

RICHARD C. CLOTFELTER  
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UNIT C-202  
KIRKLAND, WA 98033  
ALSO  
(151 So. Main St. Unit 503  
Ketchum, ID 83340)  
March 24, 2023

To: Suzanne Frick -Ketchum Planning  
City of Ketchum P & Z  
Mayor Neil Bradshaw, City of Ketchum  
All City Council Members " " "  
Fire Chief Bill McLaughlin " " "  
Nathan Jerke, State of Idaho Dept. of Trans.

Subject: PEG/Marriott Tribute Hotel  
River Street, Ketchum, ID.

Dear Mayor Bradshaw, P&Z Commissioners  
Ketchum City Council Members,

Today I received a copy of the final report and recommendation from Ketchum City Planning to the P&Z Commissioners relative to the above referenced project.  
This is a very lengthy document (218 pages including all exhibits). The focus is primarily on design, and meeting various city ordinances. There are copies of letters from Cox Business, Intermountain Gas, Idaho Power, Ketchum Water, etc., BUT NO letters from Ketchum Fire, and NO copies of the 2019 AECOM report done on the PEG project. WHY??

Both the Fire Department and the AECOM study deal with SAFETY. Design and Ordinance requirements are important, BUT, to the CITIZENS of Ketchum, SAFETY is the most important concern about any new project being proposed.

Why is the ABCOM study so important? The study was done in 2021. It has not been updated since. We are now in 2023-two + years later. In between, due to the Covid problem, the Mountain West, including Ketchum, have had to absorb high increases in people moving to the area, visiting the area, buying and working in the area, and thus substantial changes in the traffic congestion in and around the main entrance to the City. If you talk to your own Fire Department and the State Department of Highways, which I have done, and their concerns are covered in the accompanying documents to the letter, you will find a concern about fire, emergency, and access issues.

**AN UPDATE ABCOM STUDY IS IMPERATIVE FOR THE SAFETY AND SECURITY OF THE CITIZENS OF KETCHUM!**

In the report, I received today the following are inaccurate or inconsistent statement:

1. Page 4. The statement is made that access to State Highway 75 is not allowed. Please see the attached statement by Nathan Jerke of the State Dept of Transportation.

2. Design Review Improvements 17.96.050.A.1, states the project does NOT jeopardize the safety of the public. Note the comments of the Fire Chief and Mr. Jerke.
3. Design Review Improvements 17.96.060(G) (3) page 18, Traffic Flow Safety. All comments are based upon the Study done in February 2021.—NO update based upon City influx of new people see attached.
4. Same number above (G) (4) page 18 HAWK system does not allow curb cuts within 100'. This report states ABCOM recommendation of HAWK was adopted. How does this reconcile with approved plan with curb cuts on River Street being within 20'?
5. Same number above (G) (5) page 18, states that City Engineering, Fire etc., have been in discussion about access. In January 2023 and March 2023, there had been NO discussions with the Fire department relative to fire safety with congestion on River Street.
6. Sheet CO.3 of the site conditions shows clearly there is room for using a curb cut on highway 75 for truck delivery which (per attached) no one (including the developer and City Planning) has talked to Nathan Jerke at the State Depart. of highways about this possibility. There have been discussions about other subjects but not about this subject—see attached.

The City of Ketchum Planning Department is recommending approval of a project that its own traffic studies are out of date on, its own Fire Department has not been involved in and the SAFETY of the Cities Citizens and visitors are not being considered. Once again WHY?? Where is the much talked about process?

Please go back to the basics, and adjust to the important issues before moving this permit further.

Sincerely,



Dick Clotfelter



RICHARD C. CLOTFELTER  
151 SO. MAIN STREET  
UNIT 503  
KETCHUM, IDAHO 83340

CITY OF KETCHUM  
Mayor Bradshaw  
Planning & Zoning Commission  
Ketchum City Council  
191 5<sup>TH</sup> ST. WEST  
KETCHUM, IDAHO 83340

Ref: PEG/Marriott Tribute Hotel

Dear Mayor Bradshaw and  
P&Z Commissioners & City Council

I think you know who I am from previous correspondence. I have been in Commercial Real Estate for 60 years and commercial office, retail, and tech development for 45 of those years. I own a condo residence at the Limelight Hotel in Ketchum.

I have met with Mayor Bradshaw twice over the last 3 years and each time he had told me that he is focused on process.

