

**City of Bellevue  
2017 Comprehensive Plan**



(Photo: Steve Garman)

## Table of Contents

Purpose & Acknowledgments.....	pg. 3
Introduction.....	pg. 6
Chapter 1 -Private Property Rights .....	pg. 8
Chapter 2 -Population .....	pg. 9
Chapter 3 -Schools .....	pg. 18
Chapter 4 -Economic Development .....	pg. 21
Chapter 5 -Land Use .....	pg. 26
Chapter 6 -Natural Resources .....	pg. 34
Chapter 7 -Hazardous Areas .....	pg. 48
Chapter 8 -Public Services .....	pg. 54
Chapter 9 -Transportation.....	pg. 71
Chapter 10 -Recreation .....	pg. 72
Chapter 11 - Special Areas .....	pg. 82
Chapter 12 -Housing .....	pg. 86
Chapter 13 - Community Design .....	pg. 92
Chapter 14 - Implementation .....	pg. 99

## Purpose & Acknowledgments



Overlooking Bellevue to the east.  
(Photo by Tim Frazier)

The purpose of the Bellevue Comprehensive Plan (Plan) is to develop a vision and guidelines for future development of the City. The Local Land Use Planning Act of 1975 (Idaho Code 67-6508) requires planning and zoning commissions in each city and county to conduct a comprehensive planning process designed to prepare, implement, review and update the comprehensive plan.

The Plan should consider previous and existing conditions, future situations, trends, compatibility of land uses and desirable goals and objectives; it is not a regulatory document but rather a guide to future development. Ordinances controlling zoning, subdivision developments, street and public facility plans and building regulations should correspond to and implement the guidelines and goals set forth in the Plan. Consistency between the Plan and zoning regulations reduces potential conflicts in the process of future development.

The Plan was last updated in 2002. In 2014, a review of Bellevue's existing Comprehensive Plan revealed it was out of date and, in 2015, the Mayor asked for volunteers to work on a revision.

A wide range of interested individuals – business owners, teachers, retirees, professional planner's, longtime residents and newcomers all volunteered their time toward this effort. Mindful of current

opportunities and challenges in Bellevue, the Plan addresses specific needs of our City including growth, zoning and code enforcement, and infrastructure improvements.

At the initial meeting, each committee participant was asked to list five things he or she liked about Bellevue, and those things that would improve the City. A compiled list edited for space:

***Things I like about Bellevue:***

***Things that would improve Bellevue:***

Low seasonal population; most residents own their homes and live here year-round; lights in homes on at night	Increase number of sidewalks; expand Safe Routes to School for kids
Sense of single community but no sense of isolation	Establish thoughtful growth boundaries
Quaint neighborhoods; older homes well-maintained	Monitor potential airport expansion and concerns
City parks and Howard Preserve; conveniently located	Increase involvement of Hispanic community
Safe; can walk streets; kids are safe	Maintenance of street right of way responsibilities vis-a-vis the City and homeowners
Great tasting water, good air quality	Improvement of infrastructure and water and sewer
Proximity to recreational activities such as skiing	Review Comp Plan every five years
Availability of cultural events and entertainment	Strict enforcement of current zoning, building, and other ordinances, especially design review and dark sky
Open space; access to canyons east and west of the City	Establish growth boundaries
Ease of access around town for walking, biking, hiking	Make government meetings more open, welcoming
Most affordable community in valley	Consolidation of essential valley-wide services
Opportunities to revive downtown; historical buildings provide a sense of place from which to build	Better maintenance of roads; more efficient street lights
Economic potential	Water metering on all houses
Well-sponsored and attended community events	A more economically diverse, sustainable community
Sense of community pride	Create incentives, environment to bring/keep businesses downtown; make it more vibrant
Volunteerism	Landscaping, trees on Main Street; make it attractive and more walkable; slow traffic
Easy to know neighbors, neighborhood	Need to in-fill businesses on Main Street before expanding City boundaries
Sewer system has capacity to grow	Develop a civic/meeting center
Families choose to live here for generations	Define Bellevue's entrances; attractive gateways
Where best gardens thrive	Recreational opportunities for youth; skateboard park
	A more active Chamber of Commerce, city website

The primary reason for this document is to comply with State requirements and provide a list of action items. The committee that created this Plan understands that Bellevue is a community comprised of people who choose to spend their lives here. As such, the Plan recognizes that whether you are a resident, a business person, or recreationist, what improves the community for one improves the community for us all. It is the overriding goal of this document to provide a framework for preserving and enhancing the quality of life for all who live, work and play here.

## Acknowledgments

A grateful acknowledgment is given to the members of the Comprehensive Plan Citizens' Committee, and their efforts in reviewing, gathering information, updating, rewriting, and organizing a revised plan. The work of the committee started in February, 2015, and was completed in November, 2015. It was their hope that this document will guide Bellevue through the next decade of development.

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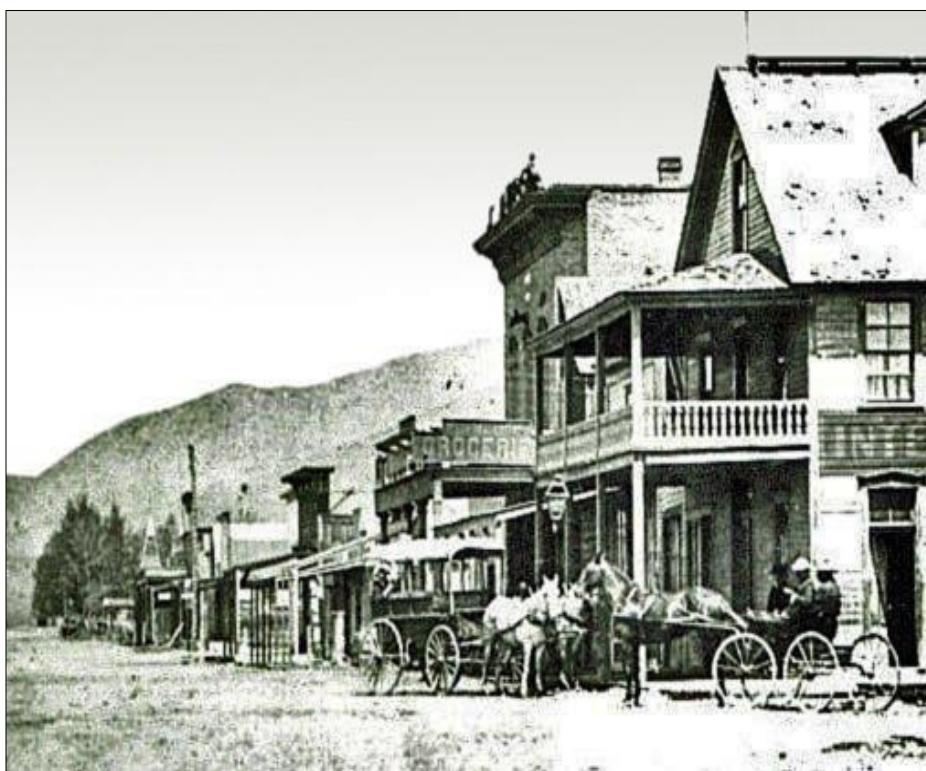
## Introduction

Bellevue is a western mountain town located on a mile-wide bench at the southern entrance to the Wood River Valley in Blaine County, Idaho. It was settled by individuals following the lure of silver and others who engaged in occupations that grew around mining, including the care and feeding of the population of a newtown.

Before it was part of the paved state highway system, the geographical route of the current State Highway 75 was well traveled by prospectors, settlers, and others who arrived by wagon, horseback, and stagecoach. The well-worn road was the primary corridor through the Wood River Valley, and – as most travelers came from the south, east, and west – Bellevue was the first stop.

For millennia, indigenous peoples such as the Bannock and Shoshone made seasonal visits to the Wood River Valley, following the river and hunting game. Fur trader and explorer Alexander Ross passed through this area around 1824. A first group of 27 settlers and miners spent the hard winter of 1879 here, planning to find and work claims of high-grade silver when the snow was gone.

Approximately a mile west of present day Bellevue, the town of Broadford, once Jacob's City, sat at the mouth of the canyon containing the famed Minnie Moore and Queen of the Hills mines. And although both towns boomed from 1879 with activity related to mining, Bellevue survived and little remains of Broadford. Between 1881 and the 1893 crash of the silver market, Wood River mines produced more than \$60 million worth of silver and lead.



Main Street, Bellevue – International Hotel, ca. 1886 (Photo courtesy of Bellevue Historical Society)

The townsite of Bellevue was platted in 1880. Owen Riley built the first permanent structure in town, a log cabin that became a general store and pharmacy. On June 23, 1880, a U.S. Post Office was also opened in the same building, with Mr. Riley as the first postmaster. In the 12<sup>th</sup> Legislative Assembly of 1882-83, Bellevue was granted a charter as a city “of the first order.”

That same year, the Oregon Short Line of the Union Pacific Railroad came through Bellevue to bring in supplies, move passengers and haul out ore. These activities stimulated the town’s growth. Mining and agricultural interests invested in the town, and merchants and families arrived following a trail of economic possibilities.

With the depression of 1893, tariff reductions on Mexican imports and subsequent decline in mining activity, many Bellevue residents left. But just as many had family, occupations, and homes that anchored them here, and they stayed. Some hard times followed – mines reopened and closed, and the First World War, the Great Depression and World War II all occurred. Agriculture was the component that held the town together. When the Sun Valley Resort opened in 1936, a whole new economic prospect emerged based on construction and recreational tourism.

Today, the 1883 Charter from the Idaho Territorial Legislature, which granted the town the legal ability to make and enforce its own municipal laws, is still in effect and Bellevue operates as the only remaining Chartered City in the State. However, significant amendments to the Charter have been made. For example, in 1996, the Idaho State Legislature approved Bellevue's request to be allowed to annex land without going through the cumbersome and time-consuming process of legislative approval.

Built on vision, hard work, resourcefulness and family, Bellevue is a sometimes independent, but always integral member of the Wood River Valley community.

## Chapter 1 – Private Property Rights

### Purpose

Private property rights encompass not only the right to develop, invest, and profit from property, but also the right to hold and enjoy property as well. As population increases and a greater number of people live nearer each other, the opportunities for land use conflicts become greater. The City must balance each individual's rights with a respect for the property rights of neighboring owners.

The Fifth Amendment of the United States Constitution, as well as Article 1§14 of the Idaho Constitution, ensures that private property, whether it is land or intangible property rights, cannot be taken by the government absent just compensation. The Idaho State Legislature has, in Title 67, Chapter 80 of the Idaho Code, also enacted statutory provisions requiring state and local governments to ensure land use policies do not result in a taking of private property without just compensation. A takings checklist is generated and amended from time to time by the Idaho Attorney General and is used, among other things, in reviewing the potential impact of regulatory or administrative actions on private property.

Land use policies, restrictions, conditions, and fees of the City of should not violate private property rights or create unnecessary technical limitations on the use of property as prescribed under the declarations of the purpose in Title 67, Chapter 80, Idaho Code, and its subsequent amendments. Furthermore, the Planning and Zoning Commission must oversee orderly development of the City as this protects property values. Public investment in the City must keep pace with private development to maintain property values, both public and private.

**GOAL 1: PROTECT FUNDAMENTAL PRIVATE PROPERTY RIGHTS THROUGH ALL LAND USE DECISIONS MADE BY THE CITY OF BELLEVUE PURSUANT TO THIS PLAN.**

**OBJECTIVE 1: PRIVATE PROPERTY SHOULD NOT BE TAKEN FOR PUBLIC USE WITHOUT JUST COMPENSATION.**

#### Actions

1. Design land use regulations to protect the health, safety and welfare of the community, avoiding any unnecessary conditions, delays, and costs.

**OBJECTIVE 2: PROPERTY RIGHTS SHOULD NOT BE SUBJECT TO ARBITRARY AND DISCRIMINATORY ACTIONS.**

#### Actions

1. Consider the protection and preservation of private property rights in the development of land use policies and implementation standards and regulations and as required by law.

2. Make development decisions predictable, fair, and cost effective.
3. Encourage community and stakeholder collaboration in development decisions.

OBJECTIVE 3: PERSONS SHOULD NOT BE DEPRIVED OF PRIVATE PROPERTY  
WITHOUT DUE PROCESS OF LAW.

**Actions**

1. Strive for sustainable and consistent policies and ordinances regarding development allowances and requirements.

## Chapter 2 – Population

Changes in population are the driving force for public policies regarding the timing, location and construction of facilities. Market decisions concerning commercial and residential activities also depend on population projections and related demographic factors. Consequently, knowledge of the historic population distribution and anticipated growth trends are a key element in determining future land uses and economic priorities within Bellevue.

### 2.1 History

Since its Charter status in 1883, Bellevue's population has closely mirrored its economic conditions. Initial growth was primarily due to the expansion of mining the mineral wealth in the surrounding mountains and reached a peak in 1887 of 1600. With the crash of the silver market in 1893, the population fell to under 900. Further economic declines eroded this number to 526 in 1920, and the Great Depression's impact reduced it to 375. In the 1960s the population stabilized and steady growth began with the numbers topping 1000 in 1980.



Five members in the early 20<sup>th</sup> century on Second Street.  
(Photo courtesy of Bellevue Historical Society)

The projections of population changes in this document begin with the 2000 census and use the 2010 count, amended in 2013, as the most current figures and the stepping off point for predicting future populations through 2025. The data presented in this section was gathered from the U.S. Census, Idaho Power Company, the Blaine County School District, and issued building permits.

### 2.2 Current Conditions

The population of Bellevue was 2,287 (2010 census), and an updated number of 2,300 for 2015 is based on 2013 census data and known housing building permits.

These charts summarize population changes in Bellevue and the County from 2000 to 2010:

Bellevue, Idaho - Overview

	2000 Census		2010 Census		2000-2010 Change	
	<u>Counts</u>	<u>Percentages</u>	<u>Counts</u>	<u>Percentages</u>	<u>Change</u>	<u>Percentages</u>
<b>total population</b>	1876	100%	2287	100%	411	21.91%
<b>Population by Race</b>						
American Indian/Alaskan native alone	2	0.11%	9	0.39%	7	350.00%
Asian alone	18	0.96%	10	0.44%	-8	-44.44%
Black or African American alone	1	0.05%	6	0.26%	5	500.00%
Native Hawaiian and other Pacific Native alone	1	0.05%	1	0.04%	0	0%
Some other race alone	209	11.14%	379	16.57%	170	81.34%
Two or more races	21	1.12%	43	1.88%	22	104.76%
White alone	1624	86.57%	1839	80.41%	215	13.24%

**Population by Hispanic or Latino Origin (of any race)**

Persons Not of Hispanic or Latino Origin	1513	80.65%	1628	71.18%	115	7.60%
Persons of Hispanic or Latino Origin	363	19.35%	659	28.82%	296	81.54%

**Population by Gender**

Female	887	47.28%	1135	49.63%	248	27.96%
Male	989	52.72%	1152	50.37%	163	16.48%

Blaine County, Idaho - Overview

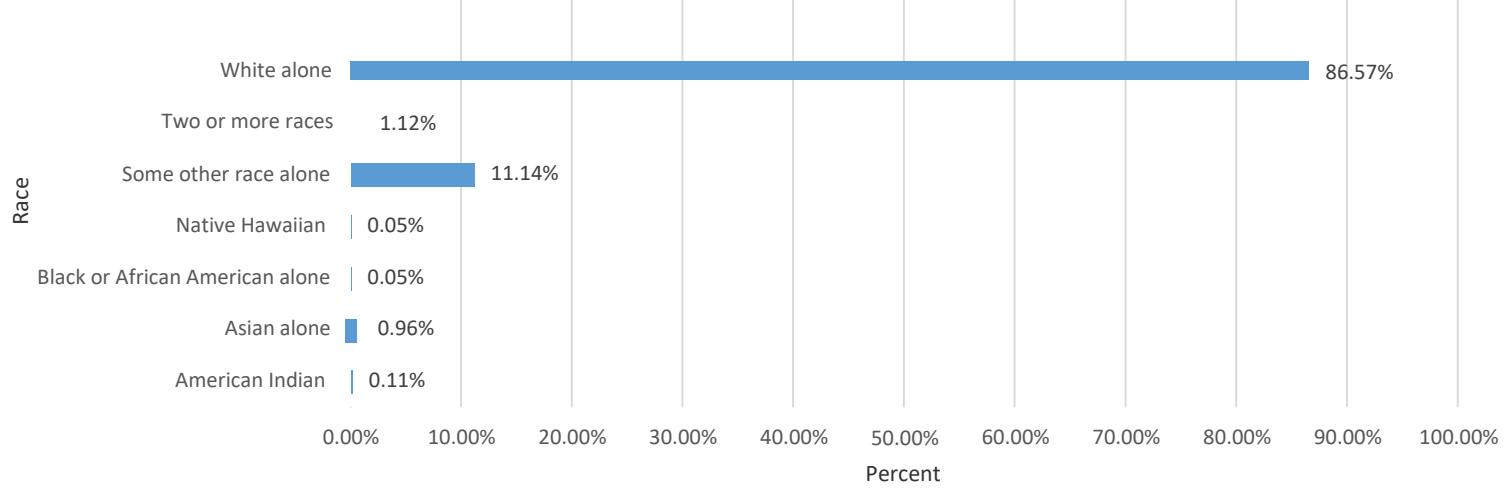
	2000 Census		2010 Census		2000-2010 Change	
	<u>Counts</u>	<u>Percentages</u>	<u>Counts</u>	<u>Percentages</u>	<u>Change</u>	<u>Percentages</u>
<b>total population</b>	18991	100%	21376	100%	2385	12.56%
<b>Population by Race</b>						
American Indian/Alaskan native alone	82	0.33%	125	0.58%	63	101.61%
Asian alone	139	0.73%	183	0.86%	44	31.65%
Black or African American alone	25	0.13%	39	0.18%	14	56.00%
Native Hawaiian and other Pacific Native alone	13	0.07%	16	0.07%	3	23.08%
Some other race alone	1222	6.43%	2530	11.84%	1308	107.04%
Two or more races	299	1.57%	326	1.53%	27	9.03%
White alone	17231	90.73%	18157	84.94%	926	5.37%
<b>Population by Hispanic or Latino Origin (of any race)</b>						
Persons Not of Hispanic or Latino Origin	16961	89.31%	17104	80.01%	143	84.00%
Persons of Hispanic or Latino Origin	2030	10.69%	4272	19.99%	2242	110.44%
<b>Population by Gender</b>						
Female	9135	48.10%	10490	49.07%	1355	14.83%
Male	5856	51.80%	10866	50.93%	1030	10.45%

The charts show that between 2000 and 2010 the County's overall population grew by almost 13%, while Bellevue's population over the same period grew by almost 22%. Segments of the population that grew foremost in Bellevue during the 10-year period of 2000 to 2010 were school age and younger population (persons 0 to 17 years), which grew by 29%. Persons of Hispanic or Latino origin also increased significantly during this period and now represent almost 29% of Bellevue's overall city population (up from 19% in 2000).

The distribution of Bellevue's population by race, according to the 2010 Census, is as follows:

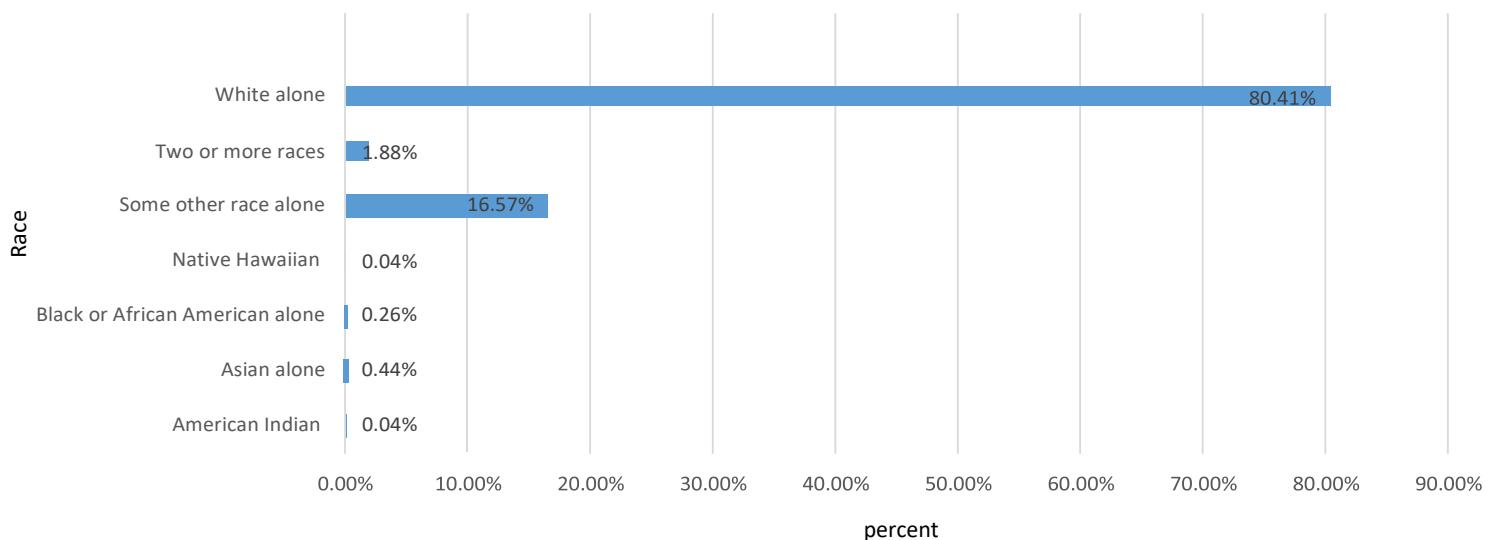
Bellevue population by race as of 2000

source: Idaho Census



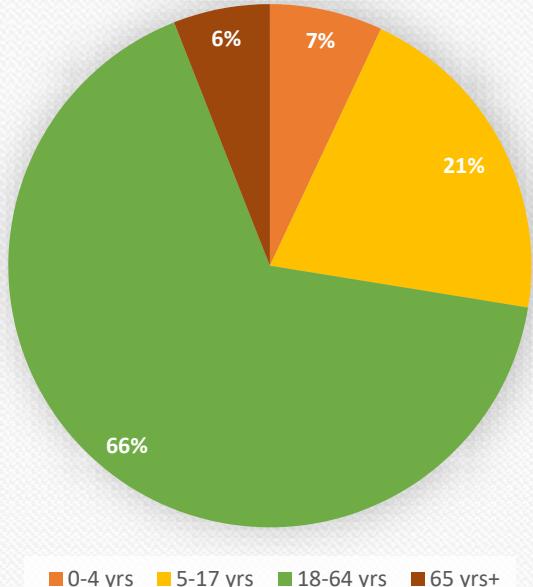
Bellevue population by Race as of 2010

source: Idaho Census



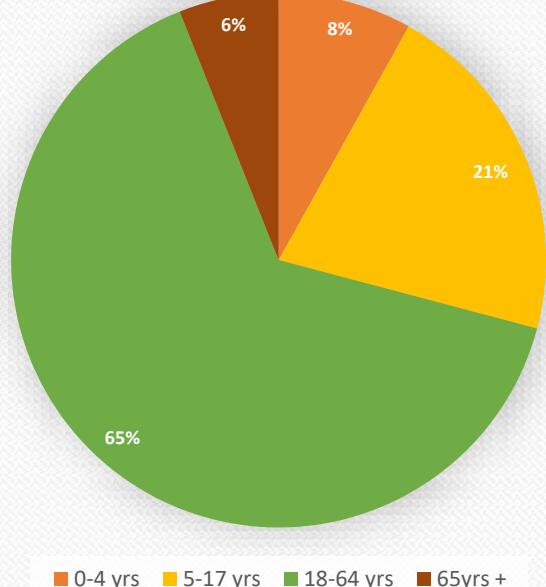
## Bellevue population by age as of 2000

source: Idaho Census



## Bellevue population by age as of 2010

source: Idaho Census



The preceding graph shows that the vast majority of the new Hispanic or Latino population was under the age of 50 (excepting the age 20-24 demographic), while the white alone or Caucasian demographic moving to Bellevue was older (age 45-69) or very young (up to age nine).

Bellevue saw an overall decrease in Caucasians between the ages of 10-39, and experienced a decrease in its residents 70+ years of age. This is largely due to age-related death, to out-migration possibly explained by decisions to move to less expensive areas, warmer climates, or to be closer to family.

### 2.3 Future Considerations

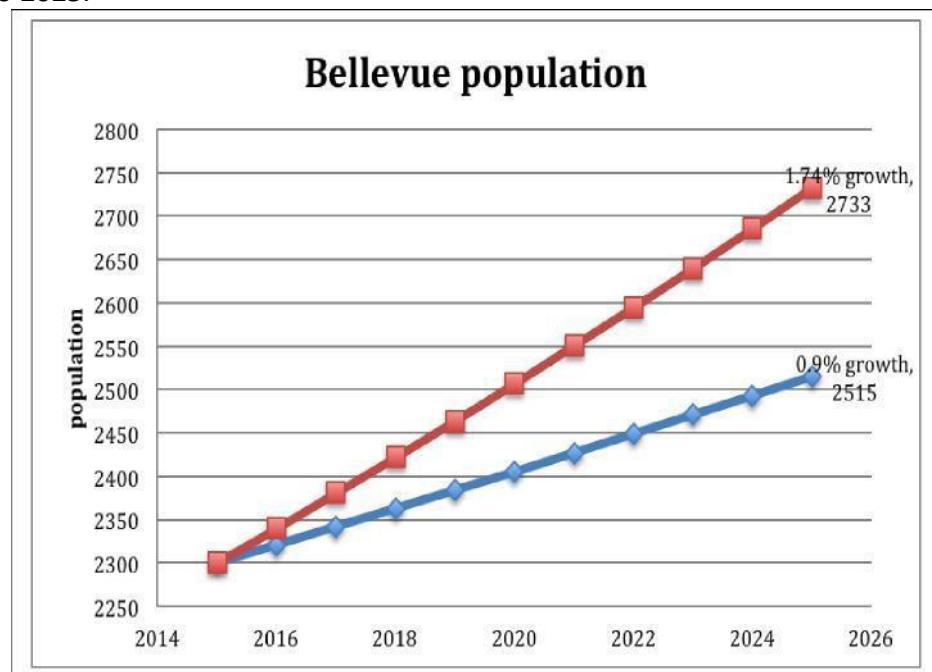
The U.S. Census projects a population increase for Idaho of 52.2% between 2000 and 2030 (a 1.74% annual increase), which is the sixth highest projected growth rate in the nation. The majority of this growth can be expected to follow recent trends, focusing growth in towns with universities or colleges (e.g., Boise and Rexburg), and toward areas that rank high in natural and recreational amenities (e.g., McCall, Sandpoint, Sun Valley area, Teton Valley). Bellevue, though only 20 miles from Sun Valley, has not experienced population changes that parallel growth in that area. Also, the number of second homes and the seasonal population changes associated with Sun Valley are absent in this town.

The primary seasonal shifts in Bellevue's population are due to transient labor whose numbers are difficult if not impossible to track. Also, there is an uncounted population of seasonal workers who choose not to mainstream and are not included in the overall number of residents.

This uncounted demographic represents a real difficulty for the community as this demographic uses City resources and public facilities but is absent in the data utilized for allocation of funding from the State and Federal governments.

A calculated average annual growth rate of 0.90% accurately reflects population projections for 2016-2025 based on new residential construction not replacing existing housing, and new residential occupancies of Bell Mountain Village and Care Center. Although the average population increase for all of Idaho is 1.74%, previous overestimates of Bellevue's growth indicate the lower rate to be more accurate.

The following chart projects the town's growth using both rates. The starting point is the 2013 population of 2,300 as it is the most accurate number available for 2015. The accuracy of these projections erodes the further they extend into the future; therefore the graph only includes predictions to 2025.



It should be noted that currently sited residential lots could accommodate the increase predicted by the higher growth rate. Current subdivisions have 134 platted lots available according to 2014 data. The Strahorn Annexation that took place in 2008 was approved for up to 205 residential units, however to date, remains unplatated. Since Bellevue's average household has 2.69 people (from 2010 census), then there exists the potential for a population growth of over 900 with currently available lots. A component of Bellevue's zoning ordinance includes the option to build an accessory dwelling unit and adds an exponential factor to the available units. Therefore, potential population growth could easily be accommodated without additional residential lots.

