpd)
Level 1				
Retail**	1350	SF	4 gpd/100 SF	90
Level 2				
Residential (2-Bdrm)	4	Units	210 gpd/unit	840
Level 3				
Residential (2-Bdrm)	4	Units	210 gpd/unit	840
			Total Wastewater Demand	**1770**

*Based on the State Environmental Protection Rules, Chapter 1, Section § 1-803

**Assumes all "Active Use" is retail. 90 gpd / store minimum

Water & Wastewater Computations

Project:	Newport Master Plan	**Project #:**	59156.00
Location:	246 Main St., Newport, VT	**Sheet:**	
Calculated by:	DJH	**Date:**	10/8/2024
Checked by:		**Date:**	
Title:	Water / Wastewater Design Flow Calculations - Option B (Restaurant Commercial Space)		

Proposed Water Demand

Use	Quantity	Unit	Water Demand*	Design Flow (gpd)
Level 1				
Restaurant**	44	Seats	27 gpd/seat (2 meals /day)	1188
Level 2				
Residential (2-Bdrm)	4	Units	280 gpd/unit	1120
Level 3				
Residential (2-Bdrm)	4	Units	280 gpd/unit	1120
			Total Water Demand	**3428**

*Based on the State Environmental Protection Rules, Chapter 1, Section § 1-803

**Assumes all "Active Use" is restaurant use serving 2 meals/day. Front of House = 65% of floor area and 20 SF/seat.

Proposed Wastewater Demand

Use	Quantity	Unit	Wastewater Demand*	Design Flow (gpd)
Level 1				
Restaurant**	44	Seats	27 gpd/seat (2 meals /day)	1188
Level 2				
Residential (2-Bdrm)	4	Units	210 gpd/unit	840
Level 3				
Residential (2-Bdrm)	4	Units	210 gpd/unit	840
			Total Wastewater Demand	**2868**

*Based on the State Environmental Protection Rules, Chapter 1, Section § 1-803

**Assumes all "Active Use" is restaurant use serving 2 meals/day. Front of House = 65% of floor area and 20 SF/seat.

Water & Wastewater Computations

Project:	Newport Master Plan	**Project #:**	59156.00
Location:	138 Main St & 55 Seymour Ln., Newport, VT	**Sheet:**	
Calculated by:	DJH	**Date:**	10/8/2024
Checked by:		**Date:**	
Title:	Water / Wastewater Design Flow Calculations - Option A (Retail Commercial Space)		

Proposed Water Demand

Use	Quantity	Unit	Water Demand*	Design Flow (gpd)
Level 1				
Retail**	3150	SF	4 gpd/100 SF	126
Level 2				
Residential (2-Bdrm)	12	Units	280 gpd/unit	3360
Level 3				
Residential (2-Bdrm)	12	Units	280 gpd/unit	3360
			Total Water Demand	**6846**

*Based on the State Environmental Protection Rules, Chapter 1, Section § 1-803

**Assumes all "Active Use" is retail. 90 gpd / store minimum

Proposed Wastewater Demand

Use	Quantity	Unit	Wastewater Demand*	Design Flow (gpd)
Level 1				
Retail**	3150	SF	4 gpd/100 SF	126
Level 2				
Residential (2-Bdrm)	12	Units	210 gpd/unit	2520
Level 3				
Residential (2-Bdrm)	12	Units	210 gpd/unit	2520
			Total Wastewater Demand	**5166**

*Based on the State Environmental Protection Rules, Chapter 1, Section § 1-803

**Assumes all "Active Use" is retail. 90 gpd / store minimum

Water & Wastewater Computations

Project:	Newport Master Plan	**Project #:**	59156.00
Location:	138 Main St & 55 Seymour Ln., Newport, VT	**Sheet:**	
Calculated by:	DJH	**Date:**	10/8/2024
Checked by:		**Date:**	
Title:	Water / Wastewater Design Flow Calculations - Option B (Restaurant Commercial Space)		

Proposed Water Demand

Use	Quantity	Unit	Water Demand*	Design Flow (gpd)
Level 1				
Restaurant**	103	Seats	27 gpd/seat (2 meals /day)	2781
Level 2				
Residential (2-Bdrm)	12	Units	280 gpd/unit	3360
Level 3				
Residential (2-Bdrm)	12	Units	280 gpd/unit	3360
			Total Water Demand	**9501**

*Based on the State Environmental Protection Rules, Chapter 1, Section § 1-803

**Assumes all "Active Use" is restaurant use serving 2 meals/day. Front of House = 65% of floor area and 20 SF/seat.

Proposed Wastewater Demand

Use	Quantity	Unit	Wastewater Demand*	Design Flow (gpd)
Level 1				
Restaurant**	103	Seats	27 gpd/seat (2 meals /day)	2781
Level 2				
Residential (2-Bdrm)	12	Units	210 gpd/unit	2520
Level 3				
Residential (2-Bdrm)	12	Units	210 gpd/unit	2520
			Total Wastewater Demand	**7821**

*Based on the State Environmental Protection Rules, Chapter 1, Section § 1-803

**Assumes all "Active Use" is restaurant use serving 2 meals/day. Front of House = 65% of floor area and 20 SF/seat.

Water & Wastewater Computations

Project:	Newport Master Plan	**Project #:**	59156.00
Location:	Fyfe Drive Lot (Block 31), Newport, VT	**Sheet:**	
Calculated by:	DJH	**Date:**	10/8/2024
Checked by:		**Date:**	
Title:	Water / Wastewater Design Flow Calculations		

Proposed Water Demand

Use	Quantity	Unit	Water Demand*	Design Flow (gpd)
Level 2				
Residential (2-Bdrm)	6	Units	280 gpd/unit	1680
Level 3				
Residential (2-Bdrm)	6	Units	280 gpd/unit	1680
			Total Water Demand	**3360**

