

## Cyndy King

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**From:** HP Boyle <boylehp@yahoo.com>  
**Sent:** Wednesday, January 22, 2025 6:24 AM  
**To:** Participate  
**Cc:** jwestcott@mtexpress.com  
**Subject:** PUBLIC COMMENT for P&Z and City Council on Comp Plan Tool

To the P&Z and City Council:

Over the years, I have made several written and oral public comments suggesting that the City use 3D mapping tools in the Planning process. A 3D model of the City and its land use map would help the Planning Department provide more information to the P&Z, the Council, and the public about the implications of land use decisions.

One P&Z commissioner at last week's Open House told me that these models are too expensive for Ketchum to acquire. I offered to raise the money to pay for it.

But I don't need to. I have been gas-lighted.

These tools are cheap and well within the means of Ketchum and are widely used by other similarly sized towns. From ChatGPT, we learn it's just a couple of thousand dollars.

Why does the City operate like this? There is a pattern of willful ignorance about using data and analysis to make informed decisions. For example, we spend tens of millions of dollars on housing with no information on what housing we need—we could be buying cell phone data. If SVED can afford that, the City can. Likewise, we are paying \$34+ million to upgrade the water treatment facility and increase its capacity for future growth. However, no analysis of future water use was presented to the Council. Ironically, when the plant was built forty years ago, before the internet or Excel, our planners designed the plant with a capacity based on the need for every lot to be built to its maximum density.

Now, the staff is proposing a Comp Plan that will massively increase density in Ketchum with a cute little map tool that distracts from the real impact of the Plan.

Get the data. Buy the tool. Do the analysis. Be transparent with the public. Proactively seek out and incorporate statistically representative public input.

Isn't that what you are supposed to be doing? It's not that hard.

Perry Boyle  
Ketchum

:

Here are three widely used tools you could consider:

### 1. SketchUp (with PlaceMaker Extension)

**Why Use It:** SketchUp is a user-friendly 3D modeling tool that allows you to create detailed land use plans and zoning maps. The PlaceMaker extension integrates GIS data to help visualize roads, buildings, and natural features, making it ideal for urban planning.

**Key Features:**

Import satellite imagery and terrain.

Simulate building height, setbacks, and shadows.  
Collaborate and share 3D models with stakeholders.  
Offers a subscription model at approximately \$299 per year.  
Ideal For: Small towns needing an accessible and cost-effective tool.

## 2. ArcGIS Urban

**Why Use It:** ArcGIS Urban is a powerful 3D planning tool specifically designed for city planning. It allows you to visualize zoning scenarios and evaluate their impacts on land use, housing, and infrastructure.

**Key Features:**

Integrates GIS data for precise analysis.

Scenario modeling for zoning changes.

Community engagement features for public feedback.

**Ideal For:** Towns requiring detailed GIS-based planning and analytics.

ArcGIS Urban is an add-on to ArcGIS Online or ArcGIS Enterprise subscriptions.

## 3. CityEngine (by Esri)

**Why Use It:** CityEngine excels in creating procedural 3D models of urban environments. It helps generate large-scale city models quickly, making it perfect for zoning and land use planning.

**Key Features:**

Generate entire towns or neighborhoods procedurally.

Test zoning scenarios and design alternatives.

Compatible with ArcGIS for data integration.

**Ideal For:** Comprehensive 3D planning and visualization projects.

ArcGIS CityEngine is priced at approximately \$2,700 per year in the United States

## Cyndy King

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**From:** James Hungelmann <jim.hungelmann@gmail.com>  
**Sent:** Tuesday, January 21, 2025 11:09 PM  
**To:** Neil Bradshaw; Amanda Breen; Courtney Hamilton; Spencer Cordovano; Tripp Hutchinson; Participate; Neil Morrow; Brenda Moczygemba; Tim Carter; Matthew McGraw; Susan Passovoy; Suzanne Frick  
**Subject:** PUBLIC COMMENT - OPPOSITION TO KETCHUM DRAFT COMPREHENSIVE PLAN

*For the record of the Ketchum City Council, the Ketchum Planning and Zoning Commission, and KURA*

### **OPPOSITION TO DRAFT COMPREHENSIVE PLAN**

I submit the following objections to the proposed comprehensive plan:

#### **1. Misrepresentation in "Cohesive Ketchum"**

The term “Cohesive Ketchum” is a gross misnomer, because, as pointed out by the local newspaper, the process of developing and rolling out the plan and presenting it to the public has been a “travesty”, lacking transparency and participation of the public in an orderly manner consistent with responsible city governance. It is not reasonable for city officials to propose something this grandiose at the holiday season time of year when people have no time to give meaningful review and submit feedback.