Population growth is driven by the state of the local economy. The largest demographic affecting change is the transient population which is primarily comprised of the migrant workforce. This group varies with the economic situation and is difficult to predict. It increases during periods of economic growth and declines with economic contraction.

The two major factors in fully integrating this population segment are the increase in stable employment and availability of affordable housing. Housing could have an immediate impact since a percentage of the current workforce commutes from outside of Bellevue due to the cost of single-family homes and lack of rental housing.

## **2.4 Concerns**

Stabilizing and wisely growing the economy is a primary factor in population growth. The utilization of existing retail space and solid zoning ordinances to create new jobs and protect the residential character of Bellevue are essential to sustainable growth. Although economic expansion is certainly desirable, uncontrolled growth would erode the sense of community as well as the character of Bellevue. Maintaining the existing small-town character is essential to preserving one of the strengths of this community.

The population of Bellevue will not only continue to change in size but also in composition, and persons of different ages, family status, incomes and backgrounds will prefer varying types of housing. Adequate housing that uses the existing, platted lots, and provides affordable dwellings for an influx of new labor is essential in growing Bellevue.

The Hispanic or Latino population in Bellevue was almost 29% of the total residents in 2010. Anecdotal evidence indicates that population segment to be considerably higher. However, representation on City boards or committees is zero, and participation in the planning process, public hearings, etc. is rare. It's critical this demographic be represented and accurately counted so that in future planning Bellevue can demand and receive its fair share of funding on utilities, schools, and roads.

Underpinning all growth considerations is the capacity of public utilities to accommodate new residents and businesses. Of particular concern is the availability of water. Wise use of this resource in the face of possible restrictions is paramount, and control of demand, as well as ensuring and accounting for the supply, is essential for growth.

## **2.5 Goals, Objectives and Action Items**

### **GOAL 1: GROW THE ECONOMY**

#### **OBJECTIVE 1: PROMOTE EXISTING BUSINESS GROWTH AND ENCOURAGE NEW ENTERPRISES.**

##### **Actions**

1. Advertise the existing commercial and residential opportunities.
2. Enforce existing ordinances and add new ones to ensure Bellevue's commercial appeal.
3. Promote Bellevue via a Chamber of Commerce, City website, Bellevue Arts Commission, social media and other advertising outlets. Promotion should include public events such as parades, festivals and cultural activities.

## GOAL 2: ACCURATELY PREDICT BELLEVUE'S INFRASTRUCTURE NEEDS.

### OBJECTIVE 1: ACCURATELY CALCULATE BELLEVUE'S POPULATION.

#### Actions

1. Estimate population data annually and revise forecasts, updating the Comprehensive Plan as needed.
2. Appeal low population estimates provided by the US Census so that funding allocation is based on realistic numbers.
3. Encourage participation of undercounted demographics in community activities so they will become integrated into Bellevue and statistically relevant in the census.
4. Use updated population data in all capital facility planning projects, including water, sewer, roads, trails and parks.
5. Communicate and coordinate with other government agencies in the valley and the region, including the school district.

## GOAL 3: ENCOURAGE RESPONSIBLE RESIDENTIAL GROWTH.

### OBJECTIVE 1: MAINTAIN AND IMPROVE THE RESIDENTIAL QUALITY AND SMALL-TOWN APPEAL OF BELLEVUE.

#### Actions

1. Enforce existing ordinances and enact new ones that ensure the preservation of residential quality and Bellevue's small-town appeal.
2. Provide affordable, attractive single family and rental housing.
3. Promote Bellevue's quality of life via a Chamber of Commerce, City website, and other advertising outlets. This should include information about schools and recreational activities.

## GOAL 4: ENSURE ADEQUATE INFRASTRUCTURE TO SUPPORT GROWTH.

### OBJECTIVE 1: TO AVOID TAXING OUR INFRASTRUCTURE, ASSESS AND MONITOR WHEN UPGRADES NEED TO BE DONE.

1. Update population numbers and projections as soon as new figures are available.
2. Revise public utility demands based upon revised population calculations.
3. Make the repair, maintenance, and expansion of public utilities a priority.
4. Carefully monitor water use to ensure adequate supply.
5. Monitor population changes to prevent growth from exceeding public utility capacity.

## GOAL 5: ENGAGE ENTIRE COMMUNITY IN ITS GOVERNMENT.

### OBJECTIVE 1: MAKE CITY GOVERNMENT ACCESSIBLE, REPRESENTATIVE, AND INCLUSIVE OF THE ENTIRE COMMUNITY.

#### **Actions**

1. Facilitate language translation of public notices and announcements to ensure communication with all residents.
2. Post notices of upcoming meetings and events on the website as well as public and private venues that cater to all cultural demographics.
3. Provide outreach and education on government committee opportunities.
4. Solicit applications for committee seats and all identifiable population groups.
5. Encourage cultural events and promote participation of the entire community.

## Chapter 3 – School Facilities and Transportation

Local schools are an important core for any community, and this is certainly true for Bellevue. Maintaining and expanding the educational opportunities for its entire population, preschool through adult classes, is critical for improving the lives of its citizens and making this town a desirable location for new residents.



Construction of the original Bellevue School began in 1884 in the area that is now Memorial City Park.

### 3.2 Current Conditions

The school is primarily a brick/block structure plus four modular classrooms. Bellevue Elementary School's pre-kindergarten through fifth grade enrollment for the 2016-17 year was 253 students. Forty-four percent of these students receive free or reduced cost lunches.

In 2008, Bellevue determined that the hill portion of east Cedar Street between Sixth and Seventh streets did not comply with adopted street standards or the American Association of State and Highway and Transportation Officials (AASHTO) standards for life, safety, and health, and was closed. Closing this area greatly reduced speeding traffic and improved safety through the Fifth and Sixth St./Cedar St. intersections where school buses circulate onto Cedar to load students.

In 2010, the school underwent a remodel and expanded to the north by 5,706 square feet. This construction enhanced the cafeteria, restrooms, and added two large multi-purpose rooms. The addition of geothermal heating and air conditioning for the entire school is resulting in considerable savings. The remodel provides a capacity for approximately 360 students and current enrollment is well under that maximum number of students.

The school transportation system for Bellevue consists of nine buses serving the elementary school, and transports approximately 125-150 students each day. If needed, the buses have the capacity to move more students. Being a neighborhood school, many students walk, ride bicycles or are driven to campus.

### **3.3 Future Conditions**

Based on population growth projections for the Blaine County School District, additional school facilities may be necessary for future increases in student enrollment as well as providing the community with meeting spaces and other public services. Bellevue recognizes the elementary school as one of its greatest assets and strives to provide quality law enforcement protection, utilities, street services and fire protection to ensure the highest life, safety, and health standards possible. This includes safe routing for pedestrian access to the school.

Wood River Middle School in Hailey serves the entire valley including Bellevue and has a capacity of 600 students; the enrollment in 2016-17 was 727, well over its maximum. Wood River High School, also in Hailey, is near capacity. The next new construction would probably be a middle school, possibly located either north or south of Bellevue. Such a facility would require approximately 40 acres of land for structures, recreational areas, and parking.

To aid in planning such a facility, an accounting of the daycare and pre-school enrollments would yield data useful in predicting needed classrooms, staff, teachers, and infrastructure as well as future expansions. New school construction and remodeling must align with sustainability guidelines and include such things as lighting compliance with dark sky guidelines and water-wise landscaping.

Developers of new residential projects and expansions to existing ones should work with the school district to provide projected increases in enrollment due to the added residential capacity. New developments also should work with the school district about routing buses, providing shelters, or accessing existing bus routes.

Another possible educational consideration is a remote access site connecting to classes offered by College of Southern Idaho. There is currently such a facility in Hailey but if a new school were built in the Bellevue area, an outreach facility would enhance the educational opportunities for students as well as the general population. A facility such as this could also provide training in the trades. Current School Board emphasis is on academic rigor, including advanced placement courses. However, the Board could expand its educational spectrum to include trades training as another educational component. This increase in educational offerings and access would provide additional incentive to reside in Bellevue. These offerings could also include the opening of private schools in Bellevue, but any such facilities are restricted to areas defined by zoning ordinances.

### **3.4 Concerns**

The enrollment in Bellevue Elementary was 257 in 2015-16, up from 245 students in 2014-15. This was due mainly to redistricting specifically aimed at relieving Bellevue Elementary's enrollment and transfers to Alturas Elementary School, a magnet school for dual-immersion studies in both English and Spanish. The dual-immersion program is currently at capacity and future enrollment will be by lottery only. The need for this specialized educational facility underscores the rapid growth of the Spanish speaking demographic in this region, which is the largest growth sector of K-12 enrollment. The consistent undercounting of this population segment makes planning for future growth problematic. (See *Chapter 2 – Population*.)

### 3.5 Goals, Objectives and Action Items

#### GOAL 1: ENSURE SCHOOL FACILITIES MEET GROWING DEMAND.

OBJECTIVE 1: MAKE SCHOOL PLANNING A COLLABORATIVE EFFORT BETWEEN CITIES, COUNTY, THE SCHOOL DISTRICT, AND INTEGRATE IT WITH ALL OTHER RELEVANT PLANNING ELEMENTS.

##### Actions

1. Share Bellevue's population, transportation and other important data with the school district to assist in facility planning. This must include data from residential developers.
2. Incorporate school transportation issues and bus routes into Bellevue city planning and solicit school district approval of recommendations, including school traffic routing and bus stops.
3. Initiate discussion of possible sites for school construction. Facilities could include distance , training in the trades, primary, secondary and higher education courses

OBJECTIVE 2: ENSURE THAT SCHOOL IMPACTS DO NOT UNFAIRLY BURDEN CITY RESIDENTS OR CITY INFRASTRUCTURE.

##### Actions

1. Work with the school district to identify preferred school traffic routes and ensure traffic utilizes designated routes.
2. Plan for adequate driveway area for student loading and unloading.
3. Request adoption of full cut-off lighting design and light timers by the school district for use at school facilities.
4. Any remodeling or new construction of school facilities must comply with sustainability guidelines.
5. Require all new schools in the General Residential District to be allowed as Conditional Uses.

OBJECTIVE 3: INCREASE THE SAFETY AND CHOICES OF TRANSPORTATION MODES AVAILABLE FOR STUDENTS TRAVELING BETWEEN HOME AND SCHOOL.

##### Actions

- Install sidewalks or shared pathways on existing collectors and arterials, particularly major traffic crossings, and require the same on all new construction.
- Pursue grant money, including the Safe Routes to Schools program, to install sidewalks, pathways, and crosswalks at priority locations.
- Require new subdivisions to designate school bus stops and meet required road design and maintenance standards to allow interior school bus circulation.

## Chapter 4 – Economic Development

Bellevue is an integral part of Blaine County's overall economy. It's important to examine the role the City plays to its local citizenry and to its neighboring communities; the two are not separable. It is also vital to articulate the economic vision that our community embraces for Bellevue's future growth and strive to make that vision manifest.

### 4.1 History

Bellevue was settled in 1880 and chartered by the Idaho Territorial Legislature in 1883. It was founded to serve the silver mining boom and became a major distribution point serving the Wood River mines. During this time, the town grew to several hundred inhabitants and boasted two daily newspapers. There were dozens of homes and quickly constructed businesses to serve the needs of the mining community.

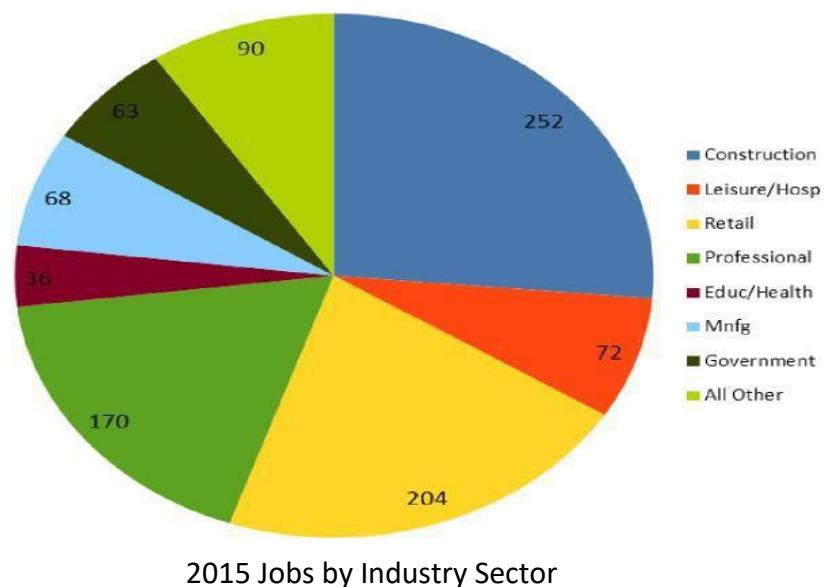
When the silver market collapsed in 1893, the town's prosperity largely vanished, and its population decreased. Agriculture kept Bellevue alive for many decades, however mining and agriculture no longer drive the economy. Instead, recreation and small-town lifestyle are what bring people here from all over the country.

### 4.2 Labor Force

The economic foundation has shifted away from tourism with more than a quarter of all jobs in the county in the construction and real estate sectors. The county has significant advantages from a talent perspective. The percentage of adults with a college degree is twice that of the nation as a whole.

### 4.3 Current Conditions

The latest census data indicates 2,300 people are currently living within the City limits. This number has remained relatively constant since 2010. Many of its inhabitants work outside the City but choose to live in Bellevue for a variety of reasons, including affordability and sense of community. Bellevue serves a uniquely different citizenry today from that of its past mining and agricultural heritage.



There are over 170 permitted businesses in Bellevue, with the largest employment sector in construction. The next largest is retail, followed by professional practitioners. Beyond this, there is a lesser presence of leisure/hospitality, manufacturing, education, and government. Many businesses housed in Bellevue provide goods and services throughout the valley.

Annual tax revenues for the City and County have increased due to appreciating property values. Since much of the local economy is supported by the construction industry, it is important to note that 2014 and 2015 realized significant upticks in the number of building permits for both residential as well as commercial construction. This increase was realized not only in Bellevue, but throughout the valley.

The valley is continuing to see improving numbers of tourists as reflected by the number of alpine skier days, increased occupancy rates in hotels, and higher levels of enplanement from commercial air traffic. Recreationist dollars are the underlying economic driver for every community throughout the valley, so it is reassuring that improvement of the national economy is reflected in increasing tourism dollars in our valley. Bellevue's total sales revenues rose from \$6,600,000 in 2014 to \$6,800,000 in 2015.

Bellevue is the host to the annual Labor Day Celebration that generates income for the Main Street bars and restaurants, as well as offering local fare and wares in Memorial Park after the parade is over. Bands and fiddlers from the intermountain region entertain our locals and visitors alike. A new event to the Broadford area (located on the outskirts of Bellevue) is the Klim the Mine snowmobile hill climb that attracts snowmobile enthusiasts from all over the western United States. Last year the attendance for the two-day event was approximately 2,000 people each day. This year the City hopes to capitalize on the tourist population that comes into town for this event by creating a weekend Winter Festival, complete with a registration party and streetdance.

#### **4.4 Future Conditions**

As noted previously, cities can grow in one of two ways: grow within existing city limits or annex adjacent lands. Bellevue has endured a high commercial vacancy rate along Main Street in the downtown core area between Beech and Poplar for many years, which serves as a deterrent to enticing tourists to visit or businesses to locate here. The city core has limited capacity for additional inner development, unless higher density strategies are employed within the current zoning overlay. However, due to its current sewer infrastructure limitations, Bellevue is unable to accommodate anything beyond what has already been zoned or been guaranteed to pending developments awaiting platting. Housing developments generally place greater demand on city services than commercial/ business developments but pay a lesser cost relative to their impact.

The need to attract businesses is paramount. The current business core is built out even though there is some vacancy in existing buildings. For the City to grow its Commercial development, annexing lands outside the City limits will need to occur. Establishing an Area of City Impact (ACI) is required by Idaho Code 50-222, Annexation by Cities. Adequate housing is necessary to attract potential businesses to our community and it's critical that companies be encouraged to locate in Bellevue, which would facilitate the city's growth. The arrival of more businesses to the city could, in turn, warrant the annexation of additional land to accommodate their needs. Bellevue is home to a wide range of businesses. Within the proposed (ACI), employment is proposed to be

zoned both Commercial and Light Industrial, as well as the possibility of expanding the public school.

Perhaps, of greatest importance, is identification of the types of businesses that would be desirable in the community: which types would offer the greatest employment opportunities; provide revenue to the city and county; be harmonious with existing businesses; and bring synergy to the community's future vision. Some examples are:

- Manufacturing
- Research facilities
- Large business park
- Professional offices
- Recreational and tourist facilities
- Educational intuitions and facilities

In addition to attracting diverse small businesses, the single greatest concern is to identify a large business/organization to locate to the city and serve as an economic anchor, preferably one that is unaffected by the region's primary economic driver, the recreation industry. This would diversify the economic base of Bellevue and leave it more resilient to cyclical economic contractions that might occur both locally or nationally. One example might be enticing an educational institution to build a satellite campus. Providing tax incentives to make such a commitment more attractive would be prudent.

A public golf course near or adjacent to Bellevue, though recreational, would lend itself to the valley's golfers in the summer and to cross country skiers in the winter who could enjoy recreation that is affordable and accessible. Traveling through Bellevue to arrive at their destination, these recreationists would provide Main Street businesses with additional commercial and retail exposure.

Housing for residents and newcomers is lacking. Bellevue has numerous undeveloped lots; small scale apartments would provide assurance to businesses locating here that their employees can find affordable places to live and shop. Capturing market share of local citizenry consumption is essential.

#### **4.5      Concerns**

The primary economic concern is how to grow the city without losing its western small-town character. Bellevue needs to attract new businesses to town, provide a vibrant commercial environment in which these businesses can grow and prosper, and be a durable and sustainable economic hub both locally and regionally.

#### **4.5 Goals, Objectives and Action Items**

**GOAL 1: MAINTAIN THE DOWNTOWN CORE WHILE PRESERVING THE SMALL TOWN CHARACTER OF BELLEVUE.**

**OBJECTIVE 1: FOCUS ON BUILDING A VIBRANT AND SUSTAINABLE DOWNTOWN CORE.**

**Actions**

1. Work with the Bellevue Urban Renewal Agency to re-develop properties that become available along Main Street and elsewhere.
2. Foster an expanded downtown core by consideration of rezoning portions of Second Street, and Cedar and Elm streets east to Memorial Park into the walking/shopping retail business district.
3. Investigate tax incentives that can be offered or made available to prospective businesses that re-locate to Bellevue, e.g. tax reimbursement incentives.
4. Maintain building fees at a competitive rate to promote further growth.
5. Increase the involvement of the City's business community through City meetings with local business owners.
6. Work with the Valley Chamber of Commerce and other organizations dealing with economic development, and the Idaho Travel Council and other regional, state and national organizations to promote Bellevue.
7. Adopt strategies and ordinances to revitalize and develop the downtown core.
8. Maintain and promote the downtown core as the primary commercial center of Bellevue.
9. Develop ordinances and policies that promote the development of vacant and undeveloped properties in the downtown core.
10. Engage the Bellevue business community in developing a marketing strategy.

**GOAL 2: INCREASE LIGHT INDUSTRIAL AND LIGHT INDUSTRIAL/MIXED BUSINESS ZONED LAND OUTSIDE THE TOWNTOWN CORE.**

**OBJECTIVE 1: CREATE A SUSTAINABLE AND DIVERSIFIED BUSINESS ENVIRONMENT IN THE CITY.**

**Actions**

1. Consider recognizing recommendations provided in Chapter 5 – Land Use.
2. Consider annexation opportunities that will provide business and light industrial opportunities that cannot be accommodated in the current grid/lot sizes, and do not adversely impact the existing downtown core.
3. Identify possible parcels that could provide additional light industrial development opportunities.
4. Partner with the Chamber of the Wood River Valley to keep current with business trends.
5. Utilize current and relevant studies to better understand business impacts on a community.
6. Work with the Idaho Travel Council and local entities to solicit business to come to Bellevue.

## GOAL 3: EXPAND ECONOMIC DEVELOPMENT OPPORTUNITIES WITHIN BELLEVUE.

OBJECTIVE 1: TO IDENTIFY STRENGTHS, WEAKNESSES AND OPPORTUNITIES AS RELATED TO LAND USE AS A JUXTAPOSITION WITH OTHER COMMUNITIES IN THE WOOD RIVER VALLEY THAT COULD BE OFFERED WITHIN THE CITY OR IN FUTURE ANNEXATIONS.

### **Actions**

1. Refer to relevant and appropriate studies for projecting future growth needs.
2. Have an active campaign to search for and attract businesses to locate in Bellevue and identify an appropriate large business or organization to locate to the City to serve as an economic anchor.
3. Identify opportunities to provide revenue to the city and the county; be harmonious with existing businesses and bring synergy to the community's future vision.
4. Pursue economic development planning assistance to identify other opportunities.
5. Consider the creation of additional sporting, recreational and cultural events to bolster the economy of the city.
6. Capitalize on Bellevue community events, such as the Labor Day celebration and the mid-winter "Klim the Mine" snowmobile hill climb to bolster revenue in the City. Explore ways to supplement these events and create others.
7. For the City to grow its Commercial development, annexing lands outside the City limits will need to occur, establishing an (ACI) is required by Idaho Code 50-222, Annexation by Cities.

## Chapter 5 – Land Use



Bellevue Idaho, 2016. (Photo: Amanda Karst)

### 5.1 Introduction

The manner in which land is used reflects a community's needs as well as the quality of its planning. Wise parsing of how much land is used for a given purpose and where that land is within Bellevue directly impacts its visual appearance and the cohesive feel of the community. A thorough analysis of land use must include natural land types, existing land covers and uses, and the intrinsic suitability of lands for uses such as agriculture, forestry, mineral exploration and extraction, preservation, recreation, housing, commerce, industry, and public facilities. Suitable projected land uses are indicated on the future land use map.

The City is rich in history, and residents and City government have long voiced the desire to preserve and protect the historic and visual character of Bellevue and surrounding areas. Bellevue was founded on mining, farming, and entrepreneurial merchants who supplied goods and services to its population, and original land uses are reflected in these activities. As the town experienced changes in population and the primary economic engine shifted from mining and agriculture, land uses changed.

The predominant grid land use pattern has roots in the original townsite laid out in 1880; a four by five block area from Main to Fourth Street and Cottonwood to Poplar Street. This was primarily a residential neighborhood that included retail, office, and civic buildings along a four block section on both sides of Main Street that formed the business core. The Big Wood River created a natural boundary to the west and the hills to the east put a certain limit to development in that direction.

## 5.2 Current Conditions

Agriculture played an important role in the lives of Bellevue residents who worked in farming and ranching occupations as well as mining. In the town itself, platted lots supported orchards, gardens, and livestock. Expansion of residential and business growth, however, as well as zoning restrictions, have basically eliminated the agricultural component from the City, although Bellevue's zoning ordinance allows one large animal on a lot with a minimum of 6,000 square feet, and fowl and other small animals are also permitted. Today agricultural uses are largely found on land outside the city limits. These farm and ranch lands provide a traditional rural viewscape and visual separation between municipalities that is appreciated by residents of the entire valley.

Bellevue occupies 975.72 acres, the majority of which is residential. Currently population growth is small but, as the general economy improves, demand for commercial and residential lots will increase. The overriding challenge in determining land use is to balance the needs of the city and its residents, with the need for lots for housing and businesses. Any possible annexation must be carefully considered as the impacts are varied.

At present, there are six land use areas in the city, which are designated on the Land Use Map. These land uses are: General Residential (GR), Business (B), Light Industrial (LI), Light Industrial/Business (LI/B), Limited Business/Residential (LB/R), and Green Belt/Recreation (GB/R). The city owns land in some of these zones designated for parks, city service buildings, a library, light industrial, and a historic city hall and jail.

### General Residential (GR)

The purpose of this district is to permit and protect residential use of property from other non-compatible uses. Residential areas occupy the majority of the original townsite. Generally, most neighborhoods are in the mature stage of development, and many have seen renovation of older dwellings in the recent past. This land use permits single family, accessory dwelling units, duplexes, apartments, public schools, nursery schools, churches and golf courses.

The areas seeing the most recent development in the past two decades are located in the east and west portions of Bellevue. By the end of 2002, the city added approximately 211 residential lots including Chantrelle Subdivision, the replat of Riverside Estates, Sunrise Ranch, Highland Village Townhouses, Pine View and the Maple Ridge subdivisions. At the end of 2009, the unplatte Strahorn subdivision was approved for 205 lots; two years later the 8.33 acre Bell Mountain Village and Care Center was annexed and approved to accommodate 72 residents. A full inventory of lots is set forth in *Chapter 12 – Housing*.

Lot sizes vary with the majority ranging from 12,000 square feet to less than 6,000 square feet. Lots less than 6,000 square feet are considered, provided such lots are part of a planned unit development. PUDs encourage clustered development and provide the opportunity to set aside open spaces without losing development densities. Multi-family developments are often best developed using the PUD process. The City has developed in such a way that PUDs may not find space within City limits, and any new annexations should include General Residential (GR) to provide more housing options.

Bellevue allows manufactured homes as a permitted use in GR areas. These homes represent a significant portion of medium to low cost housing in the city. Additionally, several grandfathered mobile home parks exist, but mobile homes are not a permitted use in any zone.

### **Business (B)**

The purpose of this district is to designate space for business. Bellevue's downtown and business area is linear and centered along State Highway 75 (Main Street) through the middle of the city. The business area is generally constrained to the west by topography sloping toward the river, and to the east by the original platting and residential development over the city's nearly 135-year history. This land use area permits businesses that include but are not limited to: business, professional, medical offices; public buildings, gas stations; restaurants, bars, theaters, banks, motels, tourist uses, retail outlets; public utilities, repair/personal services, storage, public parking lots and garages, car washes; and churches.

As of September, 2015, there were approximately 65 Business zoned acres in Bellevue. This inventory includes: 138 lots ranging in size from 0.068 to 8.46 acres; 22 vacant lots totaling a little over 16 acres; and 22 legally non-conforming properties on approximately 8 acres that the city desires to be redeveloped for business purposes. A non-conforming use is any use existing prior to the effective date of the zoning ordinance that does not conform to the regulations of the ordinance or any amendment thereto. Combined, Bellevue has in excess of 24.565 acres (or 37.6%) of business zoned property that is either vacant or under-developed.

Currently a mix of non-conforming uses exists within the business zone. These "grandfathered" uses are allowed to continue, although current zoning ordinances do not allow for expansion of these nonconforming uses.

The Bellevue Business Park on the north edge of town has expanded the business core with the addition of a large grocery store, bank, and garden center. As the business park has developed, this end of town has become a hub of activity. Sidewalks have made pedestrian circulation easier, safer, and more inviting.

### **Light Industrial (LI)**

The purpose of the Light Industrial district is for lands for light industrial uses that can be designed to operate compatibly in close proximity to adjoining business and residential uses. The district is not intended for residential uses. The Light Industrial zones are currently situated along Highway 75 at the north and south ends of Bellevue. A mix of uses exists in this district including residential, business, light industrial, and heavy industrial. These different uses are co-existing compatibility, however some of the uses may not represent the long-term best use of land that fronts on Highway 75.

Development of a mix of LI uses is important to create a self-sustaining community. Additional LI development is appropriate adjacent to Gannett Road.

As of September, 2015, the current inventory of businesses in LI showed 73 lots with six restricted for a total of 67 lots. The restricted lots include city right of way, Idaho Transportation Department property, and rezoned residential property (acreage is not available).

Twelve lots are vacant for an occupancy rate of 82%. The acreage of this LI zoned land use is 31.15 of which 3.35 acres are vacant, or 10.7%.

