

Exhibit A
City of Newport, Washington
Comprehensive Plan
Approved January 20, 2021

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City of Newport Comprehensive Plan

A. Introduction and Overview

A comprehensive plan is a management tool designed to guide the allocation of resources and day-to-day decision-making in the City. It is based on a Vision Statement that describes a preferred future for the community and that distinguishes Newport from other communities. A comprehensive plan includes Goals and Policies which describe what the City government hopes to accomplish and how it intends to accomplish it. It also includes maps that highlight how land is being currently used and how it will be used in the future. The maps also highlight how and where the City intends grow and the public facilities that will be needed to support future growth and development.

In Washington State comprehensive plans are prepared and updated in accordance with the provisions of the Washington State Growth Management Act. This Act includes thirteen statewide goals that local comprehensive plans must address. The thirteen statutory goals identified in the state legislation are summarized as follows:

1. Guide urban growth to areas where urban services exist or can reasonably be provided.
2. Reduce urban sprawl.
3. Encourage efficient multi-modal transportation systems.
4. Encourage the availability of affordable housing to all economic segments of the population.
5. Encourage economic development throughout the state.
6. Assure private property is not taken for public use without just compensation.
7. Encourage predictable and timely permit processing.
8. Maintain and enhance natural resource-based industries.
9. Encourage retention of open space and development of recreational opportunities.
10. Protect the environment and enhance the State's quality of life.
11. Encourage the participation of citizens in the planning process.
12. Ensure adequate public facilities and services necessary to support development; and
13. Identify and preserve lands and sites of historic and archaeological significance.

The Growth Management Act also provides that comprehensive plans must be consistent with locally adopted county-wide planning policies and the plans of neighboring jurisdictions. In

addition, the Act requires that towns periodically update their comprehensive plans and that towns provide early and continuous opportunities for public involvement when reviewing and updating comprehensive plans. Comprehensive plans are implemented through a variety of tools and resources including Development Regulations which establish the standards that new growth and development must meet, as well as related planning documents such as the City's annual budget, capital facilities plan, and related plans such as the City's Parks, Recreation, and Open Space Plan.

The process to review and update this Comprehensive Plan began in April of 2019 and featured a review of the existing City plans and recent accomplishments, as well as the identification of revisions that would need to be made to address changes in state laws. The planning process was supported by an assessment of how land is currently being used in the community and recent trends in population growth. A workshop with the Mayor, City Council, and Planning Commission to review and update the Comprehensive Plan Goals and Policies as well as the Future Land Use Map and the Official Zoning Map was facilitated by the City's planning consultant.

Draft copies of the updated Goals and Policies and associated maps were distributed for public review and comment in November of 2019 and a public hearing was conducted by the Planning Commission on January 20, 2020. This document was subsequently prepared and adopted by the Newport City Council on January 20, 2021 in accordance with the requirements of the Washington State Growth Management Act. This updated Comprehensive Plan may be reviewed and amended no more frequently than once a year, and the next state mandated review and update is currently required to be completed by June 30, 2028.

To implement the updated Comprehensive Plan, the City of Newport initiated a process to review and update the City's Development Regulations in 2020. The review was interrupted by the COVID – 19 Pandemic but is being resumed in phases in 2021. The first phase will include amendments to update the City's critical area regulations and revisions necessary to address changes in state and federal law. The second phase will include a review and update of the provisions that govern the administration of the City's zoning code and related regulations and the establishment of a format for the integration of all regulations governing new development in the City into a unified development code. This stream-lined document will be more user friendly than the existing codes and will feature a single table of contents, one set of definitions, more efficient procedures, and the ability to identify and access all applicable regulations in one document. The third phase will then include a review and update of the City's development standards including opportunities to increase the supply of more affordable housing, opportunities to promote investment in the downtown, and to address such matters as vacation rentals and the regulations of signage. It is anticipated that this third phase will be completed in late 2021 or early 2022.

B. Vision Statement

The City of Newport 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. Work with Pend Oreille County and the Economic Development Council to bring opportunities for new businesses. 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 Hospital, Kalispel Tribe Career Training Center, 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 and quality care 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 City of Newport is 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 local historical museum promotes local history and offers 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.

C. Goals and Policies

The following Goals and Policies will be used by the Mayor, City Council, and City Staff to guide decision making, set priorities, and to allocate resources.

Economic Development Goals and Policies

Economic Development Goal #1: Maintain an environment that is conducive to business retention, expansion, and recruitment.

Economic Development Policy #1.1: Encourage residents, businesses, non-profit organizations, and governments to shop locally.

Economic Development Policy #1.2: Provide sufficient land, appropriately zoned, to accommodate new businesses and increase the tax base. This could include, but is not limited to:

- a. Identifying areas suitable for non-residential development.
- b. Periodically review and update the regulations that govern home businesses; and
- c. Explore the potential establishing new regulations that would support new business opportunities such as vacation rentals and bed and breakfast inns.

