

Port of Lewiston

Confluence Riverfront Master Plan

Ref #PLEW1-00-000001 April 1, 2019









Confluence Riverfront Master Plan

April 1, 2019

1.0 Project Description

The Port of Lewiston (Port) intends to develop waterfront and land based amenities on its Confluence Riverfront property situated along the north bank of the Clearwater River at the west end of the Harry Wall development in Lewiston, Idaho. Two parcels that comprise the property, referred to as the east and west parcels, were transferred from the US Army Corps of Engineers (USACE) to the Port in 1976 and 1985, respectively. While the Port owns all surface land areas on the west parcel, subsurface areas that encompass an encapsulated landfill buried about three feet below the ground surface was excluded from the property transfer and is currently owned by the USACE.

In 2010, the USACE submitted to the Port a planning study titled the "*Lewiston Levee Landfill Site Investigation and Concept Plan*" (USACE 2010). As part of the study, which included an extensive public involvement process, a range of possible site development improvements were identified and evaluated. These included a cruise ship dock, transient recreational moorage, boat launch facilities, a marine terminal and support facilities, fishing piers, an RV Park, and a pedestrian connection to the Confluence Habitat Management Unit (HMU) to provide recreational access.

In 2018, a multi-phase site master planning and design process was initiated by the Port and their consultant team led by David Evans and Associates, Inc. (DEA). Phase I of this process has involved an evaluation of alternative site development concepts; a screening and feasibility analysis for a range of potential waterfront and land-based improvements; agency and stakeholder outreach; identification of key permitting and design requirements triggered by proposed development features; and preparation of preliminary cost estimates for construction.

The next phase of the project will involve formal outreach to agencies and public stakeholders; a range of site surveys and structural condition assessments; preparation of environmental and engineering documents in support of the National Environmental Policy Act (NEPA) process including preliminary design plans, specifications, and cost estimates (PS&E's); finalization of the phased construction approach; and development of permitting and grant applications.

Subsequent tasks to be completed under future phases will include follow up on grant funding applications; preparation of final PS&E's and construction bid documents; ongoing follow up with





federal, state, and local agencies to secure construction authorizations; construction bid support, and construction management services.

2.0 Project Location

The Confluence Riverfront is located at River Mile (RM) 0.2 along the north shoreline of the Clearwater River at its confluence with the Snake River in Lewiston, Idaho (see Figure 1 vicinity map). The 13-acre site is across the Clearwater River from downtown Lewiston, just east of the Washington state boundary, and across the Snake River from Clarkston, Washington. Road access to the site is provided by Highway 128.

3.0 Purpose and Need

The purpose of the Confluence Riverfront (Project) is to restore and revitalize a unique Port property by constructing a mixed-use waterfront development featuring moorage for cruise ships and other commercial and recreational watercraft. Based on an economically and environmentally sustainable design, a key objective of the Project is to elevate the most inland seaport of the west, and one of the last major undeveloped waterfront properties in the state, to a "must see" destination. Moorage docks and other proposed project features may be constructed in future phases subject to ongoing planning and funding considerations.

To fulfill the vision for this unique waterfront development, the Port desires to complete site investigations, master planning, feasibility studies, permitting, and final designs so construction can commence. Once completed, re-development of this property will enhance the value of the Confluence Riverfront in a manner that reflects the Port's mission, local land use plans, community and regional market demands, regulatory requirements, and engineering design standards.

As stated in the Port's strategic plan, its mission is "...to develop and manage assets and services that stimulate job creation and trade while entrusted with protecting the quality of life for its citizens." Of key importance to achieving this mission is building and promoting partnerships for the economic benefit of local communities by participating in waterfront and harbor development through planning and a mixture of uses that meet or exceed environmental standards. Development of the proposed moorage facilities and upland commercial, retail, and recreational uses will serve the growing river cruise industry and is well aligned with the Port's mission.

Over the past several decades, river cruising has witnessed sustained growth worldwide. From mainstay European waterways to the United States and Asia, cruises offered on both traditional river vessels to upmarket purpose-built ships have been steadily increasing. Cruises offered on U.S. domestic waterways have expanded from 25,144 passengers on 14 ships in 2010 to an estimated 93,513 passengers on 26 ships in 2018.1 With a wide range of sizes and passenger capacities, the primary operators include:

- American Cruise Lines (10 ships, 35,614 total capacity);
- American Queen (3 ships, 35,517 total capacity);

¹ Cruise Industry News Annual Report, 2018.



PORT OF LEWISTON Confluence Riverfront

DAVID EVANS



April 1, 2019





- French America Line (1 ship, 7,200 total capacity);
- Victory Cruise Lines (2 ships, 4.040 total capacity);
- Pearl Seas (1 ship, 2,730 total capacity);
- Lindblad (3 ships, 2,524 total capacity);
- Un-Cruise (3 ships, 2,432 total capacity);
- St. Lawrence (1 ship, 1,856 total capacity); and,
- Blount Small Ships (2 ships, 1,600 total capacity).

Viking Cruises—the global leader in the river sector with over 50% of all worldwide capacity— also is planning to bring a version of their "long boats" into the U.S. domestic market in the coming years.

U.S. waters offer several river cruising regions and requisite compelling destinations. Inland waterways of note for river cruising include the Mississippi, Ohio, Missouri, Columbia, and St. Lawrence. Added to this list are opportunities to cruise to destinations along the Great Lakes as well as smaller navigable waterways such as the Erie Canal.

Similar to popular ocean-going cruise deployment regions, rivers and their respective homeports and ports-of-call are experiencing increased demand that is being constrained by limited dock space (berths) and destinations of interest.² For many popular destinations, only one dock is available for a vessel call. In some river systems and seasonal deployment windows, operators also are being constrained by lock and dam system downtime, flood or drought conditions, and other circumstances that ultimately result in itinerary deviations.

The Pacific Northwest's Columbia and Snake rivers support seasonal operations that include calls in destinations and guest venue visitations in Oregon, Washington, and Idaho where the cruising season extends from March to November with cruise durations extending from 7 to 11 days. Cruises and excursions along the Columbia and Snake rivers take travelers through scenic areas featuring mountains and gorges with views of the Cascade Mountains, Columbia River Gorge, and Hells Canyon. Each year, an estimated 65 to 75 cruises are offered along this river system where the primary operators include:

- American Cruise Lines (Queen of the West)
- American Queen Steamboat Company (American Empress)
- UnCruise Adventures (SS Legacy)
- Lindblad Expeditions (NG Quest)

Presently, the Port of Clarkston is the primary eastern terminus and homeport for Lower Columbia and Snake River Cruises. While demand for cruises along these rivers has grown, the Clarkston homeport has been constrained due to a limited supply of dock space. In addition, maintenance dredging

² Homeport or homeporting refers to the location where the cruise begins and ends; port-of-call is a location when the cruise vessels stops for a day or more for guest to visit and partake in local attractions and venues. Both types need dock facilities and ground transportation logistical areas in support of cruise operations. By their nature of supporting the beginning and/or end of the cruise, homeports have the added need of being able to accommodate guest luggage, vessel provisioning and other requirements.





requirements and the overall quality of the arrival experience (vs. others destinations in the marketplace) has constrained its ability to serve the growing river cruise business.

To meet this growing demand that includes opportunities for new, purpose-built river cruise facilities, the Port of Lewiston may develop a new vessel homeport with onshore experiences. This will complement the Port of Clarkston's facilities by providing additional capacity for the ongoing river cruises while creating new attractions that generate increased interests by cruise ship operators to expand their overall number of deployments to the Confluence Riverfront.

To do this, the Port's waterfront and adjacent shoreline areas will be developed and revitalized with moorages capable of ultimately accommodating up to two large vessels simultaneously. In addition, new upland features will be introduced to the site that contribute to an overall quality guest experience while effectively meeting the logistical homeporting needs of riverine ships. Discussions with two key cruise lines (American Cruise Lines and UnCruise Adventures) indicate development of such new facilities at the Port of Lewiston would be favorably received by both their operators and guests.

Fulfilling existing and future needs of the river cruise industry by constructing the Confluence Riverfront is expected to result in a meaningful stimulus to the local tourist economy by providing:

- A berthing location with naturally deep water that will not require frequent maintenance dredging.
- An opportunity for a phased development of berthing/dock space to accommodate market need and development financing.
- A multi-use dock facility that can accommodate jet boat, sight-seeing, and fishing tours.
- A facility capable of transferring guests, baggage, and provisions from shore to ship comfortably and efficiently.
- Efficient ground transportation connections and logistics to local and regional points of interest (this is particularly important for homeport operations at the Confluence Riverfront).
- A sense of arrival and welcome for guests.
- Upland site development opportunities for both visitors and the local community.
- Local/regional transient moorage for visitors.
- Accessible space for fishing from the shore and for pedestrian excursions to natural areas on the nearby Habitat Management Unit.

4.0 Site Description, History, and Background

The Lewiston Levee Landfill site was created in the late 1960s and early 1970s by the placement of dredge and fill material by the USACE when Lower Granite Dam was constructed and as levees were built for flood control along the Snake and Clearwater rivers (USACE 2010). Comprised of two parcels, the northern and eastern perimeters of the site consist of historically abandoned railroad right-of-way. The eastern parcel was transferred to the Port in 1976 through Quitclaim Deed 399218.

The western parcel was transferred to the Port in 1985 through Quitclaim Deed 487437, except for subsurface areas below the ordinary high water mark elevation. The ground surface elevation over the landfill is about 751 feet above mean sea level (msl). The encapsulated landfill, which lies between





elevations 730 to 749 msl, is buried under two feet of low permeability soil covered by a foot of gravel as an erosion barrier. The landfill liner consists of three feet of low permeability silt material that slopes upward away from the river until joining with the cover on the north side of the west parcel.

Closed in 1973 about the time that Lower Granite Dam was completed, the landfill contains dredge materials from riverbank excavations determined unsuitable for levee backfill as well as industrial and municipal wastes (USACE 2010). The landfill has no leachate collection system or stormwater controls. As a result, the 1976 and 1985 Quitclaim deeds include a series of development restrictions some of which were removed in 2008 by a Release of Reverter as summarized in Appendix 1 (Data Gathering Summary). One of the development restrictions that remains stipulates that any structure to be placed below the maximum pool elevation (738 feet msl) requires prior approval by the USACE. The landfill is described in further detail in the *"Lewiston Levee Landfill Site Investigation and Concept Plan"* (USACE 2010).

In 1995, The U. S. Environmental Protection Agency (EPA) authorized a site investigation to evaluate actual or potential environmental hazards at the landfill site. While this resulted in EPA's "no further action designation" under the Federal Superfund Program, compliance with State of Idaho regulations to limit potential threats from buried wastes that could affect human health and the environment remains a requirement that future site development actions will be subject to when they advance.

Between 1981 and 2003, wood chipping and log handling operations at the site were found to result in traces of hydraulic oils on the central and eastern portions of the site. This necessitated cleanup activities performed in 2005 after which time no further actions were recommended relative to past wood chipping operations. Since then and until recently, the mostly vacant site has been occupied by businesses primarily involved with industrial uses including the temporary storage of timber products and utility poles, cedar shake manufacturing, stone monument engraving, and manufacturing of scaffolding.

A summary of development considerations for the Confluence Riverfront site is provided in Appendix 1 (Data Gathering Summary). This includes a description of general site characteristics, zoning and land use, onsite or nearby utilities, improvement requirements related to railroad crossings and Idaho Department of Transportation access, development opportunities and constraints, preliminary permitting requirements, and other relevant data and resources.

5.0 Concept Development Scenarios

As currently envisioned, the Confluence Riverfront Master Plan establishes uses, features, and facilities that will transform the mostly vacant property into an attractive regional destination. This will be accomplished through a mixture of waterfront and upland features that provide exciting opportunities and experiences for people from diverse ages, interests, cultures, and backgrounds. In addition, a new pedestrian bridge proposed at the west end of the property will result in passive recreational and





habitat enhancement opportunities at the adjacent Habitat Management Unit (HMU) owned by the USACE.

Listed below are features and opportunities identified in a November 13, 2018 open meeting and planning charrette hosted by the Port and its consultant team to further establish the vision for the Confluence Riverfront. During the charrette, project goals and outcomes, design objectives, development constraints, and criteria for selection of a preferred concept were discussed and evaluated. Pros and cons of various site features and uses also were considered. The summary of the planning charrette is provided in Appendix 2.

Waterfront Features & Opportunities

- moorage for cruise ships
- transient moorage for recreational watercraft
- moorage for jet boat tours and other commercial vendors
- shoreline fishing platforms
- pedestrian bridge to the adjacent Habitat Management Unit

Upland Features & Opportunities

- gateway features at the waterfront and highway entrances
- recreational vehicle campground with restrooms, picnic shelters, and related utilities
- commercial buildings to accommodate a range of potential commercial uses including restaurants, winery/brewery tasting, artisan shops, studios, snack/bait shop, and business incubator facilities
- park and open space to accommodate a range of potential local activities including arts/crafts shows, food trucks, farmers' market, vintage car shows, and other public events
- open space to accommodate music performances and other activities
- an interpretive center/museum featuring themes of nature, native American heritage, the old west, and the gold mining, timber, and agricultural industries
- upland habitat enhancements
- ADA-accessible public trails and overlooks
- interpretive signage for public education and nature viewing
- a multi-modal transportation hub for bus, trolley, car, bike, or water taxi excursions
- re-purposing of the existing two story building into a visitor center
- dry storage buildings to support a variety of onsite uses and needs

6.0 Alternatives Analysis, Screening, and Focus Group Outreach

Two site development concepts involving a range of marine and upland features were developed based on input received during the November 2018 planning charrette (i.e, Concepts A & B). Figures 2A, 2B and 3 show the two initial site plans that were subsequently screened through a feasibility analysis and screening process leading to the selection of a preliminary Preferred Alternative. A key difference between these two concepts is that Concept B did not include development of the adjacent HMU. During this screening process, the two concepts were evaluated and compared with regard to:

Ste Context - Concept A



USACE, EPA, AND DEQ

LANDFILL ARE SUBJECT TO DESIGN RESTRICTIONS AND REVIEW BY

26,31,32,33,34

Concept Development

PORT OF LEWISTON Confluence Riverfront



TE AMENITIES AND COST		
RETAIL/COMMERCIAL BUILDINGS (25,000 SF)	\$	9,360,000
STORAGE FACILITY (2800 SF)	\$	545,000
PARKING (114 STALLS)	\$	655,000
GATEWAY AND PLAZA	\$	275,000
TRANSENT MOORAGE	\$	1,245,000
CRUISE DOCK AND GROUND TRANSPORTATION	\$	5,065,000
RIVER TRAIL AND FISHING PIERS	\$	1,060,000
RV PARK AND SUPPORT BUILDINGS 44 RV SLOTS, 32 PARKING STALLS)	\$	3,145,000
OPEN SPACE PARK (33 PARKING STALLS)	\$	700,000
OFFSITE IMPROVEMENTS UTILITIES SR128	\$ \$	500,000 600,000
PEDESTRIAN BRIDGE	\$	1,260,000
HMU	\$	1,100,000
TOTAL ESTIMATED PROJECT COST (2022)	\$	25,510,000
	Deserve	- 7 2010

Figure 2A December 7, 2018

Ste Context - Concept A (HMU)



USACE, EPA, AND DEQ

PLAN SUMMARY ENVIRONMENTAL CONSIDERATIONS STORMWATER OUTLET TO BE INSTALLED ABOVE OHWM; SUBJECT TO 1 GATEWAY ENTRY TRANSIENT MOORAGE 25 RV PARKING REVIEW BY LEWISTON, DEQ, IDF&G, IDWR, & USACE STORAGE UNITS 700' CRUISE BOAT DOCK (2 BOATS) 26 FISHING PIER 13,14,15 DOCK STRUCTURES EXPECTED TO RESULT IN SIGNIFICANT ADVERSE **RETAIL/COMMERCIAL BUILDING** (15) FISHING/JET BOAT TOUR DOCKING 27 **RESTROOMS / SHOWERS** IN-WATER IMPACTS TRIGGERING FEDERAL AND STATE APPROVALS (NEPA EIS, SECTION 10/404/401 PERMITS, ESA NMFS/USFWS CONSULTATIONS, EXISTING BUILDING 16 4 INFORMATIONAL KIOSK 28 DAY USE PARKING & SECTION 106 TRIBAL CONSULTATIONS DSL ENCROACHMENT/LEASE). ESAVOIDED IF NO SIGNIFICANT IN-WATER IMPACTS RETAIL/COMMERCIAL BUILDING 17 RV CHECK-IN / RESTROOMS PICNIC SHELTER 20 RESTAURANT 18 PICNIC SHELTER PEDESTRIAN BRIDGE FISHING PIER PILE/FOUNDATIONS TO REMAIN ABOVE THE OHWM 30` AVOIDING TRIGGERS FOR IN-WATER PERMITTING 19 **RESTAURANT PATIO** PICNIC SHELTER/ FISH CLEANING DAY USE POCKET BEACH 31 BRIDGE TO FULLY SPAN CHANNEL WITH FOUNDATIONS ABOVE OHWM 30 8 OPEN AIR PLAZA BEACH VOLLEYBALL 32 ACCESSIBLE PATHWAY TO AVOID PERMIT COMPLIANCE DESCRIBED FOR FEATURES 13, 14, AND 15 GROUND TRANSPORTATION 21 KIDS PLAY EQUIPMENT GRAVEL PATHWAY 33) ALL GRADING/ RIPARIAN PLANTINGS ABOVE OHWM TO A VOID HABITAT MITIGATION AND ENHANCEMENT COMMERCIAL PARKING 10 OPEN EVENT GREEN SPACE 34) IN-WATER PERMITTING STORMWATER POND **RV PULLOUT** 35 PAD FOR PORTABLE STAGE NATIVE RIPARIAN PLANTINGS TO BE INSTALLED ABOVE OHWM TO AVOID 12 ADA RAMP GENERAL PARKING TRIGGERING IN-WATER PERMITTING **RIVER TRAIL** ALL WESTSIDE FEATURES AND STRUCTURES OVERLYING BURIED VARIOUS LANDFILL ARE SUBJECT TO DESIGN RESTRICTIONS AND REVIEW BY

Concept Development

PORT OF LEWISTON Confluence Riverfront

3 4 5 6

1415

6,31,32,33,34



TE AMENITIES AND COST		
RETAIL/COMMERCIAL BUILDINGS (25,000 SF)	\$	9,360,000
STORAGE FACILITY (2800 SF)	\$	545,000
PARKING (114 STALLS)	\$	655,000
GATEWAY AND PLAZA	\$	275,000
TRANSIENT MOORAGE	\$	1,245,000
RUISE DOCK AND GROUND TRANSPORTATION AGUITIES	\$	5,065,000
IVER TRAIL AND FISHING PIERS	\$	1,060,000
RV PARK AND SUPPORT BUILDINGS 44 RV SLOTS, 32 PARKING STALLS)	\$	3,145,000
OPEN SPACE PARK (33 PARKING STALLS)	\$	700,000
OFFSTE IMPROVEMENTS UTILITIES SR128	\$ \$	500,000 600,000
PEDESTRIAN BRIDGE	\$	1,260,000
HMU	\$	1,100,000
TOTAL ESTIMATED PROJECT COST (2022)	\$	25,510,000
	Decemb	or 7 2010

Figure 2B December 7, 2018

Ste Context - Concept B



PLAN SUMMARY

- **1** GATEWAY ENTRY 2 STORAGE UNITS
- RETAIL/COMMERCIAL BUILDING
- $\left(4\right)$ EXISTING BUILDING
- **RETAIL/COMMERCIAL BUILDING**
- 6 RESTAURANT
- **RESTAURANT PATIO**
- 8 OPEN AIR PLAZA
- GROUND TRANSPORTATION 9
- COMMERCIAL PARKING 10
- STORMWATER POND M
- 12 ADA RAMP

13 TRANSIENT MOORAGE

15

16

(17)

18

- 375' CRUISE BOAT DOCK (1 BOAT)
- FISHING/JET BOAT TOUR DOCKING
- PICNIC SHELTER
- RV CHECK-IN / RESTROOMS
- **RV PULLOUT**
- **RV PARKING**
- **RESTROOMS / SHOWERS**
- GENERAL PARKING
- PICNIC SHELTER
- BEACH VOLLEYBALL
- 24 DAY USE PARKING

- 25 KAYAK / PADDLE BOARD RENTAL
 - FISHING PIER

26

27

- PICNIC SHELTER / FISH CLEANING
- 28 ADVENTURE PARK Ropes Course/Climbing Wall
- 29 DAY USE / RENTAL SUPPORT DOCK
- AMPHITHEATER 30
- 61 **RIVER TRAIL**

STORMWATER OUTLET TO BE INSTALLED ABOVE OHWM; SUBJECT TO REVIEW BY LEWISTON, DEQ, IDF&G, IDWR, & USACE 13,14,15 DOCK STRUCTURES EXPECTED TO RESULT IN SIGNIFICANT ADVERSE IN-WATER IMPACTS TRIGGERING FEDERAL AND STATE APPROVALS (NEPA EIS, SECTION 10/404/401 PERMITS, ESA NMFS/USFWS CONSULTATIONS & SECTION 106 TRIBAL CONSULTATIONS DSL ENCROACHMENT/LEASE). EISAVOIDED IF NO SIGNIFICANT IN-WATER IMPACTS

34567

9 12 14 15

24 25 29

ENVIRONMENTAL CONSIDERATIONS

- FISHING PIER PILE/FOUNDATIONS TO REMAIN ABOVE THE OHWM 26 AVOIDING TRIGGERS FOR IN-WATER PERMITTING
- FLOAT AND PILE SUPPORT TO TRIGGER FEDERAL AND STATE APPROVALS 29(NEPA, SECTION 10/404/401 PERMITS, ESA NM FS/USFWS CONSULTATIONS & SECTION 106 TRIBAL CONSULTATIONS DSL ENCROACHMENT/LEASE)
- VARIOUS ALL WESTSIDE FEATURES AND STRUCTURES OVERLYING BURIED LANDFILL ARE SUBJECT TO DESIGN RESTRICTIONS AND REVIEW BY USACE, EPA, AND DEQ

PORT OF LEWISTON *Confluence Riverfront*



TE AMENITIES AND COST		
RETAIL/COMMERCIAL BUILDINGS (20,675 SF)	\$	7,740,000
STORAGE FACILITY (2,400 SF)	\$	470,000
PARKING (109 STALLS)	\$	625,000
AMPHITHEATER	\$	270,000
GATEWAYAND PLAZA	\$	390,000
TRANSENT MOORAGE	\$	1,250,000
CRUISE DOCK AND GROUND TRANSPORTATION	\$ \$	3,500,000
RIVER TRAIL AND FISHING PIERS	\$	1,115,000
RV PARK AND SUPPORT BUILDINGS 44 RV SLOTS, 22 PARKING STALLS)	\$	3,560,000
ADVENTURE PARK	\$	400,000
(AYAK/ PADDLEBOARD RENTAL BUILDING, PARKING, AND SUPPORT DOOK (20 STALLS)	\$	1,350,000
OFFSITE IMPROVEMENTS UTILITIES SR128	\$ \$	500,000 600,000
TOTAL ESTIMATED PROJECT COST (2022)	\$	21,770,000

Figure 3 December 7, 2018





- meeting the Port's and City's planning objectives for waterfront development,
- features that trigger a more complex regulatory approval process,
- ability of features to achieve consistency with regulatory requirements and building standards,
- order of magnitude costs, and
- feasibility of successfully achieving sustainable outcomes that benefit the local and regional economy and environmental values,
- comments received during agency and public outreach.

