

19 March 2025

Dear: Mr. Mayor, City Council Members, and Planning and Zoning
Commissioners of Ketchum

Via Email:

Re: 31 January 2025 Joint Petition on Behalf of the Bordeaux/Sabala St.
Neighbors:

We appreciate the hard work and dedication you've brought to the task of putting together a new Comprehensive Plan. We thank the staff at the City of Ketchum Planning & Zoning Department as well.

Our request was submitted prior to the release of the second Draft Comprehensive Plan, and after the new Draft was made available to the public, we welcome some of the changes made. However, we remain committed to protecting the character of our unique neighborhood. Therefore, having LDR designation, as it represents what we currently retain: primarily single-family homes and duplexes.

Our petition was created through multiple in person meetings in residents' homes, through many emails and phone calls. The testimonials we heard from neighbors were extraordinary in our shared love of our special place in West Ketchum. It took time, effort, neighborhood cohesion, and was signed by 57 property owners.

*We, the undersigned, respectfully re-submit this petition requesting that our neighborhood - those properties with **Sabala St., Bordeaux St. addresses and 511 Wood River Dr.** - be included in the proposed **Low Density Residential (LDR)** land use designation for the 2025 comprehensive plan Future Land Use Map, to keep our density and underlying zoning generally the same as it currently is. Our neighborhood is made up of single-family and duplex buildings and has a majority occupancy of long-term and workforce housing. To change our land use designation to allow higher density buildings will threaten the existing characteristics of our neighborhood, increase traffic, and will have the opposite effect that the community is hoping to achieve - that of providing community housing and keeping the small town feel and*

character. This neighborhood is long-term housing and should be included in the Low Density Residential Land Use designation as proposed in the second draft Comprehensive Plan.

Signed by:

- | | | |
|----|--|---------------------|
| 1 | Sarah and Stu Ryan | 301 Sabala St. |
| 2 | Anne Winton and John Marsh | 311 Sabala St. |
| 3 | Tiffany and Reid Black | 209A Sabala St. |
| 4 | Susan Crist | 209B Sabala St. |
| 5 | Shell and Alex Margolin | 141 Bordeaux St. |
| 6 | Gina and Robert Poole
Catherine Carley and Marshall | 161 Bordeaux St. |
| 7 | Rawlings | 120 Bordeaux St. |
| 8 | Natalie Shuttleworth | 130 Bordeaux St. |
| 9 | Amy Weyler and Andy Ross | 511 Wood River Dr. |
| 10 | Brooke and Randy Cooley | 151 Bordeaux St. |
| 11 | Margaret and Steve Matecki | 203B Sabala St. |
| 12 | Eliza and Jason Buck | 172 Bordeaux St. |
| 13 | Mark Pattison and Darci Hanson | 203A Sabala St. |
| 14 | Kelly and Bruce Martin | 211 Sabala St. |
| 15 | Carol L. and Anthony J. Frank | 300 Sabala St. |
| 16 | Hannah and Sam Young | 160 Bordeaux St. |
| 17 | Marjie Mickelson | 176 Bordeaux St. |
| 18 | Duncan Morton | 174 Bordeaux St. |
| 19 | Michelle Stennett | 220 Sabala St. |
| 20 | Laurel M. Leman | 162 Bordeaux St. |
| 21 | Emily and Andrew Stoddard | 166 Bordeaux St. |
| 22 | Jeani and John Ferrari | 309 Sabala St. |
| 23 | Crisane and Willie Cook | 171 Bordeaux St. #1 |
| 24 | Geraldine Carter and John Senf | 171 Bordeaux St. #2 |
| 25 | Duncan Morton, Jr. | 171 Bordeaux St. #3 |
| 26 | Caroline Persohn | 171 Bordeaux St. #4 |
| 27 | Tim Bailey | 171 Bordeaux St. #5 |
| 28 | Heather and Sean Kovich | 171 Bordeaux St. #6 |
| 29 | Tory and Miles Canfield | 178 Bordeaux St. |
| 30 | Mike Hattrup | 106 Williams St. |
| 31 | Heather and John Ballas | 380 Sabala St. |
| 32 | Jerry Ann and John Heaney | 131 Bordeaux St. |
| 33 | Pat Fuller | 210 Sabala St. |
| 34 | Pamela and William Shearer | 360 Sabala St. |

57 Signers, with signatures validated upon request.

dd17 March 2025

Comments on the second draft of the City of Ketchum's Comprehensive Land Use Plan ("Plan").