*Based on the State Environmental Protection Rules, Chapter 1, Section § 1-803

Proposed Wastewater Demand

Use	Quantity	Unit	Wastewater Demand*	Design Flow (gpd)
Level 2				
Residential (2-Bdrm)	6	Units	210 gpd/unit	1260
Level 3				
Residential (2-Bdrm)	6	Units	210 gpd/unit	1260
			Total Wastewater Demand	**2520**

*Based on the State Environmental Protection Rules, Chapter 1, Section § 1-803

Water & Wastewater Computations

Project: Newport Master Plan
Project #: 59156.00
Location: Waterfront Plaza (Block 36), Newport, VT
Sheet:
Calculated by: DJH
Date: 10/8/2024
Checked by:
Date:
Title: Water / Wastewater Design Flow Calculations - Option A (Retail Commercial Space)

Proposed Water Demand

Use	Quantity	Unit	Water Demand*	Design Flow (gpd)
Building A				
2 Story Wing - Level 1				
Residential (2-Bdrm)	4	Units	280 gpd/unit	1120
2 Story Wing - Level 2				
Residential (2-Bdrm)	4	Units	280 gpd/unit	1120
3 Story Wing - Level 2				
Residential (2-Bdrm)	8	Units	280 gpd/unit	2240
3 Story Wing - Level 3				
Residential (2-Bdrm)	8	Units	280 gpd/unit	2240
Building B				
2 Story Wing - Level 1				
Retail**	2210	SF	4 gpd/100 SF	90
Residential (2-Bdrm)	2	Units	280 gpd/unit	560
2 Story Wing - Level 2				
Residential (2-Bdrm)	4	Units	280 gpd/unit	1120
3 Story Wing - Level 2				
Residential (2-Bdrm)	10	Units	280 gpd/unit	2800
3 Story Wing - Level 3				
Residential (2-Bdrm)	10	Units	280 gpd/unit	2800
Building C				
2 Story Wing - Level 1				
Retail**	2210	SF	4 gpd/100 SF	90
Residential (2-Bdrm)	2	Units	280 gpd/unit	560
2 Story Wing - Level 2				
Residential (2-Bdrm)	4	Units	280 gpd/unit	1120
3 Story Wing - Level 2				
Residential (2-Bdrm)	10	Units	280 gpd/unit	2800
3 Story Wing - Level 3				
Residential (2-Bdrm)	10	Units	280 gpd/unit	2800
Building D				
2 Story Wing - Level 1				
Residential (2-Bdrm)	4	Units	280 gpd/unit	1120
2 Story Wing - Level 2				
Residential (2-Bdrm)	4	Units	280 gpd/unit	1120
3 Story Wing - Level 2				
Residential (2-Bdrm)	10	Units	280 gpd/unit	2800
3 Story Wing - Level 3				
Residential (2-Bdrm)	10	Units	280 gpd/unit	2800
Building E				
2 Story Wing - Level 1				
Residential (2-Bdrm)	4	Units	280 gpd/unit	1120
2 Story Wing - Level 2				
Residential (2-Bdrm)	4	Units	280 gpd/unit	1120
3 Story Wing - Level 2				
Residential (2-Bdrm)	6	Units	280 gpd/unit	1680
3 Story Wing - Level 3				
Residential (2-Bdrm)	6	Units	280 gpd/unit	1680
Building F				
2 Story Wing - Level 1				

Residential (2-Bdrm)	2	Units	280 gpd/unit	560
2 Story Wing - Level 2				
Residential (2-Bdrm)	2	Units	280 gpd/unit	560
3 Story Wing - Level 2				
Residential (2-Bdrm)	6	Units	280 gpd/unit	1680
3 Story Wing - Level 3				
Residential (2-Bdrm)	6	Units	280 gpd/unit	1680
Building G				
2 Story Wing - Level 1				
Residential (2-Bdrm)	2	Units	280 gpd/unit	560
2 Story Wing - Level 2				
Residential (2-Bdrm)	2	Units	280 gpd/unit	560
3 Story Wing - Level 2				
Residential (2-Bdrm)	8	Units	280 gpd/unit	2240
3 Story Wing - Level 3				
Residential (2-Bdrm)	8	Units	280 gpd/unit	2240
			Total Water Demand	**44980**

*Based on the State Environmental Protection Rules, Chapter 1, Section § 1-803

**Assumes all "Active Use" is retail. 90 gpd / store minimum

Proposed Wastewater Demand

Use	Quantity	Unit	Wastewater Demand*	Design Flow (gpd)
Building A				
2 Story Wing - Level 1				
Residential (2-Bdrm)	4	Units	210 gpd/unit	840
2 Story Wing - Level 2				
Residential (2-Bdrm)	4	Units	210 gpd/unit	840
3 Story Wing - Level 2				
Residential (2-Bdrm)	8	Units	210 gpd/unit	1680
3 Story Wing - Level 3				
Residential (2-Bdrm)	8	Units	210 gpd/unit	1680
Building B				
2 Story Wing - Level 1				
Retail**	2210	SF	4 gpd/100 SF	90
Residential (2-Bdrm)	2	Units	210 gpd/unit	420
2 Story Wing - Level 2				
Residential (2-Bdrm)	4	Units	210 gpd/unit	840
3 Story Wing - Level 2				
Residential (2-Bdrm)	10	Units	210 gpd/unit	2100
3 Story Wing - Level 3				
Residential (2-Bdrm)	10	Units	210 gpd/unit	2100
Building C				
2 Story Wing - Level 1				
Retail**	2210	SF	4 gpd/100 SF	90
Residential (2-Bdrm)	2	Units	210 gpd/unit	420
2 Story Wing - Level 2				
Residential (2-Bdrm)	4	Units	210 gpd/unit	840
3 Story Wing - Level 2				
Residential (2-Bdrm)	10	Units	210 gpd/unit	2100
3 Story Wing - Level 3				
Residential (2-Bdrm)	10	Units	210 gpd/unit	2100
Building D				
2 Story Wing - Level 1				
Residential (2-Bdrm)	4	Units	210 gpd/unit	840
2 Story Wing - Level 2				
Residential (2-Bdrm)	4	Units	210 gpd/unit	840
3 Story Wing - Level 2				
Residential (2-Bdrm)	10	Units	210 gpd/unit	2100
3 Story Wing - Level 3				
Residential (2-Bdrm)	10	Units	210 gpd/unit	2100

