



**Lewiston Planning & Zoning Commission
REGULAR MEETING AGENDA
May 22, 2024 - 5:30 PM
Bell Building – Second Floor Conference Room – 215 D Street
Lewiston, Idaho 83501**

Seating will be available on a first-come, first-served basis. All others who wish to observe this meeting may watch and listen to the livestream on their own device(s) by visiting the City of Lewiston's website at cityoflewiston.org.

I. CALL TO ORDER

II. CITIZENS COMMENTS

An opportunity for citizens to address the Commission with comments and/or questions about Planning and Zoning Commission-related matters that are not a public hearing action item on this agenda. Citizens are asked to limit their time to three minutes each.

III. ACTIVE AGENDA

A. APPROVAL OF MAY 08, 2024 MEETING MINUTES (ACTION ITEM)

B. APPROVAL OF THE REASONED STATEMENT FOR CONDITIONAL USE PERMIT APPLICATION CUP24-2 BY LORETTA TYE (ACTION ITEM): The applicant requests conditional use permit approval for a Home Occupation business occupying more than 25% of the dwelling or accessory structure at 717 Linden Avenue. Home Occupations may occupy more than 25% of the gross floor area of the dwelling or accessory building when approved with a conditional use permit as provided in Article IX of Chapter 37, Zoning. - Action Item

C. PUBLIC HEARING COMPREHENSIVE PLAN: : Idaho Code Section 67-6508 requires local jurisdictions to adopt a Comprehensive Plan (the/this Plan) considering seventeen categories of community development, as they may apply to land use regulations and actions. Lewiston's current Plan was written in 1999 and is outdated. A new Plan, with considerable public input and direction from a steering committee having broad community representation, has been prepared for consideration by the Planning and Zoning Commission (the Commission). This Plan will guide the growth of the city in the years to come. The Commission will conduct a public hearing and make a recommendation to the City Council about adoption of this Plan. - Action Item

IV. STAFF-COMMISSION COMMUNICATIONS

A. QUERY OF COMMISSIONERS FOR THE JUNE 12, 2024 MEETING.

V. ADJOURNMENT - Action Item

The City of Lewiston is committed to providing access and reasonable accommodation in its services, programs, and activities and encourages qualified persons with disabilities to participate. If you anticipate needing any type of

accommodation or have questions about the physical access provided at this meeting, please contact the Community Development Specialist at least forty-eight (48) hours in advance of the meeting at 208-746-1318, ext. 7265.

May 24, 2024

The LEWISTON PLANNING AND ZONING COMMISSION AND CITY COUNCIL JOINT MEETING met in the Community Development Department Second Floor Conference Room at 215 “D” Street. Vice Chair Iacoboni called the meeting to order at 5:30 p.m.

I. CALL TO ORDER

COMMISSIONERS PRESENT: Gabriel Iacoboni, Vice Chair; Kevin Kelly; Kathy Branson; Shaunita Cable; Emily Wolf; Maureen Anderson;

COMMISSIONERS EXCUSED: Cynthia Ball, Chair;

STAFF MEMBERS PRESENT: Katie Hollingshead, Assistant Planner; Dawn Ortiz, Community Development Office Supervisor; Jennifer Tengono, City Attorney; Mark Weigand, City Surveyor

II. CITIZEN COMMENTS

Staff Ortiz confirmed that all commissioners present received the provided comment in regards to the Comprehensive Plan.

III. APPROVAL OF APRIL 10, 2024 MEETING MINUTES (ACTION ITEM)

Commissioners Branson and Anderson moved and seconded, respectively, approval of the April 10, 2024 meeting minutes with the corrections mentioned. The motion carried 6-0.

IV. APPROVAL OF APRIL 24, 2024 MEETING MINUTES (ACTION ITEM)

Commissioners Wolf and Kelly moved and seconded, respectively, approval of the April 24, 2024 meeting minutes. The motion carried 5-0-1, with Commissioner Anderson abstaining.

V. PRELIMINARY PLAT - EASTRIDGE ESTATES PRELIMINARY PLAT CONSIDERATION OF THE ASSOCIATED REASONED STATEMENT OF RELEVANT CRITERIA AND STANDARDS AND RECOMMENDATION TO CITY COUNCIL (ACTION ITEM)

City Surveyor Mark Weigand verbally summarized the request for the Planning and Zoning Commission.

Commissioners asked clarification questions to city staff.

Commissioner Branson and Kelly moved and seconded, respectively, to recommend approval of the preliminary plat for Eastridge Estates to the City Council. The motion carried 6-0.

VI. PUBLIC HEARING AND SUBSEQUENT DELIBERATION AND DIRECTION TO STAFF REGARDING THE REASONED STATEMENT FOR CONDITIONAL USE PERMIT APPLICATION CUP24-2 BY LORETTA TYE (ACTION ITEM)

Vice Chair Iacoboni explained the public hearing process, opened the public hearing and asked for a staff presentation.

Staff Hollingshead provided a verbal summary of the staff report with maps and photos so the commission could get geographically familiar with the area.

Commissioner Branson asked if this Conditional Use Permit is tied to the applicant not the land.

Staff Hollingshead stated the Conditional Use Permit is tied to her business not the land.

There being no further questions for staff, Vice Chair Iacoboni asked the Applicant for testimony.

Applicant Loretta Tye, property owner stated she has been doing massage for over 20 years; she is a medical massage therapist. Her classes focus on medical purposes.

Commissioner Wolf asked how many times per week classes will be held.

Applicant Tye stated 2 to 3 days a week.

Commissioner Anderson how loud those classes will get.

Applicant Tye stated as loud as laughter is.

Commissioner Cable asked if the applicant plays music during her classes.

Applicant Tye stated she does, but the music is not loud and used more as meditation.

There being no questions for the applicant, Vice Chair Iacoboni asked for public testimony.

Monica Shinel from Lewiston, Id has concerns for the kids that walk down Linden to get to school. She stated Linden is a very narrow road and cars speed down it.

There being no further public comment, Vice Chair Iacoboni asked the applicant for a rebuttal.

Applicant Tye stated most classes will start at 8:30 am and if she does have a class earlier then that she feels that her customers will be responsible and respectable to the road laws and requirements.

Commissioner Branson asked if her drive way has a turnaround or will her customers have to back out into the right of way.

Applicant Tye stated no she does not have a turn around.

There being no further questions, Vice Chair Iacoboni closed the public hearing.

After discussion of relevant criteria, Commissioner Anderson and Branson moved and seconded, respectively, to direct staff to draft Reasoned Statement approving CUP24-2. Motion passed 6-0.

VII. STAFF-COMMISSION COMMUNICATIONS

A. Query of Commissioners for the May 22, 2024 meeting (public hearing on the Comprehensive Plan)

All Commissioners present stated they shall be in attendance at the May 22, 2024 meeting.

VIII. ADJOURN

There being no further business, Commissioner Branson and Anderson moved and seconded, respectively, to adjourn. The motion carried 6-0 and the Planning and Zoning Commission meeting adjourned at approximately 6:31 p.m.

RESPECTFULLY SUBMITTED,

Dawn Ortiz,
Recording Secretary

Chairperson or Acting Chairperson
Planning and Zoning Commission

Approved this _____ day of _____, 2024.

**CITY OF LEWISTON PLANNING AND ZONING COMMISSION
REASONED STATEMENT OF RELEVANT CRITERIA AND STANDARDS
FOR GRANTING OR DENIAL OF CONDITIONAL USE PERMIT**

This document shall serve as memorialization of the rationale for the granting or denial of a Conditional Use Permit, which shall be based upon relevant criteria and standards, including the Lewiston Comprehensive Plan, Lewiston City Code, and Idaho Code. *See* I.C. § 67-6535.

I. APPLICATION NUMBER:
CUP24-2

II. APPLICANT'S NAME AND ADDRESS:
Loretta Tye
717 Linden Avenue
Lewiston, ID 83501

III. IDENTIFICATION AND/OR LOCATION OF SUBJECT PROPERTY:
717 Linden Avenue
Lewiston, ID 83501

IV. DATE OF PUBLIC HEARING:
May 8, 2024

V. NAME OF HEARING BODY:
Lewiston Planning and Zoning Commission

VI. NATURE OF SUBJECT CONDITIONAL USE PERMIT APPLICATION:
The applicant requests Conditional Use Permit approval for a Home Occupation business occupying more than 25% of the dwelling or accessory structure at 717 Linden Avenue, in the Low Density Residential, R-2A, Zone. Home Occupations may occupy more than 25% of the gross floor area of the dwelling or accessory building when approved with a conditional use permit as provided in Article IX of Chapter 37, Zoning.

VII. DECISION:
The Lewiston Planning and Zoning Commission **APPROVES CUP24-2.**

VIII. CONDITIONS OF APPROVAL:
Pursuant to Lewiston City Code § 37-160, the Planning and Zoning Commission may impose conditions upon approval of a conditional use permit. This conditional use permit is subject to the following conditions:

None.

IX. TERMINATION OF CONDITIONAL USE PERMIT:

Pursuant to Lewiston City Code § 37-160, authorization of a conditional use permit shall be void after twelve (12) months unless:

- (1) A building permit pursuant thereto has been applied for;
- (2) Where no building permit is required, the intent of the conditional use has been fulfilled; or
- (3) Substantial progress towards completion of the project has been accomplished, as determined by the community development director.

X. RELEVANT CONTESTED FACTS RELIED UPON:

The relevant contested facts relied upon are: The Commission heard testimony from a neighbor who was concerned about children who walk on Linden Avenue to get to school and that currently, drivers do not follow the speed limit or pay attention to the children walking on Linden. The applicant reiterated to the Commission that her classes would be after the start of school hours and that only 1 or 2 people at a time would be attending a majority of the sessions. The applicant further expanded that the type of clients she serves are very responsible and focused on improving their health and mobility and that she isn't offering a \$5 gym class for the masses.

XI. RELEVANT CRITERIA AND STANDARDS:

The following relevant criteria, standards, facts, and considerations are hereby declared as reasons for the decision on this conditional use permit:

1. The proposed use **will not** result in conditions that will tend to generate nuisances (such as noise, dust, glare, vibrations, and odors) or, if so, any anticipated nuisances will be appropriately mitigated. Applicable commentary:

As stated in the application, the applicant plans on offering small (5-6 participants) exercise classes and wellness education classes. The applicant provided testimony that the type of music used during yoga, Pilates and strength training sessions is usually mellow in nature. She further stated that the classes she offers are not large or loud group fitness classes that one would usually associate loud, upbeat music with. The Commission felt that based on the testimony provided by the applicant on the number of people receiving instruction at any given time and duration of the classes that nuisances would not be generated by the business operation.

The applicant has a graveled off street parking area that would accommodate 4 parking stalls. Off Street parking code, Chapter 37 Article VII, does not identify specific parking requirements for massage therapy or athletic instruction. The Commission felt that the number of off street parking spaces available would be adequate for the number of expected clients and noted that there was also on street parking available.

2. The proposed use **is** a public necessity **and is** justified by the applicant and deemed to be of benefit to the public. Applicable commentary:

The Commission discussed the medical massage therapy offered by the applicant and agreed medical practitioners of all types and specialties are a public necessity and a benefit to the community at large. The Commission noted that having non-pharmaceutical treatment options for the City's residents is needed. They noted that there are limited offerings for this type of business, and that provides the type of individualized care that benefits a large swath of the population.

3. The character of the proposed use, if developed according to the plan as submitted, **will** be in harmony with the area in which it is to be located. Applicable commentary:

The Assistant Planner reported that the applicant's property is bordered by single family dwellings on the east and west sides, and has a large open pasture bordering it to the north that contains horses. McGhee Elementary School is located west at the corner of Linden Avenue and 7th Street, while Lewiston Transitional Care of Cascadia is located to the east at the corner of Linden Avenue and 8th Street.

The Commission agreed that the existing accessory building looks similar in size and nature to those on surrounding properties and that it does not stand out as being different, or look specifically "commercial". The Commission also discussed the apartment complex and retail shopping center a block to the west and the long term care facility a block to the east and that the neighborhood already has some mixed uses existing. The relatively small footprint of the accessory building goes further to maintain a harmonious look and feel of the residential neighborhood. The Commission agreed that given the small class sizes and the limited days and times of the classes or instruction being offered, the surrounding neighborhood might not even know there was a business being operated at the subject property.

4. The proposed use **will not** endanger the environment or the public health or safety. Applicable commentary:

The Commission agreed that the proposed use of medical massage, athletic instruction and wellness classes are not the types of uses that would typically generate pollutants. These proposed uses are designed to enhance the health and wellbeing of the participants. The subject property is served by the City's sanitary sewer and Lewiston Orchard Irrigation District for water. The Commission discussed at length the narrow width of Linden Avenue and the potential for additional traffic utilizing the road to attend classes at the subject property. The Commission agreed that the intended clientele for the proposed services is not the type to be speeding down a narrow street. The applicant provided additional testimony that a majority of her clients come singularly, meaning just one additional vehicle on the road or at the subject property at a time.

5. The proposed use **will** be in substantial conformance with the Comprehensive Plan. Applicable commentary:

The subject property is located in Neighborhood Number 5, West Orchards, and has a future land use designation of low density residential. The Commission considered the following statements from the Comprehensive Plan being in support of the application being in substantial conformance with the Comprehensive Plan. "Chapter 6: Land Use Neighborhood Number Five – West Orchards, a. Residential Land Use. Within this neighborhood, every housing type in the City of Lewiston is located...This neighborhood is the most densely developed in the Orchards...There are also a number of home occupations in the area." The Commission found that since home occupation businesses utilizing more than 25% of the gross habitable floor area are allowed with Conditional Use Permit approval, which the applicant has applied for, that the application is in conformance with Lewiston City Code section 37-141 in regards to permitted home occupations, and the number of participants for yoga or athletic instruction is not likely to exceed the maximum allowed by city code, that the application is in conformance with the Comprehensive Plan.

6. Pursuant to Idaho Code § 67-6512, the conditional use permit may be granted subject to the ability of political subdivisions, including school districts, to provide services for the proposed use. Applicable commentary:

The City's Engineering Division of the Public Works Department and the Lewiston Fire Marshall provided no comments on the application.

The Commission received information from the Assistant Planner that political subdivisions were solicited for comment, and no objections were received regarding the ability to provided services from any other political subdivision.

Pursuant to Idaho Code § 67-6519(5)(c), if the decision on this application is to deny it and the applicant **could not** take actions to obtain approval, the explanation is: Not applicable.

Pursuant to Idaho Code § 67-6519(5)(c), if the decision on this application is to deny it and the applicant **could** take actions to obtain approval, such actions might include: Not applicable.

NOTICE TO APPLICANT: Every final decision rendered shall provide or be accompanied by notice to the applicant regarding the applicant's right to request a regulatory taking analysis pursuant to Idaho Code § 67-8003. The mailing of a signed and dated copy of this document by the City to the applicant shall constitute compliance with such notice requirement. An applicant denied an application or an affected person aggrieved by a final decision concerning matters identified in Idaho Code § 67-6521(1)(a) may, within twenty-eight (28) days after all remedies have been exhausted under local ordinance, seek judicial review under the procedures provided by Title 67, Chapter 52, Idaho Code.

An action or ruling by the Planning and Zoning Commission pursuant to the City of Lewiston Zoning Code may be appealed to the Lewiston City Council by the person who initiated the action before the

REASONED STATEMENT OF RELEVANT CRITERIA AND STANDARDS

FOR CUP24-2

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Planning and Zoning Commission or by any person entitled to notice by mail of the action under section 37-184(b)(2) of the City of Lewiston Zoning Code. Such appeal must be filed within fifteen (15) calendar days after the Planning and Zoning Commission has adopted its written Reasoned Statement of Relevant Criteria and Standards. Written notice of the appeal must be filed with the City Clerk within such fifteen (15) day period. If an appeal is not filed and the fee required by section 37-188 of the City of Lewiston Zoning Code is not deposited with the City Clerk within such fifteen (15) day period, the decision of the Planning and Zoning Commission shall be final.

By: _____
Signature of Planning and Zoning Commission Chair or Vice Chair or Acting Chair

Printed: _____

Date of Signature: _____

ATTEST: _____
Dawn Ortiz, Community Development Office Supervisor



ENVISION LEWISTON 2044

EXPLORE OUR PAST, ENGAGE OUR PRESENT, BUILD OUR FUTURE

COMPREHENSIVE PLAN

DRAFT MAY 2024

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**“PLANNING ISN’T EVERYTHING.
IT ISN’T THE ONLY THING, EITHER.
IT’S JUST THE BEGINNING.”**

**-JOEL D. PLASKON, AICP
CITY PLANNER, CITY OF LEWISTON**

*Photo: Lewiston from the confluence of the Snake and Clearwater Rivers
Photo Credit: City of Lewiston*

ACKNOWLEDGMENTS

THANK YOU LEWISTON COMMUNITY MEMBERS

Thanks to the thousands of people in Lewiston's community who participated in this process.
Your input and direction were invaluable in shaping this Plan!



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Nikki Province, *Human Resources Director*

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Leland Consulting Group
Kittelson & Associates

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Katie Hollingshead, *City of Lewiston Community Development*
Dawn Ortiz, *City of Lewiston Community Development*

BLUE CROSS OF IDAHO FOUNDATION FOR HEALTH

Thanks to Blue Cross of Idaho Foundation for Health, Inc. for providing financial support to update the Lewiston Comprehensive Plan. The funding from their grant was used to incorporate health and wellbeing considerations into this Comprehensive Plan with focus on outcomes related to the seven social determinants of health and wellbeing. The information in this document does not necessarily represent the views of the Foundation, its staff, or its Board of Directors.

SPECIAL THANKS

Lewiston Library
Lewis Clark State College
Art Under the Elms
Lewiston Farmers Market



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ACRONYM GLOSSARY

ACS	American Consumer Survey
ADU	Accessory Dwelling Unit
AOI	Area of Impact
BNSFRR	Burlington Northern Santa Fe Railroad
DU	Dwelling Unit
IDWR	Idaho Department of Water Resources
ISD1	Independent School District No. 1
ITD	Idaho Transportation Department
LCSC	Lewis-Clark State College
LOID	Lewiston Orchards Irrigation District
PUD	Planned Unit Development
SDOH	Social Determinants of Health
UPRR	Union Pacific Railroad
USACE	United States Army Corps of Engineers



Photo: Lewiston viewed from Old Spiral Highway
Credit: City of Lewiston

CHAPTER I FOUNDATION

REASON FOR THE PLAN

Envision Lewiston 2044 will guide Lewiston’s development and growth patterns for the next 20 years and replace the 1999 Comprehensive Plan. While the previous plan was periodically updated over time, the 1999 Comprehensive Plan needed to be rewritten for the following reasons:

- The Idaho law requires that Cities keep a current comprehensive plan.
- It was only intended to be in use through 2020, and data, projections, and assumptions that formed the direction of the plan were outdated.
- Recommendations and goals have become not applicable or less applicable as they were accomplished or conditions have changed.

Envision Lewiston 2044 is intended to be a roadmap for decision-making—both large and small—in Lewiston. It reflects the changing environmental, social, and economic landscape of the community. **Envision Lewiston 2044** illustrates Lewiston’s vision for the future and outlines a strategic framework to achieve the Vision. Through its guidance, this Plan can influence land use regulations, including zoning, subdivision, strategic plans, municipal budget, capital projects, and other implementation actions.

COMMUNITY ENGAGEMENT

The development of **Envision Lewiston 2044** relied on broad community input to establish a unified Vision and clearly articulate the community’s shared values and priorities. Early engagement focused on what people love about Lewiston and what they hope to see change. Continued engagement built on input at each stage, and refined visioning, objectives, goals, and actions. Throughout the planning process, multiple events and online activities were used to encourage broad participation and gather critical and targeted feedback. A summary of public involvement can be found in the Public Engagement Summary, which is included as Appendix B to this Plan.

COMMUNITY ENGAGEMENT
BY THE NUMBERS

4 COMMUNITY EVENTS

18 COMMUNITY INTERVIEWS

30 STEERING COMMITTEE MEMBERS REPRESENTING

17 COMMUNITY INTEREST GROUPS

13 COUNCIL, COMMISSION, AND COMMITTEE MEETINGS

2,604 QUESTIONNAIRE RESPONDENTS



Photo: Pop-up Engagement Event at Art Under the Elms
Photo Credit: Logan Simpson

PLAN STRUCTURE

In accordance with the [Idaho Local Land Use Planning Act](#), this Plan was developed from a comprehensive planning process considering previous and existing conditions, trends, compatibility of land uses, desirable goals and objectives, and desirable future situations for each planning component required by the Local Land Use Planning Act. It is organized using the following chapter structure:

Chapter 1. Introduction includes the purpose and overall planning context for the Plan as well as a description of property rights.

Chapter 2. Community Vision articulates the overarching Vision and Themes that provide the framework for the goals and objectives in the following chapters.

Chapter 3. Community Character and Design provides a community profile with population projections, guidance on special areas, historic preservation, and arts and cultural aspects of the built environment that contribute to the community’s character.

Chapter 4. Land Use provides the physical framework for development in the City through the designation and definition of land uses and goals and objectives for development and land use patterns, according to a Future Land Use Map (FLUM).

Chapter 5. Transportation and Connectivity includes direction for all modes of travel in the City, ensuring that transportation infrastructure needs are coordinated. This Chapter includes high-level direction, with additional detail found within the City’s [2020 Transportation Plan](#).

Chapter 6. Economic Development establishes goals and objectives to promote economic resiliency, diversity, and growth in the City while retaining a stable fiscal base.

Chapter 7. Housing establishes goals and objectives to support a wide range of housing options and enhance existing and future neighborhoods.

Chapter 8. Parks, Recreation, Open Space, and Trails outlines the framework for the provision and maintenance of parks, recreation facilities, and trails in the City. This Chapter includes high-level direction, with additional detail found within the City’s [Parks and Open Space Master Plan](#).

Chapter 9. Natural Resources and Hazards outlines direction for environmental stewardship, resource management, hazard mitigation, and sustainable development practices.

Chapter 10. Public Services, Facilities, and Utilities outlines goals and objectives to ensure that growth is in step with public services, facilities, and utility capacity and availability. This includes school and educational facilities as well as other non-City utilities.

Chapter 11. Implementation describes the applicability and implementation of the Comprehensive Plan.

Contained within each chapter are discussions regarding existing and future trends and summaries of issues and opportunities related to that topic. This information has been collected and summarized from available data, community questionnaires and comments, and third-party analyses.

PLAN STRUCTURE

Chapters 3 through 10 include a set of goals and objectives within the Chapter. This Plan uses the Vision, Themes, and their supporting goals, and objectives to encourage desired development patterns, establish parameters for private development, and set priorities for capital improvements and other implementation strategies. Specific requirements for private development are implemented through the [Lewiston City Code](#). For this Plan, the following concepts and terminology apply:

- **Vision:** The Vision is a general statement that describes the desired future for Lewiston.
- **Theme:** The Themes identify areas of focus for implementing specific actions to achieve the Vision.
- **Goal:** Goals are an end toward which effort is targeted and provide the community with a direction.
- **Objective:** Objectives are statements of principle or courses of action that provide a broad framework for guiding governmental action and decision-making.
- **Actions:** Actions are specific steps necessary to implement or support the identified objective.

The following appendices have heavily informed the content of this Plan and should be referred to for Plan background and context:

- **Appendix A, Action Plan** identifies key actions that City staff and partner organizations and agencies should undertake in the next 10 years to realize the Plan's Vision.
- **Appendix B, Public Engagement Summary** showcases the public outreach and engagement efforts that took place throughout the development of the Plan.
- **Appendix C, Existing Conditions Report** highlights the current state of the City and illustrates some of the key issues that are addressed as goals and objectives within the Plan and contains the data and consideration of previous and existing conditions, trends, and related analysis of the required planning components, pursuant to [Idaho Code Section 67-6508](#).
- **Appendix D, Health Conditions Assessment** analyzes health factors and how they relate to the built environment, offering a baseline for this Plan's goals and objectives.
- **Appendix E, Airport Plan** provides additional technical information and specific direction in relation to the goals and objectives included in this Plan.

LEGAL BASIS FOR THE PLAN

The Idaho State Legislature enacted the [Local Land Use Planning Act](#) in 1972. This Act serves as a guide for planning growth within the State of Idaho and mandates criteria for developing comprehensive plans. The Act states its purposes in Section 67-6502, which this Plan is intended promote:

"The purpose of this act shall be to promote the health, safety, and general welfare of the people of the state of Idaho as follows:

1. To protect private property rights while making accommodations for other necessary types of development such as low-cost housing and mobile home parks.
2. To ensure that adequate public facilities and services are provided to the people at reasonable cost.
3. To ensure that the economy of the State and localities is protected.
4. To ensure that the important environmental features of the State and localities are protected.
5. To encourage the protection of prime agricultural, forestry, and mining lands for production of food, fiber, and minerals.
6. To encourage urban and urban-type development within incorporated cities.
7. To avoid undue concentration of population and overcrowding of land.
8. To ensure that the development on land is commensurate with the physical characteristics of the land.
9. To protect life and property in areas subject to natural hazards and disasters.
10. To protect fish, wildlife, and recreation resources.
11. To avoid undue water and air pollution.
12. To allow local school districts to participate in the community planning and development process so as to address public school needs and impacts on an ongoing basis."



Photo: Lewiston City Hall
Photo Credit: Logan Simpson

PROPERTY RIGHTS

The City of Lewiston respects the rights of our residents and their property and is committed to counter negligence, abuse, or devaluing of private property by others. Residents should feel their private property rights are respected and secure. Throughout the public participation process, residents expressed support for upholding and respecting the rights of property holders.

Section 67-508 of Idaho State law requires comprehensive plans to address property rights, and they were considered throughout the comprehensive plan process. Comprehensive plans are not a regulatory document, but a guiding policy for decision makers. This Plan does not rezone, establish easements, or limit land uses, but provides a recommendations to help Lewiston’s community and decision makers make consistent choices that will further the vision and goals of this Plan.

While this plan is a policy document, not a regulatory document, The State of Idaho’s Office of the Attorney General published a checklist for communities to consider as they adopt new regulations, entitled “[Idaho Regulatory Takings Act Guidelines](#)”. Regulatory takings include:

- Government agency occupation of property
- Government regulation that causes an invasion of property
- Government action that eliminates all economic value of the property

The Office of Attorney General of Idaho provides information for local governments to ensure that regulations meet the standards of [Chapter 80, Title 67 of the Idaho Code](#), the Office also provides a checklist of questions that helps local governments consider the rights of property owners while preparing comprehensive plans. These questions are:

- Does the regulation or action result in a permanent or temporary physical occupation of private property?
- Does the regulation or action require a property owner to dedicate a portion of property or to grant an easement?
- Does the regulation deprive the owner of all economically viable uses of the property?
- Does the regulation have a significant impact on the landowner’s economic interest?
- Does the regulation deny a fundamental attribute of ownership?
- Does the regulation serve the same purpose that would be served by directly prohibiting the use or action: and does the condition imposed substantially advance that purpose?

Throughout development of the goals, the Implementation Chapter, and Action Paln Appendix of this Plan, the City of Lewiston considered the above questions to assess the recommended actions for possible infringement on the rights of property owners. This Plan seeks to follow all relevant Idaho Code property rights requirements. This Plan is a policy document and does not establish any regulations or affect regulatory takings.

REGULATORY COMPONENTS

Envision Lewiston 2044 addresses all planning components as required by [Idaho Statute 67-6508](#), and as shown in the following graphic.

Required Planning Component	Location Within the Plan
Property Rights	Chapter 1
Population	Chapter 3
School Facilities and Transportation	Chapters 5 and 10
Economic Development	Chapter 6
Land Use	Chapter 4
Natural Resources	Chapter 9
Hazardous Areas	Chapter 9
Public Services, Facilities, and Utilities	Chapter 10
Transportation	Chapter 5
Recreation	Chapter 8
Special Areas or Sites	Chapter 3
Housing	Chapter 7
Community Design	Chapter 3
Agriculture	Chapter 4
Implementation	Chapter 11
National Interest Electric Transmission Corridors	Not addressed, as no such corridors exist within the Lewiston Planning Area.
Public Airport Facilities	Chapter 5, Appendix E

Note that while the Local Land Use Planning Act ([Idaho Code Title 67, Chapter 65, Section 67-6508](#)) requires each plan component to contain an analysis of existing conditions and trends, such analyses for Envision Lewiston 2044 are contained primarily within Appendix C hereto, Existing Conditions Report.



Photo: Art Under the Elms Engagement Pop-up
Photo Credit: Logan Simpson

CHAPTER 2 COMMUNITY VISION

INTRODUCTION

The Vision for the City of Lewiston focuses on being a thriving community that provides opportunities for a high quality of life. The Plan Themes within this document demonstrate these unique qualities and reaffirm a desire to build on Lewiston’s historic character while improving opportunities for the community in the future, in recognition of current trends. The Vision and Themes represent the ideal future and priorities of the community.

Crafting the 20-year Vision for Lewiston relied on broad community input, building on hundreds of public comments and discussions early in the planning process, and was further refined through ongoing input during the second phase of the project. The Vision and Themes were used as a compass for the development of the Comprehensive Plan, particularly defining its goals and objectives.



Photo: Public Input Event
Photo Credit: Katie Hollingshead



Photo: Main Street
Photo Credit: City of Lewiston

COMMUNITY VISION

LEWISTON IS A PROSPEROUS WATERFRONT CITY WITH A STRONG SENSE OF COMMUNITY AND A SMALL-TOWN FEEL. OUR THRIVING HISTORIC DOWNTOWN, RESILIENT AND DIVERSE ECONOMY, AND COLLABORATIVE COMMUNITY OFFER EVERYONE A HIGH QUALITY OF LIFE.



Photo: Downtown Lewiston
Photo Credit: Logan Simpson

PLAN THEMES

Three Plan Themes serve as components of the Vision. These Plan Themes contribute to the realization of and provide additional context and nuance to the intent of the Vision.

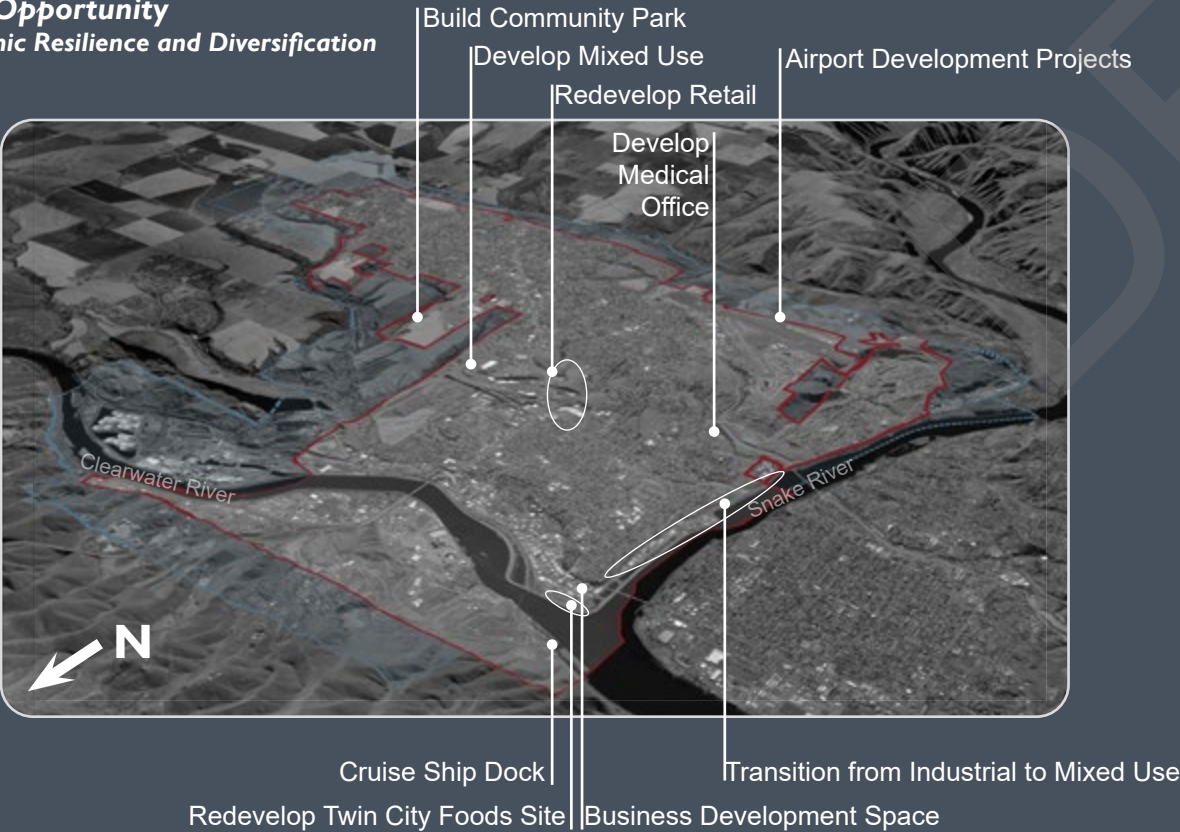
THEME 1
ECONOMIC RESILIENCE AND DIVERSIFICATION:
LEWISTON PROSPERS AS A REGIONAL ECONOMIC HUB.

Economic resilience and diversification are defined as:

- leveraging economic development opportunities;
- capitalizing on Lewiston’s unique assets like the Port of Lewiston, Idaho’s only seaport;
- developing a skilled workforce;
- fostering a business-friendly atmosphere for a diverse range of industries, services, and businesses; and
- creating a resilient and pro-growth environment that attracts employers and employees.

This Plan Theme was developed to address significant community interest in economic development. Economic health was identified by the public as the dimension of health most in need of improvement in Lewiston. This theme is intended to develop additional economic opportunities for current and future generations.

Areas of Opportunity
For Economic Resilience and Diversification



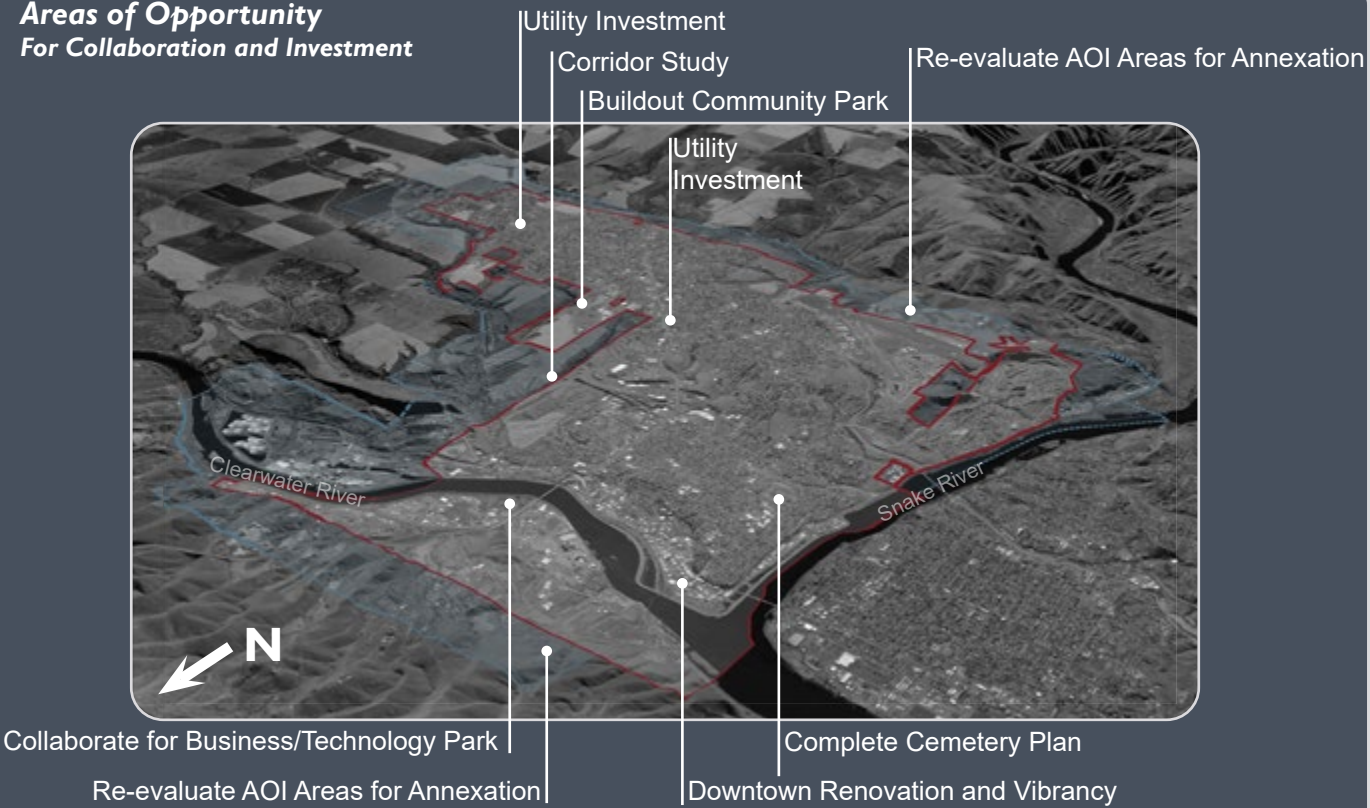
THEME 2
COLLABORATION AND INVESTMENT: LEWISTON MAKES STRATEGIC
INVESTMENTS WHILE BUILDING COMMUNITY TRUST AND CONNECTIONS.

Collaboration and investment are defined as:

- actively collaborating with residents, businesses, and partner organizations;
- streamlining regulations and processes;
- supporting business development; and
- consistent implementation of targeted infrastructure investments.

This Plan Theme was developed to ensure that the Plan helps coordinate efforts among the community to maximize the benefits of investments such as infrastructure and economic development opportunities.

Areas of Opportunity
For Collaboration and Investment



THEME 3
HIGH QUALITY OF LIFE:

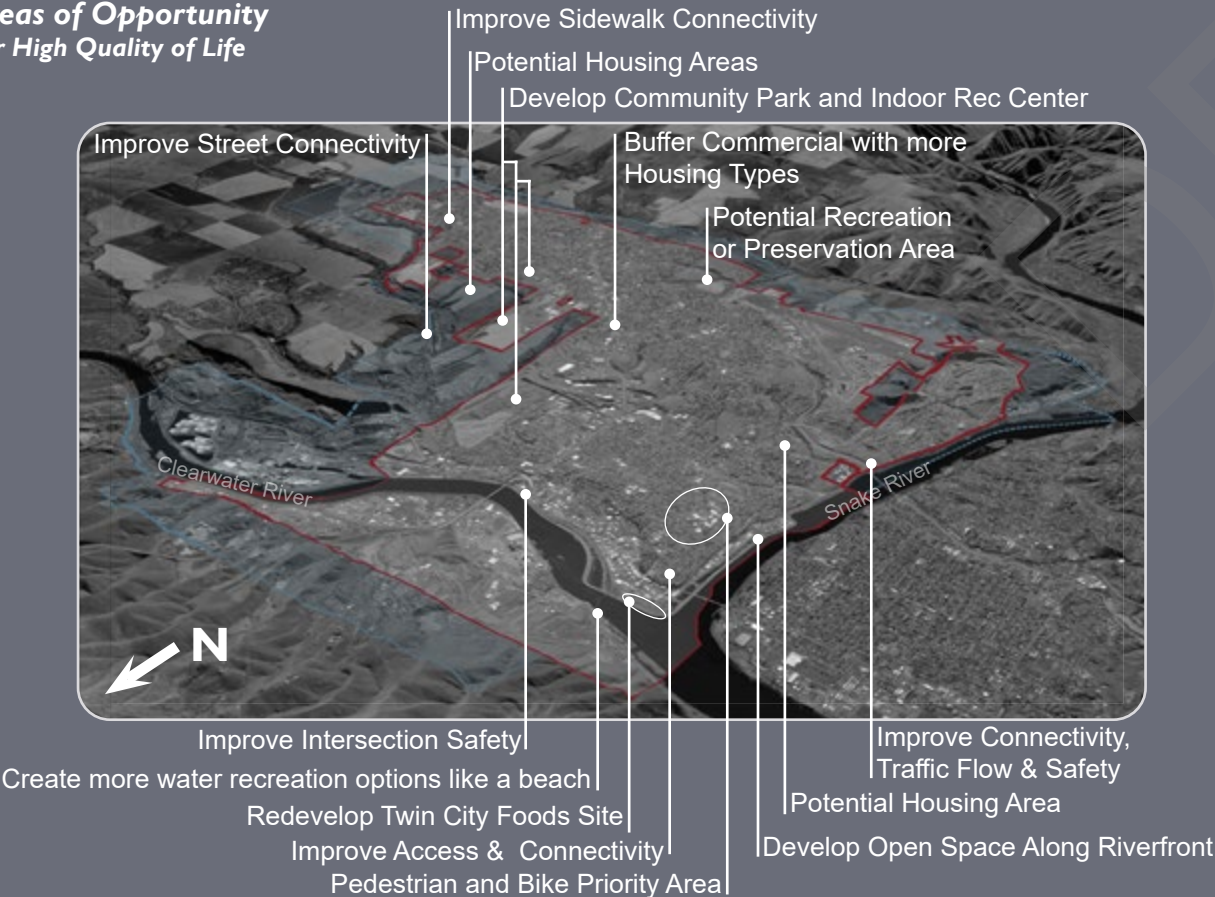
LEWISTON PROVIDES A HIGH QUALITY OF LIFE FOR ITS PEOPLE.

High quality of life is defined as:

- sustainable stewardship of natural assets;
- providing access to a wide array of recreational opportunities including the waterfront;
- enhancing health and social services;
- expanding housing options;
- developing quality employment and educational opportunities;
- maintaining and enhancing efficient transportation systems;
- creating inclusive, community-oriented spaces with an array of entertainment options; and
- a vigorous and healthy population where physical and social activity is regularly achieved.

This Plan Theme was developed to address significant community interest in recreation, entertainment, and housing, and primarily addresses the built and natural environments, but does address the physical, emotional, social, environmental, and housing components of the seven dimensions of health and wellbeing.

**Areas of Opportunity
For High Quality of Life**



THE SEVEN DIMENSIONS OF HEALTH AND WELLBEING

This Plan was formed using the lens of seven dimensions of health and wellbeing. The Vision strives for a high quality of life, of which the [seven dimensions of health and wellbeing](#) are intrinsically linked. The seven dimensions of health and wellbeing are defined as follows:

Emotional: Ability to express and manage emotions constructively with access to mental healthcare.

Intellectual: Access to education and learning to expand knowledge and skills.

Spiritual: Connecting with beliefs, values, and ethics that give purpose to life.

Physical: Access to healthy activities, foods, and medical care.

Social: Meaningful connections that create strong support systems and a sense of belonging.

Housing and Economic: Financial stability and access to quality housing.

Environmental: A clean, pollutant-free environment that enhances wellbeing.

In addition to these dimensions, aspects of community health were evaluated using new tools such as NYU's [Langone Health's City Health Dashboard](#), an online tool that maps and tracks available health data. Lewiston applied for and was awarded inclusion in the [Dashboard](#) through the [2023 Put Us on the Map Challenge](#), which has helped inform this Plan. Chapters 3-10 include a call out describing how the topic of the chapter relates to Health. A more full analysis of the dashboard data is included in Appendix D, Health Conditions Assessment.

Icon Key

The project themes and the seven dimensions of health and wellbeing are woven throughout the Plan. Each of the goals and objectives have been labeled with an icon(s) that indicates the corresponding theme and dimension of health and wellbeing the item relates to. The color of the icon indicates the theme and the graphic in the icon indicates which dimension of health and wellbeing.

Comprehensive Plan Themes



Dimensions of Health & Wellbeing

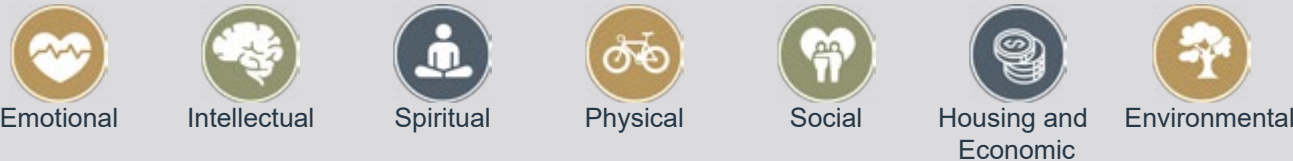




Photo: Main Street
Credit: City of Lewiston

CHAPTER 3 COMMUNITY CHARACTER

CONTEXT

Lewiston is the largest and most prominent city in the Lewis and Clark Valley, located at the confluence of the Clearwater and Snake rivers. At 710 feet in elevation—the lowest elevation in the state of Idaho—these rivers provide navigable waters for Idaho’s only seaport. The Clearwater River physically separates North Lewiston from the rest of the city. Two bridges cross the Snake River and two bridges cross the Clearwater River, one of which is a rail bridge. These bridges are essential infrastructure not only for the City of Lewiston but for the surrounding areas as well. Topography plays a significant role in Lewiston’s growth as the city has grown from low riverfront areas downtown to newer development in higher elevations in the Orchards. Historic Downtown Lewiston is the oldest part of the City and sits at the confluence of the rivers. Today, levees buffer the City from the rivers and provide recreational space along the waterways. Overlooking Downtown sits the historic Normal Hill neighborhood, and The Orchards neighborhood is located at an even higher elevation. This area was annexed in 1969 but was laid out under a different grid and roadway standard than other parts of Lewiston, leaving it with a character distinct from the rest of the city. The eastern parts of The Orchards are where most new residential growth is occurring in the City.

Throughout the development of this Plan, the community emphasized the love they have for Lewiston’s family-friendly small-town feel. Lewiston’s location, natural environment, and mild climate also provide many recreational opportunities that can be enjoyed year-round. This Plan builds on these strengths through the goals and objectives throughout the Plan.



COMMUNITY CHARACTER HEALTH AND WELLBEING CONSIDERATIONS

Lewiston’s easy access to outdoor recreation is a key element in Lewiston’s identity. Residents identified access to many outdoor recreation activities as one of the top things they love most about their home. The environmental dimension of health and wellness was rated the most positively by respondents of the initial questionnaire. The city’s location at the confluence of two rivers means fishing and water related activities are popular. Access to nearby Hell’s Gate Canyon State Park and other nearby natural areas provide opportunities for hiking and camping activities. Within Lewiston, the mild climate allows for year-

round recreation opportunities such as golfing or walking and biking along the levee trail.

Lewiston’s social and cultural scene also plays a role in Lewiston’s social and spiritual health and wellness dimensions. The majority of respondents said that Lewiston is “somewhat” meeting these needs currently. Improving existing and creating new gathering spaces will allow for more events, cultural offerings, and social occasions in the future to help improve these aspects of health and wellness.

DEMOGRAPHICS

Lewiston is home to 33,964 residents and 16,560 jobs. Lewiston also has a slow and steady annual population growth of 1% since 2010. Assuming this growth rate continues, by 2044 Lewiston could have a population of over 43,000.

Lewiston has a small average household size of 2.38 persons. Lewiston has 14,790 Housing Units of which 71.6% are owner occupied. The population in Lewiston skews older than most of Idaho at over 47.5% of households having at least one person over the age of 65, compared to only 27.8% of households with one or more people under the age of 18. 51.4% of Lewiston residents are female and 48.6% are male.

Lewiston has a primarily white population with 93.6% of residents identifying as white. Residents identifying as Hispanic or Latino origin are 5% of the population with 3.6% identifying as two or more races. Only 2% of the population is made up of Native American, Asian, and Black residents.

Lewiston has a greater high school graduation rates than similar communities in Idaho but lags in bachelor’s degree attainment. Lewiston’s unemployment rate in January 2024 was 2.5%, much lower than Idaho’s 3.3% average.

The median annual household income in Lewiston is \$60,581, which is \$2,796 lower than the Idaho average. The poverty rate in Lewiston is 15.2%, which is 50% higher than the Idaho average.

Additional information and detail on Lewiston’s population and demographics are contained in the graphic below and inw Appendix C, Existing Conditions Report

 33,964 Lewiston Residents	 39.8 years Median Age	 16,530 Lewiston Jobs
 14,790 Housing Units	 71.6% of Housing Units are Owner-Occupied	 25.8% Residents with a Bachelor's Degree or Higher
 6.1% Vacant Housing Units	 \$60,581 Median Household Income	 15.2% Poverty Rate
 18.1% Disability Rate	 2% Foreign-Born Residents	 Male 48.6%  Female 51.4% Gender
 98.8% English Proficiency	 21.4% Under 18  59.2% 18 to 64  19.4% 65+	

DOWNTOWN

Downtown Lewiston is the heart of the community and is home to many historic structures. It includes the West End Historic District which provides design guidelines for the area. Downtown has a diverse and unique architectural character with a blend of styles that range from Colonial to Art Deco. A [Downtown Master Plan](#) from 2019 identifies the need for additional infill development, reuse of upper stories in existing buildings for housing, and improvements in utilities, circulation, and connections to the waterfront. It also calls for redevelopment of The Twin City Foods site. It is a vacant, 12-acre land tract formerly developed with an agricultural processing facility and located north of Beachy Street, between 1st and 5th Streets, and adjacent to the levee and waterfront. Due to its size and adjacency to the rivers and downtown, it has significant potential to contribute to the identity of Lewiston. It offers a huge opportunity to contribute to Downtown in several ways by connecting Downtown and the waterfront and providing additional housing, retail, office, commercial and recreational entertainment, arts and culture, and open space, as well as economic development opportunities.



Photo: Main Street, Downtown
Photo Credit: Logan Simpson

NORMAL HILL

Normal Hill is a historic neighborhood overlooking Downtown and the rivers. Many of the well-connected streets in this neighborhood feature large trees that contribute significantly to urban tree canopy coverage. The neighborhood has a wide variety of housing types including single-family, duplex, small-scale multifamily, and dormitories. Many of the residences in the area are historic and are protected by a historic overlay zoning designation. The neighborhood is also an employment center and is home to Lewis Clark State College (LCSC) and St. Joseph's Regional Medical Center.



Photo: Normal Hill
Photo Credit: Logan Simpson



Photo: St. Joseph's Regional Medical Center.
Photo Credit: Logan Simpson



Photo: Normal Hill
Photo Credit: Logan Simpson



Photo: Downtown and Normal Hill
Photo Credit: City of Lewiston

WATERFRONT

The Snake River and the Clearwater River run through the City of Lewiston. In the past, the rivers themselves were the defining characteristic of the city. Many adjoining lands did not contribute to the great assets that are the rivers, and in many cases the uses of these lands have been detrimental to the rivers and the community’s ability to enjoy them.

This Plan is Lewiston’s guide to focus the attention of the community along its rivers. Over time, it will result in a transition that will improve access to and enjoyment of the rivers and the lands along the rivers. It will be a social and economic engine and provide Lewiston the framework and the opportunity to capitalize on the presence of Snake River and the Clearwater River within the city. It will create a waterfront-focused community and a quality of life that will attract and retain diverse populations of people and businesses. Improvements in land use patterns and community design will attract and lead people to downtown. Reimagined gateways and corridors will create a distinct atmosphere of a welcoming, friendly environment. Opportunities for multiple types of activities, services and experiences will be provided.

The waterfront sub-areas discussed in this Plan will be developed and redeveloped sensibly in terms of their existing conditions, locations, assets, opportunities and constraints. They will consist of individually distinct environments but provide an integrated and consistent access system to the rivers and their parks and trails. There will be logical, identifiable transitions of land uses and community design elements between sub-areas. The waterfront will become an intensely active, vibrant,

pleasurable place. It will be an undeniable attraction to both residents and travelers. Lewiston will be known as the premier small-town waterfront city. This Plan integrates the specific goals, objectives, and actions into their respective chapters throughout the Plan. However, the overarching values for the waterfront are as follows:

Establish land use patterns along the waterfront that balances commercial and industrial needs while maximizing opportunities for waterfront recreational activity.

Like so many other cities along navigable rivers, Lewiston developed in a manner that prioritized industrial activities along the rivers to utilize related rail and water transportation opportunities. In current times, a better balance of waterfront usage is desired to allow the community better access to the rivers for recreational opportunities and to capitalize on the benefits afforded by locating commercial and residential uses along the rivers- this while still accommodating industrial uses that are dependent upon waterfront access or proximity. Lewiston recognizes the value of the Clearwater and Snake Rivers as an asset to the community and aspires to be the premier small-town waterfront city. The waterfront has the potential to enhance Lewiston’s vitality as it shifts toward becoming a recreational, social and economic activity center. The waterfront requires dynamic and varied strategies to balance land uses and serve varying economic functions. The desired land uses for the City including the waterfront are further detailed in Chapter 4, but in general, industrial uses should be encouraged in areas near and around the Port of Lewiston and

the north bank of the Clearwater River. Industrial uses are also anticipated to continue on the south bank of the Clearwater River on the eastern edge of the city limits near the Clearwater Paper Mill, but are expected to transition to more commercial uses near Memorial Bridge. Outside of those areas, other uses more compatible with recreation, housing, commercial and entertainment uses are encouraged. Establishing compatible land use patterns

Ensure flood protection while enhancing natural environments and wildlife habitat.

The City of Lewiston is extremely fortunate to have running through it two navigable rivers. These rivers, in essence, are the reason for the very founding and existence of the City. They continue to provide water, transportation, wildlife, commerce and recreation. These rivers present important opportunities and may serve as the key to sustainability and competitive advantage over other communities in the future. The lands directly along the rivers are where community meets nature. However, most of the lands along the rivers today are separated from the rivers by a levee system. While the levee system provides undeniable and important protection from flooding, it also presents challenges in allowing the community to establish a convenient and integrated connectivity with the natural environments along the rivers. The U.S. Army Corps of Engineers (USACE) is responsible for the levees and the City of Lewiston has partnered with them to provide access via the levee trail. While trees and other structures may be prohibited in most portions of the levee to maintain their integrity, there are opportunities

to help restore and maintain native vegetation that creates healthy habitats for wildlife. Balancing the flood protections with habitat and recreational offerings is an important consideration while developing future projects near the levees, and partnering with USACE to do so will be critical in changes to these areas.

Expand and enhance waterfront recreational, social, and entertainment opportunities.

The waterfront has the potential to be a gathering point for the community in many ways. Small scale gathering spaces like benches are currently present, but much of the area directly adjacent to the water lacks spaces for larger gatherings, events and festivals. Establishing additional and improving existing gathering spaces will enhance the waterfront’s capacity to be a vibrant community gathering place. Offering additional water-focused or water-adjacent social and recreational offerings will draw people to the waterfront and contribute to the activity and liveliness of the waterfront. These offerings should be a mixture of programmed things like boat races and more unprogrammed things like fishing and picnic spaces. Surrounding these recreation and gathering spaces with compatible uses that bring vibrancy and activity to the waterfront will be critical in making the waterfront a desirable place. Things like restaurants, shops, hotels, mixed use and residential buildings, event centers and other entertainment focused uses contribute significantly to the vitality of the waterfront.



Enhance a unique sense of place along the waterfront and adjacent uses in a way that improves views of the water and visual appeal.

With many historical uses near the water being industrial in nature, not all current views are appealing and can detract from the natural beauty of the waterfront. Efforts and incentives for properties that are highly visible to make improvements to their appearance should be made. These can include screening, enhanced landscaping, facade rehabilitation, public art or other similar beautification efforts. Improving streetscapes and walkways to and from the waterfront with improved lighting, crossings, art and landscaping are also important elements to incorporate into projects to increase the visual appeal of the waterfront.

Enhance connections and accessibility of the waterfront.

Lewiston's waterfront is primarily accessed by the levee trail, however many of the access points to the trail are not well integrated into the surrounding areas or are only accessible via vehicle and parking areas. Other significant barriers such as detention ponds, high speed traffic roadways, rail lines, and vacant development sites make a more robust access to the waterfront challenging, but not impossible. All of these barriers have possible mitigations to allow for better access such as pedestrian infrastructure improvements, developing adjacent land with connections to the trail, covering or moving roadways, and making detention ponds desirable destinations rather than access barriers. The levee trail runs largely on top of the levees, and the steep slopes

do not generally allow for easy access to the water. Future improvements could allow for better access to the water via marinas, docks, or stepped terraces that would allow people to recreate and gather at the water. Visible and easy direct water access will help build Lewiston's reputation as a leading waterfront city.

Foster a reputation as a vibrant small-town waterfront city through economic development.

Lewiston was founded on the waterfront location, however today's waterfront does not reflect the vitality one would expect from a waterfront city. Developing additional water-based social and recreational offerings will help bring the waterfront back to the forefront of Lewiston's defining character and can be an opportunity to market Lewiston as a premier waterfront City to attract residents, visitors, housing

development, and waterfront-compatible businesses and events.

Subareas

Given the varied geographies, land uses, and needs of areas throughout the waterfront, this Plan describes the existing conditions and the desired future characteristics of the waterfront in four subareas. These are:

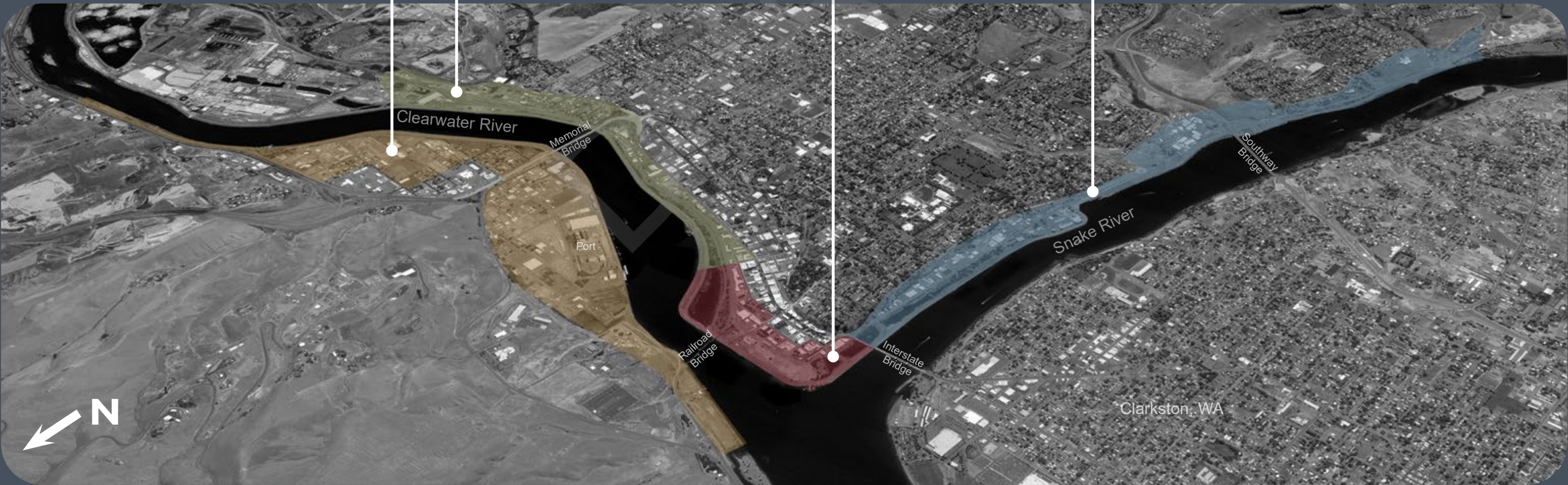
- Confluence
- Snake Riverbank
- Clearwater North Bank
- Clearwater South Bank

Clearwater North Bank

Clearwater South Bank

Confluence

Snake Riverbank





The Confluence waterfront area is where the Snake River, Clearwater River, and downtown Lewiston meet. This waterfront area is the most urban in the City and is envisioned to be an extension of downtown. Barriers that currently separate downtown from the waterfront such as empty sites and detention ponds can be reimagined to connect the City and the water. The waterfront at the confluence is the most prominent in the City and has the potential to be a major activity hub for residents and visitors to celebrate Lewiston's identity as a premier waterfront city.

Existing Waterfront Access

The Levee Trail is accessible at three locations:

- A pedestrian bridge located in the parking area for the U.S. Corps of Engineers Lewiston Levee Recreation Trail Lower Granite Lake Park. This is accessible on foot from downtown from "D" street.
- A pedestrian bridge at the north end of 5th Street, just west of the Railroad Bridge provides the most direct access from downtown for pedestrians.
- A direct access point on the east side of the Railroad Bridge is located in the parking area off Levee Bypass Road. It is not currently directly accessible to pedestrians coming from downtown.

Desired future attributes

- An urban waterfront character unique to Lewiston celebrates where downtown meets the water. This would extend from the Interstate Bridge to the Railroad Bridge.
- East of Railroad Bridge the waterfront transitions to a less urban more park-like atmosphere.
- Expanded social and economic activities that help bring vibrancy and vitality to both downtown and the waterfront.
- Expanded recreation options, particularly water-based recreation to showcase Lewiston as a waterfront community. These could include marinas, boat docks, or other recreation opportunities that will take advantage of waterfront views and proximity.
- Attractive, walkable and accessible routes between downtown and the waterfront.
- Build a pattern of compatible land uses is areas that surround the waterfront that are consistent with commercial and residential uses, pedestrian activity, recreational activities, and entertainment options.

Existing Assets

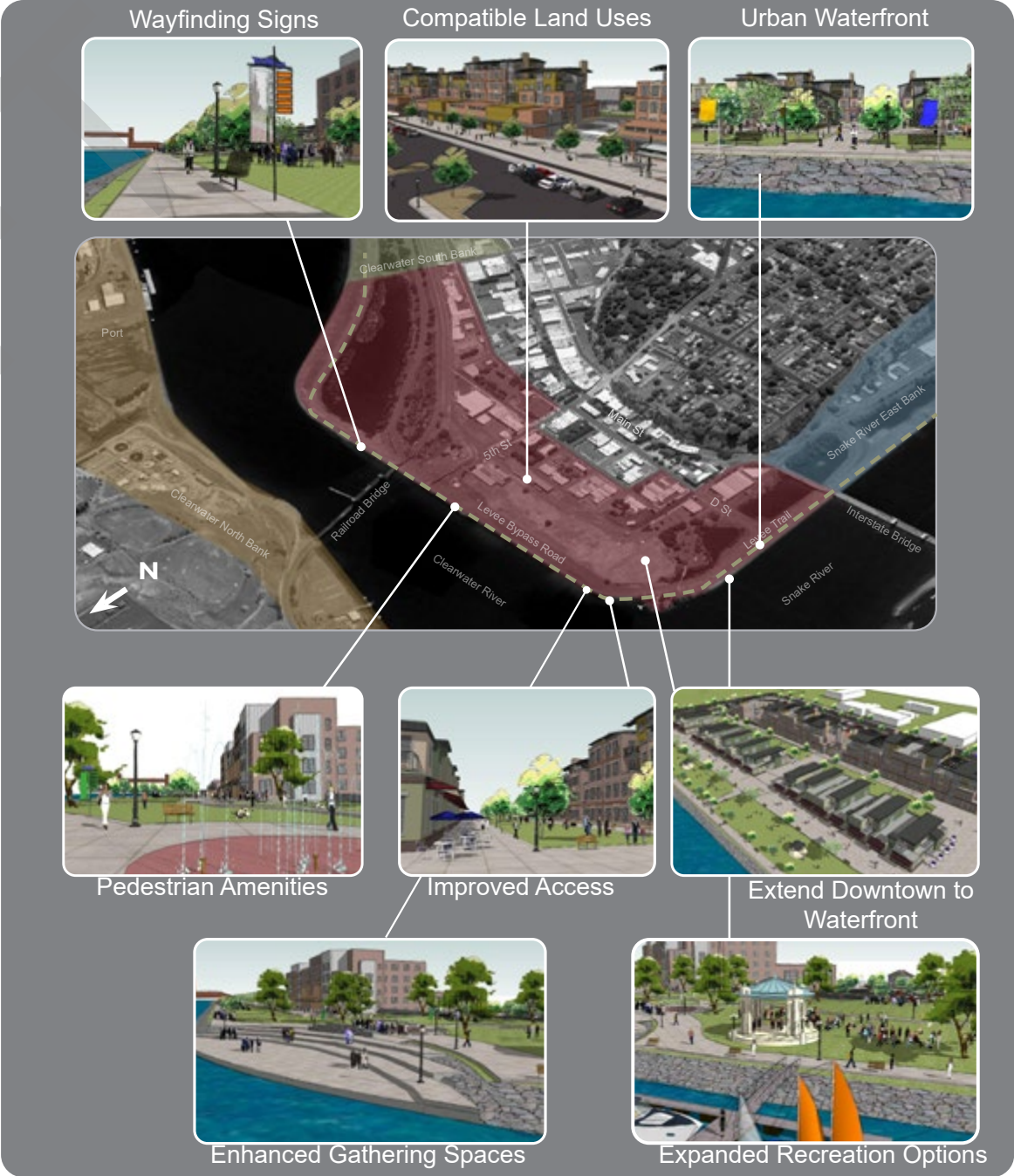
- Proximity of downtown with historic buildings in the West End Historic District.
- Levee Trail. This section is paved, has occasional benches, and is light at night.
- The Lewis-Clark Interpretive Center.
- Lower Granite Lake Park which includes public restrooms and a parking area.
- Two pedestrian bridges over Levee Bypass Road.
- Excellent views of the Railroad Bridge and the Interstate Bridge.

Constraints

- Levees prohibit views of the water from street level downtown.
- Due to the nature of the levees being a flood protection barrier, landscaping, structures, and other functions on the levees are limited to preserve their structural integrity.
- Physical barriers limit direct connections from the waterfront to downtown. These barriers include the levees, detention ponds, the Levee Bypass Road, a rail line, and the yet to be redeveloped former Twin City Foods site.

Opportunities

- A catalyst redevelopment on the currently vacant former Twin City Foods site is a significant opportunity to improve connections between downtown and the waterfront and provides additional social, recreational and economic activity.
- Make improvements to streetscapes that provide routes to the waterfront to ensure a safe and pleasant pedestrian experience. This may include exploring ways to cover segments of busy roadways to link downtown and the levee for pedestrians.
- Introduce nonmotorized recreation uses to detention ponds and add fountains or other beautification to make them more attractive.
- Additional recreation activities such as marinas, boat docks, or other recreation opportunities that will take advantage of waterfront views and proximity.
- Increase the visual appeal of the waterfront and surrounding land uses through beautification and placemaking. This can include gateway signage, wayfinding, public art, landscaping improvements, and improvements structures and land uses that are highly visible from the waterfront.



The renderings on this page are an artist depiction of what a reimagined waterfront could look like. They are intended for illustrative purposes only. Development on the waterfront would need to be made in coordination with the U.S. Army Corps of Engineers to ensure the integrity of the levees.



The Snake Riverbank runs from the Interstate Bridge to the south end of City limits. Snake River Avenue is the primary circulation road and is located between the bluffs and the waterfront. While the west side of Snake River Avenue is primarily occupied by open space, the areas between the bluff and the roadway are occupied by a mixture of primarily light industrial uses. Southway Bridge marks a change in this pattern where most uses east of the roadway are residential and are separated by elevation change.

Existing Waterfront Access

- Trailhead connection at Ranger Lane and Snake River Avenue.
- Trail Tunnel south of the Bryden Canyon Road and Snake River Interchange.
- Southway Bridge.
- Southway Avenue and Snake River Avenue.
- Direct Water Access at the Southway Access area.
- Prospect Avenue pedestrian crossing provides a direct pedestrian connection with Normal Hill and includes a signalized at grade crossing of Snake River Avenue.
- Kiwanis Park includes three access points. One at the north end, one at the south end and another in the middle. The northern and southern access point have parking areas.

Desired Future Attributes

- A pedestrian friendly Snake River Avenue with mixed-use area with medium to high-density residential, retail, office, and recreational uses, especially water-related uses.
- Establish the Snake Riverbank as a vibrant destination with gathering spaces, waterfront shops, restaurants, and expanded recreational offerings.
- A unique identity for the area that is distinct from other parts of the waterfront.

Existing Assets

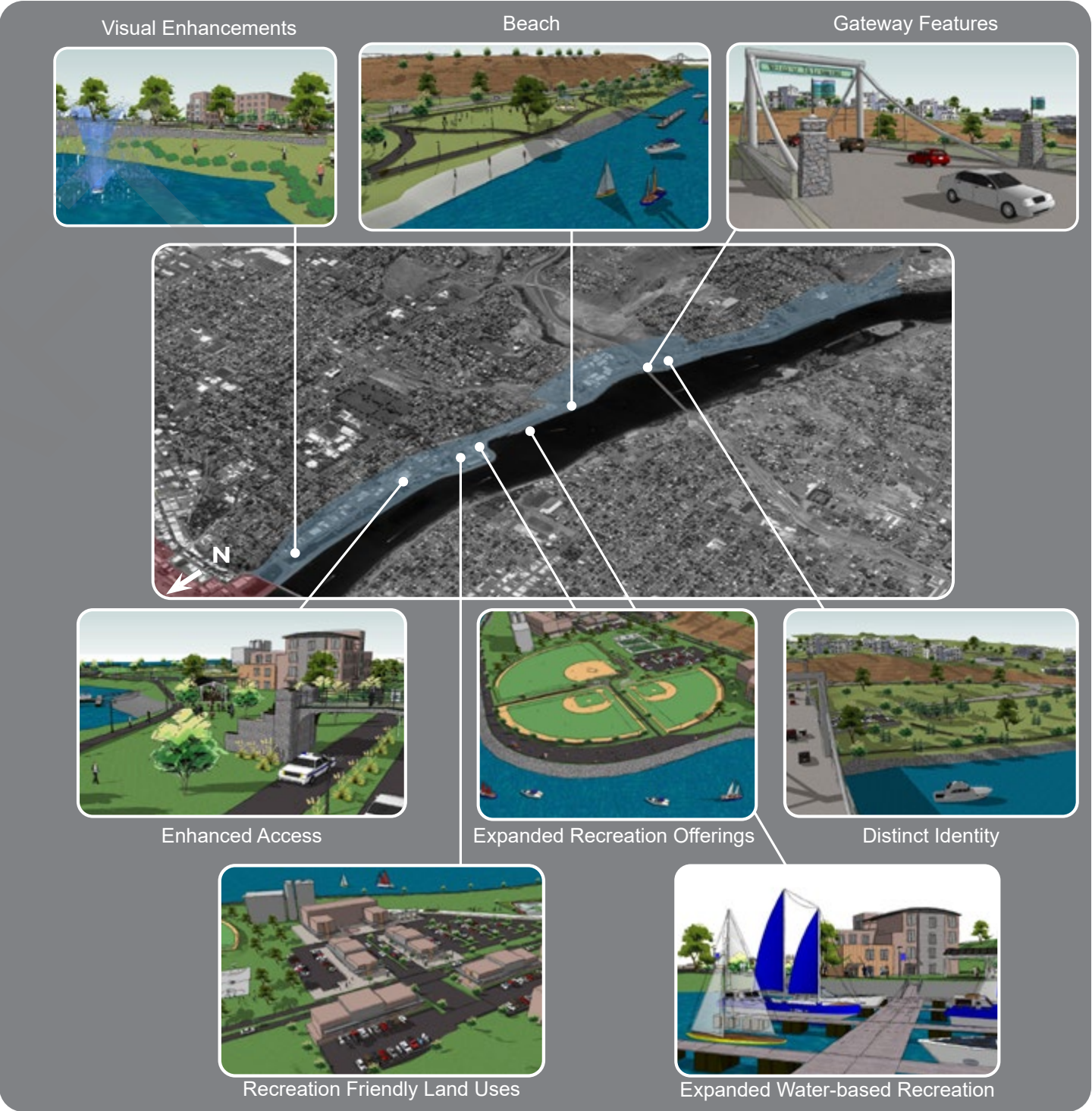
- Levee Trail.
- Snake River Avenue boat ramp.
- City parks such as Kiwanis Park.
- Views from the top of the bluff.
- Proximity to Normal Hill and Downtown.

Constraints

- Existing zoning is primarily light industrial, with residential zones adjacent.
- Topography and Snake River Avenue create barriers to pedestrian access.
- The current configuration of Snake River Avenue is autocentric and lacks connections to other parts of the city.
- Existing businesses and land uses not conducive to desired future environment.
- The topography at the southern end of the subarea limits road connections and development potential

Opportunities

- Transition land uses along Snake River Avenue to a mixed-use area with medium to high-density residential, retail, office, and recreational uses, especially water-related uses.
- Establish the Snake Riverbank as a vibrant destination with gathering spaces, waterfront shops, restaurants, and expanded recreational offerings.
- Create a well-connected and inviting pedestrian atmosphere along Snake River Avenue.
- Enhanced waterfront amenities like a swim beach, parks, and public art.
- Preserve and enhance existing recreational and natural features while incorporating new amenities.
- Establish a gateway feature at the intersection of Southway Bridge, Snake River Avenue, and Bryden Canyon Road to improve the area’s visual appeal and identity.



The renderings on this page are an artist depiction of what a reimagined waterfront could look like. They are intended for illustrative purposes only. Development on the waterfront would need to be made in coordination with the U.S. Army Corps of Engineers to ensure the integrity of the levees.



The Clearwater South Bank follows Main Street as it transitions from commercial and mixed use near downtown on the west to the industrial uses at the end of city limits on the east. Just beyond this eastern boundary is the Clearwater Paper Mill. Industrial uses are generally desired east of Memorial Bridge, however the presence of residential uses near East Main Street require thoughtful transitions between these uses. In areas west of Memorial Bridge, more commercial uses are desired. The future land use map depicts these desired transitions. This subarea's waterfront is currently largely cut off from the city by a rail line and the Levee Bypass Road. Access to the levee trail in this area is primarily by car. The Levee trail is not paved east of the Bypass Road. Locomotive Park at the base of Memorial Bridge does provide some public space near the waterfront, but it is also cut off from direct water access by the rail line.

Existing Waterfront Access

- Two parking areas along Levee Bypass Road provide Levee Trail access at each location.
- Levee Trail access point at Railroad Avenue near Memorial Bridge.
- A small dock at Clearwater Landing provides direct water access.
- Restricted Levee Trail maintenance road access is located at Railroad Avenue near the Lewiston water treatment facility.

Desired Future Attributes

- A unique sense of place that extends downtown's ambiance to more commercial areas further eastward and embraces the historic structures present along Main Street.
- A consistent and compatible transition of land uses that support the various commercial, residential, industrial,

and recreational functions.

- Expanded recreational offerings to bring vibrancy to the waterfront.
- Improved access to link residents, and commercial areas to the waterfront.
- Create a gateway, wayfinding system, or other improvements to direct passenger car traffic from the North to enter and explore downtown.

Existing Assets

- Clearwater Landing interpretive center with restroom and floating dock.
- Locomotive Park
- Levee Trail with paved and gravel sections, including a secondary trail and linear park system.
- Historic structures along Main Street.

Constraints

- Inconsistent Levee Trail access.
- Raised railroad bed and Levee Bypass Road present obstacles to accessing the Levee Trail and waterfront.
- Lack of Connectivity for 22nd and 23rd Streets between East Main and Railroad Avenue.
- Zoning inconsistencies with the Comprehensive Plan Desired Future Land Use Map.
- Poor condition of existing structures
- Lack of streetscape infrastructure such as curb, gutter, and sidewalks.
- Co-mingling of residential and industrial uses on East Main Street, creating potential nuisances and safety concerns for residents.
- High volume cargo train and tractor trailer traffic bordering residential uses.
- Rail car storage with the potential for hazardous materials.
- Heavy industrial uses bordering the eastern end of the subarea.

Opportunities

- Potential for additional recreation along the levee include but are not limited to: adding playground equipment, frisbee golf course, a berry picking park, and pedal boat rentals for use in the detention ponds.
- Improve Main Street corridor with community design improvements, such as landscaping, street lighting, and underground utilities, and design guidelines to make the area stand out and be welcoming for pedestrians.
- Improve and reimagine deteriorating and underutilized buildings, particularly those of historic significance.
- Establish a development design overlay zone to encourage appealing street frontages and pedestrian-friendly environments.
- Enhance pedestrian access to the Levee Trail, potentially through new transit offerings or additional access points.
- Increase land use compatibility as sites redevelop.
- Implement gateway improvements at key entrances to Lewiston, including landscaping, signage, and public art, to enhance the city's visual appeal.
- Development of undeveloped sites and redevelopment of underutilized sites.



The renderings on this page are an artist depiction of what a reimagined waterfront could look like. They are intended for illustrative purposes only. Development on the waterfront would need to be made in coordination with the U.S. Army Corps of Engineers to ensure the integrity of the levees.



The Clearwater North Bank is home to the Port of Lewiston. It is also home to a variety of commercial, residential, recreational and additional industrial uses. The area on the west is dominated by industrial uses associated with the port. The port also serves as the western terminus of the Levee trail on the north side of the river, although it is not paved beyond Memorial Bridge. As the area transitions eastward, commercial and industrial uses intermingle along the Highway 12 corridor. Further east a mixture of industrial and residential uses meet recreational uses at Clearwater Park and Steelhead Park.

Existing Waterfront Access

- Steelhead Park offers direct water access with a boat ramp as well as Levee Trail access.
- Limited Levee Trail access points, with access only provided at each end of the southerly portion of the sub-area.
- Levee trail access points are located on both sides of Memorial Bridge at Pepsi Park and Clearwater Park.

Desired Future Attributes

- An attractive, distinctive, and welcoming gateway to Lewiston for those arriving by river or road.
- Expanded waterfront recreation offerings including riverboat access.
- Established land use patterns that enhance the operations of the port with appropriate transitions to other uses.

Existing Assets

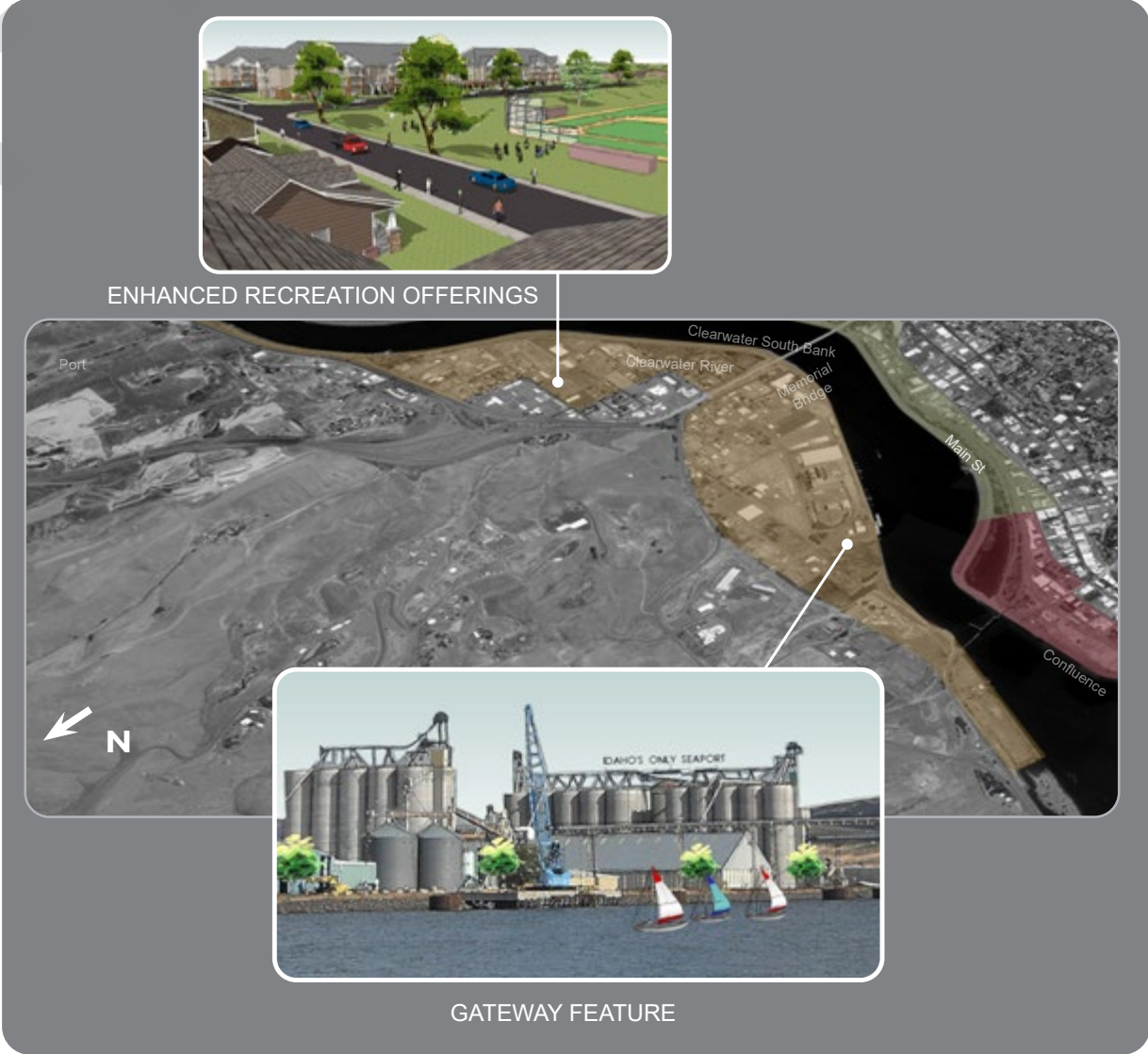
- Clearwater Park with two baseball fields, two fishing ponds, and a bathroom facility.
- East End Boat Ramp with restrooms and a boat ramp to the Clearwater River.
- Levee Trail for pedestrian and recreational use.
- Pepsi Park with open space as a transition between the highway and industrial areas.
- Fishing site owned by the U.S. Army Corps of Engineers, frequented by fishermen.

Constraints

- Wide range of conflicting land uses and zoning districts leading to incompatibility including residential uses with heavy industrial character and truck traffic.
- Lack of upkeep on many properties.
- Lack of infrastructure such as curb, gutter, and sidewalk, particularly in industrial areas.
- Adverse impact of industrial uses on natural resources and ecosystems, requiring special care and mitigation efforts.
- Limited Levee Trail access points and desire for better maintenance.
- Limited geographic expansion potential due to steep topography of undeveloped lands.
- Adverse impact of industrial uses on natural resources, particularly water quality in the river.
- Limited Levee Trail amenities and difficult access points.
- Poor vehicular traffic circulation around “The Rose Garden” area.

Opportunities

- Create a gateway for Lewiston.
- Preservation and expansion of river transport-dependent and related uses.
- Relocate existing businesses from other areas where their uses are no longer desired. Such uses may include storage, processing, manufacturing, distribution, and heavy equipment businesses.
- Expand commercial uses that provide highway traffic convenience and accommodation services along the highways.
- Encourage industrial uses on those lands that are not more appropriate for highway commercial uses or housing uses and where industrial uses will not conflict with existing surrounding uses.
- Improve public infrastructure, including street widening and provision of curb, gutter, and sidewalk.
- Protect natural environment and water quality in the river through mitigation efforts and incentives for environmentally friendly practices.
- Improve Levee Trail access and amenities, such as adding benches, night lighting, and fish cleaning stations.
- Consider a range of commercial and mixed uses, to support maximum use of Clearwater Park.
- Seek opportunities for collaboration between the City, the port, and the Idaho Transportation Department to promote mutual interests and improve access to recreation.
- Encourage improvements to existing affordable housing and construction of new affordable housing between the north bank of the river and Frontage Road.
- Protect the interests, sustainability, and viability of the Port of Lewiston as a substantial, regional economic influence.



The renderings on this page are an artist depiction of what a reimagined waterfront could look like. They are intended for illustrative purposes only. Development on the waterfront would need to be made in coordination with the Port and U.S. Army Corps of Engineers to ensure the integrity of the port and levees.

HISTORIC PRESERVATION

Lewiston features a historic preservation district in Downtown (the West End Historic District). In addition, there are 16 other structures outside of the historic district on the National Register of Historic Places, many of which are significant homes. Lewiston also features a replica of the Territorial Capitol Building from when Lewiston served as the first Idaho Territory from 1863-1864. Lewiston has also created a heritage overlay zone in Normal Hill in order to protect the historic integrity there. The Historic Preservation Commission oversees the historic district and sites, the heritage overlay zone, and the Historic Preservation Plan in the City. While many of the National Register of Historic Place designations are on some of the oldest structures in the City, consideration on more recent additions can be considered, such as important midcentury homes in the Sunset Park neighborhood.



Photo: Idaho's First Capitol
Photo Credit: Logan Simpson



Photo: West End Historic District
Photo Credit: Logan Simpson



NRHP DISTRICTS AND BUILDINGS
Lewiston Historic District
Lewiston Historic District (Boundary Increase)
Lewiston Historic District Expansion
NRHP in Idaho
0 0.05 0.1 Miles

ARTS AND CULTURE

Lewiston has a vibrant arts and culture scene and is home to the Dogwood Festival every year showcasing the areas arts, culture, and community. Other ongoing events such as Art Walk provide cultural offerings. Downtown features a historical theatre (that is not currently functioning as such but we aspire to revive) and several art installations and murals such as the Canoe Wave and the mosaics on the 5th Street bridge. LCSC provides a rich addition to the arts and cultural scene with a Theater, Center for Arts and History, and additional public art. Lewiston is also home to many live music events including Hot August Nights, Sound Downtown, and the Snake River Music Festival.

Additional information may be found in Appendix C, Existing Conditions Report.



Photo: Liberty Theatre
Photo Credit: Logan Simpson



Photo: LCSC Center for Arts & History
Photo Credit: Logan Simpson

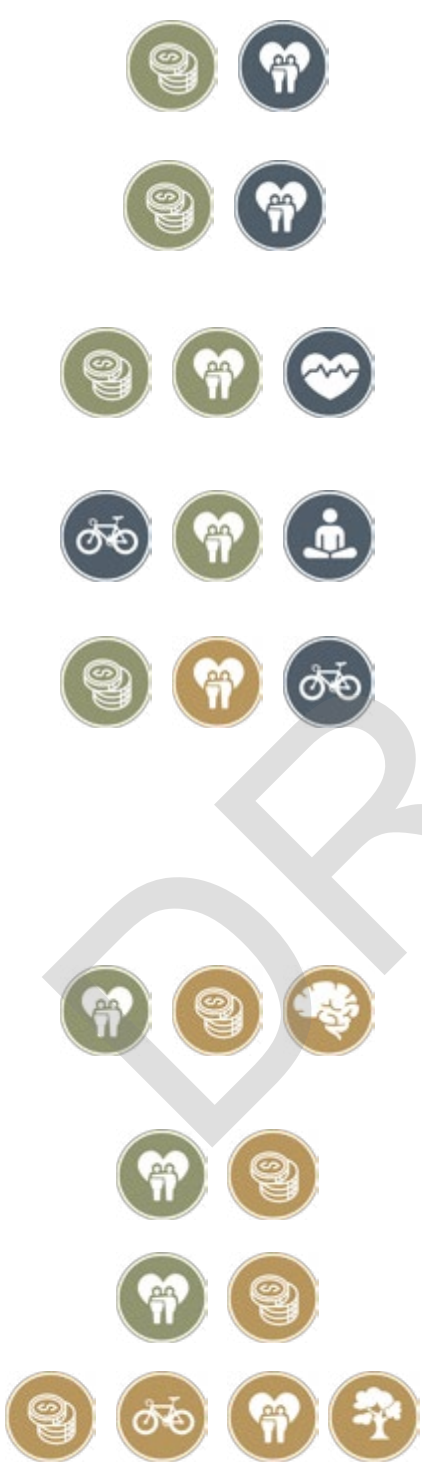


Photo: LCSC Art Under the Elms
Photo Credit: Logan Simpson

COMMUNITY CHARACTER GOALS AND OBJECTIVES

GOAL 1 | STRENGTHEN DOWNTOWN’S ROLE AS THE HEART OF THE COMMUNITY.

- 1. Build vibrancy through the enhancement of existing assets. Maximize the impact of existing buildings with continued renewal and reuse of underutilized structures and lots to establish additional vibrancy Downtown.
- 2. Develop Downtown’s historic identity. Preserve and reinvigorate Downtown’s architectural heritage with further preservation of historic buildings and thoughtful redevelopment and infill projects in and around Downtown.
- 3. Improve connectivity. Form additional connections for all types of mobility between Downtown and surrounding areas, especially the waterfront.
- 4. Showcase downtown’s waterfront with expanded events and gatherings. Focus new water focused events and expanded existing events to include the waterfront near downtown to build Lewiston’s reputation as a waterfront destination. Capitalize on the assets, eliminate the constraints, and take advantage of the opportunities listed for each of the Waterfront Subareas.



GOAL 2 | BOOST KEY INSTITUTIONS AND THEIR RELATIONSHIPS WITH THE COMMUNITY.

- 1. Maximize economic and community building opportunities by forging connections with and between institutions, government entities, businesses, and community organizations.
- 2. Strengthen collaborations with institutions. Ensure the City understands the needs of key institutions to assist and plan for their growth together.
- 3. Evaluate land use regulations in areas where key institutions are situated in residential areas. Involve the institutions and the public in assessing possible conflicts to ensure compatibility of future growth.



GOAL 3 | DEVELOP COMMUNITY CHARACTER AND IDENTITY THROUGH ARTS AND CULTURE.

- 1. Explore the creation of an arts and creative district. Such districts bring together the creative community, build character, and can transform underutilized areas.
- 2. Create a diversified and sustainable funding strategy to bring stability to arts and cultural resources. A long-term resource will help establish a more robust arts and culture scene over time.
- 3. Create new and enhance existing gathering spaces and programs, especially those that build Lewiston’s waterfront identity. Improving gathering spaces for a variety of events throughout Lewiston, with special attention to expanding water focused events and spaces to build the waterfront’s vibrancy.

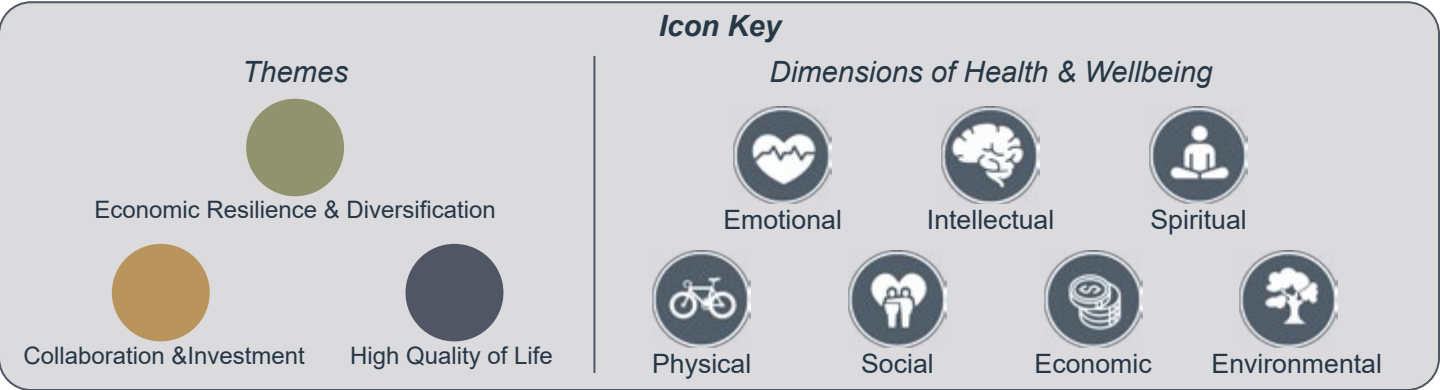
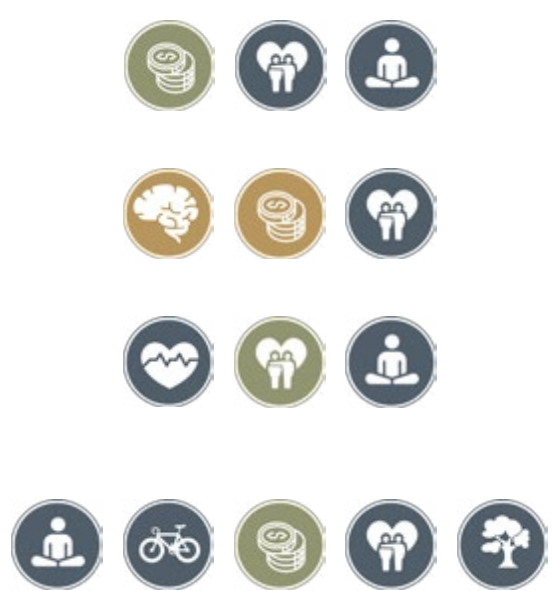




Photo: Downtown and the Port of Lewiston
Credit: City of Lewiston

CHAPTER 4 LAND USE

CONTEXT

Lewiston City limits incorporate approximately 18.18 square miles of land in total. Of that land, over half (53.5%) is used for residential purposes. Public facilities account for a quarter (22.13%) of land uses (Includes the airport parks, and waterfront levees). Commercial uses account for 11.59% of land, Agriculture uses make up 7.16%, and industrial uses, although prominent economically, make up 1.07% of land area in city limits. The remaining 4.55% is composed of miscellaneous uses including roadways, rivers, and waste uses.

Land uses occur on a variety of scales, intensities and densities. Matching these characteristics with infrastructure and transportation networks is critical. Areas with more intensity of uses require adequate access. In many cases more intense development is located on or accessed from larger roadways such as collectors or arterials and accessed primarily via automobile. Examples of this would include the Nez-Perce shopping center, which is accessed from wide roadways by signalized entrances. In this example, due to the more intense commercial uses that are generally accessed by automobiles, roadway capacity in those areas has to be adequate to support the development. An alternative to this would be allowing more intense uses in areas with high levels of interconnectivity. An example of this is how the Lewis-Clark State College and St. Joseph’s Regional Medical Center are integrated into the Normal Hill neighborhood’s highly connected street grid. In this case the grid allows access from many different streets and avoids overloading a single roadway. It has the added benefit of making a these areas easier to traverse on foot or on nonmotorized transportation since the streets are easier to cross and more direct routes are available. Land uses with less density or intensity can be located in areas with less connectivity or less roadway capacity due to fewer users needing to take these routes. An example would be a cul-de sac on the edge of the city with large lots. In this example there are few users of the roadway, and the use would not require a wide high capacity roadway or high levels of connectivity. The land use strategy outlined in this Plan intends to maximize existing and planned infrastructure by matching the land use intensities to the scale and capacity of the supporting infrastructure.

Additional information on land uses in this chapter can be found in Appendix C, Existing Conditions.

CURRENT LAND USES

Residential

Residential areas are found throughout Lewiston with varying neighborhood characteristics. Downtown has largely mixed-use housing on the upper floors of buildings that have primarily retail and office ground floor uses. Normal Hill contains many historic single-family homes, some of which have been converted to multifamily housing. It also includes some smaller-scale multifamily throughout the neighborhood. Other areas such as the Country Club and the Elks are more homogeneous and predominantly single-family homes. East Lewiston, south of East Main Street, contains predominantly single-family residential areas including Sunset Park with it’s mid-century style homes. North Lewiston also has pockets of residential development that are integrated throughout the otherwise industrial and commercial uses found on the north side of East Main Street and the north side of the Clearwater River.

Larger-scale multi-family complexes are not concentrated but are scattered. Most of them are located in an area lying generally north of Stewart Avenue, west of 17th Street and east of 8th Street. North Lewiston contains pockets of single family and mobile home and recreational vehicle parks interspersed around industrial development. The Orchards was not developed to City standards prior to its annexation into the City in 1969. The original 5-acre parcels have been resubdivided, including the creation of many infill flag lots, and developed independently over time and have resulted in a mixture of lot sizes and housing types, including the majority of the city’s mobile home parks. There is more potential for residential infill development here than anywhere else in the city; however, the narrow substandard streets currently limit efficient densities. While single-family housing is predominant, duplexes,



Photo: Residential Development in The Orchards
Photo Credit: Logan Simpson

townhomes, mobile home parks, and some multifamily can be found in the Orchards. Most of Lewiston’s new housing growth is happening in the eastern end of the Orchards, which is primarily single-family housing. Some of this new development is in PUD’s with smaller lots and higher densities than seen in already developed areas of the Orchards.

With the exception of some areas such as Downtown and Normal Hill, residential uses are generally quite separated from other uses and makes going to and from destinations such as stores, schools, and employment a longer distance trip than if those additional uses were more integrated. Large areas of exclusively residential use are more auto dependent than areas where uses are in closer proximity.

Commercial

Commercial areas in the City are varied in character and intensity. Lewiston’s Downtown is home to Historic Main Street with a variety of commercial and mixed-uses, including some industrial. This area continues eastward from downtown along the southern bank of the Clearwater River. The East Main and East Lewiston areas contains a diverse mix of industrial, commercial uses such as restaurants, hotels, auto dealerships, and single use commercial and industrial buildings. North Lewiston contains a number of highway commercial uses such as gas stations, auto dealerships that are centered around Highway 12.

A large north-south commercial corridor is present along 21st Street. This Corridor stretches uphill from Main Street to where the road climbs steeper in elevation and changes name to Thain Grade and then changes names again to Thain Road as it traverses the Orchards in a diagonal pattern. Commercial intensities vary throughout the corridor with the most intense uses being located along the 21st Street portion and big box stores off Thain Grade. Commercial Development along Thain Road is generally of low-mid intensity with less intense uses occurring farther south on the corridor. North Snake River Avenue has a variety of commercial uses, most of which are not compatible with the waterfront character of the neighborhood and could be redeveloped or converted to uses and a built-environment described in the Waterfront section of this Plan.

Bryden Avenue is a developing commercial corridor that has been transitioning from residential uses since the completion of a link with Bryden Canyon Road in the late 1990s. The area is generally of lower intensity commercial uses that serve surrounding residential areas. Southway Avenue and 16th Avenue also provide pockets of lower-intensity commercial uses that serve the surrounding neighborhoods. In general, Lewiston’s commercial uses are primarily in areas that are not well integrated into surrounding neighborhoods and can be difficult to access for those not in an automobile. Some exceptions to this include commercial nodes in neighborhoods such as the area near the intersection of Southway Avenue and 8th Street.

Industrial

Historically, industrial areas of the City have largely been focused along the waterfront, and many industrial uses remain along Snake River Avenue and along the East Main Street area leading up to the Clearwater Paper Mill, which is on the riverbank, but outside of City limits. Newer industrial uses have been developed southwest of the airport. North Snake River Avenue is situated along the waterfront with recreation uses between the road and river, and a mixture of industrial and commercial uses on the other side. Future development in the area should



Photo: Nez Perce Plaza Shopping Area
Photo Credit: Logan Simpson



Photo: Shopping Area near Thaine Grade
Photo Credit: Logan Simpson



Photo: Part of Lewiston
Photo Credit: Logan Simpson

capitalize on the waterfront location with uses compatible as described in the Waterfront section of this Plan.

The Port of Lewiston is a concentration of mixed industrial uses in the city, focusing on barge, train, and truck shipping. It is located on the north bank of the Clearwater River and the Port owns most of the buildable land on the west side of US Highway 12 between the River and US Highway 128. The other portions of North Lewiston have additional industrial uses that are more integrated with a mix of commercial and residential pockets. While industrial uses are frequently segregated from other uses as nuisances and hazards are frequently present, they do require good access to transportation networks for employees and cargo.

