

From: [HP Boyle](#)
To: [Participate](#)
Cc: editorialboard@mtexpress.com; [Andrew Guckes](#)
Subject: Public comment on Parking for members of KURA and City Council (and Planning Department)
Date: Monday, April 17, 2023 3:11:25 PM

It is becoming increasingly urgent for the City to do some longer term planning. We are heading to a potential cliff on a variety of development situations, particularly the impact of development on parking.

There is no requirement for parking for "community housing". Putting low income housing (capped at Cat 4) in the center of the commercial core is a stated priority for both KURA and the Council. As the core is developed with this vision by KURA and the Council, directly in the case of Bluebird and 6th/Leadville (Ms. Frick noted that "we are zeroing in on" that site), and indirectly, via KURA's Washington project, there will be a continued net reduction of parking supply in the retail core while there is an increase in demand from residential density and tourism business development.

The Council has also promoted more tourism development adjacent to the commercial core in the tourist district with the Harriman and Marriott projects, the later which received numerous waivers from the Council to permit a 95-room hotel to go on a that sized lot. Neither of those projects will provide housing for more than 23% of their workers (anticipated to be close to 200), and thus will increase demand for parking near them by their commuting workers (presuming their residential workers park in their parking lots).

It is possible that, as the Mayor and several Council members have stated, Ketchum has so much parking that this will all be fine. And, as Ms Breen has said, Ketchum residents may be okay with walking as far from their car to the grocery store as they would have to do at Target in Twin Falls. But how do they know these things to be true?

We know that we will lose the Washington Lot, the 6th/Leadville lot for parking, and the Village Market along with its lot as parking supply. We know that demand will increase with population increase, residential density and increased tourism and tourism business development. For example, ITD is forecasting traffic through Ketchum to double over the next 20 years. Ketchum's now Master Transportation Plan calls for an intersection failure at the entrance to town.

We cannot rely on ideas like putting a parking structure in at the YMCA (as Mr. Slanetz mentioned today at KURA) to be the supply of parking that meets demand (it is a long way to push a grocery cart).

Why doesn't the Planning Department take a shot at projecting what Ketchum will look like in 5 and 10 and 20 years when Ketchum's commercial core and tourist zone properties are built-out per the existing zoning code?

Then we would have the range of potential supply/demand for parking that we can plan for. It would also be valuable public information in the Comprehensive Plan "audit" and could help shape the zoning code re-write.

Listening to KURA members (two of whom are Council members) speak about parking at today's KURA meeting, as well as Council meetings, makes it clear that neither entity has a plan, nor any idea of what the parking supply/demand situation for Ketchum is likely to be, or what Ketchum itself will look like after they have developed it.

Would it not be better to be making long term impactful decisions with more data/analysis than the current approach of "winging it?"

Thank you,

Perry Boyle
Ketchum