On January 2, 2019, the Port commissioners and staff met to discuss the two site development concepts submitted by DEA on December 7, 2018. Comments from the meeting included the following:

- The updated Draft Purpose and Need Statement was approved, including the provision that "Proposed moorage docks or other project elements could be constructed as a separate future phase subject to further planning and funding considerations".
- The Commissioners reviewed a proposed Ranking Criteria matrix and assigned "Low", "Medium", or "High" importance to each item. A few items were added and a few were consolidated.
- Concepts A and B were reviewed and preliminary costs were discussed that were viewed as being much higher than anticipated. As a result, a phased construction approach will be likely.
- The Port favors the scenario of constructing the RV park first (to help generate revenue), and to make sure the major grading required for it would be completed before an operational cruise ship business is initiated.
- The Port believes there is too much risk constructing the cruise ship dock before the Biological Opinion and EIS on the operation of the Columbia and Snake river dams is completed in 2020. It was noted that a dock likely would not be designed and permitted before 2020.
- The Port would like to add more RV parking spaces to Concept A and eliminate some open space.
- The Port prefers the configuration of buildings presented in Concept B compared to Concept A.
- The Port prefers the longer dock in Concept A but would like to know what is necessary to accommodate loading/offloading. There was discussion about the City of Richland facility, which appears to have less moorage, but is still preferred by cruise line operators.
- Gary Bush, a local historian and operator of a tourism business catering to the cruise line industry, stated that passengers do not like the City of Richland facility. Given its location in an industrial area, it takes ½ hour to get anywhere from the dock site. He said passengers prefer the facility at the Dalles with good access to downtown amenities.
- The Port would like to focus on further revisions to Concept A only. The Port expects two iterations of this revised concept would need to be developed.
- The Port will schedule a meeting in mid-January to rank the two draft concepts.
- The Port wants to set up a face to face meeting with the USACE in the next two weeks to provide an introduction to the project and discuss NEPA/permitting requirements.

On January 16, 2019, the two preliminary concepts were ranked by Port Commissioners and staff. Appendix 3 shows the specific criteria that were used in the concept ranking process, how they were weighted, and results of the ranking. Later in January, separate meetings were held with the USACE and





IDEQ to discuss the preliminary concepts, design requirements, and the respective roles of each agency in the environmental review and permitting process.

Subsequently, the preliminary concept plans were further refined and transmitted on February 8, 2019 to Port Commissioners, Port staff, and a focus group of agency, business, and tribal stakeholders for review and comment (Appendix 4). By March 1, 2019, responses to this outreach were received from Port Commissioners and staff, the Nez Perce Tribe, Idaho Department of Lands, Idaho Fish & Game, Lewiston Department of Community Development, and Nez Perce County (Appendix 5). Following review of the comments, a final revised concept was developed for the main site and HMU at about a 10 percent level of design. As shown in Figures 4A and 4B, the Preferred Alternative will be advanced to the next phase of the development process involving preliminary design and NEPA environmental review.

7.0 Design and NEPA Process

Preliminary design of the Preferred Alternative will require more detailed site investigations and analyses to establish baseline conditions and identify potential constraints to the design development process. This also is necessary for developing design strategies that avoid or minimize impacts to human health and the environment. These efforts will include topographic and hydrographic surveys, geotechnical and groundwater investigations, engineering analyses, aquatic and terrestrial habitat surveys, a cultural resource investigation, mitigation planning, and preparation of plans, specifications, and cost estimates to the 60 percent level to support permitting and grant funding applications. This will be followed by development of final plans, specifications, and cost estimates for use in the construction bid process.

Throughout this process, applicable design standards and related requirements will be identified in cooperation with federal, state, and local agencies, tribes, and other stakeholders. This will help assure the ultimate design is well aligned with the needs of the Port, local and regional interests, market demands, and regulatory design standards including principles of environmental stewardship.

As part of the design strategy, proposed improvements will be grouped into discrete components that can be sequentially constructed in a phased development process. For example, the initial phase of development likely would involve establishment of erosion control Best Management Practices (BMPs), site grading and stabilization, access controls, and installation of utilities, roads, parking, and landscaping. While the sequence and timing is currently uncertain, subsequent phases of development likely would include:

- Extending off-site utilities to the site and constructing SR-128 access improvements;
- Constructing west parcel improvements (gateway entrance, RV Park and related buildings, utilities, access roads, trails, lighting, and parking);
- Constructing east parcel improvements (commercial/retail building pads, utilities, access roads, walkways, lighting, storage buildings, and parking);
- Constructing fishing piers, cruise boat terminal and commercial dock, and transient moorage;

Ste Context - Preferred Concept



- RESTAURANT 5
- INFORMATIONAL KIOSK
- OPEN AIR PLAZA/RESTRAUNT PATIO
- CRUISE SHIP SERVICE YARD 8
- GROUND TRANSPORTATION CIRCULATION OR PARKING
- COMMERCIAL PARKING (100 STALLS) **(()**
- STORMWATER TREATMENT POND M
- ADA RAMP 12
- TRANSIENT MOORAGE

- 16 EXISTING OVERHEAD CONVEYOR TO REMAIN
- **REMOVABLE DEBRIS FLOAT**
- 18 FUTURE CRUISE DOCK EXPANSION
- EXISTING DOLPHINS TO REMAIN
- 20 BEACH VOLLEYBALL
- KIDS PLAY EQUIPMENT
- 22) OPEN GREEN SPACE
- 23 SCREEN FENCING
- GENERAL PARKING (25 STALLS)
- RV CHECK-IN / RESTROOMS

RESTROOMS / SHOWERS FISH CLEANING STATION 30 PICNIC SHELTER 32 ADA ACCESSIBLE RIVER TRAIL RESTROOMS 33 34 RV PARKING (51 SLOTS) 35 DAY USE PARKING (12 STALLS) 36 FISHING PIER 37 PEDESTRIAN BRIDGE

AND 408 OF THE RIVERSAND HARBORSACT OF 1899, ENDANGERED SPECIES ACT, SECTION 106 OF THE NHPA, AND FOR A RIVER ENCROACHMENT/SUBMERGED LAND LEASE

WHERE FEASIBLE

PORT OF LEWISTON *Confluence Riverfront*



FISHING PIER PILE/FOUNDATIONS TO REMAIN ABOVE THE OHWM

BRIDGE TO FULLY SPAN CHANNEL WITH FOUNDATIONS ABOVE OHWM

ALL GRADING/ RIPARIAN PLANTINGS ABOVE OHWM

SHEET 1 of 2

Figure 4A April 1, 2019

Ste Context - Preferred Concept (HMU*)



PLAN SUMMARY

- 11 STORMWATER TREATMENT POND
- 31 PICNIC SHELTER
- 32 ADA ACCESSIBLE RIVER TRAIL
- 33 RESTROOMS
- 34 RV PARKING (51 SLOTS)
- 35 DAY USE PARKING (12 STALLS)
- **36** FISHING PIER

- 7 PEDESTRIAN BRIDGE
- 38 ADA ACCESSIBLE PATHWAY
- 39 GRAVEL PATHWAY
- 40 OSPREY NEST PLATFORM
- 41 HABITAT MITIGATION AND ENHANCEMENT. LIMITS AND EXTENT BASED ON PERMITTING REQUIREMENTS



PORT OF LEWISTON Confluence Riverfront



ENVIRONMENTAL CONSIDERATIONS

STORMWATER OUTLET TO BE INSTALLED ABOVE OHWM; SUBJECT TO REVIEW BY LOCAL, STATE AND FEDERAL AGENCIES

FISHING PIER PILE/FOUNDATIONS TO REMAIN ABOVE THE OHWM

BRIDGE TO FULLY SPAN CHANNEL WITH FOUNDATIONS ABOVE OHWM

ALL GRADING/ RIPARIAN PLANTINGSABOVE OHWM



Figure 4B April 1, 2019





• Constructing the pedestrian bridge, pathway, fishing piers, nearshore habitat enhancements, and osprey nesting platforms on the HMU.

Once the design is advanced to the 30 percent level, the NEPA environmental review process will be initiated in cooperation with the USACE, the anticipated lead federal agency. This will begin by conducting a public and agency scoping process that will be used to define the nature of issues to be analyzed in an environmental assessment (or possibly an environmental impact statement). Early in this process, outreach will be conducted with key regulators to confirm potential joint lead or cooperating roles in the NEPA process. Once the NEPA process concludes or nears conclusion, pre-application meetings will be held with agencies that have permitting authority over the project to confirm permit application submittal requirements, review timelines, and potential conditions of approvals.

8.0 Description of Alternatives

8.1 No Action Alternative

In the event the Confluence Riverfront Master Plan is not implemented, the site likely would continue to support industrial uses consistent with applicable zoning codes, land use plans, deed restrictions, and federal, state, and local laws and related development regulations. For example, a potential representative use could include a bulk storage and shipping terminal for natural resource commodities.

8.2 Preferred Alternative

The following is a description of proposed waterfront and upland features at the main site of the Confluence Riverfront as well as those planned at the adjacent Habitat Management Unit.

Commercial Moorage

Commercial vessels expected to use the proposed moorage facilities on a seasonal basis include mid- to large-size river cruise ships ranging from approximately 140 to 350 feet long, 25 to 60 feet wide, drafting 7 to 12 feet of water. In addition, smaller day excursion and charter boats are expected to use the moorage facility. Boarding typically will occur at the main deck level located either midship or towards the bow, depending on mooring configuration and ramps.

The proposed layout for the commercial dock is based on site conditions, existing in-water structures, vessel navigation and berthing needs, and access requirements for passengers and crew. The mooring facility will require a robust concrete or steel float system to withstand loads from berthing and mooring the largest cruise vessels expected to visit the site. The facility also must be able to withstand floating debris and, to a limited extent, ice flows.

Vessels with up to 12 feet of draft will require sufficient water depth for safe navigation. This will be achieved by locating the docking facility offshore from the adjacent levee and existing structures in a naturally deep water location to avoid the need for dredging. The moorage facility configuration and layout has been developed at a planning level based on historic vessel use in the area and limited bathymetric data. Detailed site bathymetry will be required for preliminary design and permitting. Pool





elevations in the river are regulated by the USACE at Lower Granite Dam. Typically, the pool operates at an elevation between 733 and 738 feet depending on seasonal flows and barge operations at the dam.

The Project site is located along an outer bend of the Clearwater River where currents are more swift than those along the opposite bank. Floating debris that accumulates in eddies or against in-water structures upstream may be periodically released and, therefore, needs to be considered when designing the moorage facility. Large masses and frequent exposure to debris loads can damage both floating and fixed structures that are not designed to withstand such forces. Floating debris and ice also can be an impediment to safe navigation and moorage.

Three large filled in-water steel sheet pile (SSP) coffer cell structures exist along the waterfront forming a portion of the existing terminal facility. These structures are 20 to 25 feet in diameter, and about 15 to 20 feet above waterline. The coffer cells historically functioned as mooring dolphins for barges and other large material transport vessels calling at the terminal. While the condition of these structures is unknown, they currently appear to be functional. A condition assessment is proposed as part of the preliminary design phase to determine life expectancy of existing structures and the potential ability to re-purpose them as part of the proposed moorage facilities. For planning purposes, and until determined otherwise, it is assumed the coffer cell structures will remain in place particularly since their removal likely would be cost prohibitive.

The proposed commercial moorage will provide a floating dock with an initial capability of berthing up to two mid-size river cruise vessels or one large-size vessel. Additional capacity could be provided in the future by extending the floating dock as shown in Figure 4A. In either case, smaller-size fishing vessels and jet boats will be accommodated along the shoreside of the dock. A pair of ADA-compliant passenger access (PAX) ramps will extend from shore to the floating dock to provide two-way passenger traffic and, as necessary, a clear separation between guest access/egress and any needed homeport ship provisioning and operations such as baggage handling and vessel maintenance. Mooring dolphins may be located at either end of the dock so cruise ships of larger lengths can adjust positionally along the face of the floating dock. Future float extension may increase moorage capacity to meet cruise vessel fleet demand. The width of the dock considers sufficient area for comfortable safe PAX embarkation/disembarkation, vessel provisioning, and maintenance activities.

Transient Moorage

A transient moorage facility, serving vessels up to 30 feet in length, is planned adjacent to and upriver from the larger multi-use commercial dock. The floating dock system will be anchored in place with steel guide piles that provide the required capacity to accommodate the expected lateral loads of moored vessels, anticipated berthing loads, and temporary forces from floating ice and debris. The transient moorage configuration is semi-enclosed with a continuous barrier along the east and south side. This will deflect floating ice and debris and minimize accumulations of such materials within the berthing area.

A removable upstream-oriented debris barrier that extends from the dock to the shoreline also will be located at the upstream-most end of the transient moorage facility. The barrier's purpose is to protect





the nearshore floats from debris loads. The temporary barrier also will help keep debris from accumulating between the dock and shoreline where it can be difficult to remove.

Fishing Piers

Four fishing piers will be constructed along the south shoreline of the west parcel. Four fishing piers also will be constructed along the south shoreline of the HMU. All fishing piers will be ADA accessible and will extend to just above the OHWM.

Commercial Area

The east parcel provides space for commercial businesses that will offer support to and attract the interests of cruise ship patrons and the general public. The site is accessed through a thematic gateway entrance that flows to the west to access the RV park, to the east to access commercial and retail businesses, or straight ahead for ground transportation services. Areas have been reserved for restaurants, retail and commercial businesses, an open plaza, substantial parking, stormwater treatment facilities, and storage units to support on site businesses and temporary vendors. The horseshoe-shaped ground transportation area with a centrally located stormwater/rain garden facility will serve as a pick up and drop off area for cruise ship patrons that depart the site to discover local attractions and businesses in Lewiston, Clarkston, or for departures to regional airports and other points of interest.

RV Park

The RV park has been sited on the west parcel over the encapsulated landfill. The existing grade in this area will be elevated and re-contoured using imported clean fill from adjacent Port property to assure the existing cover over the landfill remains undisturbed. Features at the RV park include a check-in station with restrooms, a boat trailer parking area, perimeter fencing and stormwater treatment facilities, a central restroom with showers, four picnic shelters, a covered fish cleaning station, beach volley ball area, children's play area, general parking, dedicated open space areas, a pedestrian trail network, viewing stations, interpretive and educational signage, and a two-lane RV sanitary discharge station. At the west end of this parcel, a new pedestrian bridge will be constructed that connects to the HMU. As currently planned, the bridge will be sized and have a load capacity that will accommodate emergency and maintenance vehicles.

Habitat Management Unit (HMU)

Owned by the USACE, the HMU is currently an undeveloped parcel of land that provides wildlife habitat while also offering passive recreational opportunities. In addition to the new pedestrian bridge previously mentioned, proposed improvements on the HMU include:

- a new pathway along the eastern and southern portions of the island,
- four fishing piers along the southern shoreline,
- two osprey poles with nesting platforms on the northeast and northwest of the unit, and
- willow plantings along the northwest shoreline as habitat enhancement to benefit nearshore rearing by salmonids and other fish species.





Permitting

The agencies, corporations, and tribal governments listed below are among those expected to have regulatory authority or key design involvement in the project. Informal consultations held in the preliminary design phase will confirm respective agency roles, design standards, and construction permit approval requirements.

Government Agencies:

- USACE
- US Coast Guard
- National Marine Fisheries Service
- US Fish and Wildlife Service
- Idaho Department of Environmental Quality
- Idaho Department of Lands
- Idaho Department of Health and Welfare
- Idaho Department of Fish and Game
- Idaho State Historic Preservation Office
- Nez Perce County
- City of Lewiston

Corporations

- Watco Companies/Great Northwest Railroad
- AVISTA

Tribal Governments

• Nez Perce Tribe

The following construction permit authorizations are anticipated depending on the nature, extent, and location of proposed features as determined during final design:

- NEPA Finding of No Significant Impact (USACE)
- Section 10 of the Rivers and Harbors Appropriation Act of 1899 Individual Permit or Letter of Permission (USACE/USCG)
- Section 408 of the Rivers and Harbors Appropriation Act of 1899 Letter of Permission (USACE)
- Section 402 of the Clean Water Act Stormwater Construction General Permit (IDEQ)
- Section 7 of the Endangered Species Act Biological Assessment Concurrence (NMFS and USFWS)
- Magnuson-Stevens Fishery Conservation and Management Act Concurrence (NMFS)
- Section 106 of the National Historic Preservation Act Determination of Effect Concurrence (USACE/DAHP)





- Migratory Bird Treaty Act (USFWS)
- Highway right of way encroachment permit and traffic impact study (ITD)
- Railroad crossing authorization (Watco Companies)
- Utility authorizations and various building and land use approvals (Avista and City of Lewiston)
- Submerged Lands Lease and Encroachment Permit (Idaho Dept. of Lands/Port of Lewiston)

8.3 Concepts and Features Not Advanced

As described in Section 6, two site development concepts each of which involved a range of marine and upland features were evaluated during the November 2018 planning charrette and during subsequent outreach involving a focus group of agencies, Port commissioners, and Port staff. As a result of the comments received during this design development process, certain elements of Concepts A & B were ultimately combined into the Preferred Alternative. While the building configurations and layout presented in Concept B were viewed more favorably by the Port, the overall layout presented in Concept A was ultimately selected for further advancement as presented in Appendix 3.

Among the design elements that received focused review during this planning process but was not advanced for further consideration was a new boat launch on the waterfront. While a new boat launch at the confluence likely would be popular, other launch facilities are located nearby. In addition, adding a new boat launch at the site would require substantial space for boat trailer parking. Ultimately, it was decided a new boat launch on the site would compete with spatial requirements for other proposed uses; would create potential navigational conflicts with cruise ships and commercial boating traffic near the shoreline; and would trigger significant permitting requirements that otherwise would not be required for construction.

9.0 Order of Magnitude Cost Opinion

Tables 1-3 summarize concept level estimates of construction costs for the Preferred Alternative. The costs are based on Q4 2018 estimates and include a 10 percent allowance for mobilization and 30 percent contingency. A 5 percent annual escalation factor should be assumed when considering future construction costs. Further detail relative to the following summary costs is presented in Appendix 6.