#### **Light Industrial/ Mixed Business (LI/B)**

The purpose of creating this land use designation was to designate space for business uses and restrict light industrial uses on land fronting Highway 75 that are currently zoned LI. Generally, the best use of highway frontage property is business, and some LI uses are not appropriate for fronting on the highway. Mixed uses must be reasonably compatible with their neighbors, including LI uses. For example: contractor's office, restaurant, veterinary clinic and hospital, nursery, and motel. Currently the Light Industrial/Mixed Business zone has four lots comprising 2.95 acres with no vacancies, for an occupancy rate of 100%.

#### **Limited Business/ Residential (LB/R)**

The purpose of the Limited Business/Residential (LB/R) land use designation is to provide a pedestrian friendly transition zone between residential and business uses. Expansion of the zone eastward from the bike path to incorporate blocks surrounding Memorial Park would encourage mixed development and ultimately create a town square with the park at its center.

In order to encourage a town square in this area, land could be developed with small, appropriately scaled limited business uses that are compatible with the residential neighborhood. The bike path provides safe pedestrian access to businesses fronting on Second Street. Pedestrian-oriented smaller scale business offices and retail establishments would be permitted, while larger scale business uses that would generate increased motor vehicle traffic, such as grocery stores, gas stations, movie theaters, and large retail establishments would not be permitted. Residential uses would continue to be allowed.

The current inventory of existing mixed Limited Business/Residential properties is 36 lots with two not counted: City Hall and one personal property whose acreage is not listed. The 34 remaining lots total 6.73 acres with six vacant for an occupancy rate of 82%. Vacant acreage is 1.374 or 20% of the total.

#### **Green Belt/Recreation (GB/R)**

The purpose of this land use designation is to preserve open space and viewsheds and retain and enhance recreational opportunities. Refer to *Chapter 10 – Recreation and Open Space for more details*. The current Green Belt/Recreation district (GB/R) (formerly zoned Transitional) was intended for undeveloped land within the city limits. However, with the creation and dedication of the Howard Preserve in 2004 as open space (which accounted for most of the transitional zone), that description has expanded to include parks and areas unsuitable for development because of topographical constraints.

#### **Historical Overlay (HO)**

The Historical Overlay is that area of Bellevue with buildings and land of historical significance, and where future construction and development shall be compatible with, protect, and incorporate the city's historical character and specific historical structures.

The designation includes land within the area bordered by Birch Street on the North and Pine Street on the South, and between the alleys West of Main Street and Sixth Street to the East. The area includes General Residential (GR), Business (B) or Limited Business/Residential (LB/R).

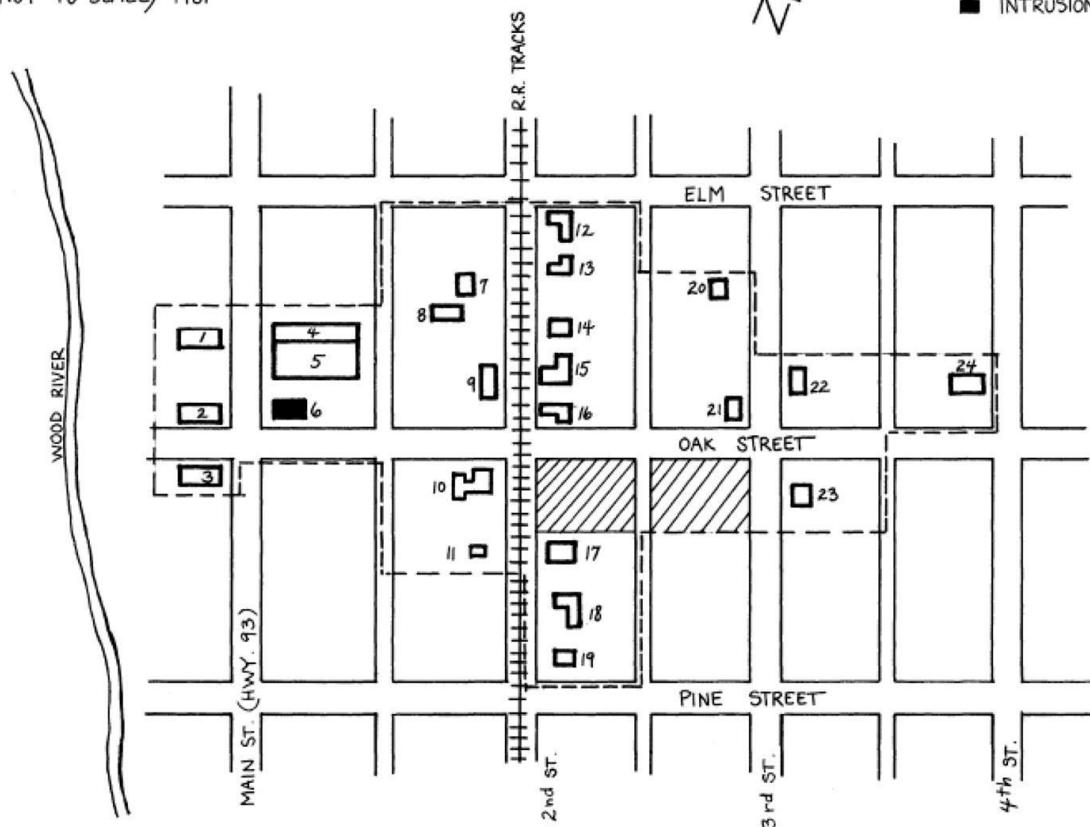
Bellevue also has a Historic District listed with the National Register of Historic Places in the Historical Overlay. More about the Historic District can be found at:

[http://history.idaho.gov/sites/default/files/uploads/Bellevue\\_Historic\\_District\\_82002506.pdf](http://history.idaho.gov/sites/default/files/uploads/Bellevue_Historic_District_82002506.pdf)

## BELLEVUE HISTORIC DISTRICT

BELLEVUE, IDAHO  
(NOT TO SCALE) 1981

— DISTRICT BOUNDARY  
// VACANT LOT  
■ INTRUSION



### **5.3 Future Conditions**

The quality of life in the Wood River Valley will continue to attract people. Development primarily in Ketchum, Sun Valley, and Hailey has the potential to increase demand on a variety of land uses. Bellevue has the opportunity to fill some land use gaps. Careful land use planning and development has the potential to make this town a more economically independent and sustainable community.

A land use map has been prepared as a part of this comprehensive plan that includes recommended land use designations and boundaries.

### **5.4 Concerns**

One of the unique qualities of Bellevue is its visual appeal as a western mountain town. Critical concerns in maintaining this asset are:

- Undeveloped lands north of city boundaries have served as a visual separation between Hailey and Bellevue; land between the two cities is in the county's jurisdiction and is zoned R5. While it serves as an open space buffer between Hailey and Bellevue, it is used as an agricultural ranching operation.
- Recognizable gateway entrances are needed to define city limits and be reinforced by signage, beautification, and marked changes in the type, style, and intensity of land uses.
- Any rezoning of land outside the downtown core for business and light industrial uses must be carefully analyzed to avoid strip development along the highway and avoid a detrimental impact on current Main Street businesses. Capturing business and tourist dollars depends in part on the visual appeal of Main Street.
- The expansion and up-zoning of the LB/R land use to the east to encompass the blocks surrounding Memorial Park requires careful consideration of neighborhood impacts to an existing family-friendly recreational area, including parking, noise, and business scale.
- Few businesses downtown have adequate parking, which is a significant issue since the current business core lacks enough public and employee parking.
- Key to Bellevue's visual appeal is the appearance of its residences and shared spaces including parks and public buildings. The parks and public buildings are generally well cared for and an asset to the community. However, poorly maintained properties detract from the overall impression of the town and must be improved to continue to make Bellevue attractive to prospective businesses and residents.

### **5.5 Goals, Objectives and Action Items**

**GOAL 1: WORK TO RETAIN AND SUPPORT EXPANSION OF EXISTING INDEPENDENT SMALL LOCAL BUSINESSES IN ITS DOWNTOWN AND BUSINESS AREAS.**

**OBJECTIVE 1: FOSTER A BUSINESS CLIMATE THAT PRIORITIZES THE RETENTION OF EXISTING BUSINESSES TO ATTRACT NEW INDEPENDENT LOCAL BUSINESSES INTO THE DOWNTOWN COMMERCIAL AREA.**

**Actions**

1. Encourage land use policies that support continued investment in the downtown commercial and retail core.
2. Promote infill (creation of new buildings on vacant sites in a built-up area), and redevelopment (more intensive use of existing underused buildings and sites) in the downtown business zone.
3. Develop businesses in and near those areas where there is an established pattern of business use (i.e., MainStreet).
4. Acquire property in the downtown business area to create parking and temporary snow storage space.
5. Discourage 'strip'commercial development.
6. Define terms such as retail, repair, services, etc.
7. Ensure that new development fits in with Bellevue's historic small-town character and maintain its quality of life.
8. For the City to grow its Commercial development, annexing lands outside the City limits will need to occur. Establishing an area of City Impact "ACI", is the first step towards annexation.

**GOAL 2: PROVIDE OPPORTUNITIES FOR LIGHT INDUSTRIAL BUSINESSES TO GROW AND EXPAND EMPLOYMENT WITHIN THE CITY.**

**OBJECTIVE 1: PROVIDE AN AREA FOR LOCATION OF LIGHT INDUSTRIAL USES THAT WILL HAVE MINIMAL ADVERSE EFFECTS ON THE PHYSICAL AND SOCIAL ENVIRONMENT.**

**Actions**

1. Encourage the location of light industrial use in or adjacent to those areas where that use exists.
2. Buffering of light industrial use from adjacent land devoted to other uses is encouraged.
3. Amend the zoning map to expand the Light Industrial area at the south end of town as set forth on the proposed land use map.
4. Address aesthetic and safety issues where the bike path bisects or borders LI.
5. Consistent with LI/B land use, businesses should front Highway 75 and Light Industrial uses be set back from the highway.

**GOAL 3: ENSURE LAND USES THAT ENCOURAGE A BALANCE OF BUSINESS, LIGHT**

**INDUSTRIAL, RESIDENTIAL, RECREATION USES THROUGHOUT THE COMMUNITY**

**OBJECTIVE 1: SUPPORT INVESTMENT IN DOWNTOWN BUSINESS THROUGH ZONING AND  
MIXED USE.**

**Actions**

1. Explore investment and creative zoning opportunities in the downtown core.

**OBJECTIVE 2: EXPAND SMALL-SCALE LIMITED BUSINESS/RESIDENTIAL ZONING FROM BIKE  
PATH EAST TO INCORPORATE BLOCKS SURROUNDING MEMORIAL PARK AND CREATE A TOWN  
SQUARE.**

**Actions**

1. Amend the City's zoning map to accommodate future expansion.
2. Work with residents in affected areas to understand changes and potential beneficial impact on property values.

**OBJECTIVE 3: SUPPORT RECREATION AND OPEN SPACE USES WHEN AVAILABLE AND  
APPROPRIATE.**

**Actions**

1. Investigate areas where such uses may be possible.
2. Ensure parks and open spaces complement adjacent zones and vice versa by addressing aesthetics and health and safety issues through design principles.
3. Maintain parks and open spaces for residents and visitors.
4. Identify and maintain non-motorized connections between parks and open spaces.
5. Maintain an appropriate open space visual separation between Bellevue and Hailey to preserve Bellevue's unique identity and its rural small-town character

## Chapter 6 – Natural Resources

Natural resources include acoustics, air quality, climate, geology, soils, surface waters, ground water, vegetation, wildlife, and visual resources. The area being considered for natural resources are the main ridgelines east and west, and one mile north and south of Bellevue.



A leap into the Big Wood River. (Photo: Craig Wolfrom)

The Big Wood River is the predominant natural feature in the Wood River Valley and formed the mountain valley that supports Bellevue, which has an elevation of 5,167 feet. The high point on the southeast ridge is Lookout Mountain at 7,539 feet, and creeks on the east side include Seamans in Muldoon Canyon and Slaughterhouse in Slaughterhouse Canyon. Rattler Butte at 6,265 feet forms the high point on the west side, up Townsend Gulch.

### 6.1 Current Conditions

#### Acoustics

Bellevue has the usual noise issues and concerns associated with residential activity i.e. vehicular traffic, barking dogs, music, etc.

Noises resulting from these activities are regulated in the city's Municipal Code. Infrastructure maintenance, and other construction activities can increase both the type and level of noise.

Friedman Memorial Airport's approach and departure flight paths are over Bellevue. The number of arrivals/departures into the airport fluctuates seasonally as it is a tourist-driven facility. In July traffic is especially high with the Allen and Company annual meeting.

When the airport tower is in operation (7 a.m. to 11 p.m.), many jets fly under Instrument Flight Rules (IFR) in both clear skies and cloudy conditions. Lighter and slower airplanes may fly either IFR or Visual Flight Rules (VFR). On a south-bound departure these smaller aircraft can be directed to move to the west side of the valley; on approach from the south they may be directed to the east side. While there is a voluntary noise abatement procedure over Bellevue, the airport NOTAMS (Notice to Airman), which provides pilots airport specific information, no longer refers to these voluntary noise abatement procedures.

### **Air Quality**

Bellevue largely has a "good" Air Quality Index (AQI) rating as extrapolated from the Idaho Department of Environmental Quality's Real-Time Air Monitoring sites in Twin Falls and Ketchum ([www.airquality.deq.idaho.gov](http://www.airquality.deq.idaho.gov)). Air quality measures include many categories, and Hailey's air quality has shown equal or better than national averages, except in two measures: nitrogen dioxide (NO<sub>2</sub>) and ozone, which are higher than state and national averages. Both NO<sub>2</sub> and ozone are produced primarily from burning fossil fuels, which would include motor vehicles and airplanes(<http://www.usa.com/hailey-id-air-quality.htm>).

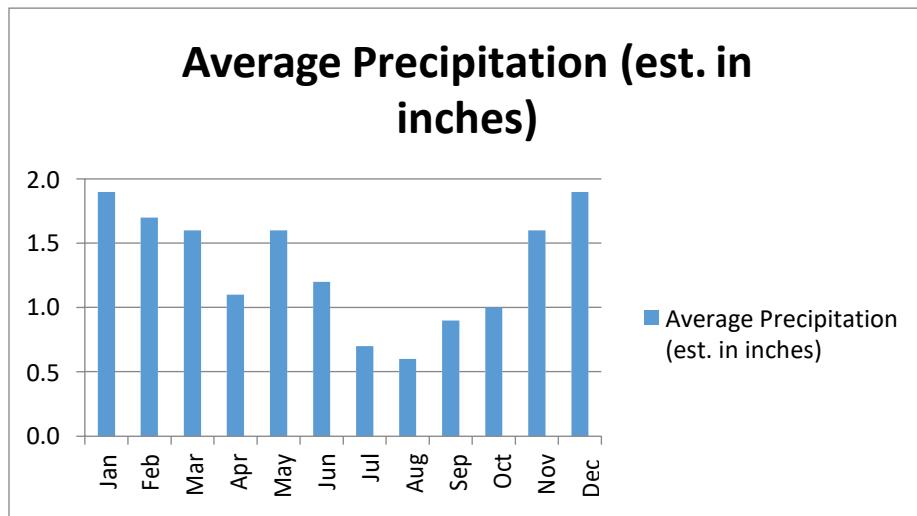
Smoke from wildfires in Idaho can impact Bellevue's AQI, as well as smoke from fires in the Pacific Northwest, other Intermountain states, and California. Winter inversions can also cause air quality issues. Other locally produced air pollution is a result of from wood stove smoke and other carbon emissions. Dust from traffic, street sweeping, and road construction activities are temporary occurrences.

### **Climate**

On average, there are 202 sunny days/year in Bellevue ([www.bestplaces.net/climate/city/idaho/bellevue](http://www.bestplaces.net/climate/city/idaho/bellevue)). Bellevue has a high desert climate with temperatures ranging from the mid-70s to the mid-80s in summer and can drop to below -15 F in winter. It's warmer however, than the rest of the Wood River Valley by 5-10 degrees which can extend the growing season by approximately three weeks. Gardeners are able to grow warm season fruits and vegetables such as sweet cherries, apricots, pears, tomatoes, cucumbers and squash.

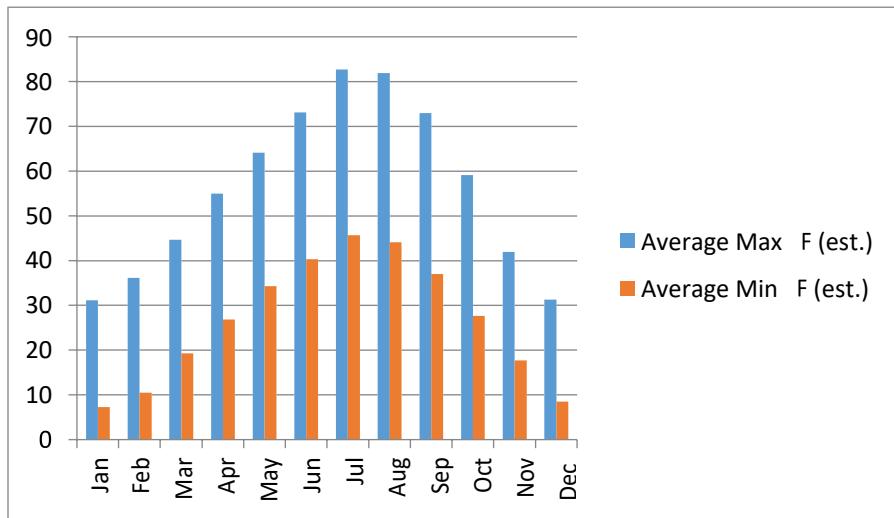
## Normal Precipitation

The annual average precipitation at Bellevue is 15.17 inches. Snow received in November and December often remains on the ground until March or April. The graph below represents Bellevue's average precipitation collected by the National Weather Services. (1981-2010.)



## Normal Temperatures

The graph below represents Bellevue's monthly temperature collected by the National Weather Services. (1981-2010.)



## Geology

The geological landscape around Bellevue is beautiful and complex. The northern edge of the massive basalt flows which overlay the entire Snake River Plain reach to about 15 miles south of Bellevue. The hills to the west and east of town are comprised of limestone, shale sandstone, and other types of sedimentary rock, fractured by faults, and then intruded by the Creasus Stock granite of the Idaho Batholith. These complex structures were then subjected to the hot mineralized fluids of the Challis volcanos. These minerals became the veins of silver and lead that drew miners to the area in 1879.

## Soils

A valley floor is comprised mainly of glacial and stream alluvium including cobble, sand, silt, or clay deposited on drainage materials, producing well-drained soil. A larger concentration of soil comprised of clay and loam can be found at the mouths of Muldoon and Slaughterhouse canyons. [A custom soil report can be generated for Bellevue at the Natural Resources Conservation (NRCS) website.]

## Surface Water

Bellevue is in the Big Wood River watershed. The availability of water was a lure to early settlers and irrigation played a major role in city's development. The Big Wood River runs the entire length of the Wood River Valley and eventually flows into Magic Reservoir, providing habitat for many species and recreation opportunities to residents and visitors. Affected by seasonal fluctuations in runoff from snowmelt, the annual peak flow is ordinarily reached the first week of June. The water year ends in September at the lowest flows. Thunderstorms may result in increased flow and turbidity.

At the Howard Preserve, a diversion dam diverts water from the river into a canal system that runs approximately 34 miles to irrigate agricultural lands south of Bellevue. The Board of Control of the Triangle Irrigation District and the Wood River Irrigation District #45 manages the dam and canal jointly. Typical annual diversion is 380 CFS, drawn April 15 to October 31.

## Groundwater

City water comes from a spring at Seamans Creek 3.5 miles out Muldoon Canyon and has 1880 water rights. Two additional water sources with more junior rights are the Chantrelle and Chestnut wells. Chantrelle is located at the south end of Chantrelle subdivision and has a 1997 water right. The Chestnut well is located at the corner of Chestnut and Ninth Street and has a 1977 water right.

Drought and higher average annual temperatures are pushing water use to the forefront of the concerns of many states and communities across the western U.S. Under Idaho law, the Prior Appropriation Doctrine stipulates that "first in time means first in line." In other words, senior water rights take precedence over junior water rights. In February, 2015, a demand or "call," was delivered to the Idaho Department of Water Resources in the form of a request for administration of senior water rights over junior rights. Bellevue, like all communities in the Wood River Valley, is involved in this conflict over water use.

A 2014 U.S. Geological Survey report titled “Estimated Water Use in the United States 2010) (<http://pubs.usgs.gov/circ/1405/pdf/circ1405.pdf>) on water use per capita for a year period ending in 2010 found that Idaho has one of the highest water use levels in the nation. Although it is not known for sure why Idahoans use more water, the study stated that some things may contribute to the public's perception of water resources:

- Inexpensive municipal water. Not all Idaho cities and rural towns use meters so that many Idahoans pay a base rate no matter how much water they use.
- Inexpensive power to pump water. Bellevue is in a rural state and if people are pumping water for home and garden from a well, there is little incentive to conserve water.
- Despite southern Idaho's dry climate, there is a sense that water is plentiful. That is in part because the Snake River has turned this dry area into a major agriculture producer.

In June, 2015, a walking survey was conducted of 149 residences in the original townsite of Bellevue. The survey indicated 45% have automatic sprinkler systems while 45% do not; it was unclear in another 10% that a system was installed. Presence or absence of a sprinkler system was assessed by looking from the road for sprinkler heads, hoses with sprinklers, or other indications of the type of a watering approach used. Similar surveys in cities where water is metered find that 99% of residents have automatic sprinkler systems. Automatic systems allow landscape watering to occur at night when more water is absorbed in the ground rather than evaporate in the day.

## Vegetation



There are three primary vegetation cover types in this area: the cottonwood riparian corridor along the Big Wood River, sagebrush-steppe on surrounding slopes above town, and a community forest within the residential area. In addition, there are irrigated fields for livestock on the south, east, and north side of the city proper. All of these vegetation types provide a range of habitats for wildlife species.

Cottonwood, aspen, red osier dogwood, willow, Woods' rose, black and golden currant, snowberry, chokecherry, and mountain alder are the primary and most visible tree and shrub species along the Big Wood River riparian corridor. The sagebrush steppe found in the canyons outside residential areas and on the slopes above town have native and non-native species. Native shrub species include sagebrush, bitterbrush, and chokecherry, while the most prominent native grass is Great Basin wildrye. Bellevue, like much of Southern Idaho, has a high diversity of noxious weeds which are on the rise in the valley. Most notable is the highly invasive rush skeleton weed which produces hundreds of thousands of seeds and is difficult to control.

Residential areas, including yards, City parks and rights of way, create a community forest. The community forest, or urban forest as the American Forest Foundation ([forestfoundation.org](http://forestfoundation.org)) defines it, is an “ecosystem of trees and other vegetation around communities that may consist of street and yard trees, vegetation within parks and along public rights of way and water systems.” A community forest has many functions to create a sustainable and healthy environment including:

- Air purification.
- Helps intercept rainfall and runoff to reduce flooding and erosion.
- Reduces energy demand by increasing shade and reducing wind exposure.
- Reduces noise: tall dense tree with a soft ground surface can reduce noise by 50%.
- Mitigates climate change through direct uptake and sequestration of carbon and other greenhouse gases. Helps to reduce the Urban Heat Island Effect (<http://www.epa.gov/heatisland>).

A tree survey was conducted in the early 2000s, and subsequently Bellevue and its Tree Committee participated in the Arbor Day Foundations Tree City USA program from 2004-2010 ([www.arborday.org/programs/TreeCityUSA/index.cfm](http://www.arborday.org/programs/TreeCityUSA/index.cfm)).

Like other valley cities, Bellevue is struggling with management of its rights of way (ROW). In the last few years the city has established a permitting process for landscaping and sprinkler systems within the ROW which is applied inconsistently; the permitting process and desired objectives are not clearly defined. Currently, residents are discouraged from planting trees in the ROW. However, there are dying or diseased hazard trees and undesirable tree species such as willow and cottonwood in many rights of way that could drop limbs or fall to harm people or damage property.

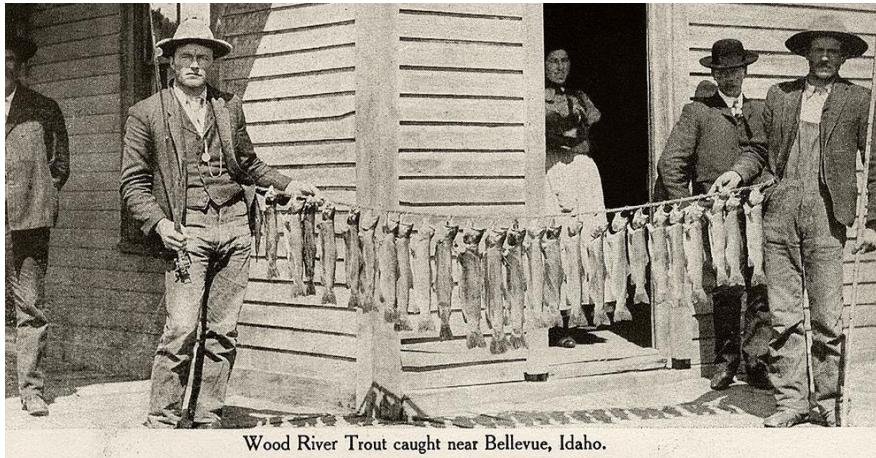
Bellevue does not have a coordinated weed management plan. Roads are corridors to spread weeds, and gravel in the ROW provides a location for more aggressive weeds to spread. Maintaining vegetation-free strips along the sides of roads can be accomplished via spraying by the City, which may mean trained personnel, or by landowners who may be heavy-handed with herbicide use. Herbicide use may lead to pollution compromising the fish and aquatic life in the Big Wood River. Removing trees, shrubs, and other vegetation creates hotter environments with increased solar gain and elimination of windbreaks.

There is little drought tolerant landscaping on either commercial or residential properties, and some property owners use hardscapes (rock cobbles and pavers) as water saving efforts; however, these hardscape features increase heat and still require mechanical or chemical measures to control weeds. Using plants, native or non-native, can enhance the aesthetic value of the town while reducing water use.

The Wood River Land Trust has a “Trout Friendly” educational and “certification” program encouraging sustainable landscaping practices through water saving techniques and reduction of pesticide and herbicide use.

### **Wildlife**

Like many Rocky Mountain cities, including larger cities like Boise, Bellevue’s urban/wildlands interface provides residents with opportunities to experience large mammals which include moose, mule deer, elk, and pronghorn antelope, and other species such as fox, raccoon, gray and red squirrels, mink, and coyotes. Infrequent occurrences include black bear and cougar.



The Wood River floodplain habitat has been identified as “Idaho Priority Wetlands” on the National Wetlands Inventory (US Fish and Wildlife Service) and supports a diverse community of fish, birds, mammals, and invertebrates. Game fish such as rainbow, brown, brook trout, and mountain whitefish inhabit these waters as well as non-game fish such as speckled dace.

The variety of habitats in and near the City allows for a diversity of resident and migratory birds. Numbers of the magnificent sandhill crane visit the fields in the Bellevue triangle in migration.

Two sensitive species are found in this area. The Wood River sculpin is endemic to the Big Wood River drainage and is classified by the Idaho Department of Fish and Game as Imperiled due to its rarity and vulnerability to extinction. In October, 2014, the U.S. Fish and Wildlife Service determined Threatened status for the yellow-billed cuckoo (*coccyzus americanus*) under the Endangered Species Act (ESA) for the western population segment. This bird species is a rare visitor and local breeder within riparian areas, and has been found scattered along the Snake River plain and locally near the Hayspur Fish Hatchery, southeast of Bellevue.

The winter of 2016-2017 proved particularly difficult for deer and elk in and around Bellevue because of heavy snow accumulation. Herds were present within the City limits much of the winter.



Deer and elk road crossing signs are posted along State Highway 75. The BLM has seasonal motorized restrictions in place to protect deer and elk in Martin and Big Dry canyons (east of Bellevue) and from Croy Creek in Hailey south to Townsend Gulch (west of Bellevue). The restrictions are in effect annually from December 1 to April 30. Elk have shifted their wintering area in part because of Idaho Fish and Game's discouragement of feeding by private landowners.