Economic Development Policy #1.3: Develop a proactive approach to support new development. Work with potential developers to find solutions to barriers.

Economic Development Policy #1.4: Establish and maintain a list of sites suitable for commercial and industrial development.

Economic Development Policy #1.5: In partnership with the Pend Oreille EDC, the County, and the Port of Pend Oreille, identify and prepare for development, one or more sites suitable for development as a business park.

Economic Development Policy #1.6: Explore strategies with the Town of Oldtown to provide regional opportunities for job generating activities.

Economic Development Goal #2: Establish and maintain downtown Newport as a vibrant center of the community.

Economic Development Policy #2.1: Actively support the preservation and use of the historic buildings within the city. This should include, but is not limited to:

- a. Updating and formally adopting a register of historic places and an inventory of potentially historic properties.
- b. Explore the feasibility of becoming a Certified Local Government (CLG) in order to access resources to achieve the City's historic preservation priorities.
- c. Require that the construction of new buildings or the renovation of existing buildings in and near downtown provide visual continuity; and
- d. Encouraging support of the Pend Oreille County Historical Society and Museum.

Economic Development Policy #2.2: Investigate opportunities for increasing parking in the downtown. This may include, but is not limited to:

- a. Preparing an inventory of parking spaces.
- b. Identification of underutilized areas that may be suitable for additional parking.

- c. Improved signage directing visitors to parking areas including RV parking.
- d. Designation of employee parking areas.
- e. Encouragement of shared parking agreements; and
- f. Angled parking on the side streets in the downtown area.

Economic Development Policy #2.3: Develop policies to guide the use of T. J. Kelly Park in downtown Newport as an attraction for tourists and to support community events.

Economic Development Policy #2.4: Establish a permanent location for the Farmer’s Market that benefits downtown businesses.

Economic Development Policy #2.5: Prepare and implement a plan to strengthen the downtown area. This plan could include, but is not limited to:

- a. Strategies to improve walkability.
- b. Procedures to facilitate community events and activities.
- c. Flexible development standards that support the use of older and historic buildings; and
- d. Design guidelines to protect the historic character of the downtown and to enhance property values.

Economic Development Policy #2.6: Actively seek resources to implement the downtown revitalization plan and to maximize the return on public investments in the downtown. This may include, but is not limited to:

- a. Exploring strategies that would enable the County, the Public Utility District, US Forest Service, the Hospital District, the Kalispel Tribe, and other governments to increase their contributions to a vibrant downtown; and
- b. Utilize local funds to leverage additional state and federal funding.

Economic Development Goal #3: Promote the City of Newport as a tourist destination and stop.

Economic Development Policy #3.1: Prepare and implement strategies to encourage travelers to stop in Newport. This may include, but is not limited to:

- a. Strategically locating a large regional tourism map(s).

- b. Increasing awareness of the location of public restrooms.
- c. Promoting a dog park conveniently located for travelers; and
- d. Perhaps installing a fountain or playground.

Economic Development Policy #3.2: Establish and implement a system of distinctive local signs to guide visitors to and from local ballfields, parks, activity centers, and local businesses.

Economic Development Policy #3.3: Explore the feasibility of utilizing the wetland area near the southern entrance to the City as:

- a. A site for passive recreation activities, especially for tourists, such as birdwatching; and/or
- b. A real-life laboratory for students to learn about environmental stewardship.

Economic Development Policy #3.4: Continue to make improvements to Newport City Park and the Cowboy Campground.

Land Use Goals and Policies

Land Use Goal #1: Maintain and improve the appearance in the City of Newport.

Land Use Policy #1.1: Land and buildings owned by the City will set the standard for property maintenance.

Land Use Policy #1.2: Encourage every citizen to maintain a clean and pleasing appearance on the outside of the homes and businesses.

Land Use Policy #1.3: Eliminate trash and garbage build-up in alleys and yards.

- a. Explore the feasibility of establish a City-sponsored Spring Clean-Up day, perhaps in conjunction with Earth Day.

Land Use Policy #1.4: Establish and maintain an active code enforcement program to protect property values, improve the appearance of the community, and to attract new investment.

Land Use Policy #1.5: Cell towers should be built in places that will not negatively impact the visual experience in Newport.

Land Use Goal #2: Maintain a safe and healthy environment for the residents of the City of Newport.

Land Use Policy #2.1: In partnership with the County, explore strategies to improve parking and pedestrian safety around the County Courthouse. This may include, but is not limited to:

- a. The installation of curbs, gutters, and sidewalks.
- b. Establishing on-street parking limitations; and/or
- c. The provision of additional parking for visitors.