Parks and Open Space

The levees that separate Lewiston from the rivers serve as recreational open space and have trails and parks that neighbor them. Neighborhood parks are generally interspersed throughout Lewiston. There is also a planned future community park adjacent to the High School. Other open spaces are areas such as the Normal Hill Cemetery which is also an arboretum. Lewiston also has two golf courses, one public and one private, located near each other to the west of the Airport. Other areas of open space are often occupied by steep terrain which has inhibited development to date. These include areas along Old Gun Club Road and along Bryden Canyon Road. Parks and open space are distributed throughout the community, however significant portions are largely only accessible by car, such as most of the trailheads for the Levee Trail along the Levee Bypass Road. Parks and open space also have the unique ability to buffer incompatible uses, but also connect others such as a trail through the park can connect a housing development to a school.

Agriculture

Seven percent of the land area inside Lewiston's city limits are currently being used for agricultural purposes. These are comprised of dry grazing land and non-irrigated agriculture uses. The largest contiguous areas of agricultural use are north of Highway 128 and the west side of Old Gun Club Road. These areas feature steep topography that would make most development challenging. Other pockets exist throughout the City and are primarily surrounded by existing development. These smaller areas also generally have steep topography or other limiting factors that have made developing these areas for other uses challenging.

Quasi-Public/Institutional

Lewiston's Airport occupies a significant portion of the City, with approximately 1.7 square miles of land zoned for airport and related uses. Educational uses are prominent throughout Lewiston's neighborhoods. Lewis-Clark State College (LCSC) has a primary campus in the Normal Hill area. A large campus for Lewiston High School is present in the Orchards and includes the DeAtley Career Technical Education Center to the north of the high school. Other middle and elementary schools are present throughout the City, as well as facilities still owned by but no longer used by the school district and those (like the old Lewiston High School) that



Photo: Pioneer Park
Photo Credit: Logan Simpson



Photo: Agriculture use in the Orchards
Photo Credit: Logan Simpson



Photo: Airport Entrance
Photo Credit: Logan Simpson



Photo: LCSC Campus
Photo Credit: Logan Simpson

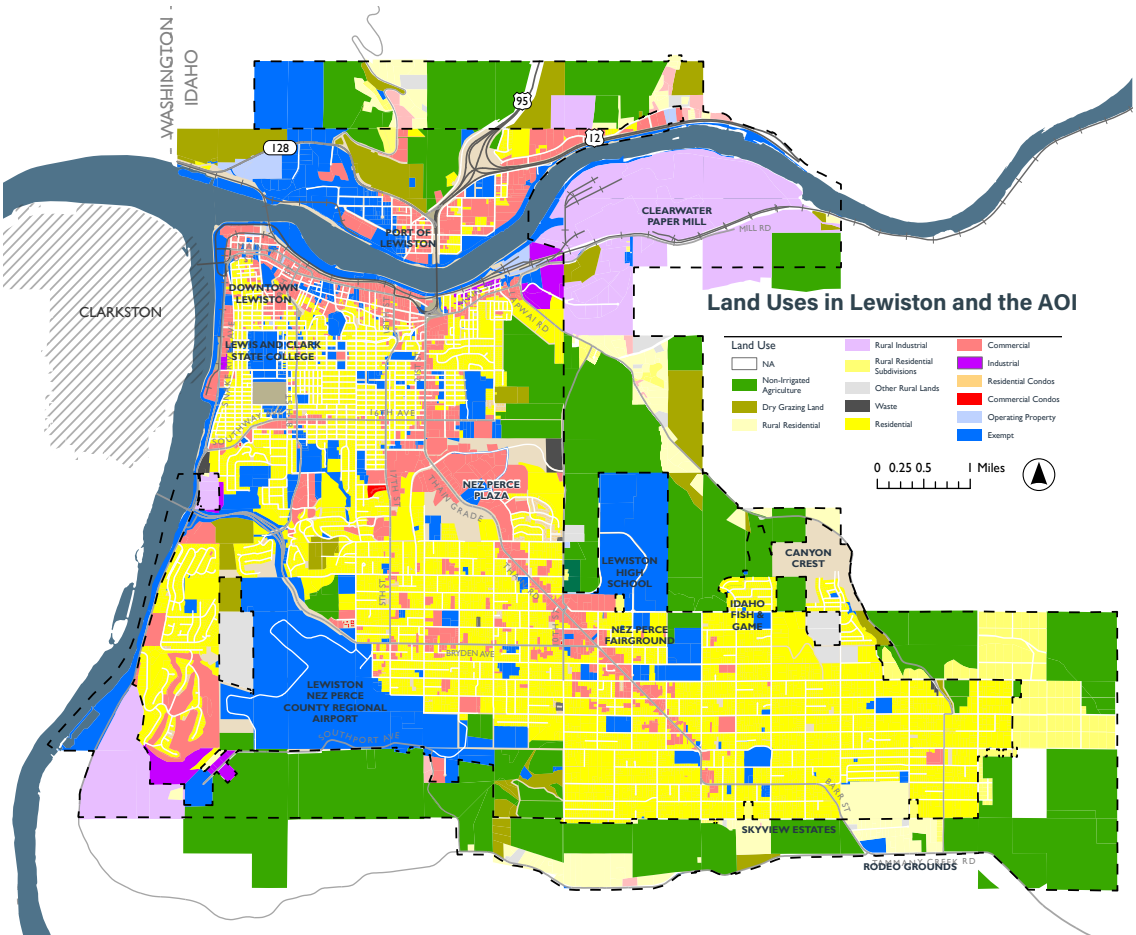
have been sold to non-profit agencies, such as the Boys and Girls Club. Other institutions with a campus in Lewiston include St. Joseph Regional Medical Center in Normal Hill and the Nez Perce County Fairgrounds and Idaho Fish and Game in the Orchards, and the Idaho Army National Guard in East Lewiston. By the nature of institutions and quasi-public facilities, they are important to be located in areas where they can best serve the community, and considering how and where the community will access these facilities will drive transportation needs in the future.

Area of Impact (AOI)

Lewiston's AOI is predominantly undeveloped with approximately 65% of land being used for agricultural purposes. Industrial uses are prominent and occupy approximately 15% of the AOI (namely ATK/CCI-Spear and Clearwater Paper). These industrial areas are largely along the rivers. Residential uses occupy approximately 13% of land and are generally located in areas farther from the waterfront, particularly in areas in the southeastern portion of the AOI. The remaining 7% is occupied by miscellaneous and exempt uses such as roadways, and institutions. Nez Perce county regulates land use in the AOI. Considerations for new and emerging land uses should be coordinated with Country Partners to address the potential of sizeable solar, wind production facilities in current agricultural areas and how they may impact or benefit the environments around them including pollinator and other habitat considerations.

There are several enclaves of the AOI within areas of the city limits. It may be appropriate for these to areas to annex or be annexed into the city to ensure consistency of services and infrastructure. New annexations in other contiguous areas of the city limits may be considered as development occurs or is desired, particularly in the southeastern portion of the AOI where many residential uses are present and are expected to continue to grow. Future annexations should consider a variety of factors including:

- Alignment with the expected land use patterns, types, and intensities in this Plan.
- Availability of adequate services and infrastructure.
- Proposed annexation would provide a continual and rational boundary.



LAND USE FRAMEWORK

INTRODUCTION

The future land use categories designated in this section are based on the unique conditions of Lewiston and aimed at supporting the community’s vision. These land use designations offer guidance regarding the intended future uses and development density, striving to strike a balance among numerous factors such as infrastructure availability, historical and current uses, as well as environmental and economic considerations. The strategic planning of land use serves as a crucial instrument in retaining and attracting residents, businesses, and visitors, thereby sustaining and enhancing Lewiston’s economy and high quality of life.

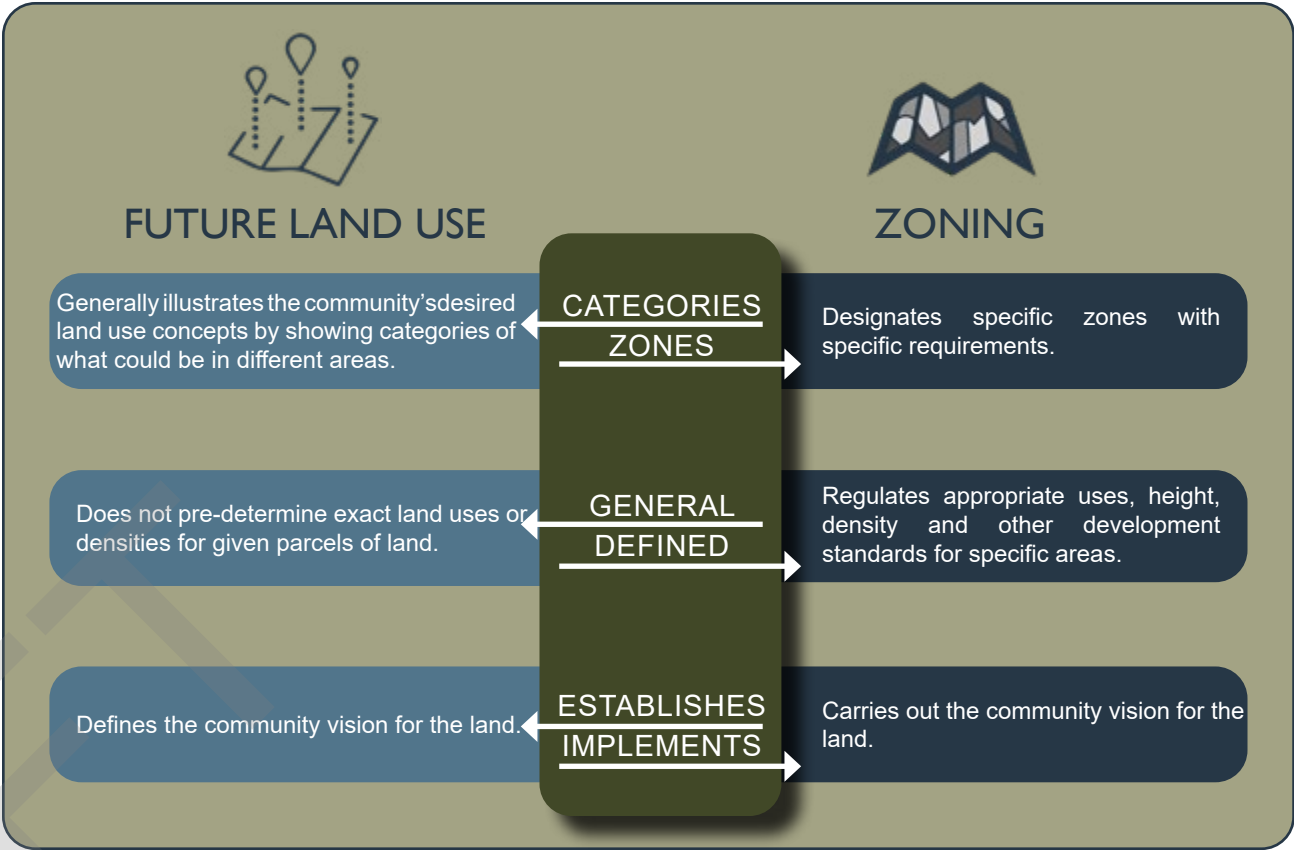
Identifying the desired future land use serves as a framework for zoning updates, future development, and annexation plans, as well as providing predictability for people looking to buy, sell, develop, rent or lease real property in the city. It is critical to perceive future land use categories not as detailed parcel-specific categories, but rather as city-scale guidance for density and transitions in land uses and building forms. Properties located on the border of a particular future land use category should be viewed as being most appropriate for the land uses of the land use category they are located in but can also be considered as potentially appropriate for land uses of the adjacent land use category. That potential should be judged based upon conditions such as:

- 1. Distance from the adjacent land use category;
- 2. Compatibility with other existing land uses, densities and building forms;
- 3. Current community needs priorities, market conditions and trends;
- 4. Topography;
- 5. Access to and capability of the necessary public infrastructure and services.

Future land use and zoning are both important components in shaping the development and character of a community, yet they serve distinct purposes. Future land use provides a broad overview by delineating desired land use concepts for different areas within the community. It serves as a visual representation of the community’s desires, guiding the overall vision for the land without specifying exact uses or densities for individual parcels. On the other hand, zoning takes a more detailed approach, translating the community’s vision into actionable regulations. Zoning defines the permissible uses, bulk, height, density, and other characteristics suitable for specific sites, ensuring that development aligns with the predetermined community vision. While both future land use and zoning contribute to realizing the community’s overall vision for the land, the former operates on a conceptual level, while the latter provides the regulatory framework to implement these concepts in a more specific and controlled manner.



Photo: Commercial and industrial uses as viewed from Downtown
Photo Credit: Logan Simpson



LAND USE HEALTH AND WELLBEING CONSIDERATIONS

Land use plays a critical role in shaping health and wellbeing. The way land is utilized, whether for residential, commercial, industrial, or recreational purposes, directly influences the daily lives of people in Lewiston. It shapes how people move through the city, how and where we connect with community members, and even what potential hazards people may be exposed to. For instance, mixed-use areas like Downtown incorporate housing, jobs, shops, and services within walking distance reduce the need for car travel, thus decreasing air pollution and promoting active transportation. Conversely, when industrial facilities are placed near residential areas, potential environmental hazards and nuisances can negatively affecting health and wellbeing. Access to green spaces, such as parks and the Levee Trail, promote physical activity which has physical and mental health benefits. Land use has far-reaching effects on health and wellbeing beyond just the physical environment. For instance there are places available for people to meet other community members, it creates more opportunity for social connections, and helps improve social and mental health. By considering these various aspects, planners can improve Lewiston’s health and wellbeing in the future.



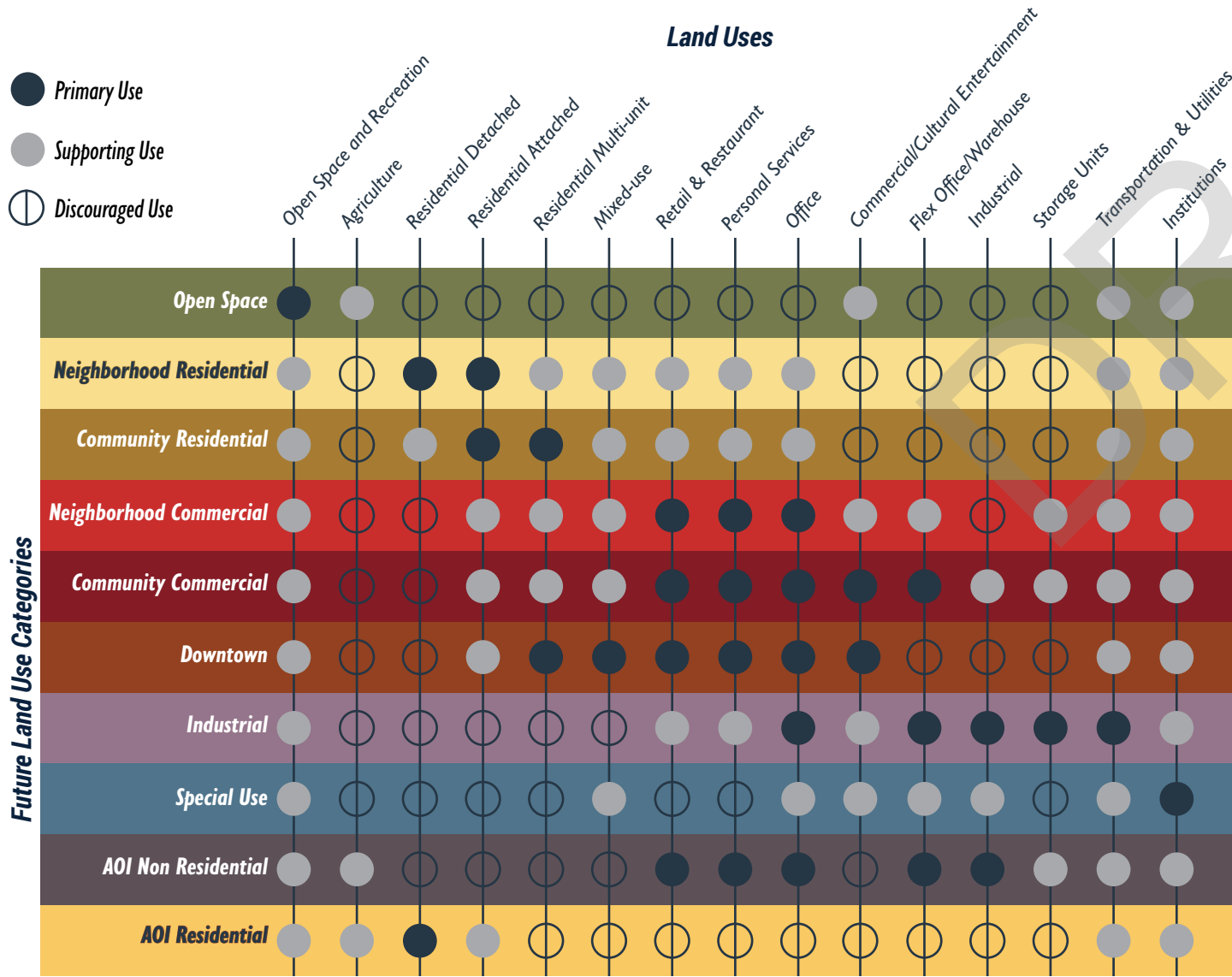
Photo: Downtown Lewiston
Photo Credit: Logan Simpson

FUTURE LAND USE CATEGORIES

The following section outlines land use and identifies land use categories for Lewiston’s future development. The land use categories within the City’s planning framework serve as a compass, guiding the trajectory of growth and development while preserving the distinctive character that defines Lewiston. This exploration into the specific land use categories is tailored to the City’s vision and goals.

Future Land Use Matrix

The future land use matrix shows the various categories that are depicted on the future land use map. The colors on the matrix correspond to the colors on the map. Each category row shows the various kinds of land use and if they are the primary, supporting, or discouraged land uses in a given category. Both the land uses and the categories are more fully described within this chapter.



Land Use Descriptions

The following land use descriptions provide general examples of the types of dwellings, activities, and developments that can typically be found in a given use. Each category includes, but may not be limited to only the examples listed. Uses not listed in these descriptions should be evaluated to see where they best fit with similar uses as far as intensity, density, and potential nuisance and health factors.

Open space and recreation • Parks • Conservation areas • Floodplains • Golf Course • Cemetery • Levees • Areas of steep topography	Personal services • Hair Salon • Barber Shop • Spa and fitness facilities • Tailor Shop • Tanning Salon • Childcare
Agriculture • Crop production • Grazing and pastures • Homesteads	Office • Professional services (accounting, operations, marketing, secretarial, etc.) • Bank and financial services • Medical and dental clinic
Residential detached • Single-family dwelling • Single-family dwelling with Accessory Dwelling Unit • Cluster Housing	Commercial/Cultural Entertainment • Theatre / amphitheater • Recreation center • Bowling alley/indoor recreation • Cinema • Gallery
Residential attached • Duplex • Townhome / Rowhome (dwelling that share one or two walls with a similar dwelling but provides their own entrances)	Flex office/warehouse • Shared building with both office and warehouse uses
Residential multi-unit • Triplex • Fourplex • Multifamily /Apartment	Industrial • Warehouses and storage facilities • Manufacturing, processing, and assembly facilities • Maintenance Shops • Mining and raw materials extraction • Construction Materials
Mixed Use • A combination of residential, lodging, office, commercial, uses. Examples include: • Live/ Work Units • Vertically integrated use buildings • Horizontally integrated use sites	Storage Units • Self-Storage Units
Retail • Grocery stores • Shops and Boutiques • Restaurants • Pharmacy • Clothing and Furniture Store	Transportation & Utilities • Rights-of-way • Trails and footpaths • Bus Stops • Train line Pump station • Telecommunications facility • Power line, station, or substation • Utility hut or service box
	Institutions • Government and Public facilities • Schools and Colleges • Hospitals • Religious Institutions

NEIGHBORHOOD RESIDENTIAL

Description

Neighborhood Residential is a relatively low intensity primarily residential place type that includes a variety of housing types including single-family detached, duplexes, cluster housing, and accessory dwelling units (ADUs). Buildings should respect the scale and character of the existing built environment regarding size, mass, and design.

Examples

Single-family homes, duplexes, small-scale apartments.

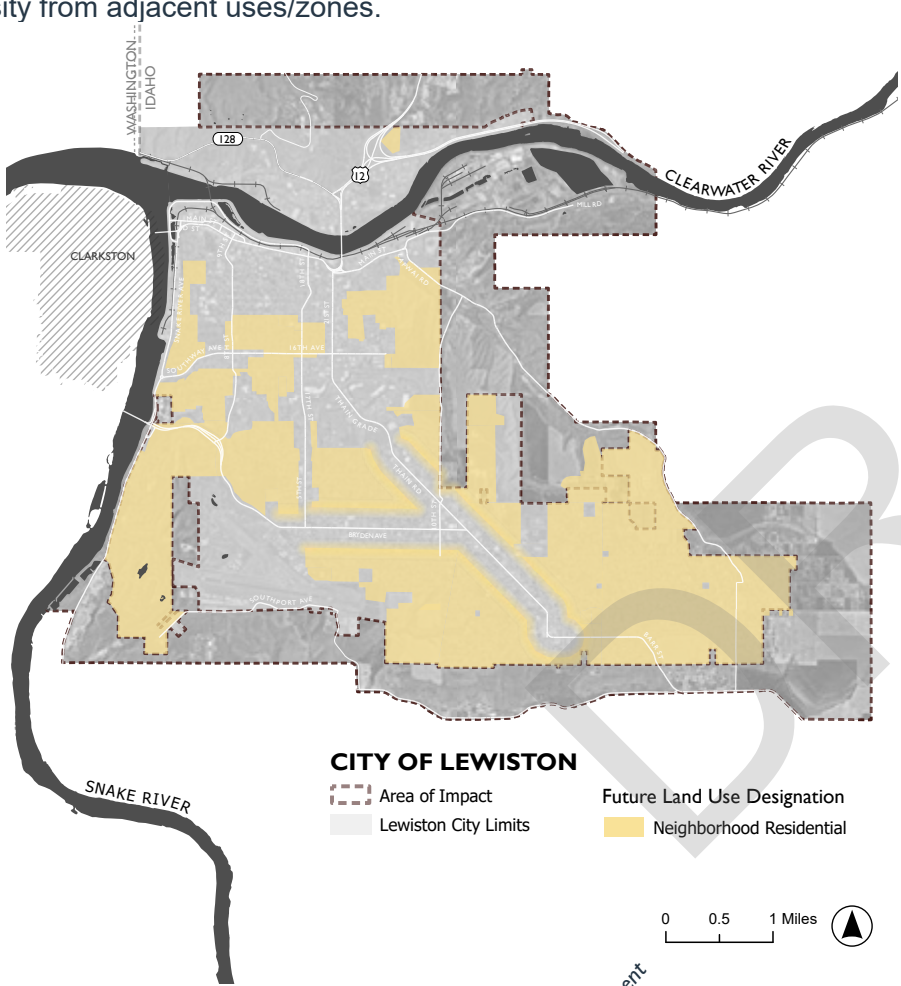
Suggested Residential Density Range

1-8 DU/acre, 8-12 DU/acre can be considered with the following essential considerations:

- **Intensity:** Provides transition in intensity from adjacent uses/zones.
- **Access:** Located on a collector or arterial roadway with adequate access for the proposed use.
- **Infrastructure:** The existing or planned infrastructure is adequate to meet the needs of the proposed use.
- **Compatibility:** Provides an appropriate transition in building use, type, and scale from surrounding uses.

Policy Basis

- LU 1
- LU 1.1
- LU 1.2
- LU 1.3
- LU 2
- LU 2.1
- LU 2.2
- LU 2.3
- TC 2.6
- TC 3.2
- TC 4.4
- ED 2
- ED 2.3
- H 1
- H 1.1
- H 1.2
- H 1.3
- H 2
- H 2.2
- H 3
- H 3.1
- H 3.2
- PR 3.1
- NH 1
- NH 1.1



COMMUNITY RESIDENTIAL

Description

Community Residential is a mid-to high-intensity residential use designation. This provides provide a wide array of housing options. This designation should be located on or near major roadways to ensure high levels of access and provide a transition of intensity from low-intensity residential areas to more intense commercial areas. Ranging from small lot single-family, townhomes, and multifamily. May include very limited commercial uses (mixed-use, neighborhood corner store, child care facilities, business offices that don't have primarily on-site customer service, institutional uses, etc.)

Examples

Small lot single-family, townhomes, and multifamily. May include very limited commercial uses (mixed-use, neighborhood corner store, business offices that don't have primarily on-site customer service, institutional uses, etc.)

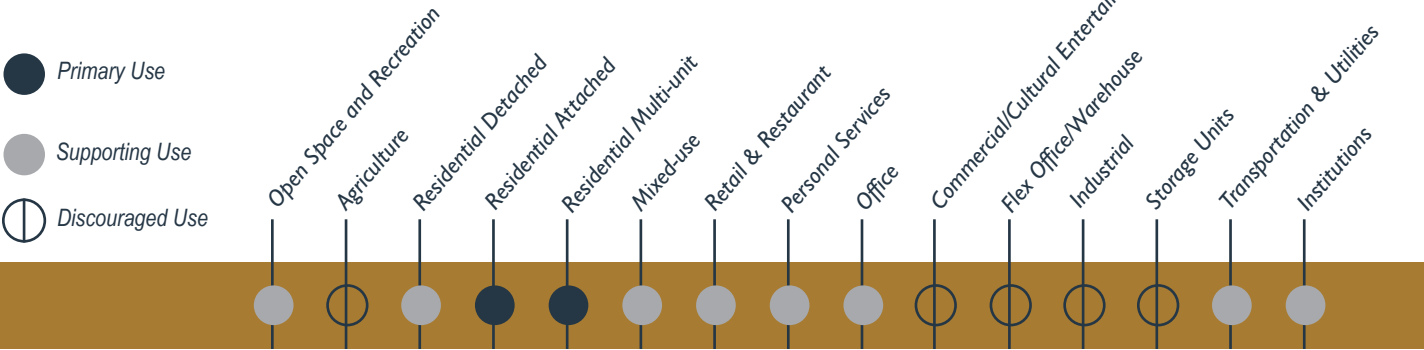
Suggested Residential Density Range

8-18 DU/acre, 18+ DU/acre can be considered with the following essential considerations:

- **Intensity:** Provides transition in intensity from adjacent uses/zones.
- **Access:** Located on a collector or arterial roadway with adequate access for the proposed use.
- **Infrastructure:** The existing or planned infrastructure is adequate to meet the needs of the proposed use.
- **Compatibility:** Provides an appropriate transition in building scale from surrounding uses.

Policy Basis

- LU 1
- LU 1.1
- LU 1.2
- LU 1.3
- LU 2
- LU 2.1
- LU 2.2
- LU 2.3
- TC 2.6
- TC 3.2
- TC 4.4
- ED 2
- ED 2.3
- H 1
- H 1.1
- H 1.2
- H 1.3
- H 2
- H 2.2
- H 3
- H 3.1
- H 3.2
- PR 3.1
- NH 1
- NH 1.1



Description

The vibrant, historic Downtown is the heart of Lewiston. Downtown is characterized by its pedestrian orientation, waterfront location, and density with zero-setback buildings often with very high building to lot area ratio and no off-street parking. It provides a wide range of uses (office, retail, service, residential), and areas for events, entertainment, and public art. Buildings frame the public right-of-way with continuous commercial frontage, creating a comfortable walkable environment.

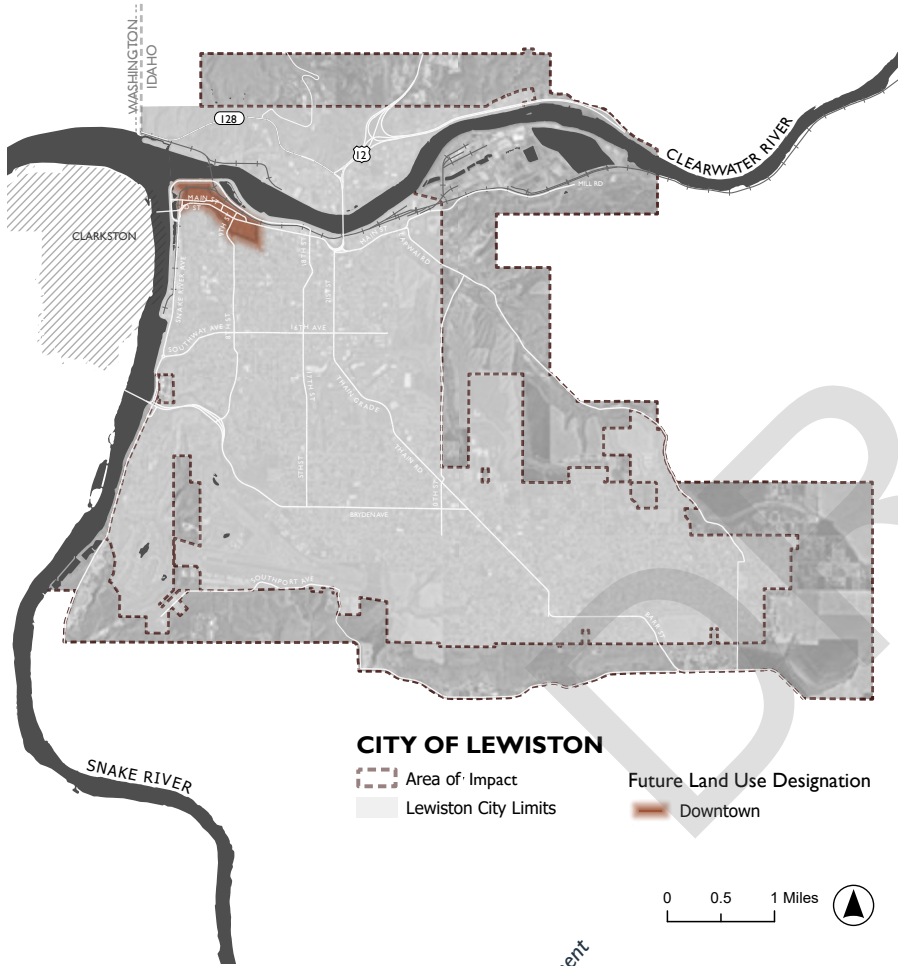
Examples

Mixed-use developments, office, apartments, Residential uses above or behind commercial uses, eating and drinking establishments, retail stores, commercial entertainment businesses.

Suggested Residential Density Range
12 + DU/acre

Policy Basis

- CC 1
- CC 1.1
- CC 1.2
- CC 1.4
- CC 3
- CC 3.1
- CC 3.3
- LU 1
- LU 1.1
- LU 1.2
- LU 1.3
- LU 2
- LU 2.1
- LU 2.2
- LU 2.3
- TC 3.2
- ED 1
- ED 1.1
- ED 4
- ED 4.1
- ED 4.2
- ED 4.3
- H 1
- H 1.1
- H 1.3
- H 2
- H 2.2
- H 3
- H 3.1
- PR 1
- PR 1.3
- PR 2.3
- NH 1
- NH 1.1



Description

Community Commercial areas provide mid- to high-intensity commercial uses that attract people from across the community. The most intense uses should be located adjacent to major roadways, particularly near intersections of two major roadways. Uses should decrease in intensity when located farther from major roadways and near less intense residential areas. Inactive uses such as storage and warehousing should be located behind more active commercial uses along streets.

Examples

Distribution centers, office and storage facilities, technology and software firms, grocery stores and supermarkets.

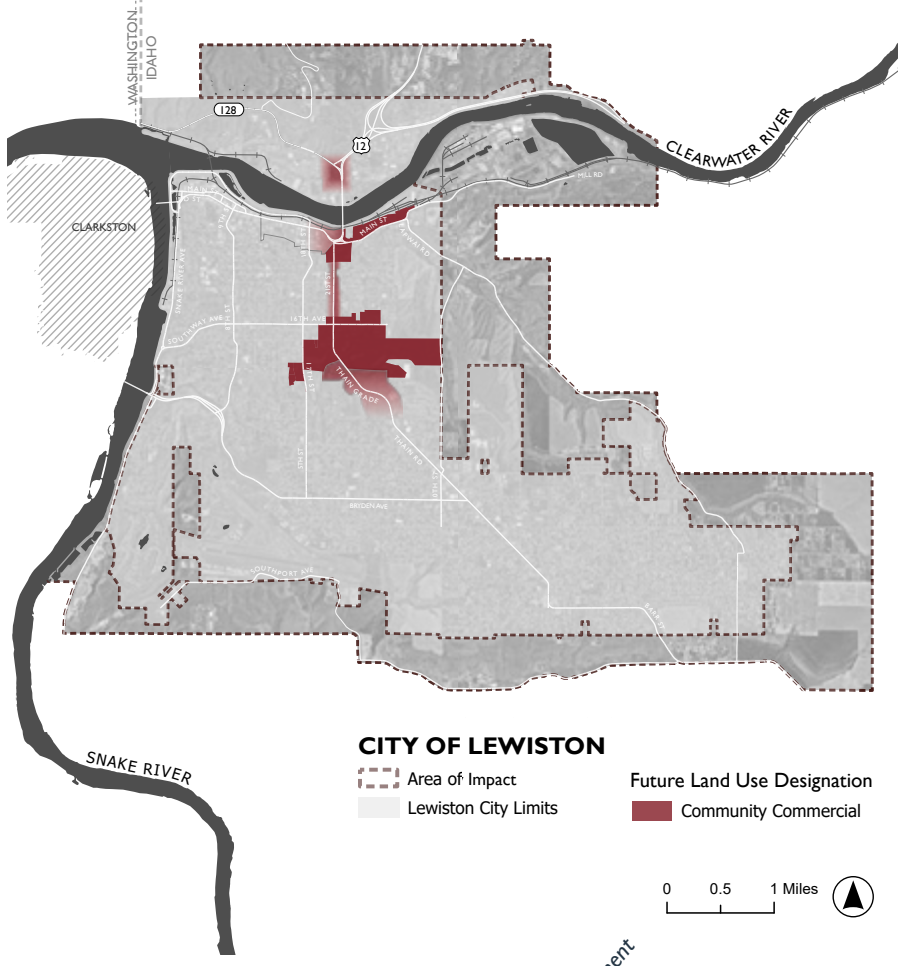
Suggested Residential Density Range

12+ DU/acre can be considered with the following essential considerations:

- **Location:** Commercial uses remain along street frontage. Residential uses should be located above or behind commercial uses.
- **Intensity:** Provides transition in intensity from adjacent uses/zones, provides and appropriate transition in building scale from surrounding uses.
- **Access:** Located on a collector or arterial roadway with adequate access for the proposed use.
- **Infrastructure:** The existing or planned infrastructure is adequate to meet the needs of the proposed use.
- **Compatibility:** The presence of residential would not possibly hinder future commercial uses on adjacent commercial areas. The proposed location is not within the proximity of industrial uses in areas identified for additional industrial uses on the future land use map.

Policy Basis

- CC 3
- CC 3.1
- LU 1
- LU 1.1
- LU 1.2
- LU 1.3
- LU 2
- LU 2.1
- LU 2.2
- LU 2.3
- TC 2.6
- TC 3.2
- ED 1
- ED 3
- ED 3.1
- ED 3.2
- ED 4
- ED 4.2
- ED 4.3
- H 3
- H 3.1
- H 3.2
- NH 1
- NH 1.1



Description

Neighborhood Commercial areas provide low-mid intensity commercial services primarily for surrounding residents. More intense and larger scale businesses should be located at intersections of collectors and arterial roadways and should be less intense. These areas may also provide a transition from more intense commercial or industrial uses to less intense and smaller scale residential areas.

Examples

Pharmacy, convenience stores, laundry/dry cleaning services, child care centers, small-scale professional offices.

Suggested Residential Density Range

8+ DU/acre can be considered with the following essential considerations:

- **Location:** Commercial uses remain along street frontage. Residential uses are located above or behind commercial uses when present.
- **Intensity:** Provides transition in intensity from adjacent uses/zones and provides an appropriate transition in building use, type, and scale from surrounding uses.
- **Access:** Located on a collector or arterial roadway with adequate access for the proposed use.
- **Infrastructure:** The existing or planned infrastructure is adequate to meet the needs of the proposed use.
- **Compatibility:** The presence of residential would not possibly hinder future commercial uses on adjacent commercial areas. The proposed location is not within the proximity of industrial uses in areas identified for additional industrial uses in the future land use map.

- Policy Basis
- CC 3

• CC 3.1

• LU 1

• LU 1.1

• LU 1.2

• LU 1.3

• LU 2

• LU 2.1

• LU 2.2

• LU 2.3

• TC 2.6

• TC 3.2

• ED 1

• ED 3

• ED 3.1

• ED 3.2

• ED 4

• ED 4.2

• ED 4.3

• H 3

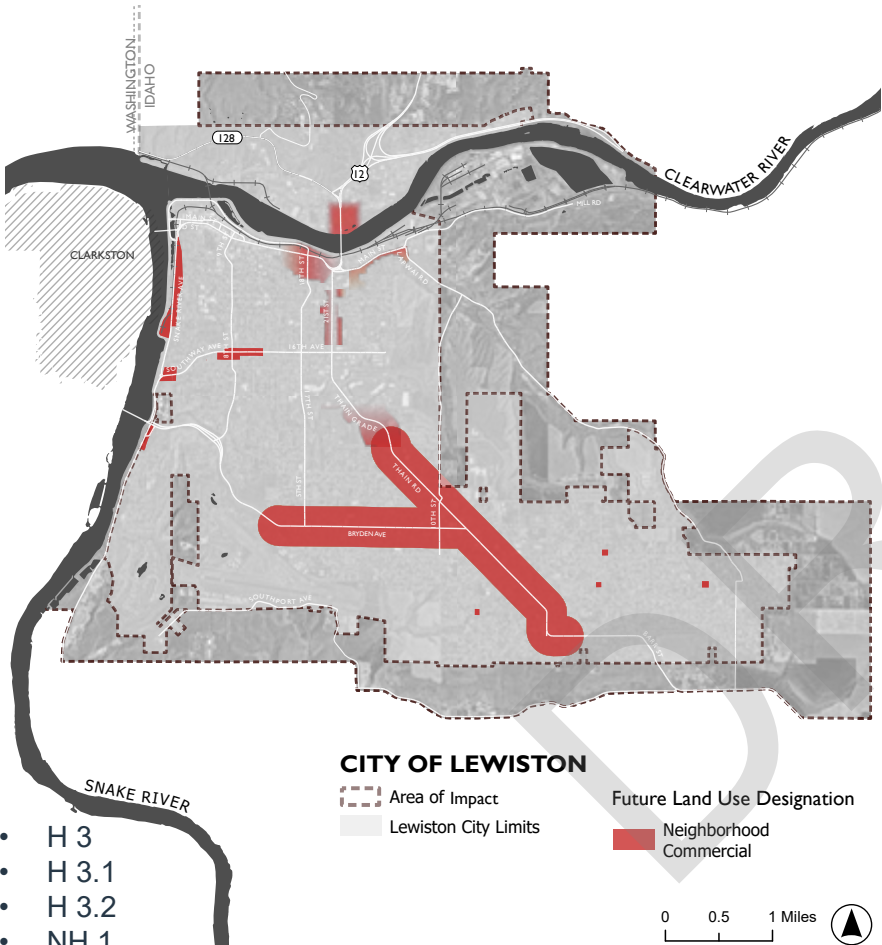
• H 3.1

• H 3.2

• NH 1

• NH 1.1

- Primary Use
- Supporting Use
- Discouraged Use



Description

Industrial areas provide employment opportunities and tend to support and/or utilize the Port and Airport. These areas are separated from nearby residential areas and are typically located near major transportation hubs and corridors such as the Port, Airport, major highways, and railways.

Examples

Warehouses and distribution centers, research and development centers, storage facilities, industrial parks (multiple facilities)

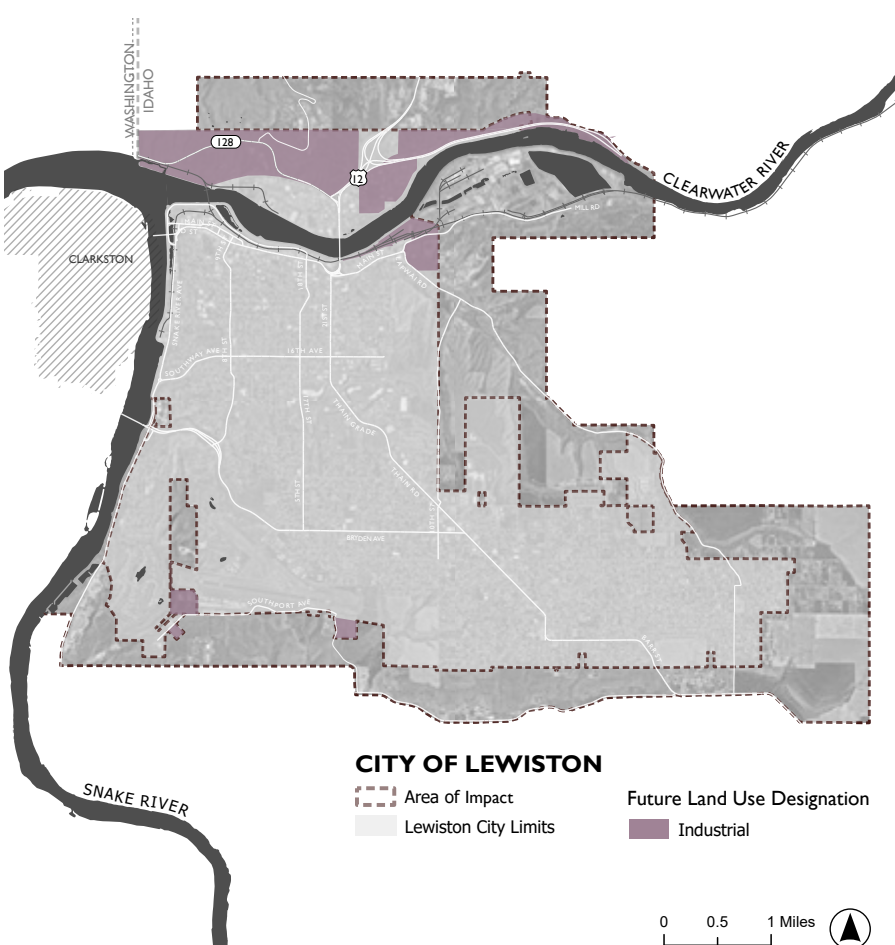
Suggested Residential Density Range

None

Policy Basis

- LU 1
- LU 1.1
- LU 1.2
- TC 2.6
- TC 3.1
- TC 3.2
- TC 4.4
- ED 1
- ED 3
- ED 3.1
- ED 3.2
- ED 4.2
- NH 1
- NH 1.1

- Primary Use
- Supporting Use
- Discouraged Use



Description

The Open Space land use designation is for publicly or privately owned land that is not intended to develop due to topography, or environmental protection or for public recreation or public safety protection purposes. It is often open to the public for recreational use.

Examples

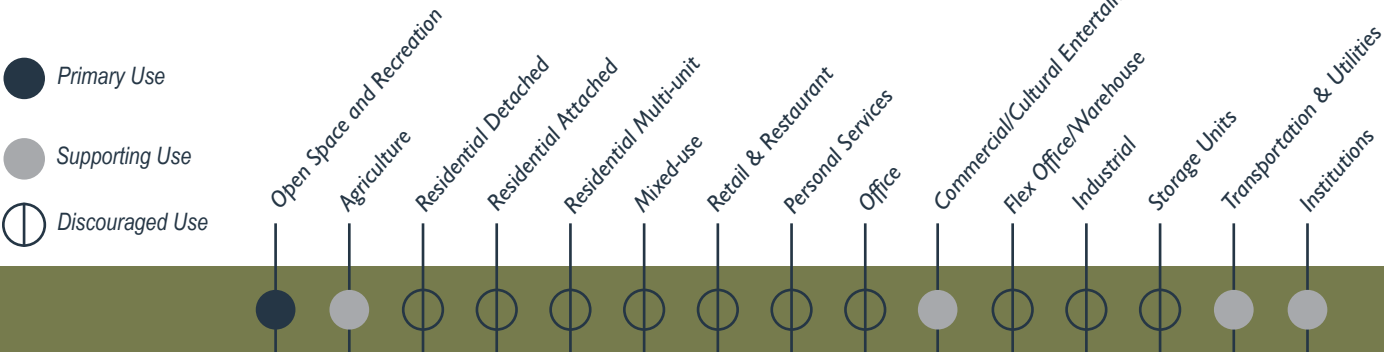
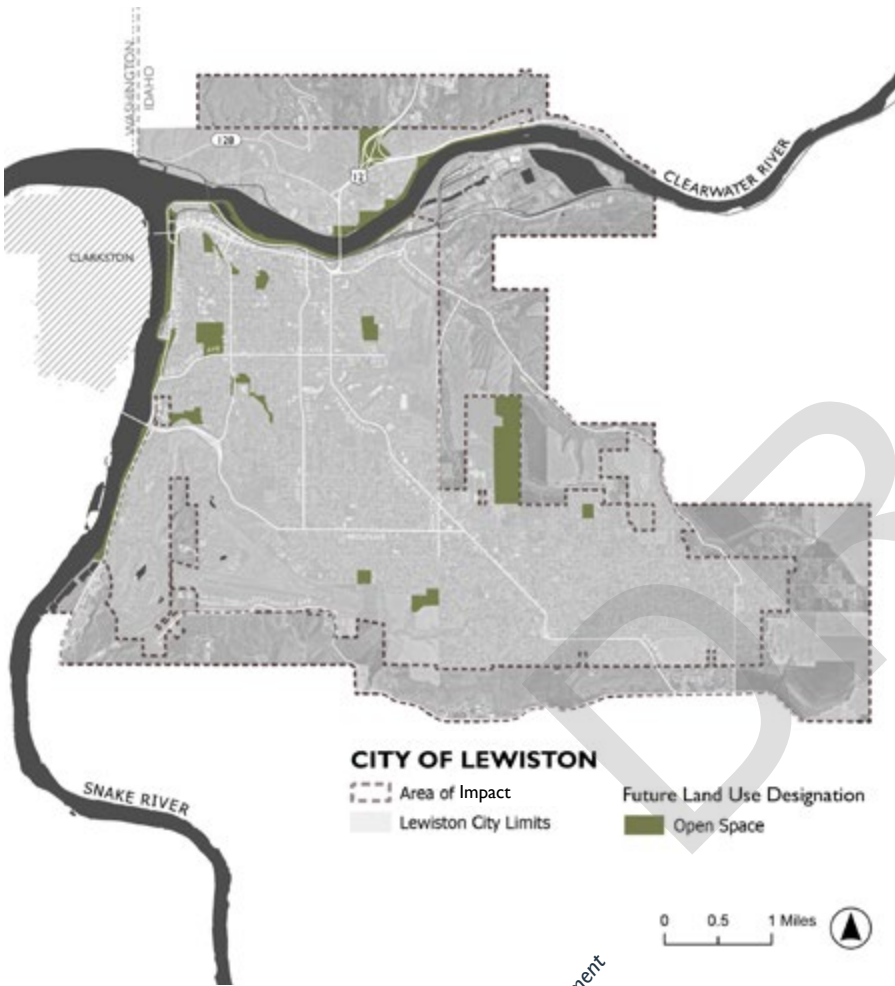
Ravines and drainage ways, City parks, plazas and squares, community gardens.

Suggested Residential Density Range

None

Policy Basis

- CC 1
- CC 1.3
- CC 1.4
- CC 3
- CC3.3
- LU 1.1
- TC 2.3
- TC 2.5
- TC 2.6
- TC 3.2
- TC 4.4
- ED3.3
- ED 4
- ED 4.1
- ED 4.2
- PR 1
- PR 1.3
- PR 3
- PR 3.1
- PR 3.2
- NH 1
- NH 1.1
- NH 2
- NH 2.1
- NH 3.1



Description

Limited to unique areas with special considerations to the use. These are generally limited to major institutional and transportation sites.

Examples

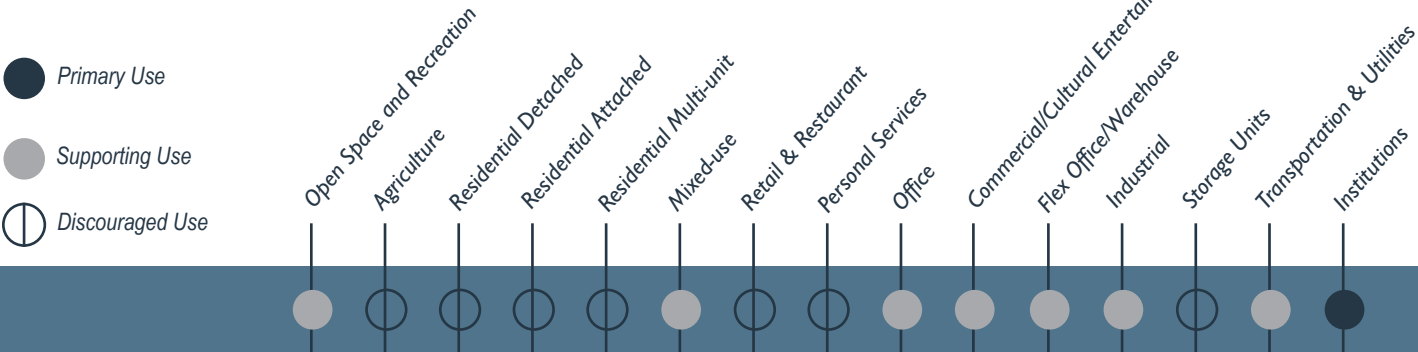
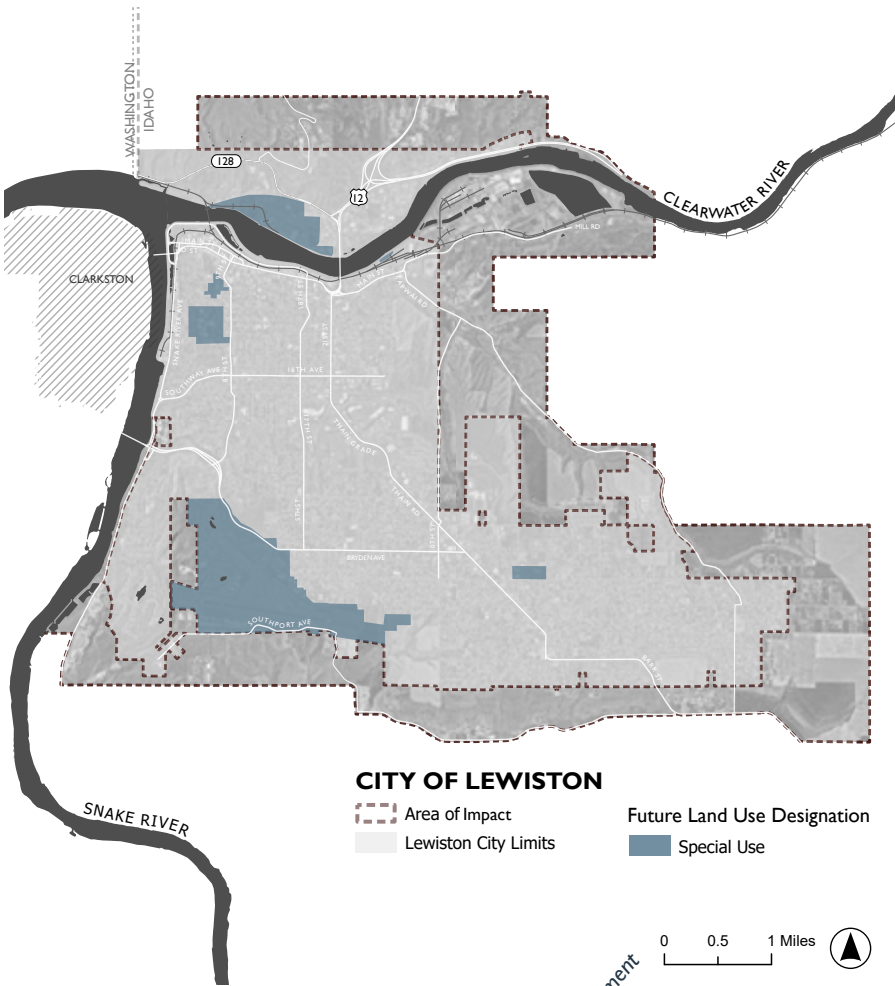
Cultural institutions, government buildings, and educational institutions

Suggested Residential Density Range

None

Policy Basis

- CC 2
- CC 2.1
- CC 2.3
- LU 1
- LU 1.1
- TC 2.6
- TC 3
- TC 3.1
- TC 3.2
- TC 4.4
- ED 1
- ED 1.3
- ED 2
- ED 2.4
- NH 1
- NH 1.1



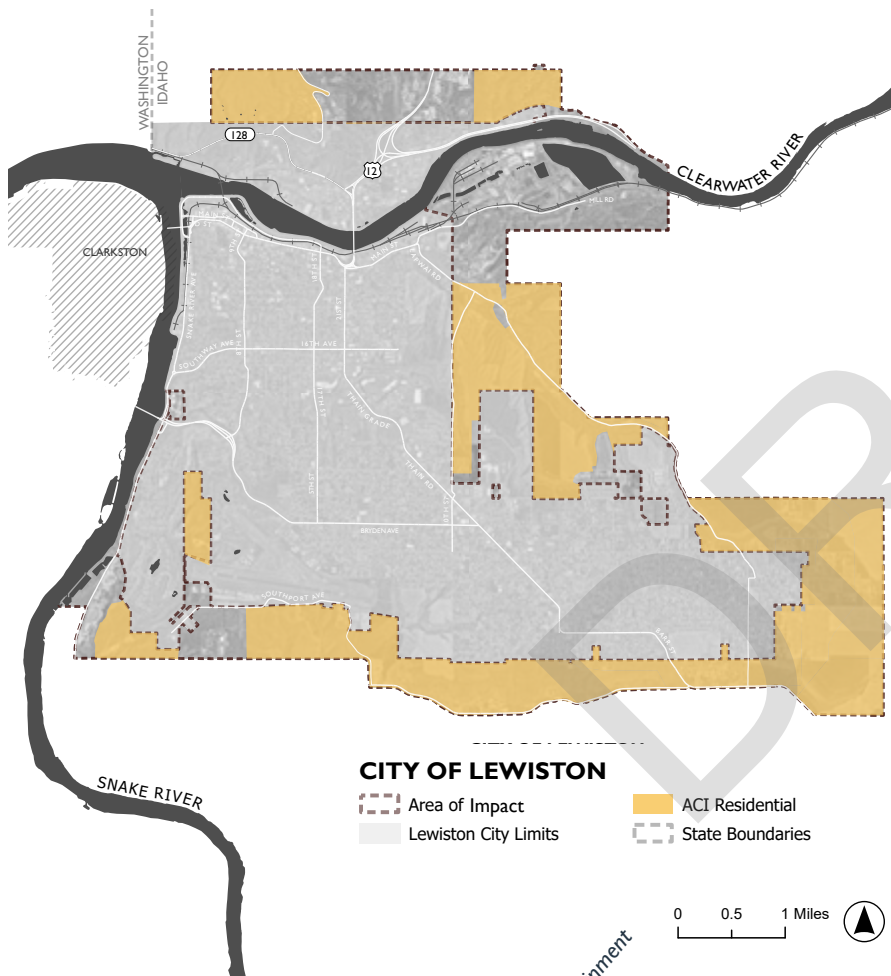
Description
Limited to AOI, primarily very low-density residential uses. May include ancillary agricultural or livestock uses.

Examples
Large lot, single-family residential, farmland.

Suggested Residential Density Range
1 DU/acre and less, up to 5 DU/acre can be considered with the following essential considerations:

- **Access:** Located on a roadway with adequate access for the proposed use.
- **Infrastructure:** The existing or planned infrastructure improvements, and capacity are adequate.
- **Compatibility:** Provides a continuation or appropriate transition with surrounding uses.

- Policy Basis**
- LU 1
 - LU 1.1
 - LU 2
 - LU 2.2
 - LU 3
 - LU 3.1
 - LU 3.2
 - TC 2.6
 - TC 3.2
 - H 1
 - H1.1
 - H 3
 - H 3.1
 - H 3.2
 - NH 1
 - NH 1.1

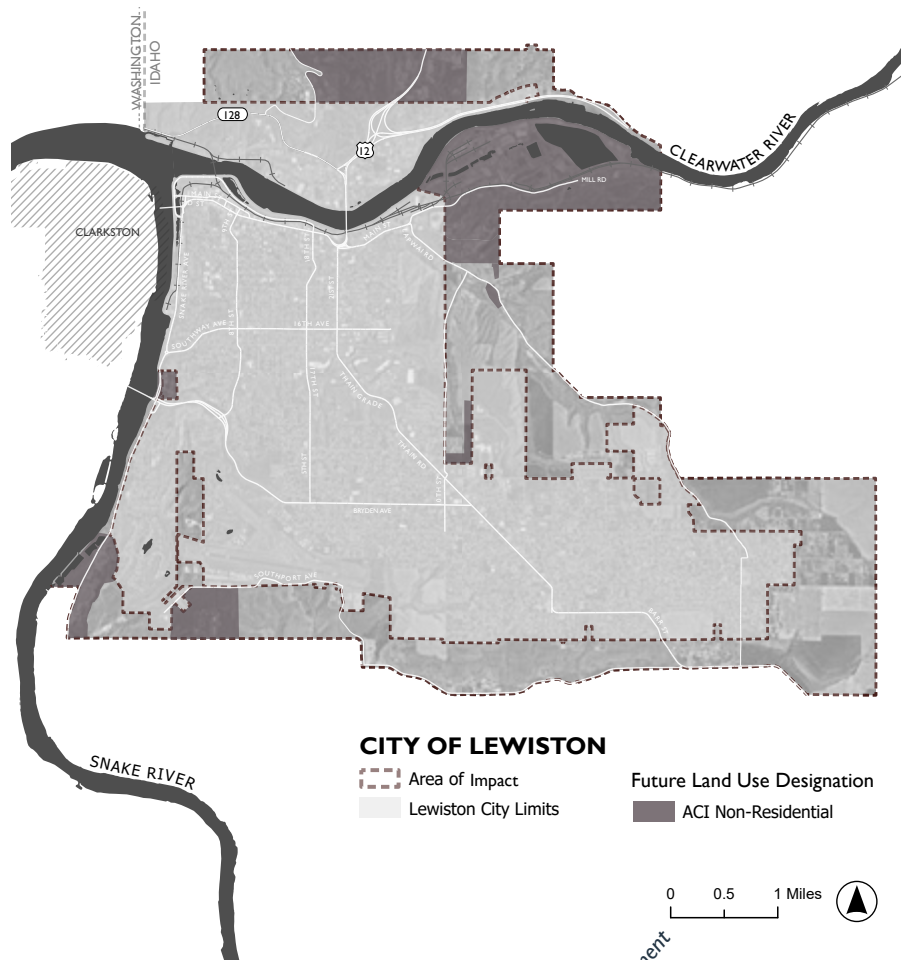


Description
Limited to AOI, primarily industrial and commercial uses. This may include utilities, agricultural, livestock, mining and/or extraction or institutional areas.

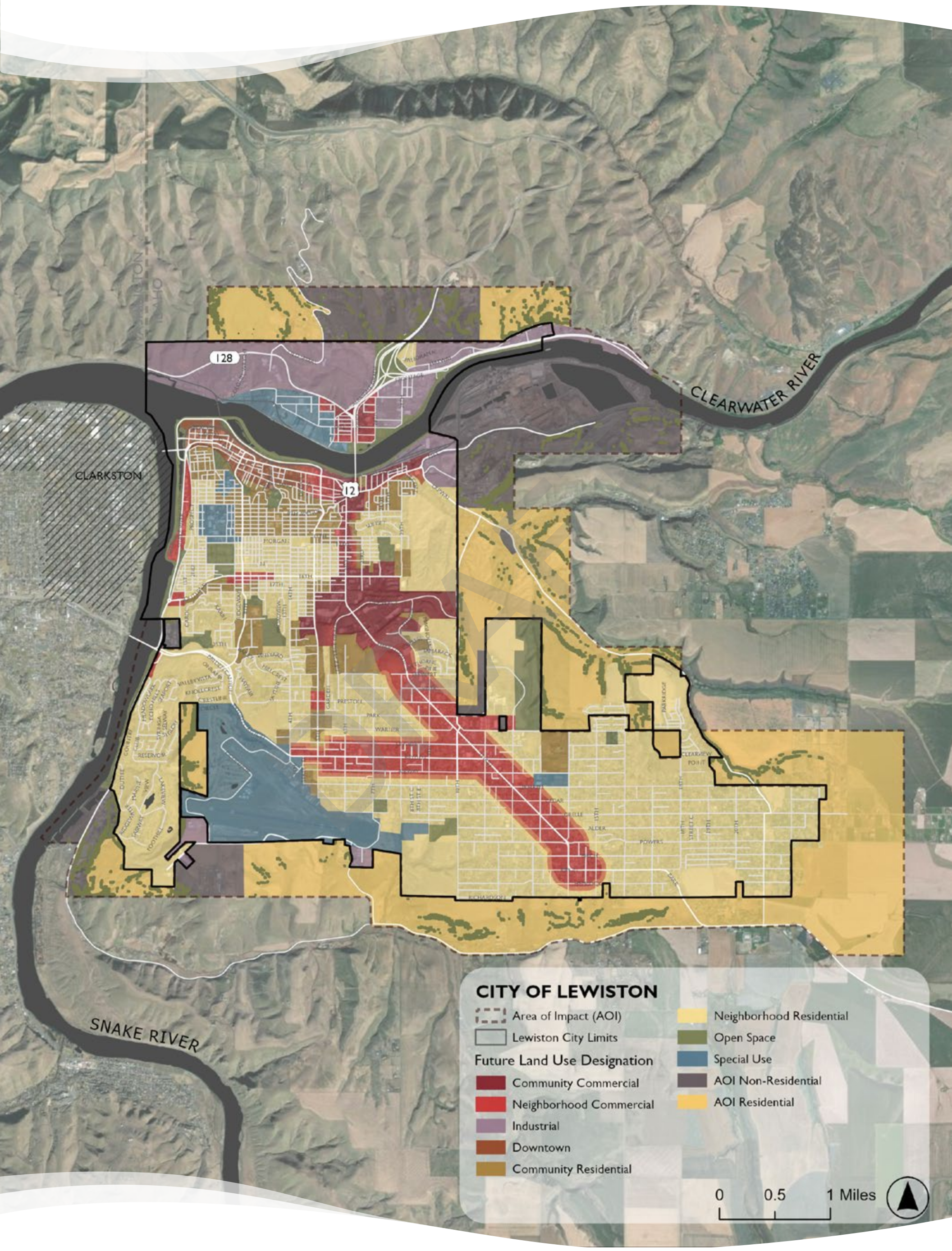
Examples
Retail, office, manufacturing, and industrial

Suggested Residential Density Range
None

- Policy Basis**
- LU 1
 - LU 1.1
 - LU 2
 - LU 2.2
 - LU 3
 - LU 3.1
 - LU 3.2
 - TC 2.6
 - TC 3.2
 - ED 3.1
 - ED 3.2
 - NH 1
 - NH 1.1



FUTURE LAND USE MAP



LAND USE GOALS AND OBJECTIVES

GOAL 1 | ACCOMMODATE FUTURE DEVELOPMENT AND REDEVELOPMENT.

- 1. Optimize compatibility. Align incompatible zoning and land uses and development regulations with the Future Land Use Map to establish consistent and compatible growth patterns.
- 2. Encourage quality development. Streamline processes and regulations for catalyst projects and development that fills gaps in services, provides housing or employment, or meets other community needs.
- 3. Balance land uses. Establish land use patterns that accommodates various land uses in proportion to the needs of the community.



GOAL 2 | PROVIDE HOUSING CHOICES THROUGHOUT LEWISTON.

- 1. Diversify possible housing options. Ensure that a variety of types, scale and density-appropriate housing can be constructed throughout Lewiston, promoting neighborhoods that cater to residents of all incomes, ages, family structures and cultures.
- 2. Allow for density by ensuring compatibility. Build additional housing types in a scale appropriate way that fits into existing neighborhoods.
- 3. Facilitate workforce housing for critical services and employers. Key sectors such as healthcare, education, emergency services, and personal services need workforce housing in Lewiston. Explore what land use policy changes and regulation would enable such development.



GOAL 3 | COORDINATE GROWTH WITHIN THE AOI.

- 1. Collaborate Planning with Nez Perce County. Enhance the partnership with Nez Perce County to ensure better coordination on shared planning goals.
- 2. Strategize growth direction. Work with Nez Perce County to direct growth to areas with available, committed, or planned infrastructure capacity.



Themes

Economic Resilience & Diversification

Collaboration & Investment

High Quality of Life

Icon Key

Dimensions of Health & Wellbeing

Emotional

Intellectual

Spiritual

Physical

Social

Economic

Environmental



Photo: Interstate Highway Bridge
Credit: City of Lewiston

CHAPTER 5 TRANSPORTATION AND CONNECTIVITY

Lewiston’s transportation network reaches every corner of its boundary effects everyone as it connects people to their homes, jobs, natural and cultural resources, recreation, and other important places. Efficient transportation links that connect people, goods, services, and activities both within and to points outside the City are essential to sustain and grow economic activity, promote health and a sense of well-being, and support a vibrant community.

Additional information about the transportation and connectivity are located in Appendix C, Existing Conditions Report.

ROADWAYS

Downtown, Normal Hill, and the Orchards have significant grid systems that are highly connective within the grid, however they often operate as independent systems due to topography limiting connectivity between them. Normal Hill has the most regimented grid, while downtown’s is a bit more organic, following the riverbank’s curves. The Orchards has a looser grid in larger scale rectangular blocks. While this provides better connectivity than more suburban areas like the Country Club/ Elks area, the right of way widths are substandard and are often one way traffic, limiting the effectiveness of this connectivity. As newer areas of the Orchards continue growth, continuation of the grid is needed to continue connectivity, but can be challenging due to a number of factors including topography. A roadway bridge links North Lewiston to the rest of the city as well as two additional bridges linking Lewiston to Clarkston. Lewiston’s land use patterns of generally low levels of housing and employment density make the roadway network all the more critical. Lower densities of land use require farther distance between destinations and increase levels of auto-dependance as it becomes harder to walk, bike, or take transit as a viable alternative. Increased connectivity in areas of low connectivity and accommodating changes in land use patterns are needed to shorten required travel distances. Areas such as downtown have older infrastructure that is frequently in need of improvement. The Orchards is experiencing growth and requires rebuilding undersized roadways and resolving substandard right-

of-way widths to accommodate these improvements. Rebuilding old roadways in the Orchards and throughout the City will add capacity to the roadway network, but will also require significant ongoing investment, particularly in light of the inconsistent standards and varying levels of maintenance.

NON-MOTORIZED TRANSPORTATION

Lewiston’s downtown and Normal Hill neighborhoods have a generally high level of connectivity that provides many routes for non-motorized travel, however, in many other areas of the City, connectivity is lower and land uses are generally low in density which requires long distances to travel. Steep topographic changes also make non-motorized travel challenging. Paired with the lack of bike paths and sidewalks in many areas, there is not always a good option for those without a car to get around Lewiston currently. However, the City does boast extensive trails, primarily along the levees that provide recreational non-motorized opportunities. Additional connections between the waterfront, other existing trails, and the rest of the city are needed to create a true network of options for non-motorized movement.

PORT

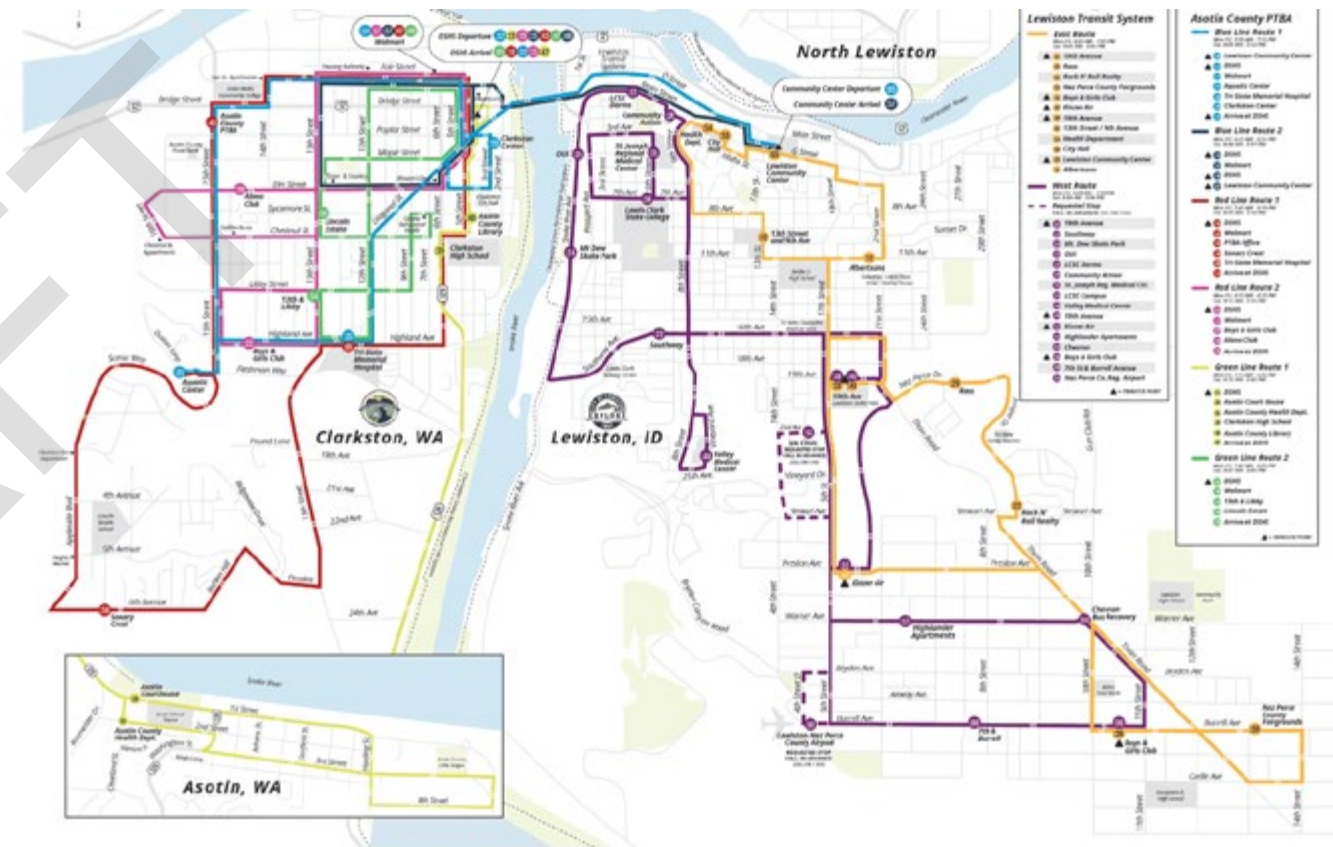
The Port of Lewiston is a public organization serving Nez Perce County as an economic development district and intermodal transportation system. The Port District is administered by a Port Commission. It is serviced by Highway 12 and a feeder rail line. Passenger cruise traffic has increased in recent years to the Port of Clarkston, WA, and presents the possibility of expanding Port of Lewiston operations to include passenger docking facilities as described in the [2019 Port of Lewiston Confluence Riverfront Master Plan](#).

RAIL

A feeder line of the Great Northwest Railroad provides the Port with a link to the Union Pacific Railroad (UPRR) and Burlington Northern Santa Fe Railroad (BNSFRR) for freight. There is no rail passenger service.

TRANSIT SERVICES

The City operates two fixed transit routes within Lewiston which loop through the City with one-hour headways. In addition, an ADA paratransit service is offered where riders can arrange a pick up and drop off on demand. Lewiston is a transfer point for three regional transit services, Lewiston Transit, the Asotin County Public Transportation Benefit Area, and Appaloosa Express. These are depicted in the map below. Barriers to additional transit services include low land use densities, a first mile/last mile disconnect between many riders’ origin or destination and the transit service entry or exit point, and long headways. Additional micro-mobility services where users can summon rides on demand would widen the reach and flexibility of the transit network, especially in areas further away from fixed routes.



TRANSPORTATION AND CONNECTIVITY
HEALTH AND WELLBEING CONSIDERATIONS

People’s choice of transportation mode and how the City is connected has wide reaching implementation for health and wellbeing. High levels of auto dependency are linked with more sedentary lifestyles that are linked to several potential health risks such as obesity and heart disease. Providing desirable alternatives that corresponds to physical activity but also promotes equity since not all people have access to an automobile. Considerations for existing and changing needs for residents who do not, or cannot drive will benefit Lewiston’s growing senior population. High levels of connectivity shorten travel distances which helps reduce emissions and improves air quality and noise pollution. High levels of connectivity also provide easier access to social activities and essential services such as healthcare.



Photo: Airport Facilities
Photo Credit: Lewiston Nez Perce Regional Airport

AIRPORT

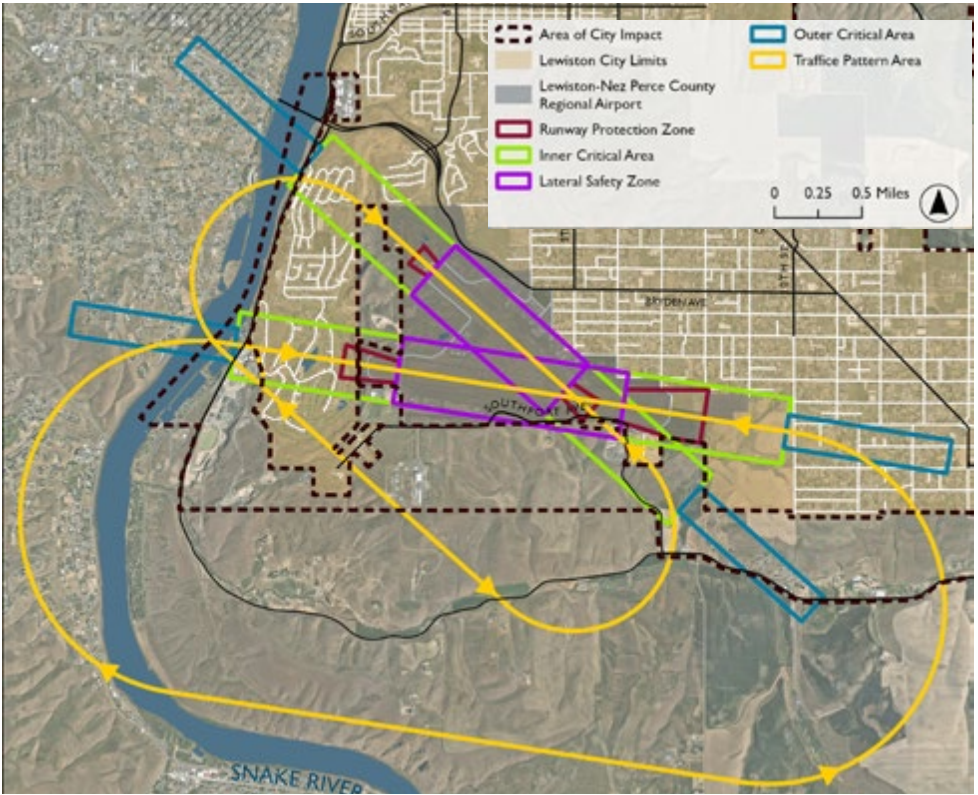
The Lewiston Nez Perce County Regional Airport is under joint ownership between the City of Lewiston and Nez Perce County. The Airport area lies partially within Lewiston City limits, with the remainder in unincorporated Nez Perce County. The Lewiston-Nez Perce County Airport Authority and a governing Board of Commissioners administer airport operations and property. There are daily flights to and from Salt Lake City, Utah, Seattle, Washington, and Denver, Colorado. Regional examples such as Bozeman, Montana and Bend/Richmond Oregon show that there is potential for additional growth and destinations, especially considering the approximately 8,000 cruise passengers who fly through Lewiston each year. Additional growth may be achieved through private air traffic such as business aviation and charter flights.

The area around the airport requires compatible land uses to reduce hazards and nuisances to both neighboring land uses and airport operations. To accommodate this, Lewiston has established a zoning overlay with varying zones to mitigate these possible incompatibilities. In general, uses that are higher density or bring large amounts of people in one place are not desired near the airport as lower densities minimize potential hazards.

While the specific plans and technical data are explored more fully in Appendix E, Airport Plan, the goals and objectives are integrated into those of this chapter including the following:

- Continue collaboration to ensure airport success. Partner with Nez Perce County and the Airport Authority to ensure the airport gets needed support.
- Facilitate compatible land uses near critical assets. Surround the airport with compatible uses that provide benefit to and do not conflict with airport operations while supporting the creation and livelihood of aviation-oriented businesses and other industries dependent on air transport such as the Southside Airport Business Park.
- Evaluate future land uses. Ensure the Airport Overlay Zone and the associated permitting procedures ensure an environment of compatibility between aircraft operations and interests and surrounding land uses.
- Increase Airport Accessibility. Improve public transit service to and from the airport.
- Facilitate implementation of the goals, objectives, projects and recommendations of the [Lewiston-Nez Perce County Regional Airport Master Plan](#).

LAND USE	AIRPORT OVERLAY ZONE			
	RUNWAY PROTECTION ZONE	INNER CRITICAL AREA	OUTER CRITICAL AREA	AIRPORT INFLUENCE AREA
RED= PROHIBITED				
YELLOW = ALLOWED BY PROCEDURES AND STANDARDS SET FORTH IN ZONING CODE. HEIGHT LIMIT & LAND USE DISCLOSURE REQUIRED.				
GREEN = ALLOWED				
Residential				
New Single-family, nursing homes, multi-family, apartments, condominiums, mobile home parks, detached accessory structures (shops), additions.	Red	Yellow	Yellow	Green
Transient lodging (i.e. hotels and motels)	Red	Yellow	Yellow	Yellow
Public				
Schools, libraries, churches	Red	Red	Yellow	Yellow
Parking and cemetery	Red	Yellow	Green	Green
Commercial/Industrial				
Offices, retail trades, light industrial, general manufacturing, utilities, extractive industry	Red	Yellow	Yellow	Yellow
Airport revenue producing enterprises	Red	Yellow	Yellow	Yellow
Agricultural and Recreational				
Cropland	Green	Green	Green	Green
Livestock breeding, zoos, golf courses, riding stables, water recreation	Red	Yellow	Yellow	Yellow
Outdoor spectator sports, parks, playgrounds	Red	Red	Red	Yellow
Amphitheaters	Red	Red	Red	Yellow
Open Space	Green	Green	Green	Green
Bird and Wildlife Attractants				
Sanitary Landfills	Red	Red	Red	Red
Water treatment plants, water impoundments	Red	Red	Red	Red
Wetlands Mitigation	Red	Yellow	Yellow	Yellow



TRANSPORTATION AND CONNECTIVITY

GOALS AND OBJECTIVES

GOAL 1 | PROMOTE A SAFE TRANSPORTATION SYSTEM FOR ALL USERS.

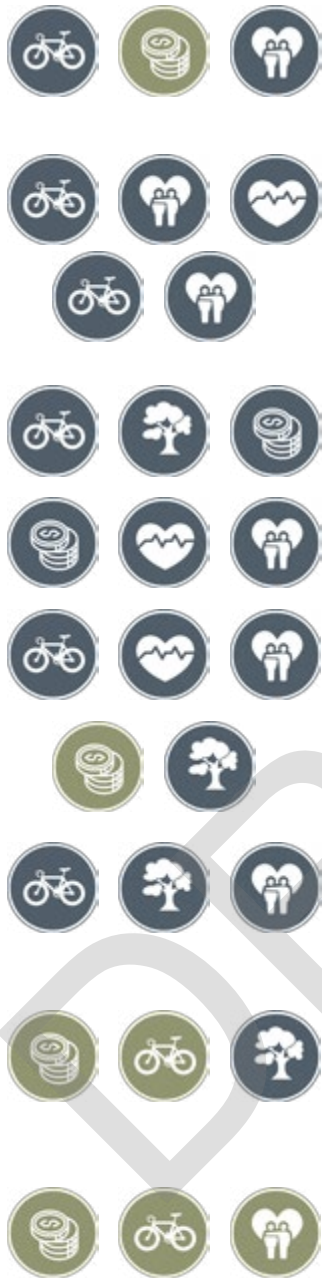
- 1. Reduce crash rates for all modes of transportation. Understand and mitigate safety risks, especially for the most vulnerable system users.
- 2. Promote safer alternatives. Design a system for the safety of all users.

GOAL 2 | IMPROVE LIVABILITY WHILE ADDRESSING THE NEEDS OF ALL TRANSPORTATION MODES.

- 1. Enhance traditional transit and on-demand transit access and service. Increase mobility for users who rely on transit services.
- 2. Provide a non-motorized transportation system. Enable active mobility options for all users and abilities.
- 3. Manage traffic congestion. Have adequate flow, width, and functionality of roadways.
- 4. Improve connectivity between neighborhoods and destinations. More connections between the waterfront, various neighborhoods and key destinations such as commercial areas will reduce travel times by providing more route options.
- 5. Facilitate compatible land uses near critical assets. Evaluate future land uses around the airport and port with compatible uses that provide benefit to and do not conflict with operations.

GOAL 3 | ADVANCE ECONOMIC GROWTH, AND QUALITY OF LIFE THROUGH TRANSPORTATION.

- 1. Facilitate the efficient movement of goods. Attract economic activity with movement of goods to, from, and through the City.
- 2. Improve coordination of land use and transportation planning. Match uses and infrastructure for maximum efficiency and compatibility between land uses and the transportation system.
- 3. Utilize maintenance to optimize road investments. Prioritize long-term cost-effectiveness as it relates to operation and maintenance costs.



- 4. Organize efforts for optimal outcomes. Coordinate projects with other departments to maximize public investment.
- 5. Increase Accessibility. Increase public transit services, including traditional and on-demand services throughout the city to better service key destinations including the airport, healthcare facilities and other essential services.

GOAL 4 | ATTAIN BUY-IN AND CONSENSUS FROM THE COMMUNITY AND PARTNERS.

- 1. Engage to best meet community needs. Involve the public and other local and regional partners in the transportation planning process.
- 2. Improve communication. Provide clear and transparent information about the planning process.
- 3. Increase collaboration to ensure airport success. Partner with Nez Perce County and the Airport Authority to ensure the airport gets needed support.
- 4. Facilitate implementation of existing plans. Facilitate implementation of existing plans. Work with partners to take action on implementing the goals, objectives, projects and recommendations of existing plans.

GOAL 5 | DEVELOP PARTNERSHIPS AND LEVERAGE FUNDING OPPORTUNITIES.

- 1. Collaborate with regional partners. Strengthen relationships with area entities to improve the transportation system in and to Lewiston.
- 2. Promote and seek new funding opportunities. Seek new funding opportunities. Enable future transportation improvements with additional financial resources.

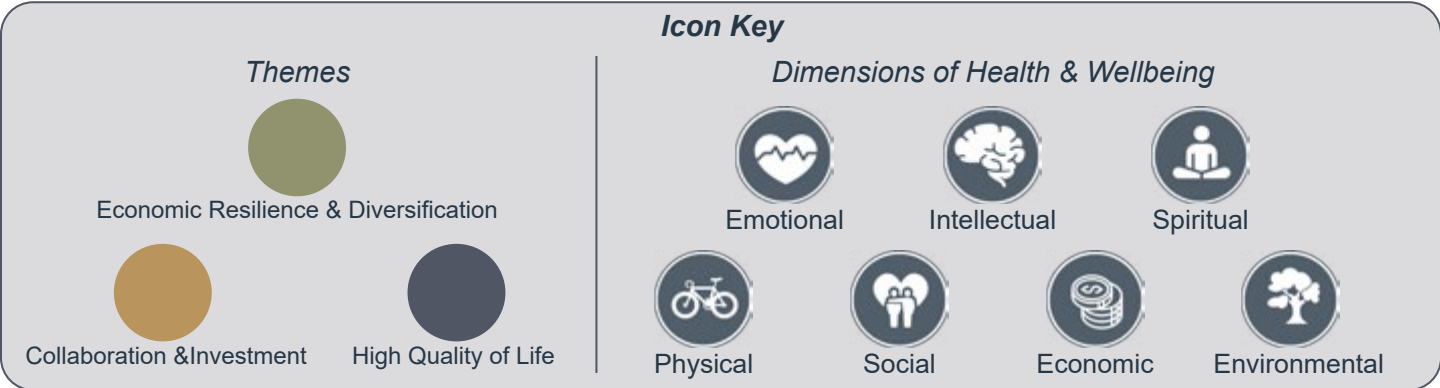




Photo: Main Street
Credit: City of Lewiston

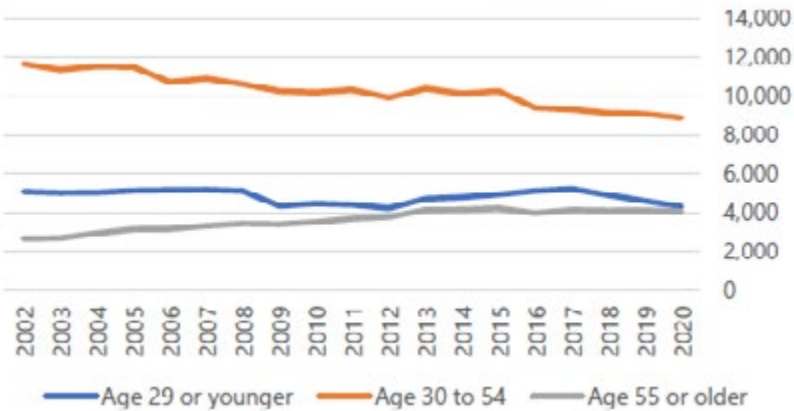
CHAPTER 6 ECONOMIC DEVELOPMENT

CONTEXT

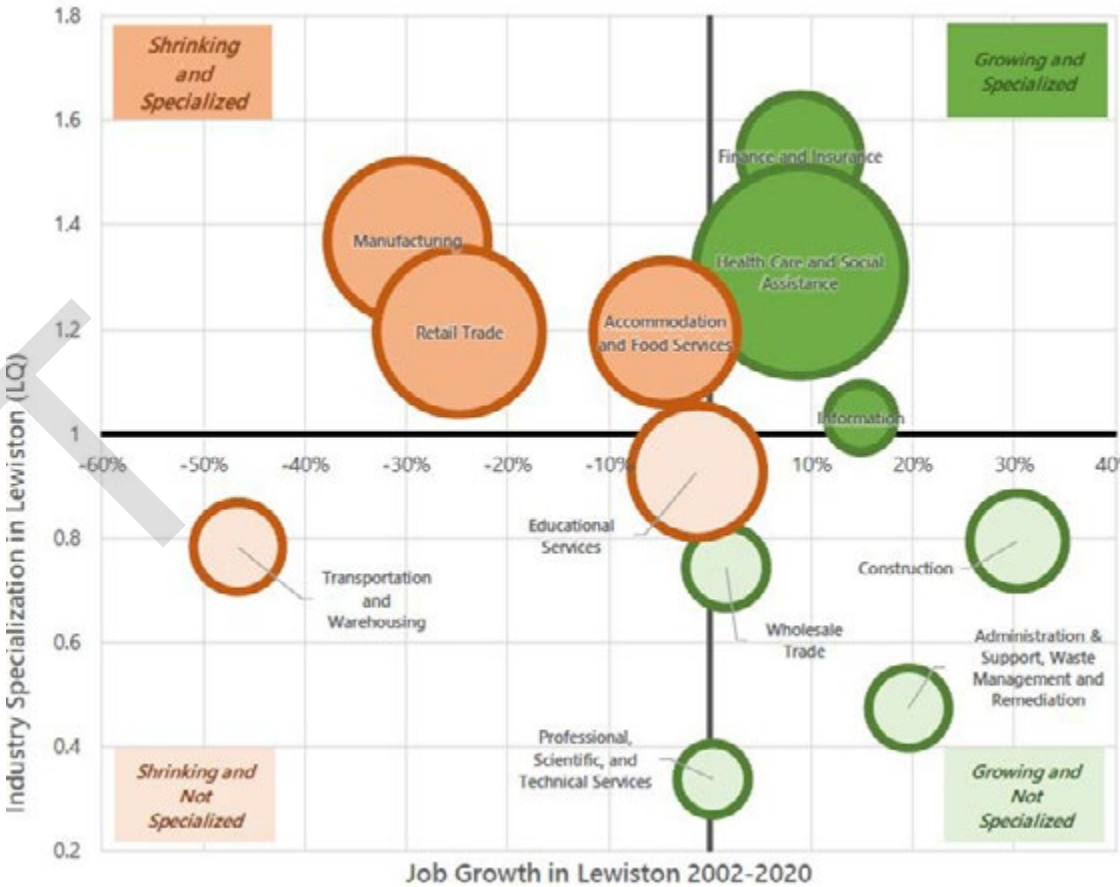
As the largest city in the Lewis-Clark Valley, Lewiston has maintained jobs in industries over the past 20 years that serve the region such as healthcare and finance, despite sluggish population growth. Lewiston’s neighbor, Clarkston, WA competes for the area’s retail amenities. Clarkston has seen recent commercial success with big-box development such as Walmart and Costco even though Lewiston offers lower sales tax rates. At the same time, the City has seen a sharp decline in manufacturing jobs within significant industries such as wood products manufacturing, largely due to industry trends such as automation. While recent growth in new industries including sheet metal and ammunition manufacturing is insufficient to offset losses in these and other declining industries, including retail, it points the way to potential future industry strengths for the City—in addition to others, such as expanding tourism. To make the most of these opportunities, the City and its economic development partners will need to continue grappling with challenges ranging from retaining a young workforce to the region’s relative geographic isolation.

The last Comprehensive Plan included goals for a diversified economy that provides living wage jobs and containment of commercial development in existing commercial nodes. More recent plans related to economic development have broadened to encompass goals for increasing access to housing and supply chain resiliency, considering the national housing affordability crisis and challenges experienced during the COVID-19 pandemic. In recent decades, the City has had great success with the redevelopment of its historic downtown, though growing a critical mass of customers has been noted as a challenge in the [2019 Downtown Master Plan](#). Continued development of infrastructure and amenities in the City is needed in order to build on recent gains in higher paying jobs. This will enable employers to recruit and retain skilled workers more easily. In a community survey conducted for the development of Envision Lewiston 2044 in Summer 2023, “developing quality employment and educational opportunities” was the highest-ranked action for supporting a high quality of life in Lewiston—which aligns with other input received for this Plan, showing that growing economic opportunity and resilience is a community priority for this plan update. Bridging gaps between educational offerings and needed skills will help people stay and develop careers in Lewiston for the long term, and reverse the current trend of a shrinking workforce for workers under ae 54.

Additional information on existing economic conditions can be found in Appendix C, Existing Conditions Report.



CHANGE IN NUMBER OF EMPLOYEES BY AGE, LEWISTON, 2002-2019.
Source: U.S. Census Longitudinal Employer-Household Dynamics via Census OnTheMap;
Leland Consulting Group



JOB GROWTH IN LEWISTON, 2002-2020
(Private Industry, employing 300+ in 2022 only). Source: U.S. Census Longitudinal Employer-Household Dynamics (LEHD) via Census OnTheMap; Bureau of Labor Statistics Quarterly Census of Employment and Wages; Leland Consulting Group

ECONOMIC DEVELOPMENT HEALTH AND WELLBEING CONSIDERATIONS

Economic stability is a key component of health and wellbeing as having the resources to provide housing, food, and quality health care are essential. Public outreach indicated that the economics and housing determinant of health and wellbeing was the most needed in Lewiston. As cost-of-living climbs and if income level fails to keep pace, financial security wanes. A strong, healthy economy has health benefits for the people in its environment, such as better mental health outcomes, improvements in environmental health, and educational opportunities. These work together with economic health to create a higher quality of life for Lewiston’s people.

ECONOMIC DEVELOPMENT
GOALS AND OBJECTIVES

GOAL 1 | STRENGTHEN LEWISTON’S ROLE AS A REGIONAL
ECONOMIC HUB.

- 1. Build and strengthen regional partnerships. Continue building relationships among regional economic development partners, fostering collaboration and engagement in strategic planning.
- 2. Enhance business recruitment and expand relocation support. Support business attraction and recruitment efforts by identifying metrics, incentives, and benefits for target industries.
- 3. Expand Lewiston’s accessibility. Work with partners to expand access from air, land, and water to and from Lewiston.
- 4. Encourage retail, entertainment, and recreational industries. Solidify Lewiston’s place as an economic, social and recreational center for people throughout the region.

GOAL 2 | ATTRACT AND RETAIN A SKILLED WORKFORCE.

- 1. Facilitate training and jobs. Support low-barrier pathways and remove high-barrier pathways to living wage jobs through the continued development of career and technical training.
- 2. Support partners to mitigate barriers to employee retention. Collaborate with appropriate organizations to help retain Lewiston’s workforce.
- 3. Improve housing affordability for lower-income households. Housing is a critical element in the attraction and long-term retention of employees and is needed at all levels of income but is mostly in demand at lower price points.
- 4. Partner to expand career opportunities. Work with community organizations to create opportunities for workers to build careers in Lewiston.



GOAL 3 | BUILD ON INDUSTRY STRENGTHS WHILE
EXPLORING NEW OPPORTUNITIES.

- 1. Support the emerging base of small-scale advanced manufacturing. Continue bringing quality jobs to Lewiston by attracting new companies and entrepreneurs in existing and emerging industries.
- 2. Identify and expand existing and potential new industry clusters through the development of an economic development strategic plan. Create an economic development strategic plan that has focus on cluster business recruitment.
- 3. Boost tourism in Lewiston. Cater to tourism related to local strengths.

GOAL 4 | CONTINUE DEVELOPING UNIQUE PLACES AND
EXPLORE EMERGING AREAS FOR REVITALIZATION.

- 1. Encourage Downtown revitalization with improvements. Invest in strategic improvements to drive further investment interest.
- 2. Explore longer-range opportunities for revitalization. Utilize catalyst projects and long-term strategies to establish long-term vitality.
- 3. Re-envision underutilized retail spaces. Accommodate a wider range of uses and activities to better meet changing market demands.



Themes

Economic Resilience & Diversification

Collaboration & Investment

High Quality of Life

Icon Key

Dimensions of Health & Wellbeing

Emotional

Intellectual

Spiritual

Physical

Social

Economic

Environmental



Photo: Downtown Lewiston
Credit: Logan Simpson

CHAPTER 7 HOUSING

CONTEXT

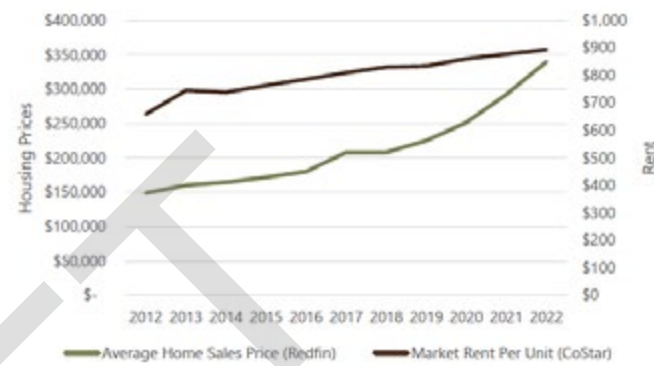
Despite its relatively slowly-growing population, Lewiston is becoming a less affordable place to live—with home prices out of reach for the median household income. While rent growth over the past decade has been more stable and in line with median household income growth, the City’s updated [Consolidated Plan](#) shows that a majority of low-income households experience challenges with housing affordability or quality—and that racial and ethnic minority groups experience rates of cost-burden above that of the City overall. In addition, maintenance needs for the City’s existing housing stock—most of it built prior to 1980—compounds affordability challenges for homeowners as well as renters.

The last comprehensive plan included a vision for a variety of housing types, but recent building trends have focused on single-family homes at the higher end of the market, with few apartment projects built over the past decade. Encouraging a greater diversity in housing types—including smaller units—is likely to yield more affordable options and may better meet other needs of the City’s residents, which includes a growing number of retirees as well as smaller households than in the past. Lewiston and many other communities have found that traditional zoning codes generally encourage either single family homes (the most expensive dwelling type) or higher density multi-family dwellings, but nothing in between. Housing typologies such as duplex, townhomes, cluster housing, and small multi-family buildings like fourplex or eightplex, are what is considered “missing middle” housing that has become less common over time. The desire for expanded housing options such as the missing middle has emerged as a consistent theme in community surveys and stakeholder interviews conducted during this plan’s development. Stakeholder interviews have noted a particular need for starter and “move-up” housing, the shortage of which currently poses a challenge for retaining younger residents and attracting businesses or employees. In addition to meeting needs related to affordability and choice, if the City’s population continues to grow at the same rate as in the past 20 years, it will need to produce housing at a faster rate to meet future needs. While the forces behind the housing market are large-scale and shaped by actors outside local government, the City has a significant role to play in terms of encouraging housing production, quality, and accessibility. The Lewiston [opportunity zone](#) (a federal program for long-term investment in low-income urban areas) located approximately north of 14th Avenue, provides additional options for reinvestment including housing.

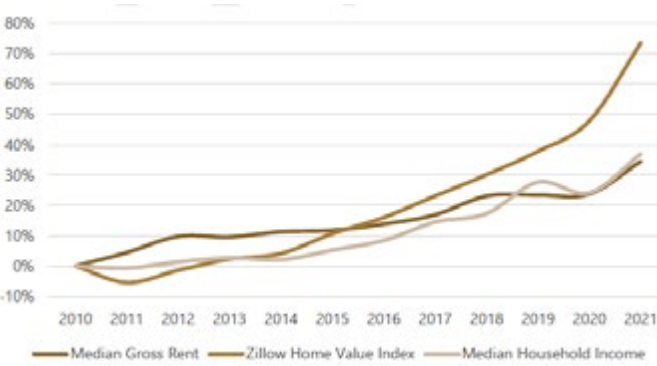
Additional information and detail on housing are contained in Appendix C, Existing Conditions Report.



