

Lewiston Comprehensive Plan

Dream Big, Plan Wisely



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The Heart of Winona County

A COMPREHENSIVE PLAN

for

LEWISTON, MINNESOTA

2023

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Chapter One

Introduction



Purpose

The purpose of this document is to outline the various characteristics of the City of Lewiston in a meaningful way so that decision makers within Lewiston can enhance their visions for growth and prosperity. A comprehensive plan is developed by looking at physical, social, and economic factors that make up a community and overlays those qualities with other general traits and needs such as housing, education, land use, transportation, and recreation among many other attributes. This document was created by examining these general features and listening to the people who use them. As a whole, comprehensive plans are a guide, not to any one specific project, but to long-term decision making within a given community.

This document is meant to serve as the long-term planning guide of the City of Lewiston. There are many more projects which are much more specific in nature. These projects will each require their own strategic plans, in step with this comprehensive plan, and will be dependent upon need, want, and the availability of funding.

Community History

By the mid-1850s, Winona was becoming the port city for Southeast Minnesota. Minnesota's vast area of rich farmland was being marketed on leaflets and posters in Europe and the Eastern United States as some of the best agricultural land available anywhere. Settlers arriving by steamboat at Winona headed west to the prairies of Southeast Minnesota making their way, in many cases, by Conestoga wagon.

The hearty settlers made their way west from Winona to Minnesota City, then south to Stockton and then west again via the route that roughly follows County Road 20 to the point about one mile east of Immanuel Lutheran Church (Silo). Pioneers would then either continue west from that point, or would continue south to Wyattville to join the Territorial Road, a stagecoach route which led to Enterprise, Fremont, Clyde, Troy, Chatfield, and on to Austin. A small community of New Boston, Minnesota was established between the church at Silo and the settlement of Enterprise.

With the westward expansion came new technology, the railroad. In 1855 the legislature granted a charter to the Transit Railroad Company (a predecessor to the Winona & St. Peter — later Chicago and North Western, and today the Canadian Pacific Railway). The Transit Railroad began building a roadbed west along nearly the same route taken by the early pioneers in covered wagons. Because of the Panic of 1857, the roadbed languished for many years with new management taking over in 1862 and track being placed on the first ten miles, nearing Stockton by December of 1862. In the summer of 1863, track reached the area north of the settlement of New Boston.

Chapter One

Introduction

The railroad wanted to purchase flat, buildable land at the top of the hill from Stockton for a depot and an elevator. Price gouging began by landowners adjacent to the best sites. Jonathon Smith Lewis, owner of the property to the south of the right-of-way near the Fremont and Main Street intersection sold the Winona & St. Peter Railroad, the property on which the depot would be located. The original depot stood on the location of the Lewiston Feed and Produce's fertilizer facility just to the north of Fremont Street and First Street South. The depot grounds were spacious and contained a large European-style garden. Gardens such as the depot garden here were designed to give the newly established communities a better and more civilized first impression to the wary immigrants. The depot grounds also contained a railroad well and water tower on the west, and steam locomotive turntable on the east. Because Mr. Lewis had proven himself to be an honest and honorable man, the Winona & St. Peter designated the station: LEWISTON.

Over the last 150 years, Lewiston has remained the —Heart of Winona County's Richest Agricultural Regionl. Today, Lewiston is a city of excellent schools, strong churches, and is a wonderful, caring community in which to live. *Lewiston, Minnesota: "The Heart of Winona County!"*

Community Structure

The City of Lewiston is a statutory city located within Winona County, in southeastern Minnesota. The city is governed by a mayor and four council members. The mayor has a two-year term and the ability to vote on matters brought before the council. Each council member has a four-year term. Day-to-day operations of the city are managed by a city administrator who reports directly to the city council as a whole. All other city departments report to the city administrator. The city administrator and deputy clerk are responsible for carrying out the directives of the city council, along with the administrative assistant.

In an effort to create efficiency, increase public participation in city matters, and utilize individual interests and expertise, the city council has established a number of advisory boards such as the planning and zoning commission and the economic development authority, among others to assist and enhance the council's ability to investigate and synthesize community issues. Recommendations by such advisory boards are taken into consideration by the council before it takes action on an issue, but the ultimate decision is made by the city council on all city matters.

Planning Process

This comprehensive plan is the final result of years of planning through committee meetings, community workshops, and public forums. In 2020, the Economic Development Authority and City Council established the comprehensive planning committee whose sole responsibility was to produce a comprehensive plan for the City of Lewiston. This plan was reviewed by the Lewiston planning and zoning commission for recommendation to the council. After council consideration, and when adopted, it is the responsibility of all city entities to implement and follow these guides. The Lewiston comprehensive plan is laid out in the following manner:

Introduction

- Overview & background.

Current Settings & Conditions

- Features present within Lewiston.

Comprehensive Planning Guide

- Exploring planning concepts from a general standpoint to a specific standpoint.
- Concepts start with the city as a whole & get progressively narrower in focus to specific sections and neighborhoods.

Ongoing Strategic Planning

- Overview of strategic plans currently in place.

Implementation Policies & Conclusion

- How this comprehensive plan should be implemented and revised in the future.
- Comprehensive plan wrap-up.

This comprehensive plan for the City of Lewiston is the culmination of efforts by the comprehensive planning committee, the planning and zoning commission, the city council, as well as concerned citizens. A public forum/open house was held on November 6, 2007 for the purpose of gathering input from the residents of Lewiston.

The outcome of the public open house is summarized in the following graphics. While the following graphics do not necessarily represent any final analysis or specific priorities at this time, they are a compilation of the information gathered at the public forum/open house and illustrate the community's involvement and sentiments during this planning process. These comments and suggestions from the public were used to shape committee discussion and decisions, and ultimately form the final analysis and specific objectives of this comprehensive plan.

Planning Process

Community Participation					
Lewiston Comprehensive Plan Open House					
	Not Important Score - 1	Somewhat Important - 4	Neutral Score - 3	Important Score - 4	Very Important Score - 5
Civic Events					
As a means to develop a sense of community	4	1	1	11	12
Marketing scheme to promote the City	3	0	2	8	9
Greater interaction between residents that cross social, religious, economic, and age lines	2	2	2	8	9
Promotion of tourism (development of new events)	3	2	5	8	5
Civic Organizations					
Formation of a pro-community group	3	2	4	4	11
Role of churches as civic	5	2	5	7	11
EDA facilitates development efforts	0	1	1	9	14
Land Use Patterns					
Downtown revitalization through the reuse of existing structures	0	1	0	3	23
Economic new development related to the existing industries	2	1	2	5	20
Pedestrian facilities (sidewalks and streetscapes)	1	0	0	7	17
Annexation policy with an orderly expansion of infrastructure to economically support growth	1	1		8	13
Recreation					
Better promotion of recreational areas of town	1	1	3	10	6
More internal recreational facilities (splashpad) and improvement of the existing facilities	2	0	2	7	17
Park improvements and the designation of undeveloped land as recreational open space	3	1	3	8	3
Improved walking and cycling trails	3	3	3	6	13
Schools					
More availability of school facilities for community events	1	2	5	2	16
Improved integration with the community	2	1	2	12	5
Sharing of services and facilities with the city to save money and resources	2	1	3	6	16
Create community outreach programs to educated residents	1	1	2	11	13

SWOT PLANNING ANALYSIS

Growth

STRENGTHS	WEAKNESSES
<p>Located between two major highways</p> <p>Desirable landscape</p> <p>People with foresight and imagination</p> <p>Large employment industry (Riverside Electronics)</p> <p>National Night out</p>	<p>Need to plan slowly - the city needs upgrades</p> <p>Cannot grow when all streets end in cul-de-sacs</p> <p>No available residential building lots - need more development to encourage new building</p> <p>Need more land to develop</p> <p>Downtown buildings sitting empty</p> <p>Need to improve the outside appearances of buildings</p>
OPPORTUNITIES	THREATS
<p>Find a way to have builders build homes</p> <p>Need to plan for growth</p> <p>Provide incentives for development of building lots for homes and incentives for existing businesses to grow employee base</p> <p>We need to "market" our city and clearly define our goals</p> <p>Look at outdated zoning laws and get rid of what does not work</p> <p>Need a plan to attract businesses (mostly downtown)</p> <p>Downtown revitalization</p> <p>Business/organizations and churches need to come together in doing more for residents</p> <p>Enforce people to maintain their properties</p>	<p>Lack of leadership and planning</p> <p>City not getting along - we need to work together as a community</p> <p>Rather than stating a policy number, explain what it is. This will help people understand why the decision was made</p> <p>Mistrust and constant bickering</p> <p>People that are misinformed or not informed correctly need to be sure of what they are saying before they speak to loudly</p> <p>Losing downtown businesses if development continues north of Highway 14</p>