Land Use Policy #2.2: Pave all streets within the city limits to decrease dust pollution, based on potential grant funding and local improvement district.

Land Use Policy #2.3: Establish and maintain a comprehensive storm water management system.

- a. Complete storm water drainage plan.
- b. Install oil and water separators as appropriate.

Land Use Policy # 2.4: In partnership with the County, explore strategies to improve access and increase use of the Ashenfelter Bay area for recreational activities.

Land Use Policy #2.5: Support/encourage walking, bicycling and other activities that promote wellness and interaction among residents.

Land Use Policy #2.6: Explore the feasibility of applying standards to protect critical aquifer recharge areas city-wide.

Land Use Goal #3: Maintain a high standard for new development consistent with Newport's vision.

Land Use Policy #3.1: Developers and/or landowners will be responsible for the cost of new development on their property. This will include roads, sidewalks, utility connections, and any other related costs.

Land Use Policy #3.2: Periodically review and update the City's standards for new development.

Land Use Policy #3.3: Explore strategies to promote master planned developments. This may include, but is not limited to:

- a. Density bonuses.

Land Use Policy #3.4: Explore the feasibility of merging the Central Business District (C-1) and the Highway Commercial (C-2) zoning districts into a single commercial zone.

- a. This may include the establishment of an overlay district for the downtown in accordance with provisions of a Downtown Plan.

Land Use Goal #4: Plan for the orderly growth and development of the City.

Land Use Policy #4.1: The Future Land Use Map for the Newport Urban Growth Area may feature the following land use designations:

- a. **Single Family Residential (SFR):** Areas designated for single family residential development include established residential neighborhoods and areas suitable for the development a variety of housing opportunities for families that are pedestrian friendly and safe for children to play. The R-1 and R-2 Single Family Residential zoning districts are consistent with this land use designation.
- b. **Multi-Family Residential (MFR):** Areas designated for multiple family residential development including existing areas characterized by higher density residential developments and areas suitable for higher density residential developments with proximity to supporting services. The R-3 Multi-Family zoning district is consistent with this land use designation.
- c. **Downtown Newport (DT):** This is the historic commercial center of the City. The C-1 Central Business District zone is consistent with this land use designation.
- d. **Commercial (C):** These are commercial areas along state highways that are intended to be more auto oriented. The C-2 Highway Commercial zoning district is consistent with this land use designation.
- e. **Light Industrial (LI):** These are areas suitable for job and tax revenue generating developments, typically requiring rail or highway access, and/or access to high-capacity electrical infrastructure. Currently undeveloped areas would feature business and industrial parks, or other campus-like settings and uses that typically do not present the potential for adverse impacts on the environment. The Light Industrial (LI) zoning district is consistent with this land use designation.
- f. **Public Uses (PU):** These are areas characterized by, or targeted for public uses such as schools, parks, and government facilities. The Public Use zoning district is consistent with this land use designation. Publicly owned parcels that are

subsequently sold to a private party should be rezoned to be compatible with neighboring privately owned properties.

- g. Master Planned Development (MPD): The purpose of this designation is to encourage property owners to collaborate with their neighbors to prepare development plans that are designed to be highly compatible with other planned uses, that promotes the efficient use of public services, and avoids or minimizes potential adverse impacts on the environment. As an alternative to traditional zoning practices, development in these areas may be guided by an approved sub-area plan or master plan prepared through a public process. In the absence of an approved sub-area or a site-specific master plan, properties in these areas would be zoned to be compatible with neighboring land uses.

Land Use Policy #4.2: Proposed rezones of property within the City limits must be consistent with the Future Land Use Map.

- a. Properties along the SR 20 corridor to the north should be designated to allow for commercial and multiple family residential development, if and when, the property owners are ready to do so.

Land Use Policy #4.3: Only properties within the Newport Urban Growth Area may be annexed into the City.

- a. Properties that are annexed into the City will be zoned in accordance with the Future Land Use Map.

Land Use Policy #4.4: The provision of City water and sewer service in the Newport Urban Growth Area should be conditioned on annexation, or the execution of an annexation agreement, provided that:

- a. The rates for City utilities provided in areas outside of the City limits may be up to 150% of the rates charged for services inside the City limits, in accordance with the provisions of state law.

Land Use Policy #4.5: City water and sewer service should not be extended to properties that are outside the Newport Urban Growth Area.

Land Use Policy #4.6: Coordinate planning activities and services in the Newport Urban Growth Area with the County. This may include, but is not limited to:

- a. The County adopting the same or similar future land use designations as the City in the unincorporated portions of the Newport UGA.
- b. The execution of an interlocal agreement with the County so that City standards are applied to new development in the unincorporated Urban Growth Area. This

could also include the City processing land use applications on behalf of the County in the UGA and/or the County adopting zoning for the unincorporated UGA consistent with the City's Future Land Use designations for the Newport UGA.

