

ORIGINAL

*City of Newport, Washington
City Council Review Draft
2011 Comprehensive Plan Amendments
May 2, 2011*

Exhibit A

City of Newport, Washington Comprehensive Plan 2007 Compliance Update Amended May 2, 2011

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Chapter 1: Introduction and Overview

The purpose of this Comprehensive Plan is to guide new growth and development activities and the allocation of City resources over the next 20 years. It is based on a Vision Statement prepared through a local planning process. The plan was initially prepared, and has been periodically updated in accordance with the provisions of the Washington State Growth Management Act. It is anticipated that the City will periodically review and update this Plan and that a comprehensive review and update process will be initiated prior to December 1, 2017.

The City of Newport is located along the banks of the Pend Oreille River only 46 miles north of the City of Spokane and 24 miles west of the City of Sandpoint, Idaho. The City of Newport's eastern border is marked by the Washington and Idaho state line. Established as a trade and financial center in 1903, and chosen as the Pend Oreille County seat in 1912, the City of Newport is the gateway to a wealth of natural resources lying to its north. The City has flourished over the years, and is now meeting the challenge of the ever-changing timber and mining market conditions with a determined effort to redefine its purpose and diversify its economic base. In 1998, the City completed an extremely ambitious downtown revitalization project, which coupled with a series of private investments, has resulted in the emergence of a new community image.

According to figures released in April 2001 by the Washington Office of Financial Management, Pend Oreille County had a population of 11,732 in the year 2000, which is 32% higher than the 8,915 people counted in 1990. The same source shows the City of Newport's population at 1,921 being 13.6% higher than the 1,691 people in 1990, with a 95% white population, and the other 5% divided between American Indian, Asian and Native Hawaiian and other Pacific Islander. The population of senior citizens over 65 continues to grow in Pend Oreille, but particularly in the City of Newport, which showed a 20% population of senior citizens in the 1990 census.

The largest employers in Newport are the County and City governments, the Pend Oreille PUD, the schools and the hospital. Since the City was originally established to serve the service and financial needs of the resource-based economy, small-scale service-oriented retail, dining, entertainment and banking have been the traditional commercial heart of the town, employing many of the town's residents.

The Local Planning Process

The City of Newport applied for a Planning Only grant from the Community Development Block Grant program to fund its comprehensive plan revision. The grant was awarded and in July 2000 the comprehensive plan revision effort was begun with a widely publicized open house to determine issues and to alert the community about the revision process.

A citizen committee was formed, naming itself The Future of Newport's Development (FOND). FOND sponsored a survey, which was distributed at listening posts in three different locations.

The FOND volunteers continued to distribute survey forms for two weeks, with a final count of 150 responses. Once the survey was compiled the FOND committee merged its meetings with the Newport Planning Commission and held publicized joint workshops. From November 2000 to July 2001 the joint workshops were held every two weeks.

The Planning Commission and the FOND committee worked diligently to study the issues and alternative solutions that faced them. The population projections, the revised Interim Urban Growth Area, and the decision to allow mixed-use zoning in the central business district were some of the most challenging decisions. The following comprehensive plan is a result of long hours of review and discussion to find the best solutions for the City of Newport. Three public hearings were held during the months of July and August 2001. Attendees were invited to give their comments verbally and in writing. The Newport Planning Commission sent the final Newport Comprehensive Plan to the Newport City Council for adoption on November 6, 2001.

The Comprehensive Plan was updated in the accordance with the provisions of the Washington State Growth Management Act by the City in 2007. This update process was lead by the City Planning Commission and featured two public hearings. Further revisions were prepared in 2009 to complete the updating process that was initiated in 2007. Several amendments to the City's development regulations were also adopted in 2009 and the City has prepared further amendments as it continues to update and streamline the Newport Municipal Code.

Vision

The citizen advisory committee, which calls itself FOND (Future of Newport's Development), developed two vision statements and placed them in a survey for the community to review and choose. The first vision was based on the idea that the city would concentrate its efforts on becoming a tourist destination, and the second vision describes the community as a thriving residential community. The vision of a thriving residential community was chosen by 76% of those responding to the survey. FOND and the Newport Planning Commission then combined the two visions to come up with a more rounded, inclusive community vision.

Newport's vision statement is written from the perspective of a Newport resident 20 years from today.

The City of Newport is a vibrant gateway city to the wonders of Northeastern Washington and Northwest Idaho. Local efforts in forming regional partnerships have resulted in projects that have strengthened the region's economy.

The City of Newport is the perfect place to live for both families and retirees. Jobs are plentiful due to the high-tech businesses that have been recruited due to the PUD's low electric rates and fiber optic capabilities. The new business incubator is providing opportunities for start-up businesses, and the light industrial park in Newport has provided the infrastructure for successful business recruitment.

The City of Newport has planned ahead for the increase in demand on its services and consequently has managed to meet the needs of its new residents. The Newport School District and the Newport Community College have expanded to accommodate the new influx of population, and their commitment to high standards of learning is attracting new families.

The quality of life in Newport is enhanced by the cultural and artistic events produced by the numerous dedicated non-profit organizations. The Newport Community Center provides a place to gather for recreational, educational, and cultural activities. Newport's pedestrian-friendly central business district has an array of enticing shops and restaurants.

Residents and visitors alike enjoy the Kelly Island Wilderness Area and the Little Spokane Wetland Bird Sanctuary, which offer a "birds-eye-view" of the region's natural wonders. The steamboat tour, the dinner train and the local historical museum offer a flavor of days gone by.

The beautiful surroundings, the friendly people, low crime rate, high scholastic achievements, cultural activities, and family-wage jobs have all lent to making the City of Newport the perfect place to live.

Chapter 2: Goals and Policies

The following Goals and Policies were previously distributed throughout the Comprehensive Plan document making it difficult to find and use them on a regular basis. The Goals and Policies have been consolidated and updated to be more user-friendly.

General Goal 1 Maintain effective communication between the city government and residents of Newport.

General Policy 1.1 Encourage citizen participation and welcome citizen suggestions.

General Policy 1.2 Maintain a steady channel of communication between the City and its youth.

Land Use Goal 1 Maintain and improve the quality of life for the residents of the City of Newport.

Land Use Policy 1.1 Continue to seek new ways to foster a vibrant, pedestrian-friendly central business district.

Land Use Policy 1.2 Pursue opportunities to enhance pedestrian and bicycle mobility throughout the City.

Land Use Goal 2 Maintain community pride in the City's rich heritage.

Land Use Policy 2.1 Encourage the preservation of the historic buildings within the City of Newport.

Land Use Policy 2.2 Maximize the use of existing buildings to support the rejuvenation of the central business district.

Land Use Policy 2.3 Require that the construction of new buildings or the renovation of existing buildings within the central business district provide visual continuity.

Land Use Policy 2.4 Investigate creative methods of providing sufficient parking while maintaining neighborhood or district character.

Land Use Policy 2.5 Encourage increased membership in the Pend Oreille County Historical Society to perpetuate the Museum's continued growth.

Land Use Goal 3 Seek a safe and healthy environment for the residents of the City of Newport.

Land Use Policy 3.1 Protect the critical areas of the city and UGA.

Land Use Policy 3.2 Provide enough land to accommodate a variety of housing types.

Land Use Policy 3.3 Pave all streets within the city limits to decrease dust pollution.

Land Use Goal 4 Maintain and improve the appearance in the City of Newport.

Land Use Policy 4.1 Encourage every citizen to maintain a clean and pleasing appearance on the outside of the homes and businesses.

Land Use Policy 4.2 Control the noxious weeds within the city limits.

Land Use Policy 4.3 Eliminate trash and garbage build-up in alleys and yards.

Land Use Policy 4.4 Land and buildings owned by the City will set the standard for property maintenance.

Land Use Policy 4.5 Cell towers should be built in places that will not negatively impact the visual experience in Newport.

Land Use Goal 5 Provide a high standard for new development consistent with Newport's vision.

Land Use Policy 5.1 Develop a proactive approach to development. Work with potential developers to find solutions to perceived barriers.

Land Use Policy 5.2 Property that is annexed into the City will be zoned in accordance with the Future Land Use Map.

Land Use Policy 5.3 Developers and/or landowners will be responsible for the cost of new development on their property. This will include roads, sidewalks and utility costs.

Land Use Policy 5.4 Parking requirements should be reasonable and flexible.

Land Use Policy 5.5 Conditional uses should be kept at a minimum.

Land Use Goal 6 Promote the efficient delivery of public services.

Land Use Policy 6.1 New water and sewer hookups should be conditioned on annexation.

Land Use Policy 6.2 Water and sewer connections will not be extended to properties that are entirely outside the Urban Growth Area.

Land Use Policy 6.3 Wherever possible, align the city limits to create boundaries that are easy to serve for emergency service providers.

Land Use Policy 6.4 Maintain good communication with the human resource and emergency services to promote the effective delivery of services.

Land Use Policy 6.5 All new lots, including mobile home parks, shall be served by separate water meters and separate sewer hook-ups.

Land Use Policy 6.6 Periodically review and update UGA boundaries to maintain an adequate supply of land that can be serviced affordably to accommodate future growth.

Land Use Policy 6.7 Coordinate planning activities and services in the UGA with the County.

Transportation Goal 1 Provide for safe and efficient transportation within the City of Newport.

Transportation Policy 1.2 Create pedestrian corridors throughout the City of Newport that offer safe, ADA compliant pedestrian passage particularly for the young, disabled, and elderly, with a special emphasis on SR 2.

Transportation Policy 1.3 Ensure that bicycle traffic is accommodated throughout the City.

Transportation Policy 1.4 Establish procedures to deal with spills of hazardous materials as quickly and effectively as possible.

Transportation Goal 2 Foster a relationship with the Burlington Northern/Santa Fe Railroad (BNSF) to find mutually beneficial solutions for shared problems.

Transportation Policy 2.1 Coordinate with BNSF regarding crossings, scheduled improvements and land use compatibility issues.

Transportation Goal 3 Pursue feasible forms of public transportation.

Transportation Policy 3.1 Promote and support public transportation for the residents of Pend Oreille County to commute to Spokane, Priest River or Sandpoint.

Transportation Goal 5 Ensure that all future developments are built to the highest possible standard.

Transportation Policy 5.1 Developers of new subdivisions shall be required to build roads, curbs, gutters and sidewalks and install storm water management facilities for those new subdivisions.

Transportation Policy 5.2 Maintain concurrency to ensure that adequate public facilities are in place to serve the new development as it occurs.

Transportation Policy 5.3 Require new development to dedicate and improve right-of-way that will accommodate different forms of travel.

Housing Goal 1 Support an adequate supply of housing by promoting a sufficient supply of land and infrastructure capacity for a variety of residential types and uses.

Housing Policy 1.1 Allot enough land to satisfy population growth and demand for residential zones over the next 20 years.

Housing Policy 1.2 Appropriately zone land to accommodate the full range of income groups.

Housing Policy 1.3 Seek to increase the supply and affordability of rental units.

Housing Policy 1.4 Support the creation of affordable housing with local social service agencies.

Housing Policy 1.5 Consider innovative designs to increase residential density without harming neighborhood character.

Housing Goal 2 Rehabilitate and preserve the existing housing stock.

Housing Policy 2.1 Eliminate substandard housing.

Housing Policy 2.2 Develop a set of building codes for historic buildings to alleviate some of the restrictions that make some housing restoration impossible.

Housing Policy 2.3 Assist low-to-moderate income people repair their homes.

Housing Policy 2.4 Assist in improving rental property to raise the quality and standards of low-to-moderate rentals.

Economic Development Goal 1 Support an atmosphere that is conducive to business retention, expansion and recruitment.

Economic Development Policy 1.1 Place business assistance and coordination as a top priority for the City of Newport.

Economic Development Policy 1.2 Provide for sufficient land area to accommodate new businesses and increase tax base.

Economic Development Goal 2 Develop the City's role as a regional leader and create partnerships with towns within 150 mile radius.

Economic Development Goal 3 Promote the City of Newport as a tourist destination.

Economic Development Policy 3.1 Continue to explore the feasibility of locating a conference center within walking distance to the downtown.

Economic Development Policy 3.2 Capitalize on the 14,800 average daily vehicular trips that pass through Newport each day.

Economic Development Policy 3.3 Find ways of piquing tourists' curiosity about the rest of Newport as they travel down Union Avenue on the way to someplace else.

Economic Development Policy 3.4 Develop activities that will improve the quality of life for the community and will occupy tourists for a minimum of two days.

Economic Development Goal 4 Raise education and cultural activities to the highest priority.

Economic Development Policy 4.1 Actively support the schools, college, and cultural groups of the area.

Economic Development Goal 5 Develop a "shop-at-home" campaign that encompasses all aspects of the economy.

Economic Development Policy 5.1 Encourage government and local non-profit organizations to shop locally.

Economic Development Goal 6 Use the Vision as a guide to future actions.

Economic Development Policy 6.1 Refer to the Vision statement of the Comprehensive Plan to evaluate decisions on future economic development projects.

Park and Recreation Goal 1 Establish and maintain safe, attractive, and well-kept neighborhood recreational areas for our children and families.

Park and Recreation Goal 2 Take advantage of the natural beauty of the City of Newport and its parks to help improve the community image.

Park and Recreation Goal 3 Enhance the opportunities for enjoyment of a range of recreational and cultural activities for all ages to promote livability, pedestrian and non-motorized orientation, reduce stress, and increase local economic activity.

Park and Recreation Goal 4 Provide parks and recreation facilities throughout the city for the use of all residents and visitors.