If the process presently being experienced by the residents and property owners of the City of Ketchum relative to the PEG development at the corner of River Street and Highway 75 is an example of the "PROCESS" then the safety and security of the residents and owners IS NOT BEING PROTECTED.

I am going to explain specifically below what I mean.

To start, I have talked personally in August 2022 with Ketchum Planning Director Suzanne Frick, Fire Chief Bill McLaughlin, & Fire Marshall Seth Martin. I have also had direct communication with Nathan Jerke of the Idaho Department of Transportation. These discussions have been frank and very specific.

I recognize that City employees feel they have to be loyal and respectful of their leadership and I found real truths to come out of these discussions with the above mentioned people. I apologize to these folks for what I heard as their truthful thoughts, repeated now, is embarrassing to them.

I also found what appears to be a mandate within the City Leadership that has been pushed down to the various departments that the PEG project is to be approved as presented. This is a very unfortunate situation that has caused all facts and design possibilities to be buried. In effect, to many of us on the outside--a white wash, with little or no care as to the results to the City of Ketchum and its Citizens.

This is a complete failure of the "PROCESS" as I will point out further.

1

Prior to writing this letter, I received from the City both the first approved plan for the development, the present plan now being presented for approval, and a copy of the AECOM Traffic Impact Study prepared for the City in 2019. THIS IS NOW THREE YEARS OUT OF DATE!

I am going to focus on one very important area of the project that I have been focused on since the inception of the project: The congestion, safety & fire, & EMT emergencies that can occur if the plan presented is approved.

The first proposal for the project that was approved in late 2019 started out with a flat statement by the then City Planning Director and the Representative of the developer PEG, to a group of inquiring individuals, including myself, that the two existing curb cuts on State Highway 75 abutting the subject property were to be closed according to the State Dept of Transportation. This meant that all entry to the property for customer drop off, hotel parking, truck delivery, and garbage pickup had to occur off of River Street. This was ENTIRELY INCORRECT. My attorney talked to Nathan Jerke of the State Dept. of Transportation who stated that he did not recall any conversation with the City or the Developer at that time regarding the issue of eliminating those curb cuts.

When I started my review of the current proposal now on the table in August 2022 in a meeting with Suzanne Frick, I was told, and she followed up with a letter, that "the plan and configuration of River Street have not changed from what was received and approved by the City Council during the first round of project review and approval". She stated also that the Fire Dept did review the original plan. It was also stated that the Fire Dept. had NOT yet reviewed the new plan and that the new plan reflected the new highway configuration into four lanes instead of the two that existed in the first approval. Finally, I was told in August 2022 that the P&Z Commissioners had approved the design review permit and have yet to approve the finding of fact. The remaining approval at that time was the development agreement.

There is an inconsistency herein above. "The plan and configuration of River Street has not changed" yet there is now a 4-lane highway not a 2 lane highway. This is a major CHANGE and NO CURRENT AND RELIABLE TRAFFIC STUDY has been done to show how this affects River Street.

All the approvals to the August 2022 date had had NO FOCUS on the following:

1. The City of Ketchum, along with several other Mountain West Cities including, McCall, Bozeman & Billings, Montana, and Jackson Hole, Wyoming have had a tremendous surge in population moving into the areas and a large influx of contract, migrant, and other workers. This has caused an increase in traffic, increase in police and fire needs, and increased needs for safety. Ketchum Planning has relied on Traffic circulation studies done in 2019—three years ago and is assuming the fire department will automatically RE-Approve what was approved three years ago. How can this be??? In my discussions with the Fire Dept they expressed concerns about the congestion and their access to the property because of this. WHAT IS THE CITY STANDARD IN THIS REGARD? CAN A DEVELOPER USE A TRAFFIC IMPACT STUDY THAT IS FIVE YEARS OLD THAT IS LIKEWISE OUTDATED?
2. Another factor that has changed from three years ago related to congestion. Trucks that come to Ketchum have to come more frequently or use larger trucks to provide for the increased population, hotel occupancy and restaurant needs.

The attached exhibit "A" is an example of this as it relates to River Street. The River Street frontage of the PEG hotel is 123'. The new plan provides for a 67' area for truck unloading. On one end of the loading area is a 23' ingress and egress for the hotel entry, the garage entry & exit and garbage pickup. The other end has a 22' egress for hotel drop off. This leaves 9' to either side as buffer to highway 75 on the east end or to the adjoining property to the West.