SWOT PLANNING ANALYSIS

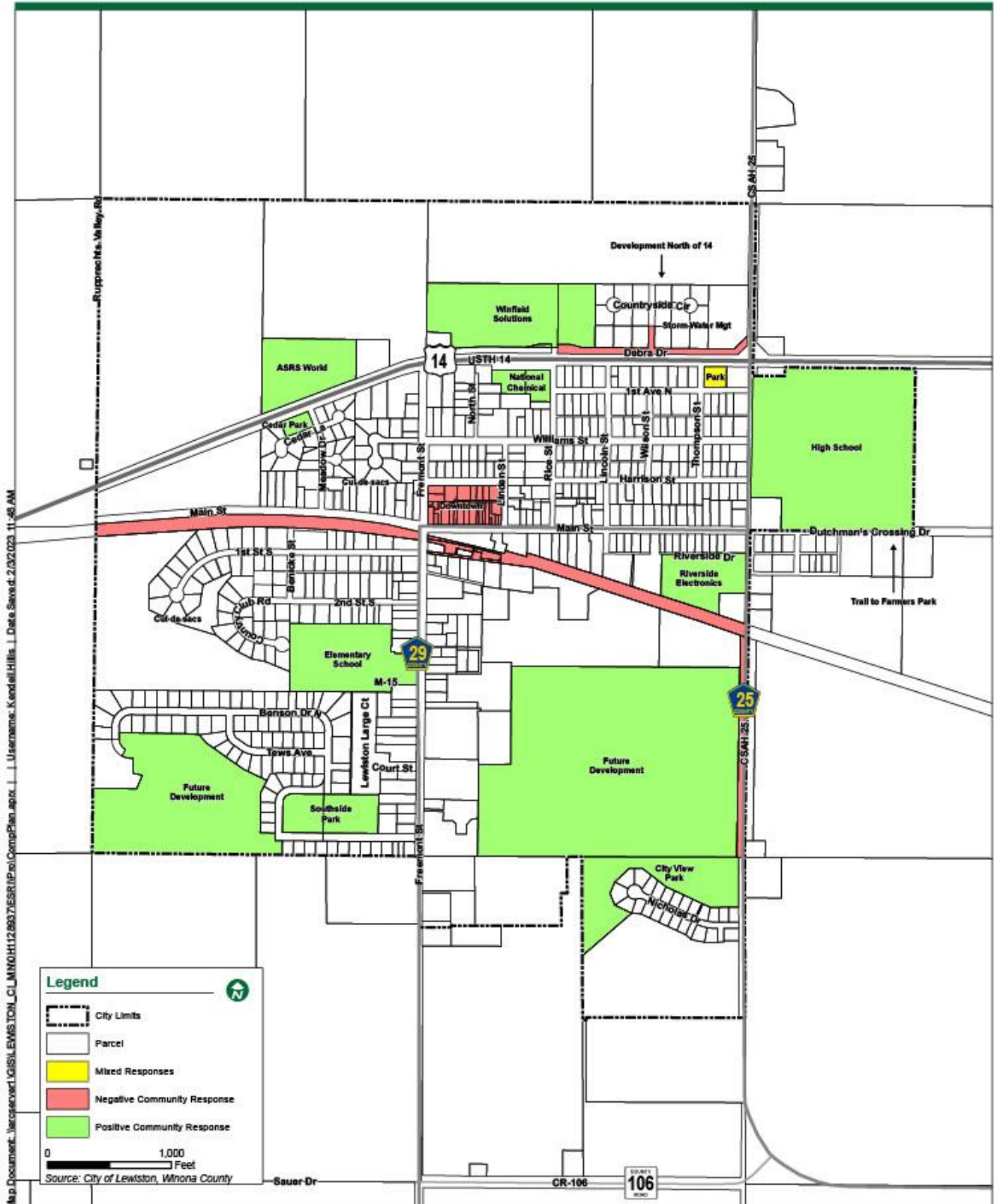
Community Facilities

STRENGTHS	WEAKNESSES
<p>Inviting Parks</p> <p>Priorities - what we need first</p> <p>People with foresight and imagination</p> <p>How about another path or walking trail</p> <p>The city working guys do a good job</p> <p>The people of Lewiston</p> <p>Great school system and church - wonderful faith community</p>	<p>Lack of communication</p> <p>Keep properties up</p> <p>Maintenance of roads</p> <p>Need more land to develop</p> <p>City needs to maintain sidewalks - in poor condition and snow removal</p> <p>Deteriorating buildings and septic systems</p> <p>Deteriorating Main Street</p> <p>No focused planning on commercial growth</p>
OPPORTUNITIES	THREATS
<p>Need a pool and bike path connecting recreational facilities</p> <p>Get more businesses on Main Street</p> <p>Ability to move forward while building city ordinances</p> <p>We need to "market" our city and clearly define our goals</p> <p>Look at outdated zoning laws and get rid of what does not work</p> <p>Partnering with neighboring cities for projects</p> <p>Write more grants to get more projects</p> <p>Support what is happening at the Crossings Center</p> <p>Need walking/running path around "4 mile" square</p>	<p>People need to pull together</p> <p>Keep any drug use under control</p> <p>Lack of funding to support projects</p> <p>Mistrust and constant bickering</p> <p>Lack of unity and a spirit of working together</p>

SWOT PLANNING ANALYSIS

Sense of Community

STRENGTHS	WEAKNESSES
<p>A general sense of safety in the community</p> <p>Community is small enough to know neighbors</p> <p>Fool's Five is a tremendous asset to our community</p> <p>Strong school district</p> <p>Increased interest in City government</p> <p>The Crossings Center</p> <p>Churches bring folks together and friendships develop, helping City grow</p> <p>Generally, a safe place to raise a family</p>	<p>Need to have a plan moving forward</p> <p>Would like personal interests aside for the best decisions for the City - reach compromise without offending</p> <p>Need to work with school in more things</p> <p>Do not address concerns of City residents</p> <p>Comprehensive Planning - great to see renewed interest in looking at the whole</p> <p>National Night Out - keep going with that event annually</p>
OPPORTUNITIES	THREATS
<p>Block parties or National Night Out</p> <p>Have a plan get our Main Street back</p> <p>Have a group that will work together as a community - we all need to pitch in</p> <p>Help one another, no matter how small the job is</p> <p>Plant trees City wide</p>	<p>Lack of funding for projects</p> <p>Town remaining idyl due to lack of space</p>



Chapter Two

Current Setting & Conditions



For the purposes of discussion and analysis, this plan breaks down the City of Lewiston into five distinct districts: The Downtown Business District, the Highway 14 Business Corridor, the Original City Neighborhood, the Southwest Quadrant, and the Southeast Quadrant. It should be noted that the High School Addition district exists to simply show that the area was annexed at a later date and the land was not originally a part of Lewiston. However, for the purposes of this plan, planning concepts pertaining to the High School Addition are the same as that of the Original City Neighborhood. These districts are further illustrated on the following page.

The overall land use in Lewiston is fairly consolidated to single use areas within the newer sections of the city. However, in older portions of the city, mixed-use areas are still common. In contrast, Lewiston has seen an improvement in land use consolidation since the first comprehensive plan in 1967. As noticed on following graphics, land use generally follows the zoning districts set forth by the city with a few minor exceptions.

The Highway 14 Business Corridor has the highest concentration of commercial buildings within the city. In addition to traditional downtown commercial space there is also a strong presence of agriculture related industry. With the ability to accommodate larger buildings, the Highway 14 Corridor has seen the most commercial/industrial growth in the last few decades.

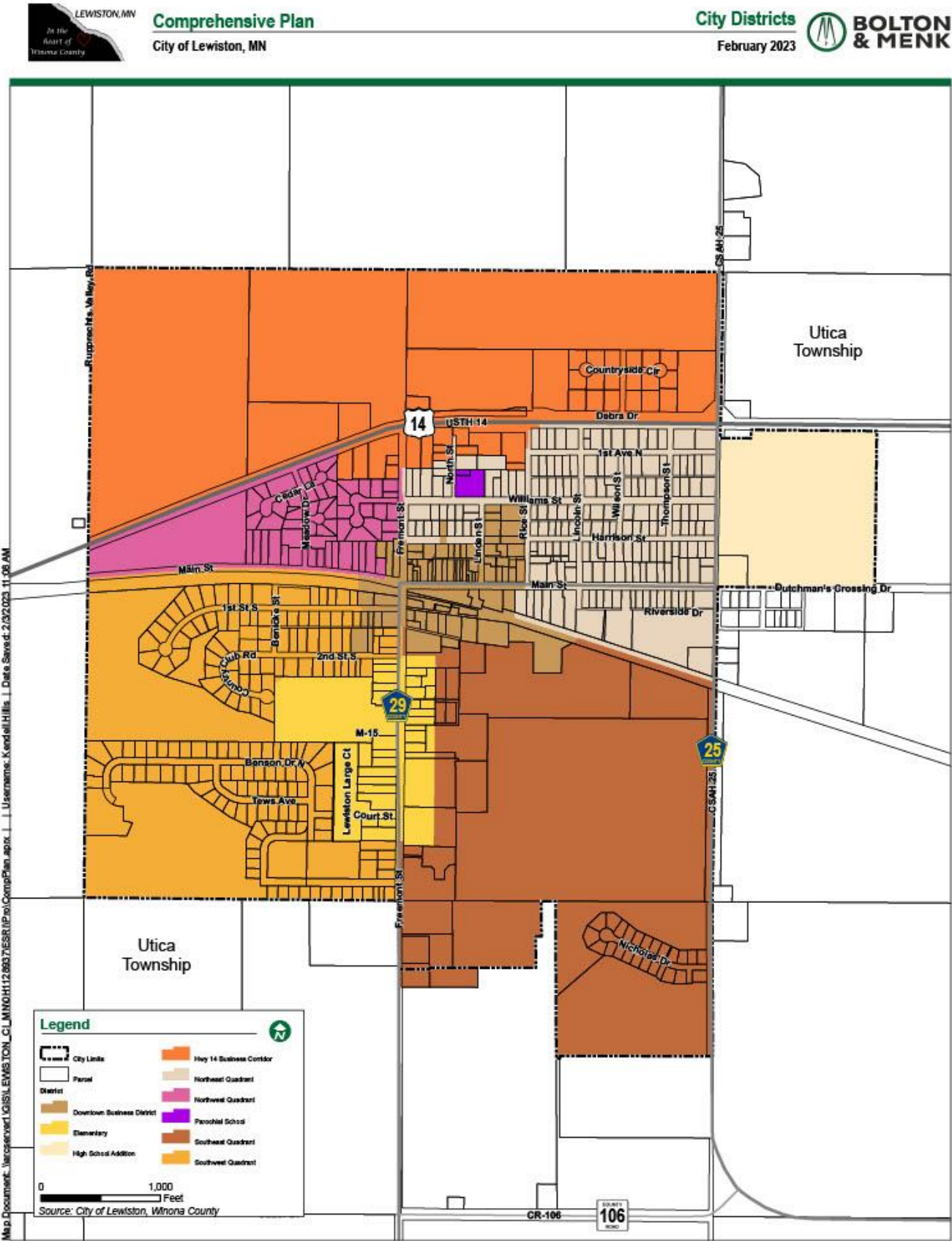
The northern border, encompassing the Highway 14 Business Corridor and large portions of the southeast quadrant of the city are currently used for agricultural crop production.