#### **2. Excessive and Unnecessary Scope**

Most importantly, the proposed draft plan, while all fine and glossy, is wildly excessive to what we want in Ketchum. In fact, only the first two sentences of the vision statement hold any merit:

“We aspire to be an authentic mountain community with world-class character, yet small-town feel. We see our community as one with a high quality of life for a local, year-round population and a visiting population.”

The rest of the 151 pages is nothing but platitudes, pontifications, and proposed shenanigans, which most of the Ketchum public does not want: So, a waste of time and money.

#### **3. Legal and Practical Risks of Comprehensive Plans**

It's important to understand that a comprehensive plan like this, while having no legally binding significance, can create legal and other problems for the city. The plan purports to lock us into long-term strategies that may well become outdated or irrelevant as circumstances, priorities, and economic conditions change. A comprehensive plan can expose the city to lawsuits if decisions perceived as inconsistent with the plan are challenged by developers, property owners, or other stakeholders. By contrast, incremental, issue-specific

planning and decision-making allow for more adaptive and targeted solutions without the burdens of an overarching plan.

Moreover, a plan like this can be used by local government to illegally bootstrap its way to rezoning, which is exactly what's proposed in this plan, a serious Densification of Ketchum.

#### **4. Densification Threatens Community Character**

Densification as proposed in the Plan would dramatically change the character of the small town mountain community that Ketchum residents treasure and seek to maintain.

Ketchum is one of the most pristine and desirable places to live in the world. The quality of life is unparalleled and priceless. What we have here is unlike virtually every other resort-oriented area that has scrambled for economic growth and has ended up in a scrambled pile of bodies pushing and shoving, with gnashing of teeth all around. We do not want to be Aspen, Vail, Park Cit, or Tahoe – all of them are overrun, with higher crime and housing problems exacerbated, not alleviated, and higher taxes, pushing locals out.

The 3000 residents of Ketchum are akin to shareholders. We have the right to control our future including the right not to facilitate a grand inflow of people. We don't want to subsidize anything or anyone thinking about coming here that would not only erode quality of life but also unfairly pressure and create economic hardship for our existing workforce and businesses who have made their way here the old-fashioned way.

Densification also often prioritizes high-end or market-rate housing, which does not cater to the income levels of essential workers like teachers, healthcare providers, and service industry employees. Higher-density developments tend to drive up property values, and taxes, displacing long-term residents or low-income populations.

The many issues around densification must be fully aired in the city P&Z process, with involvement of all residents in areas affected by proposed densified rezoning.

#### **5. Failures in Affordable Housing Strategy**

The city's approach to affordable housing as currently pursued and as laid out in this draft plan is a failure and economic disaster. Bluebird is the most expensive "affordable housing" project ever pursued, consisting of dungeon quarters built in prime location representing a massive opportunity cost to the city. And yet The Wrecking Crew (city council) is planning more of the same – can't happen. Stumbled incompetence with economic ruination must be halted.

Rather than building more harebrained projects downtown as this plan contemplates, with huge ongoing costs of administration in the city department of housing, etc., the right thing to do is to end or dramatically limit city involvement in housing, shedding bloated overhead – and to encourage the development of affordable housing projects down valley where there is more space and lower cost.

The "affordable housing" economic and eyesore ruination of downtown Ketchum must be halted immediately.

## **6. Short-Term Rentals and Housing Scarcity**

City Council intermeddling by allowing Airbnb-type short term rentals in residentially zoned areas has been a major driver of the perceived shortage of affordable housing in Ketchum.

Many property owners have converted long-term rental units into more lucrative short-term rentals. This reduces the availability of housing for locals, particularly for working-class families and essential workers. The artificial scarcity created by short-term rentals drives up demand for remaining housing, further exacerbating affordability issues. Prices no longer reflect demand for traditional residential use but rather for profit-driven short-term stays. This makes neighborhoods less appealing for families and long-term residents, indirectly driving them away and further reducing affordable housing options.

Eliminating STRs in residential areas would significantly alleviate the housing shortage.

## **7. KURA and Illegal Urban Renewal Practices**

Major Capital investment projects of the city must be determined by the voting residents and not by KURA. KURA is a wildly illegal entity – never have there existed “blight conditions” anywhere in Ketchum warranting the existence of an urban renewal agency and yet the city council and KURA members persist with their shenanigans, illegally stomping on the rights of the citizenry at large to control our own destiny as mandated by Idaho Constitution and law.

## **Conclusion**

This draft plan is flawed in both substance and process. I urge its rejection and call for an immediate end to this expensive and counterproductive ‘comprehensive planning’ process.

Thank you.

## Cyndy King

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**From:** Julie Hairston <aspenpartnersidaho@gmail.com>  
**Sent:** Tuesday, January 21, 2025 8:24 PM  
**To:** Participate  
**Subject:** Ketchum Comp Plan-NO, NO, NO!!!!!!