Description	C	Notes	
	Phase 1	Future Phases	
Retail/Commercial Parking, Utilities, and Pad		\$810,000	1, 2, 3
Sites			
Storage Unit Building		\$490,000	
Ground Transportation	\$680,000		4
Circulation/Parking/Walkway			
RV Park and River Trail	\$4,260,000		5

TABLE 1: CONCEPT LEVEL ORDER OF COSTS (LANDSIDE DEVELOPMENT)





Habitat Managemer		\$115,000	5	
Offsite Utilities \$435,000 6			6	
Offsite Highway SR1	.28 Turnbay	\$560,000		7
Offsite Access Road			\$450,000	8
Subtotal		\$5,935,000	\$1,865,000	
	 Landside Development Not 1 Includes rough grading 2 Sidewalk, landscaping, a are not included. 3 Includes costs for exten 4 Includes costs for all sid moorage. 5 Does not include HMU 6 Includes sewer lift static 7 Actual cost may vary pe 8 Assumes removal and r 10-foot of landscape or Costs do not include engine 	es of the building pa and plaza/patio o ding utility servio lewalk between t bridge or fishing on ending traffic ana eplacement of ex each side of the ering or permitti	ad areas. osts between the bu ces to the pad location he cruise dock and t pier costs. lysis and required m kisting road section a roadway. ng.	uildings shown ons. transient itigation and providing

TABLE 2: CONCEPT LEVEL ORDER OF COSTS (WATERFRONT DEVELOPMENT)

Description	С	Notes	
	Phase 1	Future Phases	
Cruise Boat Dock (1 BOAT) - 350 ft x 15 ft)		\$2,600,000	1, 2, 3, 4, 5, 6, 8
Fishing / Jet Boat Tour Docking		\$100,000	4
Transient Moorage		\$1,500,000	1, 2, 3, 4, 5, 6, 7
HMU Bridge (150 FT X 15 FT)		\$1,500,000	2, 8
Fishing Piers (8 @ \$200,000)	\$800,000	\$800,000	1, 2, 3
Temporary Floating Debris Barrier		\$ 16,000	9
Subtotal	\$800,000	\$6,516,000	
 No dredging required Required earthwork is Assume that installation vibratory methods to reduce the systems of the systems of the should be considered in the s	for initial capital co clean material, no on of piling can be reach required em are assumed to be is occur during hig (such as a metal or de potable and fire quipment - no sho iter pumpout syste to be comprised of l capacity sufficien an with no intermo	onstruction. special handling red accomplished using bedment. concrete construct h river flows, alterna heavy duty wood so water, and electrica re power for cruise s ems to be provided a faluminum. t to support emerge ediate supports.	quired. impact or ion. However, if ate float system ystem). al (for lighting ships) at the docks.





9. Temporary floating debris barrier to be secured and stowed at shoreline.

Costs do not include engineering or permitting.

TABLE 3: CONCEPT LEVEL ORDER OF COSTS (ALL IMPROVEMENTS)

Description	C	Grand Total All	
	Phase 1	Future Phases	Costs
Total	\$6,735,000	\$8,381,000	\$15,116,000

10.0 Schedule

The schedule currently anticipated for completing the basis of design, preliminary engineering, NEPA review, permitting, and final design is presented below.

Port of Lewiston Confluence Riverfront Phase 2 Draft Timeline

	Year 1	Year 2	Year 3
Master Plan Update Complete	• 4/1		
Basis of Design (July through November) Surveying Geotech Conditions Assessment of Existing Facilities Hydrogeology / Groundwater Quality Hydrodynamics / Sediment Transport Analysis Preliminary Design & Environmental (September through September) Scoping Biological Assessment Other Discipline Reports Prepare Environmental Assessment Public Review & FONSI			
Project Funding Grant Applications (January through August)			
Permitting & Final Design (September through May)			
Construction Start			● 6/1





11.0 Grant Funding Opportunities

The Port may be eligible for federal and state funding to support the creation of upland recreational and/or commercial facilities, improvements to waterfront boating facilities, and restoration or enhancements of fish and/or wildlife habitat. Of the many grant and funding opportunities available, ten programs have been initially identified that have the potential to provide funding for various proposed project elements. Potential funding opportunities from regional or local sources were found to be more limited. Of the ten identified programs, three could support development of upland recreational and commercial facilities, three could support boating facility upgrades, and four could support habitat restoration.

The identified grant programs shown in Table 1 will be further investigated during future development and design phases of the project. Grant timing as well as project phasing will be considered when developing the phased construction approach to best utilize a variety of grant opportunities available.





Table 4: Potential Federal and State Funding Opportunities and Project Phasing Options

Grant	Grant Description	Maximum Funds	Match Required	Call for
Opportunity		Available		Applications
Planning, RV Par	k/Campground, Upland Development			
Land and Water Conservation Fund (f, s)	Provides funding to develop public outdoor recreation areas and facilities.	Up to \$50,000 per project	50%; Reimbursement Program	Annually in January
Recreational Trails Program (s)	Provides funding for the maintenance of existing recreational trails and development of new trails.	Approximately \$1.5 M to Idaho annually. No individual project cap	20%	Annually in January
Recreational Vehicle Fund (s)	Provides funding for the acquisition, lease, development, improvement, operations and maintenance of facilities and services.	Approximately \$4.5 M to Idaho annually	None, unless purchasing motorized equipment	Annually in January
Cruise Dock, Trar	isient Moorage			
Specialty Plate (s)	Provides funding for the maintenance of non-motorized boating facilities for anglers.	Varies annually	50%	Annually in January
Waterways Improvement Fund (s)	Provides funding for safety, waterways improvement, creation and improvement of parking areas for boating, and improvement of boat ramps and moorings.	\$1.2 M annually. Individual grants not to exceed 30% of total statewide funding	None, unless purchasing motorized equipment	Annually in January
Boating Infrastructure Grant (f, s)	Provides funding for new boater facilities or upgrades to current facilities for vessels of 26 feet or more in length.	Up to \$200,000 for Tier 1	25%	Annually in January
Habitat Restorat	ion			
Bring Back the Natives (s)	Provides funding for the restoration, protection and enhancement of sensitive native or listed species.	Individual grants range from \$50,000 to \$100,000	50%	Applications accepted on a rolling basis
State Wildlife Grant Program (f)	Provides funding for development and implementation of programs that benefit wildlife and habitat.	\$1,000,000 per project	25% for planning and 35% for implementation	Annually in August
Idaho Fish and Wildlife Foundation (s)	Provides funding for habitat conservation, fish and wildlife management, and conservation education.	\$10,000 per project	Limited information available at this time.	
Five Star Urban Waterfront (f)	Provides funding for community involvement and restoration of coastal, wetland and riparian ecosystems.	Approximately \$20,000 to 50,000 per project	1 to 1	Annually in January

f = Federal Grant; s = State Grant





12.0 Conclusions

The Confluence Riverfront property offers a unique development opportunity consistent with the Port's mission of developing and managing assets and services that stimulate job creation and trade while protecting the quality of life for its citizens. Through the engagement of stakeholders, regulatory agencies, and the public during a 2010 planning process conducted by the USACE and a subsequent master planning process in 2018-2019, the Port has identified amenities and features that promote beneficial uses of the property capable of serving local and regional market demands. Conceptual level planning, public outreach, and initial agency consultations have identified site features and amenities that form the basis for the Preferred Alternative that will be advanced for further analysis. Furthermore, the Port has identified through a decade-long planning process the growing demand by the river cruising industry for expanded facilities in the Lewis-Clark Valley that would be well served by the Preferred Alternative.

The next step in the project development process involves advancement of the Preferred Alternative through design and environmental review so regulatory approvals for construction can be secured. This step includes preliminary design, NEPA environmental review, and grant funding pursuits.

At the conclusion of the preliminary design, NEPA review, and grant screening/award process, the Port will have a sound basis for establishing a phased construction scenario and schedule. This will be based on identified probable funding sources and completion of the environmental review process that establishes the basis for permit authorizations from federal, state, and local regulators. Subsequently, the Port can proceed with final design and permitting so construction of the first phase of the Confluence Riverfront development can commence.

13.0 References

U.S. Army Corps of Engineers (USACE) 2010. Lewiston Levee Landfill Site Investigation and Concept Plan. USACE Walla Walla District. July 2010.



Data Gathering Summary



Port of Lewiston Confluence Riverfront Master Plan

Data Gathering Summary

The Port of Lewiston (Port) intends to develop waterfront and land based amenities on the Confluence Riverfront property situated on the north bank of the Clearwater River at the west end of the Harry Wall development. In 2010 the Port of Lewiston, with the assistance of the US Army Corps of Engineers (USACE), completed a planning study titled the *"Lewiston Levee Landfill Site Investigation and Concept Plan"* (USACE Concept Plan), which outlined possible improvements to the site. These improvements, identified through an extensive public involvement process, may include a cruise ship dock, transient recreational moorage, boat launches, marine terminal and support facilities, fishing piers, an RV Park, and a possible pedestrian connection to the Confluence Habitat Management Unit (HMU).

David Evans & Associates, Inc. (DEA) is assisting the Port in a multi-phased project that will include a site master plan, site characterization studies, design of waterfront and land based improvements, support services related to agency and stakeholder outreach, permitting, and construction support.

Section A of this memo has been prepared by DEA and summarizes land-based development considerations, planning and permitting resources, and contact information for data sources pertinent to this project. Section B has been prepared by DEA's subconsultant, Moffatt and Nichol, and summarizes planning and development considerations associated with marine improvements. Moffatt and Nichol also prepared Section C, which summarizes planning and development considerations based on input received from cruise line companies contacted during the project's data gathering stage.

Attachments:

- Section A Land-Based Development Considerations (David Evans and Associates, Inc.)
- Section B Marine-Based Development Considerations (Moffatt & Nichol)
- Section C Cruise Line Input (Moffatt & Nichol)



Section A: Land-Based Development Considerations

Site Characteristics

- The site, which has rail access, was constructed by the USACE for disposal of dredging materials considered unsuitable for levee fill material during construction of Lower Granite Dam. An encapsulated landfill extends over approximately nine of the 13 total acres on the site;
- The depth of the Clearwater River adjacent to the site ranges from 20 to 25 feet during normal low pool. The shoreline has a steep gradient that would likely preclude a future swimming area. Also, the riverbed near the site is dynamic and susceptible to sediment deposition and scouring;
- Ownership of the encapsulated landfill below the ordinary high water mark (OHWM) has been retained by the USACE while the Port owns the portion of the encapsulated landfill above the OHWM (i.e., maximum pool elevation);
- The landfill has a liner and cover with 3 feet of low permeability silt material at its base, 2 feet of low permeability soil as the cover, and one foot of gravel over the cover to serve as an erosion control barrier. The USACE has documented a hydraulic connection between the landfill and the Clearwater River;
- A topographic survey will need to be conducted in cooperation with the USACE as part of future site development plans. The survey is needed to determine the actual elevations of the top of the encapsulated landfill as well as surface elevations for the low permeability soil cap on top of the landfill;
- The landfill has no stormwater runoff or run-on controls or a leachate collection system. In 1992, a single unconfined aquifer was identified at the site that is situated 10 to 15 feet below ground surface. It was determined to be hydraulically connected to surface water and responsive to changes in the pool elevation;
- The landfill encapsulates about 200,000 cubic yards of debris, about half of which consists of construction debris with the other half comprised of municipal and industrial waste including pulp mill sedimentation sludge and oil-saturated soils removed from the City of Lewiston and various businesses;
- The USACE has established onsite groundwater monitoring wells to assess water quality and any potential releases of hazardous contaminates buried in the encapsulated landfill;
- In 1995, EPA evaluated actual or potential environmental hazards related to the landfill concluding with a "no further action" designation under the Federal Superfund Program. The Port will still need to comply with Idaho State regulations relative to future development.
- The potential for contamination migration via surface water is low since the landfill is outside the 100and 500-year floodplains and since the low permeability soil cover would tend to limit stormwater contact with landfill wastes.

• Existing onsite utilities include water, power, gas, and telecommunications; three existing onsite sewage systems are located at the east end of the property near the conveyor building.

Utilities

- Water: Domestic water supply to this site is distributed through cast iron lines that originate in North Lewiston, run adjacent to the Wastewater Treatment plant, and along the railroad tracks. There are two railroad crossings that provide service to existing buildings on site as well as fire hydrants. Although the exact size of the line is unknown, it is understood that it is a fairly small diameter pipe (possibly 4") with limited fire suppression capacity. There is an existing pump station along the waterfront that is permitted to provide additional capacity to the site for non-domestic purposes, such as fire suppression.
- Sanitary Sewer: The site is not served by a municipal gravity sanitary sewer collection system. Instead, current and former tenants rely on several on-site septic systems. Commercial development will most likely require the construction of a force main sewer between the site, under the railroad tracks, and to the Wastewater Treatment Plant.
- Natural Gas: Avista has an existing high pressure gas line that cuts through the Port property in a north south direction, running just east of the existing commercial building occupied by PCS Laser. To the south of the Port property, the line is bored under the Clearwater River. The PCS Laser facility is currently serviced by an existing gas line. Avista's gas line does not extend any further west into the Port property beyond the existing commercial building and service would need to be extended for future development. This extension could come from the line running through the eastern area of the Port property and would not require crossing of the railroad.
- Power: Avista currently provides electric power service to properties north and east of the Port property and also has a service line extending into the Port property for the PCS Laser facility. Electric power service could be extended westerly into the Port property by connecting to this existing infrastructure at the east end of the site, without crossing the railroad.
- Fiber Optic: The Port of Lewiston currently has an existing fiber line within the Highway 128 corridor, extending beyond both the east and west limits of the Port property. The line is on the south side of the highway and could be extended south to the Port property without crossing the highway. However, it would be necessary to cross the railroad to extend fiber service to new development. Cable One does not have any active infrastructure in the project vicinity.

Zoning

• The site is currently zoned Port Zone P. Uses permitted outright include, but are not limited to commercial marina, eating and drinking establishments, mini-storage, offices, Port facilities, public uses, boat sales and marina.

Railroad Requirements

- An existing rail line owned and operated by Watco Companies runs along the north and east sides of the site. Access to the site via SR-128 requires a railroad crossing toward the east side of property. The Port recently reconstructed the railroad crossing along the access road, so development may not require additional crossing improvements. However, if the road is widened a new permit will be required with Watco Companies for additional rail work.
- Any new utility crossings will require a permit from Watco Companies and will require jack and boring or directional drilling.

ITD SR-128 Approach Improvements

- The Idaho Transportation Department (ITD) owns and maintains SR-128, an east-west arterial that provides connection between US-12 west of Clarkston, Washington and US-12 through North Lewiston.
- A right-of-way encroachment permit will be required for any improvements to the site access road within SR-128 right-of-way.
- ITD requires the preparation of a Traffic Impact Study (TIS) when a new or expanded development seeks direct access to a state highway, and <u>at full build out</u> meets or exceeds the following thresholds:
 - \circ generates 100 or more new trips during the peak hour,
 - o new volume of trips will equal or exceed 1,000 vehicles per day, or
 - new vehicle volume will result from development that equals or exceeds the following:

LAND USE TYPE	THRESHOLD VALUE
Residential	100 Dwelling Units
Retail	35,000 square feet
Office	50,000 square feet
Industrial	70,000 square feet
Lodging	100 rooms

Development Constraints & Requirements

- New on-site development must consider the appropriateness of placing proposed improvements over the top of the landfill area due to soil conditions and settlement that could affect such improvements. Also, construction or operation of such facilities could affect the integrity of the landfill resulting in the risk of contaminant releases to the Clearwater River;
- Future development must comply with site limitations established by the USACE under the Quitclaim Deeds (#399218 and #487437) that conveyed the property to the Port:
 - Any future site development is perpetually constrained so that it does not extend below the maximum pool level, an elevation of 738 feet above mean sea level (msl), thereby avoiding impacts that could result from water inundation, saturation, percolation, or wave action;
 - o Development must comply with all state and federal environmental regulations;

- No industrial or commercial building can have a floor constructed below an elevation of 741 feet without approval by the USACE;
- Public access must be maintained for unused portions of the site;
- The existing landfill must be preserved and protected;
- Limitations apply to any piling, excavation and fill requirements associated with the landfill;

A summary of development restrictions imposed by the quitclaim deeds (some of which were eliminated by a Release of Reverter document) is included at the end of this summary.

- The in-water work window established to protect anadromous fish life stages likely will extend from December 15 to February 28.
- Significant future development may require an upgraded sanitary sewer system involving about a 1,500 foot extension of sewer force main from the east;
- Boring and jacking or directional drilling under the railroad will be required to connect to the City of Lewiston Wastewater Treatment Plant;
- Special use constraints and development restrictions have been placed on the site because of the presence of the encapsulated landfill as described in the two quitclaim deeds and Release of Reverter document;
- Future site development should avoid any disturbance and other impacts to the existing landfill cap;
- Trees or other deep-rooted vegetation should not be prescribed in areas overlying the landfill in future development plans to avoid potential penetration of roots into and through the landfill cap thereby providing pathways for contaminate leaching;
- Exact locations and sizes of existing utility lines should be surveyed at the onset of future site development planning. Bringing new utility lines to the site may be costly and could limit site development options/features since a large amount of fill likely would need to be placed over the landfill.

Development Opportunities

- The USACE and DEQ have determined that while it is unclear how the encapsulated landfill would affect future site development, it may be possible to develop certain features over the cap without disturbing it;
- The USACE believes the best use of the site would include a day use boat launch area, a small cruise boat berthing area, and/or a small scale commercial area including restaurants and a recreation vehicle resort;
- Creating impervious parking area over the landfill (a common practice to protect landfills from leakage pathways) would be considered beneficial as it would limit any potential interactions between surface water and the landfill below;
- A Habitat Management Unit (HMU), which is managed by the USACE, exists as a nearby island located just west (downriver) from the site and has value to various wildlife;
- From the perspective of the USACE, viable options for future use of the HMU would be to either (1) retain the site in its current condition that would exclude public access or (2) for the Port to construct

and maintain a pedestrian bridge and low impact walking trail around the island based on general public access standards for easements on federal lands. This would require coordination with the USACE current Natural Resources Manager in Clarkston and the Walla Walla District Real Estate Office.

Permitting & Agency Review

- The site has a Port Zone (P) classification with a multitude of uses permitted outright that accommodate development of a mixed-use commercial waterfront and public park;
- Depending on how design for certain features advances for the two development concepts, compliance with the following regulations and authorizations could be triggered:
 - National Environmental Policy Act (NEPA) Environmental Assessment (USACE)
 - Section 404 of the Clean Water Act permit (USACE)
 - Section 10 of the Rivers and Harbors Act of 1899 permit (USACE)
 - Section 401 of the Clean Water Act Certification (DEQ)
 - Section 402 of the Clean Water Act Stormwater Construction General Permit Notice of Intent including a SWPPP (DEQ)
 - Section 7 of the Endangered Species Act consultation (NMFS and USFWS)
 - Magnuson-Stevens Fishery Conservation and Management Act consultation (NMFS)
 - Section 106 of the National Historic Preservation Act (USACE)
 - Migratory Bird Treaty Act (USFWS)
 - Highway right of way encroachment permit and traffic impact study (ITD)
 - Railroad crossing authorization (Watco Companies)
 - Utility authorizations and various building and land use approvals (Avista and City of Lewiston)
 - Submerged Lands Lease and Encroachment Permit (Idaho Dept. of Lands/Port of Lewiston)
- DEQ will need to review the plan of development for the site so their Risk Evaluation Model can be applied to areas overlying the landfill. Potential impacts and appropriate uses can then be evaluated prior to any DEQ approvals;
- Detailed coordination will be required between the Port and EPA once a concept plan has been developed. EPA resources should be reviewed during development of site concept plans. Specifically, this should include EPA's Revitalization Handbook (EPA Publication No. 330-K-08-002, May 2008) and other resources located at www.epa.gov;
- The state may impose additional actions to limit potential threats to human health and the environment from buried wastes caused by groundwater releases to surface water based on the hydraulic connection between the river and onsite shallow aquifer and groundwater contamination identified in monitoring wells along the landfill perimeter;
- DEQ (and possibly EPA) may require future investigations to determine the suitability of the site for human use and development;
- A future analysis of water velocities along the shoreline will be needed to determine the feasibility and suitability of future boat ramps, docks, and other marina type developments relative to their use during periods of high flow. The extent that such facilities might have on altering sediment transport in the area should be evaluated in cooperation with the USACE using their hydraulic model that was developed specifically for the area near the confluence of the Snake and Clearwater rivers;
- A pedestrian bridge to the HMU would require a Section 10 permit from the USACE Walla Walla District Regulatory Division and an Encroachment Permit from Idaho Department of Lands;

• Future development plans will need to comply with terms of the Memorandum of Understanding between the Port and Idaho Department of Lands relative to the State Encroachment Permit and State Submerged Lands Lease. Various development considerations and requirements are available that can help guide the development of design features and selection of landscaping, RV park features, a dayuse boat launch, boat storage sheds, a cruise ship dock, and commercial/industrial development.