HOME SALES PRICE AND MULTIFAMILY RENTS
(SOURCE: 2022 REDFIN (SALES DATA); 2022 COSTAR (RENT DATA);
LELAND CONSULTING GROUP)



CHANGE IN RENT, HOME VALUE, AND INCOME
(Source: 2021 American Community Survey (ACS), 5-Year
Estimates, Tables S2503, DP04; Zillow; Leland Consulting
Group)



PROTOTYPES OF RECENT MIDDLE AND MULTIFAMILY HOUSING
DEVELOPMENT IN LEWISTON

Lindsay Creek Estates PUD Townhomes,
2113 Powers Avenue, Unit B



Sale Price: \$399,900
Unit Size: 1,336 SF
Lot Size: 3,267 SF
2 Bedrooms, 2 Bathrooms
Built: 2023

Canyon View Apartments,
2704 17th Street



Asking Rent: \$1,644
Average Unit Size: 999 SF
Property Size: 9.73 acres
Number of Units: 119
Units per Acre: 12
Mix of 2- and 3-bedroom units
Built: 2019

(Source: Redfin; CoStar 6/15/2023)

HOUSING HEALTH AND WELLBEING
CONSIDERATIONS

Access to quality and affordable housing is critical for health and wellbeing, as shelter is a basic human need. When housing is in poor condition, things like mold, exposure to lead and asbestos, and poor insulation can have detrimental effects to physical health. The financial burdens of high housing costs can lead to mental stress and lessen the ability to properly maintain housing conditions. Access to a variety of housing options to suit the various stages of life allows people to stay in the community and maintain social connections. Housing location can also greatly affect health outcomes. Residences near hazards and poor environmental conditions experience shorter life expectancy than areas without the same risks. Having a safe, stable, and affordable place to live is critical to the Lewiston community’s health and wellbeing.

GOAL 1 | INCREASE HOUSING PRODUCTION.

- 1. Improve quality of and access to affordable housing. Implement related existing plans and identify solutions for housing access.
- 2. Encourage property owners to make improvements to housing conditions. Incentivize and provide resources for property owners to update and improve aged housing.
- 3. Evaluate regulations for barriers to housing. Assess and amend subdivision and zoning regulations to change factors that limit the ability to build new housing where appropriate.



GOAL 2 | DIVERSIFY HOUSING OPTIONS.

- 1. Raise community awareness and interest in missing middle housing types. Educate developers and residents about the benefits of a diverse range of housing.
- 2. Reduce barriers to missing middle housing typologies. Study and reduce or eliminate barriers to allow for additional housing typologies that are not currently being built.
- 3. Identify infrastructure barriers. Study infrastructure issues that may be limiting the development of ADUs and other denser development types.
- 4. Incentivize a variety of housing types. Enable additional tools and incentives for development of ADUs and other housing types that tend to be lower in cost and result in increased density.



GOAL 3 | TARGET HOUSING PRODUCTION IN OPPORTUNITY ZONES.

- 1. Capitalize on existing plans. Focus resources in areas planned for additional density.
- 2. Maximize efficient housing development. Encourage denser housing types in areas with infrastructure capacity and transit access.



Themes

Economic Resilience & Diversification

Collaboration & Investment

High Quality of Life

Icon Key

Dimensions of Health & Wellbeing

Emotional

Intellectual

Spiritual

Physical

Social

Economic

Environmental



Photo: Clearwater River Levee Trail
Credit: Logan Simpson

CHAPTER 8 PARKS, RECREATION, OPEN SPACE, AND TRAILS

PARKS, RECREATION, AND TRAILS

Lewiston operates nearly 500 acres of parks and open space across 26 sites. While the City owns about 250 acres of this land, the rest is leased, primarily from the U.S. Army Corps of Engineers, which operates the levees on the waterfront, however, the passive and active recreational spaces on top are managed by the City.

The Lewiston Levee Parkway and Greenbelt is a 12.3-mile network of trails that is largely on the waterfront. This is the largest connected trail network in Lewiston. The Lewiston Levee Parkway Trail begins at Hells Gate State Park Day-Use Area, extends along the Snake River, and follows the Clearwater River to Locomotive Park. The Trail includes access to a marina, boat ramp, Kiwanis Park, Lewis and Clark Interpretive Center, Clearwater Landing Interpretive Center, Locomotive Park, and Clearwater Park. The seven-mile Greenbelt Trail crosses Memorial Bridge and extends up the Snake River between the cities of Clarkston and Asotin, Washington. The two trails are connected by two bridges on the two rivers in two states, making it a unique attraction for residents and visitors of Lewiston. Both trails offer year-round activities including biking, inline skating, fishing, walking, and cross-country skiing, and are ADA-compliant.

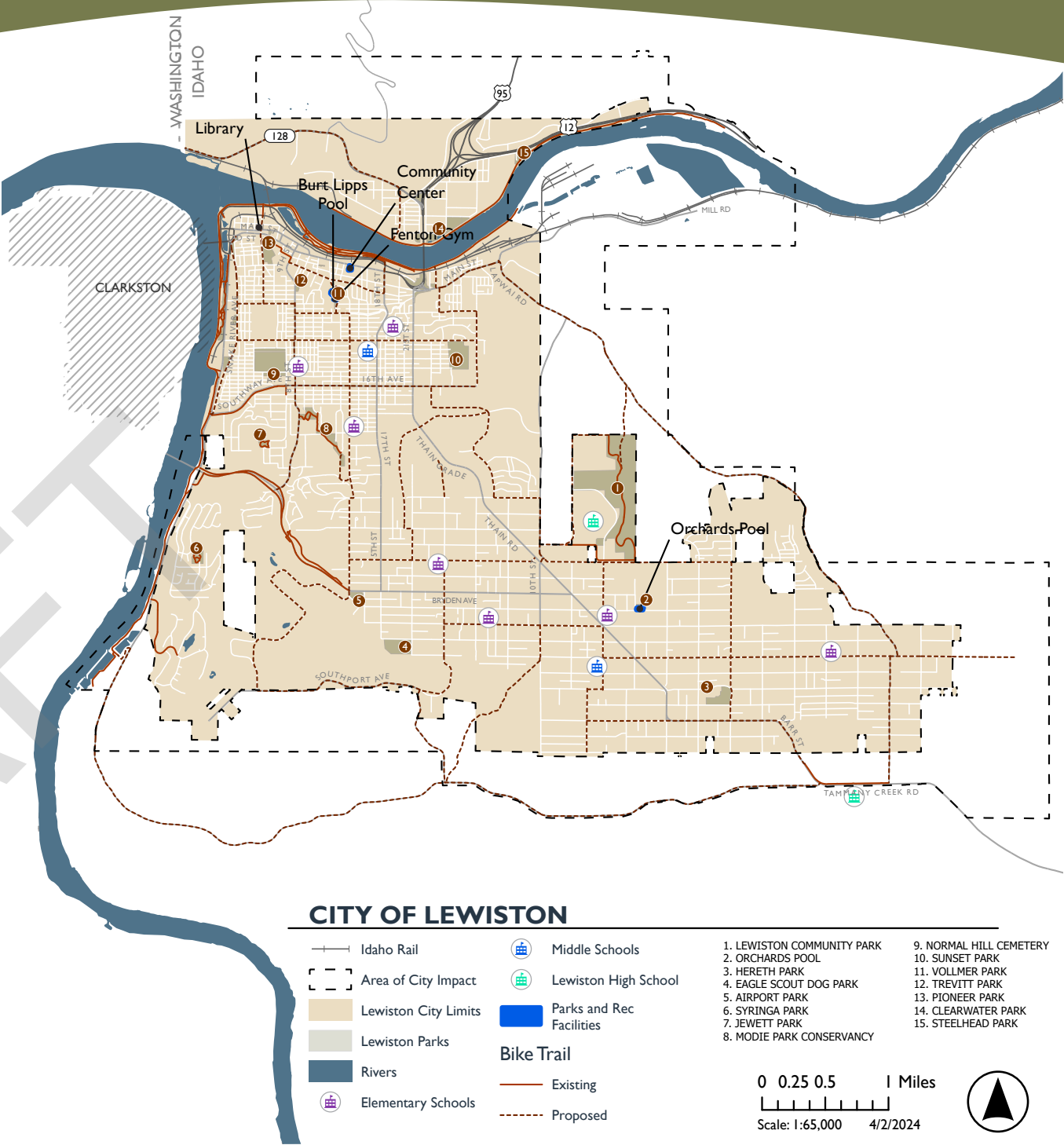
The City operates parks providing a variety of amenities including the historic Pioneer Park and Bandshell, Fenton Gym, two outdoor pools, 11 ball fields, Bryden Canyon Golf Course and basketball and pickleball courts. Construction is planned for a new community park in the Orchards near Lewiston High School and the Lewis-Clark State College Schweitzer Career and Technical Education Center that will be the largest in Lewiston at 187 acres. This new park will be a regional destination and will feature a plaza, splash pad, sports fields, performance spaces, an amphitheater, commercial areas, mountain biking and hiking trails, an RV park, and a destination playground. Currently, the site is largely vacant, but trails have been constructed at its edges as well as the canyon lands and a significant amount of infrastructure has been put in place to prepare the site for future development.

The current [Parks and Open Space Master Plan](#) calls for parks of a variety of sizes and includes two additional future parks, one at Walker Field (4th Street and Preston Avenue) and the other a network of trails and neighborhood parks within Canyon Crest (northeast Orchards area). The eastern Orchards is the fastest growing part of the community, however, currently has few public parks or other recreational amenities.

Additional information and detail on Lewiston’s parks, recreation, and open space situation are contained in Appendix C, Existing Conditions Report.

OPEN SPACE

The City leases a large amount of waterfront land from the USACE which ensures that much of the waterfront will remain open space and available for public use. Additionally, Lewiston has significant topography changes that create natural breaks in development patterns. These areas should be largely preserved, and any development on steep slopes should minimize the need for cut and fill and preserve native vegetation. Other open spaces include buffer zones near the airport where development is prohibited or limited.



PARKS, RECREATION, OPEN SPACE, AND TRAILS
HEALTH AND WELLBEING CONSIDERATIONS

Access to spaces to recreate is important to health and wellbeing in many ways since it provides social connections to others while providing places to be physically active, release stress, meditate, or simply enjoy the sunshine. Having programming relevant to all age ranges is key, especially for Lewiston’s growing senior population and also teenage youths, who rely on parks and recreation spaces as key gathering areas. Considering how parks spaces are accessed is also key. Many residents in public outreach mentioned that the closest park may not be a long distance, but lack of routes for bikes and pedestrians make it easier to drive to the park or trail from their home. This results in a missed opportunity for physical activity and is more impactful on populations who cannot drive such as some seniors and teens.

PARKS, RECREATION, OPEN SPACE, AND TRAILS

GOALS AND OBJECTIVES

GOAL 1 | DIVERSIFY RECREATIONAL OFFERINGS TO MEET THE NEEDS OF THE COMMUNITY.



- Accommodate a wide range of ages. Expand recreation offerings to align with community needs by installing age-friendly amenities at City park spaces.
- Develop culturally inclusive recreation. Incorporate culturally specific recreation programs and facilities that serve the interests of Lewiston’s diverse community.
- Facilitate the enhancement of the waterfront. Coordinate with partners to expand recreational and social activities and make physical improvements to the built environment along the waterfront.



GOAL 2 | STRENGTHEN PARTNERSHIPS TO MAXIMIZE RECREATIONAL OFFERINGS.



- Expand community engagement and involvement. Make efforts to ensure community input is representative of all community members.
- Build on existing relationships. Expand collaboration with regional partners for optimal outcomes.
- Expand Lewiston’s reputation as an outdoor recreation destination. Partner with businesses, community groups, and booster organizations to create, enhance, and promote recreation opportunities along the waterfront.



GOAL 3 | DEVELOP AN UPDATED PARKS PLAN.



- Evaluate future recreational locations. Prioritize future recreational development to distribute parks, open space, and trails more equitably. Consolidate where appropriate and repurpose existing properties based on community needs.
- Establish a citywide interconnected trail system. Encourage non-motorized transportation with connectivity and safety to align with the [Bike and Sidewalk Master Plans](#), and creates pedestrian friendly connections to and from the waterfront.



Themes

Economic Resilience & Diversification

Collaboration & Investment

High Quality of Life

Icon Key

Dimensions of Health & Wellbeing

Emotional

Intellectual

Spiritual

Physical

Social

Economic

Environmental



Photo: Snake River
Credit: Logan Simpson

CHAPTER 9 NATURAL RESOURCES AND HAZARDS

THE RIVERS AND RIVERFRONT

Lewiston’s natural environment has contributed greatly to the City. The Snake and Clearwater rivers have provided tremendous economic benefits as industry has flourished in these areas. However, the riverfront location of the Downtown area did come with additional risk of flooding, which was mitigated in the 1970s with an extensive levee system. These levees are critical infrastructure that protects the City and aids in navigability of the river.

VIEW CORRIDORS

Lewiston’s dramatic topography provides many scenic views, the most prominent of which is the 2,000-foot Lewiston Hill to the north of the City. Other areas such as the Normal Hill and Country Club neighborhoods enjoy views of the rivers as well.

GROUNDWATER

The Idaho Department of Water Resources (IDWR) monitors groundwater levels and quality throughout Idaho including the Lewiston Plateau. Quality testing is for contaminants such as metals, pesticides, and other characteristics such as pH and common ions. In general Lewiston’s groundwater levels and quality are relatively good, however there is known contamination in the Lindsay Creek Nitrate Priority Area and Lewiston Plateau Groundwater Management Area. Most of this contamination is from pesticides, nitrates, and other agricultural chemicals are of interest due to proximity of agricultural practices in the area. Potential contaminants from septic system failures is present given the number and age of septic systems.

SOILS AND AGRICULTURE

Lewiston’s less developed areas, particularly in the AOI, are utilized for agricultural uses. This active farmland primarily accommodates winter wheat, grass, and pasture. Some soils constitute farmlands of statewide importance. There are some nearby designated public rangelands, but most of these agricultural areas are privately owned and maintained grass and pasture. Less than 1% of Lewiston’s labor force is in the agricultural sector. It is expected that many of the agricultural areas in Lewiston’s AOI, particularly those in the southeast portion of the City, will transition to residential uses over time.

HAZARDS

Lewiston is in a relatively stable geologic location but has experienced flooding in the past. Today, climate change increases the risk that natural hazards pose. Climate change has caused overall temperatures to rise, and it is predicted that this pattern of warming will continue. While Lewiston enjoys one of Idaho’s mildest climates, periods of extreme heat are predicted to be more prevalent in the future. These climactic shifts often result in longer, more extreme shifts in weather patterns such as drought and flooding. With increased temperatures, snow becomes less frequent, and more precipitation comes in the form of rain increasing the risk of flooding. While Lewiston’s levees protect from major flooding on the waterfront, more extreme rain events can cause flash flooding and increase the demand on stormwater infrastructure or impact the stability of steep topography. With more extreme climate shifts, the risk of extended droughts is also increased. Such droughts can cause aquifer levels to drop and may require deeper wells to maintain water supplies. Drought also increases wildfire risks. While Lewiston is surrounded primarily by agricultural lands, wildfire can significantly impact air quality for long distances. To reduce the risks posed, reduction in carbon emissions and increasing the resiliency of infrastructure is key.

RENEWABLE ENERGY

Renewable energy helps to reduce the need for high-carbon emission sources and can help improve air quality. While most energy in Lewiston is provided by hydroelectric, there is a potential need for additional diversified renewable energy sources such as wind and solar. These energy sources can often be found in areas of large-scale agricultural production, generally over five acres. Benefits of such uses include increase in native vegetation, wildlife and pollinator habitat, stormwater absorption, and reductions in pollutants compared to agricultural uses. However, the introduction of commercial wind and/or solar power also comes with adverse impact to natural resources and/or environmental conditions. Lewiston should explore these opportunities with intent to allow or support them only with assurance that they will not result an undue cost to natural resource(s) or environment. Determining where these uses should go in the future should weigh the positives with other potential impacts such as viewsheds and compatible surrounding uses.

URBAN FOREST AND STREET TREES

Lewiston has a long-standing pride in the trees found in the City and has been designated as a Tree City USA for many years, having also received several Growth Awards from the Arbor Day Foundation. Urban street trees are important in helping mitigate urban heat islands, improve air quality, absorb stormwater runoff, and improve resident health and wellbeing. Older areas like Normal Hill have expansive tree canopies that help the City maintain an overall tree canopy coverage of 8%. While some areas of the City, such as the airport and the levees are largely treeless for functional reasons, many of the City’s residential areas are well-covered. All trees within the city are managed through a GIS inventory created by staff in partnership with the Idaho Department of Lands. As additional residential and commercial uses are created from formerly agricultural areas, new trees will continue to help expand this coverage and provide a safe haven from weather. While trees in more dense areas such as Downtown can be challenging due to lack of space due to high percentages of the lots being covered by buildings, utilities, and other spatial constraints, they are still a vital component of the streetscape and provide shade for pedestrians and customers alike. Bi-annual tree orders as well as the City’s Legacy Tree Program assist in further developing the city’s overall canopy to supplement what the private sector contributes.

Additional information on Lewiston’s natural resources and hazards is contained in Appendix C, Existing Conditions Report.

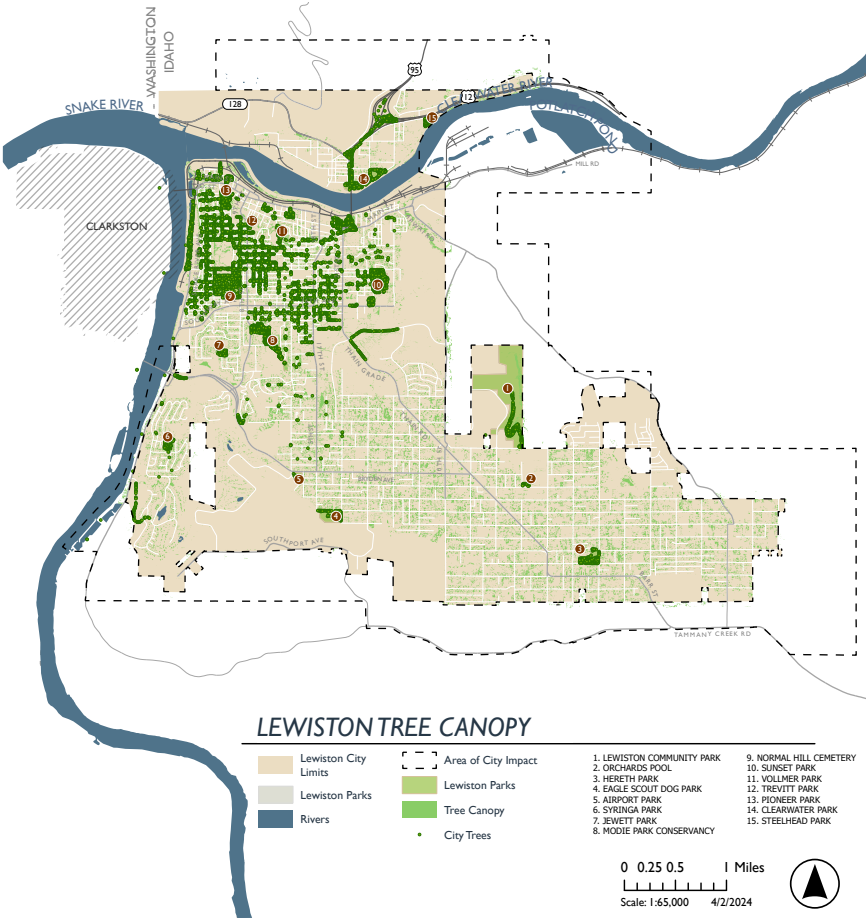


Photo: Trees in Normal Hill
Photo Credit: Logan Simpson

NATURAL RESOURCES AND HAZARDS HEALTH AND WELLBEING CONSIDERATIONS

A clean environment is fundamental to health and wellbeing. Air and water quality are important aspects in physical health, while access to natural areas and green spaces are critical components to emotional health. Recognizing potential hazards and assets allows for potential impacts to be mitigated and assets to be protected for the future. In the past, areas closer to pollutants and hazards have disproportionately affected marginalized communities. These effects are expected to be amplified with climate change, and action to change these patterns are needed to ensure a healthy future for all of Lewiston’s community members.

NATURAL RESOURCES AND HAZARDS

GOALS AND OBJECTIVES

GOAL 1 | MINIMIZE RISKS FROM ENVIRONMENTAL HAZARDS.

- Avoid high-risk development. Limit development in hazardous areas to protect health and safety.
- Manage stormwater for pollution reduction. Utilize stormwater Best Management Practices to reduce pollutant loads and slow runoff rates.
- Improve air quality by providing additional transportation options. Promote the use of low-emission modes of transportation, including ridesharing, bicycling, walking, and transit.
- Coordinate community Education on hazard mitigation. Educate and inform residents on how to mitigate impacts from wildfires, winter storms, floods, extreme heat, and other high-risk hazards.



GOAL 2 | INCREASE RESILIENCE AND SUSTAINABILITY BY BEING GOOD STEWARDS OF THE ENVIRONMENT.

- Expand the urban tree canopy. Promote and expand the urban tree canopy where possible.
- Promote and incentivize water conservation. Conserve aquifer resources to ensure access to water
- Adopt renewable energy expansion. Encourage the use of renewable energy and establish development standards for such uses.
- Protect ground water quality and improve storm water quality. Encourage the reduction of pollutants and potential contaminants.

GOAL 3 | COLLABORATE WITH PARTNERS TO MAXIMIZE POSITIVE IMPACTS.

- Ensure flood protection while enhancing natural environments and wildlife habitat. Work with USACE and other partners to coordinate these efforts.
- Develop clean air standards. Support regional pollution mitigation strategies and attract clean industries.
- Collaborate for effective hazard mitigation. Coordinate with Nez Perce County to implement the [County of Nez Perce All Hazard Mitigation Plan](#).



Themes

Economic Resilience & Diversification

Collaboration & Investment

High Quality of Life

Icon Key

Dimensions of Health & Wellbeing

Emotional

Intellectual

Spiritual

Physical

Social

Economic

Environmental

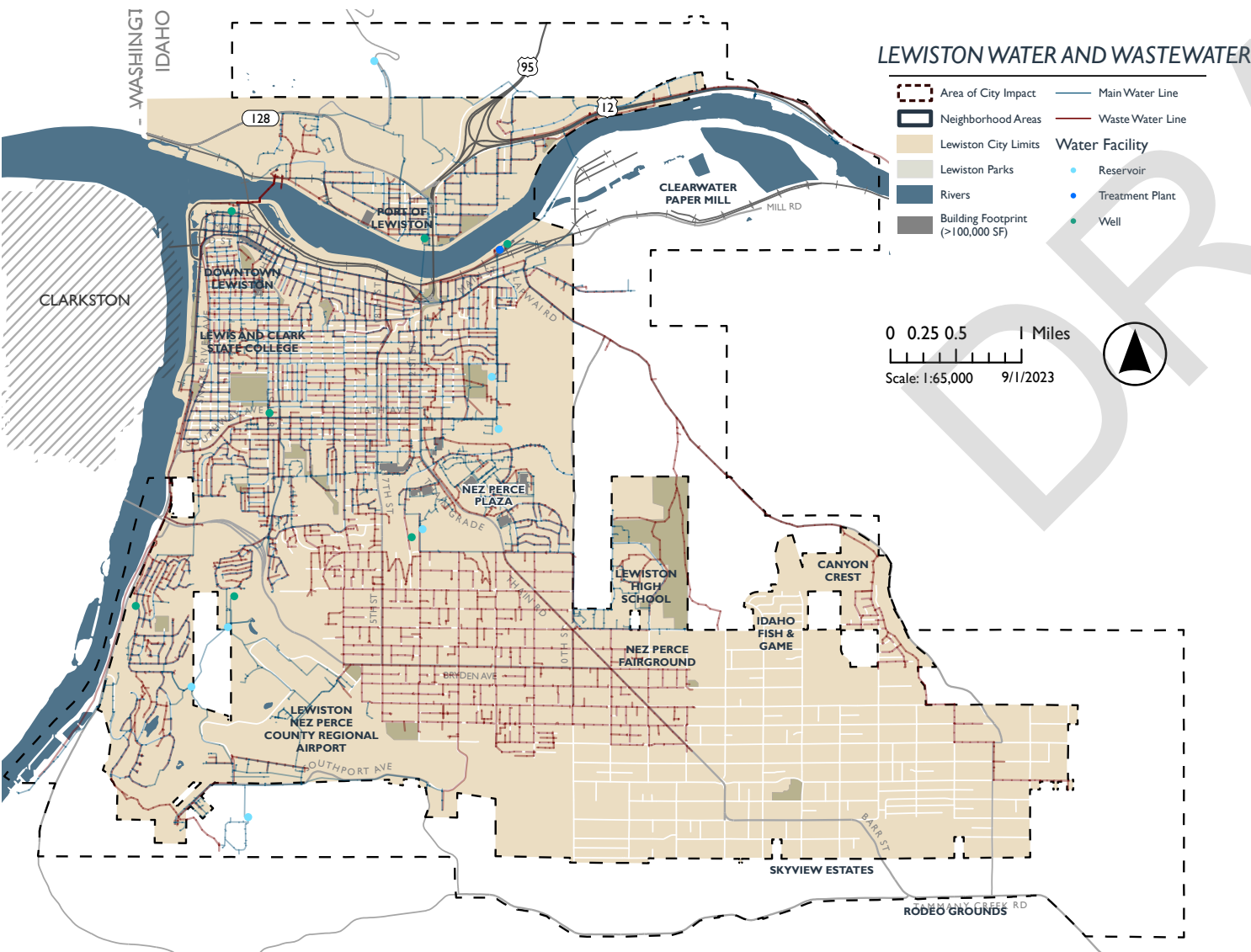


Photo: Lewiston City Hall
Credit: Logan Simpson

CHAPTER 10 PUBLIC SERVICES, FACILITIES, AND UTILITIES

UTILITIES

Lewiston provides municipal water and wastewater services to residents through a number of systems. Since The Orchards was developed outside of the City’s original system, multiple providers cover the City. Water is provided by the City of Lewiston’s municipal system and the Lewiston Orchards Irrigation District (LOID). Sewer is provided by the Central Orchards Sewer District, Lewiston Orchards Sewer District, and the City of Lewiston. The City has identified needs for improvements and investments within several recent plans. These needs include age-related Downtown water and wastewater infrastructure improvements and increased areas of service in the Orchards due to increased development in the area. It also identifies areas where upgrades in the network are needed due to various factors such as age, condition, and capacity. Electricity services in Lewiston are provided by Clearwater Power. Phone and internet systems are provided by franchise utilities. Solid waste services are contracted through the City to a local provider, Sunshine Disposal and Recycling. Natural Gas is provided via Avista.



PUBLIC SERVICES, FACILITIES, AND UTILITIES
HEALTH AND WELLBEING CONSIDERATIONS

Access to basic services such as clean water, effective sewers, public safety, emergency services, and electricity are critical in keeping a healthy community. Beyond these services, access to internet, educational facilities, and healthcare access are all critical services needed for a well-balanced community. Lewiston enjoys the largest medical center and most robust educational facilities in the area and is home to many County services as well. Further development of these services in growing and underserved areas are needed to continue Lewiston’s role as the region’s leading destination for health based services and will enhance the health and wellbeing for the community.

HEALTHCARE

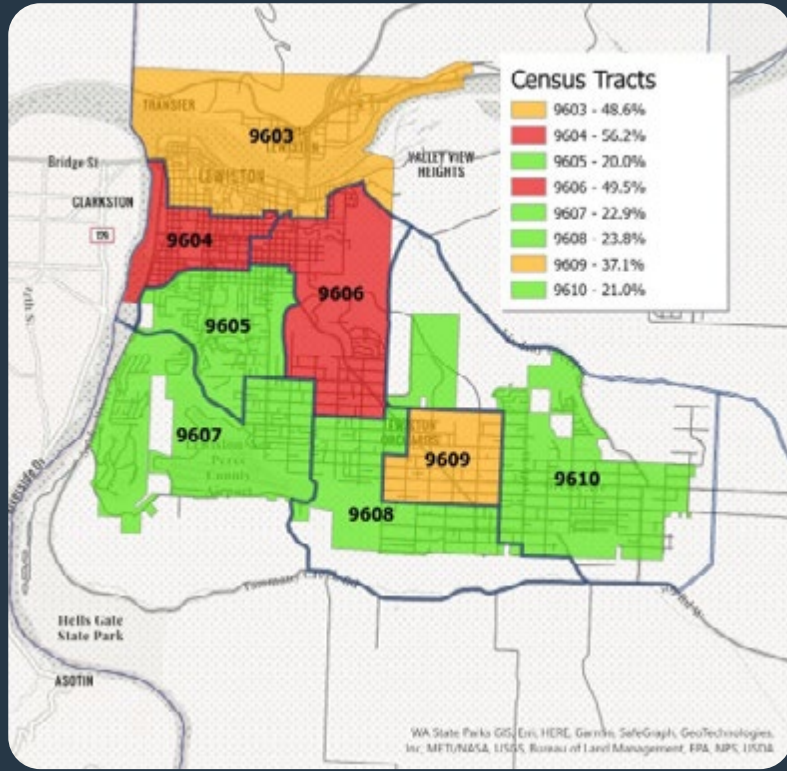
Lewiston has an aging population and healthcare is an increasingly critical service for the community. Public health in Lewiston is overseen by Public Health Idaho North Central District, which has an office in Lewiston. Lewiston serves as a regional hub for healthcare services including St. Joseph Regional Medical Center Hospital (the largest hospital facility in the Lewis and Clark Valley) Catalyst Medical Center, and CHAS Health. Lewiston provides most medical services, with only the most complex cases referred to larger hospital facilities in Spokane. Lewiston also offers over a dozen clinics and many pharmacy retailers throughout the City. Regence Blue Shield of Idaho also has an office in Lewiston.

A portion of this plan is funded via a grant from Blue Cross Blue Shield of Idaho, which allowed for additional analysis of Lewiston’s health conditions (Appendix D, Health Conditions Assessment) The analysis evaluated the City by census tract for a number of health and wellness criteria including access to healthcare and mental health facilities. In general, the areas in the southern portions of the City performed better than northern parts of the city, suggesting additional health resources and proactive health considerations may be needed in those areas to address disparities.

Additional information and detail on Lewiston’s public services, facilities, and utilities situation are contained in Appendix C, Existing Conditions Report.

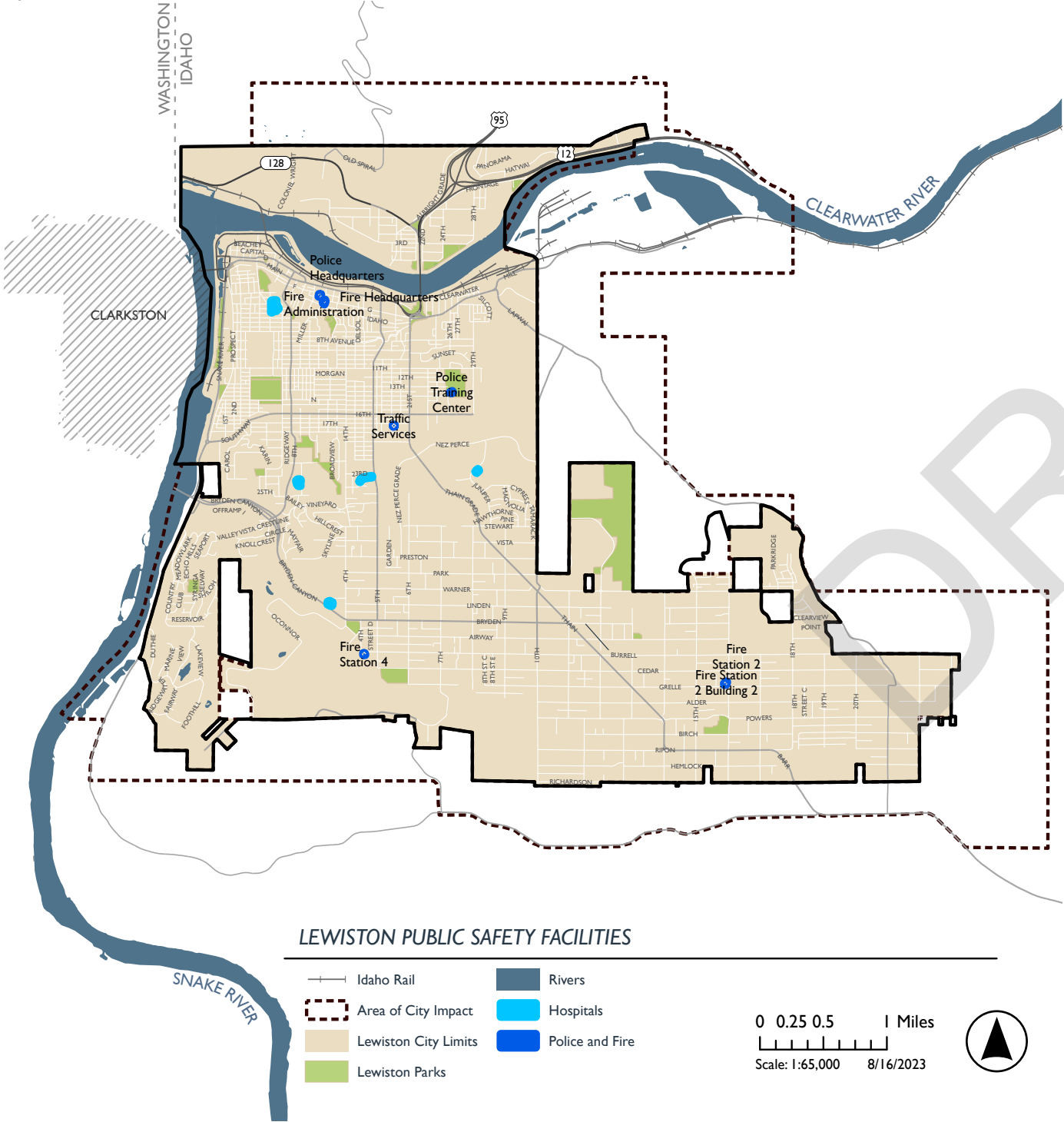
HEALTH CONDITIONS ASSESSMENT ANALYSIS

The Health Conditions Assessment scored Lewiston’s census tracts based on 35 factors related to the social determinants of health and wellbeing. Each category was assigned a point value out of 3. Areas with high need were identified as a focus area(in red), areas of concern were identified for those with elevated need (in orange), and areas to monitor were those with typical needs (in green). Full results with additional detail can be found in Appendix D, Health Conditions Assessment.



PUBLIC SERVICES AND FACILITIES

Lewiston operates municipal police and fire services. These facilities include a police station, a police training facility, and three fire stations. The Lewiston Fire Department anticipates replacing one of the three stations soon, potentially near the intersection of 5th Street and Burrell Avenue. Lewiston is also home to the Nez Perce County Fire Department which serves areas outside of the City. The City of Lewiston also operates a public library in downtown Lewiston.



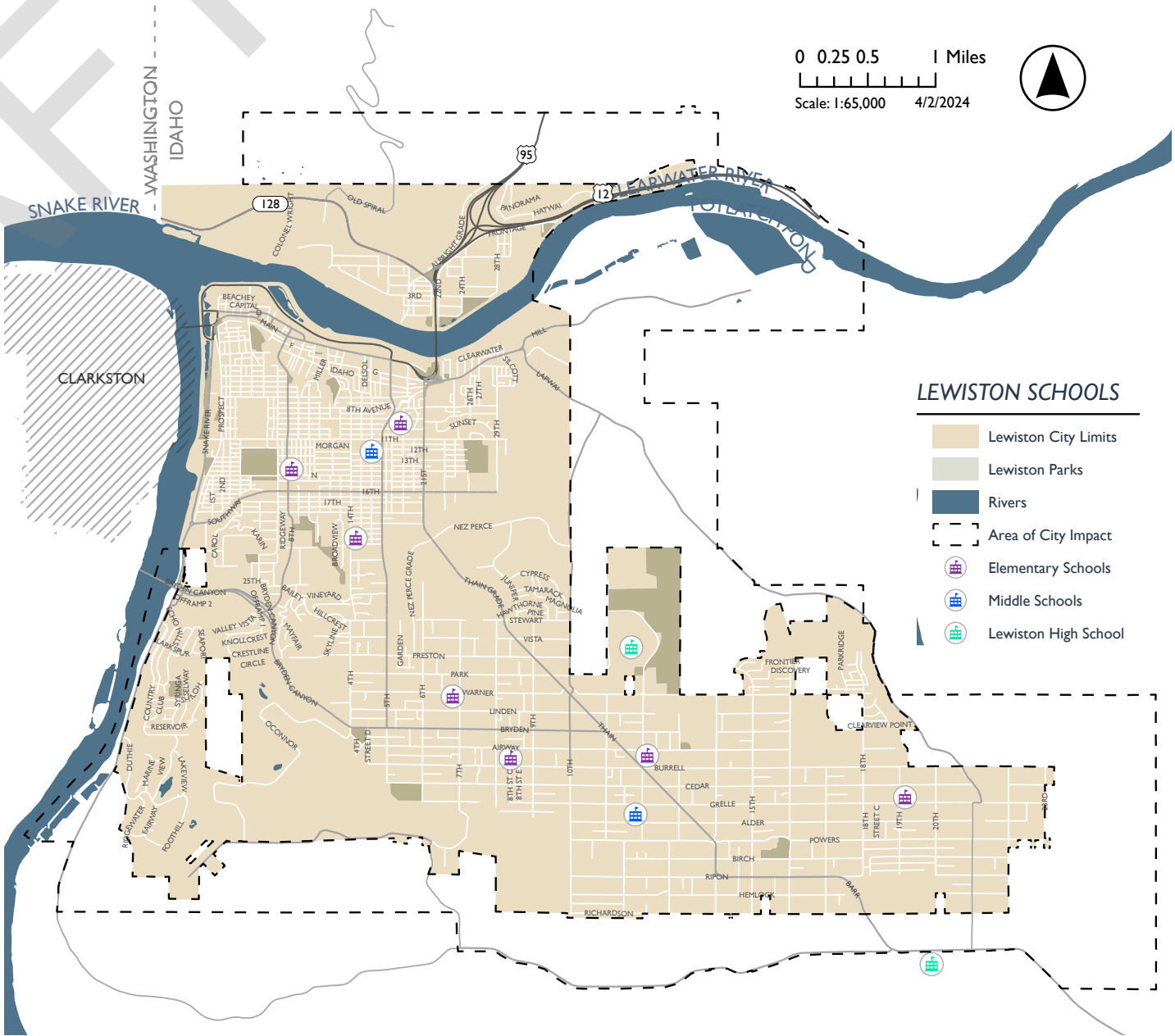
SCHOOLS

Lewiston is home to a variety of public and private educational facilities. K-12 public schools are managed by Independent School District No. 1 (ISD1) and include seven elementary schools, two middle schools, and one high school inside City limits with another just outside of Lewiston. The new high school is located in the Orchards and is closer to where more new housing is being developed. Lewiston's schools are not anticipating new developments driving the need for additional schools. This is largely because the school age population is very stable as most population growth has been in older residents.

Lewiston is also home to Lewis-Clark State College (LCSC), which anchors the City's access to higher education. In addition, LCSC operates the Schweitzer Career and Technical Education Center at which more job-focused skills and training are offered.

Routes to School

Lewiston schools are interspersed throughout the City, however, vary in ease of accessibility for students walking to school. Areas such as Normal Hill where roads are generally very connected with sidewalks offer the easiest routes for students. Areas such as The Orchards where streets are undersized and frequently lack sidewalks make walking access to school more challenging. The [2020 Lewiston Transportation Plan](#) identifies that most schools outside of Normal Hill need additional infrastructure improvements to offer more safe routes to schools.



PUBLIC SERVICES, FACILITIES, AND UTILITIES
GOALS AND OBJECTIVES

GOAL 1 | FACILITATE AND COLLABORATE TO INCREASE THE EFFICIENCY OF INFRASTRUCTURE IMPROVEMENTS.

- 1. Coordinate CIP improvements to ensure efficiency. Expand coordination between the City and partner organizations to ensure prioritization and avoid inefficiency.
- 2. Partner to update sidewalk and bike plans for safer routes to school. Ensure uniform integration with the existing transportation plans and projects by involving relevant partners in the process.
- 3. Bring transit and healthcare together. Establish additional connections for residents with medical needs.



GOAL 2 | MAXIMIZE ACCESS TO SERVICES BY PRIORITIZING PARTNERSHIPS.

- 1. Identify gaps in healthcare services. Partner to identify gaps in care and staffing in the healthcare sector.
- 2. Engage with the community on programs and facility improvements. Utilize community groups to reach underserved communities to ensure representative input on future programs and facilities.
- 3. Utilize advocacy groups to better meet the needs of aging populations. Consider partnering with groups such as AARP to utilize resources for older community members.
- 4. Expand Internet Access. Partner with utility providers and take any direct actions appropriate to increase available internet services to businesses, neighborhoods and multifamily housing areas.



GOAL 3 | ENSURE EFFICIENT AND EQUITABLE ACCESS TO INFORMATION AND CITY SERVICES.

- 1. Establish consistent equitable access. Develop City engagement standards to build community relationships.
- 2. Enhance multilingual access and inclusivity. Ensure City materials are available to all parts of the community.
- 3. Expand digital accessibility. Expand and continue free Wi-Fi access at or near all city facilities open to the public and any associated adjacent public spaces.



Themes

Economic Resilience & Diversification

Collaboration & Investment

High Quality of Life

Icon Key

Dimensions of Health & Wellbeing

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Photo: Downtown Lewiston
Credit: Logan Simpson

CHAPTER I I IMPLEMENTATION

OVERVIEW

This Chapter highlights a set of specific steps to achieve the Plan’s goals and objectives outlined for the City and its community partners in Lewiston, Idaho. Recognizing that the implementation of these measures is an ongoing process, City leaders and staff should conduct annual assessments and prioritize strategic items. This flexibility is essential, as the goals and objectives may need to be adjusted over time to address changing demographics, the challenges posed by climate change, the promotion of resiliency, our focus on health, and adapting to evolving economic conditions. These considerations ensure that the Comprehensive Plan remains adaptable and responsive to the dynamic factors that influence the city’s future development.

PLAN AMENDMENT AND MANAGEMENT

Throughout the coming decades, Envision Lewiston 2044 should be reviewed and updated to remain relevant to market conditions and development needs. A proactive regular review of this Plan should be conducted in association with the Work Plan described herein below, and amendments should be considered at that time. Amendments outside of the regular review in the Work Plan can be considered on as needed basis at the request of an applicant or the City. Proposed changes to the Comprehensive Plan may be approved if:

- 1. The proposed changes will help better realize the Plan’s community vision.
- 2. The proposed changes provide additional clarity or direction.
- 3. The proposed changes are not in conflict with other goals and objectives of the Plan.
- 4. The proposed changes address changed conditions or issues not previously foreseen.

Implementation of Envision Lewiston 2044 will occur through pursuit of the Action Plan and related Work Plan, decisions on discretionary land use applications, and ongoing development and redevelopment. Most development and redevelopment projects will be led by the private sector, and the City will be responsible for reviewing all proposals to ensure that they comply with all applicable regulations. In some cases, the City may choose to assist with development plans that have a strategic fit with the comprehensive plan. The Plan will be implemented through the adoption of regulations and ordinances in the Municipal Code, but discretionary review processes, such as annexations and rezonings, include opportunities to achieve compliance with comprehensive plan objectives not yet translated into code.

As part of the development review process, the City should consider the following decision-making criteria for rezoning, zoning, and criteria.

DECISION-MAKING CRITERIA

In evaluating zonig, rezoning, development proposals, capital investments, and requests for financial participation in projects, the City should determine that a project meets most of the following criteria for it to be considered compatible with the Future Land Use Map.

The proposed project should:

- 1. Help Lewiston achieve the Plan’s Vision, Themes, and Goals.
- 2. Include uses compatible with the Future Land Use Map and land use categories.
- 3. Enhance and protect natural and built amenities and infrastructure.
- 4. Demonstrate that the project’s travel demand and infrastructure estimates can be accommodated by existing and planned facilities.
- 5. Demonstrate that the life-cycle costs to the public of constructing, maintaining, and operating infrastructure included in the project will create a positive fiscal impact for the City in the short- and long-term.

IMPLEMENTATION OF THE ACTION PLAN

The implementation of the Action Plan, found in Appendix A, is best pursued through a Work Plan, as described herein below, and is essential for achieving the community Vision and Plan Themes. It guides zoning and regulation changes, partnerships, capital investments, and program creation. Resources and partnerships must align with annual budgeting and capital planning. Actions fall into categories such as Regulatory Reform, Capital Projects, Plans or Studies, and Programs or Resources. Regulatory Reform updates development rules. Capital Projects are crucial infrastructure investments. Plans or Studies address specific needs. Programs or Resources engage the community. Actions have priorities (Low, Medium, High), timelines (Short-term, Mid-term, Long-term), and rough cost estimates (\$, \$\$, \$\$\$). This ensures adaptable, responsive Comprehensive Plan implementation, supporting Lewiston’s growth and development. The resources and partnerships required for each action should be considered in conjunction with annual budgeting and capital planning. Actions are outlined by the following elements:

Type

- Regulatory Reform: some development regulations and standards will need to be updated to ensure consistency with the goals and objectives in this Plan.
- Capital Project: these major infrastructure investments and funding partnerships are specifically relevant to the implementation of the Comprehensive Plan goals and objectives but should be considered in conjunction with other capital improvements and related plans to determine priorities, project efficiencies, and timing of capital improvement expenditures.
- Plan or Study: specific locations or initiatives that may require direction at a more detailed level than what is established in this Comprehensive Plan. These include site-specific development guidelines, master and/or subarea plans, and feasibility or funding studies. These plans and studies may be done by City Staff and/or consultants alongside an advisory committee made up of community members and other identified partners.
- Program or Resource: these may include developing an educational program, marketing campaign, or a repository of resources to inform the public, encourage civic engagement, and overall, invite the community to contribute to the success of the Comprehensive Plan efforts. Programs and resources may also involve seeking or continuing collaborative efforts (i.e., partnerships) with local and regional organizations.

Priority

This indicates the known level of priority at the moment of developing the Plan. This priority is expected to guide initial decision-making but will need to be updated as Lewiston’s leadership reassesses priorities and funding opportunities year after year.

- Low: This should be done if time permits but can be postponed.
- Medium: should be done as resources become available and after urgent needs are met.
- High: satisfies urgent needs and/or capitalizes on immediate resources (funding, partnerships, etc.) to be easily implemented.

Implementation Timeline

- Short-term: 0-5 years
- Mid-term: 5-10 years
- Long-term: 10-20 years or more, except that this term may include action items that should &/or will be done short-term and mid-term, as well because they are items that are or will be on-going into the long-term.

Anticipated Cost

This indicates a rough estimate range. Precise costs will be evaluated by City leadership at the time of implementing each strategy.

- \$: anticipated cost less than \$20,000
- \$\$: anticipated cost of \$20,000 - \$100,000

- \$\$\$: anticipated cost over \$100,000

PRIORITIZATION CONSIDERATIONS

Ultimately, the City Council prioritizes the implementation of this Plan. Decisions are made based on a variety of changing conditions and priorities. Prioritization may change based on changing funding levels and/or sources (e.g., grant funding that must be used for a certain type of project); new opportunities for partnerships; and the emergence of new private development projects. The following criteria can assist the City in determining the priority of actions to implement:

- Improvements to Community Health, Safety, and Welfare: actions that involve projects that improve public health, safety, and welfare.
- Compliance with Code: actions ensure code compliance.
- Ease of Implementation: actions that capitalize on opportunities to be easily implemented (i.e., low cost with large gains, staff capacity, development-ready projects, vacant property, etc.).
- Contributes to Community: actions that provide benefit to a large number of people within the community, contribute to Community Vision and Themes, and balance needs across the community.
- Allows Partnerships for Funding: actions that leverage partnerships for funding (i.e., regional partners, federal or state grants, private sources, etc.).
- Satisfies an Urgent Need: actions that satisfy urgent needs within the community (i.e., transportation and safety improvements).
- Completes Phasing of Current Projects: actions that complete phases of current projects that are yet to be completed.

PLAN INTEGRATION

City leadership and staff should ensure consistency between the Comprehensive Plan and development proposals, the land use codes, and infrastructure capacity. Additionally, the City should work to integrate the Plan’s actions into the Capital Improvement Plans to ensure implementation. For this reason, the development of an annual work plan is recommended.

WORK PLAN

Periodically City Leadership and Staff in Lewiston, Idaho, should collaborate to create a Work Plan that outlines key strategies for the next two to five years. This Work Plan should serve as a roadmap for how the City will implement the Action Plan. This approach, allows leadership to evaluate evolving priorities and effectively leverage existing resources and partnerships. Such proactive planning fosters continued and consistent progress in fulfilling the vision of the Comprehensive Plan. The Work Plan should be compiled consistently, every two to five years, but at minimum prior to the designated completion date of the previous Work Plan. A drafted Work Plan should be presented to the Planning Commission and City Council for consideration. The Work Plan should at minimum identify the following:

- The overall progress on the Action Plan and the status of all actions recommended in the Action Plan (ex. not started, underway, or completed).
- Evaluation of progress from the previous Work Plan including an identification of which tasks were not completed as planned or are currently underway.
- Compiled task list of actions to be started, completed, or continued in the designated time period.
- Identification of which department, group or party is responsible for carrying out each action.
- Identification of projected timeline for each action to be worked on and the anticipated completion date for the Work Plan.
- Identification of funding resources for actions as needed.
- Recommended amendments to the Action Plan to ensure actions are still relevant to both market conditions and compatible with the goals and objectives of the Comprehensive Plan.

ENVISION LEWISTON 2044

EXPLORE OUR PAST, ENGAGE OUR PRESENT, BUILD OUR FUTURE





ENVISION LEWISTON 2044

EXPLORE OUR PAST, ENGAGE OUR PRESENT, BUILD OUR FUTURE

APPENDIX A ACTION PLAN

DRAFT MAY 2024

OVERVIEW

This Action Plan is a compilation of recommended actions to achieve the vision, goals and objectives within the Envision Lewiston 2044 Comprehensive Plan. In tandem with the implementation chapter of the Plan, (Chapter 11) This serves as a road map for specific items that should be implemented.

Actions fall into categories such as Regulatory Reform, Capital Projects, Plans or Studies, and Programs or Resources. Regulatory Reform updates development rules. Capital Projects are crucial infrastructure investments. Plans or Studies address specific needs. Programs or Resources engage the community. Actions have priorities (Low, Medium, High), timelines (Short-term, Mid-term, Long-term), and rough cost estimates (\$, \$\$, \$\$\$). This ensures adaptable, responsive Comprehensive Plan implementation, supporting Lewiston's growth and development. The resources and partnerships required for each action should be considered in conjunction with annual budgeting and capital planning. Actions are outlined by the following elements:

TYPE

- **Regulatory Reform:** some development regulations and standards will need to be updated to ensure consistency with the goals and objectives in this Plan.
- **Capital Project:** these major infrastructure investments and funding partnerships are specifically relevant to the implementation of the Comprehensive Plan goals and objectives but should be considered in conjunction with other capital improvements and related plans to determine priorities, project efficiencies, and timing of capital improvement expenditures.
- **Plan or Study:** specific locations or initiatives that may require direction at a more detailed level than what is established in this Comprehensive Plan. These include site-specific development guidelines, master and/or subarea plans, and feasibility or funding studies. These plans and studies may be done by City Staff and/or consultants alongside an advisory committee made up of community members and other identified partners.
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PRIORITY

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- **Low:** This should be done if time permits but can be postponed.
- **Medium:** should be done as resources become available and after urgent needs are met.
- **High:** satisfies urgent needs and/or capitalizes on immediate resources (funding, partnerships, etc.) to be easily implemented.

IMPLEMENTATION TIMELINE

- **Short-term:** 0-5 years
- **Mid-term:** 5-10 years
- **Long-term:** 10-20 years or more, except that this term may include action items that should &/or will be done short-term and mid-term, as well because they are items that are or will be on-going into the long-term.

ANTICIPATED COST

This indicates a rough estimate range. Precise costs will be evaluated by City leadership at the time of implementing each strategy.

- **\$:** Anticipated cost less than \$20,000
- **\$\$:** Anticipated cost of \$20,000 - \$100,000
- **\$\$\$:** Anticipated cost over \$100,000

PRIORITIZATION CONSIDERATIONS

Ultimately, the City is responsible for the implementation of this Plan. Decisions are made based on a variety of changing conditions and priorities. Prioritization may change based on changing funding levels and/or sources (e.g., grant funding that must be used for a certain type of project); new opportunities for partnerships; and the emergence of new private development projects. Implementation of the Action Plan is a proactive response to implementation. The following criteria can assist the City in determining the priority of actions to implement:

- Improvements to Community Health, Safety, and Welfare: actions that involve projects that improve public health, safety, and welfare.
- Compliance with Code: actions ensure code compliance.
- Ease of Implementation: actions that capitalize on opportunities to be easily implemented (i.e., low cost with large gains, staff capacity, development-ready projects, vacant property, etc.).
- Contributes to Community: actions that provide benefit to a large number of people within the community, contribute to Community Vision and Themes, and balance needs across the community.
- Allows Partnerships for Funding: actions that leverage partnerships for funding (i.e., regional partners, federal or state grants, private sources, etc.).
- Satisfies an Urgent Need: actions that satisfy urgent needs within the community (i.e., transportation and safety improvements).
- Completes Phasing of Current Projects: actions that complete phases of current projects that are yet to be completed.

ORGANIZATION

The actions are organized by the associated chapter, goal, and objective in the Comprehensive Plan. The actions in the following table are associated with a specific chapter, goal, and objective. This is indicated by the numbering structure XX.1.2.3.

The first to letters of the number are an abbreviation (**XX**.1.2.3)

The chapter names are as follows:

CC=Community Character

LU= Land Use

TC= Transportation and Connectivity

ED= Economic Development

H= Housing

PR= Parks, Recreation, Trails and Open Space

NH= Natural Resources and Hazards

PSFU= Public Services and Utilities

The associated goal is noted by the first number. (XX.**1**.2.3)

The associated objective is noted by the second number. (XX.1.**2**.3)

The third number is the action number. (XX.1.2.**3**)

For example “CC.2.1.3” would be Community Character, Goal 2, Objective 1, Action 3

COMMUNITY CHARACTER (CC)		TYPE	PRIORITY	TIMELINE	ANTICIPATED COST
CC.1	Strengthen Downtown's role as the heart of the community.				
CC.1.1	Build vibrancy through the enhancement of existing assets. Maximize the impact of existing buildings with continued renewal and reuse of underutilized structures and lots to establish additional vibrancy Downtown.				
CC.1.1.1	Implement the recommendations of the 2019 Downtown Master Plan and the 2021 Urban Renewal Plan for Area 7.	Program or Resource	High	Mid-term	\$\$\$
CC.1.1.2	Leverage URA funds to create new incentives for redevelopment of underutilized or vacant buildings and lots in the downtown area.	Program or Resource	High	Mid-term	\$
CC.1.2	Develop Downtown's historic identity. Preserve and reinvigorate Downtown's architectural heritage with further preservation of historic buildings and thoughtful redevelopment and infill projects in and around Downtown.				
CC.1.2.1	Evaluate the Downtown Historic District boundary to consider expanding them to other areas around downtown to expand the identity and pedestrian-oriented nature of downtown.	Regulatory Reform	Low	Long-Term	\$
CC.1.2.2	Encourage and assist owners of historic structures to pursue State and/or National Register of Historic Places designation and educate them on the financial benefits of designation.	Program or Resource	Medium	Mid-term	\$
CC.1.2.3	Provide expertise and support additional applications for appropriate grants/funding from the National Trust for Historic Preservation to ensure that downtown maintains its historic character.	Program or Resource	Medium	Mid-term	\$
CC.1.3	Improve connectivity. Form additional connections for all types of mobility between Downtown and surrounding areas, especially the waterfront.				
CC.1.3.1	Update street and design standards downtown to focus on walkability. Future improvements should focus on wayfinding signage, safe pedestrian crossings, and street furniture that enhances the pedestrian environment. Downtown buildings should prioritize pedestrian entrances from the street. New parking areas may be accommodated, but located away from street frontages.	Regulatory Reform	High	Mid-term	\$\$
CC.1.3.2	Study additional connections between downtown, the levee trail, and surrounding neighborhoods and integrate them into future trails and transportation plans.	Plan or Study	Medium	Short-term	\$
CC.1.3.3	Leverage URA efforts on a catalyst project to bridge downtown and the waterfront at the Twin City Foods site.	Program or Resource	High	Mid-term	\$\$
CC.1.4	Showcase downtown's waterfront with expanded events and gatherings. Focus new water focused events and expanded existing events to include the waterfront near downtown to build Lewiston's reputation as a waterfront destination.				
CC.1.4.1	Evaluate options for additional events, programs, and partners to create regular gatherings and events that prominently feature Lewiston's outdoor access and waterfront location.	Plan or Study	Medium	Mid-term	\$
CC.1.4.2	Identify a source of funding to attract events that build Lewiston's reputation as a waterfront and outdoor recreation City.	Program or Resource	Medium	Mid-term	\$\$
CC.1.4.3	Partner with existing events to see if a waterfront location could be accommodated for future events.	Program or Resource	Low	Short-term	\$
CC.1.4.4	Enhance a unique sense of place along the waterfront and adjacent uses in a way that improves views of the water and visual appeal by developing design standards.	Regulatory Reform	Low	Mid-term	\$
CC.2	Boost key institutions and their relationships to the community.				
CC. 2.1	Synchronize efforts. Maximize growth opportunities by forging connections with institutions, government entities, businesses, and community organizations.				
CC.2.1.1	Implement regular collaboration meetings and forums with Nez Perce County and Lewiston's various community groups such as Beautiful Downtown Lewiston, Valley Vision, and other community booster groups to improve various aspects of Lewiston.	Program or Resource	Medium	Short-term	\$
CC.2.1.2	Collaborate with key institutions and employers to ensure compatibility of future development plans.	Plan or Study	Medium	Mid-term	\$\$

COMMUNITY CHARACTER (CC)		TYPE	PRIORITY	TIMELINE	ANTICIPATED COST
CC.2.2	Strengthen collaborations with institutions. Ensure the City understands the needs of key institutions to assist and plan for their growth together.				
CC.2.2.1	Evaluate the Land Use Code to ensure institutions located in or near residential neighborhoods can grow in the future while minimizing the impacts to the areas around them.	Regulatory Reform	Medium	Mid-term	\$
CC.2.3	Evaluate land use regulations in areas where key institutions are situated in residential areas. Involve the institutions and the public in assessing possible conflicts to ensure compatibility of future growth.				
CC.2.3.1	Engage and connect institutions and their neighbors to ensure institutional growth is possible while addressing neighborhood resident concerns.	Program or Resource	Medium	Mid-term	\$
CC.2.3.2	Establish regular neighborhood meetings to share information and gather input from residents for ongoing and planned projects.	Program or Resource	Low	Mid-term	\$
CC.3	Develop community character and identity with arts and culture.				
CC.3.1	Explore the creation of an arts and creative district. Such districts bring together the creative community, build character, and can transform underutilized areas.				
CC.3.1.1	Study the feasibility of and engage with the community to determine the viability and preferred location of the arts and creative district. While downtown may be the natural home for this, it may be utilized as a tool to further provide purpose and identity to areas with less identity such as North Lewiston or East Main Street.	Plan or Study	Medium	Mid-term	\$\$
CC.3.1.2	Form and implement a Creative District Plan for the chosen area to attract and enable arts and cultural offerings.	Plan or Study	Medium	Long-term	\$\$
CC.3.2	Create a diversified and sustainable funding strategy to bring stability to arts and cultural resources. A long-term resource will help establish a more robust arts and culture scene over time.				
CC.3.2.1	Pursue grants and outside funding to support arts and culture. Secure diversified and sustainable funding to bring more stability to arts and cultural resources to Lewiston.	Program or Resource	Medium	Short-term	\$
CC.3.2.2	Consider implementing an arts board or commission to regularly coordinate arts and cultural programs and resources.	Program or Resource	Low	Mid-term	\$
CC.3.3	Create new and enhance existing gathering spaces and programs, especially those that build Lewiston's waterfront identity. Improving gathering spaces for a variety of events throughout Lewiston, with special attention to expanding water focused events and spaces to build the waterfront's vibrancy.				
CC.3.3.1	Evaluate existing gathering spaces in Lewiston to identify where improvements are most needed and create a prioritized list of needed improvements.	Plan or Study	Medium	Mid-term	\$
CC.3.3.2	Implement identified improvements to gathering spaces.	Capital Project	Medium	Long-term	\$\$\$
CC.3.3.3	Identify areas where new gathering spaces can be accommodated and create a plan for funding and constructing them.	Plan or Study	Medium	Long-term	\$\$\$
CC.3.3.4	Create a city wide placemaking plan to establish unique identity to different parts of Lewiston, while maintaining a connections that reinforce Lewiston's unique identity.	Plan or Study	Medium	Long-term	\$\$
LAND USE (LU)		TYPE	PRIORITY	TIMELINE	ANTICIPATED COST
LU.1	Accommodate future development and redevelopment.				
LU.1.1	Optimize zoning alignments. Align incompatible zoning and land uses and development regulations with the Future Land Use Map to establish consistent and compatible growth patterns.				
LU.1.1.1	Conduct a comprehensive review of the Land Use Code to identify and modify zoning regulations that do not align with the desired development outlined in the future land use map and land use category designations.	Regulatory Reform	High	Short-term	\$\$

	LAND USE (LU)	TYPE	PRIORITY	TIMELINE	ANTICIPATED COST
LU.1.1.2	Evaluate land uses on the waterfront and other key areas to determine which are incompatible with the future land use plan.	Plan or Study	Medium	Mid-term	\$
LU.1.1.3	Develop design standards and evaluate zoning for land uses along the waterfront that focus on compatibility with recreation and pedestrian-friendly environments.	Regulatory Reform	Medium	Short-term	\$
LU.1.1.4	Explore and implement incentives to encourage the relocation of incompatible land uses and accelerate alignment with the future land use map.	Program or Resource	Medium	Mid-term	\$\$
LU.1.2	Encourage quality development. Streamline processes and regulations for catalyst projects and development that fills gaps in services, provides housing or employment, or meets other community needs.				
LU.1.2.1	Establish a fast-track development process for catalyst developments, job opportunities, and critical services in underserved areas.	Regulatory Reform	Medium	Short-term	\$
LU.1.2.2	Incentivize quality development by establishing urban design and architectural criteria that would allow development to qualify for expedited review/permitting and/or reduced fees.	Regulatory Reform	Medium	Mid-term	\$
LU 1.3	Balance land uses. Establish land use patterns that accommodates various land uses in proportion to the needs of the community.				
LU.1.3.1	Utilize form-based zoning, particularly in downtown, Snake River Avenue and along East Main Street, to reinforce a walkable, urban character and allow for a wide range of compatible uses.	Regulatory Reform	Medium	Mid-term	\$
LU.1.3.2	Evaluate the zoning code to enable compatible uses in more locations to minimize the distance between residents and needed services.	Regulatory Reform	Medium	Mid-term	\$
LU 2	Provide housing choices throughout Lewiston.				
LU 2.1	Diversify possible housing options. Ensure that a variety of types, scale and density-appropriate housing can be constructed throughout Lewiston, promoting neighborhoods that cater to residents of all incomes, ages, family structures and cultures.				
LU 2.1.1	Conduct a review of the Land Use Code and implement modifications to facilitate diverse, scale-appropriate housing options across Lewiston.	Regulatory Reform	High	Short-term	\$\$
LU 2.1.2	Educate developers and community members about the benefits of missing housing typologies to gather support for such projects.	Program or Resource	High	Mid-term	\$
LU 2.2	Allow for density by ensuring compatibility. Build additional housing types in a scale appropriate way that fits into existing neighborhoods.				
LU 2.2.1	Engage residents on concerns and mitigation strategies for denser infill housing.	Plan or Study	Medium	Mid-term	\$
LU 2.2.1	Develop and implement design standards that guide the development of denser residential projects to ensure compatibility with existing neighborhoods. Considerations should include transition, scale, sight lines, and architectural characteristics.	Regulatory Reform	Medium	Mid-term	\$
LU 2.3	Facilitate workforce housing for critical services and employers. Key sectors such as healthcare, education, emergency services, and personal services need workforce housing in Lewiston. Explore what land use policy changes and regulation would enable such development.				
LU 2.3.1	Engage current residents to address concerns and form partnerships to build workforce housing.	Program or Resource	Medium	Mid-term	\$
LU 2.3.2	Collaborate with key sectors like healthcare institutions to review and modify land use policies to support the development of workforce housing in proximity to their facilities including live/work facilities.	Regulatory Reform	Medium	Mid-term	\$
LU 3	Coordinate growth in the ACI.				
LU 3.1	Collaborate Planning with Nez Perce County. Enhance the partnership with Nez Perce County to ensure better coordination on shared planning goals.				

LAND USE (LU)		TYPE	PRIORITY	TIMELINE	ANTICIPATED COST
LU 3.1.1	Establish an ongoing, collaborative framework with Nez Perce County to plan for the future of the ACI including right-of-way acquisitions and street design during subdivision applications and annexation agreements.	Plan or Study	High	Short-term	\$
LU 3.2	Strategize growth direction. Work with Nez Perce County to direct growth to areas with available, committed, or planned infrastructure capacity.				
LU 3.2.1	Develop and implement growth directives that guide development to locations where infrastructure capacity is present or committed for future development.	Regulatory Reform	Medium	Short-term	\$
LU 3.2.2	Partner with Nez Perce County and other development and planning partners to ensure growth plans are compatible.	Program or Resource	Medium	Short-term	\$

TRANSPORTATION AND CONNECTIVITY (TC)		TYPE	PRIORITY	TIMELINE	ANTICIPATED COST
TC 1	Maintain and promote a safe transportation system for all users.				
TC 1.1	Reduce crash rates for all modes of transportation. Understand and mitigate safety risks especially for the most vulnerable system users.				
TC 1.1.1	Regularly identify high-crash locations and prioritize improvements to mitigate crash patterns.	Plan or Study	High	Short-term	\$\$
TC 1.1.2	Develop public education to promote the awareness of safety issues, with a focus on protecting the most vulnerable system users.	Program or Resource	Medium	Short-term	\$
TC 1.1.3	Consider adopting a policy regarding the implementation of traffic calming measures on residential streets to slow traffic and discourage cut-through traffic on small residential streets.	Plan or Study	Medium	Short-term	\$
TC 1.1.4	Regularly conduct dark-hour walk audits of existing streets, pathways, and pedestrian realms to ensure visibility is maintained and potential vehicle crash risks minimized by utilizing curb extensions, connecting short gaps between streets with pathways or sidewalks.	Plan or Study	High	Short-term	\$\$
TC 1.2	Promote safer alternatives. Design a system for safety for all users.				
TC 1.2.1	Consider roundabouts and neighborhood traffic circles to reduce crash severity.	Capital Project	High	Mid-term	\$\$\$
TC 1.2.2	Consider separated and protected bicycle facilities along designated bike routes.	Capital Project	Low	Long-term	\$\$\$
TC 1.2.3	Require sidewalks on both sides of a street, and incorporate mid-block crossings on collectors and arterial roads.	Regulatory Reform	Medium	Long-term	\$\$\$
TC 1.2.4	Develop and adopt complete streets design standard that utilizes designs that enhance safety, especially for pedestrians and bike crossings. It should also incorporate specific design standards for key commercial corridors with higher traffic volumes of both pedestrians and automobiles.	Regulatory Reform	Medium	Mid-term	\$
TC 1.3	Utilize maintenance to optimize investments. Prioritize long-term cost-effectiveness as it relates to operation and maintenance costs.				
TC 1.3.1	Regularly update pavement conditions within the pavement management system.	Program or Resource	Medium	Long-term	\$
TC 1.3.2	Develop a plan to maintain existing facilities in a state of good repair and prioritize maintenance to ensure facilities do not deteriorate to a point at which reconstruction is the only option.	Capital Project	High	Long-term	\$\$\$
TC 2	Improve livability while addressing the needs of all transportation modes.				

TRANSPORTATION AND CONNECTIVITY (TC)		TYPE	PRIORITY	TIMELINE	ANTICIPATED COST
TC 2.1	Synchronize efforts. Keep plans current and coordinate consistency between all City and regional plans				
TC 2.1.1	Update the Transportation Plan and any modal plans as needed.	Plan or Study	Low	Mid-term	\$\$
TC 2.1.2	Ensure consistency with regional plans.	Program or Resource	Medium	Long-term	\$
TC 2.2	Enhance transit access and service. Increase mobility for users who rely on transit services.				
TC 2.2.1	Support land use policies that promote mixed use development and density of housing and employment to support alternative modes of transportation.	Regulatory Reform	Medium	Mid-term	\$
TC 2.1.2	Plan and seek funding for service expansions.	Program or Resource	Medium	Short-term	\$\$
TC 2.2.3	Consider transit enhancements with transportation projects for better access to the fixed-route system.	Program or Resource	Medium	Mid-term	\$\$\$
TC 2.3	Provide a non-motorized transportation system. Enable active mobility options for all users and abilities.				
TC 2.3.1	Establish complete street standards that emphasize multimodal options and safety for all users.	Regulatory Reform	Medium	Long-term	\$
TC 2.3.2	Identify corridors with excess capacity and/or roadway width as candidates for road diets to incorporate other modes.	Plan or Study	Low	Short-term	\$\$
TC 2.3.3	Prioritize projects that implement multimodal plans including bicycle boulevard projects in the LCVMPPO Bicycle Master Plan.	Capital Project	High	Short-term	\$\$\$
TC 2.3.4	Identify gaps in the non-motorized transportation network for all user abilities and prioritize projects to address these gaps through implementation of the annual bicyclist and pedestrian count program.	Plan or Study	High	Short-term	\$\$\$
TC 2.3.5	Implement ADA transition plans and require new development to provide non-motorized facilities, including bicycle and pedestrian facilities such as connections to trails.	Regulatory Reform	Medium	Short-term	\$\$\$
TC 2.4	Manage traffic congestion. Have adequate flow, width, and functionality of roadways.				
TC 2.4.1	Ensure coordination of the City's traffic signals with other regional entities.	Capital Project	Medium	Long-term	\$
TC 2.4.2	Establish acceptable levels of service (LOS) on all major transportation routes.	Regulatory Reform	Medium		\$\$
TC 2.4.3	Develop access management standards that provide a balance between access to adjoining land and safe and efficient traffic flows.	Program or Resource	Medium	Mid-term	\$\$\$
TC 2.4.4	Develop a regular traffic count program and monitor system performance.	Program or Resource	Medium	Short-term	\$
TC 2.4.5	Develop a transportation plan to upgrade existing substandard street widths.	Plan or Study	Medium	Mid-term	\$\$\$
TC 2.5	Improve connectivity between neighborhoods and destinations. More connections between the waterfront, various neighborhoods and key destinations such as commercial areas will reduce travel times by providing more route options.				
TC 2.5.1	Create and adopt subdivision connectivity standards for new development to ensure it connects with its surroundings.	Regulatory Reform	Medium	Mid-term	\$
TC 2.5.2	Identify where additional connections between neighborhoods, the waterfront and key destinations can be made for a variety of transportation modes and create a prioritization structure to help construct those connections	Plan or Study	Medium	Mid-term	\$\$
TC 2.5.3	Identify funding resources to help create additional connections.	Program or Resource	Medium	Mid-term	\$
TC 2.6	Facilitate compatible land uses near critical assets. Evaluate future land uses around the airport and port with compatible uses that provide benefit to and do not conflict with operations.				

TRANSPORTATION AND CONNECTIVITY (TC)		TYPE	PRIORITY	TIMELINE	ANTICIPATED COST
TC 2.6.1	Evaluate and modify as needed any land use policies and procedures to ensure that no uses conflicting with the safety or operations of the airport or port are permitted.	Regulatory Reform	Medium	Mid-term	\$
TC 2.6.2	Facilitate land use regulations that allow for the creation of aviation-oriented businesses and other industries dependent on air transport such as the Southside Airport Business Park where appropriate in proximity to the airport.	Regulatory Reform	Medium	Long-term	\$
TC 3	Advance economic growth, and quality of life through transportation.				
TC 3.1	Facilitate the efficient movement of goods. Attract economic activity with movement of goods to, from, and through the City.				
TC 3.1.1	Develop a system of truck routes and prioritize investment in facilities that support the movement of large and/or heavy vehicles.	Plan or Study	Low	Short-term	\$\$\$
TC 3.1.2	Ensure improvements along designated truck routes to meet the needs of commercial transportation.	Plan or Study	Low	Short-term	\$\$
TC 3.1.3	Preserve important freight facilities by ensuring compatible land uses adjacent to these facilities.	Plan or Study	High	Short-term	\$
TC 3.1.4	Encourage deliveries during off-peak traffic hours.	Plan or Study	Medium	Mid-term	\$
TC 3.2	Improve coordination of land use and transportation planning. Match uses and infrastructure for maximum efficiency and compatibility between land uses and the transportation system.				
TC 3.2.1	Require adequate connectivity of new developments to the existing and future transportation system.	Regulatory Reform	High	Short-term	\$\$
TC 3.2.2	Work to create programs and policies that promote new development along corridors with excess capacity.	Program or Resource	Medium	Long-term	\$\$
TC 3.3	Organize efforts for optimal outcomes. Coordinate projects with other departments to maximize public investment				
TC 3.3.1	Develop a process that requires the sharing and cross-checking of project lists between departments to identify opportunities to share resources and reduce unnecessary costs to implement a project.	Program or Resource	Medium	Mid-term	\$
TC 3.3.2	Prioritize improvements in transportation facilities and services that support access to jobs.	Program or Resource	Medium	Mid-term	\$\$\$
TC 3.3.3	Look for opportunities to incorporate improved aesthetics and amenities into designing transportation projects to enhance the travel experience and quality of life, especially along corridors with commercial, institutional, and mixed uses.	Capital Project	Medium	Long-term	\$\$\$
TC 3.4	Increase Accessibility. Increase public transit services, including traditional and on-demand services throughout the city to better service key destinations including the airport, healthcare facilities and other essential services.				
TC 3.4.1	Develop a process that requires the sharing and cross-checking of project lists between departments to identify opportunities to share resources and reduce unnecessary costs to implement a project.	Program or Resource	Medium	Mid-term	\$
TC 3.4.2	Connect and improve routes to and from transit service areas for nearby users.	Capital Project	Medium	Long-term	\$\$\$
TC 4	Attain buy-in and consensus from the community and partners				
TC 4.1	Engage to best meet community needs. Involve the public and other local and regional partners in the transportation planning process				
TC 4.1.1	Incorporate public engagement within future updates to the Transportation Plan.	Plan or Study	High	Short-term	\$
TC 4.2	Improve communication. Provide clear and transparent information about the planning process				

TRANSPORTATION AND CONNECTIVITY (TC)		TYPE	PRIORITY	TIMELINE	ANTICIPATED COST
TC 4.2.1	Create summaries of plans that clearly and concisely convey what each plan aims to accomplish along with how and when this will be done.	Program or Resource	Medium	Mid-term	\$
TC 4.2.2	Expand City transportation planning webpages on the City website to communicate additional project information with the public and other partners.	Program or Resource	Medium	Short-term	\$
TC 4.3	Increase collaboration to ensure airport success. Partner with Nez Perce County and the Airport Authority to ensure the airport gets needed support.				
TC 4.2.1	Create summaries of plans that clearly and concisely convey what each plan aims to accomplish along with how and when this will be done.	Program or Resource	Medium	Mid-term	\$
TC 4.2.2	Establish a long term funding strategy that identifies funding needs and resources available to accomplish future improvements.	Program or Resource	Medium	Short-term	\$
TC 4.4	Facilitate implementation of existing plans. Facilitate implementation of existing plans. Work with partners to take action on implementing the goals, objectives, projects and recommendations of existing plans.				
TC 4.2.1	Create and implement an action plan with partners to realize the recommendations in the Nez-Perce County Airport Plan	Program or Resource	Medium	Mid-term	\$
TC 4.2.2	Expand the transportation planning webpage as part of the City's website to communicate project information with the public and other partners.	Program or Resource	Medium	Short-term	\$
TC 5	Develop partnerships and leverage funding opportunities.				
TC 5.1	Collaborate with regional partners. Strengthen relationships with area entities to improve the transportation system in and to Lewiston.				
TC 5.1.1	Invite input from local and regional partners such as emergency response agencies and port, MPO, RTPPO, airport	Program or Resource	Medium	Short-term	\$
TC 5.1.2	Be an active participant in regional planning processes including efforts conducted by the Lewis and Clark Valley Metropolitan Planning Organization, the City of Clarkston and other neighboring towns/cities, Nez Perce and Asotin counties, and both the Idaho Transportation Department (ITD) and Washington Department of Transportation (WSDOT).	Program or Resource	Medium	Short-term	\$
TC 5.1.3	Ensure developers bear the cost of transportation facilities required of the development and that these new facilities adequately accommodate additional traffic brought upon by the development.	Regulatory Reform	Medium	Short-term	\$
TC 5.1.4	Preserve adequate right-of-way for future transportation corridors and Improvements.	Regulatory Reform	Medium	Long-term	\$
TC 5.2	Seek new funding opportunities. Enable future transportation improvements with additional financial resources.				
TC 5.2.1	Pursue all available Federal, State, and Local funding sources for transportation development programs.	Program or Resource	Medium	Mid-term	\$
TC 5.2.2	Support legislative efforts that offer expanded funding techniques that enable local property owners and developers, in cooperation with local government, to construct and maintain transportation improvements as part of an overall economic development strategy.	Plan or Study	Medium	Mid-term	\$
TC 5.2.3	Implement user fees and fares to fund transportation improvements.	Program or Resource	Medium	Long-term	\$

ECONOMIC DEVELOPMENT (ED)		TYPE	PRIORITY	TIMELINE	ANTICIPATED COST
ED 1	Strengthen Lewiston's role as a regional economic hub.				
ED 1.1	Build and strengthen regional partnerships. Continue building relationships among regional economic development partners, fostering collaboration and engagement in strategic planning.				
ED 1.1.1	Bring together partners and establish regular and ongoing coordination meetings. Such facilitation should ensure various groups are aware of others' efforts and allow for the sharing of resources and expertise to maximize the efforts of the various partner groups and the City. Such partners include Lewis Clark Valley Chamber of Commerce, Valley Vision, Beautiful Downtown Lewiston, Clearwater Economic Development Association, the Port of Clarkston, Southeast Washington Economic Development Association, Port of Lewiston, Idaho Workforce Development Council, Lewis-Clark State College, and Visit Lewis Clark Valley.	Program or Resource	High	Short-term	\$
ED 1.1.2	Actively participate and assist partner organizations with regional plan development to increase compatibility with City plans and efforts.	Plan or Study	Medium	Mid-term	\$
ED 1.1.3	Establish an economic development specific role within the city to coordinate and facilitate efforts among partners to build Lewiston's economic health.	Program or Resource	Medium	Mid-term	\$\$
ED 1.2	Enhance business recruitment and expand relocation support. Support business attraction and recruitment efforts by identifying metrics, incentives, and benefits for target industries.				
ED 1.2.1	Assign a single point of contact with the City for relocating businesses and to support the expansion of existing businesses.	Program or Resource	Low	Short-term	\$
ED 1.2.2	Explore opportunities like streamlining business licensing and preparing shovel-ready sites for redevelopment through external funding or public-private partnerships.	Program or Resource	High	Short-term	\$\$
ED 1.2.3	Collaborate with economic development partners to define and implement metrics that effectively gauge interest and economic progress in Lewiston.	Program or Resource	Medium	Mid-term	\$\$
ED 1.3	Expand Lewiston's accessibility. Work with partners to expand access from air, land, and water to and from Lewiston.				
ED 1.3.1	Work with partners including Nez Perce County and the Airport Authority to continue airport infrastructure investment to ensure the airport is ready for additional capacity.	Capital Project	Medium	Mid-term	\$\$\$
ED 1.3.2	Work with partners to market the Lewiston Airport and increase ridership to increase its viability for additional airline routes.	Program or Resource	Medium	Mid-term	\$
ED 1.3.2	Work with partners to facilitate enhancements to docking facilities and roadways into Lewiston.	Program or Resource	Medium	Long-term	\$\$
ED 1.4	Encourage retail, entertainment, and recreational industries. Solidify Lewiston's place as an economic, social and recreational center for people throughout the region.				
ED 1.4.1	Work with partners to draw industries that make the most of Lewiston's location on the waterfront land proximity to surrounding wilderness areas.	Program or Resource	Medium	Mid-term	\$
ED 1.4.2	Establish a program to host and attract events that build on Lewiston's strengths like the waterfront and institutions such as LCSC.	Program or Resource	Medium	Mid-term	\$\$
ED 1.4.3	Work with partners to pursue development or redevelopment that attracts retail and entertainment uses in Lewiston.	Program or Resource	Medium	Mid-term	\$
ED 2	Attract and retain a skilled workforce				
ED 2.1	Facilitate training and jobs. Support low-barrier pathways and remove high-barrier pathways to living wage jobs through the continued development of career and technical training.				

ECONOMIC DEVELOPMENT (ED)		TYPE	PRIORITY	TIMELINE	ANTICIPATED COST
ED 2.1.1	Facilitate coordination between with Valley Vision, Lewis-Clark State College, Lewiston High School and other partners to identify needed workforce skills and offer educational programs that address them.	Program or Resource	High	Short-term	\$
ED 2.2	Support partners to mitigate barriers to employee retention. Collaborate with appropriate organizations to help retain Lewiston's workforce.				
ED 2.2.1	Work with partners to identify barriers to retention. This would include reaching out to Clearwater Economic Development Association to investigate lessons learned from employer/employee dialogue actions listed in the region's Comprehensive Economic Development Strategic (CEDS) Plan.	Plan or Study	High	Short-term	\$
ED 2.2.2	Work with partners to formulate and implement a plan to address identified retention barriers.	Program or Resource	High	Mid-term	\$\$
ED 2.3	Improve housing affordability for lower-income households. Housing is a critical element in the attraction and long term retention of employees, and is needed at all levels of income but is mostly in demand at lower price points.				
ED 2.3.1	Implement the recommendations outlined in this Plan's Housing Element to address and improve housing affordability for a skilled workforce.	Program or Resource	High	Mid-term	\$\$
ED 2.3.2	Attract an increased variety of housing types to accommodate new workers.	Program or Resource	High	Mid-term	\$\$
ED 2.3.3	Review the zoning and subdivision codes and identify provisions that un-necessarily result in increased housing costs and amend the codes, accordingly.	Regulatory Reform	Medium	Short-term	\$
ED 2.4	Partner to expand career opportunities. Work with community organizations to create opportunities for workers to build careers in Lewiston.				
ED 2.4.1	Work with Clearwater Economic Development Association and other partners to further develop local career and leadership opportunities to drive economic growth, create career development opportunities, and to build higher retention rates.	Program or Resource	Medium	Mid-term	\$
ED 3	Build on industry strengths while exploring new opportunities				
ED 3.1	Support the emerging base of small-scale advanced manufacturing. Continue bringing quality jobs to Lewiston by attracting new companies and entrepreneurs in existing and emerging industries.				
ED 3.1.1	Collaborate with partners to identify City programs that can assist in the growth of small-scale advanced manufacturing, including potential training programs.	Program or Resource	Medium	Short-term	\$
ED 3.1.2	Work with economic development partners to facilitate and explore strategies such as marketing, coordination with the Port's incubator program, and offering startup financial assistance to entrepreneurs.	Program or Resource	Medium	Mid-term	\$\$
ED 3.1.3	Evaluate the zoning code to ensure define and recognize small scale manufacturing uses and identify areas it would be appropriate.	Regulatory Reform	Medium	Short-term	\$
ED 3.2	Identify and expand existing and potential new industry clusters. through the development of an economic development strategic plan. Create an economic development strategic plan that has focus on cluster business recruitment.				
ED 3.2.1	Conduct further analysis to identify and fine-tune targeting of public resources and efforts to support the expansion of industries with the greatest potential for future growth in Lewiston.	Plan or Study	High	Short-term	\$\$
ED 3.3	Boost tourism in Lewiston. Cater to tourism related to local strengths.				
ED 3.3.1	Assemble a task force of community partners to research and develop recommendations, including the development of a marketing plan and organizing programs like a volunteer river cruise ship welcoming initiative.	Plan or Study	Medium	Mid-term	\$\$

ECONOMIC DEVELOPMENT (ED)		TYPE	PRIORITY	TIMELINE	ANTICIPATED COST
ED 3.3.2	Implement a market plan to capitalize on Lewiston's outdoor recreation, wine tourism, long golf season and other local strengths to increase visitors.	Program or Resource	Medium	Mid-term	\$\$
ED 4	Continue developing unique places and explore emerging areas for revitalization.				
ED 4.1	Encourage downtown revitalization with improvements. Invest in strategic improvements to drive further investment interest.				
ED 4.1.1	Utilize downtown events to employ tactical urban strategies for low-cost, pedestrian-friendly improvements to the streetscape that drive further interest in investment and renewal efforts in key locations such as downtown.	Capital Project	Medium	Short-term	\$\$
ED 4.1.2	Collaborate with the City's Urban Renewal Agency and explore the use of tax increment financing for impactful, low-cost infrastructure and improvements.	Program or Resource	High	Short-term	\$
ED 4.1.3	Explore the potential use of tactical urbanism for beautification and placemaking efforts downtown.	Program or Resource	Medium	Mid-term	\$\$
ED 4.2	Explore longer-range opportunities for revitalization. Utilize catalyst projects and long term strategies establish long term vitality.				
ED 4.2.1	Explore the use of tax increment financing for infrastructure improvements with the City's Urban Renewal Agency.	Program or Resource	Medium	Short-term	\$
ED 4.2.2	Implement key actions outlined in the 2019 Downtown Master Plan.	Capital Project	High	Long-term	\$\$\$
ED 4.2.3	Identify and participate in redeveloping catalyst sites including the 12.5-acre Twin City Foods site.	Program or Resource/ Plan or Study	High	Mid-term	\$\$\$
ED 4.2.4	Study incompatible uses in key areas like the waterfront, downtown and other economic corridors for compliance with the future land use plan and create incentives and support relocating those uses to more compatible areas.	Program or Resource/ Plan or Study	Medium	Mid-term	\$\$
ED 4.3	Re-envision underutilized retail spaces. Accommodate a wider range of uses such as mixed use to better meet changing market demands.				
ED 4.3.1	Partner with business organizations to engage businesses to determine demand and barriers for commercial spaces and uses.	Plan or Study	Medium	Short-term	\$
ED 4.3.2	Consider undertaking a corridor study to evaluate and incentivize possibilities for commercial space revitalization, including areas at Nez Perce Plaza and the Southway Corridor.	Plan or Study	Medium	Mid-term	\$\$
ED 4.3.3	Evaluate the commercial zoning districts in the zoning code zoning code to ensure relevant commercial and mixed uses are allowed where appropriate.	Plan or Study	Medium	Mid-term	\$

HOUSING (H)		TYPE	PRIORITY	TIMELINE	ANTICIPATED COST
H 1	Increase housing quality and production.				
H 1.1	Improve quality of and access to affordable housing. Implement related existing plans and identify solutions for housing access.				
H 1.1.1	Continue coordinating with the Idaho Housing and Finance Association (IHFA) and other partners to implement the goals and projects outlined in the 2023-2027 Consolidated Plan.	Program or Resource	Medium	Short-term	\$\$

HOUSING (H)		TYPE	PRIORITY	TIMELINE	ANTICIPATED COST
H 1.1.2	Explore opportunities for increasing production of affordable housing by increasing the supply of rental units serving residents currently receiving rental subsidies, or by getting involved in the development of public housing. This may include pursuing public-private partnerships to fund development, establishing a housing authority, and other actions such as amending the zoning code to facilitate and/or encourage more multi-family residential housing supply and supporting rezone, conditional use permit and planned unit development applications for such housing.	Program or Resource	High	Short-term	\$\$
H 1.1.3	As outlined in the 2019 Downtown Master Plan, support implementation of upper-story housing downtown to increase supply of residential units.	Program or Resource	Medium	Mid-term	\$
H 1.1.4	Partner with the fire department to evaluate the fire code to ensure that living spaces can be constructed in adaptive reuse projects downtown.	Program or Resource	Medium	Short-term	\$
H 1.2	Encourage property owners to make improvements to housing conditions. Incentivize and provide resources for property owners to update and improve aged housing.				
H 1.2.1	Expand and promote programs such as the Community Development Block Grant (CDBG) for property owners to make improvements to aging properties to improve housing quality.	Program or Resource	Medium	Mid-term	\$\$
H 1.3	Evaluate regulations for barriers to housing. Assess and amend subdivision and zoning regulations to change factors that limit the ability to build new housing where appropriate.				
H 1.3.1	Advocate at the state level for legislative changes enabling local tax incentives to support diverse housing types, with a particular emphasis on denser multifamily housing.	Program or Resource	Medium	Mid-term	\$
H 1.3.2	Encourage more housing through support of support conditional use permit and planned unit development applications for needed housing types, evaluating and updating zoning code to allow for more needed housing types, and incentives like density bonuses to facilitate more housing units.	Regulatory Reform	Medium	Short-term	\$
H 1.3.3	Study and act to overcome barriers to housing development for housing types that are not currently being built (e.g., multifamily and missing-middle housing). Barriers may include parking requirements, state restrictions on uses of funding, environmental review, developer infrastructure investments, permitting timelines, land availability, lack of land zoned for these housing types, lack of zoning code use by right allowance for these housing types, and others.	Plan or Study	Medium	Short-term	\$\$
H 1.3.4	Partner with and provide support for organizations specializing in the development of these housing types.	Program or Resource	Medium	Mid-term	\$
H 2	Diversify housing options				
H 2.1	Raise community awareness and interest for missing middle housing types. Educate developers and residents about the benefits of a diverse range of housing.				
H 2.1.1	Initiate a marketing campaign to raise awareness and interest in small scale missing middle development such as Accessory Dwelling Units (ADUs). Direct these efforts to residents who wish to live closer to their extended families and/or caregivers.	Program or Resource	Medium	Short-term	\$
H 2.1.2	Educate developers and residents on housing options by developing a City web presence with comprehensive guidance, conduct webinars or meetings to discuss housing typologies, and organize tours of existing missing middle examples such as ADUs.	Program or Resource	Medium	Mid-term	\$
H 2.1.3	Provide technical assistance for interested homeowners and developers.	Program or Resource	Medium	Short-term	\$
H 2.2	Reduce barriers to missing middle housing typologies. Study and reduce or eliminate barriers to allow for additional housing typologies that are not currently being built.				