Here are my takeaways after attending the open house last Wednesday. I vehemently oppose this obscene and unnecessary push by the Mayor and his officials.

1. This radical rezoning plan is for developers and tourists. It is NOT for locals. We will have high rises 3-6 stories high in our beloved town. We will turn into a soulless Aspen or Park City culture with AirBNB condos dominating.

2. The collective attitude and sentiment of the attendees of the meeting were overwhelmingly against this drastic new plan. We were there for almost 1.5 hours and did not meet one attendee who was happy about this. Many were very upset because they know what it will mean to our funky, small town culture. I can tell you, It has already changed so much since I graduated WRHS in 1990. I don't want to see it transformed for the benefit of developers and hoards of tourists who want to visit their SV condo for a month of the year and rent it out the remaining 11 months. This is not about low cost community housing as the city officials are claiming! Not to mention the traffic this will create will be unbearable. Let them do that in Vale, Aspen or Park City. Not here.

3. The one way streets, clogged hiking trails, endless condo infill and traffic are many of the reasons we left Boise. We raised our children there when it had a safe, small town feel. It changed for the worse. The quality of life has degraded under Mayor Mclean. I see many parallels to Mayor Bradshaw and his hell bent intent on changing our valley, which is in opposition to public opinion.

## Cyndy King

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**From:** Bronwyn Patterson <bbpatters@yahoo.com>  
**Sent:** Tuesday, January 21, 2025 2:59 PM  
**Subject:** Public Comment Re: Bike/Ped Pilot Program  
**Attachments:** Bike-Ped Public Comment Jan. 21st.pdf

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Hello!

Attached please find public comment from KBAC on the proposed bike/ped pilot program.

Thank you and have a great evening!

Bronwyn Nickel

Ketchum Business Advisory Coalition  
Public Comment on Bike/Ped Pilot Program  
Jan. 21<sup>st</sup>, 2025

The Ketchum Business Advisory Coalition, representing over 110 local businesses and community members, does not believe they currently have the necessary information or understanding needed to make an informed decision about the City of Ketchum's proposed Bike/Ped Master Plan as a whole, but related specifically to the *pilot* program being considered for Summer 2025. . . We have the following questions and concerns:

- What would be the cost of a 'pilot' project? And if the pilot project proved to be unsuccessful, what would the cost be to return all of the affected streets back to their original configuration?
- As a pilot project, how would it be monitored and evaluated?
- Who would assess and evaluate the impacts of a pilot project, and what experience does that team have with bike/ped plans, one-way streets, winter maintenance and so forth, in smaller, seasonal, mountain resort communities?
- How would a pilot program impact the delivery of goods and services needed by residents and businesses?
- What specific parking places would be eliminated, moved, or otherwise changed? How would residents and businesses be consulted-with, regarding any parking changes, *before* any changes were implemented?
- How would any proposed parking changes fit into the City's long-term Parking Management Plan?
- Given that there would supposedly be 'no net loss of parking', where and how would the parking places that are removed from Leadville, Fourth and Washington streets be created and replaced somewhere else? And what would the cost be of creating this new parking?
- Is Summer 2025 really the right time to initiate a pilot program, given the construction projects that are already planned for this summer? These projects include but are not limited to:

**1. Main Street phases 4 & 5 - <https://www.projectketchum.org/main-street/> scheduled for April -October 2025**

- **Phase 4: 4th Street-6th Street - April to July 2025:** (updated October 24, 2024)  
Includes roadway closures for demolition, foundation, and paving, as well as intermittent sidewalk closures for demolition, infrastructure, and paver installation
- **Phase 5: 6th Street-10th Street - September through mid-October 2025** (updated October 20, 2024)  
Includes roadway closures for demolition, foundation, and paving, as well as intermittent sidewalk closures for demolition, infrastructure, and paver installation

**2. Idaho Transportation Department work between Elkhorn Road and River Street - Work is scheduled for summer 2025. <https://itdprojects.idaho.gov/pages/idaho75>**

**3. ITD Trail Creek Bridge replacement and HWY 75 closure – <https://www.ketchumidaho.org/planning-building/project/trail-creek-bridge-streambank-alteration-hwy-75-crossing-trail-creek-0>**

**4. Ongoing construction of the hotel at the south end of town - Work to continue throughout summer 2025**

**5. Possible development of the parking lot at 1<sup>st</sup> & Washington - Could begin as early as Spring 2025**

As of now, the city has not provided either a Summer 2025 parking management or a traffic-flow plan to deal with the above construction projects. The city *did* however, cite a study claiming there was '*no or minimal negative impact to businesses with the creation of one-way streets*'. This November 2020 report called "[Economic Impacts on Local Businesses of Investments in Bicycle and Pedestrian Infrastructure: A Review of the Evidence](#)" looked at 23 studies of cities throughout North America,



including Toronto, San Francisco, Oakland, Portland, Memphis, New York, Seattle, Denver, etc. (the full list can be seen within the study itself) that reviewed one way traffic streets, which in some cases were created to facilitate bicycle and pedestrian-friendly infrastructure. Is it appropriate for the city to use a study that looked at cities with populations of between 91,000 and 8.8 million, as part of the decision-making process for Ketchum, which has population of 3,555 full-time residents, and a seasonal economy?