Additional Data & Resources to Review

- USACE Engineer Manuals (EM) 1110-2-400 and EM 1110-2-410 provide information on the site development planning process for public recreation and access facilities.
- Revitalizing Contaminated Sites: Addressing Liability Concerns (The Revitalization Handbook) describes tools, guidance, and policy documents promoting the cleanup and revitalization of contaminated sites.
- Summary report of agency/stakeholder comments and Section 106 Tribal consultations from the USACE's Landfill Concept Plan public outreach process;
- USACE's Section 404 and 408 permit applications and Biological Assessment for the most recent dredging of the Federal Navigation Channel and Port of Lewiston/Port of Clarkston berths;
- Idaho DEQ's CWA Section 401 Certification for the USACE's proposed dredging of the Federal Navigation Channel and Port berthing facilities;
- City of Lewiston permits and conditions of approval for the Harry Wall Development;
- USACE Walla Walla District, 2014. Lower Snake River Programmatic Sediment Management Plan, Final EIS, Appendix A, Programmatic Sediment Management Plan and Appendix L, Current and Immediate Need Navigation Maintenance Clean Water Act Section 404(b)(1) Evaluation;
- USACE Seattle District, 2018. Albeni Falls Project Master Plan, Final Environmental Assessment and FONSI. (The document includes a list of conservation measures and Best Management Practices to reduce impacts on the environment relative to the construction and operation of parks facilities.)
- NOAA Fisheries' Columbia Basin Partnership Task Force proposed goals for salmon recovery that affect development in the Columbia and Snake River Basin. <u>https://www.westcoast.fisheries.noaa.gov/columbia_river/index.html</u>
- Washington Governor's Southern Resident Killer Whale Recovery and Task Force proposed goals for recovery of Southern Resident Killer Whale that feed and depend on Snake River Chinook salmon that affect development in the Columbia and Snake River Basin. <u>https://www.governor.wa.gov/issues/issues/energy-environment/southern-resident-killer-whale-</u> recovery-and-task-force
- City of Lewiston permitting website including plans, policies, development standards, and special studies: <u>http://www.cityoflewiston.org/content/850/1066/1068/1093.aspx</u>
- Idaho DEQ permitting website: http://www.deq.idaho.gov/permitting/
- Idaho Department of Lands website for administration and permitting related to state public trust lands involving navigable rivers: <u>https://www.idl.idaho.gov/lakes-rivers/riverbed/index.html</u>
- USACE, Walla Walla District Regulatory Division permitting website: <u>https://www.nww.usace.army.mil/Business-With-Us/Regulatory-Division/</u>

Agency Contacts and Documents

Port of Lewiston

Contacts: David Doeringsfeld Port Manager 208-743-5531

> Jaynie Bentz Assistant Manager 208-743-5531

Documents (uploaded to DEA fileshare site):

- 2014 Harry Wall Master Plan
- 2018 Port Aerial imagery
- 2016 Plat of Harry Wall Industrial Park

City of Lewiston

Contacts: Joel Plaskon City Planner 208-746-1318 Ext 7202 jplaskon@cityoflewiston.org

> Bryan Lacy Water & Wastewater Division Manager 208-490-0794 <u>blacy@cityoflewiston.org</u>

Nate Smith Water Treatment Plant Supervisor 208-792-7388 nsmith@cityoflewiston.org

Public Works Contact List: http://www.cityoflewiston.org/content/850/1554/1560/default.aspx

Documents:

- Lewiston City Code: <u>https://www.codepublishing.com/ID/Lewiston/</u>
 o Port Zone (P) is Chapter 37, Section 37-109 of City Code
- Lewiston Code Amendment Form and Impact Based Zone (FIBZ): <u>http://www.cityoflewiston.org/filestorage/850/1066/1253/4725_ZA-02-18_FIBZ_Only.Revised.pdf</u>

Note: The FIBZ does not apply to the Port property, but if approved, it will be a code amendment that develops a new zone for the downtown Lewiston waterfront property (vicinity of old Twin City foods property). The FIBZ has passed its first public hearing reading, but will need to go through two more readings before it is approved.

- Lewiston Code, FIBZ Map: http://www.cityoflewiston.org/filestorage/850/1066/1253/FIBZ_AERIAL.pdf
- City of Lewiston Interactive Zoning Map: <u>http://lewiston.maps.arcgis.com/apps/MapJournal/index.html?appid=f8aaa738332a4ea4a701ba7a2df5</u> <u>7305</u>
- City of Lewiston Comprehensive Plan: <u>http://www.cityoflewiston.org/content/850/1066/1253/1299.aspx</u>
 - Waterfront Planning Area is Chapter 12-3 of Comprehensive Plan: http://www.cityoflewiston.org/filestorage/551/563/569/577/CHAPTER_12_-_All.pdf
- Master Plans:
 - Transportation Improvement Plan: http://www.cityoflewiston.org/filestorage/551/745/1700/LTIP_2019-2023.pdf
 - Sidewalk:
 - http://www.cityoflewiston.org/filestorage/551/745/1700/Sidewalk_Master_Plan_(1).PDF
 Bicycle:
 - http://www.cityoflewiston.org/filestorage/551/745/1700/BICYCLE_Master_Plan_(1).PDF
- Site Development Plan Submittal Checklist: <u>http://www.cityoflewiston.org/filestorage/551/745/757/2015_-</u> _!Site_Plan_Checklist_201504241052393655.pdf
- City Standard Construction Drawings: <u>http://www.cityoflewiston.org/content/850/1554/1562/1600.aspx</u>

Watco Companies (Railroad)

Contacts: Keith Cameron Director of Property & Real Estate 315 West 3rd Street Pittsburg, KS 66762 620-249-1780 <u>kcameron@watcocompanies.com</u>

Documents:

- Real Estate and Industrial Development Link: <u>https://www.watcocompanies.com/customer-tools/real-estate/#1470749499266-04238fc8-34a0</u>
 - Pipeline Installation Permit: <u>https://www.watcocompanies.com/wp-content/uploads/pdfs/pipeline_installation.pdf</u>
 - Right-of-Entry Application: <u>https://www.watcocompanies.com/wp-</u> content/uploads/2016/03/APPLICATION-RIGHT-OF-ENTRY-3-18-2016.pdf
 - Road Crossing Installation Procedures: <u>https://www.watcocompanies.com/wp-content/uploads/pdfs/roadcrossing_installation.pdf</u>

Idaho Transportation Department

Contacts: Shane Niemela 208-799-4239 Shane.niemela@itd.idaho.gov Documents:

- Right-of-Way Encroachment Permits: https://apps.itd.idaho.gov/apps/FormFinder2DMZ
 - Approaches, Form 2109: https://apps.itd.idaho.gov/Apps/FormFinder2DMZ/Home/OpenLink?formnumber=2109

Note: Page 1 & 2 of Approach Permit provides thresholds for triggering Traffic Impact Statement requirement

- Utilities, Form 2110: <u>https://apps.itd.idaho.gov/Apps/FormFinder2DMZ/Home/OpenLink?formnumber=2110</u>
- Other Encroachments (ex: signs), Form 2111: https://apps.itd.idaho.gov/Apps/FormFinder2DMZ/Home/OpenLink?formnumber=2111

Idaho Department of Environmental Quality

Contacts: Nicolas Heibert Water/Wastewater Engineer 208-799-4370 <u>Nicolas.hiebert@deq.idaho.gov</u>

> Sujata Connell Stormwater -note: Idaho DEQ will be taking over primacy for NPDES permitting in 7/2019 208-799-4370 Sujata.connell@deq.idaho.gov

Dana Harper -he would be contact for Risk Evaluation Model Regional Waste and Remediation Program Manager 208-799-4881 Dana.harper@deq.idaho.gov

Documents:

- Development Guide flow chart for site development standards and permitting: <u>http://www.deq.idaho.gov/media/1015604-new_business_guide_online_viewing_version.pdf</u>
- Permits and Forms: <u>http://www.deq.idaho.gov/permitting/</u>
- Guidance for Engineers & Developers: <u>http://www.deq.idaho.gov/assistance-resources/for-engineers-</u> <u>developers/guidance/</u>
- Checklist for Plan & Specification Reviews for Engineers & Developers: <u>http://www.deq.idaho.gov/assistance-resources/for-engineers-developers/checklists/</u>
- Risk Evaluation Manual:
 - Overview: <u>http://www.deq.idaho.gov/waste-mgmt-remediation/remediation-activities/risk-evaluation-manual/</u>
 - Manual: <u>http://www.deq.idaho.gov/media/60181992/idaho-risk-evaluation-manual-for-petroleum-releases-2018.pdf</u>
Utilities

Contacts: City of Lewiston:

Wastewater Bryan Lacy - Water and Wastewater Division Manager <u>blacy@cityoflewiston.com</u> 208-746-1316

Water Bryan Lacy - see above

Stormwater Joe Kaufman - Stormwater Coordinator joekaufman@cityoflewiston.com 208-790-8800

Idaho North Central District Public Health (Septic Systems) Ed Marugg - Director Sherise Jurries - Environmental Health Specialist 215 10th Street Lewiston, ID 83501 208-799-3100 <u>emarugg@phd2.idaho.gov</u> <u>sjurries@phd2.idaho.gov</u>

Avista Corp Nathan VonLindern <u>Nathan.vonlindern@avistacorp.com</u> 509-590-8742

CenturyLink Cody Hollenback <u>Cody.hollenback@centurylink.com</u> 208-798-8380

CableOne - No active infrastructure in project vicinity Tom Donohue (note: Tom will be retiring in mid-2019 and will provide new contact prior to then) <u>Thomas.donohue@cableone.biz</u> 208-791-5032

Documents:

- City Master Plans:
 - Wastewater: <u>http://www.cityoflewiston.org/filestorage/551/745/1700/WW_2018_Draft.pdf</u>
 - Water: <u>http://www.cityoflewiston.org/filestorage/551/745/1700/2010_water_masterplan.pdf</u>
 - Stormwater: <u>http://www.cityoflewiston.org/filestorage/551/745/1700/Stormwater_Master_Plan.PDF</u>
- City GIS Utility maps:
 - Wastewater: <u>https://drive.google.com/file/d/15VIB7Nwd8HYLZaJspMOcWaEc3IXuKJwb/view</u>
 - Water: <u>https://drive.google.com/file/d/1k99NxaeTKOwuLUiOwTwWzZ8V9GyyuHFc/view</u>
 - o Stormwater: <u>https://drive.google.com/file/d/1m00ZvWyEnw-Dyt2yzj0j9s4ShcxuBYS1/view</u>

- On-site Sewage Disposal System Regulations (Idaho DEQ): <u>https://adminrules.idaho.gov/rules/2010/58/0103.pdf</u>
- Location/Capacity of Existing Septic Systems Idaho North Central District Public Health
 - https://deainc.filetransfers.net/downloadPublic/qbx15r1c86z9m5m
 - o <u>https://deainc.filetransfers.net/downloadPublic/3y55bxbbruw49s8</u>
- Avista gas & electric service maps
 - o Gas: <u>https://deainc.filetransfers.net/downloadPublic/ydp6353j3tm1drw</u>
 - Electric: https://deainc.filetransfers.net/downloadPublic/elsrwr4hz2ypzcm
- Century Link copper/fiber GIS map: <u>https://deainc.filetransfers.net/downloadPublic/3xpaalpsdvkbayu</u>

Quitclaim Deed Development Restrictions

The following table lists development restrictions for the Port property required by Quitclaim Deeds #399218 (1976) and #487437 (1985), and identifies which restrictions were released by the 2008 Release of Reverter (as shown by strikethrough text).

Exceptions and Covenants	East Parcel - Deed #399218 (1976)	West Parcel - Deed #487437 (1985)
EX-1) The right of the U.S. to retain perpetual right, power, privilege, and easement for inundation, overflow, saturation, percolation, and wave action below the river's maximum pool elevation (738 feet above mean sea level).	Х	X
EX-2) The right to construct, operate, and maintainfacilities necessary and/or convenient for operation and maintenance of Lower Granite Lock and Dam.	Х	х
EX-3) The right of U.S. to enter upon the lands as necessary and/or convenient for operation and maintenance of Lower Granite Lock and Dam.	Х	Х
COV-1) Lands shall not be used in a manner that results in deposit of any material by storms, floods, or otherwise, that could be detrimental to navigation or operation of the dam.	Х	х
 COV-2) Comply with all State and Federal Laws and regulations with regard to disposal of pollutants into waters of the reservoir. No activity permitted which would generate obnoxious odors, fumes, dust, or other violations in regard to air pollution Activities creating constant or frequent level of noise in excess of 90 decibels beyond limits of property are not permitted. No activity will be permitted which will compete with services and facilities offered by public marinas. 	Х	Х
COV-3) Obtain any navigation and/or refuse discharge permit(s) required.	Х	Х
COV-4) No industrial or commercial buildings shall have a floor constructed below elevation 741, and no parking lots or access roads will be constructed below elevation 741, without prior approval.	Х	Х
COV-5) No structures for human habitation shall be constructed or maintained on the lands without prior approval.		
COV-6) Undeveloped lands shall remain open for public access, however construction of road access or improvements shall not be required.	Х	Х
COV-7) The grantee agrees to construct only industrial and port facilities.		
 COV-8) Preserve and protect the encapsulated fill area, including: a) No piling shall be driven into the encapsulated fill area; no trenches, excavations, or major grading other than to level and spread fill material; and no subterranean disposal of liquid wastes or similar actions. b) Prior to any construction or planned use, submit plans to District Engineer for approval. 		Х

Exceptions and Covenants shown with strikethrough are no longer required as a result of the Release of Reverter, executed in 2008.



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Section B: Marine-Based Development Considerations

INTRODUCTION

The following is a brief description of the *Confluence Riverfront Marina & Waterfront Development Project* (the "Project"), as described in the scope of work:

(the project team) will assist the Port in a multi-phased project that will include a site master plan, site characterization studies, design of waterfront and land based improvements, support services related to agency and stakeholder outreach, permitting, and construction support.

Proposed improvements may include: a cruise ship dock, transient recreational moorage, boat launches, marine terminal and support facilities, fishing piers, an RV park, and possible pedestrian connection to the Confluence Habitat Management Unit.

Task 2 of the Scope of Services is to compile and review available existing data and analysis related to the site conditions, and design/construction of the future in-water structures and waterfront improvements.

This data review memo focuses on information pertinent to planning and design of in-water structures and waterfront improvements.

KEY FINDINGS

- <u>Water Levels</u> Water levels at the site are controlled by the Lower Granite dam. Minimum pool elevation is 733ft NGVD29 for the reservoir. The lowest levels are experienced during high river flows through Spring and Summer. However, USACE modeling suggests that during high river flows the water surface elevation near the project site is about 5 feet higher than that at the Lower Granite Dam. During period of low flow, the reservoir elevation is typically kept between 736 ft and 737 ft NGVD29.
- <u>Water Depths</u> Based on a 2009 survey, the shallow areas in front of the existing terminal are at elevations of about 720ft NGVD29. Water depts. At these shallow areas are estimated to be about 13 feet during low reservoir levels Newer data should be obtained or collected to verify the available depth and shoaling trends. A comparison of bathymetry collected in September of 2009 and 2011 found that the existing berth to have shoaled 0.5ft in some places.
- <u>Wind & Wave</u> Wind and wave data was obtained for the site for the Nov-June period. The length of the data record was 5 years. This data can be taken as conservative for the summer season. The one-percent exceedance wind speed was found to be 48 mph (2-min duration). The corresponding significant wave height is 1.8ft with a period of 2.5 seconds.

- <u>Currents</u> Currents were measured at 2.0ft/s near the site for a river flow rate of 54k cfs. This is about 0.5ft/s slower than that in the center of the river. During a one-percent exceedance flood, the mean velocity for the river section near the site was modeled at 5.2 ft/s.
- <u>**Cruise Vessels**</u> Vessels up to 360ft in length, 60ft beam, and drafting up to 12 feet are currently on schedule to visit the Lewiston-Clarkston area in 2019.
- <u>Geotechnical</u> Boring logs taken for well monitoring at the site found the underlying sediment to be "interbedded fine to coarse sand and gravel, poorly graded medium sand lenses, and silty sands and gravel". The river bed sediments along the site were classified as being gravel size and larger.

DATA SUMMARY

The following sub-sections summarize key findings from the data review task that are relevant to the planning and design of waterfront facilities. Tables referenced in the text are located at the end of the document.

WATER LEVELS, RIVER FLOW RATES, & VELOCITIES

- Table 2 lists historic and active gauges near the project site.
- The **water levels** at the Lower Granite Dam & Locks varies by the **inflow rate** (Note: MOP = Minimum Operating Pool):

The Variable MOP operation at Lower Granite is based on the inflows.

INFLOW	FOREBAY RANGE
120,000+ CFS	733.0-734.0 (MOP)
80,000-120,000 CFS	734.0-735.0 (MOP+1)
50,000-80,000 CFS	734.5-735.5 (MOP+1.5)
0-50,000 CFS	735.0-736.0 (MOP+2)

• Water levels and inflow at the Dam & Locks for the last 5 years are plotted below:





• 2014 USACE HEC-RAS modeling shows **mean velocities** near the site reaching nearly 5.8 ft/s. (Note: SPF refers to "Standard Project Floods", P1 refers to the 1% exceedance, and the 8-Jun-10 is the calibration run (USACE 2014). The 1% exceedance discharge is 102k cubic-feet per second.

			Water Surface			Mean
			Discharge	Elevation	Energy	Velocity
Reach	River Sta	Profile	cfs	ft NAVD88	Slope	ft/s
Lewiston	0.217	8-Jun-10	60,311	739.67	0.000017	2.04
Lewiston	0.217	P1	102,167	738.16	0.000064	3.73
Lewiston	0.217	SPF	125,000	741.57	0.000055	3.87
Lewiston	0.299	8-Jun-10	60,311	739.66	0.000024	2.43
Lewiston	0.299	P1	102,167	738.13	0.000087	4.44
Lewiston	0.299	SPF	125,000	741.52	0.000077	4.64
Lewiston	0.373	8-Jun-10	60,311	739.66	0.000027	2.66
Lewiston	0.373	P1	102,167	738.13	0.000098	4.84
Lewiston	0.373	SPF	125,000	741.51	0.000088	5.08
Lewiston	0.461	8-Jun-10	60,311	739.66	0.000028	2.85
Lewiston	0.461	P1	102,167	738.13	0.000102	5.17
Lewiston	0.461	SPF	125,000	741.50	0.000095	5.48
Lewiston	0.545	8-Jun-10	60,311	739.67	0.000022	2.81
Lewiston	0.545	P1	102,167	738.19	0.000074	5.02
Lewiston	0.545	SPF	125,000	741.53	0.000075	5.47
Lewiston	0.59	8-Jun-10	60,311	739.67	0.000023	2.96
Lewiston	0.59	P1	102,167	738.17	0.000079	5.28
Lewiston	0.59	SPF	125,000	741.51	0.000082	5.78
Lewiston	0.6	8-Jun-10	60,311	740.35	0.000022	2.96
Lewiston	0.6	P1	102,167	738.92	0.000075	5.26
Lewiston	0.6	SPF	125,000	742.30	0.000078	5.77



 An ADCP transect collected at Clearwater RM 0.2 shows that for the May 2011 survey date (54,000 cfs) the velocity near the project site shoreline was 1.3 – 2.1 ft/s. The current velocities near the banks of the project sites are slower as those in the middle of the river (2.5ft/s), and faster than those along the opposite bank (0.5 ft/s).





• The water surface elevation at the confluence of the two rivers is expected to rise over the next 40 years due to sedimentation. The follow table lists predicted (still) water level elevations for various flood scenarios for the year 2009 and 2060 (USACE 2014) (Note: the levee elevation is for the levees across the river from the site, however the east end of the site is at approximately the same elevation):

Clearwater RM 0.21 Water Surface Elevation feet NAVD88						
Exceedance	Discharge	Year 2009	Year 2060	Levee Elevation		
percent	cfs	ft NAVD88	ft NAVD88	ft NAVD88		
1	102,167	738.16	741.98	746.56		
0.4	111,124	739.27	743.26	746.56		
0.2	117,587	740.09	744.18	746.56		
SPF	125,000	741.57	745.94	746.56		

TOPOGRAPHY, BATHYMETRY, & SEDIMENTATION

- Table 4 lists the surveys found as a part of the data gathering effort.
- The latest bathymetry should be requested from USACE Coastal and Hydraulics Laboratory or USACE Walla Walla District.
- To convert from NGVD29 to NAVD88, add 3.3 ft (or 1.0m) (via NOAA VDATUM). References to MSL likely refers to NGVD29.
- 2009 multibeam bathymetry was collected by the USGS. The scour holes downstream of the bridge piers are deeper than 690 ft-NGVD29. **Depths** in front of the existing in water facility are may be as shallow as 13 ft (720 ft-NGVD29).





Bathymetry based on 2009 USGS Survey

- The 2010 Concept Plan stated that the **average depth** in front of the existing terminal is 20 feet at minimum pool elevation of 733 MSL (NGVD29).
- The USACE 2014 Report examined **sedimentation** near the project site. The comparison of a 2011 survey and a 2009 survey indicated that some deposition at the site occurred.



Bathymetric Differences between 2009 and 2011



- In the future, **sedimentation** will likely continue.. The main contributors of sediments in the Lower Granite Reservoir are wildfires and landslides.
- **2010 LiDAR** was available for the upland site. The east end of the site, at approximately elevation 745 ft NAVD88, is lower than the west end by about 2 feet. The top of the in-water coffer cell dolphins is at elevation 747 ft NAVD88.
- The levees/slope protection is steep; it is estimated to be at about 1H:1V based on LiDAR.



2010 LiDAR Topography

EXISTING IN-WATER STRUCTURES

- The existing terminal facility is comprised of three **coffer cells**. The tops of the coffer cells are at 474 ft-NAVD88. These structures may also be referred to as dolphins or fleeting dolphins.
- The middle coffer cell structure is approximately 25ft in **diameter**. The two outer coffer cells are approximately 20ft in **diameter**.
- The **condition** of the coffer cells are not known, but common defects are corrosion or separation of the sheet pile, loss of infill material, and uneven settling.
- The bulk **offloader** is supported by middle coffer cell structure.
- Access ramps provide access to each of the three coffer cell structures.





WINDS AND WAVES

- A wind wave study was conducted as a part of the 2014 USACE Hydrology and Hydraulics Appendix. The results are for a location directly across the river form the project site, but can be assumed to be appropriate. The following bullets summarize the findings.
 - Seasonal winds speeds (Nov-June) were analyzed for the Lewiston area as a part of the 2014 USACE Study. One-percent exceedance windspeed was estimated at 48 mph at Confluence.
 - The 1% exceedance wave height was 1.8 ft with a period of 2.5s.
 - The 1% exceedance wave setup and wave runup were estimated at 1.1 ft and 1.8ft respectively.