Building E				
2 Story Wing - Level 1				
Residential (2-Bdrm)	4	Units	210 gpd/unit	840
2 Story Wing - Level 2				
Residential (2-Bdrm)	4	Units	210 gpd/unit	840
3 Story Wing - Level 2				
Residential (2-Bdrm)	6	Units	210 gpd/unit	1260
3 Story Wing - Level 3				
Residential (2-Bdrm)	6	Units	210 gpd/unit	1260
Building F				
2 Story Wing - Level 1				
Residential (2-Bdrm)	2	Units	210 gpd/unit	420
2 Story Wing - Level 2				
Residential (2-Bdrm)	2	Units	210 gpd/unit	420
3 Story Wing - Level 2				
Residential (2-Bdrm)	6	Units	210 gpd/unit	1260
3 Story Wing - Level 3				
Residential (2-Bdrm)	6	Units	210 gpd/unit	1260
Building G				
2 Story Wing - Level 1				
Residential (2-Bdrm)	2	Units	210 gpd/unit	420
2 Story Wing - Level 2				
Residential (2-Bdrm)	2	Units	210 gpd/unit	420
3 Story Wing - Level 2				
Residential (2-Bdrm)	8	Units	210 gpd/unit	1680
3 Story Wing - Level 3				
Residential (2-Bdrm)	8	Units	210 gpd/unit	1680
			Total Wastewater Demand	**33780**

*Based on the State Environmental Protection Rules, Chapter 1, Section § 1-803

**Assumes all "Active Use" is retail. 90 gpd / store minimum

Water & Wastewater Computations

Project: Newport Master Plan
Project #: 59156.00
Location: Waterfront Plaza (Block 36), Newport, VT
Sheet:
Calculated by: DJH
Date: 10/8/2024
Checked by:
Date:
Title: Water / Wastewater Design Flow Calculations - Option B (Restaurant Commercial Space)

Proposed Water Demand

Use	Quantity	Unit	Water Demand*	Design Flow (gpd)
Building A				
2 Story Wing - Level 1				
Residential (2-Bdrm)	4	Units	280 gpd/unit	1120
2 Story Wing - Level 2				
Residential (2-Bdrm)	4	Units	280 gpd/unit	1120
3 Story Wing - Level 2				
Residential (2-Bdrm)	8	Units	280 gpd/unit	2240
3 Story Wing - Level 3				
Residential (2-Bdrm)	8	Units	280 gpd/unit	2240
Building B				
2 Story Wing - Level 1				
Restaurant**	72	Seats	27 gpd/seat (2 meals /day)	1944
Residential (2-Bdrm)	2	Units	280 gpd/unit	560
2 Story Wing - Level 2				
Residential (2-Bdrm)	4	Units	280 gpd/unit	1120
3 Story Wing - Level 2				
Residential (2-Bdrm)	10	Units	280 gpd/unit	2800
3 Story Wing - Level 3				
Residential (2-Bdrm)	10	Units	280 gpd/unit	2800
Building C				
2 Story Wing - Level 1				
Restaurant**	72	Seats	27 gpd/seat (2 meals /day)	1944
Residential (2-Bdrm)	2	Units	280 gpd/unit	560
2 Story Wing - Level 2				
Residential (2-Bdrm)	4	Units	280 gpd/unit	1120
3 Story Wing - Level 2				
Residential (2-Bdrm)	10	Units	280 gpd/unit	2800
3 Story Wing - Level 3				
Residential (2-Bdrm)	10	Units	280 gpd/unit	2800
Building D				
2 Story Wing - Level 1				
Residential (2-Bdrm)	4	Units	280 gpd/unit	1120
2 Story Wing - Level 2				
Residential (2-Bdrm)	4	Units	280 gpd/unit	1120
3 Story Wing - Level 2				
Residential (2-Bdrm)	10	Units	280 gpd/unit	2800
3 Story Wing - Level 3				
Residential (2-Bdrm)	10	Units	280 gpd/unit	2800
Building E				
2 Story Wing - Level 1				
Residential (2-Bdrm)	4	Units	280 gpd/unit	1120
2 Story Wing - Level 2				
Residential (2-Bdrm)	4	Units	280 gpd/unit	1120
3 Story Wing - Level 2				
Residential (2-Bdrm)	6	Units	280 gpd/unit	1680
3 Story Wing - Level 3				
Residential (2-Bdrm)	6	Units	280 gpd/unit	1680
Building F				
2 Story Wing - Level 1				

Residential (2-Bdrm)	2	Units	280 gpd/unit	560
2 Story Wing - Level 2				
Residential (2-Bdrm)	2	Units	280 gpd/unit	560
3 Story Wing - Level 2				
Residential (2-Bdrm)	6	Units	280 gpd/unit	1680
3 Story Wing - Level 3				
Residential (2-Bdrm)	6	Units	280 gpd/unit	1680
Building G				
2 Story Wing - Level 1				
Residential (2-Bdrm)	2	Units	280 gpd/unit	560
2 Story Wing - Level 2				
Residential (2-Bdrm)	2	Units	280 gpd/unit	560
3 Story Wing - Level 2				
Residential (2-Bdrm)	8	Units	280 gpd/unit	2240
3 Story Wing - Level 3				
Residential (2-Bdrm)	8	Units	280 gpd/unit	2240
			Total Water Demand	**48688**