Park and Recreation Goal 5 Devise an effective parks system that contributes to, rather than draws from, the general fund of the City.

Park and Recreation Goal 6 To cooperate and coordinate with neighboring private, County, State and Federal agencies to preserve natural habitat and to provide outdoor recreational activities for residents and visitors.

Park and Recreation Policy 1 The City will continue to assess the conditions of existing parks, plan and prioritize desired improvements.

Park and Recreation Policy 2 The City will explore and encourage strategic alliances with other jurisdictions, agencies, and/or non-profit organizations to improve parks and recreation opportunities available to the community.

Park and Recreation Policy 3 Volunteer work will be encouraged to help defray public costs of design, construction, and maintenance of public parks projects.

Park and Recreation Policy 4 Develop funding sources to ensure maintenance. The City should establish a catalogue of desired park improvements such as benches and picnic tables to serve as a resource to families, organizations, and businesses seeking to make gifts to the community.

Park and Recreation Policy 5 Ensure all recreational development has adequate public facilities and utilities at the time it opens for use onward.

Park and Recreation Policy 6 Require new development to provide parks and trails or to contribute to a fund specifically dedicated to fund such recreational improvements.

Park and Recreation Policy 7 Create pocket parks to enhance the downtown.

Capital Facilities Goal 1 Provide public services at the level-of-service standards that will ensure the safety and well-being of Newport's residents.

Capital Facilities Policy 1.1 Coordinate land use planning and budgeting for capital improvements to ensure that public services are available for new development, without jeopardizing the level of service standards.

Capital Facilities Policy 1.2 Maintain established level of service standards.

Capital Facilities Goal 2 Operate City facilities in a cost-effective and efficient manner.

Capital Facilities Policy 2.1 New development should shoulder the cost of extending public services.

Capital Facilities Policy 2.2 The City will upgrade services according to the following priorities:

- a. Protects public health and safety.
- b. Corrects deficiencies or is needed to comply with legal mandates.
- c. Expands capacity for projected growth.

Capital Facilities Policy 2.3 When possible, combine and coordinate capital projects to achieve cost savings.

Note to reader: Please see Appendix A: Capital Facilities Plan for recent amendments to the Capital Facilities Goals and Policies.

NOTE TO READERS: THE FOLLOWING NARRATIVE WAS WRITTEN IN 2001 AND PARTIALLY UPDATED IN 2007. AS A RESULT, SOME OF THE INFORMATION MAY BE DATED AND MAY BE SUBJECT TO SUBSTANTIAL REVISION DURING THE NEXT COMPREHENSIVE UPDATE PROCESS INITIATED BY THE CITY.

Chapter 3: Land Use Element

The land use element of the comprehensive plan defines how the land within the Newport Urban Growth Area (UGA) shall be used to accommodate the projected 20-year growth in population and economic activity. The land use map accompanying this document illustrates where various land use designations are located throughout the planning area. The text included in this Chapter sets goals, policies and programs to help implement the plan in terms of land use location, intensity, treatment, density and subsequent approvals.

Relationship to Other Elements

The land use element is often considered the “master” element because it establishes the physical characteristics other elements must either accommodate or serve. By showing where growth should occur, the land use element provides the guidance for extending or expanding infrastructure. By determining how development must occur to achieve greater goals for population attainment, community design or economic diversity, the land use element provides the foundation for transportation plans, development regulations and economic development activity. The land use element is also interactive, relying on the constraints and opportunities discussed in other elements of the comprehensive plan to direct its allocation of uses.

Land Use Introduction

Newport is a small city that has long relied on the timber-based economy of the region. This land use element is intended to help the city maintain its small town character, even as it plans to grow. The plan is designed to require little maintenance, but some updating will be necessary to ensure that the plan continues both to meet the community’s needs of the day and to provide a clear view of an attractive, attainable and realistic planning horizon. The accompanying land use map and policies were determined by considering a host of physical, environmental and historical factors while working with them in relation to the community’s vision, ensuring that the management of the land resource is fiscally prudent, sensitive to the City’s physical setting and directed to achieve the desired results.

Critical Areas

Critical areas provide a variety of important biological and physical functions that benefit the community and its residents. They may also pose a threat to human safety or property.

The City of Newport adopted its first Critical Areas Ordinance No. 825 in 1993, which in turn, adopts by reference the regulations in the Pend Oreille County Critical Areas Ordinance 92-4 to protect its critical areas. One of the City of Newport’s most predominant responsibilities is to protect the aquifer recharge area due to its high susceptibility to pollution.

Historic Aquifer recharge information can be obtained in a study prepared by Mike Johnson and Iain Olness of the Department of Geology at Eastern Washington University (available for viewing at the Pend Oreille County Planning Department). They used the DRASTIC method of data collection, which stands for: depth of water (D), net recharge (R), aquifer media (A), soil media (S), topography (T), impact on the vadose zone (I) and hydraulic conductivity (C). The

study mapped the entire county with susceptibility readings, which indicate locations where the water table is most susceptible to surface contamination.

Table Intro-1

Proposed Protection Scheme for Pend Oreille County, WA		
Drastic Index	Susceptibility Index	Description
<73	<5%	Very low susceptibility
73-97	5%-20%	Low susceptibility
98-144	21%-50%	Moderate susceptibility
145-184	51%-75%	High susceptibility
>184	>76%	Very high susceptibility

Source: Evaluation of Groundwater Pollution Susceptibility in Pend Oreille County, WA. Using the DRASTIC Method, Mike Johnson, Iain Olness, Dept. of Geology, EWU

The DRASTIC Indices within the Newport area range from 205 to 161, which indicate that the water table is either highly or very highly susceptible to surface pollution (see Map below).

Frequently Flooded Areas: There is one designated flood zone in the City, and area designated “AE” that is on the site of the City Sewage Treatment Plant located on the shores of the Pend Oreille River. The UGA has areas in Flood Zone “A” connected to the headwaters of the Little Spokane River.

Relationship between the City, Pend Oreille County and the Urban Growth Area

In 1994 the City of Newport and Pend Oreille County entered into an Interlocal Interim Urban Growth Area Agreement, which delineated the Newport Interim Urban Growth Area (IUGA). Pend Oreille County Ordinance No. 94-2 adopted the IUGAs for each municipality within Pend Oreille County. Due to reasons explained in this section the City of Newport petitioned the County and the Growth Management Council to revise the IUGA boundaries. The petition was approved and Pend Oreille Ordinance No. 94-2 was amended to reflect the new boundaries. Since the adoption IUGA, the City and County have identified several opportunities to perfect the boundaries of the Newport Urban Growth Area. For instance, the original UGA’s boundaries were drawn by using section lines and other obvious borders to facilitate the process, and neglected to take into account the topography and its potential consequences on the city’s services. In addition, as the City updated its water and sewer system plans and assessed the critical wetland and aquifer recharge areas, it became evident that areas not suitable for development were included in the UGA and areas most suitable for future development were excluded. As a result, the City’s UGA was adjusted in 2007. It should also be noted that Pend Oreille County is currently in the process of establishing a county-wide GIS system and as a result, the City may be proposing additional mapping changes and or updating the land use analysis. The most recent map depicting the boundaries of the Newport UGA is included in Chapter 10.

Water system constraints

The Newport Comprehensive Water System Plan (CWSP) (completed in 2001) shows that land use development in the joint planning area of the original IUGA would have required extensive improvements to the water system. The City actually runs two separate water systems; a high and a low-pressure system. The low-pressure system serves the northeast portion of the city and has problems with low water pressure. Welch Comer and Associates, Inc., the consulting engineers who prepared the CWSP, determined that the current water system could not support development above the 2,250' contour line without considerable expense. Since the intent of Growth Management is to ensure cost-effective growth, the Urban Growth Area Boundaries have been redrawn to conform to the topographic contours that delineate the water pressure zones. In addition, Welch Comer and Associates have prepared an updated well protection plan for the City.

Protect critical wetland and aquifer recharge areas

The city's aquifer is highly susceptible to surface contamination from individual wells and septic systems. The city water and sewer service will be extended to those highly susceptible areas within the UGA, and provide protection to both the aquifer and regional wetlands.

Existing Development Patterns

Newport sprang up as a port town serving the settlements along the Pend Oreille River in 1886, and was then considered to be in the State of Idaho. When the state line was surveyed Newport, Idaho became Oldtown, Idaho, and Newport, Washington, began to thrive to accommodate the influx of surveyors and workers for the construction of the Great Northern Railroad. Today the two towns share the same water system and work together closely on many issues.

The city's development patterns evolved with industrial uses along the Great Northern Railroad and commercial uses along S.R. 2. The residential areas were predominantly concentrated on the west side of S.R. 2.

In the past ten years the northeast section of Newport has experienced a surge of highway commercial development with fast food restaurants, gas stations and a large supermarket. Due to the increased congestion in this area, Pend Oreille County's first traffic light was recently installed at the intersection of S.R. 2 and State Street. The new shift of commercial activity to the northeast corner of the town is leaving a growing number of vacant commercial buildings in the central downtown business district.

The City of Newport completed a major downtown revitalization project in 1998, which created a one-way couplet on Washington Street (S.R. 2) and Union Street. Union Street has historically been zoned "Industrial" due to its proximity to the railroad, whereas Washington Street has been the central business district (CBD). The new traffic patterns created by the one-way couplet have resulted in some zone changes from "Industrial" to "Commercial". The CBD on Washington Street has also begun to spread to Spokane Avenue. The future land use map has been updated to reflect these new patterns of development, see Chapter 9.

Future Land Use Map Categories

The Future Land Use Map depicts desired future development patterns and land uses. In addition, it identifies the City's Urban Growth Area Boundaries, the areas that the city will grow into. Proposed annexations may be approved only if they are within the City's Urban Growth Area and proposed rezones must be consistent with the Future Land Use Designations. The following land use designations are depicted on the Future Land Use Map.

Single Family Residential: Areas where single-family homes predominate, or are expected to predominate. Some duplexes may be found. This category corresponds with the R-1 and R-2 Single Family Residential Zoning Districts.

Multi-Family Residential: Higher density residential development, including apartment buildings and homes with more than two residences. This category corresponds with the R-3 Multi-Family Residential Zoning District and the R-4 Mobile Home Residential Zoning District.

Commercial: The Commercial designation includes both the Central Business District and Highway Commercial areas. The Central Business District will promote the "downtown" feeling of that area and allow for a mix of commercial and residential land uses within multi-story structures. This designation is designed to draw people from their cars and entice them to walk and enjoy the concentration of retail stores, restaurants and community centers. This category corresponds with the C-1 Commercial Zoning District. The highway commercial areas which will accommodate more auto-related businesses, which require more parking, require front setbacks with more landscaping, and discourage mixed use of commercial and residential. This category corresponds with the C-2 Commercial Zoning District.

Industrial: The Industrial areas will accommodate non-polluting light industry. Buffers created by fencing and landscaping will be considered when an industrial use is in conflict with the neighboring use. This category corresponds with the Industrial (I) Zoning District.

Public Facilities: Public Facility areas are dedicated to serving the needs of the general public, such as the City Hall, the County Courthouse, schools, parks, and designated open spaces, etc.

Growth Projections and Development Assumptions

Alternatives

In developing the comprehensive plan, Newport reviewed historic development trends for the community and came up with the following projections. Please note that these projections are based on historic growth patterns dating back to 1970 and using the latest Office of Financial Management (OFM) population information based on the 2000 Census.

Table LU-3 Population Projection Alternatives

Year	Low	Medium (actual)	High
1990		1,691	
1994		1,780	
2000	1,921	1,921	1,921
2010	2,017	2,161	2,257
2020	2,118	2,431	2,652
2030*	2,224	2,735	3,116

*Based on OFM and Pend Oreille County Projections for 2025

The City of Newport's population in the year 2000 was 1,921 people, a 13.6% growth rate since the recorded 1990 population of 1,691. Efforts to improve the quality of life are evident in every aspect of the community. The expansion of educational opportunities to include a community college that will soon offer a four-year degree, upgraded medical and hospital services with a new helicopter service to Spokane hospitals, an assisted senior housing complex, a special needs housing complex, improved emergency services, the enrichment of cultural activities, new businesses, the downtown revitalization project, telecommunications upgrades, and affordable electric power are only a few of the contributing factors that make the City of Newport a candidate for positive growth projections over the next twenty years.

Additional factors that lead to the decision of high population growth is that the City of Newport's proximity to the City of Spokane. As the City of Newport improves its quality of life, it is becoming a very attractive place to raise a family, or retire. The cultural activities, the schools, the beautiful surroundings, the low cost of living, the safety and small hometown atmosphere all contribute to a making it highly desirable to people seeking an alternative to the "big city life".

The Newport Planning Commission and the FOND committee chose the high growth forecast as the one most likely to occur. This forecast represents the community's optimism about its future, planning for a more diverse economy, a more active and vital central business district, more local jobs, improved infrastructure and growth beyond the current city limits. The Comprehensive Water System Plan completed in March, 2001, states that the current water system is capable of serving 1,121 ERU's in the lower pressure zone and 361 ERU's in the higher pressure zone. Please see the water system plan for more details.

Land Use Issues

A fundamental task in creating the land use element was the identification of issues facing or expected to face the community. The “Kick-off” meeting to the 2000 update process assisted in identifying the majority of issues. The Newport Planning Commission had a brainstorming session where further issues were identified. The survey created by FOND helped to prioritize the issues.