Residents and businesses continue to feel the real impacts from the Summer 2024 Main Street construction and the subsequent loss of parking. Ketchum businesses may not be able to survive yet another summer with the amount of construction the city is proposing in such a short period of time. **Chapter One Bookstore**, a 50-year old community touchstone, a business that employed hundreds of people over decades, a business that supported local non-profits, paid taxes, created events and served as a gathering space for the community, was forced to close in the winter of 2024 as a direct result of the lack of customer access caused by the summer 2024 Main Street and 2nd Street construction. Several more businesses have said they will not be able to remain open through yet another season of disruption. Summer 2025 may be the last straw for many of our friends, neighbors and community members who will find they are no longer able to live and/or continue to operate their businesses in Ketchum.

**We cannot say this loud enough.** . . The policies and decisions City leaders are making regarding more development, more density & more construction, so often resulting in less access and parking, have a direct, real, and extremely negative impact on the ability to live and do business in Ketchum.

The Ketchum Business Advisory Coalition feels strongly that Summer-2025 is not the right time to conduct a pilot program that would yet again disrupt access and parking for residents and businesses. Furthermore, a pilot program this summer could not possibly provide accurate or useful information, given the huge amount of construction and disruption that is already sure to occur. We as a community would be doing a disservice to the very important bike/ped plan by trying to squeeze it in when so much other disruptive work is happening throughout town.

**KBAC Recommendation:**

Postpone the bike/ped pilot program to 2026 to:

- Allow proper planning and community assessment
- Avoid conflicting with major construction projects
- Enable accurate program evaluation without interference from other disruptions
- Obtain specific answers to all raised concerns

KBAC Board of Directors:

Bronwyn Nickel  
Holly Mora  
Pete Prekeges  
Julie Johnson  
Scott Curtis  
Cindy Forgeon  
Roger Roland  
Duffy Witmer  
Tom Nickel  
Jed Gray  
Dillon Witmer  
Amy Weyler

## Cyndy King

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**From:** Leigh Barer <Leigh@barercom.com>  
**Sent:** Tuesday, January 21, 2025 2:53 PM  
**To:** Participate; Morgan Landers  
**Cc:** Leigh Barer  
**Subject:** Draft Comprehensive Plan Update: KEEP NORTH WS PROPERTY LOW-DENSITY RESIDENTIAL

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Hi Morgan,

We met at the Jan. 15 open house. Thank you for your time. I am writing today to reiterate my strong opposition to the Draft Comprehensive Plan Update: Chapter IV Map, which proposes to change the 25-acre SCHERNTANNER ACRES SUB from it's current status as low-density residential district to a high-density residential district Again, this is the 25-acre SCHERNTHANNER ACRES SUB, LOT 2 BLK 1, RPK05170000020:

Again, I strongly oppose the plan's suggestion to update this land to high-density residential (HDR) and believe it should remain as a low-density residential (LDR) district. Updating it to HDR would dramatically negatively impact the character and property values, wildlife, traffic, and pollution of Warm Springs. The land is designated as low-density for several reasons and should remain low-density residential:

-LDR remains consistent with all residential properties on the north side of Warm Springs Road.

-LDR purpose is to identify and preserve residential properties, prevent overcrowding of land, and preserve natural features and openness.

- changing to HDR will be detrimental to the value and character of Warm Springs residential properties -- traffic, noise, and light pollution will affect the entire area. We already have experienced increased traffic, noise and light pollution with the development of the former dog park area in the last year.

-HDR would negatively impact on wildlife as the land has been preserved as a wildlife reserve for many years. Deer, elk and an occasional moose live on the property and travel to Warm Springs Creek and the Big Wood River.