SEDIMENTS AND GEOTECHNICAL DATA

- The 2010 concept plan stated that the site is in a region of unconsolidated sediments. **Boring logs** from the monitoring well installations indicated interbedded fine to coarse sand and gravel, poorly graded medium sand lenses, and silty sands and gravel.
- As a part of the USGS 2009 survey, the riverbed material was characterized for the LGR. The bed material near the shoreline of the project site was categorized as "BldCblGvlC" with 41-60% embeddedness. This means that the surface sediment sizes varied from >10" to 0.08" and with surface voids filled ~50% and clean (no silts).

CRUISE VESSELS

• The 2010 Concept Plan identified 13 vessels that have traveled to the Lewiston/Clarkston area:



BOAT NAME	LENGTH	CABINS	GUESTS	CREW	BEAM	TONNAGE	DRAFT
Empress of the North*	360'	112	223	84	58	2,115	11
Queen of the West	230'	71	142	47	50	2,115	8.5
Columbia Queen*	218'	75	150	57	66	1,599	12
Sea Lion	148'	31	62	20		99	8'
Sea Bird	152'	37	70	25		99	8'
Spirit of Discovery	166'	43	84	27	37		8
Spirit of Columbia	143'	0	0	0	0		0
Spirit of Ninety Eight	192'	50	96	26	40	96	9.3
Spirit of Columbia	143	43	78	21	28	98	6.5
Island Spirit	125	16	33	12	26	98	7'
Safari Spirit	105'	12	28	9	24.5	96	8'
Safari Explorer	145'	36	70	18	36	97	8.5
Hells Canyon Adventures	38'	0	15	2	0	0	4'
*No longer visiting Clarkston							

Table 3. Cruise Ships Traveling to the Lewiston/Clarkston Area

- Large river cruise vessels scheduled to travel the Snake River in the next year
 - American Empress (Paddle Wheel River Boat) [formerly Empress of the North]
 See above
 - Queen of the West (Paddle Wheel River Boat)
 - See above
 - American Pride (Paddle Wheel River Boat)
 - 236 ft Length 46 ft beam 78 cabins 150 passengers
 - American Song (Modern River Cruise Vessel)
 - 345 ft Length 60 ft beam 94 cabins 184 passengers
- Operators on the Columbia and Snake rivers are American Cruise Lines, American Queen Steamboat Company, Lindblad Expeditions-National Geographic and Un-Cruise Adventures. Each line offers ships with vastly different personalities. As an example, Lindblad Expeditions' National Geographic Sea Lion and sister ship National Geographic Sea Bird are workmanlike expedition ships with just 62 passengers. American Queen Steamboat Company operates the plusher American Empress, a 224-passenger paddle wheeler. Un-Cruise's ship is the S.S. Legacy, a replica turn-of-the-century steamer that accommodates 88 passengers, where crew dress in period costumes. American Cruise Lines operates paddle wheelers Queen of the West, with 120 passengers, American Pride with 150, and the brand new American song with 184 passengers.

DATA NEEDS SUMMARY

The data collected should provide the project team with enough information for concept level planning. The following list are items that have been identified as data needs to move the project from conceptlevel to design-level. This list is not extensive, as more needs will be identified during and after the concept planning stage.

Existing Offloading Facility: Design information and a condition assessment of the in-water structures is needed to allow the planning team to better identify potential uses, needed rehabilitation or modifications, or costs of removal.



Design Currents and Flow Field: While the technical reports collected for provide useful information about the river flow near the confluence of the Granite and Clearwater Rivers, more detailed information will be needed to properly engineer and site waterfront features. For example, the flow and sedimentation patterns are very important to the siting of a boat ramp. More detailed information may be obtained by performing a hydrodynamic modelling study or requesting the ADH modeling results from USACE Walla Walla or USACE CHL.

Bathymetry: The technical reports suggest that sedimentation in the Lower Snake Reservoir is increasing due to forest fires in the area. Bathymetry more recent than the 2009 survey should be obtained. It is recommended that additional digital bathymetric data be requested from USACE.

Geotechnical Conditions: Information about the sub-surface soil conditions will be needed to design new pile supported structures or sheet pile walls.

DATA SOURCES

The following tables summarize Reports (Table 1), Hydraulic Data (Table 2), Maps and Charts (Table 3), Surveys (Table 4), and Aerials (Table 5) collected as a part of the data gathering task.

Date	Source	Title/Description	Pertinent Data
2002	USACE	Lower Snake River Juvenile Salmon Migration Feasibility Report/EIS	Discharge Return Periods, Hydrographs. Average and peak flows. Suspended Sediment loads for Clearwater & Snake.
2009	USGS	Bathymetric and Underwater Video Survey of Lower Granite Reservoir and Vicinity, Washington and Idaho, 2009–10	Bathymetry, River Substrate (coble, sand, boulders)
2010	USACE	Lewiston Levee Landfill Site Investigation and Concept Plan	Cruise vessel information, potential sites for cruise vessel dock, boat ramps. Site redevelopment concepts, site conditions, constraints.
2014	USACE	Lower Snake River Programmatic Sediment Management Plan, Final EIS.	Hydrodynamic modeling results, ADCP XS, Wind wave estimates, flood risk, sedimentation, velocities.
2018	USACE	Lower Granite Lock and Dam Master Plan	Zoning maps. Site settings & resources.

Table 1 – Reports



Table 2 – River data sources

Date Range	Location	No.	Owner/Source	Data	Notes
1979 - 1980	East Lewiston	13343009	USGS	Elevation	
1975 - 2018	Lower Granite Dam	N/A	USACE	Elevation, Discharge	
1958 - 2018	Snake Rr, near Anatone	13334300	USGS/USACE	Discharge, Gage Height	Gage height data starts in 1999
1910 - 2018	Clearwater at Spalding	13342500	USGS/USACE	Susp. Sed, Discharge	Discharge data starts in 2013
2018	Clearwater near Lewiston	13343000	USGS/USACE	Depth	June - Sept



Table 3 – Maps and Charts.

Date	Owner/Source	Rectified?	Topography or Bathymetry	Name/Description
2002	USGS	Y	В	Chart 18548. Corrected through 2018. 1:20,000
1971	USGS	Y	Т	1:24,000
1959	USACE	Y	Т	T-Sheet , 1:24,000
1945	USGS	Y	Т	1:62,500

Table 4 – Surveys.

Date	Resolution	Owner/Source	Digital	Topography or	Notes
	(m)		Version	Bathymetry	
			Obtained?		
8/12/2016	Ukn.	USACE/ERDC	Ν	В	PDF. Only covers Federal Project area
Sept 2011	Ukn.	USACE/ERDC	Ν	В	Dataset mentioned in 2014 USACE Report
Sept 2010	Ukn.	USACE/ERDC	Ν	В	Dataset mentioned in 2014 USACE Report
6/17/2010	0.5	USACE	Y	Т	LiDAR. Raw points and DEM obtained.
Sept 2009	0.9	USGS	Y	В	Multibeam



Table 5 – Aerials

Date	Resolution	Owner/Source	Rectified?	IR	Notes
	(m)			Band?	
2018	<0.3	Lewiston	Y	N	Very high resolution. Server
					connection only, via Nez Perce
					GIS Server. Good view of
					confluence mixing.
2018	~0.3	Nez Perce	Y	N	Very high resolution. Server
		County			connection only, via Nez Perce
					GIS Server
2017	~1	Nez Perce	Y	N	Server connection only, via
		County			Nez Perce GIS Server
9/26/2017	1	USDA	Y	Y	Hazy. Busy weekend,
					numerous pleasure craft
					visible. Cruise vessel visible in
					Clarkson
7/8/2017	1	USDA	Y	Y	Good view of confluence
					mixing. Cruise vessel visible in
					Clarkson
2015	<0.3	Lewiston	Y	Ν	Numerous fishing boats visible
					East of the RR bridge. Cruise
					vessel visible in Clarkson.
					Server connection only, via
					Nez Perce
6/25/2015	1	USDA	Y	Y	
2014	~0.3	Lewiston	Y	Ν	Barges berthed at on-site
					terminal. Server connection
					only, via Nez Perce GIS Server
2013	~1	Nez Perce	Y	N	Server connection only, via
		County			Nez Perce GIS Server
8/27/2013	0.5	USDA	Y	Y	
2012	~0.3	Lewiston	Y	Ν	Barge berthed at on-site
					terminal. Server connection
					only, via Nez Perce GIS Server
2012	0.5	NOAA	Y	Y	
7/6/2011	1	USDA	Y	Y	Great view of confluence
					mixing
6/27/2009	1	USDA	Y	Y	
Mar 2007	0.3	USGS	Y	Ν	Lumber operation at site
Apr 2006	0.5	USGS	Y	N	Lumber operation at site
2/8/2005	1	GeoEye/USGS	Y	N	
6/16/2004	1	USDA	Y	Ν	
8/19/1999	~1.2	USDA	N	N	



Date	Resolution	Owner/Source	Rectified?	IR	Notes
	(m)			Band?	
7/11/1006	~1		N	N	
F/22/1002	~1.2		N	N	
5/22/1992	1.2	USDA	IN	IN	
9/15/1991	~1.2	USDA	N	N	
7/31/1981	~1.2	USDA	N	N	
3/23/1977	~1.2	USGS	N	Ν	
8/14/1975	~2.3	USGS	N	N	
6/24/1974	~0.9	USGS	N	N	
8/16/1970	~0.7	USGS	N	N	Undeveloped, no
					locks/reservoir
7/15/1970	~1.1	USGS	N	N	Undeveloped, no
					locks/reservoir
4/4/1961	~1.0	USGS	N	N	Undeveloped, no
					locks/reservoir
7/19/1955	~1.1	USGS	N	N	Undeveloped, no
					locks/reservoir
8/8/1943	~0.7	USGS	N	Ν	Undeveloped, no
					locks/reservoir





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Section C: Cruise Line Input

Cruise Companies

• The existing cruise companies that currently operate on the river are:

American Queen Steamboat Company (AQSC) American Cruise Lines (ACL) Lindbald Expeditions – National Geographic (LE) UnCruise Adventures (UC)

- Viking River Cruises, based in Switzerland and popular on the European rivers, are not currently operating on the river. However, there are plans for Viking to enter the North American market beginning with cruises along the Mississippi River.
- Discussions with representatives from each of the companies were conducted to identify critical
 programmatic requirements needed to meet existing and/or future vessel operations and
 passenger/vehicular/logistical flows. Specific information obtained from these discussions
 included vessel characteristics for existing and future vessels, marine operating parameters of
 the vessels, provisioning requirements, upland facility needs, and itinerary information.
- To date, interviews with ACL and UC have been conducted. The remaining two operating companies, and Viking will be scheduled within the next few weeks.

Characteristic/	ACL – Queen	ACL –	ACL –	UC – S.S.	UC –
Vessel Name	of the West	American	American	Legacy	Wilderness
		Pride	Song (New)		Discoverer
Draft	8.5 ft	8.5 ft	8.5 ft	10 ft	9 ft
Beam	50 ft	52' 8"	59 ft	40 ft	39 ft
LOA	230 ft	260 ft	328 ft	192 ft	176 ft
LOA with	221.3 ft	232 ft	n/a		
gangway up					
Air Draft Stacks	64' 4"/52'	62'/51' 3"	52'		
up/stacks down					
Distance from	Approx. 4' 6"	Approx.	Approx.		
water to first deck		4' 6"	4' 6"		
Passengers	120	150	183	90	76
Crew	40	50	65	35	27
Propulsion	Diesel outdrive	Diesel Z drive	Diesel azipod		
system	Z drive		drive		

Vessel Characteristics

Marine Operations of Vessels

- ACL vessels are extremely maneuverable having Z-drive or azipod drive with bow thrusters.
- ACL, UC ships carry fenders and typical bollards and bits suitable for sized vessels are needed.
- ACL typically 6 to 8 mooring lines per ship with forward and after spring lines from the bow and stern and several breasting lines along the length of the ship.
- ACL access to/from ship using forward gangway or short gangway, depending on dock height. A platform may be required for side gangway.
- ACL utilities: dock should be well lighted; shore power not required; having pump-out facilities will be good but not required; potable water to fill tank is a definite requirement with preference for fire hose nozzle delivery system to minimize time to fill tank(s).
- ACL fire protection at dock is not a requirement.
- ACL have occasional need to mobilize and use truck or crane alongside vessel.
- ACL requirement to have receptacles for trash bags; typical 5 cy and 20 cy dumpsters.
- UC unlikely to have more than two vessels at the same time on the river.
- UC Richland docking facility is a good example that works well.
- UC prefer to operate in minimum of 14 ft of water.
- UC dock at Clarkston is starting to get crowded and sediment shoaling at facility limits flexibility of berthing depending on river water level.

Provisioning

- ACL typically one semitruck from national supplier such as Sysco and smaller box trucks from local purveyors of fresh produce and seafood. Stores, trash, baggage are usually carried by hand or hand trucks and small carts.
- ACL Typically arrive at Clarkston/Lewiston midday and depart next day in the afternoon. Most deliveries occur in the afternoon of the first day while passenger turnover occurs in the morning of the next day.
- ACL usually do not load fuel at Clarkston/Lewiston but could use 5,000 gallons from truck.



- UC requires one provisioning truck and laundry truck.
- UC will take on fuel at berth and will require safe place/method to route hoses from fuel tanker at dock.

Upland Facilities

- ACL shade structures are not necessary because most passengers remain on ship until the buses are ready for loading.
- ACL, UC need an area for garbage dumpsters/bins.
- ACL American Song, having more than 150 passengers, will require location to scan and inspect luggage and passengers prior to boarding vessel; usually set up a small tent. Queen of the West and American Pride conduct security screening on board.
- UC need wheelchair access on dock and gangway to/from dock
- UC parking area for cars and taxis is desirable in addition to bus access.
- UC would welcome awnings at a port.
- UC would like to have recycling facility and internet service at dock
- UC ideal to have a floating dock at the cruise ship that can accommodate jetboats/recreational boats such that passengers walk directly from ship to jetboat/recreational boats for shore excursions.

Itinerary

- ACL usually arrive at Clarkston/Lewiston late morning and depart next day at 1:30 pm. This stop is a turnaround port with cruise to Portland.
- ACL Most passengers depart and arrive via pre-arranged bus from Spokane airport due to a decrease in available flights from Lewiston airport.
- UC, ACL Jetboat excursions through a local company are offered at Clarkston/Lewiston on afternoon arrival.
- UC may berth for 3 days at Clarkston/Lewiston with day 1 route arrival, day 2 turnaround, and day 3 at port





Planning Charrette Summary



Port of Lewiston Confluence Riverfront Master Plan

Planning Charrette Documentation

A Planning Charrette was held on November 13, 2018 with the following in attendance:

Port of Lewiston Commissioners:	Mary Hasenoehrl, President Jerry Klemm, Vice President Mike Thomason, Secretary/Treasurer
Port of Lewiston Staff:	David Doeringsfeld, Port Manager Jaynie Bentz, Assistant Port Manager
Outside Representatives:	Karl Dye, Valley Vision Mike Tatko, Avista Utilities
Community Representatives:	Jeff Cornish, adjacent landowner
Design Team:	David Evans and Associates, Inc. David Witthaus Mike Wert Ken Geibel Heather Calkins Moffatt & Nichol Bill Gerken Scott Laguex

The purpose of the planning charrette was to provide a high-level assessment of project goals, purpose and need, constraints and challenges, and the alternatives analysis process, including recommended screening/ranking criteria for selecting a preferred concept. During the meeting, discussion took place regarding potential site uses and the pros and cons of each use. The ideas collected during the charrette served as the initial basis for the master planning efforts and in developing concept level plans.

Attachments: Charrette PowerPoint Slides Charrette Exhibits Charrette Meeting Minutes

Port of Lewiston Confluence Riverfront: Design Charrette

13 November 2018



SESSION OVERVIEW AND OBJECTIVES

- 1. Reaffirm project aims and desired outcomes
- 2. Define the uses and users of an improved Lewiston riverfront
- 3. Explore the spatial and functional challenges and opportunities associated with welcoming desired uses and users
- Prepare a framework to anchor all follow-on planning effort and decision making
- 5. Brainstorm initial ideas and concepts for the waterfront

INE AGENDA	
1. PROJECT AIMS AND OUTCOMES	Discuss of the aims, expected outcomes and timeline for t project. What is critical to get right? Are there obstacles?
2. INNOVATION AND COMMERCE ALONG THE WATERFRONT	How ports and cities are creating places and spaces for commerce, leisure and tourism.
3. LEWISTON RIVERFRONT BOOT CAMP	What we know and still need to unearth about the site.
4. WATERFRONT USERS AND USES	What marine uses and users should the plan accommodat Landside uses and users? Use timing and conflicts?
5. THE PROJECT FRAMEWORK	Prepare a framework to anchor all planning effort and decision making.
6. BRAINSTORMING IDEAS AND CONCEPTS FOR THE WATERFRONT	Brainstorm initial ideas and concepts for the waterfront. How can these be implemented and paid for?



Part 1 Project Aims and Outcomes

PROJECT AIMS AND OUTCOMES

- 1. Develop a roadmap for the property; covering near and 20 years into the future
- 2. Leverage the site for economic and social development
- 3. Identify two possible site outcomes... and the selection criteria and alignment to funding paths to determine a preferred path forward
 - A self sufficient, dynamic, year-round node of water and upland activity; a destination for residents and guests
- 5. A plan complete by April 1, with implementation occurring Q3/Q4 2019 and Phase 1 construction underway in 2020

5. Competing facilities and goals across Lewiston (ID) and Clarkston (WA)

WHAT DO WE ADD TO THESE LISTS? HOW BEST DO WE ADDRESS **CHALLENGES? TAKEAWAYS:**

Part 2 Innovation and Commerce along the Waterfront



Make Connections Foster creation of interconnected, walkable green areas, blueways, streets, neighborhoods and commercial zones accessible for all. Essential for creation of healthy communities.



Connected with a Human Scale South Lake Union, Seattle, WA





A Blend of Uses for Multiple Users Richland, Washington














Allow the waterfront to look forward and back...explore memory and prophecy. Communicate your values to residents and visitors. Tell Your Authentic Story

LIKE A NATURAL FIT FOR THE SITE? WHAT PLACES AND PROJECTS FEEL WHAT SHOULD BE OUR BRAND? **TAKEAWAYS:**

Part 3 Lewiston Riverfront Bootcamp





LANDSIDE DEVELOPMENT – OPPORTUNITIES

- Waterfront development property
- Unobstructed river/city views
- Direct access to/from the river
- Ease of access from SR-128
- Recreational opportunities
- Confluence site
- Habitat Management Unit (HMU)

LANDSIDE DEVELOPMENT – CHALLENGES

- Encapsulated soil
- Limited/no excavation; settlement potential; accommodating stormwater; challenges with providing utility services; Topographic/geotechnical investigation
- Existing Utilities
- Limited water supply; access to sewer
- Site Access
- SR-128, ITD Traffic Impact Study
- 100 peak/1000 ADT
- Limited pedestrian access
- WATCO Railroad
- Permit triggers
- Improvements to access
- Utility borings

WATERSIDE DEVELOPMENT ISSUES

- Water levels
- Water depths
- Wind & wave
- Currents
- Cruise vessels
- Geotechnical

UNDERSTANDING THE SITE

- . The Lewiston Riverfront Site within the broader regional context (Dave)
 - 2. Landside development Issues and opportunities (Ken)
- 3. Riverside development Issues and opportunities (Bill)
- 4. Environmental permitting and the regulatory context (Mike)

ISSUES? WHAT ITEMS DO WE STILL ARE WE IN ALIGNMENT ON SITE NEED TO INVESTIGATE? TAKEAWAYS:





Part 4 Riverfront Uses and Users



PREVIOUS WORK ON USES AND USERS

3.8 Public Scoping

The Port met with the public and received the public's ideas about site use. The following is a list of the public's recommendations and ideas:

- Farmers Market, incorporating a food court, carousel, outdoor children's wading pool, small outdoor stage for local talent, i.e., musicians, young dancers, cheerleading, exhibitors, readings, lectures, etc.
 - Yacht/boat club and mooring area.
- Docking area for private/public/commercial ships and cruise boats.
- Industrial park, warehouses, dock area that is landscaped, painted, and kept neat and clean.
- Restaurant/pubs where the public can see and enjoy the water.
- Recreational/commercial park with outdoor emphasis
- Marina/RV/supplies/convenience store.
 - Visitors Center.
 - RV park.
- Campground.
- Active recreation use such as all terrain vehicle (ATV) and motorcycle course, paintball, etc.

DELIVERING THE RIVER CRUISE DESTINATION



Safe operation of the vessel to/from the berth in variable weather, current and tidal conditions









Ground transportation and logistical areas need to work efficiently, supporting homeport and portof-call operational demands. They also must adapt to weather conditions.

arrival? Destinations

comfortably move guests, luggage and

provisions from

shore to ship.

experiences upon

What is the first thing a guest

Fixed or floating,

docks need to

need a compelling

impression that lasts

welcome; a first

entirety of the visit.

favorably for the

Require flexibility for multiple vessel types

and berth use.