HOUSING (H)		TYPE	PRIORITY	TIMELINE	ANTICIPATED COST
H 2.2.1	Evaluate existing land use regulations for areas where additional missing middle housing could be accommodated and update as needed. Consider incentives such as reduced permitting fees for these housing types.	Regulatory Reform	Medium	Short-term	\$
H 2.2.2	Develop incentive programs such as pre-approved plans for ADUs and other missing-middle housing types to simplify and expedite construction.	Program or Resource	Medium	Mid-term	\$\$
H 2.3	Identify infrastructure barriers. Study infrastructure issues that may be limiting the development of ADUs and other denser development types.				
H 2.3.1	Consider conducting a follow-up study of ADU-eligible lots to identify existing infrastructure barriers to ADU development and expand it to consider the infrastructure needs of other similar missing-middle housing types	Plan or Study	Medium	Mid-term	\$\$
H 2.3.2	Factor additional density into infrastructure plans along transit corridors where additional housing is encouraged to reduce infrastructure cost for development of additional housing.	Capital Project	Medium	Long-term	\$\$
H 2.4	Incentivize a variety of housing types. Enable additional tools and incentives for development of ADUs and other housing types that tend to be lower in cost and result in increased density.				
H 2.4.1	Consider conducting a follow-up study of ADU-eligible lots to identify existing infrastructure barriers to ADU development and expand it to consider the infrastructure needs of other similar missing-middle housing types	Plan or Study	Medium	Mid-term	\$\$
H 2.4.2	Factor additional density into infrastructure plans along transit corridors where additional housing is encouraged to reduce infrastructure cost for development of additional housing.	Capital Project	Medium	Long-term	\$\$
H 3	Target housing production in opportunity zones.				
H 3.1	Capitalize on existing plans. Focus resources in areas planned for additional density.				
H 3.2.1	Identify areas within walking distance of existing or planned transit services and direct resources to encourage missing-middle and denser housing types in those locations.	Program or Resource	Medium	Mid-term	\$
H 3.2.2	Evaluate infrastructure for areas with existing excess capacity and target additional housing resources in those locations .	Program or Resource	Medium	Long-term	\$\$
H 3.2	Maximize efficient housing development. Encourage denser housing types in areas with infrastructure capacity and transit access.				
H 3.2.1	Identify areas within walking distance of existing or planned transit services and direct resources to encourage missing-middle and denser housing types in those locations.	Program or Resource	Medium	Mid-term	\$
H 3.2.2	Evaluate infrastructure for areas with existing excess capacity and target additional housing resources in those locations .	Program or Resource	Medium	Long-term	\$\$

PARKS, RECREATION, TRAILS AND OPEN SPACE (PR)		TYPE	PRIORITY	TIMELINE	ANTICIPATED COST
PR 1	Diversify recreational offerings to meet the needs of the community.				
PR 1.1	Accommodate a wide range of ages. Expand recreation offerings to align with community needs by installing age-friendly amenities at City park spaces.				
PR 1.1.1	Identify and install age-friendly amenities. Lewiston's growing older adult population has different recreational needs than other demographics, and improvements to City parks and recreational facilities should be accessible and accommodate ADA residents.	Capital Project	Medium	Mid-term	\$\$
PR 1.1.2	Engage with middle school- to high school-age community members to identify and design programs specifically for individuals not participating in formal sports within these age groups.	Program or Resource	Medium	Mid-term	\$

PARKS, RECREATION, TRAILS AND OPEN SPACE (PR)		TYPE	PRIORITY	TIMELINE	ANTICIPATED COST
PR 1.2	Develop culturally inclusive recreation. Incorporate culturally specific recreation programs and facilities that serve the interests of Lewiston's diverse community.				
PR 1.2.1	Engage with minority populations identify recreational programming needs unique to their culture and incorporate them into future programs and improvements. Continue to emphasize inclusivity and accessibility in the planning and implementation of these initiatives.	Program or Resource	Medium	Mid-term	\$
PR 1.3	Facilitate the enhancement of the waterfront. Coordinate with partners to expand recreational and social activities and make physical improvements to the built environment along the waterfront.				
PR 1.3.1	Expand waterfront and water based recreation offerings and by partner with relevant organizations to attract ongoing water based events to enhance waterfront vibrancy.	Program or Resource	Medium	Mid-term	\$
PR 2	Strengthen partnerships to maximize recreational offerings				
PR 2.1	Expand community engagement and involvement. Make efforts to ensure community input is representative of all community members.				
PR 2.1.1	Develop relationships with underserved populations to engage and understand their needs when planning for future improvements in recreational facilities and programs.	Program or Resource	Medium	Mid-term	\$
PR 2.1.2	Collaborate with community organizations such as schools, Boys and Girls Club, and other community partners to gather ongoing feedback on recreational needs. Conduct surveys, workshops, or focus groups to ensure inclusive input.	Program or Resource	Medium	Mid-term	\$
PR 2.2	Build on existing relationships. Expand collaboration with regional partners for optimal outcomes.				
PR 2.2.1	Facilitate regular discussions and collaboration with surrounding area entities, including Clarkston, Nez Perce County, and Hells Gate State Park, to develop a coordinated approach to recreational offerings. Identify shared interests, resources, and opportunities for joint initiatives.	Program or Resource	Medium	Long-term	\$
PR 2.2.2	Expand partnership with the US Army Corps of Engineers (USACE) to identify additional uses and recreational offerings on the levees. Coordinate planning and implementation efforts to maximize recreational potential.	Program or Resource	Low	Long-term	\$
PR 2.3	Expand Lewiston's reputation as an outdoor recreation destination. Partner with businesses, community groups, and booster organizations to create, enhance, and promote recreation opportunities along the waterfront.				
PR 2.3.1	Attract, promote, and facilitate events that showcase Lewiston as a waterfront and outdoor recreation city. Partner with relevant organizations as needed to facilitate ongoing and regular events.	Program or Resource	Medium	Long-term	\$\$
PR 3	Develop an updated Parks Plan.				
PR 3.1	Evaluate future recreational locations. Prioritize future recreational development to distribute parks, open space, and trails more equitably.				
PR 3.1.1	Identify and plan for additional recreational offerings in areas with fewer existing facilities. Consider demographic and geographic factors to identify areas that need increased recreational opportunities and prioritize their construction including small scale pocket parks and corner parks in underserved areas.	Plan or Study	Medium	Short-term	\$
PR 3.1.2	Secure sites for future recreational infrastructure. Minimize costs by planning for and early acquisition of land for parks and trails to serve future residents.	Capital Project	Medium	Long-term	\$\$\$
PR 3.2	Establish a citywide interconnected trail system. Encourage non-motorized transportation with connectivity and safety to align with the Bike and Sidewalk Master Plans, and creates pedestrian friendly connections to and from the waterfront.				
PR 3.2.1	Plan and implement a citywide trail network. Include various walking routes, track spaces, park pathways, and more.	Plan or Study	Medium	Mid-term	\$\$

PARKS, RECREATION, TRAILS AND OPEN SPACE (PR)		TYPE	PRIORITY	TIMELINE	ANTICIPATED COST
PR 3.2.2	Increase access to parks and trails for those walking or biking by developing strategies to improve access. Identify and address barriers to access, including transportation infrastructure and safety considerations.	Plan or Study	Medium	Mid-term	\$\$
PR 3.2.3	Evaluate area trails that can serve as safe routes to schools and prioritize those segments in implementation timeframes.	Plan or Study	High	Short-term	\$
PR 3.2.4	Install wayfinding signage, unique paint, and lighting to enhance the trail experience.	Capital Project	Medium	Mid-term	\$\$

NATURAL RESOURCES AND HAZARDS (NH)		TYPE	PRIORITY	TIMELINE	ANTICIPATED COST
NH 1	Minimize risks from environmental hazards.				
NH 1.1	Avoid high-risk development. Limit development in hazardous areas to protect health and safety.				
NH 1.1.1	Evaluate current zoning and development regulations to ensure limited development in hazardous areas to safeguard the health and safety of residents.	Regulatory Reform	High	Short-term	\$
NH 1.2	Manage stormwater for pollution reduction. Utilize stormwater Best Management Practices to reduce pollutant loads and slow runoff rates.				
NH 1.2.1	Incorporate stormwater management best practices into City standards and regulations. Special attention should be made to manage runoff rates effectively to preserve water quality.	Regulatory Reform	Medium	Mid-term	\$
NH 1.3	Improve air quality by providing additional transportation options. Promote the use of low-emission modes of transportation, including ridesharing, bicycling, walking, and transit.				
NH 1.3.1	Develop and implement initiatives to encourage the use of low-emission transportation modes, such as ridesharing, bicycling, walking, and transit. Collaborate with relevant organizations and provide infrastructure support.	Program or Resource	Medium	Long-term	\$
NH 1.3.2	Promote compact, infill, and mixed use development to increase opportunity for people to choose non-auto-oriented transportation and reduce adverse transportation impacts to the environment.	Regulatory Reform	Medium	Long-term	\$
NH 1.4	Coordinate community Education on hazard mitigation. Educate and inform residents on how to mitigate impacts from wildfires, winter storms, floods, extreme heat, and other high-risk hazards.				
NH 1.4.1	Implement community-wide education programs to inform residents about the mitigation of impacts from wildfires, winter storms, floods, extreme heat, and other high-risk hazards. Use various channels, including workshops, informational materials, and online resources to reach the public.	Program or Resource	Medium	Mid-term	\$
NH 2	Increase resilience and sustainability by being good stewards of the environment.				
NH 2.1	Expand the urban tree canopy. Promote and expand the urban tree canopy where possible.				
NH 2.1.1	Allocate resources and exceed baseline funding requirements to invest in programs like Tree City USA, promoting and expanding the urban tree canopy. Focus efforts on areas with less tree coverage.	Program or Resource	Medium	Short-term	\$\$
NH 2.1.2	Incentivize or require tree planting in new developments, especially along streets and in and around parking lots. Incorporate street tree planting standards into the subdivision code.	Regulatory Reform	Medium	Short-term	\$
NH 2.1.3	Explore allocating resources or incentives for existing commercial properties with large paved parking areas to incorporate trees to mitigate urban heat islands.	Program or Resource	Medium	Mid-term	\$\$

NATURAL RESOURCES AND HAZARDS (NH)		TYPE	PRIORITY	TIMELINE	ANTICIPATED COST
NH 2.2	Promote and incentivize water conservation. Conserve aquifer resources to ensure access to water.				
NH 2.2.1	Review and align current ordinances and programs with best practices for water conservation.	Regulatory Reform	Medium	Mid-term	\$
NH 2.2.3	Introduce incentives to encourage residents and businesses to adopt water-saving practices.	Program or Resource	Medium	Long-term	\$\$
NH 2.3	Adopt renewable energy expansion. Encourage the use of renewable energy and establish development standards for such uses.				
NH 2.3.1	Promote the adoption of renewable energy sources within the community through public education resources.	Program or Resource	Low	Long-term	\$
NH 2.3.2	Establish development standards that incentivize and guide the use of renewable energy in new projects and mitigate potential impacts.	Regulatory Reform	Medium	Mid-term	\$
NH 2.4	Protect ground water quality and improve storm water quality. Encourage the reduction of pollutants and potential contaminants.				
NH 2.4.1	Implement education programs and advocacy initiatives to encourage the reduction of herbicide and fertilizer use along watershed areas. Collaborate with residents, agriculture producers, businesses, and local organizations to raise awareness and promote environmentally friendly practices.	Program or Resource	Medium	Short-term	\$
NH 2.4.2	Collaborate with residents to raise awareness about proper septic system maintenance and water testing to reduce potential contamination of ground water and watershed areas.	Program or Resource	Medium	Short-term	\$
NH 2.4.3	Evaluate development standards for when and where septic systems may be utilized for new development to minimize potential contaminants.	Regulatory Reform	Medium	Short-term	\$
NH 3	Collaborate with partners to maximize positive impacts.				
NH 3.1	Ensure flood protection while enhancing natural environments and wildlife habitat. Work with USACE and other partners to coordinate these efforts.				
NH 3.1.1	Explore joint initiatives, awareness campaigns, and policies to with the US Army Corps of Engineers (USACE) to preserve and restore natural riparian vegetation along the waterfront.	Program or Resource	Medium	Mid-term	\$
NH 3.2	Develop clean air standards. Support regional pollution mitigation strategies and attract clean industries.				
NH 3.2.1	Support regional pollution mitigation strategies by actively participating in collaborative efforts. Engage with neighboring cities, environmental organizations, and industry stakeholders to implement clean air standards. Attract clean industries through incentives and supportive policies.	Program or Resource	High	Long-term	\$\$\$
NH 3.3	Collaborate for effective hazard mitigation. Coordinate with Nez Perce County to implement the County of Nez Perce All Hazard Mitigation Plan.				
NH 3.3.1	Coordinate with Nez Perce County to implement the Nez Perce Hazard Mitigation Plan. Collaborate on joint projects, share resources, and align efforts to enhance resilience against hazards identified in the plan.	Program or Resource	Medium	Short-term	\$

PUBLIC SERVICES, FACILITIES, AND UTILITIES (PSFU)		TYPE	PRIORITY	TIMELINE	ANTICIPATED COST
PSFU 1	Facilitate and collaborate to increase efficiency of infrastructure improvements				
PSFU 1.1	Coordinate CIP improvements to ensure efficiency. Expand coordination between the City and partner organizations to ensure prioritization and avoid inefficiency.				
PSFU 1.1.1	Facilitate coordination between the City and organizations such as ITD, COSD and the LOID utility needs are considered and prioritized in Capital Improvement Program (CIP) planning. Establish regular communication channels to enhance efficiency.	Program or Resource	High	Short-term	\$
PSFU 1.2	Partner to update sidewalk and bike plans for safer routes to school. Ensure uniform integration with the existing transportation plans and projects by involving relevant partners in the process.				
PSFU 1.2.1	Update and implement sidewalk and bike plans for safer routes to school. Conduct a comprehensive review to align plans with the existing transportation plan, addressing current needs and prioritizing improvements. Involve partners and community members in the planning process.	Plan or Study	High	Short-term	\$\$\$
PSFU 1.3	Bring transit and healthcare together. Establish additional connections for residents with medical needs.				
PSFU 1.3.1	Support mobile health clinics by permitting City properties to host regular events. Streamline permitting processes and provide necessary resources to facilitate the successful operation of mobile health clinics.	Program or Resource	Medium	Mid-term	\$
PSFU 1.3.2	Support mobile health clinics by permitting City properties to host regular events. Streamline permitting processes and provide necessary resources to facilitate the successful operation of mobile health clinics.	Program or Resource	Medium	Mid-term	\$
PSFU 2	Maximize access to services by prioritizing partnerships				
PSFU 2.1	Identify gaps in healthcare services. Partner to identify gaps in care and staffing in the healthcare sector.				
PSFU 2.1.1	Collaborate with healthcare and economic development interests to conduct a thorough analysis of gaps in local healthcare services and identify staffing shortages. Engage with stakeholders to develop strategies for addressing identified needs.	Plan or Study	High	Short-term	\$\$
PSFU 2.1.2	Support healthcare providers to identify underserved areas and establish additional mental health outlets, initiatives, and programs that address the mental health needs.	Plan or Study	High	Short-term	\$
PSFU 2.2	Engage with the community on programs and facility improvements. Utilize community groups to reach underserved communities to ensure representative input on future programs and facilities.				
PSFU 2.2.1	Work with the schools, Boys & Girls Club, and other community partners to gather feedback from minority populations on their desires for City facilities and programs.	Program or Resource	Medium	Short-term	\$
PSFU 2.3	Utilize advocacy groups to better meet the needs of aging populations. Consider partnering with groups such as AARP to utilize resources for older community members.				
PSFU 2.3.1	Join AARP's Network of Age-Friendly States and Communities to actively participate in community engagement, understand local age-friendly needs, and gain access to AARP's technical assistance resources.	Program or Resource	Medium	Short-term	\$
PSFU 2.4	Expand Internet Access. Partner with utility providers and take any direct actions appropriate to increase available internet services to businesses, neighborhoods and multifamily housing areas.				
PSFU 2.4.1	Partner with utility providers to assess and enhance internet services in neighborhoods and multifamily housing areas. Explore joint projects, infrastructure improvements, and initiatives to expand digital access for residents.	Program or Resource	Medium	Mid-term	\$\$

PUBLIC SERVICES, FACILITIES, AND UTILITIES (PSFU)		TYPE	PRIORITY	TIMELINE	ANTICIPATED COST
PSFU 2.4.2	Amend the subdivision code to require the installation of broadband conduit in the development of new subdivisions.	Regulatory Reform	Medium	Short-term	\$
PSFU 3	Ensure efficient and equitable access to information and City services.				
PSFU 3.1	Establish consistent equitable access. Develop City engagement standards to build community relationships.				
PSFU 3.1.1	Create and implement a City engagement policy that will ensure equitable access to information and resources in a consistent and transparent manner.	Program or Resource	High	Mid-term	\$
PSFU 3.2	Enhance multilingual access and inclusivity. Ensure City materials are available to all parts of the community.				
PSFU 3.2.1	Make City materials are available in multiple languages.	Program or Resource	Medium	Short-term	\$\$
PSFU 3.2.2	Facilitate and work with partners to offer English language classes to residents to enhance language skills and communication.	Program or Resource	Low	Long-term	\$\$
PSFU 3.3	Expand digital accessibility. Expand and continue free Wi-Fi access at or near all city facilities open to the public and any associated adjacent public spaces.				
PSFU 3.3.1	Continue free Wi-Fi access at city facilities open to the public and expand access to any associated adjacent public spaces to maximize digital access for the community.	Program or Resource	Medium	Short-term	\$

ENVISION LEWISTON 2044

EXPLORE OUR PAST, ENGAGE OUR PRESENT, BUILD OUR FUTURE





ENVISION LEWISTON 2044

EXPLORE OUR PAST, ENGAGE OUR PRESENT, BUILD OUR FUTURE

APPENDIX B PUBLIC ENGAGEMENT SUMMARY

DRAFT APRIL 2024



ENVISION LEWISTON 2044: Explore our Past, Engage Our Present, Build Our Future

PHASE 1: PUBLIC ENGAGEMENT SUMMARY

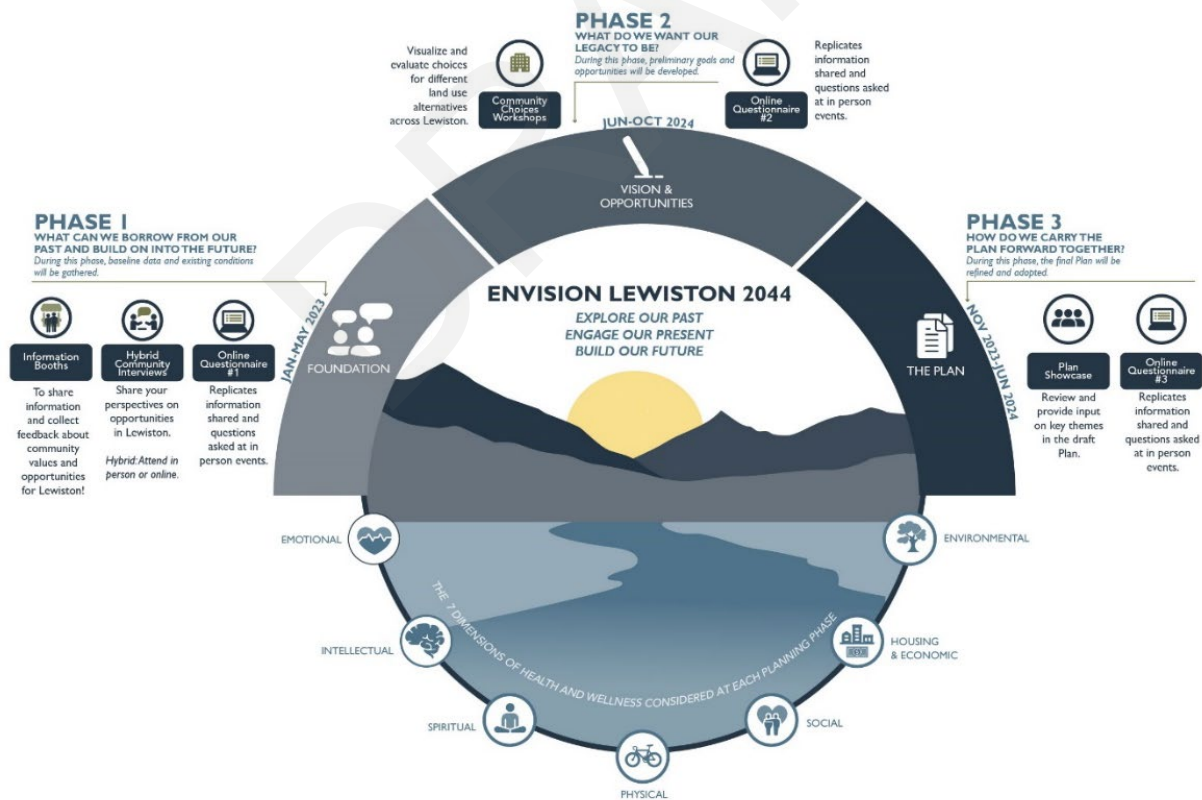
June 22, 2022

Introduction

The [Envision Lewiston 2044 Comprehensive Plan](#) (the Plan) is a community-informed document that offers guidance—or a roadmap—for decision-makers to best accommodate the challenges and opportunities associated with growth. This community-driven effort considers many faces of the community, including but not limited to, land use, jobs, housing, transportation, recreation, culture, wellbeing, resiliency, and more.

As shown on the timeline below, the planning process is anticipated to last 18 months and to include outreach events at each planning phase. This summary document highlights what we heard during Phase 1 public events.

Project Timeline



Phase 1 Overview

Phase 1 public events included a celebratory kickoff week to launch the planning effort publicly and begin a promotional campaign for the Comprehensive Plan. The kickoff events introduced the plan and asked questions on values, key issues, opportunities, and aspirations for the City of Lewiston.

Phase 1 Engagement by the Numbers



Phase 1 Engagement by the Photos

Visual recap of three days of information booths at the Art Under the Elms event. More details about this event below.



Who We Heard From During Phase 1 Public Events

Steering Committee

The Envision Lewiston 2044 Steering Committee (SC) was formed early in the process to be a working group of individuals that represent different interests within the Lewiston community. (See SC composition below). The SC will review and comment on the content of the Plan as it develops and contribute to amplifying outreach efforts and advocating for the Plan. During Phase 1, the SC met twice (March 6 and April 3) to review and shape the public participation plan and the kickoff week of public events. They participated in shaping the project name and tagline, suggesting potential community interviewees, and reviewing the questions and materials for the community interviews, online questionnaire, and information booths.

Envision Lewiston 2044 Steering Committee Composition

Name	Representation
1 Dan Johnson	City of Lewiston Mayor
2 Hannah Liedkie	City of Lewiston Councilor
3 Kathy Schroeder	City of Lewiston Councilor
4 Rick Tousley	City of Lewiston Councilor
5 Laurinda Riggs	Historic Preservation Commission
6 Tami Meyers	Business Improvement District
7 Kevin Kelly	Planning & Zoning Commission
8 Gabe Iacoboni	Planning & Zoning Commission
9 Shirley Phillips	Urban Forestry Commission
10 Jill Balmer	Parks & Rec Commission
11 Mark Havens	Disability Action Commission
12 Chelse Maughan	Nez Perce County (Planner)
13 Lance Hansen	Lewiston School District
14 Dovie Willey	Lewis Clark State College
15 Blake Harrington	LC Valley Chamber of Commerce
16 Barney Metz	Lewiston Orchards Irrigation District
17 Scott Corbitt	Port of Lewiston
18 Jerry Chavez	Valley Vision, Economic Development Lewis-Clark Valley
19 Kayla Sprenger	Idaho Public Health, District 2
20 Shannon Grow	City of Lewiston - Community Development
21 Dustin Johnson	City of Lewiston - Public Works
22 Tim Barker	City of Lewiston - Parks
23 Nikki Province	City of Lewiston - Human Resources
24 Carol Mauer	City of Lewiston - Public Information Office (PIO)
25 Joel Plaskon	City of Lewiston - Community Development
26 Katie Hollingshead	City of Lewiston - Community Development
27 Dawn Ortiz	City of Lewiston - Community Development



CITY COUNCIL



BOARDS AND COMMISSIONS



COMMUNITY PARTNERS



CITY STAFF

Community Interviews

Between May and June, the project team interviewed 17 community members. While no demographic data was collected of interviewees, we know that most of them were long time Lewiston residents who represented a variety of residents; business owners; health and education sectors; housing, economic, and transportation agencies, and other community interests. Most interviewees were longtime residents of Lewiston who have chosen to remain in the City for its work ethic, family friendly environment, ideal weather, and natural surroundings.

Information Booth Participants

Three days of information booths (a tent with information displays) were held during the 37th Art Under the Elm event on April 21-23. This well attended, free event (for the past 2 years) drew over 500 people to the Envision Lewiston Information Booth.

While no demographic data was collected of information booth participants, we know that they represented Lewiston neighborhoods as follows:

Downtown / Normal Hill – 44.5%

North Lewiston – 3.6%

East Lewiston – 4.8%

County Club – 3.6%

West Orchards – 15.7%

Central Orchards – 19.3%

East Orchards – 8.4%

Questionnaire Respondents

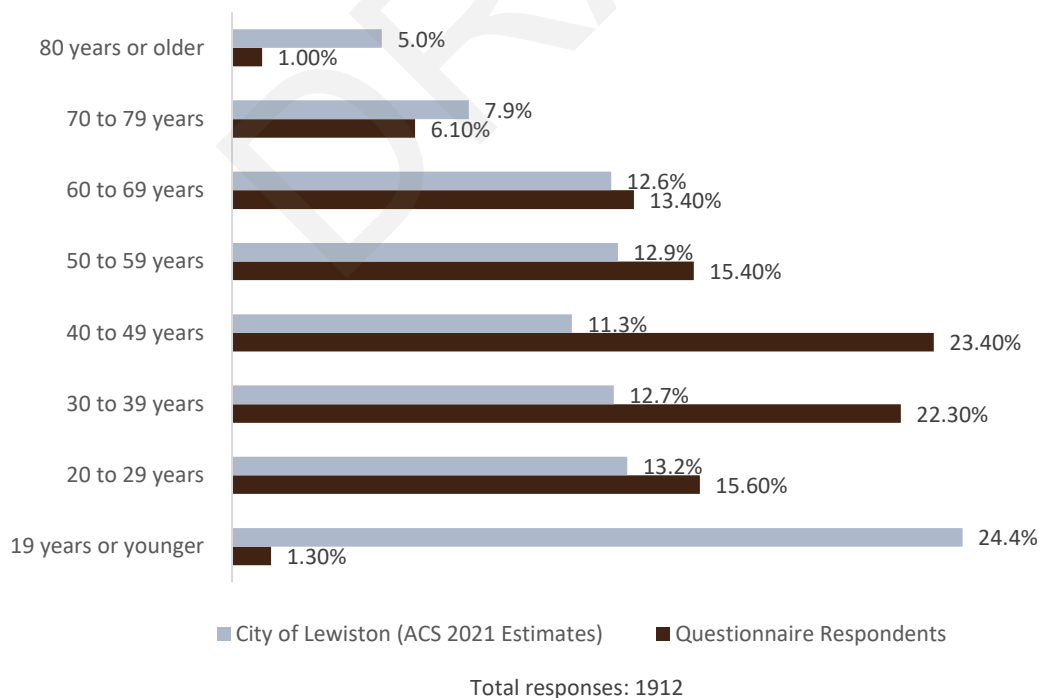
This was the one engagement activity that included a few “optional and confidential” demographic questions to understand whether we are engaging all parts of the Lewiston community and where further outreach efforts may be needed.

Neighborhood representation

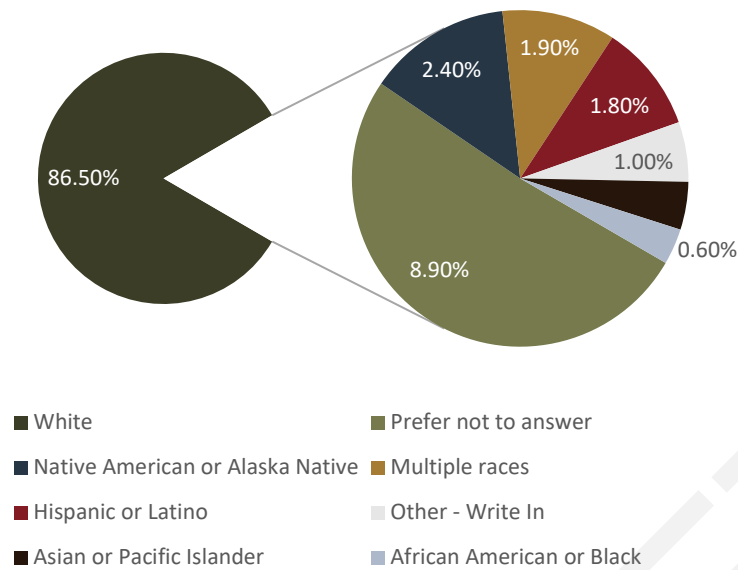
The greatest proportion of questionnaire respondents live in Normal Hill (19%), the East Orchards (16%), Central Orchards (15%) and West Orchards (14%). Future involvement opportunities should work with local community organizations to try to reach other neighborhoods (North Lewiston, Downtown, East Lewiston, and Country Club) where representation ranged from 2% to 7%.

Age Groups Representation

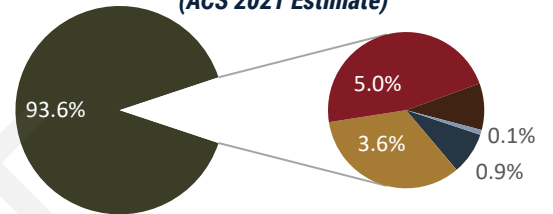
There was a significant number of respondents (45.7%) that were between the ages of 30 to 50 years, even though this age group is only approximately 24% of the population of Lewiston. Only 1.3% of questionnaire respondents were 19 years or younger even though this population is nearly a quarter of Lewiston's population. Future involvement opportunities should continue to work with local community organizations to try to reach the younger segment of the Lewiston population.



Race/Ethnicity Representation (Questionnaire Respondents)



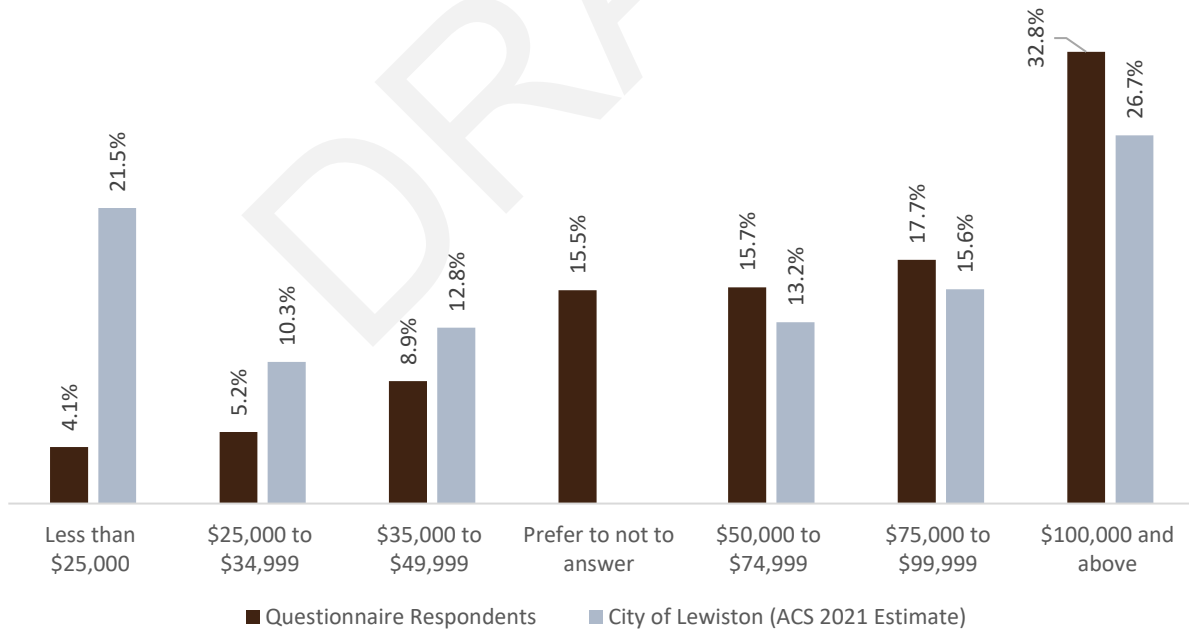
City of Lewiston Race/Ethnicity (ACS 2021 Estimate)



Total responses: 1448 (Respondents allowed to check all that apply)

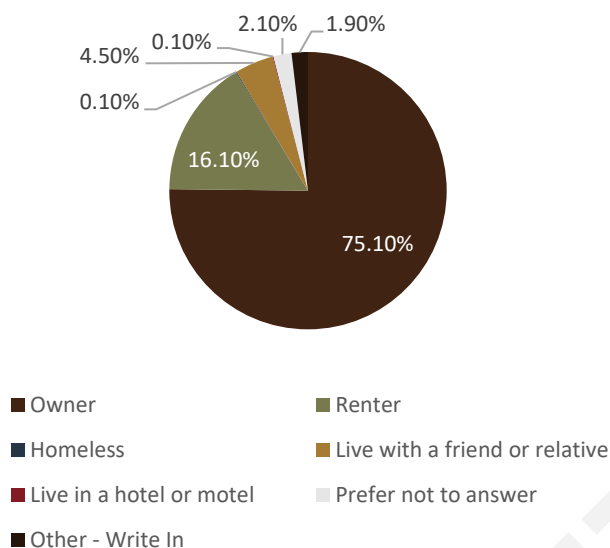
Income Representation

As shown, more responses were received from higher household income participants than from lower income ones. Future involvement opportunities should work with local community organizations to try to reach a lower income segment of the Lewiston population.



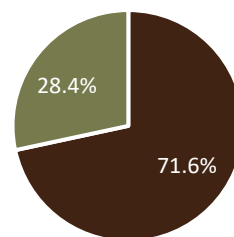
Total responses: 1391

Housing Status Representation (Questionnaire Respondents)



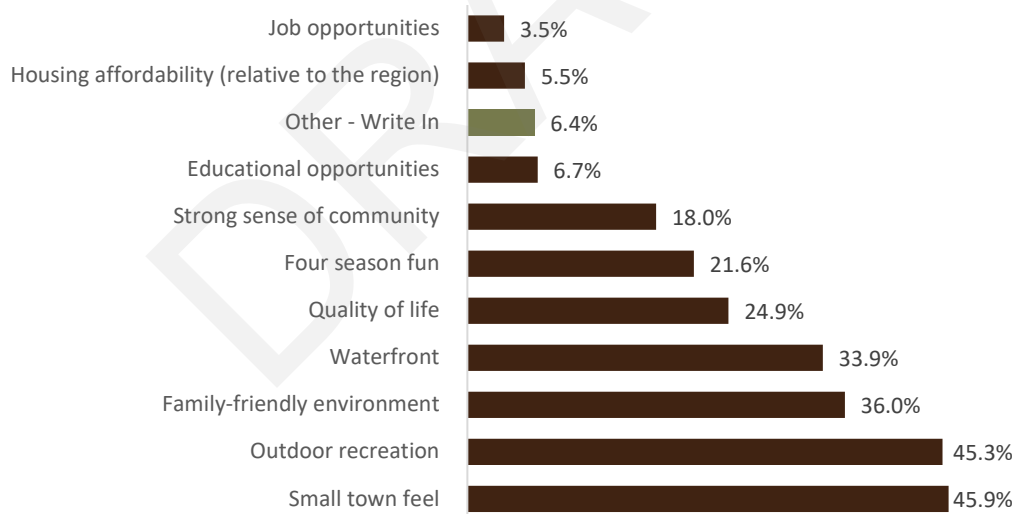
Total responses: 1400

City of Lewiston Housing Status (ACS 2021 Estimates)



What We Heard During Phase 1 Public Events

What we love most about Lewiston



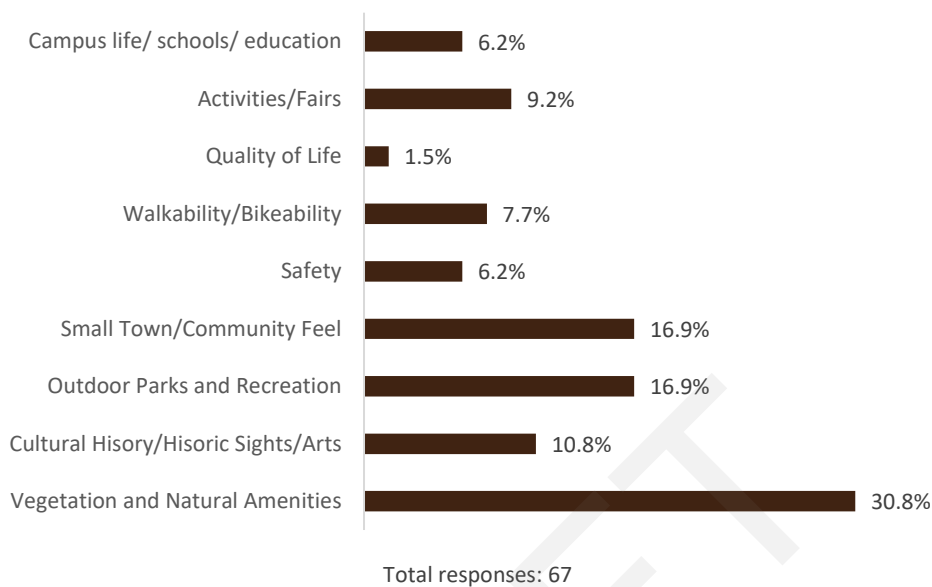
Percentage indicates the number of times that each option was selected based on the questionnaire respondents' choices. Respondents were able to select their top three choices. Total responses: 4,635

Other options suggested by questionnaire respondents:

- Positive comments included: proximity to family, familiarity, access to services, good weather, outdoor activities like boating and fishing, and a sense of safety.
- Negative comments (what respondents do not quite love about Lewiston) included: high taxes, limited shopping opportunities, expensive housing, lack of amenities, drug issues, and job opportunities.

Options suggested by Information Booth Participants – at Art Under the Elms Event:

Info booth participants were asked to answer the same question—*what they love most about Lewiston*—using post-it notes. As shown on the chart below, there were some similarities between their responses (67 total) and those from questionnaire respondents:

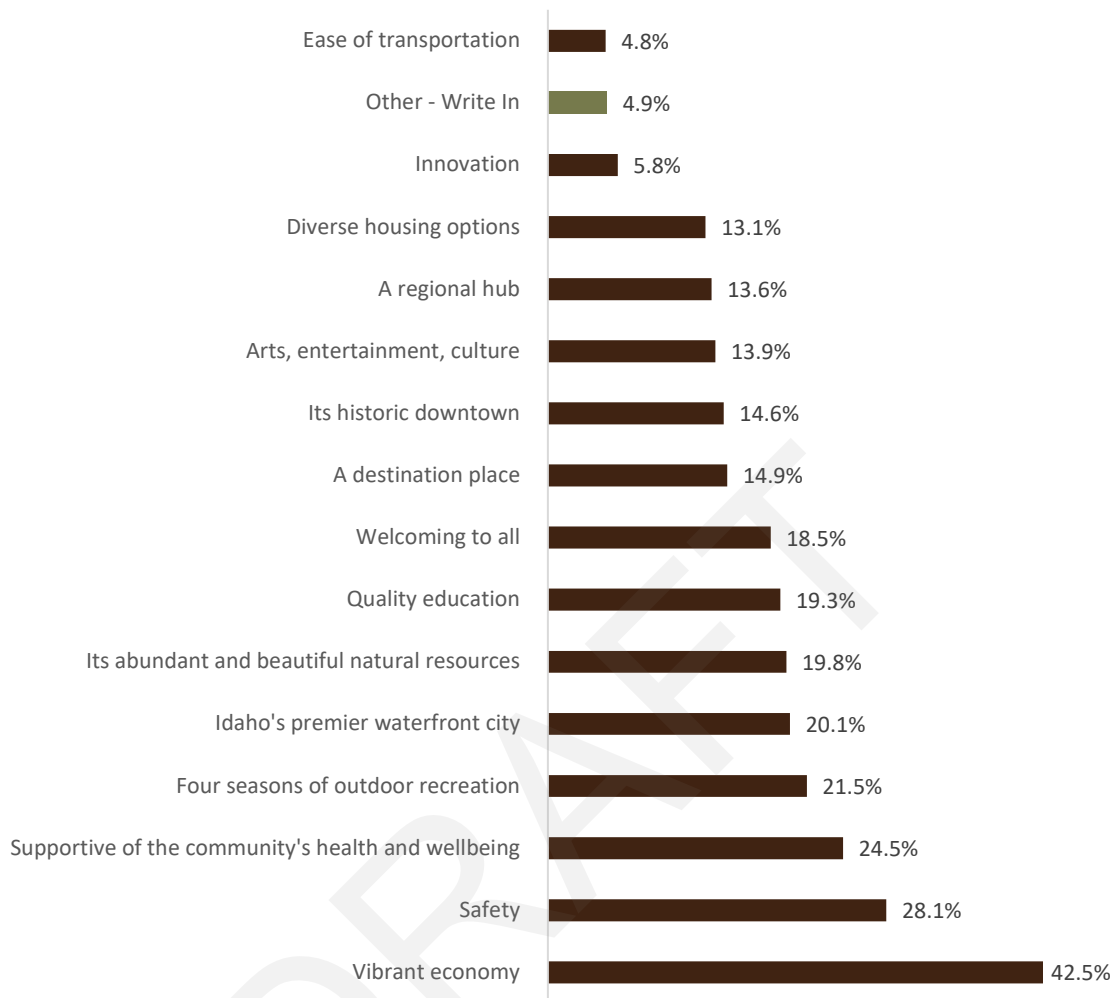


Options suggested by community interviewees:

While interviewees were not provided a list of multiple options to choose from, their answers also show similarities to that of questionnaire respondents and info booth participants. What interviewees *love most about Lewiston* is:

- Weather
- Trails and the outdoors and natural spaces
- Historic Downtown
- Small town feel
- Affordability (relative to the region)
- Family oriented and welcoming

What we want Lewiston to be known for in the future



Percentage indicates the number of times that each option was selected based on the questionnaire respondents' choices. Respondents were able to select their top three choices. Total responses: 4,109.

Other options suggested:

5% of respondents noted that they value having elected officials who represent diverse viewpoints and the values of a close-knit, small-town community. They want a place that is suitable for people at all stages of life, while also being attractive to visitors with shopping, good food, and entertainment options. Affordability, safety, good schools, and job opportunities are important factors. Comments highlight the desire for good infrastructure, a family-friendly environment, properties upkeep, decent low taxes, accessibility, and the preservation of the city's unique qualities.

Options suggested by community interviewees:

A few other forward-looking questions were asked to community interviewees as follows:

What does a successful future for the City look like, and what is not being done that needs to be done to achieve a successful future?

Their answers were:

- Establishing strong economic resilience that brings better jobs today for younger populations that enables them to stay in Lewiston and equips the community to sustain any future shocks be it from a large employer leaving Lewiston, from a pandemic, or a natural event, among others.
- Build community and trust in the City especially through improved communication. Work with the local organizations in Lewiston and the surrounding areas have great involvement and this type of community involvement can help bridge gaps in communication between the community and the City.
- Improve housing inventory with special concern for diversity, increase the number of affordable options.
- Improve the tourism and recreation economy, utilize regional partnerships, and establish the Waterfront as an amenity.
- Advancing and promoting historic buildings and sites can also contribute to growing community character, attractiveness, and pride.
- There are significant infrastructure improvements that need to be included in planning efforts, especially transportation.
- Specific health and services are lacking in the community including housing options, shelters, short-term living facilities, quality food access, and behavioral health resources.

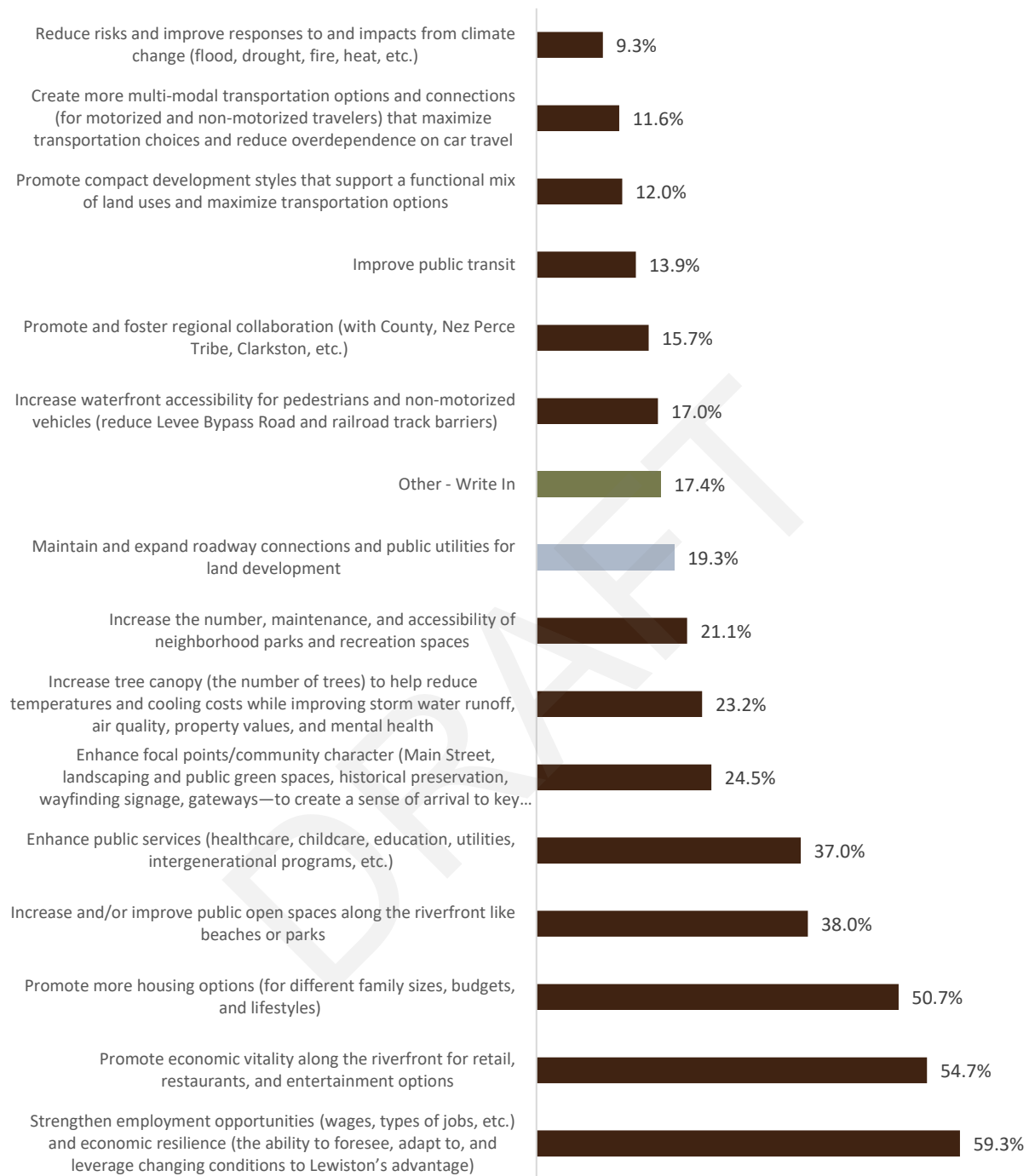
What is your overall vision for Lewiston?

- Increased job opportunity
- Development of community-oriented spaces; particularly maximizing the waterfront area
- New facilities and amenities
- Improved infrastructure
- Increased and more diverse transportation opportunities
- Increased housing security and options
- Use of the port to increase number and diversity of businesses and community gathering spaces

What does the City need to retain as it continues to evolve over the future?

- Stop the loss of any workforce and improve employment options
- Maintain local homeownership and improve housing affordability
- Maintain the small town feel and encourage opportunities to foster community cohesion
- Care for the existing community amenities like public facilities and downtown
- Slow and careful growth pattern

What Lewiston's focus should be to maximize positive impacts over the next 10-20 years



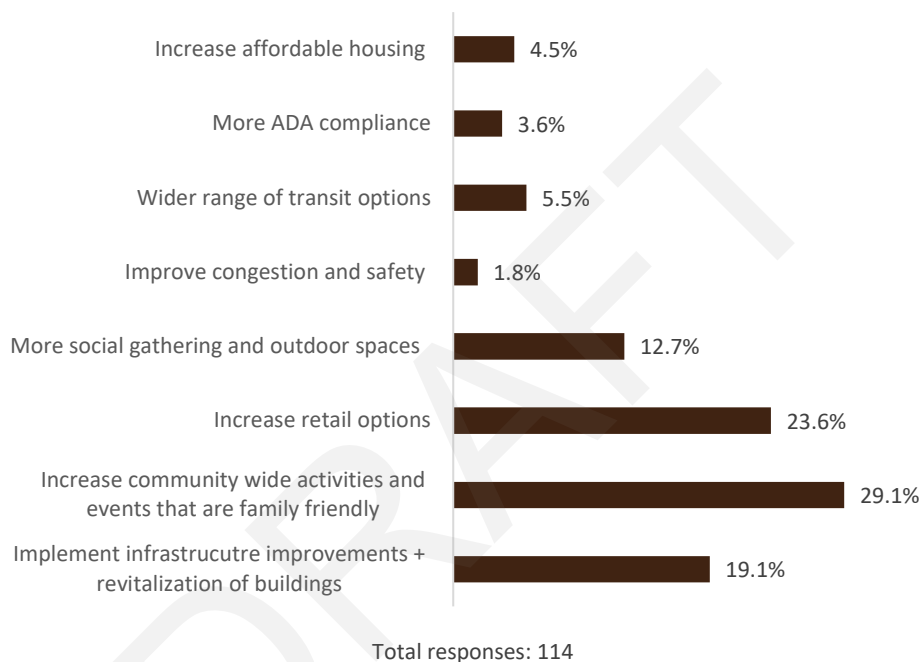
Percentage indicates the number of times that each option was selected based on the questionnaire respondents' choices. Respondents were able to select their top five choices. Total responses: 6,286

Other options suggested:

Some of the “other” comments suggested by 17% of questionnaire respondents included: more businesses that provide retail options and higher wages; increased recreational opportunities, activities, spaces, and amenities for all ages; development of the waterfront as a cultural community amenity; increase affordable housing; more City transparency, accountability, and fiscal responsibility (i.e. lowering taxes); protection and promotion of the natural wonders around Lewiston; and maintenance and replacement of aging infrastructure.

Options suggested by Information Booth Participants – at Art Under the Elms Event:

Info booth participants were asked to answer a similar question using—**What they'd like to see more of in Lewiston?**—using a post-it note. As shown on the chart below, there were some similarities between their responses (114 total) and those from questionnaire respondents:

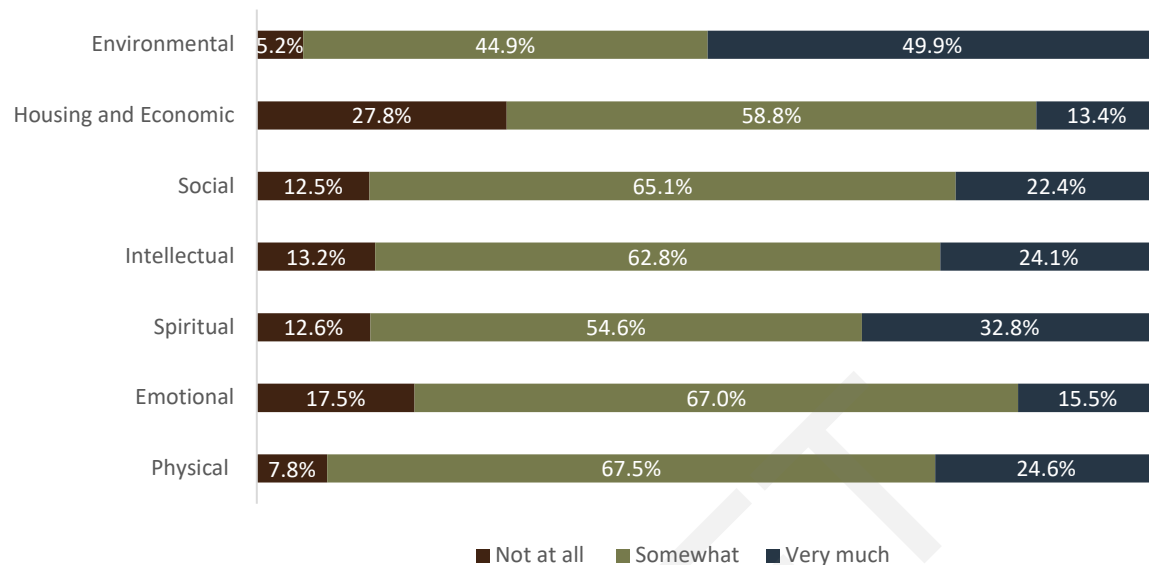


Transportation connections that respondents would like to see:

19% of respondents note that road maintenance is lacking, with potholes, rough surfaces, and uneven lanes being common issues. Respondents call out 21st Street, Bryden Avenue, Thain Road, and intersections such as 5th and Bryden specifically. There are also desires for expanding roads, adding sidewalks, and improving traffic flow. Some comments highlighted the need for better signage, street lighting, and pedestrian safety measures. Additionally, there are suggestions to address the road conditions in outlying areas, develop new road connections, and upgrade infrastructure such as water and sewer systems.

Lewiston's support for health and wellbeing

Participants were asked to indicate the extent to which they believe Lewiston (its services and programs; housing and economic options; community cohesion; public spaces and recreation; etc.) support the following health and wellbeing elements:



Total responses per question - Environmental: 1,481, Emotional: 1,346, Spiritual: 1,373, Intellectual: 1,383, Social: 1,341, Housing and Economic: 1,149, Environmental: 1,398)

Additional comments about health and wellbeing elements:

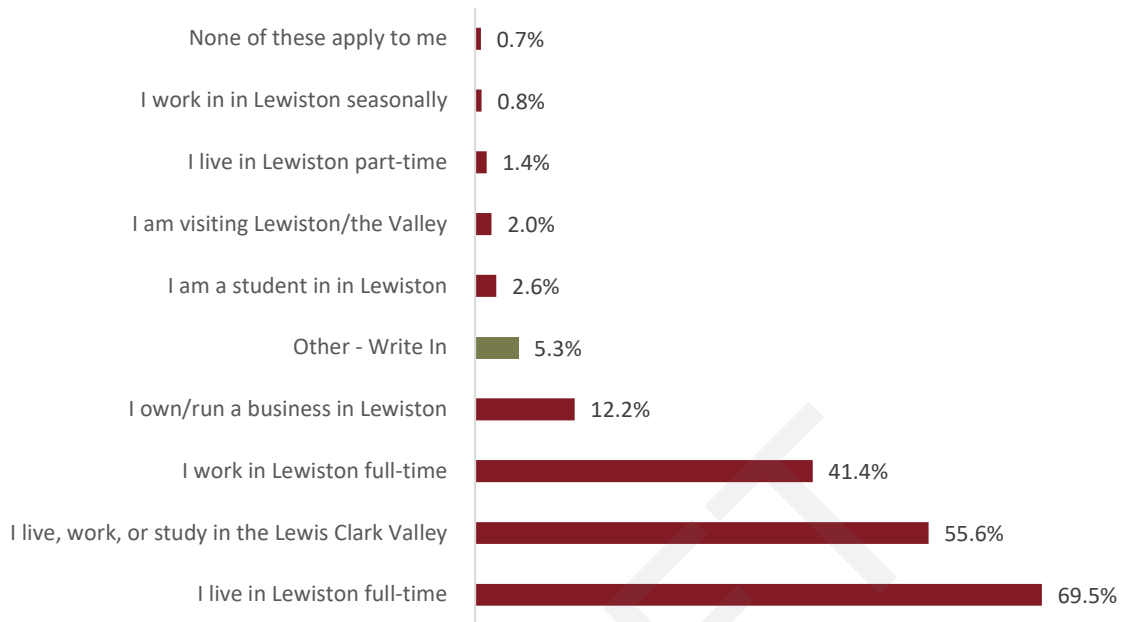
Overall, the comments highlight the importance of addressing infrastructure issues, attracting businesses, providing more amenities and activities for families, and making the city more affordable and livable.

Community perceptions on whether Lewiston is welcoming to newcomers and tourists

The following questions were suggested by the Steering Committee who were wanting to get a better sense of how welcoming people think Lewiston is and whether they had any suggestions for improvement. The first two questions asked participants their relationship to the City and their length of stay in Lewiston or the Lewis and Clark Valley, and depending on their responses, they may have been asked what brought them to Lewiston or what would make them stay in Lewiston after attending school in Lewiston.

Relationship to the City of Lewiston

Most respondents live or work in the City of Lewiston or in Lewis and Clark Valley.



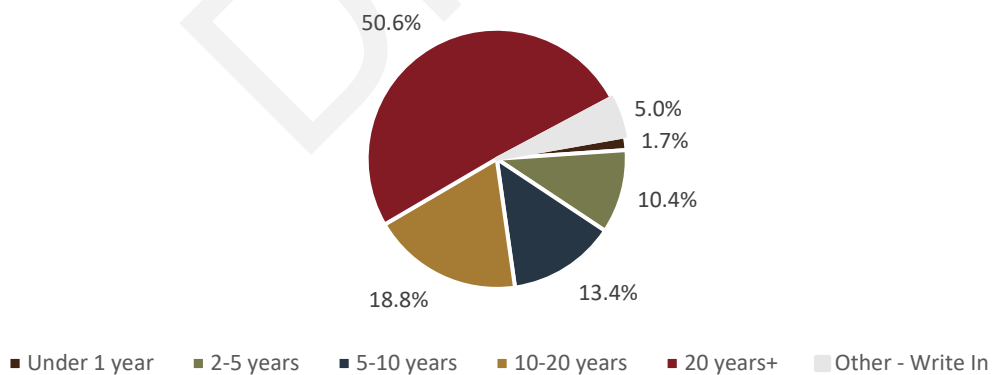
Percentage indicates the number of times that each option was selected based on the questionnaire respondents' choices. Respondents were able to select all that applied. Total responses: 3,593

Other options suggested:

Those that chose "other" are from neighborhoods not included as options, surrounding communities including Clarkston, or did not know which neighborhood they belonged to.

Length of stay for those that live, study, or work in Lewiston

As shown, most questionnaire respondents were long time residents of Lewiston or the Lewis and Clark Valley.



Total responses: 1,507

What we would like to see in Lewiston to make us stay in the city long term

For those that had been in the City/Area for under 5 years, we asked them to share *what they'd like to see in Lewiston to make them stay here long term*. Highlights from the 167 responses include:

- Job opportunities, job diversity, and career growth
- Family-friendly environment including family-friendly businesses
- Increase affordable housing
- Increase shopping, dining, and spaces for events
- Available recreational activities, trails, access to natural space and wilderness areas
- A revitalized Downtown
- Reduce property tax
- Improved city planning, walkable city blocks, improved infrastructure
- Community cleanliness
- Transparency in City actions especially scheduling infrastructure projects and representation of the population
- Economic growth and business development

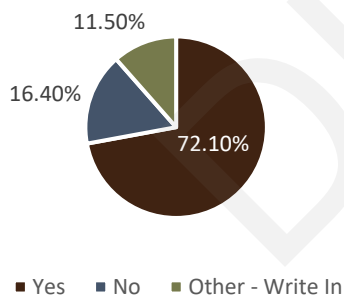
What brings visitors to Lewiston/the Lewis and Clark Valley:

For those that were visiting the City/Area, we asked them to share *what brought them to Lewiston/the Lewis and Clark Valley*. Highlights from the 50 responses include:

- Originally from Lewiston or have family in the area
- Job opportunities and employment
- Access to amenities such as grocery shopping, doctor's appointments, and recreational activities like biking and disc golf
- The small-town community and climate

Community perceptions on whether Lewiston is welcoming to newcomers and tourists

For those that were visiting the City/Area, we asked them to share if *they find Lewiston/the Valley welcoming to tourists and newcomers*. Highlights from the 61 responses include:



Respondents' suggestions for making Lewiston more welcoming.

- More diverse shopping options and fewer gas stations.
- There is a call for increased river access, more restaurants, breweries, and downtown activities.
- Better transportation routes and businesses that provide livable wages.

What We Learned from Phase 1 Public Events

More businesses and services

Many participants noted that the community is lacking options for retail, especially within the last several years. Nearly 30% of questionnaire respondents noted that the community is not providing access to quality employment and housing. In addition, when asked what changes the community would like to see in the next 10-20 years the top choice (~ 60% of respondents) was to “strengthen employment opportunities (wages, types of jobs, etc.) and economic resilience (the ability to foresee, adapt to, and leverage changing conditions to Lewiston’s advantage)”. The second highest ranked option was to “promote economic vitality along the Waterfront for retail, restaurants, and entertainment options” (~ 55% of respondents). Likewise, the second most mentioned response (nearly ¼ of the responses) by info booth participants had to do with having more retail in the community. The community interest seems to include bringing in business that provides both good employment opportunities that are diverse and therefore resilient and that provide entertainment, retail, and attractive destinations for locals and visitors.

Maintain and improve environmental and natural amenities

Community members appreciate the environmental and natural amenities in the community. 50% of questionnaire respondents think that Lewiston offers environmental access and service that significantly impact their health for the better. Additionally, nearly one third of info booth participants noted that natural amenities were the thing they loved most and 17% of participants noted that parks and the outdoors were their favorite aspects of the community.

Additionally, the community would like to see some improvements to the natural amenities that they love. When asked what Lewiston should prioritize, 38% of respondents want to see improved public parks and beaches along the Waterfront. Nearly 70% of respondents also chose enhanced focal points and community character (e.g., landscaping and public green spaces, historical preservation, and wayfinding signage), increased tree canopy, or better maintenance and accessibility of neighborhood parks as among their top priorities. This priority conflicts with the community concern about fiscal responsibility and low taxes. Residents also voice concern for the City’s organization of priorities as it relates to infrastructure improvements and other basic services and park acquisitions and expansion.

Increase housing affordability and options

Over half of the questionnaire respondents ranked promotion of housing options as among their top priorities for the City to consider. 87% of respondents feel that the City does not meet or only somewhat meets their wellbeing needs when it comes to housing and employment options. Interviewees mentioned that there is a need for housing options in conjunction with economic development so that a variety of housing options can meet the needs of the diverse local workforce.

Improve roads and traffic conditions

Many questionnaire respondents, interviewees, and steering committee members pointed out the need for new infrastructure and improved transportation infrastructure. When asked which priorities the City should focus on, 19% of questionnaire respondents identified transportation connections as a top priority. Although questionnaire respondents ranked certain transportation options lower on the City’s list of priorities, many of the open ended and/or “other” responses included transportation concerns. The most significant transportation improvements people want to see are better and more roads, more pedestrian safety measures, and better signage and lighting.

Maintain a quality sense of community and small town feel

Many participants mention the need for wholesome family experiences and businesses. In the questionnaire 46% of respondents noted that the small-town feel is one of their favorite qualities, another 36% noted that they love the family-oriented nature of the community. Ongoing planning efforts should work to preserve this valued quality.

Next Steps

Building on community input from Phase 1, the project team will prepare Phase 2 Public Events to confirm a shared vision for the future of Lewiston and to assess the potential opportunities (goals and strategies) that can best translate the vision into reality. Public events will include workshops and online questionnaires for the community to continue shaping the Envision Lewiston planning process.

Phase 2 public events should work with local organizations to increase the participation of people younger than 19 years of age. During Phase 1, this group represented the smallest age group. Since many respondents noted that there is a need to increase family friendly amenities, the youth is at an advantage to speak to the types of amenities that they would like to see. Additionally, the decisions made today, and the goals incorporated in the Plan may significantly change the Lewiston that young people experience in 2044.

Other demographics not represented as much when compared to the overall population of Lewiston were: Hispanic/Latino, those that identified as having two or more races, and lower income individuals. Future outreach efforts should work with local organizations that can help reach these groups.

Steering Committee members and interviewees noted that there is a need to represent Clarkston in the planning process to an extent, because Clarkston community members shop, work, and socialize in Lewiston and visa versa. These communities, though divided by a state line, are very similar and depend on each other in various ways. Phase 2 workshops could potentially include Clarkston representatives to ensure their views are also included in the planning process.

DRAFT



ENVISION LEWISTON 2044: Explore our Past, Engage Our Present, Build Our Future

PHASE 2: PUBLIC ENGAGEMENT SUMMARY

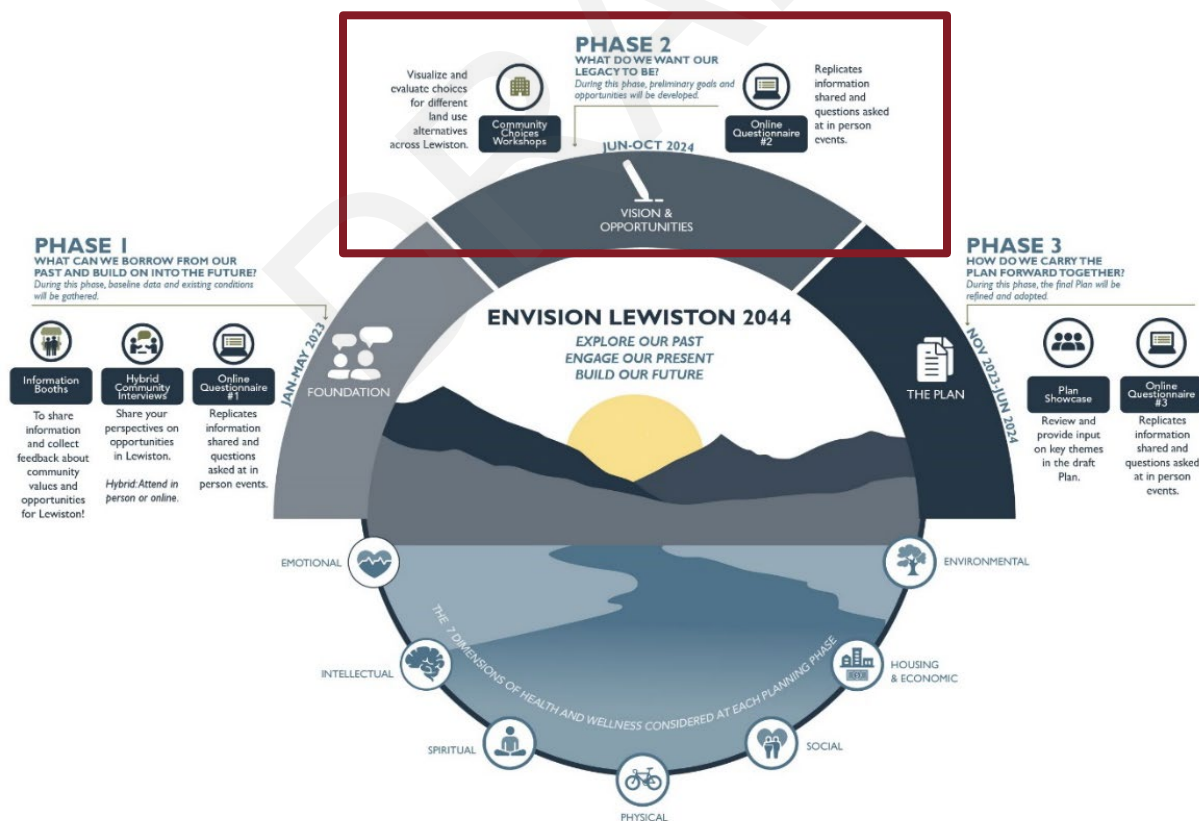
December 4, 2023

Introduction

The [Envision Lewiston 2044 Comprehensive Plan](#) (the Plan) is a community-informed document that offers guidance—or a roadmap—for decision-makers to best accommodate the challenges and opportunities associated with growth. This community-driven effort considers many faces of the community, including but not limited to, land use, jobs, housing, transportation, recreation, culture, wellbeing, resiliency, and more.

As shown on the timeline below, the planning process is anticipated to last 18 months and to include outreach events at each planning phase. This summary document highlights public engagement efforts during Phase 2 of the project (June 2023- October 2023) and the results of what input was received.

Project Timeline



Phase 2 Overview

Phase 2 public engagement efforts built on the input the project team revived in Phase 1 of the project. Engagement took place in a number of settings including an online questionnaire, pop-up events at the farmer's market, and a weeklong open house. Ongoing steering committee meetings and an update to the City Council also occurred during Phase 2. Engagement efforts took place in 2 main parts. The first part of the phase focused on the community vision and themes of the plan in addition to opportunities. Input was centered around the online questionnaire and pop-up events at the farmers market were used to help drive participation in the questionnaire and raise public awareness of the project. The second part of the phase focused on priorities and land use. Input was primarily gathered via a weeklong open house. Marketing efforts for this phase included information cards at pop up events, posters, a newsletter post, website updates, and advertising on the City Facebook page where 8 posts were made throughout the Phase including a sponsored post to maximize engagement.

Phase 2 Engagement by the Numbers



Phase 2 Meetings and Public Events

Steering Committee

The Envision Lewiston 2044 Steering Committee (SC) was formed early in the process to be a working group of individuals that represent different interests within the Lewiston community. During Phase 2, the SC met four times (June, July, August, and September) to review and shape the engagement strategy and events for Phase 2. They participated in shaping the project by providing feedback on the vision and themes for the final plan as well as the future land use framework.

City Council Update

The project team presented information about the project and preliminary findings to the City Council for their input and feedback at a meeting in September 2023. This meeting offered the City Council the opportunity to ask questions and provide feedback to the project team, but was primarily an informative event keep the City Council informed about the ongoing project.

Farmers Market Pop-ups

City Staff and some members of the Steering Committee volunteered to staff two pop-up events at the Farmers Market, one in August, and one in September. These pop-up events featured boards with questions around the vision and themes of the plan as well as opportunities. While over 120 individual comments and responses were at the pop-ups, it was also intended to drive activity to the online questionnaire and raise public knowledge of the project.



Phase 2 Online Questionnaire

The Phase 2 Online Questionnaire was focused early in the phase and was open for approximately 6 weeks. The questionnaire received input from 691 individuals. The questionnaire focused primarily on the draft vision (5 questions) and themes (6 questions), but also included questions on opportunities (3 questions) as well as 5 optional demographic questions to allow the team to understand which populations were providing input.

Open House

In the second part of Phase 2, the project team held a weeklong open house at the Lewiston Library from October 18- October 25. The event was staffed the event the entire first day, and then throughout the remaining period when other events were happening in the library. Participants were able to interact with and leave comments at any time the library was open in that week. Input was received on priorities and the future land use map and land use categories. The open house event provided 758 total comments and responses to questions.



Who We Heard From

Questionnaire Respondents

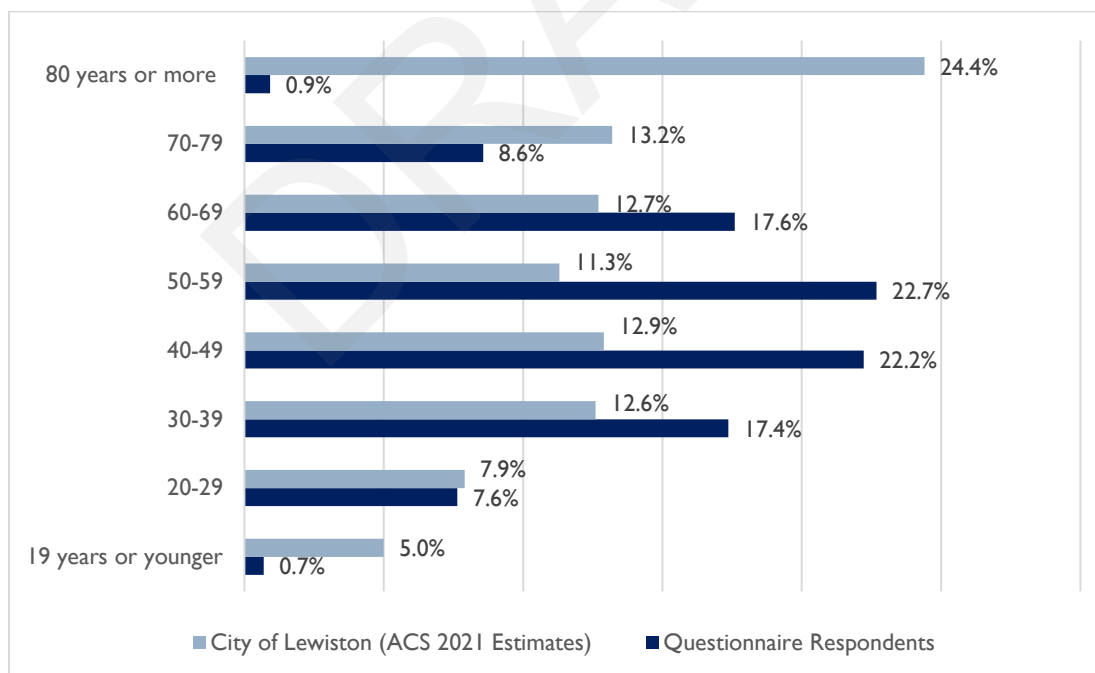
The Phase 2 Online Questionnaire received input from 691 individuals and included 5 optional demographic questions to understand whether we are engaging all parts of the Lewiston community and where further outreach efforts may be needed. These self-reported results are as follows:

Neighborhood representation

The greatest proportion of questionnaire respondents live in Normal Hill (24.7%), the West Orchards (16%), East Orchards (14.8%) and Central Orchards (13.2%). Future involvement opportunities should work with local community organizations to try to reach other neighborhoods (North Lewiston, East Lewiston, Country Club/Elks, and Downtown) where representation ranged from 2% to 10%.

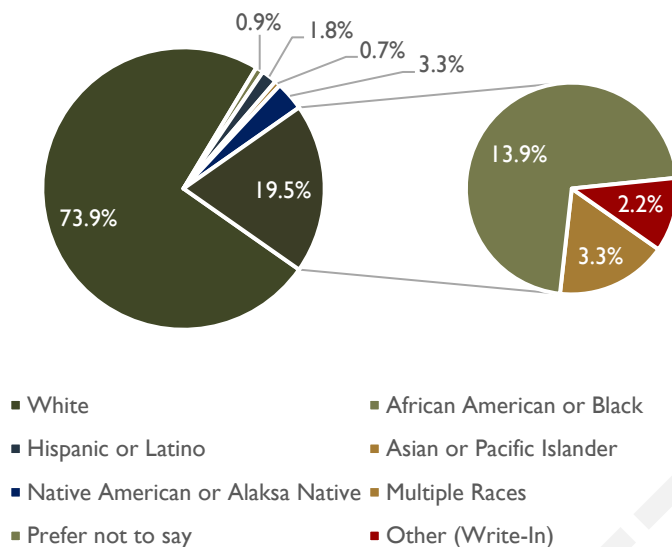
Age Groups Representation

Most of the respondents were between the age of 40-59 (44.9%). Only 0.7% and 0.9% of respondents were 19 years or younger and 80 years or older, respectively.



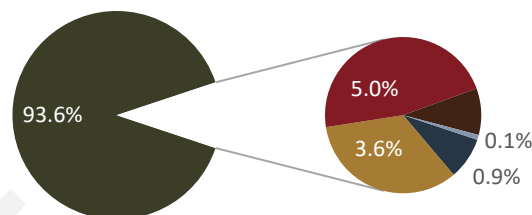
Total responses: 432

Race/Ethnicity Representation (Questionnaire Respondents)



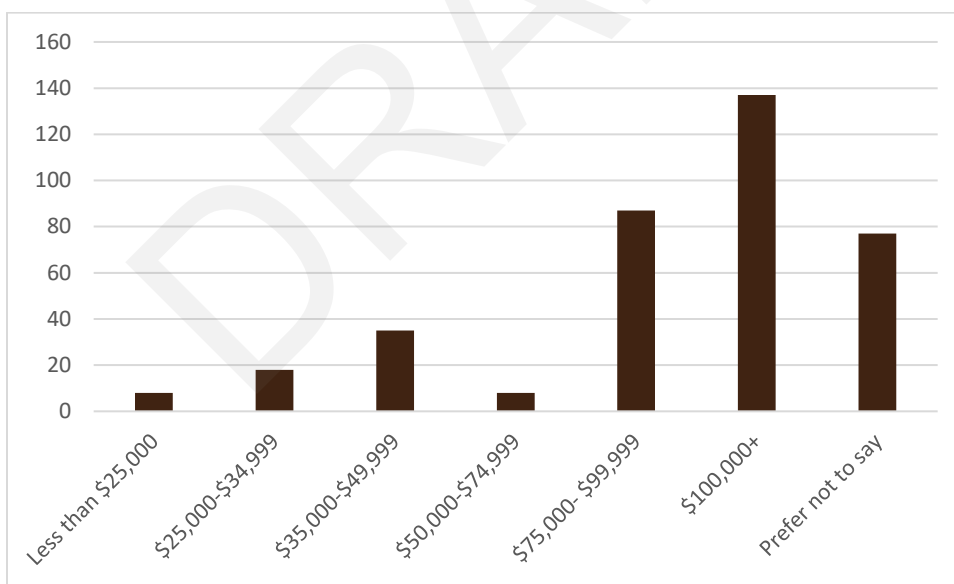
Total responses: 452 (Respondents allowed to check all that apply)

City of Lewiston Race/Ethnicity (ACS 2021 Estimate)



Income Representation

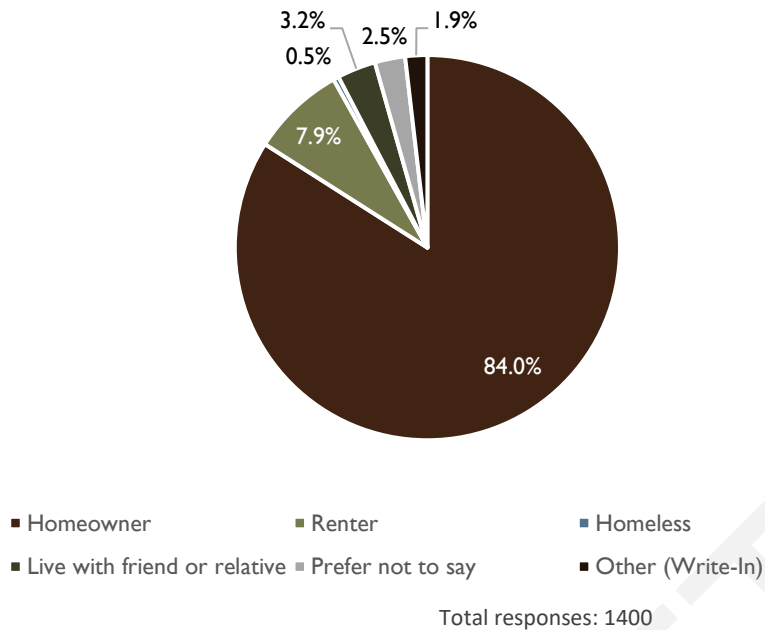
67.9% of participants were considered higher income of \$50,000 or more while the remaining 14.2% of participants were considered lower income. Similar to questionnaire #1, more responses were received from higher household income participants than from lower income ones.



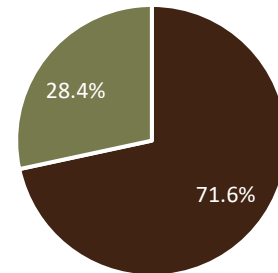
Total responses: 430

Housing Status Representation

Homeowners were the largest block of respondents with 84% reporting to be homeowners, while renters made up less than 8% of responses.



**City of Lewiston Housing Status
(ACS 2021 Estimates)**



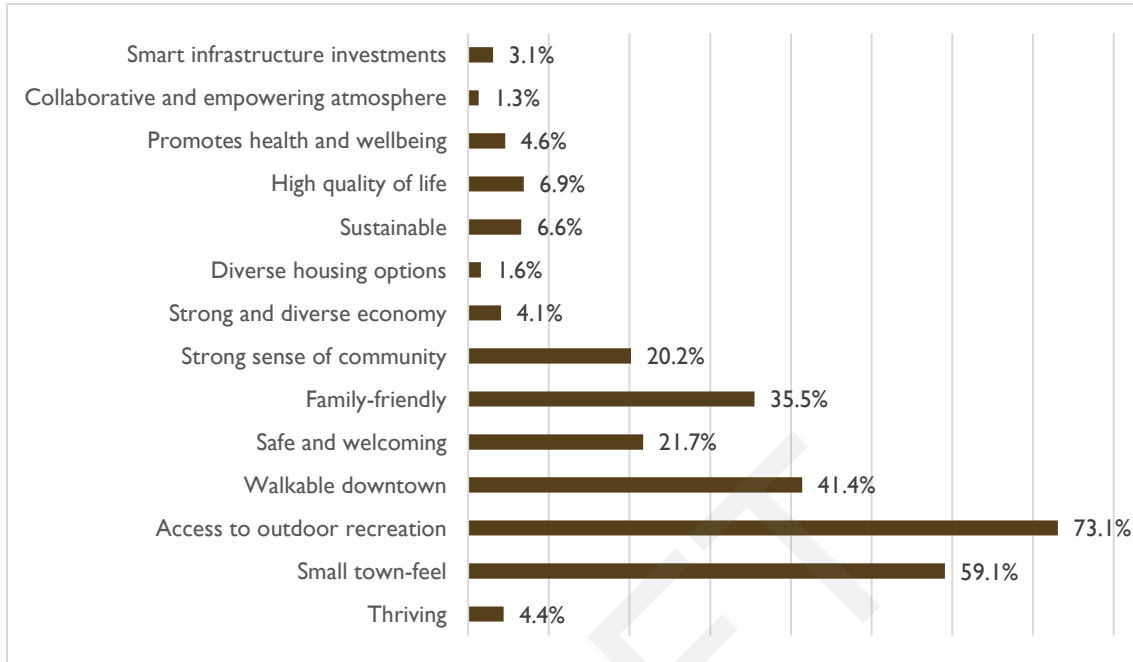
What We Heard:

Vision Statement Input:

The following questions were asked in the online questionnaire and were centered around a draft vision statement to see which parts resonated with the community and which needed more work. The vision statement draft was crafted around input previously received and then further refined through the steering committee. The draft statement they considered was:

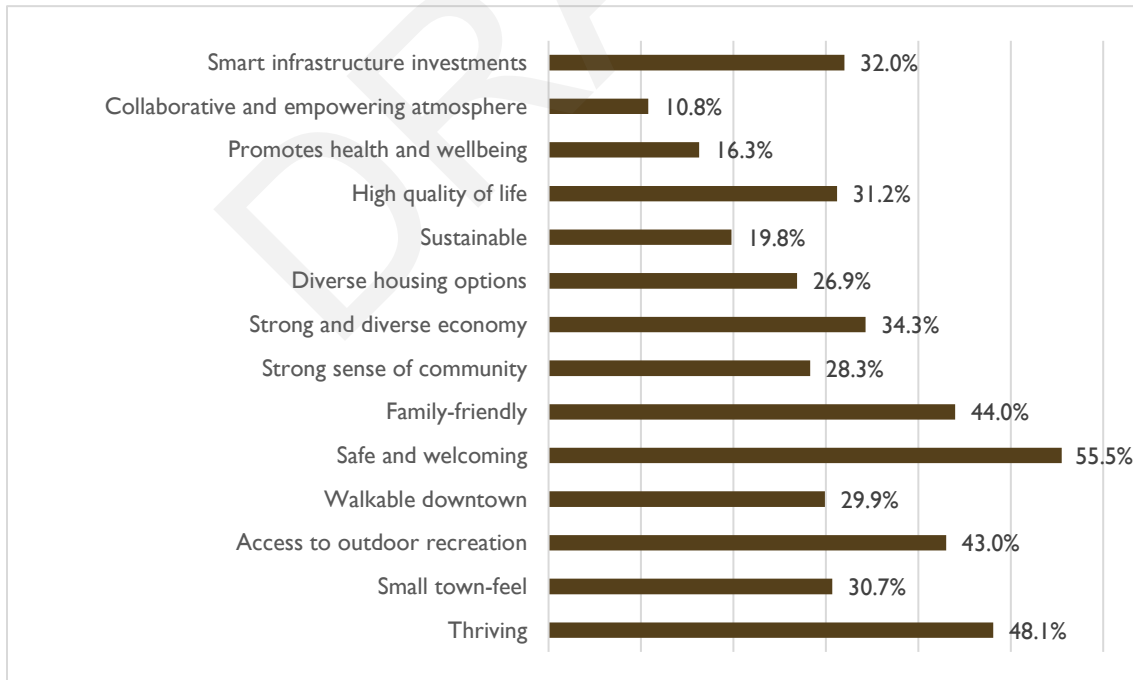
"IN 2044, LEWISTON IS A PROSPEROUS CITY WITH A STRONG SENSE OF COMMUNITY, SMALL-TOWN FEEL, THRIVING AND HISTORIC DOWNTOWN, RESILIENT AND DIVERSE ECONOMY, SMART INFRASTRUCTURE INVESTMENTS, A COLLABORATIVE AND INNOVATIVE COMMUNITY, AND HIGH QUALITY OF LIFE"

Which of these words or phrases describes Lewiston right now?



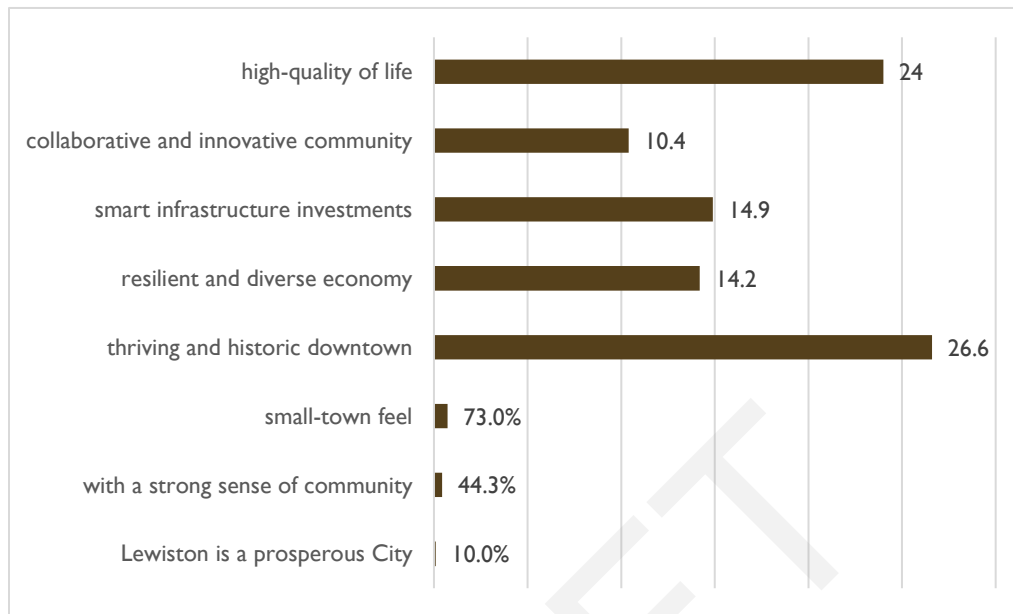
Percentage indicates the number of times that each option was selected based on the questionnaire respondents' choices. Respondents were able to select their top five choices. Total responses: 1727

Which of these words or phrases should describe Lewiston in 2044?



Percentage indicates the number of times that each option was selected based on the questionnaire respondents' choices. Respondents were able to select their top five choices. Total responses: 2849

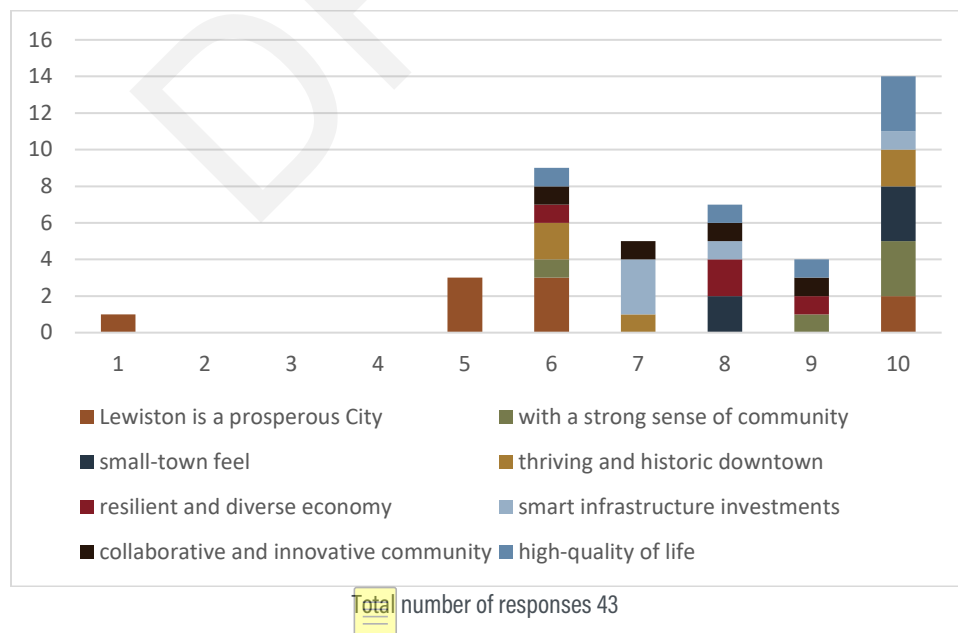
What part(s) of the draft vision statement are the most reflective of Lewiston's values?



Percentage indicates the number of times that each option was selected based on the questionnaire respondents' choices. Respondents were able to select their top three choices. Total responses: 1257

Farmer's Markert Outreach Event Input:

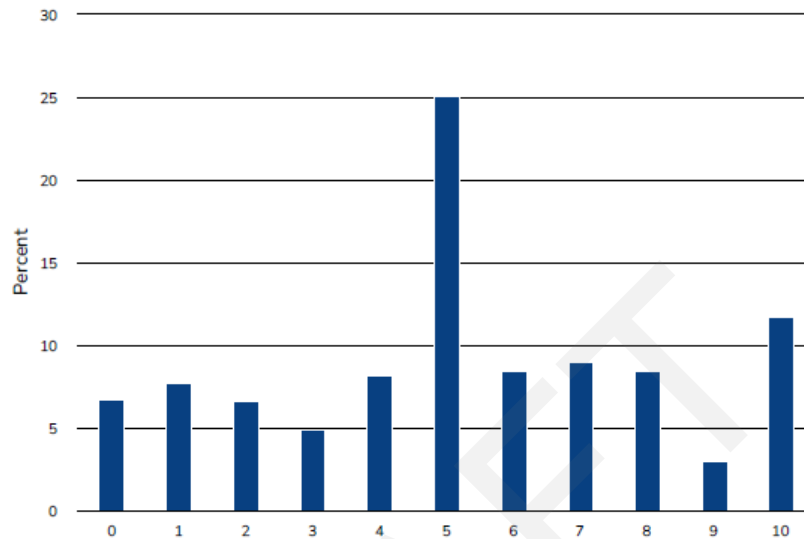
At the pop-up events at the Farmers Market, participants were asked to answer a similar question about the draft vision statement. Using stickers, they ranked out of 10 how well each part of the vision statement fits with Lewiston's values (i.e., what we are, have, or strive for). 1 indicated it did not fit well while 10 indicated that it fit very well.



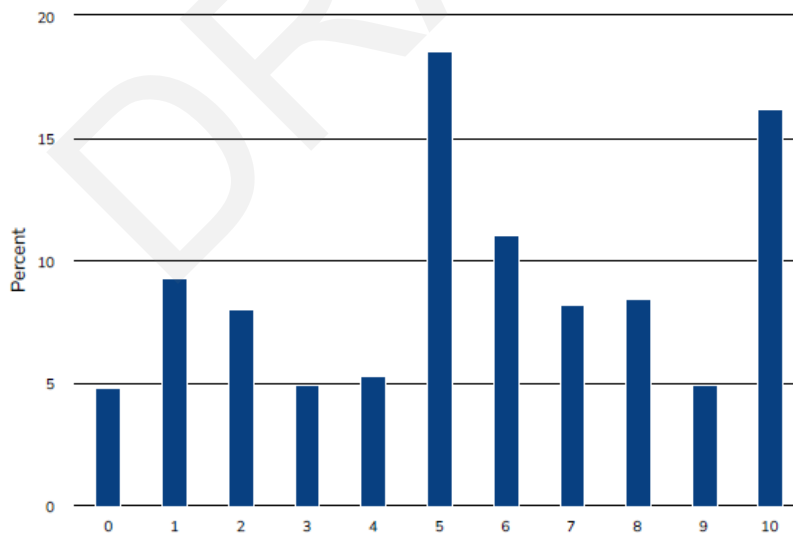
Themes Input

Participants were asked to indicate the extent to which they believe the following themes aligned with Lewiston's values:

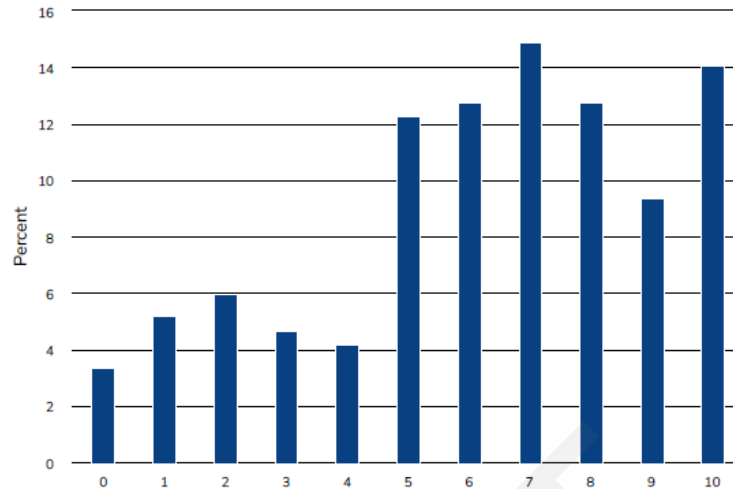
"Collaboration, Facilitation and Investment: Lewiston makes strategic investments while building community trust and connections with and between stakeholders." (From Online Questionnaire)



"Economic Resilience and Diversification: Lewiston prospers as a regional economic hub." (From Online Questionnaire)



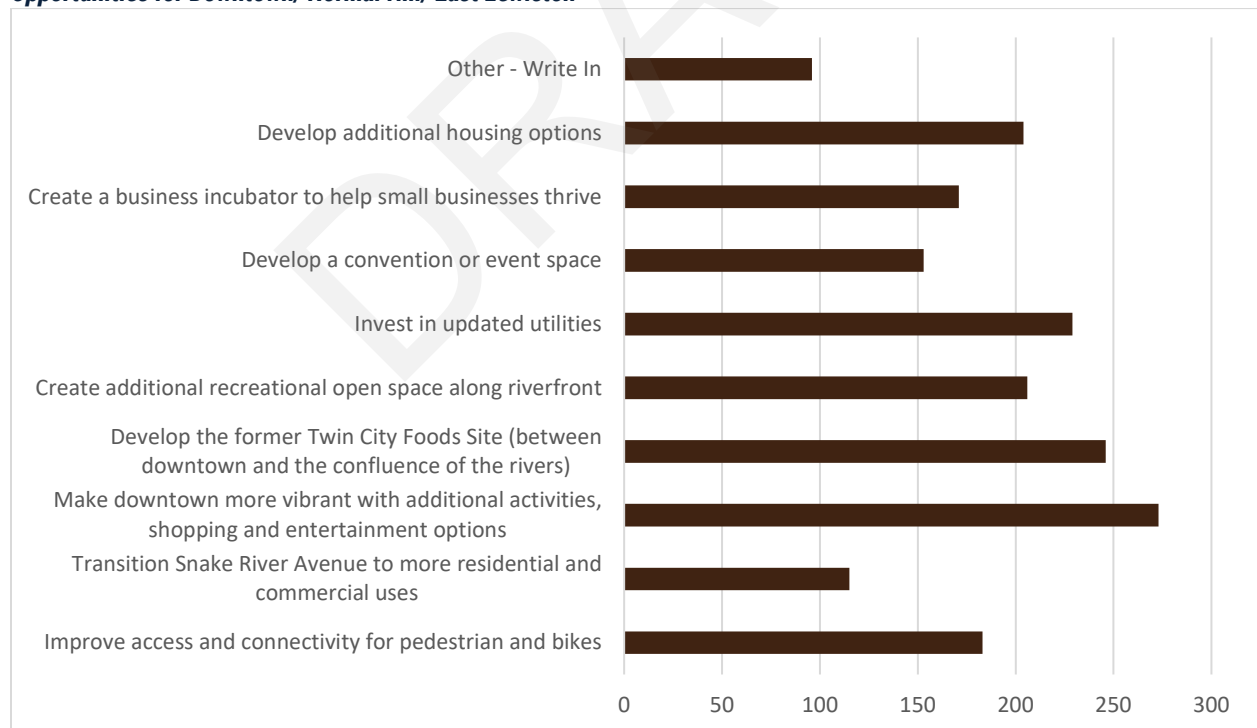
“High Quality of Life: Lewiston provides a high quality of life.” (From Online Questionnaire)



Opportunities Input

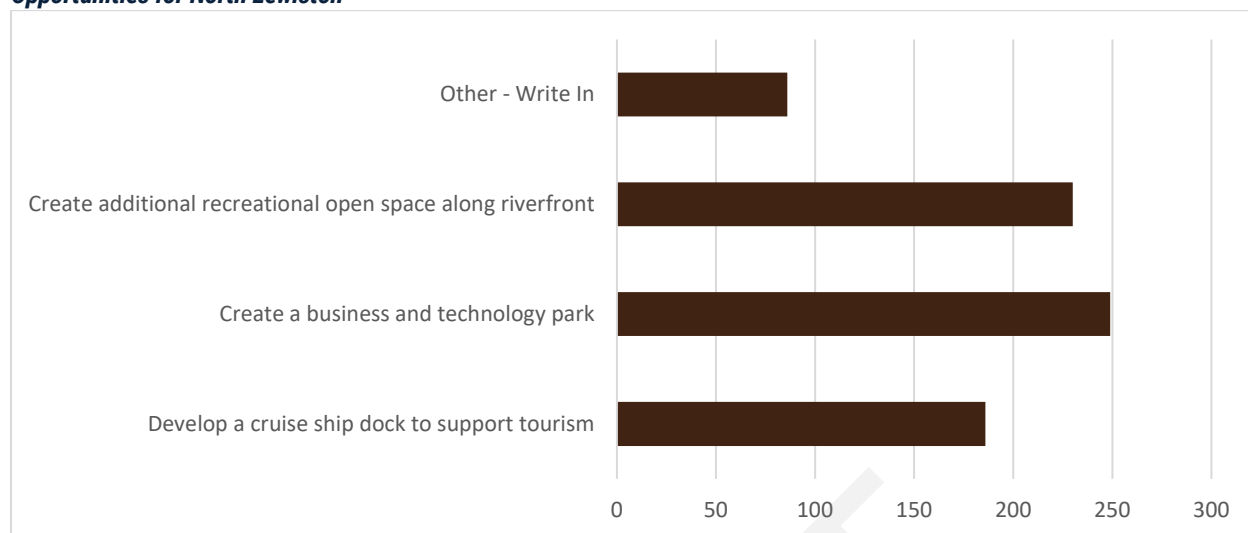
The Online Questionnaire asked respondents to choose opportunities that they would like to see accomplished by 2044. These opportunities were largely identified in Phase 1 input as well as in a steering committee meeting where members helped identify opportunities. Participants could check all that they wanted and also were able to write in answers for opportunities not yet identified. The responses were organized by various parts of the community.

Opportunities for Downtown/ Normal Hill/ East Lewiston



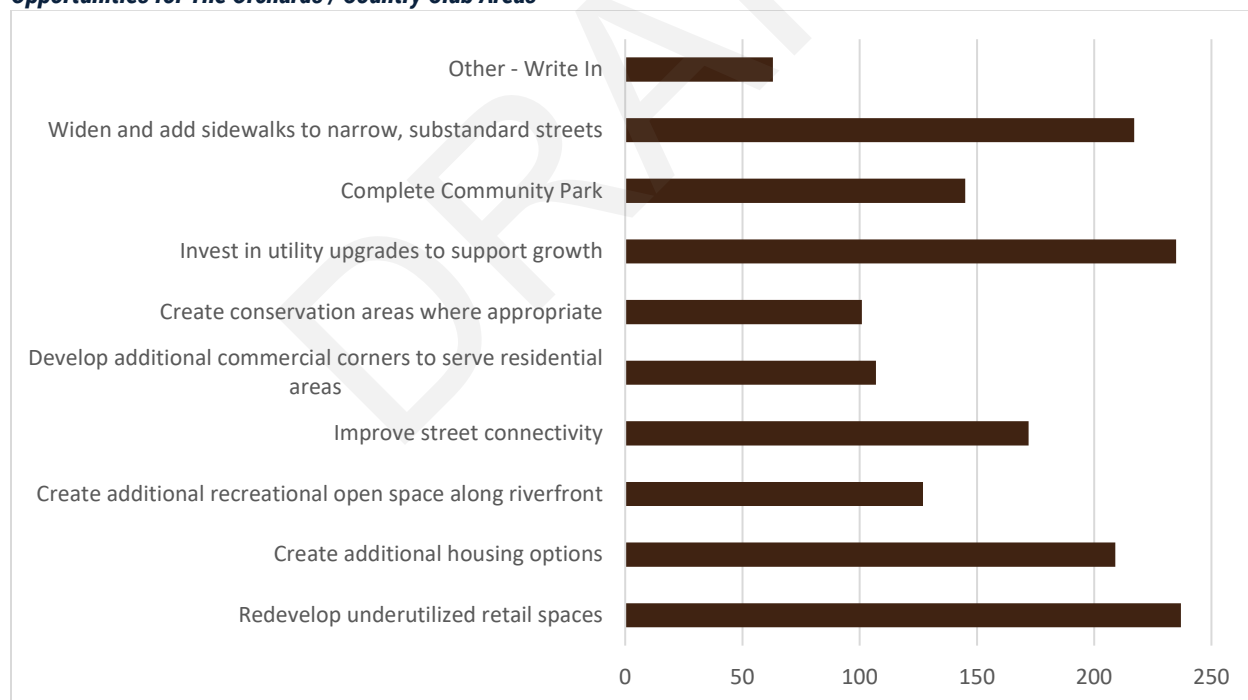
Write-in responses were primarily concerning taxes and homelessness. Total responses 1,876

Opportunities for North Lewiston



Write-in responses were primarily concerning taxes, homelessness, maintaining roads/ infrastructure and need for additional housing.
Total responses 751

Opportunities for The Orchards / Country Club Areas



Write-in responses included parks, taxes, infrastructure, homelessness, and safety. Total responses 1,613

Priorities Input

Throughout Phase 2, respondents were asked to prioritize possible actions and goals. The survey asked people to rank possible actions as to how effective they felt the possible actions would be in fulfilling the theme.

The questionnaire asked participants to rank how effective potential actions would be at accomplishing each draft theme.

For the theme “Collaboration, Facilitation and Investment” The results are as follows:

Item	Overall Rank	Rank Distribution	Score	No. of Rankings
Ensuring that taxpayer dollars are used efficiently	1		1,398	409
Active collaboration with residents, businesses, and partner organizations	2		1,331	408
Supporting business development	3		1,313	408
Streamlining regulations and processes	4		1,098	403
Consistent implementation of smart infrastructure investments	5		1,060	405

Lowest Rank Highest Rank

30 write-in responses were also received about potential opportunities in this part of the city.