- c. The preparation of a master plan or sub-area plan to guide the future use and development of the Newport Urban Growth Area; and
- d. The establishment a road corridor to provide access to undeveloped properties in the Newport Urban Growth Area.

Land Use Policy #4.7: In partnership with the County and affected property owners, periodically review and update of the Urban Growth Area boundaries to maintain an adequate supply of land that can be reasonably served by the City to accommodate future growth. This may include:

- a. The identification of areas north and west of the City that may be suitable for residential development; and
- b. The designation of property with access to Highway 2 and the rail for commercial and light industrial uses.

Land Use Policy #4.8: Protect the ecological functions and beauty of critical areas, open spaces, and other natural resources of the community.

- a. Restrict development in or near critical areas.
- b. Promote the coordinated implementation of federal, state, and local laws; and
- c. All development in or near critical areas and shorelines should be designed, constructed, and maintained to avoid, minimize, and mitigate adverse impacts to ecological functions.

Housing Goals and Policies

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: Merge the R-3 and R-4 zoning districts into a multi-family zoning district to provide property owners with more options for the redevelopment of their property.

Housing Policy #1.2 Seek to increase the supply and affordability of rental units. This may include, but is not limited to:

- a. Exploring the feasibility of permitting multi-family developments in commercial zoning districts; and
- b. Density bonuses as an incentive to provide affordable housing.

Housing Policy #1.3: Ensure regulations apply equally to site-built and manufactured housing types.

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

Housing Policy #1.5: Identify and evaluate opportunities to increase residential density without harming neighborhood character. This may include:

- a. The preparation of standards to support the appropriate development of accessory dwelling units and alternative types of housing such as cottage housing.

Transportation Goals and Policies

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

Transportation Policy #1.1: All new streets and street improvements shall be designed and constructed to meet City standards.

- a. New private streets are discouraged, but if approved, all new private streets will be constructed to meet City standards.

Transportation Policy #1.2: Establish and maintain pedestrian and bicycle corridors throughout the city that offer safe, ADA compliant passage, as appropriate.

Transportation Policy #1.3: Prepare and implement a pedestrian and bicycle plan for the City that:

- a. Provides an interconnected network of sidewalks, trails, and paths.
- b. Connects residential areas to schools, parks, and the downtown.
- c. Assesses existing conditions and identifies priority safety improvements.
- d. Identifies gaps and opportunities to expand the network; and
- e. Identifies and prioritizes future acquisitions and improvements.

Transportation Policy #1.4: Support public transportation for the residents of Pend Oreille County to commute to Spokane, Priest River, and Sandpoint.

Transportation Policy #1.5: Maintain procedures to deal with spills of hazardous materials as quickly and effectively as possible.

Transportation Goal #2: Maintain, if not improve, current transportation level of service standards.

Transportation Policy #2.1: Developers of new subdivisions shall be required to design and construct roads, curbs, gutters and sidewalks, storm water management facilities, and pedestrian amenities in accordance with City standards.

Transportation Policy #2.2: Proposed new developments shall include improvements necessary to mitigate potential adverse traffic impacts or safety concerns.

Transportation Policy #2.3: New developments must meet City concurrency standards to ensure that adequate public facilities are in place to serve the new development as it occurs.

Transportation Goal #3: In partnership with the Port of Pend Oreille and the Burlington Northern/Santa Fe Railroad (BNSF) maintain POVA as an important community asset.

Transportation Policy #3.1: Coordinate with the Port of Pend Oreille/BNSF on matters of mutual concern such as maintaining safe crossings, emergency vehicle access, scheduled improvements, and land use compatibility issues.

Transportation Policy #3.2: Support light industrial uses along the railroad corridor.

Parks, Recreation and Open Space Goals and Policies

Parks, Recreation and Open Space Goal #1: Establish and maintain safe, attractive, and well-kept parks and recreation facilities throughout the city for the use of all residents and visitors.

Parks, Recreation and Open Space Policy #1.1: Provide sufficient funding to adequately maintain existing parks.

Parks, Recreation and Open Space Policy #1.2: The City will continue to assess the conditions of existing parks, plan and prioritize desired improvements. This should include, but is not limited to the preparation of a master plan for each city-owned park that:

- a. Identifies the intended use of the park.

- b. Documents existing improvements.
- c. Establishes maintenance standards.
- d. Establishes a repair and replacement schedule; and
- e. Prioritizes future improvements.

Parks, Recreation and Open Space Policy #1.3: 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.

Parks, Recreation and Open Space Policy #1.4: Volunteer work and contributions will be encouraged to help defray public costs of design, construction, and maintenance of public parks projects.

