BUILDING ON BELLEVUE

COMPREHENSIVE PLAN

City of Bellevue, Idaho



2027 Update

PLACEHOLDER FOR APPROVAL/AMENDMENDMENT RECORDS

PLACEHOLDER FOR ACKNOWLEDGEMENTS

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PLACEHOLDER FOR MAYOR'S MESSAGE

About the Plan

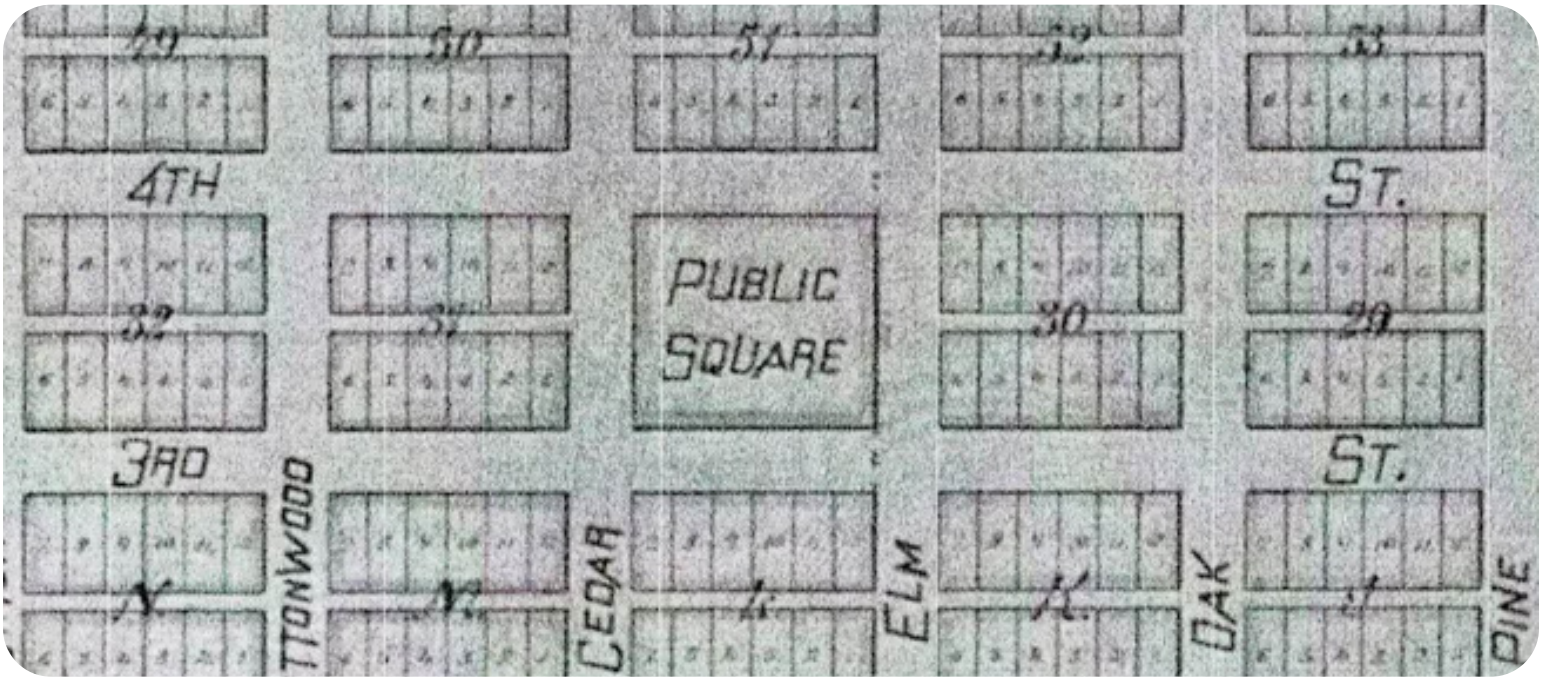
This Plan is a guidebook for "Building on Bellevue." It represents a shared vision for the future of this community and provides the concrete steps needed to get there. The Plan is meant to answer the community's biggest questions by laying out an ambitious vision, achievable through clear, realistic, and measurable goals and actions. Bellevue's leaders and community should look to this Plan regularly when making crucial decisions. This Plan was developed over a two-year period, with considerable input from the community. City staff, elected representatives, community leaders, and residents of all ages and backgrounds combined their expertise and vision to craft this Plan. The entire community should be proud of the outcome and continue to work to ensure the Plan is implemented well into the future.



Bellevue's History

Bellevue boasts a rich and proud history. Taken all together, the legacy of this community reveals important lessons about where the community has been and where it can go. For thousands of years, indigenous peoples inhabited and traveled through the Wood River Valley. It is highly likely that the area that is now Bellevue was a frequent stop for these groups, which included Shoshone-Bannock and Tukudika tribes. These peoples hunted, gathered, lived, and traveled here. Unfortunately, in the early-to-mid twentieth century, hostility from later inhabitants of the Wood River Valley forced many indigenous visitors of the Valley to leave permanently.

The first European-American traveler recorded in the Wood River Valley was Alexander Ross, who passed through in 1824. Many years later in 1879, a group of 27 pioneers and miners settled in the area. They arrived to place mining claims and strike it rich by striking silver. Many more followed. When the railroad arrived in 1882, the population numbered nearly 2,000.[1] The following year, Bellevue — named for the French "Belle" (beautiful) and "Vue" (view) — was officially organized as a city under a charter granted by the territorial legislature. The community organized and platted a neat grid of alleys and streets, with a "Public Square" at the center.



During the 1880's, Bellevue was a boomtown. Fueled by an influx of ambitious miners and entrepreneurs of all kinds to supply their needs (and vices), the community swelled. Notable businesses blossomed along Main Street, including more than a dozen saloons, hardware shops, grocers, butchers, and a handful of fine hotels. A small Chinatown thrived on the escarpment which today overlooks the Howard Preserve. At its peak, Bellevue even boasted three regular newspapers.

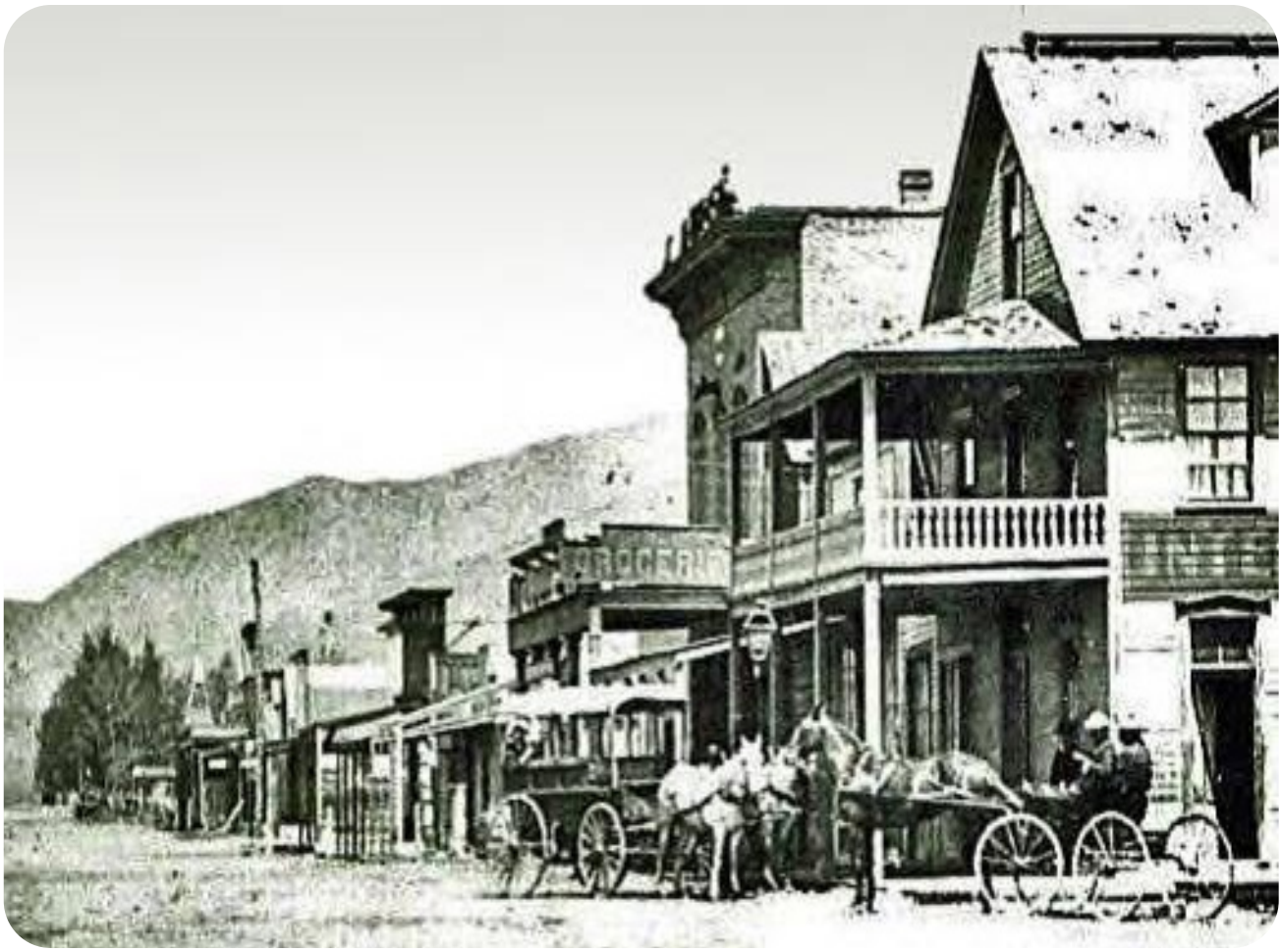
However, like every boomtown, Bellevue then experienced a bust. In 1893, an economic panic cratered the value of silver, shattering the backbone of the Wood River Valley's livelihood. Many mines shuttered and many settlers left. Then, Bellevue burned. First in 1905 and then again in 1912, calamitous fires raged through the community's downtown, destroying many of its exemplary buildings and businesses.

1 https://www.idahoheritagetrust.org/projects-grants/old-bellevue-town-hall/

Over the following decades, Bellevue's population contracted significantly, bottoming out at 375 in 1930. During this time, agriculture became the community's lifeline. Bellevue boasted many beautiful and productive orchards during this period. Many trees from these orchards still proudly thrive throughout Bellevue. A handful of small mining booms and busts occurred during these years, but none matched the dramatic rise and fall seen in the nineteenth century. Beginning in 1960, Bellevue's fortunes reversed and it experienced steady growth. Fueled by recreation and tourism, the Wood River Valley experienced a building and population boom which drew people of all backgrounds. New residents gathered in Bellevue to enjoy skiing, hiking, biking, fishing, hunting, and being surrounded by pristine nature. Bellevue's original townsite swelled with new homes while annexations and subdivisions expanded the community outward. As part of this ongoing period of growth, Bellevue has welcomed a substantial Hispanic population. This population's lived experiences, culture, and dedication to the community have added to Bellevue's social fabric.