The following list is a compilation of land issues identified in the year 2000. It is important to note that many of these items have subsequently been addressed, replaced, reprioritized, and/or are no longer relevant. This list is retained to provide a historical context and to inform future update efforts:

1. The City of Newport has geographic and topographic constraints that limit its options for growth. The Idaho border to the east, a steep bluff to the south, and a large wetland and hillsides to the west constrain expansion considerably. There is a need to coordinate with Pend Oreille County and revise the UGA to optimize the use of the joint planning area between the city limits and the urban growth boundary.
2. The Newport Zoning and Subdivision Ordinances have not been updated in 12 years, making the documents inconsistent with the goals and objectives of the Newport Comprehensive Plan.
3. The recent downtown revitalization project has shifted the traffic patterns making it necessary to revise the zoning along Union Street. Zoning patterns need to be revised in light of some new development patterns in the northeast corner of the town.
4. New traffic patterns that have been created by the one-way couplet are confusing and need to be more clearly identified with better signage.
5. The property at the S.R. 20 cut-off, which belongs to the City, should be put to some type of use.
6. The city limits need to be revised to increase city and emergency service efficiency.
7. The residents of Newport have expressed a strong desire to beautify the community. City cleanups, city weed control, mandatory garbage pick-up and adherence to the Newport Health and Safety Ordinance are all suggestions from the community.
8. The City flags should be well maintained and identified.
9. A percentage of the community feels disenfranchised from the city government. There is a need to bridge the gap between the community members and the city government.
10. There is a shortage of housing units both for the low-to-moderate and the high-income households.

11. The City of Newport is in desperate need of new businesses that offer family wages.
12. A community center is essential to the City of Newport for many reasons. A swimming pool, a recreation center, a computer lab, and a civic center were identified as the top three priorities in the center.
13. The Newport Park Board needs to revise the use of the city park property, improve the playground equipment, increase picnic sites and add more open grassy areas. The agreement with the Newport Rodeo Association needs to be revised to ensure that the property is used to the advantage of the entire community.
14. The City of Newport needs to enforce the existing ordinances.
15. Vacant lots present a hazard and need to be patrolled by the City to ensure that Title 8 of the Newport Municipal Code addressing Health and Safety is enforced.
16. Unpaved roads within the city limits should be paved to prevent dust and safety problems.
17. The railroad crossing at Union and S.R. 2 is dangerous for vehicles and pedestrians.
18. Developing regional partnerships is a vital key to the city's economic development strategy. The City of Newport sees itself as being on the road to everywhere, as opposed to a destination. By forming partnerships with the towns within a 150-mile radius, the city will strengthen its position in the region.

Chapter 4: Transportation Element

The purpose of this element is to provide general direction for the maintenance and development of transportation facilities within the City of Newport and the urban growth area. This element has been developed, as has the land use element, consistent with the general intent of the growth management act, providing for a comprehensive assessment of the community's transportation needs in light of the development envisioned over the next 20 years.

The City of Newport was established as a port in the late 1880s for the steamboats serving the settlements along the Pend Oreille River up to the Metalines. The steamboat business supported two companies, each working out of offices in Newport.

The Great Northern Railroad began building its tracks in the early 1890s and offered an easy transition from steamboat to rail. The town thrived in its new role as the primary distribution center for Pend Oreille County's vast natural resource industries. The railroad offered passenger service as well and in 1892 the first Great Northern Railroad passenger train from Chicago arrived in Newport on its way to Spokane. There were only two transcontinental railroad lines in the United States by the end of the 19th Century and the Great Northern was one of them. The continuation of the Great Northern from Spokane to the Puget Sound was also paving the way to important Asian trade markets.

In 1971 the last westbound Great Northern passenger train passed through Newport, when service between Newport and Spokane was discontinued and the tracks were pulled up in 1975. The Pend Oreille Valley Railroad purchased the line from Metaline Falls to Newport, which is a subsidiary of the Pend Oreille County Port District. The Great Northern railroad depot, built in 1910, was restored and currently serves as the office for the Stimson Lumber Company, and the Chicago Milwaukee Railroad depot, built in 1907, is home to the Pend Oreille County Historical Society Museum.

The City of Newport boasted an airport between 1929 and 1968, when heavy snows destroyed the airplane hangar, and the city sold three acres of the airport property to the school district. The City is exploring the feasibility of relocating City water wells to this site and potentially using the remaining land for parks and recreation.

Today the main form of transportation to and from Newport is on S. R. 2, which turns into Washington Avenue and Walnut Street as it winds through the city limits. In 1998 the City of Newport completed an extensive downtown revitalization project, which created a one-way couplet with Washington Avenue traffic flowing south and Union Avenue traffic flowing north.

The downtown revitalization project, completed in 1998, has created a one-way couplet with Washington Avenue flowing south and Union Avenue flowing north. The project beautified the downtown with pseudo-brick on the sidewalks, benches, trees and street lighting. The change in traffic patterns have been challenging for people who have been driving on the streets for many

years and have caused some concerns in several spots. These are being worked on with the Washington State Dept. of Transportation and the City's Public Works Department.

Throughout the City of Newport's history, the community has acted as the region's commercial center. As the county seat, it houses local, state and federal offices. Newport's function has been defined by its ability to serve the surrounding areas, and by its convenience to serve governmental, commercial, financial, social, medical, educational and institutional needs of the region. The transportation network, through rail, road or steamboat, has enabled Newport to continue meeting those needs in the past and will be critical in the city's continued success in meeting those needs in the future.

Concurrency

RCW 36.70A.040 states that after adoption of the comprehensive plan, local jurisdictions must adopt and enforce ordinances which prohibit development approval if the development causes the level of service on a locally owned transportation facility to decline below the standards adopted in the transportation element, unless transportation improvements or strategies to accommodate the impacts of development are made concurrent with the development.

Mobility

According to the Washington State Department of Transportation there were 14,800 average daily trips (ADTs) on S.R. 2 and S.R. 20 in the year 2000. These vehicles are all driving through the city's downtown core and sharing the same corridors with pedestrians and cyclists. The most recent downtown revitalization project created new sidewalks along Washington Avenue (S.R. 2) and Union Avenue, which have improved pedestrian safety along those streets. Now the challenge is to bring up the rest of the corridors to the same standards.

The City of Newport is determined to overcome the existing obstacles to safe pedestrian and bicycle mobility by soliciting technical assistance from the WSDOT Pedestrian Mobility Program and pursuing financing packages that will bring the vision of a perfect residential town to reality.

The people most likely to be walking or cycling are: children, elderly, handicapped, non-drivers, bike tours, and people who are choosing alternatives to the automobile. The following destinations are listed in the order of importance to pedestrians: Schools, Health Care Facilities, Commercial Centers, Public Buildings, Jobs, Parks, and Trails

Street Design Standards

The street standards will be detailed in the implementation regulations and will seek to continue providing for adequate multi-modal access to property and to regional destinations. The City will encourage creative solutions to street design challenges, but will always insist on the functional value of any street design to accommodate expected traffic and its aesthetic value to create an appealing visual image.

Transportation Issues

A fundamental part of creating the transportation element was the identification of issues now facing or expected to face the community in the next 20 years. As with the land use element, the Planning Commission and Future of Newport's Development (FOND) committee created the list of issues. The following list expands on those issues identified in 2000. ***It is important to note that many of these items have subsequently been addressed, replaced, reprioritized, and/or are no longer relevant. This list is retained to provide a historical context and to inform future update efforts:***

1. The traffic-flow problems that have arisen from the one-way couplet have created some hazardous conditions. There are lots of close calls that could result in a fatality. Two of the most dangerous areas are at the intersection of Union Avenue and Walnut Street, and the intersection of Washington Avenue and S.R. 2 at the south side of town.
2. Pedestrians are at risk when walking from the central business district and the residential area to the highway commercial area along Walnut Street. There aren't enough sidewalks, crosswalks, and lights.
3. Large trucks use Washington and Union Avenues creating hazardous conditions for pedestrians and automobiles.
4. The City of Newport faces the potential of a dramatic rise in truck and car traffic when S.R. 2 takes the place of Highway 95 as the quickest route to Spokane.
5. Traffic along Walnut Street becomes choked in the summer with the extra tourist traffic. This condition is somewhat alleviated by the new traffic light at State Avenue and S.R. 2, however as new commercial development continues there will need to be additional traffic control devices installed.
6. Burlington Northern/Santa Fe owns the only road that serves the residential area on the south side of the railroad tracks.
7. Potential tourists traveling from Spokane through Newport along Union Avenue may not fully realize that they have missed the heart of Newport along Washington Avenue.

8. Hazardous materials are transported through the City of Newport by rail and by truck. It is vital that all emergency services are fully trained in dealing with an unforeseen emergency involving hazardous materials.
9. There is an area between Walnut and Spruce Streets that used to be the beginning of S.R. 20 going north out of Newport. It has been blocked off since the revitalization project with concrete barriers that are confusing to the driver. This area is being considered as a one-way street to funnel S.R. 20 traffic into Newport to avoid the congestion point at Walnut Street and Washington Avenue.

Chapter 5: Housing Element

Introduction

The purpose of the housing element is to describe the characteristics of the existing population (age, income, household size) and how those characteristics affect housing need. The housing element is closely related to land use planning and provides for a comprehensive assessment of how the community's housing needs are likely to change over the next twenty years and what those future housing needs and demands might be.

The City of Newport is planning to become a vibrant residential community and needs to plan for a wider variety of housing types and affordability categories to accommodate a diverse and vital community. According to the GMA, the housing element must strive to provide solutions to existing housing problems and to provide goals, policies and programs to assure available housing for every special needs group or income classification. Traditionally, these goals have been partially satisfied by the private housing market, but it is more and more evident that housing is an issue that needs to become a coordinated effort between the public and private sectors. This housing element brings the community to a better understanding of its housing issues and the programs available to resolve them.

The City of Newport has chosen the high growth projection as determined by the Office of Financial Management, which will equate to an increase of 731 persons, to a total population of 2,652 by the year 2020. With single-family units measurably higher, the housing types have maintained a relatively steady pattern between single-family, multi-family and manufactured homes, with a slight increase over the past ten years in the percentage of multi-family and manufactured homes (See Table H-4).

A Housing Needs Assessment was written for Pend Oreille County and the City of Newport in 1994.. It should be noted that most of the available data for housing is still predicated on the 1990 U.S. Census, which was used in the Housing Needs Assessment. Wherever possible, the information has been updated, and assumptions have been made from interviews with community members who have firsthand experience with housing issues. This anecdotal information is noted, so that as the 2010 U.S. Census information is released, the data can be revised to reflect the exact numbers.

Inventory and Analysis of Existing Need and Future Housing Demand

The 1990 Census, Office of Financial Management, the 1994 Pend Oreille County Housing Needs Assessment, and field studies were used to provide the data below. Where assumptions or sources were used, they are given below the corresponding table.

Table H-1 Demographic Changes

Summary of Demographic Changes in Pend Oreille County and the City of Newport				
1990-2000	1990	1998	% Change	Source

			1990-2000	
Pend Oreille County				
Population	8,915	11,732	31.6%	1
Median Family Income	\$22,732	\$29,057	28%	1
Median Household Value	\$49,500	\$79,000	37%	3,4
Median Rent (2 Bdr. Unit)	\$237	\$450	90%	3,4
Total Housing Units	5,404	6,761	20%	1
City of Newport				
Population	1,691	1,921	13.6%	1
Median Family Income in Newport	\$16,076	Not available		3
Median Home Value in Newport	\$50,000	\$86,000	72%	3
Median Rent Newport	\$233	\$450	93%	3,4
Total Housing Units	747	898	20%	1

1=OFM – www.ofm.wa.gov

2=U.S.

Census

Bureau

<http://factfinder.census.gov/home/en/datanotes>

3=Housing Needs Assessment, Apdx F

4 = John L. Scott Real Estate, Randy Nelson, Newport North Realty, Donna Hohenschuh

Table 1 compares recent demographic changes in Pend Oreille County and Newport. Pend Oreille County median income increased by 28% between 1990-2000, but median housing values in the City of Newport increased 72% and rentals by 93%. These statistics are alarming and immediately substantiate the field information that indicated a severe shortage of affordable housing.

Below, Table H-2 shows the components of the population changes, showing a natural increase of 346, while the major portion of growth resulted from net migration.

Table H-2 Components of Population Change, 1990-2000 (Pend Oreille County)

Census Population		Population Change		Births	Deaths	Natural Increase	Net Migration
1990	2000	Total	Percent				
8,915	11,732	2,817	24	1,340	994	346	2,471

Source: <http://www.ofm.wa.gov/census2000/index.htm#tables>

Tables H-3 and H-4 compare Newport and Pend Oreille County housing statistics. Newport has a slightly higher percentage of multi-family houses, which is appropriate to an urban center. In both Pend Oreille County and Newport there is a trend toward increased use of manufactured housing. Manufactured homes have increased in number since 1990, while stick-built homes have stayed constant or decreased slightly. The City of Newport is in need of some new multi-family housing that is secure and clean.