3. My attached exhibit "A" shows a 69' truck unloading in the designated space on First Ave for the Limelight Hotel and a 60' truck unloading off of River St. for the Best Western Hotel with a person with a dolly moving goods from the Truck across River St to the Best Western. Now take a 69' truck and a 60' truck both delivering in front of the PEG Hotel. The two trucks totally BLOCK the entrance & exit to the hotel. Now what happens when a customer arrives at the same time or a garbage truck come to collect garbage, or fire breaks out in the dumpster, or someone has a heart attack? A MESS!!

What does planning say to this? "The hotel is required to manage the delivery of goods, garbage removal and guest arrival". What kind of a pipe dream is this? Trucks come from Twin Falls, Boise, and other areas to service the hotels and restaurants, and the Sun Valley Resort. They have tight schedules to meet and demands from various constituents. When the Limelight Hotel was permitted, Garage access in and out, truck deliveries and the hotel entrance were on two different streets.

At the PEG Hotel all of this is on River Street and in only 123' – not even the full block.

How is the PROCESS working here? It ISN'T!

There is an alternative!! PEG has told the City from the beginning that they DO NOT WANT an alternative. They have told the City what they have planned is what they want and have refused to listen and have, at this late date, told the City they do not want to change their plan as it is too expensive to do any redesign.

Every public entity that I have dealt with in three different States has always focused on SAFETY and has in every case I have dealt with sat down with other Government Agencies to find out the solution and then TOLD the developer, this is the way it is going to be. Why is the PROCESS in Ketchum different?

I was told by the Idaho Dept of Transportation (IDT) that when IDT and the City of Ketchum & PEG sat down together to work out an encroachment agreement for a 6' sidewalk along the highway side of the hotel and worked out a drainage encroachment for the highway to have drainage across the PEG property, there were NO QUESTIONS asked in these meetings by either PEG or the City of Ketchum about having a NEW CURB CUT in the to be widened Highway 75. In my talk with Mr. Jerke, we discussed the site distance needed in a 25 MPH speed zone, the right in and right out for access and Mr. Jerke did not have a problem discussing the situation with the City & PEG as HE TOO has expressed concern about the congestion at the Highway 75/River Street intersection.

ONCE again, PEG does NOT want such a discussion and City Planning is FOLLOWING instead of LEADING on this subject. Where is the PROCESS?

Yes, having delivery & garbage trucks come into the lower level of the PEG hotel site would cause some redesign of the employee area of the hotel, but if you look at the site there is plenty of room for redesign to accomplish both functions. So, it is a question once again, is the City of Ketchum interested in safety for its citizens or is it all for bending over backwards for a stubborn developer.

The Cities Traffic consultant AECOM, in their 2019 study done 3 YEARS AGO for the City has some interesting observations and recommendations that the City has ignored.

1. On page 4 of this 2019 study AECOM stated that it understood that the Idaho Dept of Transportation had requested a HAWK signal at River St & Highway 75 instead of an RRFB signal. The HAWK signal ties together with the existing signal system in Ketchum where the RRFB does not tie to the City signal system.  
The HAWK systems are not recommended for installation within 100' of intersections or Driveways (MUTCD 2009 Section 4F.02 Paragraph 04). The HAWK system is more expensive than The RRFB system.  
The HAWK system would cause the ELIMINATION of the easterly exit on River Street from the Hotel.  
One would have to think PEG did not want this HAWK signal due to cost and the elimination of The hotel exit. The City, once again, WAS NOT CONCERNED ABOUT THE SAFETY to the Citizens of Ketchum, IT ONLY WANT TO PLEASE PEG and HURRY THE PROCESS THROUGH PERMITTING.

Note: The curb cut on Highway 75 is past the 100' limitation for a HAWK signal and would thus allow the signal system with the rest of Ketchum to be synchronized where the parking exit on River Street if it stayed would not allow the HAWK signal.

2. A further note relative to the 2019 AECOM report on page 3 under the Access to SH-75 section concludes that one driveway could fit within the Idaho Dept. of Transportation access spacing requirements. Based on this AECOM's review of the applicable code states such access would need to be a right in and right out access only. The CITY HAS IGNORED THIS OBSERVATION.  
The City, has on file, an architectural drawing of how this would look.