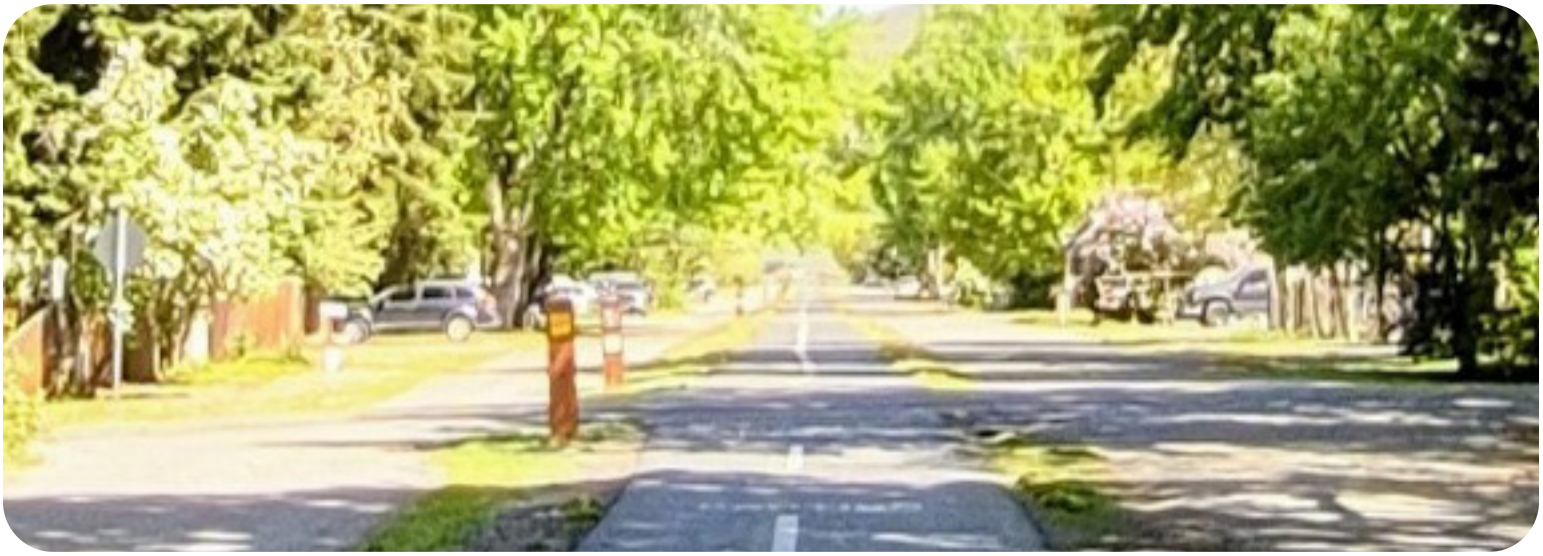
Of course, growth brings frustrations and strains when not managed or harnessed fully. Bellevue has experienced challenges due in part to its approach to growth. These challenges have included budget shortfalls, an expanded network of infrastructure with accompanying maintenance difficulties, and unmet staffing and administrative needs.

Despite Bellevue's challenges, it would be wrong to suspect that this community will be overwhelmed by them. Looking back, the greatest takeaway from Bellevue's history is its resilience. Silver crashes, inter-cultural disputes, population slumps, and raging fires were overcome by this community. The purpose of this Plan is to show how this community can continue its proud tradition of resilience by Building on Bellevue.



Vision

The Vision, written in the present tense from the perspective of a future resident, is the central goal for the community to strive towards through the actions established in the Comprehensive Plan.



THE VISION

Bellevue is a community that accommodates and supports a diverse range of residents, demonstrates strong stewardship of nature and public spaces, cultivates gathering and connection, is supported by robust infrastructure and a variety of transportation systems, and provides opportunities for residents to live and work within the community.

The Vision was established only after significant community input. It reflects the general consensus of Bellevue's residents, businesses, community leaders, and visitors. In a survey, 69% of respondents said the vision reflected their hopes for Bellevue's future "a lot" or "a great deal." When asked about individual Key Themes, at least 75% of respondents rated each one "important" or "very important."

Key Themes

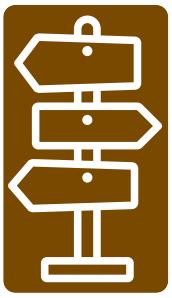
The Vision identifies five primary Key Themes. These serve as the framework for the majority of this plan and its goals. The Key Themes are:



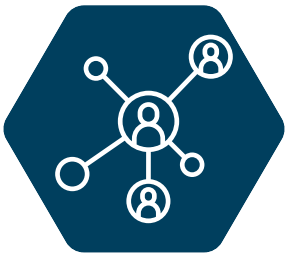
Accommodating and Diverse

Bellevue is a great place to live because of the people who call it home. Our shared story grows stronger as new residents bring their own experiences and traditions, and we take pride in being a community that welcomes everyone.

Stewardship of Nature



Bellevue is located within a beautiful valley with ample opportunities to recreate and engage with nature. With these opportunities comes a shared responsibility to holistically care for these resources and enhance them through our built environment.



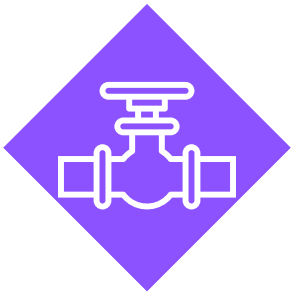
Gathering and Sense of Community

Bellevue honors its history and heritage by fostering strong connections among neighbors and creating shared spaces that bring people together. Through gatherings, celebrations, and everyday interactions, we strengthen the sense of belonging that defines our community.

Opportunities to Live and Work



Bellevue desires to evolve beyond a place where people sleep into a complete, resilient community. Through support for local business, creative entrepreneurship, and housing options for all, Bellevue builds on the community's character and independence.



Quality Infrastructure

Bellevue is focused on the foundations that sustain a thriving community. By emphasizing maintenance, efficiency, and reliability of our utilities, transportation systems, and governance, we are creating the conditions for our residents and businesses to live well, work locally, and take pride in the place they call home.

Policy Framework

Idaho's Local Land Use Planning Act (Section 67-6508) requires that a comprehensive plan considers the following seventeen elements:

- Property Rights — An analysis of provisions which may be necessary to ensure that land use policies, restrictions, conditions and fees do not violate private property rights, adversely impact property values or create unnecessary technical limitations on the use of property and analysis as prescribed under the declarations of purpose in chapter 80, title 67, Idaho Code.

- Population — A population analysis of past, present, and future trends in population including such characteristics as total population, age, sex, and income.

- School Facilities and Transportation — An analysis of public school capacity and transportation considerations associated with future development.

- Economic Development — An analysis of the economic base of the area including employment, industries, economies, jobs, and income levels.

- Land Use — An analysis of natural land types, existing land covers and uses, and the intrinsic suitability of lands for uses such as agriculture, forestry, mineral exploration and extraction, preservation, recreation, housing, commerce, industry, and public facilities. A map shall be prepared indicating suitable projected land uses for the jurisdiction.

- Natural Resources — An analysis of the uses of rivers and other waters, forests, range, soils, harbors, fisheries, wildlife, minerals, thermal waters, beaches, watersheds, and shorelines.

- Hazardous Areas — An analysis of known hazards as may result from susceptibility to surface ruptures from faulting, ground shaking, ground failure, landslides or mudslides; avalanche hazards resulting from development in the known or probable path of snowslides and avalanches, and floodplain hazards.

- Public Services, Facilities, and Utilities — An analysis showing general plans for sewage, drainage, power plant sites, utility transmission corridors, water supply, fire stations and fire fighting equipment, health and welfare facilities, libraries, solid waste disposal sites, schools, public safety facilities and related services. The plan may also show locations of civic centers and public buildings.

- Transportation — An analysis, prepared in coordination with the local jurisdiction(s) having authority over the public highways and streets, showing the general locations and widths of a system of major traffic thoroughfares and other traffic ways, and of streets and the recommended treatment thereof. This component may also make recommendations on building line setbacks, control of access, street naming and numbering, and a proposed system of public or other transit lines and related facilities including rights-of-way, terminals, future corridors, viaducts and grade separations. The component may also include port, harbor and other related transportation facilities.

- Recreation — An analysis showing a system of recreation areas, including parks, parkways, trailways, river bank greenbelts, beaches, playgrounds, and other recreation areas and programs.

- Special Areas or Sites — An analysis of areas, sites, or structures of historical, archeological, architectural, ecological, wildlife, or scenic significance.

- Housing — An analysis of housing conditions and needs; plans for improvement of housing standards; and plans for the provision of safe, sanitary, and adequate housing, including the provision for low-cost conventional housing, the siting of manufactured housing and mobile homes in subdivisions and parks and on individual lots which are sufficient to maintain a competitive market for each of those housing types and to address the needs of the community.

- Community Design — An analysis of needs for governing landscaping, building design, tree planting, signs, and suggested patterns and standards for community design, development, and beautification.

- Agriculture — An analysis of the agricultural base of the area including agricultural lands, farming activities, farming-related businesses and the role of agriculture and agricultural uses in the community.

- Implementation — An analysis to determine actions, programs, budgets, ordinances, or other methods including scheduling of public expenditures to provide for the timely execution of the various components of the plan.

- National Interest Electric Transmission Corridors — After notification by the public utilities commission concerning the likelihood of a federally designated national interest electric transmission corridor, prepare an analysis showing the existing location and possible routing of high voltage transmission lines, including national interest electric transmission corridors based upon the United States department of energy's most recent national electric transmission congestion study pursuant to sections 368 and 1221 of the energy policy act of 2005. "High-voltage transmission lines" means lines with a capacity of one hundred fifteen thousand (115,000) volts or more supported by structures of forty (40) feet or more in height.

- Public Airport Facilities — An analysis prepared with assistance from the Idaho transportation department division of aeronautics, if requested by the planning and zoning commission, and the manager or person in charge of the local public airport identifying, but not limited to, facility locations, the scope and type of airport operations, existing and future planned airport development and infrastructure needs, and the economic impact to the community.

Each of these components are addressed in the goals and action steps in the Plan. For a complete breakdown of compatibility with these requirements, please see Appendix A.

In each of the chapters on the Key Themes, you will see a series of goals and action steps on how we intend to reach the goal. When you see one of the icons from another Key Theme next to an action step, that means it is also applicable to that Key Theme.

Plan Development

This plan is an update to a community-written plan, and was built from the start to be developed by the community, although with more technical assistance from City Staff. The process started in September of 2025 and included:

- Special booths at the Labor Day Festival, Trunk or Treat, and Tree Lighting Ceremony, complete with customized activities to highlight the specific event.
- Monthly surveys focused on specific topics
- A Youth Advisory Council who developed the Plan's Vision, Key Themes, and Goals
- An Adult Advisory Council who developed action policies and provided general direction to Staff



