CITY OF BELLEVUE, IDAHO
Planning and Zoning Commission
Monday, June 15, 2026, 5:30 PM
115 Pine Street, Bellevue, Idaho 83313

AGENDA

JOIN TEAMS MEETING
Join the meeting now
Meeting ID: 296 592 476 369 10
Passcode: hu63ES6K

https://teams.microsoft.com/l/meetup-join/19%3ameeting_MTI4YjgzYTAtNmMxOS00ZWU0LTkxNGItZWQ2MTA0ZmJjNDc1%40thread.v2/0?context=%7b%22Tid%22%3a%224bf19b22-eade-47a0-a58b-8db6b13f043c%22%2c%22Oid%22%3a%22c5e34ffd-539c-475c-b8b7-172244c9c3d6%22%7d

CALL TO ORDER

ROLL CALL

1. **NOTICE OF AGENDA COMPLIANCE - ACTION ITEM**

   Finding that the regular meeting notice and agenda were posted in accordance with Idaho Code §74-204 within forty-eight (48) hours prior to the meeting at: the City of Bellevue City Hall, Post Office, on the City's website on ***June 12, 2026.*** *(****Suggested Motion: I move the notice for the June 15, 2026, regular Meeting was completed in accordance with Idaho Code, Section §74-204****.)*

2. **CALL FOR CONFLICT:** (As outlined in Idaho Code §74-404)

3. **PUBLIC COMMENT:** For items of concern **NOT** on the Agenda.

4. **NEW BUSINESS – ACTION ITEM**

   a. **DR-26-06 – 509 S Main St. Mural and Shipping Container – ACTION ITEM**

      An application for Design Review Approval for changes to the exterior paint color to add a mural to the south side of the structure located at 509 South Main Street and to maintain in place a shipping container on this same property.

   b. **CUP-26-01 – Karl Malone Ford & Powersports Expansion – ACTION ITEM**

      An application to expand the existing motor vehicle and power sports sales facility to a separate parcel to facilitate overflow storage.

5. **PUBLIC HEARING – ACTION ITEM**

   a. **TA-26-01 – Right-of-Way Management – ACTION ITEM**

      A city-initiated zoning and subdivision text amendment to improve management practices of rights-of-way within the City of Bellevue.

      *(****Suggested Motion: I move to continue the public hearing for agenda item 5.a. to the Special Meeting scheduled for tomorrow, June 16, 2026****.)*

6. **NEXT MEETING**

   a. Special Meeting – June 16, 2026

7. **ADJOURNMENT - ACTION ITEM**

I, designated Planning Commission Secretary for the City of Bellevue, Idaho, hereby certify that the regular meeting notice and agenda were posted in accordance with ***Idaho Code §74-204*** within forty-eight (48) hours prior to the meeting at: the City of Bellevue City Hall, Post Office, and on the City of Bellevue Website: https://www.bellevueidaho.us/ on **May 29, 2026.**

In compliance with the American with Disabilities Act, individuals needing special accommodations during this meeting should notify the City Bellevue, 115 East Pine Street, Bellevue, Idaho 83313, or ***phone number 208-788-2128 ext. 8, at least twenty-four (24) hours prior to the meeting***.

CIUDAD DE BELLEVUE, IDAHO
Comisión de Planificación y Zonificación
Lunes, 15 de junio de 2026, 17:30
115 Pine Street, Bellevue, Idaho 83313

AGENDA

UNIRSE A LA REUNIÓN DE EQUIPOS
Únete a la reunión ahora
ID de la reunión: 296 592 476 369 10
Código de entrada: hu63ES6K

https://teams.microsoft.com/l/meetup-join/19%3ameeting_MTI4YjgzYTAtNmMxOS00ZWU0LTkxNGItZWQ2MTA0ZmJjNDc1%40thread.v2/0?context=%7b%22Tid%22%3a%224bf19b22-eade-47a0-a58b-8db6b13f043c%22%2c%22Oid%22%3a%22c5e34ffd-539c-475c-b8b7-172244c9c3d6%22%7d

LLAMADA AL ORDEN

PASE DE LISTA

1. **AVISO DE CUMPLIMIENTO DEL ORDEN DEL DÍA - PUNTO DE ACCIÓN**

   Se determinó que el aviso y la agenda de la reunión ordinaria se publicaron conforme al Código de Idaho §74-204 dentro de las cuarenta y ocho (48) horas previas a la reunión en: el Ayuntamiento de Bellevue, Oficina de Correos, en la página web de la ciudad el ***12 de junio de 2026.*** *(**Moción sugerida: Propongo que el aviso para la reunión ordinaria del 15 de junio de 2026 se haya completado conforme al Código de Idaho, Sección §74-204**.)*

2. **LLAMADO AL CONFLICTO:** (Según lo establecido en el Código de Idaho §74-404)

3. **COMENTARIO PÚBLICO:** Para asuntos de preocupación **que NO** están en la agenda.

4. **NUEVO NEGOCIO – ACCIÓN**

   a. **DR-26-06 – 509 S Main St. Mural y Contenedor de Transporte – PUNTO DE ACCIÓN**

      Solicitud de revisión de diseño Aprobación para cambios en el color exterior de la pintura para añadir un mural al lado sur de la estructura situada en el 509 de South Main Street y mantener en su lugar un contenedor de transporte en esta misma propiedad.

   b. **CUP-26-01 – Karl Malone Ford y Expansión de Deportes de Potencia – PUNTO DE ACCIÓN**

      Una solicitud para ampliar la instalación existente de venta de vehículos a motor y deportes motorizados a una parcela separada para facilitar el almacenamiento excedente.

5. **AUDIENCIA PÚBLICA – PUNTO DE ACCIÓN**

   a. **TA-26-01 – Gestión de derechos de paso – PUNTO DE ACCIÓN**

      Una enmienda al texto de zonificación y subdivisión impulsada por la ciudad para mejorar las prácticas de gestión de los derechos de paso dentro de la ciudad de Bellevue.

      *(**Moción sugerida: Propongo continuar la audiencia pública del punto 5.a. del orden del día de la reunión extraordinaria prevista para mañana, 16 de junio de 2026**.)*

6. **PRÓXIMA REUNIÓN**

   a. Reunión Especial – 16 de junio de 2026

7. **SUSPENSIÓN - PUNTO DE ACCIÓN**

Yo, secretario designado de la Comisión de Planificación para la ciudad de Bellevue, Idaho, certifico por la presente que el aviso y la agenda de la reunión ordinaria se publicaron conforme al ***Código de Idaho §74-204*** dentro de las cuarenta y ocho (48) horas previas a la reunión en: el Ayuntamiento de Bellevue, la oficina de correos y en la página web de la ciudad de Bellevue: https://www.bellevueidaho.us/ el **29 de mayo, 2026.**

En cumplimiento con la Ley de Personas con Discapacidad Estadounidense, las personas que necesiten adaptaciones especiales durante esta reunión deben notificar a la ciudad de Bellevue, 115 East Pine Street, Bellevue, Idaho 83313, o ***al número de teléfono 208-788-2128 ext. 8, al menos veinticuatro (24) horas antes de la*** reunión.

DR-26-06

Staff Report

509 S. Main Street

Bellevue Planning & Zoning Commission

June 15, 2026

Mural and Storage Containers for the Trader

Executive Summary

Description

An application for Design Review Approval for changes to the exterior paint color to add a mural to the south side of the structure located at 509 South Main Street and to maintain in place a shipping container on this same property.

Discussion

- The applicant is requesting to repaint the southern exterior wall of the existing primary structure located at 509 S. Main Street. A large mural depicting mountain and rural scenes will be placed on the wall. Bellevue City Code Section 10-17-3(A) requires Design Review approval for "change to or demolition of the exterior of any building, excluding necessary maintenance, within the Business Zoning District." Bellevue City Code Section 10-22A-8 exempts murals from sign permitting standards.
    - Staff finds this project component to be consistent with Design Review standards, including for paint colors and historic appearance.
- The applicant is also requesting to maintain in place a shipping container, used for storage in association with the primary retail use, on the subject property. This shipping container is located behind a seven-foot (7') fence on the rear half of the property.
    - Staff generally finds this project component to be inconsistent with Design Review standards. The proposed shipping container would not comply with historic appearance requirements and would not mitigate the appearance of metal siding, which is generally prohibited. Further, the proposed container would not be completely screened from the street, especially when viewed from the north, and would be fully visible to the neighboring residences.

Project Location

Site Photos

From Main Street: Main Façade and Southern Exterior Wall

From Main Street: Side Parking Area, New Fence, and Shipping Container

From Rear Alley: Shipping Container, Trailer Storage, Parking

From Chestnut Street: Southern Exterior Wall

Project Analysis

Description

- The applicant is requesting to repaint the southern exterior wall of the existing structure located at 509 S. Main Street.
- A large mural depicting mountain and rural scenes will be placed on the southern exterior wall. The primary colors of this mural would be tan, blues, and greens. The mural would not prominently feature the name of the associated business use within the building.
- The applicant is also requesting to maintain in place a shipping container, used for storage in association with the primary retail use, on the subject property. This shipping container is located behind a seven-foot (7') fence on the rear half of the property.

Legal Description

Lot 14A, Block 25, Original Plat of Bellevue Townsite, located within Section 36, Township 2 North, Range 18 East, B.M., City of Bellevue, Blaine County, Idaho.

Associated Documents

Document Name	Receipt of Last Revision
Application	June 1, 2026
Mural Design	June 1, 2026
Site Plan	June 8, 2026
Site Photos	June 8, 2026

Public Noticing

Pursuant to Bellevue City Code Section 10-17-4(C), public notice is not required for Design Review applications.

Department & Agency Comments

- No department head comments were received at the time of writing. Any comments received before the 5/15/2025 meeting will be presented to the Commission separately.

Required Findings Code Sections

*Most relevant sections are highlighted in **BLUE**. Responses are then provided in **RED**.*

Bellevue City Code Section 10-17-5: DESIGN REVIEW STANDARDS AND CRITERIA:

The following list of design review criteria shall be met by each applicant seeking design review approval. The Planning and Zoning Commission shall use said criteria to determine whether a project is to be approved or denied. A building which is allowed by right in this title may be reduced in bulk, height or other physical dimension by requirement of the commission only if found necessary to protect the public health, safety and/or welfare. If a development project is to be built

in phases, each phase shall be subject to the design standards and criteria described in this section, and each phase independently shall meet said criteria and standards.

A. Site Planning:
   1. Buildings shall be situated in a manner that preserves existing land forms, trees and other significant vegetation and shall not interrupt waterways or change other natural drainage patterns in a manner which adversely affects adjacent property. Removal of existing trees of greater than six inch (6") caliper is subject to review.
   2. Buildings shall be sited so that their form does not break prominent natural ridge lines.
   3. Buildings and parking areas shall be clustered to provide for more usable open space. All accesses from alleys shall require improvements installed by the applicant/owner when applicable including, but not limited to, an asphalt surface or compacted gravel surface as determined by the City Public Works Department. The applicant/owner shall be responsible for relocation of applicable City services/utilities, repair of any damaged City services, snow plowing and snow removal.
   4. The alignment of roads and driveways shall follow the contours of the site, and cuts and fills shall be minimized.
   5. Retaining walls shall be discouraged, and such walls over three feet (3') high shall be stepped to form a number of benches to be landscaped.
   6. Exterior lighting systems shall not create glare nor cast light on neighboring properties. Night lighting shall be only what is needed to promote safe use, preferably with energy conserving lighting of low intensity.
   7. A snow storage plan, as a component of the site plan, is required. The plan shall comply with the following requirements:
      a. Use of sidewalks and required parking areas for snow storage is prohibited.
      b. Snow storage within one hundred feet (100') of stream banks is prohibited.
      c. Use of landscaped areas for snow storage may be allowed under the approved snow storage plan.
      d. Snow storage areas shall be incorporated in site design as well as designs that anticipate snow shedding areas.
      e. Snow storage areas shall not adversely affect neighboring properties.
      f. Building design shall prevent water from dripping or snow from sliding on pedestrian areas, entrances of buildings, garages and adjacent properties.
      g. Snow storage areas for parking lots containing twenty (20) spaces or more shall be located on site in an amount which is equal to at least one-third ($^1/_3$) of the hard surfaces proposed with the project. The one-third ($^1/_3$) amount may be reduced by the use of a snowmelt system, or for good cause demonstrated.
      h. Where snow storage areas cannot be provided on site because of existing buildings or approved building design, an adequate snow hauling plan shall be submitted for and subject to approval by the Planning and Zoning Commission.

      Staff is concerned that the “snow storage area” is currently being occupied by a large trailer. Also, a separate snow storage area would likely need to be provided for the front/customer parking area.

      The Planning and Zoning Commission may impose such restrictions on snow removal operations as are necessary to reduce the effects of noise or traffic on surrounding areas.

8. Visual impact of on site parking, service, trash and loading areas shall be minimized whenever possible by locating these areas to the rear of the building and providing screening with landscaping or fences from adjacent properties and public ways.
9. Adequate enclosed on site storage for trash shall be provided for each unit of accessory dwelling units, multi-family and townhouses.
10. All utilities shall be installed underground in accordance with the City standards and in a manner and location approved by the City Engineer.
11. Building and parking areas shall be designed to provide proper ingress and egress; safe, adequate and efficient pedestrian and vehicular traffic circulation; and the efficient and safe arrangement of on site parking, building location, and circulation.
12. Multi-family and townhouses shall provide a minimum of two (2) on site parking spaces for each unit. Accessory dwelling unit parking requirements shall be one off street parking space for a one bedroom ADU and two (2) parking spaces for ADUs with two (2) to three (3) bedrooms.
13. Adequate unobstructed access for emergency vehicles, snowplows, garbage trucks and similar service vehicles to all necessary locations within the proposed project shall be provided.

B. Architecture:
   1. Generally:
      a. Building and shopfront design and construction shall reflect historical architecture styles and shall incorporate building materials, architectural design and features representative of that historical period in Bellevue between 1880 and 1910. That architectural style includes frame and brick construction, frame and shiplap siding construction, horizontal log construction, and similar westward expansion motifs. Also, building design and construction shall preserve and incorporate any such existing structures and features, signage, exterior fixtures and other items from that period.
      Staff considers the proposed mural to meet the intent of this provision. However, the shipping container does not mimic historic architecture and does not feature historic materials.
      b. A building exceeding eight thousand five hundred (8,500) square feet of building coverage shall incorporate a change in facade design, materials, color and/or height, or a combination thereof, that such building appears to be more than one building. These changes shall occur at a minimum of every fifty feet (50') of wall facade visible by the general public and at the ceiling line of the first floor on two-story buildings. In addition, the facade shall change in depth a minimum of two feet (2') at each such change in facade.
      c. All buildings in the B Business District shall have a minimum setback from wall/foundation to property line adjacent to Main Street/Highway 75 of three feet (3'), providing an area for covered seating, planters, special event advertising units and displays of merchandise, in addition to the specified requirements of subsection B1b of this section.
      d. All exterior mechanical equipment shall be screened on all sides with materials and colors matching the approved structure.
      e. Mechanical equipment and solar panels shall be hidden or de- emphasized.
      f. Metal siding shall not be permitted on buildings on parcels of real property abutting Main Street (State Highway 75) unless deemed appropriate by the Planning and Zoning Commission. All such buildings shall be constructed of or

faced with materials that are similar in texture, finish, and appearance to natural materials. The use of natural materials such as wood, brick and stone shall be encouraged, and exterior wall colors shall be of natural earth tones.
The proposed mural would largely or entirely be of natural earth tones.
The shipping container, which is a "building" for the purposes of this code, is sided entirely with metal, and would not meet the intent or letter of this provision.

g. Exterior lighting systems shall not create glare nor cast light on neighboring properties. Night lighting shall be only what is needed to promote safe use, preferably with energy conserving lighting of low intensity.

h. Accessory dwelling unit sizes shall comply with section 10-2-1 of this title.

2. Multi-Family And Townhouses: Multi-family and townhouses shall maintain traditional rural, small town development patterns and architectural styles in keeping with the existing character of the area and location of the site. Multi-family and townhouse design, style, scale, and aesthetics shall blend with its neighborhood. There shall be no repetitive side by side development of buildings. The City is looking for individual buildings by varying types and styles to make for a pleasant streetscape experience.
3. Accessory Dwelling Units (ADUs): ADUs shall maintain traditional rural, small town development patterns and architectural styles in keeping with the existing character of the area and emulate the primary structure of the site. Design, style, scale, and esthetics shall blend with its neighborhood. Building materials and exterior architectural design shall be reflective of existing structures on the subject site and take into consideration the architectural style and materials of the general vicinity.

C. Landscaping; Parking; Lighting:
1. Exterior light fixtures and signs shall be nonglaring in design and installation so as not to adversely affect adjacent properties and public ways.
2. The design of fences, walls and retaining walls shall harmonize with the site and buildings in scale as well as in materials.
3. Preservation of significant natural features such as water, view, topography, and vegetation shall be incorporated in the landscape plan.
4. Site conditions, drought tolerance and local hardiness shall be considered to select appropriate plant species, including grasses for lawn areas.
Staff has not been informed of the exact species for proposed additional plantings. However, proposed planting areas would likely not demand substantial additional water.
5. Landscaping shall provide a substantial buffer between incompatible land uses and shall be used to screen from view and to mitigate visual impact of parking areas, loading areas, and garbage containers from adjacent properties and public ways.
No landscaping is proposed to screen the rear parking, trailer storage, and shipping container area from the residential area across the alley.
6. Installation of adequate drip or other low consumption irrigation systems shall be required. Landscaping shall be properly irrigated and maintained, and landscaping, or any portion thereof, shall be replaced when it dies or is otherwise destroyed.
7. Adequate drainage shall be provided on site.
8. A minimum of ten percent (10%) of the parking area of parking lots with twenty (20) spaces or more shall be landscaped with islands, dividers, or a combination of the two. Parking lots with twenty (20) spaces or more will have a minimum of fifty percent (50%) of the required landscaped area installed adjacent to Main Street/Highway 75 unless

otherwise approved by the commission due to extensive curb cuts and vision safety concerns.

9. All public rights-of-way adjacent to subject property including alleys shall be improved with, but not limited to, asphalt/concrete/compacted gravel, and applicable curbing, gutter, drainage, ADA standards, lighting, sidewalks and striping as recommended by the Public Works Director.

D. Curbs, Gutters, Sidewalks And Street Tree Requirements: Within the B Business, LB/R Limited Business/Residential, LI/B Light Industrial/Mixed Business and LI Light Industrial Zoning Districts, curbs, gutters, sidewalks and street trees are required and shall be installed along the street frontage of each lot or parcel of real property upon which a new building or a "major addition" (defined as requiring a building permit and having a cost of construction exceeding $50,000.00) is constructed. Such improvements shall be constructed in accordance with the applicable construction standards and ordinances of the City. (Ord. 2015-02, 4-20-2015)

Discussion

- The applicant is requesting to repaint the southern exterior wall of the existing primary structure located at 509 S. Main Street. A large mural depicting mountain and rural scenes will be placed on the wall. Bellevue City Code Section 10-17-3(A) requires Design Review approval for “change to or demolition of the exterior of any building, excluding necessary maintenance, within the Business Zoning District.” Bellevue City Code Section 10-22A-8 exempts murals from sign permitting standards.
    - Staff finds this project component to be consistent with Design Review standards, including for paint colors and historic appearance.
- The applicant is also requesting to maintain in place a shipping container, used for storage in association with the primary retail use, on the subject property. This shipping container is located behind a seven-foot (7’) fence on the rear half of the property.
    - Staff generally finds this project component to be inconsistent with Design Review standards. The proposed shipping container would not comply with historic appearance requirements and would not mitigate the appearance of metal siding, which is generally prohibited. Further, the proposed container would not be completely screened from the street, especially when viewed from the north, and would be fully visible to the neighboring residences.