Sources: M&N and Industry Operators, 2018

DELIVERING THE RIVER CRUISE DESTINATION



COLUMBIA RIVER CRUISE OPERATORS

- American Cruise Lines (🗸)
- Andrew White, Director of Marine Operations
- UnCruise Adventures (
- JD Ross Leathy, Senior Port Captain, Director, Nautical Operations
- Lindbald Expeditions National Geographic
 - Tyler Skarda, Sr. Vice President Marine Operations
- American Queen Steamboat Company
- Gary Frommelt, Vice President of Marine Operations
- Viking River Cruises, North America Rep (not in region... yet)
 - David Simmons, DS & TC Management

AMERICAN CRUISE LINES

Vessels currently operating on Columbia River: Queen of the West (QW), American Pride (AP)

Future vessels: American Song (AS)

Characteristic/ Vessel Name	QW	AP	AS
Draft	8.5 ft	8.5 ft	8.5 ft
Beam (feet)	50 ft	52' 8" ft	59 ft
LOA (feet)	230 ft	260 ft	328 ft
LOA with gangway up (feet)	221.3 ft	232 ft	n/a
Air Draft (feet) (stacks up / stacks down)	64' 4" / 52'	62' / 51'3"	52'
Distance from water to first deck (feet)	approx 4' 6"	approx 4' 6"	approx 4' 6"
Distance from water to first deck at the bow			
Passengers	120	150	183
Crew	40	50	65
Propulsion system	diesel outdrive Z drive	diesel Z drive	diesel azipod drive





COLUMBIA RIVER CRUISE OPERATIONS

- 1. Market region is popular and growing
- 2. (Clarkston) serves as both a homeport and port-of-call ... area gets the best of both worlds
- 3. Consumers on these cruises are broadening in age and interests
- 4. Docking facilities clearly paramount to success of operation, followed by landside logistical zones
- 5. Discussions to date focused on delivery of the destination