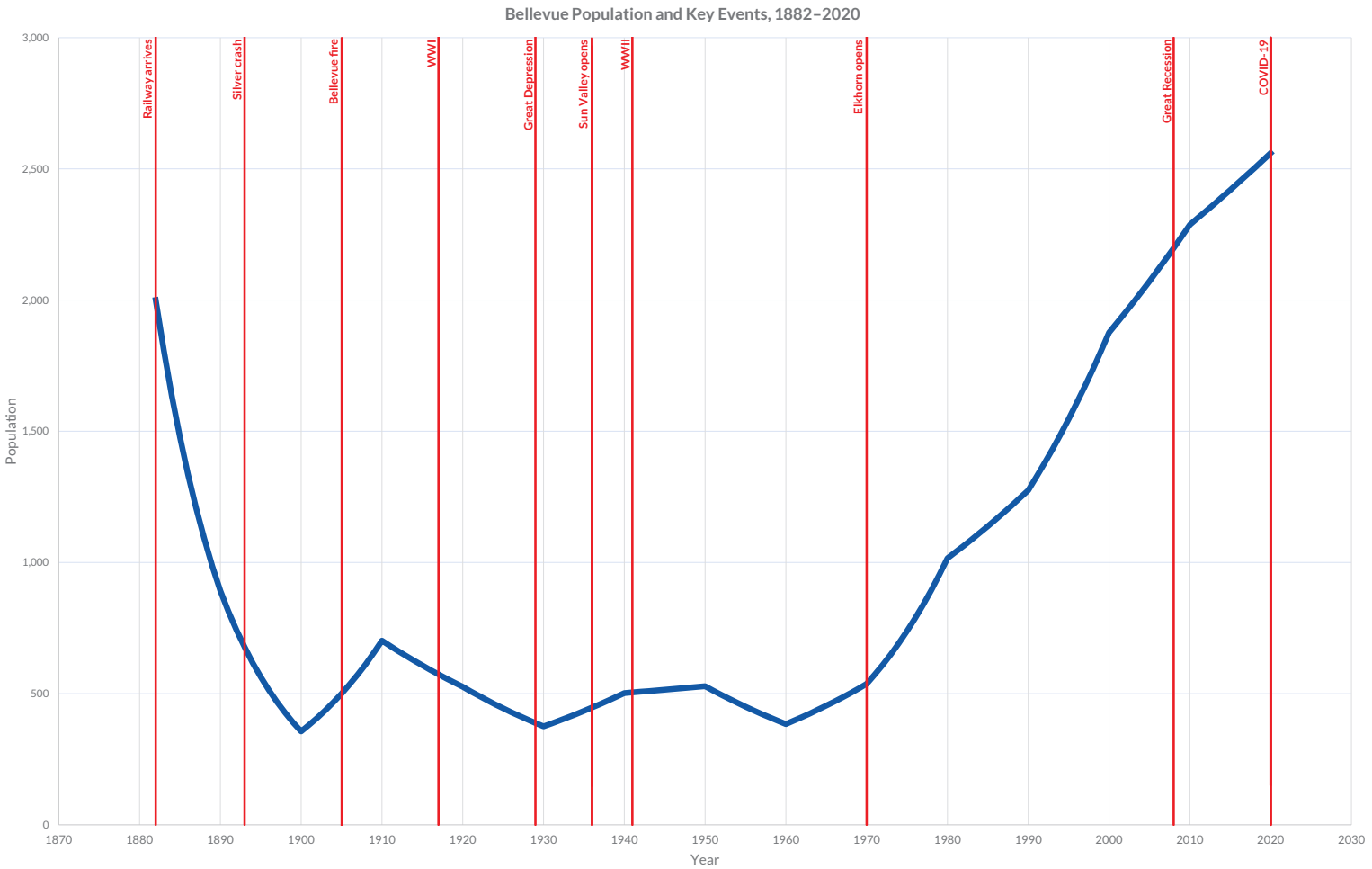

How can we improve access to nature?
It would be nice if we could turn the mountains we have back here into hiking trails
Where would you walk and bike if it were safer to do so?
A couple more bike paths on the river and bridges would be cool, along with a way to get to Hailey along Broadford Road
Me siento más seguro en el camino de bicicleta
What is your vision for the future of Bellevue?
Be wary of building too fast and coroporations coming in and changing the atmosphere of a community
PLAN PHONE
The FUTURE is CALLING!
PICK UP!

Before we can chart out a course for where we want to go, we must first understand where we are. In this chapter we will explore Bellevue's people, economy, existing land use, and existing infrastructure. It should be noted that much of the data in this chapter is derived from the United States Census Bureau. While it is the "gold standard" for demographic data, Bellevue is a small city and has a relatively high proportion of "hard-to-count" populations. To account for this, the we have utilized the Census datasets with the lowest margins of error and augmented/proofed with other data sources where appropriate. The broad strokes of this data remain informative for the purposes of this Plan.

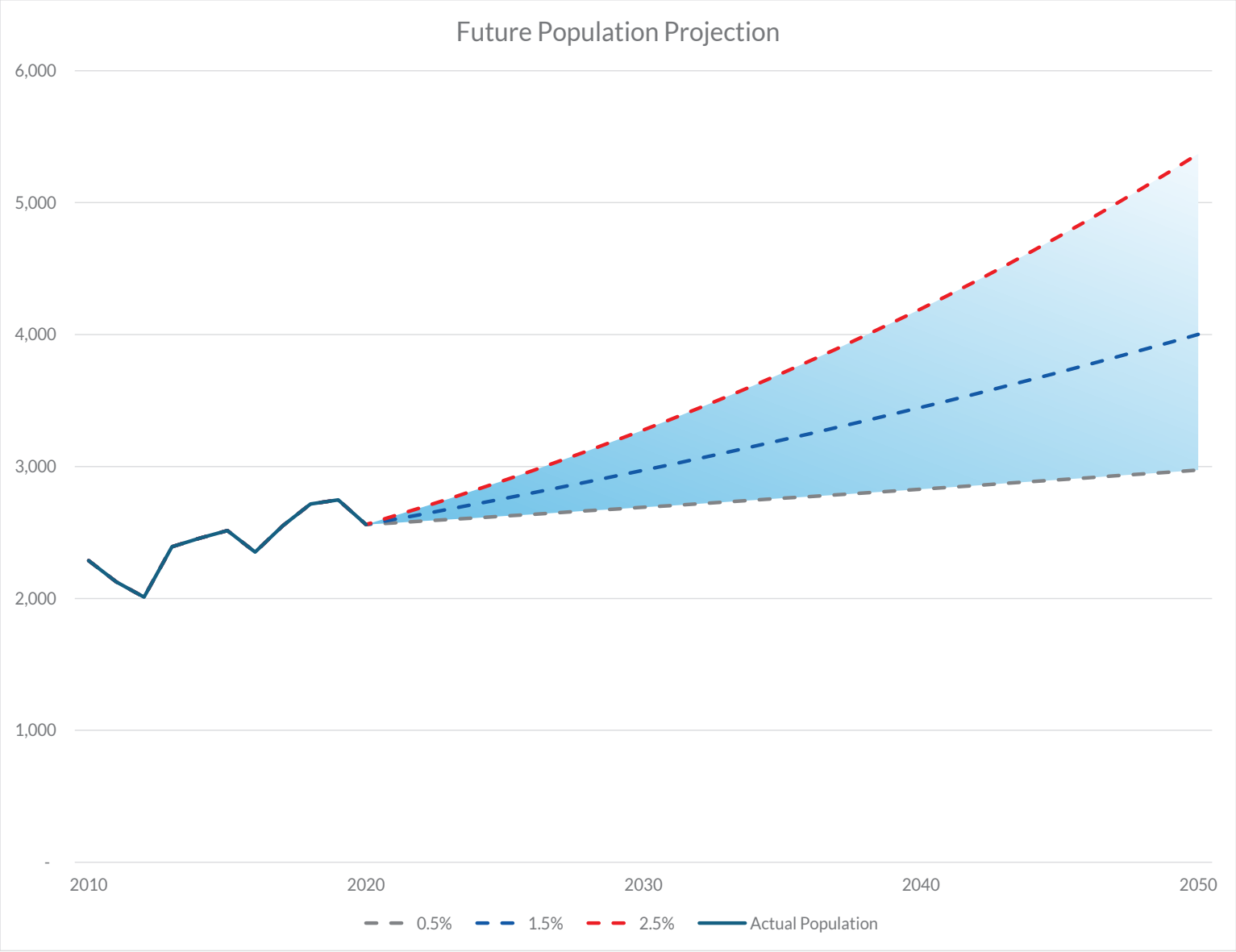
Population & Demographics

Bellevue's population boomed in the early days when the railway opened and silver was in high demand. The silver crash of 1893 triggered an exodus out of the community. Populations remained relatively low and stable until the growth of residential construction in the North Valley starting in the 1970s. The need for labor to work on these developments created a demand for lower-cost housing in the area, and Bellevue filled that void.

Bellevue continued to grow steadily, with minor fluctuations largely tied to the national economy. In 2020, the COVID-19 pandemic created substantial demand for rural-style living in places such as the Wood River Valley.



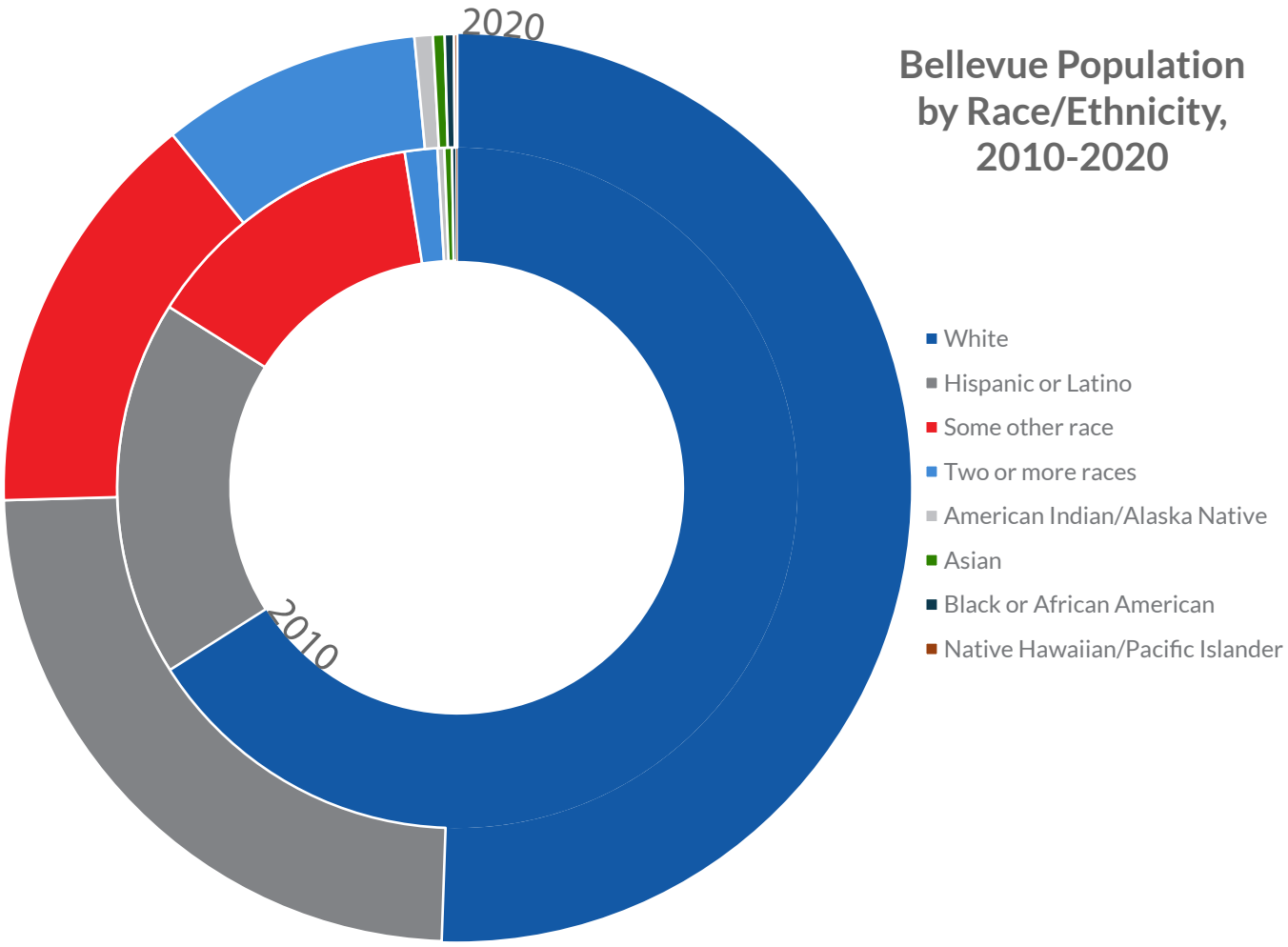
Projecting future population growth is notoriously difficult. Economic booms or busts may encourage or hinder growth, natural phenomena may change prospects, infrastructure may constrain or enable development, and cultural preferences for communities may change. As such, this plan casts a wide net by projecting three potential growth scenarios. These assume that Bellevue will experience a similar annual growth rate to one of the following: a low growth rate (0.5%), continuance of a moderate growth rate (1.5%), or a higher growth rate (2.5%).



Because Bellevue's economy is currently largely dependent upon the communities to the north, it should be expected to approximately track with the population growth of the other cities in the Valley with some potential for higher growth due to the relatively larger amount of develop-able land around Bellevue. Below are the forecasted growth included in the comprehensive plans for other Wood River Valley communities.