*Based on the State Environmental Protection Rules, Chapter 1, Section § 1-803

**Assumes all "Active Use" is restaurant use serving 2 meals/day. Front of House = 65% of floor area and 20 SF/seat.

Proposed Wastewater Demand

Use	Quantity	Unit	Wastewater Demand*	Design Flow (gpd)
Building A				
2 Story Wing - Level 1				
Residential (2-Bdrm)	4	Units	210 gpd/unit	840
2 Story Wing - Level 2				
Residential (2-Bdrm)	4	Units	210 gpd/unit	840
3 Story Wing - Level 2				
Residential (2-Bdrm)	8	Units	210 gpd/unit	1680
3 Story Wing - Level 3				
Residential (2-Bdrm)	8	Units	210 gpd/unit	1680
Building B				
2 Story Wing - Level 1				
Restaurant**	72	Seats	27 gpd/seat (2 meals /day)	1944
Residential (2-Bdrm)	2	Units	210 gpd/unit	420
2 Story Wing - Level 2				
Residential (2-Bdrm)	4	Units	210 gpd/unit	840
3 Story Wing - Level 2				
Residential (2-Bdrm)	10	Units	210 gpd/unit	2100
3 Story Wing - Level 3				
Residential (2-Bdrm)	10	Units	210 gpd/unit	2100
Building C				
2 Story Wing - Level 1				
Restaurant**	72	Seats	27 gpd/seat (2 meals /day)	1944
Residential (2-Bdrm)	2	Units	210 gpd/unit	420
2 Story Wing - Level 2				
Residential (2-Bdrm)	4	Units	210 gpd/unit	840
3 Story Wing - Level 2				
Residential (2-Bdrm)	10	Units	210 gpd/unit	2100
3 Story Wing - Level 3				
Residential (2-Bdrm)	10	Units	210 gpd/unit	2100
Building D				
2 Story Wing - Level 1				
Residential (2-Bdrm)	4	Units	210 gpd/unit	840
2 Story Wing - Level 2				
Residential (2-Bdrm)	4	Units	210 gpd/unit	840
3 Story Wing - Level 2				
Residential (2-Bdrm)	10	Units	210 gpd/unit	2100
3 Story Wing - Level 3				
Residential (2-Bdrm)	10	Units	210 gpd/unit	2100

Building E				
2 Story Wing - Level 1				
Residential (2-Bdrm)	4	Units	210 gpd/unit	840
2 Story Wing - Level 2				
Residential (2-Bdrm)	4	Units	210 gpd/unit	840
3 Story Wing - Level 2				
Residential (2-Bdrm)	6	Units	210 gpd/unit	1260
3 Story Wing - Level 3				
Residential (2-Bdrm)	6	Units	210 gpd/unit	1260
Building F				
2 Story Wing - Level 1				
Residential (2-Bdrm)	2	Units	210 gpd/unit	420
2 Story Wing - Level 2				
Residential (2-Bdrm)	2	Units	210 gpd/unit	420
3 Story Wing - Level 2				
Residential (2-Bdrm)	6	Units	210 gpd/unit	1260
3 Story Wing - Level 3				
Residential (2-Bdrm)	6	Units	210 gpd/unit	1260
Building G				
2 Story Wing - Level 1				
Residential (2-Bdrm)	2	Units	210 gpd/unit	420
2 Story Wing - Level 2				
Residential (2-Bdrm)	2	Units	210 gpd/unit	420
3 Story Wing - Level 2				
Residential (2-Bdrm)	8	Units	210 gpd/unit	1680
3 Story Wing - Level 3				
Residential (2-Bdrm)	8	Units	210 gpd/unit	1680
			Total Wastewater Demand	**37488**

*Based on the State Environmental Protection Rules, Chapter 1, Section § 1-803

**Assumes all "Active Use" is restaurant use serving 2 meals/day. Front of House = 65% of floor area and 20 SF/seat.

Water & Wastewater Computations

Project:	Newport Master Plan	**Project #:**	59156.00
Location:	47 Landing St/East Side	**Sheet:**	
Calculated by:	DJH	**Date:**	10/8/2024
Checked by:		**Date:**	
Title:	Water / Wastewater Design Flow Calculations		

Proposed Water Demand

Use	Quantity	Unit	Water Demand*	Design Flow (gpd)
Proposed Hotel				
Retail	1000	SF	4 gpd/100 SF	90
Restaurant**	163	Seats	27 gpd/seat (2 meals /day)	4401
Banquet Hall food onsite	150	Seats	14 gpd/seat	2100
Rooms	308	Sleeping Space	50 gpd/seat	15400
Room Service	308	meal / sleeping space	5 gpd/seat	1540
Employees	30	Employees	15 gpd/employee	450
Condominiums				
Residential (2-Bdrm)	44	Units	280 gpd/unit	12320
			Total Water Demand	**36301**

*Based on the State Environmental Protection Rules, Chapter 1, Section § 1-803

**Assumes restaurant serves 2 meals/day. Front of House = 65% of floor area and 20 SF/seat.

Proposed Wastewater Demand

Use	Quantity	Unit	Wastewater Demand*	Design Flow (gpd)
Proposed Hotel				
Retail	1000	SF	4 gpd/100 SF	90
Restaurant**	163	Seats	27 gpd/seat (2 meals /day)	4401
Banquet Hall food onsite	150	Seats	14 gpd/seat	2100
Rooms	308	Sleeping Space	50 gpd/seat	15400
Room Service	308	meal / sleeping space	5 gpd/seat	1540
Employees	30	Employees	15 gpd/employee	450
Condominiums				
Residential (2-Bdrm)	44	Units	210 gpd/unit	9240
			Total Wastewater Demand	**33131**