The Original City Neighborhood, between Fremont Street to the west and C.S.A.H. 25 to the east; and U.S. Highway 14 to the north and Main Street to the south is primarily residential.

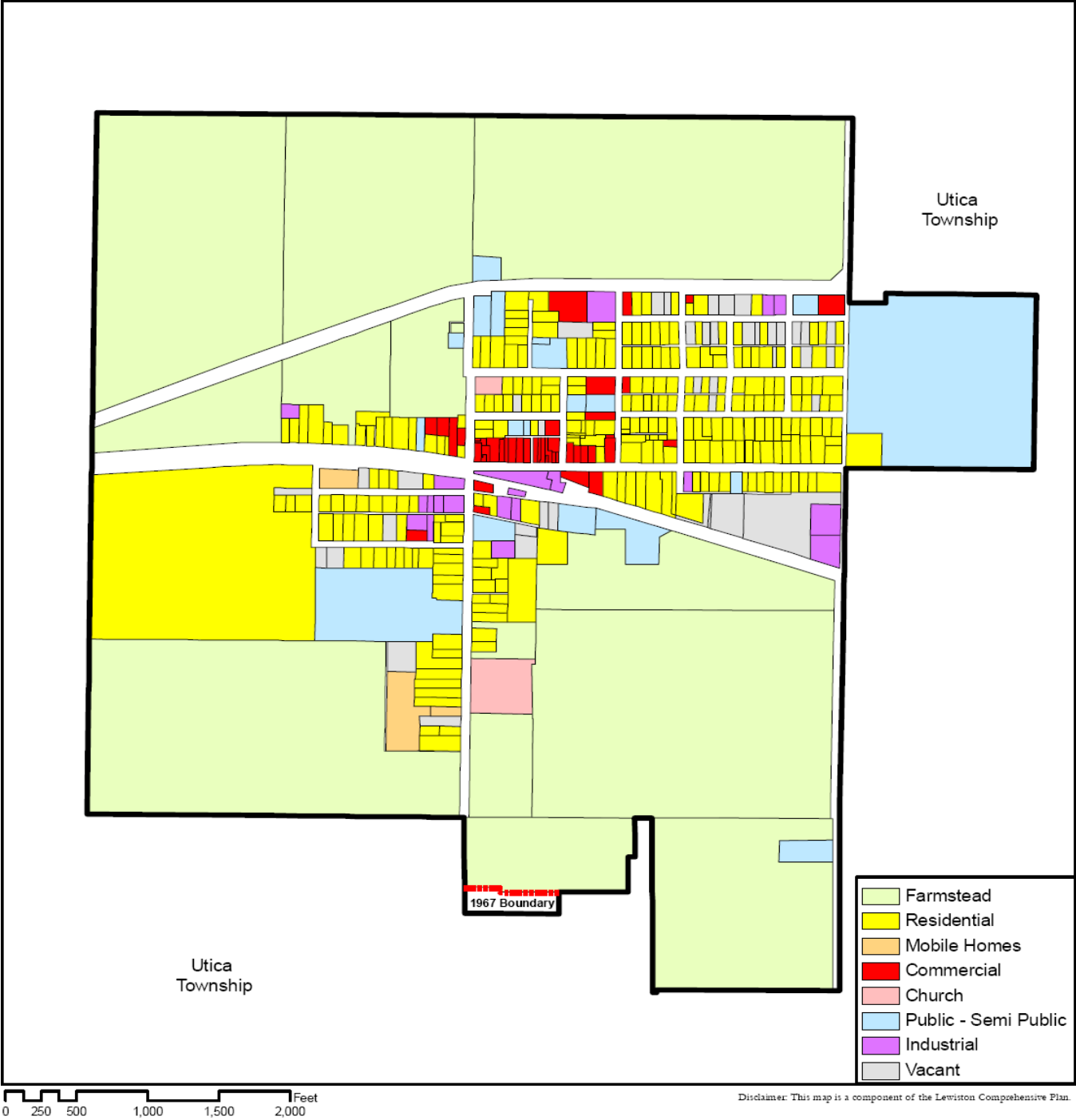
The southwest quadrant of the city has the newest residential developments, but older homes and buildings are adjacent to Fremont Street. Southwest Lewiston also has a higher concentration of multi-family units and mobile homes.

The southeast quadrant of Lewiston as mentioned before is mostly agricultural crop production, but there is a newer single-family residential development near the southern most city limit. Along Fremont Street there are older single-family homes but also a mix of churches and commercial/industrial uses.