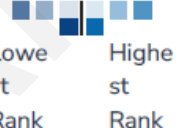
For the theme “Economic Resilience and Diversification” The results are as follows:

Item	Overall Rank	Rank Distribution	Score	No. of Rankings
Fostering a business-friendly atmosphere for a diverse range of industries, services and businesses	1		1,428	409
Creating a resilient and pro-growth business climate that attracts employers and employees	2		1,377	412
Developing a and retaining skilled workforce	3		1,318	421
Capitalizing on the Port of Lewiston, Idaho's only seaport	4		1,106	417
Leveraging economic development opportunities	5		1,060	404

Lowest Rank Highest Rank

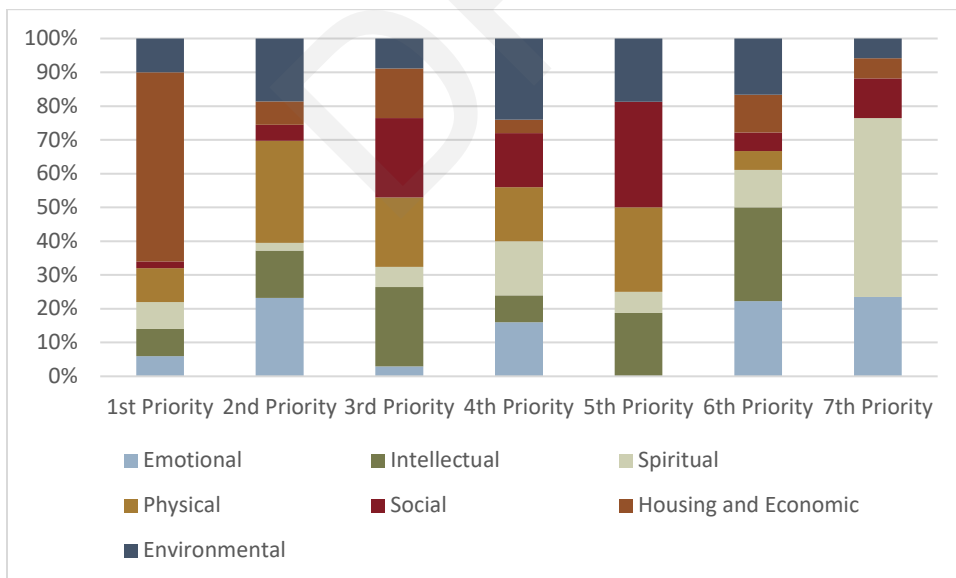
For the theme “High Quality of Life” The results are as follows:

Item	Overall Rank	Rank Distribution	Score	No. of Rankings
Developing quality employment and educational opportunities	1		2,085	409
Providing access to a wide array of recreational opportunities especially along the waterfront	2		1,809	412
Expanding housing options	3		1,719	400
Enhancing health and social services	4		1,658	395
Sustainable stewardship of natural resources,	5		1,488	390
Maintaining and enhancing efficient transportation systems	6		1,333	391
Creating inclusive community-oriented spaces with a vast array of entertainment options	7		1,312	386



7 Dimensions of Health

Open House attendees were asked to rank the 7 dimensions of health by what is most needed in Lewiston. The results are as follows:

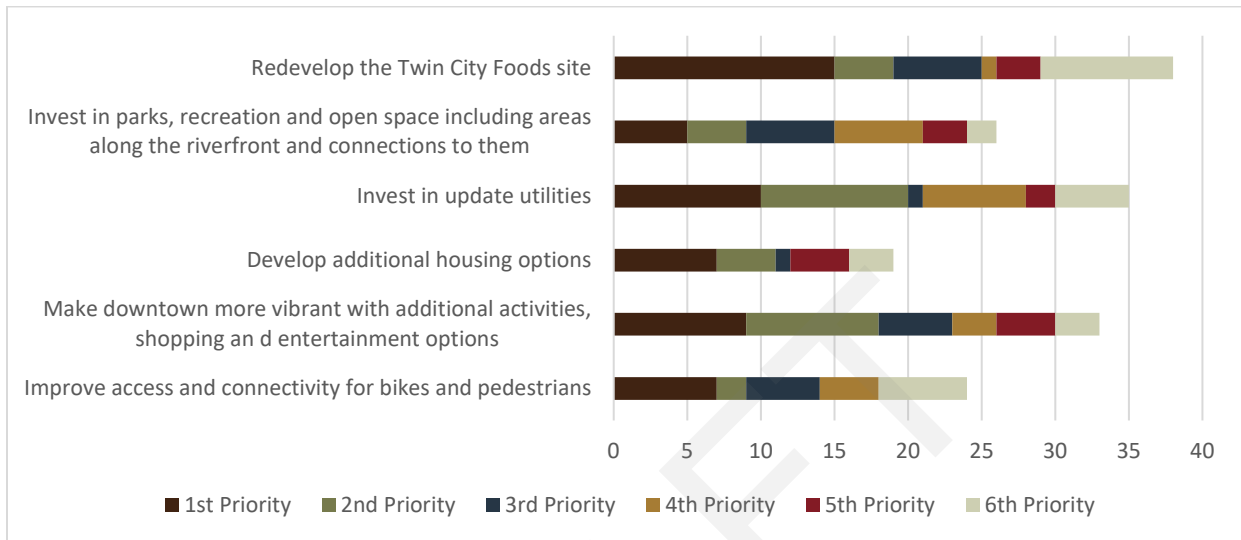


Percentage account for all rankings received on that priority level. Total responses across all priority levels: 203

At the open house, participants were asked to rank potential opportunities for different parts of the city which were based on the most popular identified opportunities identified in the online questionnaire. The results are as follows:

Ranked Potential Opportunities for Downtown/ Normal Hill/ East Lewiston

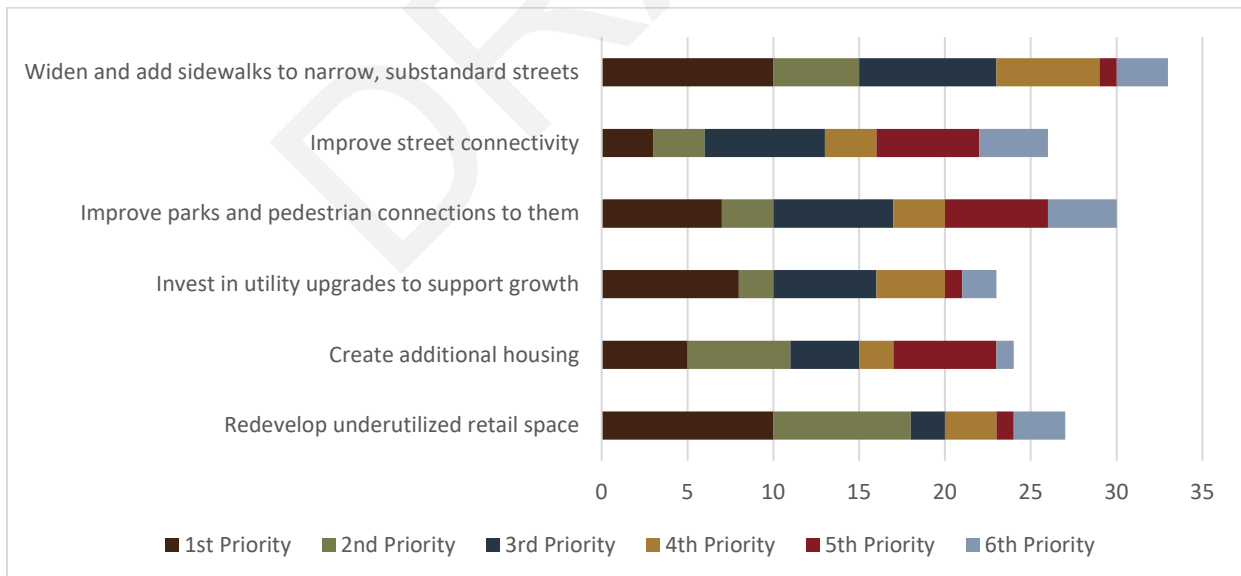
Open House Results:



Total responses across all priority levels: 175

Ranked Potential Opportunities for The Orchards

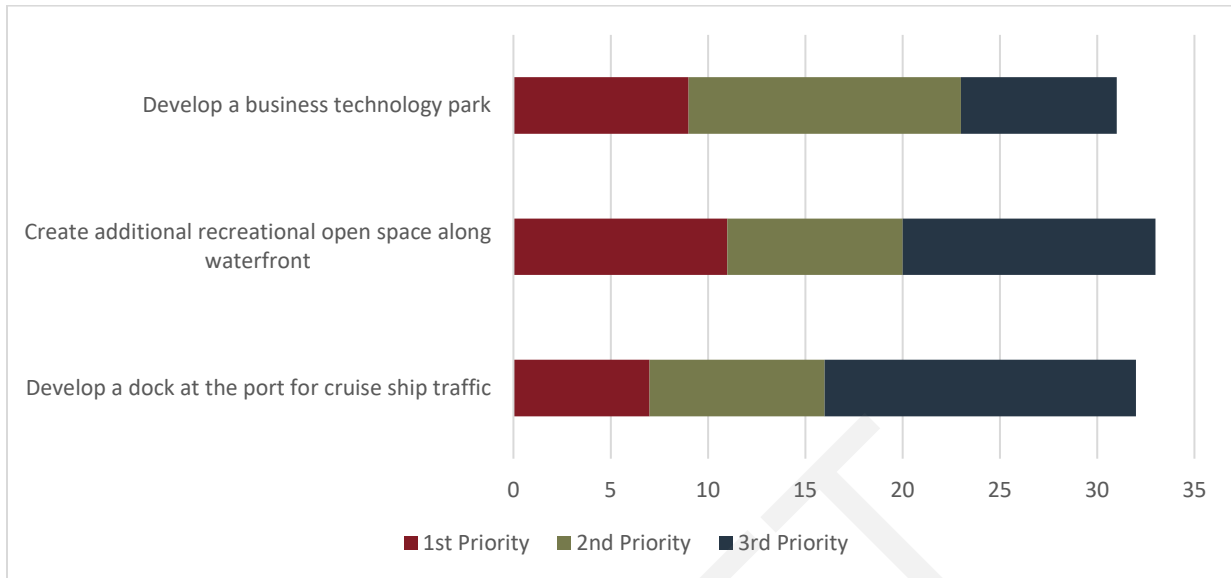
Open House Results:



Total responses across all priority levels: 163

Ranked Potential Opportunities for North Lewiston

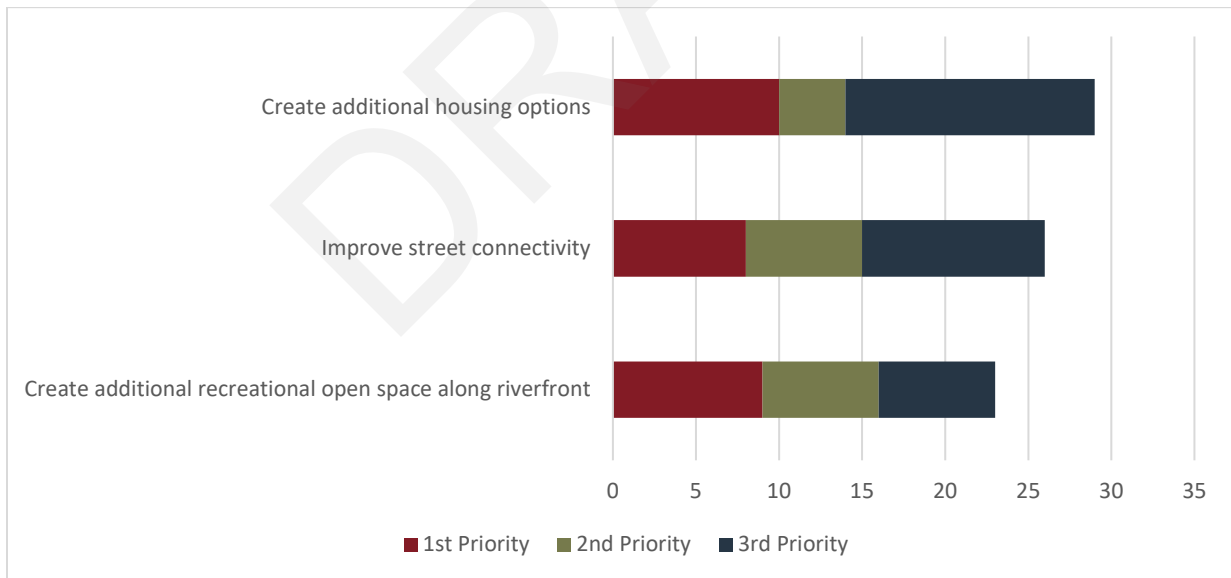
Open House Results:



Total responses across all priority levels: 96

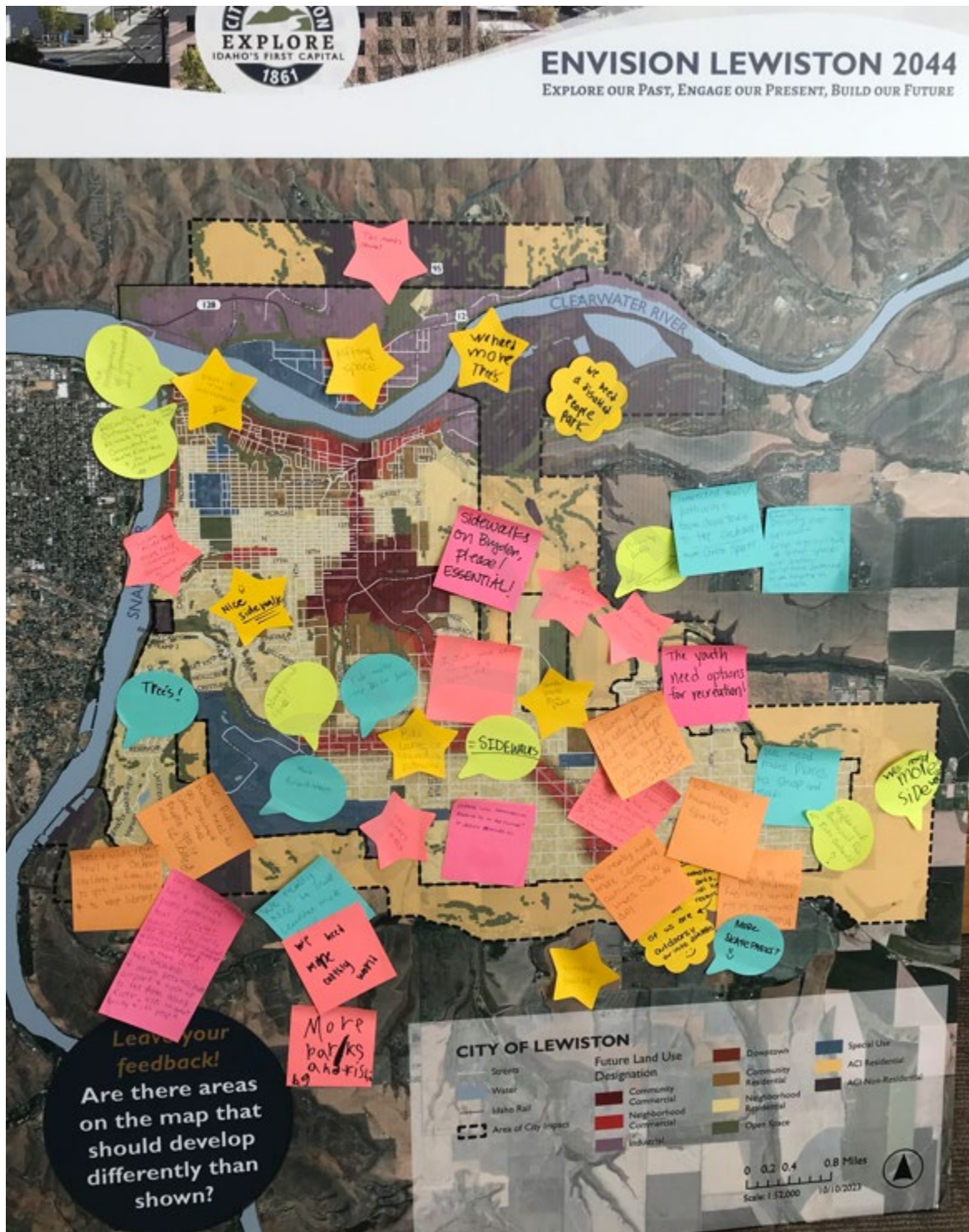
Ranked Potential Opportunities for Country Club

Open House Results:



Total responses across all priority levels: 178

At the Open House event, participants were asked to comment on the land use categories and the draft future land use map. Comments were largely in agreeance with the draft map/ categories but also underscored other community desires for connectivity, housing, retail, parks, and other similar previously identified desires.



Total Comments 44

What We Learned from Phase 2 Public Events

Vision Statement

The elements of the vision statement that resonated the most with the community are a small town feel, strong sense of community, thriving and historic downtown, and high quality of life. The least selected components of the draft vision statement were a prosperous city, collaborative and innovative community, and resilient and diverse economy. While these less popular elements are still important, This suggests the visions statement can be paired down to focus on the elements that resonated the most with the community.

Themes

The draft theme for the plan that resonated the most for the community was "High Quality of Life". And input suggests this theme does not need additional changes.

The draft theme "Economic Resilience and Diversification" was generally positively received, but did include a number of neutral responses indicating that some changes may be needed to better align with the community.

The draft theme "Collaboration, Facilitation and Investment" was largely neutrally received, with ¼ of responses rating it 5/10. This indicates that this theme needs more additional refinement than the others to align with the community.

Opportunities and Priorities

Downtown Lewiston continues to be seen as a major opportunity to incorporate additional uses including shopping and entertainment options. Redevelopment of the Twin Cites Foods site and additional infrastructure upgrades were also popular. Housing and pedestrian/ bike access also scored high with the public.

North Lewiston is seen as an area that could support a technology park and additional open space. Over 40% of respondents also identified a cruise dock at the port as a potential opportunity.

Redevelopment of existing vacant retail areas and improving roads and utilities in the Orchards scored very high with respondents. Creating additional housing options and improving connectivity were also seen as popular opportunities.

Respondents identified Housing and Economics were overwhelmingly identified the most important component of the 7 dimensions of health that the plan should prioritize. Other highly prioritized aspects of health included physical and emotional health aspects.

Land Use

People largely agreed with the draft of the future land use map as it was presented, but did underscore the desire for commercial activation, additional housing, open space, and additional connectivity for roads, bikes and pedestrians.

Next Steps

During Phase 3, the project team will take the input received in both previous phases and incorporate them into a draft of the plan. The draft plan will be reviewed by the Steering Committee, The Planning and Zoning Commission, City Council, and the public at various points in Phase 3. The draft plan will then be revised and refined based on that initial input before going again out to the public for their review prior to adoption. The adoption process will consist of public hearings at Planning and Zoning Commission and then the City Council.

ENVISION LEWISTON 2044

EXPLORE OUR PAST, ENGAGE OUR PRESENT, BUILD OUR FUTURE





ENVISION LEWISTON 2044

EXPLORE OUR PAST, ENGAGE OUR PRESENT, BUILD OUR FUTURE

APPENDIX C EXISTING CONDITIONS REPORT

DRAFT MAY 2024



EXECUTIVE SUMMARY

Lewiston, Idaho is a historic city that served as Idaho's first territorial capitol. Lewiston is located where the Snake and Clearwater Rivers meet. These large navigable rivers allow Lewiston to have Idaho's only seaport and is the most easterly seaport that can be accessed from the America's Pacific Coast. Lewiston also serves as a major access point for recreation along the rivers including the scenic Hell's Gate Canyon. The rivers along with the unique topography define Lewiston in a series of terraces. The river confluence is the lowest elevation in Idaho. The port and historic downtown are located along the rivers forming the lowest topographical terrace. The elevation climbs to the next terrace where the Normal Hill neighborhood is located. The highest terrace is where the Orchards neighborhood and the Airport are located and sits nearly 800 feet higher than the river.

Lewiston is home to 33,964 people and is the largest city in the Lewis-Clark Valley. The population is predominantly white (87.5%) with a median age of 39.8. Population growth in Lewiston is slower than similar communities at 0.5% annually, however Lewiston has seen higher levels of growth of retirees. Lewiston has a smaller average household size of 2.38 when compared to similar cities. While the average income of \$60,581 is higher than nearby cities, it falls below both state and national medians. The average Lewiston household can afford a home that is \$50,000 less than the recent median home sales price of \$292,225. Given the higher costs of single-family homes and low average household size, there is potential demand for a variety of other housing typologies, contrasting with recent building trends that include largely only single-family homes at the higher end of the market.

Lewiston has long served as a hub for regional commercial activity and services, and currently has 16,530 jobs. Lewiston serves as a hub for the region's healthcare needs with the largest hospital in the region, St. Joseph Regional Medical Center. Healthcare is a significant and growing employment sector especially as Lewiston's population continues to age. In recent decades growth in areas other sectors such as sheet metal and ammunition manufacturing have been unable to offset losses from large employers in Lewiston such as the Clearwater Paper Mill and retail outlets presenting an opportunity to further develop growing employment sectors.

Lewiston's diverse transportation network covers roadways, air travel, waterways, railways, and transit services. Lewiston serves as a connector for all three of the region's transit services. Lewiston's airport offers regular commercial airline service and has expansion plans that will add capacity and hangar space. The Port of Lewiston serves as a major connection for agricultural exports products, however there is a steadily growing cruise boat demand at the port with around 8,000 people flying into Lewiston and boarding river cruises. The growing river cruise industry has prompted the port to look at expansion options to accommodate and build capacity for river cruise traffic.

Lewiston has potential for additional development and annexation primarily in areas of East Lewiston and the Orchards. These areas border existing development, but generally require additional investment in utility and roadway infrastructure before they can be fully developed. There is also a significant opportunity for redevelopment within Lewiston including underutilized commercial properties in both downtown and retail corridors. Aging big box style development such as the Lewiston Mall have become increasingly vacant and are an opportunity for redevelopment. Perhaps the most significant vacant property in Lewiston is the Twin City Foods site. Located between the river and downtown, it presents a major opportunity to connect Downtown to the waterfront. Much of the existing development near the waterfront is industrial in nature but has been identified in the previous plan as areas where more commercial and mixed uses should be developed in the future.

Lewiston's waterfront has levees that provide flood protection but also significant greenspace between the city and the water. The Levee trail contributes to Lewiston's portfolio of open space and parks that total over 400 acres across 25



properties. The new Community Park is in its first phase of development but as it is completed, will add significant recreational amenities. This Existing Conditions Report will inform Envision Lewiston 2044, and serves as a basis for policy to improve conditions, address known disparities, and enhance the health and quality of life for its residents.

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INTRODUCTION

This Report presents background information that will inform the goal and policy direction of the ***Envision Lewiston 2044 Comprehensive Plan*** (the Plan). The State of Idaho mandates including 17 elements required in comprehensive plans. ([Idaho Code § 67-6508](#)). These items are:

1. Property Rights
2. Population
3. Economic Development
4. Land Use
5. Natural Resources
6. Hazardous Areas
7. Public Services, Facilities, and Utilities
8. Transportation
9. Recreation
10. Special Areas or Sites
11. Housing
12. Community Design
13. Agriculture
14. Implementation
15. National Interest Electric Transmission Corridors (*not present in Lewiston*)
16. Public Airport Facilities

Most of these elements are discussed within this document, however the plan including the implementation element will be housed in a separate document. A Health Assessment is also available under separate cover. This report was compiled using the best available data from the City of Lewiston, Nez Perce County, the State of Idaho, the U.S. Census Bureau, and other sources to inform the plan.



COMMUNITY CONTEXT

Figure 1.1. Aerial View of Lewiston, Idaho and Clarkston, Washington 1931¹



A Brief History of Lewiston

Lewiston, Idaho is located within the Lewis and Clark Valley at the confluence of the Snake and Clearwater rivers and across the Washington-Idaho border from its sister city, the City of Clarkston, Washington. The Valley is sometimes called the “banana belt” because the region has an uncharacteristically moderate climate. Both climate and the region’s access to navigable waterways have helped shape Lewiston’s settlement. In 1805, Lewis and Clark first encountered the Nez Perce Tribe at their village south of present-day Lewiston. The explorers stopped again in 1806 to trade and rest before returning east. Today, the Lewis and Clark National Historic Trail passes through Lewiston. In 1855 the area that became Lewiston and the surrounding region were included in the Nez Perce Reservation via the Nez Perce Treaty. In 1861, gold prospectors established Lewiston as a tent city in order to search for fortunes in the Clearwater River and other parts of northern Idaho.² Lewiston continued to grow and served as Idaho’s first territorial capitol from March 1863 through December 1864. Due to Lewiston’s strategic location at the confluence of two major waterways and along the Lewis and Clark trail, it continued to grow as a regional hub. In 1877 the Nez Perce War resulted in Lewiston and its

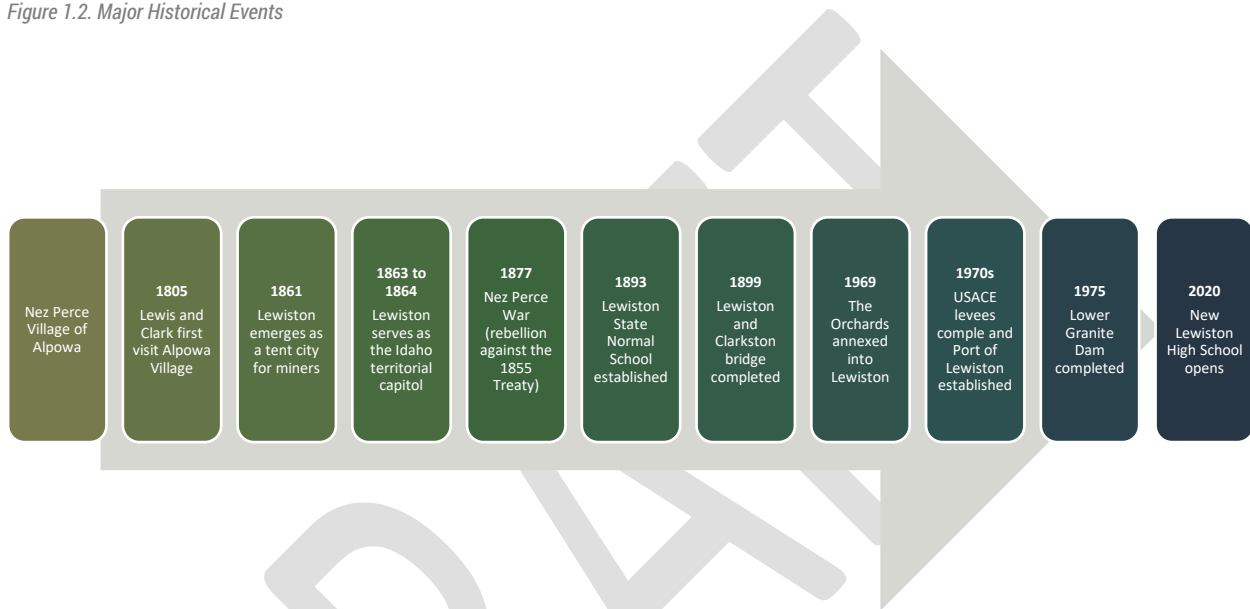
¹ “Lewiston, Idaho and Clarkston, Washington, aerial.” *Archival Idaho Photograph Collection, Digital Initiatives, University of Idaho Library*, 2023, <https://digital.lib.uidaho.edu/digital/collection/archivalidaho/id/64/rec/2>. Accessed 28 July 2023.

² “Clarkston – Thumbnail History.” *History Link.org*, 2023, <https://www.historylink.org/file/9947>. Accessed 28 July 2023.



surrounding lands being removed from the Nez Perce reservation.³ In 1893, the Lewiston State Normal School, now Lewis-Clark State College, was established in the Normal Hill area of the City. Lewiston's strategic location at two rivers made it a prime location for industrial development, and after the opening of the first bridge between Clarkston and Lewiston in 1899, Lewiston continued to grow. In 1969, Lewiston effectively doubled in size when the higher elevation area known as The Orchards was annexed into the City. In the 1970s, the U.S. Army Corps of Engineers completed major levees to protect Lewiston from flooding, paired with the completion of the Lower Granite Dam in 1975, Lewiston became the home to Idaho's only seaport. Since the 1970s, Lewiston has continued slow and steady growth.

Figure 1.2. Major Historical Events



POPULATION AND DEMOGRAPHICS

Overview

Lewiston is the largest city in the Lewis Clark Valley and Nez Perce County. In 2021, Lewiston was home to 33,964 residents⁴, accounting for 81.2% of Nez Perce County's population (41,820)⁵. The population is predominantly white, with 93.6% pf residents identifying as white alone⁶. Educational attainment is similar to Idaho averages. Lewiston's household income (\$60,581) is higher than peer communities, but lower than the Idaho average \$63,377⁷. Households in Lewiston are older and smaller than peer communities. Lewiston's relatively stable growth rate means that by 2044, Lewiston can expect 43,496 residents.

Key Data and Trends

³ "The Flight of 1877" National Parks Service, 2023, <https://www.nps.gov/nepe/learn/historyculture/1877.htm> Accessed September 10, 2023

⁴ 2021 American Community Survey (ACS), 5-year estimates

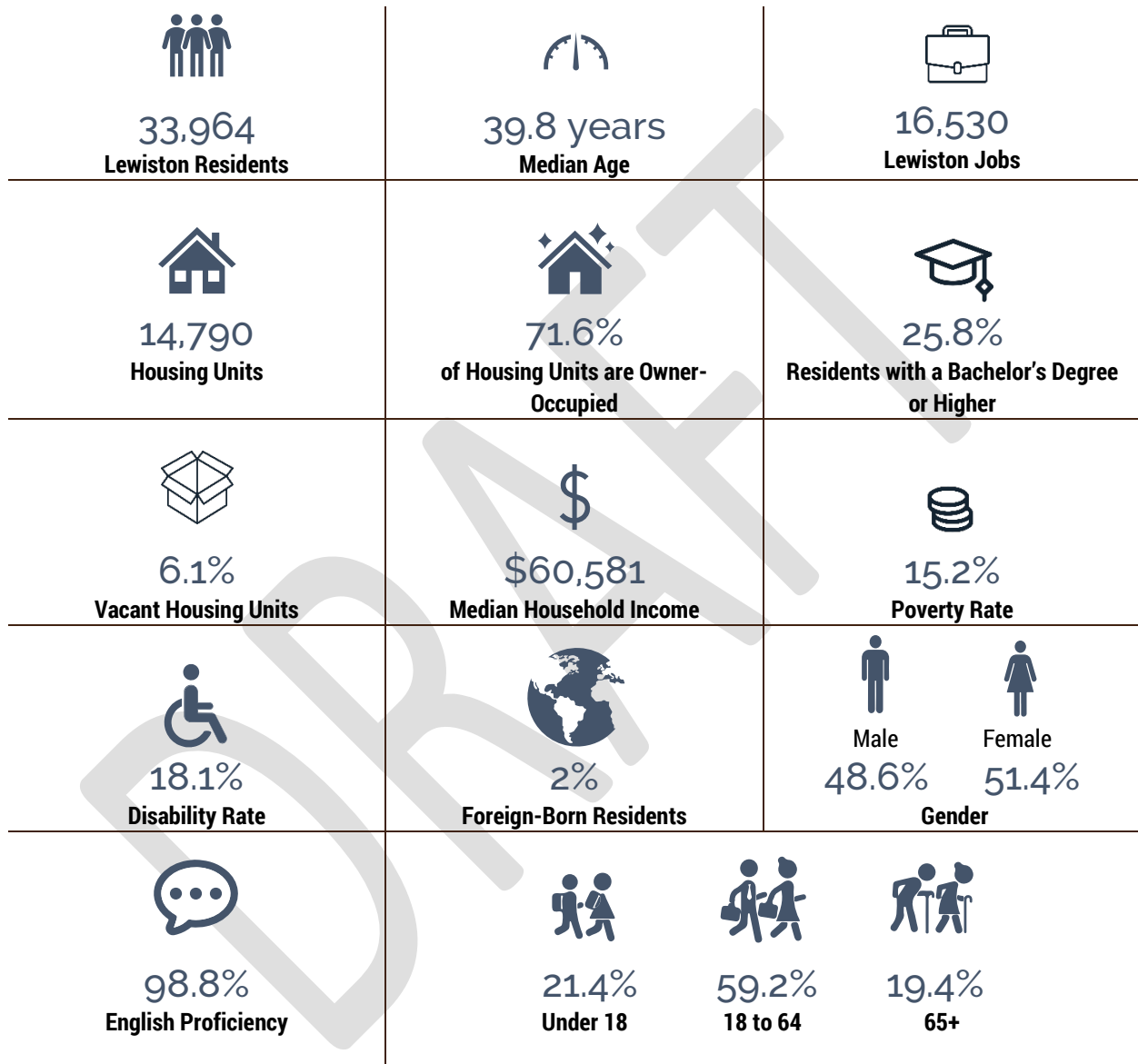
⁵ 2021 American Community Survey (ACS), 5-year estimates

⁶ 2021 American Community Survey (ACS), 5-year estimates

⁷ 2021 American Community Survey (ACS), 5-year estimates



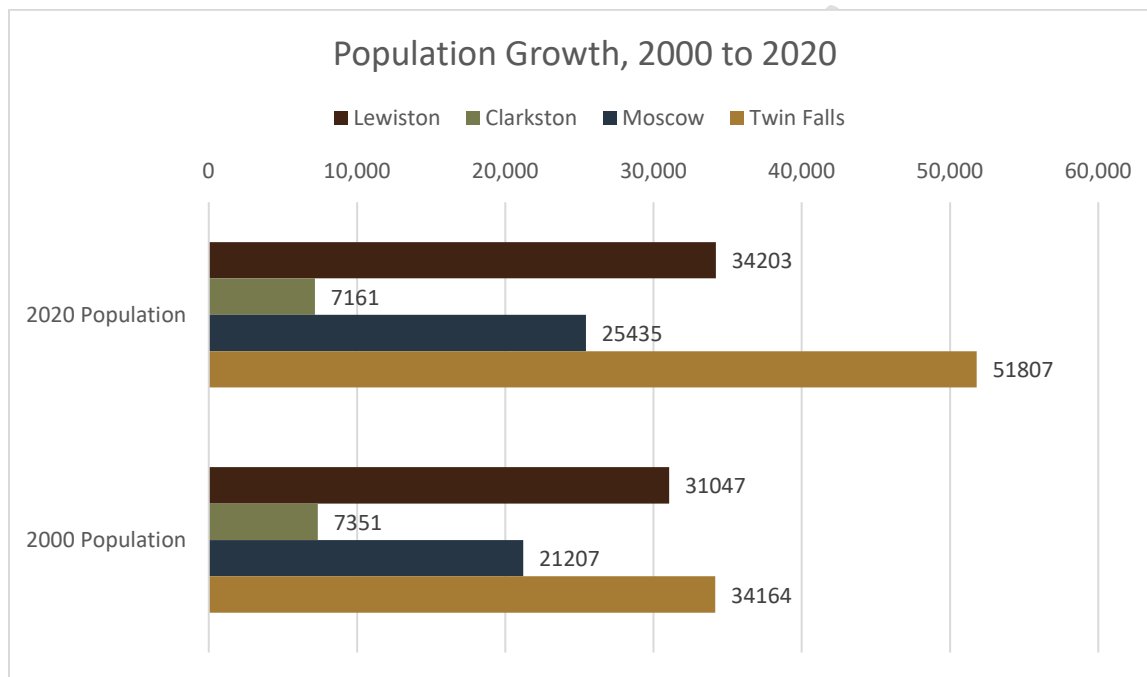
Figure 1.3. By the Numbers, Key Lewiston Demographic Data (Source: 2021 American Community Survey (ACS), 5-year estimates)





Population Growth: Between 2010 and 2021, both Lewiston's and Nez Perce County's populations grew at similar rates—7.2% and 7.5%, respectively⁸. Lewiston, however lags behind other parts of Idaho that have experienced much higher growth pressures in recent years. Lewiston's average annual growth rate from 2000-2020 was 2.23%, or a total percent change of 10.17% in that period compared to Idaho's average annual growth rate at 3.11%, a percent change of 42.1%.⁹. That said, Lewiston has grown whereas Clarkston slightly declined in population in that same period.

Figure 1.4. Population Growth 2000 to 2020 (Source: 2020 U.S. Decennial Census)



Since 2010, Lewiston's population growth rate has been comparatively slow and steady at 1.01% annually. Assuming the growth pattern continues, Lewiston can anticipate growing to 43,496 residents by 2044.¹⁰

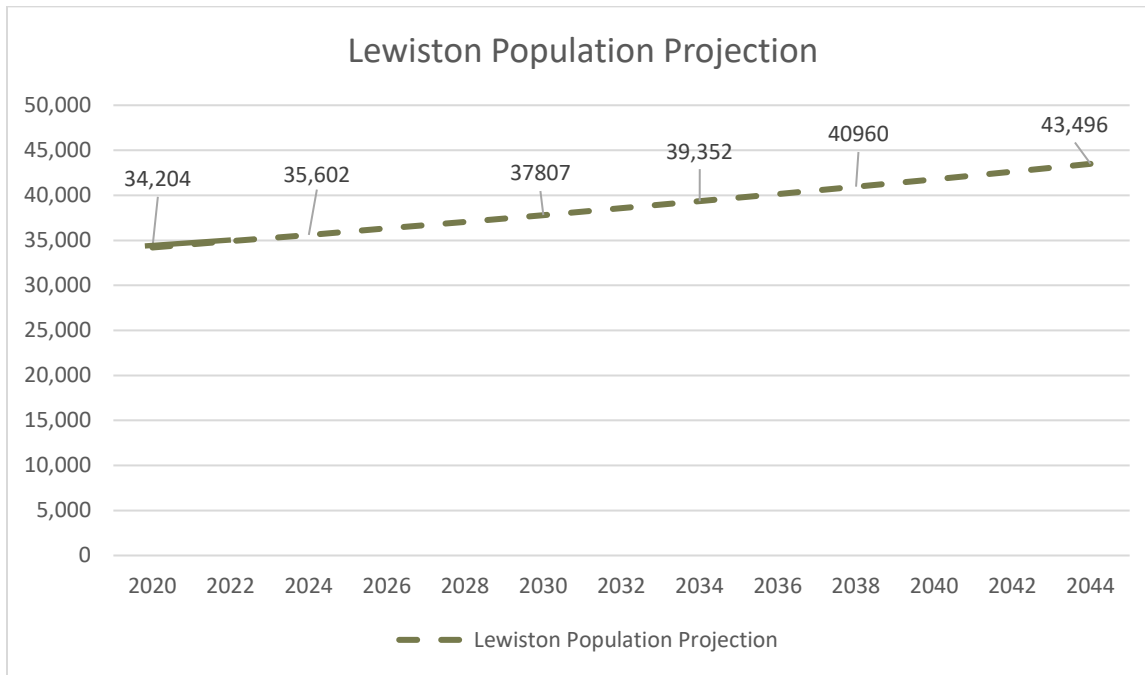
⁸ 2010 American Community Survey (ACS), 5-year estimates and 2021 American Community Survey (ACS), 5-year estimates

⁹ 2000 and 2020 Decennial Census

¹⁰ ArcGIS Business Analyst/ 2021 Census ACS



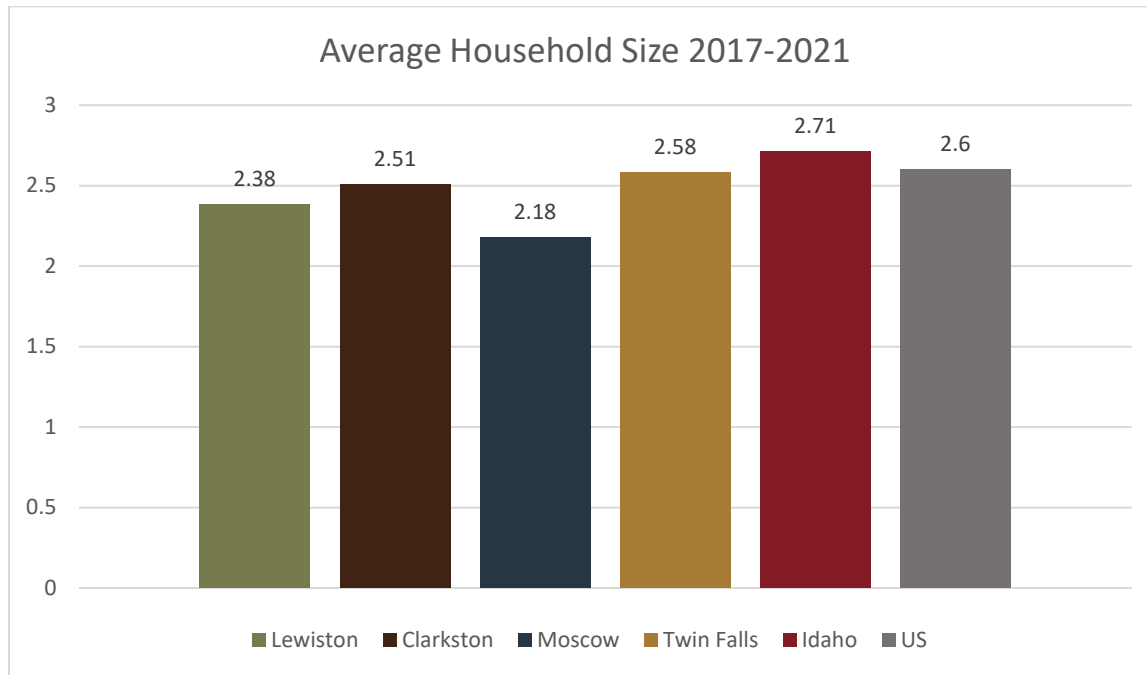
Figure 1.5. Population Growth 2000 to 2020 (Source: 2020 U.S. Decennial Census)



Lewiston has an average household size of 2.38 persons which is lower than peer cities except Moscow which has a large student population. It also falls below Idaho and national averages.



Figure 1.6 Average Household Size (Source: 2021 ACS Census)



Additionally, over 43% of households in Lewiston have at least one person over 60 years of age and the percentage of population 65 and up is significantly higher than peer communities and state and national averages.

Figure 1.7 Household Characteristics as Percentage of Population (Source: 2021 ACS Census)

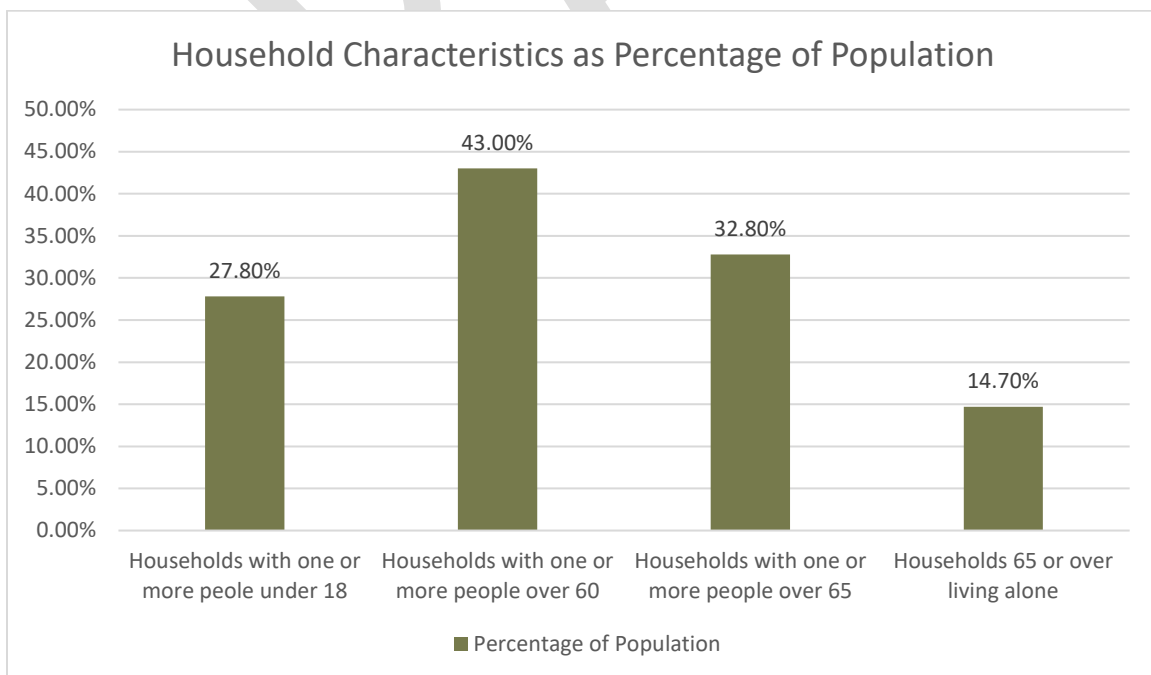
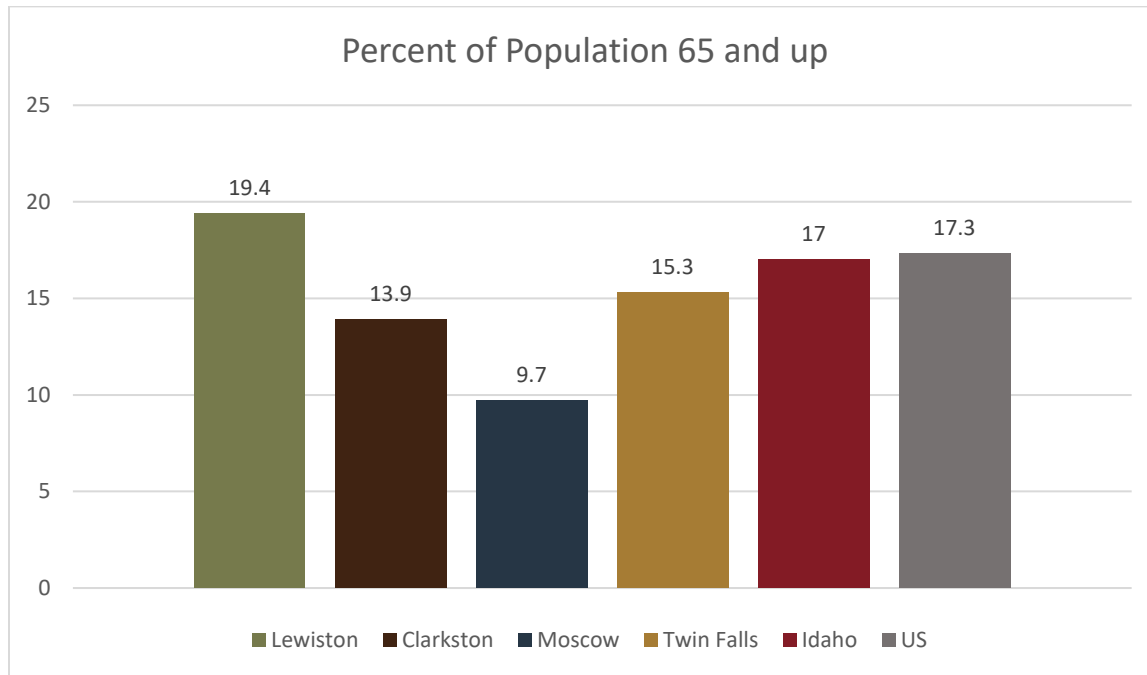




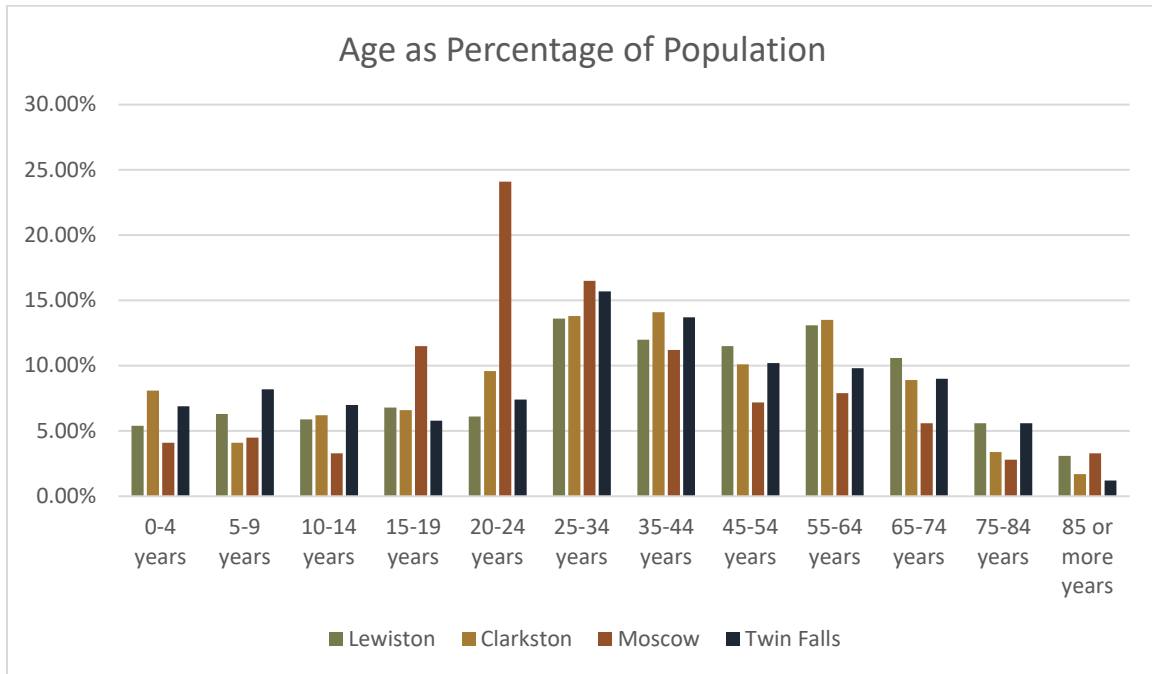
Figure 1.8 Age as Percentage of Population (Source: 2021 ACS Census)



Not only is Lewiston's retirement age larger than average, Lewiston is generally below state average populations for persons under 45, and then well over state averages for population groups 45 and up.



Figure 1.9 Age as Percentage of Population (Source: 2021 ACS Census)

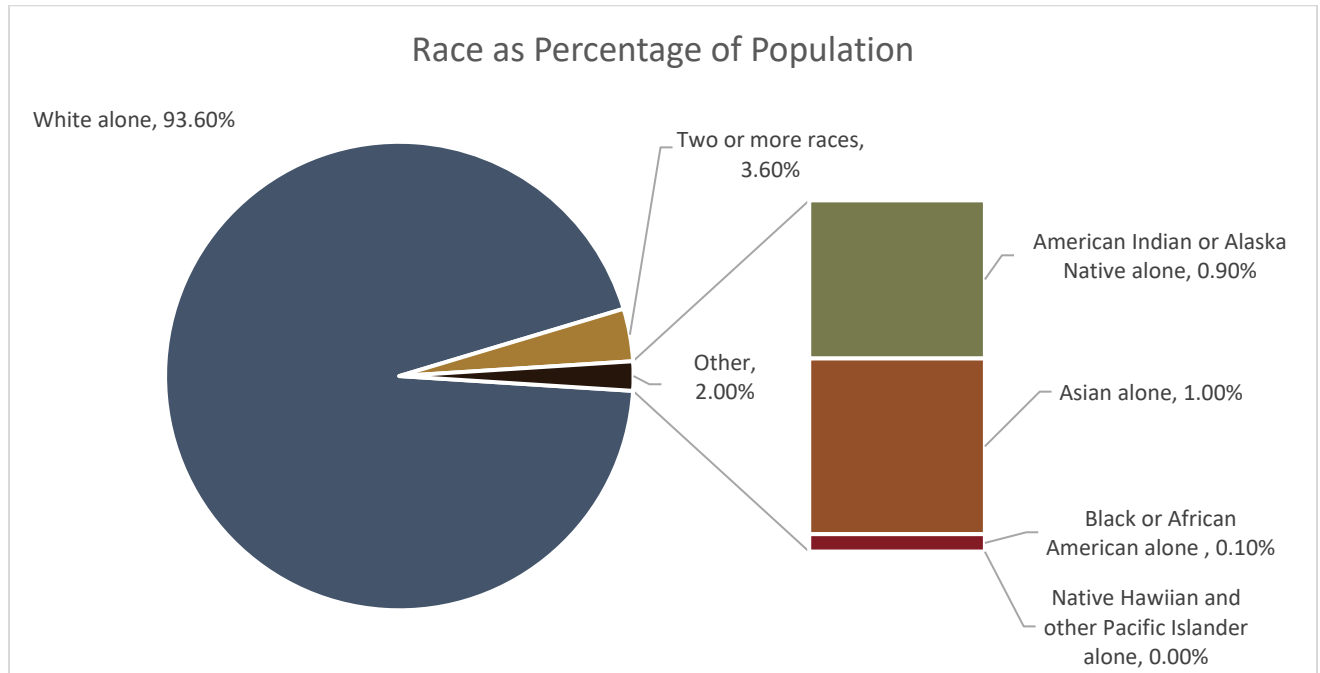


Lewiston has a predominantly white population, with 93.6% of residents identifying as white. The second largest identifying group are those who identify as 2 or more races at 3.6%. Asian and American Indian or Alaska Native populations make up 1% and 0.9% of the population respectively. Residents identifying their ethnicity as Hispanic or



Latino origin represent 5% of the population. Foreign born persons represent only 2% of the population, and 3.1% of households speak a language other than English in the home ¹¹

Figure 1.10 Race as a Percentage of Population (Source: 2021 ACS Census)

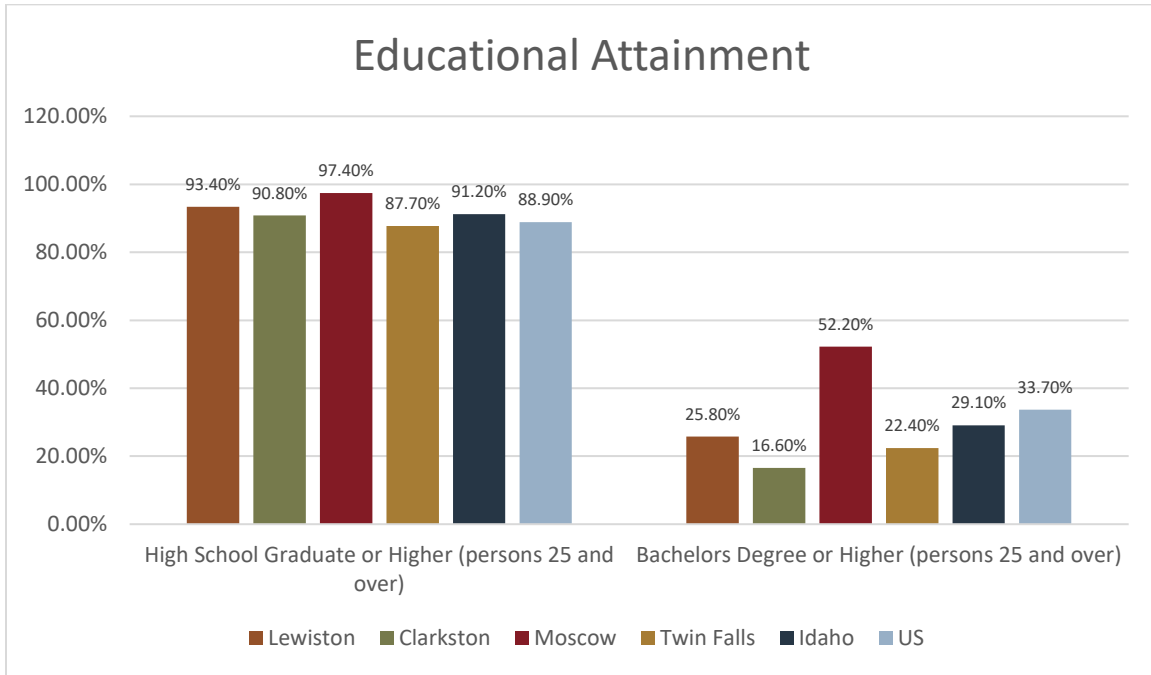


Lewiston's Educational Attainment is slightly above Idaho averages for high school graduation, but is 3.3% below Idaho's average attainment of bachelor's degree or higher. It does outperform Clarkston and Twin Falls in both metrics, but understandably lags behind Moscow, where the University of Idaho is located.

¹¹ 2021 American Community Survey (ACS), 5-year estimates

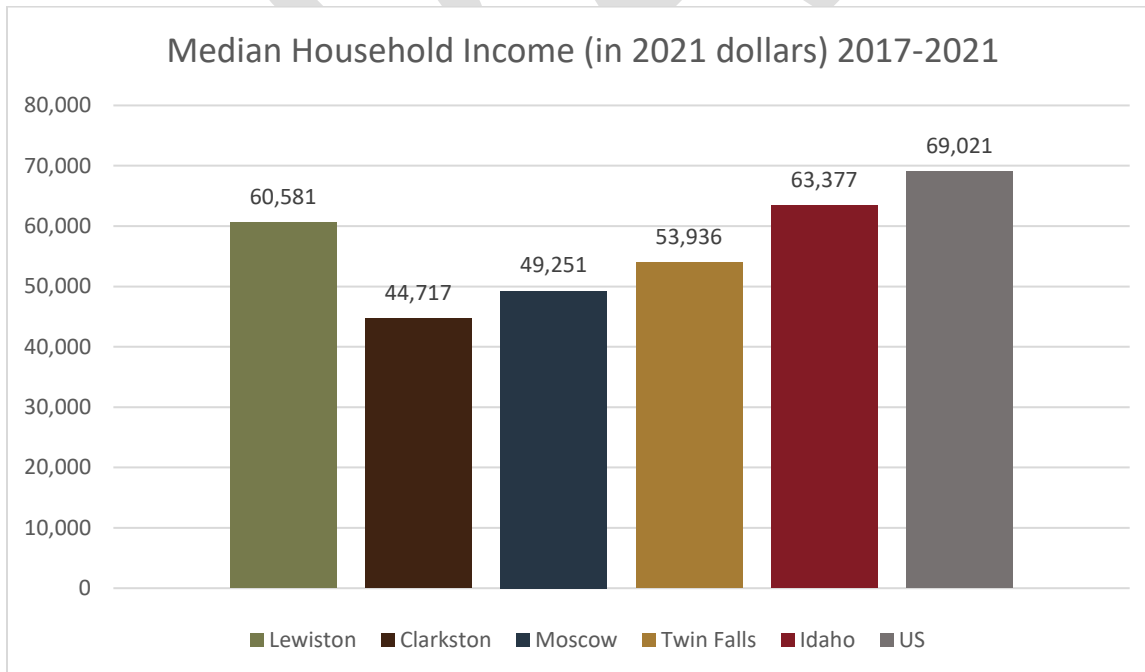


Figure 1.11 Educational Attainment (Source: 2021 ACS Census)



Lewiston is higher in household income than peer communities, but still below state and national averages. This income level may be linked to the older workforce in Lewiston.

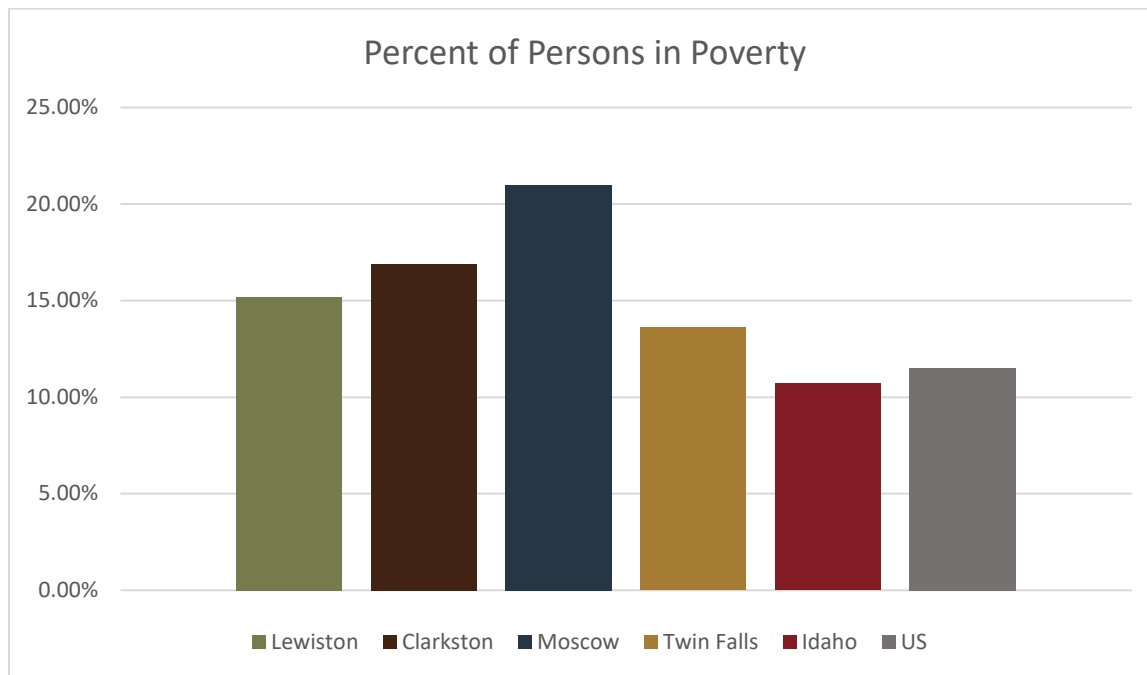
Figure 1.12 Median Household Income (Source: 2021 ACS Census)





Lewiston has a poverty rate of 15.2% which is nearly 50% higher than the Idaho average of 10.7%, however it does outperform the closest comparable cities of Clarkson and Moscow. ¹²

Figure 1.13 Percentage of persons in poverty (Source: 2021 ACS Census)



HOUSING

Overview

This section incorporates an overview of local and regional demographic trends and real estate characteristics in order to provide a baseline understanding of challenges related to housing—as well as market-supported opportunities that Lewiston may pursue over the coming years to help meet its housing goals.

Through the plans listed below, Lewiston has identified several goals related to housing:

- **Lewiston Comprehensive Plan (1999).** The existing plan includes a vision with housing-related elements:
 - Safe and adequate housing for people of all incomes, including a variety of housing types that respects existing residential development patterns and protects from commercial incursion.
 - A compact urban community that prevents sprawl and efficiently uses land resources/infrastructure.
- **Consolidated Plan (2023-2027).** This strategic plan, updated every five years, assesses housing needs and issues to guide the use of federal funding providing housing for low- and moderate-income residents. The most recent plan identifies several priorities, including preserving “decent, safe, affordable rental and homeownership housing”, reducing homelessness through permanent housing, and upholding fair access to housing through education and enforcement activities.
- **Analysis of Impediments to Fair Housing Choice (2023 - 2027).** In order to receive funds from the U.S. Department of Housing and Urban Development (HUD), the City must comply with the 1968 Fair Housing Act’s prohibition

¹² 2021 American Community Survey (ACS), 5-year estimates



of discrimination in the sale or rental of housing on the basis of “race, color, religion, sex, disability, familial status, and national origin” by periodically evaluating barriers to fair housing choice, and identifying strategies for overcoming impediments. Impediments identified in the most recent plan include:

- Limited supply of affordable housing for low- and moderate-income households and limited accessible housing for people with disabilities
- Lack of strategy, services, and housing to address homelessness
- Restricted housing choice among protected classes due to limited incomes, lack of access to resources, and lacking coordination of outreach, education, and enforcement activities
- **Lewiston Downtown Master Plan (2019).** This plan provides a vision and priorities to stimulate private and public investment Downtown. Housing development is viewed as one of the plan’s seven key actions for stimulating investment within Downtown—specifically, new apartments and condominiums to accommodate young workers and others, such as retirees, moving to the area.

Key Household Data and Trends

Figure 1.14. *By the Numbers, Key Household Trends* (Source: 2021 American Community Survey (ACS), 5-year estimates)



Lewiston’s population has been growing steadily over the past twenty years, with an average annual growth of 0.5%.



In 2021, the City had a smaller average household size (2.38) than comparable communities (besides Moscow, which has a significant student population), the state and nation.



Lewiston’s population, with a median age of 39.8 in 2021, is slightly older than peer communities, the state, and the U.S. overall. The current Analysis of Impediments to Fair Housing Choice (described above) observes that “as the share of adults at retirement age in Lewiston is both greater than the national average and has been slowly growing to 19.4% in 2022, up from 17.9% of the City’s population in 2005—the City will need to consider the housing needs of elderly adults more significantly when developing and rehabilitating housing.”



Lewiston’s \$60,581 median household income is significantly higher than peer and neighboring communities, but below the state and national medians.



Figure 1.15. Select Demographic and Housing Characteristics (Source: 2020 U.S. Decennial Census; 2021 American Community Survey (ACS), 5-year estimates, Table DP04, S1101, DP05, S2503)

	Lewiston	Clarkston	Moscow	Twin Falls	Idaho	USA
2020 Total Population	34,203	7,161	25,435	51,807	1,839,106	331,449,281
2000 Total Population	31,047	7,351	21,207	34,164	1,293,953	281,421,906
00-'20 Population Growth	10%	-3%	20%	52%	42%	18%
00-'20 Annual Pop. Growth	0.5%	-0.1%	0.9%	2.1%	1.8%	0.8%
Total Housing Units (2021)	14,790	3,059	10,827	20,380	742,145	139,647,020
Avg. Household Size (2021)	2.38	2.51	2.18	2.58	2.71	2.60
Median Age of Population (2021)	39.8	36.1	26.0	34.0	36.8	38.4
Median Household Income (2021)	\$60,581	\$44,717	\$49,251	\$53,936	\$63,377	\$69,021

Households

Most homes (71.6%) in Lewiston are owner-occupied. Lewiston's proportion of one- and two-person households is slightly above state and national averages, at 66%, and considerably higher than Clarkston's 59%. This could signify an unmet demand for smaller-sized housing units in Lewiston, which could be a good fit for Downtown supporting the City's goals related to downtown revitalization and compact development.

Figure 1.16. Housing Ownership, 2021 (Source: 2021 American Community Survey (ACS), 5-year estimates, Table DP04; Leland Consulting Group)

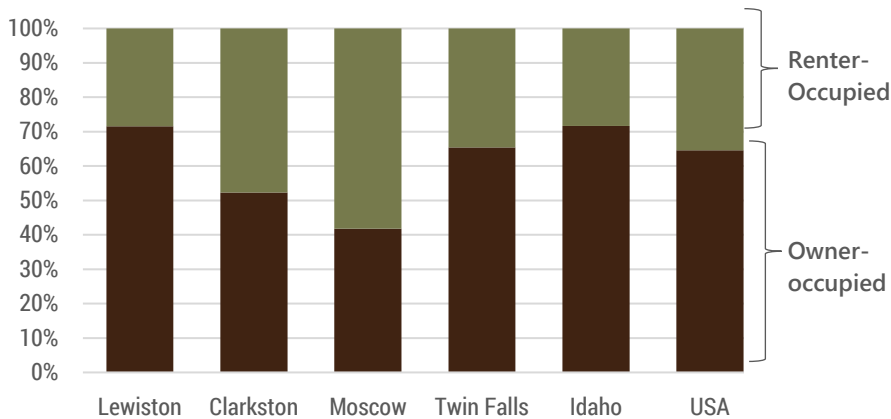
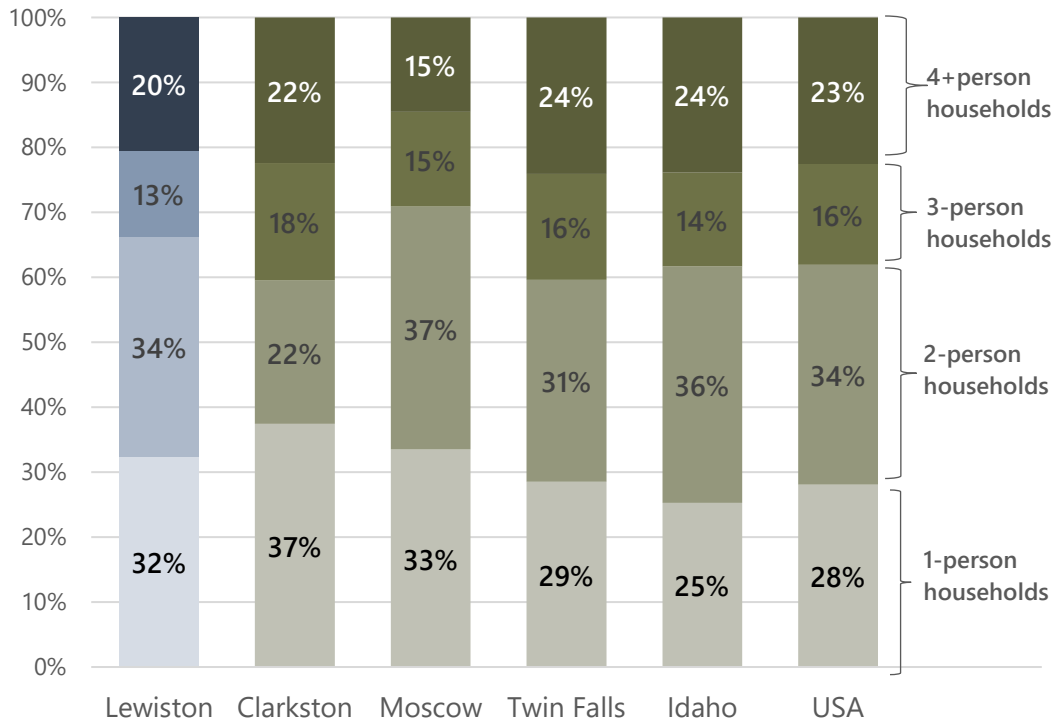




Figure 1.17 Household Size (Source: 2021 American Community Survey (ACS), 5-year estimates, Table S2501; Leland Consulting Group)





The Consolidated Plan (described earlier) reports a need in Lewiston for rental and for-sale housing that is affordable to low- and moderate-income households (a topic covered further in the following section). The plan notes that affordability is connected to housing type, and “housing types that allow for increased affordability of both rental and homeownership units might include options such as smaller housing units; multifamily ‘missing middle’ housing, including duplexes, triplexes, quadraplexes, and other small multifamily units; accessory dwelling units; cohousing with shared services; or tiny homes.” As seen in Figure 1.23, Lewiston’s share of townhomes and two- to four-unit housing is comparable with the country overall (12% versus 13%) but below the share in peer cities, and much of Lewiston’s product was built pre-Great Recession (1.24). Examples of middle and multifamily housing built recently in Lewiston and key details are shown in Figure 1.18.

Figure 1.18. Prototypes of Recent Middle and Multifamily Housing Development in Lewiston (Source: Redfin; CoStar 6/15/2023)

Lindsay Creek Estates PUD Townhomes, 2113 Powers Ave., Unit B



Sale Price: \$399,900
Unit Size: 1,336 SF
Lot Size: 3,267 SF
2 Bedrooms, 2 Bathrooms
Built: 2023

Canyon View Apartments, 2704 17th St.



Asking Rent: \$1,644
Average Unit Size: 999 SF
Property Size: 9.73 acres
Number of Units: 119
Units per Acre: 12
Mix of 2- and 3-bedroom units
Built: 2019



Housing Affordability

Housing prices have been rising over the past decade, both for ownership and rental housing. Figure 1.19 shows that rents and housing prices kept pace with incomes from 2010 to 2015, but home prices began accelerating more rapidly than incomes or rents beginning in 2016.

Figure 1.19 Home Sales Price and Multifamily Rents (Source: 2022 Redfin (sales data); 2022 Costar (rent data); Leland Consulting Group)

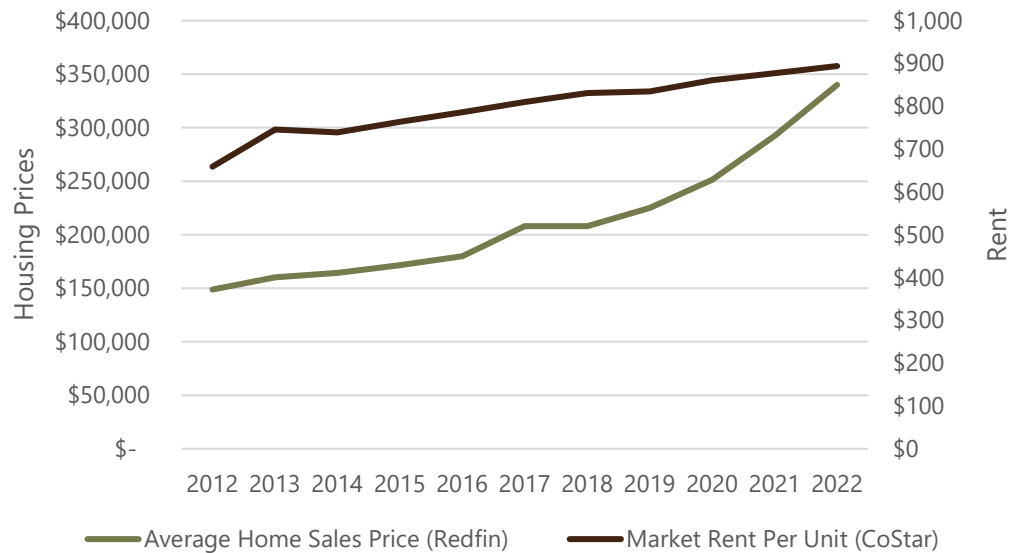
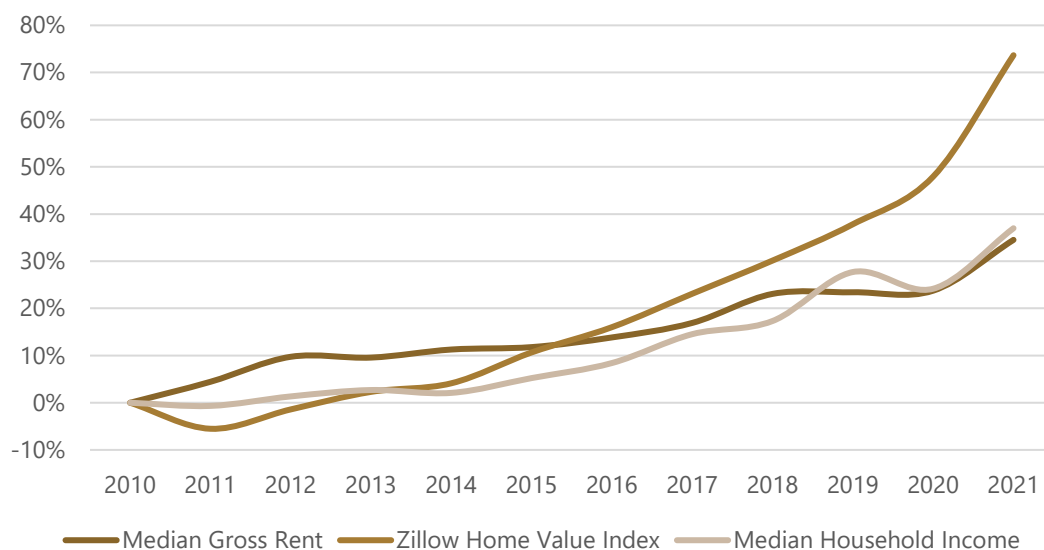


Figure 1.20. Change in Rent, Home Value, and Income (Source: 2021 American Community Survey (ACS), 5-Year Estimates, Tables S2503, DP04; Zillow; Leland Consulting Group)





The average Lewiston household could only afford a home worth about \$50,000 less than the median sales price in 2021 (Figure 1.21). Figure 1.22 shows the cost breakdown for recent residential construction (2018+), highlighting the fact that newer construction has largely been focused on higher-priced product, much of it over the \$292,225 median sales price for Lewiston homes in 2021. Other housing types such as condos, townhouses, and mobile/manufactured homes are more affordable housing types, though Lewiston also developed a significant number of single-family homes at or under the median price (under \$300,000) from 2018 to present.

Figure 1.21 Median Housing Affordability (Source: 2021 American Community Survey (ACS), 5-Year Estimates Table S2503; Zillow; Freddie Mac; Leland Consulting Group)

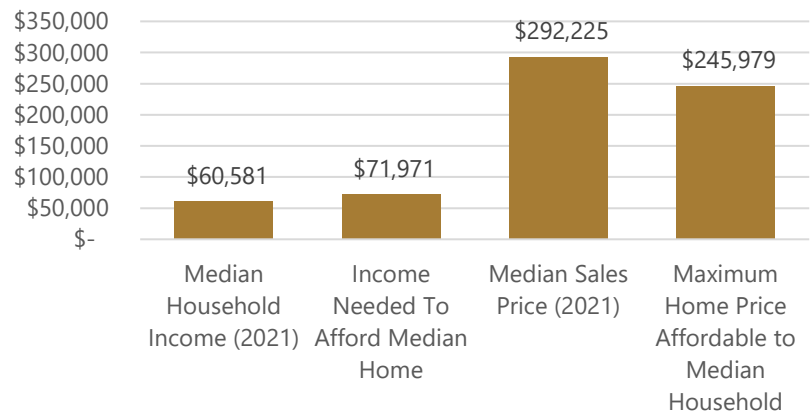
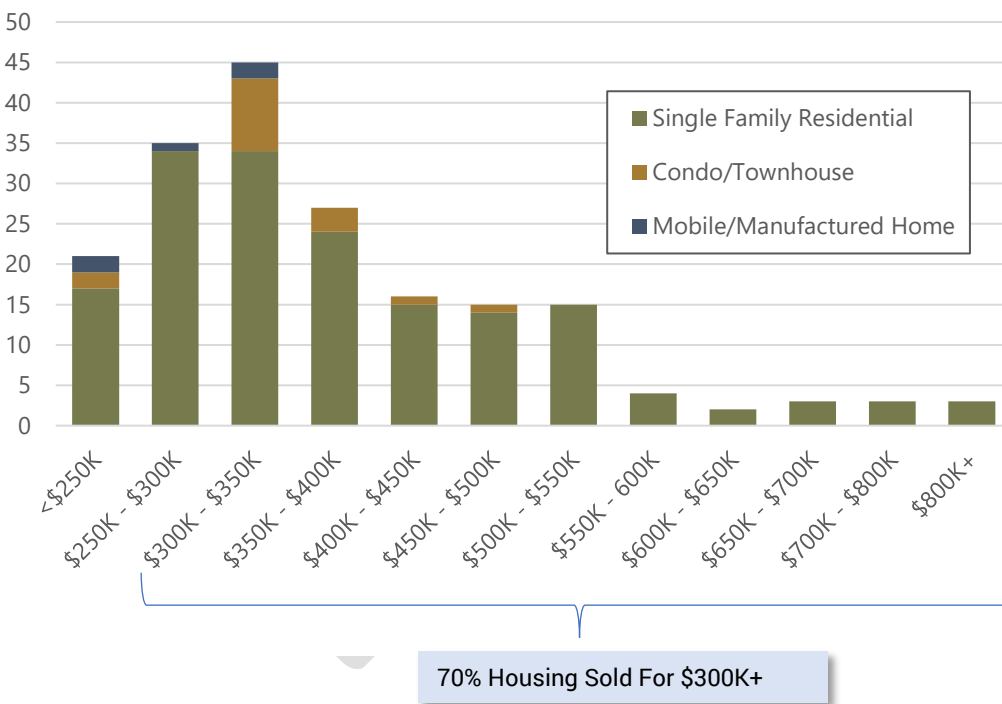


Figure 1.22. New Construction (post-2018) Sale Prices by Type (Source: Redfin; Leland Consulting Group)



Though Lewiston's rent increases have been more stabilized and the City's housing prices are more within reach for the average household than many western cities, the Consolidated Plan reports a need to improve housing access and quality for groups disproportionately challenged in accessing housing, including:

- **Low-income groups.** The plan assessed the rates of households experiencing one or more housing problems, including (1) cost burdens, or paying more than 30% of their income on housing, (2) overcrowding, or more than



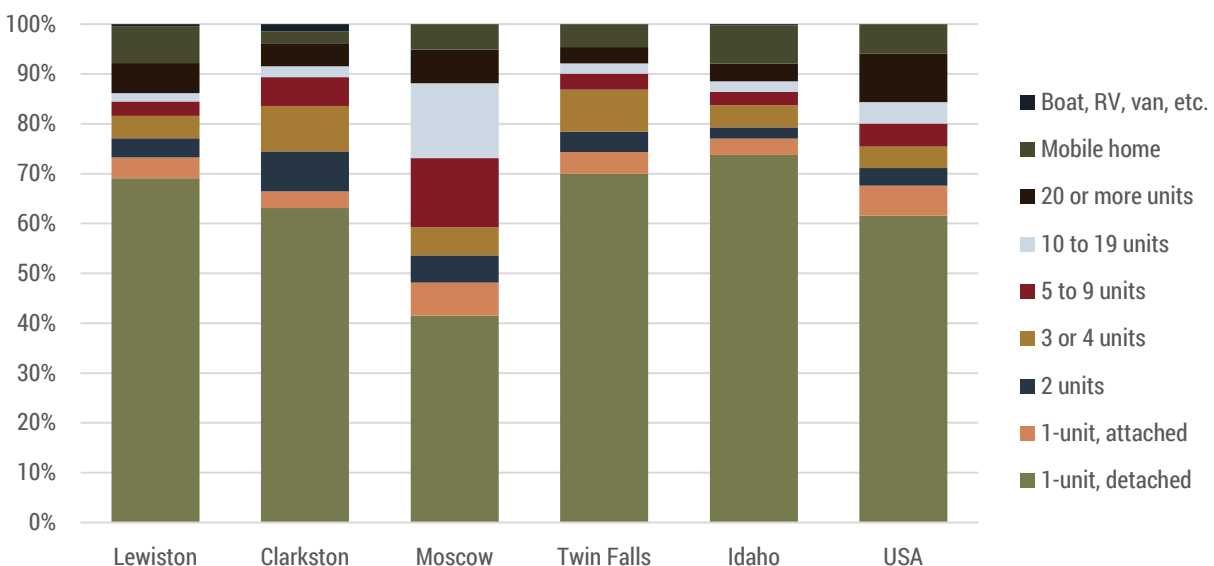
one person per room, (3) lacking complete kitchen facilities, and (4) lacking complete plumbing facilities by income level. The plan found the following rates for households experiencing at least one problem, which together, represents 3,280 households, or 24% of the total number of households (13,525):

- 79.1% (1,075 households) of very low income (\$15,195 for a family of four) households
- 61.4% (905 households) of low income (\$15,195 - \$25,326 for a family of four) households
- 45.6% (1,015) of moderate income \$25,326 - 40,522 for a family of four) households
- 20.6% (285) of middle income (\$40,522 - \$50,653 for a family of four) households
- **Racial and ethnic minorities.** The plan notes that in 2017, rates of cost burden (spending more than 30% household income on housing) and severe cost burden (spending more than 50% of income on housing)—at 24.6% and 9.6% citywide, respectively—were higher for communities of color than the City’s majority white-household population. 100% of Pacific Islander households, 33.3% of Native American households, and 31.1% of Hispanic households were cost burdened, and 23.1% of Native American households, 15.5% of Hispanic households, and 13.0% of Asian households were severely cost-burdened.

Housing Supply

In 2021, there were 14,790 housing units in Lewiston. Lewiston’s housing stock, like other communities is a majority of single-family, detached housing (except for Moscow which is a university town). As of February 2023, the City had 157 residential lots in queue for subdivision, and 128 lots platted but not yet developed—representing a potential additional 285 units. Lewiston has a higher share of mobile homes than comparison geographies, at 7% in 2021—perhaps driven by a 1995 state amendment allowing manufactured housing in all single-family residential zones. Lewiston has a smaller share of multifamily housing than regional communities and the U.S., with 2+ to 20+ units representing 19% of the City’s inventory, compared to 26% at the national level, 47% in Moscow, and 30% in Clarkston.

Figure 1.23: Housing Units by Type, 2021 (Source: 2021 American Community Survey 5-Year Estimates, Table DP04; Leland Consulting Group)

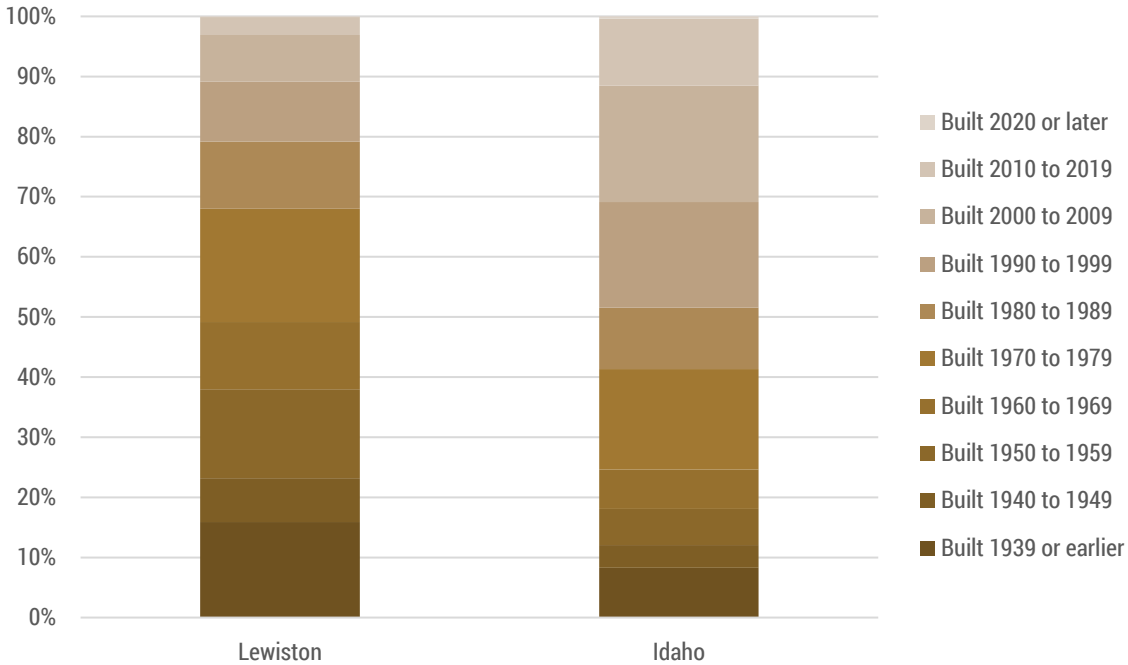


Lewiston has not seen the same level of housing construction in recent decades as the state (Figure 1.24), with nearly 70% of its housing built prior to 1980, compared to 41% for the state. Though some of these units may be well-maintained—including historic buildings Downtown that have been rehabilitated to include housing—the Consolidated



Plan finds a “high level of need for rehabilitation of both renter- and owner-occupied housing”. Maintenance needs for the 47.1% of owner-occupied housing in the City built between 1950 and 1980 will continue to grow as the housing ages and may be unaffordable to seniors on fixed incomes who have paid off their mortgages—though the plan identified the highest levels of need for rehabilitation among renters in Lewiston.

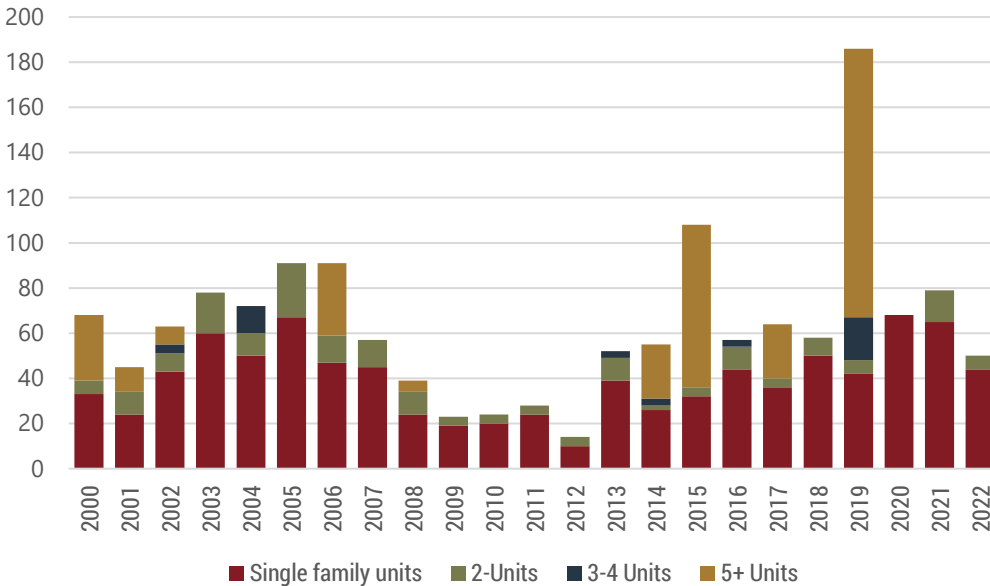
Figure 1.24. Housing Age (Source: 2021 American Community Survey (ACS), 5-Year Estimates, Table DP04; Leland Consulting Group)



Market demand for new residential development has been fairly consistent over the past twenty years, with an average of 64 residential units permitted per year during this period (Figure 1.20). As in many communities, residential development activity lagged during the 2008 to 2012 recession but has ramped up to pre-recession levels in the years since. With some exceptions—including the 24-unit Kinsale Place Senior Apartments developed in 2017, and 119-unit Canyon View Apartments developed in 2019—most development activity has been focused on single-family units. This includes new subdivisions, such as the Canyon Crest planned unit development in the East Orchards neighborhood.



Figure 1.25. Type of Housing Permitted, Lewiston, 2000-2022 (Source: U.S. Census Building Permit Survey, with Canyon View Apartment units added from CoStar data; Leland Consulting Group)

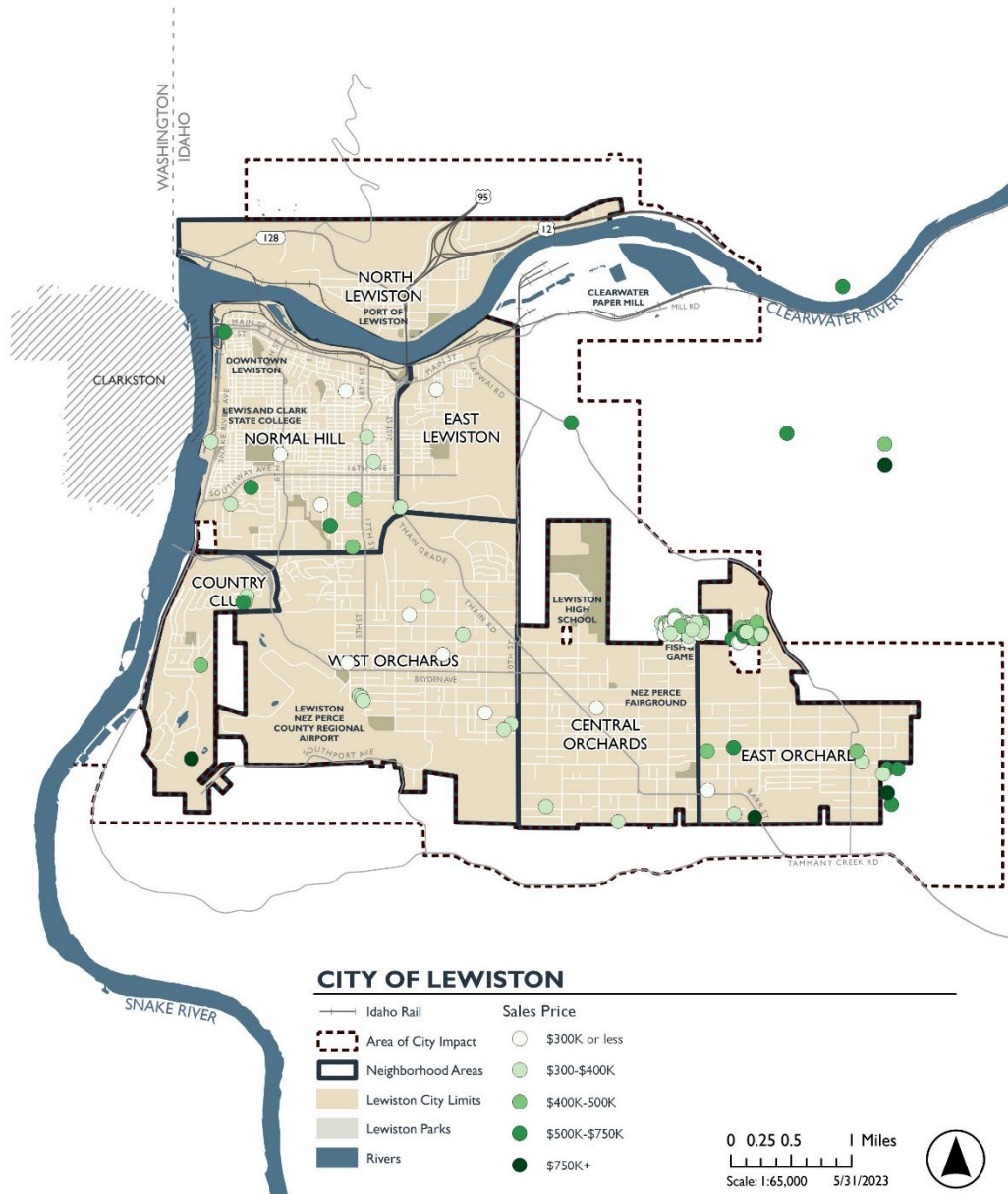


Though the last comprehensive plan envisioned varied housing types in its future, development since 1999 has largely mirrored historic development patterns in Lewiston, with single-family representing 62% of housing permitted over the past twenty years, compared to single-family's 68% share of existing inventory at the time of the last plan's development.

A 2020 study by Lewis-Clark State College used geographic information systems (GIS) to identify all undeveloped and underdeveloped parcels in the City that could accommodate additional residential lots. They found that 19% of the City's total parcels met size and infrastructural requirements to subdivide. Letters were sent to every property owner notifying them of their land's additional development potential and their options for development in 2022, but as of mid-2023 there has been little response. Given that duplexes and accessory dwelling units (ADUs) are allowed in all residential zones, these properties represent a potentially significant opportunity for increasing housing supply at more affordable levels without altering existing patterns of development in residential areas. However, most of the residential infill potential identified is on substandard streets, many with only twenty feet of right of way—posing challenges for future development.



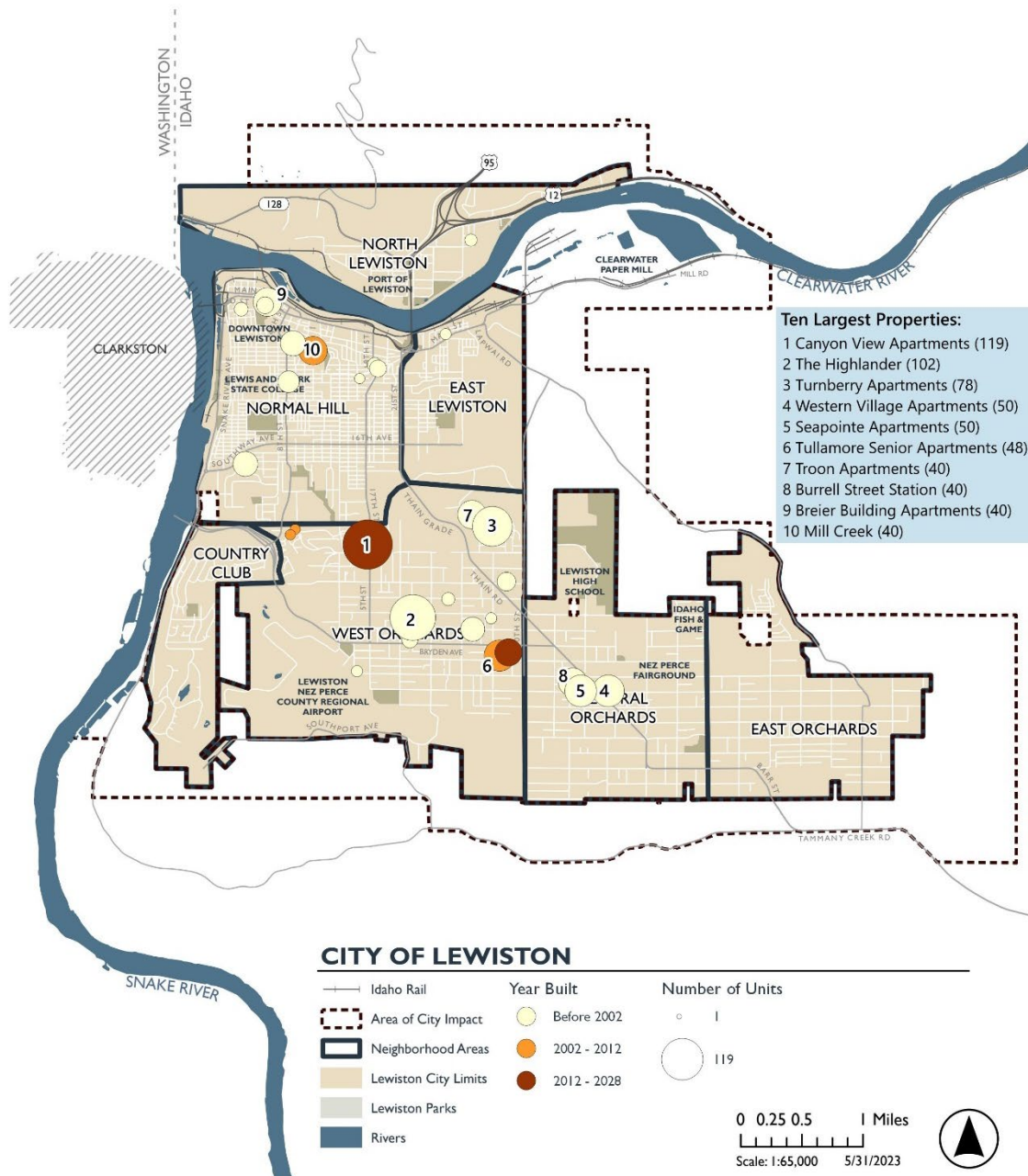
Figure 1.26. Single-Family Homes Built Since 2018 (Source: Redfin; Leland Consulting Group)



New (built in 2018 or later) single-family development has largely focused in the Central and East Orchards neighborhoods (which includes the Canyon Crest development) and Normal Hill. Higher-priced housing with sale prices over \$500,000 has been focused on the Country Club neighborhood and the Skyview Estates subdivision in southeast East Orchards—with a few infill developments in the more historic Normal Hill neighborhood.



Figure 1.27. Multifamily Homes, by Number of Units and Year Built (Source: CoStar; Leland Consulting Group)



Multifamily development has been focused in the more central neighborhoods of West Orchards, Central Orchards, and Normal Hill. According to data from CoStar, a commercial real estate information company, the City's largest development was also its most recent (the 119-unit Canyon View Apartments in West Orchards on 5th Street, developed in 2019). Despite progress of the City's downtown revitalization in recent years, limited multifamily development has occurred Downtown since 2010 including 7 units at 530 Main Street, 10 units at 609 Main Street and the 116-unit Clearwater Hall student housing development at 5th and Main streets, developed on a vacant lot by Lewis-Clark State College (data not included in commercial real estate records).



Opportunities Moving Forward

Lewiston has a slow-growing, older population, with smaller household sizes and higher incomes than neighboring peer communities and Idaho, as a whole.

- Lewiston's home prices are currently out of reach for the median income household, and there is a need to address affordability and other challenges for low- to moderate-income households, particularly for racial and ethnic minorities. Additionally, there is a need to provide right-sized housing for the City's growing population of seniors—which could be located Downtown and complement existing revitalization efforts.
- There is a need for increased housing affordability and diversity. This emerged as a theme in community engagement conducted for this comprehensive plan update. In a community-wide survey conducted Spring 2023, over half of 1,913 respondents ranked promotion of housing options as among their top priorities for the City to consider. 86.6% of respondents feel that the City does not meet or only somewhat meets their well-being needs when it comes to housing and employment options, and stakeholder interviews revealed a need for housing options in conjunction with economic development so that a variety of housing options can meet the needs of the diverse local workforce.
- The City will need to ensure housing production keeps pace with population growth to maintain affordability. Looking ahead, the Idaho Department of Labor projects an annualized population growth of 0.2% for the North Central Idaho region from 2021 to 2031, which for Lewiston, would translate to 288 additional households by 2031. However, given the City's faster growth of 0.5% over the past twenty years, it is likely that city growth will outpace the region. If Lewiston continues to grow at 0.5% over the next ten years, an additional 730 units would be required to accommodate population growth.

ECONOMIC DEVELOPMENT

Overview

As the largest community in North Central Idaho and home to the state's only seaport, Lewiston has long served as a regional hub for commercial activity and services. In recent decades, the City and regional economy have had to adapt to large-scale shifts that pose challenges to legacy sectors, including timber-related industries. As the City and region continue to adapt to these and other challenges in order to realize the community's vision for Lewiston, organizations involved in economic development will need to think creatively, collaboratively, and holistically. This report incorporates an overview of local and regional demographic trends and real estate characteristics in order to provide a baseline understanding of challenges and opportunities related to Lewiston's economic development.

Through the plans listed below, Lewiston has identified several goals related to economic development:

- **Lewiston Comprehensive Plan (1999).** The last plan includes a vision with economic-related elements:
 - A diversified economy with living wages so that the community's youth can find high quality jobs after high school or college.
 - Adequate land available for expansion of the commercial business sector, including more efficient redevelopment of existing strip commercial areas.
- **Comprehensive Economic Development Strategy, "CEDS" in following (2020-2025).** This strategic plan, updated every five years, charts a path for economic development for the five-county Clearwater Economic Development District, and positions the region for accessing federal funding for economic development. The most recent strategy centers on three goals for the region:



- Economic resiliency: capacity for recovering from shocks such as COVID-19 through actions including “supply chain clusters” that reduce costs to industries.
- Workforce resiliency: strengthened with infrastructure and amenities to attract skilled workers, and identification of barriers to employment such as housing and access to childcare.
- Leadership: developing the leadership pipeline through youth programs and regional collaborative partnerships.
- **Analysis of Impediments to Fair Housing Choice (2023-2027).** This assessment—which is primarily geared towards ensuring access to housing and protecting against housing discrimination—also assesses the community’s employment conditions and “access to opportunity”, as economic mobility is closely linked with where people live (based on access to education, transportation, and other resources). The most recent plan found the impediment of:
 - Restricted housing choice among protected classes due to limited incomes, lack of access to resources, and lacking coordination of outreach, education, and enforcement activities.
- **Lewiston Downtown Master Plan (2019).** This plan begins with acknowledging that despite progress over the preceding decade—including public infrastructure and streetscape improvements—Downtown Lewiston “continues to struggle with business retention, poor pedestrian connectivity to adjacent neighborhoods, and the lack of a critical mass of customer base to support businesses on a consistent basis”. The plan provides a vision and priorities to stimulate further private and public investment Downtown, including the following actions with implications for economic development:
 - As part of its key action of promoting residential development Downtown, the plan envisions mixed-use development, including retail, entertainment, and cultural spaces to increase activity downtown.
 - Activation of the City’s waterfront is also included as a key action and could serve economic development endeavors as an amenity that attracts future employers and employees.