Table H-3 Housing Types in the City of Newport

Type of Housing	1990	% of Total	2000 (estimates)	% of Total
Single Family	529	71%	596	66%
Multi Family	153	20%	198	22%
Manufactured Housing & Other	65	9%	104	12%
Total	747		898	

Source: Office of Financial Management, April, 2000

Table H-4 Housing Types in Pend Oreille County

Type of Housing	1990	% of Total	2000	% of Total
Single Family	3,944	73%	4,471	66%
Multi Family	227	4%	330	5%
Manufactured Housing & Other	1,233	23%	1,960	29%
Total	5,404		6,761	

Source: Office of Financial Management, April, 2000

Table H-5 assumes a high level of population growth over the next 20 years, shows the forecasted housing demand using the total mix of the housing units and corresponding trends over the last 20 years, resulting in a 69% increase of total housing stock, in line with the 64% increase in population. Table H-5 indicates a lower portion of single-family housing (76% in 1980 to 60% in 2020), a higher portion of multi-family housing (18% in 1980 to 28 % in 2020), and a constant percentage of manufactured housing (12% of the total housing units). This table also shows the decreasing number of people in households, and a high percentage of people over the age of 65.

Table H-5 City of Newport Forecasted Housing Demand

Year	1980	1990	1993	2000	2010	2020
Population	1,665	1,691	1,780	1,921	2,257	2,652
Total Units	706	745	805	898	981	1,153
Owner Occupied	457	380				
Renter Occupied	249	300				

Source: Pend Oreille County Housing Needs Assessment (1994), US Census Bureau, 1980, 1990

Housing Affordability

Affordable housing is generally defined as decent, quality housing that costs no more than 30 percent of a household's gross monthly income for rent/mortgage and utility payments. The total cost of housing includes rent plus utilities for rental property, and principal, interest, property tax

and homeowner’s insurance plus utilities for owner occupied property. This definition is most appropriate to consider when evaluating affordability for families of low-to-moderate income. For these families, every dollar of limited resources spent for housing is money not available for food, medical expenses, clothing, transportation and education.

Table H-6 below shows the Housing Affordability Index (HAI) for Pend Oreille County during 2000. The HAI of 135.9 indicates that a median income family will have 35.9 percent more income than the bare minimum required to qualify for a mortgage on the median price home. With the drop in interest rates during the first quarter of 2001, one would anticipate this index to rise even higher.

The second part of Table 6 shows the Affordability Index for a first time homebuyer with an income at 70% of median income for a house that is 85% of the median home price. The HAI is far lower at 79.7 showing that the first time homebuyer would have 20 percent less income than the bare minimum required to qualify for a mortgage. These indices show that affordability is not a huge issue for median income families in Pend Oreille County, but low-to-moderate income families have a far more difficult situation to overcome. One should keep in mind that these figures are for Pend Oreille County and not for the City of Newport, which has a higher percentage of low-to-moderate income people than the county.

Table H-6 Pend Oreille Affordability Index 2000

		Median Income Affordability			80% Median Income Affordability (first time)		
Price	Rate	Payment	Income	HAI	Payment	Income	HAI
\$85,000	8.02%	\$500	\$32,613	135.9	\$489	\$26,757	79.7

Source: WCRER - WA. Center for Real Estate Research/WSU

Note:

1. The Housing Affordability Index measures the ability of a middle-income family to carry the mortgage payments on a median price home. When the index is 100 there is a balance between the family’s ability to pay and the cost. Higher indices indicate housing is more affordable.
2. First-time buyer index assumes the purchaser’s income is 80% of the median household income.
3. Home purchased by first-time buyers is 85% of the area’s median price. All loans are assumed to be 30-year loans. All buyer indices assume 20% down payment. First-time buyer index assumes 10% down. It is assumed that 25% of household income can be used for principal and interest payments.

Rentals

The lack of rentals is a persistent and growing problem. The local realtors tell of three to four rental inquiries per week without any vacancies to offer. People who call seeking rentals are forced to choose other destinations due to the lack of housing. People are searching for housing in the \$350 to \$450 a month price range, whereas the average rental, when available, is currently up to \$550 a month. The current estimated vacancy rate is as low as 3%. Table 8 shows the increase in the percentage of people who were paying over 30% of their income on rentals

between 1908 and 1990. The U.S. Census figures will be out soon to show the figures over the past ten years and will be added to the Table H-8.

Not only is there a lack of low-to-moderate rentals, but there is also a deficit in the middle-to-upper rental housing stock. People who are moving into the area due to employment are left in a predicament as they try to find a temporary place for their families to live while they look for permanent housing.

Table H-7 Percentage of Newport Households Paying over 30% income

1980		1990		2000
Owners				
55	8.3%	31	4.1%	Not yet available from 2000 census
Renters				
70	10.6%	142	19%	Not available
Source: 1980 & 1990 U.S. Bureau of Census				

The Spokane Housing Authority sponsors the HUD Section 8 Housing program, the Home Program and the Family Re-unification program (1 voucher per year). HUD Section 8 Housing offers rental assistance based on a person's income. There are currently 88 people in Pend Oreille County who are benefiting from the program, with an eight-month waiting list of 133 people. The most difficult part about running this program is the lack of affordable housing. Many people lose their opportunity once their name comes up on the list due to the fact that they can't find affordable housing. Sometimes the landlords do not want to make the repairs necessary for their homes to qualify for the program.

Table H-8 Rental Trends – Two Bedroom Rentals

	1992	1994	2001
City of Newport	\$350	\$485	\$550
HUD Fair Market Rents		\$382	\$497
Utility Costs		\$ 96	\$119
Sources: Newport Housing Needs Assessment, John L. Scott Realtors, Pend Oreille PUD, Rural Resources			

Pend Oreille Crime Victim Services

Crime Victim Services is an extremely active non-profit organization that offers an array of safety net programs crucial to the safety and well-being of the community's families. The Pend Oreille Crime Victim Services shelter provided 126 homeless single parents and children with refuge in its fiscal year 2000, which equates to 1003 bed nights. Eighty-five percent of those people were unable to find affordable, clean housing in Newport, and were forced to leave the area. There is a definite need for affordable multi-family housing that is safe, clean and well managed.

The Transitional Housing Program through Pend Oreille Crime Victim Services is a very new program that holds promise for the community. It provides a family with housing for a two-year

period along with life skill classes through the Home Club, which includes training on the responsibilities of being renters and homeowners. The Pend Oreille Crime Victim Services also offers a rental assistance program to subsidize rents and assist with deposits from 90 days to two years.

Quail Manor

Quail Manor is a new housing complex catering to special needs individuals. The housing complex has ten wheel chair accessible, ADA Compliant apartments. Quail Manor provides the residents with educational and recreational activities, community access programs, medical care, an on-site greenhouse, and a Special Olympics program. The complex opened in December, 2000, and is fully occupied with a waiting list.

Newport Hospital and Health Services Long Term Care

The Newport Hospital and Health Care Services manages a long-term care facility, which offers full care to a maximum of 50 people.

Housing Issues

The following list is a compilation of housing issues identified in the year 2000. It is important to note that many of these items have subsequently been addressed, replaced, reprioritized, and/or are no longer relevant. This list is retained to provide a historical context and to inform future update efforts.

1. Limited rental availability has raised rental rates making housing unaffordable for low-to-moderate income families.
2. Perspective first time homeowners are caught between high rentals and unaffordable down payment and credit requirements.
3. The current conventional development codes restrict developers from making optimum use of the available land.
4. The City of Newport lacks multi-family housing.
5. Building codes preclude restoration of the historic buildings in the CBD.
6. Current Parking regulations stand in the way of new development.
7. The City of Newport has run out land for new housing developments.
8. The housing stock is growing old and needs repair.

9. Household sizes are decreasing.

Chapter 6: Economic Development Element

A Pend Oreille Economic Development Plan has been prepared and will be adopted with the Pend Oreille County Comprehensive Plan. The plan was developed with the participation of key players around the County. The purpose of the Newport Economic Development Element is to focus on the particular issues pertaining specifically to the city.

Economic Development Issues

The following are some issues that were identified during the 2000 Newport Comprehensive Plan revision as particular to the City of Newport. It is important to note that many of these items have subsequently been addressed, replaced, reprioritized, and/or are no longer relevant. This list is retained to provide a historical context and to inform future update efforts:

1. The City of Newport lacks employment opportunities. The city's vision is to become a solid rural residential community with family wage jobs.
2. The City of Newport is a member of the Five Star Enterprise Community, which has expanded funding opportunities for economic development related projects. The city will continue to participate in this extremely beneficial program. *Note – This program ends 09/30/2009.
3. Currently the industrial area in the City of Newport has been reduced to 18 acres, and most of it is already developed. The city needs to turn towards the Joint Planning Area for new industrial land, inventory the potential sites and do site assessments on all of them.
4. The City of Newport has an extremely low housing vacancy rate and the majority of its housing stock is over 50 years old.
5. The City of Newport needs to build up its tax base in order to supply the level of services that the community requires.
6. The City of Newport tends to be a place that people pass through to go somewhere else. There is a need to capture the 12,800 to 20,000 tourists that drive through Newport on their way to Spokane, Canada, Priest River and Sandpoint. This is going to increase with the improvements being made to S.R. 2 between Newport and Sandpoint. These traffic figures could double with the increase generated by the new direct route between Canada and Spokane, and Spokane and Sandpoint.
7. The City of Newport needs to develop a strong partnership with its regional neighbors.
8. There is a potential new business site located in the Oldtown Basin. The property owner is interested in developing a business park, condominiums or a resort hotel. The current

challenge is extending the water and sewer service across the Pend Oreille River. Although this project is in Idaho, the new business would offer jobs to people in the City of Newport.

9. The City of Newport now has a Community College that is capable of providing training programs to prepare the local workforce for the needs of new businesses.

Chapter 7: Parks and Recreation

On June 7, 2010 the Newport City Council adopted a Parks and Recreation Plan for inclusion into the Newport Comprehensive Plan. The plan was subsequently approved by the Washington State Recreation and Conservation Funding Board. The approved plan is as follows:

PURPOSE

The purpose of the Newport Comprehensive Parks and Recreation Plan is to ensure that a variety of public open space and recreational opportunities are planned in the City of Newport. Additionally, these open spaces and parks must be within a reasonable distance for citizens and visitors of all ages and physical capabilities. This Comprehensive Parks and Recreation Plan ensures that the natural human need for open spaces and places for outdoor activities is considered equally and in conjunction with the economy and housing and other services that the City provides.

COMPREHENSIVE PARK & RECREATION MISSION STATEMENT

The mission statement for this Plan is *“To provide a working guideline to improve and enhance the parks and recreation areas in Newport and to provide leisure and recreational opportunities to the community and to the guests that visit the area.”*

GOALS

- Establish and maintain safe, attractive, and well-kept neighborhood recreational areas for our children and families.
- Take advantage of the natural beauty of the City of Newport and its parks to help improve the community image.
- Enhance the opportunities for enjoyment of a range of recreational and cultural activities for all ages to promote livability, pedestrian and non-motorized orientation, reduce stress, and increase local economic activity.
- Provide parks and recreation facilities throughout the city for the use of all residents and visitors.
- Devise an effective parks system that contributes to, rather than draws from, the general fund of the City.
- To cooperate and coordinate with neighboring private, County, State and Federal agencies to preserve natural habitat and to provide outdoor recreational activities for residents and visitors.

POLICIES

- The City will continue to assess the conditions of existing parks, plan and prioritize desired improvements.
- The City will explore and encourage strategic alliances with other jurisdictions, agencies, and/or non-profit organizations to improve parks and recreation opportunities available to the community.
- Volunteer work will be encouraged to help defray public costs of design, construction, and maintenance of public parks projects.
- Develop funding sources to ensure maintenance. The City should establish a catalogue of desired park improvements such as benches and picnic tables to serve as a resource to families, organizations, and businesses seeking to make gifts to the community.
- Ensure all recreational development has adequate public facilities and utilities at the time it opens for use onward.
- Require new development to provide parks and trails or to contribute to a fund specifically dedicated to fund such recreational improvements.

EXISTING INVENTORY

TJ Kelly Park

TJ Kelly Park will officially open to the public in June 2010. This park was an EPA Superfund Cleanup Site for oil contamination. The City of Newport acquired this lot and has created a beautiful park in our downtown business district. This park consists of a rock waterfall feature with three rock towers, surrounded by matching benches and lighting. The park also has three covered picnic tables and an ADA accessible restroom. The entire park meets the current ADA requirements. The atmosphere is directed to those who just want to sit and relax.

TJ Kelly Park is located at the corner of 1st Street and Washington Avenue (Highway 2) across from the U.S. Postal Office.

Gazebo

The Gazebo is located between the Newport Chamber of Commerce and the Newport Historical Society Museum. This area represents the historical part of Newport. There are murals on the walls representing the history of our area. There is a picnic table located here for those who want to have lunch or just relax and watch the everyday business of the City. An ADA compliant restroom is located directly behind the gazebo. This area is decorated every year with a Garrison American flag as well other American flags, the Canadian flag, the POW/MIA flag, the State of Washington and City of Newport flags. The Gazebo plaza is a central welcoming point to our City.

The Gazebo is located at the intersection of Washington Avenue and 4th Street right along Highway 2.

Little People's Park

The Little People's Park is a 1.5 acre park that has a swing set, slide, and basketball hoop. The children in the area use this park for picnics, playing soccer, shooting baskets or just hanging out and enjoying the summer. There is an ADA compliant restroom located in this park also. This park was created by the community. The citizens of the area helped with the design and layout of the park.

The Little People's Park is located at the corner of Union Avenue and 5th Street.

Newport City Park

The Newport City Park is approximately 15 acres. This area consists of a play area with swings, slides and climbing features for the children, a skateboard park, covered picnic shelter, covered performance stage, rodeo grounds, cowboy campgrounds and outside picnic area. There are also 2 softball fields and bleachers. There is an ADA compliant restroom and ADA compliant sidewalks to access our park. There is also an ADA compliant sidewalk and ramp that provides access to our stage. This park has beautiful trees which provide lots of shade for the hot summer days. Citizens often reserve sections of the park for numerous events such as weddings, birthday parties, graduation parties and other events. This park also holds the Newport Rodeo, Newport Bull-A-Rama, Lavender Festival, Bluegrass Festival, and is a staging area for many bike rides and fundraising runs/walks. There are often car shows held here due to the beauty of the park.