Parks, Recreation and Open Space Policy #1.5: 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.

Parks, Recreation and Open Space Policy #1.6: Require new development to provide parks and trails or to contribute to a fund specifically dedicated to fund such recreational improvements.

Capital Facilities Goals and Policies

Capital Facilities Goal #1: Maintain public services at the adopted level-of-service (LOS) standards in a cost-effective and efficient manner.

Capital Facilities Policy #1.1: The City has adopted the following level of service standards:

- a. Fire: 5-minute response time.
- b. Law Enforcement: 5-minute response time for emergency calls.
- c. Highways (US 2, SR 20): LOS D.
- d. City Arterials: LOS D.
- e. City Access Roads: LOS E.
- f. Water: 110 gallons/person/day.

- g. Sewer: 70 gallons/person/day; and
- h. Parks: 12 acres/1,000 residents and a play area/neighborhood park should be within ¼ mile of each residence.

Capital Facilities Policy #1.2: Review and update the City’s Capital Facilities Plan annually as part of the City budget process.

- a. This should include a prioritized list to assist in making clear, effective decisions on future capital expenditures.

Capital Facilities Policy #1.3: The City will upgrade services according to the following priorities:

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

Capital Facilities Policy #1.4: 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.

- a. When possible, combine and coordinate capital projects to achieve cost savings.

Capital Facilities Policy #1.5: New development shall pay for the cost of extending public services.

- a. Periodically review and update City regulations to ensure that developers continue to be responsible for the cost of extending city services attributed to their development.

Capital Facilities Policy #1.6: Essential public facilities should be sited in accordance with county-wide policies.

D. Projected Population Growth

The Washington State Growth Management Act requires that the City, when updating its Comprehensive Plan, include an analysis of the population allocated to the county and the city from the most recent ten-year population forecast by the State Office of Financial Management. Pend Oreille County has taken the lead in this analysis and is projecting that the City of Newport plan for a population of 2,270 in the year 2039, an increase of 80 people over the next 20 years. The following information may be helpful in assessing this projected growth.

Please note that the referenced population tables (Tables 1-4) can be found in Appendix A Population Projections and the Land Use Tables (Tables 5-6) can be found in Appendix B.

Comparative Growth

Over the past 49 years, the population of the City of Newport has grown from 1,464 to 2,190, a 50% increase. It is interesting to note that in this same period, the population of Pend Oreille County grew 128%, the same rate as all of the counties in Western Washington. The attached Table 1 highlights the growth of the City of Newport, Pend Oreille County, the NE Tri-County area, Eastern Washington, Western Washington, and the entire State of Washington. It is also interesting to note that during this period, Newport was the only incorporated area in the county to gain population, as the four towns actually experienced population losses. In fact, the population in the unincorporated areas of the County has more than doubled over the past 49 years, and the rate of growth is over 10x greater than the collective growth experienced in the cities and towns (see Table 2). In 1970 approximately 25% of the County's total population lived in Newport, and by April 1st, 2019 only 16% of the County population lived in Newport, further evidence of the rural nature of the County (See Table 3). In contrast, this past April, 65% of the State's population, 2 out of every 3 people lived in a city or town.

Projected Growth

The Washington State Office of Financial Management has provided the County with three alternative growth scenarios through the year 2040:

Low: 12, 247, a decrease in population of 1,493 from April 1, 2019.

Medium: 14,630, an increase in population of 890 from April 1, 2019; and

High: 18,803, an increase in population of 5,063 from April 1, 2019.

The County has indicated that they will be using the Medium growth scenario for purposes of updating its Comprehensive Plan, which is consistent with the practice of many counties throughout the state. Given the potential of several large employers closing, it is certainly possible that the County could experience a loss of population as it did in the 1960's. On the other hand, given the relatively small population of the County, a significant increase in population is not out of the question. So, all factors considered, using the Medium scenario is reasonable for planning purposes, but given the range of potential outcomes, the actual population growth should be monitored on an ongoing basis.

Table 4 highlights the County's projections for population growth including a proposed distribution of growth between the unincorporated areas of the County and the incorporated cities and towns. As you will note the County is using a slightly different time frame, so the numbers are slightly different. As previously mentioned, the County is projecting that Newport's population will grow by 80 people over the next twenty years, which is based on the assumption that the relative percentage of the County population living in Newport will

change very little over time. That is contrary to historical trends, as the rural population of the County has been growing faster than the urban population. In addition, if communities are encouraging new growth and development to occur in urban areas where urban services exist or can reasonably be provided, we should expect to see the relative percentage of the county's population living in the cities and towns increasing, but Pend Oreille County appears to be an exception to this principle. It is also important to note that the addition of 80 people over 20 years, is only 1-2 new households a year, which seems very low. Pend Oreille County is projecting that over 75% of the population growth that will occur over the next 20 years will occur in the unincorporated County. For planning purpose this may be high, and consideration should be given to assigning a higher percentage of the projected growth to Newport to ensure that the City's services have adequate capacity.