Key Data and Trends

Figure 1.28 Key Employment Trends



Retail, manufacturing, and accommodations and food services are declining while healthcare, information, and finance and insurance are growing in the City.



Healthcare has remained the top employer in Lewiston for the last two decades.



The number of workers in Lewiston has declined by 11% in the last 20 years, due in part to slow population growth and the simultaneous in migration of older adults and outmigration of young adults.



There has been an increase in higher-wage jobs as compared to the City’s median wage. This trend is predicted to remain consistent in the future.

Historically, the region’s economy relied on manufacturing jobs served by the region’s rich natural resources such as timber, and large employers including the Clearwater Paper mill—still the county’s largest private sector employer,



according to the CEDS. The CEDS observes that over the past 35 years, the region lost jobs in logging and milling due to automation and changing forest management practices, while also gaining thousands of new manufacturing jobs in ammunition making, jet boat building, and other metal fabrication subsectors. Despite new growth in these subsectors, Lewiston saw a 30% decline in manufacturing jobs during this time period, to 2,059 jobs today.

Over the past twenty years healthcare has remained the top employer, serving the region's growing senior population and those from surrounding counties—though jobs declined from 2019 to 2020 (as did jobs for other top-emplying sectors of manufacturing and retail for the past few years). This decline could be partially attributable to the COVID-19 pandemic's impact on that industry, and further analysis as new data becomes available is needed in order to assess whether this is a temporary reduction or the beginning of a longer trend.

Figure 1.29. Employment by Industry in Lewiston, 2002-2020. Source: U.S. Census Longitudinal Employer-Household Dynamics (LEHD) via Census OnTheMap; Leland Consulting Group

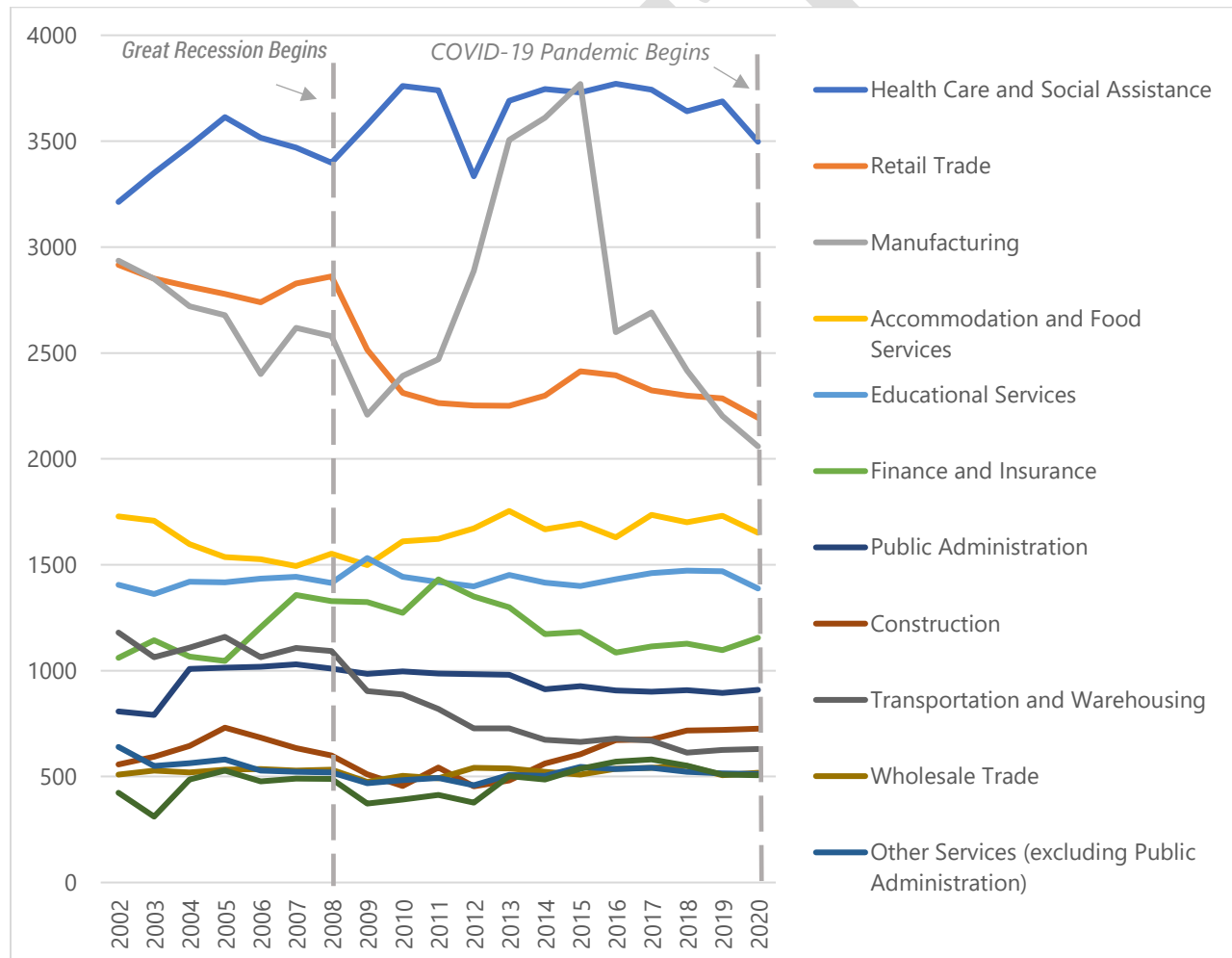
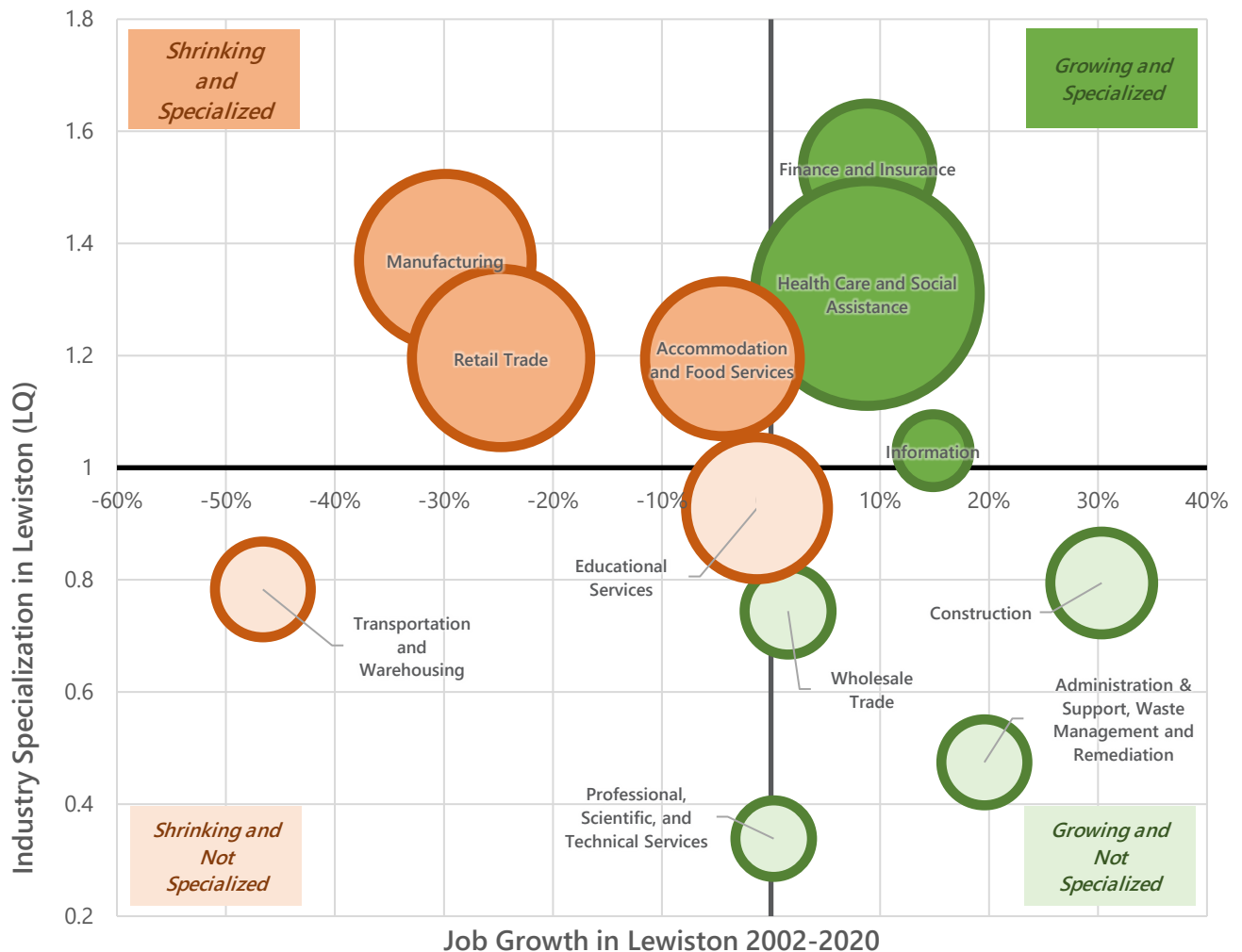




Figure 1.30. Job Growth in Lewiston, 2002-2020 (Private Industry, employing 300+ in 2022 only). Source: U.S. Census Longitudinal Employer-Household Dynamics (LEHD) via Census OnTheMap; Bureau of Labor Statistics Quarterly Census of Employment and Wages; Leland Consulting Group



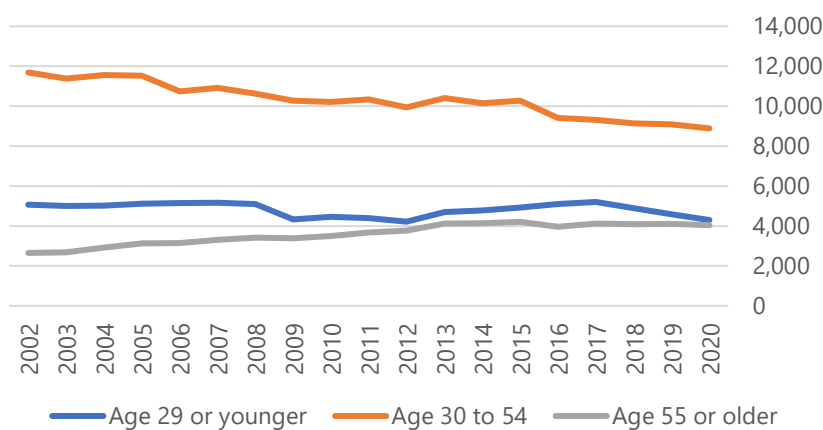
Industry growth in Lewiston since the last comprehensive plan has been marked by the fact that “the region still has not fully recovered from the severe recession that began at the end of 2007”, according to the CEDS. This dynamic can be seen in Figure 1.30, which shows job growth for top-employing sectors of manufacturing, retail, and accommodation and food services declining over the past twenty years—even though the City specializes in these industries (meaning the City has a higher proportion of its employment in these sectors relative to the U.S. overall). In addition to the aforementioned challenges faced by manufacturing, retail faces competition from Clarkston (with Walmart moving there in 2009, and Washington’s higher minimum wage) as well as e-commerce. Accommodation and food services would be expected to see more growth from the region’s growing tourism industry, owed to its access to outdoor amenities such as the Hells Canyon River Gorge and emergence as a winemaking region (with the region earning American Viticultural Area designation in 2016). Also concerning is the lack of growth in education, with Lewis-Clark State College as a major



employer (700 jobs in 2020). Specialized-and-growing sectors of healthcare and finance benefit largely from the City's role as a service hub for surrounding small towns and rural areas—including the productive agricultural lands of the Lewis-Clark Valley.

In addition to the sector-specific challenges faced by the City's leading industries, Lewiston's economy is limited by demographic trends—including sluggish population growth, and an outmigration of younger residents amidst an increase in retirees. While the City's population has been slowly growing over the past two decades, its total number of workers declined by 11%, to 17,255 employees in 2020. Figure 1.31 shows the younger cohorts of workers (aged under 29, and 30 to 54) are in decline, while employment for those aged 55 and over has seen a slight increase over the past twenty years. The increase in employees aged 55 and older is partly attributable to the Baby Boomer population moving into that bracket during this time period but may also indicate that older workers have been delaying retirement in the years following the Great Recession. Declining employment for the younger age groups is concerning, as these brackets also include the nation's largest population cohort of Millennials—and may be reflective of a "brain drain" as highly educated young workers leave to further their careers in larger urban markets. The 2020 decline in jobs for those 29 and younger may represent temporary job losses due to the COVID-19 pandemic, with impacted service jobs overrepresented for that cohort of workers. Altogether, these indicators show that younger workers have been most impacted by job losses in Lewiston over the past twenty years.

Figure 1.31. Change in Number of Employees by Age, Lewiston, 2002-2019. Source: U.S. Census Longitudinal Employer-Household Dynamics (LEHD) via Census OnTheMap; Leland Consulting Group



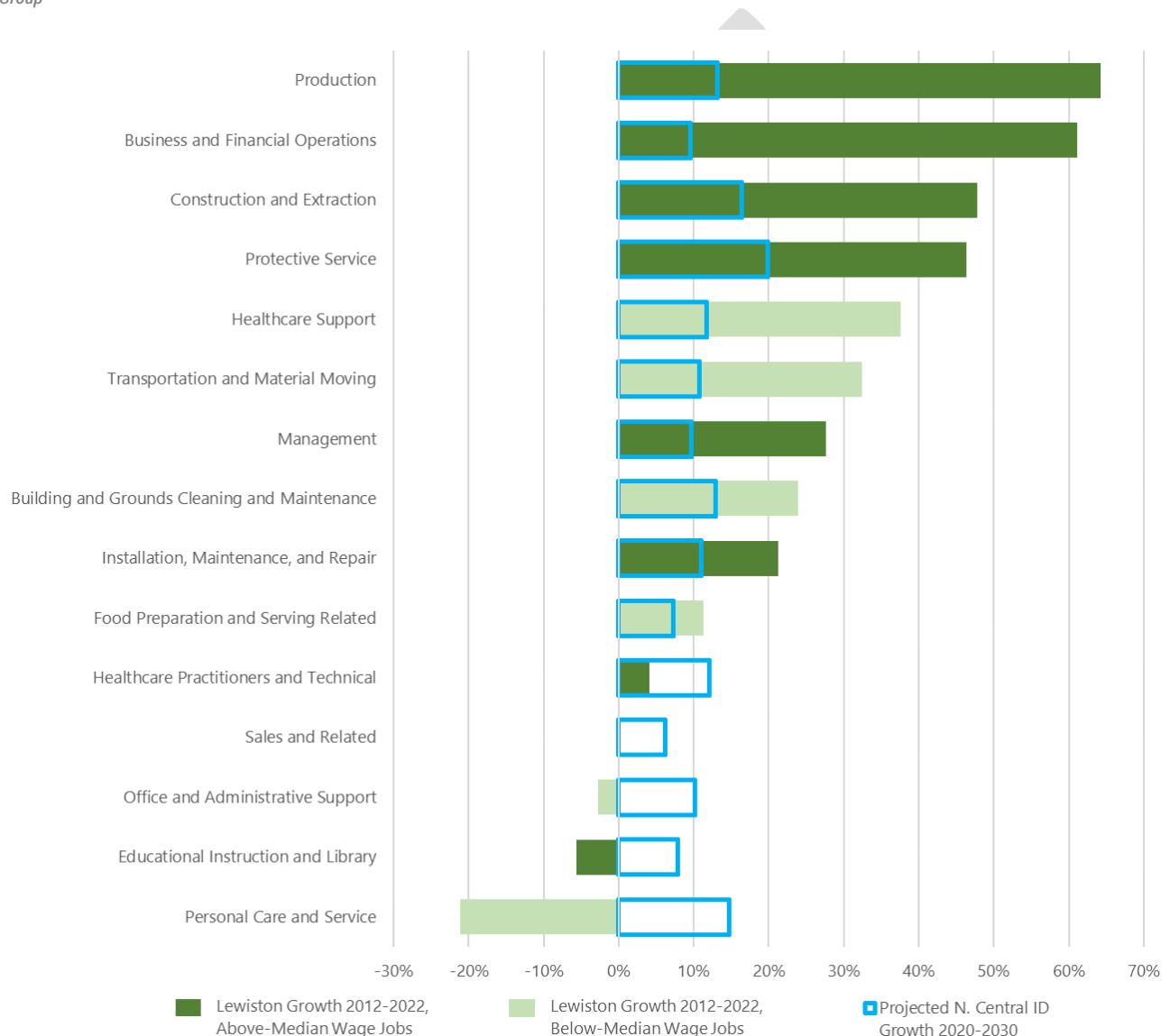
Other high-level challenges for Lewiston's economic development include:

- Housing availability and lack of affordable housing. These were noted as challenges to North Central Idaho's economic development by stakeholders engaged in CEDS development.
- Unemployment rates and educational disparities. The CEDS observes that another challenge faced by industries is the region's low unemployment rate, which at that time had fallen to a record-low 3.0%, making it difficult for employers to recruit and keep workers. To grow the employment pipeline, the region has seen intensified interest in career-technical training and skill development—provided through programs such as those administered by Lewis-Clark State College. Unemployment rates also vary significantly by race and ethnicity, with the Analysis of Impediments report showing a 15.5% unemployment rate for Hispanics or Latinos and 4.9% for those of Two or More Races—potentially driven by lower rates of Bachelor's degree attainment for these groups, at 14.2 and 14.6% respectively, compared to 25.8% for the City overall.



- Limited public transportation and low frequency of service in the City. This was noted by residents and stakeholders participating in the Analysis of Impediments planning process as a barrier to accessing employment for residents without vehicles.
- Geographic isolation. As a city with one flight connection per day and 105 miles distance from the nearest major city of Spokane, Lewiston is a less accessible city than some western communities.

Figure 1.32. Lewiston Occupational Growth 2012-2022 with Projected Regional Growth (for industries with 500+ employees in Lewiston in 2022). Source: Bureau of Labor Statistics Occupational Employment and Wage Statistics (OEWS) Survey, 2012 and 2022; Idaho Department of Labor; Leland Consulting Group



From an occupational perspective, most of Lewiston's fastest-growing jobs over the past ten years have paid above the City's median annual wage of \$41,820 (Figure 1.32). Healthcare Support is one exception, with a median annual wage of \$36,510 in 2022, compared to the slower-growing, higher-paying (\$76,950) Healthcare Practitioners and Technical. Most growing industries in the City are projected to continue growing throughout North Central Idaho through 2030. Life,



Physical, and Social Science is one occupation projected to grow (15%) throughout the region over the next ten years but is not visible on Figure 1.32, as that industry currently employs fewer than 500 employees in Lewiston.

Over the past twenty years, the City has seen growth in those commuting out from the City for work and a decline in those living and working in the City, while the number of those commuting in grew slightly (Figure 1.33). The decline in populations living and working in the City could signify displacement of some workers (given the simultaneous growth in in-commuting). Growth in out-commuters is not explained by any significant growth in out-commuting industries (Figure 1.34), but is partially attributable to an increase in commuting to Clarkston and new employers outside of city limits, such as the Clearwater Casino River and Lodge, opened 2006 and expanded in 2013 (Figure 1.35).

Figure 1.33. Shifting Lewiston Commute Patterns, 2002-2020. Source: LEHD On the Map, Leland Consulting Group

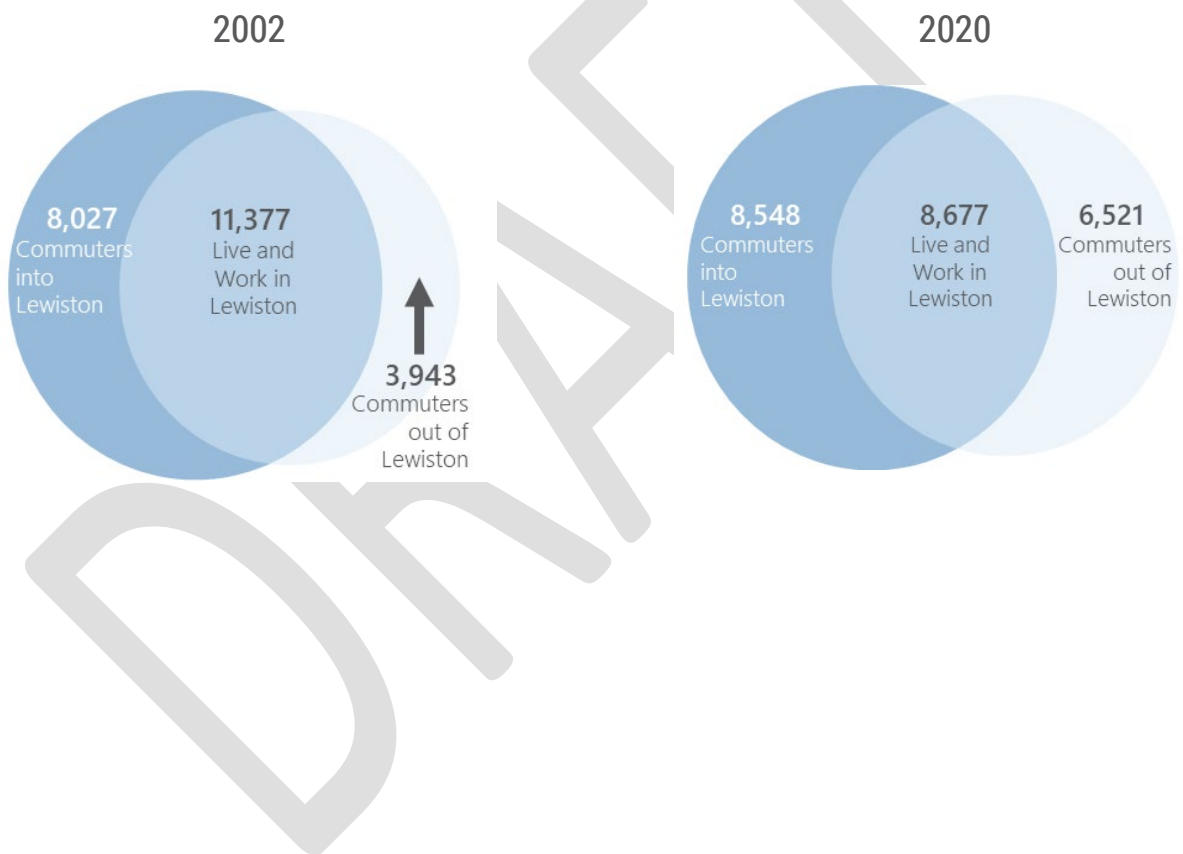




Figure 1.34. Lewiston Industry Employment Levels by Place of Residence and Place of Employment. Source): LEHD On the Map, Leland Consulting Group

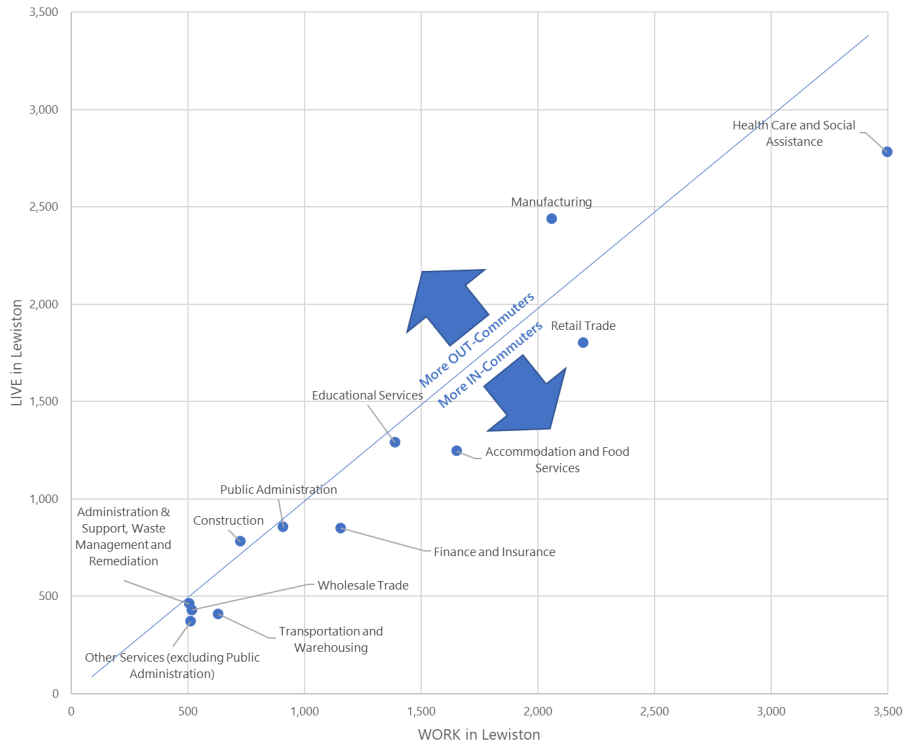
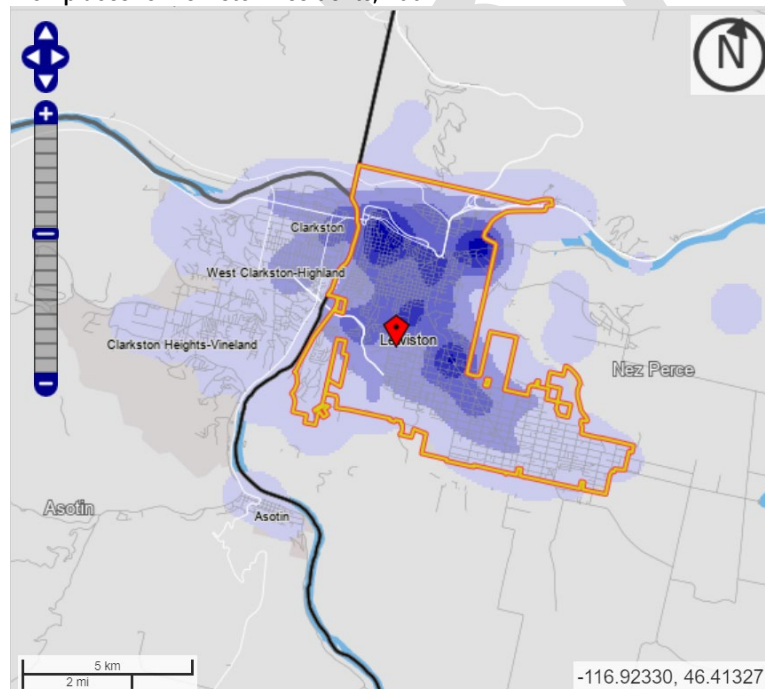
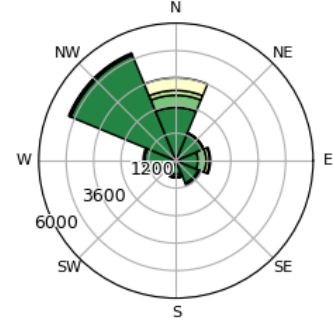


Figure 1.35. Workplace Destinations for Lewiston Residents, 2002-2020. Source: LEHD On the Map

Workplaces for Lewiston Residents, 2002

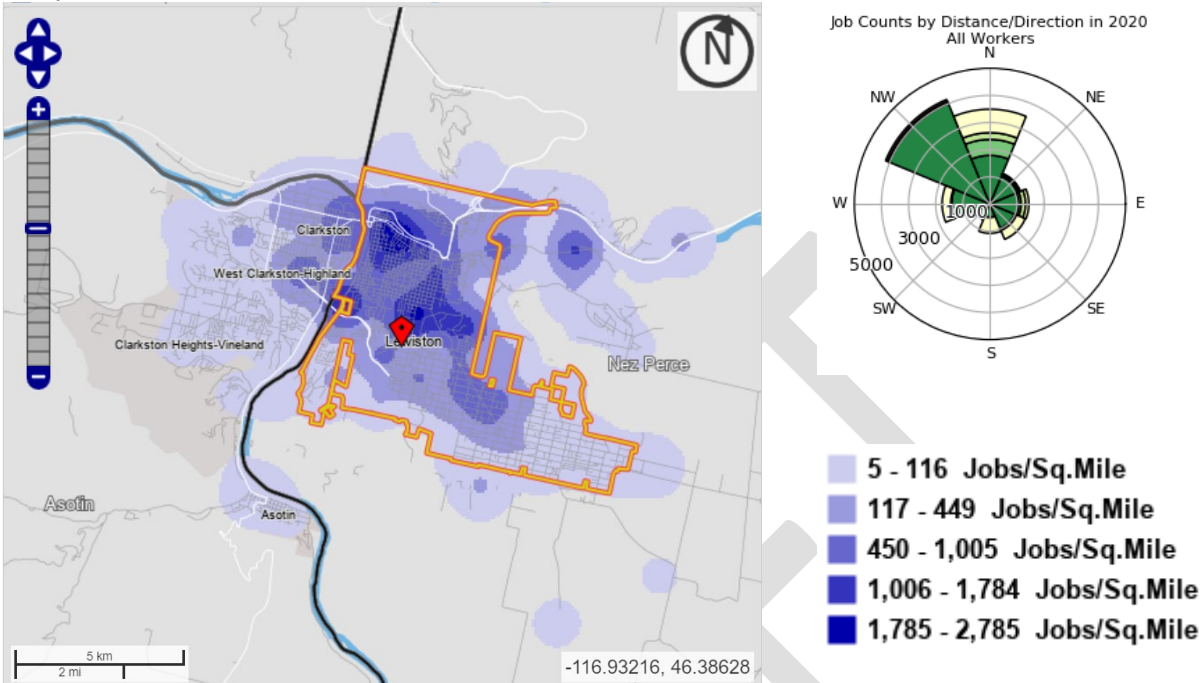


Job Counts by Distance/Direction in 2002
All Workers



- 5 - 159 Jobs/Sq.Mile
- 160 - 621 Jobs/Sq.Mile
- 622 - 1,392 Jobs/Sq.Mile
- 1,393 - 2,470 Jobs/Sq.Mile
- 2,471 - 3,858 Jobs/Sq.Mile

Workplaces for Lewiston Residents, 2020



Commercial Supply

Supply of commercial development in Lewiston is largely focused on industrial and retail, with approximately 4.4 million rentable buildable area of industrial space and 4.2 million of retail space in 2023 (Figure 1.36). The large amount of industrial area—including many of the City's newer commercial projects built since 2010—reflects the City's historic strength in manufacturing industries. Retail development is focused along Thain Road, at Lewiston Center Mall, and Downtown. The total retail space translates to 123 square feet of retail space per person and is well above the nation's 36 square feet of retail per person, but below Clarkston's 195 and Twin Falls' 131. Given the observed contraction in employment for industrial and retail—and overall age of inventory, with most built in the 1980s or earlier—there may be a need in Lewiston to adaptively reuse and downsize development in these categories in order to accommodate future needs. Retail in particular is challenged by Clarkston's comparative strength, as well as large-scale trends—including the growth of e-commerce. Other key takeaways from the City's development history include: the large amount of healthcare construction early on from the building of St. Joseph Regional Medical Center (then "St. Joseph Hospital") in 1902—a square footage not matched in the years since; the nearly non-existent office construction since the 1980s; and the emergence of hospitality construction starting in the 1980s, which serves the region's growing tourism industry.



Figure 1.36. Lewiston Standing Commercial Inventory by Decade of Construction. Source: CoStar; Leland Consulting Group

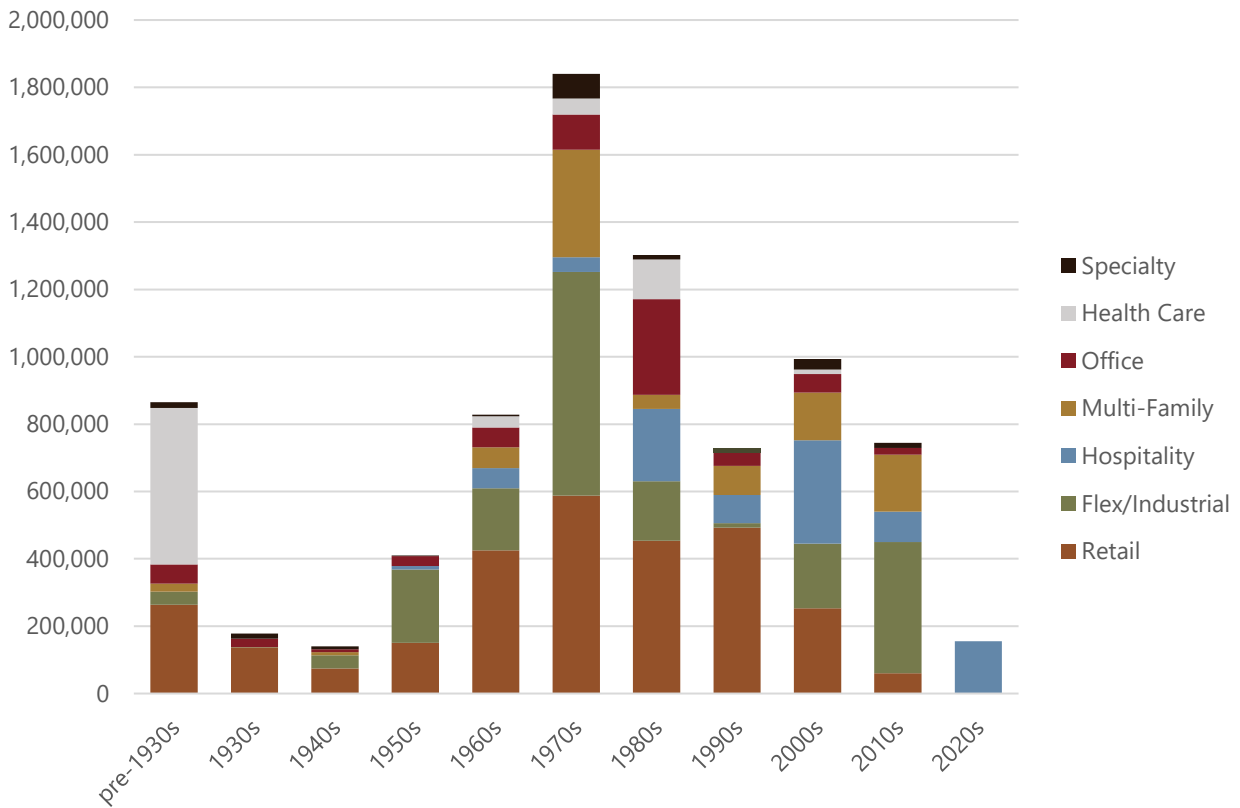
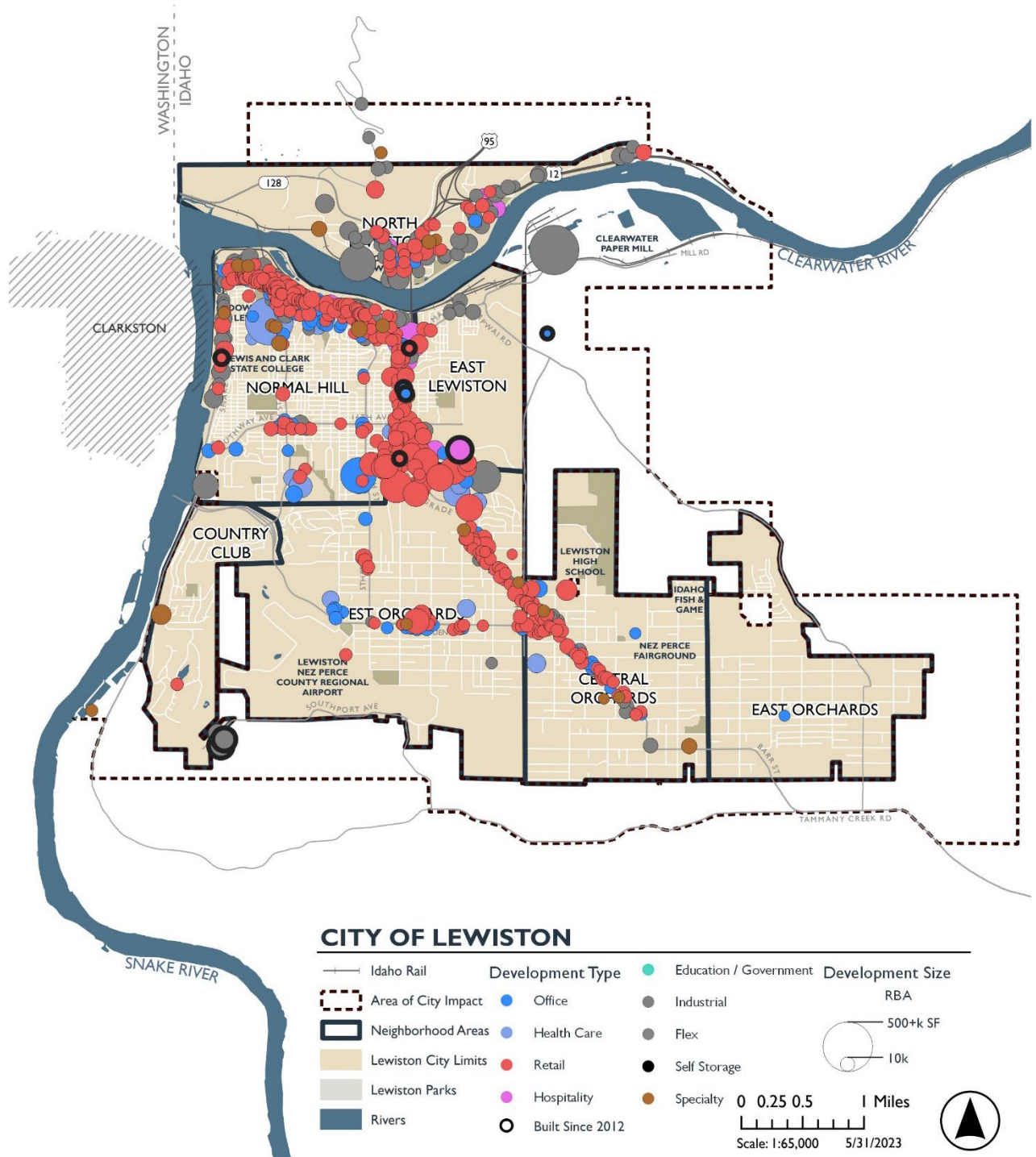




Figure 1.37. Lewiston Commercial Development. Source: CoStar; Leland Consulting Group





Opportunities

Since the last comprehensive plan update, employment for Lewiston's top industries has either stagnated or declined. Younger workers have felt the most impact from job losses, and non-white groups including Hispanic/Latino face substantially higher rates of unemployment. Employment downturns in retail and industry suggest a potential need for retrofits to the City's large inventory of space in those categories, while existing plans call for an expansion in development near the waterfront and in mixed-use spaces downtown. At the same time, the City has retained its significance as a regional hub for commercial activity and services and seen growth in occupations that pay above the City's median wage – a trend that is expected to continue. **In order to build on these bright spots and realize the City's future economic development goals, the City will need to address issues facing younger workers and gaps in educational attainment across the community—while attracting employers and developing the "infrastructure and amenities to attract skilled workers" (such as the waterfront).**

A desire for more businesses and services has emerged as a prominent theme in community engagement conducted for this comprehensive plan update. In a community-wide survey conducted Spring 2023, 60% of the 1,913 respondents identified strengthening employment opportunities and economic resilience as their top choice when asked what changes the community would like to see in the next 10 to 20 years. The second-highest ranked choice was to "promote economic vitality along the Riverfront for retail, restaurants, and entertainment options". Using this feedback as momentum, the City may be able to establish more incentives for local and diverse businesses to locate in strategic locations.

LAND USE AND DEVELOPMENT PATTERNS

NATURAL RESOURCES

Overview

Lewiston is located at the confluence of the Snake and the Clearwater rivers at the Washington-Idaho at approximately 738 feet above sea level. The Lewis and Clark "banana belt" is best explained by the Valley's location with respect to the Pacific air masses from the west and by the sheltering effects of the mountains that surround the Valley. The Valley still experiences temperature fluctuations throughout the year, but in comparison to the surrounding region, its summer and winter months are quite moderate. The Snake River has been substantially altered in the last century to facilitate economic opportunity including navigation and sources of hydroelectric power. Most recently, and most influential for Lewiston, the lower Granite Dam was completed along the Snake River in 1975, raising the water level and allowing for barge traffic to reach the ports of Clarkston and Lewiston. The Snake and Clearwater rivers are also bordered by a U.S. Army Corps of Engineers levee, built in the 1970s to regulate flood risks. The two rivers have affected the topography, the geology, and the nature of the settlement in Lewiston.

The Lower Granite Lock and Dam Master Plan (2018) is a relevant plan by the U.S. Army Corps of Engineers that provides long term planning for the Snake and Clearwater Rivers from the area around the Lower Granite Dam in Washington to upstream areas including Lewiston. This plan offers strategies to maintain and improve environmental quality and wildlife habitat. Key recommendations for areas in and around Lewiston include continued removal of invasive plant species along, mitigating habitat degradation from informal trails and horse trails, Enhancing riparian biodiversity with native plantings, and continued collaboration with the Idaho Fish and Game Department. It also recommends improving the Clearwater-Snake River National Recreation Trail with additional maintenance, security and regular surveys.



Wildlife

Lewiston is located within the Clearwater Region¹³ as denoted by the Idaho Department of Fish and Game, and is home to their regional office. Lewiston's location at the confluence of the Snake and Clearwater rivers, it is an important location in the Columbia River Basin. The Clearwater Region encompasses a change in elevation from 753 feet in Lewiston to 9,393 feet above sea level further upstream.

Fish and river ecology are important in the Columbia River Basin, and there are three fish hatcheries within close proximity to Lewiston, including the Nez Perce Tribal Fish Hatchery and the North Lapwai Valley Acclimation Facility both upstream from Lewiston on the Clearwater River and the Sweetwater Sprigs Fish Hatchery south of Lewiston off of the Snake River¹⁴. Endangered wildlife in the area surrounding Lewiston, includes the Canada lynx, the gray wolf, grizzly bear, the North American wolverine, the yellow-billed cuckoo, the bull trout, and the monarch butterfly¹⁵.

Rivers

The Snake River flows from Jackson Lake in Grand Teton National Park, through Idaho, and the Columbia River Basin, eventually meeting the Pacific Ocean. The Clearwater River, a tributary of the Snake River, flows from central Idaho through the Clearwater Region, characterized by the Clearwater Mountain Range and the Clearwater and Nez Perce National Forests. Both the Clearwater and Snake rivers host an abundance of recreational opportunities, including fishing [insert more examples]. The number and diversity of fish species have dwindled significantly in the last several decades primarily because of dams along the rivers preventing fish from returning to spawning grounds.

Figure 2.1. Clearwater Region, Idaho Department of Fish and Game

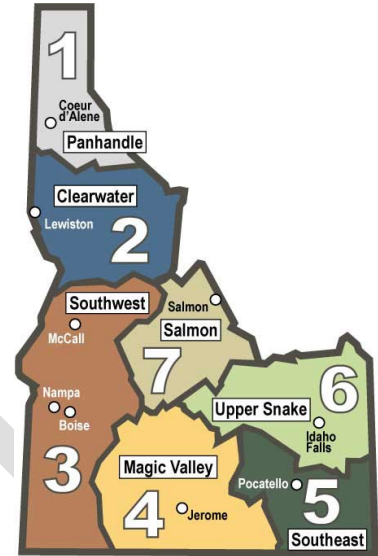


Figure 2.2: Snake River Dam Project Locations (Source: American Rivers <https://www.americanrivers.org/snakerivervision/index.html>)



¹³ Idaho Fish and Game Clearwater Region Overview Webpage: <https://idfg.idaho.gov/region/clearwater>

¹⁴ Idaho Fish and Game Hatcheries dataset: <https://gis-idaho.hub.arcgis.com/datasets/IDFGgis::fish-hatcheries/explore?location=46.307548%2C-116.795532%2C10.73>

¹⁵ IPaC Endangered Species Report: 6/13/2023 report for 20-mile buffer around Lewiston Area of City Impact



The rivers are one of the most important natural features of Lewiston and nearby Clarkston. They influence the City's economy as well as its connection to the region and to nature. There is tension between the protection of wildlife and the potential for inland water travel and its associated economic value for the community and region. The dams shown above make barge traffic possible up and down the Snake and Clearwater Rivers, which allows for the Ports of Lewiston and Clarkston to thrive. Other improvements to the rivers have had a direct impact on the City. In the 1970s the U.S. Army Corps of engineers (USACE) completed the Lewiston Levee, now 46 acres of parkway open for recreational use. Although parts of the Snake and Clearwater rivers are classified as Wild and Scenic Rivers, as they pass through Lewiston they have been significantly altered through the levee construction and industrial production particularly near the Clearwater Paper Mill and the Port of Lewiston.

Watershed

The City of Lewiston and its Area of City Impact lie within the following watersheds:

- Clearwater River
- Tammany Creek (Snake River)
- Lindsey Creek (Clearwater)
- Hatwai (Clearwater)
- Cole Canyon (Clearwater)

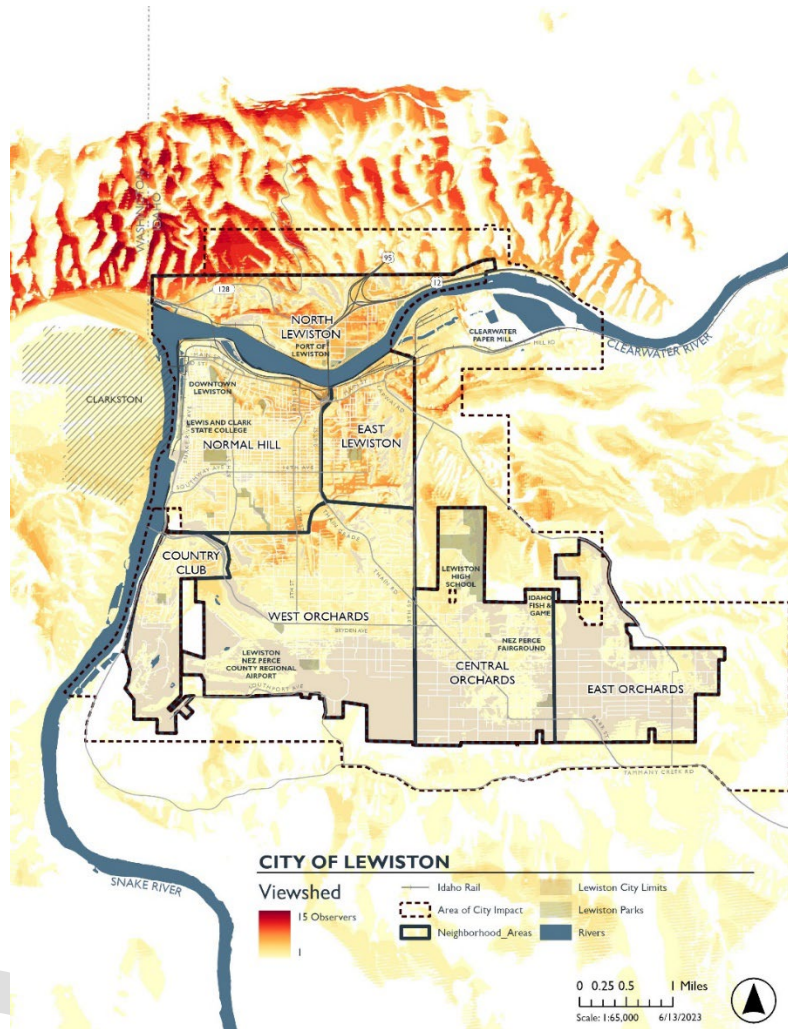
Of these waterways, Lindsey Creek, Tammany Creek, and Hatwai Creek are considered "impaired" by the EPA¹⁶. The City primarily derives its water from wells and the Clearwater River which is dammed at Lower Granite Dam, approximately 25 miles from the City.

Viewshed

The wilderness management area (Cottonwood Watershed Management Plan) contains areas of intense elevation change. The City of Lewiston at its lowest elevation is just above 700 feet, but is surrounded by intense slopes to the north, south, and east. The map below shows viewsheds throughout the City at 24 locations along major roadways. The most visible topography is located north of Lewiston, while much of the topography change south of Lewiston is not visible from most locations.

Figure 2.3. Viewshed Map (Sources: USGS, Esri)

¹⁶ EPA How's my Waterway: <https://mywaterway.epa.gov/community/lewsiton%20idaho/overview>



Opportunities

- Rivers and the Waterfront:** Findings from Questionnaire #1 responses, show that the community is interested in potentially developing the waterfront, bringing economic development and activity to the area. The City adopted a Waterfront Planning Area Chapter in 2010 which highlights certain goals that are still relevant to the City in 2023¹⁷. Some of these goals include improvements to the Levee Parkway Trail and river access, protection and enhancement of natural resources and wildlife habitat, and the preservation and enhancement of port operations, the shipping industry, and related uses. The Form and Impact Based Zone has also implemented to prevent certain use types and encourage certain designs along the waterfront.
- Wildlife and Wilderness Recreation:** The Clearwater Region east of Lewiston, is a significant resource in the State. With remote wilderness and a plethora of wildlife, Lewiston serves as a gateway for many recreation enthusiasts coming to experience the remote wilderness to the east or the more developed and renowned Hells Gate State Park to the south. The Clearwater and Snake rivers also present an opportunity to diversify the Lewiston tourism industry through enhancing the fishing destination.

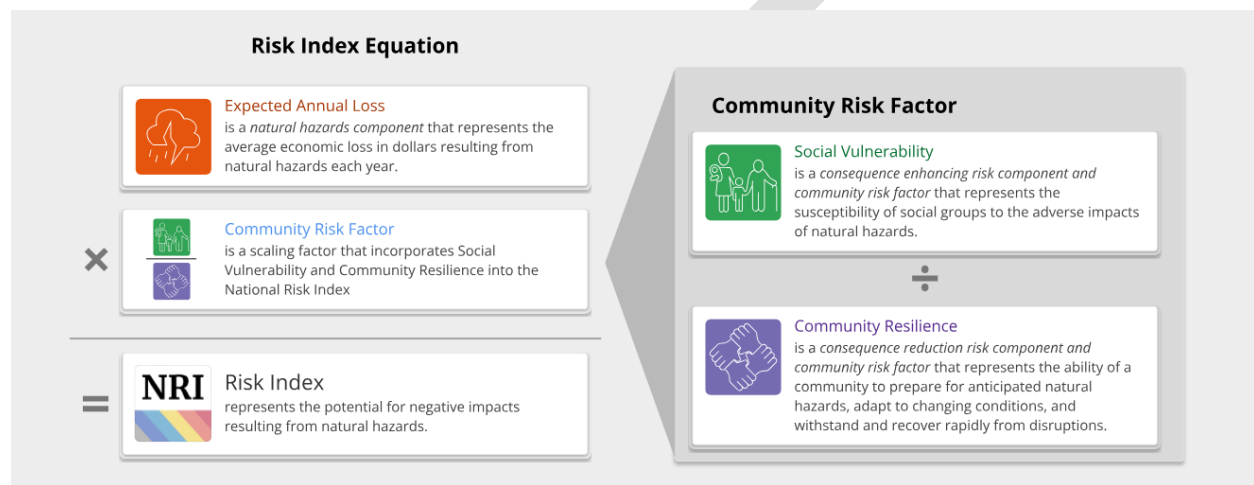
¹⁷ Relevance is based on a planning audit conducted in 2023 by Logan Simpson



HAZARDOUS AREAS

The Federal Emergency Management Agency (FEMA) ranks communities based on their relative risk related to potential natural disasters. Factors that influence the social vulnerability ranking are living costs as a percentage of household income, household income, education attainment, and other factors. The resilience ranking depends on the susceptibility of communities to hazards, including proximity to bodies of water, steep slopes, fault lines, and other hazards. Compared to the rest of the U.S., the expected annual loss due to natural hazards in Lewiston is very low, the social vulnerability of the City is relatively moderate, and community resilience relatively moderate (compared with Clarkston's which is very low).¹⁸

Figure 2.4. Risk Index Equation (Source: FEMA <https://hazards.fema.gov/nri/determining-risk>)



Landslide

Lewiston does have a significant level of topographic elevation change; however, risk of landslide is low due to the soil compositions of predominately oliphant silt loam, followed by chard silt loam. FEMA identifies the majority of Lewiston as having a very low landslide risk, however North Lewiston and areas along the Clearwater River have a slightly elevated, yet still relatively low designation. Lewiston also has historic man-made landfills that may or may not be susceptible to landslides.

¹⁸ FEMA National Risk Index: <https://hazards.fema.gov/nri/map>

Figure 2.5. Geologic Map and Cross Section of Lewiston Landslide (Source: Idaho Geological Survey: W. Phillips, D. Garwood, and R. Stewart, 2008, Landslide hazards of Idaho: Idaho Geological Survey GeoNote G-44)

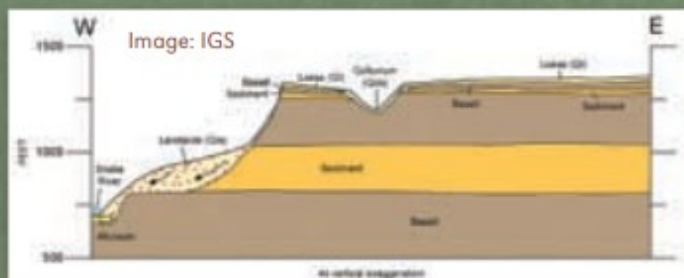


Geologic map of Lewiston landslide

Geologic map of the landslide complex. Qls: landslide deposits; Qcb: basalt; Ql: loess deposits; m: man-made land at Lewiston airport.



Air photo of landslide complex along the Snake River near Lewiston. The landslide is outlined in red. Location of the geologic cross-section is shown by black line. The white building in lower left is the Elks Lodge, site of a smaller landslide.



Geologic cross section of Lewiston landslide showing basalts interbedded with sediment and the steep slopes caused by fluvial erosion. Many landslides in the Lewiston area have this geological setting.



Wildfire

FEMA's Risk Index classifies Lewiston at moderate risk for wildfire. In recent years, several fires have burned near the City including the Express Fire (2022), burning 1,700 acres five miles from Downtown Lewiston and the Snake Creek River Fire (2021) burning 109,442 acres 20 miles south of the City¹⁹.

Lewiston is located within the USDA Grangeville Fire Restriction Area. The national forests, the Idaho Department of Environmental Quality (IDEQ), and other agencies release regularly updated information about wildfire risk status and allowed burning and recreational fire use. The fire department has an ISO rating of 3²⁰, and within city limits open burning is not allowed.

¹⁹ Source: <https://idfg.idaho.gov/ifwis/maps/realtime/fire/>

²⁰ Public Protection Classification Program ranks departments on their capacity to respond and suppress fires. The ranking is on a scale of 1-10, a one being superior fire suppression and a 10 indicates that the department does not meet minimum criteria or expectations.



TRANSPORTATION

Overview

The 2020 Lewiston Transportation Plan is a robust transportation plan that provides forecasted needs through 2040 for roadways, transit, and pedestrian and bicycle facilities. Capital projects, studies, and plans and other strategies are outlined to meet the transportation needs and achieve the articulated goals for the transportation system:

1. Maintain and promote a safe transportation system for all users.
2. Improve livability while addressing the needs of all transportation modes.
3. Encourage economic growth and vitality.
4. Attain buy-in and consensus from the community and stakeholders.
5. Develop partnerships and leverage funding opportunities.

The findings of the 2020 Transportation Plan are still valid, and the Plan should be adopted as an element of the Comprehensive Plan. Additionally, several regional transportation planning studies have been completed that provide detailed documentation of the transportation network:

- **Valley Destinations 2.0, Lewis Clark Valley Metropolitan Planning Organization (LCVMPO) 2020.** The Long-Range Transportation Plan guides how the region grows and invests transportation dollars over the next 20 years.
- **Airport Area Circulation Study, LCVMPO 2017.** This study examined vehicle traffic volumes and growth to assess future transportation needs within and around the airport.
- **Urban Area Human Services Transportation Plan, LCVMPO 2019.** The plan identifies the needs, gaps, and barriers to public transit with the purpose of improving mobility for seniors and individuals with disabilities by removing barriers and expanding transportation mobility options.
- **Bicycle Master Plan, LCVMPO 2015.** Provides a framework for improving the bicycling environment throughout the region.
- **Lewiston Downtown Master Plan (2019).** This plan provides a vision and priorities to stimulate private and public investment Downtown.

Key Data and Trends

The key data and trends highlight high-level themes and opportunities based on the existing plans, public survey feedback, and stakeholder interviews specific to each mode of transportation. More detail can be found in each of the referenced plans above.

Figure 2.6. Key Transportation Trends (Source Kittleson and Associates)

Auto-dependent



Low housing and employment densities, land use development patterns, and independent lifestyles have resulted in an auto-dependent culture.

Increased demand and increased wear



As population growth and new development continues, roadways will experience heavier traffic volumes resulting in congestion, delays, and safety concerns. Deteriorating pavement and bridges also contribute to the increased congestion by reducing travel speeds, leading to longer trips for personal and commercial vehicles and diminished response times for emergency vehicles. Bridges and roadways are also sometimes restricted to lighter loads forcing heavy trucks to detour or require companies to break up heavier loads into multiple trips, increasing transportation costs. Deteriorating



road conditions can also impact households and businesses, including public transit, in the form of higher vehicle operating costs, maintenance, and repairs.

Uneven maintenance, standards, and conditions

Adding capacity and expanding the transportation network will result in a budgetary strain on maintaining and providing transportation infrastructure and services. This is further complicated by the fact that existing roadways are built to inconsistent standards and have had different levels of maintenance.

Poor non-motorized network



Low housing and employment densities and long travel distances between destinations also impact the ability for people to choose alternative modes—biking, walking, and taking transit. Ideally, a non-motorized network typically resembles a grid pattern, with high connectivity, short travel distances, and accessible routes to connect people to transit and services such as hospitals, schools, libraries, shopping, and recreational opportunities. The downtown core area was constructed a grid system that provides sidewalks on all streets. Outside of the downtown area, the network is less connected. The existing bicycle network consists of designated bike routes (identified as a bicycle route but no bicycle specific infrastructure), limited on-street facilities with sharrows or bike lanes, and shared use paths primarily along the Snake River. Barriers to bicycling include geographic constraints (steep hills), high speed roadways and lack of separation, and long distances.

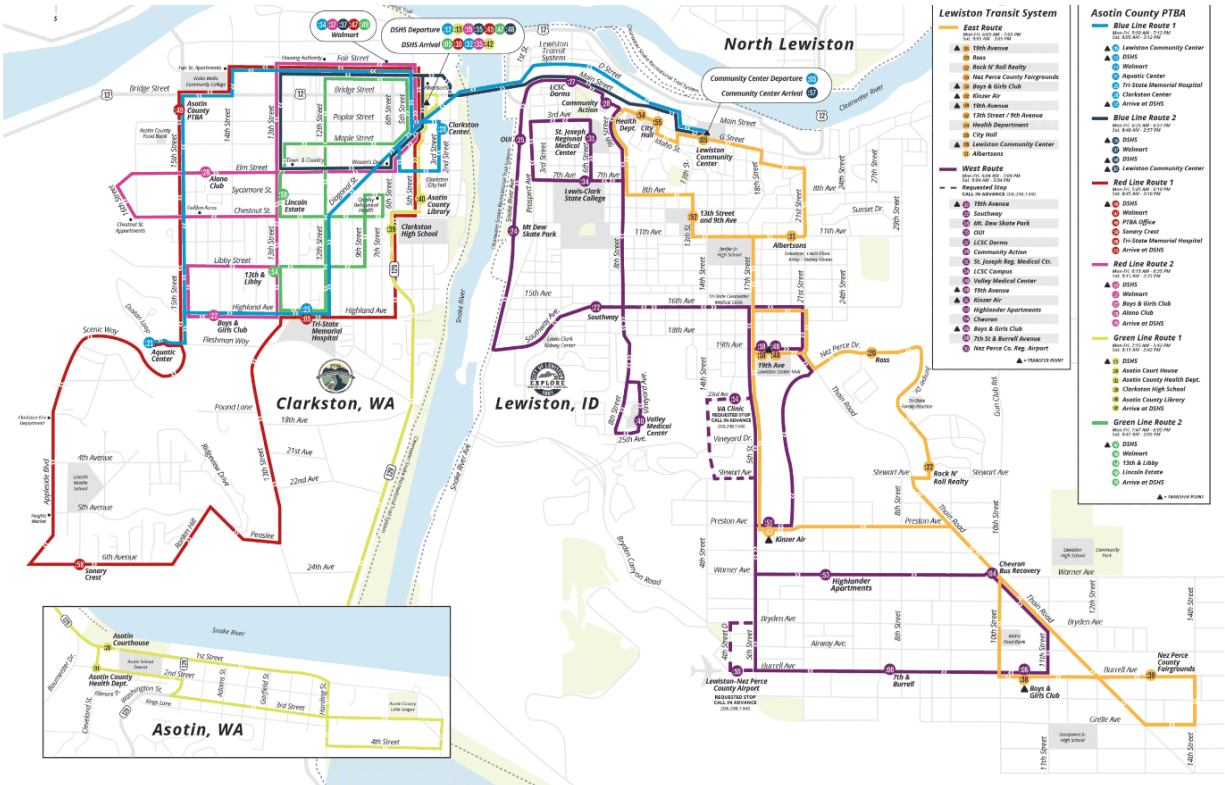
Transit opportunities



There are three public transit providers that operate within the Lewis-Clark Valley that provide fixed-route and demand response services: Lewiston Transit, the Asotin County Public Transportation Benefit Area, and Appaloosa Express. The Lewiston Community Center serves as a transfer point for all three services. The City operates the Lewiston Transit System, which consists of two fixed routes: the East Route and the West Route. The routes operate on one-hour headways using a one-way looped route. The West Route allows for requested deviations to access the Lewiston-Nez Perce County Airport, which must be arranged in advance of the trip, and the VA Clinic. Buses are equipped to carry bicycles. Barriers to transit include low land use densities, lack of accessible walking and rolling routes to stops, and long headways. Additionally, it is becoming more and more challenging to find drivers and maintenance personnel for buses which both impact service.



Figure 2.7. Bus Route Map Lewiston Transit System and Asotin County Public Transportation Benefit Area (PTBA)





Special Transportation Modes

The **Port of Lewiston** is a public organization serving Nez Perce County as an economic development district and intermodal transportation system. The Port District is administered by a Port Commission. The Port's connection to U.S. Highway 12 provides connections to Montana, U.S. Highway 95 links south to Boise and U.S.-84, and U.S. 90 connects north to Spokane. A feeder line of the **Great Northwest Railroad** provides the Port with a link to the Union Pacific Railroad (UPRR) and Burlington Northern Santa Fe Railroad (BNSFRR) for freight. There is no rail passenger service. The rail service into the Port from the north, east, and south has been significantly reduced and only a small percentage of locally grown crops are shipped by rail out of the Port to Seattle and Tacoma.

The **Lewiston Nez Perce County Regional Airport** is under joint ownership between the City of Lewiston and Nez Perce County. The Airport area lies partially within Lewiston city limits, with the remainder in unincorporated Nez Perce County. The Lewiston-Nez Perce County Airport Authority and a governing Board of Commissioners administer airport operations and property. There are daily flights to and from Salt Lake City, Utah, and Denver, Colorado.

Emerging Transportation Trends

It is a time of transformational technologies, including electric and other alternative fuels vehicles, e-bikes, fiber optic networks and 5G communications, big data, connected and automated vehicles (CAVs), and drones. These emerging technologies are changing the way people, goods, and information move.

Figure 2.8. Clarkston Riverboat Passenger Traffic, 2010-2019. Source: <https://portoflewiston.com/our-community/recreation-tourism/>





Opportunities

Providing a well-maintained and well-connected multimodal transportation network requires sufficient planning. Transportation must address both getting to and from Lewiston and making connections within the community. How does someone arriving at the airport get to Port to catch a cruise? Are there designated freight routes to facilitate the efficient movement of freight and minimize conflicts with other modes? If you don't have a car, can you get to work, school, the store, and medical facilities? If you are visiting, can you easily walk to destinations? Key opportunities for enhancing the transportation network today and into the future include:

- Develop a plan to maintain existing facilities in a state of good repair to provide efficient, reliable, and safe service. State of good repair refers to the condition in which capital assets are able to operate at a full level of performance.
- Develop a complete streets policy to shape street design. This approach emphasizes the need to support all users within a complete network of streets, and according to each street's existing and desired future context and transportation characteristics. For example:
 - In the downtown area context, this should generally include street design standards that support lower acceptable levels of service, lower design speeds to improve the safety of other roadway users and create a more walkable/bikeable transit friendly environment, and narrower lane widths and turn radii ranges.
 - Freight route networks should be designated to prioritize the efficient movement of freight, an important economic driver for the City and surrounding region.
 - Designate priority transit corridors and appropriate amenities.
- Develop commercial corridor redevelopment plans to help attract reinvestment and public-private partnerships. Consider Main Street between 21st Street and D Street, 21st Street, Thain Road (study in progress), and Snake River Avenue.
- Enhance mode choices to improve public health and transportation options by addressing gaps and deficiencies in the pedestrian and bicycle network to make walking, bicycling and access to transit more accessible and desirable for commuting, recreation, and encouraging tourists to stay longer in Lewiston.
- Develop a non-motorized plan that focuses on pedestrian and bicycle infrastructure and connectivity and levels of stress.
- Create stronger pedestrian-scale connections to the waterfront with pedestrian-scale wayfinding signs and exploring additional pedestrian connections.
- Identify vehicular, parking, and pedestrian/bicycle improvements/routes to connect to existing recreational assets like the Levee Parkway Trail.
- Address equity in transportation to facilitate social and economic opportunities by providing equitable levels of access to affordable and reliable transportation options based on the needs of the populations being served, particularly populations that are traditionally underserved.
- Continue to invest in and expand public transit services to serve North Lewiston.
- Continue to collaborate with the Idaho Transportation Department (IDT), Nez Perce County, Port of Lewiston, and the Lewiston Nez Perce County Regional Airport to plan for key regional and local multimodal transportation connectivity in response future growth demands.



- Begin electric vehicle (EV) readiness and fleet transition planning. Begin planning for EV readiness to prepare for increased EV ownership, charging infrastructure deployment, and fleet transitions.
- Begin cooperative and automated transportation (CAV) readiness planning. To date, there has not been a lot of policy work at the local level on CAVs. However, local agencies should monitor and impacts as CAVs continue to be tested and make up more of the vehicle fleet. CAV technology has the potential to save lives and reduce the severity of injuries, improve reliability, enable new mobility service solutions, and improve the movement of commodities and service providers.

AIRPORT

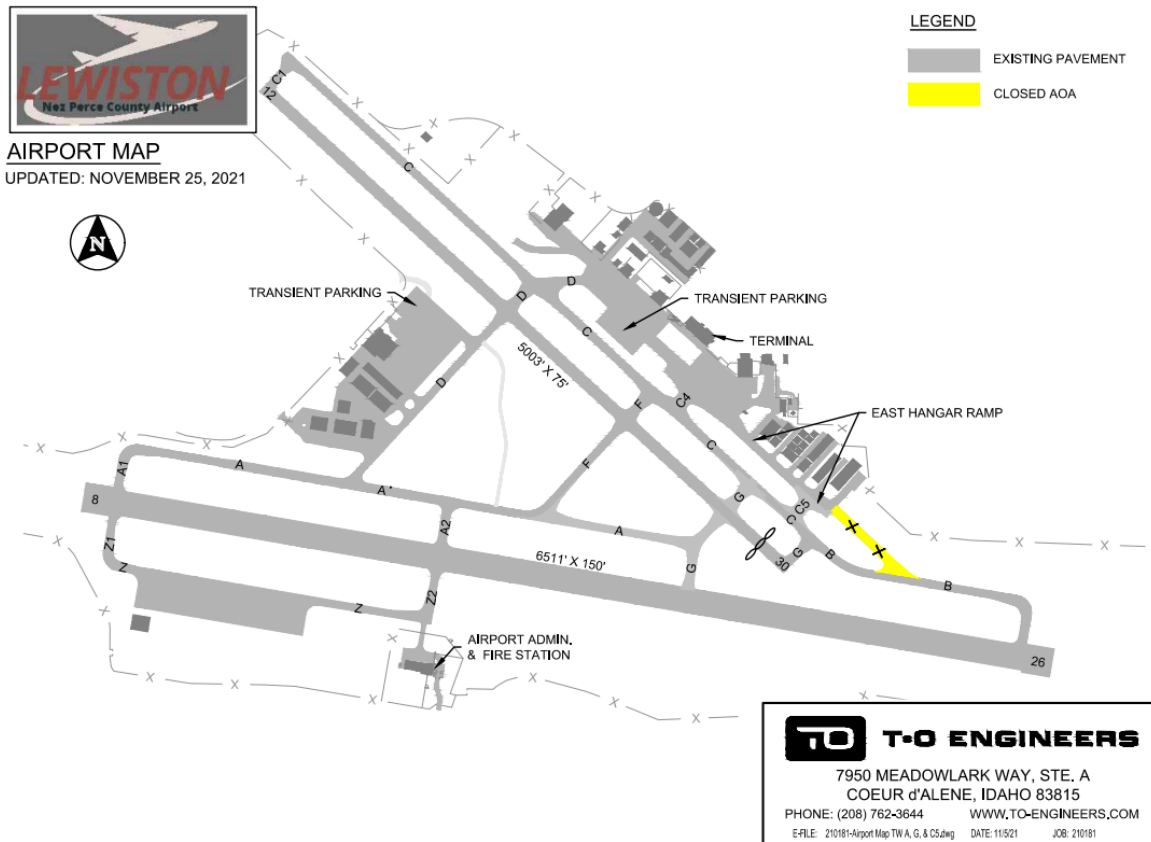
Overview

The Lewiston Nez Perce County Regional Airport began servicing commercial flights in 1944. The Airport is publicly owned by the City of Lewiston and Nez Perce County, and it is operated by the Lewiston Nez Perce County Regional Airport Authority. It is the largest airport in the Lewis Clark Valley and the only to offer regular commercial service. Today the Airport covers 865 acres, and includes two runways. Lewiston is also home to the Snake River Sea Plane Base located south of the Lewiston Nez Perce County Regional Airport along the Snake River and is managed by the USACE, Hells Gate State Park, and the IDT of Transportation Aeronautics Division and the Federal Aviation Administration (FAA).

- **Lewiston Comprehensive Plan (1999):** The Airport Chapter was adopted in 2018. The plan supports the long-term viability of the airport, ensures that it is an asset to the community, and considers the relationship between unique aviation needs and land use regulation.
 - The City of Lewiston Zoning Ordinance states that the Airport Zone *"provide(s) for uses, buildings, and structures in which airport or aviation facilities may be installed and used including taxiways and runways, commercial aviation, general aviation, terminal buildings, aircraft hangars, air navigational aids, related accessory uses and other uses, structures, and facilities as may be compatible with and useful to the airport."*
- **Airport Master Plan (2016):** Adopted in 2016, the Airport Master Plan includes the following overarching goals:
 - Increase collaboration with Nez Perce County and the Airport Authority to ensure the Airport has the support it requires to be successful.
 - Facilitate and encourage commercial and industrial uses in the proximity of the Airport that benefit from or provide benefit to and do not conflict with airport operations while supporting the creation and livelihood of aviation-oriented businesses and other industries depended on air transport.
 - Provide compatible land use planning around the Airport so as not to inhabit airport operations and growth, without placing undue burden on surrounding property owners and growth of and redevelopment within the City.
 - Comply with [Idaho State Code Sect. 67-6508\(q\)](#).
- **Minimum Standards for Commercial Aeronautical Activities (2020):** Prepared by the Lewiston-Nez Perce Regional Airport Authority, this report provides minimum standards that the Airport Authority and the Board of Commissioners must use to analyze commercial aeronautical activities. Applicants for commercial aeronautical activities at the Airport must include a detailed plan for land use in their application to the Airport Authority Board.



Figure 2.9. Airport Facilities Map



Key Data and Trends

The plans given above are still relevant to the functionality of the Airport, the Airport Authority and Board, and the land use regulation within the Airport and in the surrounding areas. There are priority improvements or initiatives that the Airport Board, Authority, and other decision-makers have noted related to land use or other development actions.

The Airport is primarily focused on general aviation, with approximately 115 aircraft based in the facility. The hangars and other facilities in the airport are a mixture of ownership statuses, with many leased hangars for aviation businesses that include Gustin Aviation, Life Flight, Nez Perce County Sheriff, Lohman Helicopter, and Skelton Air. Regular commercial routes through Delta and United connect Lewiston to Salt Lake City and Denver.

A recent Idaho Economic Impact Study shows that the Airport has had a significant impact on the surrounding community. Prior to 2020, the Airport had a 75-million-dollar economic impact on the community and provided 775 job opportunities. The Airport consistently leverages grant funding that generates additional economic impact. Recently this has included a 1-million-dollar revolving grant, and a 5-million-dollar grant to implement capital improvement projects on runways and snow removal services.²¹

²¹New Projects in the wings: <https://businessviewmagazine.com/brochures/feb-2022/lewistonairport/8/>



Commercial Development Priorities and Opportunities:

- Physical changes to airport infrastructure include line-of-sight correction on the primary runway, a perimeter road, terminal building safety study (2024 starting date), air tanker facility, and unmanned aerial systems.
- Develop a flight school at Lewiston-Nez Perce Airport (this can be accommodated within open space surrounding the City)
- Attract additional airlines to compensate for the loss of Horizon/Alaska Airline²² in 2018, provide new routes, and establish a bigger connection hub.

Land Use Development Priorities and Regulation:

Current Objectives

- Public transit is not easily accessible from the terminal making it difficult for travelers to access. Travelers must also request this stop in advance. In the absence of this special request, the nearest bus stop is over one-half mile away, greater than a 10-minutes walk.
- The air cargo facility is already at capacity and land acquisition is required to improve current conditions.
- Land acquisition will be required for an extension to the southern portion of the Airport.
- Remediation of the landfill near the Airport may allow for southern runway extension.

Current Regulation

Objectives of the Airport Master Plan 2016:

- Amend zoning and permitting procedure as needed to ensure an environment of compatibility between aircraft operations and interests and surrounding land uses. This should include establishing an Airport Overlay Zone to implement this objective.²³ (Ord. No. 4822, § 2, 10-11-21)
- Improve public transit service to and from the Airport.
- Encourage development of public infrastructure necessary for growth of the Southside Airport Business Park.
- Prohibit new or restrict uses in the Airport Overlay Area which attract birds, create visual hazards, emit transmissions which may interfere with aviation communications, or otherwise obstruct or conflict with airport operations.
- Encourage open space and clear areas within key safety areas adjacent to the Airport to protect the Airport and reduce safety risk exposure of people on the ground and in the air.
- Facilitate implementation of the goals, objectives, projects, and recommendations of the Lewiston-Nez Perce County Regional Airport Master Plan.

Lewiston Zoning Ordinance, Airport Zone A:

- Allows uses normally associated with airports like runways, navigational aids, hangars, and commercial aviation uses. Additionally, it allows agricultural uses, light industrial uses, semi-public uses, and a recreational vehicle park.

Airport Overlay Zone:

- There are five sub-zones associated with the airport overlay zone, these are the (listed in order from most restrictive to least restrictive) the Runway Protection Overlay Zone (RPOZ), the Lateral Safety Overlay Zone (LSOZ), Inner Critical Overlay Zone (ICOZ), Outer Critical Overlay Zone (OCOZ), Traffic Pattern Overlay Zone (TPOZ). These zones should be illustrated on the future land use map to ensure consistency and compatibility in surrounding land uses.

²² Termination of these lines ended flight connections to Boise and Seattle

²³ Lewiston Zoning Ordinance discusses the specific restrictions given in 2021 in Ord. No. 4822, § 2, 10-11-21



State Guidelines: Idaho Airport Land Use Guidelines

- The overarching goal of this document further outlines the importance of local authorities and control regarding land use planning and zoning matters, and establishing more proactive communication and coordination between stakeholders, in order to ensure better protection and to reach land use goals and requirements.
- Includes the following:
 - Airport Land Use Compatibility Checklist
 - Regulations and Grant Assurances
 - Implementation Methods
 - Guidelines for Airspace surrounding airport and Land Use Planning Areas/Zones

AGRICULTURE

Key Data and Trends

Figure 2.10. Lewiston Commercial Development. Source: CoStar; Leland Consulting Group



There is still agricultural production within the ACI and other areas surrounding the City of Lewiston



Existing regulations allow for the transition of agricultural lands within the City to residential uses.



Employment in agriculture is a low percentage of Lewiston's labor force, though surrounding agricultural land retains value to community members due to its visual impact.

As Lewiston is primarily developed, few cultivated acres exist within the city limits, but these areas are typically designated agricultural transitional zone (F2). The minimum lot size in this zone is five acres and permitted uses include manufactured homes, general farming (except feed lots), single-family dwellings, and in-home businesses like a bed and breakfast or family daycare.

Agricultural Lands: Agricultural uses are more dominant within the ACI and reflect County zoning designations of Farm (F1), and AG/Residential. Active farmland primarily accommodates winter wheat, grass, and pasture. There are soils which constitute farmlands of statewide importance within the Lewiston Area of City Impact.

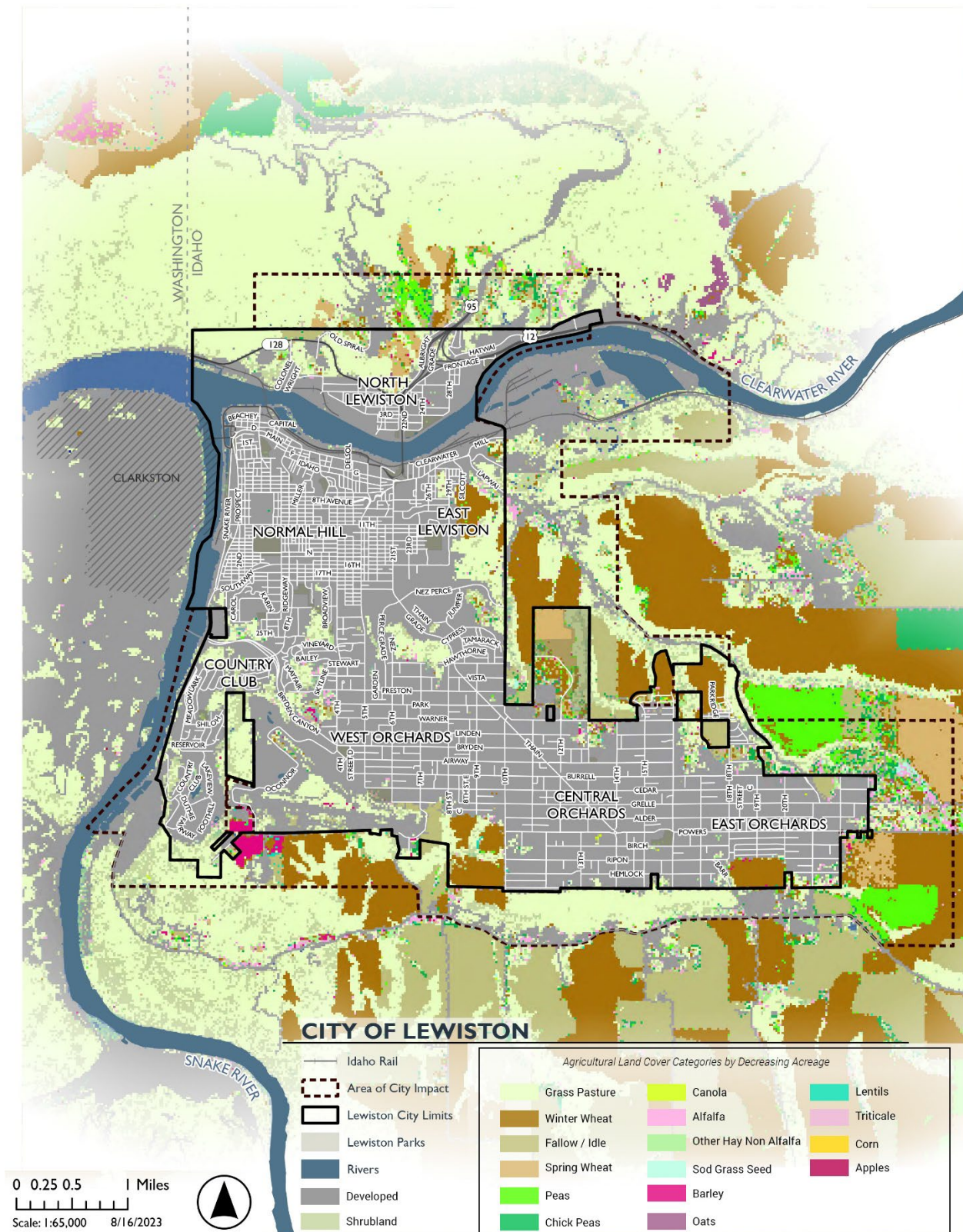
Agricultural Employment: There is a relatively small percentage of the labor force in the City that is involved in agricultural production. The U.S. Census reports that less than 1% of the labor force over the age of 16 was engaged in farming, fishing, or forestry occupations in 2021.²⁴ Approximately 70% of these employees are male.

Rangelands: There are few nearby designated public rangelands, however there is a large amount of privately owned maintained grass and pasture²⁵. Pasture and grass are more concentrated to the south and east of the City.

Figure 2.11. Cropland Data Map (Source: USDA)

²⁴ U.S. Census ACS 5-year estimates 2021

²⁵ CropScape – Cropland Data Tool developed by the USDA and the George Mason University Center for spatial information science and systems: <https://nassgeodata.gmu.edu/CropScape/>



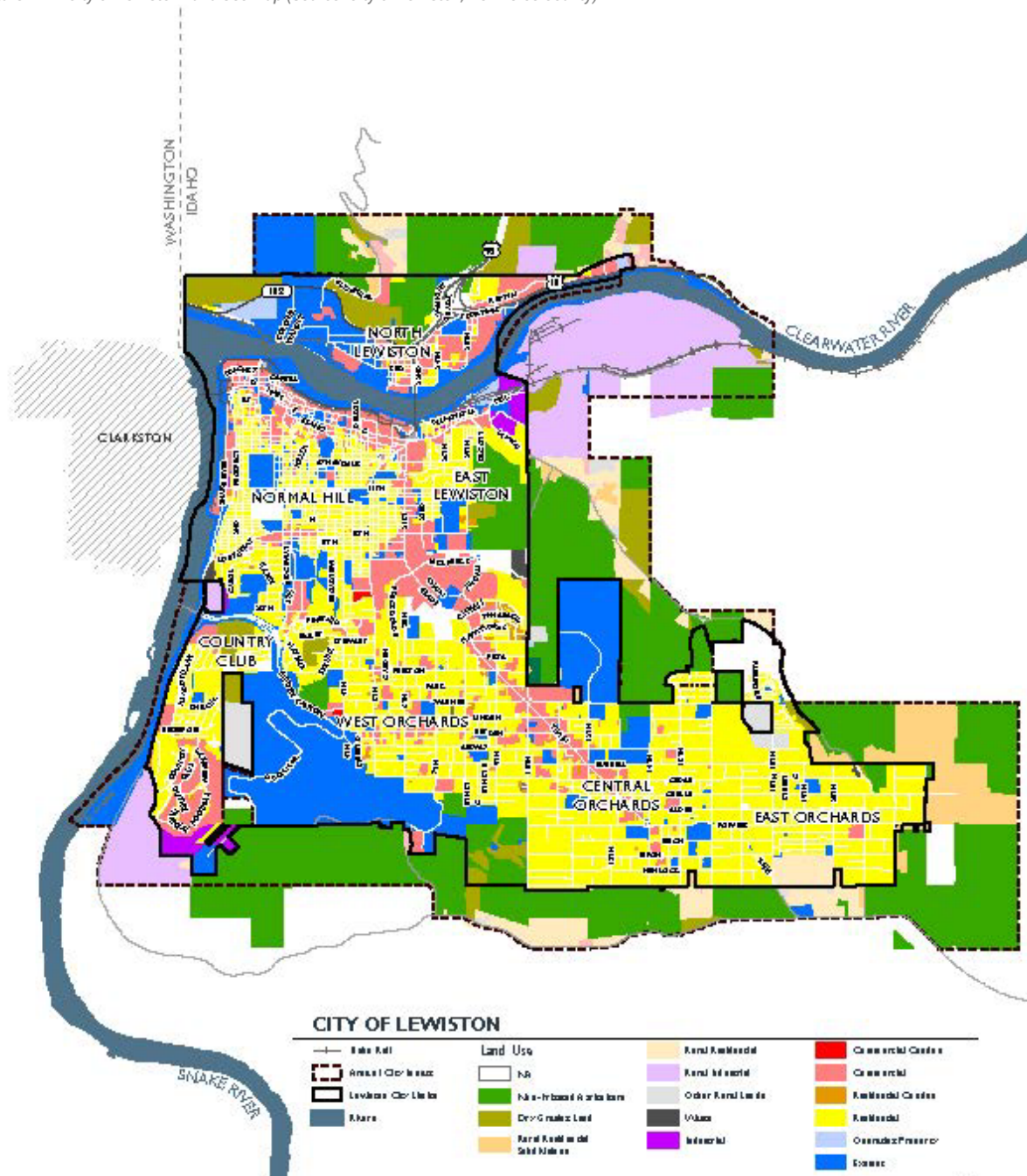


LAND USE

Current Land Use

Lewiston's current land use defined by what lies within city limits and what remains in the Area of City Impact (ACI). Within City limits, the majority of development has occurred leaving the ACI to be generally for lower density residential uses. The notable exception to this pattern are the heavy industrial uses along the Clearwater river in the area of the Clearwater Papermill.

Figure 2.12. City of Lewiston Land Use Map (Source: City of Lewiston, Nez Perce County)

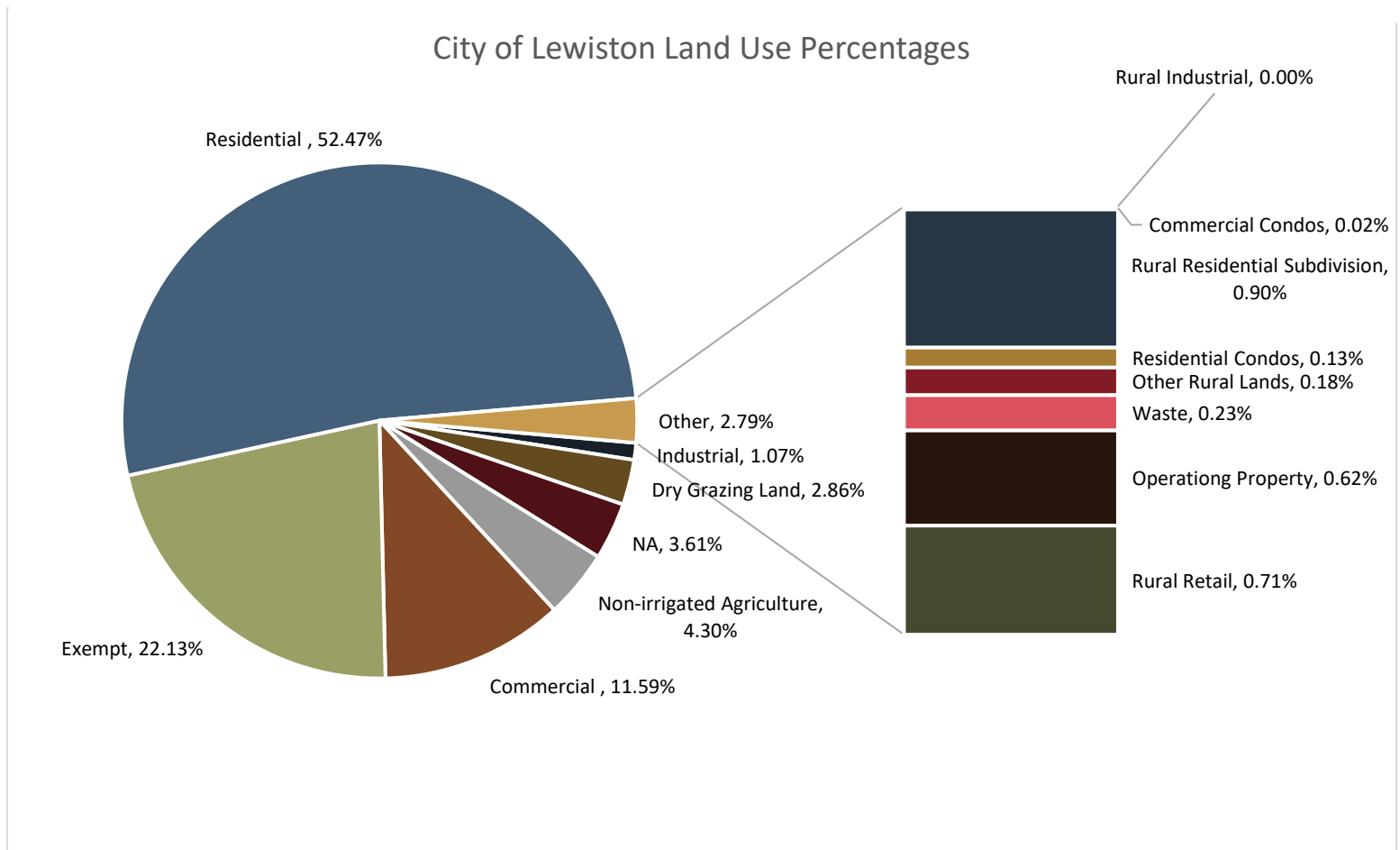




The City of Lewiston

Lewiston encompasses 11,634 acres within its city limits. The primary land use in the City is “Residential”, which covers over half of the City (Figures 2.12 and 2.13). The next highest land use by acreage at 22% of land within city limits is “Exempt”, which includes public facilities, schools, parks and recreation, and the Airport. Commercial uses make up the next significant area at 11.59%.

Figure 2.13 Land Uses within City Limits as a Percentage of Area. (Source: City of Lewiston, Nez Perce County)



Area of City Impact

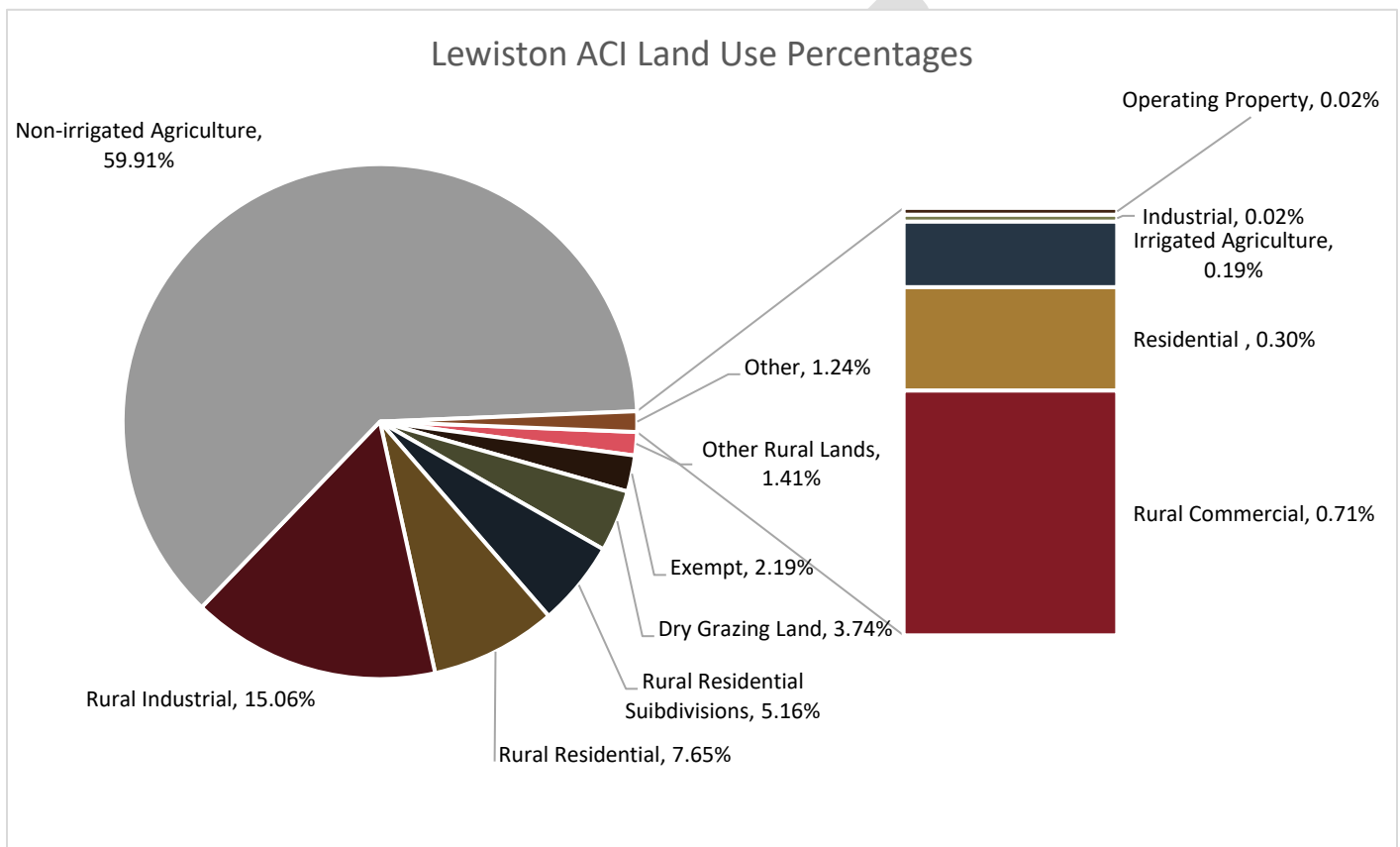
The ACI is used primarily for agricultural uses, including non-irrigated agricultural use at nearly 60% , dry grazing land at 4%, and irrigated agricultural at only 1% of the overall ACI acreage (Figures 2.12 and 2.14). Industrial and manufacturing zones occupy 16% of the ACI, and include uses such as the Clearwater Paper Mill, and equipment transportation services.



Area of City Impact

The most recent configuration of the Area of City Impact (ACI) was adopted in 2017 and is 7,218 acres in area. Idaho State Code mandates that urbanized areas work closely with their associated county to establish an ACI agreement, which must include a map showing the agreed upon boundary, the land use regulation (and the review process) applied to development in the ACI, and the process by which the ACI can be revised.

Figure 2.14. Lewiston ACI Land Use Percentages (Source: Nez Perce County)



The current comprehensive plan utilizes primary land use areas with special goals that help align various land use regulations to generate spaces with a certain look, use, and accessibility. Primarily commercial, industrial, and residential uses were highlighted. Since the 1999 Plan's adoption there have been significant changes to the City's Zoning Code, these are reflected in the descriptions of the different land use types given below.

Figure 2.15 1999 Plan Changes in Land Use Recommendations

Central Business District (CBD)	- Create the organizational and programmatic structure necessary to facilitate the vitality and viability of the Central Business District. - Assure that uses in the CBD enhance its viability.
--	---



	• Establish and promote a vision of the CBD's identity. • Continue to assure the historically and architecturally significant lands, sites, and structures within the CBD are preserved. • Facilitate the funding of the Downtown Plan.
Confluence/Snake River Avenue	• Create a commercial center focused on the River Confluence.
21 st Street/Thain	• Limit additional sprawl along this strip and mitigate the impacts of existing sprawl.
Neighborhood and Community Areas	• To the extent that the demand for commercial land can be accommodated, encourage the concentration of new and existing commercial uses in existing commercial areas. • Discourage the development of additional strip commercial areas and limit the expansion of existing strip commercial development. • Establish development standards to promote commercial activities, to protect other land uses, and to achieve the other goals of this Comprehensive Plan.
Commercial	• Protect residentially zoned lands that are located adjacent to the commercially zoned lands.
Residential	• Provide an appropriate mix of housing types in each of the City's eight planning neighborhoods. Maintain the design and functional character of each neighborhood. Provide passive and active recreational opportunities in each neighborhood. • Manage traffic in residential areas to meet the needs of local residents, as well as City-wide needs, while minimizing disruption to neighborhoods. • Provide and maintain public services, utilities, and associated infrastructure in a cost-effective manner, by encouraging compact and contiguous growth. • Where appropriate, maintain the rural character of neighborhoods in the East Orchards and the Area of City Impact.
Industrial	• Encourage and promote the growth and development of the industrial sector of the Lewiston economy. • Provide adequate land for new and expanding industrial uses. • Minimize the conflicts associated with the proximity of industrial uses to other uses and properties. • Minimize the visual impacts of industrial uses on other uses and property. • Minimize the environmental impacts of industrial uses on other uses and property.

Zoning

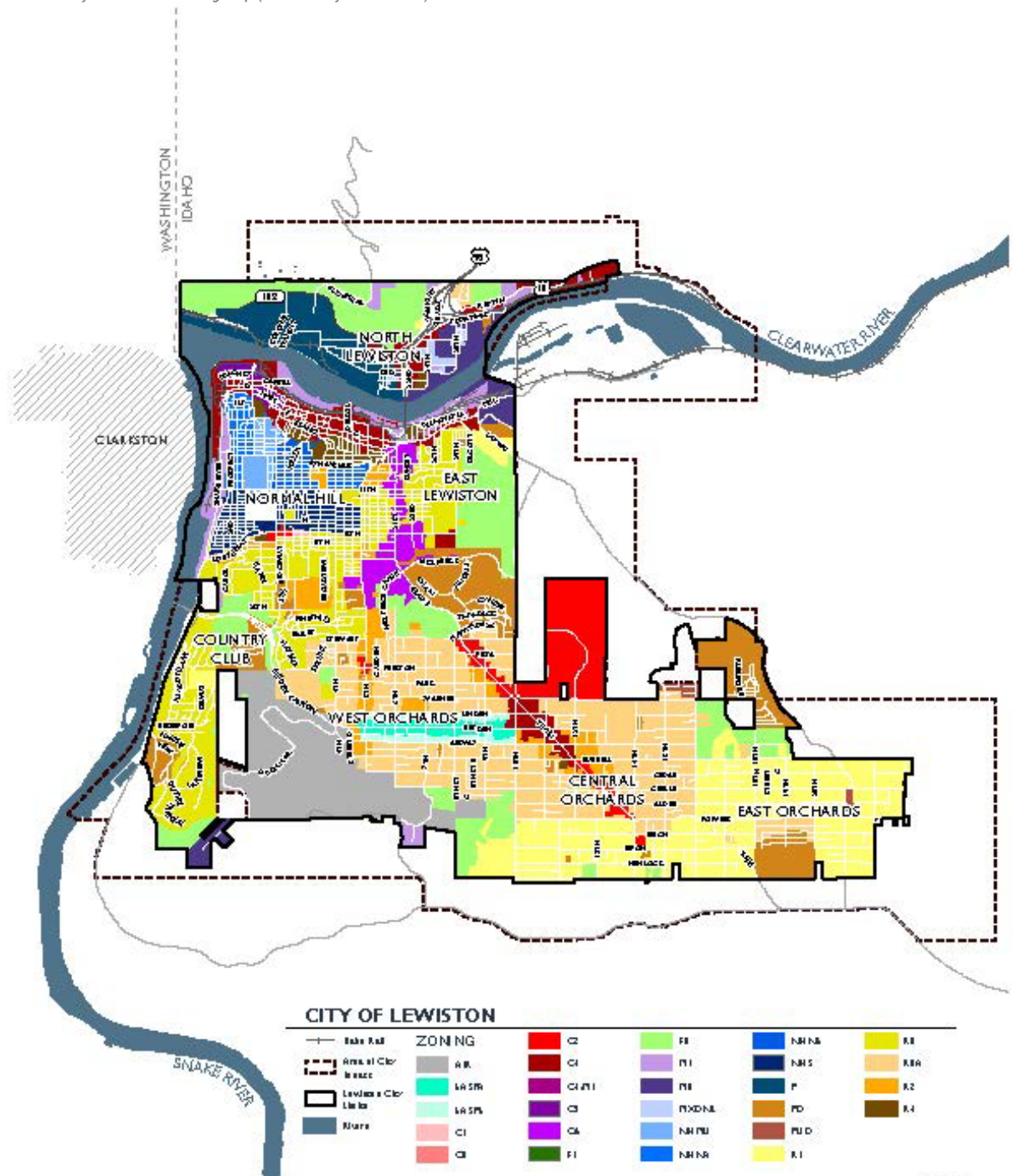
Lewiston currently has a fairly complex zoning structure with 26 various zoning districts and overlays. The zoning is primarily Euclidian in nature with traditional separation for residential, industrial and commercial uses varying by intensity. Some more unique zoning designations include:



- The Form and Impact Based Zone (FIB) which permits a variety of commercial and residential uses in the downtown waterfront area and
- Normal Hill Special Planning Area Mixed Use Zone (NHMU) which is another mixed use zone focusing on low intensity commercial being integrated with residential use areas
- Normal Hill Heritage Overlay Zone (NHHO) This overlay is designed to protect historic character.
- Port Zone (P) This industrial zone is designed specifically to cater to the needs of the port.