There are two good reasons to delay the process of updating the Plan until after the City's November elections.

- 1 There's a high likelihood that there won't be enough time to complete both the update to the Plan and the corresponding updates to the city's zoning regulations prior to the November 2025 elections. Because the Plan and zoning changes go hand in hand, they should be completed as close together in time as possible and be done while the same City Council is in place.
- 2 Many of the pandemic driven changes to Ketchum's real estate market are just now beginning to unwind. The pandemic significantly increased many of the community housing challenges and prompted many of the Plan changes that are being discussed now. It would be better to evaluate changes to the Plan after most of the transitory effects of the pandemic have worked their way through Ketchum's real estate market.

There are two provisions that are unfair to existing single-family homeowners that should be changed in the Plan's MIX OF USES for MDR properties.

- 1 Single-family homes should not be Secondary Uses, but rather, Primary Uses.
- 2 Single-family homes should not be limited to "small" homes.

These provisions have the potential to cause hundreds of Ketchum homeowners overnight to become owners of non-conforming homes. We can't think of all the potential unintended consequences of creating hundreds of non-conforming homes, but it's certain that mortgages and property insurance for those homes won't get easier or cheaper.

Thanks for your consideration,

Sarah & Stu

Sarah W. and J. Stuart Ryan

301 Sabala St.

Ketchum, ID

Cyndy King

From: Beth Chiodo <bajabethy@gmail.com>
Sent: Monday, March 24, 2025 10:31 AM
To: Participate
Subject: comp plan and housing

Dear City Council and Mayor, PnZ

Please Do Not upzone West ketchum and Warm Springs!

I urge you to consider a housing project for essential workers at the St Luke's WR Upper parking lot.

Thank you
Beth Chiodo
Ketchum

Cyndy King

From: Cathie Caccia <cathiecaccia@gmail.com>
Sent: Tuesday, March 25, 2025 9:45 AM
To: Participate
Subject: NO to Upzoning!!!!!!!

Dear Ketchum City Council

I am writing to express my strong opposition to the currently proposed Upzoning.

What I have heard from the Mayor and City Council is your belief that this upzoning will alleviate some of Ketchum's lack of affordable workforce housing.

I find that really hard to believe!!! With the price of land, the cost of building and developers desire to squeeze every dollar of profit out of a project I think we will gain more ugly, over priced units that sit empty most of the year in exchange for the pristine beauty, quality of life and community culture that majority of us moved here for.

This proposal tramples personal property rights, a hallmark of Idaho values while gutting the absolute Soul of this Town.

As a resident of Warm Springs I am very curious how you plan to manage the exponential growth in terms of traffic, road quality, safety, sewer, water?

Before ruining Ketchum forever, show us the research that justifies this plan!!!

Cathie Caccia

P.S. Once again, "thanks" for **not** listening to Ketchum residents who requested postponing this meeting due to its conflict with both Spring Break for the schools and The World Cup finals.

Cyndy King

From: Tom Monge <tom@mongeinvestments.com>
Sent: Tuesday, March 25, 2025 10:51 AM
To: Participate
Cc: Cindy Monge; Alex Monge
Subject: Ketchum UPZONE Proposal

To the City of Ketchum Planning and Zoning Commission and City Council and Mayor:

Both my wife Cindy Monge and myself Thomas Monge would like to go on record to **OPPOSE** the current proposed UPZONE of the entire City Of Ketchum. This proposal will NOT provide the intended purpose of providing “workforce” housing within of City limits .. it will only add to the complete destruction of our limited single-family neighborhoods and push out locals like my wife and I who have been residents in the City of Ketchum for over the last 47 years. We have watch for many years City Staff and City Governments try to change this City’s land uses and the only results that we have seen is more and more complicated zoning ordinances which have NEVER this provided City with any better design or planning... STOP this insanity and leave our Zoning Ordinance alone...it is fine the way it is and if anything it should be more simplified !!!