Recommendations

Actions

Based upon the record provided to date, Staff recommends Design Review approval for the mural portion of the subject application subject to the following conditions:

1. That, within fifteen (15) days, either the shipping container be removed from the site, or a separate application be submitted to Staff for Design Review of the proposed shipping container.
2. That the applicant submit to Staff a landscape plan or species list for review.

Suggested motion:

"I move that we approve DR-26-06 subject to the conditions of approval outlined in the Staff Report, and to direct Staff to prepare Findings of Fact, Conclusions of Law, and Decision documents reflecting this recommendation based on the record provided."

Notice of Expiration

Pursuant to Bellevue City Code Section 10-17-7(A), approval of the Design Review application shall expire if the proposed modifications are not complete within one (1) year of the final action by the Commission.

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Storag
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Mural
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welcome to
BELLEVUE

7 Foot Tall Fence

Coats
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FOR SALE OR RENT
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CUP-26-01

Staff Report

811/891 North Main Street

Bellevue Planning & Zoning Commission

June 15, 2026

Karl Malone Ford & Powersports Expansion

Executive Summary

Description

An application to expand the existing motor vehicle and power sports sales facility on to a separate parcel to facilitate overflow storage. The existing facility is 4.97 acres with a 33,535 square foot structure. The additional area is 2.55 acres. No new structures are proposed, but a six foot (6') slatted chain link fence is proposed. The property is zoned B – Business.

Discussion

- The applicant is requesting to expand the existing conditionally permitted motor vehicle and powersports sale facility to the parcel to the north of the gas station located immediately to the north of the existing site. The applicant is proposing to construct a paved employee parking area with a fenced and landscaped storage area behind.
- Pursuant to Bellevue City Code Section 10-15-3, to grant approval of a Conditional Use Permit application, the Commission must affirmatively find the following (staff analysis in *italics*):
    - Will, in fact, constitute a conditional use as established for the zoning district involved;

      Bellevue City Code Section 10-6-4 identifies "Motor vehicle sales and leasing with no use of banners, flags, balloons and other display techniques except signage which complies with this title." as a conditional use in the B –Business zoning district. The proposal is to expand the existing conditionally permitted motor vehicle sales use.
    - Will be harmonious with and in accordance with the general objectives or with any specific objectives of the Comprehensive Plan and/or this title;

      Relevant excerpts from the Bellevue Comprehensive Plan are included in the "Comprehensive Plan Sections of Interest" section of this Staff Report.

      Title 10 of Bellevue City Code has its purpose stated in Section 10-1-2 as "promoting the public health, safety, morals, comfort, and general welfare; to conserve and protect property values; to secure the most appropriate use of lands; to control the density of population; to prevent undue traffic congestion; to preserve the scenic and aesthetic values of the City; to assure the economical provision of adequate public improvements; and to implement the policies set forth in the Bellevue Comprehensive Plan."

      The Application Narrative states that "The project is also consistent with the Bellevue Comprehensive Plan goals encouraging business development in areas where there is an established pattern of commercial activity along Main Street. The proposal represents an investment in an existing Bellevue business and allows the continued operation and organization of an established commercial use within the Business zoning district."
    - Will be designed, constructed, operated and maintained to be harmonious and appropriate in appearance with the existing or intended character of the general vicinity, and that such use will not change the essential character of the same area;

      The subject property is located at the northern edge of Bellevue City Limits. The current adopted Area of City Impact (ACI) does not extend beyond City Limits at this site. As such, this site should be considered the northern "gateway" to the City of Bellevue. The Section 5.4 Bellevue Comprehensive Plan states that "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." While parking and storage areas are not the ideal gateway uses, the site is proposed to be designed and constructed similarly to nearby uses.

- Will not be hazardous or disturbing to existing or future neighboring uses;

  As there is an existing gas station located between the existing facility and the proposed expansion site, the users of the expansion area would either travel across the gas station site or along Main Street. The Application Narrative states that "the storage area will primarily be accessed by periodic truck and trailer deliveries associated with inventory movement. Forklifts and similar equipment will remain on-site within the storage area and will not travel between the proposed site and the existing dealership property via Main Street or other public roadways. Inventory transfers between the two sites, when necessary, will occur by truck and trailer. Employee access between the sites will occur by the existing public sidewalk network.

  So long as the description above is consistent with operations, it is unlikely that the proposed expansion will be hazardous or disturbing to existing or future uses.

- Will be served adequately by essential public facilities and services such as highways, streets, police and fire protection, drainage structures, refuse disposal, water and sewer and schools, or that the persons or agencies responsible for the establishment of the proposed use shall be able to provide adequately any such services;

  No deficiencies in service provision are apparent in the application. The applicant is required to receive final engineering approval prior to the issuance of a building permit.

- Will not create excessive additional requirements at public cost for public facilities and services, and will not be detrimental to the economic welfare of the community;

  The public infrastructure impact is unlikely to be substantial. However, the proposed unimproved property is unlikely to generate significant revenue to public agencies relative to other potential permitted and conditional uses.

- Will not involve uses, activities, processes, materials, equipment and conditions of operation that will be detrimental to any persons, property or the general welfare by reason of excessive production of traffic, noise, smoke, fumes, glare, dust, odors, vibration, water pollution or safety hazards;

  No excessive production of traffic, noise, smoke, fumes, glare, dust, odors, vibration, water pollution or safety hazards appears likely to occur as a result of this application.

- Will have vehicular approaches to the property which shall be designed so as not to create an interference with traffic on surrounding public thoroughfares;

  The applicant is proposing to utilize the existing shared access drive aisle with one (1) twenty-one foot (21') access point and one (1) twenty-seven foot (27') access point. No interference with traffic on public roads is likely to occur.

- Will not result in the destruction, loss, or damage of a natural, scenic, or historic feature of major importance; and

  No impacts to natural, scenic, or historic features appear likely to occur.

- Will be adequately screened from public ways and neighboring properties by means of fencing or landscaping.

The applicant is proposing a six foot (6') slatted chain link fence around the storage area. The applicant has submitted a landscape plan utilizing Armstong Maples on either side of the existing drive aisle to screen the parking and storage areas from Main Street, along with bunch grasses and shrubs to screen the fenced area.

- Pursuant to Bellevue City Code Section 10-21-4(B), the minimum parking for the use is as follows:

Parking Spaces Required	**Unit**	**Units on Site – Existing**	**Units on Site – Proposed**	**Units on Site - Total**	**Parking Required**
2	Service Bay	23	0	23	46
1	On-Shift Employee	32	0	0	32
1	600 Square Feet of Net Floor Area	35,910	0		60
1	5,000 Square Feet of Lot Area	317,109	110,869	427,978	86
1	Vehicle Displayed	136	0	0	136
Total Required Parking					360
Total Required Parking without display vehicles					224
Total Striped Parking Identified on Approved Plans for Existing Facility					227
Total Striped Parking Identified for Proposed Expansion					60
Total Provided Striped Parking on Existing Facility					154 standard, 4 accessible, 6 trailer
Total Parking on Both Sites if Striped to Plan					287

The existing facility does not have adequate parking for the vehicle inventory. The proposed expansion includes sixty (60) additional parking spaces, but Bellevue City Code Section 10-21-4(B) requires a total of 22 parking spaces for the additional lot area added to the use, meaning that the net effect of the expansion is that the site is an 38 spaces more compliant than the existing facility alone. However, the expansion area is unlikely to generate additional external parking demand as it is only employee parking and storage.

Furthermore, the southern end of the parking area of the existing facility was not striped according to the approved plans, meaning that there are fewer designated parking spaces than shown on the approved plans. If the existing facility were striped correctly, the total number of parking spaces provided would be 287 spaces, or adequate parking to serve the existing and proposed facilities and sixty-three (63) display vehicles. Due to the lack of demand generated by the expansion area, it is staff's opinion that the parking provided will be adequate for the use if managed and operated appropriately. The City reserves the right to require the removal of display vehicles if fire access or accessible parking and access pathways are obstructed, if

vehicles are parked outside of approved parking areas, or if the facility is otherwise parked in a hazardous manner.

- The Application Narrative states "No buildings are proposed on the property and site lighting, if installed, will be downcast and directed inward to minimize impacts to adjacent properties and public roadways." No lighting is identified on the plans submitted. If the applicant should opt to install lighting in the future, a design review application would be required.
- As the expansion site is a distinct legal parcel from the existing facility, it is possible that it could be sold separately in the future. If that were to occur, the use classification would likely shift from an automotive dealership to a standalone parking lot and potentially a contractor storage yard.

Recommendations

Actions

Based upon the record provided to date, Staff recommends approval of the subject application with the conditions of approval identified below. Suggested motion:

"I move to approve CUP-26-01 for an expansion of the motor vehicle sales facility at 811/891 North Main Street and to direct Staff to prepare Findings of Fact, Conclusions of Law, and Decision documents reflecting this decision."

Conditions of Approval

1. A building permit is required prior to commencing any site work.
2. A fence permit is required prior to the installation of any fencing on site.
3. Prior to the issuance of a building permit, the applicant shall stripe the existing parking area according to the plans submitted with Building Permit BP-24-048.
4. Prior to the issuance of a building permit, the applicant shall receive final engineering approval.
5. The City reserves the right to require the removal of display vehicles if fire access or accessible parking and access pathways are obstructed, if vehicles are parked outside of approved parking areas, or if the facility is otherwise parked in a hazardous manner.
6. If Lot 1, Block 1, Karl Malone Subdivision should be sold to a different owner than Lot 2A, Block 1, KMAM Subdivision, this conditional use permit shall be voided.

Project Location

Project Analysis

Description

An application to expand the existing motor vehicle and power sports sales facility on to a separate parcel to facilitate employee parking and overflow storage. The existing facility is 4.97 acres with a 33,535 square foot structure. The additional area is 2.55 acres. No new structures are proposed, but a six foot (6') slatted chain link fence is proposed. The property is zoned B – Business.

Legal Description

Lots 1, Block 1, Karl Malone Subdivision, and Lot 2A, Block 1, KMAM Subdivision located within Section 26, Township 2 North, Range 18 East, B.M., City of Bellevue, Blaine County, Idaho.

Associated Documents

Document Name	**Receipt of Last Revision**
Application	April 27, 2026
Civil Plans	April 27, 2026

Public Noticing

Notice	**Date**
Property Owners within 300 feet	May 29, 2026
Site Posting	May 29, 2026
Publication in *Idaho Mountain Express*	May 27, 2026

Required Findings Code Sections

Bellevue City Code Section 10-15-3: Standards of Evaluation:

The commission shall review the particular facts and circumstances of each proposed conditional use in terms of the following standards and shall find adequate evidence showing that such use at the proposed location:

A. Will, in fact, constitute a conditional use as established for the zoning district involved;
B. Will be harmonious with and in accordance with the general objectives or with any specific objectives of the Comprehensive Plan and/or this title;
C. Will be designed, constructed, operated and maintained to be harmonious and appropriate in appearance with the existing or intended character of the general vicinity, and that such use will not change the essential character of the same area;
D. Will not be hazardous or disturbing to existing or future neighboring uses;
E. Will be served adequately by essential public facilities and services such as highways, streets, police and fire protection, drainage structures, refuse disposal, water and sewer and schools, or that the persons or agencies responsible for the establishment of the proposed use shall be able to provide adequately any such services;

F. Will not create excessive additional requirements at public cost for public facilities and services, and will not be detrimental to the economic welfare of the community;
G. Will not involve uses, activities, processes, materials, equipment and conditions of operation that will be detrimental to any persons, property or the general welfare by reason of excessive production of traffic, noise, smoke, fumes, glare, dust, odors, vibration, water pollution or safety hazards;
H. Will have vehicular approaches to the property which shall be designed so as not to create an interference with traffic on surrounding public thoroughfares;
I. Will not result in the destruction, loss, or damage of a natural, scenic, or historic feature of major importance; and
J. Will be adequately screened from public ways and neighboring properties by means of fencing or landscaping.

Code Sections of Interest

Bellevue City Code Section 10-2-1: Definitions:

BUILDING: Any structure used or designed to be used for supporting or sheltering any use or occupancy per City adopted International Building Code.

CONDITIONAL USE: A use permitted only upon issuance of a conditional use permit.

NONCONFORMING USE: Any use existing at the effective date hereof, or any amendment hereto, which does not conform to the use regulations of this title, or any amendment hereto.

Bellevue City Code Section 10-7-4: Conditional Uses:

Conditional uses for this district are limited to the following:

Churches.

Governmental emergency service WCFs.

Motor vehicle sales and leasing with no use of banners, flags, balloons and other display techniques except signage which complies with this title.

Multiple family dwellings, including townhomes and condominiums as part of a mixed used development and approved through a planned unit development application.

Parking lots and garages.

Public facilities.

Small engine repairs and maintenance incidental to the primary use.

Buildings in excess of twenty-eight thousand (28,000) square feet in gross floor area, up to a maximum floor area not to exceed thirty-six thousand (36,000) square feet in gross floor area.

Bellevue City Code Section 10-20-4: Expansion of Use or Building:

A. Use: Nonconforming uses shall not be enlarged or extended after the effective date hereof. Criteria used to determine enlargement or expansion of use shall include, but are not limited to, square footage of building or use space, traffic generated, area of land covered, and number of dwelling units. A nonconforming use shall not be used as justification for adding other structures or uses prohibited in the same district.
B. Building: A nonconforming building may be enlarged so long as the enlargement does not increase the degree of nonconformity or create additional nonconformities with respect to such matters including, but not limited to, setbacks, parking requirements, and use.

Bellevue City Code Section 10-21-4(B): Number of Parking Spaces:

A. Parking Space Dimensions: The minimum parking dimensions are as follows:

Angle	Width	Length	Aisle Width
90°	9.0'	19'	24'
60°	9.0'	21'	16'
45°	9.0'	19.8'	15'
Parallel	8.0'	23'	14'

B. Lighting: Any lights used to illuminate a parking area shall be downcast and arranged such that adjoining property will not be affected, and shall be in conformance with all other lighting regulations.

C. Joint Use: When times of use for several buildings do not normally overlap, off street parking may be provided collectively and used jointly after obtaining approval from the Council. Such joint use shall be evidenced by a recorded agreement between the property owners and the City, which shall be approved by the City Attorney.

D. Curbside Parking Is Counted: All existing improved parking spaces along the public rights-of-way adjacent to a parcel of real property shall be counted toward the on site parking requirements of such parcel set forth in this title, provided such parking spaces are asphalt and have curbs, gutters, sidewalks and drainage facilities installed in accordance with the City street standards ordinance, and subsequent amendments thereto.

E. Credits For On Street Parking Improvements:

1. Nonresidential uses within the Business Zoning District and Limited Business/Residential Zoning District may improve City public street rights-of-way within said zoning districts within six hundred feet (600') of the real property on which the use is located and may be credited with one on site parking space for each two (2) on street parking spaces created by that right-of- way improvement as provided in this subsection.
2. Any real property or business owner wishing to construct such on street parking improvements shall make written application to the Common Council. The application shall include construction drawings of the proposed improvements stamped by a civil engineer licensed in the State of Idaho. The application form shall be furnished by the City, and the applicant shall provide all other information as may be reasonably required by the City. The applicant shall also reimburse the City for all engineering costs incurred by the City in the review of the application prior to final consideration of the application by the City. The Council shall determine the location of new parking spaces to be created by such on street parking improvements. Such on street parking requirements shall include concrete curbs, gutters and sidewalks, asphalt paving, storm drainage, street trees and irrigation, parking lines, street lighting and any other improvements considered necessary or appropriate by the Council. The location of the construction of such on street parking improvements shall begin at street corners and thereafter be constructed in a continuous manner. If construction of such on street parking improvements begins at a corner, then the applicant shall improve the entire corner to the point where parking spaces may begin again. The Administrator shall give notice by United States mail to each property owner within three hundred feet (300') of the external boundaries of the land being considered for parking

improvements of the date of the meeting at which the City Council shall consider the application.

3. All on street improvements for parking spaces shall be constructed in accordance with the City street standards ordinance and other applicable City standards.
4. No parking created within any public right-of-way shall be held or used for the exclusive parking of any business or property, but shall be open to the use by the general public subject to the police powers of the City and Idaho Transportation Department.

Bellevue City Code Section 10-21-4(D): Number of Parking Spaces:

Business District Uses: The following are the off street parking requirements for the uses within the Business Zoning District:

Type Of Use	Number Of Spaces Required
Auto service stations and repair garages	2 spaces for each service bay (excludes interior bay space), plus 1 space for each on shift employee and 1 space for every 600 square feet of net floor area; 1 exterior space in front of each service bay door may be counted
Automobile sales	1 space for each 5,000 square feet of lot area, plus 1 space for each vehicle displayed

Comprehensive Plan Sections of Interest

Chapter 2: Population, Goal 1, 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 the 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.

Chapter 5: Land Use, Section 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 an 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.

Chapter 5: Land Use, Goal 1, 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 underutilized buildings and sites) in the downtown business zone.
3. Develop business in and near those areas where there is an established pattern of business use (i.e. Main Street).
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

Chapter 13: Community Design, Section 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 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 natural beauty of the area and strive to protect and enhance the views of 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.

Comments

Agency/Department Comments

To date, Staff has received comment from the following departments:

- Bellevue Public Works

All agency comments received to date are attached for reference.

Public Comments

No public comments have been received to date.

City of Bellevue
115 E Pine Street
P. O. Box 825 Bellevue, ID 83313
208-788-2128 Fax 208-788-2092

Conditional Use Permit Application

Applicant Information
Project Name: Karl Malone Powersports
Applicant Name: Clint Childers
Legal Description Property: Karl Malone Subdivision Lot 1 Blk 1
Street Address: 811 N Main St, Bellevue, ID 83313
Mailing Address:52 West 100 North, Heber, UT 84032
Phone #: [redacted] Fax #: email: [redacted]
Name of Property Owner: KMAM Real Estate
Mailing address:
Phone #: [redacted] Fax #: email: [redacted]
Business Type: ☐ Sole Proprietorship ☐ Corporation ☐ Limited Liability ☒ Partnership ☐ Other
Current Zoning: ☐ Business ☒ Limited Business/Res ☐ Light Industrial ☐ Residential ☐ Transitional
Project Description
Business / Project Description: Powersports inventory storage
Existing Sq Ft: 0 New Sq Ft: 0 Total Sq. Ft: 0 Lot Sq Ft: 110,869
Description of Existing Use: Undeveloped
Description of Proposed Conditional Use: Fenced in gravel inventory storage area for Karl Malone Powersports store to the south. Employee parking for store.
Date to Re-Examine Permit: _____ Findings: _____
Parking Requirements: (See City Code- Zoning Regulations Title 10) 0
Required Documentation
*Applicant must furnish the following before this application can be processed: ☐ A plan of the proposed site for the conditional use showing the location of all buildings, parking and loading areas, traffic access and circulation, open spaces, easements, existing and proposed grade, landscaping, refuse and service areas, utilities, signs, rendering of building exteriors, property lines, north arrow and such information as the Commission may require to determine if they proposed conditional use meets the intent and requirements of this Ordinance. ☐ A narrative statement evaluating the effects on adjoining property, the effect of such elements as noise, glare, odor, fumes and vibration on adjoining property; a discussion of the general compatibility with adjacent and other properties in the district; and the relationship of the proposed use to the Comprehensive Plan. ☒ A list of the names and addresses of all property owners and residents within three hundred (300) feet of the external boundaries of the land being considered. ☐ Property Owners Consent if renting
Acknowledgement

**** ALL LEGAL, ENGINEERING AND OTHER CONSULTANT REVIEW FEES SHALL BE REIMBURSED AT 100%***

Fees: $425.00

Applicant Signature: Clint Childers Digitally signed by Clint Childers DN: C=US, E=clint@legendengineering.com, O=Legend Engineering, OU=Project Engineer, CN=Clint Childers Date: 2026.04.24 14:55:21-06'00' Date: 4/24/2026

Property Owner Consent:

By signature hereon, the property owner acknowledges that City officials and/or employees may, in the performance of their functions, enter upon the property to inspect, post legal notices, and/or other standard activities in the course of processing this application, pursuant to Idaho Code §67- 6507. The property owner is also hereby notified that members of the Planning and Zoning Commission and City Council are required to generally disclose the content of any *ex parte* discussion (outside the hearing) with any person, including the property owner or representative, regarding this application.