Thank you,

Leigh

Leigh K. Barer  
The Fields at Warm Springs Condominium Owner  
E: leigh@barercom.com

**Cyndy King**

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**From:** D Bruce Johnsen <dbjohnsen@5bgazette.com>  
**Sent:** Tuesday, January 21, 2025 2:52 PM  
**To:** Participate  
**Cc:** Sarah Lurie; Raiza Giorgi  
**Subject:** Comment on Draft Ketchum Comprehensive Plan

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

January 21, 2025

Dear City of Ketchum:

I write to provide comments on the 2025 *Cohesive Ketchum Comprehensive Plan*. Please consider the following points:

How many functions can the City of Ketchum perform before it becomes impossible for its citizens to effectively monitor elected officials and their administrative staff? Nowhere in the document do I see any discussion regarding the legitimate role or proper limits of municipal government. The final *Plan* should address this and self-evaluate each strategy or proposal accordingly.

I see that Clarion Associates and Economic Planning Systems consulted in creating the *Plan*. But I am surprised to see no mention of how much the City paid them in consulting fees, nor any mention of possible conflicts of interest in retaining them. For the sake of transparency, a brief statement of fees and a disclaimer of conflicts should appear prominently at the beginning of the final *Plan*.

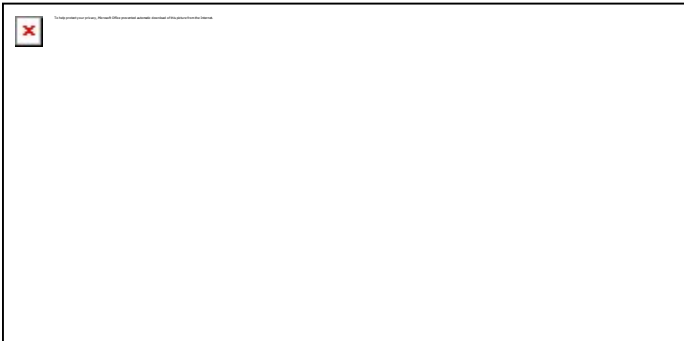
The portion of the *Plan* titled DIVERSE COMMUNITY HOUSING OPTIONS states that “With housing and land prices expected to grow and wages expected to remain relatively constant, Ketchum must continue to pursue a variety of strategies to expand affordable, workforce, and

community housing options.” Yet whenever I have suggested HUD’s Section 8 *Housing Choice Voucher Program* as a solution at City of Ketchum events and in private conversations with City officials, I’ve heard no explanation for why the City has repeatedly ignored it. Perhaps there are very good reasons. In the interest of transparency, however, the citizens of Ketchum should be informed of the possibility and viability of a Section 8 (or other) voucher program and be given a good explanation why it is inferior to the government orchestrated solutions to which the draft *Plan* alludes.

On page 38, the typo “Local and Regional Partners Hips” should be corrected.

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Cordially,  
D. Bruce Johnsen  
Editor: Law, Economics, and Politics  
Professor Emeritus of Law  
Antonin Scalia Law School



## Cyndy King

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**From:** Bronwyn Patterson <bbpatters@yahoo.com>  
**Sent:** Tuesday, January 21, 2025 11:07 AM  
**To:** Morgan Landers; Daniel Hansen; Participate  
**Subject:** KBAC Comments on Comp Plan  
**Attachments:** Comp Plan Comments Final Jan. 21st, 2025.pdf

Good Morning!

Attached please find comments from KBAC on the comp plan.

Thank you-stay warm out there today!  
Bronwyn Nickel

## **Summary of Comp Plan**

KBAC is a group of 100+ business owners, business professionals, and residents across Ketchum and Sun Valley. We are the voice of business owners, employees, customers and residents. We aim to provide a balanced view to preserve the uniqueness of Ketchum and the long-term viability of the town we all call home. Below are KBAC's comments on the Comprehensive Plan.

## **Background & Overview**

- Time Period: Plan extends through 2040
- Type: Public Draft from November 2024
- Purpose: Guide city development, growth, and policy decisions
- Location: Ketchum, Idaho - mountain resort town in Wood River Valley

## **Key Demographics & Current State**

- Population (2023): 3,553 residents
- Median Age: 51.3 years (increased by 10 years since 2010)
- Employment: 5,000 jobs (34% of Blaine County jobs)
- Workforce Housing: Only 9% of workforce lives in Ketchum
- Tourism Impact: ~45% of jobs are tourism-related

## **CORE VALUES & PRIORITIES**

Each core value has specific implementation strategies and metrics for success, with both short-term (1-2 years) and mid-term (3-4 years) actions identified in the plan. The success of these initiatives relies heavily on collaboration between city departments, regional partners, and community stakeholders.