### **Visual Resources**

The Big Wood River watershed is important to tourism, the county's primary economy. Highway 75 is designated as the Sawtooth Scenic Byway running between Shoshone and Challis.

Once cresting Timmerman Hill nine miles south of Bellevue, there are stunning views of the Bellevue triangle, and Smoky and Pioneer mountains. From here, the geology changes from volcanic plains and prairie to sagebrush steppe, to mountain foothills and peaks.

Lookout Mountain, Cowcatcher Ridge, and Rattler Butte are some of the highest points along with several adjoining ridgelines that showcase the viewscapes of the Wood River Valley. Evidence of the late 1800's mining boom can still be seen on some hillsides in the tailings and roads that remain. The land between Bellevue and Hailey is currently being used for livestock grazing and provides a visual separation between the two cities.

### **Dark Skies**

The Bellevue Zoning Ordinance contains a chapter entitled the "Bellevue Outdoor Lighting Ordinance" whereby regulations are put in place to reduce the effects of unnatural lighting on the environment and promote energy conservation. The ordinance is devoted to preserving the dark sky so that residents have the ability to enjoy the stars and nocturnal patterns for wildlife aren't interrupted.

## **6.2 Future Conditions**

### **Air Quality/Acoustics**

There is much interest in the proposed expansion of Friedman Memorial Airport and increased use by commercial airlines in terms of more reliable airline service, the increase in noise and air pollution, and potential for accidents. The City of Hailey and the Friedman Memorial Airport Advisory Committee are working on a new master plan that will encompass alternatives for the future. Bellevue's center is located two miles from the end of the runway, and noise and air quality are a concern for residents.

### **Big Wood River**

The Bureau of Land Management (BLM), Trout Unlimited, and Wood River Land Trust have partnered and will produce a detailed geomorphic assessment of the Big Wood River. The project goal is to collect information leading to a better understanding of the river function, processes, and conditions to implement restoration, stream reconnection, and flow enhancement activities. The data generated by the assessment will inform future management decisions for the aquatic and riparian resources of the Big Wood River.

### **Climate Change**

Climate change is a change in the typical or average temperature or precipitation for a region or city and can be examined on a global scale (<https://www.nasa.gov/audience/forstudents/5-8/features/what-is-climate-change-58.html#.VYhxMFVikp>). The USDA Forest Service is conducting a study on the effect climate change is likely to have on the natural resources of the Intermountain Region, and how humans can best adapt to those effects. The Forest Service Rocky Mountain Research Center in Fort Collins, CO., is collaborating with scientists at the Pacific Northwest (Portland, OR.) and Intermountain Research Stations (Ogden, UT.)

## 6.3 Concerns

### Acoustics

Increased traffic can result in more “drone” particularly associated with the daily work force traffic on Highway 75. Community design and planning considerations for noise attenuation feature built walls, landscape berms, and planted trees and other vegetation to help block street sound. Trees and other shrubs throughout Bellevue assist with reducing noise from residents, traffic associated with Highway 75 and city streets, and live music events.

Increased airplane traffic in association with the Friedman Memorial Airport will increase noise effects. There are certain health risks associated with the higher noise levels.

### Air Quality

Wildfires are a natural part of the western environment, and wildfires large and small have occurred in the Wood River Valley over the years. There is always the potential for wildfires that will affect natural resources and wildlife habitat. Measures to reduce wildfire potential and keep Bellevue safe should be examined

### Water Quantity and Quality

There are real concerns about the reduction of water quantity based on water rights and the possible lessening of production from the spring and wells. The recent water “call” by downstream irrigation district could change water availability dramatically. Constant monitoring of drinking (ground) water is required to prevent contamination.

The USGS study “Ground-Water Budgets for the Wood River Valley Aquifer System, South-Central Idaho, 1995–2004” suggests: “Although the ground-water budgets for the three periods indicated that ground-water storage is replenished in wet years, statistical analyses by Skinner and others (2007) suggest that such replenishment is not complete and over the long term more water is removed from storage than is replaced. In other words, despite restoration of water to ground-water storage in wet years, changes have occurred in either recharge and (or) discharge to cause ground-water storage to decline over time.”

(<http://pubs.usgs.gov/sir/2009/5016/sir20095016.pdf>)

### Water Conservation

Water conservation has not been addressed comprehensively by the city, and there seems to be a hesitation to address the issue until water meters are installed. See the section about water in *Chapter 8 – Public Services* for water conservation methods.

### Noxious Weeds

Noxious weeds are identified by the Idaho State Department of Agriculture (ISDA) as “any plant having the potential to cause injury to public health, crops, livestock, land, or other property.” (Section 22-2402, Idaho Code). Idaho currently has 64 weed species designated as noxious. Non-native vegetation can overtake and severely degrade native vegetation and negatively impact agricultural and ranching operations.

Lands designated as open space can become weed generators. There are multiple control options including the use of chemical spraying and biological controls. Each option has tradeoffs.

### **Loss of Visual Corridors and Open Space**

When undeveloped lands (e.g., agricultural fields, sagebrush steppe environments) are developed, characteristics of the area are changed. The agricultural land between Hailey and Bellevue traditionally provide a visual separation between the communities and adds to the rural characteristics with which many Bellevue residents identify. Developing this area would change the character of Bellevue and the Wood River Valley.

There is also a concern of losing views of the Big Wood River and its cottonwood ecosystem. The open space associated with 61 acres of City property east of the Strahorn Subdivision is valued for the views and wildlife habitat it provides.

### **Dark Skies**

Dark skies are a natural resource and are threatened by careless use of artificial light. There is a concern to protect our heritage of a natural night sky. Increasing residential and commercial development in Bellevue will have an impact on this natural resource, but the level of impact can be minimized through simple design standards on lighting levels and fixture types.

## **6.4 Goals, Objectives and Action Items**

GOAL 1: WORK COOPERATIVELY WITH NEIGHBORING JURISDICTIONS SUCH AS BLAINE COUNTY, CITY OF HAILEY, FRIEDMAN MEMORIAL AIRPORT, BUREAU OF LAND MANAGEMENT (BLM) ALONG WITH NONPROFITS, NON-GOVERNMENTAL ORGANIZATIONS, RESIDENTS AND BUSINESS OWNERS TO MANAGE NATURAL RESOURCES.

OBJECTIVE 1: PARTICIPATE IN ADJACENT LAND MANAGEMENT PLANNING PROCESS, IMPLEMENTATION PLANS AND OUTREACH EFFORTS.

### **Actions**

1. Comment on issues that could impact natural resources adjacent to the city.
2. Partner with jurisdictions and nonprofits to address issues faced on the fringes of the city.
3. To reduce attracting wildlife into the City, discourage feeding of all wildlife and consult with the Idaho Department of Fish and Game on addressing urban interface wildlife issues.

GOAL 2: PROTECT AND PRESERVE THE NATURAL RESOURCES OF BELLEVUE AND SURROUNDING LANDS, INCLUDING VIEWSCAPE, AIR AND WATER QUALITY AND QUANTITY, WILDLIFE HABITAT (TERRESTRIAL AND AQUATIC), AND AGRICULTURAL LAND.

OBJECTIVE 2: ENSURE THAT DEVELOPMENTS ARE DESIGNED TO MINIMIZE IMPACTS TO WILDLIFE HABITAT AND RIVER FUNCTION ALONG THE BIG WOOD RIVER.

**Actions**

1. Allow the natural meander of the Big Wood River and reinforce its banks only where necessary to protect existing infrastructure.
2. Stabilize river and stream banks with native riparian vegetation; rehabilitate existing vegetation within the 100-foot riparian non-disturbance area.
3. Evaluate and minimize vegetation removal within the 100-foot riparian non-disturbance area.
4. Follow state Best Management Practices for construction and rehabilitation actions undertaken within 100 feet of the stream.
5. Maintain perennial vegetative cover on soils to protect them from erosion.
6. Work with developers to ensure east/west migration corridors are preserved across the valley.

OBJECTIVE 3: ESTABLISH AIR QUALITY AND ACOUSTIC LEVEL MONITORING FOR VEHICULAR AND AIR TRAFFIC.

**Actions**

1. Periodically monitor air quality in north Bellevue or Woodside to determine if airplane emissions are detectable.
2. Partner with agencies that can monitor the airport when it is closed and during high traffic.
3. Stay abreast of overall air quality monitoring for Wood River Valley and Bellevue. Establish appropriate acoustic levels in areas near the airport.

OBJECTIVE 4: PROMOTE A SUSTAINABLE COMMUNITY FOREST AND DROUGHT TOLERANT LANDSCAPING.

**Actions**

1. Regain “Tree City USA” status and reestablish a Street Tree Committee.
2. Locate the initial inventory associated with the previous “Tree City USA” designations.
3. Encourage planting native and drought tolerant (or xeric) grass, shrubs, and tree species in city parks, ROW, business, and residential landscaping; partner with other entities. (See *Appendix B: Landscape Water Conservation* and *Appendix C: Xeric Deciduous Trees and Shrubs*.)
4. Promote Firewise Landscaping.
5. Discourage large areas of using “hardscape” in place of well-planned drought tolerant vegetation.
6. Plant a diversity of trees to avoid a die-off of trees should disease or infestation affect one tree species.
7. Hazardous trees should be removed and replaced.

8. Provide information on setback requirements for traffic safety within the ROW.
9. Develop a ROW vegetation and water conservation plan to encourage sustainable drought tolerant vegetation.

**OBJECTIVE 5: REDUCE, CONTAIN AND CONTROL NOXIOUS WEEDS TO CONFORM TO IDAHO DEPARTMENT OF AGRICULTURE REGULATIONS ON WEED CONTROL.**

**Actions**

1. Adopt and implement a management plan in City parks, right of ways and greenbelt trails.
2. Coordinate and cooperate with the Blaine County Weed Abatement Program by identifying and reporting weed problem areas.  
[http://www.co.blaine.id.us/index.asp?SEC=F29B59B0-FF48-4768-B461-62240C63B059&Type=B\\_BASIC](http://www.co.blaine.id.us/index.asp?SEC=F29B59B0-FF48-4768-B461-62240C63B059&Type=B_BASIC)
3. Require new developments to provide a weed control and prevention methods in the development's agreement.

**OBJECTIVE 6: PROTECT AND ENHANCE BELLEVUE'S WATER SUPPLY.**

**Actions**

1. Actively promote water conservation throughout the city; refer to educational programs offered by United Water and Idaho Power.
2. Monitor spring productivity and quality annually and report to residents.
3. Monitor well depths, fluctuations, and quality and report on condition annually.
4. Monitor enclosure surrounding spring on a regular basis to ensure livestock are excluded from the spring development area.

**OBJECTIVE 7: PREVENT DEGRADATION OF THE NIGHT SKY FROM LIGHT POLLUTION.**

**Actions**

1. Adopt lighting standards for commercial and residential development that are consistent with the published recommendations of the Illuminating Engineering Society of North America.
2. Provide code enforcement of the lighting ordinance.
3. Permit reasonable uses of outdoor lighting for nighttime safety, utility, security, and enjoyment while preserving the ambiance of the night.
4. Minimize glare and obtrusive light by limiting outdoor lighting that is misdirected, excessive, or unnecessary.
5. Conserve energy and resources to the greatest extent possible; encourage LED and other energy-saving lighting.

**OBJECTIVE 8: RETAIN SCENIC QUALITIES AND VIEW SHEDS.**

**Actions**

1. Ensure the view corridor is retained between Bellevue and Hailey, south of the City to Timmerman Hill, and along the Big Wood River corridor.

2. Retain the undeveloped characteristics of surrounding hillsides and open space areas in Slaughterhouse Canyon.
3. Limit structures height from altering the skyline.
4. Structures that exceed two stories in height, i.e., cellular towers and power poles, should be painted two shades darker than the surrounding landscape, usually dark brown or dark grey to allow them to blend into and not dominate the landscape.

### GOAL 3: USE NATURAL RESOURCES TO SUPPLEMENT RESIDENTS DEMAND FOR ENERGY

#### OBJECTIVE 9: SUPPORT THE DEVELOPMENT OF LOCAL CLEAN RENEWABLE ENERGY SOURCES, WORK TO BE A MORE SUSTAINABLE COMMUNITY.

##### Actions

1. Support “Solarize Blaine” and the use of solar panels for residents and businesses.
2. Explore sustainable opportunities to generate electricity from the Big Wood River and/or canal.
3. Support the use of wind energy systems.
4. Encourage homeowners with wood burning stoves to upgrade with efficient models by making them aware of available grants.

## Chapter 7 – Hazardous Areas

Hazards identified in this Plan may be results of man-made structures or natural situations and are found within or immediately adjacent to the city limits.

### 7.1 Current Conditions and Concerns

#### Seismic and Geologic Hazards

The earthquake hazard rating in the Bellevue area is low (out of low, moderate, high, and extreme). The USGS database shows that there is a 37.41% chance of a major earthquake (5.0 or less on the Richter scale) within 50km of Bellevue within the next 50 years. In 1983, a quake measuring 7.2 on the Richter scale at its epicenter in Mackay, was 44.48 miles from Bellevue. Building standards adopted by the International Building Code (IBC) address seismic activity.

Radon is a radioactive gas created by a natural breakdown of uranium and is found in high concentrations in soils and rocks containing uranium, granite, shale, and phosphates. This gas, which is the second leading cause of lung cancer in the United States, can move up through the soil on which homes are built. The only way to determine how much radon is in the area is to test for it. The Environmental Protection Agency (EPA) states that any radon exposure carries some risk. However, EPA recommends homes be mitigated if an occupant's long-term exposure will average 4 picocuries per liter (pCi/L) or higher. The EPA has mapped Blaine County as Zone 1, highest potential for radon greater than 4 pCi/L.

There are testing services and self-test kits available for homeowners to determine the level and extent of radon occurrence at specific sites. The EPA publishes "A Citizen's Guide to Radon," available through the EPA Region 10 office in Seattle, Washington.

#### Waterways

##### The Big Wood River

The river has potential to flood during high water events and has the ability to shift laterally across the floodplain; the main channel/course of the river may even change over time. The floodplain acts as a natural sponge to handle periodic flooding. But if development or infrastructure is placed in proximity to the river, that function of the floodplain is impaired, and property damage results. Ripraping and other attempts to control the course of the river often send flooding problems downstream, and the river loses its ability to naturally sheet flood. The potential for contamination from sewer facilities that use the Big Wood River for outflow is present from Ketchum to Bellevue and should be continually monitored.

##### Slaughterhouse Creek and Seamans Creek

These two waterways are within the 500-year floodplain. The Federal Emergency Management Agency (FEMA) floodway/floodplain maps are available online on the Blaine County GIS website.

### **Diversion # 45 Canal**

The canal diverts water from the Big Wood River at Howard Preserve with a low head dam and head gate. The hazard escalates during high water events associated with spring runoff. The head gate is closed with a chain across the top of it and is posted with signage prohibiting entrance as well as informing the public that it's a dangerous area.



Headgates for the Diversion #45 Canal on the Big Wood River

### **Avalanche**

Avalanche hazards exist in Slaughterhouse Canyon and affect a portion of the Sunrise Ranch and Strahorn Subdivisions. A study completed in 1996 for Sunrise Ranch indicates that two avalanche zones exist in this subdivision, red zone (high hazard) and blue zone (low hazard). The building envelopes shown on the plat serve to protect permanent structures, but the areas outside those specific lots in the subdivision should be avoided during winter activities. The avalanche study for the Strahorn subdivision contains delineated red and blue areas. Any proposed lots were placed outside of hazardous areas.

Avalanche hazards also exist on most slopes surrounding the City. Avalanche warnings are issued by the National Weather Service in conjunction with the Sawtooth National Avalanche Center.

### **Wildfire**

Three significant wildfires have affected the Wood River Valley in recent years: The 1992 Ro Fire burned 21,000 acres west of Bellevue, the 2007 Castle Rock Fire burned 95,000 acres, and 2013 Beaver Creek Fire scorched 115,000 acres. There have also been several smaller fires immediately adjacent to the City and in the Wildland-Urban Interface (WUI).

According to the State of Idaho Hazard Mitigation Plan of 2010, lightning ignites approximately two-thirds of wildfires in the west, the remaining are human caused. Wildfires usually take place in forests or rangelands, but sometimes these areas meet or intermingle with homes in the Wildland Urban Interface (WUI) areas.

Most of the area surrounding the City to the east and west are considered to be in the WUI. The Blaine County Hazard Mitigation Plan identified wildfire as a significant threat. Trees/shrubs in a home landscape as well as the home itself can be fuel for a fire.

### **Heritage of Mining**

Vertical and horizontal mining shafts exist in close proximity to Bellevue. The Bureau of Land Management (BLM) is in the process of conducting an inventory of those that exist on public land; however, this does not include private lands. Shafts on BLM land are being addressed by gating or filling them in.

Potentially hazardous mine tailings can be found immediately adjacent to the city, especially in Slaughterhouse and Muldoon canyons and about a mile west on Broadford Road at the old townsite of Broadford.

### **Hazardous Waste**

A Brownfield site located within the Howard Preserve was a City dump in the late 1880s and early 1900s. In the early 1990s, as part of the Clean Water Act, the Environmental Protection Agency (EPA) focused on cleaning up landfills across the country, and in 2008 the Howard Preserve dump area was identified as one such area.

The Department of Environmental Quality (DEQ) was asked to make an assessment and a variety of issues were identified. A concentration of arsenic and heavy metals, largely lead and zinc, were found in areas that were studied. It was determined that mitigation efforts would identify and remove several hot spots. In 2010, some of the contaminated soil was removed by DEQ. The area was re-vegetated, but because areas of contamination still existed after the mitigation efforts, DEQ required the City to restrict use on that portion of land. The area is restricted to being used as a nature preserve for passive recreation and not as an active recreational area. Walking through the preserve is permitted however no development within the preserve is permitted. A buck fence was put in place to restrict public access and cautionary signs were installed.



## Airport

The Friedman Memorial Airport is located in the City of Hailey; however, virtually all inbound and outbound aircraft fly directly over the City of Bellevue. Current requirements of approaching aircraft are to follow the hillside along the eastern border of the city limits and departing aircraft to follow the hillsides to the west. In most cases, aircraft continually takeoff and land over Bellevue.

## Highway 75 and City Streets

Idaho State Highway 75 runs through the center of Bellevue and subjects residents to hazards that are endemic to the proximity of a busy highway. Commuters travel through Bellevue to and from work (which is primarily north of town), and a large number of service trucks carry all types of goods, including hazardous materials.

There is always a concern with respect to pedestrians safely crossing the highway, as well as with traffic entering and exiting City streets, driveways, and business entrances. Both the north and south ends of town are zoned Business/Light Industrial.

The right-of-way (ROW) for most streets is 80 feet wide, and the unimproved strips of the ROW at either side of the paved roads have not been maintained by the City. There are few sidewalks in the original townsite of Bellevue, and vehicles often park in the roadway.

## Shooting and Dumping

The Strahorn Subdivision in Slaughterhouse Canyon was annexed into the City in 2009. Slaughterhouse Canyon historically was a location for residential dumping, including carcasses from hunting and other refuse. Target shooting has also occurred in the canyon, resulting in a safety issue for those recreating (hiking, running, biking) on the main road and existing trails.

## 7.2 Goals, Objectives and Action Items

### GOAL 1: RAISE AWARENESS AND PLAN FOR HAZARDOUS SITUATIONS.

#### OBJECTIVE 1: COMMUNICATE WITH RESIDENTS AND NEIGHBORING JURISDICTIONS ABOUT HAZARD EDUCATION AND MITIGATION.

##### Actions

1. Participate with the Blaine County Local Emergency Planning Committee (LEPC) and coordinate with the Blaine County Sheriff's Office for natural disaster or national emergencies. Work with the Blaine County School District to designate Bellevue Elementary as an emergency shelter.
2. Educate the general public about hazardous areas and associated restrictions. This can be done by providing new residents, renters and businesses with some "Welcome to Bellevue" information that, in addition to welcoming them to our community, provides information about known hazards such as radon, avalanches, flooding, canal, and Big Wood River safety.
3. Educate visitors and residents that Slaughterhouse Canyon is within city limits and therefore no shooting or dumping is allowed.

## GOAL 2: MINIMIZE RISK OF DAMAGE OR INJURY FROM KNOWN HAZARDS.

### OBJECTIVE 1: MITIGATE WATER HAZARDS.

#### Actions

1. The Bellevue Common Council has adopted a flood hazard ordinance and should continue to update the FEMA floodplain maps.
2. Closely supervise construction in the floodplain by enforcement of the floodplain ordinance.
3. Prohibit any construction in floodways.
4. Periodically test the water quality of the Big Wood River as it passes through the City.
5. Continue to review and update when necessary, effluent standards and water quality standards.
6. Support rehabilitation efforts of the low head dam as necessary.

### OBJECTIVE 2: REDUCE FIRE HAZARDS.

#### Actions

1. Perform a periodic review and update of local building and fire standards; for example, consider prohibiting combustible roofing materials.
2. Participate in interagency (city, county, and federal) wildfire suppression planning and implementation.
3. Require Firewise Planning as part of City code. Visit [www.firewise.org](http://www.firewise.org).

### OBJECTIVE 3: MITIGATE AVALANCHE HAZARDS.

#### Actions

1. Monitor any further development in Slaughterhouse Canyon adjacent to the hillsides and prohibit building in avalanche prone areas.
2. Identify avalanche prone areas; map such areas on the Land Use Map.

### OBJECTIVE 4: MONITOR HAZARDOUS WASTE

#### Actions

1. Coordinate with DEQ to monitor the Brownfield site at Howard Preserve.
2. Address old underground gas tanks as lots containing them are redeveloped.

### OBJECTIVE 5: WORK WITH IDAHO TRANSPORTATION DEPARTMENT TO CREATE A MAIN STREET/HIGHWAY 75 THAT IS SAFER FOR VEHICLES, PEDESTRIANS, CYCLISTS; MAKE CITY STREETS SAFER, MORE WALKABLE.

#### Actions

1. Continually monitor vehicular traffic throughout the City to determine the appropriate measures to take to promote a safe environment.
2. Pursue Safe Routes to School and grant funding.

3. Install sidewalks connecting major city amenities and services, e.g., parks, school, downtown.
4. Install crosswalk from the bike path to Atkinsons' Valley Market grocery store.
5. Continue to enforce the subdivision ordinance requiring setbacks, and heights for vegetation on corners to allow drivers clear vision at intersections.
6. Adopt recommendations in the Blaine County Bicycle and Pedestrian Master Plan.
7. Provide clearly marked pedestrian crosswalks and signs along Main Street/Highway 75.
8. Place warning signs that are clearly visible to vehicular traffic.
9. Install traffic control lighting on Highway 75/Main Street in the business zone to slow traffic.
10. Prohibit vehicle parking on paved residential city streets.

OBJECTIVE 6: WORK WITH THE FMAA TO MONITOR OVERFLIGHT SAFETY AND REDUCE NOISE.

**Actions**

1. Work with the airport authority to explore the possibility of changing the flight path to reduce an obvious hazard of head to head travel.
2. Work with the airport authority to monitor and alleviate noise pollution and incorporate the noise abatement procedures to pilots of notice to airmen (NOTAMS).

## Chapter 8 - Public Services, Utilities, and Facilities

The City of Bellevue provides all the basic public services that are required for normal city operations. Water, sewer, snow removal, library, police and fire protection are provided, as well as maintenance of the city streets and city properties. Electricity, natural gas, garbage collection and telephone service, as well as internet and TV service, are provided by independent vendors.

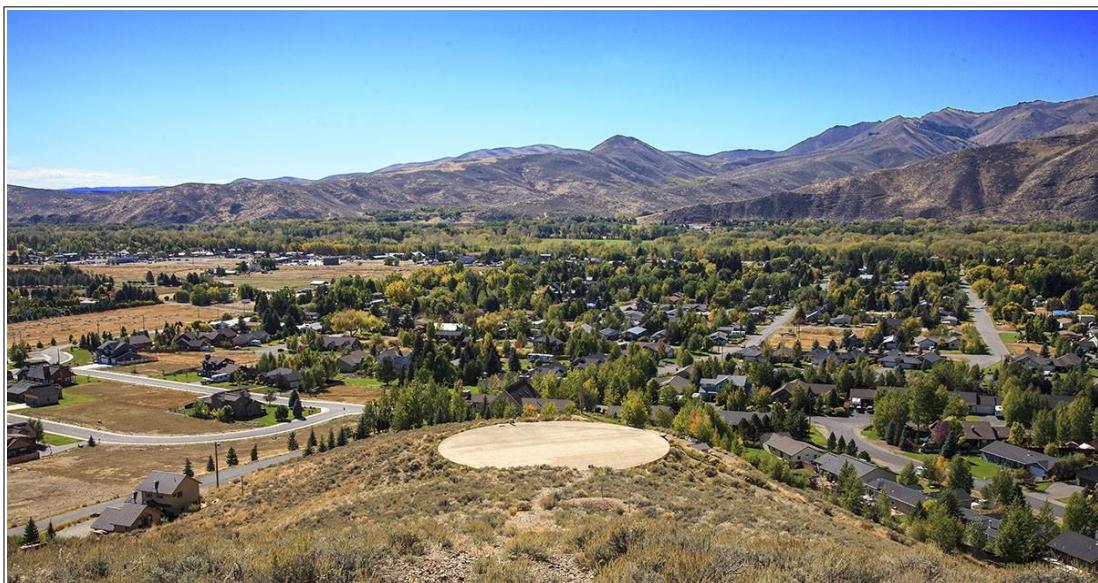
### 8.1 Water

#### 8.1.1 Current Conditions

Bellevue has three water sources for potable water, surface irrigation, and fire protection:

- Seamans Creek Springs (Muldoon Canyon), 1880 water right (one of the oldest in the valley)
- Chestnut Well, 1977 water right
- Chantrelle Well, 1997 water right

The city's distribution system is made up of three kinds of pipe: cast iron, PVC, and small galvanized iron. A million-gallon storage tank was built in 1998. A 14-inch trunk line was installed to provide additional pressure and flow throughout the city. If the system were to fall below certain levels in the tank, the Chantrelle well will provide back-up water and pressure.



View to the southwest of the water storage tank above the city at the mouth of Slaughterhouse Canyon  
(Photo: Tim Frazier.)

City engineers have provided a preliminary water supply capacity analysis which discloses average day demand, peak day demand, peak hour demand and average winter demand. It also calculates existing connections, water demands and supply; and estimates future connections at build-out, water demands and supply.

It concludes that the current water supply may provide for all future connections at build-out within the current (2015) city limits.

In February, 2015, a demand or “call,” was delivered to the Idaho Department of Water Resources (IDWR) in the form of a request for administration of senior water rights over junior rights. Under Idaho law, the Prior Appropriation Doctrine stipulates that “first in time means first in line.” In other words, the oldest water right take precedence over junior rights.

### **8.1.2 Future Conditions**

Regulatory management and conjunctive management: New regulations have tied surface and subsurface water flows under Idaho’s Prior Appropriation Management. Future legal action may be filed against Bellevue which may have the potential to restrict city water pumping from the municipal wells without mitigation implementation.

### **8.1.3 Concerns**

There may not be sufficient water supply to meet demands of new developments and annexations as well as demands of current residents. Earthquakes or catastrophic rains causing flooding and debris flow could alter hydrologic flows; drought also impacts spring flows. A future “call” by the owners of senior water rights could inhibit Bellevue's use of water from its wells.

### **8.1.4 Goals, Objectives and Action Items**

#### **GOAL 1: PROVIDE POTABLE AND IRRIGATION WATER TO THE CITIZENS OF BELLEVUE**

##### **OBJECTIVE 1: PROTECT AND ENHANCE BELLEVUE’S WATER SUPPLY.**

###### **Actions**

1. Confirm water right data for accuracy.
2. Monitor Seamans Creek Spring regularly for any changes to flow or levels in order to ensure the entire amount of water that is granted is available. Monitor well depths and fluctuations to protect from loss due to any future water calls. The continued supply from these water sources is critical to the continued viability and growth of Bellevue.
3. Meter/monitor the incoming and outgoing flows of the water storagetank.
4. Distribute the Consumer Confidence Report to residents annually.
5. Monitor the enclosure surrounding spring to ensure livestock are excluded from the spring development area.
6. Monitor quality of each source (one spring and two wells), at least annually and as required by the State of Idaho and institute a Source Water Protection Plan.
7. Monitor upstream/up valley water usage and issues that may impact the city’s water supply and/or quality.
8. Ensure there is sufficient water supply for residents and businesses connected to the water system by striving to protect water quality and quantity.