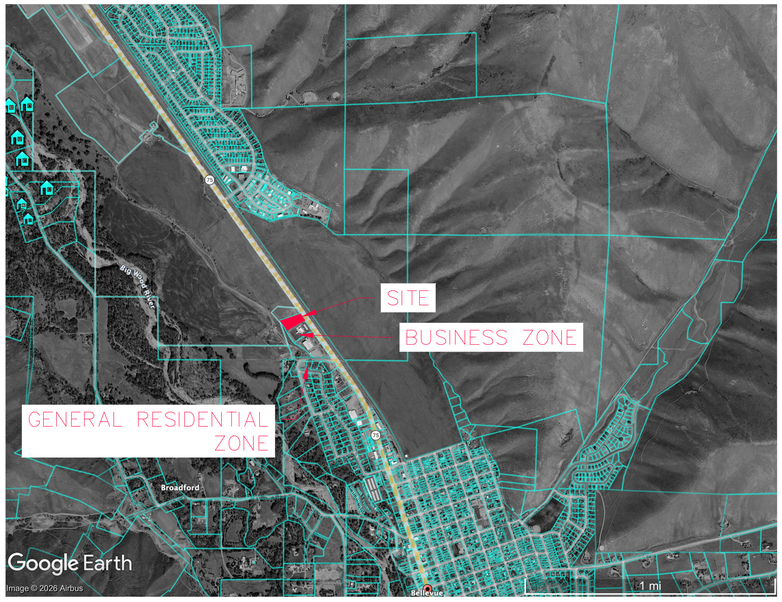
Property owner Signature [redacted] Date: 4/24/26

Official Use Only

Date Received: _____ Check #: _____ CD Director Signature: _____

KARL MALONE FORD INVENTORY LOT
871 N MAIN ST
BELLEVUE, ID 83313

VICINITY MAP



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C-2 Grading Plan
C-3 Details
C-4 Stormwater Pollution Prevention Plan
C-5 SWPPP Details
C-5.1 SWPPP Details
L-1 Landscape Plan

OWNER
KMAM REAL ESTATE
DAVID HICKS
11453 S LONE PEAK PARKWAY
DRAPER, UTAH 84020

CIVIL ENGINEER
LEGEND ENGINEERING
LONNY REED
52 WEST 100 NORTH
HEBER CITY, UTAH 84032
(435) 654-4828

SURVEYOR
DIAMOND LAND SURVEYING
NATHAN WEBER
614 EAST 6TH STREET
EMMETT, IDAHO 83617
(208) 600-6191

LEGEND & ABBREVIATION TABLE

R.O.W./PROPERTY LINE		INVERT ELEVATION	IE
EASEMENT LINE		TOP BACK CURB	TBC
CENTER LINE		TOP ASPHALT	TA
PROPOSED STORM DRAIN LINE	SD	TOP OF GRATE	TOG
EXISTING SEWER LINE	SS	FINISHED GRADE	FG
EXISTING WATER LINE	W	TOP OF CONCRETE	TC
EXISTING STORM DRAIN LINE	SD	HIGH WATER ELEVATION	HWE
EXISTING CONTOUR	4960	CATCH BASIN	
FINISHED CONTOUR	4960 / 4961	EXISTING STREET LIGHT	
		STORM DRAIN MANHOLE	SD
EXISTING CURB AND GUTTER		EXISTING FIRE HYDRANT	
PROPOSED CURB AND GUTTER		EXISTING WATER VALVE	WV
		EXISTING WATER METER	WM
		EXISTING SEWER MANHOLE	SS

NO.	REVISIONS	BY	DATE

ENGINEER: LR CHECKED BY: LR

LEGEND ENGINEERING
52 WEST 100 NORTH
HEBER CITY, UT 84032
PHONE: 435-654-4828
www.legendengineering.com

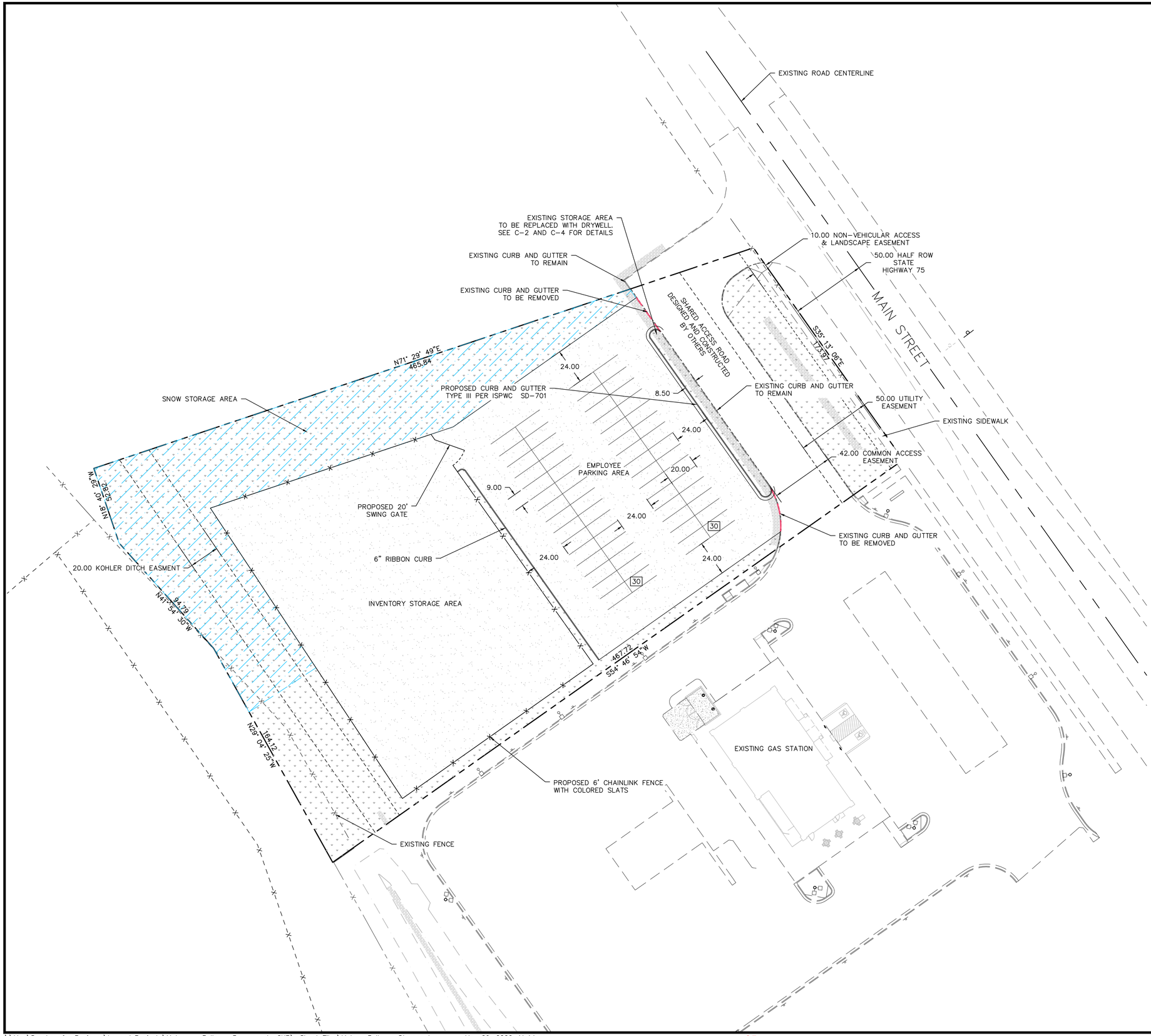
KARL MALONE FORD INVENTORY LOT
COVER SHEET
871 N MAIN ST, BELLEVUE, ID 83313

PROFESSIONAL ENGINEER LICENSED 15199 05/29/2026 STATE OF IDAHO LONNY REED

SHEET: C-0

CUP

DATE: 5/29/2026



LEGEND

- LOT LINES (PROPERTY)
- PROPOSED CURB AND GUTTER
- CURB AND GUTTER TO BE REMOVED
- EXISTING EASEMENT
- PROPOSED FENCE
- EXISTING FENCE
- PAVEMENT AREA
- SNOW STORAGE AREA
- LANDSCAPE AREA

SITE DATA

LOT AREA:	110,869	SF (2.55 ACRES)
ASPHALT AREA:	70,235	SF± 63.3%
LANDSCAPE AREA:	40,634	SF± 36.7%
SNOW STORAGE AREA:	23,430	SF±

BUILDING DATA

ZONE: B (BUSINESS ZONE)

PARKING TABULATION

REQUIRED (SOUTH LOT):
- 2 PER SERVICE BAY (23 X 2 = 46)
- + 1 PER EMPLOYEE (32 X 1 = 32)
- + 1 PER 600 SF NET FLOOR AREA (18,300 / 600 = 31)
- + 1 PER 5,000 SF SALES LOT AREA (151,534 / 5,000 = 31)
- + 1 PER DISPLAY VEHICLE (136 X 1 = 136)

276 STALLS REQUIRED

PROVIDED (SOUTH LOT):
- 227 TOTAL STALLS
- 6 ADA STALLS

PROVIDED (NORTH LOT):
- 60 STALLS

287 STALLS PROVIDED

GENERAL NOTES:
1. CONTRACTOR SHALL CALL 811 PRIOR TO CONSTRUCTION.
2. CONTRACTOR SHALL VERIFY LOCATION AND ELEVATION OF ALL EXISTING UTILITY LINES AND STRUCTURES PRIOR TO CONSTRUCTION.
3. ALL STORM DRAIN PIPES SHALL BE BACKFILLED WITH SELECT GRANULAR FILL AS PER CITY STANDARDS.
4. ANY OFF SITE DAMAGE TO EXISTING ASPHALT, CURB & GUTTER, LANDSCAPING AND ALL UTILITIES SHALL BE REPLACED IN KIND.
5. ALL WORK SHALL BE ACCORDING TO CITY STANDARDS.

811

N

0 30 60 90
1" = 30'
Scale in Feet

NO.	REVISIONS	BY	DATE

ENGINEER: LR CHECKED BY: LR

LEGEND ENGINEERING
52 WEST 100 NORTH
HEBER CITY, UT 84032
PHONE: 435-654-4828
www.legendengineering.com

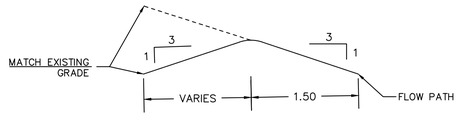
KARL MALONE FORD INVENTORY LOT
SITE PLAN
871 N MAIN ST, BELLEVUE, ID 83313

PROFESSIONAL ENGINEER LICENSED 15199 05/29/2026 STATE OF IDAHO LONNY REED

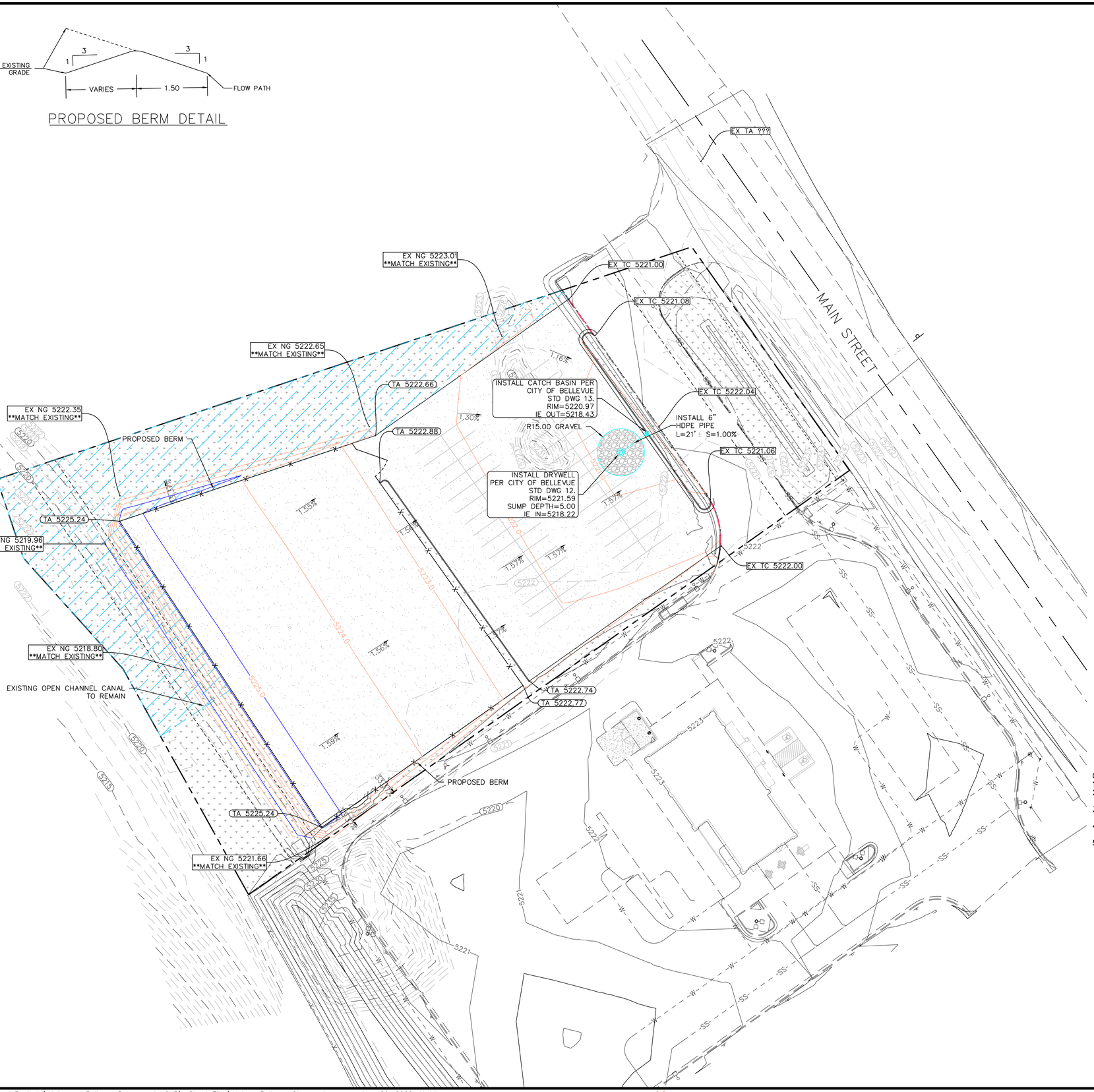
SHEET: C-1

CUP

DATE: 5/29/2026



PROPOSED BERM DETAIL



LEGEND

LOT LINES (PROPERTY)	
EXISTING CURB AND GUTTER	
PROPOSED CURB AND GUTTER	
CURB AND GUTTER TO BE REMOVED	
PROPOSED STORM DRAIN LINE	SD
EXISTING STORM DRAIN LINE	-SD-
PROPOSED SEWER LINE	SS
EXISTING SEWER LINE	-SS-
PROPOSED WATER LINE	W
EXISTING WATER LINE	-W-
EXISTING FENCE	-X-
GRADE BREAK	GRADE BREAK
FINISH GRADE CONTOUR LINES	4960 / 4961
EXISTING GRADE CONTOUR LINES	4960
FINISH GRADE SLOPE	SLOPE

GRADE BREAK	GB
INVERT ELEVATION	IE
TOP OF GRATE	TOG
TOP OF ASPHALT	TA
TOP BACK OF CURB	TBC
PROPOSED	PROP
EXISTING	EX
FINISHED GRADE	FG
FINISHED FLOOR ELEVATION	FFE
BACK OF SIDEWALK	BOW
GRAVEL AREA	

GENERAL NOTES:
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811

N

0 30 60 90

1" = 30'
Scale in Feet

NO.	REVISIONS	BY	DATE
	ENGINEER: LR	CHECKED BY: LR	

LEGEND ENGINEERING
52 WEST 100 NORTH
HEBER CITY, UT 84032
PHONE: 435-654-4828
www.legendengineering.com

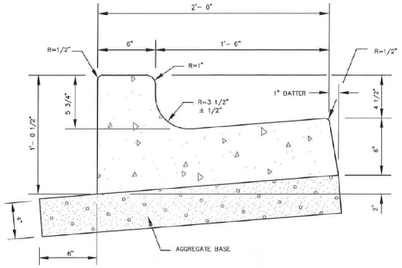
KARL MALONE FORD INVENTORY LOT
GRADING AND DRAINAGE PLAN
871 N MAIN ST, BELLEVUE, ID 83313

PROFESSIONAL ENGINEER LICENSED 15199 05/29/2026 STATE OF IDAHO LONNY REED

SHEET: C-2

CUP

DATE: 5/29/2026



NOTES:

(A) GRADE AND ALIGNMENT TO BE ESTABLISHED OR APPROVED BY THE ENGINEER AND THE PUBLIC AGENCY HAVING JURISDICTION.

(B) BASE: 4-INCH COMPACTED DEPTH OF 3/4-INCH MINUS CRUSHED AGGREGATE BASE MATERIAL. PLACE AS SPECIFIED AND PAID UNDER SECTION 802 ISPWC; COMPACTED TO EXCEED 95% OF STANDARD PROCTOR.

(C) 1/2-INCH PREFORMED EXPANSION JOINT MATERIAL (AASHTO M 213) AT TERMINAL POINTS OF RADII.

(D) CONTINUOUS PLACEMENT PREFERRED. SCORE INTERVALS AT 10-FEET MAXIMUM SPACING (OR CONSISTENT WITH 2X SIDEWALK WIDTH FOR SCORE SPACING).

(E) MATERIALS AND CONSTRUCTION IN COMPLIANCE WITH ISPWC SPECIFICATIONS.

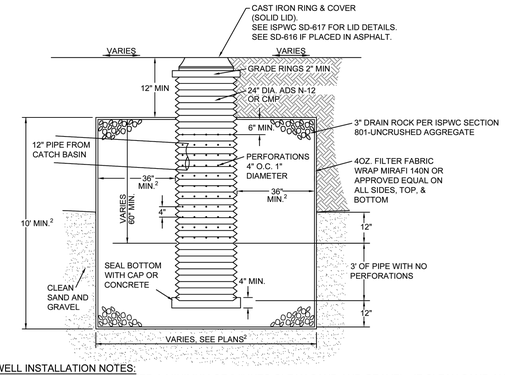
(F) BACKFILL AS PER SECTION-706.

(G) SECURE RIGHT-OF-WAY PERMIT BEFORE BEGINNING CONSTRUCTION IN PUBLIC RIGHT-OF-WAY.