PUT THE BRAKES ON THIS UPZONE IMMEDIATELY!!!

Very are very, very Concerned about this proposal.

Thomas R. Monge
Monge Family Trust
Monge Investments
P.O. Box 307
700 Sun Valley Road
Sun Valley, ID. 83353
Mobile – 208-720-0490
Office – 208-622-4100
Email: tom@mongeinvestments.com

Daniel Hansen

From: Bruce Smith <bsmith@alpineenterprisesinc.com>
Sent: Wednesday, April 2, 2025 7:54 PM
To: Participate
Subject: Kids on E-Bikes
Attachments: KidsOnE-Bikes.pdf

Dear City of Ketchum,

Please take a look at the attached PDF and maybe pass it around to KPD and City Council.

I am concerned as I have 2 E-Bikes and an electric motorcycle and pretty sure that as soon as one of these kids gets killed, it will ruin it for everybody.

I know the rules, generally follow them and have a Driver's License, Insurance and plenty of experience.

Thanks!

Bruce Smith
Ketchum, ID 83340

BY RENNIE SCAYSBROOK



E-NOUGH IS

At least Ryan's helmet is done up. Now to get him off the phone before he starts riding.

E-NOUGH

That's it. I'm over it. I'm so sick of nearly killing teenagers riding e-bikes—many of which are essentially small motorcycles—in my neighborhood. The police do absolutely nothing. The kids riding them are usually riding two-up with helmets that aren't strapped on (and are probably cheapies from Amazon that wouldn't cost more than \$20 anyway), and they don't even heed basic road rules—they deliberately flout them.

The latest episode happened a couple of days ago when I was turning into my street and three kids around 13-15 years old—two riding two-up and one solo—came ripping down the

sidewalk (the sidewalk, not the road) at around 20 mph, made eye contact with me as I was halfway through turning across a two-lane road, and proceeded to get on the gas and miss my car by inches.

They also flipped me off after I yelled at them to learn how to ride.

God, I feel like a raging old man.

The main culprits are, dare I say it, teenage girls. Almost always riding two-up, with unstrapped helmets, and the one on the back is usually on her phone while the rider in charge hits the bike's top speed. Guess how good even an Arai Corsair-X is going to protect you if it's not strapped on, let alone a plastic

Amazon bucket cap?

I've nearly taken two sets of girls out as they think the street is their own playground track. The lack of spatial awareness on one occasion even had the girl at the back rear-end her friend when he stopped (thankfully) at a set of traffic lights. I had a laugh about that.

The consequences of slamming into a turning vehicle at 20 mph while on an e-pedal bike don't bear thinking about. And I wonder if I'd be at fault for whatever collision they cause because these kids have zero foresight and leave their safety up to everyone else—just like the motorcycle riders who generally don't live past 21.

The blame for this epidemic of kids who are given these loaded

guns lies squarely with parents who either don't care about their teenager's safety or are so dumb as to how dangerous these things really are that it's almost criminal.

People are buying these contraptions for their kids for thousands of dollars and just letting them into the wild with next to no two-wheeled experience other than a couple of years after the training wheels have been taken off.

I suppose I can't be totally mad at the parents because local councils across the country have been ensuring there's nowhere for kids to ride anymore for a long time. Tracks are being closed left and right, no new ones are being opened, and even in places like South Orange County in California, which has more green space than any developed municipality I've ever seen, is more concerned with implementing yet another bloody baseball field than giving kids somewhere safe to ride.

Perhaps it's a conspiracy between the companies that build these bikes and the health insurance companies, because the more crashes and car impalements there are, the more money everyone makes.