The Newport City Park is located on the corner of 1st Street and Calispel Avenue.

PLANNED IMPROVEMENTS FOR 2010-2015 INCLUDE:

- ***No Planned Improvements for TJ Kelly Park***
- ***Gazebo Improvements*** – The improvements that need to be completed at the Gazebo include replacing the roof, updating the sprinkler system, repaint the picnic table and replace the shrubs. The clock that is located in this area is also in need of repair.
- ***Little People's Park***
 - ✓ ***ADA Accessibility*** – ADA accessible sidewalks need to be installed to the restroom and picnic table at the Little People's Park along with the play areas in our parks. Also install a parking area for ADA accessibility.
 - ✓ ***Concrete Slab for Picnic Table*** – There is one picnic table that is available at this park. Additional picnic tables should be added for more seating. Also, concrete slabs should to be poured. This will help with maintenance of the park.
 - ✓ ***Improve and Modernize Playground Equipment at Little People's Park*** – Existing playground equipment in the Little People's Park is an alloy tube swing set and a slide. Improvements would include a modern play center with swings and slides. The basketball hoop that already exists in the park needs to be lowered to meet requirements.

- ✓ **Drinking Fountain** – There is currently no drinking fountain at this park. The installation of a drinking fountain would be a nice addition.
- ✓ **Fencing** – There is currently fencing along three sides of the park. The fourth side needs to have fencing installed. An ADA improved access needs to be installed in the fence.

- **Newport City Park**
 - ✓ **Trees** – The trees currently in the park are very old and are starting to die. The City will add new trees that will grow up to help replace the old trees as they are removed.
 - ✓ **Grass** – Grass was planted where the old roadway ran through the park. This grass is not growing well. There is a need to replace the grass in this area. Topsoil and new grass or sod needs to be planted. Also the addition of a few trees along this area would be desirable.
 - ✓ **Electrical in Shelter and Stage** – The electrical in the shelter area is out of date. The breakers constantly trip. The existing 60 amp service will be replaced with a modern 200 amp service.
 - ✓ **Picnic Tables** – There are picnic tables scattered throughout the park which are set on concrete pads for easy maintenance. These tables are in need of refurbishing. They need to be repainted and have the broken boards replaced. Also, there are no ADA approved picnic tables. The addition of 2 ADA approved tables with sidewalks for accessibility will be added. These tables will also be placed on concrete pads.

NEEDS ASSESSMENT

Water Spray Park (Splashpad)

The City of Newport proposes to construct a 3,500 square foot spray park in our main City Park which is located at the corner of 1st Street and Calispel Avenue. The feature will include a 3,500 square foot activity area of splash pads and aquatic play. Spray parks with splash pads are a comprehensive, yet cost-effective way to add value to a city's park. Spray parks provide a destination in which families can gather, socialize, and enjoy a family-focused and cross-generational play experience. By constructing and operating a spray park inside the City of Newport, we will be providing a fun and safe place for children and our local community to enjoy a free outdoor recreational experience.

The City already owns the proposed site and water, sewer, and power is also available nearby. Because the Newport Spray Park will be located inside the existing City Park, the site is ideally suited for an aquatic attraction for children and families. It will enhance the Newport City Park and provide an aesthetic value to the site.

The implementation of this plan will largely consist of grants, partnerships with community organizations, volunteers and donations. The City has applied for grant funding from the State of Washington Recreation and Conservation Office (RCO) for the spray park. The Newport

School District and the local Boy Scouts have both been contacted and have indicated an interest in providing their volunteer services.

BMX Bike Track

There has been community interest in a non-motorized BMX track within the City of Newport. This is a dirt track that features hills, jumps, and sharp curves that connect so bicycle riders can race. The location of a possible BXM bike track would be around McNeil Field. Currently this ground is used for the carnival which comes to town once a year for the Newport Rodeo. If the track was placed along the outer border, it would not disrupt anything with the rodeo and its corresponding events.

Campsites

The City of Newport owns property that is referred to as the "Cowboy Campground." Currently there are no water, sewer or power hook-ups available. The City could design and provide water and sewer hook-ups along with power to this area. Health and safety is an important factor to provide the public.

PUBLIC INVOLVEMENT

The Capital Facilities Plan was adopted by Ordinance No. 1063 on December 21, 2009. Elements of the Park Plan were adopted within the Capital Facilities Plan. There were public hearings held by the Newport City Council before adoption of this Plan took place.

IMPLEMENTATION

This plan is an attempt to enhance and develop the City of Newport's parks and recreation areas. This document demonstrates the commitment that this community has toward open space and recreational opportunities. It will be incorporated into the City Comprehensive Plan plus the Capital Facilities Plan and will be updated every year within the City's annual budget. The Committee has worked hard and long hours to create a Park and Recreation Plan in which they believe that the Newport City Council will grasp this opportunity to review and implement the community's visions of tomorrow.

COST ESTIMATE ASSUMPTIONS

The following assumptions were used to make the June 7, 2010 cost estimates. These assumptions will be periodically reviewed and updated.

Capital Repairs to Existing Parks

TJ Kelly Park

No improvements or repairs are needed at this time as this park is still under construction. The project has been created to meet all ADA requirements. The restroom is ADA accessible with a sidewalk that leads to it. There are three picnic tables located under shelters. One picnic table is ADA compliant. All three tables have sidewalks that lead to them. There is also a sidewalk that winds around our rock waterfall. All sidewalks are ADA compliant.

Gazebo

The updates that are needed for the sprinkler system will cost around \$1,500. The paint for the picnic table will be \$30.00. There are about 20 shrubs that need to be replaced costing \$18 each. These prices are all estimates based on pricing at local hardware stores in May 2010.

Little People's Park

a) ADA Accessibility \$11,500

ADA accessible sidewalks need to be installed to the restroom. The estimated cost to install a sidewalk from the entrance at Union Avenue to the restroom is \$3,000. This section is approximately 370 square feet. In order to install a sidewalk along the alley between 4th St and 5th St, there would need to be approximately 125 square feet of concrete for \$5,000. Then a section from the alley to the restroom would be approximately \$3,500 which would be 400 square feet of concrete. These prices were determined by engineering estimates. All sidewalks would be 5 foot wide to meet ADA requirements. Also, a parking space that meets ADA standards will be installed.

b) Fencing - \$500.00

Home Depot was contacted on May 25, 2010 to determine the price for chain link fencing that would be placed along the alley. The price includes the materials plus labor for city employees to install this fence.

c) Modernize Playground Equipment – \$25,000.00

The existing playground equipment needs to be replaced with a new play center. The slide and swing set that is currently in the park is all metal. Game Time offers a play center for \$15,000. With the price of the equipment, plus tax, shipping, and labor to install this equipment, the City estimates the price to be around \$25,000.

d) Drinking Fountain – \$3,000.00

This price was determined by visiting globalindustrial.com, an online store, on May 25, 2010. The drinking fountain is a concrete drinking fountain that meets ADA requirements. This also includes labor costs for employees to install the new drinking fountain plus the underground plumbing.

Newport City Park

a) Trees – \$350.00 each

The existing trees at the City Park are very old and are starting to die or be blown over by strong winds. The City needs to place new trees each year or every two years to help establish new growth. This way as the old trees are removed, there will already be new trees growing. So far there have been three new trees placed around the playground area. The price is determined by an invoice for trees purchased in May 2008 from Northland Nursery.

b) Grass – \$200.00

There are areas around the shelter and the sidewalk leading into the shelter where the grass is not growing properly. These areas need to have the old grass removed and new grass or sod installed. New topsoil may need to be brought in to help the grass establish its roots. The estimate is determined using the price received from Ray's Turf in September of 2009.

c) Electrical in the Shelter and Stage – \$2,500.00

The existing electrical needs to be upgraded to a modern 200 amp service in these two areas. The price was determined by a local electrician who provided the quote on the project. This price was determined in May 2010.

d) Picnic Tables – \$2,600.00

The picnic tables need to be refurbished. The boards are breaking on some of the tables and all of the tables need to be repainted. This project would cost approximately \$800. This cost was determined using city employee labor plus the cost for paint and boards.

Also the addition of 2 ADA compliant picnic tables is needed. The picnic tables are \$613 each plus shipping and tax. This price was received by Wabash Valley on May 25, 2010. The product is a 46" square table with 3 seats. The table is an in-ground mount. The table top and seats are a diamond pattern.

Chapter 8: Shoreline Master Program

The City of Newport is participating in a regional partnership to update the Pend Oreille County Shoreline Master Program. Upon approval, the updated Shoreline Master Program will be integrated into the Comprehensive Plan.

Chapter 9: Maps

Future Land Use Map

Official Zoning Map

Critical Areas Maps

- Wetland Maps

- Geologically Sensitive Areas

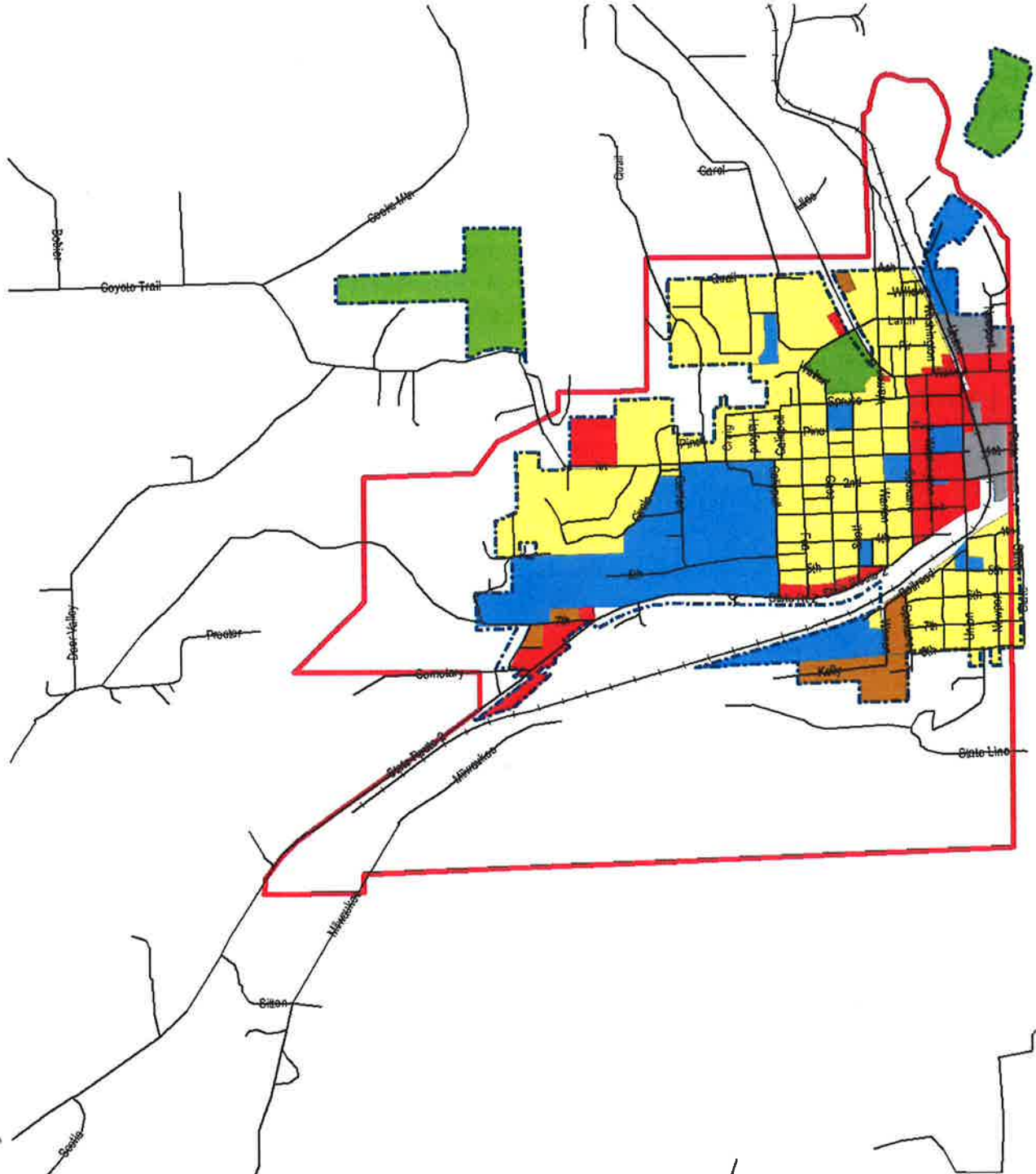
- Fish and Wildlife Habitat Conservation Areas; and

- Critical Aquifer Recharge Areas.

Shoreline Master Program Map

Future Land Use Map

The following map highlights the Newport City Limits including recent annexations and identifies the boundaries of the Newport Urban Growth Area. Properties annexed into the City in the future and proposed rezones will be reviewed and approved in accordance with the future land use designations depicted on this map.



City of Newport Future Land Use Map

- Commercial
- Multi-family
- Public Facilities
- Industrial
- Open Space
- Residential
- City
- UGA

Boundaries depicted on this map are approximate. They have not been formally delineated or surveyed and are intended for planning purposes only. Additional site-specific evaluation may be needed to confirm/verify information shown on this map.