Capacity for Growth

In April of 2019 an analysis of the capacity to accommodate projected growth in the City was conducted utilizing Pend Oreille County Assessor's Office data. This data is highlighted in Tables 5 and 6 for the City of Newport and in Tables 7 and 8 for the Newport Urban Growth Area. There are over 1,000 parcels inside the City limits and currently approximately 10% are vacant. Of the vacant parcels, 77 are zoned for residential uses. It is important to note however, that not all of these parcels are suitable for development, as some may be constrained by steep slopes or wetlands, excessive site development costs, and in some instances the owner may not have any plans to develop or sell their property. Fortunately, over 40 % of the parcels in the Newport Urban Growth Area are not developed, and more importantly it includes over 283 acres. Once again, not all of this area is suitable for development, but it indicates that there should be enough capacity in the Newport Urban Growth Area to meet the projected growth for the city.

Summary

While there appears to be sufficient land to accommodate projected growth, it is important to keep in mind that we are dealing with relatively small numbers, so there is potential for relatively large changes to occur through single events. Also, while there may be enough vacant land to accommodate projected residential growth, there is a significant shortage of vacant land in the City suitable for commercial and light industrial development. This is a critical factor not only in terms of being able to support the projected growth, but more importantly to ensure that the economic base of the community is strong enough to sustain the community over time, as well as to provide employment opportunities in the future. So, as the City implements this updated Comprehensive Plan, careful consideration will need to be given to make sure that the Future Land Use Map includes adequate opportunities for economic development. Since Newport is the County seat, and with the hospital it is the center for local health care, so there may be reason for cautious optimism, but it will be very important to monitor actual population growth and economic indicators, especially for utility planning purposes.

With respect to utilities, the City has recognized for some time the importance of that the undeveloped land in the unincorporated portion of the UGA to the City’s economic well-being. As a result, the City has constructed a new well south of the City with sufficient capacity to serve the southern urban growth area and sufficient capacity exists in the City’s sewage treatment plant. In addition, the City has designated most of the southern area of the city on the Future Land Use Map, including parcels in and outside of the city limits as being appropriate for Master Planned Developments which includes incentives for coordinated planning among neighboring property owners, particularly with respect to providing access to this area.

E. Land Use

Introduction

The City has reviewed and updated the Future Land Use Map (See Appendix C). For the first time this map includes designations for properties in the unincorporated portion of the Newport Urban Growth Area. These designations will be used to establish the zoning when these properties are annexed into the City. It is also important to note that this Future Land Use Map has been revised to exclude several parcels that previously were bisected by the UGA boundary, leaving a portion of the property within the UGA and another portion outside of the UGA. The City consulted with these property owners, and all but a few requested that their property be completely removed from the UGA. The removal of these parcels enabled the City to make several adjustments to fill in gaps within the UGA and to promote the more orderly development of land without increasing the size of the UGA. These “no net increase” adjustments are highlighted on the map included in Appendix C.

It should also be noted that the City has added Master Planned Development as a new land use designation on the Future Land Use Map and has applied this designation to much of the “south bench” of the City. The intent of this designation is to encourage property owners to coordinate their future development plans and to encourage master planned developments so that public facilities may be efficiently designed and constructed. This Master Planned Development designation will also enable the City, in partnership with the County and private property owners to identify open space corridors and opportunities for the development of trails and new recreation facilities.

Land Use Designations

The Future Land Use Map feature the following land use designations:

Land Use Designation	Description
Single Family Residential (SFR):	Areas designated for single family residential development include established residential neighborhoods and areas suitable for the development a variety of housing opportunities for families that are pedestrian friendly and safe for

	children to play. The R-1 and R-2 Single Family Residential zoning districts are consistent with this land use designation.
Multi-Family Residential (MFR):	Areas designated for multiple family residential development including existing areas characterized by higher density residential developments and areas suitable for higher density residential developments with proximity to supporting services. The R-3 Multi-Family zoning district is consistent with this land use designation.
Downtown Newport (DT)	This is the historic commercial center of the City. The C-1 Central Business District zone is consistent with this land use designation.
Commercial (C)	These are commercial areas along state highways that are intended to be more auto oriented. The C-2 Highway Commercial zoning district is consistent with this land use designation.
Light Industrial (LI)	These are areas suitable for job and tax revenue generating developments, typically requiring rail or highway access, and/or access to high-capacity electrical infrastructure. Currently undeveloped areas would feature business and industrial parks, or other campus-like settings and uses that typically do not present the potential for adverse impacts on the environment. The Light Industrial (LI) zoning district is consistent with this land use designation.
Public Use (PU)	These are areas characterized by, or targeted for public uses such as schools, parks, and government facilities. The Public Use zoning district is consistent with this land use designation. Publicly owned parcels that are subsequently sold to a private party should be rezoned to be compatible with neighboring privately owned properties.
Master Planned Development (MPD)	The purpose of this designation is to encourage property owners to collaborate with their neighbors to prepare development plans that are designed to be highly compatible with other planned uses, that promotes the efficient use of public services, and avoids or minimizes potential adverse impacts on the environment. As an alternative to traditional zoning practices, development in these areas may be guided by an approved sub-area plan or master plan prepared through a public process. In the absence of an approved sub-area or a site-specific master plan, properties in these areas would be zoned to be compatible with neighboring land uses.