(H) STANDARD CURB TO BE USED ON:
1. COLLECTOR AND ARTERIAL STREETS, UNLESS OTHERWISE INDICATED.
2. ALL RADII PLUS 5-FEET EACH END WITH 2-FEET TRANSITION TO ROLL CURB.
3. TO MATCH EXISTING CURBS.
4. SEE SD-709 FOR CURB CONSTRUCTION WHEN SIDEWALK IS INCLUDED.

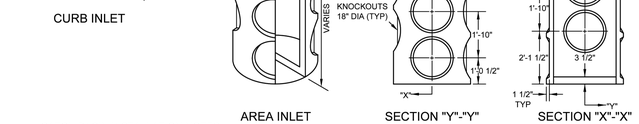
2015

IDAHO STANDARDS FOR PUBLIC WORKS CONSTRUCTION	6" VERTICAL CURB AND GUTTER	STANDARD DRAWING NO. SD-701



DRYWELL INSTALLATION NOTES:
1. THE BED SHALL BE EXCAVATED A MINIMUM OF 24" INTO CLEAN SAND AND GRAVEL. IF CLEAN SAND AND GRAVEL IS NOT ENCOUNTERED WITHIN 12 FEET, THE CONTRACTOR SHALL CONTACT THE ENGINEER.
2. FOR DRYWELLS IN PUBLIC RIGHTS-OF-WAY, DIRECT SURFACE FLOW INTO DRYWELL IS NOT ALLOWED. DRYWELL INFLOW SHALL COME FROM CONNECTION TO CATCH BASIN(S).
3. CATCH BASINS WITHIN STATE OF IDAHO RIGHT-OF-WAY ARE SUBJECT TO IDAHO TRANSPORTATION DEPARTMENT STANDARDS AND PERMITS.
4. ACTUAL DRYWELL DIMENSIONS PER ENGINEER'S DESIGN.

Galena Engineering Inc.	Civil Engineers & Land Surveyors 317 N. River Street Hailey, Idaho 83333 (208) 788-1705 (208) 788-4612 fax email galena@galena-engineering.com	REUSE OF DRAWINGS: These drawings, or any portion thereof, shall not be used on any Project or extensions of this Project except by agreement in writing with Galena Engineering, Inc.	CITY OF BELLEVUE STREET CONSTRUCTION STANDARDS DRYWELL DETAIL WITHIN CITY OF BELLEVUE, BLAINE COUNTY, IDAHO PREPARED FOR CITY OF BELLEVUE PROJECT INFORMATION P:\eldsproj\6744-01 Bellevue\StStandards\dwg\Construction\6744-01_BellevueStreetConstruction0Standards.dwg 01/04/22 10:24:17 AM	12



CATCH BASIN INSTALLATION NOTES:
1. A PRIMARY CATCH BASIN IS DEFINED AS THE FIRST STORM STRUCTURE UPSTREAM OF A DRYWELL. A SATELLITE CATCH BASIN IS DEFINED AS THE STORM STRUCTURE UPSTREAM OF THE PRIMARY CATCH BASIN.
2. THE OIL & DEBRIS TRAP SHALL BE INSTALLED ON THE OUTLET OF THE PRIMARY CATCH BASIN ONLY, NOT ON SATELLITE CATCH BASINS.
3. PLACE A MINIMUM OF 4" OF COMPACTED BEDDING ON PREPARED SUBGRADE AS SPECIFIED IN ISPWC SECTION 305 - PIPE BEDDING. EXTEND BEDDING EITHER TO THE LIMITS OF THE EXCAVATION OR AT LEAST 12" OUTSIDE THE LIMITS OF THE BASE SECTION.
4. FILL THE BALANCE OF THE EXCAVATED AREA WITH SELECT MATERIAL COMPACTED LEVEL TO THE TOP OF THE BEDDING.
5. PROVIDE A SMOOTH AND LEVEL BEARING SURFACE ON THE BEDDING SURFACE.
6. CATCH BASINS WITHIN STATE OF IDAHO RIGHT-OF-WAY ARE SUBJECT TO IDAHO TRANSPORTATION DEPARTMENT STANDARDS AND PERMITS.

Galena Engineering Inc.	Civil Engineers & Land Surveyors 317 N. River Street Hailey, Idaho 83333 (208) 788-1705 (208) 788-4612 fax email galena@galena-engineering.com	REUSE OF DRAWINGS: These drawings, or any portion thereof, shall not be used on any Project or extensions of this Project except by agreement in writing with Galena Engineering, Inc.	CITY OF BELLEVUE STREET CONSTRUCTION STANDARDS CATCH BASIN DETAIL WITHIN CITY OF BELLEVUE, BLAINE COUNTY, IDAHO PREPARED FOR CITY OF BELLEVUE PROJECT INFORMATION P:\eldsproj\6744-01 Bellevue\StStandards\dwg\Construction\6744-01_BellevueStreetConstruction0Standards.dwg 01/04/22 10:24:17 AM	13

Malone Supplemental Lot

Post- Development Storm Drainage Calculations

Design Criteria:

Method:	Rational Method	
Intensity Table:	NOAA Atlas 14	
Return Period:	25	year storm event

Development Drainage Areas

Improved/Disturbed Areas	Malone Supplemental Lot			
Total Improved Area:	110,869	sq. ft.	=	2.55 acre
Building Roof Areas	-	sq. ft.	=	0.00 acre
Drive & Parking Areas	70,235	sq. ft.	=	1.61 acre
Landscaped Areas	40,634	sq. ft.	=	0.93 acre

Weighted Runoff Coefficient "C" Calculation			
Surface Type	Area	"C"	C*A
Building Roof Areas	-	0.95	-
Drive & Parking Areas	70,235	0.92	64,616
Landscaped Areas	40,634	0.20	8,127
Total Area	110,869		72,743

Weighted Runoff Coefficient "C" = **0.66** (Total CN*A)/(Total Area)

Hydrologic Analysis & Storage Volume Requirements:

Allowable Release	-	cfs
Percolation		
Percolation Rate:	120	inches/hour
Factor of Safety	4.0	
Bottom of Pond Area:	707	sq.ft
Infiltration Rate:	0.49	cfs

Storage Volume Requirement

25-Year Storm Event

Duration	Total Precipitation	Storm Intensity	Runoff Coefficient	Development Area	Stormwater Flow	Accumulated Flow	Allowable Release	Released Volume	Infiltration Rate	Total Infiltration	Required Storage	Available Storage
(min)	(in)	(in/hr)	"C"	(acres)	(cfs)	(cf)	(cfs)	(cf)	(cfs)	(cf)	(cf)	(cf)
5	0.145	1.74	0.66	2.55	2.91	872	0.00	-	0.49	147	724	1,555
10	0.225	1.35	0.66	2.55	2.25	1,353	0.00	-	0.49	295	1,058	1,555
15	0.285	1.14	0.66	2.55	1.90	1,713	0.00	-	0.49	442	1,272	1,555
30	0.395	0.79	0.66	2.55	1.32	2,375	0.00	-	0.49	884	1,491	1,555
60	0.500	0.50	0.66	2.55	0.83	3,006	0.00	-	0.49	1,767	1,239	1,555
120	0.775	0.39	0.66	2.55	0.65	4,659	0.00	-	0.49	3,534	1,125	1,555
180	1.014	0.34	0.66	2.55	0.56	6,094	0.00	-	0.49	5,301	793	1,555
360	1.600	0.27	0.66	2.55	0.45	9,619	0.00	-	0.49	10,603	-	1,555
720	2.160	0.18	0.66	2.55	0.30	12,986	0.00	-	0.49	21,206	-	1,555
1440	3.000	0.13	0.66	2.55	0.21	18,035	0.00	-	0.49	42,412	-	1,555
Detention Requirement				1,491	cu. ft.							
Detention Provided by Drywell				1,559	cu. ft.							

Storage Volume Provided by Drywell

	Porosity	Radius	Rock Area	Depth of Stone	Volume of Rock	Volume of Water
		(ft)	(ft^2)	(ft)	(cf)	(cf)
1	0.400	15.00	706.86	5.50	3,887.72	1,555

Storage Volume Provided by Sump Manholes

		Radius	Manhole Area	Depth		Volume of Water
		(ft)	(ft^2)	(ft)		(cf)
1		0.50	0.79	5.50		4

NO.	REVISIONS	BY	DATE

ENGINEER: LR CHECKED BY: LR

LEGEND ENGINEERING
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LEGEND ENGINEERING

KARL MALONE FORD INVENTORY LOT DETAILS

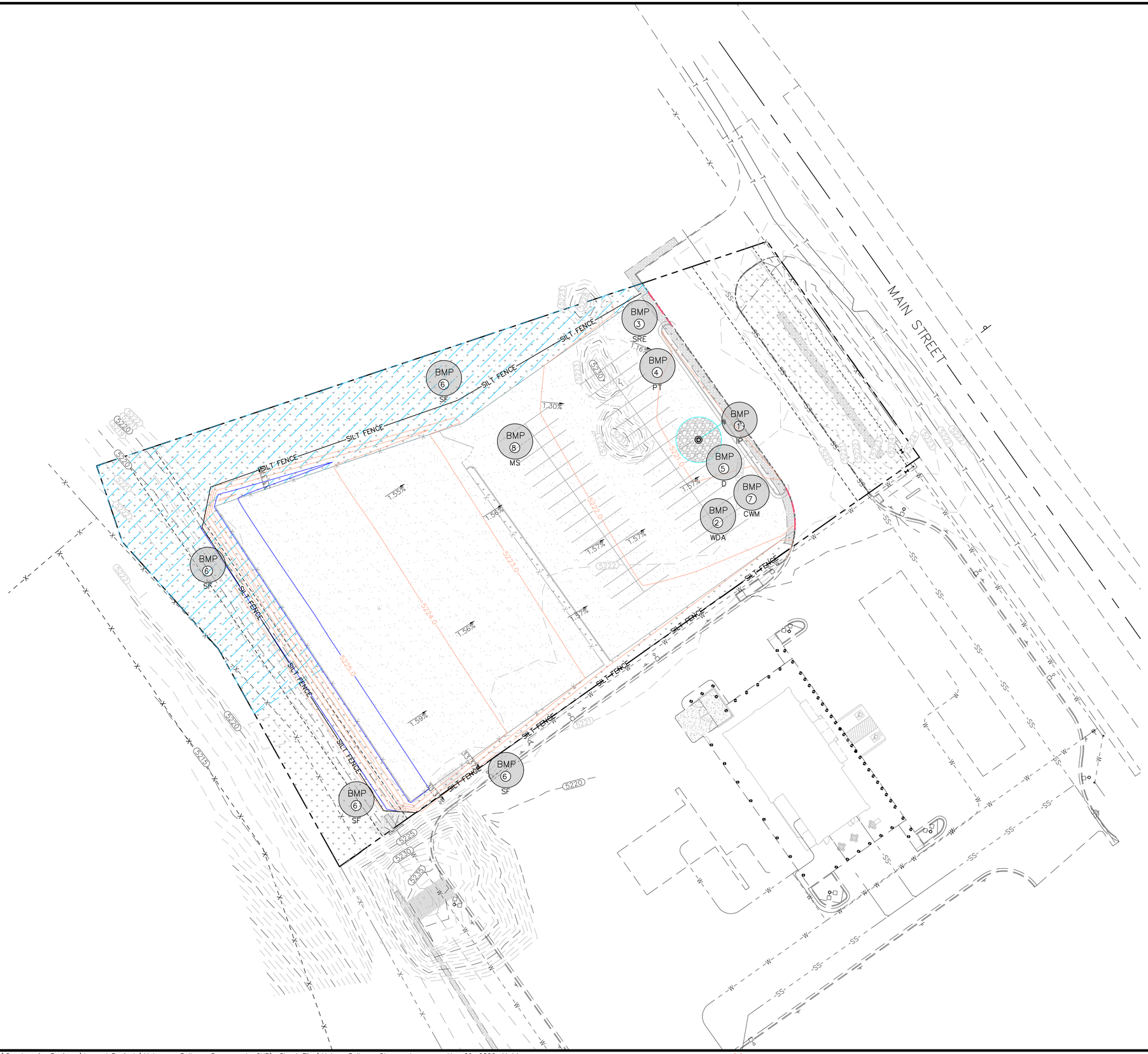
871 N MAIN ST, BELLEVUE, ID 83313

PROFESSIONAL ENGINEER LICENSED 15199 05/29/2026 STATE OF IDAHO LONNY REED

SHEET: C-3

CUP

DATE: 5/29/2026



LEGEND

- EXISTING CURB AND GUTTER
- PROPOSED CURB AND GUTTER
- EXISTING FENCE
- PROPERTY LINE
- EXISTING SEWER
- EXISTING WATER LINE
- FINISHED CONTOUR LINE
- EXISTING CONTOUR LINE
- PROPOSED STORM DRAIN LINE
- EXISTING STORM DRAIN LINE
- SILT FENCE
- CLEAN OUT BOX
- BEST MANAGEMENT PRACTICE SEE BEST MANAGEMENT PRACTICE INDEX AND SHEET C-5 FOR DETAILS

GENERAL NOTES

DURING CONSTRUCTION

1. ALL EROSION CONTROL BEST MANAGEMENT PRACTICES SHALL BE INSPECTED AND MAINTAINED REGULARLY (MINIMUM ONCE A WEEK) AND AFTER EVERY STORM EVENT.

2. LAND DISTURBANCE SHALL BE KEPT TO MINIMUM TO CONTROL RUNOFF FROM THE SITE.

3. LIMIT LAND CLEARING AND RESTORE ALL GRADING AS SOON AS POSSIBLE.

4. STAGED SEEDING TO RE-VEGETATE CUT AND FILL SLOPES AS THE WORK IS IN PROGRESS.

5. AT ALL TIMES DURING CONSTRUCTION, THE CONTRACTOR SHALL BE RESPONSIBLE FOR PREVENTING AND CONTROLLING EROSION DUE TO WIND AND OTHER EROSION.

6. MAINTENANCE OF STREET: STREETS TO BE KEPT CLEAN AND FREE FROM DEBRIS.

7. CONTRACTOR SHALL PROVIDE DUST CONTROL MEASURES AT ALL TIMES DURING CONSTRUCTION.

8. A COPY OF THE STORM WATER POLLUTION PREVENTION PLAN SHALL BE KEPT ON THE SITE DURING ALL CONSTRUCTION ACTIVITY.

POST CONSTRUCTION

1. EROSION CONTROL STRUCTURES MAY BE REMOVED ONCE 70% REVEGETATION HAS BEEN ESTABLISHED.

2. EROSION CONTROL STRUCTURES BELOW SEEDED AREAS MUST REMAIN IN PLACE UNTIL THE ENTIRE AREA HAS BEEN ESTABLISHED.

3. EROSION CONTROL IN PROPOSED PAVEMENT AREAS SHALL REMAIN IN PLACE UNTIL PAVEMENT IS COMPLETE.

4. THE FOLLOWING PRECAUTIONS SHALL BE PERFORMED:
A) PERIODIC INSPECTION OF SEDIMENT BASIN AND CLEANING WHEN THE BASIN IS MORE THAN 1/4 FULL. INSPECTION SHALL BE DONE AFTER EVERY MAJOR RAINFALL AND EVERY 6 MONTHS AS A MINIMUM. DISPOSAL OF ANY GREASE OR OIL MUST BE DONE IN ACCORDANCE WITH CURRENT ENVIRONMENTAL REGULATIONS.
B) LITTER, DEBRIS AND CHEMICALS MUST BE PICKED UP AND KEPT IN A LOCATION TO PREVENT POLLUTION OF STORM WATER DISCHARGE.
C) PARKING AREAS SHALL BE KEPT FREE FROM AUTOMOBILE FLUIDS AS TO NOT WASH INTO THE STORM DRAIN SYSTEM.

BEST MANAGEMENT PRACTICE INDEX

1	IP	INLET PROTECTION
2	WDA	EQUIPMENT AND VEHICLE WASH DOWN AREA
3	SRE	STABILIZED ROADWAY ENTRANCE
4	PT	PORTABLE TOILET
5	D	DUMPSTER LOCATION
6	SF	SILT FENCE
7	CWM	CONCRETE WASTE MANAGEMENT
8	MS	MATERIALS STORAGE

ADDITIONAL BMP's TO BE ONSITE:
- SPILL CLEANUP
- VEHICLE & EQUIPMENT FUELING

SEE SHEET C-5 FOR BMP DETAILS

0 30 60 90
1" = 30'
Scale in Feet

CUP

NO.	REVISIONS	BY	DATE

ENGINEER: LR CHECKED BY: LR

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KARL MALONE FORD INVENTORY LOT
STORMWATER POLLUTION PREVENTION PLAN
871 N MAIN ST, BELLEVUE, ID 83313

PROFESSIONAL ENGINEER LICENSED 15199 05/29/2026 STATE OF IDAHO LONNY REED

SHEET: C-4

DATE: 5/29/2026

BMP 37: Staging Areas

Description

Staging areas are clearly designated locations where construction equipment, vehicles, stockpiles, waste bins, office trailers, and other construction-related materials may be stored on site. Staging areas should be located, constructed, and maintained to prevent the discharge of sediment, solid waste, dust, trash, debris, or other pollutants from the site (Figure 99).

Figure 98. Construction staging area (Colorado UDFCD 2010).

Applicability

Most construction sites require a staging area. The size of the staging area depends on the size and type of the project and duration of construction.

Limitations

Some sites may have limited space available, and it may be desirable to place the staging area off site or within an adjacent roadway. Staging areas in roadways require special measures to prevent materials from washing into existing storm inlets.

Measures to prevent storm water from entering the staging area tend to concentrate flow and can result in excessive erosion downstream if additional BMPs are not installed.

Design Basis

Address the following elements in a spill control and response plan:

Spill Prevention

Prevention is the first line of defense in protecting storm water runoff from contamination due to spills and leaks:

- Use recycled, reclaimed, or reused materials where possible to reduce the amount of new material needed. Substitute less or nontoxic materials for more toxic.

construction period. Consider using off-site parking areas and restrict vehicle access to the site if possible to minimize the size needed for staging.

Place staging areas where site impacts will be minimized and at least 50 feet away from streams, surface waters, or wetlands. If possible, locate the staging area in a place that will be disturbed, such as the planned location for a road or parking area, and move it as construction progresses to limit the amount of unnecessary site disturbance.

Features

The staging area should have a stabilized surface, either paved or covered with 2- to 4-inch diameter aggregate at 3 to 6 inches deep, and accessed by a stabilized construction entrance. If the staging area is located in an area that would not be otherwise disturbed, consider using construction mats in lieu of rock to minimize long-term stabilization needs. BMP 41: Stabilized Construction Roads and Staging Areas provides more information on surface treatment requirements.

The grading in and around the staging area should control uncontaminated flow by diverting it around areas that may have pollutants and also contain potentially contaminated flows or divert them to treatment facilities.

Surround the staging area by construction fencing to prevent unauthorized access to construction materials. Perimeter sediment controls such as silt fence (BMP 65), sediment fiber rolls (BMP 64), or other measures should also be installed around the area as appropriate.

Materials stored on site should follow guidelines from BMP 75: Outdoor Storage, BMP 46: Spill Prevention and Control, and BMP 87: Outdoor Loading and Unloading of Materials. To comply with the Construction General Permit (EPA 20128), storage areas for building products must provide either cover (e.g., plastic sheeting or temporary roofs) to prevent these products from coming into contact with rainwater, or a similarly effective means designed to prevent the discharge of pollutants from these areas.

Materials should be stored separately as appropriate using guidelines from BMP 48: Hazardous Materials Management. Hazardous or toxic wastes should be stored separate from construction and domestic waste. Flammable and combustible material should be segregated and stored in appropriately sized secondary containment.