### **1. CONNECTED TRANSPORTATION NETWORK**

Key Elements:

- Multimodal transit system integrating vehicles, bikes, pedestrians, and public transit
- Regional collaboration with Mountain Rides Transportation Authority
- Focus on "last mile" connections between transit and destinations

Major Challenges:

- Only 9% of workforce lives in Ketchum, creating heavy commuter traffic
- Right-of-way constraints limiting infrastructure expansion
- Severe weather conditions affecting transportation 6 months per year
- Limited funding for improvements

Key Actions:

- Implement Vision Zero policy for safety
- Enhance bicycle/pedestrian facilities
- Expand electric vehicle infrastructure
- Improve regional transit connections
- Develop transportation demand management strategies

### KBAC Comments:

Ketchum is a transient town, and residents, tourists, and workers come and go nearly always via car. There is support for a bicycle/pedestrian safety and access, but not at the expense of traffic flow, parking access, and convenient access to local businesses.

## **2. DISTINCTIVE BUILT & NATURAL ENVIRONMENT**

### Key Elements:

- Protection of mountain vistas and scenic views
- Historic preservation efforts
- Mountain town character preservation
- Dark sky protection

### Major Challenges:

- 20% of historic buildings lost in past decade
- Balancing development with character preservation
- Protecting community gateways
- Managing modern architectural trends

### Key Actions:

- Strengthen historic preservation tools
- Develop design guidelines
- Protect hillsides and natural features
- Enhance community separators
- Underground utility lines where possible

### KBAC Comments:

KBAC is a strong proponent of focusing on preservation and responsible, managed growth vs prioritizing developer growth objectives. We need unambiguous build and design guidelines committed to historical and view preservation. Allowing developers to receive waivers indicates they are more important than the local businesses and residents. We must stop this practice if we are honestly committed to what the community asks for - a local, small mountain-town feel with distinctive neighborhoods. Right now, the developer's voice and money take priority over the community's voice. Preservation and thoughtful consideration when any development is considered. Does it fit the zoning requirements/restrictions? Does it align with the goals outlined in the plan - preservation of history and culture, small mountain town feel? The City has acknowledged the loose P&Z guidelines, and the City, community, business owners, residents, and tourists have all spoken for a focus on the history and feel of Ketchum. We support prioritizing this and backing it up with clear, tight P&Z guidelines focused on reinforcing the small, mountain-town character, protecting views, preservation, and increasing awareness.

## **3. DIVERSE COMMUNITY HOUSING OPTIONS**

### Key Elements:

- Affordable housing initiatives
- Mix of housing types and sizes
- Community housing programs
- Housing preservation strategies

Major Challenges:

- Median home price over \$1.6 million
- Limited land availability
- High percentage of second homes
- Loss of long-term rental units

Key Actions:

- Expand community housing programs
- Preserve naturally occurring affordable housing
- Create housing incentives
- Develop new funding sources
- Partner with regional housing organizations

KBAC Comments:

KBAC understands that Ketchum has a workforce shortage due, in part, to has a housing market that has allowed the tourism industry to become the priority. The business and workforce community would benefit from a semi-annual basis about our employee needs, and what housing solutions would address worker shortage, as well as employee needs to create labor force resilience.

#### **4. EXCEPTIONAL RECREATIONAL OPPORTUNITIES**

Key Elements:

- Trail system maintenance and expansion
- Park and recreation facility improvements
- Access to public lands
- Year-round recreational programming

Major Challenges:

- Limited funding for facility maintenance
- High land costs for new facilities
- Access point preservation
- Programming limitations

Key Actions:

- Upgrade existing facilities
- Expand recreation programs
- Improve trail connectivity
- Enhance river access



- Develop new recreation amenities

KBAC Comments:

KBAC is supportive of funding for parks and recreational programming. Blaine County is lucky to have access to exceptional public lands and trails systems. Rather than put towards funding towards new recreation and trail amenities, KBAC suggest budget priorities focus on existing facilities and expanding program access to the community.

## **5. LIVELY ARTS & CULTURE SCENE**

Key Elements:

- Public art initiatives
- Cultural events and festivals
- Performance venues
- Arts organization support

Major Challenges:

- Sustainable funding needs
- Marketing visibility
- Event space limitations
- Program coordination

Key Actions:

- Expand cultural facilities
- Increase arts funding
- Enhance marketing efforts
- Support public art installations
- Develop new event spaces

KBAC Comments

Ketchum has a world class art scene and community, and KBAC is supportive of arts initiatives, cultural events and festivals. KBAC would encourage the City to partner with existing art non-profits organizations rather than creating new events or cultural facilities in order to meet other budgetary priorities.

## **6. RESPONSIBLE STEWARDSHIP OF NATURAL RESOURCES**

Key Elements:

- Environmental protection
- Water resource management
- Energy efficiency
- Waste reduction

Major Challenges:

- Development impacts on natural areas

- Limited recycling options
- Energy system vulnerability
- Cost of renewable technologies

Key Actions:

- Implement sustainability practices
- Promote renewable energy
- Enhance water conservation
- Expand recycling programs
- Protect wildlife habitat

KBAC Comments

We support and agree with these goals and objectives. The surrounding mountains and natural resources are an integral component of the high quality of life Ketchum offers. Our community has opportunities to increase sustainable actions by partnering with existing organizations and other municipalities.