Critical Areas

All cities, towns, and counties in the state are required to periodically review and update their regulations to protect environmentally sensitive areas, also known as critical areas. Until recently, the City of Newport had adopted by reference the regulations applicable to unincorporated Pend Oreille County. It is anticipated that the City will be adopting in 2021 regulations prepared specifically for the urban environment within the City.

These updated regulations will preserve and protect the following areas and will be based on the best available science. It is anticipated that these regulations will emphasize the importance of avoiding and minimizing potential impacts through design and mitigating potential adverse impacts through the review of project specific development proposals. Since these new regulations are likely to represent a significant departure from the past, the importance of pre-

application consultation will be emphasized in the updated Development Regulations and the City anticipates that it will be monitoring the implementation of the new regulations and that adjustments over time may be necessary. There are five types of critical areas which include:

1. Wetlands,
2. Critical Aquifer Recharge Areas,
3. Frequently Flooded Areas,
4. Geologically Hazardous Areas, and
5. Habitat Conservation Areas.

F. Economic Development

The economic development priorities of the City, as reflected in the Goals and Policies, include:

1. Maintain an environment that is conducive to business retention, expansion, and recruitment.
2. Maintain downtown Newport as a vibrant center of the community.
3. Promote the City of Newport as a tourist destination and stop.

However, as noted in the land use the City has virtually no vacant land suitable for light industrial uses and an extremely limited number of vacant lots suitable for commercial development. Pend Oreille County faces a similar situation, as there are very few sites suitable for new business development that can create family wage jobs and help stabilize the economic base. As a result, the City, in partnership with the County, the EDC, the Kalispel Tribe, and local residents, have initiated a process to identify sites most suitable for the development of a local business park. The Newport UGA is a prime site for such development and the EDC has secured a state grant to further assess the development potential of these sites with a particular emphasis on the “south bench” of Newport. While in general terms the City has adequate water and sewer capacity to serve this area, particularly since it just constructed a new well and reservoir in this area, this planning effort is of critical importance to the community and will provide a more detailed understanding of the infrastructure improvements needed to support development in this area. As a result, the City may subsequently prepare and adopt a sub-area plan to guide the development of the Newport UGA.

G. Housing

There is a critical shortage of housing opportunities and affordable housing throughout Pend Oreille County. This need has been documented not only by social service providers but also by the local economic development council as a barrier to attracting new job-generating businesses. The local hospital and school district have also reported serious difficulties in filling vacant staff positions due to the lack of rental housing.

Prior to the pandemic the City Planning Commission was exploring zoning and regulatory opportunities to increase the supply and housing choices in the City. The Planning Commission will resume their efforts in 2021 as the COVID restrictions permit such public meetings.

Please refer to Appendix D for housing and demographic information. Please note that this data will be updated as the 2020 Census data becomes available and as resources permit.

H. Essential Public Facilities

The Growth Management Act requires consistency in identifying and siting of essential public facilities between counties and their towns and cities (RCW 36.70A.200(1)). GMA also states, “no local comprehensive plan or development regulations may preclude the siting of essential public facilities” (RCW 36.70A.200 (5)). "Essential" public facilities (EPF) include facilities that are typically difficult to site due to their size and regional draw, facilities include but are not limited to:

- Airports
- State educational facilities
- Solid waste handling facilities,
- In-patient facilities, including substance abuse facilities, mental health facilities and group homes, and,
- Correctional facilities

The State Office of Financial Management is required to maintain a list of essential state public facilities that are required or likely to be built within the next six (6) years. Facilities may be added to the list at any time. The Growth Management Act further mandates that no local comprehensive plan or development regulation may preclude the siting of essential public facilities. The City of Newport adopts by reference the process for siting essential public facilities is consistent with the Pend Oreille County-wide process for siting EPFs and Planning Policies, this policy does not preclude the siting of EPFs.

I. Utilities

Given the relatively isolated location of Pend Oreille County the availability of utilities is limited. The following is a brief summary of local utilities. Please contact the service providers directly for more information regarding their availability.

