

**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.