0 500 1,000 1,500 2,000
Feet

Studio Cascade
COMMUNITY PLANNING & DESIGN

Figure 1-Amended UGA and Future Land Uses

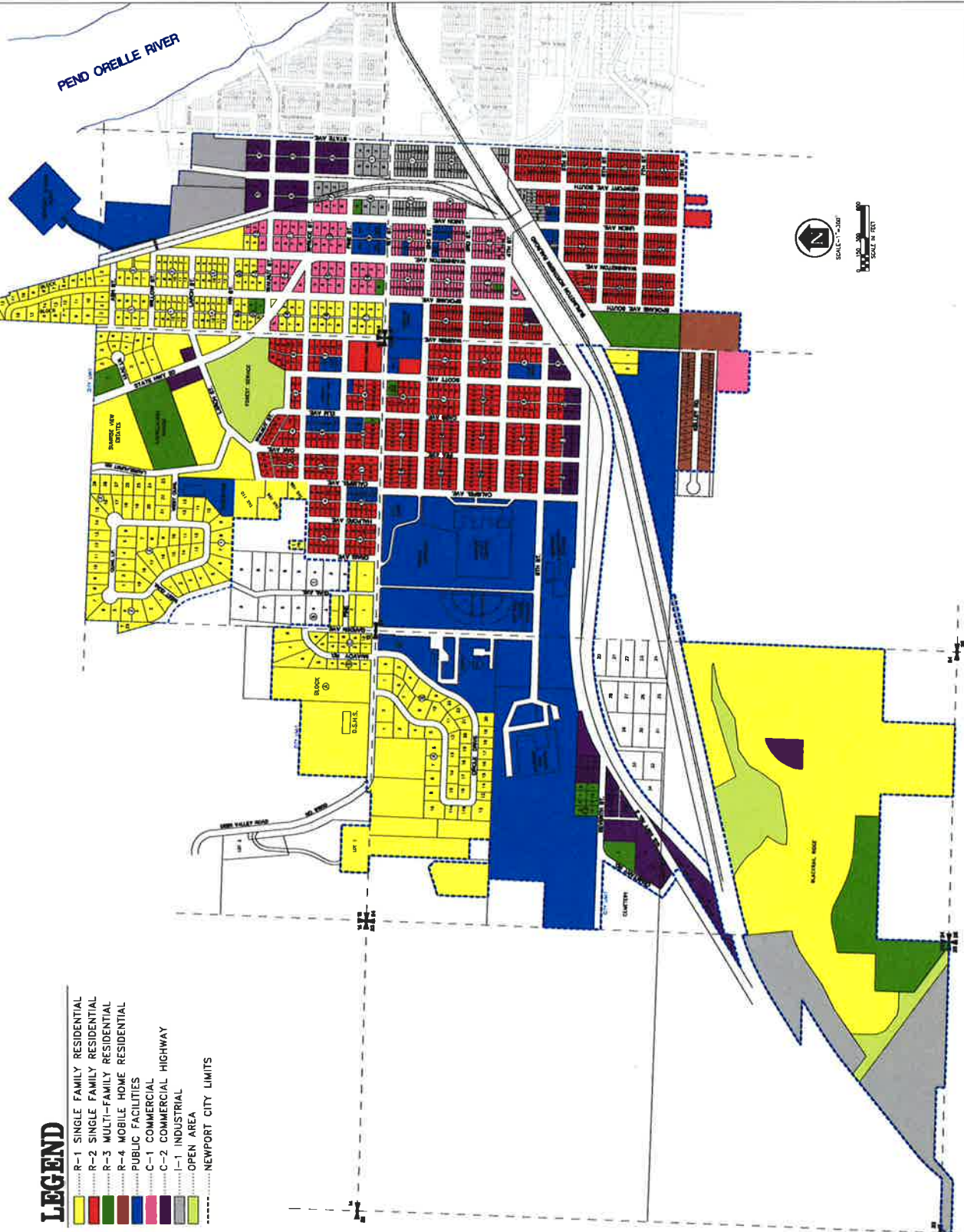
Official Zoning Map

This map depicts the Official Zoning designation for all parcels in the City. All future changes to this map shall be consistent with the Future Land Use Map.

CITY OF NEWPORT - ZONING MAP

LEGEND

- R-1 SINGLE FAMILY RESIDENTIAL
- R-2 SINGLE FAMILY RESIDENTIAL
- R-3 MULTI-FAMILY RESIDENTIAL
- R-4 MOBILE HOME RESIDENTIAL
- PUBLIC FACILITIES
- C-1 COMMERCIAL
- C-2 COMMERCIAL HIGHWAY
- I-1 INDUSTRIAL
- OPEN AREA
- NEWPORT CITY LIMITS



DATE:	NOV 11 2011	BY:	J. L. BROWN	FOR:	CITY OF NEWPORT
PROJECT:	ZONING MAP				
SCALE:	1" = 100 FT				
DATE:	NOV 11 2011				
BY:	J. L. BROWN				
FOR:	CITY OF NEWPORT				

James A. Smith and Associates, LLC
 CONSULTING ENGINEERS
 NEWPORT, WASHINGTON, 99156
 (509) 447-3826

Critical Areas Maps

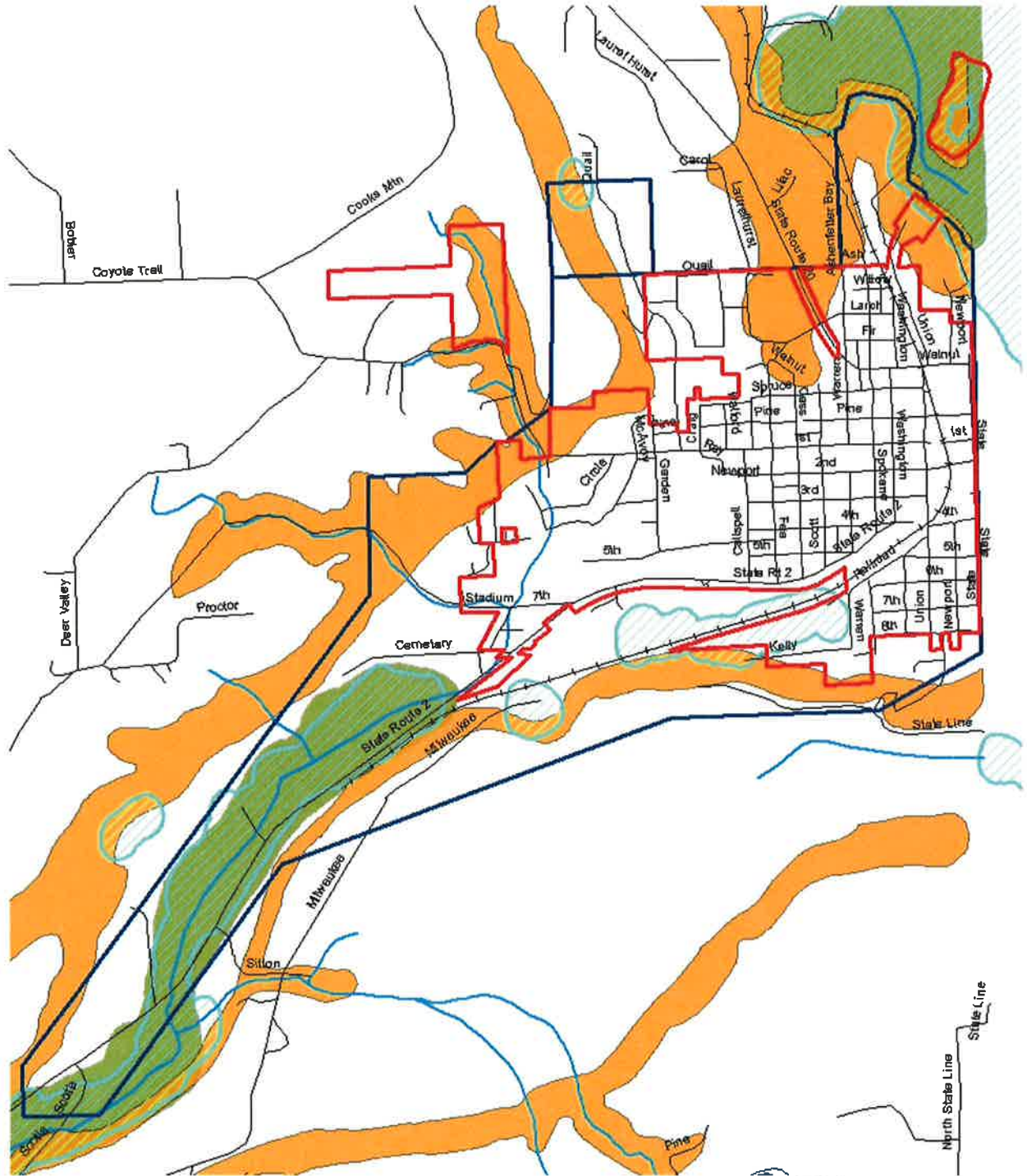
The following maps were prepared based on available data to highlight the potential location of environmentally sensitive areas, also known as critical areas. These maps have been prepared as a planning resource only, it is the responsibility of property owners to identify and accurately map the presence of critical areas and to comply with City regulations to preserve and protect these areas. The critical area maps include:

Wetlands within the City of Newport (NWI Data);

Geologically Sensitive Areas;

Fish and Wildlife Habitat Conservation Areas; and

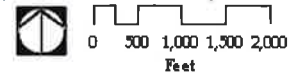
Critical Aquifer Recharge Areas.

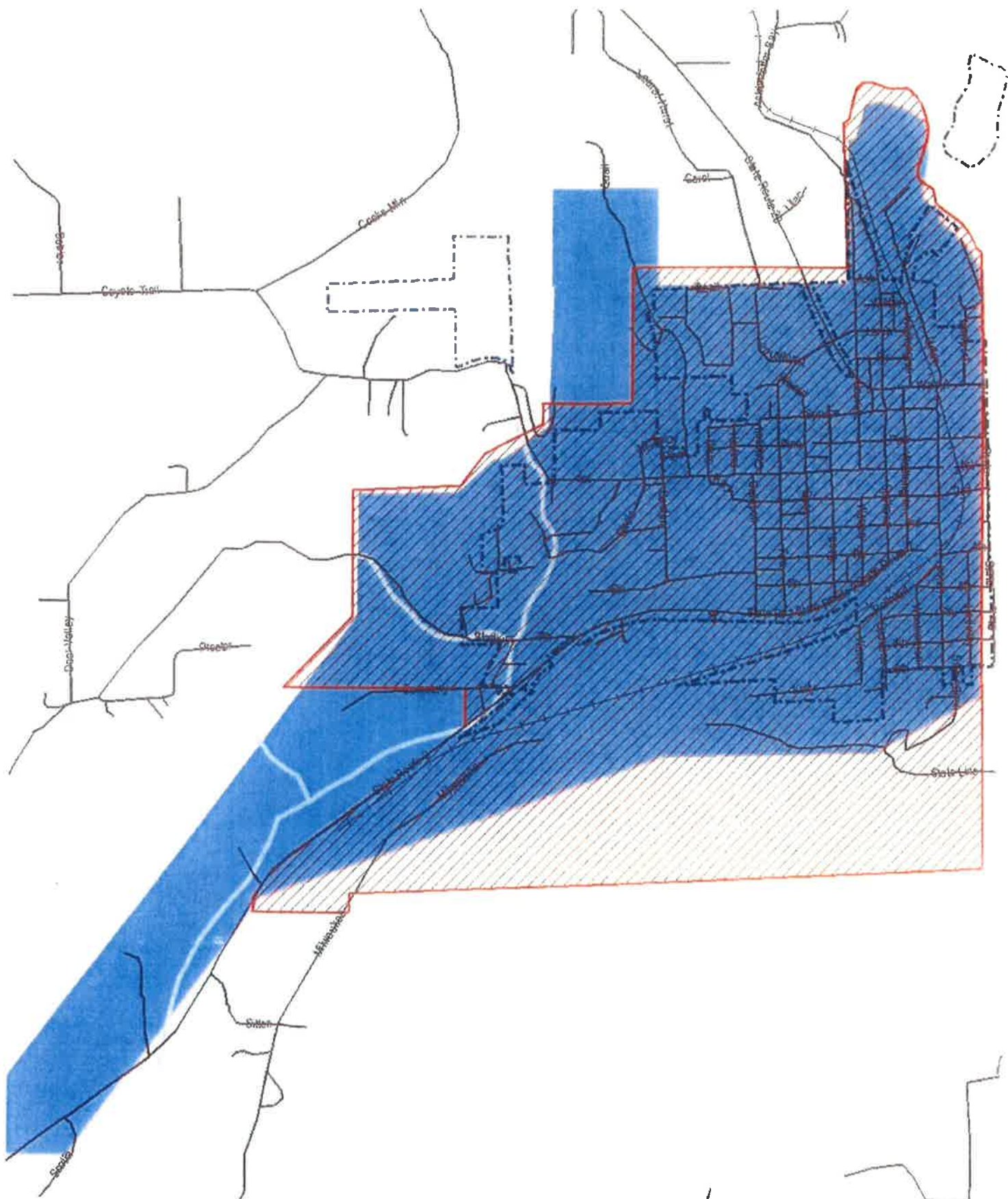


Newport Critical Area Overlay

-  Geo Hazard
-  Aquifer Protection
-  Wetland Setback
-  Priority Habitat Setback

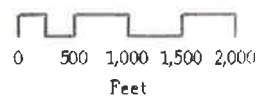
Boundaries for critical areas are shown in orange. The map also includes symbols for Wetland Setback and Priority Habitat Setback. All critical areas are shown in orange. The map also includes symbols for Wetland Setback and Priority Habitat Setback.