DRAFT

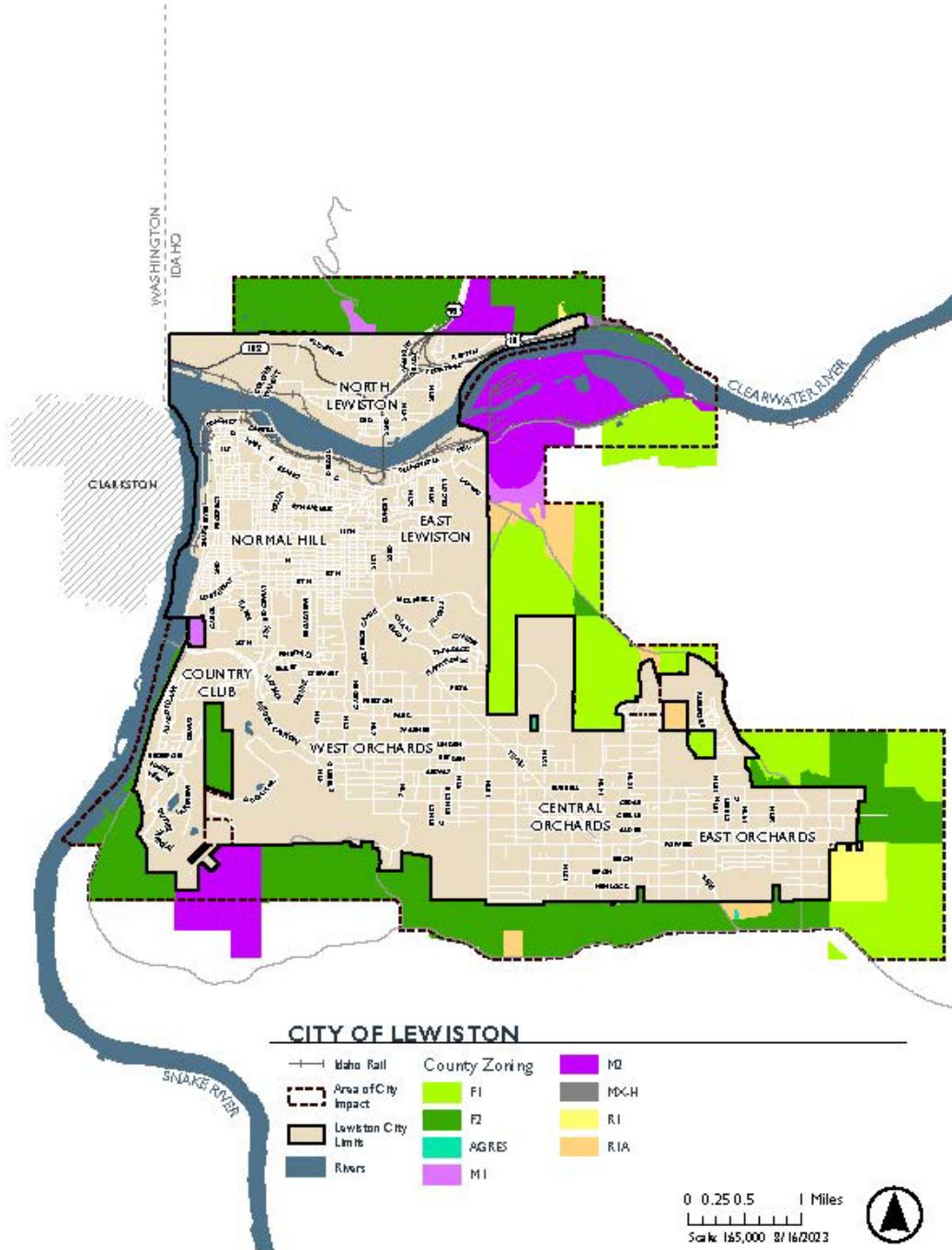
• Figure 2.16. City of Lewiston Zoning Map (Source: City of Lewiston)



Parcels within the ACI are regulated by Nez Perce County zoning and subdivision regulations. These zoning districts are generally quite broad and cover primarily agricultural, industrial and low intensity residential uses.



Figure 2.17. Lewiston ACL with Nez Perce County Zoning Classifications (Source: Nez Perce County)



Community Design

Lewiston is a community with many distinct areas and neighborhoods, which are often defined by the topography and rivers. The lowest elevations along the waterfront are home to areas such as the historic Downtown and the Port of



Lewiston. Climbing above downtown lies the charming and historic Normal Hill neighborhood. The Orchards neighborhood sits some 750' higher than the rivers below and is characterized by larger lots and lower density than other areas in the City. These among other distinct areas offer a diverse collection of places within the community, create a unique character to Lewiston.

Special Areas and Sites

Downtown

"Downtown Lewiston is an integral part of the City's economy and the entry gate to the City and State of Idaho from the State of Washington. (Lewiston Comprehensive Plan, 1999)

Figure 2.18. Downtown Lewiston April 2023

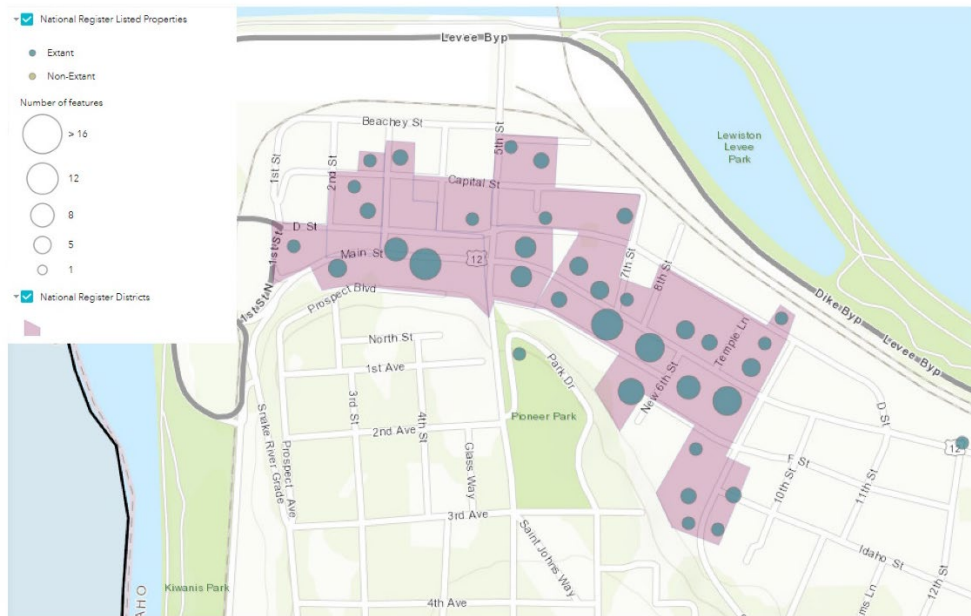


Downtown is characterized by a variety of small businesses, restaurants, and integrated residential uses. The historic building patterns with structures along the street, sidewalks and smaller street widths create a walkable place. Downtown Lewiston is also listed as a district on the National Register of Historic Places²⁶, first in 1975, then expanded in 1984 and 2018. The period of significance ranges from 1890-1930.

²⁶ [National Register of Historic Places in Idaho | Idaho State Historical Society Open Data \(arcgis. https://idaho-state-historical-society-open-data-idaho.hub.arcgis.com/apps/4b31337013a84095a598d4e3e1bdb3e2/explorecom\)](https://idaho-state-historical-society-open-data-idaho.hub.arcgis.com/apps/4b31337013a84095a598d4e3e1bdb3e2/explorecom)



Figure 2.19. National Register Listed Properties in Downtown Lewiston Source: Idaho State Historical Society



The eastern portions of downtown have fewer historic structures but do contain additional commercial uses. Lewiston has a Downtown Master Plan that divides this special area into seven character areas and five special opportunity areas, including 1) the historic downtown core; 2) Twin City Foods site; 3) Waterfront. The plan emphasizes increasing residential opportunities particularly with infill development and upper story redevelopment, showcasing the arts and culture of the community, increasing pedestrian circulation within downtown and creating better pedestrian connections to neighboring areas, and investing in improved utility and traffic infrastructure.



Figure 2.20. Lewiston Downtown Master Plan Character Areas (2019)

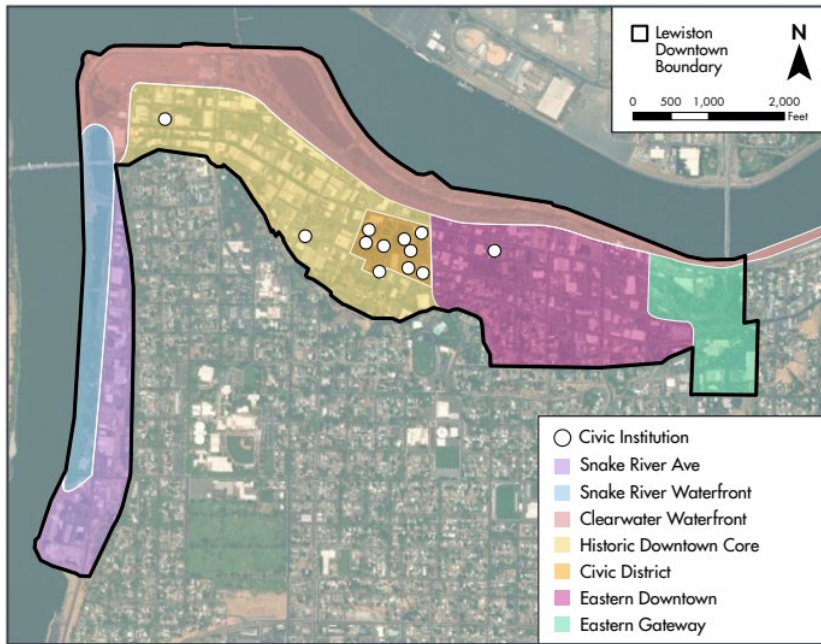


Figure 2.21. Lewiston Downtown Master Plan Opportunity Areas (2019)



Twin City Foods Site

Figure 2.22. Twin City Foods Site (Source: Google Earth, 2023)



The Twin City Foods site is a vacant, 12-acre lot located north of Beachey Street, between 1st and 5th streets, and adjacent to the levee and waterfront. While this site is included in the downtown area it is unique due to the size, location, and significant potential to contribute to the identity of Lewiston. The Downtown Master Plan explores development options for the site including creating open space, a cultural arts venue, mixed use, and multi-family dwellings and even includes a conceptual site plan. The waterfront chapter of the existing plan also calls out this site for a connective mixed-use project in the future.



Figure 2.23. Lewiston Downtown Master Plan Twin City Foods Site Conceptual Site Plan (2019)

Conceptual Site Plan

The rendering below depicts one of many potential development scenarios on the Twin City Foods site.

- | | | |
|---------------------------------|-------------------|--------------------------|
| ① Open Space / Playground Space | ③ Surface Parking | Multi Family-Residential |
| ② New Performing Arts Venue | ④ New Streets | Mixed Use |





Figure 2.24 Image of potential development at the Twin Cities Foods Site as envisioned in the current Comprehensive Plan



Figure 2.25 Image of potential development at the Twin Cities Foods Site as envisioned in the current Comprehensive Plan



Normal Hill



Normal Hill is a historic neighborhood that sits above downtown overlooking the rivers. It is home to a variety of land housing typologies including single family and small scale multifamily. Many of the residences in the area are historic in nature and are protected by a historic overlay zoning designation. The neighborhood is also home to Lewis Clark State College (LCSC) and St. Joseph's Regional Medical Center. These institutions have compact campuses within the urban fabric of the neighborhood. Lewiston's former High School also sits in this area and has the potential for redevelopment or adaptive reuse.

Figure 2.26. Residences in Normal Hill overlooking the Snake River



The Normal Hill Master Plan defines key actions for the neighborhood including:

- Review and revision of zoning and parking standards.
- Adopt growth areas for LCSC and St. Joseph's regional Medical Center.
- Discuss with the School District and neighborhood the future of the existing High School site.
- Implement sidewalk and steps maintenance and improvements.
- Develop guidelines for the private use of public right-of-way.
- Address stormwater issues and upgrade sewer lines.

Figure 2.27. Normal Hill Planning Area Image





Waterfront and Port of Lewiston

Figure 2.28. Port of Lewiston



"The City of Lewiston recognizes the value of the Clearwater and Snake Rivers as an asset to the community and aspires to be the premier small-town waterfront city; to facilitate the enhancement of the waterfront as a recreational, social and economic activity center; to enhance the vitality of Beautiful Downtown Lewiston; and to recognize and build upon the different characteristics, opportunities and constraints of the different geographic areas along the waterfront." – Lewiston Comprehensive Plan Waterfront Planning Area Goal Statement (2008)

Lewiston's waterfront and port are perhaps the most unique aspect of the City. As Lewiston grew, industrial uses capitalized on the waterfront such as the Clearwater Papermill and the Port. Today the majority of Lewiston's waterfront is protected by levees, which are home to a trail network along. The trail presents the best use since these levees limit feasibility of traditional waterfront development. A more in depth audit of the Waterfront Plan was conducted in a separate document, however key goals of this plan are as follows:

1. Maximize the potential of the rivers by increasing use, creating an enjoyable environment for more outdoor recreation opportunities and pedestrian activity.
2. Preserve and enhance views of the rivers and other related open spaces and bridges.
3. Identify key sites to be developed or redeveloped.
4. Create an incentive program to facilitate relocation of existing uses and establishment of new uses to attract people at the waterfront.
5. Improve Levee Trail and river access.
6. Protect and enhance natural resources and wildlife habitat.
7. Ensure flood protection from the rivers while enhancing visual and physical accessibility to the rivers.

The Orchards



The Orchards is an area that was largely developed as an unincorporated area before it was annexed by the City in 1969. It sits high above the rest of the city on a plateau. This large flat expanse made it the ideal location for the Airport. It is comprised of primarily residential single-family units with some pockets of multifamily housing and a major commercial strip along Thain Road that runs diagonally through the Orchards. Because of the topographic changes, access to the Orchards is primarily by a limited number of thoroughfares including Thain Grade and Bryden Canyon Road. The Orchards were developed outside of typical city standards prior to annexation and the development holds a unique character compared to other areas of Lewiston. This includes very narrow rights-of-way which were originally intended as alleyways, and large 5 acre lots. As the Orchards grew, many of the small streets became one way in order to accommodate increasing traffic as larger lots were subdivided and built. Today much of the growth in the area is happening on the edges of the eastern portion of the Orchards.

Figure 2.29. Established Development in the Orchards Source: Google Earth (7/3/2023)





Figure 2.30. Recent Residential Development in the Orchards Source: Google Earth (7/3/2023)



Bryden Avenue

Figure 2.31. Aerial View of Bryden Avenue between 5th and 7th Streets (Source: Google Earth, 7/2022)





Bryden Avenue serves as a primary east-west corridor through the Orchards. Bryden Canyon Road was completed in 1999 connecting Bryden Avenue with the interstate bridge over the Snake River. This increased average daily trips instantly by nearly threefold²⁷ on Bryden Avenue. While this additional traffic on a small roadway has presented growing pains, it has also presented the opportunity for Bryden Avenue to be another commercial corridor, and the City has established a special planning area for this corridor from 5th Street to 10th Street to encourage further development of additional commercial, residential and mixed uses as the area transitions. In 2022 the City Public Works Department commenced work on a major improvement project for various commercial activity along the avenue itself. Included in the 2021 parks and Recreation Plan: "The Bryden Canyon Road project includes construction of a paved bike and pedestrian path from the end of Mayfair Drive up to 4th Street via the medical clinic and a pedestrian and bike overpass south of Mayfair Drive.

Areas of Potential Change

Figure 2.32. Lewiston Center Mall as viewed in April 2023 was identified as a potential area of change.



²⁷ Comprehensive Plan notes changes to traffic between 1996 (6,430 ADT) and 1999 (15,850 ADT)



Figure 2.33. Aerial View of Lewiston City Mall (Source: Google Earth, 7/2022)

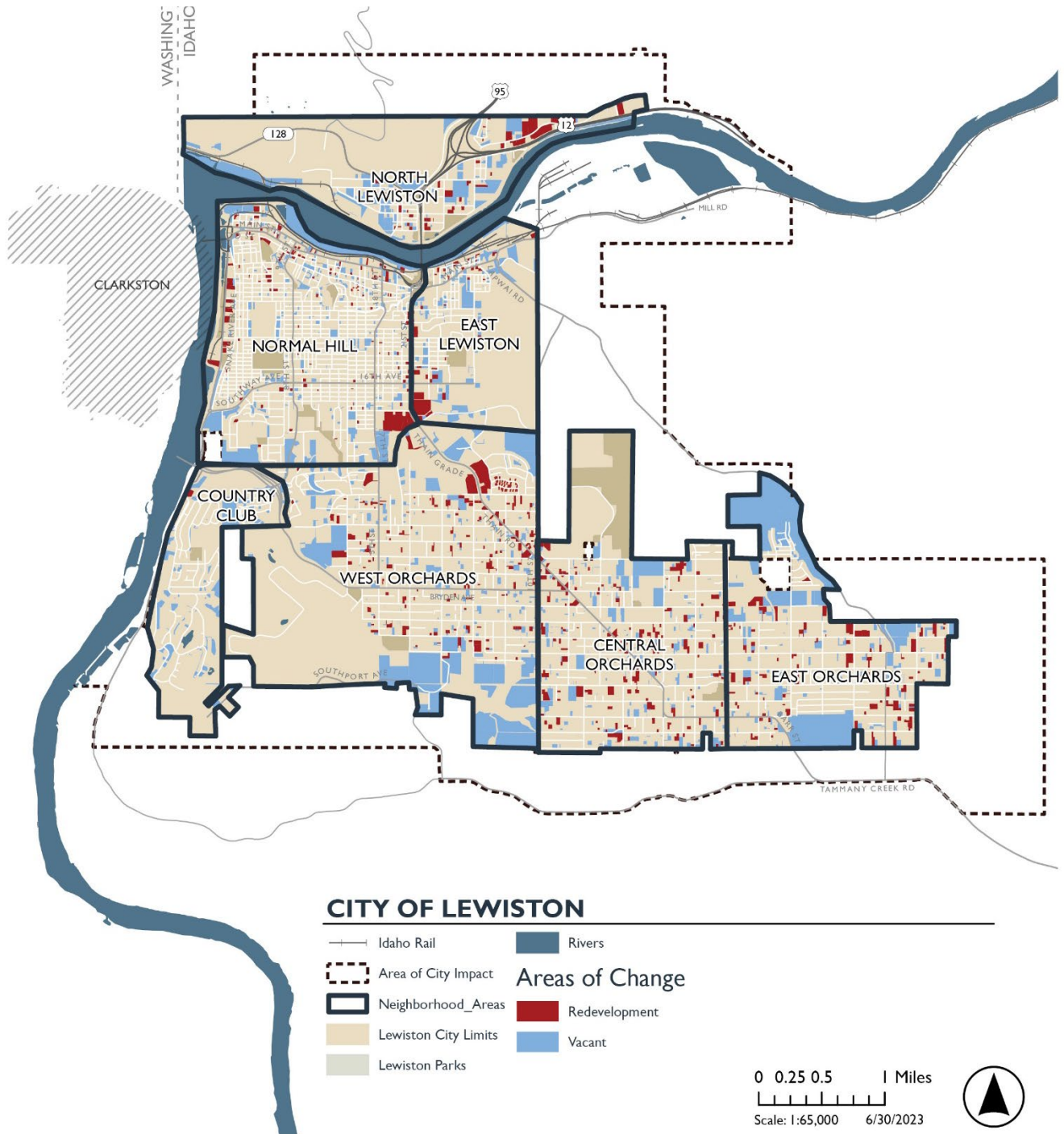


As Lewiston has grown over time, shifts population growth, housing needs and development economics, change is inevitable. Anticipating where development of vacant parcels and where redevelopment may happen is important to understanding where changes will take place. In order to calculate the possibility of redevelopment, parcels that have a land values greater than the structures on them are an indicator that it may become desirable to redevelop in the future. By utilizing Nez Perce County assessor data, a map of potential areas of change was made identifying such locations along with greenfield sites likely to develop. There may be high redevelopment potential at Thain Road and 19th and further south on Thain north of Stewart Avenue where there are vacant or underutilized commercial properties. This map highlights the waterfront as a vacant or underutilized area, which highlights a significant opportunity, as this area has been emphasized by the public as a potential asset after significant development efforts.

Additionally, the map highlights that there are several lots scattered liberally throughout the community that may be underutilized. Because of the significant geographic barriers, including topography and major waterways, infill development and redevelopment are a key opportunity for the City as its population continues to grow and grapple with housing affordability.



Figure 2.34. Areas of Change Map (Source: Nez Perce County Assessor, Esri, City of Lewiston)



This figure was produced with Nez Perce County Assessor Data:

Vacant Parcels represent parcels that do not have physical structures, and do not have a listed improvement value.

Redevelopment Parcels represent parcels with buildings or other site improvements, but listed improvement value is less than the land value.

Note: The figure excludes City and other public facilities, parks, and steeply sloped parcels.



PUBLIC SERVICES

PARKS AND RECREATION

Lewiston Parks and Recreation manages a portfolio of parks, trails, recreation facilities and open space, totaling over 400 acres across 25 properties. Highlights of recreational facilities include the Levy Trail Parks along the waterfront, the Fenton Gym, 2 pools, 11 ball fields, and pickleball courts, The Parks and Recreation Commission also provides programed recreational activities for youth, adults, and for seniors over 50. City parkland accounts for nearly 200 acres of the total open space, with the remainder coming from Leve Trail Leases and undeveloped open space. The current parks plan calls for parks of a variety of sizes and includes plans for 2 new parks, one at Walker Field (4th St and Preston) and the other at Canyon Crest (Northeast Orchards area).

Community Park: The City has recently planned the construction of the new Community Park which is prominently located adjacent to the new high school. It will be the largest park in Lewiston by far at 187 acres. This park will be a regional destination and will feature a plaza, splash pad, sport fields, performance spaces, an amphitheater, RV park, and a destination playground. Currently the site is largely vacant, however the trails on the periphery of the site have been constructed.

Lewiston Levee Parkway and Greenbelt Trail: The Lewiston Levee Parkway Trail is a 12.3-mile asphalt trail that is part of the Clearwater and Snake River National Park Trail. The Lewiston Levee Parkway Trail begins at Hells Gate State Park Day-Use Area, extends along the Snake River, and follows the Clearwater River to Locomotive Park. The Trail includes access to a marina, boat ramp, Kiwanis Park, Lewis and Clark Interpretive Center, Clearwater Landing Interpretive Center, Locomotive Park, and Clearwater Park. The seven-mile Greenbelt Trail crosses Memorial Bridge and extends up the Snake River between the cities of

Figure 3.1. Lewiston Community Park Plan (Source: City of Lewiston)



LEWISTON COMMUNITY PARK - MASTER PLAN
PREFERRED ALTERNATIVE - DECEMBER 6, 2021





Clarkston and Asotin, Washington. The two trails are connected by two bridges on the two rivers in two states, making it a unique attraction for residents and visitors of Lewiston. Both trails offer year round activities including biking, inline skating, fishing, walking, cross country skiing, etc., and are ADA compliant.

Hells Gate State Park: Hells Gate is located ten minutes south of the City and offers unique outdoor opportunities for visitors and residents, including hiking, camping, climbing, and boating.

Key Data and Trends

Figure 3.2. Lewiston Parks Key Numbers

	Lewiston has over 200 acres of parks and manages an additional 200 acres of open space.
	23 various parks provide 7 play structures and 11 sport fields.
	Lewiston has 20 miles of off-street bike trails and 4 miles of on-street bike lanes.
	Lewiston is planning for 2 future parks at Walker Field and Canyon Crest



Figure 3.3. Lewiston City Parks (Source: Nez Perce County Assessor, Esri, City of Lewiston)

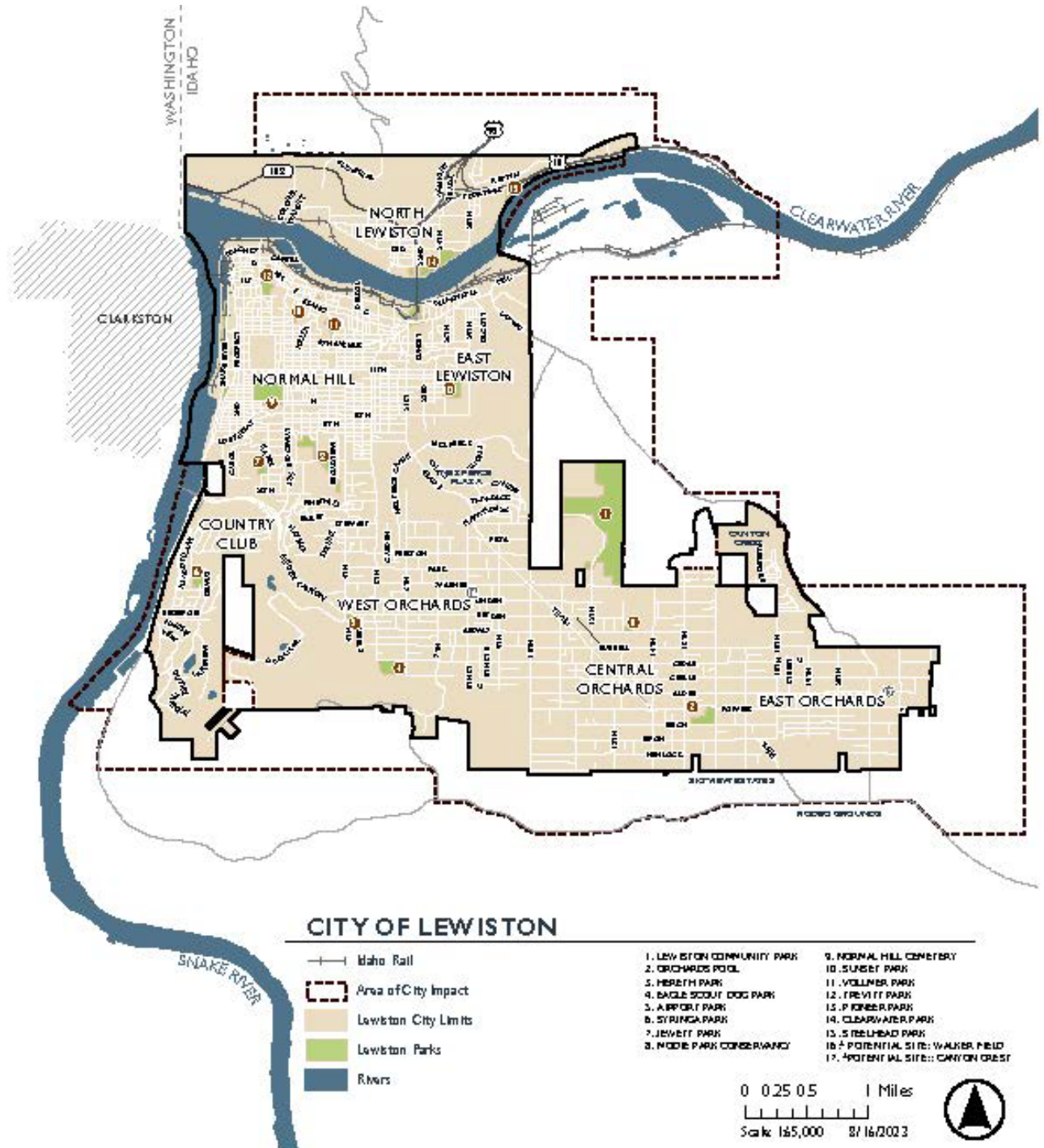
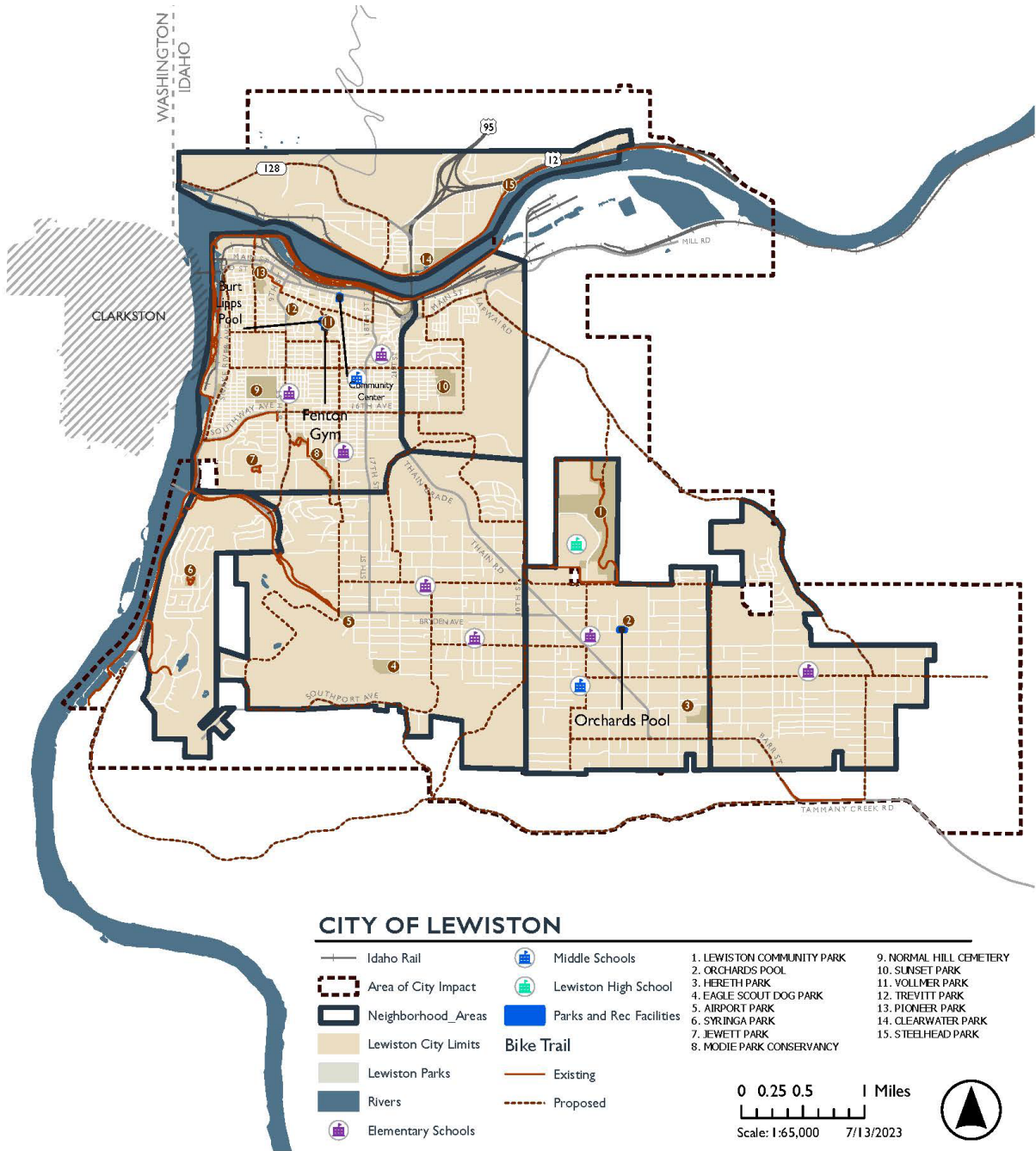




Figure 3.4 Parks, Recreation, and Trails Map (Source: City of Lewiston)



The City of Lewiston maintains several plans that address the provision of recreation resources:

[Parks and Open Space Master Plan \(2010\)](#)

“The objective of this document is to provide a plan for the location, land acquisition, and development of parks and open space in the City of Lewiston. The plan should serve as a guide to assist public officials in the development of a sound park and open space system”.



- The plan uses the National Recreation and Park Association (NRPA) standards as benchmarks for comparisons.
- Implementation tools were evaluated and incorporated throughout the plan such as acquisition strategies, identifying funding sources, and identifying priorities.
- Parks in the Plan were classified according to the table below:

Figure 3.5. Parks and Open Space Master Plan Park Categorization Table.

Classification	Acres per 1,000 People	Size Range	Population Served	Primary Function
Community-Wide Parks (CWP)	5.0	100+ acres	1 for every 50,000	Active and passive recreation areas
Sub-Community Parks (SCP)	2.5	20 - 100 acres	10,000 - 50,000	Active and passive recreation
Neighborhood Parks (NP)	2.5	5 - 20 acres	2,000 - 10,000	Mostly active recreation
Sub-Neighborhood Parks (SNP)	None available	2,500 SF	500 - 2,500	Active and passive recreation for preschoolers, elderly, and others
Special Use Areas (SUA)	Standards do not exist			

Figure 3.6. Lewiston, Idaho Parks and Open Spaces by Neighborhood. Table Sources: [Parks & Open Space Master Plan Update 2021 | Lewiston, ID \(cityoflewiston.org\)](#)

Lewiston Parks and Open Spaces by Neighborhood	
Neighborhood	Parks and Open Spaces
North Lewiston	Pepsi Park (SNP), Clearwater Park (NP), Rose Garden (SNP), Penny's Memorial Dog Park (NP), Steelhead Boat Ramp/Park (NP)
Normal Hill	Jewett Park (SNP), DeMolay Park (SNP), Prospect Park (SNP), Kiwanis Park (NP), Pioneer Park (NP), Trevitt Park (SNP), Vollmer (Fenton) Park (SNP), Levy Pathway System (SUA), Locomotive Park (NP), Modie Park (NP), Mountain Dew Skate Park (SNP), Normal Hill Cemetery (SUA), Brackenbury Square (SNP),
East Lewiston	Sunset Park (SCP), East End Park (SNP)
Country Club	Levy Pathway System (SUA), Pedestrian Underpass, Syringa Park (NP)
West Orchards	Airport Park (NP), Walker Field (Potential Future Site), Bryden Canyon Golf Course (SUA), Eagle Scout Dog Park (SUA)
Central Orchards	Hereth Park (SCP), Orchards Pool/Park (SNP), Lewiston Community Park (CWP)
East Orchards	Canyon Crest Park (Future Site)



The City of Lewiston Strategic Plan (2023): highlights specific goals, objectives, strategies, and tasks and their completion status. The plan includes 5 Parks and Recreation specific actions that include:

- Explore opportunities for further development of passive amenities for users (i.e., mountain biking, hiking, etc.), particularly using existing park assets.
Resurface and expand pickleball courts at Sunset Park.
- Update list of priorities in Parks and Open Spaces Master Plan to determine highest priority enhancements, repairs, and additions to existing Park inventory.
- Update and expand area of Normal Hill cemetery for projected future needs/use.
- Complete the development of the new Community Park (north of Warner Ave. and east of Park Ave.) Ensure that composition and activities promote both community priorities and tourism opportunities.

UTILITIES

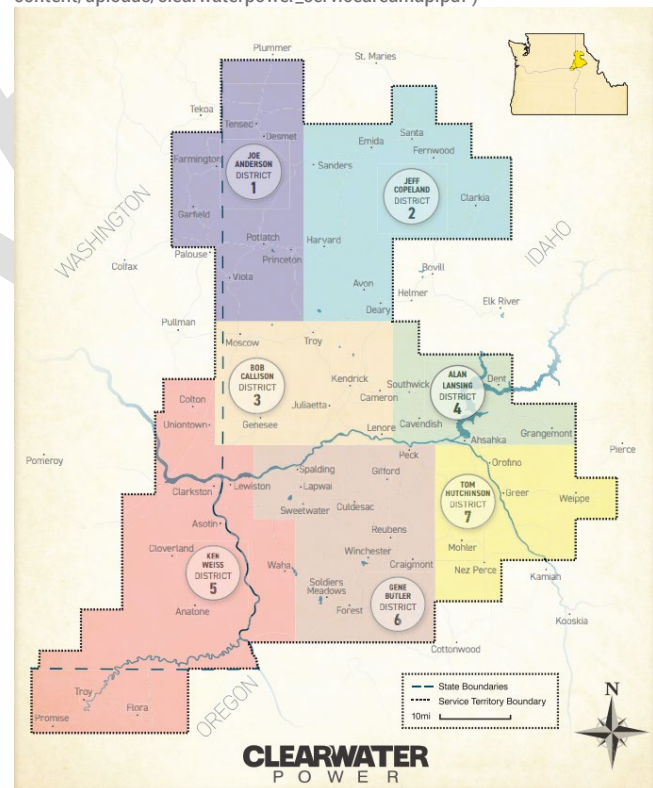
Lewiston offers all necessary utilities including water, wastewater, electrical, internet and phone services. This section provides an overview of these available services.

Electrical Power: Electric power services in Lewiston are provided by Clearwater Power, a cooperative that services 11 counties in 3 states (Idaho, Northeastern Oregon, and Eastern Washington). This cooperative is supplied power through Bonneville Power Administration. Most of the power distributed is from renewable resources with 84.7% of electricity provided is from hydroelectric sources. 11% is from nuclear, and the remainder are from wind and unspecified sources²⁸.

Internet and Phone: Internet and phone services are available via franchise utility providers such as Century Link who offers fiber internet services. Other Franchise utilities also offer DSL and landline phone connections.

Water and Wastewater: The City of Lewiston offers water and wastewater facilities for a majority of the city, however the Orchards areas of the City are serviced through a separate entity, the Lewiston Orchards Irrigation District (LOID). This separation stems from when the Orchards were originally developed outside of city limits.

Figure 3.7 Clearwater Power Service Area (Source: Clearwater Power, https://www.clearwaterpower.com/wp-content/uploads/clearwaterpower_serviceareamap.pdf)



²⁸ Clearwater Power <https://www.clearwaterpower.com/about-us/our-cooperative/>



Figure 3.8 Public Utilities Map (Source: City of Lewiston)

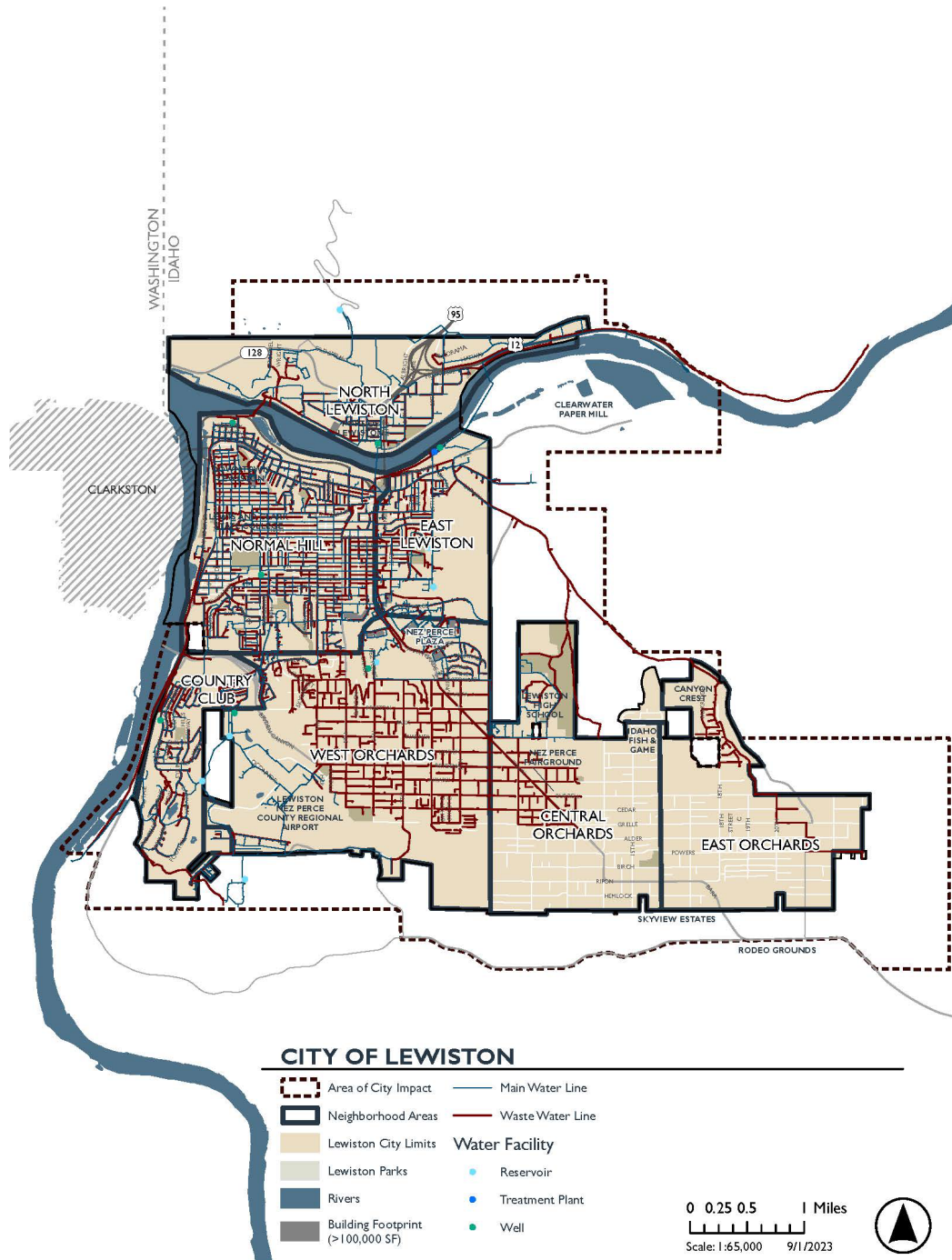




Figure 3.9 L.O.I.D. Service Area Map (Source: City of L.O.I.D. <https://loid.net/wp-content/uploads/2017/10/Large-High-Res-Copy.pdf>)



Existing Policy Direction:

- [2022 Downtown Lewiston Infrastructure Scoping Study](#): The Downtown Lewiston Infrastructure Scoping Study was implemented to assess the existing master plans, studies, and GIS data in order to develop a comprehensive infrastructure improvement plan for the Downtown area. Existing studies have focused on single sections of the infrastructure system and the comprehensive improvement plan aims to focus on the system in its entirety.
- [2021 Updated Stormwater Master Plan](#): The Stormwater Master Plan update was implemented to access the current Stormwater Master Plan, its scope, and provisions needed to be made in order to improve stormwater drainage in the City of Lewiston. Specific goals of the Stormwater Master Plan include: To provide storm drainage layouts for areas with little or no storm drainage; To provide tools to identify and inform capital projects, development, local improvement districts, and system operation; To provide preliminary assessments of the existing system capacities to target priority locations for analysis or remediation; To provide a general understanding of the operation and maintenance needs of the stormwater system.
- [2019 Water System Facility Plan](#): The Water System Facility Plan was implemented to assess existing facilities, demand projection, and identify infrastructure upgrades and additions to the aging water infrastructure in the City of Lewiston, Idaho. The plan is a 20-year Master Planning document that aims to revitalize existing water infrastructure within three operational groups: surface water and groundwater supply, transmission and distribution, and water storage.
- [2018 Wastewater System Master Plan](#): 2019 Water System Facility Plan: The Water System Facility Plan was implemented to assess existing facilities, demand projection, and identify infrastructure upgrades and additions to the aging water infrastructure in the City of Lewiston, Idaho. The plan is a 20-year Master Planning document that



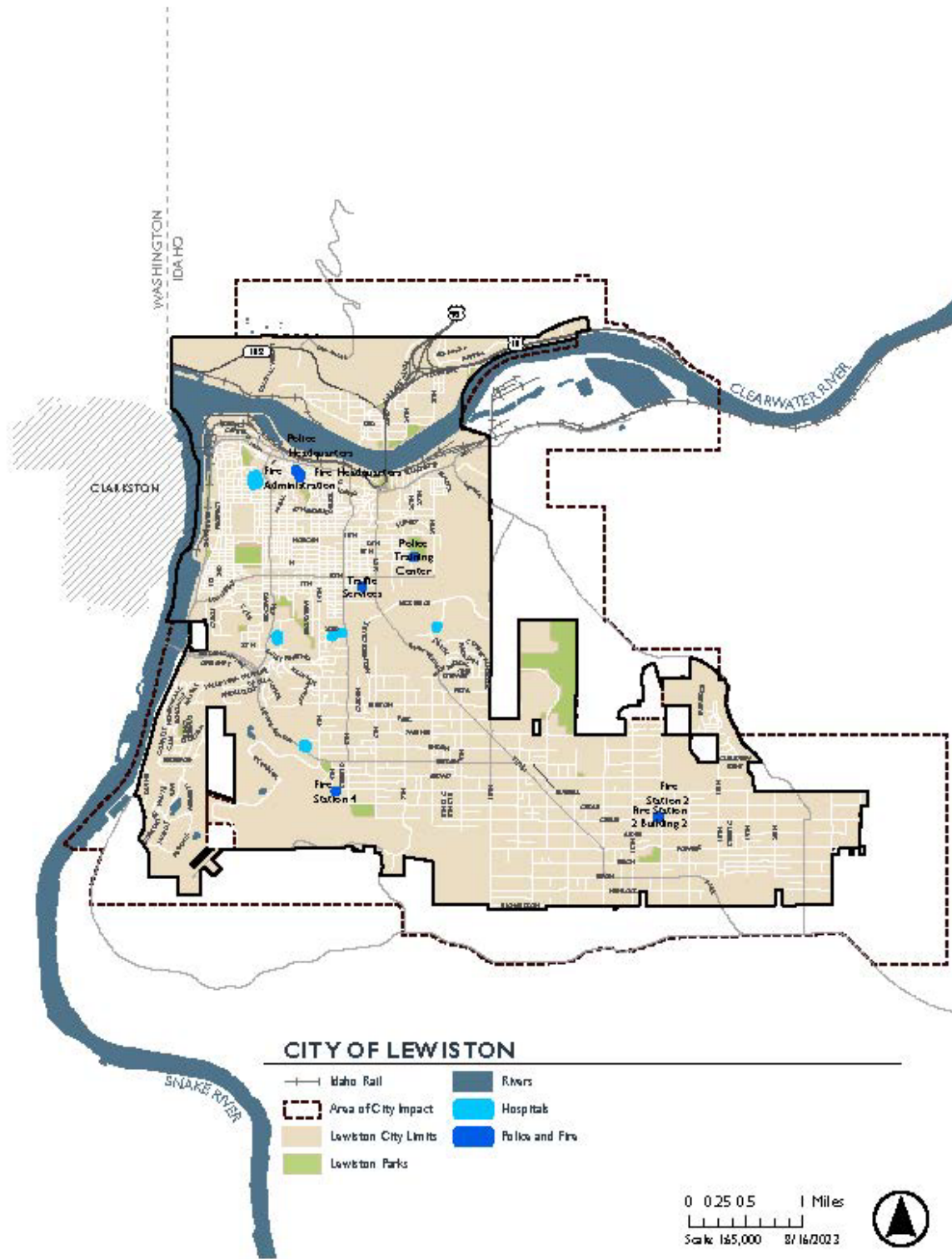
aims to revitalize existing water infrastructure within three operational groups: surface water and groundwater supply, transmission and distribution, and water storage.

PUBLIC SAFETY

Public safety is an essential component of what makes a community thrive. The section highlights the health and safety facilities available in Lewiston. Access to healthcare as well as a sense of safety were frequently cited by community members about things they loved about Lewiston in early public engagement.



Figure 3.10 Public Safety Facilities Map





Healthcare

Lewiston serves as a regional hub for healthcare services. St. Joseph Regional Medical Center Hospital is the largest hospital facility in the Lewis Clark Valley. Lewiston provides most medical services, with only the most complex cases referred to larger hospital facilities in Spokane. Lewiston also offers over a dozen clinics in addition to the Hospital as well as many pharmacy retailers throughout the city. Clinics include the following:

- Mountain View Health PLLC
- St. Joseph Clinic
- St. Joseph Regional Medical Center - Student Health Services
- St. Joseph Coumadin Clinic
- Lewiston Medical Center
- Tri-State Convenient Care Clinic - Lewiston
- Tri-State Family Practice Lewiston
- Sterling Urgent Care
- Tri-State Clearwater Medical Clinic
- Catalyst Medical Group
- CHAS Lewis & Clark Medical Clinic
- Snake River Community Clinic

Police

Lewiston Police provide police services to Lewiston. They operate two police facilities including a training facility at 2419 16th Avenue. The department also offers a number of public safety programs including:

- Ride-Along Program
- National Night Out Event
- Project Childsafe
- Bicycle Rodeo
- Animal Control
- Code Enforcement
- School Resource Officers
- COPS Downtown Officers

The police department reports crime statistics monthly on the City's website, and as shown in Figure 3.4



Fire

The City of Lewiston operates three existing fire stations in the City. The Lewiston Fire Department Fire Station Analysis recommends replacing Station 4 with a new facility in the near future, possibly located near the intersection of Burrell Street and 5th Street. These stations provide emergency fire and EMS services to Lewiston. The Fire Department also provides several additional programs including:

- CPR and First Aid Classes,
- Home Safety Checklist,
- Fire and Life Safety Education,
- Community Smoke Alarm Program,
- Juvenile Firesetter Counseling,
- Fire Prevention Week, EMS Week,
- Internal Quality Improvement,
- Ice and Cold-Water Rescue,
- External Physician Quality Assurance Program,
- Blood Pressure Monitoring,
- Emergency Medical Dispatch (EMD),
- Emergency Medical Information Cards and
- Know When to Call 911 Campaign.

Lewiston is also home to the Nez Perce County Fire Department at 1314 F St. which provides services to unincorporated areas of the County.

a. Opportunities Moving Forward

- Ensure Lewiston continues to be a regional medical destination by working with St. Joseph's Regional Medical Center to continue to grow and expand. .
- Build additional police and fire facilities as the community grows.
- Ensure a supply of healthcare workers by continued investment in developing training programs for healthcare workers.

SCHOOLS

Lewiston is home to a variety of public and private educational facilities. K-12 Public schools are managed by the Lewiston Independent School District No. 1 (ISD1) and operates 7 elementary schools, 2 middle schools, and 1 high school inside city limits with another just outside of Lewiston.

Lewiston is also home to Lewis-Clark State College (LCSC), which anchors the City's higher education access. In addition LSSC also operates a separate campus for the Schweitzer Career and Technical Education Center where more job focused skills and training are offered. Other regional options for higher education include Walla Walla Community College in Clarkston, University of Idaho in Moscow, and Washington State University in Pullman, all less than 40 miles away.

Figure 3.11. City of Lewiston Crime Statistics, May 2023





Figure 3.12 Lewiston Key School Numbers

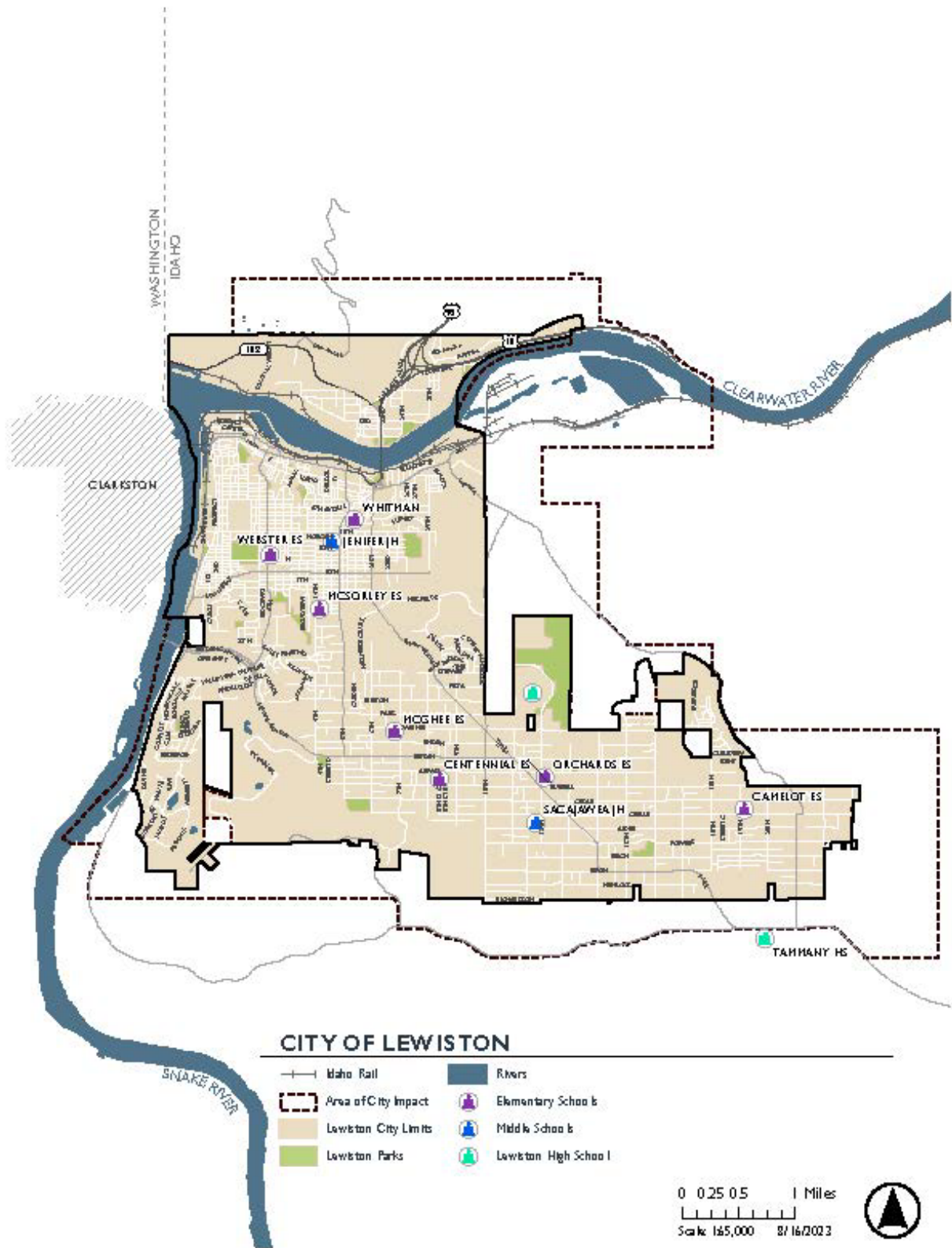
Lewiston is home to 7 elementary schools, 2 junior high schools, and 2 high schools currently.



Lewis-Clark State College was founded in 1893 and has an enrollment of 3,856 undergraduate students in 2020²⁹

Figure 3.13. Lewiston, Idaho Public k-12 Schools [Lewiston, ID Elementary Schools, Education | Lewiston, ID \(cityoflewiston.org\)](https://www.cityoflewiston.org/education/), [Best Lewiston, ID Public Preschools \(2023\) - PublicSchoolReview.com](https://www.publicschoolreview.com/idaho/lewiston/middle), <https://www.publicschoolreview.com/idaho/lewiston/middle>

²⁹ <https://www.lcsc.edu/news/2020/10/20/enrollment-climbs-to-third-highest-in-school-history>





b. Opportunities Moving Forward

Ensure Lewiston is a desirable place for families with children of school age through access to good education options.

Make additional investments in technical skills and education linked to workforce needs to strengthen economic capabilities and offer opportunity for young residents to stay and develop their career in Lewiston.

SUSTAINABILITY

RESILIENCY FOR CLIMATE CHANGE, MITIGATION, AND ADAPTATION

Overview

Climate change is a current and ongoing issue that city officials, planners, and residents have become more aware of. While natural hazards have always existed, climate change impact can make these hazards more extreme by intensifying drought, flooding, and wildfire events. While Lewiston enjoys a relatively mild climate and flooding protections from the levees, climate change will impact Lewiston in the future.

The EPA cites rising carbon emission as a leading factor in the likelihood that the region will warm between 3 and 10 degrees Fahrenheit by the end of the century, resulting in dryer summers, wetter spring and fall seasons, and more rain in winter with snow becoming less frequent.³⁰ This increases the frequency and severity of wildfires in the region which can have significant impacts on air quality. With snow becoming less frequent the risk of flooding events is also increased. This may also result in larger swings in temperature between daytime highs and nighttime lows. These changes will have an impact on major economic sectors including agriculture, energy, forests, health, recreation and tourism, as well as infrastructure.³¹

Figure 4.1. Observed and Projected Temperature Changes in Idaho (Source: EPA <https://statesummaries.ncics.org/chapter/id/>)

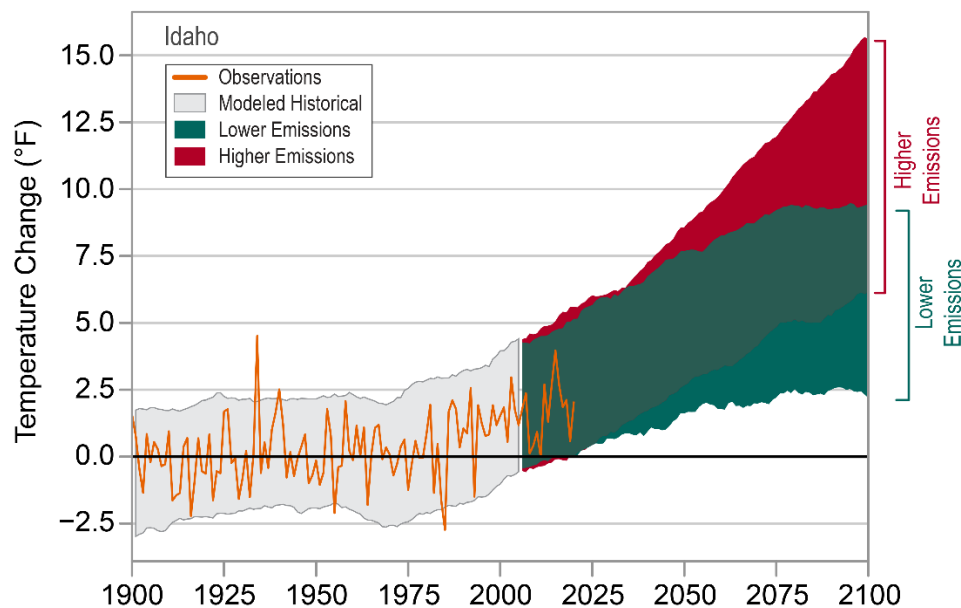
³⁰ NOAA National Centers For Environmental Information State Summaries, Idaho (2022)

<https://statesummaries.ncics.org/chapter/id/>

³¹ Idaho Climate-Economy Impacts Assessment (2021) <https://www.uidaho.edu/president/direct-reports/mcclure-center/iceia>



Observed and Projected Temperature Change



Existing Policy Direction:

- **Lewiston Community Development Consolidated Action Plan (2018-2022)** Assess the increased risk to natural hazards as a result of climate change.
- **The Lower Granite Lock and Dam Master Plan (2018)** The plan discusses climate change and how vegetation and habitat displacement are a likely outcome. The plan discusses actions around preserving wildlife and recreation by maintaining access to recreation and managing habitat via native vegetation.

a. Opportunities Moving Forward

Update city goals, practices, and standards to address the topic of climate change.

Review and update regulations to allow adaptive solutions for climate needs such as landscaping for drought and reducing urban heat islands.

Participate in community wide events for climate change mitigation and adaptation to help educate residents about the importance of the issue.

URBAN FOREST

Overview

Lewiston's neighborhoods are home to many large and beautiful street trees. Urban forests enhance local resilience against climate change and contributes to the creation of desirable places to live. Trees provide many benefits, both physically and mentally including mitigating urban heat islands and improving air quality.



Figure 4.2. Trees in Normal Hill in early spring 2023



Current Policy Direction

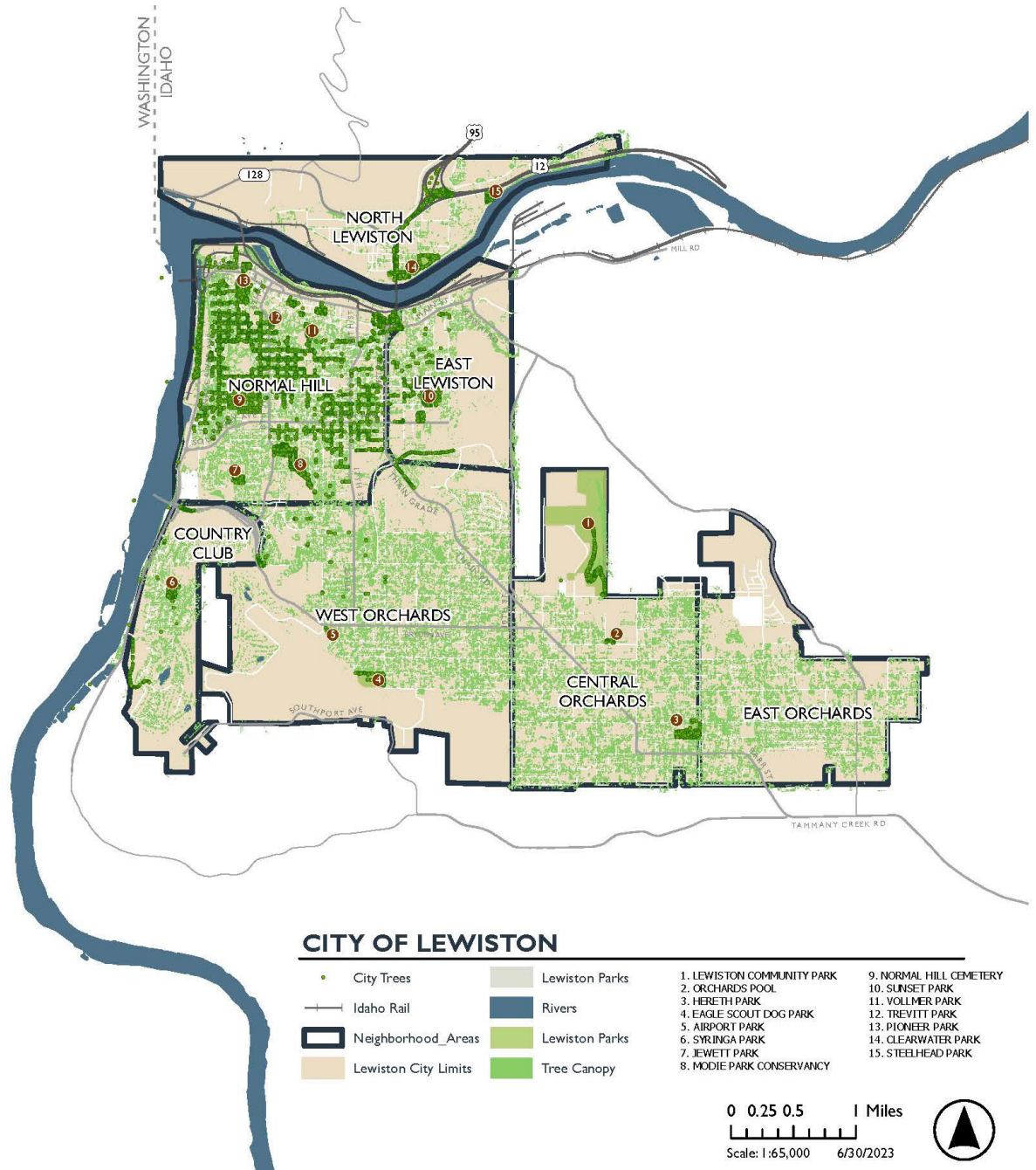
Lewiston Urban Forestry Program The Urban Forestry Program cares and maintains over 3,000 trees in parks and rights-of-way in Lewiston. It is administered by a Urban Forester employed by the City. The program requires permits for planting, pruning, or removing trees within the City right of way in order to help to maintain the urban tree canopy. The City offers a tree selection guide with recommendations for general planting and preferred street trees.

Tree City USA. Lewiston has been a Tree City USA for 34 years through the Arbor Day Foundation. This designation means that Lewiston has a tree board (Urban Forestry and Cemetery Commission), celebrates arbor day annually, has a tree ordinance, and spends at least \$2 per capita on urban forestry

The Idaho Department of Lands. The Idaho Department of Lands provides expertise and educational opportunities for residents and communities in order to help aid Idaho's urban forestry. In addition to workshops held throughout Idaho, they offer scholarships for the Municipal Foresters Institute to help train city officials.



Figure 4.3 Tree Canopy Coverage



Key Data and Trends

1. Lewiston's urban tree canopy covers approximately 8% of the total land area with city limits.
2. The oldest and most historic areas of the city including main street and Normal hill have Lewiston's most substantial tree cover.
3. Residential Areas such as the Orchards and the Country Club areas also contain tree canopy albeit less densely than the older areas of the city.



4. The least canopy coverage is in the airport area where trees are prohibited followed by other industrial areas such as the port and agricultural fields.
5. Lewiston's cemetery also serves the community as an arboretum.

Opportunities Moving Forward:

- a. The majority of Lewiston's tree canopy is located in residential areas. Additional incentives, education, and planting events may encourage residents to plant and maintain trees on their properties.
- b. Revisit commercial development requirements to ensure that required tree coverage is adequate for surface parking lots and consider incentives for property owners to incorporate trees into existing surface parking areas with little to no tree coverage.
- c. Continue to participate in municipal programs such as Tree City USA and exceed baseline funding requirements in order to continue to build the tree canopy in areas with less tree coverage.

ENVISION LEWISTON 2044

EXPLORE OUR PAST, ENGAGE OUR PRESENT, BUILD OUR FUTURE





ENVISION LEWISTON 2044

EXPLORE OUR PAST, ENGAGE OUR PRESENT, BUILD OUR FUTURE

APPENDIX D HEALTH CONDITIONS ASSESSMENT

DRAFT MAY 2024

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Chapter 1 Context

Introduction

A person's living conditions, home, and neighborhood have profound effects on their overall health. Health is a complex state of being that describes a multitude of elements that comprise basic human needs for living. Health is not just about health care or avoiding chronic diseases such as cancer or heart disease. Simply put, it is one thing to live and another to live well.

Due to the complex understanding of health, in combination with growing needs and pressures to address community needs, Lewiston is undertaking a Healthy Conditions Assessment as part of Lewiston 2044. Such an approach fosters better understanding of conditions and trends, allows for broader and relatable community conversations, and informs how the city will invest time, energy, and funding.

The goal of including the extra analysis is to understand the unique population challenges at the neighborhood level and identify various health informed strategies to improve conditions and the lives of residents by accentuating positive features of the built environment and ensuring negative influences are prohibited or mitigated. Completing this process allows the City to better know where issues exist, what those issues are, and how to address them and help improve housing and neighborhood conditions, which will ultimately mean the lives of citizens.

The Healthy Conditions Assessment (HCA) process examines the relationship between information and data, how it represents people, and how it relates to the built environment conditions in which they live. To determine these relationships over 30 data sets are applied covering a multitude of health-related topics. This comprehensive approach has been used to assist other Idaho cities in delving deeper into public health at a more localized level—the Census tract in this instance. The HCA allows cities to take an honest look at themselves, capture the local perspectives, and make determinations as to how best to move forward and tackle the conditions confronting area residents.

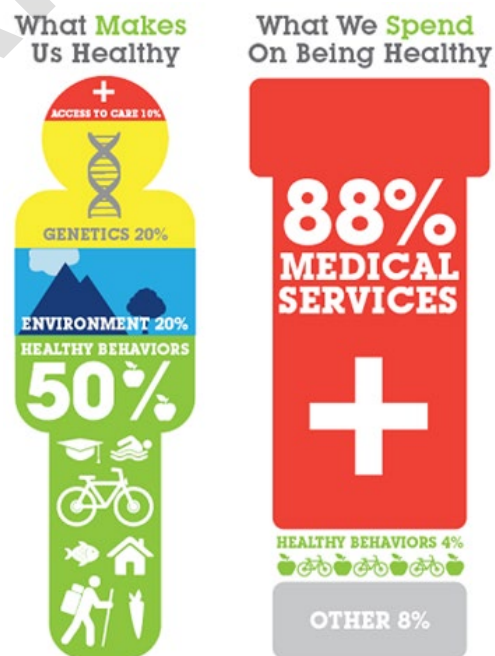
A Healthy Lewiston

A person's home and geography are the most important of health factors and Lewiston's residents are not immune to the conclusions reached by countless research definitively proving this correlation. If a home is secure, comfortable, free of toxic substances or conditions, provides the necessities of living, then its occupants will likely be experiencing a life with many indications of positive health. Beyond the actual home, another layer of overall health exists when the surrounding neighborhood is considered through a lens of how it influences a person's behaviors. If a neighborhood is largely free from crime, considered peaceful, is near goods and services, fosters interaction with neighbors, and has natural features that tap into a basic human need, then it generally delivers the fundamental elements we associate with having a high "quality of life."

This is challenging in a social and political context. Our perspective on what makes us healthy and how we invest our resources in pursuit of overall health is disconnected, as Figure 1-1 shows. Despite increases in spending in community-based interventions, built environment strategies, access to preventive care and more, our nation continues to spend a vast majority of its funds and energy on medical services. Such an approach means we collectively treat the effects and not the causes.

To illustrate, we are a society willing to spend money on medication and personal treatment for a person who has been inactive and sedentary. We are much less willing to spend on improving our nearby park spaces, trail systems, street environment, and recreational outlets to make being physically active not only more available, but also more appealing and likely.

Figure 1-1 The financing of Health in America

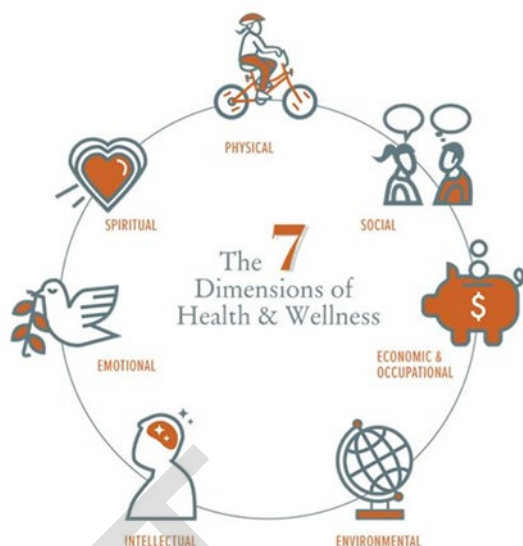


Health is Multi-Dimensional

The dimensions of health range from connecting with other people emotionally and spiritually, to having a strong financial and vocational base resulting in economic health (Figure 1-2). It is important that not only each of the dimensions of health are understood and optimized, but also that they are strongly intertwined with each other. This is especially true while we are in our homes, neighborhoods, or other places we value and patronize. Once a thorough understanding is gained regarding the current living conditions of Lewiston residents, a multitude of decisions, interventions, policies, and strategies can be made to impact people's lives further positively.

In some cases, this means the City itself can take actions that could bolster critical missing elements to certain neighborhoods in need. In other instances, partners may be better positioned to implement improvements. Still in other cases, preventing a neighborhood from falling into a state of need is most important.

Figure 1-2 Seven Dimensions of Health & Wellness



Getting Upstream

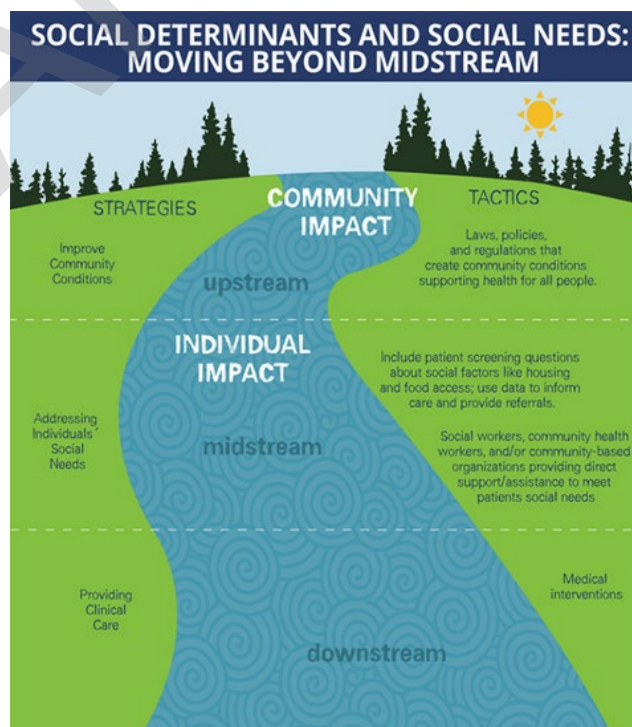
Another major tenet of the HCA approach is to recognize the potential result of interventions. For decades, organizations focused largely on the individual level, conducting one on one consultation, addressing one property at a time, and directing messaging campaigns hoping that people make better and more informed decisions as individuals.

In recent years, this process has been reviewed and researched. The conclusions are that such tactics have limited influence over the collective health of populations. Instead, more significant changes can be had by moving up the decision-making chain and into community policy, design, system changes, and other more impactful elements of society. The notion of "community impact" has been described as "going upstream."

This means getting ahead of disease and chronic illness before they must be treated in a healthcare setting (Figure 1-3). Such a paradigm shift takes time to implement as many organizations and entities have been established to intervene at the individual level rather than at the community level. The City understands the varying models and is proactively changing their approach to planning discussions.

This assessment is intended to not only illustrate conditions, but highlight local perspectives, identify meaningful approaches to community planning and conditions surrounding the built environment, and should be used by community partners to help determine actions they too can take to continue to make Lewiston one of the most desired places to live.

Figure 1-3 Social Determinants of Health Intervention Model



Health Determinants

The Centers for Disease Control and Prevention (CDC) states “conditions in the places where people live, learn, work, and play affect a wide range of health risks and outcomes.” These are commonly referred to as health determinants, or social determinants of health. Human factors such as poverty, access to healthy foods, safe neighborhoods, and education are strong predictors of health.

This led to a common refrain that one’s zip code is more of determinant of health over a lifetime than someone’s genetic code. This HCA deviates from that philosophy and rather than examining population health in Lewiston’s one zip code, it examines population health through the eight Census tracts contained wholly or in part within city limits.

Plan Review

Transportation Plan

The [Lewiston Transportation Plan](#) was adopted in 2020. The thorough plan includes an analysis of existing conditions from the perspective of drivers, transit users, walkers, and bicyclists. The Plan includes an analysis of crashes, congestion, missing sidewalks, and a forecast of population and employment changes influencing future transportation activities.

The health relationship with the Plan is extensive. Directly, physical and economic health are addressed though indirectly, numerous others apply.

Specific goals, objectives, and strategies relating to the health connection include some of the following:

Goal 1. Maintain and promote a safe transportation system for all users

Objective 1.1 Reduce crash rates for all modes

Objective 1.2 Promote safer alternatives

Goal 2. Improve livability while addressing the needs of all transportation modes

Objective 2.2 Enhance transit access and service

Objective 2.3 Provide a non-motorized transportation system that includes options for all users and abilities

Goal 3 Encourage economic growth and vitality

Objective 3.1 Facilitate the efficient movement of good to, from, and through the City

Objective 3.4 Coordinate projects with other departments to maximize public investment

Crashes are a direct and constant threat to roadway users of all types and thus a public health concern. Not only do crashes often result in bodily injuries, but they also sometimes end in death. The transportation plan includes much discussion around the crash issue by not only addressing facility improvements and appropriate contextual street treatments, but also through illustrative exhibits like citywide maps depicting where crashes are occurring by corridor and intersection. The crash data demonstrates a clear trend for the most crashes and of highest severity on a limited number of corridors. The corridors are subsequently identified for treatments to improve safety and reduce crashes.

Finally, the plan identifies numerous projects for inclusion in the Capital Improvement Plan (CIP). The CIP includes projects addressing public health for the most vulnerable roadway users, walkers and bicyclists. The types of projects included in the CIP give better awareness, provide more distance or buffer from moving vehicles, and improve the crossing of roadways by slowing or stopping traffic.

Figure 1-4. Lewiston Transportation Plan

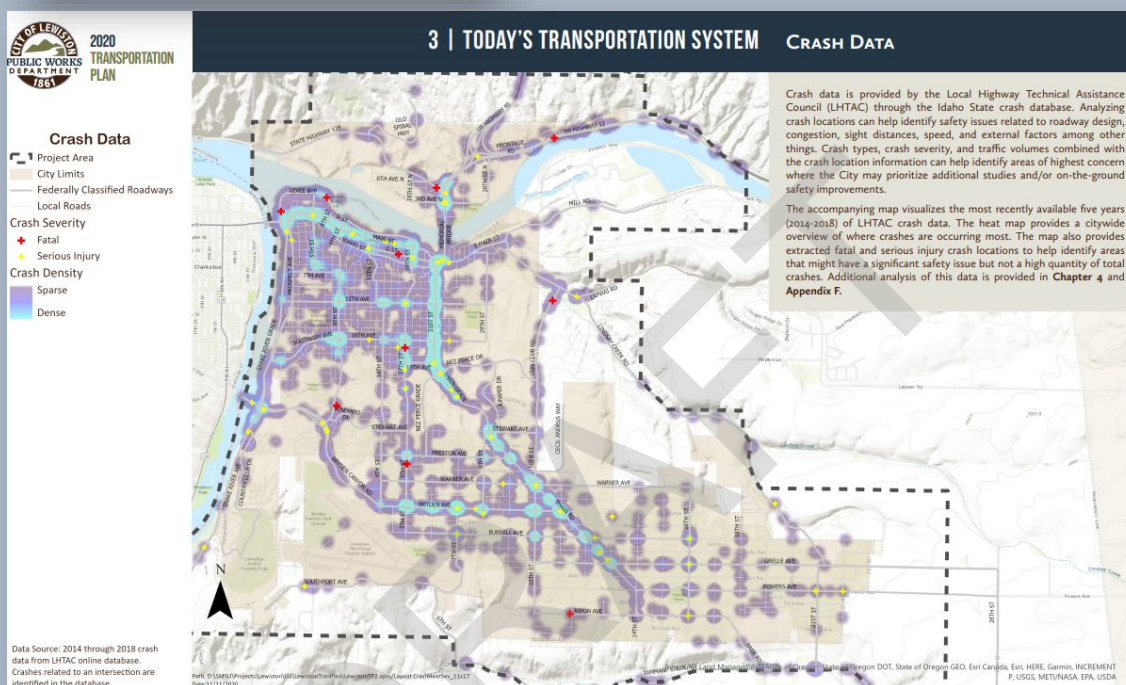


- GOAL 1** MAINTAIN AND PROMOTE A SAFE TRANSPORTATION SYSTEM FOR ALL USERS
- GOAL 2** IMPROVE LIVABILITY WHILE ADDRESSING THE NEEDS OF ALL TRANSPORTATION MODES
- GOAL 3** ENCOURAGE ECONOMIC GROWTH AND VITALITY
- GOAL 4** ATTAIN BUY-IN AND CONSENSUS FROM THE COMMUNITY AND STAKEHOLDERS
- GOAL 5** DEVELOP PARTNERSHIPS AND LEVERAGE FUNDING OPPORTUNITIES

Lewiston Transportation Plan

(Left) The overarching goals of the transportation plan which relate to many elements of health and wellness. (Below) Lewiston roadway crash map depicting problematic corridors and intersections. (Bottom) Capital Improvement Plan project recommendations, most of which address the safety needs of Lewiston's most vulnerable road users.

Figure 1-5. Excerpts from the Lewiston Transportation Plan



New 2020 Capital Projects



Roadway-Focused Projects

Corridors

- 7th St, Bryden Ave to Burrell Ave – Upgrade to a collector
- 18th St/Ripon Ave, Pioneer Dr to Barr Rd – Upgrade to collector
- 17th St, Vineyard Dr to Stewart Ave – Widen to add a two-way center left-turn lane

Intersections

- 16th Ave / 14th St Intersection – Roundabout (change from suggested signalization in the past)
- 14th St / Ripon Ave Intersections – Add stop bars to the stop-controlled approaches of the four-legged intersection portion
- 16th St / Powers Ave Intersection – Install a Combination Horizontal Alignment/Intersection sign in advance of each approach of Powers Ave
- Thain Rd / Warner Ave Intersection – Convert into a 1/4 movement intersection
- Bryden Canyon Rd / Snake River Ave On/Off Ramps Intersection – Signalize, possible westbound advanced warning sign



Bicycle-Focused Projects

Signed/Striped Bicycle Routes

- Preston Ave, Bryden Canyon Rd sidepath to 4th St
- 4th St, Bryden Ave to O'Connor Rd
- 23rd Ave, 14th St to 17th St
- 25th Ave/Vineyard Ave, 8th St to 21st Ave
- 21st Ave, 8th St to Modie Park Trail
- 13th St, Main St to Idaho St
- 15th Ave, 5th St to Prospect Ave
- F St, 13th St to Lewiston Community Center
- 1st Ave N/24th St N, E 22nd St N to 3rd Ave N
- 10th St, 18th Ave to Gateway Dr

Bike Boulevards

- 4th St, Bryden Ave to Linden Ave
- 13th Ave, 14th St to 17th St
- 20th St, 8th Ave to 9th Ave

Bike Lanes - Traditional

- Vineyard Dr, 27th Ave to 17th St
- 8th Ave, 20th St to 24th St
- Snake River Ave, path at Snake River Ave/Levee Bypass Intersection to Snake River Grade (northbound only)
- Bryden Canyon Rd ramps to/from 8th St, stripe through intersections
- Warner Ave Extension (when built), 16th St to Lindsay Creek Rd

Bike Lanes - Protected

- 17th St, Idaho St to 11th Ave (as part of a road diet converting 17th St to 3-lane cross-section with two-way center left-turn lane)

Shared Use Path

- Bryden Canyon Rd sidepath, connection to Preston Ave
- 17th St, 18th Ave to 19th Ave; 19th Ave, 15th St to 17th St (on south side of street); and 15th St, 19th Ave to 21st Ave
- 17th St, 11th Ave to 13th Ave
- 20th St N, Clearwater River Trail to 3rd Ave N
- E 22nd St N, 1st Ave N to Clearwater River Trail



Pedestrian-Focused Projects

Along roadways within the City Limits, add sidewalks within a 1/2 mile radius of the public elementary, middle, and high school as well as Lewis-Clark State College. **Chapter 4** maps these missing sidewalk sections within a 1/2 mile radius of each school.



Transit-Focused Projects

Although transit has been documented within this Plan, no analysis was conducted to develop new transit-focused capital projects. However, transit was used as an input into analyzing the needs of other modes. Additionally, past plans have called for the pursuit of additional funding to expand service hours (including full weekend service) and frequency, which this Plan supports but has not added to the Transportation CIP.



Freight-Focused Projects

Freight-related capital needs were not analyzed with this Plan.

Downtown Master Plan

The 2019 [Downtown Master Plan](#) document captures the existing conditions and future desires of downtown Lewiston and the Greater Downtown. The Plan is divided into seven "key actions" with six applying to public health goals: Waterfront Activation, Residential Opportunities, Arts & Culture, Circulation, Infrastructure, and the Twin City Foods Site.

Waterfront Activation- Through a series of strategies to attract residents and get them moving by walking or bicycling, the Waterfront activation goal addresses many expressed community desires to recreate with views of a natural setting.

Residential Opportunities- Economic health is largely addressed in the key action through the pursuits of housing type options and housing affordability. The objective is to attract development appropriate for downtown and give residents options from higher density multi-family units to infill condo products.

Arts & Culture- Social and spiritual health are addressed in the plan through opportunities with arts & culture. The downtown plan aims to promote and attract new culturally appealing opportunities by implementing a wide swath of art-based programming, and by building new or refurbishing existing venues for performances and events to readily offer valuable performances.

Circulation- Physical health is again targeted by the improvements found in the circulation section. Most of the recommendations center on the safety of walkers and bicyclists throughout the greater Downtown through the construction of new sidewalks, dedicated protected bicycle spaces, and the reconstruction of stairways. Additionally, a recognition that one-way streets are less than ideal for non-motorized uses is included along with a discussion on potential alterations to one-way segments.

Infrastructure- Various forms of health are addressed in the infrastructure section but one, intellectual health, is gained through the inclusion of upgraded dark fiber connections. While clean water and proper sewer facilities are paramount for other forms of health, fiber delivers information in a timely fashion and allows people to consume information quickly and seamlessly, without having to relocate to a separate facility such as a school or library.

Twin City Foods Site- The massive waterfront site known as Twin City Foods is ripe for redevelopment. The plan addresses all aspects of health through the vision of what the site can be with investment. The rare opportunity is seen as being a hub of all sorts of housing options, economic outlets, social and physical gathering places, and a preservation of open spaces to ensure environmental health access for residents and visitors.

Lewiston Strategic Plan

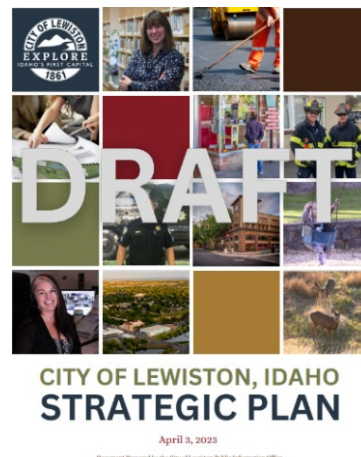
The City's [Strategic Plan](#) was informed over the course of three months from October 2018 to January 2019, but updated in April of 2023. The Plan is a specific targeted set of action steps intended to improve conditions in a number of areas related to community development and quality of life. Seven key topic areas are included:

1. City of Opportunity
2. Responsible Government
3. Citizen-Informed Leadership
4. Lifestyle and Neighborhoods
5. Creating Economic Opportunity
6. Maintaining a Safe Environment
7. Strengthening and Sustaining Our Community

Figure 1-6 Lewiston Downtown Master Plan



Figure 1-7 Lewiston Strategic Plan



Beyond the seven topic areas, specific objectives and strategies are called out under the numerous departments and divisions with the City of Lewiston. Many of the objectives and key strategies are relatable to the seven dimensions of health. A cursory assessment showing the relationships for illustrative purposes is included:

Figure 1-8 Lewiston Strategic Plan and Seven Dimension Relationships

Physical Health	Strategy
	<i>1-1-3 Make Lewiston Transit System More Convenient (Comm. Development)</i>
	<i>4-2-1 Identify the health and wellness needs of the department (Fire)</i>
	<i>1-2-1 Develop a capital replacement plan for equipment (Fire)</i>
Economic Health	Strategy
	<i>2-1-2 Identify obstacles, barriers, limitations related to housing construction and rehabilitation (Comm. Development)</i>
	<i>3-1-2 Promote reuse of vacant commercial/industrial building and land (Comm. Development)</i>
	<i>1-1-1 Competitive wages (Human Resources)</i>
Spiritual Health	Strategy
	<i>5-1-2 Increase employee engagement (Human Resources)</i>
	<i>1-2-1 Create and strengthen partnerships with local history organizations, educational entities, and the New Perce Tribe. (Library)</i>
	<i>1-2-2 Create programs to provide opportunities for culturally diverse experiences. (Library)</i>
Intellectual Health	Strategy
	<i>1-1-2 Imp. early literacy programs and training for families and childcare providers. (Library)</i>
	<i>1-1-5 Partner with state and regional organizations to provide a variety of educational programs. (Library)</i>
	<i>2-1-1 Increase acquisition of materials in all formats. (Library)</i>
Social Health	Strategy
	<i>1-1-3 Implement teen advisory groups. (Library)</i>
	<i>2-3-2 Engage civic and community groups and volunteers. (Library)</i>
	<i>7-1-1 Work with Community Members to Create Desired Programs. (Parks and Recreation)</i>
Environmental Health	Strategy
	<i>3-1-2 Develop an ongoing method of identifying needs for public facilities. (Parks)</i>
	<i>1-1-1 Create Site Plan for Community Park. (Parks and Recreation)</i>
Emotional Health	Strategy
	<i>1-1-6 Library, Establish an engaging volunteer program. (Library)</i>

Consolidated Plan and Annual Action Plan (Housing)

The [Consolidated Plan and Annual Action Plan](#) are housing-based efforts required by HUD in order for the City to receive housing based federal funding. The Plan is a combination of older housing data required to use by HUD, newer housing related data provided by the City, extensive public input, and a series of action steps defining how the City aims to make improvements in the community with initiatives identified through the process.

Housing, the neighborhoods where housing is located, and the goods, services, and outlets available to the neighborhood are all determinants of a healthy life. The variables surrounding these relationships touch all aspects of health, including those specifically identified in the Seven Dimensions of Health & Wellness model. Included below are a sample of comments from community stakeholders both directly and indirectly related to various health issues.

Figure 1-9 Lewiston Consolidated Action Plan

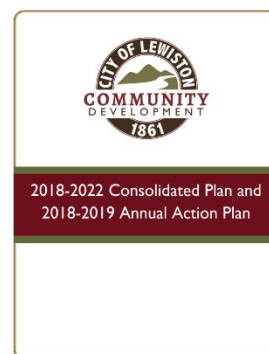


Figure 1-10 Health Related Elements within the Lewiston Consolidated Action Plan

Top 3 Housing Needs as per survey, workshops, and focus groups:

Affordable Housing/Homeless Needs

- Construction of new affordable housing units and family housing
- Section 8 voucher waiting list takes several years
- Section 8 voucher holders are losing their vouchers from not being able to find a rental unit
- Options for maternity/seniors to find community
- Rehab assistance needed for landlords so they can maintain affordable rental prices
- Access to homeless shelters and homelessness prevention

Public service needs

- Substance abuse / crime prevention
- Health and mental health services
- Youth services / programs

Community Development Needs

- General need for financial literacy skills, life skills, job training
- Needs for seniors: fall safety education, senior centers, meal programs, utility assistance, accessible bus with discounted rates, accessible locations
- Nicer or safer areas in Lewiston do not have transit stops
- Buses shut down at 6pm and many jobs let out employees late who can't use the bus system later at night
- Lack of daycare services
- Drivers are not always stopping for people which has impacted DV victims/people with disabilities who are wheelchair bound and too far from the nearest bus stop (drivers state they are not allowed to stop, etc.)
- Lack of job training; women who go on welfare have to find a job immediately but struggle to find one due to lack of skills from being in abusive relationships that didn't allow them to hold a job

Discrimination

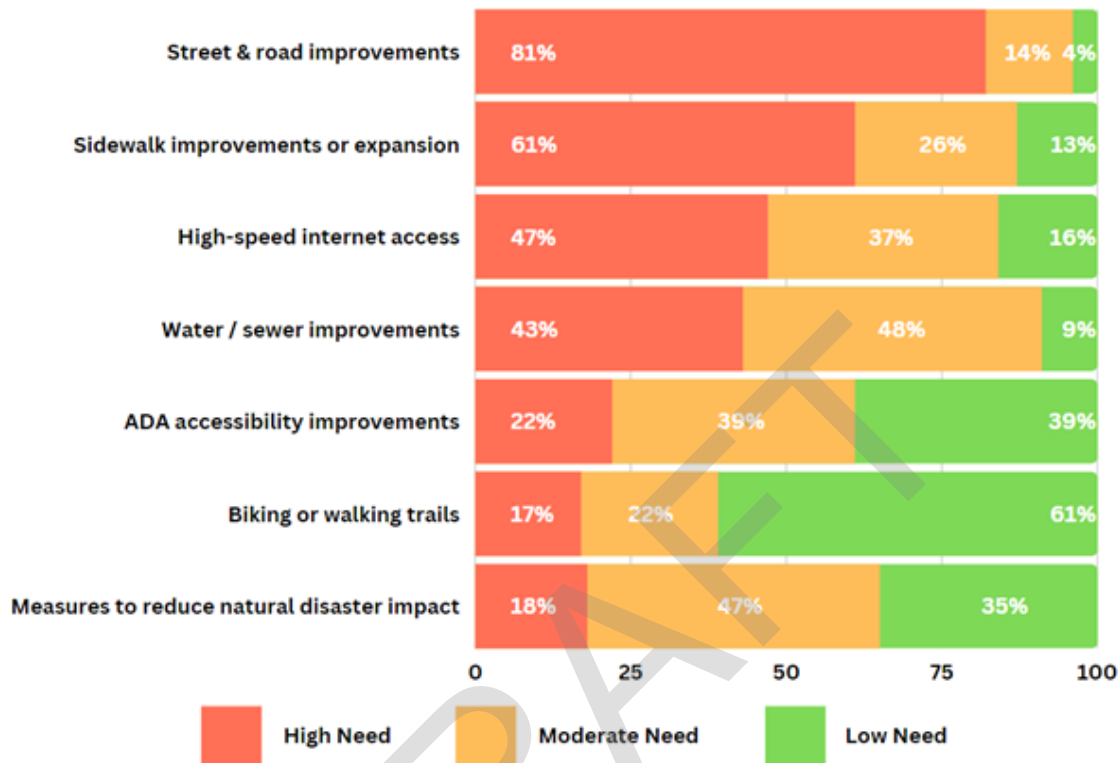
- Income discrimination (tenants need to make 3x the rent to qualify)
- Landlords prefer tenants without children or pets (barriers for DV victims who are fighting for custody or have emotional support animals/pets)
- DV victims often have limited income/poor credit histories because they were financially abused
- LGBTQ+ are discriminated against and have a difficult time finding rental units

Public Improvements

Participants in the housing surveys, workshops, focus meetings, and stakeholder meetings, were asked to identify and rank by order of importance the public infrastructure improvements needed in Lewiston. The list derived from the conversations ranged from street & road improvements to internet access and natural disaster reduction measures.

Highest ranking improvements centered on mobility needs to improve access to housing, jobs, and community services, social avenues, and more.

Figure 1-11 Housing Survey's Stakeholder Priorities



Action Plan Goals

Lastly, the annual action plan goals are included and further illustrate a relationship with health. Whether the emotional toll a stressful housing situation may have, the health results from exposure to a degraded built and natural environment condition, or the limitations and opportunities for improved economic health, many health elements are clear and present within the City's housing goals.

Goal 1: improve housing access and quality

Goal 2: provide housing and services for people experiencing or at-risk of homelessness

Goal 3: infrastructure and public facility improvements

Goal 4: public services

Goal 5: economic development and neighborhood revitalization

Community Engagement

Comprehensive Plan Interviews and Public Comments

As part of the Comprehensive Plan process, an extensive series of interviews were conducted with area stakeholders representing leadership, decision makers, numerous City partners, and area experts. The interviews focused on identifying Lewiston's assets, opportunities, and areas or population segments worth engaging in. Throughout the interviews, numerous references both directly and indirectly, were made to various aspects of health.

Assets

- Mild and exceptional climate
- Yearly weather pattern sought by many
- The people of Lewiston themselves, residents, workers, students
- The city is viewed as a "working town"
- A deep-water port that allows regional and national commerce
- Slow and consistent growth makes planning/forecasting easier
- The three higher education schools in the region
- The city is easy to navigate
- Growing tourism industry is bringing in new economic opportunities
- High access to water outlets including the rivers, lakes, and the levee
- Proximity of community assets is a strength

Opportunities and Needs

- Sexual assault victims need housing and job training/access
- Housing for disabled and homeless
- Warming center for homeless population
- Student housing units
- Increased social connection opportunities
- Senior centers and senior based locations are needed
- Health centers specifically for preventative health like gyms, public pools, places where people can go to do active activities.
- Higher share of retired people requires services and places of interest/activity
- Increase transportation options.
- Addressing the food desert environment in the Orchards
- A homogeneous population, lack of diversity
- Multifamily housing
- Parks in the Orchard neighborhoods
- Social services are not well distributed – concentrated downtown
- North Lewiston very isolated and without grocery outlets
- Need sidewalk repairs to existing sidewalks
- Downtown revitalization is in progress but slow

- Zoning code changes for more availability of manufactured homes

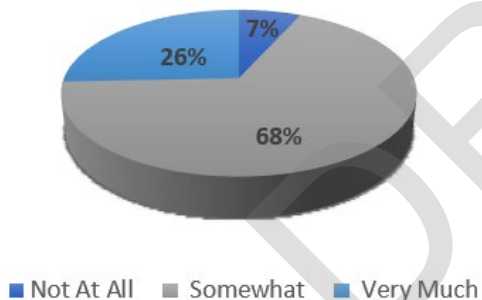
Threats

- Lewiston dependent on limited few major employers and threat of closing
- Utilities on Main St (1st -12th Street) need replacing
- Dated water infrastructure
- Substance abuse and poor mental health rates are high, need treatment resources
- Shopping opportunities are declining
- Local developers uninterested in building housing between 20+ units or single-family homes
- Neighborhood income segregation
- Limited sidewalks make walking environment unsafe

Community Questionnaire

A community questionnaire was created and distributed to Lewiston residents. The questionnaire included questions used to determine how residents feel about the types of content included in the comprehensive plan. The topics included housing, transportation, quality of life, economic opportunity and much more. Also included were a series of questions around the dimensions of health. The question asked was the same though the answers varied by topic. The question asked was: To what extent do you think Lewiston (its services and programs; housing and economic options; community cohesion; public spaces and recreation; etc.) supports the following health and wellbeing elements for you? Answers to each were as follows:

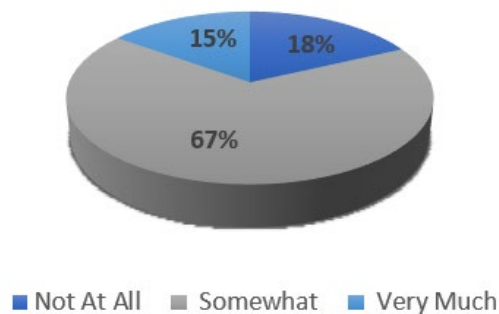
Physical Health



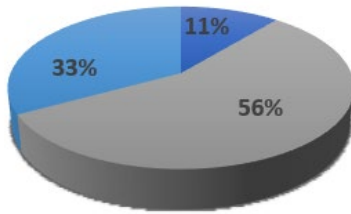
Physical Health – residents mostly felt access to physical health and healthy food outlets was average or “somewhat” addressed. The results track with many stakeholders describing a need for more parks, sidewalks, and related infrastructure.