- 1. Jet boat and similar river tours
 - 2. Marina
- 3. Boat launch and storage
- 4. Hand powered activity areas and launches (canoe, kayak, SUP)

```
5.
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LANDSIDE ACTIVITIES?

- 1. Park and open spaces
- 2. Outdoor adventure areas
- 3. Food and beverage (temporary or permanent)
- 4. Farmers market
- 5. Performance spaces
- 6. Campground
- 7. Special event(s) venue
- . S



Part 5 The Project Framework

PROJECT FRAMEWORK (Example)

PENSAC LA THE INFORMACY OF LA THE INFORMACY OF A DICHOL

MISSION STATEMENT

For the Port of Pensacola

We will. . .

<u>Achieve a revitalized, sustainable Port of Pensacola.</u>

complimentary uses. Our goal is to secure long term economic, infrastructure and activities while engaging underutilized land and waterfront assets into new pursuits, inclusive of science, We will accomplish this by safeguarding core maritime and social benefit to Pensacola and Northwest Florida. technology, education, research, business and other



CORE TENETS

To Achieve the Mission, We Will...



Preserve and enhance key Port assets to continue its role as a gateway for trade and commerce aligned with local and regional businesses as well as the command readiness of Naval Station Pensacola.



Become a center of excellence and innovation for science, research, business and education aligned with the sustainable use of Gulf and ocean resources for economic growth.



Foster greater adaptability and flexibility of Port land and berths to help extend the service life and economic contribution of the seaport for future generations.



PENSAC OLA THE DESTRUCTION OF THE RESTRICT OF THE PENDENCE

CORE TENETS To Achieve the Mission, We Will...

PROMOTE INCREASED RECREATIONAL ACTIVITY Seek new ways in which Port land can leverage increased in-water and landside recreational activities.



Use the Port and surrounding land areas to better convey Pensacola's rich history and compelling vision for the future.



Exploration of new approaches of seaport management and organizational infrastructure to help it adapt to its newfound role and expanded range of business.

MISSION AND FRAMEWORK: UNDERPIN OUR MISSION? WHAT BROAD ELEMENTS

WHAT FRAMEWORK ELEMENTS **MISSION AND FRAMEWORK:** SHOULD WE CONSIDER?

Part 6 Brainstorming Ideas and Concepts for the Riverfront



BRAINSTORMING IDEAS AND CONCEPTS

- 2. Advance and discuss in two groups how best to advance your broad 1. What two groupings of options and concepts should we consider
- List every possible use

option and concepts

- Consider how uses are related
- What has to go where
- 3. Discuss the results
- 4. How do we fund and implement these ideas


BRAINSTORMING IDEAS AND CONCEPTS

- Advance and discuss in two groups how best to advance your broad 1. What two groupings of options and concepts should we consider option and concepts
- List every possible use
- Consider how uses are related
- What has to go where
- 3. Discuss the results
- 4. How do we fund and implement these ideas

AIMS & OUTLONES (1)

I BUDGET STARTS IN APRIL I MORE THAN JUST CRUISE FAUTIES

EL FLEXIBLE TO NEW IDEAS/ HARRETS OPS.

I SLACK WATER ENNIBOUMENT. DAM ISSUES

O ACLESS FOR THE PUBLIC , CAR / BIKE / PED

GENERADORS + SEPARATON

(the case to)

CHANGINES

DI MESSAGNIG AND INCUSION OF PUBLIC | DEC. MAKERS

DAMS

(12)

I GOOD WEIGHOUR APPROACH

PERCH OUT TO THOSE FOOLKS

TINNOVATION 9 IDEAS

I WATERWAY ON THE SITE (?) · 5' FLOCTUDITON : SHUMON HADTING I WALKING BADLE SHULAN WHERE OVER CONFUENCE REFUSE BIRD WORK (Some uny - ESTER SIMP. ... WHITEWORK) 1 POISE - 4 POND - SURF (OFF ENER)) DIKE ETC. 3P DENELOPMENT H FISHING LOCATION C SITE - has been

INNOVATION

R.N. SPACES C SITE (STATE PARKS' 0 STERVERO TISHILLS ... BIG!

> HEUSGATE S.P. · ZED NOLF

A TEMPS SEE . 15° LOWER IN AREA. E BENNON. SHOPS | WINERRY (CAREMEL (IND. BUDG REUSE)

At THROWILLE ER. (106 ROLING (POND LEWISTON) (HIGT. GELSE BIRUNG (EX.)

INTEGEDITION WITH NOTIVE AND. HIST. · PEMONSREAMON (POW. WOW)

· SPALDIUG EX.

WINTHRUP (Sr) WA.

CUTURA - BENDENONS.

CONNERDON TO FOOP -

- A WATER TAXI I NICE DIMNER @ MOSION (ROUMAN)
- 1 PORT OF PASIO ANDITHEOMRE
- WINE + GREENSPACE + MOSIC +++ (NOT THE GORGE) POLICE ER. ET MARY HILL " CONCERTS AREOR OREST " FIRESIRE FRIDANS (SPOKANE WA)
- A EVENTS PORT OF PENTON
- TASTING COMS ONE STOP STOPPILLS.
- I SALE CENTER SHOWLASE AL. VALUES OF THE COMMUNITY
- I GOLD RISH DAYS (CIVIL WAR PERIOD)
- OFARMERS MARKET MOSLOW (EX.)
- INNOVATION)

(4)

WATERFRONT ACTNITIES HABIT SUHACEMENT (HUB) SUBMILLED PEUTAL OF WATER CRAFT-FISHILG < BALEMONDL GJIPE SERVICE · WATER TANI / SHUTTLE · WATER TENT / MUSEUM SPORE BOARD / SUP DEPEN BOARS SPORT EPULIE / N.A. - CORP RACE, FLOOTHLE BOR / PEDDE RO / MARINA SUPS-TESUSIENT YRUT · TOR BOATS / JET BOATS FLODAUG RESTAURANT DINNER BOAT / CRUSE ESPANDE / WALKWAY / OLERLOOK FUEL DOCK.

ANDSIDE · CIGATS WINE BREW FOOD & BENERAGE (FOB) TASTING EVENT SPACE / FUNCTION ROOM - VENUE PARKS OPEN SPACE / PLAY GROUND BOORE BOUL FOOD TRUCK / WILLE TRUCKS P.V. | CAMPGEOUND MAYBE - CRITICAL DESTINATION LODGE " OUTBOOR , (40 POONS) INDOOR Maybe FIRE P FORMERS FIRE PITS MAT - ANPITHMATEE - NOTS POCKDEN OUTPODE MUSIC VENUE -ARTISAN SHOPS / STUDIO (S) CLIMBING WALL / DON. ELEMENTS TEALL (TROWY EXCURSION SITE SPLASH PAD Men 14 10 10 SILV CII A



1 company apple First

The Port of Lewiston confluence site will for locals & fourists that will attract the crative class to diversify our duroy saphic & cultural base 1. Noter fort destination experience access PorT + the Port at heurston solt will be an attraction depration and community agolf that promotes a sense of place reflecting the history, heritage, & sustainable Vitality of the heuriston / Claritiston regim. SHEFTS * A community sense of stares desireably destination ! COMMUNITY Accessad UNIQUE Awesome worth. Prosustainably, Fresh, exceting, entertaining water Front experience Sor diverse users of variable interests, ages, and doilities to jet tramework Cove tenents pission or the Pal-Ve will Creau a sense of or viending & Clistons To our grate connecting amone mite ACTION

reverge Unique underattiered water hant iste ler bendet of community through cruise indestry & teurist snines " auxisties serving cumunisty at large. Consider land heitige as well as fature in derlymont Levisbu confluence site will an amonit gooded, flexible destination s & tourists that will attract the class to diversify our dury sphil base at destivation (experience access DAVID EVANS AND DESCRIPTION CALCULATION FOR ET DATE DED BY OF DATE DALETS THE CONFLUENCE SITE WILL unston set will be an attractive . BE A MULTI-USE ADAPTIOLE SPACE THAT PROJECTS THE CHARACTER OF THE , and community as set that VALLEY AND HIS BUILT IN FRENDILINY a sense of place reflecting TO Accome DATE Sensoure and FUTURE CHARLE tony, heritage, ¿ sustainable the ben's ton Cleritiston region Provide a Multipuepose Site (for all ages that munity sense of places's desireably 2) # PROVIDES the "MAGIC of Water deant DEFINISH PROVIDES Historic Sense of Place DEFINISH Community, but also passidies distingtion ration! accessal tainably, fresh, exceting, entertaining Front experience Sol diverse 5 of variable interests, acus, doilities This ste will be econourable that sustainable the televeland phase Project Francework -Cove tenents will be enjoyable to people of all ages, to accure the mission To actuate the moston For the pole for wine a sense of place for winance - disitors - to our grater connecting to our grater connecting - the verter projection of actuation a sense of the our grater our grater and the most of actuation of the most of the may Lastinger of Lewiston YTHE WILL PROVIDE A NEW Lendre to the Premier - wanto PROJUCTIME the property to keya LI WAR FRONT LAND





Port of Lewiston Confluence Riverfront Master Plan

Design Charrette Meeting Minutes

- Location: Hampton Inn Conference Room
- Date: Tuesday, 11/13/18
- Time: 8:30 am 3:00 pm
- Format: Open Meeting
- Attendees: Mary Hasenoehrl, President; Jerry Klemm, Vice President; Mike Thomason, Secretary/Treasurer David Doeringsfeld, Port Manager & Jaynie Bentz, Assistant Port Manager Karl Dye, Valley Vision; Mike Tatko, Avista Utilities; Matt Borud, Idaho Dept. of Commerce

David Witthaus, Mike Wert, Ken Geibel, Heather Calkins (DEA) Bill Gerken, Scott Laguex (M&N)

Jeff Cornish (neighbor to north of HMU)

Discussion Topics

- Intro (Dave Witthaus)
 - Preliminary Preferred Alternative selected by April 2019.
 - Final Design through 2019/2020.
- Project Aims & Outcomes
 - o Question: Will team meet with the Port again?
 - Yes, we will meet after initial concept planning has been narrowed down to two alternatives, but before budgeting.
 - Port starts budgeting process in April a Preliminary Preferred alternative will need to be identified prior to this.
 - Our final outcome from this phase will include two concept plans, a screening/ranking matrix, rough cost estimates, and a 10-page master plan/alternatives analysis memorandum. The concepts presented in the memorandum will build upon earlier studies presented in the 2010

Lewiston Levee Landfill Site Investigation and Concept Plan prepared by the USACE relative to site conditions, design constraints/standards, and preliminary development recommendations, .

- While the Port views the prospects of a cruise line terminal at the site as generally favorable, they
 want to stay flexible with regard to such commitments since they are subject to further design and
 economic analysis and input from agencies and other stakeholders.
- Challenges
 - Port Need to consider what happens if the dams are removed and the slack water is gone.
 Could dock construction be a later phase of development after such issues become resolved?
 - Question: Will site development improvements require modifications to the highway? Or will they
 cause increased traffic that generates hazards, similar to situation at Hwy 12 entrance to casino?
 - Depending on selected alternative, improvements could require a traffic impact analysis which could then recommend improvements to highway intersection.
 - Any highway improvements would also require coordination and permitting with Idaho Transportation Department.
 - Likely scenario would be that improvements require turning and acceleration lanes on the highway, similar to what was done at the jail entrance.
 - Question: As we narrow the concepts down, when does it become public and when do we involve the community? The Port wants to eliminate a "why wasn't I included" scenario.
 - This will be discussed later in the meeting, including who the project partners and cooperating agencies may include and when do we invite others in for discussion.
 - The Port wants to use a good neighbor policy and reach out to those that can be impacted. They'd like to keep open invitations to neighbors.

• Innovation & Commerce along the Waterfront

- What concepts would the Port/Guests like to see?
 - Waterway through the site for stand up paddle-board, etc.
 - Existing area behind the HMU is muddy and not deep. Has a 5' fluctuation, but doesn't dry up.
 - Would require coordination with COE and be subject to salmon regulations.
 - Funds may be available for enhancing habitat.
 - Walking bridge to connect HMU, which has wildlife value and provides bird watching opportunities
 - Consider something similar to Boise River Pond and Whitewater Park
 - Fishing access areas on HMU
 - Jerry K. had previously contacted COE about HMU development and the COE was very interested, but the Port wasn't ready to act.
 - The area in front of HMU is very good fishing and local fisherman have requested a handicap access and fishing pier off of the island.
 - The island is approximately 1300 feet long.
 - Jeff Cornish (neighbor) said the HMU property boundary extends across the highway to his property.
 - RV park
 - There is good demand for RV parks as local RV parks are always full; bass fishing and related tournaments bring in a lot of people.
 - Water access point
 - Water temperature can drop 15° because of water release from Dworshak Reservoir.
 - Shops
 - Winery / Brewery
 - Consider a tasting room that isn't tied to any one vineyard or brewery, but available to all.
 - Lighted outdoor area

- Features should relate back to history of the area:
 - Timber industry
 - Old west
 - Native American heritage
 - o Interpretative center, permanent displays
 - o Powwow at the site
 - Agriculture (grain, hummus, etc)
 - o Farm to table shops
 - o Farmers Market
 - Similar to Sage Center at the Port of Morrow
 - Gold rush
- Music
 - Small scale (nothing like the Gorge).
 - Nothing that creates a burden for local law enforcement.
 - Similar to Arbor Crest live music concerts
 - Similar to Port of Pasco's small amphitheater
- Needs to be flexible and multipurpose
- Water taxi is important
 - Port is removed and considered industrial
- Consider bringing a connection to Moscow and Pullman
- Site Conditions & Constraints
 - Does noise from the trains detract from the attractiveness of the site?
 - A delivery train comes through daily in early morning, between 6-7am and again in the evening.
 - Does smell from the WWTP detract from site attractiveness?
 - Jeff C. doesn't often notice the smell and does not consider it a nuisance.
 - Access road to the site
 - It's even difficult to reach Port property and Down River Road when you're coming across Memorial Bridge.
 - Encapsulated soil
 - About 2/3 of site is affected by encapsulated soil (entire site is 11 acres).
 - Re-development features must not break through the land fill cap or liner. If utilities are brought in, they will require fill material to provide cover and avoid deep excavation that could compromise the landfill cap.
 - Studies and surveys will be required prior to development to determine actual depth to top of cap.
 - Keeping cruise passengers in Port vicinity
 - There's a Port committee that's tasked with coordinating between shop owners and cruise lines.
 - It's not currently easy for cruise tourists to stay extra days. There's a bus providing transportation to Spokane that many need to catch.
 - o Onsite building
 - Existing building is a "tall, two-story building".
 - West side of building is open. The east side is two-story with offices on top and bottom.
 - The current tenant, PCS Laser and Memorial, has done a lot of improvements at their own cost. The Port wants to be fair and would give them plenty of notice if they were required to relocate.
 - Dredging is not required
 - Cruise ships draft about 8 feet -
 - Local waters along the shoreline are about 20-25 feet
 - River currents
 - Data are not readily available and more investigation is required.

- Current decreases as you move west, away from Memorial Bridge where the river widens.
- Currents aren't a problem for cruise ships, but would have more impact on smaller, local boats
- Wind/Waves
 - Wind can cause small, choppy waves (1.8 1.9 feet).
 - Not a problem for cruise ships, but would have more impact on smaller, local boats.
- Permitting
 - In-water work window expected to run from Dec 15th to Feb 15th (winter months) to protect salmon and other ESA listed fishes.
 - Landfill Report Jaynee will provide Mike with the updated copy which had been modified to account for a previously omitted property.
 - Lengthy process
 - In-water significant impacts will trigger ESA consultations and a biological opinion from NMFS and USFWS; a lengthy process which could limit development of in-water structures
 - Water Quality Certification required from DEQ
 - Commercial navigational encroachment triggers a Stream Channel Alteration Permit (Idaho Dept Water Resources) and a State Encroachment Permit and Submerged Lands Lease (DSL/Port)
 - Port comment: Tribe would most likely be against anything that would increase amount of river traffic
 - Consider partnering with Tribe early on
 - Permitting timeline:
 - Until a preferred alternative is identified and more fully developed, we won't know the nature and extent of baseline monitoring that will be required to support the permit review and approval process.
 - Once an alternative is selected, permitting agencies will require sufficient design detail (at approximately the 60% level) in order to determine if design features comply with development constraints, design standards, and permitting requirements.
 - ESA compliance, including tribal coordination and the biological opinion from the federal services (NMFS/USFWS), can take 9 months to a year.
 - Encapsulated Soil
 - Landfill is encapsulated with a clay cap buried about 3 feet below the ground surface.
 - The riverbank is armored with riprap extending to the toe of the slope (which is likely to be silted over).
 - Minimum operating pool level is 738 feet.
 - Development restrictions that limit excavation near the landfill or effects on local groundwater are described in the two deeds that transferred the property in 1976 and 1985 from the USACE to the Port. Some of the restrictions were eliminated by a subsequent Release of Reverter.



Concept Ranking Matrix

Port of Lewiston Confluence Riverfront

Concept Ranking Matrix Based On Weighted Criteria

January 16, 2019

	Value (1-3)	Conce	ept A	Conce	ept B
Selection Criteria	with 1=Low, 3=High	Scc (1-10 x	ore Value)	Scc (1-10 x	ore Value)
USACE Practicability Screening Cr	iteria				
Minimum project size needed to support concepts	3	6	18	10	30
Maximum project size needed to support concepts	H	10	10	ø	ø
Proximity to local markets	3	10	30	10	30
Proximity to regional markets	3	10	30	10	30
Proximity to water	3	10	30	10	30
Proximity to multi-modal transportation	2	10	20	10	20
Proximity to utilities	3	10	30	10	30
Proper zoning	3	10	30	10	30
Current assessed value of property	2	10	20	10	20

	Value (1-3)	Conc	ept A	Conce	ept B
Selection Criteria	with 1=Low, 3=High	Sco (1-10 x	ore Value)	Sco (1-10 x	ore Value)
Cost of proposed capital improvements	3	2	9	2	15
Cost of operations and maintenance	с	4	12	ß	15
Estimated return on investment	ĸ	10	30	ø	24
Port Screening Criteria					
General Attributes					
Magnitude of capital investment is financially feasible	3	1	3	2	6
Provides an economically sustainable return on investment relative to capital and O&M costs (i.e., long-term profitability)	3	10	30	8	24
Would be considered a community asset providing a sense of place	3	10	90	8	24
Establishes economically sustainable and operable berthing area(s) and upland support facilities for cruise boats, their personnel, & visitors	3	10	30	8	24
Offers a substantial critical mass of on-site attractive and unique qualities so as to be considered both a local & regional destination	З	10	30	8	24
Offers a visual attraction from distant viewsheds	3	10	30	8	24

	Value (1-3)	Conc	ept A	Conce	ept B
Selection Criteria	with 1=Low, 3=High	Sc((1-10 x	ore Value)	Sco (1-10 x	ore Value)
Offers a diversity of uses (e.g., water/upland recreation and commercial)	2	10	20	8	16
Offers a diversity of structures & features that reflect user values and interests	Ţ	10	10	8	8
Offers a diversity of activities, adventure opportunities, & discovery experiences serving a range of ages, interests, abilities, cultures, and backgrounds	Ч	ω	8	8	ø
Can accommodate a diversity of themes on local history and future opportunities	N	ω	16	8	16
Offers harmony with the City of Lewiston, adjacent uses, and neighboring properties	m	ω	24	8	24
Offers multi-modal travel linkages (e.g., car, trolley, bus, boat, water taxi, walking, biking) to Lewiston/Clarkston and other regional destinations	m	ω	24	8	24
Offers flexibility of activities & opportunities adjustable in type, time, & scale in response to market demand	ß	10	90	8	24
Offers a balance of seasonal and year around activities and amenities for local residents and visitors/guests	7	10	20	8	16
Offers multiple opportunities for water interaction (e.g., cruise ships/charter boats, fishing/small watercraft boating, wading)	m	8	24	10	30

	Value (1-3)	Conc	ept A	Conc	ept B
Selection Criteria	with 1=Low, 3=High	Sc (1-10 x	ore (Value)	Sci (1-10 x	ore Value)
Establishes a variety of new recreational uses	3	5	15	2	15
Establishes a variety of new commercial uses	0	ø	16	8	16
Specific Waterfront Structures, Features & Opportunities					
Cruise line moorage	3	10	30	8	24
Water taxi moorage	3	10	30	8	24
Dinner boat moorage	1	8	8	8	8
Jet boat tour moorage	3	10	30	8	24
Transient moorage for charter & recreational fishing boats	3	8	24	8	24
Transient moorage for other large commercial vessels	1	10	10	8	8
Fuel dock for cruise ships (supplied by fuel trucks)	m	œ	24	ø	24

	Value (1-3)	Conc	ept A	Conce	ept B
Selection Criteria	with 1=Low, 3=High	Sc (1-10 x	ore Value)	Scc (1-10 x	ore Value)
Over water moorage is expandable offering flexibility for changing demands	ĸ	8	24	8	24
Small watercraft rentals and launching area at HMU side channel	Ţ	0	0	2	7
Beach and shallow wading/water contact area at HMU side channel	4	0	0	7	7
Nearshore habitat enhancements at the northwest side of HMU (above OHWM)	7	8	8	0	0
Waterfront features could be phased in over time (i.e. cruise ship dock, transient moorage, fishing piers)	S	10	30	8	24
Specific Upland Structures, Features & Opportunities					
Iconic gateway features at the waterfront and highway entrances	2	10	20	10	20
RV campground with water/electric/septic services	3	10	30	10	30
Building(s) or space reserved for visitors' center, restaurants, wine tasting, brewery, snacks, bait shop, artisan shops/studios/business incubator facilities, interpretive center/museum	3	10	30	8	24
Park and open space for local arts/crafts shows, food trucks, wine/beer tasting, farmers' market, vintage car shows, lawn sports/bocci ball, and other public events	2	10	20	o	18

	Value (1-3)	Conc	ept A	Conce	ept B
Selection Criteria	with 1=Low, 3=High	Sc [.] (1-10 x	ore (Value)	Scc (1-10 x	ore Value)
Small outdoor amphitheater for small-scale music performances and other activities	Ţ	0	0	10	10
Mixture of active recreational features (e.g., splash park, climbing wall, volley ball, miniature golf)	Ţ	10	10	10	10
Excursion and ground transpo logistics area providing linkages to offsite destinations	з	10	30	6	27
Interpretive signage, accessible trails, and overlooks that meet ADA and other standards for federal lands	3	10	30	8	24
ADA accessible fishing platforms on the riverfront of the levee site	5	10	20	10	20
ADA accessible fishing platforms on the riverfront of the HMU	5	10	20	0	0
Pedestrian bridge to the HMU	5	10	20	0	0
Upland habitat enhancements at HMU	5	10	20	0	0
Dry storage buildings to support cruise boats and other uses (e.g., food and supplies)	3	10	30	10	30
Boat dry storage area	Ļ	0	0	0	0

Page 6 of 7

	Value (1-3)	Conce	ept A	Conce	ept B
Selection Criteria	with 1=Low, 3=High	Sco (1-10 x	ore Value)	Sco (1-10 x	ore Value)
Upland features could be phased in over time (e.g., commercial/retail buildings)	3	10	30	10	30
Retain and integrate existing dolphins	3	10	30	10	30
Retain and integrate existing structure	3	10	30	10	30
Retain and integrate conveyor (if it can be maintained safely)	3	10	30	10	30
Totals		12	44	11	36



Agency & Port Outreach Based on Draft Concepts A & B (February 2019)



DAVID EVANS AND ASSOCIATES INC.

Port of Lewiston Confluence Riverfront Master Plan

February 8, 2019

Greetings,

The Port of Lewiston (Port) is in the process of developing the Confluence Riverfront Master Plan and seeks input from agencies, tribes, and other private and public stakeholders interested in the design development process.

In July 2010, the U.S. Army Corps of Engineers (USACE) prepared the Lewiston Levee Landfill Site Investigation and Concept Plan in cooperation with the Port. The report describes the history, site conditions, environmental constraints, and other design and regulatory considerations associated with future re-development of this twelve-acre Port property situated along the north shoreline of the Clearwater River just upstream from its confluence with the Snake River. Developed during the construction of Lower Granite Dam, the two parcels that comprise the property were transferred from the USACE to the Port in 1976 and 1985. An encapsulated landfill, buried on the west side of the property under an impermeable cover, was closed in 1973 at the time construction of Lower Granite Dam was completed. Since that time, ownership of the landfill has been retained by the USACE.

In 2018, the Port initiated a site development program to enhance the value of the Confluence Riverfront in a manner that reflects the Port's mission, local land use plans/codes, regional market demands, environmental stewardship principles, regulatory requirements, engineering standards, and other stakeholder considerations. Elements of the program consist of site investigations, development of master plan concept designs, feasibility studies, preparation of preliminary and final designs, and permitting. The intent of the program is to fulfill the Port and community vision for this unique waterfront property.

Once completed, the Confluence Riverfront Master Plan will identify a preferred concept for the redevelopment, restoration, and revitalization of the property's waterfront and adjoining uplands

comprised of a mixture of uses and features that include moorage for cruise ships and other commercial and recreational watercraft. The goal of the Master Plan is to develop an attractive and exciting community asset that is economically and environmentally sustainable elevating the most inland port of the west to a "must see" destination. Proposed moorage docks and other project elements could be constructed as a separate future phase subject to further planning, permitting considerations, and future funding.

As stated in the Port's strategic plan, its mission is "...to develop and manage assets and services that stimulate job creation and trade while entrusted with protecting the quality of life for its citizens." Of key importance to achieving this mission is building and promoting partnerships for the economic benefit of local communities by participating in waterfront/harbor development through planning and a mixture of uses that meet or exceed environmental standards.

As currently envisioned, the Confluence Riverfront Master Plan will establish a flexible range of uses and facilities that transform the now mostly vacant property to a regional destination visible from distant view sheds. This will be achieved through a range of exciting opportunities and experiences that attract people from diverse ages, interests, cultures, and backgrounds.

Some of the development features and opportunities currently being considered include a combination of in-water and upland uses (see attached preliminary concept plans). Passive recreational opportunities and habitat enhancements also could be extended to the adjacent Habitat Management Unit (island) owned by the USACE. Listed below are potential features and opportunities under consideration some of which could vary seasonally. The feasibility and development of these and other features will be subject to further planning, design, and consultations with agencies, tribes, and other private and public stakeholders prior to seeking the required construction permit approvals from federal, state, and local authorities.

Waterfront Features & Opportunities

- moorage for cruise ships and other commercial and recreational watercraft
- shoreline fishing platforms
- nearshore habitat enhancement at the HMU
- development of a small pocket beach with a shallow wading/swimming area

Upland Features & Opportunities

- gateway features at the waterfront and highway entrances
- recreational vehicle campground
- commercial buildings to accommodate restaurants, winery/brewery tasting, artisan shops, studios, snack/bait shop, business incubator facilities, and other uses
- park and open space for local arts & crafts shows, food trucks, farmers' market, vintage car shows, and other public events
- small outdoor amphitheater for music performances and other activities
- interpretive center/museum featuring themes of nature, native American heritage, the old west, and the gold mining, timber, and agricultural industries
- upland habitat enhancements
- ADA-accessible public trails and overlooks
- Visitor parking areas

- interpretive signage for public education and nature viewing
- multi-modal transportation for bus, train, trolley, car, bike, and water taxi excursions
- re-purposing the existing two story building into a visitor welcoming center
- dry storage buildings to support a variety of uses and needs

Your comments and suggestions at this key time in the planning process are important and will be considered as the Confluence Riverfront Master Plan is advanced. Such input will help ensure the design development process reflects a broad spectrum of creative ideas, environmental and regulatory compliance standards, and community values. Furthermore, this will provide a foundation for an overall successful outcome for the regional community and the Snake/Clearwater River Basin. Later this year, additional opportunities for agency and public input also are anticipated as part of the public scoping process for the National Environmental Policy Act (NEPA) project review.

In the meanwhile, please forward your comments for consideration in the Master Plan to the address listed below by March 1, 2019. In doing so, please include your email address or other contact information so you can be contacted during the future NEPA public outreach.

Best regards, PORT OF LEWISTON

Dave Doeringsfeld General Manager Portdave@portoflewiston.com

Attachments: Concept Plans A & B



Comments Received From Agency and Port Outreach

From: Sent: To: Subject:

Mike Wert Tuesday, March 26, 2019 4:05 PM Mike Wert FW: POL - Draft concept comments

From: Jaynie Bentz [mailto:portjaynie@portoflewiston.com] Sent: Wednesday, March 20, 2019 9:02 AM To: David Witthaus < David.Witthaus@deainc.com> Cc: Dave Doeringsfeld < Portdave@portoflewiston.com >; 'mthomason5722@gmail.com' <mthomason5722@gmail.com>; 'Jerry Klemm' <heater the heater the he <mhaseno@hotmail.com>