*Based on the State Environmental Protection Rules, Chapter 1, Section § 1-803

**Assumes restaurant serves 2 meals/day. Front of House = 65% of floor area and 20 SF/seat.

Water & Wastewater Computations

Project:	Newport Master Plan	**Project #:**	59156.00
Location:	Coventry Street Block	**Sheet:**	
Calculated by:	DJH	**Date:**	10/8/2024
Checked by:		**Date:**	
Title:	Water / Wastewater Design Flow Calculations		

Proposed Water Demand

Use	Quantity	Unit	Water Demand*	Design Flow (gpd)
Level 1				
Market w/ Deli	1	Store	100 gpd/store	100
Market w/ Bakery	1	Store	100 gpd/store	100
Meat Dept w/ grider	300	SF	11 per 100/SF	33
Emoployees	20	Employees	15 gpd/employee	300
Level 2				
Office Space**	46	Employee	15 gpd/employee	690
			Total Water Demand	**1223**

*Based on the State Environmental Protection Rules, Chapter 1, Section § 1-803

**Assumes 150 SF per employee

Proposed Wastewater Demand

Use	Quantity	Unit	Wastewater Demand*	Design Flow (gpd)
Level 1				
Market w/ Deli	1	Store	100 gpd/store	100
Market w/ Bakery	1	Store	100 gpd/store	100
Meat Dept w/ grider	300	SF	11 per 100/SF	33
Emoployees	20	Employees	15 gpd/employee	300
Level 2				
Office Space**	46	Employee	15 gpd/employee	690
			Total Wastewater Demand	**1223**

*Based on the State Environmental Protection Rules, Chapter 1, Section § 1-803

**Assumes 150 SF per employee

C

Analysis of Potential Uses for TIF District

To: Newport Downtown Development Corporation and the City of Newport
From: Jon Stover & Associates
Date: December 12, 2024

Downtown Newport TIF Feasibility Evaluation and Roadmap

Preliminary Opportunity Assessment to Help Inform the Newport, VT Downtown Development Plan

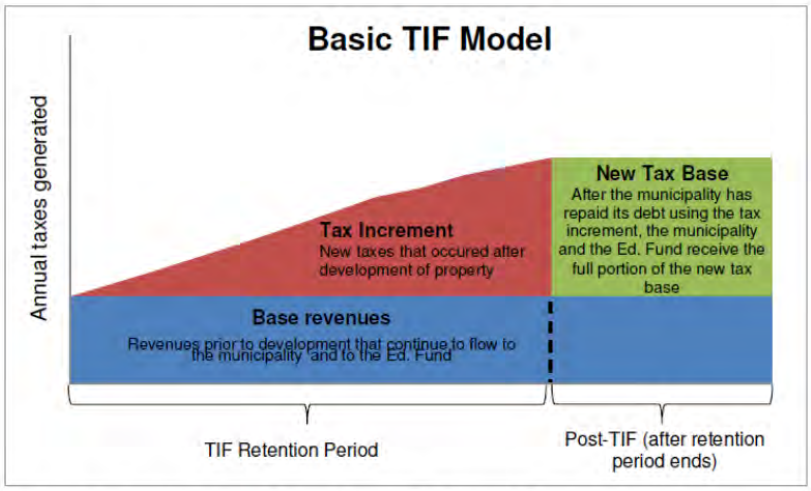
Study Context

The City of Newport (the City) and the Newport Downtown Development corporation (NDD) have undertaken numerous studies and planning efforts with the aim of helping to revitalize downtown Newport by attracting new businesses and enhancing the quality of life for locals and visitors alike. Jon Stover & Associates (JS&A) was retained to provide a top-level assessment of the feasibility of developing a new Tax Increment Financing (TIF) District to help finance additional infrastructure investments in the downtown area with the objective of spurring targeted private investment. **This work is conducted as part of the 2024 Newport Downtown Master Plan Update, led by VHB, with the purpose of guiding the City and NDD in understanding the opportunity at hand and identifying the next steps required to purse the development of a TIF District further.**

What is a TIF

Tax Increment Financing (TIF) is an increasingly common tool among Vermont municipalities to help finance development and infrastructure projects that might otherwise be infeasible to implement. A city issues a bond to cover the financing gap in particular projects that are found to help catalyze additional local investment and enhance the local tax base. TIF funding is restricted to public infrastructure projects, but these investments are made in partnership with a prospective developer at a specific location and context that enables a desired type of private development to be built. The infrastructure and the development it is supporting must align with broader community and planning objectives, and are intended to have a catalytic impact that will increase area property values and spur additional investment.

Figure 1: Basic TIF Model[a]



[a] Source: An Examination of the State of Vermont Tax Increment Financing Program, January 24, 2018, Vermont Legislative Joint Fiscal Office

A TIF District is the geographic area that is expected to experience direct benefit from the project and in which assessed property values are capped upon the implementation of the TIF. A portion of the tax increment – or value of the increase in tax revenues moving forward as assessed property values increase over time – are applied to a fund that services the initial TIF debt. There are two sources of revenue that can be applied to service the target project(s): (i) municipal revenues and (ii) Education

Property Tax revenues. A city must commit at least 85% of incremental municipal property taxes within the TIF District to service the TIF debt and, with State approval, can commit a maximum of 70% of incremental Education Property Tax revenue generated within the TIF District to service the TIF Debt.

See the Vermont Economic Progress Council's TIF District Primer or TIF Q&A Summary for more detail.