It is very clear, the City Planning Department does not want to upset PEG. WHY?? It is also very clear, the Planning Department has not taken the lead in protecting the Citizens of Ketchum from a potential series of disasters.

The PROCESS that the Mayor desires has left out critical information the City has in its hands to make proper and complete review of the proposed PEG hotel project. AN OUTDATED TRAFFIC STUDY CAN NOT LEAD TO A COMPLETE AND PROPER REVIEW.

The City can sit down with the State Dept. of Transportation, as they did with the sidewalk and drainage encroachments, and work in the HAWK coordinated signal system, an access off of highway 75 to provide for delivery , garbage, and maybe some parking access. THE RESULT being, River Street will become the uncluttered hotel entry with a property the City Police, Fire, and EMT's can get to easily in an emergency. Yes, it will cost the developer some redesign, some costs associated with a HAWK signal system and more delay to the PROCESS.WHY not make this Hotel complex a COMPLIMENT to the entry of Ketchum rather than an utter congested mess?

## SUMMARY

1. The City of Ketchum has NOT followed its own directive of a complete PROCESS.
2. The City of Ketchum has the ability to work with the Idaho Dept of Transportation to effect an efficient intersection at River St. and Highway 75 with proper signaling easy access for truck delivery and garbage pick up off Highway 75.
3. The State and the Ketchum Fire Department & Police will feel comfortable that their concerns about fire, traffic, and police safety will have been listened to as opposed to being ignored.
4. When the City asks for an updated traffic study, THE CITY NEEDS TO ASK THE QUESTION OF AECOM: WHICH SOLUTION WILL ELIMINATE TRAFFICE CONGESTION AT RIVER STREET AND ALLOW EMERGENCY ACCESS TO THE PROPOSED HOTEL.
5. Finally, the Citizens of Ketchum will see that the Mayors's PROCESS will work to protect their safety and traffic movement within their city instead of seeing a totally developer oriented PROCESS that accomplished nothing but a mess or worse on River Street.

Subject to my Attorney's review, this entire letter will be printed in the newspaper if the PEG project is approved in its present form.

Sincerely,



Richard C. Clotfelter

Cc: Bill Mc Laughlin, Fire Chief—City of Ketchum  
Seth Martin, Fire Marchal—City of Ketchum  
Nathan Jerke, Idaho Department of Transportation  
Gary Slette, Attorney, Twin Falls, Idaho.

FOLLOW UP TO MEETINGS OF AUGUST 22, 2022

On JANUARY 3, 2023, I again met with City of Ketchum Fire Chief Bill McLaughlin to inquire as had there been any discussion since August 22, 2022 with the PEG developer or the City of Ketchum Planning Department about the PEG project.

The Chief told me there had absolutely been NO discussion about the PEG project since, as he told me before, our August 22, meeting. In fact the Chief told me he thought the PEG project was nearly dead and gave it a less than 50% chance of continuing. Obviously from this statement, no questions to the Chief about his issues.

I then, on two separate occasions in January, called or emailed Suzanne Frick to see if the PEG project was ready yet to go to the P&Z. Her answer was the developer and the City were still working on the final Development Agreement that had to be completed before it could go to the P & Z. It was also indicated that this agreement was the only issue that needed to be completed. On the last email to Suzanne Frick, she indicated the goal was to have a P & Z meeting March 28, 2023.

Thus, here we are in March of 2023, with none of the issues stated herein above being reviewed and thus NO Change to what the Developer – PEG wanted from day one. WHY is this STILL HAPPENING. There is NO PROCESS to correct what the Cities own traffic study, done by AECOM, had indicated as problems as noted on page 2 herein above. There has been NO discussion with the State Dept of Transportation who has indicated to also have concern about the congestion at the intersection of Highway 75 and River Street, plus the desire for the HAWK street light system vs the cheaper RRFB signal system.

Now, the almost four year old Traffic study that pointed out problems and NO INTERACTION with the Fire Department or the State Highway department about the issues mentioned herein. WHY??

Fundamentally, your City of Ketchum Planning Department has been rubber stamping everything the developer – PEG has wanted and not listened to its own consultants or the agencies most concerned about what has been proposed. Thus NO PROCESS HAS BEEN FOLLOWED to the detriment of the entire City of Ketchum.