- Hailey - 1%-2.5% population growth
- Ketchum -0.8%-2.4% population growth
- Sun Valley - Flat population growth, unspecified increase in visitation and second homeownership

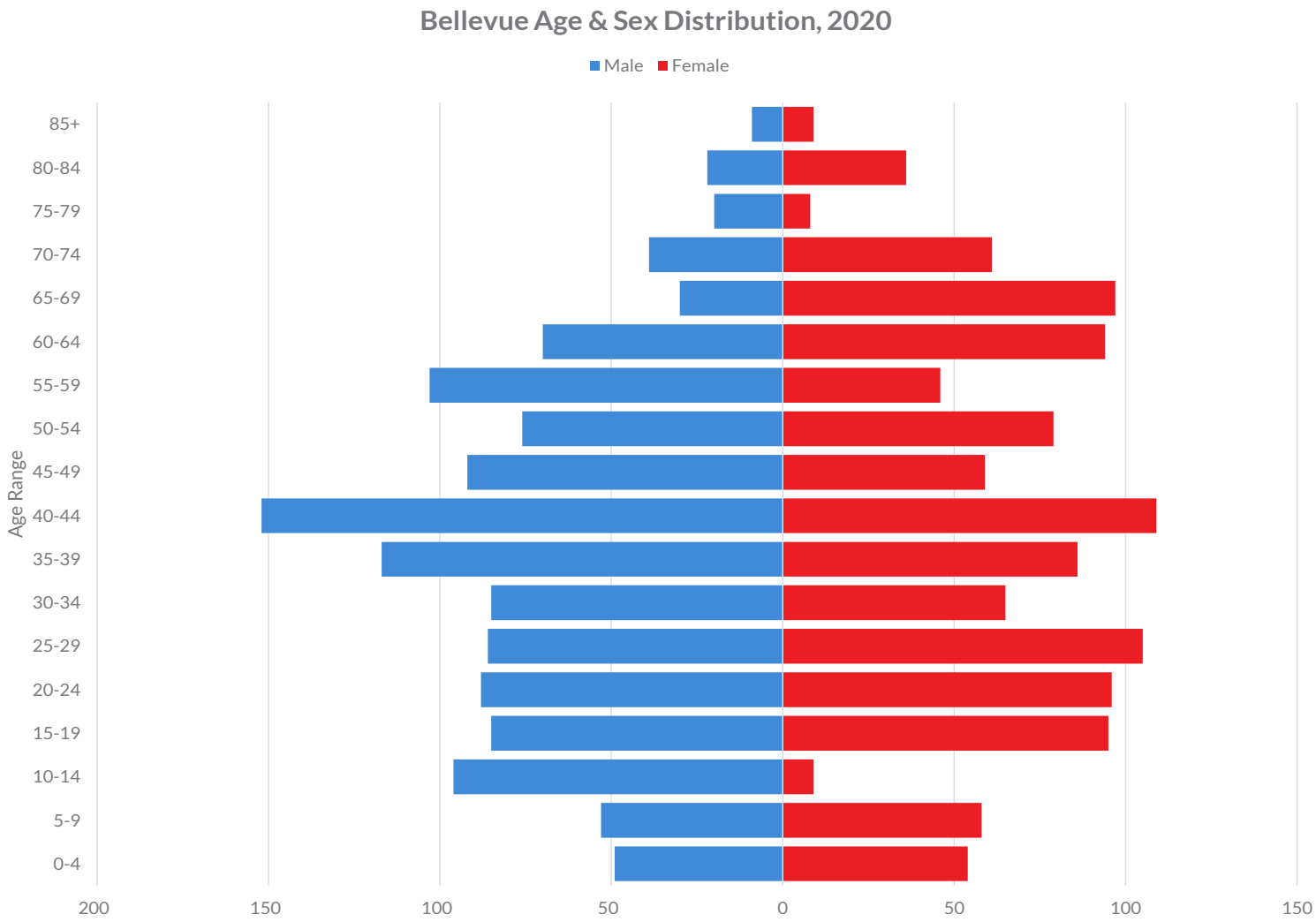
Demographically, one will find that Bellevue is home to a wide variety of racial, ethnic, and cultural groups. Racially, this community is more diverse than the United States and Idaho, much more diverse than Ketchum, and slightly more diverse than Hailey.

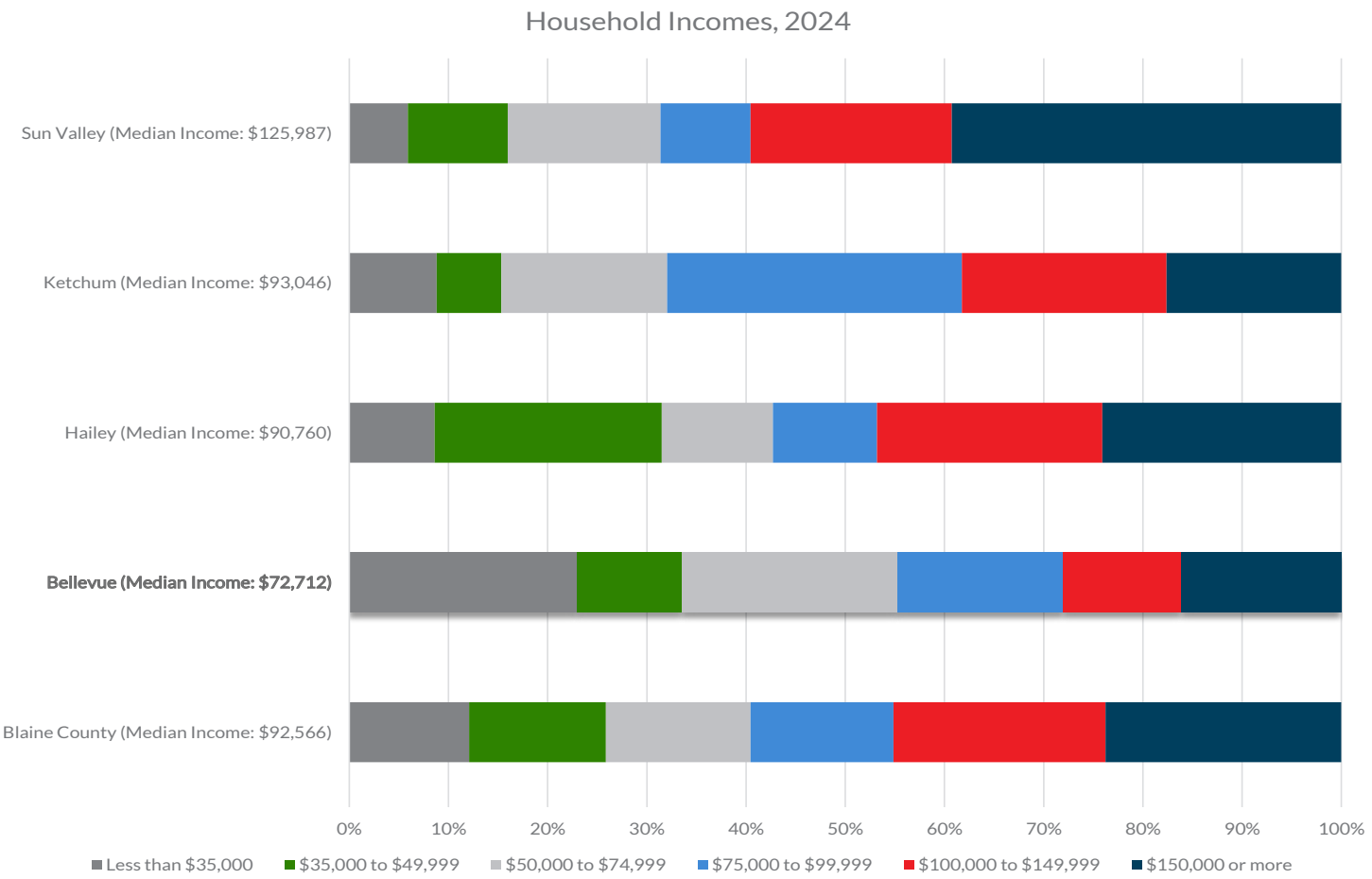


Bellevue's population has become more diverse in recent years. The proportion of community members identifying as Hispanic/Latino has grown significantly, as well as the number of individuals identifying as multiple races.

Bellevue has significantly more males than females, with a rate of about 1.2 males per 1 female. In comparison, Idaho as a whole has a ratio of about 1.01 males per female. The relatively high discrepancy between males and females appears to be a recent phenomenon in Bellevue. As recently as 2019, the American Community Survey showed more females than males in Bellevue. The transition to the opposite state of affairs could have a number of potential causes, including primary employment sectors in the Valley, housing types and availability, and immigration patterns.

The median age in Bellevue in 2020 was 40.5 — higher than the median age in both Idaho and the United States, but slightly lower than the Hailey Micropolitan area as a whole. Compared to 2010, when the median age in Bellevue was 31.4, this community has become substantially older. As can be seen below, Bellevue's population pyramid is skewed toward middle-aged and older persons, with relatively few residents above the age of 74 or below the age of 9.

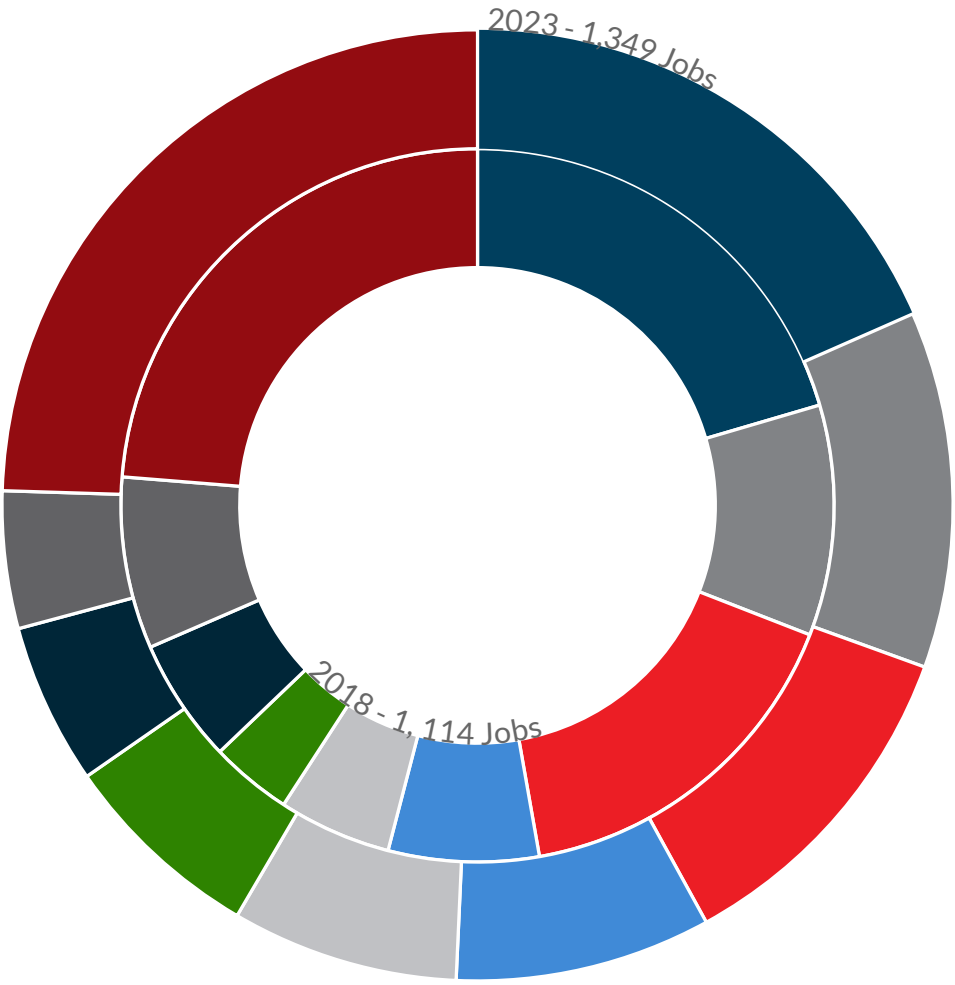




Bellevue has seen substantial demographic shifts over recent decades. Should trends continue, Bellevue will grow in population size, diversify, and become older during the lifespan of this Plan.