Prior Newport TIF

A TIF District was created by the City of Newport I 1998 to allow for the development of an industrial park by funding investment in water, sewer, and access improvements to a 47-acre property that now hosts Revision Military and Harvest Equipment, employing approximately 200 individuals. The TIF funded $300,000 in infrastructure that enabled approximately $3 million in private investment. The District ended in 2015 and now provides more than $50,000 to the Vermont State Education Fund annually.

TIF Limitations and Considerations

TIF financing can only be applied to public infrastructure uses and must align with a specific development project (or projects) that would be infeasible if not for the corresponding infrastructure investment. A project(s) is expected to generate enough value onsite and to nearby properties that the additional tax revenues (the 'increment') generated within the TIF District can repay the initial bond. There are some exceptions: projects can generate less increment than is needed if there is an existing fund balance or if additional funding is available.*

In addition, a TIF-funded project must satisfy location criteria that satisfies two of the following three conditions: (i) the development is compact and high density or located in an existing industrial area; (ii) the TIF District is located within a State-designated Growth Center, Downtown, Village, New Town Center, or Neighborhood Development Area; and (iii) the development occurs in an economically distressed area. For a TIF district to be applicable:

a. The City needs to identify a desired development project(s) (and developer) that satisfies the mandated location criteria (ie, is dense and is located in Downtown Newport) and that will help meet stated community objectives;
b. The project(s) must not be financially feasible or would be less desirable to the City without a specific infrastructure investment;
c. The project(s) must be financially feasible commensurate with the installation of the corresponding infrastructure project; and
d. The project(s) must have a strong enough catalytic impact that it generates the necessary additional tax revenue required to repay the initial bond that funds the infrastructure project.

It is important to note that in a TIF District individual taxpayers do not experience higher tax rates: the additional revenue is produced from property value increase generated by the subject project(s). In the rare occasion that the increment generated is not enough to repay the bond, costs are covered by municipal dollars or other funding sources. The City must enter into a legal contract with a prospective developer to ensure that the developer is liable for building the project.

Project Opportunities

The City is considering encouraging the following land uses to help catalyze downtown investment.

- Market-Rate, Workforce, or Mixed Income Housing
- Age-Restricted Housing
- Hotel (and Possible Conference Center)
- Municipal / Public Building Redevelopment
- Family / Community Wellness Facility

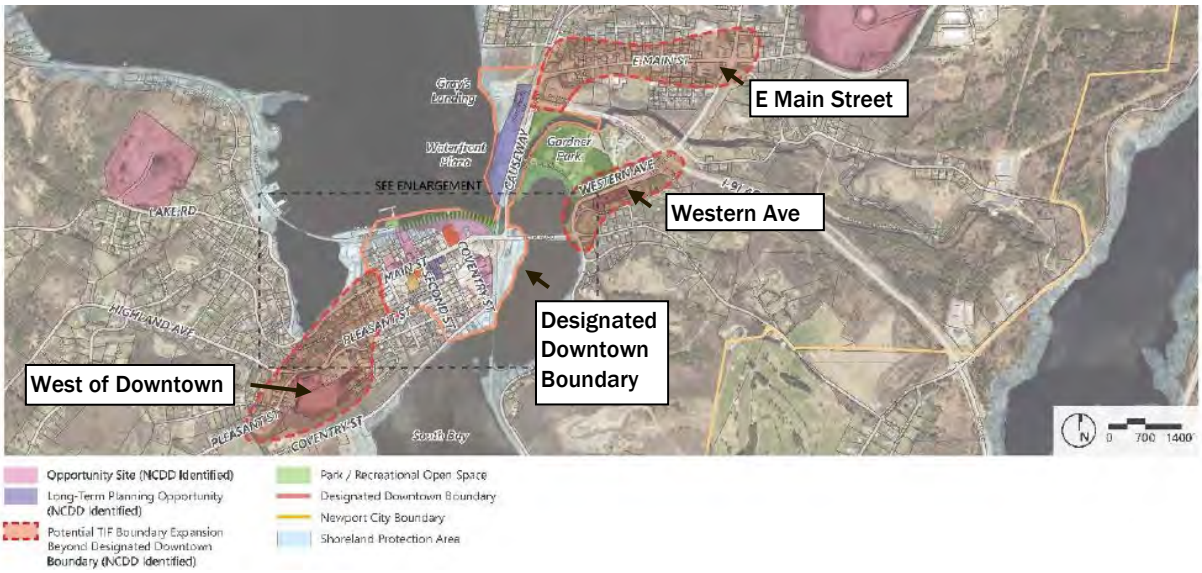
Site Location Opportunities

The Downtown Master Plan Update identified nine locations for potential site redevelopment, including seven specific sites and two additional "redevelopment areas" (see table in the map below).

Downtown Development Sites | Overall Master Plan
Newport, Vermont Enhanced Master Plan | October 2024

TIF District Boundary Options

TIF District feasibility was assessed for the downtown area and three potential extended areas (aligning with the above redevelopment areas): East Main Street, Western Avenue, and West of Downtown.



TIF Revenue Potential

A top-level analysis was conducted to assess the potential size of a bond that could be financed through a TIF. It is important to note that the initial inputs that usually inform such an analysis – such as a particular development proposal and infrastructure proposal – do net yet exist. Therefore, a broad conceptual range of development and revenue scenarios were assessed depending on (a) the current and future assessed value of the property (including land and eventual improvements), (b) annual property value growth projections; (c) the year the project is completed; (d) the coverage area of a potential TIF District and (e) the catalytic impact of the potential project.

The main finding is that the amount of potential TIF-generated revenue ranges massively depending on these factors—particularly the target development's scale, assessed value, and value growth rate of the project(s) and the surrounding area. The first table below provides a range of scenarios for onsite revenue creation. Based on existing site values and the assessed value of comparable development in the region, it could be expected that a project(s) could generate between $658,000 and $9.1 million.