Chapter Two
Current Setting & Conditions



Land Use 1967



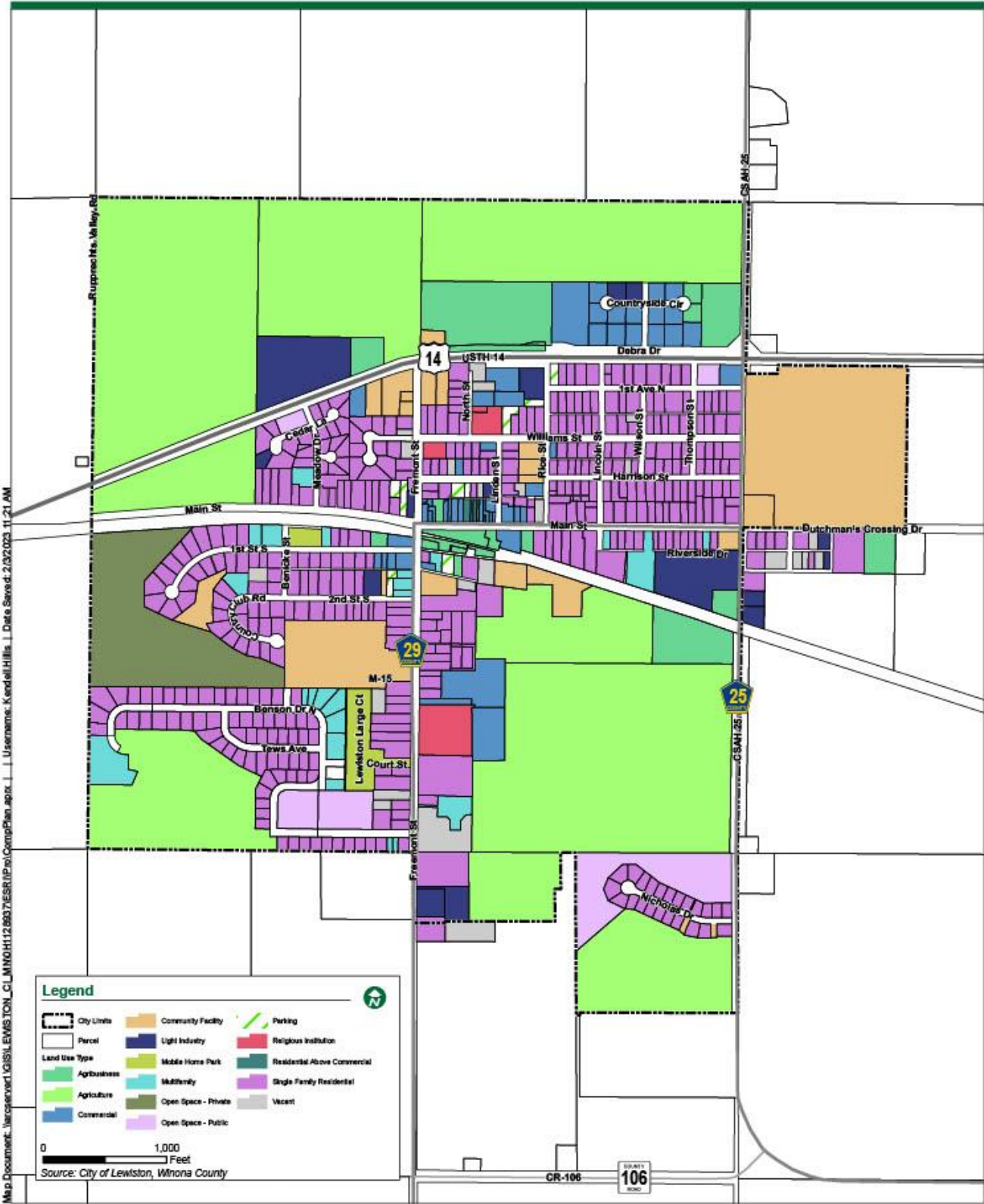
Lewiston Comprehensive Plan

Dream Big, Plan Wisely

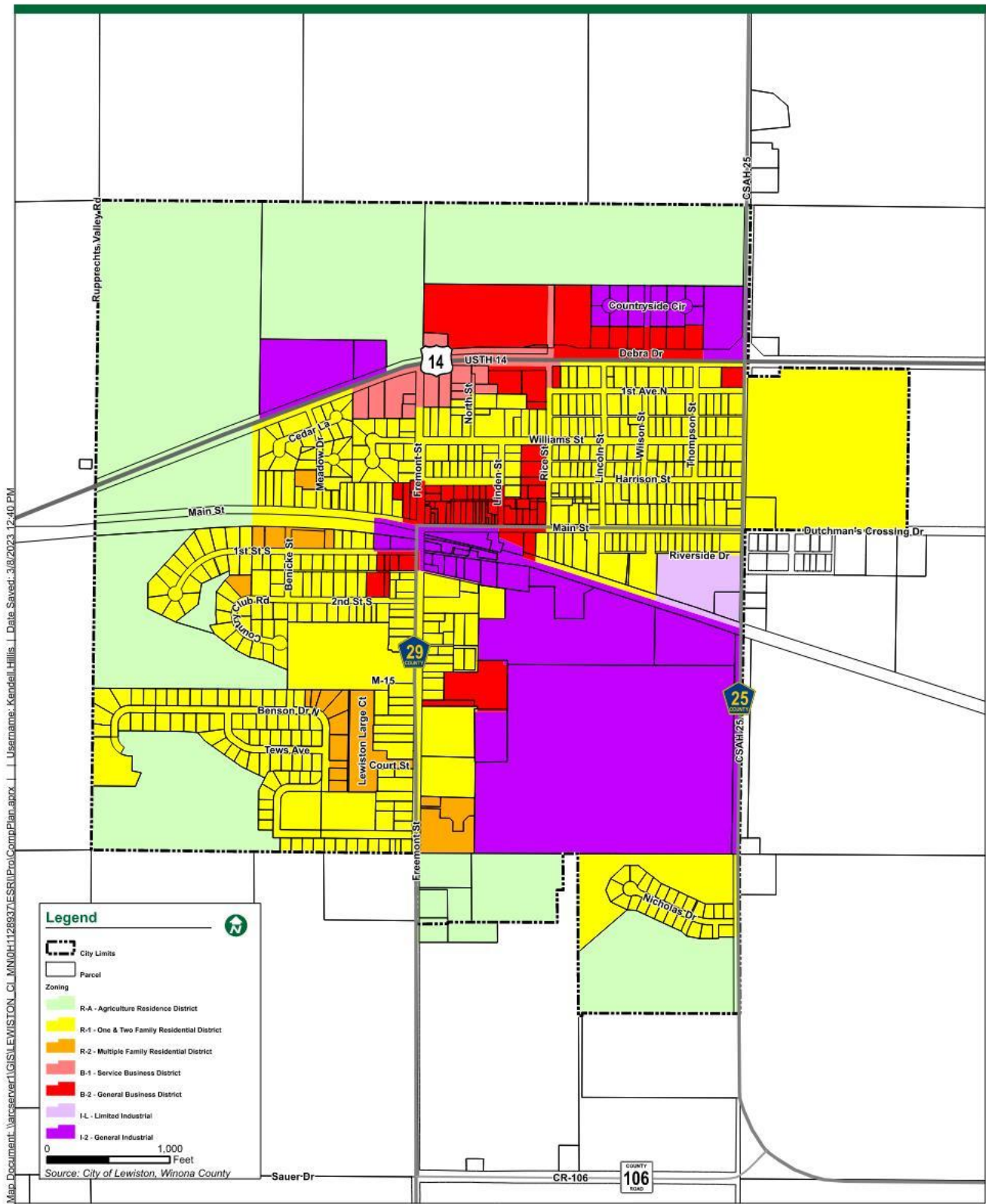
Data Source: Data developed from the Lewiston Comprehensive Plan of 1967.

Chapter Two

Current Setting & Conditions



Chapter Two
Current Setting & Conditions



Chapter Two

Current Setting & Conditions

Natural Features

Lewiston sits in the heart of Winona County, in southeastern Minnesota, with an approximate land size of 746 acres. The city itself is on fairly level and high ground, but the surrounding countryside is made up of hills, valleys, and bluffs of the Mississippi River Valley in nearly all directions but West. Even with the surrounding terrain the way it is, agriculture is one of the largest industries of the area.

There are no significant bodies of water or rivers within or immediately affecting Lewiston, however because of the region's karst geology, special considerations must be taken to protect sensitive land features such as drainage/spillage ways and sinkholes. The same considerations must also be taken into account when looking at new developments and other construction or planning activities within the city to prevent ground water contamination and ensure new buildings are on suitable ground.

Population

In 2020, Lewiston had a population of 1,533. In 2020 (latest available figures), 73.1% of the population was over the age of 18, 51.64% residents were female and 48.36% were male. Also in 2020, 89% of Lewiston residents were Caucasian but nearly 11.9% of residents (over 5 years of age) spoke a language other than English at home. 86.4% of residents were high school graduates and 26.5% held a bachelor's degree or higher.

Housing

286 acres within the city of Lewiston are currently zoned for one and two-family housing. Another 21 acres are zoned for more than one or two (multiple) families. According to the 2020 American Community Survey, or U.S. Census Bureau, of the occupied homes within the city, in 2020, 80.6% of the homes were owner-occupied and 19.4% were occupied by renters. Only 8.1% of homes were vacant. The current median value of homes is \$178,600, compared to the U.S. average of \$229,800 (2020 American Community Survey). Because of fluctuation and recent world-wide economic events, these figures should be reviewed and updated when new statistics become available.

Chapter Two

Current Setting & Conditions

Parks & Recreation

The outdoors, recreation, and fitness are important aspects of daily life in Lewiston. Lewiston has an active parks & recreation department which tries to improve upon the assets already present within the community, and plan to develop new amenities for residents to enjoy. The city is encouraged to look into a Park Adoption Program.

Recreation options in Lewiston are diverse. Its park system, along with sporting leagues offers options for all ages. Lewiston also has a privately owned, public 9-hole golf & country club.

While promotion of current assets is important to the community, the city pool closure has brought community awareness to the issue of maintaining a high-quality of life through new, improved, and expanded recreational options within Lewiston.

The city has one trail system. That is the Lewiston Prairie Trails Park Loop. This loop is a wide grass covered trail that starts at the parking lot then travels about a quarter-mile west along the top of an old berm to a tee in the trails. The loop continues to the northwest for another tenth of a mile where there is a gradual turn to the east. The trail passes through an area with a nice stand of evergreens to the north then continues on slightly uphill and past the entrance road and parallel to a county road for about four-tenths of a mile.

The loop then continues to the south for a little over a tenth of a mile passing by farmland and trees on the east and wetlands on the west. The loop makes a slight turn to the southwest for about another tenth of a mile climbing up the side to the top of a large berm with farmland to the south. After about a quarter-mile due west there is a small rest area with a bench and table and a nice view to the south and west of the surrounding area.

The next part of the loop has a short section that is relatively steep as it travels down to the bottom of a small creek bed then climbs back up to the top of a berm. There is another rest area with a bench and nice views of the head of a local creek. The loop continues back for about a tenth of a mile to the tee first encountered at the end of the first leg. The first leg of the loop is then taken back to the east to the point of beginning at the parking lot.

Recently, the connection of trails has become a regional goal. Currently there are no trails present within Lewiston, but in collaboration with the Winona County Trail Plan Committee the stage has been set for Lewiston to be the hub of Winona County Trails and regional trails passing through the area. Lewiston is currently taking steps to study, design, and implement its own city trail system to establish Lewiston as a hub of trails in Winona County.

The EDA should continue pursuing grants and suggesting projects to the Director of Public Works for continued improvement of Lewiston's Parks and Recreation department.

Chapter Two

Current Setting & Conditions

School Facilities

Lewiston is home to the Lewiston-Altura Independent School District 857. ISD 857 is comprised of the Junior/Senior High School on County Road 25 near U.S. Highway 14 and the school grounds are complete with athletic fields for football, baseball, tennis, and track. Current enrollment is approximately 354 students.

The elementary school on Fremont Street south of Second Street is on the site of the former high school and has a complete playground area and baseball diamond for students. There is also a large parking lot for faculty, visitors, buses, and student drop-off via bus and car. ISD 857 serves all of the City of Lewiston, City of Altura and surrounding rural communities. Current enrollment is approximately 176 students. The Intermediate school is located in Altura, MN and current enrollment is approximately 75 students. At the end of the 2022 school year, this school will close. Students in the 5th grade will go to the elementary school and students in the 6th grade will go to the High School.

In addition to the public schools present in Lewiston, St. John's Lutheran school offers another education option for community residents. A private school, St. John's school is located on Williams Street near the North Street intersection and offers classes from Preschool through the 8th grade.

Public Facilities

There are a number of public facilities throughout Lewiston in addition to the recreational and educational facilities already mentioned.

The Community Center is located on Rice Street. This all-in-one type facility is home to City Hall, the Lewiston Senior Center, and a large community gathering space.

City Hall is home to all city administrative offices. The City Administrator and Deputy Clerk, Police Chief, 2 full-time police officers, Public Works Director, Ambulance Director, and several part-time police officers are the city employees with offices in City Hall.

The City Maintenance Shop, located on 1st Street SE houses the public works department. Currently, the public works department has 2 full-time employees.

The Waste Water Treatment Plant is staffed by People's Service, Inc. a private company specializing in municipal waste water systems. The plant is located on Homestead Drive.

A Minnesota Department of Natural Resources-Forestry office is located on Fremont Street near U.S. Highway 14.

A United States Department of Agriculture service center is located behind Debra Drive.

A Winona County Soil and Water office is located on North Wilson Street.

Chapter Two

Current Setting & Conditions

Services

The police station is located within City Hall. Lewiston does not have a detention facility, but instead works closely with the Winona County Sheriff's office for support when needed. Currently the Lewiston Police Department has a chief, two full and several part-time officers, and has two vehicles.

The Lewiston Volunteer Fire Department currently has 29 members. The fire station, located on Fremont Street near U.S. Highway 14 houses all equipment, training and education materials, and 5 fire trucks as well as two ambulances.

The Lewiston Volunteer Ambulance service office is located in City Hall. Currently there are 30 volunteer members in addition to the director. They utilize two ambulances. The Ambulance Director is a full-time city employee as well as one part-time EMT/Administrative Assistant.

Utilities

Lewiston's drinking water system is managed by the city itself. Average water demand is 85,000 gallons per day with a peak demand of 120,000 gallons per day.

Wastewater is handled by the waste water treatment plant through a sequencing batch reactor which processes waste. In 2022, the plant capacity, as designed, was 285,000 gallons per day with an average daily flow of about 70,000 gallons. The absolute maximum daily flow is 400,000 gallons per day. The waste water treatment plant is managed by Peoples Services.

Electricity is provided by MI Energy Co-Op.

Natural gas service is provided by Minnesota Energy Resources.

Telephone service is provided by Century-Link Inc. and Charter Communications.

Cable television and broadband/high-speed internet is provided by Hiawatha Broadband Communications, Inc. and Charter Communications.

Lewiston is adequately covered by the major cell phone carriers. In addition to voice and text services, depending on the service provider, data and 5G connections are also available.