Economy

Bellevue has historically been, and continues to be, the working class community of the valley. The median income is about $20,000 less than the county as a whole, and has a significantly higher percentage of households making less than $35,000 per year.



Jobs by Sector 2018-2023

- Accommodation and Food Services
- Retail Trade
- Construction
- Educational Services
- Administrative and Support and Waste Management and Remediation Services
- Public Administration
- Professional, Scientific, and Technical Services
- Health Care and Social Assistance
- Other

A useful metric of a community's income distribution is the Gini Coefficient. It is the ratio between a hypothetical population with perfectly equally distributed income compared against the actual distribution. A Gini of 0 would mean that the entire population has the same level of income, while 1 would mean that a single person has the entire income.

Population	Gini
United States	0.4832
Idaho	0.4443
Blaine County	0.4844
Bellevue	**0.4349**

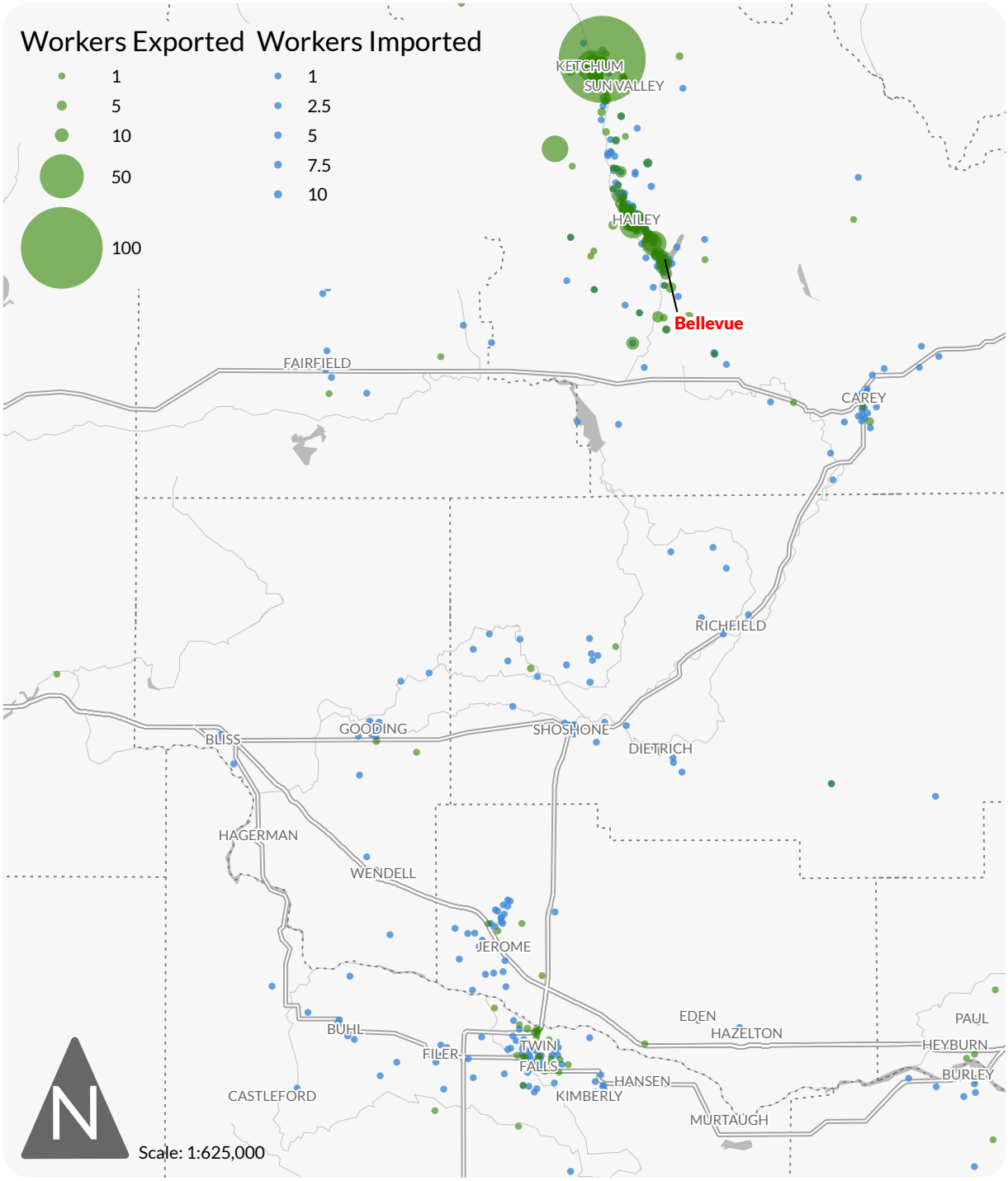
While reliable data at the city-level is not available, Blaine County's seasonally adjusted unemployment as of July 2026 was 2.9%, less than the 3.6% statewide rate or the 4.1% national unemployment.

Did you know:

According to the U.S. Census Bureau, more Bellevue Residents work at the Sun Valley Lodge (121) than in Bellevue city limits (98)!

Like many resort and tourism oriented economies, the primary employment sectors are in leisure and hospitality, retail, and construction. These sectors make up almost half of the jobs, although that amount has decreased in recent years. In terms of raw numbers, the construction and leisure and hospitality sectors account for 69.4% of the new jobs created since 2018.

According to the U.S. Census Bureau, there are 1,009 jobs in Bellevue, and 1,349 employees in Bellevue. However, 90.3% of the jobs are filled by non-residents, and 92.7% of the employees leave the City for work every day. Only 98 individuals (7.3% of the labor force) both live and work in Bellevue. 62.3% identified Hailey, Ketchum, or Sun Valley as their location of employment.



Cost of Living

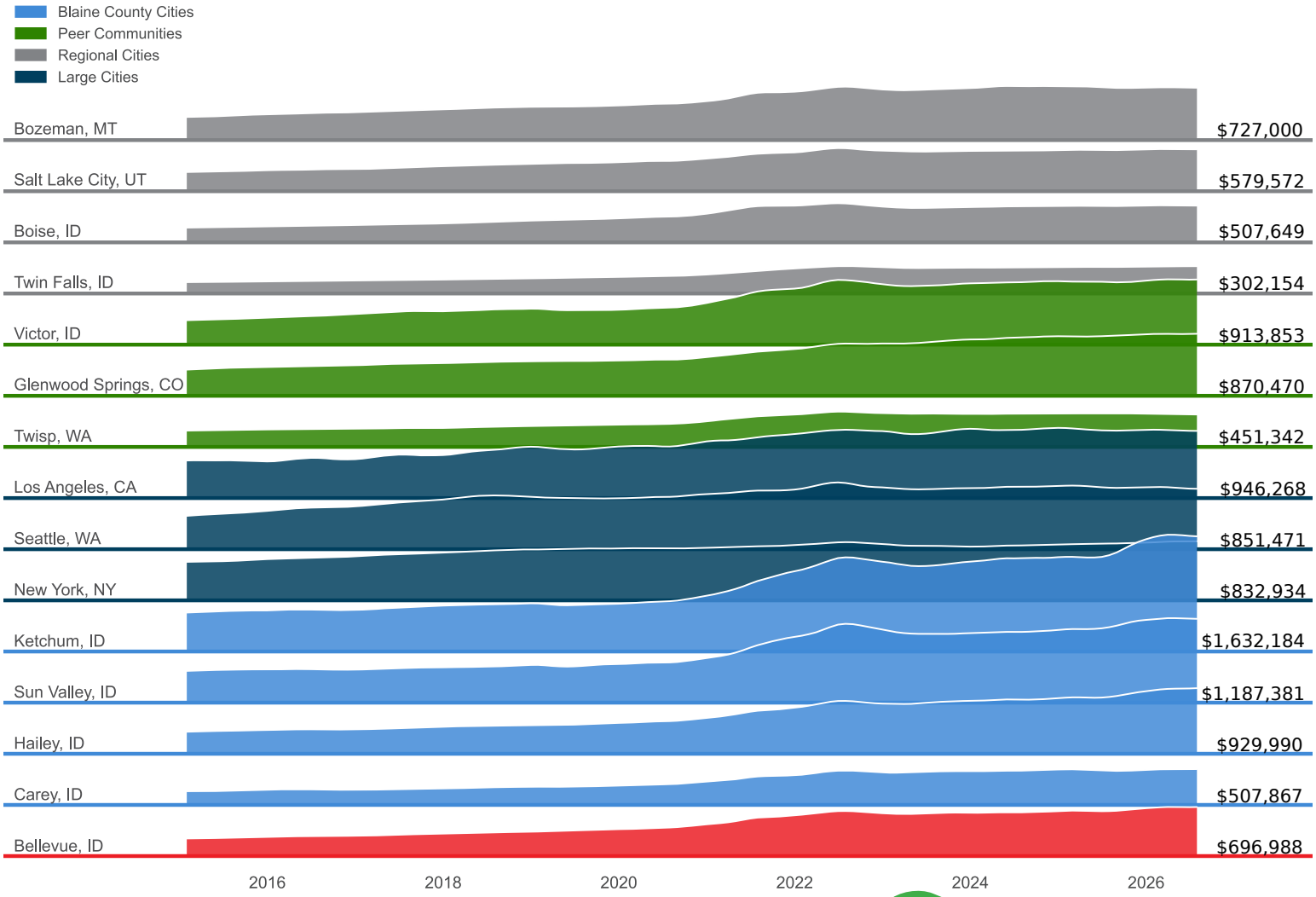
Similar to resort towns, recreation-rich areas, and other cities throughout the nation, Bellevue is experiencing an acute cost of living crisis. Due to a variety of large- and local-scale pressures, costs for daily needs have risen without compensatory gains in income. Below is a breakdown of the income and spending for the average Bellevue household:

	**Income**	**Expense**	
	$72,712 **Source: American Community Survey, Income in the Past 12 Months, 2024 5-Year Estimates**	Housing: $39,846 Source: Zillow Home Value Index, July 2026, Zillow Observed Rent Index, July 2026 (Weighted Average by Owner Occupancy Rate)	
		Transportation: $28,604 Source: AAA Your Driving Costs, 2025	
		Food/Grocery: $9,097 Source: USDA, Economic Research Service	
		Healthcare: $3,600 Source: Peterson-KFF Household Health Spending Calculator (Taxes Excluded)	
		Utilities: $4,436 Source: findenergy.com, broadbandnow.com, Bureau of Labor Statistics	
		Childcare: $2,927 Source: Department of Labor Women's Bureau, Childcare Prices by Age of Children and Care Setting (Weighted Average by Children Present)	
		Personal/Misc: $3,636 5% of Income	
		State & Federal Taxes: $11,960 Source: smartasset.com Income Tax Calculator	
		Local Taxes: $1,993 Source: Blaine County Assessor, Blaine County Treasurer	
Net:		**-$33,387**	

Housing

As shown, housing consumes over half of the median Hhousehold income. Bellevue has long been considered to be a more affordable option than North Valley communites. While this still holds true relative to Ketchum and Sun Valley, the wage growth has not kept up. In the past decade, the median home value has risen 268%, while the median household income has only increased by 159%.

Below is a comparison of home value trends in various cities. While most cities saw increases in home values during the COVID-19 pandemic and the supply-chain shocks that followed, the trend was more acute in western, amenity-rich locations and the supporting communities around them.