Onsite Project Tax Increment Generation Scenarios					
	Initial Assessed Value	**Future Value at Stabilization**	**Prop. Value Growth Rate (Above Inflation)**	**Year Project Completed**	**Total 20-Yr Increment**
Lower Value Scenario	$290,000 (ex: 138 Main St)	$1.8 million (ex: 27-unit LIHTC apts., Willard Mill, St. Albans)	1%	2028	$658,000
Moderate Value Scenario	$550,000 (ex: 266 Main St)	$8.5 million (ex: 84 key 3 star hotel, Hampton Inn, St. Albans)	3%	2027	$4.4 Million
Higher Value Scenario	$2 Million (ex: Main St between Central & 2nd)	$14 Million (ex: 134-unit apt. bldg., Sunset House, Burlington)	5%	2026	$9.1 Millon

Beyond the tax revenue generated at the target development site, potential increment generation was assessed and compared across multiple prospective TIF boundaries and multiple district-wide property value growth rate scenarios. It was found that the broader Downtown TIF District (excluding the subject property or properties) could generate between $2.6 million and $37.2 million.

TIF District (Excluding Subject Site) Tax Increment Generation Scenarios					
	Downtown	**E. Main Street**	**Western Avenue**	**West of Downtown**	**All Together**
District Conditions					
Number of Properties	161	127	21	128	437
Total Assessed Value	$46,093,900	$30,718,800	$3,334,200	$16,786,800	$96,933,700
2024 Municipal Tax Bill	$622,406	$414,796	$45,022	$249,769	$1,331,993
2024 School Tax Bill	$770,716	$513,119	$55,820	$305,625	$1,645,280
2024 Total Tax Base	$1,393,122	$927,915	$100,842	$555,394	$2,977,273
20-Year Increment Projections*					
If 1% Avg. Ann. Growth	$2.6 Million	$1.8 Million	$192,000	$964,000	$5.6 Million
If 3% Avg. Ann. Growth	$9.1 Million	$6.1 Million	$662,000	$3,3 Million	$13.2 Million
If 5% Avg. Ann. Growth	$17.7 Million	$11.8 Million	$1.3 Million	$6.4 Million	$37.2 Million

Note: Analysis is based on property assessment information provided by the City of Newport. The analysis is based on broad assumptions as it does not align with a specific development(s) nor specific site location(s) and includes estimates regarding whether properties receive the homestead tax exemption. The analysis does not correspond with a specific infrastructure project(s). The analysis assumes a typical increment rate of 85% for municipal taxes and 70% for education fund taxes. The growth rates are assumed to be the amount of average annual growth beyond future inflation rates. Figures are in 2024 dollars. An additional discount rate was not applied and figures do not necessarily reflect the dollar value of a viable bond or feasible infrastructure costs.

TIF Boundary Implications and Budget Implications

The target development projects identified to date are located in the Newport's downtown and are unlikely to have a major impact on property values outside of the downtown area. As such, it is reasonable for the TIF District boundaries to align with the downtown area as currently defined and shown above. The amount of tax increment that could be generated in a TIF District spanning the downtown could realistically generate between $3 million and $27 million over 20 years. Our moderate scenarios generate a total increment of approximately $13.5 million in today's dollars ($4.4 million from the subject site and $9.1 from the remaining properties across the TIF District). Given the conceptual nature of this assessment, the specific amount of debt that this revenue could support has not been assessed. Once a target development and infrastructure project are identified, a significantly more detailed financial analysis will need to be undertaken.

Project Implications and Funding Priorities

Important considerations that may help the City prioritize investment opportunities may include:

- Land use mix, building program, and project scale and density
- Site location
- Expressed community need
- TIF eligibility and location
- The project's financial gap and funding needs
- The cost, type, and broader community benefit of the proposed infrastructure project
- The anticipated catalytic impact of the overall project
- The anticipated fiscal impact of the project, including the ability to finance the initial dept

Potential Outside Funding Sources

In addition to City municipal funds and State education funds, other common funding sources applied to Vermont TIF-financed projects include the following:

- USDA Rural Communities Grants
- DOT Thriving Communities
- Local developers and investors
- Brownfield redevelopment tax credits
- Housing Trusts
- Congressional Delegation

Additional information on the applicability of different funding sources will be outlined in the full Master Plan Update.

Findings

TIF financing has the potential to be a useful tool for the City of Newport. The City has completed a considerable amount of planning work to date, and the opportunity exists to encourage additional downtown investment that will bring additional visitors and spending to the City. Such a catalytic project (or projects) has the potential to support existing and new downtown businesses, provide new amenities to City residents, and lead to additional local investment. It is unclear, however, if such a project can be attracted via additional infrastructure improvements.

Next Steps

If the City wishes to pursue the development of a TIF District in Downtown Newport, the recommended next step is to engage the development community to see if they might be willing to partner with the City and develop a project at one of the opportunity sites. The City should evaluate all possible redevelopment opportunities to determine if there is a critical mass for the District. Before the City can proceed further in developing a TIF, they must be able to identify a specific development project; it's location; the development partner(s); and the infrastructure investment that will enable the

developer to commit to moving forward with the project(s). At that time, a more detailed analysis can be conducted to assess the project feasibility and whether TIF financing is a viable tool to help spur the effort.

Process for Creating a TIF District in Vermont

Process required by VT Statute 24VSA Chapter 53, subchapter 6. See "Creating a Tax Increment Financing District in Vermont" document by the Vermont Economic Progress Council (VEPC) for more detail (the chart below summarizes the steps identified by VEPC).