Transportation/ Circulation

The main thoroughfare in Lewiston is U.S. Highway 14, running the length of the city from west to east. U.S. 14 connects Lewiston and larger cities like Winona to the east approximately 12 miles, and Rochester to the west approximately 30 miles. A 9-ton road, U.S. 14 had approximate car counts of 3,950– 4,550 in 2019, the last year in which data is available. U.S. 14 also serves as an access point to the newer business developments along its northern edge.

C.S.A.H. 25, a primary north-south arterial roadway on the east side of Lewiston serves as the second most travelled roadway in the city. With an approximate car count of 2,350 in 2019, this roadway serves the high school, the original city neighborhood and a newer residential development near the southern city limit. C.S.A.H. 25 is a 5-ton road.

Main Street (C.S.A.H. 29), once a part of U.S. Highway 7, is the next most travelled roadway carrying about 1450 cars per day. A relatively short stretch of road, Main Street is the primary access to the downtown business district and between Fremont Street and C.S.A.H. 29, it is a primary west/east arterial roadway. As a truck route primarily for downtown business deliveries, Main Street also has a 5-ton rating.

Fremont Street (C.S.A.H. 29), a north south thoroughfare on the west end of the city serves as the main connection to Interstate 90 which is approximately 3 miles to the south of Lewiston. Fremont Street also provides access to the elementary school, U.S. 14, and the downtown business district. A 5-ton road, Fremont Street has average car counts around 1,450-1750 per day.

Other Notable Routes

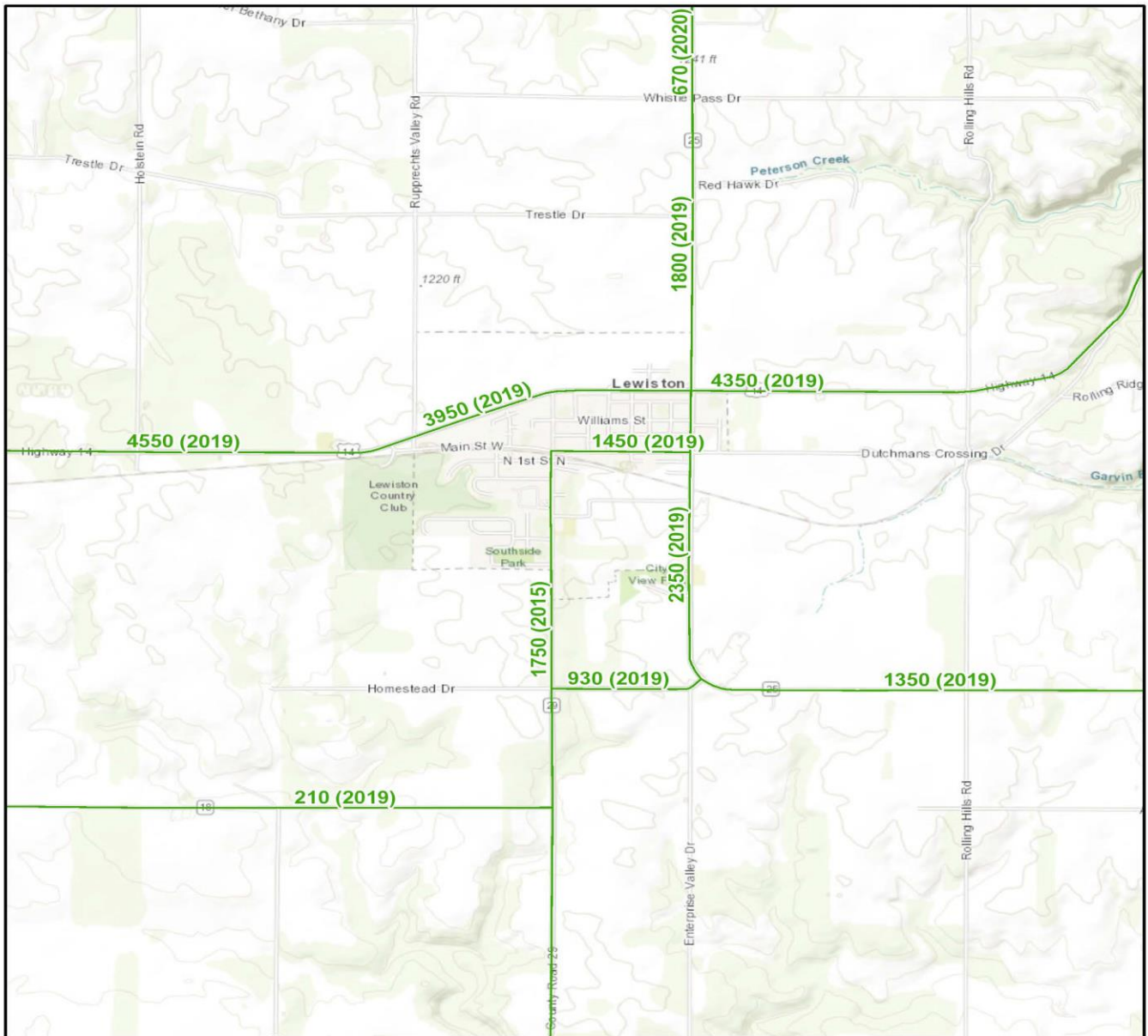
Lewiston is along the route of the of the Canadian Pacific Railroad. This west-east route through the center of the city, more or less along the length of Main Street, brings approximately 6 trains per day through Lewiston. While there is no passenger service, this route serves mainly the surrounding agricultural community for the transportation of commodities.

Williams Street, from Fremont Street to C.S.A.H. 25 is a secondary arterial west/east road through the core residential area.

Debra Drive, a frontage road to the north of U.S. Highway 14 serves the businesses located in the Highway 14 business district.

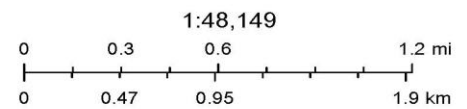
West Main Street, from Fremont Street to U.S. 14 serves as a minor arterial road.

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— Official AADT



Esri Canada, Esri, HERE, Garmin, USGS, NGA, EPA, USDA, NPS

Web AppBuilder for ArcGIS
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Chapter Three

Comprehensive Planning Guide



General Planning Concepts

Planning concepts deal with principles pertaining to specific traits desired for particular uses of land, i.e., what the city would like to see happen with growth in regards to residential, commercial, or industrial areas within Lewiston. In this section, the desired traits for each general land use will be examined. Overall, Lewiston's views of these basic planning concepts have changed relatively little over time. These views reflect the values present within Lewiston and are a part of its identity.

In order to preserve Lewiston's identity, the community must look both into the future and past when considering future developments. The city must also cooperate with Winona County, the surrounding township governments, and area cities when considering new growth and development.

Lewiston must also consider the surrounding environment to proposed developments in order to ensure that environmentally sensitive issues are addressed including, but not limited to: suitable soils for construction, minimal effect on groundwater, and preserving the overall identity and character of Lewiston.

Planning Concept Goals

- Basic land use areas (residential, commercial, and agricultural) should remain consolidated as much as possible for lasting land values and overall convenience.
- Areas of mixed uses should be avoided and where possible eliminated if they conflict with surrounding uses resulting in lower land values.
- Anticipated population growth and development goals should be considered when determining space needed for expansion.
- The character and suitability of land should be considered in projecting future patterns.

Residential Planning Concepts

- New residential developments should be encouraged.
- Residential building standards should be maintained.
- New residential areas should be large enough to justify the need for additional public infrastructure and services.
- Residential areas should be protected and separated from incompatible land uses.
- Thoroughfares should be located on the periphery of residential neighborhoods to create a quiet and safe neighborhood environment.

Chapter Three

Comprehensive Planning Guide

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Commercial Planning Concepts

- Existing commercial districts should be updated to meet existing and estimated future needs.
- Adequate parking should be provided.
- Highway oriented commercial developments should be consolidated and have controlled access.

Industrial Planning Concepts

- Adequate and suitable land should be made available for industry.
- Industrial growth should be related to existing industrial areas, away from residential areas and other areas which would be better suited for other uses.
- Industrial areas/developments should be orderly and highly encouraged.
- Adequate utilities, transportation, public services, and infrastructure should be provided for in industrial areas.
- Potential industrial areas should be identified and protected from conflicting uses.