This imbalance in housing costs helps to explain the previous map of labor force movement. Higher cost communities such as Ketchum and Sun Valley draw workers in from lower cost communities in their immediate vicinity, while those communities draw upon the lower cost communities around them.

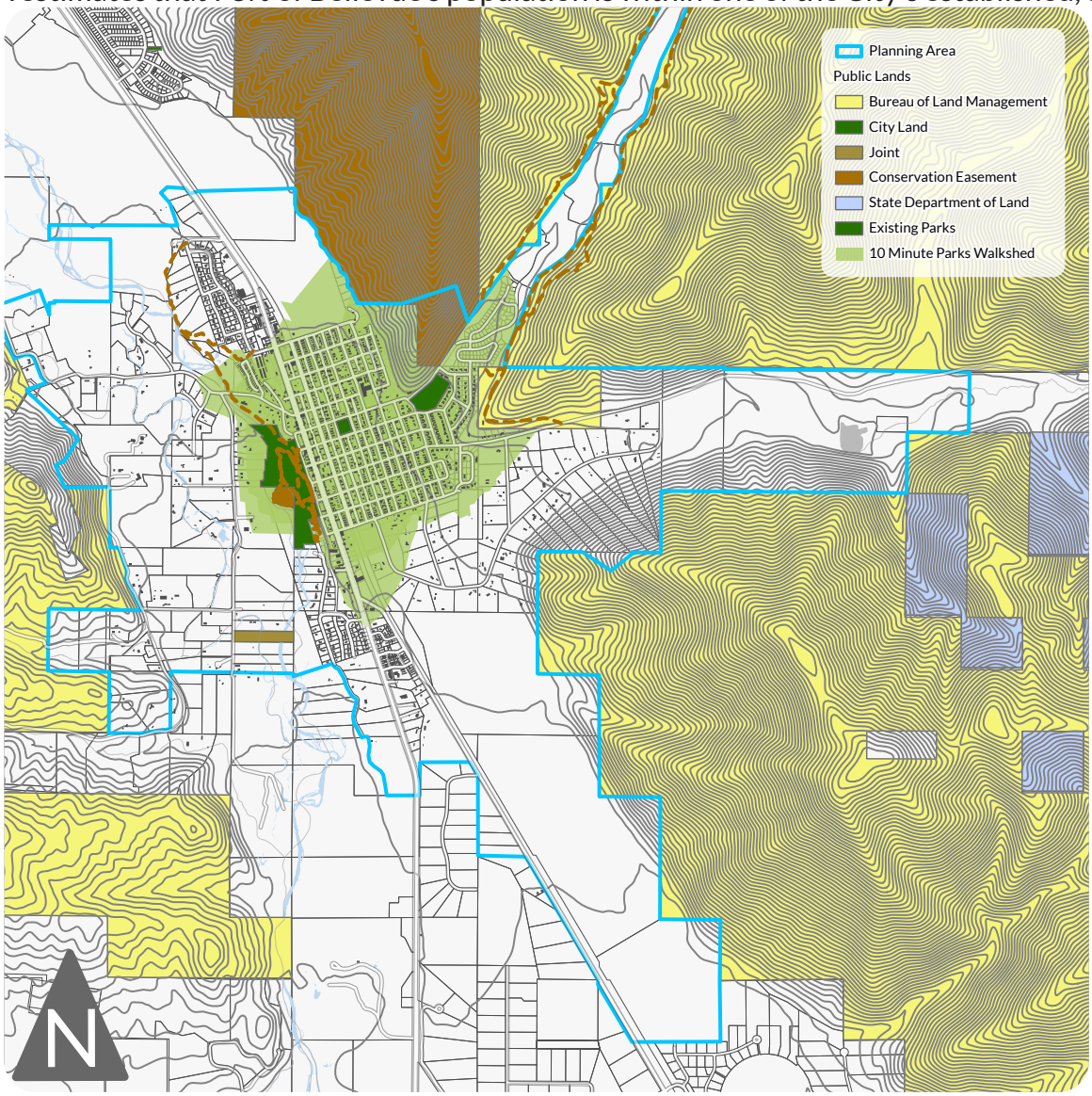
Blaine County has the most expensive housing market in Idaho, and is 17th in the country!

Open Space, Recreation, and Environment

Bellevue is fortunate to be surrounded by beautiful public lands and is well-known for its location in a prestine natural environment.

The City of Bellevue owns and maintains Memorial Park, O'Donnell Park, and the Howard Preserve. The Blaine County Recreation District maintains the Wood River Trail, a detached, non-motorized pathway connecting Bellevue all the way to Ketchum, which is groomed for nordic skiing in the winter. Surrounding Bellevue is significant public land, primarily owned and managed by the Bureau of Land Managment (BLM). The Idaho Department of Lands (IDL) and the Wood River Land Trust (WRLT) also own public access properties nearby.

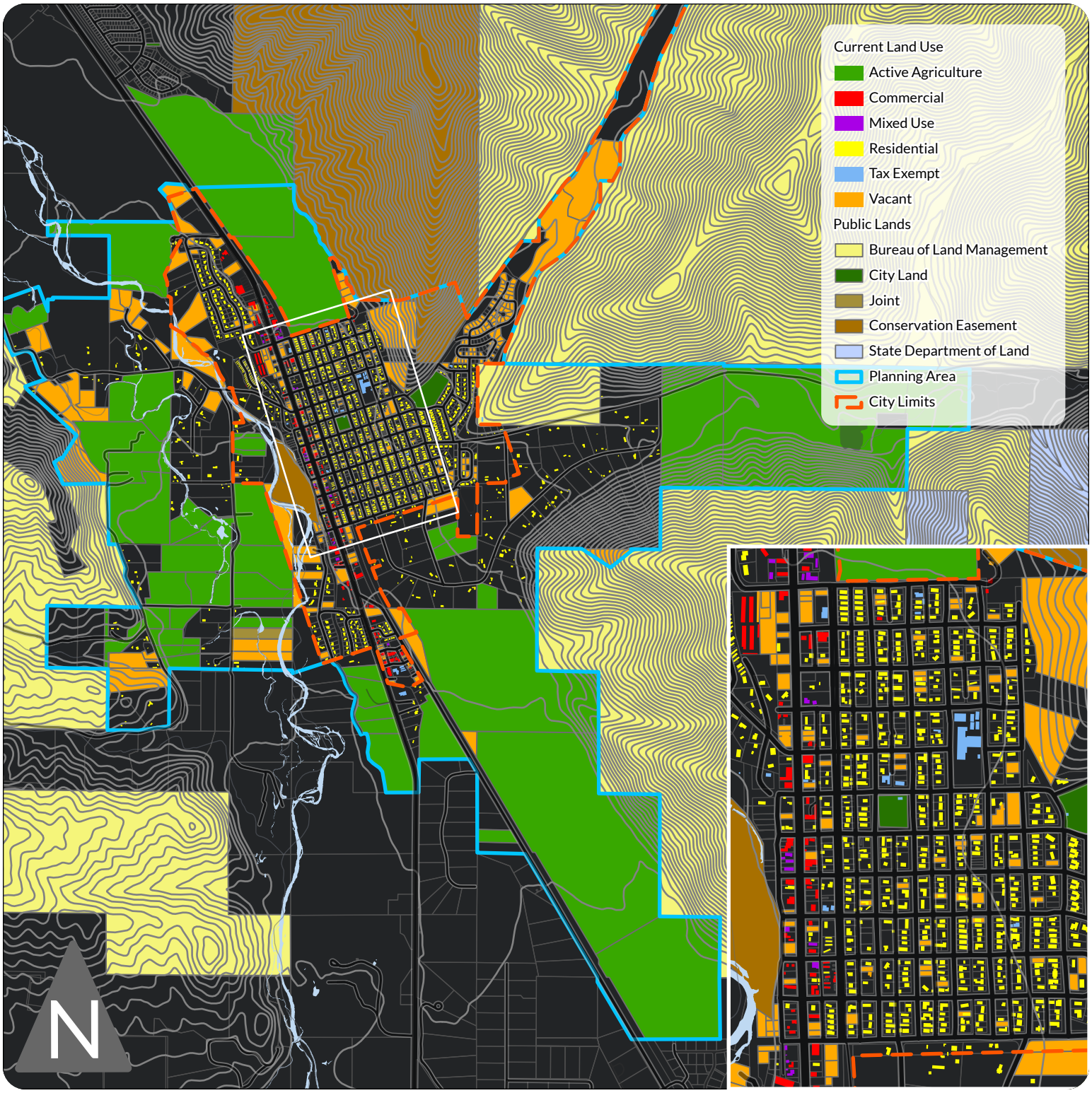
The National Recreation and Park Association (NRPA) publishes analysis of access to parks within a 10-minute walk. NRPA estimates that 78% of Bellevue's population is within one of the City's established, developed parks.



Additional recreational opportunities are available such as fishing and enjoying the Big Wood River, exploring the public lands around Bellevue, or cycling on Blaine County's many trails and roadways.

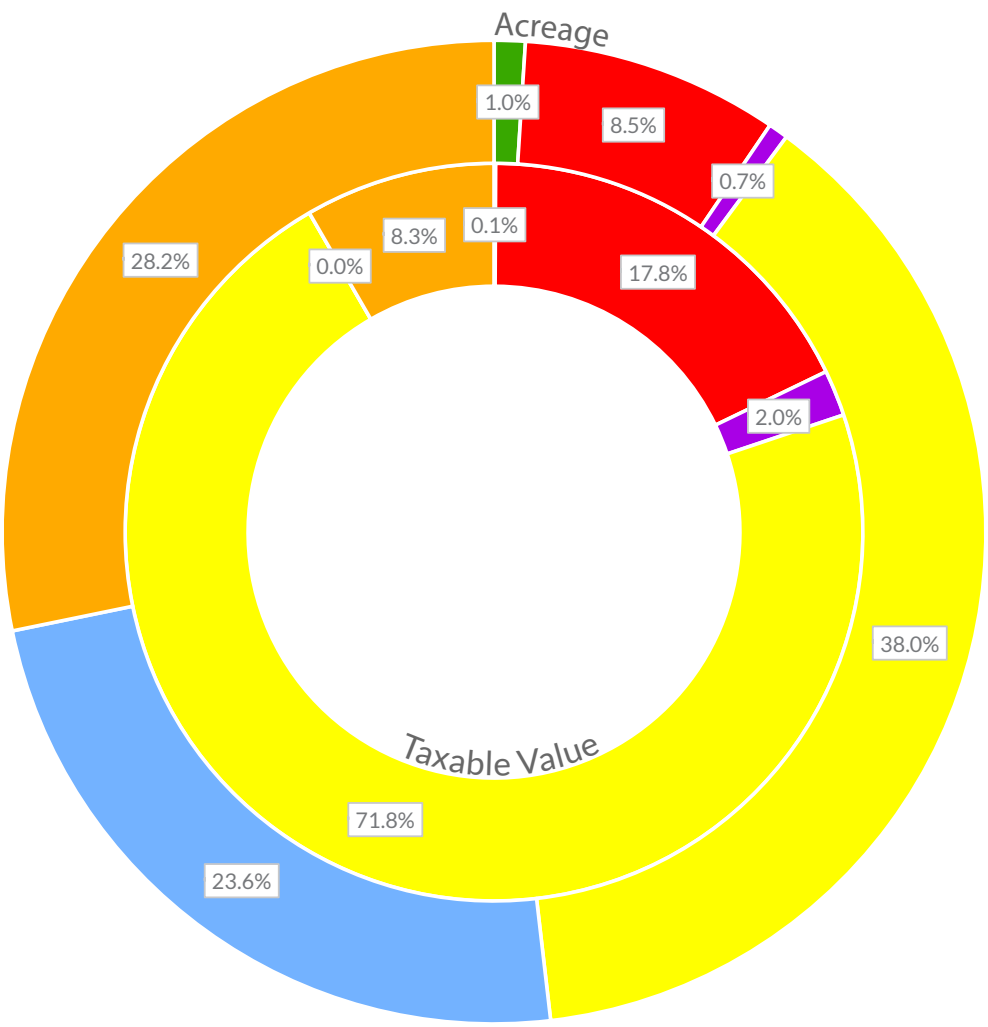
Land Use

Almost all of Bellevue's non-residential development is centered along Main Street. A small but significant portion of town is utilized for light industrial uses. The remainder is residential. Outside of City Limits, over half of the land area within the Planning Area is in active agricultural or vacant.