These electric machines are motorcycles. Let that be clear. Yes, they are "pedal assist," but no kid I see in my neighborhood is pedaling up a 45° incline with their friend on the back, and I sure as hell don't see them pedaling on the way down when they are careening through stop signs and across four lanes of traffic. Trust me, it happens. I've seen it.

AS SUCH, THESE BIKES SHOULD BE TREATED AS MOTORCYCLES. KIDS SHOULD GET LICENSES IF THEY WANT TO RIDE ON THE STREET. THEY SHOULD HAVE TO PASS THE SAME TESTS YOU AND I DO.

As such, these bikes should be treated as motorcycles. Kids should get licenses if they want to ride on the street. They should have to pass the same tests you and I do; they should have insurance, and they should be made by the police force to actually adhere to the rules.

Electric bikes fall into three categories—Class 1, 2, and 3—depending on their top-assisted speed and whether they include a throttle. Class 1 bikes provide pedal assistance up to 20 mph, Class 2 models have a throttle that can propel them to 20 mph without pedaling, and Class 3 bikes offer pedal assistance up to 28 mph. Personally, I find Class 2 bikes the most problematic since they allow riders to skip pedaling entirely.

In a CBS report by Lauren Toms ([you can read it here](#)), "According to the [Marin] county health department from October 10th to November 10th this year [2023] the rate of e-bike-related accidents for youth ages 10 to 19 years old was nine times

higher than similar accidents of people over 20 years old.

"The report also showed that 22 percent of all 911 calls in the same period were for e-bike-related accidents and 71 percent of responses for all bike accidents among 10- to 19-year-olds were e-bike-related."

Part of the blame has to lie with the manufacturers. I know they will retort and say, just like gun manufacturers, that they can't control what people do with their product. And that is true. But there's no background check when purchasing a Super73, Surron, or whatever other brand is out there. There's no experience check, no courses the new riders can take, nothing. The fact that more kids are not missing limbs or, worse, buried six feet under is remarkable. Some kids and, by default, their parents are so damn reckless, and they should be held accountable.

I wouldn't go as far as banning these bikes but at least make it so the kids have to be 16—the same age you need to be to legally ride motorcycles on the road—to ride them.

I want more people riding motorcycles. I always have. But this is not the answer. The sale of these bikes won't breed new motorcycle riders. All it will do is fluff up these manufacturers' back pockets and, eventually, those of the medical insurance providers after the kid who doesn't think the road rules apply to him goes smashing into the side of a truck.

Something's got to change. **CN**

Daniel Hansen

From: Mark Maykranz <mmaykranz@hotmail.com>
Sent: Wednesday, April 2, 2025 11:04 AM
To: Participate
Subject: Upzoning

Bradshaw and Breen are trashing our small, mountain town with their proposals to increase density and fill our town with condominiums and over-sized, tall buildings. They miss their big cities, I guess. Remarkably, Bradshaw was not even born in this country, yet he feels he has standing that entitles him to limit single-family homes in favor of higher density condominiums. Endlessly, Bradshaw's proposals cause friction in our community. He and Amanda should step down for the good of the community. Do the right thing Amanda and Neil, and step down to allow our community to heal.

Morgan Landers has repeatedly stated that nonconforming homes are allowed a 1200 square foot addition. This is totally untrue. She doesn't seem to know the code. She has repeatedly misrepresented the truth on this topic despite my email requests for her to stop doing so. Any more of this behavior and Morgan should step down. Our community must be presented with the truthful impacts of upzoning. Where will the future families of the Community School live? In Condominiums? If condominiums will be their only option, then they too will move to Hailey where they can have a house near the high school.

Ketchum has been here for 144 years. It will be here for another 144 years without Bradshaw's aggressive policies (helped along with Amanda's support). Bradshaw and Breen are not our saviors by any means! They are trashing the last, best place. They are bringing their city roots to Ketchum. Don't change Ketchum, let Ketchum change you. Small town, big life; not Big town small life.