Solid Waste

The solid waste system is a Countywide, coordinated effort. The County retains ownership of the three solid waste transfer station sites, with recycling facilities. These include the transfer facilities near Newport, Ione, and Usk. Solid waste in Newport is collected and hauled to a County transfer station and transported out of the County to Spokane under private contract.

Water System

The City of Newport owns and operates a municipal water system that has just been improved to add a new well and storage capacity. Please refer to the City of Newport Comprehensive Water System Plan for more details.

Stormwater Management Facilities

Storm water in Newport is controlled primarily by a system of swales and ditches. New storm water facilities are designed and constructed in accordance with the provisions of the City of Newport Stormwater Manual.

Electrical Service

Electric service is provided by the Pend Oreille Public Utility District #1 which is headquartered in downtown Newport. The PUD owns and operates the Box Canyon Hydroelectric Project, the Calispel Project, and has Federal Energy Regulatory Commission (FERC) license rights to power from the Boundary Hydroelectric Project, which is owned by the City of Seattle. Energy generated from these projects is distributed to the PUD's consumers along with energy provided from the Bonneville Power Administration and other sources. Eight substations have been constructed to meet existing and future energy needs.

The PUD serves 9,135 electric customers and maintains lines and equipment stretching over 1,425 miles of rural land. The PUD's Box Canyon Dam can produce a maximum of approximately 90 Megawatts, and the PUD has rights for up to 48 Megawatts, at cost, from Seattle City Light's Boundary Dam.

The PUD is a part of the regional power grid and therefore has access to other sources of electricity, though the way in which the grid will help to provide power and the cost of that power will be governed by the terms of deregulation in the power industry. The PUD always maintains exchange agreements with other power producers.

Natural Gas

There is no natural gas service available in Pend Oreille County. LPG is available from several vendors in the area.

Telecommunications

Telecommunication refers to the electronic transmission of information by means such as telephone, radio, television, optical cable, satellite, and other technologies. The telecommunications industry is constantly changing, diversifying, and redefining the way in which we exchange information. Local telephone and cellular service is provided by a variety of service providers, relying upon facilities located around the County. Cable providers generally accompany electrical and telephone lines in urban areas, utilizing a common

easement. Cable services are provided in and around Newport. There are also numerous Internet providers available to residents.

J. Transportation

Inventory of Existing Transportation Facilities

The City owns and maintains approximately 22 miles of developed streets, of which nineteen miles are asphalt surfaced and three 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.

According to the Washington State Department of Transportation there were 20,400 average daily trips (ADTs) on S.R. 2 and S.R. 20 in the year 2020. These vehicles are all driving through the city's downtown core and sharing the same corridors with pedestrians and cyclists. A downtown revitalization project in 2011 created new sidewalks along Washington Avenue (S.R.2) and Union Avenue, which have improved pedestrian safety along those streets.

Street Functional Classification and Standards

The City currently classifies streets within the corporate boundary as major arterial, minor arterial, collector or local roads. Major arterials serve the highest volumes of traffic with fewer access points. Minor arterials connect to principal arterials and serve intra-city traffic and some through traffic. Collectors serve internal circulation, connect to arterials, and provide land access. They serve traffic going into, out of, and through the urban area. Local streets cover everything else, including alleyways.

Functional street classification standards relate the design of a roadway to its function. The function is determined by operational characteristics such as traffic volume, operating speed, safety, and capacity. Street standards are necessary to provide a community with a roadway system which is safe, aesthetic, and easy to maintain. 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.

Level of Service Standards

Access to and from Newport is limited by topography and the design of state highways. As a practical matter, there are no additional opportunities to provide new routes to access the City. In general terms there is sufficient capacity within the existing state highways serving the city to accommodate forecasted growth and development. The potential traffic impacts of proposed new development will be assessed as a part of the permitting process and mitigating measures necessary to maintain established Level of Service Standards shall be required.

The City anticipates that it will be reviewing the local level of service standards and may be proposing revisions in future updates of this comprehensive plan.

Improvement Priorities

The City of Newport adopts by reference the City's Six-Year Transportation Improvement Plan as its transportation plan. The City updates this plan annually and is proactive in applying for grants to improve the street system. Please refer to Appendix E.

K. Parks and Recreation Plan

The City of Newport adopts by reference the Parks and Recreation Plan in Appendix F.

L. 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 City of Newport adopts by reference the annual Capital Facilities Plan, see appendix G.

Appendices:

Appendix A: Population Projections

Appendix B: Land Use Tables

Appendix C: Future Land Use Map

Appendix D: Housing and Demographic Reports

Appendix E: Transportation Improvement Plan

Appendix F: Parks and Recreation Plan

Appendix G: Capital Facilities Plan