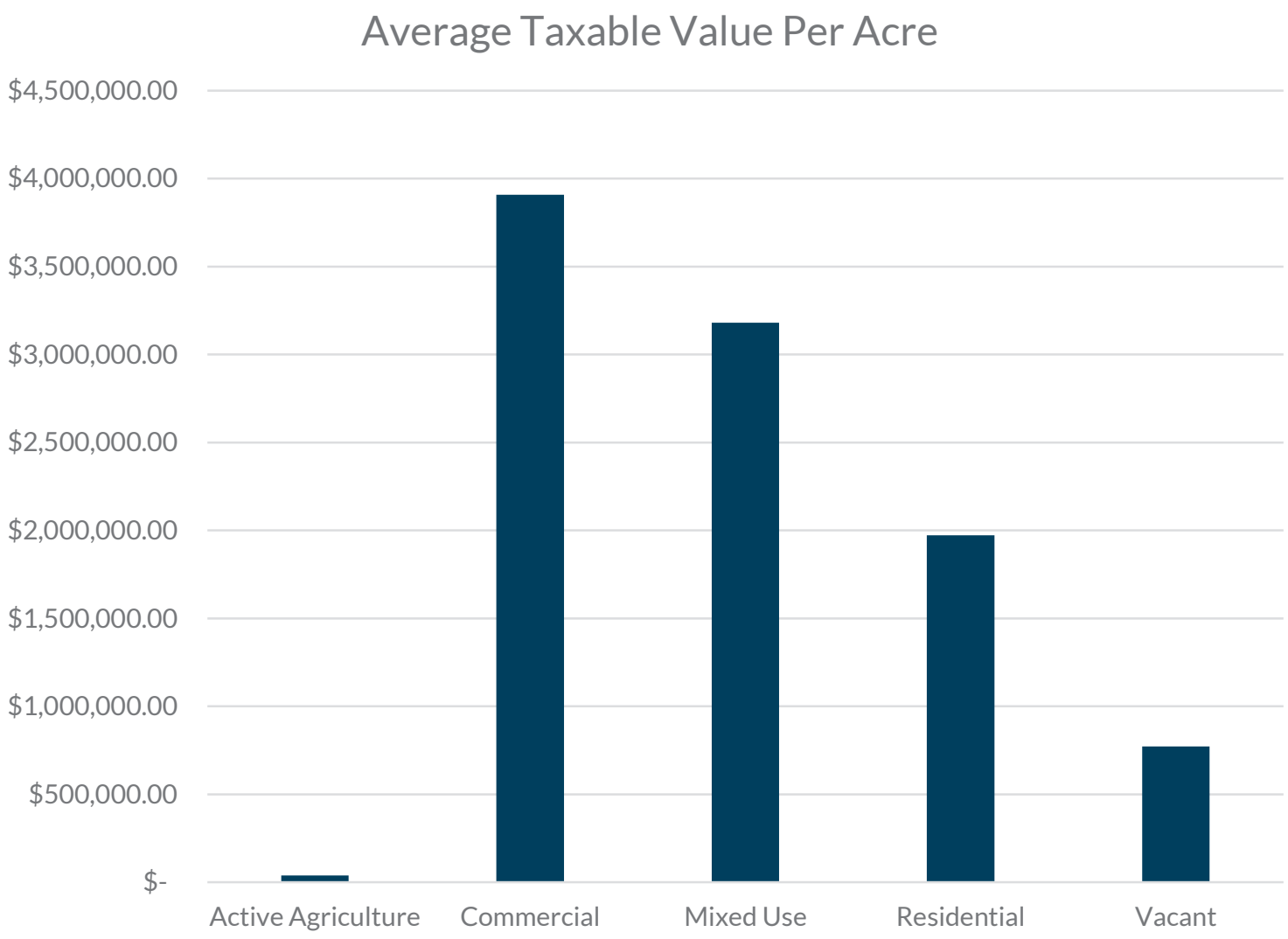


As is visible from the map above, the portion of the Planning Area within City Limits is substantially more intensely developed than the outlying area. Within the City, the bulk of the developed land is in residential use, public, or vacant. The majority of the vacant area is Phases 3 and 4 of the Strahorn Development.

Acreage and Taxable Value by Land Use Type, City Limits Only



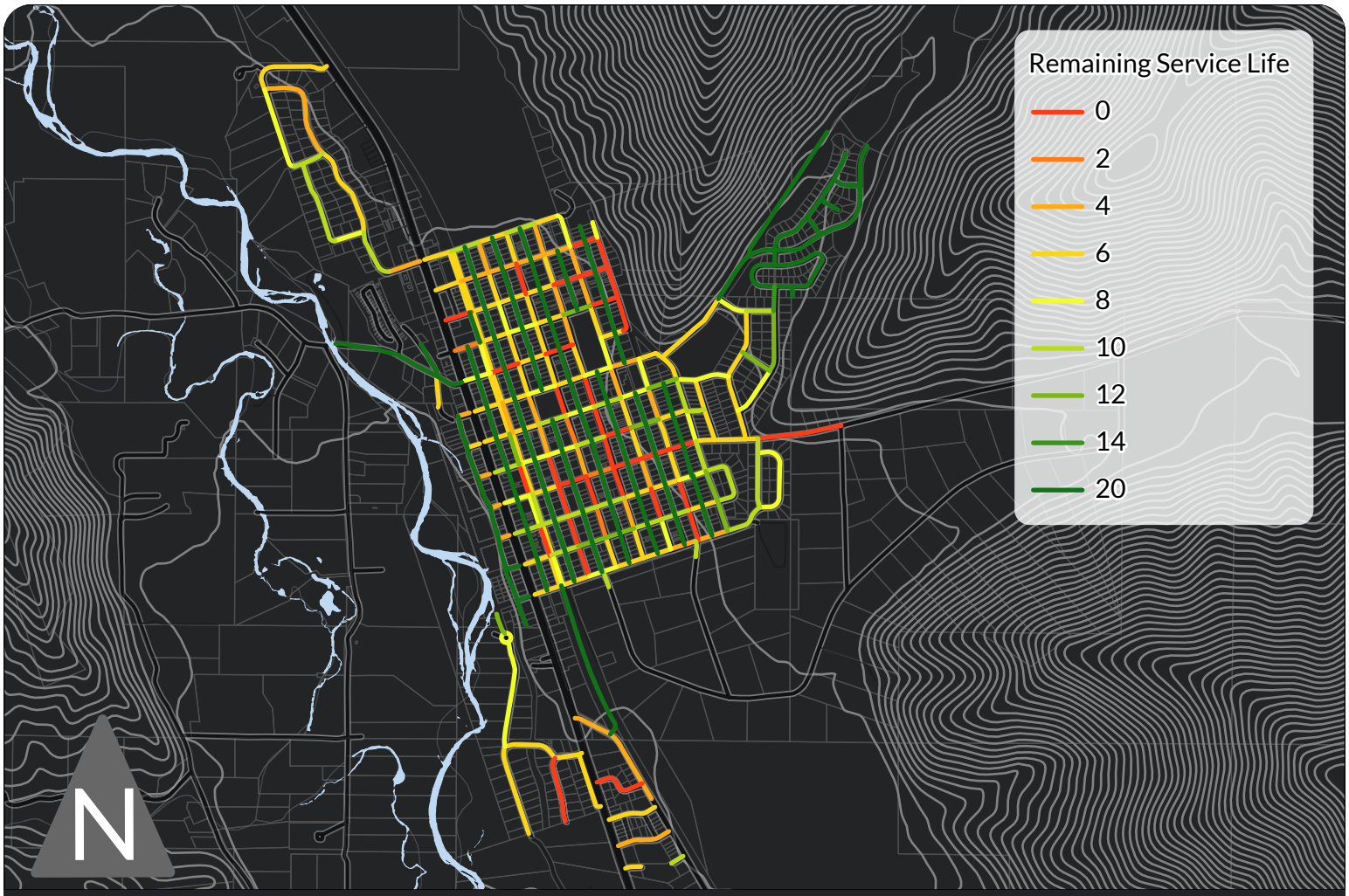
It is important to acknowledge that different development types yield differing property tax revenues, which enables the City to invest in maintenance and improvements to infrastructure and services. While the bulk of the taxable value within the City is generated by residential land use, it also generates the most infrastructure and service expense. Using acreage as a stand in for the amount of infrastructure required to serve a given development type (more area means more streets, pipes, longer response times from a given emergency service station, etc.), the overall productivity of land uses is apparent.

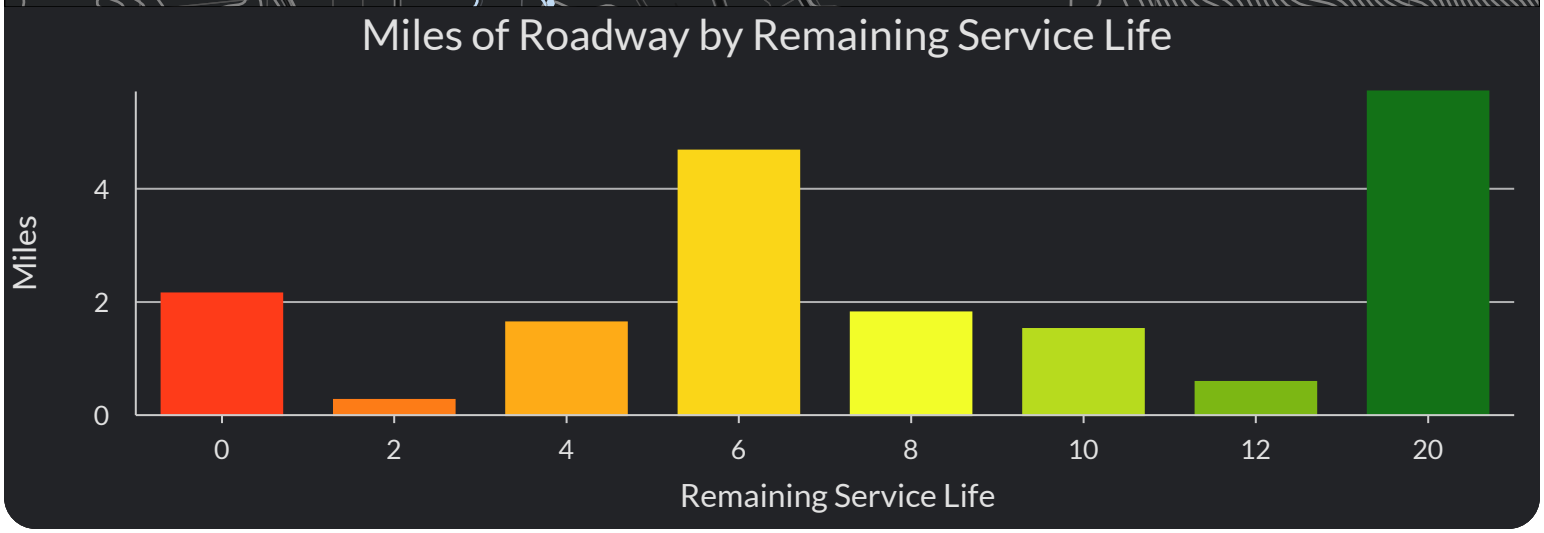


Infrastructure

Streets

Bellevue has 21.7 miles of streets (excluding Main Street, which is the jurisdiction of the Idaho Transportation Department). 17.9 miles of the streets are paved. An assessment of the street inventory was completed in 2024 as part of the recently adopted Transportation Master Plan. 2.6 miles have been identified as at the end of their remaining service life, with an additional 13.6 miles with a remaining service life of less than 10 years, assuming proper maintenance occurs in the interim.