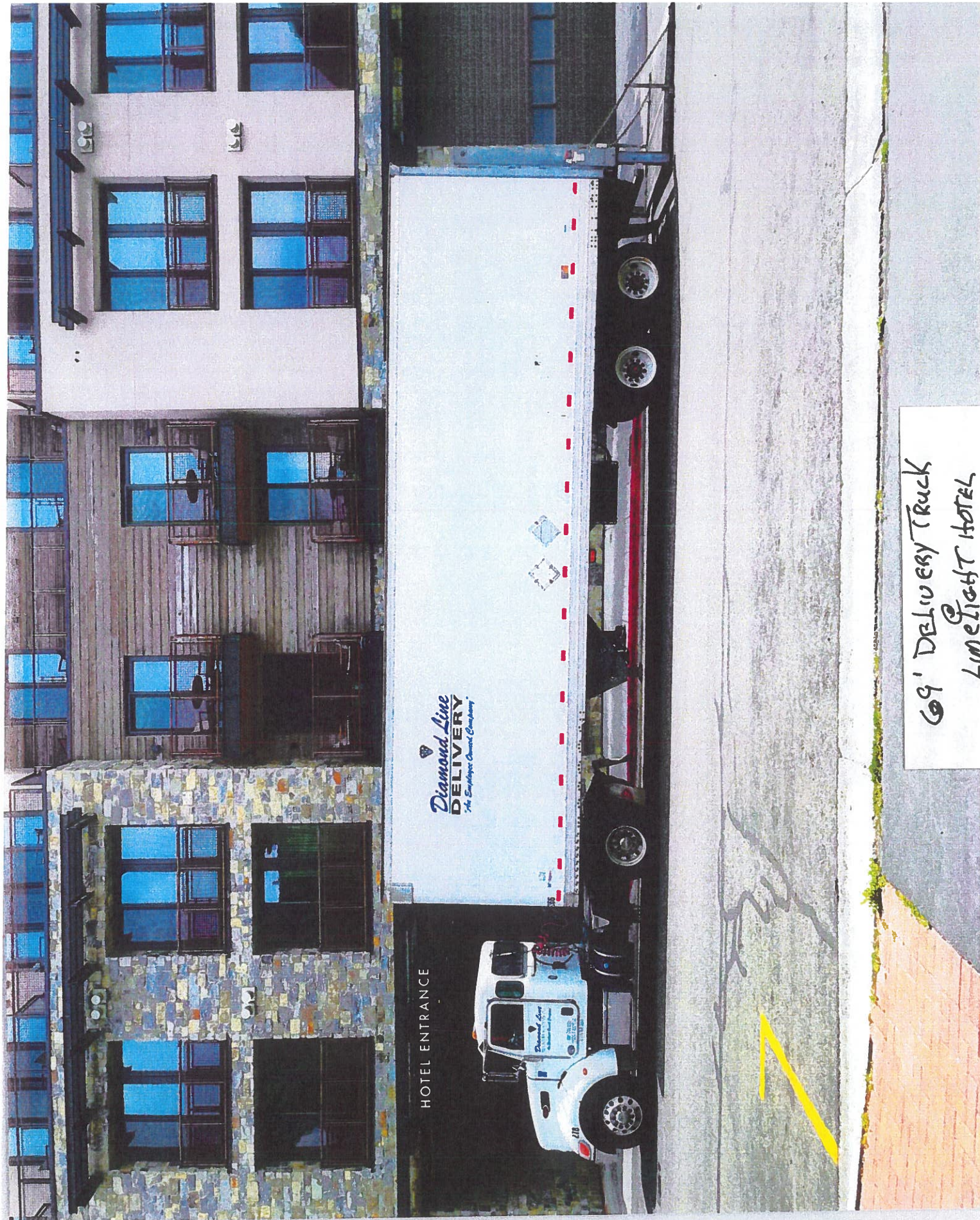
Sincerely,

Dick Clotfelter

6.