Flow Diversion

Limiting the flow across staging areas reduces the volume of storm water that may carry pollutants from the area and require treatment. If the staging area cannot be located away from areas expected to receive significant volumes of storm water runoff, flow diversion BMPs, such as storm water conveyances, dikes, or berms, are needed.

Storm Water Conveyances

Storm water conveyances include either temporary or permanent channels, gutters, drains, or sewers. The conveyances are constructed or lined with many different materials, including concrete, clay tiles, asphalt, plastics, metals, riprap, compacted soils, and vegetation. By their

nature, storm water conveyances concentrate flow, and storm water should be routed through stabilized structures to discharge to a receiving water or other storm water BMP.

In planning for storm water conveyances, consider the amount and speed of typical storm water runoff. Also, consider the storm water drainage patterns, so that channels may be located to collect the most flow and built to handle the appropriate runoff volume. When deciding on the type of channel to be implemented, consider the material's resistance, durability, and compatibility with any pollutants it may carry.

Conveyance systems are most easily installed when a facility is initially constructed. Where possible, use existing grades to decrease costs. Grades should be positive to allow for the continued movement of the runoff through the conveyance system; however, grades should not increase velocity, causing excess erosion. When assessing erosion potential, consider the materials used for lining the conveyance and types of outlet controls provided. Reference the following BMPs for additional design parameters.

- BMP 28: Conveyance Systems for Roof Runoff
- BMP 36: Riprap Slope Protection
- BMP 57: Pipe Slope Drain
- BMP 68: Temporary Swale

Dikes and Berms

Diversion dikes or berms are ridges built to block runoff from passing beyond a certain point. In planning for dike installation, consider the slope of the drainage area, height of the dike, amount of runoff it will need to divert, and soil type that will be used with the dike. Steeper slopes result in higher volumes of runoff and higher velocities, which the dike should be capable of handling. Dikes are limited in their ability to manage large volumes of runoff. Temporary dikes (usually made of dirt) generally only last for 18 months or less but can become permanent structures by stabilizing them with vegetation. Slope protection such as vegetation is crucial for preventing the erosion of the dike. For additional design parameters, see BMP 69: Diversion Dike and BMP 70: Temporary Berms.

Construction Guidelines

Staging areas should be planned and designed before starting construction; however, certain BMPs, such as dikes and berms, may be constructed at any time. Implementing staging areas and associated drainage needs should also be incorporated into BMP 36: Construction Timing.

Specific construction methods apply to the type of conveyance, dikes, berms, graded areas, and pavements being used. Refer to applicable BMPs for construction guidelines.

Maintenance

Maintenance of staging areas includes inspecting and repairing the stabilized surface, repairing perimeter controls, and following good housekeeping practices.

Storm water diversions, such as conveyances and dikes, should be inspected regularly and within 24 hours of a storm event. Daily inspections may be required during periods of prolonged rainfall

as heavy storms may clog or damage the conveyances or wash away parts of temporary dikes. Any necessary repairs should be made immediately to ensure the structure continues to function effectively.

Inspect unpaved, graded areas to check for gullies and other signs of erosion. Inspect paving regularly for cracks that may allow contaminants to seep into the ground. Ensure drains receiving the discharge from the paved area remain free of clogged sediment or other debris so that the water does not back up into areas where pollutants may be.

When construction is complete, debris, unused stockpiles, and materials should be recycled or disposed of properly (Section 3.10.7, "Construction Disposal Alternatives"). Permanently stabilize areas with vegetation or other surface cover planned for the development.

Additional Resources

Colorado UDFCD (Colorado Urban Drainage and Flood Control District). 2010. *Urban Storm Drainage Criteria Manual, Volume 3 Best Management Practices*. Denver, CO. http://udfcd.org/wp-content/uploads/2014/07/Title-Page.pdf

ITD (Idaho Transportation Department). 2014. *Best Management Practices*. Boise, ID: ITD.

BMP 41: Stabilized Construction Roads and Staging Areas

Description

Stabilized construction roads and staging areas are clearly designated areas where construction equipment and vehicles travel and stockpiles, waste bins, material storage, and other construction-related equipment are stored. Stabilizing these areas immediately after grading reduces erosion caused by construction traffic and construction activities (Figure 108).

Figure 108. Temporary construction access road (ITD 2014).

Methods for reducing erosion on stabilized construction roads are included in BMP 42.

Applicability

Stabilize roads and staging areas wherever they are used by construction traffic or where concentrated traffic occurs, such as around materials storage areas. Stabilization is especially important for construction during wet weather, where dust can be a problem, on slopes greater than 5%, and/or adjacent to water bodies. This practice is also important on large sites where heavy equipment traverses the site for large grading operations.

Limitations

During design and planning, minimize the disturbance area to the maximum extent practical. Oversizing the stabilized staging area may result disturbing existing vegetation more than required for the project. Excess disruption increases costs and requirements for long-term stabilization after construction.

Temporary roads that encroach on jurisdictional wetlands require appropriate permits.

Design Basis

Location

Place construction roads and staging areas where site impacts will be minimized and as far away as possible

from streams, surface waters, or wetlands. Sites that include permanent roads or parking areas are recommended for construction roads and staging areas.

Temporary roads should mimic the natural slope, not disrupt natural drainage pathways, and have a maximum longitudinal slope of 15%. Grade the roads to prevent runoff from leaving the site. Roads should be graded to drain transversely into stabilized drainage swales or gravel berms adjacent to the road. Direct intercepted runoff from the road to a sediment trap (BMP 66) or other sediment control measure.

Surface

Roads and staging areas should be constructed to handle the maximum expected loads during construction, and whenever possible, placed on a firm, compacted subgrade. If design recommendations are not available from a geotechnical or civil engineer, choose the surface type by either paving or placing 2- to 4-inch diameter aggregate 3 to 6 inches deep.

The aggregate can be crushed rock, gravel base, recycled concrete, or crushed surfacing base course. Early application of road base is generally suitable where a layer of coarse aggregate is specified for final road construction.

Geotextile Fabric

Most installations will include geotextile fabric placed over the entire area to be covered with aggregate. Work on single-residential lots will generally not need geotextile fabric unless there is potential for excessive erosion, a high water table, or other risk factors. The geotextile should be a woven or nonwoven fabric consisting only of continuous chain polymeric filaments or polyester yarns. The geotextile should be rot resistant and inert to commonly encountered chemicals, hydrocarbons, and mildew. ITD's *Standard Specifications for Highway Construction*, Section 718 provides guidance on geotextile properties for a variety of applications (ITD 2017).

Fencing

Construction fencing may be needed to limit access of vehicles to roads and staging areas that are stabilized and to prevent unauthorized access to construction materials.

Sediment Control

Perimeter sediment controls such as silt fence (BMP 65), sediment fiber rolls (BMP 64), or other measures may be needed around construction staging areas. Erosion control methods for temporary roads include road sloping, rolling dips, waterbars, open-top box culverts, or level spreaders. BMP 42: Erosion Prevention on Construction Roads provides more information.

Construction Guidelines

Construction roads and staging areas should be stabilized immediately after grading. If construction roads do not adequately reduce track out to adjacent property or roadways, a wheel wash system may be required as described in BMP 40: Vehicle Sediment Control.

Maintenance

Inspect all devices regularly, especially after large storm events. Make repairs promptly to avoid progressive damage. Aggregate should be added as required to maintain a stable driving surface and to stabilize areas that have eroded. Remove accumulated sediments as necessary from roadside swales to ensure proper functioning.

After construction is complete, temporary construction roads and staging areas should be removed and the area, regraded, and restored to preconstruction condition or better using permanent erosion and sediment control BMPs. Remove or stabilized trapped sediment and permanently stabilize disturbed areas. When a temporary construction road or staging area is used for a permanent road or parking surface, the subgrade is subject to compaction before final paving.

Additional Resources

ITD (Idaho Transportation Department). 2017. "Geotextiles." Section 718. *Standard Specifications for Highway Construction*. Boise, ID.

ITD (Idaho Transportation Department). 2014. "Sediment Control Best Management Practices." SC-12 Temporary Roads and Standard Drawing P-1-F. *Best Management Practices*. http://apps.itd.idaho.gov/apps/env/BMP/PDF%20Files%20for%20BMP/Chapter%201/Chapter%201%20Erosion%20Control%20Practices%20Best%20Management%20Practices.pdf

BMP 43: Dust Control

Description

Dust control and wind erosion prevention BMPs keep soil particles from entering the air as a result of land-disturbing construction activities by protecting the soil surface, stabilizing the surface, and/or reducing the surface wind velocity (Figure 113).

Dust control practices apply to either disturbed graded areas or construction roadways. For disturbed graded areas, practices such as seeding or sodding (BMP 52), mulching (BMP 53), using soil binders (BMP 55), sprinkling, surface roughing (BMP 58) or practices that provide proper surface cover can be used. For construction roadways, practices such as using a stabilized surface (BMP 41), sprinkling, or using chemical dust tackifiers are options. Wind barriers can control wind currents and minimize the amount of dust transported into air and water.

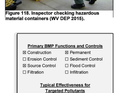


Figure 113. Sprinkling water for dust control on haul pathway construction project, Driggs, Idaho.

Applicability

Use control measures on any construction site where the potential exists for air or water pollution from dust, especially when open, dry areas of soil are anticipated on site and where heavy construction activity such as clearing, grading, excavation, demolition, or excessive vehicle traffic takes place. Dust control is especially important in regions experiencing long periods without rain and during the summer when soil can become dry and vulnerable to transport by wind. In many cases, water erosion control measures incorporated into the project will indirectly prevent wind erosion.

Limitations

Vegetative dust control measures may not be practical during dry periods without a reliable supply of establishment water. Other methods should be stipulated in the project contract to ensure that dust control is not overlooked.

Wind barriers (such as walls or fences) can be part of the long-term dust control strategy in arid and semiarid areas, but they are not a substitute for permanent stabilization.

Chemically treated subgrades may make the soil water repellent, interfering with long-term infiltration and vegetation/revegetation of the site. Some chemical dust suppressants may be subject to freezing and may contain solvents that must be handled properly.

Overwatering may cause erosion and wash sediment or other constituents into the drainage system.

Design Basis

Develop a dust control plan before construction. The plan should evaluate the site with potential dust emission sources identified, establish a selection of dust control methods for each area of the site, determine the maintenance needed, and monitor the effectiveness of the selected dust control measures. The site evaluation should consider the soil type, prevailing wind direction, and effects of other prescribed erosion control measures.

Dust Prevention

The best method of controlling dust is to prevent dust production:

- **Minimize the surface area disturbed**—By limiting the amount of bare soil exposed at one time, less ground is disturbed, less dust is raised while working, and less cleanup is required when work is done. During project design, identify areas where ground disturbance will not be allowed and fence or provide signage during construction. Design and locate haul roads, detours, and staging areas to avoid unnecessary exposure of bare ground.
- **Limit dusty work on windy days**—Minimize amount of ground disturbance occurring when potential for wind erosion is highest. Apply dust suppression measures when needed. Monitor dust suppression efforts to ensure dust emissions are adequately controlled. Depending on weather conditions, adjust to fewer or more frequent application intervals.
- **Clean up dusty spills immediately**—Do not wait for the next scheduled housekeeping; the next storm event will likely begin and spread dust further.
- **Protect adjacent areas**—Install erosion and sediment controls susceptible to wind erosion. In the storm water site plan, specify staging or work sequencing techniques that minimize the risk of wind erosion from bare soil. In most cases, a change will be required from traditional construction techniques that allow large areas to be disturbed at the outset of construction and remain exposed for long periods of time.

Graded Areas

Clearing and grading activities create the opportunity for large amounts of dust to become airborne. Stabilize graded areas as soon as practicable after disturbance and do not leave open areas unprotected. The following practices can help with dust control in graded areas:

- **Grow vegetative ground cover**—Exposed areas that are not being paved should be stabilized using vegetation and landscaping (BMP 32) to prevent wind and water erosion. When rainfall is insufficient to establish vegetative cover, mulching (BMP 52) conserves

moisture, prevents surface crusting, reduces run-off erosion, and helps to establish vegetation. It is a critical treatment on sites with erosive slopes.
- **Use wind barriers**—Barriers prevent erosion by obstructing the wind near the ground and preventing the soil from blowing off site. Wind, snow, or silt fences or similar barriers are temporary measures that can reduce wind velocity. Perennial grass, bushes, stands of trees, rock walls, wooden board fences, or earthen banks are more permanent measures that can serve as wind barriers. A wind barrier generally protects soil downwind for a distance of 10 times the height of the barrier. If additional protection is needed, use other methods with the barrier.
- **Surface roughening**—Deep tillage in large open areas brings soil clods to the surface where they rest on top of dust, preventing it from becoming airborne. Tilling or disking should leave 6-inch (minimum) furrows, preferably perpendicular to the prevailing wind direction, to gain the greatest reduction in wind erosion. If the surface cannot be furrowed perpendicular to the prevailing wind direction, roughening the surface by using a ripper/scarifier (grader) or a ripper (gat) will produce the desired result of a 6-inch irregular surface. See BMP 58: Surface Roughening practices.

Construction Roadways and Storage Areas

Temporary construction roads and storage areas should be stabilized using recommendations in BMP 42: Erosion Prevention on Construction Roads to minimize the amount of dust generated by construction vehicles. Other recommendations for dust control on construction roadways and storage areas include the following:

- **Water and/or sweep often**—Sprinkle the site with water until the surface is wet. Apply at a rate of 2 gallons per acre so that the soil is wet but not saturated and runoff does not occur. If dust is being generated. To ensure vehicle traffic is not picking up dust from wind action and carrying it off site, sweep roadways often. Fewer treatments are necessary in cool, wet weather.
- **Use Environmental Protection Agency (EPA)**—Spray-on soil binders form a bond between soil particles keeping them grounded. Chemicals include mineral salts, petroleum resins, asphalt emulsion, acrylics, and adhesives. These treatments must be reapplied periodically to ensure continued effectiveness. Chemical tackifiers should only be used on mineral soils, and the chemicals should not create any adverse effects on storm water, plant life, surface water, or ground water. Check with DEQ to ensure that the material to be applied is not harmful and may be used for this purpose.
- **Reduce speed limits**—Reduce speed limits on unpaved surfaces to 10 to 15 miles per hour for well-traveled areas and heavy vehicles. Never exceed 25 miles per hour for any vehicle on any unpaved surface.
- **Prevent transport of dusty material off site**—Minimize transport of dusty material off site by rinsing vehicles before they leave the property, tightly cover loaded trucks, and provide stabilized construction roads and staging areas (BMP 41).
- **Enclose working areas**—If dusty materials are frequently loaded and unloaded in storage and handling areas, enclose the areas to reduce dust production. Use storage silos, three-sided bunkers, or covered buildings. If feasible, use negative-air, dry wind fencing. Conveyor loading may require enclosure or the use of water or foam spray bars both above and below the belt surface to reduce emissions.

- **Keep storage piles covered**—When storage piles are not in use, apply a physical cover or a dust suppression style to reduce dust emissions. Limit the working face of the pile to the downwind side. Most emissions come from loading the pile, and truck and loader traffic in the immediate area if the pile is batch loaded. Keep the drop height low to reduce dust and the ground at the base of the pile clear of spills.

Construction Guidelines

Dust control measures should be considered and selected before clearing and grading activities. During construction, monitor dust control activities on a regular basis to ensure the measures taken are adequately preventing airborne dust from leaving the site.

Maintenance

Dust control requires constant attention: it is not a one-time or once-in-awhile activity. Dust control sprinkling may have to be done several times a day during hot, dry weather.

Areas protected by mulch, adhesive emulsions, or barriers need to be checked at regular intervals according to the inspection schedule in the storm water plan.

Apply spray-on chemical treatments using the manufacturer's specified rates and according to all federal, state, and local regulations. Chemical products should be stored, handled, and disposed of according to all applicable local and state regulations and policies.

Additional Resources

DEQ (Idaho Department of Environmental Quality). 2013. *Controlling Fugitive Dust at Construction Sites*. Boise, ID: DEQ.

EPA (US Environmental Protection Agency). 2014. *Dust Control*. Water: Best Management Practices. https://www.epa.gov/npdes/national-menu-best-management-practices-bmps-stormwater#cook

BMP 44: Stockpile Management

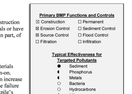
Description

Stockpile management procedures and practices reduce or eliminate air and storm water pollution from stockpiled erodible materials, such as soil, mulch, compost, sand, fly ash, stucco, hydrated lime, Portland cement concrete rubble, asphalt concrete, asphalt concrete rubble, aggregate base, aggregate subbase, premixed aggregate, asphalt milder (or *cold mix* asphalt), and pressure-treated wood. Raw material stockpiles can easily erode during storm events and contribute suspended solids, nutrients, metals, and pH changes to storm water runoff (Figure 114).

Figure 114. Covered stockpile (ITD 2014).

Applicability

Implement stockpile management on all construction sites that stockpile and store erodible materials or have land-clearing debris composted, in whole or in part, of sediment or soil.



Primary BMP Functions and Controls
☒ Construction ☐ Permanent
☒ Erosion Control ☒ Sediment Control
☒ Source Control ☐ Flood Control
☐ Filtration ☐ Infiltration

Typical Effectiveness for Targeted Pollutants
● Sediment
○ Phosphorus
◐ Metals
○ Bacteria
◐ Hydrocarbons
○ Litter

Other BMP Considerations
Relative Cost $$
Maintenance Requirements Medium
Ease of Installation Easy
Freeze/Thaw Resistance Good
Max. Tributary Drainage Area N/A
Max. Upstream Slope N/A
NRCS Soil Group ABCD
Min. Ground Water Separation N/A
Min. Bedrock Separation 3 feet

Limitations

Covering alone may not protect exposed materials from contact with storm water runoff and run-on. Using plastic sheeting to cover stockpiles can increase runoff volumes and velocities and potentially cause failure of sediment controls placed around the stockpile's perimeter. In extremely windy areas, tarpaulins and sheeting may require additional weights or securing.

Design Basis

Location

Locate stockpiles a minimum of 50 feet away from concentrated storm water flows, drainage courses, and inlets and sides of any natural buffers (BMP 21 and) in areas that will remain undisturbed for the longest period of time as construction progresses.

Do not place stockpiles in streets or paved areas unless no other practical alternative exists.

Covering

Covering prevents storm water from coming into contact with potential pollutants, minimizes sediment discharge, and reduces material loss from blowing wind. Covering is a simple, effective, and inexpensive way to reduce or prevent pollution from stockpiles. Materials used as stockpile covers include plastic sheeting, geotextile fabric, and pervious fabrics; mulches (BMP 52); vegetation (BMP 32); or soil binders (BMP 55) can be used for soil stockpiles that will be in place for longer periods of time.

Plastic sheeting with nylon reinforcement can be more durable than standard sheeting; avoid sheeting made of photodegradable plastics. Due to the relatively rapid breakdown of most polyethylene sheeting, it is unsuitable for applications over 6 months.

Sediment Control

Place a temporary sediment control barrier around the stockpile's perimeter to protect it from storm water run-on and runoff and the site from runoff from the stockpile. Perimeter sediment barriers such as berms (BMP 9), dikes (BMP 69), fiber rolls (BMP 64), silt fences (BMP 65), or gravel bag berms (BMP 63) are effective BMPs. Do not place gravel areas, rock socks are recommended for paved areas exposed, and all inlets within the potential to receive sediment from the stockpile should be protected (BMP 74: Inlet Protection).

Implement dust and wind erosion control practices as appropriate on all stockpiled material. Place bagged material on pallets and under cover.