Sent from my iPhone

E-bike regulations

From Chris Estrem <chrisestrem@mac.com>

Date Mon 3/31/2025 1:08 PM

To Participate <participate@ketchumidaho.org>

Hello. I hear there will be a discussion concerning e-bike regulations coming up soon. Here are some thoughts.

First a bit of background which has shaped my perspective. I am a 28 year full time working Ketchum resident who as a rule always travels by bike , foot or bus year round.

I am all too familiar with the e-bike situation. They were kind of interesting and novel for a short bit but they have all morphed into bigger faster more dangerous beasts on the bike paths. From what I witness ,pedal assist is long gone as hardly anyone even pedals anymore. These are by anyone's definition motor vehicles and therefore need to be regulated as such. Mixing these machines ,that I witness regularly traveling at speeds well over 20 mph, simply do not belong on a sidewalk or bike path with pedestrians, baby strollers, dog walkers and other bicyclists.

Gas powered peddle assist wouldn't be allowed, correct?

I feel the same about e-bikes on trails designated non motorized. Simply not a good safe mix of user groups. Anymore it's a fine line between an electric motorcycle and an e-bike. Simply make them street legal and insist they ride on the streets.

Thanks for your time.

Chris Estrem

1st and Washington

From Bruce Smith <bsmith@alpineenterprisesinc.com>

Date Wed 3/26/2025 4:29 PM

To Participate <participate@ketchumidaho.org>

Dear City,

After reading today's paper, I agree that Community Housing there should be on hold.

I do take offense to the Lipton quote "get rid of the goddamn parking" as I believe it should remain a parking lot until Housing finally happens.

Thanks!

Bruce Smith

Ketchum, ID 83340

Re: Appeal of Traffic Authority Decisions on February 20, 2025

From Neil Bradshaw <NBradshaw@ketchumidaho.org>

Date Thu 4/3/2025 12:12 PM

To Bill Glenn <idahobill@gmail.com>

Cc Amanda Breen <ABreen@ketchumidaho.org>; Spencer Cordovano <SCordovano@ketchumidaho.org>; Participate <participate@ketchumidaho.org>; Tripp Hutchinson <thutchinson@ketchumidaho.org>

Received
Thanks Bill
Cheers
Neil

NEIL BRADSHAW | CITY OF KETCHUM**Mayor**

P.O. Box 2315 | 191 5th Street,W | Ketchum, ID 83340

o: 208.727.5087 | m: 208.721.2162

nbradshaw@ketchumidaho.org | www.ketchumidaho.org

On Apr 3, 2025, at 11:37 AM, Bill Glenn <idahobill@gmail.com> wrote:

I attended a Traffic Authority meeting on February 20th and I was astounded by the decisions made with regard to the ongoing nuisance in the neighborhood created by Ketchum Automotive, specifically that Ketchum Automotive has been the beneficiary of lax enforcement of the parking and general nuisance ordinances for many years, and that corrective action was not to occur.

I filed a written appeal on March 12th, within the thirty days allowed, and hand-delivered the appeal to Suzanne McCollum, and obtained a written receipt.

Ordinance 10.05.060 Appeals, states in part that, "the City shall schedule a hearing at the next regularly-scheduled City Council meeting which takes place more than five (5) business days after receipt of such notice."

I have been checking the city website this week for the agenda for the upcoming council meeting on Monday, April 7th. The agenda was finally available online this morning, and a hearing of my appeal does not appear on the agenda.

Consequently, at 9:00 a.m. this morning I visited city hall and spoke with Suzanne to inquire why my appeal does not appear on the agenda. She could not answer my query on the spot but said that Jade Riley would get back to me.

At 9:55 this morning I received a call from Suzanne asking if I would agree to a meeting with Mr. Riley tomorrow morning. While I am happy to meet, I will not do so until a hearing of my appeal appears on the agenda for next Monday's council meeting, said hearing being required by Ordinance 972.

I am writing to enlist your help in seeing to it that the required procedure, as outlined in Ordinance 972 occurs, which will be evidenced by my appeal appearing on the agenda without delay.

William Glenn
208-720-4444