City of Newport UGA Comparison Map

- Current 2007 UGA
- City
- Proposed 2008 UGA



Boundaries depicted on this map are approximate. They have not been formally delineated or surveyed and are intended for planning purposes only. Additional site-specific evaluation may be needed to confirm/verify information shown on this map.

Shoreline Master Program Map

The City of Newport is participating in a regional partnership to update the Pend Oreille County Shoreline Master Program. Upon approval, an updated Shoreline Map will be included in the Appendix and the provisions of the updated Shoreline Master Program will be integrated into the Comprehensive Plan.

Appendix A: Capital Facilities Plan

It is the practice of the Newport City Council to adopt an updated Capital Facilities Plan concurrently with the City's annual budget. The adoption process includes a public hearing and opportunities for the public to review and comment on the proposed updated Capital Facilities Plan prior to action by the City Council. The following was adopted by the City Council on December 6, 2010.

Capital Facilities Element

Capital facilities are the physical components that make possible the basic services that are needed to provide for the public health, safety and welfare of the City of Newport residents. The capital facilities element presents goals, objectives and policies to guide the city in strategizing and prioritizing for capital projects and expenditures. The Capital Facilities Element represents the community's policy plan for financing capital facilities over the next 20 years. This element will include an inventory of existing facilities, minimum acceptable levels of service (LOS), and identify future projects needed to accommodate population growth over the next 20 years. The capital facilities element is consistent with the land use and transportation elements of this plan. The population forecasts and land use patterns proposed in the other elements have been used as the basis for the development of the capital facilities element.

In order to plan effectively for the future the following capital facility issues facing the City have been identified. The goals, policies and programs have been designed to address the issues.

1. The city's water system is losing 9% of its water. A new transmission line should be constructed as soon as possible.
2. Development standards in the Urban Growth Area (UGA) need to be refined through the City Council/Planning Commission.
3. The process and conditions of annexation within the Urban Growth Area (UGA) need to be clarified.
4. The city needs a way to ensure the level-of-service standards are considered when planning for future growth.

Capital Facility Goals, Policies and Programs

The goals, policies and programs in the following matrix are designed to address the issues outlined above. As read from left to right, the action becomes more specific. The goal states a more generalized objective, which leads to more specific policies. The policies then generate individual programs or activities that the City can implement in order to carry out the policies.

Goal	Policy	Program
------	--------	---------

<p>Goal CFE-1 Provide public services at the level-of-service standards that will ensure the safety and well-being of Newport's residents.</p>	<p>Policy CFE-1 Coordinate land use planning and budgeting for capital improvements to ensure that public services are available for new development, without jeopardizing the level of service standards.</p>	<p>Program CFE-1 Review the Capital Facilities Element annually as part of the City budget procedure.</p>
		<p>Program CFE-1.1 Develop a Memorandum of Understanding with Pend Oreille County as a means to coordinate the expansion of capital improvements in the Urban Growth Area.</p>
		<p>Program CFE-1.1.1 Develop regulations that require annexation prior to extending public facilities to the Urban Growth Area. Under critical environmental conditions water and sewer extensions will be permitted if the property owners annex their property into the city limits.</p>
	<p>Policy CFE-1.2.1 Maintain established level of service standards.</p>	<p>Program CFE-1.2.1 Complete storm water drainage plan.</p>
		<p>Program CFE-1.2.2 Build an oil/water separator for the storm water drainage system.</p>
<p>Goal CFE-2 Operate City facilities in a cost-effective and efficient manner.</p>	<p>Policy CFE-2 New development should shoulder the cost of extending public services.</p>	<p>Program CFE-2 Develop regulations that will require new development to be responsible for the cost of extending city services attributed to their development</p>
		<p>Program CFE-2.1 Update regulations that</p>

		specify that new development inside the city limits must be connected to city services.
	<p>Policy CFE-2.2 The City will upgrade services according to the following priorities:</p> <ol style="list-style-type: none"> 1. Protects public health and safety. 2. Corrects deficiencies or is needed to comply with legal mandates. 3. Expands capacity for projected growth. 	<p>Program CFE-2.2 Incorporate the prioritization list in the budgeting process to assist in making clear, effective decisions on future capital expenditures.</p>
	<p>Policy CFE-2.3 When possible, combine and coordinate capital projects to achieve cost savings.</p>	
	<p>Policy CFE-2.4 Follows the Countywide Planning Policies</p>	<p>Program CFE-2.4 Public facilities should be sited in coordination with the County's Process to Evaluate the Sitting of Essential Public Facilities, Section 8.5.1 of the County's adopted Comprehensive Plan approved October 2005 or as updated.</p>

Level of Service Standards

Level of Service (LOS) standards is a measurement of the amount of a city service, which must be available to meet the need and desires of the residents. Examples include the number of police officers per hundred residents, or the number of gallons of water per resident. They are used as a qualifiable goal to assist in planning for future capital facility improvements.

Generally, new development will not be allowed which causes the available services to fall below the standard. LOS standards in the City for most services are described in the following paragraphs:

1. The Fire LOS standard shall be a 15-minute response time. Continued training and equipment upgrade as needed should allow the Department to continue to meet this standard.

2. The Law Enforcement standard shall be a 15-minute response time for emergency calls and a 20-minute response time for non-emergency calls. *Note: The City of Newport is currently contracting with the Pend Oreille County Sheriff for Police Services.

3. The overall Park LOS standard is established at twelve acres of parkland per thousand residents. This is based on the City's judgment that the present amount of parkland is sufficient for the existing population but that additional parks should be developed to accommodate population growth. Additionally, the city establishes a standard for neighborhood parks that all residents should have play areas or neighborhood parks within walking distance for children, roughly ¼ mile.

4. The Water LOS standard is established at 110 gallons per person per day, which is the average daily water use for the year 2010.

5. The Sewer LOS standard is established at 70 gallons per person per day. This is the Department of Ecology standard for new systems.

6. Transportation LOS standard is established in terms of Washington State Department of Transportation LOS C. Over time, the city will also work to establish standards, which are based more on roadway condition. The forecast population growth should not generate sufficient additional traffic to move city streets below LOS D. Large subdivision proposals may be required to perform transportation impact studies if the city believes there may be significant impact.

CFE Element	LOS Standard	Current Demand	5 year 2016	10 year 2021	20 year 2041
Population		2,045	2,249	2,381	2,686
Fire	15 minutes	15 minutes	15 minutes	15 minutes	15 minutes
* Law Enforcement	1 officer per/445 residents	4.6 officers	5.1 officers	5.4 officers	6.0 officers
Parks	12 acres per 1,000 residents	24.5 acres	27.0 acres	28.6 acres	32.2 acres
Parks-neighborhood	¼ mile from residence to a neighborhood park	¼ mile from residence to a neighborhood park	¼ mile from residence to a neighborhood park	¼ mile from residence to a neighborhood park	¼ mile from residence to a neighborhood park
Highway	Level D	Level D	Level D	Level D	Level D
**Arterial St.	Level D	Level D	Level D	Level D	Level D
**Local Access	Level E	Level E	Level E	Level E	Level E

* City of Newport level of standards remains the same.

** Arterial streets are maintained at a higher level as primary routes. Local streets are maintained at a secondary level.

Table CFE 2 Water and Sewer Demands

CFE Element	LOS Standard	Current Demand	5 year	10 year	20 year
Population		2,045	2,249	2,381	2,686
Water (average month)	.6 mgd	.358 mgd	.384 mgd	.400 mgd	.444 mgd
Sewer (ave. month)	.500 mgd (design)	.262 mgd	.270 mgd	.300 mgd	.500 mgd

Water System

The following description of the City of Newport/West Bonner Water District #1 is derived from its Comprehensive Water System Plan (CWSP) completed in January 2001, by Welch Comer & Associates, Inc. There is also a Wellhead Protection Plan written in 1994 for Water District #1/City of Newport.

The City of Newport and the West Bonner Water District #1 of Bonner County, Idaho, operate and own the water system under a mutual agreement. (The water system plan update is currently being redone and will be completed in 2011.) Each entity owns and operates the facilities located in their respective jurisdictions. The City of Newport and West Bonner have formed a joint water board, which consists of two members from each jurisdiction. All annexations to the low zone being served by the water system must first be approved by the Joint Water Board.

The City of Newport and West Bonner District water system is divided into two pressure zones. The high zone draws its water from two wells labeled D & E. The high Newport system includes a 1.2 million gallon steel reservoir. The low zone includes Newport and West Bonner District. This system is supplied primarily by the Idaho Springs and includes two reservoirs. One reservoir is a 900,000 gallon concrete reservoir located in the City of Newport and the second is a 250,000 gallon concrete reservoir located below the springs in Idaho. In addition to the D & E wells, which serve the high zone of Newport, the city has six other small wells, which are used to supplement the system in times of high demand.

The water system is showing a 9% water loss, which means that there are leaks in the transmission lines and/or that there is unauthorized use. It is projected that by replacing the transmission main, eliminating overflow from the Idaho reservoir, and implementing an aggressive metering program, lost or unaccounted for water can be reduced to 5% of metered demand by the year 2014.

The 2009 Water Facilities Inventory for Newport shows that there is a total of 869 metered connections and 1,196 approved connections. The water rate is currently \$24.00/month.

2010 Inventory

Table CFE 3 Water Line Inventory

Material	Size	Length in feet			Total
		Newport	W. Bonner	Transmission	
Asbestos Cement	4"	1,591			1,591
	6"	32,335	11,400		43,735
	8"	6,723	1,563		7,286
	10"	1,304	803	1,170	12,277
Galvanized Iron	1"		526		526
	2"	3,198	3,957	7,155	14,310
PVC	4"	1,492	568		2,060
	6"	410	1,388		1,798
	8"	33,707	1,220		34,927
	10"	3,185			3,185

Table CFE 4 Water Fund Equipment

Chain Link Fence	1992		\$50,000.00
Water Reservoir	1985	900,000 Gallons @ Laurelhurst and Quail	\$700,000.00
Water Reservoir	1966	1.2 Million Gallon @ Deer Valley road	\$1,000,000.00
Springs Chlorine RM	1975		\$10,000.00
Ford F250 Super Cab Pickup	2005	VIN#: 1FTSX21585EB87475	\$15,000.00

Future Capital Facility Improvements

Table CFE-5 Future Water System Improvements/Capital Expenditures

Year	Priority	Description	Newport's Estimated Cost
2011-2012	High	New Production Well Low Zone	\$120,000.00
2012-2014	High	2 News Wells on Bench High Zone	\$160,000.00
2012-2014	High	Transmission Line High Zone	\$600,000.00
2013-2015	High	Expand Springs (Option 1)	\$130,000.00
2013-2015	High	Expand Springs (Option 2)	\$165,000.00
2012-2014	High	New Transmission Line Low Zone	\$2,000,000.00
		TOTAL	\$3,175,000.00
2012-2013	Medium	Transfer Meter Upgrades	\$60,000.00
2011-2012	Medium	Repaint 1.2 MG Reservoir	\$60,000.00
		TOTAL	\$120,000.00

2040-2041	Low	New Reservoir Low Zone	\$1,000,000.00
		TOTAL	\$1,000,000.00
	Potential	None at this time	

Sewer System

The City’s current method of wastewater treatment is a treatment system constructed in 2006. The sewer system is made up of approximately 42,000 feet of sewer lines, 108 manholes, and 20 cleanouts. The City has a Wastewater Facility Plan, which was completed in 2003.

The City maintains a water and sewer account that is financed by the water and sewer rates.

The Newport sewer system provides sewer treatment for city residents and for the West Bonner Water District. The District’s contract with the City allows it to use up to 30% of system capacity, and current use is from 18% to 21% of system capacity.

The City’s wastewater is treated in an oxidation ditch-type sewer plant, located on the west bank of the Pend Oreille River on the north side of the City of Newport. The plant provides both aerobic and anaerobic digestion, resulting in advanced secondary treatment. The plant was built in 1951, with major upgrades in 1974, 1985 and 2006. Piping is in place to add a second oxidation ditch and additional clarifier when this becomes necessary and appropriate land has been set aside. The City maintains an aggressive preventive maintenance and quality control program, and the plant has won a number of regional and national awards for excellence from the Environmental Protection Agency/Washington State Department of Ecology.

Design capacity of the plant is 500,000 gallons per day. The addition of a second oxidation ditch would bring plant capacity to 1 million gallons per day (gpd). Maximum average daily flow is around 262,000 gallons, which for 1,021 connections is equivalent to approximately 256 gallons per day per connection. The plant is operating at approximately 50% of capacity.

The treatment plant should be expanded when it reaches 85% of design capacity, which would be 425,000 gpd. This is 163,000 gpd over present peak monthly flow. At 256 gpd per connection, this would be equivalent to 637 additional connections. If average family size were 2.43, this would accommodate an additional 1,548 people, which will easily accommodate the 20-year population projection.

Lift Stations

The system has four lift stations. Preventive maintenance is scheduled for pumps and motors. All lift stations appear to be operating well, and should not need major work during the life of this plan.

Collection/Transmission System

Sewer pipes appear to be in good to excellent condition. Main line upgrades will be completed within any new street construction.

Laboratory and Control Building

The City maintains a complete lab facility, including automated data collection and monitoring of various parts of the plant.