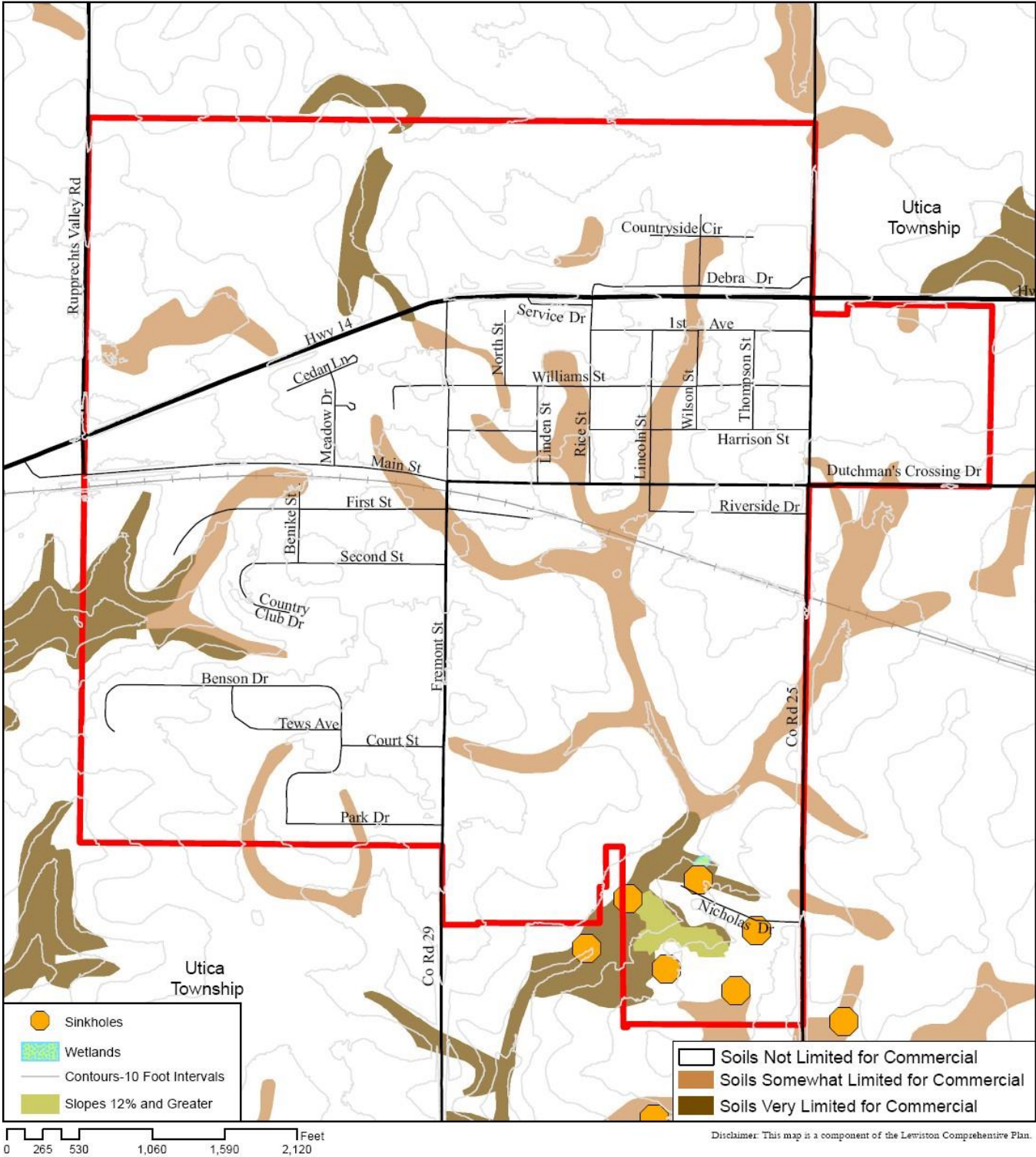
Public Facilities Planning Concepts

- Public facilities should be located in areas of compatible private use to serve the public without depreciating land values.
- Public facilities should not be located in locations where other uses may increase land values.
- Public facilities should have access to a primary traffic route.
- Public facilities should be good examples for private development.

Transportation Planning Concepts

- Road systems should be related to land use and population.
- The road system should provide reasonably direct routes for the majority of anticipated trips.
- Where possible the road system should have adequate landscape to maintain the appearance of the community.
- Where feasible, new road systems should incorporate alternative modes of transportation such as bicycle lanes and shared-use roadways.
- East and west bound arterial roads should be encouraged to ease cross-town accessibility.

**Soils Limitations for Commercial Buildings
and Sensitive Environmental Features**



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Subarea Planning Concepts

While keeping general planning concepts in mind, there are particular subareas within Lewiston which need further special considerations when planning for future growth and development.

Downtown Business District

- Small to medium retail, food establishments, offices, and other service-oriented businesses should be encouraged to locate in the Downtown Business District.
- Measures should be taken to increase pedestrian traffic in the Downtown Business District.
- Appropriate landscaping, lighting, and other cosmetic updates should be used to enhance the overall atmosphere.
- Residences should be encouraged above commercial properties in the Downtown Business District.
- The Downtown Business District should be included in any city-wide bicycle trail system designs.
- Demolition and/or updating of sub-standard properties should be encouraged by the city.
- City ordinances need to be updated to incorporate major changes in the downtown district.

Highway 14 Business Corridor

- Light and heavy industrial businesses (including ag-related business) should be encouraged to locate in the Highway 14 Business Corridor.
- Public infrastructure upgrades would be needed should significant development occur.
- An industrial park would be most appropriate on Homestead Drive.

Northeast Quadrant

- Spot-zoning should be prevented in the future.
- Infrastructure needs to be maintained.
- Access to U.S. Highway 14 from the Northeast Quadrant must remain safe.
- Any public facilities located within the Northeast Quadrant must compliment surrounding uses.

High School

- Access to the high school must remain safe for buses, students, visitors, and faculty.

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- Any new developments within the vicinity of the high school must compliment the high school.

Southwest Quadrant

- Residential single-family developments should be encouraged adjacent to existing single-family developments.
- The use of cul-de-sacs and other dead-end type streets should be allowed.
- Trail systems should be included in any new residential development plans.
- Landscaping should complement city standards.
- Any new developments in the southwest quadrant within the vicinity of the elementary school must compliment the elementary school and ensure safe access for buses, students, visitors, and faculty.
- The southwest quadrant subarea should be included in any city-wide bicycle trail system designs.

Southeast Quadrant

- Appropriate industrial, commercial, and agriculture-related businesses should be encouraged to develop along the Canadian Pacific Railway.
- Residential developments should be encouraged adjacent with and complimentary to existing residential developments.
- Recreational facilities such as a splashpad shown in concept on page 38 would be appropriate in this quadrant.
- Adequate trails should be included in any new residential development plans.
- Landscaping should complement the neighborhood.
- The use of cul-de-sacs and other dead-end type streets should be discouraged.
- The southeast quadrant should be included in any city-wide bicycle trail system designs in a manner that preserves the natural drainage ways.

Land Use Analysis & Concepts

Land use analysis takes into consideration current uses within specific areas of the city. In this section conceptual areas of opportunity, areas of concern, and recommendations for improvement will be reviewed. Following a particular land use plan will maximize efficiencies, protect land values, and increase the quality of life for residents.

Overall, land use within Lewiston follows typical patterns for similarly sized cities. Like uses are generally grouped within common areas such as residential areas, commercial areas, and industrial areas. All aspects of every new development must be carefully examined and approved by the proper city authorities to ensure the concepts found within this comprehensive plan and subsequent policies and ordinances are followed.

Residential Areas

- Found in the northeast quadrant, the southwest quadrant and portions of the southeast quadrant.
- New residential developments should be encouraged within the southwest quadrant and southeast quadrant.
- Industrial areas should be avoided in and within the vicinity of residential areas.
- If it is necessary for an industrial area to be within the vicinity of a residential area, the industrial area should be adequately screened and separated from residential homes to preserve land values and quality of life.

Commercial Areas

- Generally, within the downtown business district and the Highway 14 Business Corridor.
- There are some commercial areas mixed into the northeast quadrant.
- During recent decades, care has been taken to avoid such mixed-use areas and most current areas of mixed-use have been present for more than 30 years.
- New commercial areas should not be mixed in residential areas.
- Any commercial developments should be around the periphery of residential areas and along arterial roadways promoting better traffic flow, better economic opportunities for the commercial businesses themselves, and helping to preserve surrounding land values.

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Industrial Areas

- Found within the Highway 14 Business Corridor and along the Canadian Pacific Railway in the southeast quadrant.
- For the purposes of this comprehensive plan, agriculture related businesses are considered industrial uses.
- Light industrial sites including most agricultural business sites should be allowed to locate in both the Highway 14 Business Corridor and immediately adjacent to current industrial/agriculture sites along the Canadian Pacific Railway.
- Heavy industrial sites should be located along Homestead Drive.

Public Facilities

- Public facilities are currently in adequate locations for current purposes and conditions.
- New public facilities such as general-use community facilities and recreational facilities should be located in areas that are readily accessible to the general public, compliments surrounding uses, and promotes the active use of the facility.
- New public facilities that the general public will use often should be located in or adjacent to areas that will benefit from increased traffic.
- Public facilities that support public infrastructure such as municipal wells, lift stations, water towers, and the like must be located in areas that are mechanically and economically feasible.
- Public facilities such as emergency services should be located in areas which have immediate access to the major transportation routes of the city.
- No public facilities should be located on sites which would decrease surrounding land values or would be more beneficial to the community as a private development.

Zoning Concepts

The purpose of municipal zoning is to ensure compatible building types are located within proximity of one another. From time-to-time all zoning ordinances should be reviewed and updated as necessary to ensure relevance and adequacy.

Based on concepts discussed in this comprehensive plan there are 3 zoning areas within the city that should be examined more closely.

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Highway 14 Business Corridor

- Both General and Service Business zones should be placed in the district as appropriate, preferably with highway frontage.
- Current uses should be allowed.
- The purpose for re-zoning would be to reserve the area for industrial development and preserve its current agricultural use.