## **7. SAFE & HEALTHY COMMUNITY**

Key Elements:

- Emergency services
- Natural hazard mitigation
- Public health initiatives
- Mental health support

Major Challenges:

- Emergency service capacity
- Natural disaster risks
- Healthcare access
- Childcare availability

Key Actions:

- Improve emergency response
- Develop evacuation plans
- Expand health services
- Enhance public safety
- Support mental health initiatives

KBAC Comments

This goal is challenging to grasp completely. Housing, mental health, hazard mitigation, design guidelines, emergency preparedness, childcare, etc. This reads like a catch-all for various goals versus aligning these programs/ideas with the other goals. KBAC recognizes the needs and agrees that emergency preparedness for fire, flood, power grid, pandemics, etc, remains a concern, especially as we view the devastating southern CA wildfires. A county-wide, multi-agency approach would be welcomed, especially since Ketchum is now outsourcing some of

these agencies and work. The City could further these (and other) efforts by committing to a county-wide approach, partnering, and working across all cities and agencies. That seems like a more attainable and understandable goal.

## **8. STRONG & DIVERSE ECONOMY**

Key Elements:

- Economic diversification
- Tourism management
- Local business support
- Workforce development

Major Challenges:

- Tourism dependence
- Workforce housing
- Geographic isolation
- Seasonal fluctuations

Key Actions:

- Support local businesses
- Attract diverse industries
- Enhance tourism management
- Develop workforce programs
- Improve air service

### KBAC Comments

KBAC believes there needs to be a commitment from the City on supporting existing businesses as opposed to an emphasis on attracting new businesses. We don't see action items by the City on listed key elements.

## **9. TRANSPARENT & COLLABORATIVE GOVERNANCE**

Key Elements:

- Public engagement
- Regional cooperation
- Clear communication
- Efficient services

Major Challenges:

- Technology adaptation
- Public participation barriers
- Budget constraints
- Regional coordination

Key Actions:

- Enhance communication methods

- Improve public participation
- Strengthen partnerships
- Update technology systems
- Streamline services

#### KBAC Comments

These elements are not in line with current City policies and practices. KBAC would like to see the City have consent and agreement with the public prior to conducting studies and engaging consultants on projects. Public meetings are held during the workday, prohibiting business owners and employees from engaging with the government process. Public comment is often not allowed during public meetings, and written public comment is rarely responded to. We would like to see a stronger partnership between the City and business community.

## **10. VIBRANT DOWNTOWN**

#### Key Elements:

- Mixed-use development
- Historic preservation
- Public spaces
- Retail core preservation

#### Major Challenges:

- Parking management
- Development pressure
- Character preservation
- Housing integration

#### Key Actions:

- Implement parking solutions
- Enhance public spaces
- Preserve historic buildings
- Balance development
- Support local businesses

#### KBAC Comments:

Local businesses are a significant part of the “symbolic heart and soul of the City” and “economic engine”. Ketchum has an existing vibrant downtown with restaurants, bars, retail, performing arts spaces, events, parades, commerce, and residences. To keep that vibrancy, businesses need partnership from the City on convenient access, character/historical preservation, and clear development guidelines that recognize the impact this development has on existing businesses.

KBAC Comp Plan Subcommittee:

Julie Johnson

Perry Boyle

Amy Wyler

Beth Chiodo

Ned Burns

Bronwyn Nickel

Kevin Livingstone

Tom Nickel

## Cyndy King

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**From:** Emily Johnstone <thejohnstones5@me.com>  
**Sent:** Wednesday, January 15, 2025 9:37 PM  
**To:** Participate  
**Subject:** Draft Comp Plan

The plan makes no sense and set the stage for developers to create a community like overcrowded Vail where too much traffic, too many people are driving out locals - a complete disgrace by the current Mayor.

The plan to build large apartment complexes in Warm Springs must be hanged - this only enriches developers (I.e. donors to Bradshaw) and does it help the community. The affordable house is not serving locals - they are above the median for these units - but rather people who come in to qualify and are not working people. All on the backs of taxpayers

The Council should nix this plan and listen to residents.

Emily Johnstone  
161 Simpson Dr  
Ketchum  
415.640.5204

## Cyndy King

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**From:** Jeff Oak <jeff.oak11@gmail.com>  
**Sent:** Wednesday, January 15, 2025 8:05 PM  
**To:** Participate  
**Subject:** Draft Comprehensive Plan

The comprehensive plan before us appears to be rooted in growth estimates provided by consultants, with the intention of preparing for a future population that is not here yet. But I ask, do we really need to upend our town—altering its character and increasing density—to accommodate a hypothetical future? What if, instead, we focused on preserving the unique small-town charm that makes this community so special?