9. Mitigate the impacts of current and future water calls and conjunctive management against city water sources.
10. Research disposal of Bellevue's treated wastewater into injection wells in order to mitigate conjunctive use of the domestic wells.
11. Research alternative sources for city water.
12. Ensure that any new annexation be accompanied by sufficient water rights (for potable and irrigation water) to support build-out of the proposed annexation.
13. Establish a clear boundary and parameters for where and when new developments can be served. New development should not be approved without ensuring that associated water demands can be met.

## OBJECTIVE 2: PROTECT AND ENHANCE BELLEVUE'S WATER DISTRIBUTION AND USAGE.

### Actions

1. Complete the installation of water meters by 2020 for metered water use.
2. Maintain and enhance the water distribution lines by establishing a replacement plan, especially if there are lines that may not be upgraded while installing the new meters.
3. Encourage water conservation with a three-tiered rate system once meters are installed.
4. Implement a Comprehensive Water Use Ordinance for conservation in new construction.
5. Create a Capital Improvement Plan for the Water Department. Update every five years.
6. Educate citizens on best practices to reduce the use of water:
  - Low flow plumbing fixtures
  - Even and odd day irrigation
  - Drip irrigation
  - Drought tolerant landscaping
  - Instant hot water under-sink systems
  - In new construction recommend the use of recirculating hot water lines and promote solar hot water systems.
  - Promote rainwater capture for irrigation systems
7. Implement a development impact fee/annexation fee ordinance tied to the Master Plan and Capital Improvement Plan so that development pays for its impacts on city services.
9. Maintain existing parks and green areas with conservative water use measures.
10. Consider removal of turf grass in appropriate areas on public properties and switch to drought tolerant landscaping.
12. Research funding sources for homeowner rebates for conversion from turf lawn to drought tolerant landscape.
13. The charge to consumers for installing a water meter should cover the city's expense and could be borne by the property owner. In order to continue to receive city water, owner consumers would have to pay that cost.

## 8.2 Sewer

### 8.2.1 History

Bellevue was without a central sewer plant for many years; all structures were served by septic systems or cesspools. In 1990, the city built a collector system and treatment plant. The primary facility was located in Blaine County, near the heavy industrial park off Glendale Road. The collection pipe was largely gravity flow, draining the city limits above the bench; three lift stations were needed to pump effluent into the primary collector system from the river bottom areas. The total collected effluent was then pumped under pressure to the Glendale Road site, where a lagoon treatment system was utilized to clean and clear the water. The treated effluent was made available to irrigate alfalfa in summer. In winter the water was sent to rapid infiltration basins to eventually re-enter the aquifer.



Sewer treatment facility west of Glendale Road

In 2006, City residents favorably voted on a 6 million dollar bond issue to bring the sewage facilities into compliance with Clean Water Act nitrogen standards. The engineering firm of Keller & Associates was hired to design and oversee the necessary improvements. The current waste water plant, utilizing membrane bio-reactor filtration, came on line in 2010.

### 8.2.2 Current Conditions

The aerobic digestion system is very efficient; but it is also very sensitive to chemicals which might be disposed of in the sewer system.

The entire digestive system can be knocked out and re-establishing the microbes which digest the sludge is difficult and time consuming.

In 2014 the City commissioned Keller and Associates to review the sewer system and its ability to accommodate projected increases in waste.

The Keller Report stated that the forced main lift system (pumping station #1) was designed for a flow capacity of 1,300 equivalent density units (EDU) and it's currently receiving 1,080 EDUs. (It is estimated that one EDU approximates the waste from a residence housing two and one-half people.)

### **8.2.3 Issues and Concerns**

The existing system capacity can handle an additional 220 EDUs but there are 351 undeveloped parcels within Bellevue. To service all these parcels will require an additional 8-inch forced main pipe to deliver effluent to the plant. The plant has the capacity to expand to handle 1,800 EDU flows in the future, but it would require upgrades of membranes and pumps as well as the aforementioned 8-inch forced main and upgraded lift station pumps. The Keller report estimates the cost of such improvements to exceed \$6 million.

All City water and sewer users have been paying on the bond indebtedness through their sewer fees, with the expectations that they could connect to the sewer whenever they decide to build. Should all 351 lots be developed, the current capacity is insufficient to handle the sewage from 131 of them. Furthermore, additional business development will reduce the sewer connections available for these existing parcels.

Under the current growth projections, it will be years before Bellevue reaches total capacity in the original forced main sewer line. The prevailing belief is that wastewater quantity could decrease after 2020, if water meters on all structures are installed. However, since the greatest amount of water is used for irrigation during the summer months, the reduction may not be as great as first imagined. Should this decrease in use come to pass, it's possible that Bellevue could then accommodate sewage from more in-filled lots in town, without enlarging the current system or increasing sewer fees.

A major issue for the City is the high monthly sewer fees necessary to support the recent plant improvements. To pay down the bond, rates have increased of 3.99 % each year.

### **8.2.4 Goals, Objectives and Action Items**

#### **GOAL 1: PROVIDE SEWER SERVICES TO RESIDENTS**

**OBJECTIVE 1: ADDRESS INCREMENTAL SEWER FEE INCREASES AND CONSIDER WAYS TO REDUCE FEES TO RESIDENCES CURRENTLY HOOKED UP TO THE SYSTEM.**

##### **Actions**

1. All avenues for debt reduction should be explored.
2. Create annexation and development impact fees on newly created parcels, and requests for connections from outside the city. Create ordinance if necessary.

3. A developer of land not currently shown as a legal parcel within Bellevue should be expected to provide all the infrastructure to facilitate the project.
4. Research eliminating the use of an adjacent spray field to get rid of excess cleaned water. Water will be piped to filtration ponds, next to the treatment plant, on land owned by the city.
5. Verify costs to bring waste water treatment plant and collection system up to 1800 EDUs.

## OBJECTIVE 2: MAINTAIN AND ENHANCE THE EXISTING INFRASTRUCTURE.

### Actions

1. Implement annexation and development fees to cover the costs of maintaining or enhancing the existing infrastructure to accommodate additional usage of the system without further impact on the existing Bellevue ratepayers.
2. Identify ways to allow for existing undeveloped lots to hook into the system when it is maximized.
3. Educate the users of the sewer system about the fragile nature of the sewer's aerobic digestion system.
4. Understand the impacts additional dwelling units have on the calculation of maximizing the current sewer capacity.
5. Create a Capital Improvement Plan and Master Plan for the department. Apply for grants for funding where appropriate with the intent of selling reclaimed water for landscape and agricultural use.
6. Address bottle-necks in the sewer system, i.e., installing a parallel line to pump effluent to the lagoon.
7. Consider replacing the existing under-performing pumps at the main lift station with larger capacity pumps to maximize the capacity of the existing eight-inch main to the waste water treatment plant. This would boost the system up to its design capacity of 1,300 EDU flows. To get to the maximum EDUs of 1,820 an additional eight-inch parallel force main will be necessary, as well as upgraded membranes and pumps at the treatment plant (from the 2015 Keller Lift Station Upgrade Phase #1 document).
8. Replacement of the lift station pumps is a priority in order to mitigate the threat of flooding during heavy storm cycles.

## 8.3 Fire Services

### 8.3.1 History

Fire protection within Bellevue prioritizes life, safety, and health. Fire protection is provided by the Bellevue Volunteer Fire Department, which is overseen by a half-time Fire Chief, and supplemented with a contracted part-time Fire Inspector.

Bellevue has the ability, when needed, to utilize the resources of Hailey Fire Department and Wood River Fire and Rescue/Blaine County Rural Fire District.

Both are approximately four miles north of the City in Hailey. Wood River Fire and Rescue also has a station immediately south of the Bellevue with a total of ten vehicles. Hailey Fire Department is comprised of eight vehicles. Wood River Fire and Rescue provides Emergency Medical Services to all Blaine County south of East Fork Road, and serves the Bellevue with three paramedic-level staffed ambulances and full-time crew. There are no First Responder or EMS services provided through the Bellevue Department.

Hailey and Wood River Fire have automatic aid agreements for structure fires and mutual aid response agreements with Bellevue which allow additional response from both departments when necessary for coverage. The Bureau of Land Management (BLM) stages at least one wild land fire engine and crew from June to September at the Wood River Fire and Rescue building south of Bellevue for initial attack purposes. Additionally, the three departments have coordinated firefighter trainings in order to allow standardized training between the three departments at one station.

### **8.3.2 Current Conditions**

The city's coverage area is 1.19 square miles and is serviced from a single fire station in north Bellevue, which was established approximately five years ago. The current Fire Chief deems the station to be in excellent condition.

There are approximately 17 members of the department who are part of the pool of emergency responders. Bellevue and the other fire departments rely on other departments within the valley for assistance during major emergencies. The Bellevue Fire Department shares a training program with the Hailey Fire Department and Wood River Fire and Rescue.

### **8.3.3 Future and Concerns**

The Bellevue Fire Station is located at an appropriate location in Bellevue to respond to emergencies within the service area. There is room for expansion to the structure which could provide space for a meeting room and additional locker storage for gear. One of the fire engines was replaced in 2012, but the other is now in need of replacement. This should also be a priority in upcoming years.

The busiest zones within Bellevue for the Fire Department are residential. Should there be changes in zoning or expansion of the service area, additional residential areas would be the main cause for needed increases in fire department capacity. Also, the proximity of homes to wildland-urban interface areas increases the danger from wildfires. Placement of new fire hydrants should take this into account. Since the cost of EMS services is much higher than the current budget can support, an alternative service might be a quick response unit. Further analysis and cost effectiveness studies are needed to determine if this is a viable alternative to current services.

## **Goals, Objectives and Action Items**

**GOAL 1: SUPPORT LIFE, HEALTH, AND SAFETY FOR CITY RESIDENTS AND BUSINESSES.**

OBJECTIVE 1: SUPPORT LIFE, HEALTH, AND SAFETY FOR CITY RESIDENTS AND BUSINESSES.

**Actions**

1. Maintain fire department equipment and building in good working condition.
2. Ensure there is sufficient equipment and building space in addition to relying on adjoining departments and facilities for assistance.
3. Implement a Capital Improvement Plan and Master Plan for growth of the City. Create a replacement schedule for vehicles and equipment. Apply for grants for funding.
4. Utilize annexation and development impact fees to mitigate financial impact of growth to existing taxpayers
5. Actively recruit new members for the department.
6. Explore all options for maximizing EMS and fire service to Bellevue including consolidation and training with neighboring departments including the sharing of facilities and equipment.
7. Apply for grants where applicable for training and education. This should include utilization of firewise landscaping.

OBJECTIVE 2: PROVIDE NON-FIRE LIFE, HEALTH AND SAFETY SERVICES FOR INCIDENTS WITHIN THE CITY LIMITS.

**Actions**

1. Cross-train firefighters to assist in:
  - flood mitigation
  - downed trees across city streets and within parks resulting from wind events.
  - First Responder/EMS
  - public service calls
  - educational/outreach/schools
  - good intent calls
  - hazardous materials calls
  - cost-neutral reviews of new development application plans
  - earthquake protocol training
  - river rescue

## 8.4 Police Services

### 8.4.1 Current Conditions

Law enforcement services prior to October, 2015, were contracted through the Hailey Police Department. Council elected to bring the law enforcement responsibility back to Bellevue.

Law enforcement in Bellevue is managed by the Marshal's office. The local court system provides both a magistrate and district court judge in the county seat of Hailey to hear civil and criminal cases. Jail facilities for both males and females are provided at the county facilities in Hailey, but juvenile offenders are relocated to Twin Falls as soon as possible.

The Marshal's office is located in a small corner office at Bellevue City Hall. The building is in poor condition and could benefit from a variety of improvements such as soundproofing and replacing worn carpet.

Bellevue's estimated 2015 population was 2,300 (Idaho Mountain Express 5/27/2016-USCB). In 2015 the Marshal's Office handled 3,526 calls for service. Through 2015 the Marshal's Office was consistently not able to maintain the allocation of authorized personnel. The Marshal's Office authorized manpower consists of a Marshal and Five Deputies (currently there is one deputy vacancy). To date a determination of workload and calls for service analysis has not been through a Patrol Workload & Deployment Analysis.

The Marshal's office recently began providing services in the City 24 hours a day. The department operates with two patrol vehicles; one with 182,000 miles and one with 61,000 miles.

#### **8.4.2 Future Conditions and Concerns**

The Marshal's office has suffered retention issues due to a variety of reasons. Surrounding policing entities provide higher salaries, better benefit packages and equipment beyond the initial return of the Marshal's office. The City has been working to improve these areas. In 2016 the Council approved law enforcement retirement and medical benefits for employees of the department. Further improvements are anticipated.

#### **8.4.3 Goals, Objectives and Action Items**

##### **GOAL 1: KEEP THE PEACE IN THE CITY OF BELLEVUE.**

**OBJECTIVE 1: PROVIDE QUALITY SERVICE TO PRESERVE HUMAN RIGHTS, LIVES, AND PROPERTY, WHILE STRIVING TO ACHIEVE THE GOALS OF THE DEPARTMENT, THE CITY, AND THE COMMUNITY.**

##### **Actions**

1. Explore ways to provide cost effective options for law enforcement services including sharing services with the City of Hailey and Blaine County Sheriff's Department.
2. In order to reduce turnover and to provide stability, efforts should be made to seek qualified personnel who must be compensated in a way that makes it possible to live in Bellevue.

3. Staff training opportunities should be expanded to promote professional advancement within the office, as well as improving the quality of service to residents.
4. Maintain facilities, vehicles, and equipment in good working condition.
5. Implement a Capital Improvement Plan and Master Plan for growth of the City. Utilize a replacement schedule for vehicles and equipment. Apply for grants for funding where appropriate.
6. Investigate the options for a larger, more secure facility for the Marshal's office.
7. Monitor crime statistics within Bellevue and maintain appropriate officer assignment hours.

## **8.5 Library Services**

### **8.5.1 History**

Bellevue offers a wide range of public services through the city library, which has been open to the public since approximately 1947. In 2000, the library was moved to City Hall from its location, in a house across the street. After 12 years in City Hall, the library transferred to its current location, a small building next door, which had been the Bellevue Marshal's office.

### **8.5.2 Current Conditions**

The current library building is in fairly good condition but needs exterior paint. This building is 978 square feet, which is undersized when compared to the standard of one square foot per community resident. Recognizing this need, a 1000 square foot addition was proposed. This would bring the size more in line with current population figures in Bellevue. A fund-raising campaign for the expansion began in July, 2014, with a goal of \$100,000.00. Half this amount was raised by the summer of 2015 and the remainder by early 2016. Construction began that summer with completion anticipated in early 2017.

There is one full time executive director of the library (30 hours per week) and a library assistant (21 hours per week). This staff is supported by a pool of 25 volunteers. The library is open five days per week, seven hours a day, Monday through Friday. The in-house collection of books contains more than 10,000 volumes, but access is available to many more materials through participation in the Inter-Library Loan Program. The collection contains different types of media including printed material, books on tape, and CDs; the topics include everything from educational and informative to entertaining. There are also a variety of Spanish education materials available.

The library has three computers that are available to the public for many purposes including research, schoolwork, and employment searches. The library also owns a copy machine which functions as a printer, copier, scanner, and fax machine for staff and public use.

### **8.5.3 Future Conditions and Concerns**

During the summer, a children's reading program is facilitated by the library, which typically draws 1750 participants a year. With the current building size, fire code does not permit occupancy over 50 people in the library and at times groups of kids in the reading program meet outside on the grass. The current expansion should accommodate these reading groups, and also make it possible for other groups to use the library for meeting space. According to a recent survey of Bellevue residents, there has been significant interest expressed for adult programming, such as reading groups, discussion groups, technical training classes, and GED study support.

### **8.5.4 Goals, Objectives and Actions**

**GOAL 1: PROVIDE AN ADEQUATE LIBRARY FACILITY AND PROGRAMMING TO THE RESIDENTS OF BELLEVUE.**

**OBJECTIVE 1: PROVIDE A SAFE, COMFORTABLE FACILITY AND PROGRAMMING THAT ENCOURAGES VISITORS TO PARTICIPATE AND FEEL WELCOME.**

#### **Actions**

1. Maintain the facility in good working condition.
2. Maintain hours and provide programming that appeals to residents.
3. Implement a Capital Improvement Plan for the growth of the City and apply for funding grants where appropriate.
4. Keep staffing levels commensurate with programs and library size based on population growth and demand for services.
5. Make the public aware of new materials and services available as the library transitions to a more active institution and community center.
6. Encourage citizens to use the library.
8. To utilize the potential of the library to a greater degree, effort should be put into expanding the adult programming.

## **8.6 Public Works Department**

### **8.6.1 Current Conditions**

The Public Works Department maintains and manages City facilities:

- City Hall
- Library
- City shop
- Wastewater treatment plant
- 5 sewage pump stations
- Spring water control house
- Waterstoragetank
- 2 wells
- Fire station
- 4 parks and a snack shack at O'Donnell Park

The department has an array of heavy machinery in their fleet of equipment and maintains City streets and sidewalks, provides snow removal on all streets and sidewalks on Main Street, around Memorial Park, and Safe Routes to School.

It also assists with maintenance at the Old City Hall Museum and grounds. The city contracts grass mowing at Memorial and O'Donnell parks.

### **8.6.2 Future Conditions**

The Public Works Department has been approved by the City to construct the following:

- Parking at O'Donnell Park on the north side of Slaughterhouse Road
- Lights at the basketball courts at Memorial Park

### **8.6.3 Goals, Objectives and Actions**

#### **GOAL 1: MAINTAIN CITY ASSETS.**

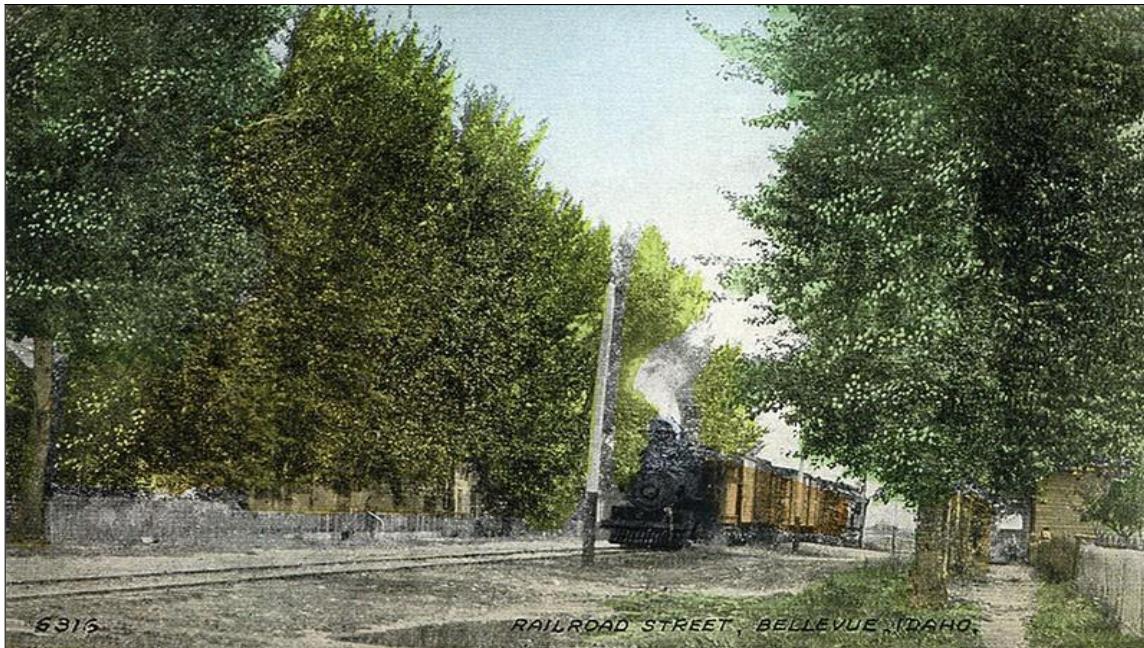
##### **OBJECTIVE 1: MAINTAIN CITY ASSETS IN A PROACTIVE MANNER.**

###### **Actions**

1. Create a maintenance schedule and cycle for all assets.
2. Be proactive in street maintenance: patching potholes, repairing old sections of pavement, and chip sealing sections of town as required.
3. Implement Capital Improvement Plan for City growth. Create replacement schedule for equipment and vehicles. Apply for grants for funding where appropriate.
4. Piggyback onto other municipalities' construction projects in order to maximize benefits regarding materials and costs.
5. Consider ways to share equipment with other municipalities.
6. Look at ways to consolidate City properties.
7. Explore ways to upgrade the property that the City shop is located on.
8. Implement a Master Plan for organizing the City shop and all exterior storage areas, while being mindful that the property is wholly in the floodplain.
9. Investigate options for making the City shop property more secure.
10. If property becomes available, relocate the City shop to a more appropriate location out of the floodplain and floodway.

## Chapter 9 - Transportation

Ease and safety of movement within a town enhances accessibility to residences, public services, businesses and recreational opportunities. This improves the quality of life for its citizens, provides ready access to businesses and opens vacant land to development. Whether the mode of transportation is private automobile, public bus, bicycle, skis, or walking, the ability to move safely and easily helps ensure the viability of Bellevue.



Oregon Short Line train steams north on Second Street (Railroad Street), ca. mid-1880s.

### 9.1 History

On the original townsite map, Bellevue streets were platted in a grid pattern with east-west streets intersecting Main Street. This arrangement permitted easy access to the dominant north-south artery connecting Hailey to Ketchum which later became US 93, and eventually State Highway 75. Horses, wagons, and other early modes of transportation moved up and down the Wood River Valley for decades on this intra-valley corridor. Beginning in 1881, stagecoaches made regular trips throughout the Wood River Valley and beyond.

In 1883, the Oregon Short Line Railroad installed tracks along Second Street and paralleling Main Street and provided services to the growing communities along its route, giving a boost to the economy of Bellevue. The last passenger trains to roll through Bellevue were in the early 1970's.

In 1916 a grass airstrip was being used where the current airport is today. In 1931, the Friedman family deeded land to the City of Hailey for a small grass strip airfield south of the then-lightly populated town. Commercial air service began in 1960.

The Wood River Trail multi-use path is a rail-to-trail developed on the old Union Pacific Railroad Line (previously the Oregon Short Line).

It's a 20-mile long paved community asset from south of Bellevue to Hulen Meadows north of Ketchum. Construction took place over a seven-year period starting in 1984 and was developed and managed by the Blaine County Recreation District.

In 2007, Ketchum Area Rapid Transit (KART), Peak Bus, and Wood River Rideshare combined their organizations into a "one-stop shop" creating Mountain Rides Transportation Authority—a full service public transportation provider for Blaine County.

## **9.2 Current Conditions**

### **Idaho State Highway 75**

Bellevue's Main Street serves the City and is also a designated scenic highway which is the main transportation artery that runs from Shoshone to Challis. Sawtooth Scenic Byway is applied to this stretch of highway.

### **Airport**

Friedman Memorial Airport (airport identifier KSUN) is the second busiest airport in Idaho. Recent mandated updates brought the airport up to FAA Standards. This airport serves not only winter/summer vacationers but is vital to many local businesses and residents.

### **Public Transportation**

In 2015, Mountain Rides Transportation Authority constructed a south valley transportation center in the Southern Belle Business Park to house and maintain part of its bus fleet. Mountain Rides provides access and mobility to those who live, work, or visit Blaine County with service alternatives to the single occupancy vehicle that are environmentally sustainable, energy efficient, attractive, safe, convenient, reliable, and cost-effective. This transit system provides service from Bellevue to Ketchum, or south to Carey. There are currently seven bus stops within the City and commuter vanpools from Jerome, Shoshone and Twin Falls frequent the highway.

Mountain Rides along with Idaho Transportation Department (ITD) supported Bellevue to establish the Cedar Street Sidewalk Project under the Safe Routes to School program. In 2008, Bellevue adopted a Transportation Master Plan as a vision through 2030 for streets and the highway.

## **9.3 Future Conditions and Concerns**

### **Idaho State Highway 75 and Roadway Improvements**

Like other Wood River Valley communities, Bellevue's Main Street (Highway 75) is under the jurisdiction of ITD. Therefore, Main Street safety and economic viability are influenced by ITD.

To assure safety at street crossings, three flashing light crossings were installed in recent years along the highway. The Bellevue Transportation Master Plan refers to south and north “gateway features” to provide a sense of community, and possible “roundabouts” that would provide traffic calming measures to reduce vehicles speeds and improve pedestrian walkability of Main Street and City streets.

Highway 75 roadway improvements are developed and consistent to the improvements identified from the Timmerman to Ketchum Final Environmental Impact Statement [Project # STP-F-2392(035), Key No. 3077]. The purpose of this project is to increase roadway capacity to accommodate existing peak-hour traffic and future 2025 vehicle traffic and to increase transportation safety for all users. The need for the project is based on current use and predicted 2025 peak hour travel demands that exceed available transportation capacity. Current bus transit and rideshare programs currently experience peak hour congestion, and pedestrians and bicyclists need safe access across State Highway 75 to access community resources.

### **Friedman Memorial Airport Authority**

Friedman Airport recently finished a two-year, \$34 million upgrade to bring the airport into compliance with federal safety standards regarding separation between the runway and taxiways. The increasing noise, health, safety concerns, and the potential expansion of the airport in its current location would affect quality of life, property values, and Bellevue’s small town character. A replacement airport has been discussed for decades and several initial studies have occurred. All potential sites are south of Bellevue and may be decades away from becoming a reality if any location is pursued.

### **Public Bus Transportation**

In 2015, Mountain Rides Transportation Authority constructed a south valley transportation center in the Southern Belle Business Park to house and maintain part of its bus fleet. The Mountain Rides mission statement is to provide access and mobility to those who live, work, or visit Blaine County with service alternatives to the single occupancy vehicle that are environmentally sustainable, energy efficient, attractive, safe, convenient, reliable, and cost-effective.

### **Trail Systems**

In February, 2013, the Blaine County Recreation District passed a resolution calling for a special levy to reconstruct, resurface, and rehabilitated the Wood River Trail. The project was completed in 2015, and its benefits are estimated to last another 30 years until the next major maintenance cycle.

### **Blaine County Community Bicycle and Pedestrian Master Plan**

This plan was established in June, 2014, and can be found at: [http://www.mountainrides.org/Assets/BlaineCo\\_Bike\\_Ped\\_Plan\\_MTRIDES-P-51-changes.pdf](http://www.mountainrides.org/Assets/BlaineCo_Bike_Ped_Plan_MTRIDES-P-51-changes.pdf).

The plan's goal is to provide a cohesive and comprehensive vision for developing, standardizing, and growing bicycle and pedestrian infrastructure, amenities, and policies in Blaine County.

Some of the needs identified in the plan:

- Bicycle and pedestrian safety
- Consistency (pavement markings and wayfinding)
- Amenities (parking and restrooms)
- Connections to the Wood River Trail and main arteries off the trail

There is a concern about noise and safety resulting from motorcycles, ATV/UTVs, and snowmobiles utilizing city streets and alleys. Often these vehicles travel at high rates of speed and this conflicts with passive users of the trail system such as cyclists, walkers, runners and cross-country skiers.

#### **9.4 Goals, Objectives and Action Items**

**GOAL 1: PROVIDE A SAFE AND EFFICIENT TRANSPORTATION SYSTEM THAT WILL MEET THE NEEDS OF THE COMMUNITY.**

**OBJECTIVE 1: MAINTAIN AND ENHANCE CITY STREETS AND LIGHTING**

**Actions**

1. Street lighting in existing and new developments should be sufficient enough to provide citizen safety and be compliant with the Outdoor Lighting Ordinance.
2. Proactively maintain and enhance City streets by implementing new design trends that add interest and traffic-calming measures to Main Street.
3. Assess current street lighting for appropriateness, effectiveness, and energy reduction by upgrading to energy-efficient lights.