Accumulated sediment on pavement or other impervious surfaces should not be hosed down or washed into any storm water conveyance (unless connected to a sediment basin, sediment trap, or similarly effective control), storm drain inlet, or surface water.

Nonactive Stockpile Protection

Nonactive stockpiles of the following materials should be protected as follows:

Soil stockpiles—Cover soil stockpiles or protect with soil stabilization measures and a temporary perimeter sediment barrier at all times. Unless permit requirements or other local regulations specify otherwise, soil stockpiles should be covered or stabilized within 14 days after the stockpile is placed or sooner if site conditions, such as highly erodible soils or expected rainfall, warrant. For site discharges to impaired waters, complete stabilization activities within 7 calendar days.

Stockpiles of Portland cement concrete rubble, asphalt concrete, asphalt concrete rubble, aggregate base, or aggregate subbase—Cover and protect stockpiles with a temporary perimeter sediment barrier at all times.

Stockpiles of cold mix—Place cold mix stockpiles on and cover with plastic sheeting, or a comparable material, at all times and surround covered stockpile with a berm.

Stockpiles/storage of pressure-treated wood—Cover pressure-treated wood with plastic sheeting or comparable material at all times and surround with a berm.

Maintenance

Regular maintenance of hazardous materials systems is important:

- Check containers with hazardous materials frequently for signs of leakage or damage.
- Replace leaking and/or deteriorating containers. Signs include the following:
  - External corrosion and structural failure
  - Installation problems
  - Evidence of spills or overfills
- Immediately clean up any liquid or dry material spills. Report spills to the proper authorities as required.
- Regularly collect and properly remove hazardous waste and materials from the site.

Additional Resources

CASQA (California Stormwater Quality Association). 2004. *California Stormwater Best Management Practices Handbook. New Development and Redevelopment*. Menlo Park, CA. https://www.casqa.org

Idaho Careline (State of Idaho, Department of Health and Welfare Careline). 2018. *2-1-1 CareLine: Poison Prevention*. http://healthandwelfare.idaho.gov/HealthInjuryPrevention/Poison/tabid/1389/Default.aspx

ITD (Idaho Transportation Department). 2014. *Best Management Practices*. Boise, ID: ITD.

BMP 46: Spill Prevention and Control

Description

A spill prevention and control plan includes procedures for preventing spills of hazardous waste and methods for handling and cleaning up spills (Figure 116). Numerous spill containment methods range from large structural barriers to sweeping spill dry pans. The benefits vary based on cost, maintenance requirements, and the size of spill control.

Figure 116. Collapsible wall containment berm (The Spill Source).

Applicability

Develop a spill prevention and control plan for any construction site where hazardous wastes are stored or used. Hazardous wastes include pesticides, paints, cleaners, petroleum products, fertilizers, deicing materials, and solvents.

Limitations

Some sites may also be subject to the oil pollution regulations specified in 40 CFR 112 and CWA §311, and required to develop a Spill Prevention Control and Countermeasure (SPCC) plan. Check with federal, state, and local agencies that may also have applicable regulations that must be adhered to.

Design Basis

Address the following elements in a spill control and response plan:

Spill Prevention

Prevention is the first line of defense in protecting storm water runoff from contamination due to spills and leaks:

- Routinely maintain and check the condition of containers holding hazardous waste, and replace containers that are leaky, corroded, or otherwise deteriorating.
- Label all containers according to their contents. Educate all employees on how to prevent spills and how to clean up if a spill occurs. All employees should be able to recognize and report illegal dumping incidents.

Spill Control and Containment

Identify potential spill source locations such as loading and unloading areas, materials storage areas, processing areas, and waste disposal areas. Containment methods include diking, curbing, and drip pans. If a spill occurs, adequately control and contain the spill to prevent contaminating surface water or ground water.

Containment diking consists of temporary or permanent berms or retaining walls designed to hold spills. Diking is one of the best protective measures against storm water pollution because it surrounds the area of concern and keeps spill materials separated from the storm water outside of the diked area (BMP 69: Diversion Dike and BMP 70: Temporary Berms).

Diking is commonly used for controlling large spills or releases from liquid storage and transfer areas because it is an effective containment method and is used with tank truck loading and unloading areas. The size of a containment dike system for tank truck loading and unloading operations should be capable of holding a volume equal to any single tank truck compartment plus some amount of freeboard to ensure that discharge from the secondary containment area will not occur.

Materials used to construct the dike should be strong enough to safely hold spilled materials. The materials used usually depend on what is available on site and the substance to be contained. Dikes may be made of earth (dirt), soil–cement, concrete, synthetic membranes (liners), and other impervious materials. Containment dikes may need to be designed with impervious materials to prevent leaking or pollution of storm water, surface water, and ground water pollution.

In general, strong acids and bases may react with metal containers, concrete, and some plastics. Where spills may consist of these substances, consider other alternatives. More reactive organic chemicals may also need to be contained with special liners. If uncertain about the suitability of certain dike construction materials, refer to the Material Safety Data Sheet (MSDS) for the chemical being contained.

Curbing, like containment diking, is a barrier that surrounds an area of concern and prevents spills or leaks from being released to the environment by routing runoff to treatment or control areas. The terms *curbing* and *diking* are sometimes used interchangeably, but curbing is usually small scale and cannot contain large spills like diking. Common materials used for curbing include earth, concrete, synthetic materials, metal, or other impenetrable materials. Asphalt is also a common material used in curbing. Curbing is inexpensive, easy to install, and provides excellent control of run-on. As with diking, materials spilled within a curbed area can be collected for proper disposal and/or recycling.

When using curbing for runoff control, protect the curb by limiting traffic and installing reinforced curbs in areas of concern. Materials spilled within a curbed area can be tracked outside of that area when personnel and equipment leave the area. This tracking can be minimized by grading within

the curbing to direct the spilled materials to a downslope side of the curbed area, keeping the materials away from personnel and equipment that pass through the area. It will also allow the materials to accumulate in one area and make cleanup much easier. Manual or mechanical methods, such as those provided by sump systems, can be used to remove accumulated material from a curbed area.

Drip pans are used to contain very small volumes of leaks, drips, and spills. Drip pans can be depressions in concrete, asphalt, or other impenetrable materials or they can be made of metals, plastic, or any material that does not react with the dripped chemicals. Empty or discarded containers may be used as drip pans. Drip pans catch material or chemical drips that can be cleaned up easily or recycled before contacting storm water. Drip pans can be a temporary or permanent measure.

Use drip pans at any site where valves and piping are present and the potential exists for small-volume leaking or dripping. Although leaks and drips should be reported and eliminated as part of preventive maintenance programs, drip pans provide a temporary solution where repair or replacement is delayed. In addition, drip pans provide a safeguard when positioned beneath areas where leaks and drips may occur. Drip pans are inexpensive, easy to install, and simple to operate. They allow for reuse or recycling of the collected material.

When using drip pans, consider local weather conditions, the location of the drip pans, materials used for the drip pans, and how to dispose of the material that is cleaned. Drip pans should be inspected and cleaned frequently, so place them in areas that are easy to reach. Avoid placing drip pans in precarious positions such as next to walkways or on uneven surfaces. Drip pans in these locations are easily overturned and may present a safety or environmental hazard.

Weather is also an important factor. Heavy winds and rainfall can move or damage drip pans because the pans are small and lightweight. Secure the pans by installing or anchoring them to platforms, placing them behind blocks, or tie the pans down.

Cleanup and Disposal

Clean up spills or contaminated surfaces immediately using dry cleanup measures where possible and eliminating the source of the spill to prevent discharge or further discharge. Adequate supplies should be available at all times to handle spills, leaks, and disposal of used liquids from fueling and maintenance of equipment or vehicles. When cleaning up spills, follow MSDS guidelines to prevent unintentional chemical reactions.

If spilled materials are hazardous, the cleanup materials are also hazardous and must be disposed of properly. If the spill is large, a Hazmat team or private spill cleanup company may be necessary depending on permit requirements.

Reporting

Keep a record of any spills, including the date and time of the incident, causes, duration, response procedures, and persons notified. If a spill occurs, and it is not contained by the on-site containment methods, report it to the proper authorities. Federal regulations require that oil spills

into a navigable water or adjoining shoreline above a certain threshold must be reported to the National Response Center at (800) 424-8802. Oil spills must be reported if the following occurs:

- Violate applicable water quality standards.
- Cause a film or sheen upon, or discolor, the surface of the water or adjoining shorelines.
- Cause a sludge or emulsion to be deposited beneath the surface of the water or upon adjoining shorelines.

Spills should also be reported to local agencies, such as the fire department, if necessary to assist with cleanup.

Construction Guidelines

Spill prevention and containment measures should be employed as long as hazardous materials are stored on site. Key spill response personnel should be identified before the project starts, and all employees and subcontractors should be trained on spill prevention, response, and cleanup procedures.

Maintenance

Update the spill prevention and control plan when changes occur in staffing, to the site, or where the materials are stored. Regular inspections should be conducted to ensure proper procedures are followed and cleanup equipment is available. Guidelines for maintaining spill containment measures are provided below.

Containment dikes should be inspected during or after significant storms or periodically for washouts or overflows. Replace missing or damaged sections of containment dikes as soon as possible.

Changes to vegetation, instability of the structure in relation to storm water, dike erosion, or soggy areas indicate problems with the dike's structure. Damaged areas should be patched and stabilized immediately, whenever necessary. Earthen dikes may require special maintenance of vegetation, such as mowing and irrigation.

When evaluating the performance of the containment system, pay attention to the overflow system because it is often the source of uncontrolled leaks. If overflow systems do not exist, accumulated storm water should be released periodically. Polluted storm water should be treated before release. Mechanical parts (e.g., pumps) or manual systems (e.g., slide gates and stopcock valves) may require regular cleaning and maintenance.

Curbing is sized to contain small spill volumes, and frequent maintenance is needed to prevent overflow of any spilled materials. Inspect all curbed areas regularly and clean clogging debris. Repair the curb by patching or replacing it as needed to ensure effective functioning. Conduct inspections before forecasted rainfall events and immediately after storm events. If spilled or leaked materials are observed, start cleanup immediately to allow space for future spills. Prompt cleanup of spilled materials will prevent dilution by rainwater, which can adversely affect recycling opportunities.

Drip pan effectiveness depends on site operators paying attention and emptying the pans when they are nearly full. Because of their small holding capacities, drip pans easily overflow if not emptied. Recycling efforts can be affected if storm water accumulates in drip pans and dilutes the spilled material. Ensure clearly specified and easy to follow practices for reuse, recycle, and/or disposal of pans, especially the disposal of hazardous materials. Consider dumping the drip pan contents into a nearby large-volume storage container and periodically recycling the contents of the storage container.

Frequent inspection of the drip pans is necessary due to the possibility of leaks in the pan itself. Check for random leaking of piping or valves and for irregular, slow drips that may increase in volume. Conduct inspections before forecasted rainfall events to remove accumulated materials. Empty accumulations immediately after each storm event.

Additional Resources

CASQA (California Stormwater Quality Association). 2004. *California Stormwater Best Management Practices Handbook. New Development and Redevelopment*. Menlo Park, CA. https://www.casqa.org

EPA (US Environmental Protection Agency). 2014. *Spill Prevention and Control Plan*. Water: Best Management Practices. https://www.epa.gov/npdes/national-menu-best-management-practices-bmps-stormwater#cook

BMP 47: Construction Equipment Washing and Maintenance

Description

A good construction vehicle and equipment washing and maintenance facility prevents the discharge of pollutants from these operations to surface water or ground water. A typical vehicle/equipment washing and maintenance system is a lined or paved, depressed area that collects the water used in washing trucks, cars, or other construction vehicles/equipment and drains the wastewater into a collection or treatment system (Figure 117).

Figure 117. Vehicle and equipment wash area (CALTRANS 2003).

Ideally, vehicle maintenance should not occur on active construction sites. However, if it must occur, the following practices should be used to minimize or eliminate pollutant discharge.

Applicability

Use vehicle washing and maintenance BMPs on all sites where vehicle and equipment cleaning and maintenance are performed. This is particularly important on projects where the soil is silty or a heavy clay, which is difficult to clean and tracking is a problem, and during the rainy season. Also, take precautions during the rainy season and in areas where water is expected to be encountered (high ground water table) during project construction.

Limitations

Limitations depend on the method chosen for disposing of vehicle wastewater. If wastewater is discharged to a sediment pond on site, sufficient space must be available. If wastewater is taken off-site for treatment, the cost of transportation and disposal facilities may be cost prohibitive. Areas where

Primary BMP Functions and Controls
☐ Construction ☐ Permanent
☐ Erosion Control ☒ Sediment Control
☐ Source Control ☐ Flood Control
☐ Filtration ☐ Infiltration

Typical Effectiveness for

BMP 50: Sanitary and Septic Waste Management

Description

Proper sanitary and septic waste management prevents the pollutant discharge to storm water from sanitary and septic waste by providing convenient, well-maintained septic waste facilities, and arranging for regular service and disposal (Figure 120). Portable sanitary facilities are self-contained units consisting of gravity fed holding tanks that temporarily store human waste.

This BMP does not cover permanent developments that will have permanent sanitary sewer facilities with proper on-site or off-site disposal according to local regulations.

Figure 120. Portable sanitary facility (ITD 2014).

Applicability

Portable sanitary facilities are often needed to supplement permanent facilities at special events or on construction sites. Per OSHA requirements, construction sites that do not have sanitary sewer service available shall be provided with a toilet facility, unless the crew is mobile and has transportation readily available to a nearby toilet facility.

Limitations

Access to the septic waste facility must be provided so that they can be regularly serviced. A sufficient number of units should be provided to accommodate all personnel on site.

Design Basis

Sanitary and septic wastes for portable and permanent facilities should be disposed of according to state and local requirements. The following guidance applies to placing, operating, and disposing of portable and temporary sanitary systems.

Primary BMP Functions and Controls

☒ Construction	☐ Permanent
☐ Erosion Control	☒ Sediment Control
☐ Source Control	☐ Flood Control
☐ Filtration	☐ Infiltration

Typical Effectiveness for Targeted Pollutants

○	Sediment
○	Phosphorus
○	Metals
●	Bacteria
○	Hydrocarbons
◖	Litter

Other BMP Considerations

Relative Cost	$
Maintenance Requirements	Easy
Ease of Installation	Easy
Freeze/Thaw Resistance	N/A
Max. Tributary Drainage Area	1 acre
Max. Upstream Slope	N/A
NRCS Soil Group	N/A
Min. Ground Water Separation	N/A
Min. Bedrock Separation	N/A

Portable Sanitary Facilities

- Locate portable sanitary facilities in a convenient location but away from high traffic areas. If site conditions allow, place facilities at least 50 feet from a drainage facility or watercourse.
- Ensure that a licensed sanitary and septic waste hauler maintains sanitary and septic facilities and keeps them in good working order. A list of permitted septic tank pumpers is available at: https://www.deq.idaho.gov/water-quality/wastewater/septic-and-septage/.
- Avoid using biocides, such as formaldehyde, to prevent odor. Use nonformaldehyde, biological treatments to breakdown wastes and minimize odor.
- Stake or secure portable units to a fixed object to prevent overturning, especially in high wind areas.
- Under section 4.1.2(6) of the Americans with Disabilities Act Accessibility Guidelines, at least 5% of single-user portable toilets clustered at a single location must be accessible.
- Always treat and dispose of portable toilet waste according to state and local requirements. Municipal sewage treatment plants are an acceptable disposal option for untreated portable toilet wastes.
- Do not discharge or bury untreated wastewater.
- Dispose of sewage from recreational vehicles (RVs) at approved facilities, which include wastewater treatment plants, RV parks, dealers or storage facilities, or recreational sites. A list of RV dump stations in Idaho is provided at http://www.rvdumps.com/idaho/.

Temporary Septic Systems

- If using an on-site disposal system such as a temporary septic system, comply with local health agency requirements.
- On-site disposal systems must be designed per DEQ's *Technical Guidance Manual for Individual and Subsurface Sewage Disposal Systems*https://www.deq.idaho.gov/water-quality/wastewater/septic-and-septage/. If discharging to a centralized sanitary sewer system, contact the local wastewater treatment plant for permitting and other requirements. Ensure that temporary septic systems treat wastes to required levels before discharging.
- Ensure that temporary sanitary facilities discharging to a sanitary sewer system are properly connected to help eliminate illicit discharges.

Maintenance

- Inspect facilities weekly before forecasted rain events and daily during periods of extended rain.
- Contact service contractors immediately if leaks are detected.
- Arrange for regular waste collection for portable facilities.

Additional Resources

CASQA (California Stormwater Quality Association). 2004. *California Stormwater Best Management Practices Handbook: New Development and Redevelopment*. Menlo Park, CA. https://www.casqa.org

BMP 51: Solid Waste Storage and Disposal

Description

Solid waste, more commonly known as garbage or trash, is any discarded material that is abandoned or recycled. Items that are commonly considered solid waste include product packaging, landscape clippings, paper, bottles, food scraps, construction wastes, paint, and batteries. Solid waste management procedures and practices are designed to prevent or reduce the discharge of litter and other pollutants to storm water (Figure 121). Practices include tracking and reducing waste generation, using proper storage and disposal methods, reusing and recycling when possible, and preventing run-on and runoff from waste management areas.

Figure 121. Pet waste container.

More information on proper handling, storing, and disposing hazardous waste is provided in BMP 48: Hazardous Materials Management. Storing and handling pesticides and other landscaping chemicals is provided in BMP 78: Fertilizer Management and BMP 79: Pesticide Management. BMP 46: Spill Prevention and Control provides information on properly storing and handling liquid waste.

Primary BMP Functions and Controls

☒ Construction	☒ Permanent
☐ Erosion Control	☐ Sediment Control
☒ Source Control	☐ Flood Control
☐ Filtration	☐ Infiltration

Typical Effectiveness for Targeted Pollutants

○	Sediment
○	Phosphorus
●	Metals
●	Bacteria
●	Hydrocarbons
●	Litter

Other BMP Considerations

Relative Cost	$
Maintenance Requirements	Easy
Ease of Installation	Easy
Freeze/Thaw Resistance	N/A
Max. Tributary Drainage Area	N/A
Max. Upstream Slope	N/A
NRCS Soil Group	ABCD
Min. Ground Water Separation	N/A
Min. Bedrock Separation	N/A

Applicability

This BMP applies to industrial operations, construction sites, businesses, residences, public parks, recreation areas, and large outdoor events where solid waste is generated and temporarily stored.

Limitations

For commercial and municipal operations, an effective waste management system requires training employees (BMP 91) and signage. Extra management time may be required to ensure that all personnel follow proper procedures for storing, disposing, and handling solid waste.

Limitations are related to disposing of residential solid waste (https://www.deq.idaho.gov/waste-management-and-remediation/solid-waste/residential-household-wastes/) and restrictions on burning household residential waste in burn barrels

or other types of incinerators (https://www.deq.idaho.gov/air-quality/smoke-and-burning/can-i-burn/).

Design Basis

The best way to reduce the impact of waste on storm water runoff is to reduce the amount of waste generated. Practices that reduce the amount of solid waste disposed of in a landfill are encouraged, including waste tracking, waste reduction, recycling, and composting. Properly storing and disposing of solid waste that is generated is required to protect environmental and aquatic resources.