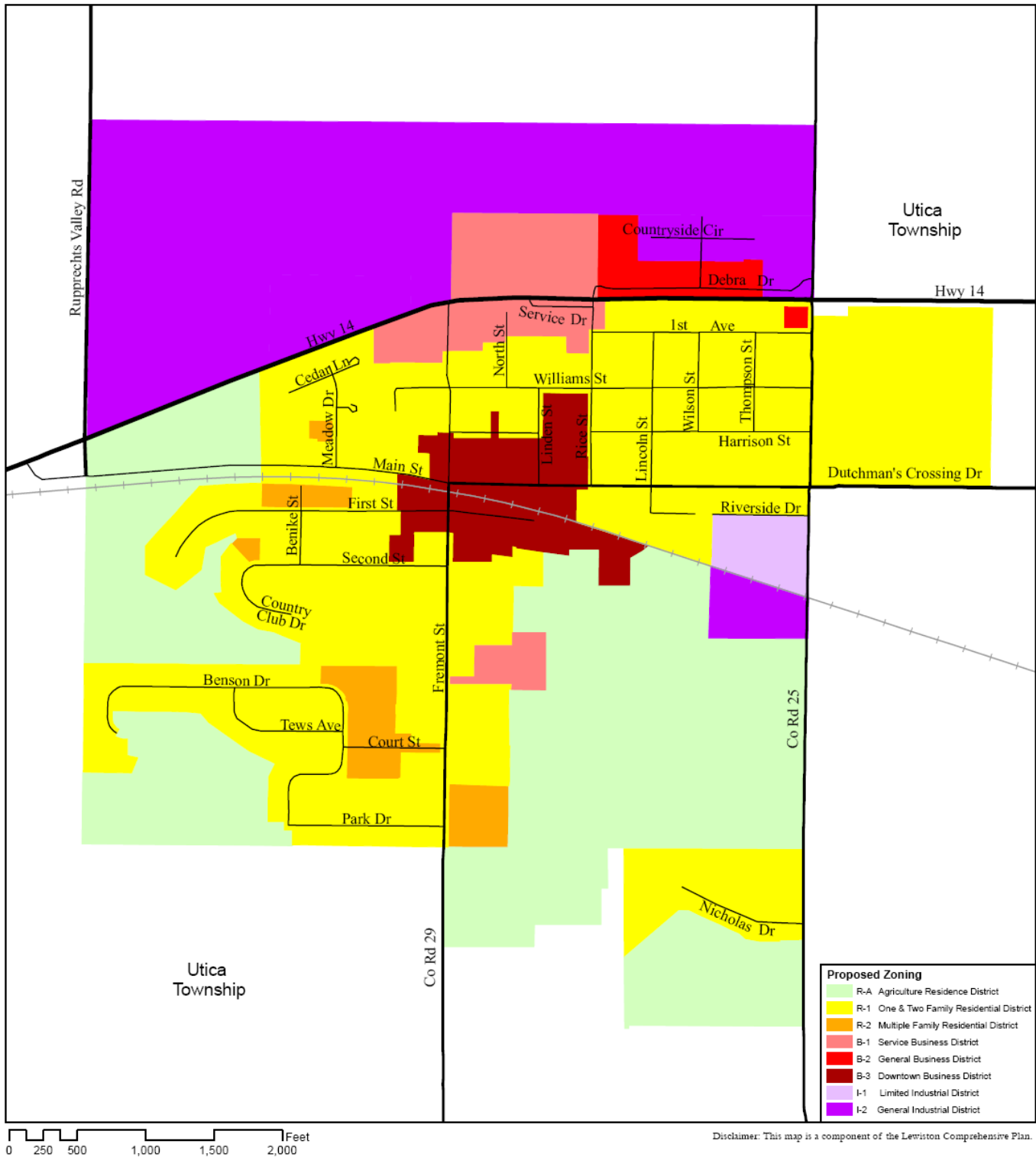
Downtown Business District

- Current land uses are acceptable in the proposed Downtown Business District zone.
- New industrial businesses and agri-businesses should be allowed along the Canadian Pacific Railroad in the Downtown Business District if appropriate.

Southeast Quadrant

- General Industrial should be allowed along the Canadian Pacific Railway.
- Industrial area should be buffered from residential area such as trees and landscaping.

Proposed Zoning



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City Growth Area Concepts

The city borders have not changed much since the comprehensive plan was published in 1967. Lewiston does have adequate land available for its immediate growth needs, however plans should be created to prepare for future growth which will require the addition of new land through annexation.

By adding to the city's footprint, the city will be able to lay out plans well into the future to accommodate for all growth needs. Three main areas have been identified for such an expansion as de- scribed below and shown on the next page:

Utica Township Properties

- Plans should be made to annex the properties located just south of the high school in Utica Township.
- The properties occupy approximately 12 acres of land.
- The properties are adjacent to the city and utilize many of the city's amenities.
- The properties currently have the appearance that they are within city limits.

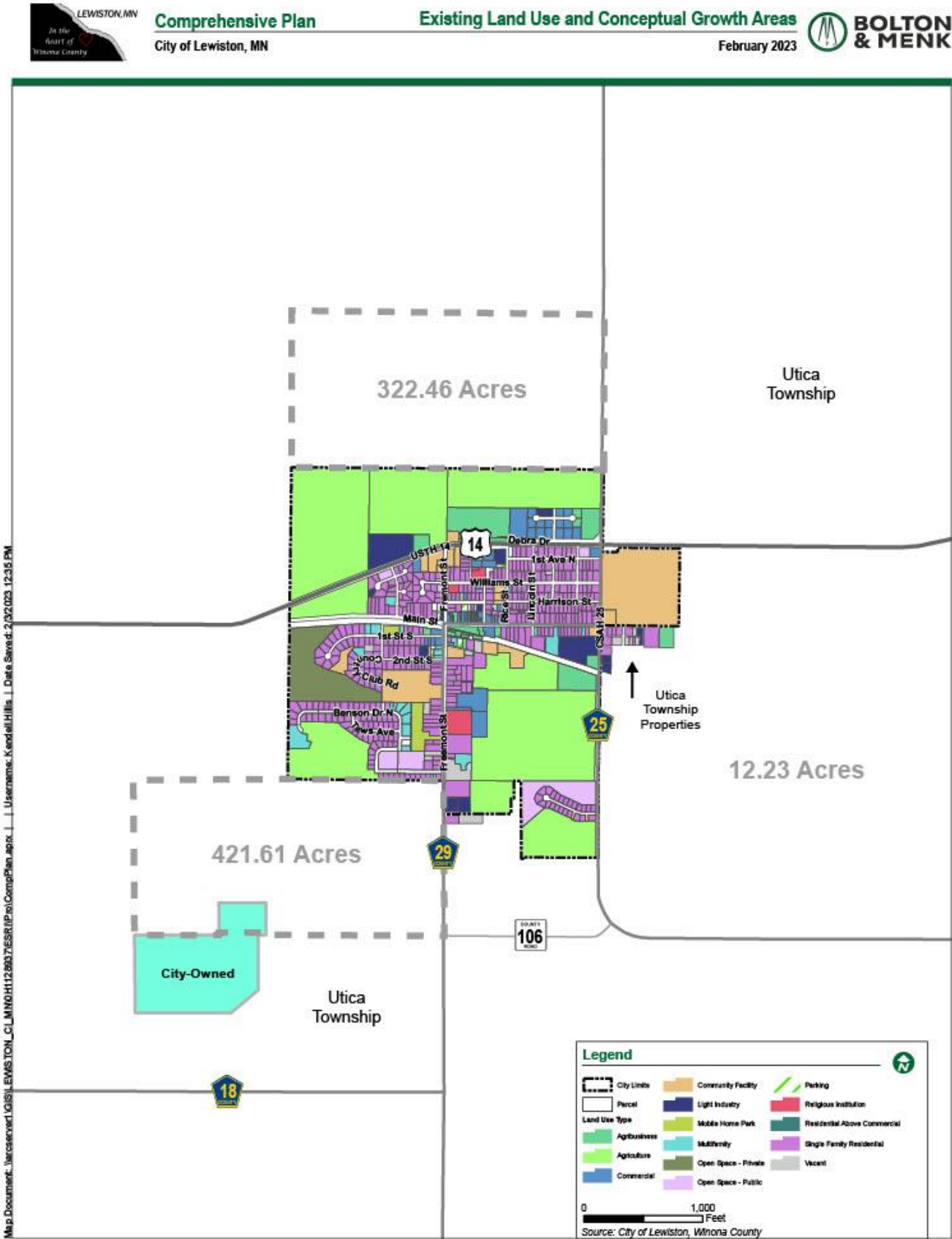
North City Limit

- The north city limit should be extended northward to incorporate approximately 322 acres.
- Commercial and industrial uses could be encouraged to located within this area once the additional land is needed.
- Adequate public infrastructure would need to be extended to the area.

South City Limit

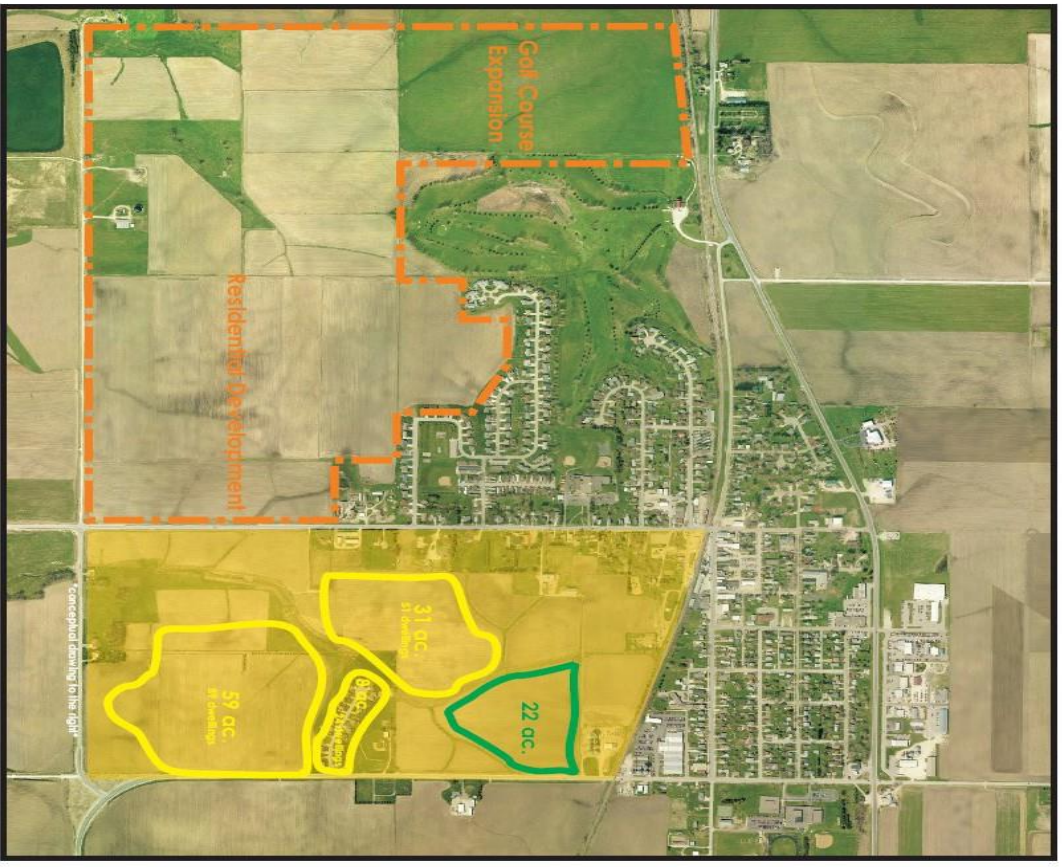
- The south city limit could be extended southward to incorporate approximately 422 acres.
- Residential developments should be the primary use in such an expansion.
- Public facilities like the Sewer Plant or other similar buildings could also be appropriately placed in this expansion.
- Bike trails and other recreational options should be planned for accordingly.
- Adequate public infrastructure would need to be extended into the area.