# EXHIBIT "A"



HOTEL ENTRANCE

*Diamond Line*  
**DELIVERY**  
The Emerald Channel Company

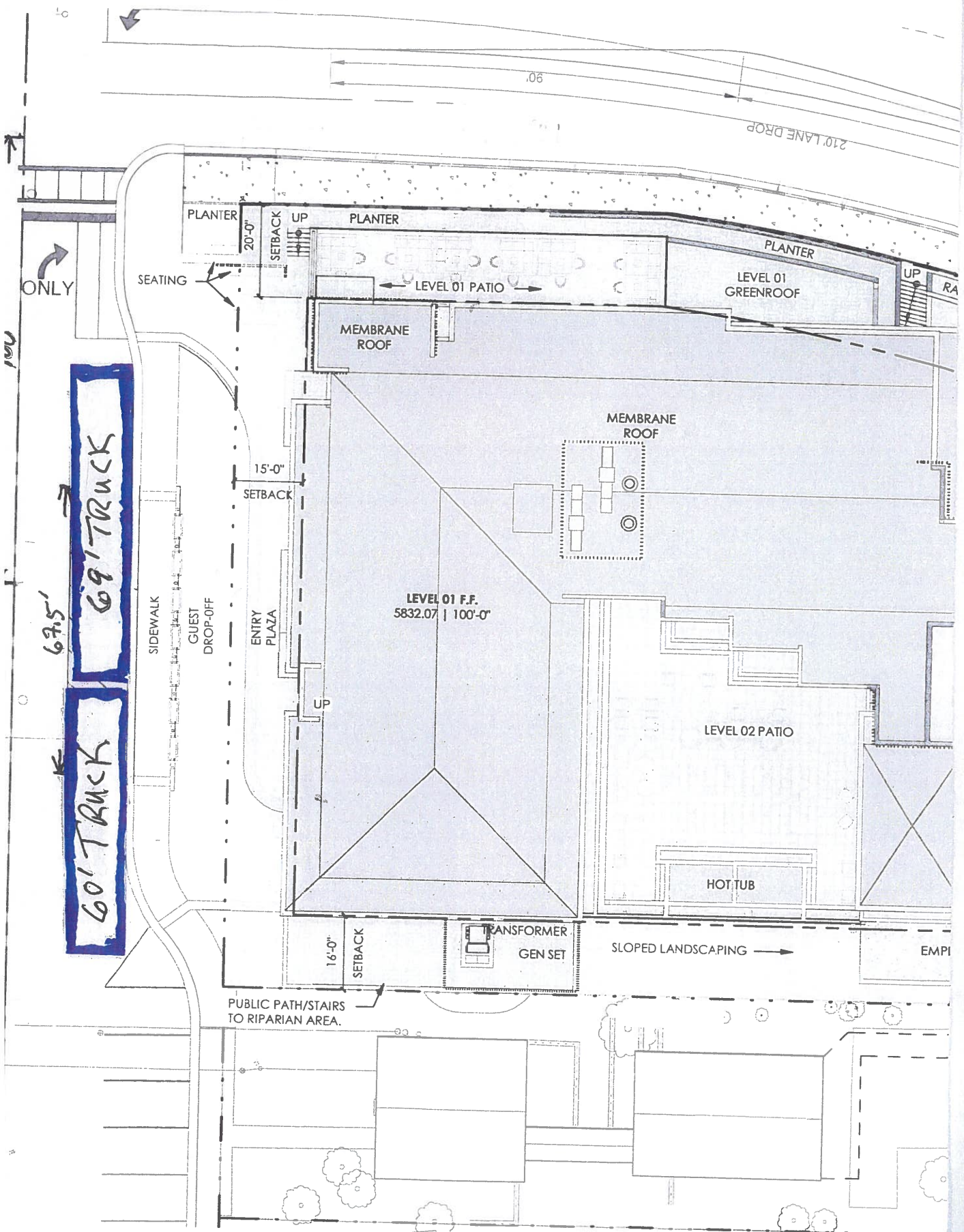
69' DELIVERY TRUCK  
LIMELIGHT HOTEL

A-2



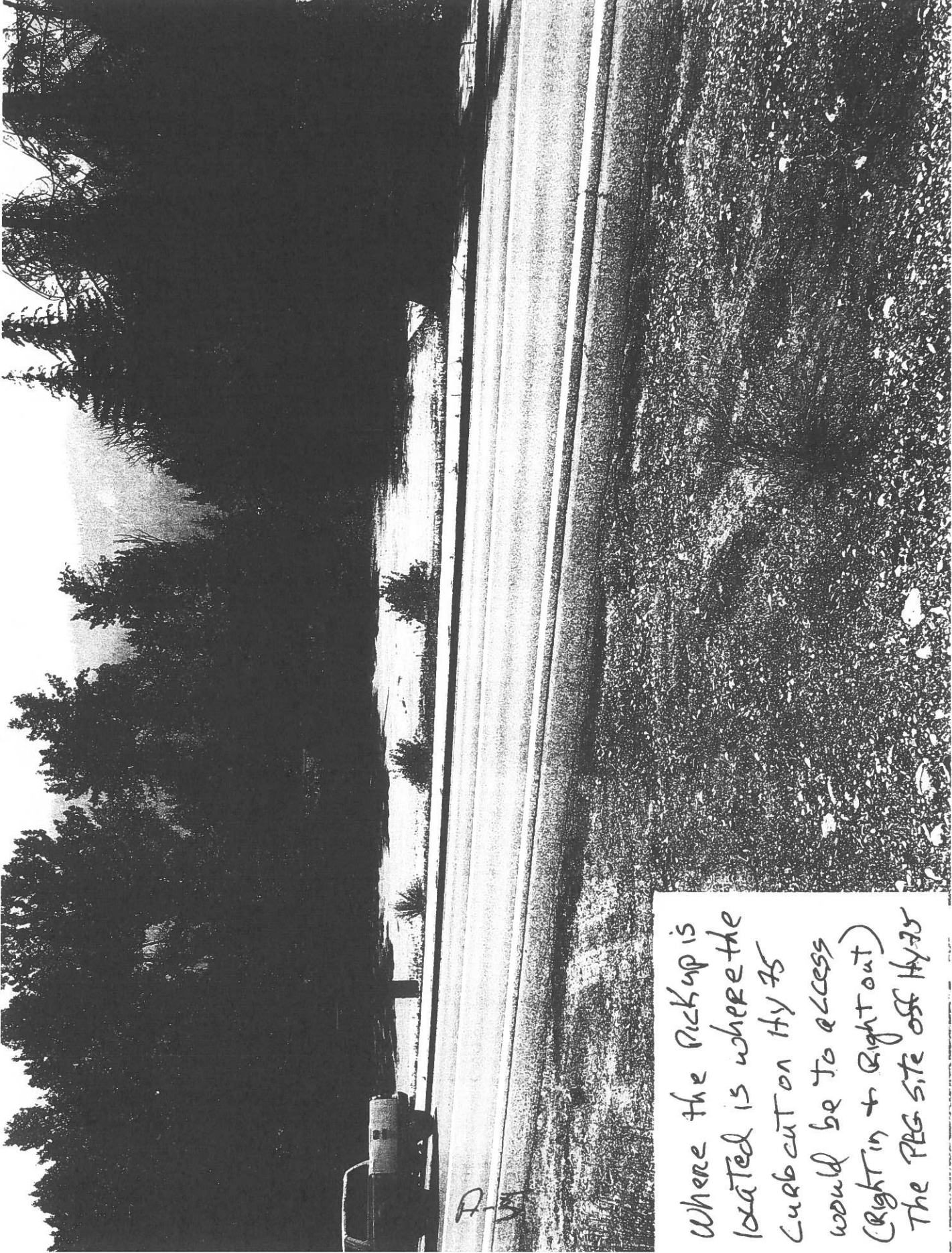
GO' DELIVERY TRUCK  
BEST WESTERN

A-3



Showing Two (2) Trucks  
@ River St. Entrance

A-4



Where the pickup is located is where the curbcut on Hy 75 would be to access (Right in + Right out) The PEG site off Hy 75

P  
V

120' TAPER

RAISED PLANTER

RAISED PLANTER

LEVEL 01 GREENROOF

COOLING TOWER

RAISED PLANTER

EMPLOYEE ENTRANCE

Additional Employee Housing

MEMBRANE ROOF

LEVEL 03 PATIO

LEVEL 03 GREENROOF

LEVEL 0 PATIO 113'-6"

EMPLOYEE PATIO

EMPLOYEE PATIO

EGRESS SIDEWALK

FIREMAN ACCESS EASEMENT

TRUCK LOADING

+ unloading

GARBAGE Removal

CURB CUT

CURB CUT

EXISTING MANHOLE TO REMAIN

UTILITY EASEMENT

TO SEWER EASEMENT

RIPARIAN CORRIDOR

FLOOD PLAIN LINE

TRAIL CREEK

PROPERTY LINE

Showing NEW Highway 95 CURB CUT

DELIVERY TRUCK + GARBAGE TRUCK PARKING

ARCHITECTURAL SITE P

TRIBUTE PORTFOLIO | KETCHUM

Shows Remodel of some Employee Housing

Replacement of Additional Housing