Emotional Health – like physical health, most residents felt the access to emotional health outlets is being addressed “somewhat.” Stakeholders described the need for mental health assistance as a major need in the city.

Emotional Health



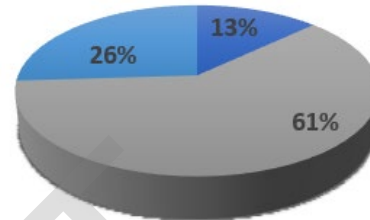
Spiritual Health



■ Not At All ■ Somewhat ■ Very Much

Spiritual Health – access to spiritual health outlets or having a strong spiritual foundation, scored higher according to the residents. Not always a religious discussion, personal morals and guiding principles comprise spiritual health as well.

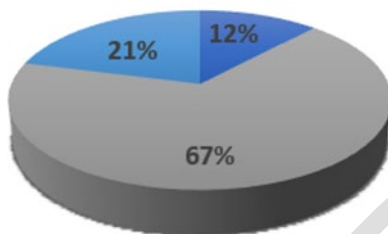
Intellectual Health



■ Not At All ■ Somewhat ■ Very Much

Intellectual Health - The ability to nurture and grow the mind via education, libraries, and cultural events is what largely comprises intellectual health. 87% of residents claimed access to such opportunities are either “somewhat” or “very much” addressed in Lewiston.

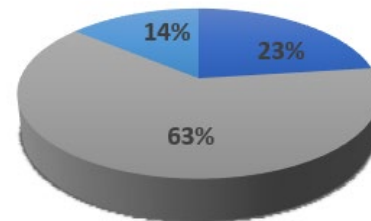
Social Health



■ Not At All ■ Somewhat ■ Very Much

Social Health - The ability to socialize and interact in a major need for people. “Somewhat” was again the majority (67%) of replies regarding how Lewiston meets the needs of residents.

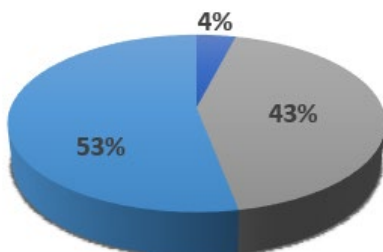
Housing & Economic Health



■ Not At All ■ Somewhat ■ Very Much

Housing & Economic Health - The highest percentage (23%) of “not at all” in the series of health objectives was given in the access to housing and economic opportunities. Quality, affordability, and employment satisfaction are among the variables in the category.

Environmental Health



■ Not At All ■ Somewhat ■ Very Much

Environmental Health - Unequivocally the highest response to “very much” attention given to any one category, was given to environmental health. Residents felt strongly that their access to nature is high and adequate.

Chapter 2 Healthy Conditions Assessment Analysis

Methodology

The Healthy Conditions Assessment or HCA process is used to attempt to gain deeper understanding as to the happenings and health related issues in Lewiston's neighborhoods. The HCA is meant to be a tool for policy makers to consider when thinking about the potential future of Lewiston-at a neighborhood level. To inform such decisions, data is collected for each Census tract. The tracts roughly align with the neighborhood locations people identify in Lewiston and are sources of significant information. Numerous data points are collected then cross compared and scored. If a data point is a strong social determinant of health, it is included in the analysis for scoring, though not every data source is scored. Scoring is simple as the tract, and its associated data points are given either three, two, one, or zero points. A data point is given three points if the tract is the highest or among the very highest compared with other tracts. Two points are given if the data is among the highest, but not the highest in the category and one point if the data is elevated beyond an average. Finally, no points are given if the data shows no major issue and the tract well below cause for concern.

To illustrate, if a tract has the lowest average household income among all tracts, it is given a score of three. If the tract is elevated but not among the highest, two points and if low, but not lowest, it will receive one point. And if the tract is at or above median household income, it would receive no points. At the conclusion, all points are totaled, and a percentage of the total possible points awarded is determined. The total percentages are ranked, and a tiered ranking between all tracts is given.

Figure 2-1 Social Determinants of Health HCA Factors, Descriptions, and Sources

Social Determinants of Health Factor	Description	Data Source
Demographics		
Median Age	The median age of all residents living within the tract.	Census/ACS
65 & Over Population	Percentage of the population over the age of 65.	Census/ACS
18 & Under Population	Percentage of the population under the age of 18.	Census/ACS
People with Disabilities	Percentage of population reporting having a disability.	Census/ACS
Race & Ethnicity	Percentage of population reporting as non-white and non-Hispanic/Latino.	Census/ACS
Life Expectancy	Average number of years one could expect to live residing in a the tract.	CDC
English as Second Language	Percentage of population reporting English as their second language.	Census/ACS
Income Below Poverty Level	Percentage of households that report having income at or below federally-define poverty level.	Census/ACS
High School Diploma or Less	Percentage of the adult population, age 18 or over, reporting achieved educational attainment of a high school diploma or less.	Census/ACS
Households Receiving Food Stamps/SNAP	Percentage of households reporting receiving benefits via Food Stamps/SNAP.	Census/ACS
Income Inequality	Index (-100 to +100) reflecting households with income at the extremes of the national income distribution (the top or bottom 20%)	Census/ACS
Unemployment-Annual, Neighborhood Level	Percentage of population >16 years who are unemployed but seeking work.	Census/ACS

Social Determinants of Health Factor	Description	Data Source
Uninsured	Percentage of population <64 years without health insurance.	Census/ACS
Housing Status		
Median Household Income	Average reported income of households.	Census/ACS
Average Household Size	Average number of people residing in a household.	Census/ACS
Median Rent	Calculated median rent based on self-reported monthly rent paid over past 12 months.	Census/ACS
Rent Cost Burdened	Percent of households paying greater than 30% of their income towards rental costs.	Census/ACS
Mortgage Cost Burdened	Percent of households paying greater than 30% of their income towards mortgage costs.	Census/ACS
Broadband Connection	Percentage of households with high-speed broadband internet connection.	Census/ACS
Park Access	Percentage of population living within a 10-minute walk of a green space.	ParkServe
Lead Exposure Risk Index	Index (1-10) reflecting poverty-adjusted risk of housing-based lead exposure.	Census/ACS
Walkability	Index (0-100) reflecting amenities accessible by walking as calculated by Walk Score.	Walk Score
Health-Specific Conditions		
Fair or Poor Health	Percent aged 18 or higher who report their general health status as "fair" or "poor."	CDC PLACES
Mental Health Not Good	Percent aged 18 or higher who report 14 or more days during the past 30 days during which their mental health was "not good."	CDC PLACES
Physical Health Not Good	Percent aged or higher who report 14 or more days during the past 30 days during which their physical health was "not good."	CDC PLACES
Lack of Health Insurance	Percent of respondents aged 18–64 years who report having no current health insurance coverage.	CDC PLACES
Prevalence of Annual Checkup	Percent aged 18 and higher who report or do not report having been to a doctor for a routine checkup (e.g., a general physical exam, not an exam for a specific injury, illness, condition) in the previous year.	CDC PLACES
Use of Preventive Health Services (Men >65)	Percent of men aged 65 or higher reporting having received all of the following: an influenza vaccination in the past year; a PPV ever; and either a fecal occult blood test (FOBT) within the past year, a sigmoidoscopy within the past 5 years and a FOBT within the past 3 years, or a colonoscopy within the past 10 years.	CDC PLACES
Use of Preventive Health Services (Women >65)	Percent of women aged 65 or higher reporting having received all of the following: an influenza vaccination in the past year; a pneumococcal vaccination (PPV) ever; either a fecal occult blood test (FOBT) within the past year, a sigmoidoscopy within the past 5	CDC PLACES

Social Determinants of Health Factor	Description	Data Source
	years and a FOBT within the past 3 years, or a colonoscopy within the previous 10 years; and a mammogram in the past 2 years.	
Obesity Among Adults	Percent aged 18 or higher whose calculated Body Mass Index indicates obesity.	CDC PLACES
Prevalence of Depression Among Adults	Percent aged 18 or higher who report having been told by a doctor, nurse, or other health professional that they had depressive disorder.	CDC PLACES
Current Asthma Among Adults	Percent aged 18 or higher who indicate they have been told by a doctor, nurse, or other health professional they have asthma.	CDC PLACES
Prevalence of High Blood Pressure Among Adults	Percent aged 18 or higher who report ever having been told by a doctor, nurse, or other health professional that they have high blood pressure.	CDC PLACES
Prevalence of Cancer (excl. skin cancer) Among Adults	Percent aged 18 or higher who report ever having been told by a doctor, nurse, or other health professional that they have any other types (besides skin) of cancer.	CDC PLACES
Smoking	Percentage of adults who report current smoking.	CDC PLACES

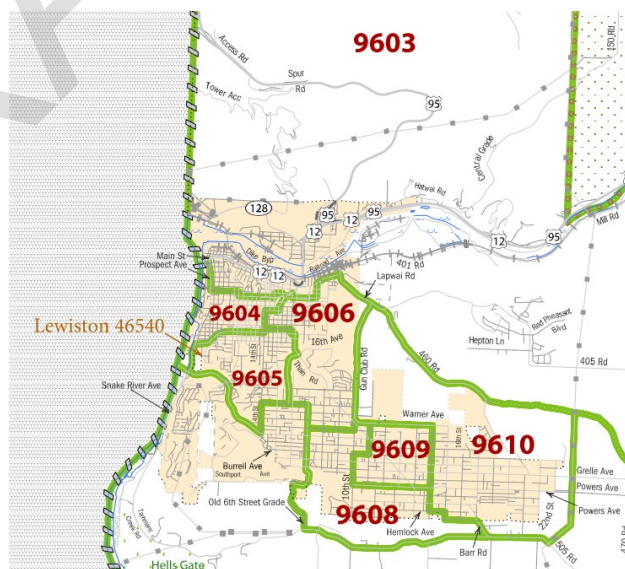
General HCA Observations

The HCA process revealed four Lewiston Census tracts with elevated health indicators which resulted in their inclusion in either top one- or two-tier status. The two tracts with the highest ranking cumulative poor health indicators are 9604 (56%) and 9606 (50%), followed by the second-tier tracts, 9603 (49%) and 9609 (37%). (A more detailed profile of each tract is included in the next section.) The top tier tracts share a commonality in that they form the mid-section of Signal Hill, but short of the downtown area.

The tracts were home to the first ring of development after downtown, include an older housing stock, include populations with lower than median household income, have elevated rates of housing cost burdened, and higher populations of residents with a disability, poor mental health days, and/or lower life expectancy. Several tracts depict an environment where residents are generally healthy with few indicators showing elevated concern among all peer tracts (9605, 9607, 9608, 9610). While data for the four neighborhoods show good conditions, it is important to continue to monitor the tracts over time and to address areas of improvement where necessary. While each tract may not have a cumulative higher score, there are individual data points worth considering for potential intervention.

Based on the outcomes of this analysis, Census tracts in Lewiston were identified in three tiers based on the overall prevalence of social determinants of health that would indicate concern:

Figure 2-2 Lewiston Census Tracts



- **Focus Area:** These tracts are of highest focus as they have a multitude of factors that indicate health concerns. From a planning perspective, these areas should be considered for more context-based public input as their socio-economic conditions and overall life circumstances would indicate they are less likely to have the time and ability to participate in traditional public involvement exercises. The City may consider Small Area Plans or focused subject matter plans (e.g. transportation, parks/open space, housing) for these areas to better understand the influences on the population and identify measures that can guard against displacement of the population. Identifying policies to mitigate factors such as air quality and water quality concerns, as well as housing costs and conditions, as well as school access, are also considerations. People living in these areas may be challenged to access food, employment, transportation, and health services due to both built environment conditions and overall living conditions.

- **Area of Concern:** These tracts do not have the same degree of challenges based on the indicators but there are notable challenges. For planning purposes, these neighborhoods may also be candidates for Small Area Plans and focused subject matter plans. They may also be candidates for more detailed on-the-ground analysis to determine if they are certain pockets of these tracts where the human environment conditions are more challenged than others, such as low-income housing areas. Neighborhood-level growth can have both a positive and negative influence on these areas, which could lead them to being future Focus Areas or Areas to Monitor. Decisions such as new employment, food outlets, and park/open space can influence these in a very localized manner.

- **Area to Monitor:** These tracts contain fewer indicators to suggest they there are overall challenging health conditions. Within Lewiston's context, they are also the most likely places where new development/annexations may occur. To keep health conditions as they are, decision-making related to new development can consider factors such as proximity of food and recreational outlets, schools, sidewalk connectivity, employment, and commercial services.

Social Determinants of Health: Census Tract Scoring Table

The table on the following page shows the scoring of Census tracts by the 35 Census tract-level data available for this analysis. Each factor could earn a maximum of 3 points and points were awarded based on how the individual factor rated against the median value for each category when compared to other tract-level factors in Lewiston.

The percentage of total possible points earned were used to differentiate between tracts defined as Focus Area (**RED**); Area of Concern (**ORANGE**); and Area to Monitor (**GREEN**).

Figure 2-3 HCA Scoring Map The map at right coincides with the scoring table depicted on the following page. Tracts of most concern include 9604, 9606, 9609, and 9603. Overall, remaining tracts have elevated individual data points but a lower comparative score.

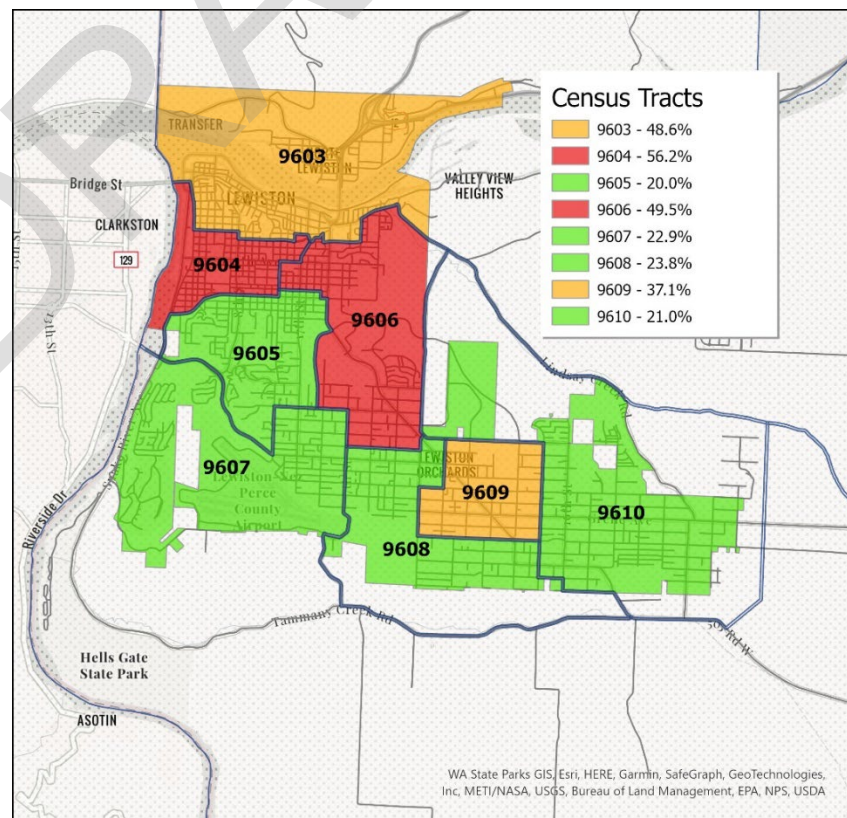


Figure 2-4 HCA Scoring Matrix

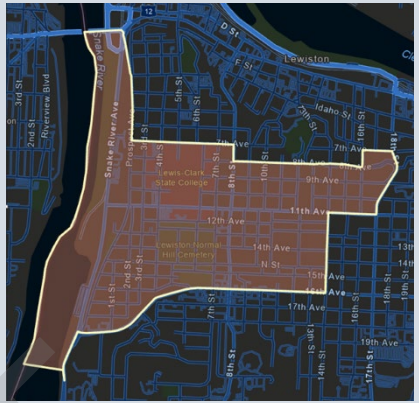
Census Tracts

Social Determinants of Health Factors	9603	9604	9605	9606	9607	9608	9609	9610
Total Points (out of 105; 3 per factor)	51	59	21	52	24	25	39	22
% of Total Possible Points	49%	56%	20%	50%	23%	24%	37%	21%
Median Age	0	0	0	0	1	2	3	2
65 & Over Population	0	0	1	2	0	1	3	0
18 & Under Population	2	0	0	1	2	0	0	1
People with Disabilities	0	2	0	3	1	1	0	0
Race & Ethnicity	2	2	0	0	0	0	0	3
Life Expectancy	2	0	0	2	0	0	3	1
English as Second Language	2	3	2	0	2	0	0	0
Income below Poverty Level	2	3	0	1	1	0	0	0
Median Household Income	2	3	0	3	0	0	2	0
Average Household Size	0	0	0	1	0	2	3	2
Median Rent	0	3	2	3	1	0	0	1
Rent Cost Burdened	0	0	0	3	3	0	1	2
Mortgage Cost Burdened	2	3	0	1	2	0	0	0
High School Diploma or Less	0	0	0	3	0	3	1	2
Households Receiving Food Stamps/SNAP	1	1	0	2	3	0	3	0
Fair or Poor Health	2	2	1	3	0	0	0	0
Mental Health Not Good	3	3	1	0	0	0	2	1
Physical Health Not Good	2	1	0	3	0	0	1	0
Lack of Health Insurance	3	2	1	1	0	1	1	0
Prevalence of Annual Checkup	3	2	1	0	0	1	1	2
Use of Preventive Health Svcs (Men >65)	2	3	1	1	0	0	0	0
Use of Preventive Health Svcs (Women >65)	1	1	2	3	0	0	0	0
Obesity Among Adults	3	3	0	1	1	2	2	2
Prevalence of Depression Among Adults	3	3	0	0	0	0	1	1

Census Tracts

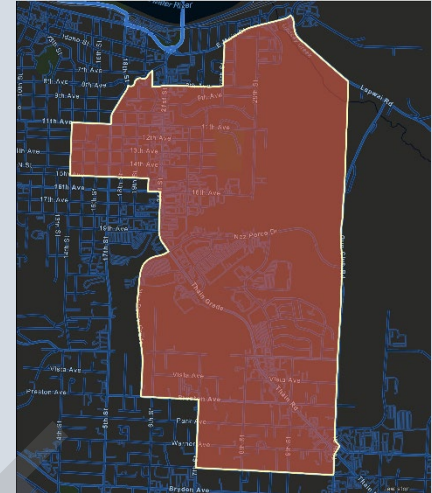
Social Determinants of Health Factors	9603	9604	9605	9606	9607	9608	9609	9610
Current Asthma Among Adults	3	3	1	2	0	0	2	0
Prevalence of High Blood Pressure - Adults	0	0	2	3	0	2	2	0
Prevalence of Cancer (excl. skin cancer) - Adults	0	0	3	3	1	1	2	0
Broadband Connection	2	2	0	3	1	0	1	0
Income Inequality	1	3	0	3	1	0	2	0
Unemployment/Annual Neighborhood Level	1	0	0	0	2	3	0	1
Park Access	0	0	3	0	0	2	3	1
Smoking	3	2	0	0	0	1	0	0
Lead Exposure Risk	2	3	0	1	0	0	0	0
Uninsured	1	3	0	0	0	0	0	1
Walkability	0	3	0	0	2	3	0	0

Tract Summaries

Tract 9604: HCA Score 56%	Status: Focus Area
	
Area Summary Most of tract 9604 is in the immediate south and east of Lewis-Clark State College with 8th Street and 11th Street in the geographic center. The neighborhood is a mix of students and single-family homeowners, with several houses functioning as multi-unit rentals. Median income is just above \$45,000 but owner-occupied housing makes up 93.6% of the housing stock. Elevated mortgage cost burdened rates, poor mental health days, depression rates, limited use of preventative services, and obesity rates, all show challenges among tract residents.	Elevated Health Indicators • Income, Income Inequality • Lack of Housing Diversity • Mortgage Burdened • Mental Health • Obesity and Depression Rates • Lead Exposure • Limited Walkability
Internal Influences (within tract): • Lewis-Clark State College • Kiwanis Park/Mountain Dew Skate Park • Webster Elementary School • Jenifer Middle School Proximate Influences (not within tract, but nearby) • St. Joseph Regional Medical Center • Downtown Lewiston • Trevitt Park & Vollmer Park • Shopping & Services in Clarkston	Planning Considerations • Student/Renter input • Parks/Riverfront access • Downtown access • Housing stability • Food access • Sidewalk connections & accessibility • Transit access to Clarkston services • Toxic Substance Exposure

Tract 9606: **HCA Score 50%**

Status: **Focus Area**



Area Summary

Tract 9606 is the second largest tract, geographically, that is fully within the City of Lewiston. Gun Club Road is the predominant boundary on the east and the tract includes much of the 21st St./Thain Grade commercial corridor.

Median household income is the lowest among Lewiston tracts at just more than \$43,000, with this figure compounded by more than 1 in 3 renters classified cost-burdened with a median rent of \$938 a month. Social determinant indicators of concern include 29% of the population reporting a disability (the highest rate in the City by a large margin); 40.5% of adults with a high school diploma or less; numerous challenging health conditions, as well as low rates of utilization of preventive health services among women age 65 and higher.

Elevated Health Indicators

- Disability Population
- Life Expectancy
- Income, Income Inequality
- Rent Cost Burden
- Less than HS Diploma
- Fair or Poor Health Days
- Blood Pressure and Cancer Rates
- Use of Preventive Health Services
- By Women age 65 and over
- Internet Access

Internal Influences (within tract):

- 21st/Thain Commercial Corridor
- Sunset Park
- Whitman Elementary

Proximate Influences (not within tract, but nearby)

- Jenifer Middle School
- Clearwater Paper & adjacent industrial areas
- Lewiston High School & LCSC Tech Center

Planning Considerations

- Housing costs & stability
- Parks access
- Sidewalk connections & accessibility
- Transit access to Clarkston services
- Fiber Optic Infrastructure

Tract 9603: HCA Score 49%

Status: Area of Concern



Area Summary

Tract 9603 includes both City of Lewiston areas and unincorporated Nez Perce County north of the Clearwater River. The tract straddles the river and has three distinct contexts: A mix of industry and housing north of the river; the downtown corridor and associated services; and a mix of housing and industry east of the Clearwater Memorial Bridge/21st.

Many social determinants of health indicators are not as elevated as the Focus tracts in Lewiston, but data does indicate the area has indicators related to a higher percent of Hispanic or Latino residents, lower life expectancy rates; more than 1 in 5 households having an income below the poverty level and mortgage cost-burdened households. Health-specific indicators are among the most challenging in the City, including mental health, lack of health insurance, obesity, asthma, and low rate of annual checkups among adults.

Internal Influences (within tract):

- Downtown Lewiston, including City/County Services
- Port of Lewiston
- Clearwater River
- Clearwater Park
- Clearwater Paper & adjacent industrial areas
- St. Joseph Regional Medical Center

Proximate Influences (not within tract, but nearby)

- 21st/Thain Commercial Corridor
- Shopping & services in Clarkston

Elevated Health Indicators

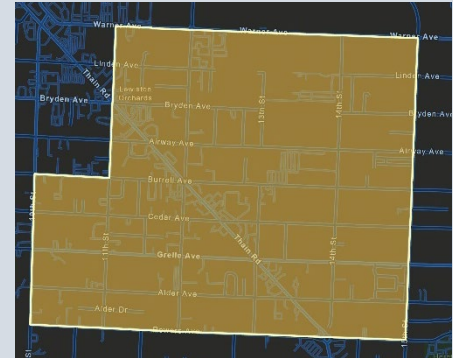
- Life Expectancy
- Obesity and Asthma Rates
- Lack of Insurance
- Mental Health Rates
- Percent Below Poverty Level
- Smoking Rates
- Lead Exposure
- Uninsured Population

Planning Considerations

- Access to mental health services
- Localized air quality
- Proximity of low income residential to industrial properties
- Access to recreational opportunities
- Toxic Substance Exposure

Tract 9609: HCA Score 37%

Status: Area of Concern



Area Summary

Tract 9609 includes the heart of the area known as The Orchards. The Thain corridor provides for access to food and other goods with Orchards Elementary serving local schoolchildren. The area lacks notable recreation and park space other than the soccer fields, which will be improved due to the proximity to the planned 187-acre Community Park near the High School complex north of Warner.

Social determinants of health concerns include the lowest life expectancy rates in Lewiston and the highest percentage of households receiving food stamps/SNAP benefits. Other elevated areas of concern are mental health challenges, higher rates of high blood pressure, asthma, and cancer rates.

Elevated Health Indicators

- Median Age
- Life Expectancy
- Average Household Size
- Households receiving SNAP
- Asthma and Cancer rates
- Limited Park Access
- Income Inequality

Internal Influences (within tract):

- Nez Perce Fair Pavilion
- Smith Soccer Complex
- Thain Commercial Corridor
- Orchards Elementary School

Proximate Influences (not within tract, but nearby)

- Lewiston High School
- Sacajawea Middle School
- LCSC Tech Center
- Lewiston-Nez Perce County Regional Airport

Planning Considerations

- Diversity of land uses
- Access to recreation/open space
- Access to preventive health care
- Distance from major retail
- Park/Natural sites

Tract 9605: HCA Score 20%

Status: Area to Monitor



Area Summary

Tract 9605 is Lewiston's major employment hub with various healthcare and medical services, as well as industries, located within the tract. There is a notable industrial presence on the western edges along Snake River Avenue. The Idaho State Veterans Home is a large institutional influence. The terrain of the area is challenging from a housing development and transportation perspective.

The most notable health concern is the tract containing some of the highest cancer rates in Lewiston, as well as elevated prevalence of high blood pressure and low use of preventive health services among women aged 65 and over. Social determinants of health indicators to monitor include costs of rental housing.

Elevated Health Indicators

- Median Gross Rent
- Use of Preventive Health Services
- High Blood Pressure and Cancer Rates
- Limited Park Access

Internal Influences (within tract):

- Healthcare Industry Employment
- Medical Services
- Snake River Ave Industrial Area
- Idaho State Veterans Home
- Northwest Children's Home
- 19th Ave Commercial Complex
- McSorley Elementary School

Proximate Influences (not within tract, but nearby)

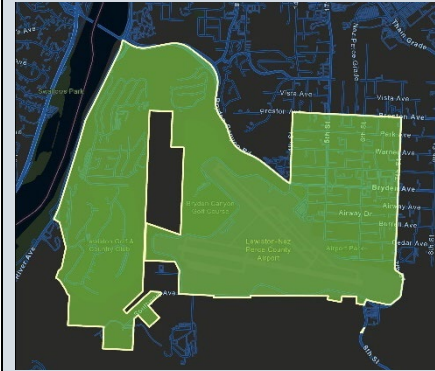
- Lewiston-Clark State College
- Sacajawea Middle School
- Lewiston-Nez Perce County Regional Airport

Planning Considerations

- Housing stability
- Access to major employment centers within tract from other areas of Lewiston
- Additional park/open space

Tract 9607: HCA Score 23%

Status: Area to Monitor



Area Summary

Tract 9607 includes the smallest footprint of residential areas among the tracts in Lewiston, as much of the tract is comprised of unincorporated south Nez Perce County, all the way to the confluence of the Snake and Salmon Rivers. Much of the land in this tract within the city's limits is the airport. Therefore, it is difficult to obtain as in-depth of a perspective on the population of residents living in the unincorporated areas are likely as much of, or more of, an influence on the data as Lewiston residents. The most notable health concerns are elevated rates of obesity and cancer. From a social determinants of health perspective, the residents in this tract have notable rates of population with a disability (18%), income below the poverty level (17%), and rent cost-burdened.

Elevated Health Indicators

- Percent with Disability
- Rent Cost Burdened
- Households Receiving Food Stamps/SNAP
- Unemployment Rate
- Limited Walkability

Internal Influences (within tract):

- Lewiston-Nez Perce County Regional Airport
- Bryden Commercial Corridor
- Hells Gate State Park

Proximate Influences (not within tract, but nearby)

- Medical and industrial employment hubs north of Bryden
- Thain Commercial Corridor

Planning Considerations

- New development, annexation to south and influence on access to jobs/services, commercial areas
- Airport influence area
- Sidewalk connectivity along Bryden Ave.
- Neighborhood commercial/mixed uses

Tract 9608: HCA Score 24%

Status: Area to Monitor



Area Summary

Tract 9608 contains portions of the Orchards neighborhood of Lewiston, as well as Sacajawea Middle School. It includes some unincorporated areas of Nez Perce county north of Tammary Creek Road but is largely comprised of Lewiston residents.

The area includes one of the oldest population clusters of Lewiston, with a median age of 46.6, slightly lower than tract 9609 median age of 47.2. More notably, the tract has the highest percentage of adults with a high school diploma or less with 41%. Obesity and high blood pressure rates are also elevated.

Elevated Health Indicators

- Percent with HS Diploma or Less
- Median Age
- Obesity and High Blood Pressure Rates
- Unemployment Rate
- Limited Walkability

Internal Influences (within tract):

- Bryden Commercial Corridor
- Sacajawea Middle School

Proximate Influences (not within tract, but nearby)

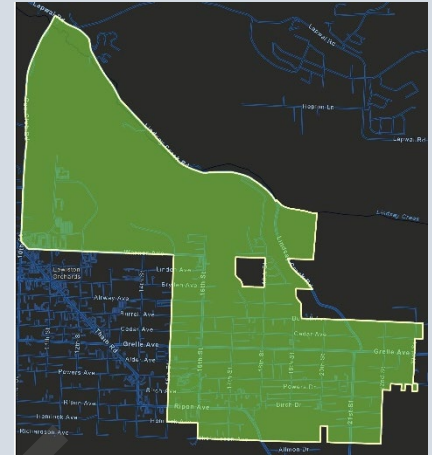
- Lewiston-Nez Perce County Regional Airport
- Thain Commercial Corridor

Planning Considerations

- Aging population
- Educational opportunities
- Access to goods and services
- Airport influence area
- Sidewalks connectivity along Bryden Ave.
- Commercial and mixed uses Development

Tract 9610: HCA Score 21%

Status: Area to Monitor



Area Summary

Tract 9610 data indicates it is the least challenging among Lewiston's Census Tracts. It is the focus of the city's growth activity, both from a public and private perspective. The new complex north of Warner that includes the new high school, the LCSC Tech Center, and planned Community Park are public examples. Private development is also notable, with new subdivisions in the area. The area's non-white population of 13% is the most notable social determinant of health. Other elevated areas of concern include adult population with a high school diploma or less and obesity and blood pressure rates.

Elevated Health Indicators

- Percent with High School Diploma or Less
- Median Age
- Obesity and High Blood Pressure Rates
- Uninsured population
- Limited park access

Internal Influences (within tract):

- Lewiston High School
- Camelot Elementary School
- LCSC Tech Center
- Community Park (planned)
- New subdivisions north of Warner & along 18th.

Planning Considerations

- Impact of growth in terms of dedication of resources vs. existing built-out areas
- Park and natural sites
- Employment opportunities

Proximate Influences (not within tract, but nearby)

- Thain Commercial Corridor

ENVISION LEWISTON 2044

EXPLORE OUR PAST, ENGAGE OUR PRESENT, BUILD OUR FUTURE





APPENDIX E AIRPORT PLAN

DRAFT APRIL 2024

OVERVIEW

The primary purposes of this appendix is to more fully describe the long-term plans for the for the Lewiston Nez-Perce County Regional Airport. These plans are designed to facilitate the health, safety and welfare of airport users and surrounding neighborhood while providing protections for airspace and long-term viability of the airport.

THE AIRPORT OWNERSHIP AND MANAGEMENT STRUCTURE

Lewiston-Nez Perce County Regional Airport is under joint ownership between the City of Lewiston and Nez Perce County. The two governmental bodies assume equal responsibility to provide financing and operational support to the airport. Lewiston-Nez Perce County Regional Airport is operated under an Airport Authority Board through a joint-powers agreement between the owners established in 2010. The Airport Authority Board collectively decides on airport operations, planning and strategy. Currently, the Lewiston Airport Authority Board is comprised of five commissioners: two appointed by the City of Lewiston, two appointed by Nez Perce County and one appointed by the other four members. The Airport Manager reports directly to the Lewiston Airport Authority Board to implement their decisions and oversee day-to-day airfield operations.

AIRPORT CLASSIFICATION

The state of Idaho has a wide range of aviation facilities from unpaved airstrips to large commercial service airports. Due to this variety, there is a need for classification of these facilities to determine operating parameters and design standards.

Lewiston-Nez Perce County Regional Airport is classified by two separate methods:

- **National Plan of Integrated Airport System (NPIAS)** - This method is evaluated by the FAA to determine the purpose an airport serves the United States.
- **Idaho Airport System Plan** - This plan is similar to the NPIAS, however, at a state level only. The plan was developed by the Idaho Transportation Department (ITD). These classifications establish the abilities and purpose the airport serve at a state and national level.

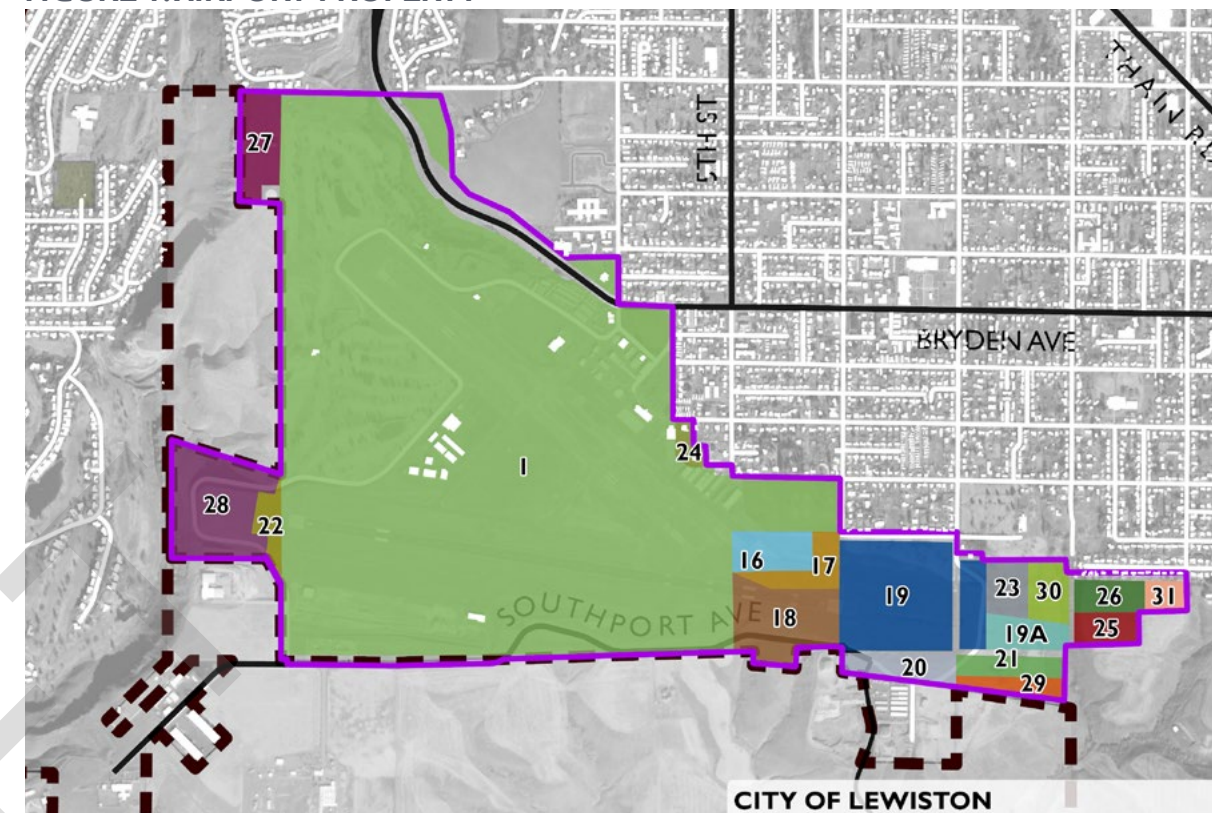
The Lewiston Nez Perce County Regional Airport is classified by the NPIAS as a Commercial Service -Non Hub Primary airport. The FAA defines this as a commercial service airport that enplanes less than 0.05 percent of all commercial passenger enplanements but have more than 10,000 annual enplanements. The Idaho Airport System Plan (IASP) prepared by the Idaho Transportation Department Division of Aeronautics, classifies the Lewiston Nez Perce County Regional Airport as Commercial, which means the airport accommodates scheduled major/national or regional/commuter commercial air carrier service in addition to air cargo, business aviation and all types of general aviation.

AIRPORT ROLE

The Lewiston-Nez Perce County Regional Airport provides commercial aviation access to Nez Perce County, the City of Lewiston and to those surrounding counties and cities which have none of their own.

- **Airline Transportation** - Airline passengers at the Lewiston-Nez Perce County Regional Airport are currently served by two airlines:
 - Delta (operated by SkyWest Airlines) operates non-stop flights to Salt Lake City, Utah and Seattle, Washington using the Embraer 175.
 - United Airlines operates non-stop flights to Denver, Colorado using the Boeing 767-300ER.
- **Air Cargo Transportation** - Two cargo carriers serve the airport: Airpac (dba UPS) and Empire Airlines (dba Federal Express/FedEx). Daily flights are operated to sorting facilities at Seattle - Boeing Field and Spokane International Airport in Washington. Cessna 208 Grand Caravans and Fairchild Dornier Metroliner turboprops are utilized for the cargo operations.
- **Business Transportation** - Business aviation users benefit by being able to travel to or from local business centers to conduct activities in a single day, without requiring an overnight stay or extensive group travel time. Local and other small businesses generally utilize single and multi-engine piston aircraft or helicopters. Medium sized businesses and larger corporations having a need to travel to the Lewiston area generally

FIGURE 1. AIRPORT PROPERTY



utilize multi-engine piston, turboprop, or light to medium business jets. This user category also includes all travel conducted by governmental authorities.

- **Personal Transportation** - These users desire the utility and flexibility offered by general aviation aircraft. The types of aircraft utilized for personal transportation vary with individual preference or resources. The mix of aircraft includes a variety of single or multi-engine and occasionally turbojet aircraft.
- **Recreation and Tourism** - These users include transient pilots flying into the region to visit recreational and tourist attractions. These users typically utilize single-engine piston aircraft; however, a small percentage may operate helicopters, multi-engine piston or larger aircraft. Other types of aircraft in this category often include home-built, experimental aircraft, gliders and ultralights.
- **Flight Training** - These users conduct local and itinerant flights in order to meet flight proficiency requirements for obtaining FAA pilot certifications. These flights include touch-and-goes, day and night local and cross-country flights and practice approaches. Pilot certifications include Sport, Private, Instrument, Commercial, Instructor and Airline Transport ratings. Flight training is provided by Aero Flight Pilot Training, Odonata and Stout Flying Service.
- **Aircraft Maintenance** - There are multiple facilities located on the airport that provide maintenance services to based and transient aircraft including Gustin Aviation, Hillcrest Aircraft Company and Stout Flying Service. Services include but are not limited to: 100-hour inspections, annual inspections, power plant rehabilitation and various repairs. Also, there is a large-scale inspection and maintenance facility for AirTractor aircraft, an agricultural spray aircraft.
- **Air Medivac** - Air medivac provides essential emergency medical transport in life threatening situations and patient transfers to and from other hospitals and health care facilities throughout the region. These users utilize a variety of fixed - wing multi-engine turboprop and turbojet aircraft and helicopters. Life Flight has a fixed-wing and helicopter base at the airport. They operate Twin Commanders, Eurocopter EC135 and AStar AS350s.
- **Military** - The airport is currently utilized by the military for occasional fuel stops and local operations.
- **Agricultural Spray Operations** - The area surrounding Lewiston is utilized for agricultural activities and the airport serves as a base for agricultural spraying operators for the local area. The aircraft used for aerial spraying are primarily single-engine piston, single engine turbine and rotorcraft. During certain times of the year, the number of agricultural spray operations is significant.

AIRPORT LOCATION AND SURROUNDING LAND USES

The elevation of Lewiston Nez Perce County Regional Airport is 1,442 feet above MSL. The airport is located on the edge of a plateau with the terrain sloping down steeply to the south and to the west. The larger area around the airport includes valleys and mountains and the confluence of the Snake River and Clearwater River. To the south of airport property is undeveloped land used for farming, south eastwards for about a mile is undeveloped land used for farming which is the flight path approach for landing and takeoff for Runway 8/26, the airport’s primary runway. East and north of the airport are a mixture of residential and commercial land uses, with patches of undeveloped parcels. Northwest is a public golf course; further west is residential. Surrounding the airport property for access and traffic circulation are Bryden Canyon Road and Bryden Avenue, 4th Street, 4th Street D, 7th Street, Southport Avenue and O’Connor Road.

The Snake River Sea Plane Base is a public airport that is located in the Snake River, where seaplanes and amphibious aircraft take-off and land. It is owned by the United States Army Corps of Engineers and managed, in part, by Hells Gate State Park, as regulated by the Idaho Transportation Department Aeronautics Division and the Federal Aviation Administration.

BUSINESS NEEDS

The connection to the Lewiston Nez-Perce County Regional Airport (LWS) for the Lewis-Clark Valley’s businesses fall into two categories:

- 1. Scheduled Airline Service
- 2. Access to Charter and Business Aviation Assets

SCHEDULED AIRLINE SERVICE

Business leaders and their employees in the Lewis-Clark Valley need access to a regional airport that has direct flights to major hubs in the west and throughout the United States with connectivity to international flight for worldwide travel. Local large employers such as Clearwater Paper, Vista Outdoors, Schweitzer Engineering Laboratories, Idaho Forest Group, St. Joseph Regional Medical Center, Regence BlueShield of Idaho, Tri-State Hospital & Medical Services, Lewis Clark State College and Walla Walla Community College, have increasing demands for business and student travel.

Currently the airport is served by air carriers Delta (operated by SkyWest) and United. United operates service to Denver, Colorado (DEN) and Delta operates service to Salt Lake City, UT (SLC) and Seattle, WA (SEA). Service to these three international airports ensure that connections can be made to Lewiston from any airport in the world. Regional examples in Bozeman, Montana and Bend/Redmond, Oregon show that the potential to grow new businesses and become more attractive to relocating/expanding businesses exponentially grows as direct flights to important business hubs increase.

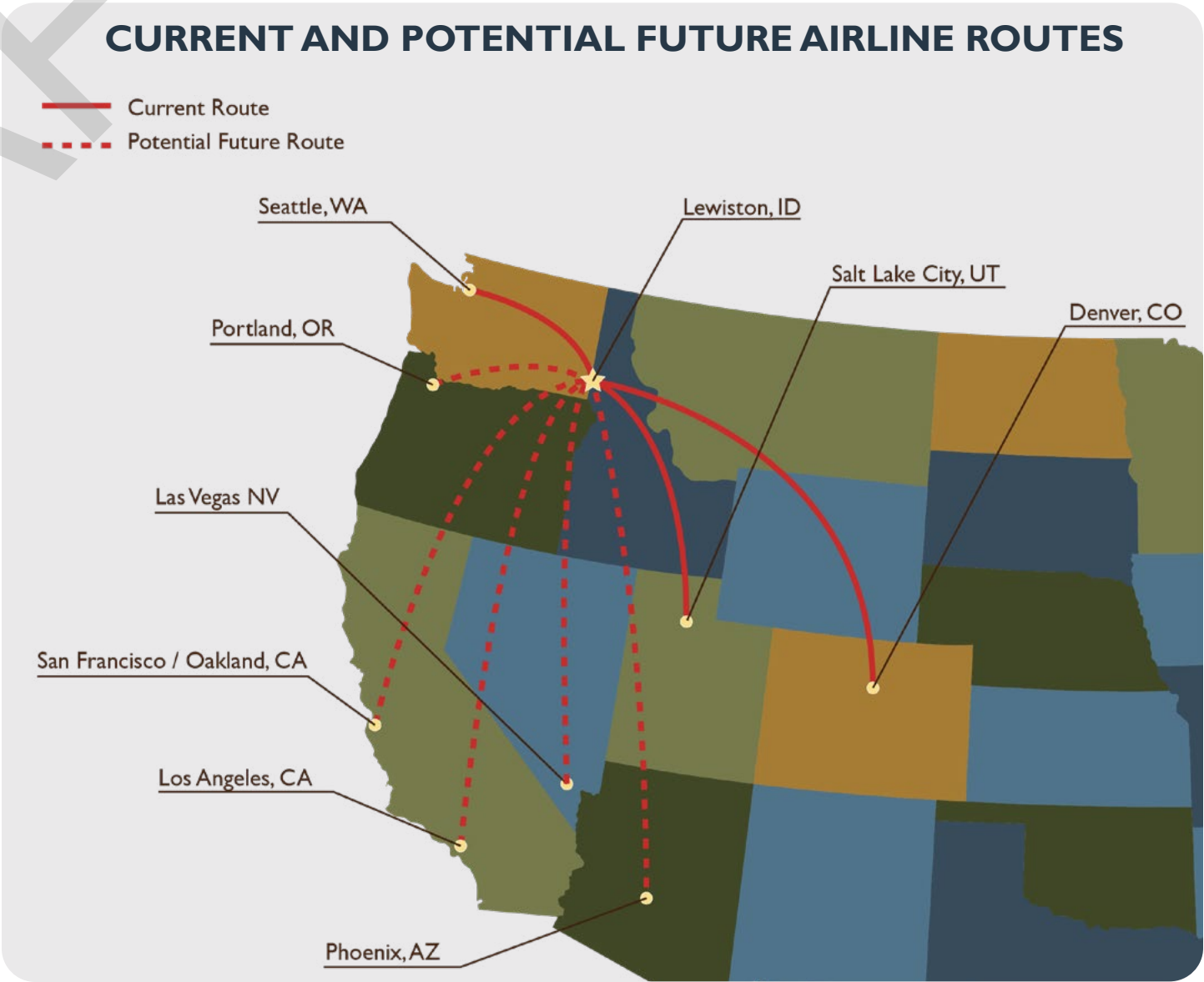
As local businesses continue to grow and recruit talent from other regions into the Lewis-Clark Valley for specific skilled supervisory and management positions, direct flights to new destinations will need to be added. These new destinations might include, but not be limited to:

- Portland, OR
- San Francisco/Oakland, CA
- Los Angeles, CA
- Las Vegas, NV
- Phoenix, AZ

ACCESS TO CHARTER AND BUSINESS AVIATION ASSETS

The other future growth for LWS related to Business Travel is access to charter operators that could be based locally. A growing, innovative company that would use state of the art demand planning software with which to schedule and plan charter operations from LWS would also fill the need for flights outbound. Private business aircraft for companies who make the investment can also utilize these “customized” routes. There are currently approximately 10 corporate aircraft based at LWS that serve in this role and providing facilities such as Fixed Based Operations and hangars are critical to growing this segment of the LWS General Aviation Community.

FIGURE 2. CURRENT AND POTENTIAL FUTURE AIRLINE ROUTES



DEVELOPMENT

AIRSIDE DEVELOPMENT

There are no major changes seen for the foreseeable future for the runways at the Lewiston Nez Perce County Regional Airport according to the Master Plan approved by the Lewiston Nez Perce County Regional Airport Authority in January 2016 that provides a long-term plan over a period of 10 years. This plan outlines a variety of improvements to the airport, mostly focused on correcting nonstandard conditions for the runways and taxiway system.

The 2016 Lewiston-Nez Perce County Airport Master Plan did identify some airside development, for example a new aircraft rescue and firefighting (ARFF) building was completed in 2019. The newly completed ARFF building is located on the south side of the airport property which provides aircraft rescue and firefighting services needed for airport operations. The building is a type V-B construction.

Other projects in the category of airside development are improvements to the terminal building (or construction of a new terminal), transient helicopter pads, and the construction of additional hangars for the storage and maintenance of private aircraft. These project examples would enhance the airport's capabilities, but wouldn't drastically change the use of the airport or its impact on the surrounding community.

COMMERCIAL SERVICE APRON

The Lewiston Nez Perce County Regional Airport Master Plan suggests the future location would be to the South of the Terminal Building alongside the existing aprons for commercial flights.

HELICOPTER SERVICE APRON AND HELIPORT

By the number of helicopters presenting themselves at the Lewiston Nez Perce County Regional Airport, whether for commercial or recreational use, it is apparent that some designation needs to be assigned for helicopter take-off/landing areas for the safety of those who use the facilities of the airport. There are no marked public helipads for visiting helicopters to use, only those areas that tenants who have leases to conduct such activity have them. The Lewiston Nez Perce County Regional Airport Master plan provides a recommendation to incorporate a helicopter parking area north of runway 12/30 and taxiway C. As such, from the Lewiston Nez Perce County Regional Airport Master Plan recommends that five helicopter parking pads be constructed to accommodate based and transient helicopter operations.

FAA SAFETY AND DESIGN STANDARDS

FAAAC 150/5300-13A, Airport Design, establishes design standards for airports based on the Airport Reference Code (ARC) and visibility minimums of the airport. When design standard deficiencies exist, the FAA recommends correction of such deficiencies as soon as practicable. The ARC is a combination of the wingspan, tail height and approach speed of the critical aircraft. Selected design standard categories are discussed below under Airport Design Standards section where it identifies the current design standards at Lewiston-Nez Perce County Regional Airport.

AIRPORT DESIGN STANDARDS

The Airport Reference Code (ARC) is a coding system established by the FAA and used to relate airport design criteria to the operational and physical characteristics of the aircraft intended to operate at the airport. The ARC is established from the highest Runway Design Code (RDC) for the airport.

As the city moves forward with updating their zoning code and permitting procedures, adhering to the minimum visibility requirements for these areas will be a factor for any upgrades or new construction being reviewed by the City. For example, if landscaping or height requirements are a factor in a commercial development in the Airport Influence Area, due consideration reviewing the flight visibility requirements and height restrictions will be necessary to better describe conditions and provide more detail to those wishing to develop.

The Airport is entirely fenced with an eight-foot chain link fence with three strand barbed wire along the top - as required under Part 139. According to Airport Management records, there are 54 controlled access points to the

airport. These access points are a variety of pedestrian gates, doors, and manual or automatic vehicle gates. Each access point is controlled by either a proximity card reader, padlock or cipher lock. The Airport has a Security Coordinator who handles all security issues at the Airport. The Security Coordinator is the liaison between the Transportation Security Administration (TSA), the City of Lewiston Police Department and the Airport. The Security Coordinator also takes care of all security directives and procedures. The City Police are not located on Airport property, but respond as needed. The Airport is equipped with Closed Circuit Television (CCTV).

EMERGENCY SERVICES

Operators of FAR Part 139 airports are required to provide aircraft rescue and firefighting (ARFF) services during air carrier operations that require a FAR Part 139 certificate. Lewiston-Nez Perce County Regional Airport is classified as a Class I FAR Part 139 Airport which means the Airport is certified to serve scheduled operations of large air carrier aircraft (e.g. more than 31 passenger seats). The Airport can also serve unscheduled passenger operations of large air carrier aircraft and/or scheduled operations of small air carrier aircraft (e.g. more than 9 passenger seats but less than 31). As a result of being classified as a Class I airport certain criteria must be met by the Airport including providing a certain level of emergency response.

The new ARFF building includes airport operations, administration offices, ARFF equipment, personnel, storage for snow removal and snow removal equipment in 13,132 square foot on the main level with 1,163 square foot on a mezzanine floor that is an equipment and storage platform in the building. There are two bays for the two ARFF trucks and four bays for the snow removal trucks that consist of two plows, one snow sweeper and one tractor.

The two fire truck descriptions are provided as follows:

The E-1 Titan 4x4, manufactured in 1995. It can contain 1,500 gallons of water, 90 gallons of AFFF foam and 500 pounds of dry chemical fire agent.

2019 Oshkosh Stryker All Wheel Drive ARFF truck. It carries 1,500 gallons of water, 200 gallons of AFFF foam and 500 lbs. of dry chemical fire agent.

There are three firefighters based at Fire Station #4 (located just east of the terminal building) 24 hours a day, seven days a week. Personnel consist of two engineers and one captain. The nearest ambulance is provided by the Lewiston Fire Department and has a response time of four minutes. Mutual Aid Agreements exist with Asotin County Fire District #1, City of Asotin Fire Department, City of Pullman Fire Department, City of Moscow Fire Department and Moscow Rural Fire. The Airport fire station has the capability to respond to City structural fires in addition to the Airport ARF response. Two of the bays open to the airside and to the landside.

Funding of fire personnel has been determined through a service agreement with the City of Lewiston and the Airport Authority.

There is one hospital located in Lewiston: St. Joseph Regional Medical Center. St. Joseph Regional Medical Center has 145 licensed beds and 120 board-certified physicians on staff.

UTILITIES

Inventory and needs of utility services and infrastructure as described in Appendices A and B of the Lewiston-Nez Perce County Regional Airport Master Plan dated January 2016, are herein recognized and supported.

WEATHER REPORTING SERVICES

The weather reporting system at Lewiston-Nez Perce County Regional Airport includes an Automated Surface Observing System (ASOS). The ASOS program is a joint effort of the National Weather Service (NWS), the Federal Aviation Administration (FAA), and the Department of Defense (DOD). The ASOS systems serve as the nation's primary surface weather observing network. ASOS is designed to support weather forecast activities and aviation operations and, at the same time, support the needs of the meteorological, hydrological and climatological research communities. The ASOS is connected to the National Airspace Data Interchange Network (NADIN) which disseminates weather conditions to pilots through various aviation weather websites including the FAA Terminal Aerodrome forecast. The ASOS is owned and operated by the National Oceanic and Atmospheric Administration. The ASOS is available at 135.575 MHz or by dialing (208) 746-4185.

AIR TRAFFIC CONTROL TOWER

The Lewiston-Nez Perce County Regional Airport is served by a contract Air Traffic Control Tower (ATCT) operated by Serco Management Services. The ATCT function is to provide arrival and departure clearances, instrument approach clearance, ground control and air traffic separation services as well as weather and airport information. The Lewiston ATC tower is a contract tower, which is not directly managed by the FAA. The Lewiston tower is a part of the FAA's Contract Tower Program, which provides funding to airports to construct and support the operation of federal contract towers (FCTs).
Lewiston ATCT directs all traffic at the Airport and in the immediate Class D airspace, up to five miles from the tower and from the ground up to 2,500 feet above ground level (AGL). The Lewiston ATCT is a standalone building that is located in the central quadrant of the airfield and southeast of the passenger terminal. The building is approximately 80 feet tall and in good condition. The ATCT is operational from 6:00 AM to 10:00 PM local time. The Boise Flight Service Station provides additional weather data and other pertinent weather information to pilots on the ground and enroute.

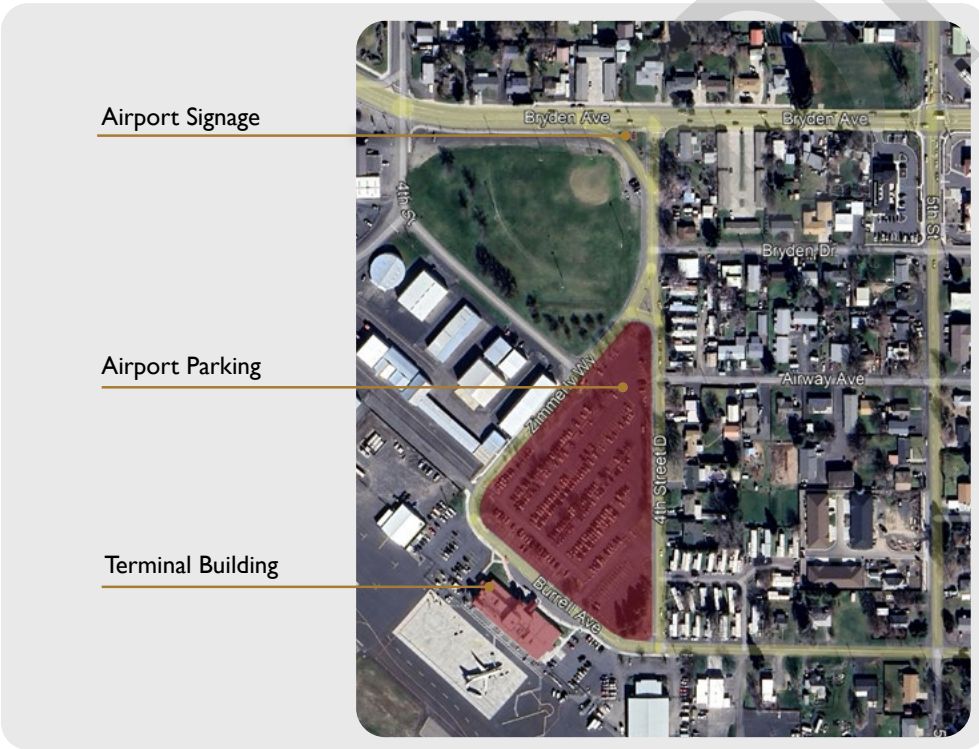
AIRPORT SERVICES AND FIXED BASED OPERATORS

A Fixed Base Operator (FBO) is typically a private enterprise that leases land from the airport sponsor on which to provide services to based and transient aircraft. The extent of the services provided varies from airport to airport; however, these services frequently include: aircraft fueling; maintenance and repair; aircraft rental and/or charter services; flight instruction; pilot lounge and flight planning facilities; and, aircraft tie down and/or hangar storage. A Specialized Aviation Service Operator (SASO) is a private enterprise which does not provide full FBO services, but focuses on an area of specialty for based and transient aircraft (i.e. maintenance, aircraft charter or aircraft refueling).
FBO services at Lewiston-Nez Perce County Regional Airport are provided by Stout Flying Service. SASO services at the airport are provided by Gustin Aviation, Odonata and Hillcrest Aircraft Company.

ACCESS ROUTES, SIGNAGE AND
AUTOMOBILE PARKING

Lewiston-Nez Perce County Regional Airport can be reached by following 5th Street south from downtown, to Bryden Avenue. The airport is located approximately two miles south of downtown Lewiston. Burrell Avenue provides public and non-public access; however, Bryden Avenue is the main circulation roadway to the Airport. There is signage available on Bryden Avenue to direct incoming traffic to the airport. A new airport entrance sign has recently been installed by the Authority on Bryden Avenue. There are vehicle calming ramps placed at multiple points on the west area of Burrell Avenue traveling southwards from Bryden Avenue. Burrell Avenue is a two lane loop roadway in the terminal area that

FIGURE 3. AIRPORT SIGNAGE AND ENTRANCE LOCATION MAP



provides access to the public and employee parking lots and terminal curbside. The inbound roadway serves as a multi-lane road that can service both the ticketing and baggage claim areas. Traffic leaving the terminal area will follow the remainder of the loop roadway to the connector road and then onto Bryden Avenue; see Figure 3 - Signage and Entrance Location Map
Access to the Fixed Based Operator (FBO) is the same as the aforementioned directions to the airport. Air cargo is accessed through the FBO facility. The secondary general aviation apron and hangar development is located in the west quadrant of the Airport and can be accessed from O'Conner Road.
The parking lot encompasses the terminal building to the east, north and west with 462 paved parking spaces, eight of which are designated handicapped. Automobile parking is provided prior to reaching the terminal building on Burrell Avenue and is free to airport users. There is a separation of lots for public parking and employee parking. Rental cars have designated parking spots in the east and west parking lot sections. The parking lot is a paved asphalt surface. There is an over flow grass parking located to the northwest of the paved lot that provides additional unpaved parking spaces; see Figure 4 -Airport Layout.

FIGURE 4. AIRPORT LAYOUT



INTERMODAL TRANSPORTATION

The Lewiston Nez Perce County Regional Airport is part of the intermodal transportation system in the area. The ground transportation network within the City of Lewiston consists of private automobile transportation, public transportation buses, hotel courtesy transportation, and taxi and limo service. There is no passenger rail service to Lewiston. The nearest passenger rail service is located 110 miles north in Spokane, WA. Railroad service to Lewiston is provided by WATCO. The railroad is used for shipping agricultural products, lumber, paper, and fertilizer. The City of Lewiston is served by regional bus service provided by Northwestern Trailways. State Highway 95 runs north-south of Lewiston intersecting with Interstate 90 in Coeur D'Alene, Idaho and Interstate 84 in Fruitland, Idaho. State Highway 12 runs east-west toward the Montana state line going northeast connecting to Interstate 90 in Missoula, Montana and west connecting with Interstate 82 in Pasco, Washington. The Port of Lewiston is located within the Lewiston city limits on the north side of the Clearwater River. The Port of Lewiston is the most inland seaport on the west coast and provides barge facilities for the shipment of agricultural commodities, lumber, paper, and mining and oil field equipment. The Port of Lewiston also provides the connection and access to the railroad and highway transportation system facilities.

Ground access to the Airport is primarily via 4th Street and Bryden Avenue.

The Airport is accessible to automobiles, public transportation, taxis cabs and limousine services. Rental cars are available from several nationally franchised companies at the Airport Terminal. Public transportation should be expanded so that citizens can use public transportation to and from the airport.

In 2013 the Lewis-Clark Valley Metropolitan Planning Organization (LCVMPO) adopted its latest Long Range Transportation Plan (LRTP). The LRTP identifies necessary street and intersection improvements to maintain an acceptable level of service on the networks and reflects desired growth patterns through the year 2040. As part of the LRTP there was a need to improve vehicle access to the surrounding area of the Airport to help facilitate development. In addition, a truck route through the Airport area is desired to divert commercial trucks away from city residential streets north and east of the Airport.

The LCVMPO conducted a circulation study to evaluate existing conditions and effectively plan for future growth around the Airport in December 2017. The circulation study found that traffic forecasts did not predict capacity issues in 2040 with the study area's existing roadway geometry and intersection control types. What the study did find is that existing truck routes did not directly serve the area south of the Airport and Southport Avenue where industry is most prominent and would be an area poised for additional development.

LAND USE COMPATIBILITY AND CONTROL

There are two primary goals of land use planning in the vicinity of airports. First is the protection of people on the ground from noise, emissions and the safety hazards of flight. Second, control of the heights of objects in the vicinity of the airport to protect the safety of the flying public. The approaches to land use control discussed below consider both goals.

AIRPORT PROPERTY

Existing airport property encompasses approximately 868 acres of land. Land located within the Runway Protection Zone (RPZ) are currently controlled either by fee simple or through aviation easements.

All critical FAA safety areas and zones are located on airport property, with the exception of Part 77 surfaces.

COMPATIBILITY WITH STATE/REGIONAL PLANS

This chapter has been developed in considerations of the Idaho Department of Transportation Long Range Transportation Plan, Lewis Clark Valley Metropolitan Planning Organization Long Range Transportation Plan and with the Lewiston-Nez Perce County Regional Airport Master Plan to ensure compatibility between plans. The Airport Master Plan for Lewiston-Nez Perce County Regional Airport and the LCVMPO Long Range Transportation Plan are compatible with existing, state, regional and local plans.

ZONING AND LAND USE

The FAA recommends that airports be protected from surrounding land uses and development which are considered incompatible to airport operations. Incompatible land uses and development include those which would be sensitive to aircraft noise or overflight (residential areas), those which could attract wildlife or have tall structures which would cause a hazard to aircraft operation, and those which have high density occupancies or high concentrations of people in a small area which would put large numbers of people unnecessarily at risk in case of an aircraft malfunction.

Development around airports can pose certain avoidable hazards both to the people inhabiting the developments and to air navigation if appropriate steps are not taken to ensure that buildings and other structures do not penetrate the airspace around the airport. Additionally, the airport is located within the city's Airport, A, Zone, which may be amended to include additional development standards to protect airport property and surrounding airspace. It is recommended by the Lewiston/Nez Perce County Regional Airport Master Plan that the City of Lewiston update the Airport Zone to further protect the Airport from any incompatible development in the proximity of the airport property.

It is recommended that the City make reasonable efforts to prevent incompatible land uses from the immediate area of the airport as advised by the Idaho Department of Transportation Aeronautics Division in the Idaho Airport Land Use Guidelines. The FAA states in FAA Advisory Circular 150/5200-33B, Hazardous Wildlife Attractants On or Near Airports, that landfills and/or transfer stations are incompatible land uses with airports. Therefore, these types of facilities should be located at least 5,000 feet from any point on a runway that serves piston type aircraft and 10,000 feet from any point on a runway that serves turbine type aircraft.

Currently, an indoor recycling center is located approximately 550 feet north of the Runway 12 threshold per Airport Master Plan. According to FAA Advisory Circular 150/5200-33B, Hazardous Wildlife Attractants On or Near Airports, recycling centers which accept non-food items are considered to be an acceptable land use. The nearest landfill and wastewater treatment plant are both located in excess of 10,000 feet from the runway surfaces. High density residential development within the approach and departure is not recommended. Development proposals should also be reviewed to ensure compatibility in the vicinity of the airport. Through appropriate airport zoning ordinances and land use zoning ordinances that address the concerns above by the FAA, will provide the means for achieving generalized guidance in the vicinity of the airport.

PART 77 AIRSPACE SURFACES

14 CFR Part 77, Safe, Efficient Use, and Preservation of Navigable Airspace (Part 77), establishes several criteria that are intended to provide a safe, unobstructed operating environment for aviation activities. By law, the federal government manages airspace in the United States and this law defines several imaginary surfaces in the vicinity of airports to protect that airspace. The law also defines procedures that are to be followed when constructing any structure in the vicinity of an airport. Specifically, coordination with the Federal Aviation Administration (FAA) is required for any proposed construction within 20,000 feet of the nearest point on any runway.

Part 77 defines several imaginary surfaces around airports. Objects that penetrate these surfaces affect the safety and efficiency of the airport operating environment, therefore protection of the airspace in the vicinity of Lewiston-Nez Perce County Airport is critical. A detailed discussion of the imaginary surfaces defined in Part 77 is outside the scope of this document. A thorough definition and description of the surfaces at Lewiston can be found in the Airport's Master Plan. The Airspace Surfaces for these classifications are described briefly in the following paragraphs and are shown on Figure 5.

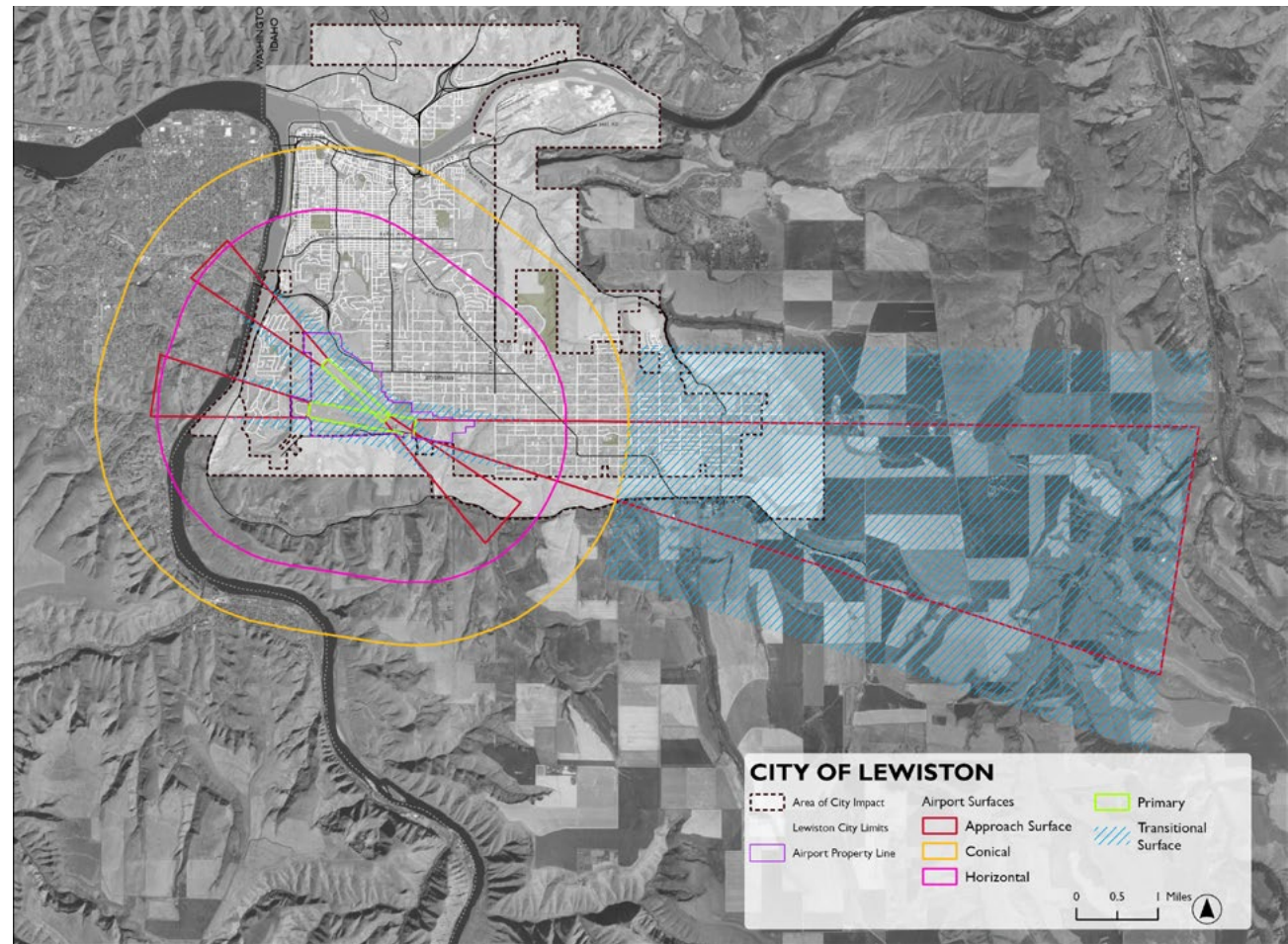
PRIMARY SURFACE

The Primary Surface is an imaginary surface of specific width longitudinally centered on a runway. The Primary Surface extends 200 feet beyond each end of the paved runway surface. The elevation of any point on the Primary Surface is the same as the elevation of the nearest point on the runway centerline. The width of the Primary Surface varies from 250, 500 or 1,000 feet depending on pavement strength, type of approach and approach visibility minimums. At Lewiston, Runway 8-26 (the airport’s primary runway) has a Primary Surface width of 1,000 feet and Runway 12-30 (the secondary runway) has a Primary Surface width of 500 feet.

APPROACH SURFACE

The Approach Surface is a surface length centered on the extended runway centerline that extends outward and upward from each end of the associated runway’s Primary Surface. An Approach Surface is applied to each runway end and has a slope that varies depending on the type of approach that is available or planned for that runway. These slopes are: 20 horizontal: 1 vertical for Visual approaches; 34:1 for “Non-precision Instrument/ approaches; and 50:1 for “Precision Instrument,, approaches. The inner edge of the surface is the same width as the Primary Surface. It expands uniformly to a width defined in Part 77. At Lewiston, Runway 26 (approaching from the east) has a precision instrument approach, therefore the slope of the approach surface to that runway is 50:1. All other approaches at the airport are Non-precision Instrument approaches and therefore require an approach surface slope of 34:1.

FIGURE 5. PART 77 SURFACES



TRANSITIONAL SURFACE

The Transitional Surfaces extend outward and upward at right angles from the runway centerline and sides of the Primary and Approach Surfaces at a slope of 7:1 ending at the Horizontal Surface.

HORIZONTAL SURFACE

The Horizontal Surface is a horizontal plane 150 feet above the established airport elevation. The airport elevation is defined as the highest point of an airport’s usable runways. The perimeter is constructed by arcs of a specified radius from the center of each end of the Primary Surface of each runway. At Lewiston these arcs are 10,000 feet in diameter.

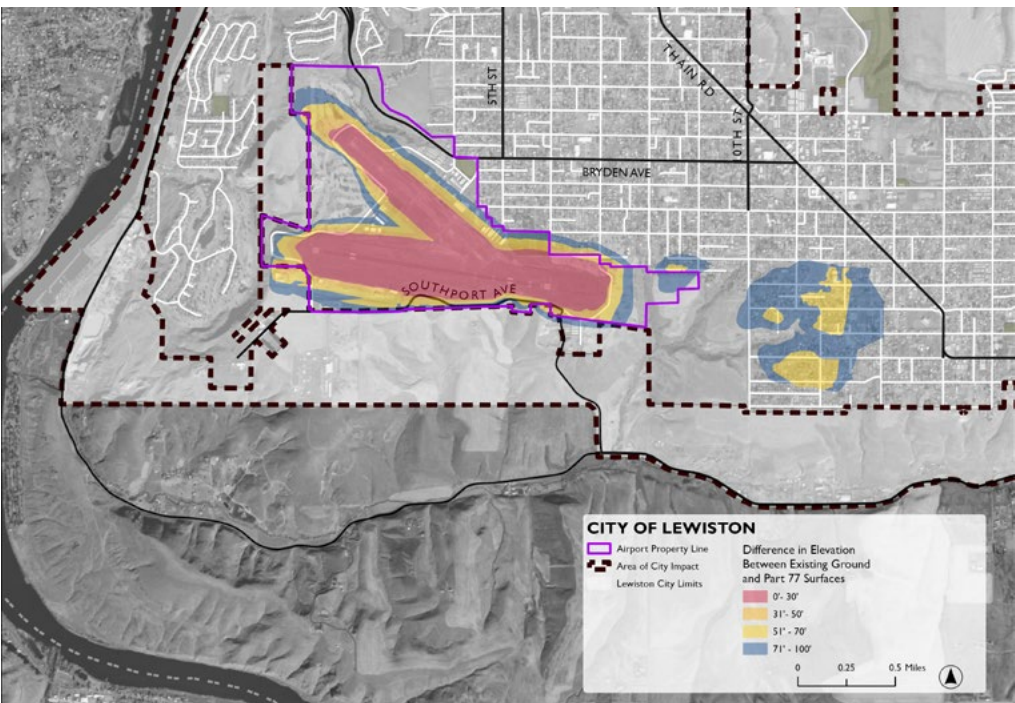
CONICAL SURFACE

The Conical Surface extends outward and upward from the periphery of the Horizontal Surface at a slope of 20:1 for horizontal distance of 4,000 feet.

In order to protect the safe and efficient airspace at the airport, the FAA recommends that the City implement height restrictions in the vicinity of the airport to protect these Part 77 Airspace Surfaces. The Lewiston-Nez Perce County Regional Airport is located within the City of Lewiston Zone A -Airport. The city zoning code Airport zone has a 45-foot building and/or three story height restriction. It also has a Transitional Surface and Horizontal Surface Height Limitation, as follows: “no man made structure or object or natural growth shall exceed one hundred feet”. This section of the city zoning code will need to be modified to reflect the height limitations within the Airport Influence Area/Airport Overlay.

The allowable heights of structures per Part 77 is illustrated on Figure 6. It is recommended that the city zoning code be modified to require FAA coordination for any structure within the Airport Influence Area/Airport Overlay. Generally, this is already required by Part 77, but this will ensure that this step is taken as part of the city approval process. This coordination can be completed using the FAA’s Notice Criteria Tool, found at this link: <https://oeaaa.faa.gov/oeaaa/external/gisTools/gisAction.jsp?action=showNoNoticeRequiredToolForm>. This simple tool identifies any Part 77 issues or other impacts to navigable airspace and will identify the need for future FAA coordination, such as filing of an FAA Form 7460-1, Notice of Proposed Construction. Completion of this process will allow the City to evaluate the impact of proposed construction on the airport operational environment.

FIGURE 6. ALLOWABLE STRUCTURE HEIGHTS PER PART 77



AIRPORT OVERLAY AREAS

The following information referenced below is included to provide guidance of the safety areas required by ITD Aeronautics - Idaho Airport Land Use Guidelines as shown on Figure 7 - Airport Overlay & Flight Path for Landing/Take Off. The descriptions below summarize these areas as depicted on Figure 7 in accordance with Part 77 surfaces.

RUNWAY PROTECTION ZONE (RPZ)

The RPZ zone allows for agricultural cropland, livestock breeding and open spaces. This area is a no build area due to the potential for safety or overflight nuisance impacts and therefore any development activity should be restricted due to the landing and take-off being an impact to airport operations. Any transportation facilities such as roads, railroads, waterways must be configured to comply with FAA Part 77 requirements as advised by the Airport's Master Plan; no other infrastructure facilities are allowed in this area. All of the RPA's are owned in fee title by the City of Lewiston or by private owners with easement agreements.

INNER CRITICAL AREA

The purpose of the inner critical area is to protect aircraft approach and departure paths off the ends of the runways. The inner critical area for instrument approach airports is required by Idaho Department of Transportation Aeronautics Division to be 1,000 feet wide from the center line of the runway and not less than 5,000 feet from each end of the runway for an instrument approach. Figure 7a, 7b and 7c depicts the areas with a 1,000-foot-wide and 5,000-foot length from the end of the instrument approach runway and a 500-foot-wide and a 3,000-foot length for a non-instrument approach runway per ITD guidelines. This area does allow for some development that requires review by the Airport Manager for height limit disclosure and land use.

OUTER CRITICAL AREA

For airports with instrument approach equipment, like the Lewiston Nez Perce County Regional Airport, an Outer Critical Area corridor is required. This is an extension to the Inner Critical Area that provides land use protection along an extended runway centerline of the both runways. The width of an outer critical zone is 1,000 feet for an instrument approach runway and 500 feet for a non-instrument approach runway. The length should not be less than 3,000 feet for both types of runways. This area does allow for development that requires review by the Airport Manager for height limit disclosure and land use.

AIRPORT INFLUENCE AREA/ AIRPORT OVERLAY AREA

The airport overlay establishes boundaries to define the airport environment for land use planning purposes. It is an important area that mitigates any impacts to the airport and surrounding area. ITD uses the terminology, Airport Influence Area whereas the City of Lewiston will use this as an Airport Overlay Area.

The Airport Overlay Area includes the recommendations of ITD in respect to the Horizontal Surface. This area is described as a radius of 5,000 feet around the runways with a 150 feet height restriction on airport property and a 350 feet height restriction elsewhere in the Airport Overlay Area.

The Airport Overlay Area may allow residential and commercial development providing their proximity to the protected areas of the airport, such as the Inner or Outer Critical Areas and height, are disclosed. No changes to the existing zoning would be required provided a height and proximity disclosure to the airport is recorded. The City of Lewiston zoning code for residential area height limits, have a maximum of 45 feet. For Commercial height limits it ranges from 35ft to zero height limits. A suggestion for the inner and outer critical areas would be to restrict building heights as these areas are within the flight path to the runways.

Figure 8 - Land Use in the Airport Overlay Area provides a breakdown of the airport areas and the land use description allowed. The only land use allowed in the Airport Overlay Area without review is Parking, Cemeteries and Cropland.

FIGURE 7. AIRPORT OVERLAY & FLIGHT PATH FOR LANDING/TAKE OFF

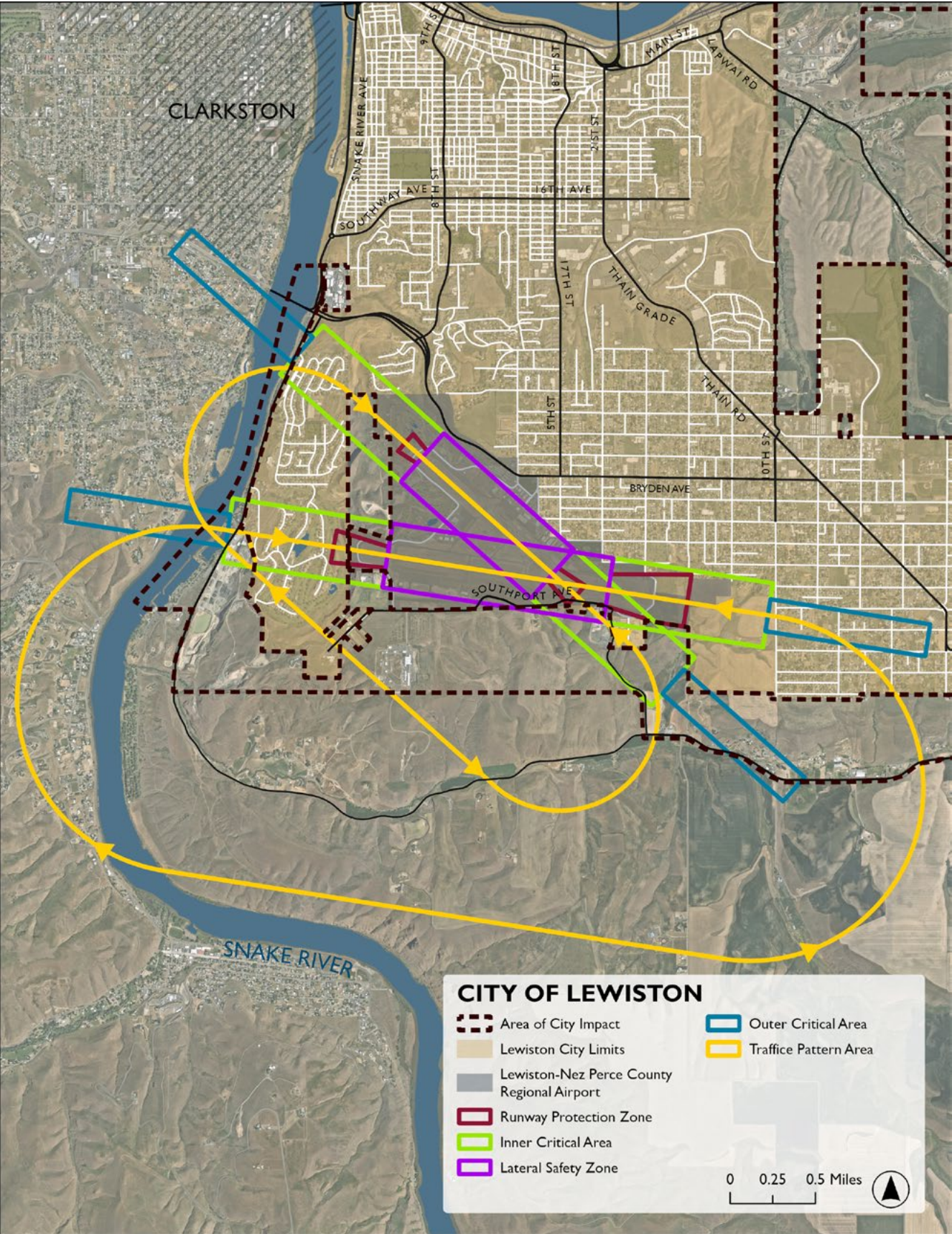


FIGURE 8. LAND USE IN THE AIRPORT OVERLAY AREA

LAND USE	AIRPORT OVERLAY ZONE			
	RUNWAY PROTECTION ZONE	INNER CRITICAL AREA	OUTER CRITICAL AREA	AIRPORT INFLUENCE AREA
RED= PROHIBITED				
YELLOW = ALLOWED BY PROCEDURES AND STANDARDS SET FORTH IN ZONING CODE. HEIGHT LIMIT & LAND USE DISCLOSURE REQUIRED.				
GREEN = ALLOWED				
Residential				
New Single-family, nursing homes, multi-family, apartments, condominiums, mobile home parks, detached accessory structures (shops), additions.				
Transient lodging (i.e. hotels and motels)				
Public				
Schools, libraries, churches				
Parking and cemeteries				
Commercial/Industrial				
Offices, retail trades, light industrial, general manufacturing, utilities, extractive industry				
Airport revenue-producing enterprises				
Agricultural and Recreational				
Cropland				
Livestock breeding, zoos, golf courses, riding stables, water recreation				
Outdoor spectator sports, parks, playgrounds				
Amphitheaters				
Open Space				
Bird and Wildlife Attractants				
Sanitary Landfills				
Water treatment plants, water impoundments				
Wetlands Mitigation				

ENVIRONMENTAL IMPACTS

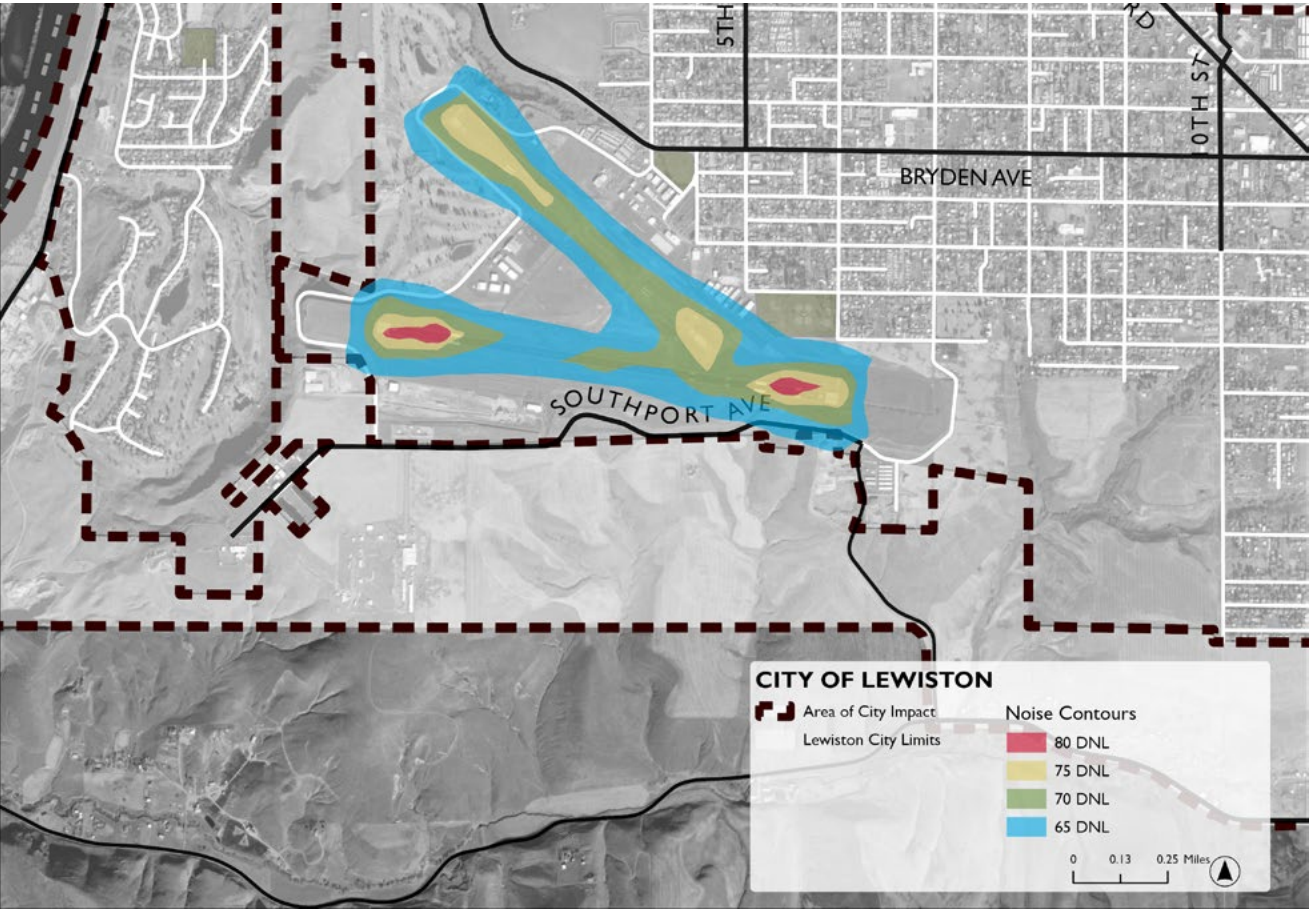
NOISE

14 CFR Part 150, Airport Noise Compatibility Planning (Part 150) is a voluntary program that US airports may undertake to seek a balance between their operational needs and the noise impacts their operations have on the surrounding community. The study of airport noise and land use compatibility authorized under Part 150 sets out the rules and guidelines and authorizes Federal assistance for the preparation of airport noise compatibility programs. There are no existing noise abatement programs currently in use at Lewiston-Nez Perce County Regional Airport, because harmful noise impacts from airport operations (as defined in Part 150) are confined to airport property. See the Airport Master Plan, Chapter 6.14 Noise.

The level of sound can be measured objectively, but noise, unwanted sound, is a very subjective matter. Techniques have been developed that measure single events in an effort to measure the noise in objective terms, giving extra weight to those sound frequencies that are most annoying to the human ear. The FAA has suggested, but not mandated, guidelines for determining land use compatibility with a given Ldn or DNL level (day/night average sound level). Ideally, residential areas should be located in areas below 65 DNL. The existing 65 DNL noise contour does not extend beyond the Airport boundary; therefore, there is no noise sensitivity or incompatible land uses within the 65 DNL noise contour. The existing noise contour map is shown Figure 9-Existing Noise Contour Map and part of the information within the Airport Master Plan, Chapter 6 - Environmental Overview.

Though there are currently no residential areas within the 65 DNL contour at the airport, this could change in the future, due to changes in the traffic at the airport. Future airport planning studies should be coordinated with City land use code and policies to ensure that noise impacts from the airport are minimized.

FIGURE 9. EXISTING NOISE CONTOUR MAP



NATURAL FEATURES, MITIGATION AND WILDLIFE

In order to protect navigable airspace and the safe movement of aircraft, an inventory of existing vegetation within the runway approach area is recommended. This information can be found on the Isometric View of the Airport Zones and Runways (8/26 & 12/30) taken from the Airport's Master Plan, where an obstruction chart provides areas of concern. From this inventory, mitigation measures can be developed to reduce the likelihood of wildlife strikes or hazards on or near an airport. Control measures to limit the height of vegetation (i.e. trees and shrubs), objects and structures within these areas should be considered. Essentially, efforts should be undertaken to limit opportunities for wildlife to access food, water and shelter. When evaluating vegetation concerns near airports, best practices should be utilized to minimize potential wildlife attractants. To follow are some best practices:

- Limitations on planting bushy trees which provide protected roosting areas for birds and cover for small mammals.
- Limitations on planting trees or vegetation that produce fruits or berries used as a food source for birds or animals.
- Limitations on clusters of trees or vegetation that provides a protected environment for birds and small mammals.
- Removal or trimming of trees or vegetation which penetrate the approach slope.
- Installation of marker lights that alert aircraft within the airport environs of the hazard that may affect approach or departure procedures.

Guidelines urge discouragement of the creation of pools, ponds, sewage lagoons and fountains on or near an airport that could attract wildlife.

There are no wetlands found at the Lewiston-Nez Perce County Airport. The water bodies on and near the airport, the five ponds between the two golf courses, Tammany Creek located approximately 1-mile south of the airport, and the Snake River located approximately 1-mile west. The rivers are naturally flowing sources of water and are exempt. Airport staff should continue to monitor these water sources to predict wildlife patterns to and from areas in close proximity to the airport and look at deterrents to discourage wildlife such as anti-perching devices working with the city of Lewiston and a wildlife specialist.

There is one area of concern that was identified in the Lewiston-Nez Perce County Regional Airport Wildlife Hazard Management Plan - April 18, 2019, that identified a pond hazard at the approach end of runway 12. Airport staff and city of Lewiston should look at providing mitigation measures to comply with FAA requirements.

LIGHT EMISSIONS AND VISUAL IMPACTS

Although not a physical obstruction in the same sense that structures are, visual - light, emissions, glare, dust, smoke, steam, smog or electromagnetic obstructions can pose hazards to aircraft and should be managed to limit the impact on airport operations. Maintaining an unobstructed view for pilots is an important element in creating land use compatibility. Since many aircraft operations in close proximity to the runway take place without navigational aids, clear visibility of the runway area is advisable; Inner Critical Area and Outer Critical Area.

Airfield lighting is the main source of light emissions in the immediate vicinity of the airport.

Light emissions from any of the development projects on airport property are expected to be localized and should not provide impacts beyond the areas of runways, runway ends, parking areas, aircraft apron areas or roadway lighting as required by FAA policies and procedures.

Dust- dust and dust storms carry particles through the air, that can create hazardous conditions due to severe reductions in visibility. When activities such as construction or farming occur within the vicinity of an airport, there is a risk of exposed dirt and debris that can be carried by winds across airport operational areas. In areas where low-level flights occur during approach or departure dust has a risk of reduced visibility and caution should be exercised to minimize earth disturbance or the creation of open dirt areas that can contribute to these issues.

Light Emissions- Light emissions often are caused by lights that shine upward in the flight path. A pilot's ability to identify an airport during low-level flight altitudes can be hindered by emissions during the evening hours, storm events or times of reduced visibility such a fog/low cloud. Also, lights that are arranged in a linear pattern

can be mistaken for airport lights depicting operational areas of the airport. Bright lights, including laser lights, are also a concern because they are distraction and can cause a blurred or momentary loss of vision for pilots as they pass from darkness into well-lit areas. Efforts should be made to require down-shielded lighting fixtures, as well as minimizing linear lighting near airport environs.

Glare - Glare produced from reflective surfaces can blind or distract pilots during low-level flight operations. Water surfaces such as storm water detention ponds and light-colored or mirrored buildings can produce glare. It is important to evaluate these items during plan reviews to consider whether or not they may impact a pilot's vision. Coordination with the FAA is recommended if a local assessment identifies potential glare associated with various land uses or developments.

Smoke, Steam and Smog - Smoke, steam and smoke can create a hazardous haze that contributes to reduced visibility for a pilot while operating an aircraft. Generation of these conditions by land uses such as manufacturing and ethanol plants, or utilities such as electrical generation can pose a problem for pilots. A concern for Nez Perce County is the number of manufacturing operations that are being developed in the airport vicinity. A main concern is the potential for thermal plumes created by various manufacturing processes. A thermal plume may not be visible to pilots, but can cause air turbulence and could be hazardous to aircraft.

Electronic or Electromagnetic Interference (EMI) - Certain land uses may generate electronic signals that disrupt aircraft communication or navigation. Consideration should be given to possible creation of this form of interference when reviewing proposals or applications for cellular communication towers and other telecommunication facilities. EMI is naturally present in the environment, however, if excessive levels are found in proximity to an airport, EMI may degrade the performance of some air navigational systems such as glide slopes, localizers, and Air Traffic Control Towers. As a result, efforts should be made to reduce the level of EMI in the Inner and Outer Critical Area of the airport to maintain the level of performance of the various systems.

LAND USE CHARACTERISTICS THAT AFFECT ACCIDENT SEVERITY

Land uses with noise sensitivity, concentration of people, tall structures, visual obstructions or wildlife and bird attractants that affect accidents, will require the strictest land use controls. These areas are generally close to the ends of the runways in the inner and outer critical areas. This is where generally there is most risk of accidents occurring.

High Concentrations of People - The land use characteristic tied most closely to the consequences of aircraft accidents is the number of people concentrated in the accident area. Providing zoning that limits the number of dwellings and people in areas close to the airport is the most direct method of reducing the potential severity of an aircraft accident. Eliminating the types of land uses that pose high risks should be encouraged, such as hospitals, schools, nursing homes etc. Open land areas are more appropriate and can lessen the severity of an aircraft accident generally because there are few occupants that are in harm's way. Planning for open areas around the proximity of the ends of the runways should be taken into account. Having farm fields, wide roads or other low population density areas would be a more acceptable land use to these areas adjacent to the airport property.

FUTURE NEEDS

Chapter two of the Airport Master Plan provides a thorough analysis and forecast of aviation demand. A major factor impacting the forecasted aviation demand at the Lewiston-Nez Perce County Regional Airport will be the south side development as described in the Airport Master Plan. The airport will benefit by having additional general aviation development on airport property and an additional airline servicing routes that is needed for local businesses.

One focus that has been discussed by the airport board is the possibility of developing a flight school at the airport due to the great open space surrounding it, the climate and the south side area which is primed for development.

Another Focus by airport staff is to actively seek, with the help of a consultant, another airline to service routes that were lost and to provide new routes for those businesses seeking additional connection hubs.

The south side development area expansion is anticipated to include additional fixed base operator opportunities, the new firefighting ARFF building which was completed in 2019, cargo apron, hangar development and non-aeronautical revenue development according to the Airport Master Plan. Depending on the nature of the businesses utilizing the area, this will add to the annual operations, based aircraft and passenger enplanements. Factors that could impact the success of the anticipated south side apron development are the availability of services and facilities such as water, sewer, power, fiber and road access; cost of operating at the developed areas, local demand for additional services and marketing of the proposed development. Once the facilities are developed there is a high probability for an increase in based aircraft and total annual operations.

The time frame for addressing airport development needs generally involves short-term (0 to 5 years), medium-term (5 to 10 years) and long-term (10 to 20 years) planning. Long range airport planning primarily focuses on the role of the airport and protects for post-planning period development.

The facility requirements for the Lewiston-Nez Perce County Regional Airport are based on the types and volume of aircraft and passengers expected to use the airport in the short, medium and long-term timeframes. These facilities will enable the airport to serve its users in a safe and efficient manner. The recommended facility improvements are detailed in Chapter 3 of the Airport Master Plan, and include the taxiways, aprons, parking, hanger facilities, Aircraft Rescue and firefighting (ARFF) station and the terminal building.

GOALS

- Increase collaboration with Nez Perce County and the Airport Authority to ensure the airport has the support it requires to be successful.
- Facilitate and encourage commercial and industrial uses in the proximity of the airport that benefit from or provide benefit to and do not conflict with airport operations while supporting the creation and livelihood of aviation-oriented businesses and other industries dependent on air transport.
- Provide compatible land use planning around the airport so as not to inhibit airport operations and growth, without placing undue burden on surrounding property owners and growth of and redevelopment within the city. Encourage open space and clear areas within key safety areas adjacent to the airport to protect the airport and reduce safety risk exposure of people on the ground and in the air.
- Evaluate the Airport Overlay Zone and permitting procedures as needed to ensure an environment of compatibility between aircraft operations and interests and surrounding land uses. Evaluate uses in the Airport Overlay Area to ensure allowed uses do not attract birds, create visual hazards, emit transmissions which may interfere with aviation communications, or otherwise obstruct or conflict with airport operations.
- Improve public transit service to and from the airport.
- Encourage development of public infrastructure necessary for growth of the Southside Airport Business Park.
- Facilitate implementation of the goals, objectives, projects and recommendations of the Lewiston-Nez Perce County Regional Airport Master Plan.

ENVISION LEWISTON 2044

EXPLORE OUR PAST, ENGAGE OUR PRESENT, BUILD OUR FUTURE