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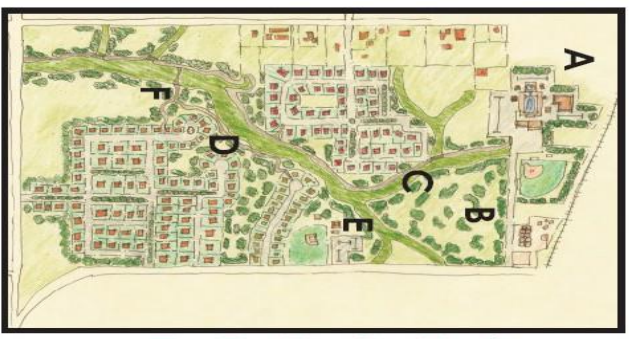
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Residential Development Opportunities Including
Community Pool & Recreational Center Concept



Conceptual Pool Complexes



Conceptual Residential
Development

- A. Pool / Sports Recreation Complex
- B. Green Space
- C. Drainage Way as an amenity
- D. Connectivity of Subdivisions
- E. Improved Parking Area
- F. Development of Trail Network

Community Design Concepts

Common themes in architecture, landscaping, and other various cityscape designs (e.g., street lights, benches, sidewalk design, etc...) are commonly used to give a sense of identity to a development area. By promoting common design standards for hallmark districts within a community, visitors can easily identify business districts, industrial districts, various residential neighborhoods, as well as other areas a community might wish to promote. In addition to visitors, residents will gain a renewed sense of community pride in development areas that are aesthetically pleasing.

A design plan should take into consideration existing building conditions, proposed and possible future building areas, landscaping, and cityscape design techniques. Special consideration should be given to existing conditions and ways for the city to promote improvements and/or compliance with design standards to existing buildings whether through loan, grant, or other incentives.

The graphics on the following page are simply an example of design standard concepts possible and are meant to spur ideas, discussion, action, and follow-up. With a design standard plan, focus should be centered on strengths and values the community wishes to feature and improve upon.

Lewiston Comprehensive Plan

Downtown Planning Area



Primary commercial facades consisting of all building sides facing a public right-of-way and/or having a customer entrance must contain any combination of the elements described in the proposed Downtown Planning Area. The intention of these architectural elements establishes the minimal level of ornamentation to add visual appeal to new construction to enhance the attractiveness of the Main Street streetscape. This graphic demonstrates the relationship between several of the fundamental elements, however, these are just a beginning and any other ornamental treatments and/or artwork that meets the intent of the design standards is acceptable.

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Chapter Four

Ongoing Strategic Planning



Economic Development

Seeing a need for specialized attention to the economic development needs, in 1991 community leaders formed the Lewiston Economic Development Authority. The Lewiston EDA was established to help assess economic needs and problems of the community and its residents, define, goals, establish priorities, and cooperate in the development of strategies to implement and carry out programs which will provide solutions for these needs and problems. The EDA is a separate city government entity. It functions in a manner which appreciates the assets inherent in Lewiston: clean air, quality education, ample employment opportunities, and friendly people.

In 2010, the Lewiston EDA redefined its mission by updating their enabling documents and creating bylaws. While their mission and goals have stayed the same, this process was to help define clear goals and methods for achieving them.

The Lewiston EDA by its Enabling Resolution updated in 2022, and state statute has 7 members, of which 2 must be members of the city council. By statute EDA member terms are for 6 years and are appointed by the mayor with city council approval. Currently the Lewiston EDA contracts with Community and Economic Development Associates (CEDA) for one-day per-week economic development staffing services to enhance the abilities and powers of the Authority.

The city council should continue to rely on the expertise of the EDA board members and paid consultants, to ensure that the inherently unique powers given to Economic Development Authority under Minnesota Statute in matters of economic and community development are fulfilled.

Capital Improvement Plan

The Capital Improvement Plan is a vital document for any city. Without proper planning for additions, replacements, and repairs city infrastructure quickly falls into disrepair. The city should conscientiously and diligently work to maintain, update, and follow through with the Capital Improvement Plan. By maintaining this regular schedule of additions, replacement and repairs, the city will avoid adverse long-term effects of failing infrastructure, larger future costs, and negative public image.

Canadian Pacific Rail Study

In March of 1999, Lewiston entered into an agreement with the then Dakota, Minnesota & Eastern Railroad (DM&E) to address issues of concern and opportunities for community growth in relation to their rail line that runs along the Main Street area of the city. At the time, DM&E was exploring options to increase its capacity by upgrading track, increasing the number of trains per day, and increasing the speed of those trains along the line. While the project has been unofficially put on hold for now, the prospect of the project to happen once economic conditions allow are still real and likely to occur. At the time Lewiston was one of a few cities, if not the only city along the DM&E railroad to proactively sit-down with railroad officials to negotiate a deal. Since that time, the DM&E railroad has been acquired by the Canadian Pacific Railroad.

The purpose of the rail study was to improve existing transportation and environmental conditions in the city, minimize or mitigate any negative environmental and transportation impacts to the city which may result from the railroad's proposed construction and rebuilding project, maximize the positive economic and other impacts to Lewiston, provide more effective, efficient rail service, foster the timely approval and development of the proposed railroad construction project, and foster a partnership approach to working through issues of mutual interest and concern on an ongoing basis not only with respect to the proposed project development and construction, but also in the years and decades beyond.

The study covers areas such as city and railroads obligations, valuable considerations, safety, traffic flows, noise, grade crossings, and right-of-way issues, among others.

The current agreement with the railroad is to Lewiston's benefit and the city should continue its proactive approach with Canadian Pacific Railroad specifically in respect to the railroad's impact on the quality of life for Lewiston residents.

Wellhead Protection Plan

Under the 1986 amendments of the Federal Safe Drinking Water Act, all public community water supply systems are required to have a source water assessment and wellhead protection plan (WHP). All states are required to have a wellhead protection program. The Minnesota Commissioner of Health was granted authority by the Minnesota Groundwater Protection Act (MN § 1301, sec. 3, subd.5) to prepare a rule specifying WHP measures for public water supply wells.

Chapter Four

Ongoing Strategic Planning

All public community wells in Minnesota must implement WHP measures to protect users from acute health effects relating to disease organisms or chemical contaminants that pose a serious health risk, and from chronic health effects relating to long-term ingestion of chemical contaminants in groundwater. The wellhead protection planning process was broken up into two phases, Part 1 & Part 2.

Part 1

- Presented the delineation of the wellhead protection area (WHPA) and the drinking water supply management area (DWSMA).
- Looked at vulnerability assessments for the system's wells and the aquifer within the DWSMA.
- Part 1 was approved by the city in May 2019.

Part 2

- Examines the results of the Potential Contaminant Source Inventory.
- Discusses the Potential Contaminant Source Management Strategy.
- Discusses the Emergency/ Alternative Water Supply Contingency Plan.
- Looks at the Wellhead Protection Program Evaluation Plan.

The findings of the report were a result of collaboration between the city of Lewiston, the engineering firm TKDA, and the Minnesota Department of Health.

Providing clean and safe drinking water for the community is a vital priority of the utmost importance. The city should continue to examine water-related issues and work with the proper authorities and experts to not only address issues as they arise but to take a proactive approach to avoid possible complications and expenses.

Chapter Five

Implementation Policies & Conclusion



Comprehensive Plan Implementation

This comprehensive plan will be considered adopted upon the affirmative action of the Lewiston City Council after giving proper notice of and holding a public hearing, at which any members of the public who wish to comment on this plan may do so, and upon the advice and recommendations of the Lewiston Comprehensive Planning Committee.

Because of the extensive amount of investigation and research various city committees conducted on this subject, the findings of this adopted plan shall be considered the consensus of the city at the time of adoption.

This comprehensive plan is meant to serve as the long-term planning guide of the City of Lewiston. Therefore, the findings of this plan will be considered and referred to by all city departments and committees when undertaking any type of project.

Each city commission/committee, and department should discuss this comprehensive plan and assess the ways which they can assist in implementing various aspects of the plan. In general, this comprehensive plan should be implemented in three phases, as follows:

Phase I 1-5 years

- Publish and distribute plan to key city officials and decision makers.
- Review zoning and other city ordinances to ensure cohesion with this comprehensive plan.

Phase II 1-10 years

- Review existing city strategic plans for conformity with this comprehensive plan.
- City commissions assess need for new city strategic plans for specific projects/goals such as community design standards, industrial/commercial growth plans, residential housing development plans and the like.
- Create strategic plans which are found to be in the community's best interest.
- Review comprehensive plan for new opportunities and future updates (after 7 years).
- Begin discussions for redeveloping this comprehensive plan at 8 years.

Phase III 10 years

- Implement new comprehensive plan.
- Review previous comprehensive plan for effectiveness.

Follow-up & Revision

Over the course of time goals are met, new opportunities and challenges arise, and shifts in community outlook do occur. Because of this, the city needs to periodically refresh long-term plans such as this comprehensive plan and set new goals, address new challenges, and take into account new concerns.

The life of this comprehensive plan is approximately 10 years. Approximately 8 years from the implementation of this plan, the city should consider a complete re-drafting of a comprehensive plan to address new and unforeseen developments within Lewiston.

The Planning and Zoning Commission is responsible for the upkeep of this comprehensive plan and drafting any future updates or revisions.

As appropriate (approx. 3-5 years), city commissions/committees and departments who are working on various aspects of implementation of this plan should report to the city on progress made.

Conclusion

Planning is a never-ending process. Some of the goals and concepts identified in this document will be easy to achieve while others will take time, patience, and community cooperation. There are many opportunities ahead for Lewiston and with the proper planning the community will continue to grow in an efficient and sustainable way.