I live in Warm Springs, a neighborhood that has thrived for decades under zoning regulations designed to protect its character and livability. Now, this plan proposes to change our area to a high-density zone. But what about the people who already live here? Our neighborhood isn't just a blank slate; it's a community built on decades of investment, care, and shared values.

Zoning isn't just a tool for shaping future development—it's also a promise to the residents who have already chosen to call this town home. It's a commitment to maintaining the integrity of the neighborhoods we've worked hard to build and sustain. Changing zoning to accommodate an influx of future residents, while disregarding the stability and expectations of current ones, feels unfair.

Let's not lose sight of what makes this town special: its people, its character, and its history. Growth is inevitable, but it should be thoughtful and respectful. We should focus on enhancing what we already have, preserving the small-town feel, and protecting the rights of those who have built their lives here.

This isn't just about accommodating growth; it's about ensuring that the decisions we make today reflect the values and vision of the community we are now—and the one we aspire to remain.

Respectfully,

Jeff Oak  
3015 Warm Springs Road #C

## Cyndy King

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**From:** Juanita young <belespritskin@gmail.com>  
**Sent:** Monday, January 27, 2025 7:49 PM  
**To:** Participate  
**Subject:** one way 4th St.

I strongly oppose the proposal to make 4th Street a one-way street. As a resident at the end of West 4th Street, I fail to understand the necessity of altering the street layout. It would be best to leave the streets as they are. The changes made to Main Street resulted in the closure of several businesses, and those that managed to remain open experienced a significant drop in revenue. Are you attempting to push small businesses out of Ketchum, leaving only corporate entities like Johnny Was and Faherty to thrive? This undermines the concept of supporting local commerce. It appears that there is a concerted effort to undermine the unique character of Ketchum.

Adjusting streets to better accommodate bicycles should be considered in the future, specifically a year from now. I attended the meeting focused on bicycles, but the significant issue regarding electric bikes was overlooked. To begin with, an electric bike essentially functions as a motorcycle, particularly given the manner in which they are operated in this area. They possess two wheels and a motor, which categorizes them as motorcycles, regardless of the appealing term "e-bike." It is essential to regulate electric bikes before making any changes to the street infrastructure.

As a long-time resident, I recognize that certain changes are necessary in Ketchum to accommodate the growing number of individuals choosing to make it their permanent home here. However, it is essential that we preserve the unique charm and character that Ketchum has long been known for.



## Cyndy King

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**From:** Carol Klick <carolklick@gmail.com>  
**Sent:** Sunday, January 26, 2025 3:07 PM  
**To:** Participate  
**Subject:** Ketchum Parking

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

KURA and City of Ketchum

I want to thank you for your diligence and hard work to improve Ketchum.

However, I believe you are missing very valuable points which I will share with you.

1. Parking - Where are the "in Lieu Funds" collected for years? The city was to build a parking structure, or at least, this is what was said for the last 25 years that I am aware of.

Also on the subject of parking, I wonder why in your studies regarding long term city parking you never address the work force that drives in from south of Ketchum every day to work. The transportation dept quantifies 6000 cars into Ketchum every day and 5000 out of Ketchum in the evening. Last year they endured lengthy drives to and from work as a result of the road work to get here. It's surprising there weren't more Misc II complaints.

True, they don't spend time on your surveys. Most are more interested in getting their jobs done and going home. They need parking more than affordable housing IN THE CORE OF KETCHUM. I say this from the personal experience of working in Ketchum for 49 plus years. I'm already 2 and half blocks from my office. Where will I, or the other workers, park when you take more LT spaces away and make them 2 hr parking.

2. Washington and First project: This will remove more parking, 65 spaces to be replaced by 65 housing units. Isn't the value of parking spaces more valuable than 65 housing units? And the citizens of Ketchum are being asked to pay for this at a price of \$20 million dollars. I can't see the value of building this project when the give up is so highly priced.

3. Forest Service Park: This is a treasure as it is. Not as a housing option for city employees. Please consider the importance of green space in the city. It is used by everyone!

In conclusion, I believe that South valley workers will become irritated and unhappy with your plan to increase the difficulty of working in Ketchum. And will find it more valuable to work in Hailey and Bellevue. I think the new businesses and existing ones will find more value in moving south if their needs are not met.

I'm also wondering why the Bluebird residents without designated parking should trust you when you say parking will be available for them. You didn't honor your promise to use "in Lieu Funds" to build a parking structure. Or do you have a plan to build one?

Thank you for considering my points.