Subject: POL - Draft concept comments

Dave ~ This is the last one. I believe you should have six separate submissions.

More staff comments ~~~~

- . Day use (west end) there needs to be more shelter and some bathrooms to keep them from having to go through the RV park.
- RV visitors staying would have to tow their boat down to Flying J or Hells Gate to launch a boat. Please reconsider including a boat launch on the east end of the site.
- Need bathrooms by playground and volleyball pit. Should playground and volleyball activities be by the day use end or vice versa? Then clubhouse at the RV check in for checking out horseshoes, etc similar idea to what they have in parks in Arizona for the snowbirds.
- No stormwater pond is listed on the west end, just the east. Is the location appropriate for controlling runoff when considering the entire site?

From:	
Sent:	
To:	×
Subject:	

Mike Wert Tuesday, March 26, 2019 4:07 PM Mike Wert FW: POL - Draft Concept comments

From: Jaynie Bentz [mailto:portjaynie@portoflewiston.com] Sent: Wednesday, March 20, 2019 8:36 AM To: David Witthaus <<u>David.Witthaus@deainc.com</u>> Cc: Dave Doeringsfeld <<u>Portdave@portoflewiston.com</u>> Subject: POL - Draft Concept comments

Staff comments.....

#1 – Gateway Entry: Are we considering any improvements and/or costs involved in improving the existing roadway from Down River Road? Are we examining any improvements that may be involved with Down River Road?
 #2 – Storage Units: Please make sure we plan for sufficient lighting.

#12 - ADA ramp may need to extend to the transportation circle and adjacent parking lot

#15 – Fishing/Jet Boat tour docking...I like this configuration.

#22 – Green space should consider shuffle board courts and/or horseshoes. Maybe the RV check in station could be a small club house on one side.

#23 – RV pull out seems small and potentially congested with RV's checking in/out as well as buses entering. Seems like we could eliminate the waves of grassy area on the north side and provide painted parking stalls lengthwise marked for check in. Same with checking out, where do they park if they were to stop on their way out?

#26 – Are all fishing piers ADA compliant?

#27 – Restrooms/Showers, one may not be enough for RV park and day use visitors. I would suggest two restroom/shower facilities in the RV area and a public restroom (no showers) by the volleyball/kid play area. #29 – Picnic Shelter, one may not be enough if 52 RV's show up.

#31 – I thought we decided that a shallow beach over in the slow water was going to be eliminated. The island is for habitat so I would assume geese would prosper on the beach and create a health issue.

#35 – Dump Station, seems to be more accessible coming in than going out which seems backward. I like that it is isolated and away from RV living space but someone dumping before leaving would have to drive through the entire RV park again to get out after dumping.

My biggest concern is the lack of shade. If we can't grow trees over the landfill site, then we need some creative ideas for covered patio areas at each of the RV sites to offer shade or cover from rain so people actually want to come and stay! Many RV parks without shade seem less desireable.

From: Sent: To: Subject: Mike Wert Tuesday, March 26, 2019 4:13 PM Mike Wert FW: master plan comments

On Mar 20, 2019, at 9:26 AM, Jaynie Bentz portjaynie@portoflewiston.com> wrote:

Dave~

Comments below from a commissioner. Jaynie

From: Jerry Klemm [mailto:hgklemm@cableone.net]
Sent: Tuesday, March 19, 2019 3:31 PM
To: Jaynie Bentz
Cc: Dave Doeringsfeld; Mary Hasenoehrl; Mike Thomason
Subject: master plan comments

If I understood it correctly comments from us are needed to start the USACE permitting process. We need to have covered everything that may or may not be in the final approved design. My comments are made toward that end meaning that I will address potential add on items and not any removal items.

HMU site:

To better enhance the outdoor experience the HMU should have at least 2-3 Osprey nesting poles.

I will note that the rest of the HMU may be adjusted to fit our needs and desires. That can be done after the permitting process has ended using the amendment process.

Main Site:

- After visiting the cruise boat docks at Richland and the Dalles the length in our design concept does seem to be longer than needed. The permit for (#14) should include the 350' length and should remain (if needed we can adjust things later).
- Screened fencing along the north perimeter of the Main Site would be good for security and site enhancement and should be mentioned in the permitting process.
- It would also be a good idea to have a dump site that is capable of handling 2 RV's at a time (#35) one dump on each side and that should be mentioned in the permitting process.
- #23 and #35 should be reversed to allow for a better flow of RV's that are leaving so that they can use the dump site without having to travel back around the site to depart. In order to accommodate this the area around #17 would need to be redesigned.
- Redesign #13 (portions), #10, #11 to create a day use area with a boat launch. Use the same concept in those areas that the USACE had in their 2010 concept plan overview.
- Note: Contact the USACE is that area water flow ok for a boat launch?
- As stated above I believe that we need to include everything that we may or may not want in the permitting process.

Any other site adjustments can be made after the permitting processes by filling an amendment.

Jerry

From: Sent: To: Subject: Mike Wert Tuesday, March 26, 2019 4:12 PM Mike Wert FW: Comments/Questions - Draft Confluence Riverfront Project

-----Original Message-----

From: Jaynie Bentz [mailto:portjaynie@portoflewiston.com]

Sent: Wednesday, March 20, 2019 8:33 AM

To: David Witthaus < David.Witthaus@deainc.com>

Cc: Dave Doeringsfeld <Portdave@portoflewiston.com>

Subject: FW: Comments/Questions - Draft Confluence Riverfront Project

Dave ~

Comments below from another commissioner.

-----Original Message-----

From: Mike Thomason [mailto:mthomason5722@gmail.com]

Sent: Tuesday, March 19, 2019 9:40 AM

To: Jaynie Bentz; Dave Doeringsfeld

Cc: Jerry Klemm; mhaseno@hotmail.com

Subject: Comments/Questions - Draft Confluence Riverfront Project

Jaynie,

Following are my comments and questions. You'll note that I've forwarded my comments to Mary, Jerry and David.

- Delete day use beach and associated paths located on the E end of the HMU.

- Is there a need to have item 34...this area of the HMU is already very natural.
- Item 13, if included would transient moorage allow public fishing or are they gated?
- Item 14 indicates a 350' dock in plans, could this be shortened to 180' (per Richland)? If shortened to 180' would it still accommodate 2 cruise boats?
- I think we may want to consider screened fencing along the N side of the property.
- Item 35, does current plan allow for 2 RV's to dump at the same time?
- Item 38, debris floats seem like a good idea.
- I'm concerned about the proximity of RV spaces and the boat trailer storage site.
 I wonder if we are creating a conflict btwn kids and backing trucks. Perhaps some RV sites could be sacrificed for pull through boat trailer storage and the land in item 37 could be used to expand the dump station and relocate item 19?? It would limit 2 potential smell issues to one area, both further from RV parking spots.
- Can the existing dolphin be utilized to hold the cruise boat dock?
- Will the existing conveyor be in conflict with the upper deck of the larger boats?

Sent from my iPad

From: Sent: To: Subject: Mike Wert Tuesday, March 26, 2019 4:19 PM Mike Wert FW: Confluence Riberfront Master Plan

From: Dave Doeringsfeld [mailto:Portdave@portoflewiston.com] Sent: Tuesday, March 19, 2019 9:26 PM To: David Witthaus <<u>David.Witthaus@deainc.com</u>> Subject: FW: Confluence Riberfront Master Plan

From: Keith P Baird [mailto:keithb@nezperce.org] Sent: Friday, March 1, 2019 11:11 AM To: Dave Doeringsfeld <<u>Portdave@portoflewiston.com</u>> Cc: Nakia Williamson <<u>nakiaw@nezperce.org</u>> Subject: Confluence Riberfront Master Plan

Mr. Doeringsfeld,

Thank you for sharing the Port of Lewiston Confluence Riverfront Master Plan to the Nez Perce Tribe Cultural Resource Program for review and comment.

The Tribe's Cultural Resource Program expects the Port of Lewiston, and the Corps of Engineers in their NEPA process, to recognize the historic and cultural importance of this location to the Tribe. The Confluence was the site of an important Nez Perce ancestral village and significant traditional cultural properties that could be negatively impacted by the proposed development.

To address these concerns, the Corps of Engineers should ensure that comprehensive archaeological and Tribal ethnographic studies are completed before any development decisions are made. The Port and the Corps should also recognize the Tribe's unique expertise in identifying and addressing its own cultural resource concerns.

Thanks, Patrick Baird Tribal Historic Preservation Officer Nez Perce Tribe P.O. Box 365 Lapwai, ID 83540 (208) 621-3851 office (208) 791-8610 cell



IDAHO DEPARTMENT OF FISH AND GAME CLEARWATER REGION 3316 16th Street Lewiston, Idaho 83501

Brad Little / Governor Ed Schriever / Director

February 22, 2019

Dave Doeringsfeld General Manager Port Of Lewiston 1626 6th Avenue N. Lewiston, ID 83501

Dear Mr. Doeringsfeld:

Idaho Department of Fish and Game (Department) received your request for our input on the Confluence Riverfront Master Plan (Master Plan). The purpose of the following comments is to assist the decision-making authority by providing technical information addressing issues relevant to fish, wildlife, their habitat and sportsman; it is not the purpose of Idaho Department of Fish and Game to support or oppose this proposal. Resident fish and wildlife are property of all Idaho citizens, and IDFG is charged with statutory responsibility to preserve, protect, perpetuate and manage all fish and wildlife in Idaho (Idaho Code36-103(a)). In fulfillment of our statutory charge and direction provided by the Idaho Legislature, we offer the following comments and suggestions.

Concept plans A & B of the Master Plan both provide ample opportunities for fishing. We would expect the site to be well used by fisherman and appreciate the nice addition of a fish cleaning station. Concept A provides additional fishing opportunity on the island which we believe would be very popular.

We recommend considering the addition of a boat ramp to both concepts. The confluence is a very popular place for salmon/steelhead fisherman and boaters. Current boat ramps can become crowded and an additional ramp that provides access to the confluence would be a great addition. We believe a boat ramp would add to the attractiveness and popularity of this site and are willing to provide technical expertise and potential funding to help with the addition.

Waterfowl frequent the confluence and the surrounding area. You may want to consider limiting the amount of grass used at the site as it will attract ducks and geese. While ducks and geese may be enjoyed by the public in one of the ponds, they are often a nuisance in parks and can leave waste which is not appreciated by visitors. You may want to consider some type of "xeri scape" at much of the site. Xeriscap would also help limit the amount of water, money and time required to maintain the site.

Keeping Idaho's Wildlife Heritage
In the confluence of the Clearwater and Snake Rivers we recommend an in-water work window of July 1 - August 31 which provides the least impact to anadromous fisheries. Late August is also a time we would expect fishing for fall Chinook salmon and steelhead to be popular within the confluence and as such would expect increased boat traffic in the area.

Thank you for the opportunity to comment. Please Contact Zach Swearingen, Environmental Staff Biologist at 208-799-5010 if you have any questions regarding our comments.

Sincerely,

Jim Teare Clearwater Regional Supervisor

ECC: Gary Vecellio, IDFG M: Drive

Keeping Idaho's Wildlife Heritage

Mike Wert

From:	Andrew Smyth <asmyth@idl.idaho.gov></asmyth@idl.idaho.gov>
Sent:	Wednesday, February 20, 2019 8:59 AM
To:	portdave@portoflewiston.com
Cc:	Mike Wert
Subject:	Port of Lewiston and Idaho Department of Lands MOU
Attachments:	Port of Lewiston-MOU.pdf; PoLAmendmentsToComprehensivePlan_11_29_1960.pdf

Good morning, Mr. Doeringsfeld. I received your letter and attachments regarding the plans for the confluence riverfront master plan. Mr. Wert had reached out to me earlier about this as well. I appreciate the outreach from you and your contractors.

I believe the proposed encroachments will be located within the area where the Port of Lewiston retains authority for issuing navigational encroachment permits and leases; however, given the age of this MOU and the laps of time since the Port of Lewiston and Idaho Department of Lands have met (I cannot find in our records the last time we met), I would like to schedule a meeting to review the MOU in early April, as prescribed in the MOU. A few of my colleagues and I will be in the Lewiston area the afternoon of April 2, if you and/or other Port of Lewiston representatives are available. Please let me know if this would work or alternate date and times.

Best regards,

Andrew Smyth Public Trust Program Manager Idaho Department of Lands Phone: (208) 334-0248 Email: <u>asmyth@idl.idaho.gov</u> Mail: PO Box 83720, Boise, ID 83720

Mike Wert

From: Sent: To: Subject: Mike Wert Tuesday, March 26, 2019 4:22 PM Mike Wert FW: master plan comments

From: Dave Doeringsfeld [mailto:Portdave@portoflewiston.com] Sent: Tuesday, March 19, 2019 9:25 PM To: David Witthaus <<u>David.Witthaus@deainc.com</u>> Subject: FW: master plan comments

From: Alison Tompkins [mailto:alisont@co.nezperce.id.us] Sent: Friday, March 1, 2019 12:53 PM To: Dave Doeringsfeld <<u>Portdave@portoflewiston.com</u>> Subject: master plan comments

Thank you for the opportunity to submit comments on the Confluence Riverfront Master Plan. I have reviewed the plans provided in the packet I received in the mail, and have the following comments:

- For the Confluence Riverfront Site, I support concept B as a more desirable option. The adventure park (28) and kayak/paddleboard rental (25) are well-suited to the location and appropriate at a site developed with multi-use facilities and RV camping. In addition, the location of the storage facility seems better suited to the location near commercial buildings and away from overnight guests/recreational users and recreational traffic. Buildings (3, 5, 6) are ideally situated to take advantage of the riverfront location and amphitheater and sure to be desirable for events.
- 2. Shade trees are a <u>necessity</u> in the RV park and recreational areas. While they may be intended, none are shown on the site plan. Given our summer climate and the southern exposure of the site, lack of shade would be a MAJOR deterrent for all users during summer months. (No shade for RV's, no shade for day users, etc.) In addition, shade trees would contribute immense aesthetic benefits, both short and long term.
- 3. I also support the concept for the HMU. It would provide an ideal location for fishing and/or those with pets to have an off-leash area, and a beach will always attract families.
- 4. I would also suggest incorporating current best management practices for stormwater treatment (11). Today's BMP's for on-site stormwater treatment now include a vast selection of creative and sometimes even artistic methods of integration with the built environment, and could showcase the Port's commitment to support conservation of our water resources. Points of interest such as this are often destination points for local school groups and provide educational opportunities.

Again, thank you for the opportunity to comment. I would welcome additional updates throughout the master planning process as they become available.

Best wishes,

Alison Tompkins Nez Perce County Planner/Floodplain Coordinator (208)799-3089 alisont@co.nezperce.id.us



February 25, 2019

Mr. Dave Doeringsfeld General Manager Port of Lewiston 1626 6th Avenue N. Lewiston, ID 83501

Dear Dave,

Re: Port of Lewiston Confluence Riverfront Master Plan

Thank you for your letter dated February 8, 2019 with a request to seek input from the City of Lewiston, Community Development Department and other private and public stakeholders interested in the design development process of the Confluence Riverfront Master Plan.

From a Community Development prospective, our team believe this to be a great project and asset, linking potential features and opportunities to diverse ages, interests, cultures and backgrounds would certainly make for a destination focal point for this community and those visiting.

Having a combination of in-water and upland uses, passive recreational opportunities and habitat enhancements with some being seasonal, is certainly going to provide economic and environmental sustainability.

One comment our team has is that the dry storage buildings only be used for day/night use by those who are visiting or staying at the site. Limiting the storage units for those who are needing to store equipment while partaking in activities or needing overnight storage of boats/equipment is understandable. What we would not be in favor of is having storage units being used that are not associated with the riverfront amenities as there are other locations better suited for those types of uses.

Thank you for giving Community Development the opportunity to provide feedback. We believe this to be a worthwhile project and support your plans choosing Site Context – Concept A as our preferred design.

Sincerely,

con filbert

Jacqui Gilbert Regional Initiatives Planner



Order of Magnitude Cost Opinion Breakout

Civil Engineering Preliminary Opinion of Probable Cost Confluence Riverfront



\$891,926.91

Project #: PLEW0001

Based on Plan: Preferred Concept

Dated: 3/1/2019

Item #	Description	Quantity	Unit	Unit Price	Total	
4						
1	Retail / Commercial Parking, Utilities, Pad Sites	1		г – – – т		
	Site Grading	9,500	sy	\$5.00	\$47,500.00	
	Asphalt Pavement (3" HMA/8" CSBC)	5,280	sy	\$30.00	\$158,400.00	
	Curbing	2,680	lf	\$22.00	\$58,960.00	
	Sidewalk Concrete	650	sy	\$50.00	\$32,500.00	
	Lighting	1	ls	\$30,000.00	\$30,000.00	
	Landscape	35,000	sf	\$1.00	\$35,000.00	
	Irrigation	35,000	sf	\$1.25	\$43,750.00	
	Stormwater System	1	ls	\$50,000.00	\$50,000.00	
	Building Pad Grading	35,000	sf	\$1.00	\$35,000.00	
	Site Sewer	750	lf	\$45.00	\$33,750.00	
	Site Water	650	lf	\$50.00	\$32,500.00	
	Hydrants	3	lf	\$3,500.00	\$10,500.00	
	Power	500	lf	\$20.00	\$10,000.00	
	Subtotal					
		Μ	obilization (10	%)	\$57,786.00	
		C	ontingency (30	%)	\$173,358.00	
			Subtotal		\$809,004.00	

Adjusted for 5% Inflation/yr (2 years)

2	Storage Building				
	Storage Building	2,800	sf	\$120.00	\$336,000.00
	Site Grading	4,000	sf	\$3.00	\$12,000.00
			Subtotal		\$348,000.00

	+ - · - ,
Mobilization (10%)	\$34,800.00
Contingency (30%)	\$104,400.00
Subtotal	\$487,200.00
Adjusted for 5% Inflation/yr (2 years)	\$537,138.00

3	Ground Transportation Circulation/Parking/Walkwa	ay			
	Informational Kiosk	1	ls	\$3,500.00	\$3,500.00
	Site Grading	8,000	sy	\$3.00	\$24,000.00
	Asphalt Pavement (4"HMA/10"CSBC)	2,450	sy	\$40.00	\$98,000.00
	Curbing	1,310	lf	\$22.00	\$28,820.00
	Sidewalk Concrete	2,950	sy	\$50.00	\$147,500.00
	Ramp	200	sy	\$75.00	\$15,000.00
	Stairs	1	ls	\$10,000.00	\$10,000.00
	Lighting	1	ls	\$35,000.00	\$35,000.00
	Landscape	22,500	sf	\$1.00	\$22,500.00
	Irrigation	22,500	sf	\$1.25	\$28,125.00
	Gateway Feature	1	ls	\$50,000.00	\$50,000.00
	Stormwater	1	ls	\$25,000.00	\$25,000.00
Subtotal					
Mobilization (10%)					
Contingency (30%)					
			Subtotal		\$682,423.00
		Adjusted for	or 5% Inflation	/yr (2 years)	\$752,371.36

Date: 3/26/2019

Civil Engineering Preliminary Opinion of Probable Cost Confluence Riverfront



Project #: PLEW0001

Based on Plan: Preferred Concept

Dated: 3/1/2019

ltem #	Description	Quantity	Unit	Unit Price	Total	
4	RV Park and River Trail					
	Clearing	8	ac	\$2,500.00	\$20,000.00	
	RV Check in & Restroom Buildings	4,000	sf	\$225.00	\$900,000.00	
	Shelters	3,000	sf	\$75.00	\$225,000.00	
	Fish Cleaning Station	1	ls	\$10,000.00	\$10,000.00	
	Import Material	30,000	су	\$20.00	\$600,000.00	
	Site Grading	40,000	sy	\$1.50	\$60,000.00	
	Asphalt Pavement (3" HMA/8" CSBC)	12,700	sy	\$30.00	\$381,000.00	
	Curbing	1,200	lf	\$22.00	\$26,400.00	
	Sidewalk Concrete	3,800	sy	\$50.00	\$190,000.00	
	Sewer	1,300	lf	\$40.00	\$52,000.00	
	Water	1,750	lf	\$40.00	\$70,000.00	
	Service hookup	51	ea	\$1,200.00	\$61,200.00	
	Lighting	1	ls	\$75,000.00	\$75,000.00	
	Screen Fencing	1,250	lf	\$30.00	\$37,500.00	
	River Trail	1,800	sy	\$20.00	\$36,000.00	
	Landscape	30,000	sf	\$1.00	\$30,000.00	
	Seeding	150,000	sf	\$0.33	\$49,500.00	
	Irrigation	45,000	sf	\$1.00	\$45,000.00	
	Playground/volleyball	1	ls	\$100,000.00	\$100,000.00	
	Stormwater	1	ls	\$75,000.00	\$75,000.00	
			Subtotal		\$3,043,600.00	
		M	obilization (10	%)	\$304,360.00	
		Co	ontingency (30	0%)	\$913,080.00	
			Subtotal			

Subtotal Adjusted for 5% Inflation/yr (2 years)

5	НМИ				
-	Mitigation	27,000	sf	\$0.95	\$25,650.00
	Site Grading	1	ls	\$20,000.00	\$20,000.00
	Osprey Platform	2	ea	\$5,000.00	\$10,000.00
	Asphalt Pavement	750	sy	\$20.00	\$15,000.00
	Gravel Trail	1,000	sy	\$12.50	\$12,500.00

1,000 Sy	ψ12.50	ψ12,500.00
Subtotal		\$83,150.00
Mobilization (10	%)	\$8,315.00
Contingency (30	0%)	\$24,945.00
Subtotal		\$116,410.00
Adjusted for 5% Inflation/	/yr (2 years)	\$128,342.03

\$4,697,796.60

Civil Engineering Preliminary Opinion of Probable Cost Confluence Riverfront



Project #: PLEW0001

Based on Plan: Preferred Concept

Dated: 3/1/2019

Item #	Description	Quantity	Unit	Unit Price	Total			
6	Offsite Improvements - Utilities		r					
	Sewer (including lift station)	1	ls	\$200,000.00	\$200,000.00			
	Water	1	ls	\$110,000.00	\$110,000.00			
			Subtotal		\$310,000.00			
		N	lobilization (10	%)	\$31,000.00			
		C	ontingency (30	0%)	\$93,000.00			
			Subtotal		\$434,000.00			
		Adjusted for	or 5% Inflation	/yr (2 years)	\$478,485.00			
7	Offsite Improvements - SR128	its - SR128						
	Added turn lane	1	ls	\$400,000.00	\$400,000.00			
	Subtotal							
		Ν	lobilization (10	%)	\$40,000.00			
		C	ontingency (30)%)	\$120,000.00			
			Subtotal		\$560,000.00			
		Adjusted for	or 5% Inflation	/yr (2 years)	\$617,400.00			
8	Offsite Improvements - Access Road		-					
	Pavement removal	3,500	sy	\$5.00	\$17,500.00			
	Site Grading	6,500	sy	\$5.00	\$32,500.00			
	Asphalt Pavement	4,000	sy	\$40.00	\$160,000.00			
	Landscaping	30,000	sf	\$1.00	\$30,000.00			
	Irrigation	30.000	30.000 sf \$1.25		\$37.500.00			
	Lighting	1	ls	\$30,000,00	\$30,000,00			
	Stormwater	1	ls	\$15,000,00	\$15,000,00			
L		I '	Subtotal	\$10,000.00	\$322,500.00			
		N	lobilization (10	%)	\$32,250.00			
	Nobilization (10%)							

Mobilization (10%)	\$32,250.00
Contingency (30%)	\$96,750.00
Subtotal	\$451,500.00
Adjusted for 5% Inflation/yr (2 years)	\$497,778.75

Concept Level Estimate of Construction Costs

(All items include allowance for mobilization (10%) and contingency (30%)

DESCRIPTION	ESTIN	ATE OF CONSTRUCTION	Footnotes	
CRUISE BOAT DOCK (2 BOATS) - 750 ft x 15 ft)	\$	4,200,000		1, 2, 3, ,4, 5, 6, 7
CRUISE BOAT DOCK (1 BOAT) - 350 ft x 15 ft)	\$	2,600,000		1, 2, 3, ,4, 5, 6, 8
FISHING / JET BOAT TOUR DOCKING	\$	100,000		4
TRANSIENT MOORAGE	\$	1,500,000		1, 2, 3, 4, 5, 6, 7
BRIDGE (150 FT X 15 FT) - capable of carrying an emergency veh	\$	1,500,000		2, 8
FISHING PIER	\$	200,000	for only ONE PIER	1, 2, 3
FLOATING DEBRIS BARRIER	\$	16,000		9

Footnotes:

1 No dredging required for initial capital construction.

2 Required earthwork is clean material, no special handling required.

3 Assume that installation of piling can be accomplished using impact or vibratory methods to reach required embedment.

4 Floating dock systems are assumed to be concrete construction. However, if large amounts of debris occur during high river flows, alternate float system should be considered (such as a metal or heavy duty wood system).

5 On dock utilities include potable and fire water, and electrical (for lighting and power for small equipment - no shore power for cruise ships)

6 No pumpout systems on the docks.

7 Gangways and ramps are aluminum construction.

8 Pedestrian bridge would support emergency vehicle; structure is a single span (no intermediate supports).

9 Debris boom would be secured and stowed at shoreline.

DESCRIPTION	Quantity	Unit	Uni	t Cost	Tota	al	
CRUISE BOAT DOCK (2 BOATS) - 750 ft x 15 ft)							
Floating Dock (concrete construction, 24 inch freeboard at DL)	11250	SF	\$	150	\$	1,687,500	
Mooring System - Cleats	15	EA	\$	250	\$	3,750	
Fender System	750	LF	\$	10	\$	7,500	
Two locations where additional float needed to support gangway landings	750	SF	\$	150	\$	112,500	
Brow system	4	EA	\$	3,000	\$	12,000	
Gangway (80 ft x 8 ft wide)	2	EA	\$	100,000	\$	200,000	
Access Ramp (60 ft x 8 ft wide)	2	EA	\$	75,000	\$	150,000	
Abutment Structure for Gangway	2	EA	\$	150,000	\$	300,000	
Guide Piling (24 inch dia x 1/2" wall, each 80 ft long)							
Furnish	22	EA	\$	11,000	\$	242,000	
Install	22	EA	\$	4,000	\$	88,000	
Lighting	15	EA	\$	1,500	\$	22,500	
On Dock Water	1	LS	\$	25,000	\$	25,000	
On Dock Elec	1	LS	\$	17,500	\$	17,500	
Communications	1	LS	\$	15,000	\$	15,000	
Misc Appurtenances	1	LS	\$	10,000	\$	10,000	
Navigation Lights	1	LS	\$	5,000	\$	5,000	
SUBTOTAL					\$	2,898,250	
Mobilization Allowance (10%)					\$	289,825	-
SUBTOTAL					\$	3,188,075	
Contingency (30%)					\$	956,423	-
TOTAL					\$	4,144,498	
					\$	368	Cost per SF
			Ro	und Up	\$	4,200,000	
** Guardrailing	C	LF	\$	80	\$	-	

DESCRIPTION	Quantity	Unit	Uni	t Cost	Total		
CRUISE BOAT DOCK (1 BOAT) - 350 ft x 15 ft)							
Floating Dock (concrete construction, 24 inch freeboard at DL)	5250	SF	\$	150	\$	787,500	
Mooring System - Cleats	7	EA	\$	250	\$	1,750	
Fender System	350	LF	\$	10	\$	3,500	
Two locations where additional float needed to support gangway landings	750	SF	\$	150	\$	112,500	
Brow system (located on dock for egress between dock and vessel boarding leve	e 2	EA	\$	3,000	\$	6,000	
Gangway (80 ft x 8 ft wide)	2	EA	\$	100,000	\$	200,000	
Access Ramp (60 ft x 8 ft wide)	2	EA	\$	75,000	\$	150,000	
Abutment Structure for Gangway	2	EA	\$	150,000	\$	300,000	
Guide Piling (24 inch dia x 1/2" wall, each 80 ft long)							
Furnish	10	EA	\$	11,000	\$	110,000	
Install	10	EA	\$	4,000	\$	40,000	
Lighting	7	ΈA	\$	1,500	\$	10,500	
On Dock Water	1	LS	\$	13,000	\$	13,000	
On Dock Elec	1	LS	\$	8,750	\$	8,750	
Communications	1	LS	\$	7,500	\$	7,500	
Misc Appurtenances	1	LS	\$	5,000	\$	5,000	
Navigation Lights	1	LS	\$	2,500	\$	2,500	
SUBTOTAL					Ś	1.758.500	
Mobilization Allowance (10%)					\$	175,850	_
SUBTOTAL					\$	1,934,350	
Contingency (30%)					\$	580,305	-
TOTAL					\$ \$	2,514,655 479	Cost per SF
			Ro	und Up	\$	2,600,000	
** Guardrailing	C	LF	\$	80	\$	-	

Port of Lewiston

Confluence Riverfront

DESCRIPTION	Quantity Unit Unit Cost		Total		
FISHING / JET BOAT TOUR DOCKING					
Floating Dock (concrete construction, prefer a lower 18 inch freeboard at DL)	0 5	F	\$ 100	\$	-
Gangway (80 ft x 6 ft wide)	0 E	A	\$ 80,000	\$	-
Access Ramp (35 ft x 6 ft wide)	0 E	A	\$ 60,000	\$	-
Abutment Structure	0 E	A	\$ 150,000	\$	-
Guide Piling (24 inch dia x 1/2" wall, each 80 ft long)					
Furnish	0 E	A	\$ 11,000	\$	-
Install	0 E	A	\$ 4,000	\$	-
On Dock Water	1 L	S	\$ 14,000	\$	14,000
On Dock Elec	1 L	S	\$ 14,000	\$	14,000
Misc Appurtenances	1 L	S	5000)\$	5,000
SUBTOTAL				\$	33,000
Mobilization Allowance (10%)				\$	3,300
SUBTOTAL				\$	36,300
Contingency (30%)				\$	10,890.0
TOTAL				\$	47,190
		ŀ	Round Up	\$	100,000

DESCRIPTION	Quantity	Unit	Unit Cost		Total
TRANSIENT MOORAGE					
Floating Dock (concrete construction, 18 inch freeboard at DL)	1860 S	F	\$ 100	\$	186,000
Floating Dock (robust conc construction due to debris loads, 18 inch freeboard)	1770 S	F	\$ 150	\$	265,500
Gangway (80 ft x 6 ft wide)	1 E	Ą	\$ 80,000	\$	80,000
Access Ramp (35 ft x 6 ft wide)	1 E	Д	\$ 60,000	\$	60,000
Abutment Structure	1 E	Ą	\$ 150,000	\$	150,000
Guide Piling (24 inch dia x 1/2" wall, each 80 ft long)					
Furnish	15 E	Ą	\$ 11,000	\$	165,000
Install	15 E	Ą	\$ 4,000	\$	60,000
On Dock Water	1 LS	5	\$ 7,000	\$	7,000
On Dock Elec	1 LS	5	\$ 23,625	\$	23,625
Misc Appurtenances	1 LS	5	5000)\$	5,000
SUBTOTAL				\$	1,002,125
Mobilization Allowance (10%)				\$	100,212.5
SUBTOTAL				\$	1,102,338
Contingency (30%)				\$	330,701.3
TOTAL				\$	1,433,039
			Round Up	\$	1,500,000

DESCRIPTION	Quantity	Unit	Unit (Cost	Total	
BRIDGE (150 ET X 15 ET) - canable of carrying an emergency vehicle across						
Bridge Structure	2250) SF	\$	325	\$	731,250
Abutment	2	EA	\$	130,000	\$	260,000
Intermediate Bridge Pier	C) EA	\$	10,000	\$	-
Lighting	C) LS			\$	-
SUBTOTAL Mobilization Allowance (10%)					\$ \$	991,250 99,125.0
SUBTOTAL					\$	1,090,375
Contingency (30%)					\$	327,112.5
TOTAL					\$	1,417,488
			Roun	d Up	\$	1,500,000

DESCI	RIPTION	Quantity	Quantity Unit		Unit Cost		Total	
FISHI	NG PIER							
	Metal pier with grated decking	740 S	F	\$	80	\$	59,200	
	Pier Piling	6 E	A	\$	5,000	\$	30,000	
	Abutment Structure	1 L	S	\$ 1	0,000	\$	10,000	
	Elec Lighting	1 L	S	\$1	0,000	\$	10,000	
						\$	-	
SUBT	OTAL					\$	109,200	
Mobi	lization Allowance (10%)					\$	10,920.0	
SUBT	OTAL					\$	120,120	
Conti	ngency (30%)					\$	36,036.0	
ΤΟΤΑ	L					\$	156,156	
				Round Up		\$	200,000	

DESCRIPTION	Quantity	Unit	Unit Cost		Total
FLOATING DEBRIS BARRIER					
Floating debris barrier - Transient Moorage basin Floating debris barrier -Multi Use Dock for cruise vessels and other commercial	45 LF	\$	100	\$	4,500
boats	65 LF	\$	100	\$ \$	6,500 -
				\$ \$	-
SUBTOTAL Mobilization Allowance (10%)				\$ \$	11,000 1,100.0
SUBTOTAL				\$	12,100
Contingency (30%)				\$	3,630.0
TOTAL				\$	15,730
		Rou	und Up	\$	16,000