**OBJECTIVE 2: WORK WITH ITD TO IMPROVE STATE HIGHWAY 75 AND HIGHWAY CROSSINGS.**

**Actions**

1. Continue to identify appropriate locations for flashing crossings, such as access from the Wood River Trail to Atkinsons' Market and/or Kirtley Street and on the south end of town at the Valley Co-Op and High Country Motel crossing.
2. Consider all methods of managing vehicular and bicycle/pedestrian traffic along Highway 75 including traffic light(s).
3. Maintain vehicle parking along Highway 75.
4. Evaluate and improve vehicle ingress and egress from businesses and residences on the highway.
5. Investigate the location for an alternative connection to the north valley in the event an accident closes Highway 75.

**OBJECTIVE 3: ENCOURAGE ALTERNATIVE TRANSPORTATION FORMS SUCH AS WALKING, BIKING, CARPOOLING AND PUBLIC TRANSPORTATION.**

### **Actions**

1. Work with Mountain Rides to encourage public transit when feasible and cost-effective for the community. This should include such amenities as shelters for waiting riders.
2. Incorporate ideas from Blaine county Community Bicycle and Pedestrian Master Plan.
3. Incorporate action items from the Mountain Rides Master plan that are appropriate for Bellevue's growing population.

#### OBJECTIVE 4: ENHANCE PEDESTRIAN CONNECTIVITY AND SAFETY BY LINKING MAJOR AMENITIES IN THE CITY.

### **Actions**

1. Connect parks and Bellevue Elementary to the Wood River Trail. A recommended connector is Broadford to Cottonwood, down Second Street, then Cedar to Slaughterhouse. This should be identified, developed and maintained as a bicycle and pedestrian route.
2. As Strahorn Subdivision is built out continue bicycle and pedestrian route east.
3. Identify, develop, and maintain Seventh Street as a north/south bicycle and pedestrian route to access Chestnut Lane.
4. Identify, develop, and maintain Spruce Street as a bicycle and pedestrian route to facilitate safe travel from the Wood River Trail to Bell Mountain Village Care Center.
5. Enhance the alley west of Main Street from Walnut to Elm to provide better traffic flow and access to businesses and residents on the bench above the river, and provide a view of the Howard Preserve.
6. Incorporate the Recommended Guidelines found in the Blaine County Community Bicycle and Pedestrian Master Plan.
7. Ensure that sidewalks and bicycle/pedestrian routes are clear and accessible.
8. Develop a sidewalk system from the Museum on Main Street along Cedar Street to Bellevue Elementary School.

#### OBJECTIVE 5: INCORPORATE BICYCLE AND PEDESTRIAN TRANSPORTATION CORRIDORS IN NEW DEVELOPMENTS.

### **Actions**

1. Enhance access from the Wood River Trail to the Bell Mountain Care Facility (Spruce Street) to meet Americans with Disabilities Act (ADA) requirements.
2. Connect new developments with existing or proposed bicycle/pedestrian routes and include sidewalks and lighting.

#### OBJECTIVE 6: WORK AND OPENLY COMMUNICATE WITH THE FRIEDMAN MEMORIAL AIRPORT AUTHORITY (FMAA) ON ITS FUTURE PLANS AND RECOMMENDATIONS.

**Actions**

1. Stress the importance to the FMAA that the health, safety, and quality of life of Bellevue's citizens must not be further compromised by future airport expansion.
2. Encourage call pilots to comply with the criteria set forth by the voluntary noise abatement recommendations.

## Chapter 10 – Recreation

An analysis showing a system of recreation areas, including parks, parkways, trailways, river banks greenbelts, playgrounds, and other recreation areas and programs.

### 10.1 Current Conditions

#### Parks

Table 1 displays information about parks and preserves located within the City of Bellevue.

Name	Acre s	Facility Category	Facilities	Primary Activities	Management / Partners
Memorial Park	1.65	Leisure, Courts	Basketball courts, playground equipment, green areas for various activities, stage, covered picnic tables/grills, portable toilet, parking	Playground, picnics, basketball, Labor Day festivities	Bellevue
O'Donnell Park	8.0	Sports Fields	Grass areas for 2-3 soccer fields or other uses, softball/little league ball field, bleachers, utility cabin, portable toilet, parking, play area	Soccer, softball, frisbee	Bellevue
Bellevue Elementary School	0.5	Sports Fields, Leisure	Playground equipment, ball field, open grass field	Playground, softball	Blaine Co. School District
Old City Park (City Shop)	17.6	Outdoor Recreation	Parking lot and City Shop. Parking and access to Howard Preserve, Big Wood River.	Parking for Big Wood River access.	Bellevue
Griffin Park	4.6	Outdoor Recreation	Natural woods, no motorized access, foot traffic only	Hiking, fishing, dog walking, birding, wildlife	Bellevue
Howard Preserve	12.5 7	Outdoor Recreation	Interpretive signs, parking area, portable toilet, bridge over canal, maintained trails along the canal and leading to the Big Wood River	Hiking, birding, fishing, wildlife watching, floating, swimming, dog walking	Bellevue/Friends of Howard Preserve/Wood River Land Trust
Strahorn Subdivision	61	Outdoor Recreation	Sagebrush steppe natural area	Biking, hiking, birding, wildlife watching, dog walking	Bellevue
Wood River Trail (bike path)	2 miles	Outdoor Recreation	Paved non-motorized rail-to-trail path	Bike riding, walking, jogging, multi-use	Blaine Co. Recreation District
Bell Mountain Open Space	1.18	Leisure	Undeveloped passive park area	Walking	Bellevue

Table 2, below, shows a rough estimate for small towns (with a population of less than 10,000) for the number of facilities needed per 1,000 residents, along with the existing level of service in Bellevue. These facility needs estimates are based on general standards and may not accurately represent the specific needs and desires of Bellevue residents.

	# of Facilities needed per 1k residents	Acres required to accommodate 1 facility	Current Facilities in Bellevue 2015
Soccer Field	.95	2.21	3 soccer fields
Ball Field	.61	3.77	1 ball field
Tennis Court	.97	.17	1
Basketball Court	.91	.16	1
Volleyball Court	.13	.10	0
Paved Multi-Use Trail	1.04	2.43	2
Dirt Multi-Use Trail	2.33	1.83	3.3
Fishing Accessible Shoreline	.32	3.64	2.0
Playground (per 3200sq ft)	.16	.14	2
Picnic Area (sheltered)	.36	2.06	1
Outdoor Events Venue (acre)	.42	3.19	1
Ice Skating	.1	.90	1

### **Big Wood River Access**

The Big Wood River is considered a navigable stream as defined by Idaho Code which allows the public to use such streams, provided entrances and exits adjacent to a public right of way.

Public rights of way to the Big Wood River within the City include: Chantrelle Subdivision, Broadford Road Bridge, Howard Preserve (Elm Street/Martin Lane/Old City Park), and Riverside Ranch Subdivision. There are approximately 3.3 miles of trails in Bellevue leading to and along the Big Wood River. The trails connect Chantrelle Subdivision, Howard Preserve, and Riverside Ranch Subdivision.

### **Trails**

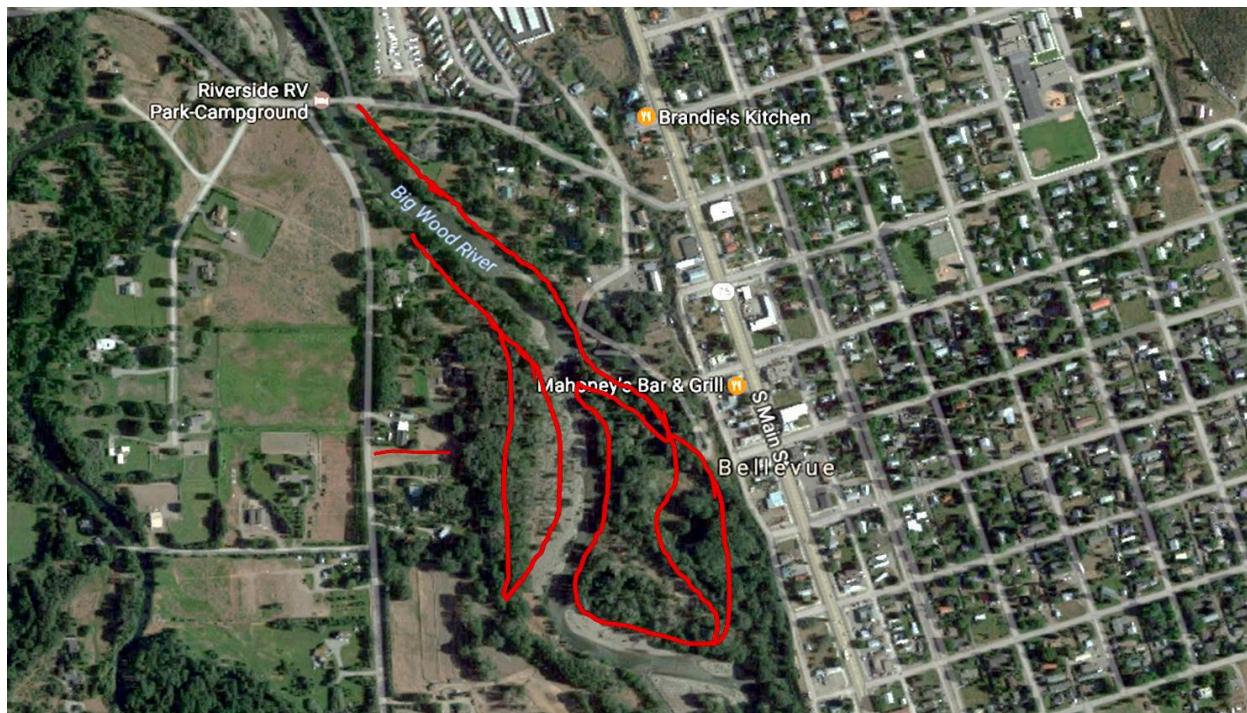
Wood River Trail or Bike Path is a non-motorized paved multi-use trail managed and maintained by the Blaine County Recreation District and was constructed on the old Union Pacific rail bed. The Wood River Trail begins just south of Bellevue and continues north of Ketchum to Hulen Meadows and receives over 350,000 visits annually.

The segment running through Bellevue is roughly two miles long and has approximately 21,000 annual visits. South of Bellevue the rail bed remains undeveloped and is frequently used by motorcycles and ATVs.

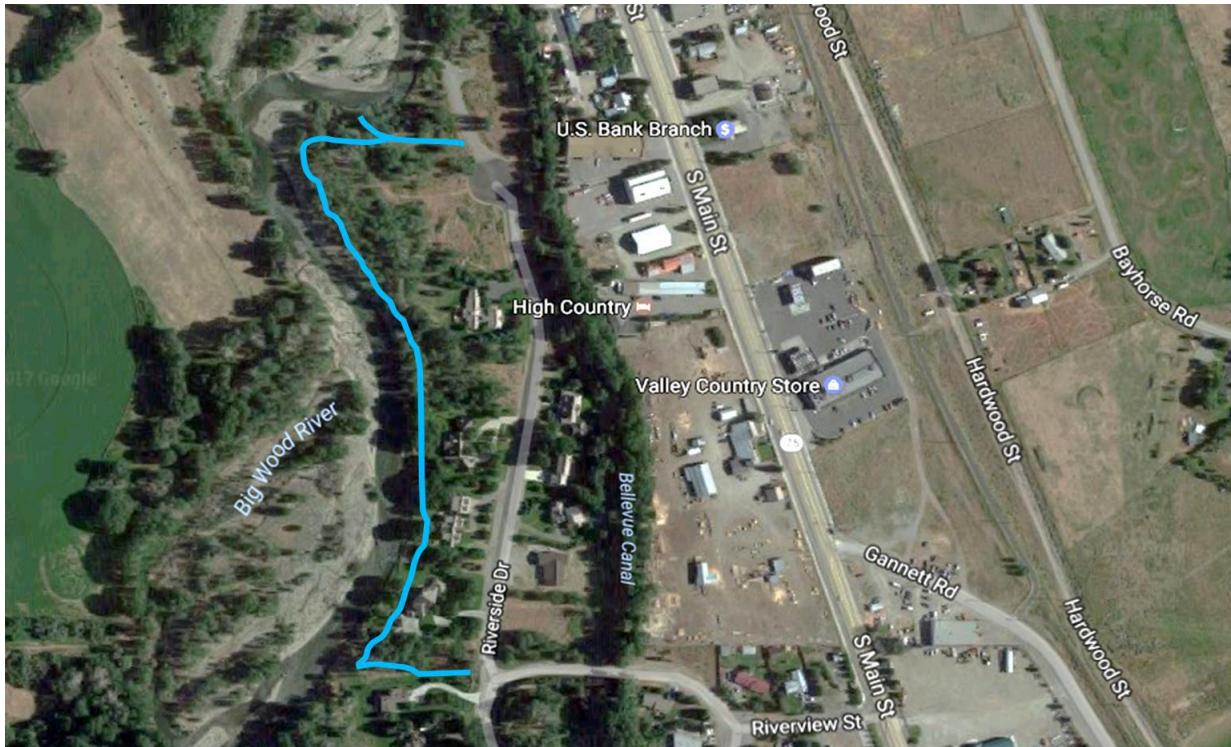
## Chanterelle Subdivision Trail



## Howard Preserve Area



## Riverside Estates Subdivision



### Other Trails

Informal user-created trails exist in Muldoon and Slaughterhouse canyons. The trails are mostly used for hiking and biking; however, some motorized use occurs, primarily motorcycle use.

Slaughterhouse Canyon and the ridge that separates it from Muldoon are popular for hiking, running, dog walking, and horseback riding. None of these trails, however, has legal access nor are designated trails. The main road in Slaughterhouse Canyon is a county road that accesses Bureau of Land Management (BLM) land. Historically, motorized vehicles using the road have been full sized vehicles and ATVs; however, with developing technology and local rental service available, side-by-side ATV use is increasing along with non-motorized use.

### Other Recreation Activities

Popular unpaved roads used by residents of the City and Wood River Valley include Townsend Gulch and Lee's Gulch. Primary activities within these gulches include equestrian, hiking, mountain biking, and hunting. A paved road to Hailey that's popular with City residents is Broadford Road, which largely follows the Big Wood River and provides river access at various points. Another wonderful recreation area close to Bellevue is The Nature Conservancy's Silver Creek Preserve, most well known as a blue-ribbon trout fishery and popular area for photographers and birders.

## **Hunting**

Hunting is prohibited within the City limits, however, Bellevue is adjacent to BLM lands where hunting is allowed.

## **Recreation Programs**

The primary provider for recreation programming is the Blaine County Recreation District (BCRD). They offer many opportunities for children and adults to participate in organized programs including basketball, T-ball, softball, soccer, track and field, fitness, day camps, and after-school and summer swimming at the Aquatic Center. The BCRD center is located at the Community Campus in Hailey, roughly three miles north of downtown Bellevue. BCRD is increasingly involving Bellevue's O'Donnell Park in scheduling organized sports.

At one time, Memorial Park had tennis courts and a volleyball area; however they were infrequently used and eventually removed. The tennis courts were replaced with heavily used basketball courts and the volleyball court was replaced with expansion of the playground.

## **10.2 Future Conditions**

### **Recreation Needs Assessment**

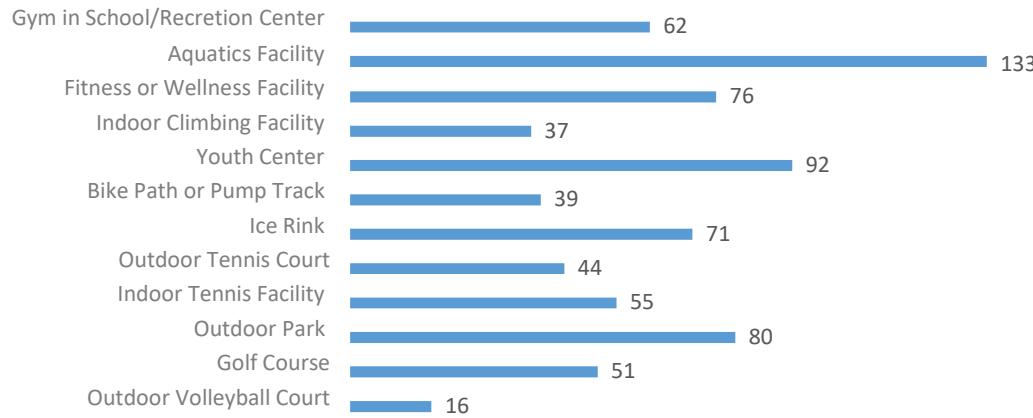
Blaine County is in the process of updating its Comprehensive Plan and a recreation survey was done during the spring of 2015. Official results of the survey are available from the County and BCRD.

Survey respondents identified the need for more recreation capacity or other facility improvements and indicated that Hailey had the highest need for recreation in the Wood River Valley with Bellevue a close second.

At the request of the Bellevue Comprehensive Plan Citizen's Committee, the survey data was queried to display responses for participants who indicated that Bellevue was their primary residence. The largest number of respondents, most of whom do not live in Bellevue, stated that there is high need for recreation in Bellevue. For example, 9% of survey respondents indicated they resided in Bellevue, but over 53% of survey respondents indicated Bellevue had a high or the highest need for recreation.

Top 5, listed in order, of the Highest, High and Moderate needs (Table 3):

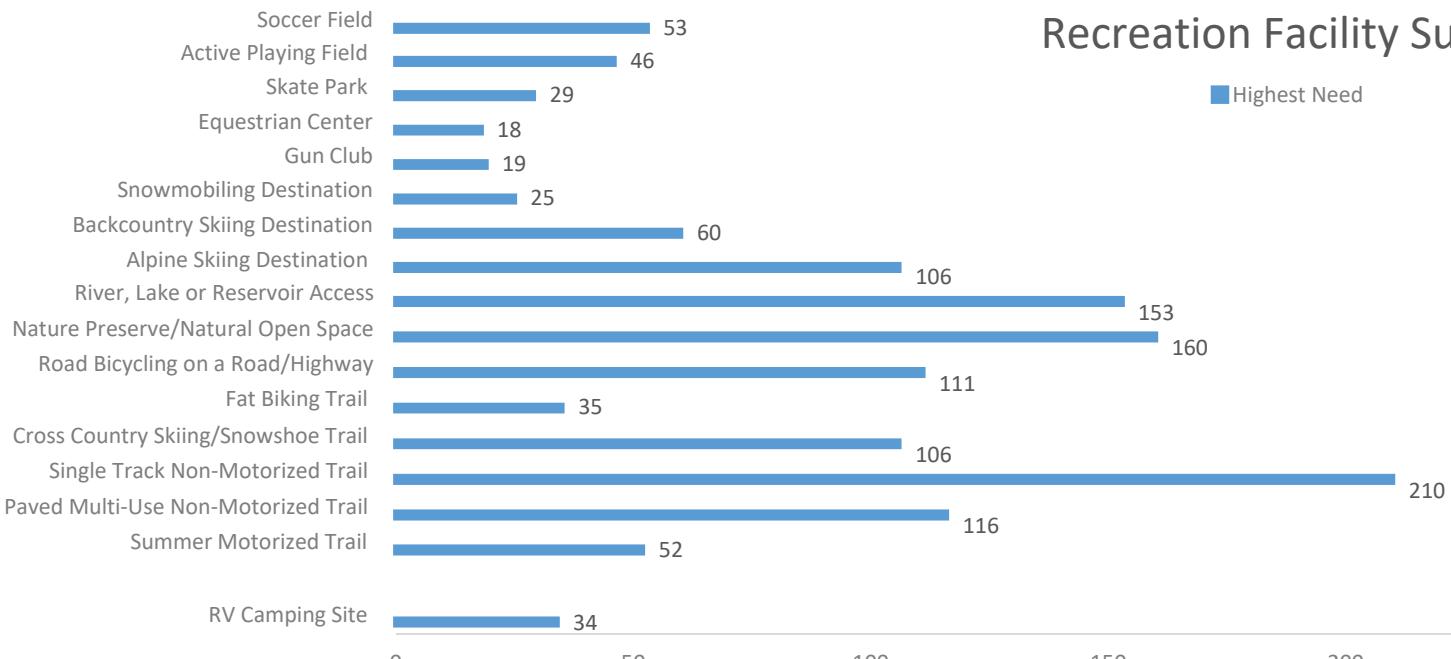
1. Single Track non-motorized trails
2. River, Lake or Reservoir Access
3. Youth Center
4. Nature Preserve or Natural Open Space
5. Park



Blaine County

## Recreation Facility Survey

■ Highest Need



Single track non-motorized trails were seen as highest need because there are few such designated trails in the southern portion of the Wood River Valley. The only non-motorized single-track trails in the south valley are 3.5 miles west of Hailey, and they receive 15-20,000 visits per season.

Trails in Bellevue are typically snow free and open for use much earlier in the spring and available later in the fall than trails in mid-valley and Ketchum. Some trails, depending on a southern aspect, could be available almost year-round. A well-designed and developed trail system provides physical, social/community, environmental, and economic benefits. Such a system would enhance Bellevue's desirability as a place to reside or visit.

### **Recreation Opportunities and Considerations**

The Toe of the Hill Trail begins along the east side of the Wood River Valley in Hailey and runs from Wood River High School through Woodside. There is potential to connect this natural surface trail to Bellevue from Hailey and should be a recreation priority.

Strahorn Subdivision was annexed into Bellevue in 2009, and the City obtained 61 acres of property on the northeast end of the property as part of the annexation agreement. Bellevue is currently considering recreational uses for this parcel.

The BLM Shoshone Field Office is considering a travel management plan for public lands within the Wood River Valley. The plan would designate roads and trails, close some, and construct new motorized and non-motorized trails. The Blaine County Commission conducted a recreation and travel plan for the Wood River Valley that was provided to the BLM for consideration. The plan included a Wood River Lands Benefits Study that addresses the activities, experiences, and benefits desired by recreationists/residents. Copies of the study are available from the BLM.

### **10.3 Concerns**

#### **Maintenance Costs**

Well developed and maintained park and recreation facilities help make a city an attractive place to live and represent community pride. However, these facilities require routine maintenance to ensure visitor health and safety and attractiveness.

The Wood River Trail is heavily used recreation facility in the valley and is managed by the BCRD; it was resurfaced during the summer of 2014. Either side of the trail is unpaved and graveled, and weeds grow in the trail right of way. Maintaining this vegetation adjacent to the trail will reduce long-term maintenance costs and increase its attractiveness as it passes through the City.

#### **Keeping Up with Needs and Desires of the Population**

As the City grows, recreational interests grow or change, depending on the shifts in demographics. The baseball field and soccer fields at O'Donnell Park is used or organized games by youths and adults, and the Hispanic community has active soccer leagues. During the summer months, the basketball courts at Memorial Park see heavy traffic, and the picnic shelter is often occupied.

A Needs Assessment survey was conducted and not surprisingly, only 2% of the survey respondents were under 30 years of age, therefore some other recreational needs may not be represented in the outcome of the survey. A Youth Center was identified, however, as a high need. This indicated that there is a need for recreation facilities within Bellevue that target youth, and a skate park is commonly referenced as a recreational need in the City.

Over many years, City staff and volunteers have constructed a temporary ice skating/hockey rink in Memorial Park, but it has proven difficult to maintain the ice.

#### **10.4 Goals, Objectives and Action Items**

##### **GOAL 1: PROVIDE RECREATIONAL OPPORTUNITIES BASED ON THE UNIQUE NEEDS AND DESIRES OF RESIDENTS.**

###### **OBJECTIVE 1: UNDERSTAND THE RECREATIONAL NEEDS AND DESIRES OF RESIDENTS.**

###### **Actions**

1. Further research should be done to determine what recreation assets are critical for Bellevue residents to have within the city limits and which assets make the most fiscal sense to share with other Wood River Valley communities.
2. Provide a map of city parks, natural areas, and river access.
3. Incorporate results of the Blaine County Recreation Survey into the Plan.

###### **OBJECTIVE 2: MAINTAIN RECREATION FACILITIES TO ENSURE SAFETY AND USABILITY.**

###### **Actions**

1. Maintain and enhance existing facilities before considering adding new facilities. New facilities developed in the city should have a maintenance plan.
2. Ensure noxious weeds are addressed in all parks and open space.
3. Work with BCRD to control weeds that grow on either side of the bike path. Implement an "Adopt A Block" program to keep the bike path trail clean and in good condition.
4. Repair/replace damaged signage at trail and street intersections.
5. Develop a maintenance schedule or calendar for all parks.
6. Reinstitute a parks and recreation committee.
7. Ensure all facilities are ADA compliant.
8. Partner with the BCRD to establish an online trail map on the trail link website.
9. Address parking issues at O'Donnell Park along Slaughterhouse Road.

###### **OBJECTIVE 3: COLLABORATE WITH BLAINE COUNTY SCHOOL DISTRICT TO PROVIDE RECREATION FACILITIES.**

**Actions**

1. Collaborate with the school district to provide recreational facilities that can be shared by students and the community at large.

OBJECTIVE 4: COLLABORATE WITH BLAINE COUNTY RECREATION DISTRICT AND OTHERS TO ADDRESS RECREATION PROGRAMMING AND FACILITY NEEDS.

**Actions**

1. Partner with the BCRD and others to allow use of Bellevue facilities, such as ballfields, for programming needs.
2. Provide information to residents about BCRD programs.

OBJECTIVE 5: COLLABORATE WITH THE BUREAU OF LAND MANAGEMENT, BLAINE COUNTY RECREATION DISTRICT, AND IDAHO DEPARTMENT OF TRANSPORTATION TO ADDRESS TRAIL NEEDS.

**Actions**

1. Support expansion of the Wood River Trail south of the City. Research biking, walking and other motorized recreation uses south of the city along Gannett Road. Options include collaboration with the county on biking lanes, widening Gannett Road or continuity of the railroad berm for motorized recreational access.
2. Support and encourage the BLM to conduct a travel management plan that includes developing trails adjacent to Bellevue.
3. Working with BCRD and BLM, connect future trail systems and/or trailheads to the Wood River Trail system.
4. Provide a minimum of one designated parking area for the Wood River Trail. Install signage at parking area and trail on Highway 75.
5. Explore ways to enhance the Second Street/Wood River Trail corridor that would help showcase this community asset.

OBJECTIVE 6: AS THE POPULATION OF BELLEVUE INCREASES AND/OR EXPANDS ENSURE SUFFICIENT PARKS AND RECREATION FACILITIES ARE PROVIDED.

**Actions**

1. Work with the City of Hailey, BCRD, Blaine County, the Wood River Land Trust, and other entities and land owners to complete development of the Toe of Hill Trail to from Hailey to Bellevue.
2. Pursue development of a skate park in Bellevue.
3. Encourage further development of the river greenbelt that links Griffin Park, Howard Preserve and Riverside Estates; encourage expansion north and south of town.
4. Retain and expand access to the Big Wood River, and add signage for all river access locations.

5. Develop, adopt, and enforce a land dedication policy for developers of subdivisions to provide for present and future park lands (i.e., parks, open space, and visual corridors), whether it be mandatory dedication or in-lieu fees earmarked for recreational use.
6. Work with the Wood River Land Trust and other adjoining parties to protect and preserve open space in and around Bellevue.
7. Provide signs along Highway 75 to indicate park locations, e.g., Memorial Park and Howard Preserve.
8. Explore recreation opportunity development such as trails, frisbee golf, camping and a trailhead for the 61 acres of open space in Strahorn Subdivision in Slaughterhouse Canyon.
9. Encourage partnerships with the Sawtooth Snowmobile Club.



(Photo: Craig Wolfrom)

## Chapter 11 – Special Areas and Sites



Bellevue's Old City Hall Museum, ca. 1885, with the 1881 City Jail at the rear.  
An early 1900s cabin is to the right. (Photo: Bellevue Historical Society.)

Many of the special areas or sites in and around Bellevue are included in the *Natural Resources* and *Recreation* chapters, such as the Bigwood River, Howard Preserve, Wood River Trail, Toe of the Hill Trail, and Slaughterhouse Canyon. Special areas and sites are defined as areas, sites, or structures having historical, archeological, architectural, ecological, wildlife, or scenic significance.

