

**City of Bellevue
Planning & Zoning Commission
Regular Meeting
11/04/19**

Chairman Sali called the meeting to order at 6 p.m. Commissioners present were Chris Johnson, Ray McCollum, Richard Boullon, and Paul Hopfenbeck. Staff present was Diane Shay.

Notice and Hearing Compliance:

Legal notice for this meeting was posted in accordance with Idaho Code 67-2343 by the following:

1. The agenda was posted at the Bellevue Post Office, the bulletin board outside City Hall and on the City website on October 30, 2019;
2. Published in the Idaho Mountain Express on October 2, 2019;
3. Sent to all political subdivisions 15 days prior to the meeting as required by law.

No additional notice for this meeting was required as the meeting was continued on the record from October 21, 2019.

Boullon moved that the notice of the meeting was done in compliance with I.C 67-2343, Johnson seconded, and the vote was unanimous.

Old Business

Continuation of the public hearing on Area of City Impact (ACI) negotiating pursuant to Idaho Code 67-6526. The commission will consider (1) creating a map identifying an ACI within the unincorporated area of the county. (2) Drafting ordinance.

Shay introduced Chris Pomeroy, Manager for the Friedman Memorial Airport (FMA). She asked him to come and make a presentation to the Commission to explain the areas of influence and the critical zones that were depicted on several of the draft ACI maps that have been circulated. Pomeroy stated that Shay had contacted him to also help Bellevue work on the airport component of the Comp Plan so that our Plan wouldn't be out of compliance as it currently doesn't include such a chapter.

Pomeroy gave a 35-minute power point presentation on the FMA and the pros and cons of having an airport in the valley. He explained the Federal and State sides of airport operations and discussed issues with 1) airspace, 2) land use and 3) noise. The operations at FMA were discussed at length and the Commission was able to get a clear understanding of the zones surrounding the airport and concerns FMA had with incompatible land uses in the proximity of the runway zones. Sali opened the public hearing.

Howie Royal, with the Blaine County School District stated that the District would like to see a school campus located closer to Bellevue on the Flying Hat Ranch.

Amy Trujillo, with the Wood River Land Trust (WRLT) suggested that the ACI process include a 2-tiered approach which would have one tier for lands likely to be annexed into the City in the future and the second tier would identify lands surrounding Bellevue that Bellevue should be notified on with respect to land development on those lands.

Teresa Gregory stated her concerns about the ACI and annexation in general. Those concerns included questioning how Bellevue would pay for it, flood mitigation as her property has experienced sheet flooding from the Flying Hat ranch, traffic, Safe Routes to School, lack of greenspace, maintenance of greenspace and protection of wildlife corridors.

Tom Bergin, Planning Director for Blaine County also suggested we consider the 2-tier approach. He added that the City should need to be able to defend the areas for inclusion in the ACI when we begin our negotiations with the County.

The public hearing was closed.

Shay and Sali suggested the Commission look at each of the 4 maps for fine-tuning. They started with the south map. They identified the area in and around the sewer treatment plan as an area for second tier on the map. They identified what is commonly known as the "Rinker property" as an area for first tier on the map. They also asked Johnson, who is helping us develop our maps, to provide detail in the next set of maps showing the areas above the 25% slope.

The east map was reviewed next. The Commission recommended the Muldoon Subdivision and Muldoon Canyon out to the springs, which is Bellevue's water source for second tier on the map. They wanted to ensure our watershed areas were protected. They discussed next the Slaughterhouse drainage and surrounding hillside slopes as areas for second tier on the map.

The west map was reviewed next. The areas on the west side of Hwy. 75 were identified along the river, up Mammoth Gulch and Townsend Gulch as areas for second tier on the map.

Lastly, was the north side (Flying Hat). The Commission stated that they wanted the boundary to go up to Hailey's south border. They stated that the property owner's recent letter dated October 21, 2019, was one of the reasons they wanted to include the entire Flying Hat property east of the highway. They also stated that the trade area for commercial development is 1/8 mile from Bellevue's town center, where Hailey's is at least 3 miles north.

Shay suggested that the next set of maps could conceptually show areas for trade, such as light industrial, commercial, as well as areas for green space that would be compatible with the airport critical areas of influence. The Commission discussed selecting a date certain for this meeting to be continued to and it was continued to November 19, 2019. The ordinance will be discussed at that meeting.

The Findings of Facts for SYNC Vans were reviewed and unanimously approved.

The Findings of Facts for Indiedwell were reviewed and unanimously approved.

The minutes of October 18, 2019 were reviewed and unanimously approved.

Hopfenbeck moved to adjourn, McCollum seconded and the vote was unanimous.

Approved this 19th day of November, 2019



Levi Sali, Chair



Diane Shay, Director