NPDES Permit

The sewer system operates under a National Pollutant Discharge Elimination System Permit administered by the Washington State Department of Ecology. There haven't been any indications of upcoming regulation changes that could affect operation of the plant.

Sewer Plan

The City has a comprehensive sewer plan, which was written in 2003 and updated in 2006.

Sewer Connections and Rates

At the time of this plan the West Bonner Water and Sewer District has 160 sewer connections. City staff estimates that the sewer system provides service for approximately 2,200 people. The City of Newport has approximately 1,021 sewer connections. The residential sewer rate is currently \$35.00 per month.

2010 WWTP Inventory

Table CFE-6 Sewer Department Equipment

Equipment Item	Year	Description	Value
SRECO	1994	#HV1800 TR/L-931749	\$26,000.00
Pump Station	1974	80 sq. ft.	\$13,000.00
Digester Building	1985	2,800 sq. ft.	\$297,901.00
Waste Water Lab	1975	363 sq. ft.	\$291,000.00
Tank Truck Garage	1985	2,100 sq. ft.	\$68,000.00
Eagle Utility Trailer	2005	VIN #: 1E9E080175102054	\$2,000.00
Ford ¾ Ton Pickup	2004	VIN #: 1FTNF21LX4WB36086	\$15,000.00
Ford LNT 8000 Truck with Tank	1994	VIN #: 1FDYW82E3RVA45177	\$40,000.00
Ezee Offset Disc	2006	# 1401	\$6,000.00
Knight Spreader 8118	2006	B0466	\$24,000.00
John Deere 4450 Tractor	1988	#: 28372	\$45,000.00
Dresser Loader	1988	3390139C0D4152	\$14,000.00

Future WWTP Capital Improvements

Table CFE-7 Future Sewer System Improvements

Item	Year	Estimated Cost	Funding Source
Lift Station Upgrades	2013	\$110,000.00	USDA/RUS

Storm Water System

Future Capital Improvements

Table CFE-8 Storm Water System Improvements

Item	Year	Estimated Cost	Funding Source
------	------	----------------	----------------

Street System

The City owns and maintains approximately 22 miles of developed streets, of which seventeen miles are asphalt surfaced and two miles are gravel surfaced. There are a number of additional streets, which have been platted but not developed. Four miles of this total are arterial streets, with the remainder being collector streets. Right-of-way widths range from 60 to 75 feet. Most streets have sidewalks, curbs and gutters.

The street system is funded through the City Street Fund. Revenue is from three primary sources:

1. General Property Tax
2. Motor Vehicle Fuel Tax
3. SAFETEA-LU Federal Funds

Minor revenue comes from investments and other miscellaneous sources. Expenditures are for road maintenance, street lighting, traffic control (signs), snow removal, and street cleaning.

The City updates its Six-year Transportation Improvement Plan annually and is proactive in applying for grants to improve the street system.

2010 Street Inventory

Table CFE-9 Street Department Equipment

Item	Year	Description	Value
Street Dept Garage	1940	1,560 sq ft.	\$100,000.00
Vehicle Shed	1983	1,960 sq ft.	\$25,000.00
Quonset Hut Shop	1951	2,400 sq ft.	\$70,000.00
International Dump Truck	1997	VIN #: 1HTGBADR6VH4824925	\$100,000.00
Holden 20 Ton Equip Trailer	1996	VIN #: 12HTD3032TS104853	\$9,000.00
Eagle Single Axle Trailer	2002	VIN #: 1E9E1201021021919	\$2,100.00
Ford Ranger Pickup	2002	VIN #: 1FTYR10D92PA10859	\$6,000.00
Ford Ranger Pickup	2002	VIN #: 1FTYR10D32PB40426	\$6,000.00
International Dump Truck	1995	VIN #: 631594	\$18,000.00
Butler Utility Trailer	1987	VIN #: 1BUD10102H2001091	\$1,100.00
Ford Sweeper	1996	VIN #: 1FDXH70C0TVA13652	\$45,000.00

Int'l 10 yard Dump Truck	1996	VIN #: 1HTGGAHT1TH677957	\$27,000.00
Rosco Vibratory Roller	1987	VIN #: 29551	\$6,400.00
Case Loader	1991	JAK0023975	\$26,000.00
Champion Grader 730A	1991	730A17777721528	\$24,000.00

Future Street Capital Expenditures

Table CFE-10 Street Department Equipment Replacement Items

Priority	Item No. Item	Estimated Cost	Fund
1	Hwy 2 Calispel to 7 th	\$114,000.00	Streets
2	Public Works Shop	\$250,000.00	Streets/Water/Sewer
3	Calispel Phase III	\$1,500,000.00	Streets
4	One-way Truck Route on Hwy 20	\$500,000.00	Streets

Parks and Recreation

The Newport City Administration supervises park activities. The Level of Service Standards (LOS) given in Section 4 indicates that the City of Newport owns sufficient parkland to service the population over the next 20 years. The addition of Kelly Island to the Newport Park system has elevated the ratio of parks per person. The park system is funded by general property tax and retail sales tax.

Table CFE-11 2010 Park Inventory

Parks	Acres	Description	Value
City of Newport-big park	20	Picnic & playground area, rodeo grounds, skate park, stage	\$2,000,000.00
Little People's Park	1		\$300,000.00
Gazebo	0.25	Museum	\$100,000.00
Kelly Island Wilderness Park	22		\$6,000,000.00
TJ Kelly Park	1		\$200,000.00
Anderson's Tower Plaza A Veteran's Memorial	0.5	Cell tower lot with a veteran's memorial	\$106,000.00
Cowboy Campground RV Park	5	RV Park	\$130,000.00

Table CFE-12 Future Park Department Expenditures

Park	Item	Estimated Expenditure
TJ Kelly Park	Development	\$10,000.00
City of Newport	Spray Park	\$200,000.00
Kelly Island Wilderness Area	Access Bridge	\$3,000,000.00
Kelly Island Wilderness Area	Boat Docks	\$100,000.00

Anderson's Tower Plaza A Veteran's Memorial	Veteran's Memorial Park	\$10,000.00
Cowboy Campground RV Park	RV Park	\$30,000.00

Fire Department

The Newport City Fire Department has a fire chief and the fire fighters train and work together. The Department responds to fire calls. Within the city there are around 30 calls per year. The Fire Department is funded through the Current Expense Fund.

Fire Department equipment is housed at the Newport Fire Station. This facility has three bays and houses three fire vehicles. The Department holds training meetings in the Newport Fire Station meeting room.

Table CFE-13 2010 Fire Department Equipment

Fire	Year	Description	Value
Ford Wateroos Fire Truck	1978	VIN #: D80DVAG7549	\$150,000.00
Ford Gruman Fire Truck	1987	VIN #: 1FDYD80U6HUA01107	\$150,000.00
Chevy 1T 4x4 P/U fire veh	1986	VIN #: 1GBJK34M9GJ1599154	\$7,000.00

Table CFE-14 Fire Department Future Expenditure

Item	Year	Value
Replacement fire truck	2014/2015	\$250,000.00
MSA Compressor	2013/2014	\$40,000.00
New Exhaust Blower	2012/2013	\$8,000.00

Fire Insurance Rating

Washington cities and towns are given a fire insurance rating by the Washington State Surveying and Rating Bureau. These ratings influence the cost of fire insurance for homes and businesses. Ratings are based on factors such as water supply, fire department equipment and training, fire service communication, and others. Ratings are from Class 1 (the best rating) through Class 10, with ratings of 6 to 8 being typical for small towns. Once a rating is made, Surveying and Rating Bureaus personnel are available to make recommendations to assist in improving the rating. Newport currently has a fire rating of 6. The Newport Fire Department works hard to maintain this rating.

City Buildings

Table CFE-15 2010 Buildings owned by the City of Newport

Buildings & Facilities	Sq Ft	Description	Value
City Hall	3,200	200 S. Washington Ave	\$358,500.00
Fire Hall	4,200	2 nd & Union	\$275,000.00

Empty Lot by Fire Hall	12,696	Union	\$101,000.00
City Hall / ACO	Year	Description	Value
Ford Taurus	2005	VIN#: 1FAFP53255A174413	\$6,000.00
Chevy Astro Van	2005	VIN#: 1GCJL19X45B128316	\$13,000.00

Most city buildings are in good condition; however a number of pressing problems have been identified. Improvements to buildings will be funded through the most appropriate department.

Table CFE-16 City Buildings – Projected Improvements

Building	Project	Estimated Cost	Funding Source
Carport	Construction	\$10,000.00	Local

Law Enforcement

Law enforcement is contracted with the County.

Six-Year Project Summary List

Table CFE-19 is a list of the projects from each department. The projects listed below are in no particular order of priority. The table also identifies the estimated cost and funding source for the improvement.

Table CFE-19 Six-Year Project Summary List

Department	Project	Funding Source	Estimated Cost
Water	New Production Well Low Zone	USDA/RUS/DOH	\$120,000.00
Water	New Reservoir Low Zone	USDA/RUS/DOH	\$1,000,000.00
Water	2 New Wells High Zone Bench	USDA/RUS/DOH	\$160,000.00
Water	Transmission Line High Zone	USDA/RUS/DOH	\$600,000.00
Water	3 Reservoirs 1.2 MGD High Zone	USDA/RUS/DOH	\$1,500,000.00
Water	Repaint 1.2 MGD Reservoir	Local	\$60,000.00
Water	New Transmission Line Low Zone	USDA/RUS/DOH	\$2,000,000.00
Water	Expand Springs (Option 1)	Local	\$130,000.00
Water	Expand Springs (Option 2)	Local	\$165,000.00
Sewer	Lift Station Upgrades	USDA/RUS	\$110,000.00
Streets	Public Works Shop	Local	\$250,000.00
Streets	Calispel Phase III Cass to Spruce to Washington	TIB/CDBG/Local	\$1,500,000.00
Streets	Hwy 2 – 4 th to 7 th	RTPO/Local	\$471,000.00

Streets	One-way truck route on Hwy 20	CDBG/TIB/Local	\$500,000.00
Parks	Kelly Island Access Bridge	STAG funding (FED)	\$1,500,000.00
Parks	Kelly Island Boat Docks	Local	\$100,000.00
Fire	Replacement Fire Truck	USDA- RUS/CDBG/Local	\$250,000.00
Fire	MSA Compressor	FEMA Grant	\$40,000.00
Fire	New Exhaust Blower	FEMA Grant	\$2,500.00
City Bldg	Carport Construction	Local	\$10,000.00

Financial Capacity

This section will examine the overall financial capacity of the City, concentrating particularly on the Current Expense Fund and the City's overall debt capacity.

Debt Capacity

The most common types of debt for capital improvements are general obligation (GO) bonds and revenue bonds. General obligation bonds are backed by the value of the property within the jurisdiction. Voter-approved GO bonds increase property tax rate and dedicate the increased revenue to repay bondholders. Councilmanic bonds do not increase taxes and are repaid with general revenues. State statute and the state constitution limit the amounts which can be raised through these bonds to 1.5% of the total assessed value for councilmanic bonds, and an additional 1% for voter-approved bonds. In Newport's case, the limit for councilmanic bonds is approximately \$970,780, on a Pend Oreille County assessed valuation of \$80,000,000.

Revenue bonds are financed directly from the income of the utilities, which benefit by them. Interest rates tend to be higher than for general obligation bonds, and issuance of the bonds may be approved by the Council without a voter referendum. There is no statutory limit on the amounts of revenue, which may be raised in this way. However, utility rates must be raised sufficiently to cover the cost of bond repayment, and bond issuers will generally require additional utility rate increases to provide a 20% reserve.

General principles for use of bonded debt are that the term of the bond should be matched to the term of the benefit. That is, it is generally not considered wise to use a long-term bond to fund a short-term project. Also, it is often considered prudent to reserve some councilmanic bond capacity for emergencies.

Sources of Intergovernmental Revenues

Name	Description	Agency
Community Economic Revitalization Board	Low interest loans and grants to finance infrastructure projects for a specific private sector development or expansions in manufacturing	Dept. of Commerce (DOC)

	and businesses that support trading of goods outside state borders	
Historic Preservation Grants	Grants for historic preservation planning, cultural resource surveys, and public education	Office of Archaeology and Historic Preservation
Public Works Trust Fund	Low interest loans to finance capital facility construction, public works emergency planning and capital improvement planning	Dept. of Commerce (DOC)
Recreation & Conservation Funding Board	Grants for parks capital facilities acquisition and construction	RCFB/WWRP
SAFE TEA, LU	Grants for the enhancement of transportation facilities	State Dept of Transportation and Regional Transportation Planning Organizations
Centennial Clean Water Fund	Grants and loans for projects that alleviate and prevent water pollution.	State Dept. of Ecology
Water & Waste Disposal loans and grants	Support water and waste disposal facilities in rural areas and towns of up to 10,000	USDA, Rural Development
Flood Control Assistance Account Program Emergency Flood Control	Develop comprehensive flood control management plans and flood control maintenance projects. Funds also available for emergency flood control maintenance work	State Dept. of Ecology
Capital Assistance Program for Elderly and Disabled persons	Provide transportation services to disabled and/or elderly persons. Provide capital assistance to non-profit agencies providing para-transit services	State Dept. of Transportation
Small City Account TIB	Assist local agencies in preserving and improving their transportation systems by providing financial assistance for roadway improvements	State Dept. of Transportation
Evergreen Rural Water of Washington Technical	Provide technical assistance on wastewater and drinking	Evergreen Rural Water of Washington

Assistance and Training	water systems for small communities	
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