The Bigwood River is the geographical, recreational and sentimental heart of Bellevue. The 137 mile-long river originates near Galena Summit to the north and as a tributary of the Malad River, historically flows into the Snake. This now occurs only for a few months during the spring when it is not being diverted for irrigation purposes. The river was named for the cottonwood debris which is carried annually during the spring run-off and is deposited along its banks and on its islands. The Bigwood River in Bellevue and its fecund cottonwood forest enjoy a symbiotic relationship that produces a prolific annual morel harvest, habitat for deer, elk, cougar, bear, fox, raccoon, skunk, otter, ducks, geese, blue heron, bald eagles, smaller birds of many varieties, a seasonal colony of turkey vultures, and numerous fish species. The Bigwood River supports a robust and diverse fishery and is the anchor of a thriving commercial outfitting industry.

The Bigwood River supplies water for many local and south county irrigators and also carries the burden of recharging the aquifer and the springs from which Silver Creek originates.

The Bigwood River and its cottonwood forest are unique, fragile, and should be treated as a cherished gem and protected from future degradation as a result of stream alteration and development.

## **11.1 Current Conditions**

### **Historic District**

Bellevue's Historic District was listed in the National Register of Historic Places in 1982. It has irregular boundaries with Second Street at its core. The buildings contained therein are noted for architectural styles significant for the period of the 1880s to early 1900s.

### **Bellevue Old City Hall Museum**

The one-time Fire Hall and Council meeting room sits on land owned by the City and after extensive work paid for by the Idaho Heritage Trust, was opened by volunteers as a museum in 1996. Behind the hall is the original City jail that was built in 1881, and a restored turn of the century cabin. All are open to the public.

### **Historic Park**

During expansion of the Bellevue school, a small turn of the century cabin was uncovered and moved to the lot adjacent to Old City Hall. The lot is owned by a long-time area family who gave permission for placement of the cabin there. The family has been approached about donating the lot to the City, but to date no real movement has been made in that direction. In the meantime, the Bellevue Historical Society has placed a veteran's memorial stone and mining display on the lot, and the City planted an evergreen for holiday gatherings. City staff mows and maintains the lot. The City leases this adjacent lot for use as park space.

### **Historic Mining Sites**

Numerous historic mining sites are located on adjoining hillsides including Muldoon and Slaughterhouse canyons and along Broadford Road. Because they are no longer operational and are a potential danger for the public, they are closed.

### **Broadford Road**

Broadford Road is a scenic two-lane road connecting Bellevue and Hailey. It curves through old growth cottonwood forest and a few historic mining era buildings exist along the route.

### **Eccles Flying Hat Ranch**

The Eccles ranch consists of approximately 775 acres that is currently used for hay and grazing of livestock. The majority of the property is in the jurisdiction of Blaine County and is zoned Residential-Agricultural (R-5). A smaller, undeveloped 14-acre piece lies in the City and is zoned Business (B). The currently undeveloped agricultural use of the property provides a scenic buffer between the cities of Bellevue and Hailey. Approximately 225 acres are currently being considered for annexation by Bellevue and the conceptual plan includes a variety of business and residential zones.



Looking toward Bellevue from the Flying Hat Ranch

### **Silver Creek Preserve**

Approximately 10 miles south of Bellevue, the Silver Creek Preserve is owned and managed by The Nature Conservancy. Each year, the preserve draws visitors worldwide. Statistics collected in 2014 indicate the estimated number of visitors was between 8,000 – 10,000. These visitors hail from 42 states and 19 countries.

- 44% are from out of state.
- 20% are fishing guides and their clients.
- 6% indicate primary purpose of visit is to bird watch
- 6% hikers
- 2% canoe or kayak
- 2% hunt
- 6% research or education

The fly fishing is legendary and is a popular tourist destination, but the preserve offers many other outdoor activities. Tourists and locals alike flock to the preserve throughout the year to enjoy the many wildlife offerings the preserve has; everything from big game habitat to bird watching can be found in this area. Part of an important migratory route for birds, the area seasonally hosts a large number of sandhill cranes.

### **Bellevue Triangle**

the Bellevue Triangle is a scenic buffer to the south of the city formed by Gannett Road, Highway 75 and Highway 20. It is a traditional agricultural area and over the years has transitioned into a mix of agricultural lands and smaller ranchette properties.

## **11.2 Concerns**

Loss of historic buildings in any part of town, especially in the downtown core, would dent Bellevue's claim to being an historic town. The city cannot afford to lose its heritage. For example, in the heart of downtown, the Odd Fellows Hall (1880) stands on the east side of Main Street, and across the street on the west side is the Idaho State Bank (1910). Just north of the bank was the one-time Palace Club (Davies and Brashears Saloon), and next to that was the CP Larsen Store/post office. These businesses were an important part of the late 1880s – early 1900s communities.

## **11.3 Goals, Objectives and Action Items**

### **GOAL 1: PROTECT AND PRESERVE HISTORIC STRUCTURES.**

#### **OBJECTIVE 1: ASSIST OWNERS OF HISTORIC BUILDINGS FIND RESOURCES (FINANCING, EXPERTISE) AND OFFER INCENTIVES TO REHABILITATE STRUCTURES.**

##### **Actions**

1. Identify and map historic structures.
2. Adapt city ordinances to encourage and make historic restoration possible.  
Partnering with the Idaho Heritage Trust Foundation would offer resources and assistance with this effort.
3. Install signage on historic downtown buildings.
4. Create a historic preservation ordinance.
5. Work towards acquisition of the lot next to the Old City Hall Museum for a historical park.

### **GOAL 2: PROTECT SPECIAL AREAS.**

#### **OBJECTIVE 2: MAINTAIN AND ENHANCE SPECIAL AREAS WITHIN AND NEAR BELLEVUE.**

##### **Actions**

1. Explore options to maintain historic visual corridors to the north and south of Bellevue, including the visual separation between Hailey and Bellevue.
2. Partner with landowners and Blaine County to maintain the rural character of the Broadford Road area.

## Chapter 12 – Housing

The purpose of this section is to provide an analysis of Bellevue's housing conditions and needs, its plans for the improvement of housing standards including the provision of safe, sanitary, and adequate housing. These plans are put forth with the intent to foster a diverse and competitive market in keeping with the needs of the community.



### 12.1 History

Bellevue was once a thriving self-sustaining mining community dating from 1880, and a number of homes still exist within the historical townsite that date from the late 19th and early 20th centuries. When mining declined and Bellevue's prosperity diminished, some residents left for other potential bonanzas, but many individuals and families stayed to make a living from agriculture and small business. Over the years, the city has grown through infill development and annexation of surrounding property to accommodate a growing need for general residential housing.

For decades, Bellevue has primarily been a working person's residential community for the Wood River Valley. Some of the valley's most affordable housing is in Bellevue. As growth pressures and housing costs increase valley-wide, Bellevue's importance as an affordable residential community will continue to be an issue.

Over the last 15 years, between 2000 and mid-year 2015, 181 building permits were issued. These were predominantly for new residential construction; however, some were remodels. According to the city, for each new construction permit both water and sewer connections were added.

These new residences have been a combination of manufactured homes, single family site-built homes, townhomes, and most recently the Bell Mountain Village and Care Center, which currently has a capacity of housing 48 residents and has approval from the city for an additional 24 residents, which will require construction of new units.

## 12.2 Current Conditions

Bellevue's residential units contain an eclectic mix of turn-of-the century mining era houses, newer construction, mobile and manufactured homes, and duplexes. A broad mix of housing types makes Bellevue an attractive small community that appeals to many who desire to live here. This mix of housing types is important to Bellevue and the economic viability of the Wood River Valley.

In the wake of the recession that began in December 2007, Bellevue's property values are continuing to recover. Contributing to the recovery are a combination of factors, including low interest rates, a steadyng of wages, low unemployment, a return to normal low bankruptcy levels, and the continued attractiveness of Bellevue as a community. However, even though Bellevue historically has some of the most affordable housing in the valley, home prices fluctuate in proportion to the rest of the valley.



The table above shows Bellevue had a growth period followed by a recession, and new residential construction trends were strongest at the beginning of the new millennium and low during the recession. Currently, job growth and favorable interest rates have the potential to promote further new residential construction after over a decade of low growth. The new inventory of lots from the unplatte Strahorn subdivision, the Bell Mountain Village and Care Center, and infill within the city would contribute to such increases in housing construction.

Bellevue is predominately a year-round community with low second home, seasonal residents. Many of its citizens have lived in the city for decades and own their homes or are long-term renters, a positive trait that contributes to community pride. The table below indicates most of the homes within the city are occupied and many are owner occupied.

### **2013 US Census Housing Data for Bellevue**

Housing units	926
Occupied housing units	849
Vacant housing units	77
Occupied - Owner	580= 68%
Occupied – Renter	269= 32%

Residential construction in Bellevue can occur on under- and un-developed lots within the city and include such activities as remodeling existing homes, building residential units above businesses, or adding an accessory dwelling unit where permissible. New construction may occur within approved subdivisions that lack infrastructure such as Strahorn, and more readily within already platted and improved subdivisions.

As of July 2015, there are a total of 134 undeveloped platted lots:

### **Undeveloped Platted Residential Lots**

<b>Total Platted</b>	<b>134</b>
Chantrelle	13
Wood River Meadows	2
Bellevue Townsite	84
Riverside Estate	9
Highland Village	0
Sunrise Ranch	2
Maple Ridge	6
Pineview	15
Wynwood Sub	3

### **12.3 Future Conditions**

Cities grow by increasing density within existing boundaries and/or by growing outward through annexation. The existing inventory of undeveloped lots in Bellevue provides an opportunity for infill and possibly higher density with up-zoning or, for instance, by permitting apartments above existing businesses or garages. The Strahorn annexation was approved by the Bellevue City Council in 2009 for up to 205 residential units. Platting and infrastructure to each of the lots within the subdivision, however, have not been completed.

In the future Bellevue may need to annex land to accommodate an adequate supply of housing to complement economic growth in the community. A balance needs to be struck between the need for reasonably priced housing, protecting and improving the property values of current homes, and supporting existing businesses in the community that depend on city residents.

A mix of housing types throughout the city should be encouraged to create a cohesive and well-integrated community. Such an undertaking must be balanced with the existing character of neighborhoods. Properly implemented, this could ensure fairness, equity, and provide for the housing, services, health, safety and livelihood needs of all citizens and groups.

Existing homes in Bellevue are in proximity to the downtown amenities. Locating new residential development close to shopping, restaurants, entertainment, and public services such as Mountain Rides, city hall, library, post office and other community amenities, including parks and schools is encouraged. Safe pedestrian, biking, and driving connections are also needed.

### **12.4 Concerns**

The balancing of Bellevue's housing market is a significant economic issue that needs to be considered in the context of infrastructure and service extension cost-benefit analyses, the desires of its citizens, and those interested in investing in the city. A central component of fiscal matters for any city is its ability to serve existing and new development at a recognized level of service befitting the community. Addressing housing needs for the city involves looking at and balancing each of the components of the Bellevue Comprehensive Plan, especially economic development, land use, and capital improvement plans. Bellevue's housing concerns include:

- Retaining the City's character while providing a variety of housing types and prices.
- Addressing the lack of townhouses or apartment housing options within the City; few existing lots within the city are available to develop these types of housing.
- Ensuring residential development complements the downtown core, retains historical identity, and sense of community.
- Assuring that growth occurs in a responsible and sustainable manner.
- Avoiding improper annexation that can result in a long-term liability to the community.
- Addressing bottlenecks within the existing sewer system that make accommodation of future growth difficult.
- At this time, there is no accurate way to determine how much water is being used and how much is available for growth.

## 12.5 Goals, Objectives and Action Items

### GOAL 1: CONTINUE TO DEVELOP BELLEVUE AS A DESIRABLE COMMUNITY IN WHICH TO LIVE.

#### OBJECTIVE 1: IMPLEMENT THE FOLLOWING PRINCIPLES WHEN MAKING HOUSING NEIGHBORHOOD POLICIES, RULES, OR LAND USE DECISIONS.

##### Actions

1. Take advantage of compact building design.
2. Include pedestrian and bike friendly design features in new neighborhoods and where practicable in existing neighborhoods.
3. Foster distinctive, attractive neighborhoods with a strong sense of place.
4. Integrate natural resources and critical environmental protection when reviewing projects.
5. Make development decisions that are thoughtful, consistent, predictable, fair and cost effective.
6. Provide a mix of housing types.

### GOAL 2: PROTECT AND IMPROVE THE QUALITY OF EXISTING HOUSING AND NEIGHBORHOODS, WHILE ENCOURAGING DIVERSE HOUSING OPTIONS THROUGHOUT THE CITY TO PROVIDE FOR THE LIVELIHOOD NEEDS OF ALL CITIZENS AND GROUPS.

#### OBJECTIVE 1: PROVIDE A MIX OF SAFE, DIVERSE, ATTRACTIVE HOUSING TYPES THROUGHOUT THE CITY TO CREATE A COHESIVE AND WELL-INTEGRATED COMMUNITY.

##### ACTIONS

1. Balance the mix of housing types with the existing character of neighborhoods.
2. Allow for increased density where appropriate.
3. Encourage infill of existing lots.
4. Encourage the preservation of older homes and established neighborhoods.
5. Encourage improvement of existing historic housing through a judicious application of building ordinances, infrastructure improvements, and maintenance.
6. Encourage clean-up of neighborhoods and enact ordinances to accomplish this.
7. Implement best practices in site design and construction.
8. Review the effects of new developments on the property values of adjacent properties.
9. Analyze the merits of mixed housing types and densities (e.g., single-family lots as well as denser but small-scale apartment, townhouse, or condominium buildings) when considering possible future annexations.

OBJECTIVE 2. ENCOURAGE INFILL OF HOUSING DEVELOPMENT WHERE INFRASTRUCTURE CURRENTLY EXISTS.

**Actions**

1. Allow ADUs, higher density residential, and a mix of housing types in appropriate areas subject to design standards to encourage additional housing opportunities.
2. If necessary, amend zoning ordinances to allow different types of residential uses (apartments, townhouses, condominiums, etc.).
3. Encourage multistory housing in downtown commercial areas.

## Chapter 13 – Community Design

Visual appeal and cohesive design are critical in creating a sense of community and projecting a positive image of Bellevue to prospective residents and businesses. Careful planning and wise development of existing sited lots are key factors in future changes to the town's appearance and desirability.

### 13.1 History

The site of Bellevue was chosen due to the mineral wealth of the area and the rapid growth of the mines that extracted the high-grade galena ore. The mountains to the east and west, the Big Wood River, the location of the railroad right-of-way and the route of what would become Idaho State Highway 75 (Main Street) defined the overall boundaries into which the town grew. Laid out in 1880 and prior to Bellevue's charter in 1883, the town developed in a grid pattern oriented north/south and east/west.

The Union Pacific railroad spur from Shoshone to Ketchum was laid through Bellevue in 1883 and ran along Second Street, an unusual placement that ran directly through a residential area with houses facing out on the tracks. This north-south streetscape along Second Street and the railroad tracks was unified by close-set houses fronting the street with shallow setbacks. The styles employed were typical of the period and designs ranged from the ornate Italianate style to more modest houses built of frame and clapboard or horizontal logs.



Second Street, looking north, after the railroad line was built in 1883.

Oak Street crosses the tracks just this side of the hotel on the front left

Fires in the early 1900s destroyed most of the businesses in the center of Bellevue but, by 1910, Main Street had developed a two-block-long continuous façade of frame and brick commercial structures. West of Main Street, the Big Wood River formed a natural barrier to further development.

East of Main, the residential area along the railroad tracks constrained commercial growth. In 1912, another fire set Bellevue's development back, but Main Street's business district has continued to the present.

More recently, pressures associated with a mining revival from 1966 to 1970 and expansion of Sun Valley Resort ski facilities largely bypassed Bellevue. However, the rapid growth of Blaine County and the recent recession are transformative forces influencing current community design.

### **13.2 Current Conditions**

The majority of the changes to the original grid layout of Bellevue is due to the addition of subdivisions surrounding the historic town site and infill of open lots within the town's original site plan. The business district has, by and large, remained along Main Street with some recent isolated development along Second Street.

Renewed interest in unoccupied business and retail space in the City's center offers hope of reinvigorating Bellevue's commercial core. However, the current streetscape along Main Street is predominately auto-oriented in that the sidewalks are relatively narrow, street lighting is by tall "cobra head" lights, pedestrian amenities (urban landscaping, benches, bike racks) are lacking and outdoor public or semi-public spaces, such as café seating, are almost non-existent. The downtown area currently has no public art, however the Bellevue Arts Commission was established in 2016 and one of their efforts is to provide that.

Current community design is dictated by subdivision ordinances that regulate physical layouts, lots, blocks, and design regulations. A design review ordinance addresses signage and lighting regulations and oversight of commercial building designs. One unique consideration in the town is the Wood River Trail System that links Bellevue to Hailey, Ketchum, and Sun Valley, and is a positive recreational feature of the area. The Howard Preserve, along the Big Wood River, is another such feature.

Commercial structures are primarily along Main Street and are at their best when in keeping with the theme of individual, historic, stand-alone buildings. Examples of this architecture are the Odd Fellows Lodge and Idaho Bank Building. More recent constructions following historic design elements are Sun Valley Bronze, NAPA auto parts, Mahoney's, Silver Dollar Saloon, and Bellevue Square. The latter offers beneficial landscaping of its parking area.

There are numerous, well-kept, older homes with a variety of architectural styles that reflect well on the residential character of Bellevue. Newer homes exhibit a variety of designs and generally are also positive contributors to this sense of community. Infill with trailers and poorly built manufactured homes has occurred in the past but, with market pressure, in time these structures will be replaced.



Kids skate in Memorial Park. (Photo by Craig Wolfrom.)

A primary contributor to Bellevue's sense of community is the shared public space of parks and recreational areas. One of the most important of these is the Howard Preserve along the Big Wood River. The footpaths along the river, canal, and the riparian area are a treasure which Bellevue is fortunate to have obtained. Parks in town include Memorial City Park and O'Donnell Park. Recent improvements in both parks to playground equipment increased its "kid friendly" appeal, and its central location in the historical core is easily accessible to residents. These improvements have made recreating in the parks more enjoyable for kids and adults. Some subdivisions and planned unit developments provide smaller community spaces.

### **13.3 Future Conditions**

Bellevue has grown organically over time with an eclectic mix of home styles, from simple mining era homes to a broad range of residential design, from the modernism movement in the 1930's, to more contemporary trends from the 1970's to present.

The community can continue to strengthen its image and identity through preservation of historic buildings and sites, improvement of civic buildings, public and private places and streets as well as improved way finding. Well-placed enhancements such as landscaping and community signs concentrated along streets and gateways can convey a positive visual image. The appeal of the town can be improved further by the inclusion of public art which can be overseen by the Bellevue Arts Commission.

Bellevue must be mindful that as it grows, the sense of place and small-town character may be disrupted if the design of new construction is not well managed. Future plans must support a balance of building types in keeping with the historic look and feel of the town if this character is to be maintained. The balance between creating the vitality and economic growth associated with larger, denser development, and the pattern of lower densities must be ensured. Bellevue should implement downtown infill through careful urban design analysis and compatibility standards.

Infill and other redevelopment projects should be contextually appropriate to the neighborhood and development areas in which they occur. They should fit into the natural and man-made features adjoining a development site regardless of their architectural style. It is important to maintain and reinforce development quality, particularly in the built-up community core area.

One way to encourage investment in a particular section of a town is to designate it as an urban renewal area. The Bellevue Urban Renewal Area was formed by the City Council in November, 2006, to provide tax incentives and reinvestment advantages to the included area. That area takes in Main Street, the block to the east including Second Street, and the alley on the west of Main Street. For additional or different sections to benefit from the Urban Renewal designation, the time limit on the current renewal area must expire. These designations last for 24 years, and it will be a number of years before any changes can be made. In 2015, the Idaho State Legislature was considering altering qualification regulations for granting this status.

New development should convey a positive image for the community, particularly through high quality design of residential and commercial buildings. Each new project should be well designed, attractive, and complement surrounding land uses and existing neighborhood character. To ensure this, Bellevue needs to rigorously enforce current ordinances and adopt more specific standards for high-quality site planning and building design of residential, commercial and public areas. New ordinances may be needed to limit formula retail outlets, chain stores, and industrial encroachment upon established zoning. Standards should address transitions or setbacks between different land uses, landscaping, quality of architecture, building materials, and pedestrian amenities.

Preservation of quality public spaces is essential in creating a sense of community. Public buildings should be attractive and well located to best serve the public. They also should meet the highest performance standard for energy and water conservation and provide public amenities such as outdoor gathering spaces. Additionally, all designs must be mindful of the importance of the natural beauty of the area and strive to protect and enhance the views of the surrounding mountains by reducing, removing, or burying underground visual obstacles such as utility lines and equipment. Public art, such as that proposed by the Bellevue Arts Commission, can further enhance the overall appearance of Bellevue.

Landscaping should protect and incorporate natural features in newly developed areas. The natural patterns of streams, ridgelines, topography, riparian areas and wildlife habitats must be preserved. Additionally, Bellevue should promote the use of renewable energy, water conservation, and compatible native or drought tolerant landscape planting.

The preservation of natural beauty extends after dark, and developments should be mindful of protecting the beauty of the night sky through adherence to outdoor lighting codes.

The mountain vistas in Bellevue, as well as north and south of town, are a valuable asset for the community. Any development along the rural portions of Bellevue's roadways should retain these panoramic views. The scenic gateways to the community presently convey a positive viewscape because of their openness and distinct separation of urban and rural areas. It is imperative to maintain the views from the major gateways of Highway 75 and Broadford Road. Furthermore, transitional residential areas at the fringe of the community core or within the adjacent town boundaries should include rural design elements or be clustered to maintain the rural landscape.

#### **13.4 Concerns**

The overriding concern for the community design of Bellevue is how to grow without losing the cohesive feel of the township. It's particularly critical to be mindful of historic architecture when adding new commercial or residential buildings. Additionally, all new construction should incorporate water-wise and energy saving features. The ability to grow at all depends on the availability of the basic utilities such as water, power and sewer. Therefore, water and energy conservation become essential in the design of all new or remodeled buildings. These considerations extend to the choice of appliances and irrigation systems.

Highway 75 leading to Bellevue must be an attractive, functional and memorable gateway to the community with clearly defined entrances to the town in keeping with the beauty of the Wood River Valley and surrounding mountains. Also, boundary signs are needed for the canyons east of town and notices prohibiting shooting and dumping should be posted at their entrances.

A visual attractiveness of the town core from south and north is imperative. This should include wider sidewalks, trees, benches, trash containers, new pedestrian safety lighting, maintenance of crosswalks on Main Street, and visitor signage. Such changes improve the overall look of Bellevue, give a cohesive feel to the community, and make the business corridor more accessible to pedestrians.

Care must be taken with in-fill of vacant lots and renovation of existing structures so as to create a clearly defined downtown and historically coherent design. The design considerations must favor historic and agricultural vernaculars rather than chain store formulas, and include multi-use and multi-level buildings with upper floor apartments such as those above the Idaho Bank Building. These living spaces should be in areas where business use is encouraged.

Accessibility to businesses needs to be updated to provide interior block parking, alley access, and speedy snow removal.

Bellevue is, first and foremost, a residential community. New residential developments must integrate smoothly with current streets, pedestrian walkways, and bike paths. Their design must incorporate water wise and energy conservation features. Also, there must be an economically diverse mix of housing including affordable homes and rental properties.

### **13.5 Goals, Objectives and Action Items**

#### **GOAL 1: IMPROVE THE COMMUNITY DESIGN.**

##### **OBJECTIVE 1: FOSTER A DISTINCTIVE, ATTRACTIVE COMMUNITY WITH A STRONG SENSE OF PLACE.**

###### **Actions**

1. Enforce existing ordinances especially those that address signage, lighting and landscaping.
2. Adopt and enforce commercial design standards that encourage appropriate newer architectural styles and prevent “formula” designs, uncoordinated growth and automobile-oriented sprawl.
3. Carefully regulate the number of national chain retail outlets and fast food restaurants allowed to operate in the town to prevent a strip mall look within Bellevue.
4. Enforce commercial and public lighting standards that allow safe levels of lighting and prevent obtrusive or dangerous lighting levels, glare, etc.
5. Encourage and facilitate preservation and adaptive reuse of historic or architecturally significant structures including the Odd Fellows and Idaho Bank buildings.
6. Adopt maximum off-street parking regulations and provide incentives for structured parking downtown.
7. Enforce design standards that match building scale to street type.
8. Encourage and develop incentives for the creation of downtown publicspace and public art.
9. Create and maintain attractive gateways to Bellevue on Highway 75 for the purpose of keeping and maintaining clear boundaries and a visual separation between the City of Bellevue and the City of Hailey.
10. Implement provisions for the preservation of mature trees and consider additional incentives for trees with high community value.
11. Work with the Chamber of Commerce and other partners to develop a coordinated way-finding signage program for visitors.
12. Adopt a minimum lot maintenance requirement to eliminate weedy or unsightly conditions.

## OBJECTIVE 2: CREATE A PEDESTRIAN FRIENDLY, WALKABLE TOWN.

### **Actions**

1. Adopt and implement design standards that make commercial areas more walkable and pedestrian friendly.
2. Provide landscaping and pedestrian amenities within any new development including public parking lots.
3. Work with Idaho Transportation Department to develop an acceptable streetscape plan for Main Street that incorporates street trees, wider sidewalks, and pedestrian safety lighting.
4. Incorporate street trees into road improvement projects in the original town grid and along any collector or arterial street.
5. Require new developments to provide pathway connections between neighborhoods, parks, schools, shopping and other destinations, in conformance with any adopted Pathways Plan.
6. Improve street and sidewalk maintenance as well as prompt and complete snow removal from roads and sidewalks.
7. Consider seasonally closing an east/west street to motorized traffic.

## OBJECTIVE 3: USE SUSTAINABLE GROWTH PRINCIPLES IN COMMUNITY DESIGN DECISIONS AND TAKE ADVANTAGE OF COMPACT BUILDING DESIGN.

### **Actions**

1. Implement natural resource conservation measures, particularly water wise landscaping and irrigation.
2. Encourage the use of sustainable building practices and materials.
3. Encourage energy conservation by improving public awareness through campaigns targeting existing buildings and new construction and include City-owned structures.
4. Create new or improve existing ordinances to support Actions 1 through 3 above.

## Chapter 14 – Implementation

A key aspect of any plan is how it is carried out after adoption. It is the intention of this Comprehensive Plan to be implemented with special priority given to the Actions under each of its sections. Furthermore, it must be treated as a living, amendable document subject to regular review by the Planning and Zoning Commission and City Council. All official actions and ordinances adopted by Bellevue must be in harmony with this Plan.

Below are listed recommendations to facilitate implementation of the Action items listed under each of the Plan's sections.

1. Update the entire Comprehensive Plan every five years and make annual amendments to maintain current data on population, housing, economic development and public facilities.
2. Work with Hailey and Blaine County to address regional planning issues, including transportation, economic development, sewer facilities, water quality, floodplain management, and airport operations.
3. Work toward a joint Comprehensive Plan with Blaine County and other cities in the Wood River Valley. This would reduce redundancy of services and facilitate sharing of long-term infrastructure expansion. Furthermore, sharing of information such as school enrollments, population data and building permit applications would aid in planning throughout the Valley.
4. Enforce all ordinance requirements in a fair and even manner as well as adopt and amend ordinances and regulations to implement the recommendations of this Plan.
5. Identify and implement means to encourage infill redevelopment while preserving Bellevue's community character. This should include a mix of housing and business options as allowed by zoning and ordinances.
6. Pursue annexation as needed for ensuring viability of the City. Any such territorial acquisition must be preceded by thorough cost benefit analysis.
7. All current and future expansion, redevelopment and maintenance should adhere to sustainability guidelines. (link to sustainability guidelines)
8. Establish a Community Development Department to manage Short and Long Range Planning, Economic Development, Building Codes, Geographic Information System (GIS), and Urban Renewal Authority.