Steps Required to Create a New TIF District in VT	Task Status	Players	Target Timing*
Step 1. Initiative the Establishment of a TIF District			
a. Determine Project Feasibility: Identify a specific development opportunity that can be attracted through infrastructure investments financed through a TIF.			
• Identify need for a specific development or redevelopment to improve the economic viability of a defined area of Newport.	**Partially Complete:** City identified need to attract development downtown; specific project not identified.	City staff and leadership; NDD; Economic Task Force	Fall 2024 – Spring 2025
• Identify if substantial new public infrastructure improvements are required to ensure the development occurs.	**Incomplete:** Identify and engage potential developers re interest, project feasibility, and value/funding gap.	City, NDD	Fall 2024 – Spring 2025
• Determine availability of financing mechanisms.	**Partially Complete:** Common sources are identified below.	City, NDD	Fall 2024 – Spring 2025
• Determine if there are development partners interested in moving forward with a project if the infrastructure is built or improved?	**Incomplete:** Identify and engage potential developers/investors.	City, NDD, Economic Task Force	Fall 2024 – Spring 2025
• Determine if the development will generate property tax sufficient to help finance the debt incurred to build the infrastructure.	**Incomplete:** Conduct project-specific financial analysis.	City, NDD, Consultant	Fall 2024 – Spring 2025
• Secure commitment by City leadership and staff to champion project through the approvals process.	**Incomplete:** Vet and secure City approval.	City; NDD; Econ. Task Force	Spring 2025 – Summer 2025
b. Involve Decision-Makers to Review Specifics Regarding Project Feasibility and Impact. Verify that a TIF is needed and able to facilitate the development of a target development project. Complete due diligence to ensure the TIF will serve its intended purpose, that it is implementable, and that is has necessary support.			
• Determine eligibility of the project area.	**Incomplete:** Site has not been selected.	City, NDD, Consultant	Spring 2025 – Summer 2025
• Needs of community.	**Complete:** Studies incl. dt masterplan update have identified need for dt develop't.	City, NDD	Spring 2025 – Summer 2025
• Financial feasibility.	**Incomplete:** Project not identified; prior market studies did not assess project-specific demand, feasibility, or funding/value gap.	City, NDD, Consultant	Spring 2025 – Summer 2025
• Expected economic benefits			
• Expected non-economic benefits & public good			
• Interest in project by private sector developers and potential for public-private partnerships			
• Impact on the area in and around the district			
• Consider identifying an eligible agency to act as "coordinating agency" for the TIF District	**Incomplete.**	City, NDD	Spring 2025 – Summer 2025

** "Target timing" reflects the earliest (aspirational) realistic timing in which the associate tasks could be completed.*

Process for Creating a TIF District in Vermont (Continued)

Steps Required to Create a New TIF District in VT	Task Status	Players	Target Timing
Step 2. Formulate a Plan			
a. Create a Redevelopment Plan including a TIF District Plan and a TIF Financing Plan.	**Partially Complete:** Many of these elements are in the Downtown Master Plan Update but will need to be finalized once (i) a development and (ii) an infrastructure project are identified.	City, NDD, Consultant	Spring 2025 – Fall 2025
b. Determine the Boundaries of the TIF District			
c. Estimate Project Timeline and Costs			
d. Estimate Tax Base Revenue Increment and Establish Debt Financing Policies			
e. Establish Evaluation Requirements, End Date			
Step 3. Adoption of TIF Plan.			
a. Local Approval of TIF Plan.			
• Enact any ordinance, zoning or other changes required to implement TIF District improvements.	**Incomplete. Most tasks within Step 3 (adoption of TIF Plan) require prior completion of Step 2 (TIF District Plan and TIF Financing Plan)**	Led by City and TIF Coordinating Agency. Support from NDD, developers, partners, and consultant or advisor	Summer 2025 – Fall 2025
• Designate a coordinating agency to implement the TIF District (if not selected already).			
• Create Development Agreement with developer.			
• Adjust the TIF District Plan if needed and ensure it meets all State and local requirements.			
• Hold public hearings of proposed plan.			
• City votes to adopt the TIF District Plan.			
• City Clerk, Assessor, and Coordinating Agency to authorize and certify plan, property values.			
b. State Approval of TIF Plan.			
• File a letter of intent to file a TIF application.	**Incomplete.**	City and TIF Coordinating Agency	Fall 2025+
• Submit application and application fee to VEPC.			
• Submit TIF District Financing Plan to VEPC.			
• Council reviews/approves TIF District Financing Plan if application meets statutory approval criteria based on need, including: project goals, purpose, nexus and proportionality, and viability.	**Incomplete.**	VEPC	Late 2025+
Step 4. Implementation of a TIF District.			
a. Seek state and voter approval to incur debt for TIF District infrastructure improvements.	**Incomplete.**	City and TIF Coordinating Agency	Late 2025+ Earliest formal creation date for TIF District is April 1, 2025**
b. Execute tax revenue collection and monitoring.			
c. Manage project and TIF finances.			
d. Distribute excess revenues, if applicable.			
Step 5. Build Public Infrastructure and Mange Redevelopment of the TIF District.			
a. Obtain land	**Incomplete.**	City, NDD, Coord. Agency, landowner(s), developer(s), and other investors and partners.	Spring 2026+
b. Prepare sites			
c. Build infrastructure			
d. Implement public-private partnerships to accomplish real property redevelopment			
e. Post-construction TIF financing management			
Step 6. Evaluation, Reporting, and Termination			
a. Evaluation	**Incomplete.**	City, NDD, Coord. Agency	Spring 2026+
b. Reporting			
c. Termination			

** "Target timing" reflects the earliest (aspirational) realistic timing in which the associate tasks could be completed.*
*** Statutorily, a TIF District is created in the year the municipal legislative body votes to adopt the TIF District Plan.*
Securing Council approval for a TIF District (and completing each prior step) by the end of 2025 is an aggressive timeline .