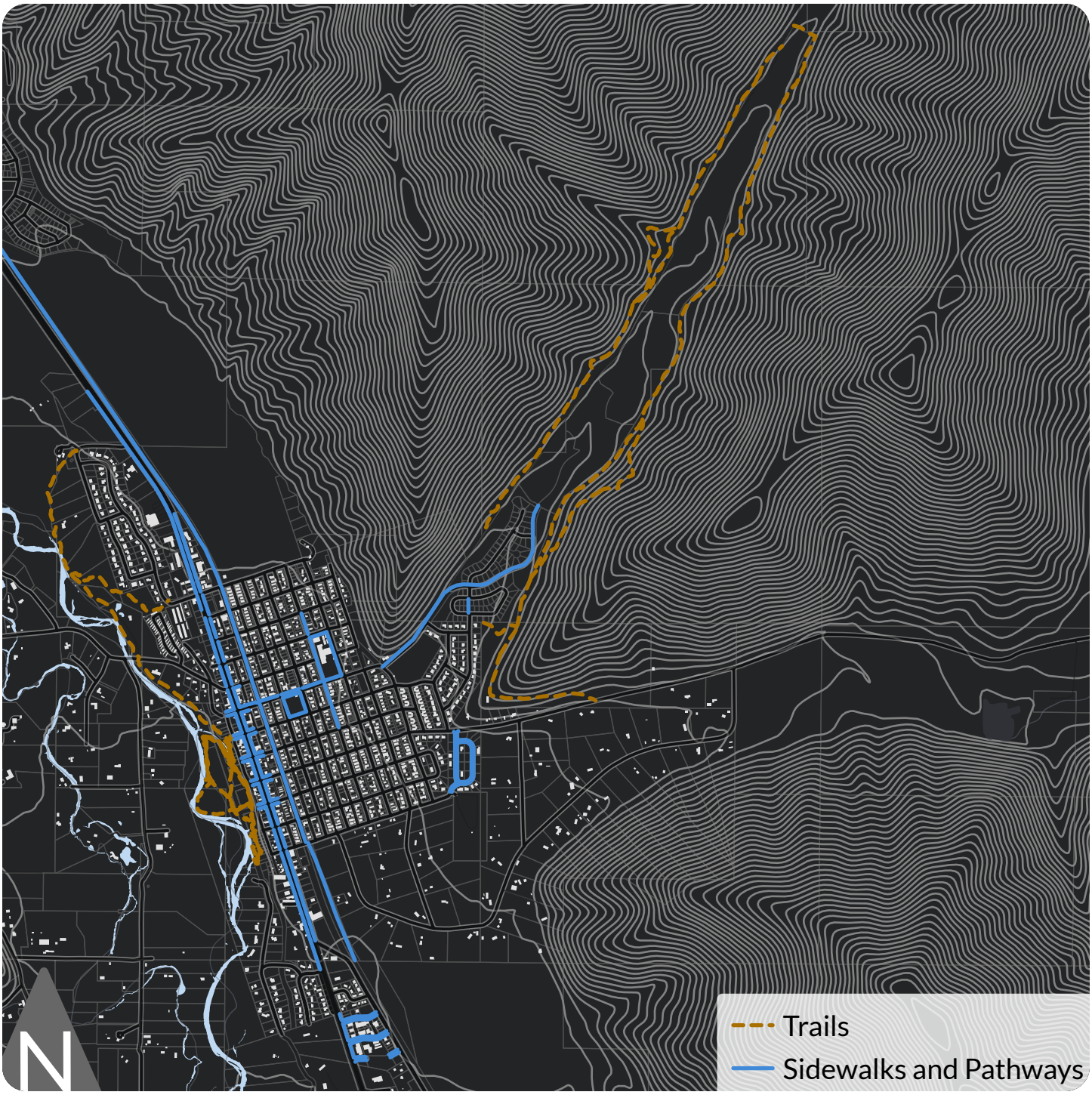




Many of the streets within the original Bellevue Townsite were paved in the mid-90s, most of which were not rebuilt prior, meaning that the sub-base of the roadway was not properly constructed and the pavement is likely to fail earlier than normal and does not accept ordinary maintenance well.

Sidewalks, Pathways, and Trails

Bellevue has a limited network of sidewalks, primarily along Main Street, Bellevue Elementary School, and within newer developments. As is mentioned above, the Wood River Trail starts in Bellevue and continues north all the way to Ketchum. A small trail system connects the north and south portions of the City west of Main Street through the Howard Preserve, and the Belle Trails provide hiking and mountain biking opportunities out Slaughterhouse Canyon.



Water

In 1880, a 300 inches water right was claimed for the soon-to-be City of Bellevue from Seamans Creek. The water was transmitted from the Spring located up Muldoon Canyon to the townsite via a series of canals. An additional well was dug in the center of Main Street. It became apparent this water system was not sufficient to meet the needs for the city. In 1887, a franchise was granted to form the Bellevue Water Company. The group built a new system, including wooden pipes to replace the ditches and removed the well on Main Street.

In the early days of settling the Wood River Valley, the administration of water rights claims was not capable of keeping up with the boom in the area, and the water sources of the valley quickly became over-allocated. Seamans Creek was no exception. In 1890, litigation occurred between the City of Bellevue and nearby farmers and mine smelters who had also made claims upstream from the City's spring source. The case was settled, dividing 150 inches between all of the farmers and the remaining 150 inches for Bellevue.

In 1891 The City of Bellevue sued Bellevue Water Company for providing insufficient water for fire protection and other problems. After almost 3 decades, including a major fire destroying a large portion of the town, the City of Bellevue purchased the Bellevue Water Company. After two more devastating fire burning down several buildings and taking two lives, more significant improvements were made in 1920 to Bellevue's water supply to improve firefighting capacity. These improvements included new access to the spring, new pipe and settling tanks, all of which were funded by a bond. In 1930, a Works Progress Administration grant was used to replace wooden pipes with steel.



In 1982, the City of Bellevue applied for and was awarded a Community Development Block Grant for water system improvements to improve water quality, increase pressure, and increase the volume of water available for fire protection. The upgrade included new transmission lines from the spring to the water tank and new distribution lines from the tank to the system. The water tank was replaced with the existing 1,000,000 gallon tank to improve firefighting capacity and retain system pressure in 1995 after another bond was approved.

In 2024, a bond measure was passed by the voters to help address identified deficiencies within the water system. Construction is anticipated to begin in 2027. Proposed upgrades are leak detection survey, new collection system and transmission lines from Seamans Creek along with easement and land purchases, leak detection survey, and Hwy 75 water main improvement. Mayor Giordani and Public Works Director Chris Johnson also applied for the EPA Water Grant and have received and additional 4 million dollars. After complicated surveying, land negotiations pertaining to easements this project should go out to bid January 2027.

Sewer

A 1982 study from the Idaho Water and Energy Resources Institute noted that all 374 dwelling units in the City of Bellevue were on "some type of on-site sewage disposal system" and that 20% of the nutrient load in of the Wood River Valley groundwater was coming from Bellevue. By 1991, the City began construction on a central sewer system. Since then, new developments have added to the system as they have been constructed.

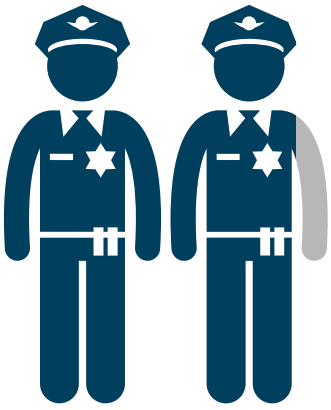
In 2005, voters approved a bond to construct a new wastewater treatment plant. The plant was completed in 2010. Due to deferred maintenance on the facility, the plant failed and flooded in 2023. The City has been working to rehabilitate and improve the plant in the time since, with the plant currently operational when staff is available to monitor operations. Assuming that adequate staffing for 24/7 operations can be achieved, and maintenance is appropriately budgeted for and completed, the treatment facility should remain an operable asset for many years to come.

Stormwater

There is no formal stormwater system within the City of Bellevue. New developments are required to manage their own stormwater runoff and have been developed as standalone systems.

Emergency Services

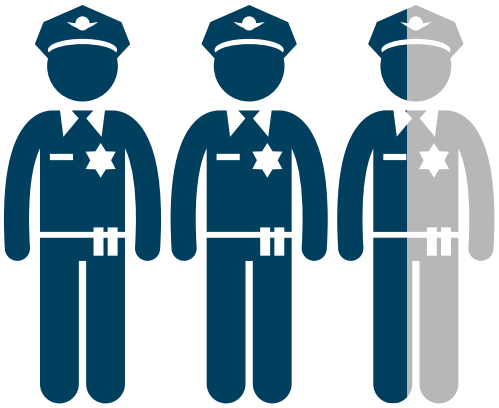
The Bellevue Marshall's Office (BMO) conducts law enforcement within the City of Bellevue, as well as public outreach and education, and minor first response to incidents within City Limits. There are currently four budgeted officers and no civilian staff. BMO operates out of a small wing of City Hall and utilizes a closet within the building for evidence storage.



Bellevue currently has 1.8 officers per1,000 residents

The department has identified the following facility needs:

- Expanded evidence, including cold storage
- Secure tactical equipment storage
- Interview room
- Staff sleeping quarters
- Locker room
- Office space and equipment for new employees



The national average is 2.4 officers per 1,000 residents

The Bellevue Fire Department is a paid-per-call agency supported by a part-time (20 hours/week) Chief, an Assistant Chief, two Lieutenants, and seven firefighters — a total of 11 personnel.

The Department has a fleet of three staff vehicles, two structure fire engines, and two wildland fire trucks. They respond to approximately 100 calls per year.

The Fire Department has an automatic aid agreement with neighboring South County fire departments, as well as mutual aid agreements with all Blaine County fire departments, the State of Idaho, and the Bureau of Land Management. The department responds to a wide variety of emergencies, including:

- Structure Fires
- Wildland Fires
- Natural disasters
- Hazardous material incidents
- Swift water rescues
- Power outages
- Motor vehicle accidents
- Other emergency situations

The Bellevue Fire Department conducts life safety inspections for all new businesses and select high-hazard businesses in the city. These inspections are performed by the Fire Chief in collaboration with a contracted fire inspector to ensure compliance with safety codes and to protect the community.

In addition to ordinary repair and maintenance, the department has identified the following desired additions to existing Fire Station:

- Training room
- Separate male and female restrooms with showers
- A gear room for bunker gear storage
- An office for the Fire Chief
- Sleeping quarters for volunteers, including a kitchen, common area, and bunk-style rooms

Facilities

In addition to the sites discussed above, the City of Bellevue owns and utilizes the following facilities:

- City Hall

  Originally donated to the City by Ee-Da-Ho Ranch, the building is in substantial need of repairs, is nearing its office capacity, and is generally near the end of its lifespan.

- Public Works Shop

  This facility serves to store and maintain equipment for the Public Works department. The shop building does not have maintenance lift. A small office and bathroom (no showers) are located within the shop, which was constructed in 1979. The site is located in the 1% annual floodplain.

- Old City Hall Museum

  An icon of Bellevue, the Old City hall serves as the museum for the Bellevue Historical Society. A structural assessment was recently conducted to identify repairs needed to maintain a safe and inviting structure for the community.


Old City Hall Museum
Open from