9. Establish neighborhood level planning committees as needed to facilitate the development of more detailed recommendations than currently provided in the Comprehensive Plan.
10. Provide any and all support needed to ensure utilities for current demand and reasonable growth needs. This is particularly important in regard to water and sewer.
11. Establish and maintain planning application and building permit fees at levels that ensure as close to a self-sustaining planning department as possible.
12. Challenge low U.S. Census population estimates so population-based funding is maximized.
13. Encourage minority participation in local government and community activities. This is essential to mainstream under-counted population segments and engage them in town planning.
14. Establish regular communications, such as through the utility bill, local newspapers and city website, to educate and solicit feedback from residents and business owners on the city's goals, plans and projects. All such communication must be in Spanish as well as English.
15. Seek alternatives beyond taxation and bond issues to fund needed infrastructure improvements. This should include applying for growth management funds from the Idaho Department of Commerce and Energy and Growth grants from Idaho Power.
16. Work with Hailey and Blaine County on an Area of City Impact (ACI) agreement to address planning issues, including preserving the visual separation between Bellevue and Hailey, maintaining clear urban and rural boundaries, providing quality recreation opportunities and connecting bicycle and pedestrian trails, transportation, economic development, sewer facilities, water quality floodplain management and airport operations.

**CITY OF BELLEVUE IDAHO  
RESOLUTION No. 2150**

**A RESOLUTION OF THE CITY OF BELLEVUE IDAHO, AMENDING THE BELLEVUE COMPREHENSIVE PLAN TO ADD REFERENCES TO CHAPTER 4, ECONOMIC DEVELOPMENT, TO ADD LANGUAGE WITH RESPECT TO THE CREATION AN AREA OF CITY IMPACT (ACI).**

**Be It RESOLVED by the Mayor and Common Council of the City of Bellevue, Idaho, attached as Exhibit A.**

**SECTION 1.** Refer to Exhibit A, as attached.

**SECTION 2.** This resolution amends Chapter 4, Economic Development, of the Bellevue Comprehensive Plan, as revised in 2016.

**PASSED** by the Common Council and approved by the Mayor of the City of Bellevue, Idaho this 24<sup>th</sup> day of JUNE, 2019.

**ATTEST:**



Marian Edwards, City Clerk



Ned Burns, Mayor

## Chapter 4 – Economic Development

Bellevue is an integral part of Blaine County's overall economy. It's important to examine the role the City plays to its local citizenry and to its neighboring communities; the two are not separable. It is also vital to articulate the economic vision that our community embraces for Bellevue's future growth and strive to make that vision manifest.

### 4.1 History

Bellevue was settled in 1880 and chartered by the Idaho Territorial Legislature in 1883. It was founded to serve the silver mining boom and became a major distribution point serving the Wood River mines. During this time, the town grew to several hundred inhabitants and boasted two daily newspapers. There were dozens of homes and quickly constructed businesses to serve the needs of the mining community.

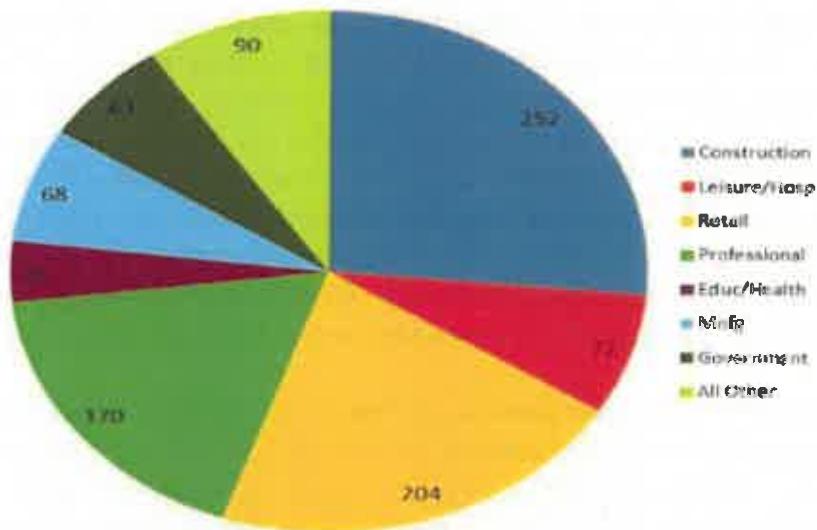
When the silver market collapsed in 1893, the town's prosperity largely vanished, and its population decreased. Agriculture kept Bellevue alive for many decades, however mining and agriculture no longer drive the economy. Instead, recreation and small-town lifestyle are what bring people here from all over the country.

### 4.2 Labor Force

The economic foundation has shifted away from tourism with more than a quarter of all jobs in the county in the construction and real estate sectors. The county has significant advantages from a talent perspective. The percentage of adults with a college degree is twice that of the nation as a whole.

### 4.3 Current Conditions

The latest census data indicates 2,300 people are currently living within the City limits. This number has remained relatively constant since 2010. Many of its inhabitants work outside the City but choose to live in Bellevue for a variety of reasons, including affordability and sense of community. Bellevue serves a uniquely different citizenry today from that of its past mining and agricultural heritage.



2015 Jobs by Industry Sector

## EXHIBIT A

There are over 170 permitted businesses in Bellevue, with the largest employment sector in construction. The next largest is retail, followed by professional practitioners. Beyond this, there is a lesser presence of leisure/hospitality, manufacturing, education, and government. Many businesses housed in Bellevue provide goods and services throughout the valley.

Annual tax revenues for the City and County have increased due to appreciating property values. Since much of the local economy is supported by the construction industry, it is important to note that 2014 and 2015 realized significant upticks in the number of building permits for both residential as well as commercial construction. This increase was realized not only in Bellevue, but throughout the valley.

The valley is continuing to see improving numbers of tourists as reflected by the number of alpine skier days, increased occupancy rates in hotels, and higher levels of enplanement from commercial air traffic. Recreationist dollars are the underlying economic driver for every community throughout the valley, so it is reassuring that improvement of the national economy is reflected in increasing tourism dollars in our valley. Bellevue's total sales revenues rose from \$6,600,000 in 2014 to \$6,800,000 in 2015.

Bellevue is the host to the annual Labor Day Celebration that generates income for the Main Street bars and restaurants, as well as offering local fare and wares in Memorial Park after the parade is over. Bands and fiddlers from the intermountain region entertain our locals and visitors alike. A new event to the Broadford area (located on the outskirts of Bellevue) is the Klim the Mine snowmobile hill climb that attracts snowmobile enthusiasts from all over the western United States. Last year the attendance for the two-day event was approximately 2,000 people each day. This year the City hopes to capitalize on the tourist population that comes into town for this event by creating a weekend Winter Festival, complete with a registration party and street dance.

### 4.4 Future Conditions

As noted previously, cities can grow in one of two ways: grow within existing city limits or annex adjacent lands. Bellevue has endured a high commercial vacancy rate along Main Street in the downtown core area between Beech and Poplar for many years, which serves as a deterrent to enticing tourists to visit or businesses to locate here. The city core has limited capacity for additional inner development, unless higher density strategies are employed within the current zoning overlay. However, due to its current sewer infrastructure limitations, Bellevue is unable to accommodate anything beyond what has already been zoned or been guaranteed to pending developments awaiting platting. Housing developments generally place greater demand on city services than commercial/ business developments but pay a lesser cost relative to their impact.

The need to attract businesses is paramount. The current business core is built out even though there is some vacancy in existing buildings. For the City to enhance its economic development, annexing lands outside the City limits may need to occur. Establishing an Area of City Impact (ACI) is required by Idaho Code 50-222, Annexation by Cities. Adequate housing is necessary to attract potential businesses to our community and it's critical that companies be encouraged to locate in Bellevue, which would facilitate the city's growth. The arrival of more businesses to the city

## EXHIBIT A

could, in turn, warrant the annexation of additional land to accommodate their needs. Bellevue is home to a wide range of businesses.

Perhaps, of greatest importance, is identification of the types of businesses that would be desirable in the community: which types would offer the greatest employment opportunities; provide revenue to the city and county; be harmonious with existing businesses; and bring synergy to the community's future vision. Some examples are:

- Manufacturing
- Research facilities
- Large business park
- Professional offices
- Recreational and tourist facilities
- Educational intuitions and facilities

In addition to attracting diverse small businesses, the single greatest concern is to identify a large business/organization to locate to the city and serve as an economic anchor, preferably one that is unaffected by the region's primary economic driver, the recreation industry. This would diversify the economic base of Bellevue and leave it more resilient to cyclical economic contractions that might occur both locally or nationally. One example might be enticing an educational institution to build a satellite campus. Providing tax incentives to make such a commitment more attractive would be prudent.

A public golf course near or adjacent to Bellevue, though recreational, would lend itself to the valley's golfers in the summer and to cross country skiers in the winter who could enjoy recreation that is affordable and accessible. Traveling through Bellevue to arrive at their destination, these recreationists would provide Main Street businesses with additional commercial and retail exposure.

Housing for residents and newcomers is lacking. Bellevue has numerous undeveloped lots; small scale apartments would provide assurance to businesses locating here that their employees can find affordable places to live and shop. Capturing market share of local citizenry consumption is essential.

### 4.5 Concerns

The primary economic concern is how to grow the city without losing its western small-town character. Bellevue needs to attract new businesses to town, provide a vibrant commercial environment in which these businesses can grow and prosper, and be a durable and sustainable economic hub both locally and regionally.

### 4.5 Goals, Objectives and Action Items

GOAL 1: MAINTAIN THE DOWNTOWN CORE WHILE PRESERVING THE SMALL TOWN CHARACTER OF BELLEVUE.

## EXHIBIT A

### OBJECTIVE 1: FOCUS ON BUILDING A VIBRANT AND SUSTAINABLE DOWNTOWN CORE.

#### Actions

1. Work with the Bellevue Urban Renewal Agency to re-develop properties that become available along Main Street and elsewhere.
2. Foster an expanded downtown core by consideration of rezoning portions of Second Street, and Cedar and Elm streets east to Memorial Park into the walking/shopping retail business district.
3. Investigate tax incentives that can be offered or made available to prospective businesses that re-locate to Bellevue, e.g. tax reimbursement incentives.
4. Maintain building fees at a competitive rate to promote further growth.
5. Increase the involvement of the City's business community through City meetings with local business owners.
6. Work with the Valley Chamber of Commerce and other organizations dealing with economic development, and the Idaho Travel Council and other regional, state and national organizations to promote Bellevue.
7. Adopt strategies and ordinances to revitalize and develop the downtown core.
8. Maintain and promote the downtown core as the primary commercial center of Bellevue.
9. Develop ordinances and policies that promote the development of vacant and undeveloped properties in the downtown core.
10. Engage the Bellevue business community in developing a marketing strategy.

### GOAL 2: INCREASE LIGHT INDUSTRIAL AND LIGHT INDUSTRIAL/MIXED BUSINESS ZONED LAND OUTSIDE THE TOWNTOWN CORE.

### OBJECTIVE 1: CREATE A SUSTAINABLE AND DIVERSIFIED BUSINESS ENVIRONMENT IN THE CITY.

#### Actions

1. Consider recognizing recommendations provided in Chapter 5 – Land Use.

## EXHIBIT A

2. Consider annexation opportunities that will provide business and light industrial opportunities that cannot be accommodated in the current grid/lot sizes, and do not adversely impact the existing downtown core.
3. Identify possible parcels that could provide additional light industrial development opportunities.
4. Partner with the Chamber of the Wood River Valley to keep current with business trends.
5. Utilize current and relevant studies to better understand business impacts on a community.
6. Work with the Idaho Travel Council and local entities to solicit business to come to Bellevue.

### GOAL 3: EXPAND ECONOMIC DEVELOPMENT OPPORTUNITIES WITHIN BELLEVUE.

**OBJECTIVE 1: TO IDENTIFY STRENGTHS, WEAKNESSES AND OPPORTUNITIES AS RELATED TO LAND USE AS A JUXTAPOSITION WITH OTHER COMMUNITIES IN THE WOOD RIVER VALLEY THAT COULD BE OFFERED WITHIN THE CITY OR IN FUTURE ANNEXATIONS.**

#### Actions

1. Refer to relevant and appropriate studies for projecting future growth needs.
2. Have an active campaign to search for and attract businesses to locate in Bellevue and identify an appropriate large business or organization to locate to the City to serve as an economic anchor.
3. Identify opportunities to provide revenue to the city and the county; be harmonious with existing businesses and bring synergy to the community's future vision.
4. Pursue economic development planning assistance to identify other opportunities.
5. Consider the creation of additional sporting, recreational and cultural events to bolster the economy of the city.
6. Capitalize on Bellevue community events, such as the Labor Day celebration and the mid-winter "Klim the Mine" snowmobile hill climb to bolster revenue in the City. Explore ways to supplement these events and create others.

## EXHIBIT A

7. For the City to enhance its economic development, annexing lands outside the City limits may need to occur, establishing an ACI is required by Idaho Code 50-222, Annexation by Cities.

**CITY OF BELLEVUE, IDAHO  
RESOLUTION NO. 2172**

**A RESOLUTION OF THE CITY OF BELLEVUE, IDAHO, AMENDING THE CITY OF BELLEVUE 2017  
COMPREHENSIVE PLAN.**

**BE IT RESOLVED BY THE COMMON COUNCIL OF THE CITY OF BELLEVUE, IDAHO, AS  
FOLLOWS:**

The City of Bellevue, Idaho hereby amending the "City of Bellevue 2017 Comprehensive Plan", pursuant to Idaho Code 67-6509: by adding Chapter 15, Airport Facilities, as a required element of the comprehensive plan per Idaho Code Section 67-6508, a copy of which is attached hereto.

**ADOPTED and PASSED by the Bellevue Common Council and signed by the Mayor this 9th day of  
March 2020.**



Ned Burns, Mayor

ATTEST:



Marian Edwards, City Clerk

## Chapter 15 – Public Airport Facilities

Idaho Code, Title 67, Chapter 65, has been amended to require Comprehensive Plans to include a chapter entitled Public Airport Facilities. When the Bellevue Comprehensive Plan (Plan) was revised and adopted in 2016, the Plan referenced the airport in the Natural Resources and Transportation chapters, however no separate chapter was adopted as is now required by the Statute.

Airports provide significant employment and economic benefits to communities through the movement of people and goods, promotion of tourism and trade, stimulation of business development, and the opportunity for a wide variety of jobs. The City recognizes the Friedman Memorial Airport is an essential community facility that provides many services in the community. It provides convenient transportation alternatives and is widely known as one of the busiest airports in Idaho, thus, contributing to the economy of the Wood River Valley. As a resort airport, activity is more “quality vs. quantity” with the air carriers and high-performance business aircraft resulting in higher economic impact. We recognize that airport operations have an impact on the City so decision-making must be done giving equal considerations to both SUN and the City of Bellevue.

Natural resources include acoustics, air quality and visual resources. The area being considered for natural resources are the main ridgelines east and west, and one mile north and south of Bellevue.



## 15.1 Current Conditions

Friedman Memorial Airport (SUN), Hailey, is a public-use Commercial Service Airport co-owned and operated by Blaine County and the City of Hailey. The Airport is governed by the Friedman Memorial Airport Authority (FMAA) Board under a Joint Powers Agreement. The Board is comprised of three representatives appointed by Blaine County, three appointed by the City of Hailey, and a seventh member unanimously agreed upon by the six appointed members. The Airport Manager provides the primary staff support to the FMAA, managing and supervising airport personnel, and maintaining a safe, legal, efficient, and profitable operation.

The airport has a single asphalt runway 7,550 ft. long by 100 ft. wide. The airport accommodates approximately 26,000 annual operations. The airport is home to approximately 156 based aircraft including single engine, multi-engine, jet aircraft, and helicopters. The Airport encompasses approximately 276 acres and is located 5,320 feet above mean sea level. Due to mountainous terrain surrounding the airport, a majority of the airport's operations are one way in/one way out, with departures to the south and arrivals from the south, most over Bellevue.

As a Commercial Service Airport, SUN provides critical commercial air service connectivity. In 2019, SUN connects to six (6) non-stop markets including Chicago, Denver, Los Angeles, Seattle, Salt Lake City, and San Francisco. Air service is currently provided by Alaska Airlines (operated by Horizon), Delta Airlines (operated by SkyWest Airlines), and United Airlines (operated by SkyWest Airlines). Current service to Chicago, Denver, Los Angeles, Seattle, and San Francisco is seasonal, with Salt Lake City service on Delta Airlines being the only year-round service. In addition to commercial air service at the airport, there is substantial corporate business jet activity and recreational flying, much of which operates out of the airport's only Fixed Base Operator (FBO), Atlantic Aviation.

SUN is included in the Federal Aviation's Administration's (FAA) National Plan of Integrated Airport Systems (NPIAS) as a primary non-hub Commercial Service Airport. As a NPIAS airport, SUN receives federal funding via the FAA Airport Improvement Program and is subject to FAA airport design standards, regulations, rules, sponsor obligations, and grant assurances. SUN is also included in ITD Aero's IASP and considered a core Commercial Service Airport in Idaho's public-use airport system. SUN is eligible for ITD Aero's Idaho Airport Aid Program for airport capital improvement grants and is also subject to ITD Aero sponsor obligations and grant assurances.

Air Service at the Friedman Memorial Airport is critical to sustaining the regional economy, particularly the resort economy. Blaine County's regional economic development organization, Sun Valley Economic Development, estimates that visitors and residents traveling by air account for approximately 30% of the Blaine County economy. According to the 2019 ITD Aero Airport Economic Impact Analysis as part of the Idaho Airport System Plan (IASP), the Friedman Memorial Airport contributes over \$305 million of annual economic impact to the local, regional and state economy resulting from commercial air service and general aviation activity at the airport. This

substantial economic impact ranks second for commercial service airports in Idaho, second only behind the Boise Airport

The City of Bellevue had representation on the airport board from the late 1970's to 1994 when the board was reorganized to represent the land ownership of the airport. Due to the make-up of the board under the JPA as noted above, Bellevue isn't represented on the board, even though flight patterns are directly over the City and the south end of the runway is approximately 1.25 miles from the city limits.

### **History**

In 1931, the Friedman family deeded a portion of their land to the City of Hailey for use as an airport, with the condition that, if the land should ever cease to be used as an airport, the property would revert back to the Friedman heirs. In the years since, the airport has expanded and grown its facilities and traffic through investment from the City of Hailey, Blaine County, grants through the State of Idaho, and the FAA. Commercial passenger service at the Airport began in 1960, and since then passenger service has thrived. In 1994, the Friedman Memorial Airport Association (FMAA) was formed, replacing the Blaine County Airport Commission. It has been a long-standing concern for Bellevue that the City has no representation on the FMAA, even though much of the City lies under airport arrival and departure corridors.

### **Acoustics**

Friedman Memorial Airport's approach and departure flight paths are over Bellevue. The number of arrivals/departures into the airport fluctuates seasonally as it is a tourist-driven facility. In July traffic is especially high with the Allen and Company annual meeting. As mentioned above, the airport's operations are one way in/one way out, with departures to the south and arrivals from the south, most over Bellevue.

When the airport tower is in operation (7 a.m. to 11 p.m.), many jets fly under Instrument Flight Rules (IFR) in both clear skies and cloudy conditions. Lighter and slower airplanes may fly either IFR or Visual Flight Rules (VFR). On a south-bound departure these smaller aircraft can be directed to move to the west side of the valley; on approach from the south they may be directed to the east side. There is a voluntary noise abatement program that limits operations after 11 pm and before 7 am. Most of the time the non- compliant operations are life flight aircraft coming in for emergency patient transfers.

### **Noise, Safety and Quality of Life**

In addition to the positive benefits an airport brings to a community, there are resulting negative impacts from airport operations including air quality, noise, dust, fumes, and potential safety considerations for aircraft operators and airport neighbors. This especially true for the communities of Hailey and Bellevue which are most impacted by airport operations.

Understanding the operational and regulatory requirements placed upon airports by the FAA and state is critical to reducing negative impacts to both airport users and neighbors when planning.

## 15.2 Future Conditions

### Potential Relocation

It is expected the airport will continue to operate in its existing location and configuration for the foreseeable future. Should the need arise for a relocated airport due to constraints at the existing site or the FAA discontinuing allowance of the current approved modifications to standards, it will require Blaine County to consider site options outside the City of Hailey as well as a change in current County zoning to allow a new airport. FMAA has adopted an Airport Master Plan that includes current plans for the existing Friedman Memorial Airport site and discusses a potential replacement airport process.

## 15.3 Concerns

### Acoustics

Noise impacts in approach and take-off areas exists as depicted on FMAA noise contour maps. Technology has improved aircraft performance capabilities in commercial and general aviation aircraft and has reduced noise emitted by aircraft engines.

### Undeveloped Agricultural Lands

The land between Hailey and Bellevue traditionally used for agriculture provide a visual separation between the communities which enhances the rural characteristics of the south valley. If these lands are developed in the future, the City should consider ways of developing this property to not only preserve a visual separation between the two cities and incorporates land uses that are compatible with the airport.

### Water Quality

The City of Bellevue has a unique public water system comprising of three active springs to the east of town and two well systems, Chestnut and Chantrelle Wells. The springs are the primary system with the currently serving as back up or to assist with fire suppression needs. Idaho Department of Environmental Quality recently updated the Source water Assessment for the wells and updated the possible contaminant list. The majority of the airport is withing the 6-10-year time of travel delineation as set by DEQ. Airport operations may have negative impacts on Bellevue's source water, impacting the springs and wells, and contaminating the water.

#### Concerns:

1. Underground Storage Tanks and Leaking Underground Storage Tanks UST/LUST
  - a. Three LUST Sites and 5 UST sites in PCI linked to the airport
2. Shallow Injection Wells
  - b. 21 sites in PCI linked to the airport
3. General Waste Sites
  - c. 3 Sites in PCI linked to the airport

4. PFAS - Per- and polyfluoroalkyl substances (PFAS) are a group of synthetic chemicals that have been in use since the 1940s. PFAS are found in a wide array of consumer and industrial products. PFAS manufacturing and processing facilities, facilities using PFAS in production of other products, airports, and military installations are some of the contributors of PFAS releases into the air, soil, and water. Due to their widespread use and persistence in the environment, most people in the United States have been exposed to PFAS. There is evidence that continued exposure above specific levels to certain PFAS may lead to adverse health effects.

### **Expansion**

Expansion on the Friedman Memorial Airport and increased use by commercial airlines and general aviation aircraft, increases the potential of noise, air pollution and safety concerns.

## **15.4 Goals, Objectives and Actions**

**GOAL 1: ADOPT APPLICABLE CRITERIA, STANDARDS AND ZONING TECHNIQUES THAT WILL PROTECT THE AIRPORT, AVIATION USERS AND SURROUNDING NEIGHBORS FROM INCOMPATIBLE DEVELOPMENT AND POTENTIAL AIRPORT IMPACTS.**

**OBJECTIVE 1: PARTICIPATE IN ADJACENT LAND MANAGEMENT PLANNING PROCESSES, IMPLEMENTATION PLANS AND OUTREACH EFFORTS.**

### **Actions**

1. Develop zoning that minimizes acoustic and air quality impacts to Bellevue residents and businesses.
2. Consider appropriate land uses that are compatible with preferred land uses in the airport critical zones.

**GOAL 2: ENCOURAGE FMAA TO OPERATE, MAINTAIN AND DEVELOP THE FRIEDMAN MEMORIAL AIRPORT TO ENSURE SAFE AND EFFICIENT AERONAUTICAL FACILITIES FOR ALL AVIATION USERS PER LOCAL, STATE AND FAA REQUIREMENTS. OPERATE AND DEVELOP THE AIRPORT IN A MANNER THAT REMAINS SAFE AND A GOOD NEIGHBOR AS TO MINIMIZE CURRENT AND POTENTIAL FUTURE IMPACTS.**

**OBJECTIVE 1: ENSURE THAT THE AIRPORT MAINTAINS ITS RECORD OF BEING A SAFE AND EFFICIENT FACILITY.**

### **Actions**

1. Given the direct impacts of the airport operations to Bellevue, encourage the

- FMAA to provide the City with the ability to be equally and fairly represented in decisions which affect public health and safety of the Bellevue citizens.
2. Maintain existing open space in the vicinity of the airport especially in key areas off the runway approach and departure corridors to minimize the safety risks for people and property on the ground and in the air.
  3. Encourage FMAA to continue to promote the airports Voluntary Noise Abatement program.

### GOAL 3: MAINTAIN GOOD AIR AND WATER QUALITY IN THE CITY OF BELLEVUE.

#### OBJECTIVE 1: ESTABLISH AIR QUALITY MONITORING FOR AIR TRAFFIC.

##### Actions

1. Periodically monitor air quality in north Bellevue or Woodside to determine if airplane emissions are detectable.
2. Partner with agencies that can monitor the airport when it is closed and during high traffic.
3. Stay abreast of overall air quality monitoring for Bellevue to ensure air quality impacts are minimized to protect the public health and safety of Bellevue citizens.

#### OBJECTIVE 2: ENSURE WATER QUALITY MONITORING FOR BELLEVUE'S SOURCE WATER PROTECTION.

##### Actions

1. LUST/UST – The LUST site identified should have already had clean up and mitigation completed continue well monitoring as normal. UST – Any new UST site are required to have permits and have specific design standards to mitigate leakage. Request that the airport inform the City of Bellevue of any new sites and if possible, provide proof of permit for record. Continue to monitor wells as normal.
2. General waste site – A site where the DEQ Waste and Remediation Program has initiated remediation actions, including aboveground storage tanks, leaking UST, RCRA, mining, and emergency response sites. Continue to monitor wells as normal.
3. Shallow injection well - A well less than or equal to 18 feet deep in which fluids are injected as a means of disposal or for storage in the subsurface, such as stormwater, agricultural water, and facility heating/cooling water. Most likely these are storm and runoff drains. Airport should have a spill policy in place which would mitigate contaminants entering the drains. Continue to monitor wells as normal.
4. PFAS – an emergent contaminant also key components in aqueous film-forming foam (AFFF), which is used to fight petroleum-based fires at aviation and manufacturing facilities. For decades, AFFF containing PFAS has been used extensively at airports throughout the world to protect the safety of passengers, crew and others. Request use information from the airport and

notification if a situation happens that AFFF is used for fire suppression.  
Continue to monitor wells as normal.

**GOAL 4: DISCOURAGE HIGH DENSITY RESIDENTIAL DEVELOPMENT AND ENCOURAGE OPEN SPACE, COMMERCIAL AND INDUSTRIAL USES IN THE PROXIMITY OF THE AIRPORT THAT BENEFIT FROM AND DO NOT CONFLICT WITH AIRCRAFT OPERATIONS.**

**OBJECTIVE 1: WORK WITH THE CITY OF HAILEY AND BLAINE COUNTY TO KEEP DEVELOPMENT USES OUT OF CONFLICT WITH THE AIRPORT.**

**Actions**

1. Establish a formal coordination process with the Cities of Hailey, and Blaine County to identify an agreed upon Airport Influence Area and Critical Zones consistent development guidelines and regulations that utilize local, state, and federal/FAA guidelines, standards, rules, regulations and other best management practices encouraging compatible land uses adjacent to the airport.
2. Incorporate best practices in zoning lands in the proximity of the airport to ensure wise land use decisions that are compatible with airport preferred land uses and protects the health and safety of both aircraft operators and Bellevue citizens.
3. Notify each other of the intent to adopt or revise the comprehensive and other land use plans that may impact the airport including the evaluation of future planning activities to ensure they will not result in an increase to incompatible land uses or development adjacent to the airport.
4. Incorporate consistent, agreed upon language regarding compatible land use planning practices in both the city and county comprehensive plan documents.
5. Prohibit uses in areas around the airport which attract birds and/or other wildlife, create visual hazards, and emit transmissions which may interfere with aircraft communication or navigation, or otherwise obstruct or conflict with airport operations.
6. Protect Code of Federal Regulations (CFR) 14 Part 77, Safe, Efficient Use, and Preservation of the Navigable Airspace, Idaho state airspace protection surfaces, including height restrictions, in key areas adjacent to the airport.