Waste Tracking

Tracking the amount of waste materials used on site or in the home increases awareness of the amount of materials used and provides a baseline for waste reduction. Consider the following when tracking waste:

- Prioritize waste streams using manifests, biennial reports, permits, environmental audits, Superfund Amendments and Reauthorization Act Title III reports, emission reports, and NPDES monitoring reports.
- Prepare inventory reports.
- Maintain data on chemical spills.
- Track emissions.
- Review raw material and production data—composition sheets, material safety data sheets, batch sheets, product or raw material inventory records, production schedules, and operator data logs.
- Review economic data:
  - Waste treatment and disposal costs
  - Product utility and economic costs
  - Operation and maintenance labor costs.

Waste Reduction

Waste reduction can be accomplished by selecting products with the least amount of packaging or materials that can be returned and reused, purchasing durable goods rather than disposable ones, and buying in bulk. For industrial or commercial operations, assess processes and activities where wastes are generated to determine where waste can be eliminated or reduced. This involves collecting process-specific information, setting pollution prevention targets, and developing, screening, and selecting waste reduction options for further study. Modify processes or equipment to generate less waste.

Recycling

Recycling recovers materials from the solid waste stream to make new products, which reduces the amount of virgin raw materials needed to make products and the amount of material going into landfills. Regions vary on the items collected for recycling. Common items that may be recycled include glass, cardboard, some types of plastics, aluminum cans, steel cans, scrap metal, wire,

paper, and gray board. Other nontraditional recyclables include used motor oil, batteries, printer cartridges, and electronics (E-waste).

Some jurisdictions offer curbside recycling to residential and commercial customers. Recycling or material separation may also be required for construction sites.

Composting

Approximately 38% of municipal solid waste consists of organic materials, such as food waste, yard wastes, wood waste, and manure. Composting is the process of creating the optimal conditions for biological decomposition of organic material to produce a stable, nutrient-rich material that can be used as a soil amendment or fertilizer for plants.

Composting can be accomplished on a small scale, such in a residential back yard, or large scale, such as a municipal operation. For either operation, controlled decomposition requires a proper balance of *green* organic materials (e.g., grass clippings, food scraps, manure), which contain large amounts of nitrogen, and *brown* organic materials (e.g., dry leaves, wood chips, branches), which contain large amounts of carbon but little nitrogen.

Storage

For both construction and domestic waste, provide waste containers (e.g., dumpster or trash receptacle) of sufficient size and number to contain all waste expected to be generated. On construction sites, clean up and dispose of waste in designated waste containers on each work day. Waste containers must be cleaned up immediately if they overflow. The following practices are recommended:

- All waste containers kept outside should have lids.
- Storage areas for building products should provide either cover (e.g., plastic sheeting or temporary roofs) to prevent these products from coming into contact with rainwater or use a similarly effective means designed to prevent pollutant discharge from the storage areas.
- Replace leaking waste containers.
- Inspect the storage area regularly to pick up loose scraps of material and dispose of them properly.
- Ensure that toxic liquid wastes (used oils, solvents, and paints) and chemicals (acids, pesticides, additives, and curing compounds) are not disposed of in dumpsters designated for construction debris.
- In areas close to bear habitat, ensure storage containers have bear-proof locks and lids.
- Collect and properly dispose of pet waste at private residences and in public areas.

Run-on and Runoff Prevention

Preventing storm water from entering or running off the waste storage area reduces or eliminates the potential for contaminants from entering the runoff and polluting downstream water bodies. The following best practices prevent run-on and runoff:

- Protect waste materials from direct contact with rain by covering the area with a permanent roof or covering waste piles with temporary covering material, such as reinforced tarpaulin, polyethylene, polyurethane, polypropylene, or hypalon.

- If possible, place waste storage areas indoors after ensuring that all safety concerns such as fire hazards and ventilation are addressed.
- Store waste materials on a paved surface that is bermed or drains to a dead-end holding tank.
- To avoid tracking materials off site, keep the waste management area clean by sweeping and cleaning up spills immediately. Never drive vehicles through spills. If necessary, wash vehicles in designated areas before the vehicles leave the site (BMP 68). Collect and properly dispose of the washwater.
- Cover, enclose, or berm industrial wastewater management areas whenever possible to prevent contact with run-on or runoff.

Disposal

Municipal solid waste should be collected and properly disposed of in a solid waste disposal facility. Hazardous waste must be disposed of in an appropriate disposal and/or recycling facility.

Education

Educate employees, subcontractors, and suppliers on solid and sanitary waste disposal procedures and potential dangers to the environment and human health.

Instruct employees, subcontractors, and suppliers in identifying solid and sanitary wastes, hold regular meetings to update staff on the current standing of wastes on site, and implement a solid waste disposal plan.

Maintenance

Inspect solid waste collection containers regularly and arrange for regular waste collection.

Additional Resources

CASQA (California Stormwater Quality Association). 2004. *California Stormwater Best Management Practices Handbook: New Development and Redevelopment*. Menlo Park, CA. https://www.casqa.org

EPA (US Environmental Protection Agency). 2014. *General Construction Site Waste Management.* Water: Best Management Practices.

ITD (Idaho Transportation Department). 2014. *Best Management Practices.* Boise, ID: ITD.

BMP 65: Silt Fence

Description

A silt fence is a temporary sediment barrier created with a porous fabric stretched and attached to supporting posts. Woven wire fence backing is necessary with several types of filter fabric commonly used. The silt fence ponds sediment-laden storm water runoff, and the sediment is retained by settling (Figure 157).

Figure 157. Silt fence (York County Conservation District 2009).

Applicability

Silt fences can be used around the perimeter of a disturbed area to intercept sediment while allowing water to percolate through. The fences should remain in place until the disturbed area is permanently stabilized.

Silt fences can also be used along the toe of fills, on the downhill side of large through-cut areas, along streams, at grade breaks on cut/fill slopes, and above interceptor dikes.

Limitations

Silt fence is a popular BMP choice on construction sites, but to work effectively, it must be properly designed, installed, and maintained.

Do not use silt fences where water concentrates in a ditch, channel, or drainageway or where soil conditions prevent the minimum fabric toe-in depth or minimum depth for installation of support posts. If concentrated flow occurs after installation, place rock berms or other corrective measures in the areas of concentrated flow.

Silt fences should not be used in places where vehicle or equipment crossing is expected.

Primary BMP Functions and Controls

☒ Construction	☐ Permanent
☒ Erosion Control	☒ Sediment Control
☐ Source Control	☐ Flood Control
☐ Filtration	☐ Infiltration

Typical Effectiveness for Targeted Pollutants

♦	Sediment
○	Phosphorus
♦	Metals
○	Bacteria
○	Hydrocarbons
♦	Litter

Other BMP Considerations

Relative Cost	$
Maintenance Requirements	Medium
Ease of Installation	Easy
Freeze/Thaw Resistance	Good
Max. Tributary Drainage Area	0.5 acre/ 100 linear feet
Max. Upstream Slope	33%
NRCS Soil Group	ABCD
Min. Ground Water Separation	2 feet
Min. Bedrock Separation	2 feet

Design Basis

Location

Proper placement and design of silt fence is critical to its effectiveness. Silt fence installed along a contour should have a maximum disturbed tributary drainage area of 10,000 ft² per 100 feet of fence with a maximum tributary slope length of 150 feet and a tributary slope gradient of 3:1. Longer and steeper slopes require additional measures, such as multiple rows of silt fence or other sediment control. Placement and length should also consider the maximum allowable slope lengths contributing runoff to a silt fence as listed in Table 35.

Table 35. Maximum allowable slope lengths.

Slope Steepness	Maximum Slope Length (feet)
2:1	50
3:1	75
4:1	125
5:1	175
Flatter than 5:1	200

Place the silt fence as close to the contour as possible, with the area below the fence undisturbed or stabilized. Long runs of silt fence should be avoided to limit opportunities for large areas of concentrated water. Extend each end of the silt fence upslope to prevent runoff from going around the end. Multiple J-hooks can be used to break up long runs and provide ministorage areas to pond small amounts of water.

The location and details for silt fence should be shown on the SWPPP map and contain the following minimum requirements:

- Type, size, and spacing of fence posts
- Size of woven wire fences
- Type of filter fabric used
- Method of anchoring the filter fabric
- Method of fastening the filter fabric to the fencing support

Materials

The filter fabric should meet specifications for silt fence materials included in ASTM D6461, unless otherwise approved by the appropriate erosion and sediment control plan approval authority. The fabric can be woven, nonwoven, or monofilament with a minimum width of 36 inches (Figure 158 and Figure 159).

Support posts should be 36 to 48 inches long and can be either wood or steel. Wood posts should be sound quality wood with a minimum cross-sectional area of 3 square inches, typically 2 x 2 inches nominal dimensions. Steel posts can be standard "T" or "U" sections weighing not less than 1 pound per linear foot. Steel posts can be easier to drive into compacted ground to a

depth sufficient enough to hold the fabric up and support the horizontal load of retained water and sediment.

Woven wire fence can be used to help the silt fence withstand heavy rain or high wind events. Wire fencing should be a minimum 14.5 gage with a maximum 6-inch mesh opening, or as approved.

In lieu of constructing silt fence on site using the above recommended materials, prefabricated units can be used if installed per the manufacturer's instructions. Prefabricated fences do not allow for variable post spacing or posting after the ground is compacted.

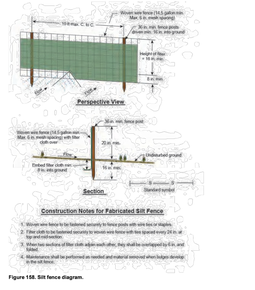


Figure 158. Silt fence diagram.

Construction Guidelines

Inlet protection devices should be installed around existing inlets before earth-disturbing activities begin. The type of inlet protection selected should consider if freezing conditions might be experienced during its use. Inspections and field adjustments may be necessary to ensure proper installation and performance.

Inlet protection should remain in place and operational up to 30 days after the drainage area is completely stabilized. Unless cleaned for reuse as a permanent site control or cleaned and left to biodegrade, all inlet inserts should be removed after construction is completed (or after site stabilization is established).

Maintenance

Inspect regularly and after every storm. Make any repairs necessary to ensure inlet protection measures are in good working order. Check for tears in filter fabric that allow untreated sediment-laden runoff to enter the inlet.

Remove accumulated sediment and restore the trap to its original dimensions when sediment has accumulated to half the design depth of the trap. Remove sediment accumulations located upstream of inlet protection to maintain effectiveness. All sediments removed should be disposed of properly. On gravel-and-mesh devices, clean (or remove and replace) the stone filter if it becomes clogged.

Replace inlet inserts per manufacturer's instructions or when device no longer drains. At no time should devices be destroyed or otherwise modified to bypass flows.

Additional Resources

CASQA (California Stormwater Quality Association). 2015. *California Stormwater Best Management Practices Handbook: Construction.* Menlo Park, CA. http://www.casqa.org/.

Colorado UDFCD (Colorado Urban Drainage and Flood Control District). 2010. *Urban Storm Drainage Criteria Manual, Volume 3 Best Management Practices.* Denver, CO. http://udfcd.org/wp-content/uploads/2014/07/Title-Page.pdf

EPA (US Environmental Protection Agency). 2011. *Storm Drain Inlet Protection.* https://www.epa.gov/npdes/national-menu-best-management-practices-bmps-stormwater-documents

Hazra and ODOT (Hazra Engineering Company and Oregon Department of Transportation, GeoEnvironmental Section). 2005. *ODOT Erosion Control Manual: Guidelines for Developing and Implementing Erosion and Sediment Controls.*

ITD (Idaho Transportation Department). 2014. *Best Management Practices.* Boise, ID: ITD.

BMP 83: Vehicle and Equipment Refueling

Description

BMPs for transferring fuel to vehicles, equipment, or storage tanks prevent storm water pollution from heavy metals, toxic materials, and oil and grease (Figure 196). Controlling the source of contaminants is particularly important because these contaminants are not easily removed by other storm water treatment controls. Source control can be provided through careful design of the initial fuel storage area, retrofitting existing installations, and using proper spill control and cleanup procedures.

Figure 196. Mobile fueling truck (ITD 2014).

Ideally, vehicles and equipment used on construction sites would use permanent, off-site refueling stations because these stations are usually better equipped to handle fuel spills according to local, state, and federal regulations. If off-site facilities cannot be used, properly designed fluet or equipment fueling areas can control storm water pollution by reducing or eliminating pollutants entering storm water.

Primary BMP Functions and Controls

☒ Construction	☒ Permanent
☐ Erosion Control	☐ Sediment Control
☒ Source Control	☐ Flood Control
☐ Filtration	☐ Infiltration

Typical Effectiveness for Targeted Pollutants

○	Sediment
○	Phosphorus
◖	Metals
○	Bacteria
◖	Hydrocarbons
○	Litter

Other BMP Considerations

Relative Cost	$$
Maintenance Requirements	Medium
Ease of Installation	Easy
Freeze/Thaw Resistance	NA
Max. Tributary Drainage Area	NA
Max. Upstream Slope	NA
NRCS Soil Group	NA
Min. Ground Water Separation	NA
Min. Bedrock Separation	NA

Applicability

This BMP applies to both temporary fueling facilities for construction sites and permanent commercial or industrial fueling facilities. Construction sites often use either mobile refuelers or aboveground storage tanks with secondary containment. Mobile fueling, also known as fleet fueling, wet fueling, or wet hosing, is the practice of filling vehicle fuel tanks using tank trucks that are driven to the yards or sites where the vehicles to be fueled are located. BMP 77 provides more information on secondary containment and outdoor storage of liquid materials.

Limitations

Retrofitting existing fueling areas to minimize storm water exposure or spill runoff is more difficult than using good design and initially installing fueling areas that incorporate storm water BMPs.

Maintenance is critical for proper functioning of oil and water separators.

Design Basis

Vehicle and Equipment Fueling Design Features

- Cover the fueling area to prevent rain from falling directly on the activity area. The cover's minimum dimensions should be equal to or greater than the area within the grade break or the fuel dispensing area to ensure adequate coverage.
- Equip the storm drain and cover with drain that drains the fueling area with a shutoff valve to keep fuel out of the drain in the event of a fuel spill. Keep the valve closed at all times except during rain events when work is in progress. Curtail fueling activities when the shutoff valve should be open, or use a large drip pan under the vehicle to capture any spilled fuel.
- Separate the fueling area from the rest of the facility, not only to contain any fuel spills, but also to prevent storm water run-on. Select from the following drainage design guidelines:
  - Grade the fueling area so it is either *mounded* or elevated. A mounded grading scheme is recommended.
  - Grade the entire fueling area to drain to a single collection point inlet. Design the grading to prevent run-on.
  - Install high berms around the area to redirect water from a large storm to a single collection point inlet.
  - Install a holding tank where accumulated liquids can be pumped.
  - Pave the fueling area with concrete rather than asphalt; asphalt can react with or absorb gasoline and other materials.
  - Apply a suitable sealant to protect the asphalt from spilled fuels in areas where covering the asphalt is not feasible and the fuel island is surrounded by pavement.
  - Install an oil and water separator (BMP 15) to collect spills if a dead-end holding tank is not used.
  - Install vapor recovery nozzles to control drips as well as air pollution.

Spill Management and Reporting

- Prepare an emergency response plan with designated personal available on site or on call to properly implement and manage spills (BMP 46).
- Keep appropriate absorbents on hand and convenient to fueling areas.
- Report uncontrolled spills to local agencies such as the local police department or fire department.
- Report significant spills into a water body to the National Response Center at (800) 424-8802.

The static slicing method uses a narrow blade pulled behind a tractor to create a 12-inch deep slit where the silt fence fabric is placed. Once the fabric is installed, the soil is compacted on both sides of the slit using tractor tires. The static slicing method achieves better performance with less time and effort than the trenching method (EPA 2012b).

Other guidelines for constructing and installing a silt fence include the following:

- Space posts 10 feet apart when a woven wire fence is used and no more than 6 feet apart when using extra-strength filter fabric (without a wire fence). Extend the posts a minimum of 18 inches into the ground, 24 inches if heavy sediment load is expected, and 30 inches if heavy wire-backed fencing is used. For prefabricated fencing, use the manufacturer's recommendations for post embedment depth.
- If standard strength filter fabric is used, fasten the optional wire mesh support fence to the upslope side of the posts using heavy duty wire staples, tie wires, or hog rings. Extend the wire mesh support to the bottom of the trench. Staple or wire the filter fabric to the fence.
- Extra strength filter fabric does not require a wire mesh support fence. Staple or wire the filter fabric directly to the posts.
- Do not attach filter fabric to trees.
- Where ends of filter fabric come together, overlap, fold, and staple the ends to prevent sediment bypass.
- Where joints in the fabric are required, splice it together only at a support post, with a minimum 6 inch overlap, and securely seal the joint.
- Extend the embedded filter fabric in a flap anchored by backfill to prevent the fabric from pulling out of ground.

Maintenance

Silt fences should be inspected periodically and after runoff events for damage (such as layover or tearing by wind, animals, or equipment) and for the amount of accumulated sediment. Remove the sediment when it reaches one-half the height of the silt fence. Where access is available, machinery can be used; otherwise, the sediment should be removed manually.

- Remove sediment deposits before heavy rain or when high water is anticipated.
- Place sediment deposits in an area protected by sediment and erosion control measures and where little danger of erosion exists.
- The life span of silt fence is generally 5 to 8 months. Remove and replace damaged silt fencing.
- If the silt fence has become clogged and no longer drains, replace it or install a second silt fence either above or below the original fence to collect additional sediment.
- Do not remove the silt fence until land-disturbing activities are completed and contributing drainage areas have been stabilized. Ensure the fabric is cut at ground level; remove the wire and posts and remaining sediment; and rake, seed, and mulch the area immediately.

Additional Resources

CASQA (California Stormwater Quality Association). 2015. *California Stormwater Best Management Practices Handbook: Construction.* Menlo Park, CA. http://www.casqa.org/

BMP 74: Inlet Protection

Description

Sediment and debris in storm water runoff from construction sites can clog storm water systems and contaminate downstream receiving water bodies. Inlet protection BMPs temporarily prevent sediment-laden runoff from entering storm drain inlets.

Figure 182. Inlet protection wattle (ITD 2014).

Inlet protection measures include abovegrade barriers (e.g., rock socks, sediment control logs, silt fence, gravel and mesh, or block and gravel), inserts (e.g., bags, racks, baskets, or wire) (s hare described in BMP 13: Catch-Basin Inserts), mats, and over excavations (Figure 182). Take care to not increase flooding with diverted flow from protected inlets.

Applicability

Inlet protection applies when sediment-laden runoff from a construction site threatens to enter an existing inlet or an inlet in place before permanent stabilization. Protection may include inlets in the general proximity of the construction area and is not limited to inlets on the construction site.

Limitations

Inlet protection is not a stand-alone BMP and should be used with other upgradient BMPs, especially in conditions of high flow or heavily laden sediment. Divert drainage areas greater than 1 acre to a sediment trap (BMP 64).

Some inlet protection methods, such as gravel and mesh filters and block and gravel filters, require significant space around the inlet and should not be used unless sufficient space is available to avoid a traffic hazard. Ponding around the inlet structure may also be a problem to traffic on site.

Inlet protection BMPs require a high level of maintenance to function properly. If sediment or other

Primary BMP Functions and Controls

☒ Construction	☐ Permanent
☒ Erosion Control	☒ Sediment Control
☐ Source Control	☐ Flood Control
☒ Filtration	☐ Infiltration

Typical Effectiveness for Targeted Pollutants

●	Sediment
○	Phosphorus
○	Metals
○	Bacteria
○	Hydrocarbons
◖	Litter

Other BMP Considerations

Relative Cost	$
Maintenance Requirements	High
Ease of Installation	Easy
Freeze/Thaw Resistance	N/A
Max. Tributary Drainage Area	1 acre
Max. Upstream Slope	N/A
NRCS Soil Group	ABCD
Min. Ground Water Separation	2 feet
Min. Bedrock Separation	2 feet

debris clogs the inlet and completely blocks flows, inlet control measures can cause localized flooding and erosion in unprotected areas.

Design Basis

Proper inlet protection design depends on inlet type and site configuration. When selecting the type of inlet protection BMP, consider factors such as type of inlet (e.g., curb or area, sump or on-grade conditions), traffic, anticipated flows, ability to secure the BMP properly, safety, and other site-specific considerations. To function correctly, inlet protection systems must ensure flow does not bypass the inlet and cause downstream erosion or flooding. The BMP should also not block flows from filtering into the inlet or catch basin.

Several types of inlet protection are presented below. Additional inlet protection systems and manufactured devices are available and may be selected for use as appropriate. The following design considerations can be applied to most inlet protection BMPs.

- Slope gradient—The drainage area should be fairly flat, with slopes of 5% or less. With filter fabric designs, the area immediately surrounding the inlet should not exceed a slope of 1%.
- Devices should be installed without inhibiting construction-related traffic or workers, or creating pedestrian hazards.
- Retrieval edges, cords, bars, chains, or other mechanisms should be flagged or marked for retrieval under submerged conditions.
- Ponding—Determine the extent of ponding and associated diverted flow expected at inlet protection locations. Both ponding and diverted runoff should not adversely affect construction-related activities or increase downstream erosion. Diverted flow can be managed through proper inlet protection placement and, where needed, additional erosion and sedimentation controls placed downstream of diverted flow.

Catch-Basin Inserts

Catch-basin insert filters (BMP 13) are available from manufacturers and are placed in the catch basin just below the grating. These inserts are a good choice along active roads with traffic and where flow bypass without ponding around the inlet or creating a traffic hazard. Use these products according to the manufacturer's recommendations with fabrics and other materials sized to handle projected site runoff and sediment load.

Washed Gravel and Wire Mesh Filter

A washed gravel barrier using wire mesh and filter fabric is placed on top of a grate inlet (Figure 183). This structure does not provide an overflow.

- To achieve maximum trapping efficiency, orient the longest dimension of the basin toward the longest inflow area.
- Remove any obstructions to excavating and grading. Excavate sump area, grade slopes, and properly dispose of soil.
- Secure the inlet grate to prevent seepage of sediment-laden water.

- Place wire mesh over the drop inlet so the wire extends a minimum of 1 foot beyond each side of the inlet structure. Overlap the strips of mesh if more than one is necessary.
- Place filter fabric over the mesh, extending at least 1 foot beyond the inlet opening on all sides.
- Ensure that weep holes in the inlet structure are protected by filter fabric and gravel.
- Place stone or gravel over the fabric/wire mesh to, at least, 20 inches deep.

Figure 183. Washed gravel and wire mesh filter.

Block and Gravel Filter

The block and gravel filter is a barrier formed around a curb inlet with concrete blocks and gravel (Figure 184).

- Block and gravel filters can be used in areas of heavy flow, high velocities, and where overflow capability is needed.
- A block-and-gravel inlet protection device can be provided with an overexcavation sediment-trapping sump (Figure 184). The excavation should be 1 to 2 feet deep as measured from the crest or grate of the inlet. Side slopes should be 2:1 maximum. The recommended volume of excavation is 860 ft³/acre of upgradient ground disturbed.
- To achieve maximum trapping efficiency, the longest dimension of the basin should be oriented toward the longest inflow area.
- Open ends of the block should face outward, not upward, with the ends of adjacent blocks abutting.
- On each side of the structure, lay one block on its side to allow for dewatering (BMP 73) of the pool if needed.
- The block barrier should be 1 to 2 feet high. Depending on block dimensions, the barrier may be placed 4 to 12 inches deep.
- Secure the inlet grate to prevent seepage of sediment-laden water.
- Place wire mesh over the drop inlet so the wire extends a minimum of 12 to 20 inches beyond each side of the inlet structure. Overlap the strips of mesh if more than one is necessary.

- Place filter fabric (optional) over the mesh and extend it at least 20 inches beyond the inlet structure.
- Place concrete blocks over the filter fabric in a single row lengthwise on their sides and flush with the edge of the inlet. Excavate the foundation a minimum of 2 inches below the crest of the inlet. The bottom row of blocks should be against the edge of the structure for lateral support.
- Before backfilling, place wire mesh over the outside vertical end of the blocks so that stone does not wash down the inlet.
- Place gravel against the wire mesh to the top of the blocks.

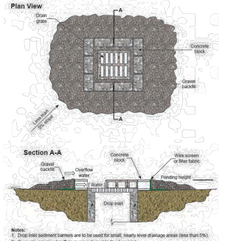


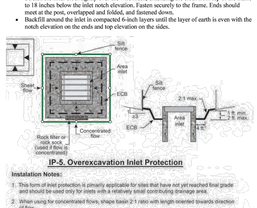
Figure 184. Block and gravel filter (King County 2009).

Swale or Overexcavation Inlet Protection

Swale or overexcavations around an inlet create a sediment-trapping pool that removes sediments by settling and/or flow through a drainage structure protected by filter fabric.

- Excavate completely around inlet to a depth of 1 to 2 feet below needed elevation.
- If the inlet is not in a low point, construct a diversion dike (BMP 69) in the ditch line below it. The top of the dike must be at least 6 inches higher than the top of frame (weir).

- Drive a 2- x 4-inch post 1 foot into the ground at four corners of the inlet. Place nail strips between posts on the ends of the inlet. Assemble the top portion of the 2 x 4 frame using overlap joint shown in Figure 185. The top of frame (weir) should be 6 inches below the edge of the roadway or diversion dike (BMP 69) adjacent to inlet.
- Stretch wire mesh tightly around frame and fasten securely. Ends should meet at the post.
- Stretch the filter cloth tightly over the wire mesh, extending the cloth from top of the frame to 18 inches below the inlet notch elevation. Fasten securely to the frame. Ends should meet at the post, overlapped and folded, and fastened down.
- Backfill around the inlet in compacted 6-inch layers until the layer of earth is even with the notch elevation on the ends and top elevation on the sides.


Silt fence
Area inlet
Shield flow
Silt fence
2:1 max.
ECB
ECB
Area inlet
1 ft. min. 2 ft. max.
Concentrated flow
Rock filter or rock sock (used if flow is concentr

PLANT LIST (Trees)

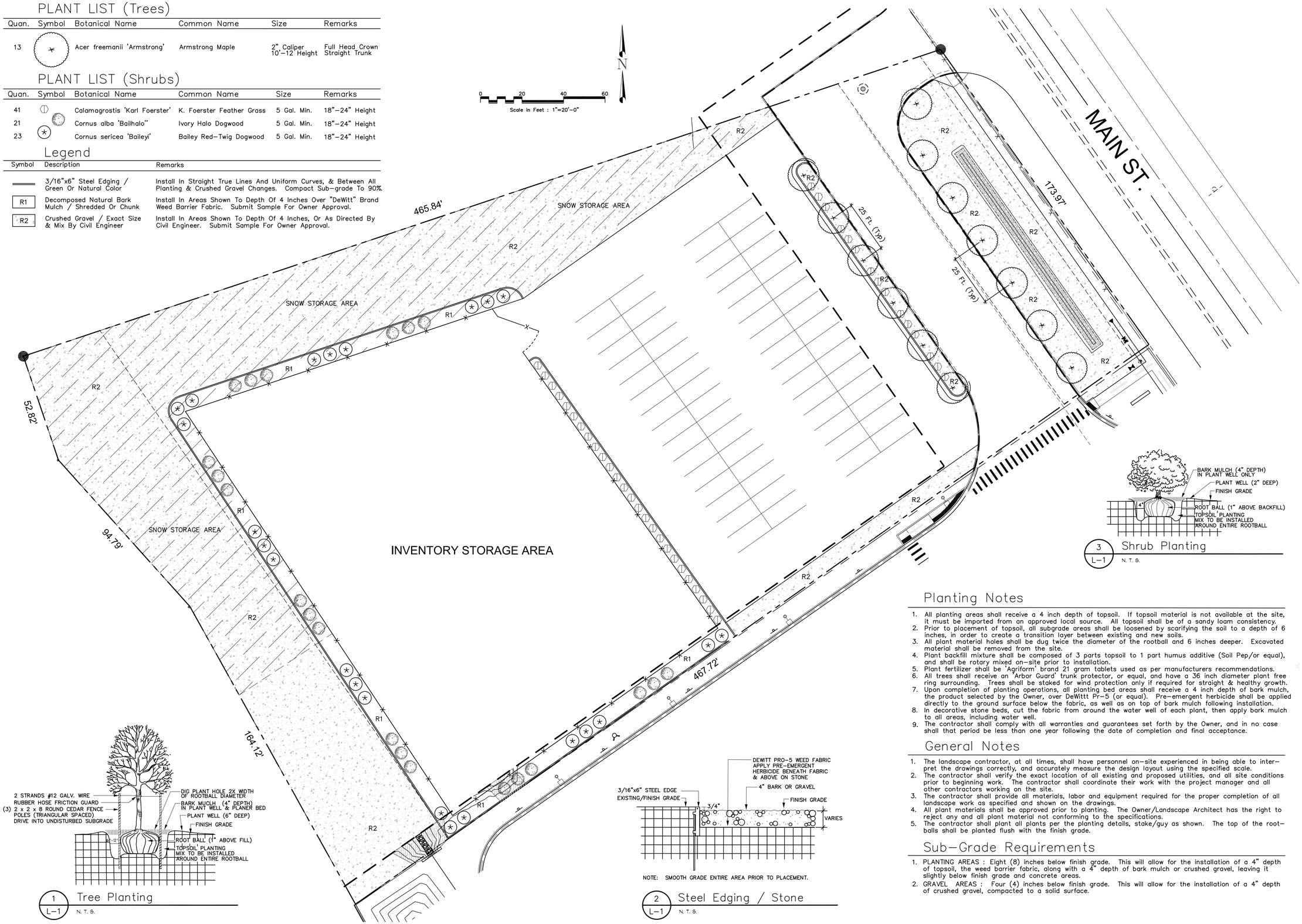
Quan.	Symbol	Botanical Name	Common Name	Size	Remarks
13		Acer freemanii 'Armstrong'	Armstrong Maple	2" Caliper 10'–12' Height	Full Head Crown Straight Trunk

PLANT LIST (Shrubs)

Quan.	Symbol	Botanical Name	Common Name	Size	Remarks
41		Calamagrostis 'Karl Foerster'	K. Foerster Feather Grass	5 Gal. Min.	18"–24" Height
21		Cornus alba 'Bailhalo"	Ivory Halo Dogwood	5 Gal. Min.	18"–24" Height
23		Cornus sericea 'Baileyi'	Bailey Red–Twig Dogwood	5 Gal. Min.	18"–24" Height

Legend

Symbol	Description	Remarks
	3/16"x6" Steel Edging / Green Or Natural Color	Install In Straight True Lines And Uniform Curves, & Between All Planting & Crushed Gravel Changes. Compact Sub–grade To 90%
R1	Decomposed Natural Bark Mulch / Shredded Or Chunk	Install In Areas Shown To Depth Of 4 Inches Over "DeWitt" Brand Weed Barrier Fabric. Submit Sample For Owner Approval.
R2	Crushed Gravel / Exact Size & Mix By Civil Engineer	Install In Areas Shown To Depth Of 4 Inches, Or As Directed By Civil Engineer. Submit Sample For Owner Approval.



1 L–1 Tree Planting
N. T. S.

2 L–1 Steel Edging / Stone
N. T. S.

3 L–1 Shrub Planting
N. T. S.

Planting Notes

1. All planting areas shall receive a 4 inch depth of topsoil. If topsoil material is not available at the site, it must be imported from an approved local source. All topsoil shall be of a sandy loam consistency.
2. Prior to placement of topsoil, all subgrade areas shall be loosened by scarifying the soil to a depth of 6 inches, in order to create a transition layer between existing and new soils.
3. All plant material holes shall be dug twice the diameter of the rootball and 6 inches deeper. Excavated material shall be removed from the site.
4. Plant backfill mixture shall be composed of 3 parts topsoil to 1 part humus additive (Soil Pep/or equal), and shall be rotary mixed on–site prior to installation.
5. Plant fertilizer shall be 'Agriform' brand 21 gram tablets used as per manufacturers recommendations.
6. All trees shall receive an 'Arbor Guard' trunk protector, or equal, and have a 36 inch diameter plant free ring surrounding. Trees shall be staked for wind protection only if required for straight & healthy growth.
7. Upon completion of planting operations, all planting bed areas shall receive a 4 inch depth of bark mulch, the product selected by the Owner, over DeWittt Pr–5 (or equal). Pre–emergent herbicide shall be applied directly to the ground surface below the fabric, as well as on top of bark mulch following installation.
8. In decorative stone beds, cut the fabric from around the water well of each plant, then apply bark mulch to all areas, including water well.
9. The contractor shall comply with all warranties and guarantees set forth by the Owner, and in no case shall that period be less than one year following the date of completion and final acceptance.

General Notes

1. The landscape contractor, at all times, shall have personnel on–site experienced in being able to inter–pret the drawings correctly, and accurately measure the design layout using the specified scale.
2. The contractor shall verify the exact location of all existing and proposed utilities, and all site conditions prior to beginning work. The contractor shall coordinate their work with the project manager and all other contractors working on the site.
3. The contractor shall provide all materials, labor and equipment required for the proper completion of all landscape work as specified and shown on the drawings.
4. All plant materials shall be approved prior to planting. The Owner/Landscape Architect has the right to reject any and all plant material not conforming to the specifications.
5. The contractor shall plant all plants per the planting details, stake/guy as shown. The top of the root–balls shall be planted flush with the finish grade.

Sub–Grade Requirements

1. PLANTING AREAS : Eight (8) inches below finish grade. This will allow for the installation of a 4" depth of topsoil, the weed barrier fabric, along with a 4" depth of bark mulch or crushed gravel, leaving it slightly below finish grade and concrete areas.
2. GRAVEL AREAS : Four (4) inches below finish grade. This will allow for the installation of a 4" depth of crushed gravel, compacted to a solid surface.

NO.	REVISIONS	BY	DATE

PROJECT ENGINEER: LR DESIGNER: LR

LEGEND ENGINEERING
52 WEST 100 NORTH
HEBER CITY, UT 84032
PHONE: 435–654–4828
www.legendengineering.com

KARL MALONE FORD
LANDSCAPE PLAN
871 N MAIN ST, BELLEVUE, ID 83313

SHEET: L–1

DATE: 5/29/2026

May 29, 2026

City of Bellevue
Planning & Zoning Commission

Conditional Use Permit Project Narrative
KMAM Real Estate – Employee Parking and Inventory Storage Expansion
871 N Main Street
Bellevue, ID

KMAM Real Estate proposes the development of a paved employee parking and inventory storage area at 871 N Main Street to support the existing Karl Malone Powersports and Ford operations located to the south at 811 N Main Street. The proposed improvements include pavement, stormwater facilities, fencing, landscaping, and associated site improvements. No buildings or structures for occupancy are proposed as part of this application.

The purpose of this project is to provide an organized and properly designed area for employee parking and long-term inventory storage associated with the existing business operation. Following completion and occupancy of the existing dealership and powersports facility, it became apparent that additional area was needed to efficiently accommodate employee parking and inventory storage demands associated with the operation. The proposed expansion is intended to improve the organization, circulation, and overall functionality of the site by relocating these supporting functions to a dedicated and improved area.

The proposed use is compatible with the surrounding pattern of development in this portion of Bellevue. The subject property is located adjacent to existing commercial and vehicle oriented uses, including the Maverik gas station immediately to the south and the existing Karl Malone dealership property beyond. The proposed use does not introduce a new land use type to the area, but rather serves as a supporting component of the existing approved dealership and powersports operations.

The project is also consistent with the Bellevue Comprehensive Plan goals encouraging business development in areas where there is an established pattern of commercial activity along Main Street. The proposal represents an investment in an existing Bellevue business and allows the continued operation and organization of an established commercial use within the Business zoning district.

The proposed development has been designed to improve site organization and operational efficiency while minimizing impacts to surrounding properties and public areas. The site will consist of paved employee parking and fenced inventory storage. No retail sales activity, service operations, or customer activity are proposed on the expansion parcel. The inventory storage area is intended primarily for longer-term storage of vehicles and equipment associated with the existing business operations.

The proposed fenced storage area will be enclosed by a six-foot slatted chain link fence designed to screen stored inventory from surrounding properties and public roadways. In addition to fencing, landscaping improvements are proposed along the frontage and perimeter of the site to soften the visual appearance of the development, create a more intentional and maintained frontage condition and improve the appearance of the property along the northern entrance corridor into Bellevue. The proposed landscaping plan includes enhanced frontage landscaping exceeding minimum code requirements, including layered tree plantings along Main Street to provide additional screening and visual buffering. The proposed landscaping and screening improvements will provide a substantially improved appearance compared to the site's current undeveloped condition while remaining consistent with the surrounding commercial character of the area.

No buildings are proposed on the property and site lighting, if installed, will be downcast and directed inward to minimize impacts to adjacent properties and public roadways. The project is intended to function as a low-intensity support facility associated with the existing dealership operation.

Operations associated with the proposed site are expected to generate minimal impacts to neighboring properties. The storage area will primarily be accessed by periodic truck and trailer deliveries associated with inventory movement. Forklifts and similar equipment will remain on-site within the storage area and will not travel between the proposed site and the existing dealership property via Main Street or other public roadways. Inventory transfers between the two sites, when necessary, will occur by truck and trailer. Employee access between the sites will occur by the existing public sidewalk network.

The proposed project improves overall circulation and operational safety for the existing dealership and powersports facility by relocating employee parking and inventory from informal or undesignated areas into a paved and managed site specifically intended for those functions. The proposal will assist in organizing vehicle storage and parking operations, improve the functionality of the existing business site, and reduce operational pressures on the primary dealership property. By providing a dedicated area for employee parking and long-term inventory storage, the project allows the existing site to function in a more orderly, efficient, and code compliant manner.

Stormwater runoff from the proposed paved areas will be directed to drywell facilities designed in accordance with applicable standards. Pretreatment devices will be installed to remove sediment and contaminants prior to discharge to the drywell system.

The stormwater facilities will be registered with the Idaho Department of Environmental Quality as required. As no buildings are proposed, the project will not create additional demands for water, sewer, schools, or other public utilities beyond those already available to the property.

The proposed use will not create excessive noise, glare, smoke, fumes, dust, vibration, or other impacts beyond those typically associated with existing commercial and automotive oriented uses in the vicinity. Because the project consists primarily of paved parking and long-term inventory storage, operational impacts are expected to be limited and compatible with surrounding commercial development.

The site has existing frontage and access improvements along Main Street previously constructed with adjacent development. The project will utilize the existing access configuration and will not create unsafe traffic conditions or significant additional traffic impacts. Because the proposal functions primarily as supporting storage and employee parking for an existing operation, the project is not anticipated to increase traffic generation beyond existing conditions.

The proposed project will not result in the destruction or alteration of any known natural, scenic, or historic features. The development instead represents the orderly improvement of a commercially zoned property adjacent to existing business uses.

Based on the information provided above, the proposed Conditional Use Permit satisfies the standards of evaluation contained within Bellevue City Code Section 10-15-3. The proposed expansion represents an opportunity to improve the overall organization, screening, and management of operations associated with the existing dealership and powersports facility while supporting an established Bellevue business within an appropriate commercial area.

Thank you for your consideration of this application. We appreciate the opportunity to continue working with the City of Bellevue on this project.

Sincerely,

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