Part 1: Introduction

Chapter 1.1: Comprehensive Plan Intent and Purpose

Ketchum is located in a captivating area. Nestled in the upper Wood River Valley, this small mountain town surrounded by outstanding beauty and access to Idaho's many outdoor recreational opportunities has drawn people to settle here for the last century. People are attracted to this community for the natural environment and the warm, friendly attitude of its residents. The charm of Ketchum is captured in its centralized downtown that maintains a turn-of-the-century town appeal. In the 1998 Citizen Survey conducted by the City, 29% of those surveyed listed the "small town atmosphere and western feel" as Ketchum's best asset with another 26% voting for the scenic beauty and environment, and 11.5% listing recreation and tourism as their top vote.

Over the course of the past two decades, the City of Ketchum has transitioned from a small resort town, dependent upon the ski industry, into a multi-faced, economically diverse community with significant year-round tourist activity.

The purpose of this Comprehensive Plan is to provide the necessary goals, policies and action plans to focus the City on the quality of life offered by the area's distinct desirable attributes, and to create a vision for the City's future.

This Plan recognizes that because real estate development, construction and related activities are becoming a larger economic influence in the area, the City is no longer totally dependent on ski resort activities for its economic well being.

This Plan will guide the growth of the next 10-15 years to insure that the very qualities that make Ketchum special are not degraded by ongoing development.

Chapter 1.2: Authority

This Plan is adopted under the authority of Idaho's Local Land Use Planning Act (I.C. 67-6501, et seq.). I.C. Section 67-6508 requires a comprehensive plan to analyze and provide an implementation strategy on the following areas: property rights; population; school facilities and transportation; economic development; land use; natural resources; hazardous areas; public services, facilities and utilities; transportation; recreation; special areas or sites; housing; and, community design.

Table 1 - Compliance with Idaho Code 67-6508

I.C. 67-6508…	Relevant Sections in the Ketchum Comprehensive Plan and other Documents adopted by reference
a. Property Rights	Part 11, Property Rights
b. Population	Chapter 2.2, Demographics; Chapter 2.5, Housing in Ketchum; Part 4, Land Use; 1997 Ketchum Land Capacity Study; 1997 Housing Needs Assessment
c. School Facilities and Transportation	Chapter 2.6, Transportation; Chapter 2.7, Public Facilities, Utilities and Services; Part 6, Transportation; Part 7, Public Facilities, Utilities and Services; Appendix 1, Physical Characteristics of Roadways, Bicycle Ways, Pedestrian Ways, and Transit; Appendix 3, Housing Sources
d. Economic Development	Chapter 2.3, Economic Development; Part 3, Economic Development; 1997 Housing Needs Assessment
e. Land Use	Chapter 2.4, Description of Land Use Character; Part 4, Land Use; Chapter 4.2, Land Use Map
f. Natural Resources	Chapter 2.9, Natural Resources and Environmental Quality; Chapter 4.9, Residential Neighborhoods; Part 9, Environmental Resources and Hazards
g. Hazardous Areas	Chapter 2.9, Natural Resources and Environmental Quality; Appendix 4, Public Facilities and Services, Including Education
h. Public Facilities, Utilities and Services	Chapter 2.7 Public Facilities, Utilities and Services; Chapter 2.7.A, Fire Protection; Chapter 2.7.B, Water System; Chapter 2.7.C, Wastewater Treatment; Chapter 2.7.D, Street Maintenance; Chapter 2.7.E, Law Enforcement; Chapter 2.7.F, Parks, Recreation and Cultural Resources; Part 7, Public Facilities, Utilities and Services; Appendix 3, Public Facilities and Services, Including Education
i. Transportation	Chapter 2.6, Transportation; Part 6, Transportation; Appendix 1, Physical Characteristics of Roadways, Bicycle Ways, Pedestrian Ways and Transit; Appendix 5, Additional Maps
j. Recreation	Chapter 2.8, Parks, Recreation and Cultural Resources; Part 8, Open Space, Recreation and Heritage
k. Special Areas or Sites	Chapter 2.1, History; Chapter 2.4, Description of Land Use Character; Chapter 2.9, Natural Resources and Environmental Quality; Chapter 4.1, General Land Use Policies; Chapter 4.3, Southern Entrance Corridor; Part 8, Open Space, Recreation and Heritage; Part 9, Environmental Resources and Hazards
l. Housing	Chapter 2.5, Housing in Ketchum; Part 5, Community Housing; 1997 Housing Needs Assessment
m. Community Design	Chapter 2.4, Description of Land Use Character; Part 4, Land Use
n. Implementation	Chapter 1.5, Plan Organization; All Chapters, Short, Mid and Long Term Action Plans; Chapter 7.1, Capital Improvements Plan

Chapter 1.3: Key Issues Facing Ketchum

Growth in Ketchum creates the challenge of balancing conflicting needs and goals. A growing resident and visitor population puts pressure on the very qualities and resources that attract those residents and visitors. Some of those threatened qualities and resources of Ketchum are:

- An increasing number of Ketchum residents make their living from retirement income and from sources other than the local economy.
- Many local business owners and workers do not live in Ketchum.
- Escalating land values and the corresponding costs have increased housing costs beyond the means of many of Wood River Valley residents.
- As the downtown core has redeveloped, many existing older buildings, which provided lower cost housing and commercial space as well as a "turn of the century western feel," have been torn down.
- Traffic activity into and out of the City continues to increase and with it the need to handle increasing numbers of cars within a limited road network.
- Sensitive environmental areas inside and adjacent to the City, such as hillsides, riparian areas and hiking/biking/horse trails contain a mix of user groups, and have become more crowded.
- Changing trends in the tourism and ski industry make it more difficult for single small stand-alone resorts, such as Ketchum/Sun Valley Resort, to compete for limited discretionary tourist dollars.

These are some of the key, challenging trends that pose difficult questions for Ketchum's future. These issues are addressed through the Goal, Policy and Action Plan components of this Plan.

Chapter 1.4: Principles Guiding the Comprehensive Plan

The City of Ketchum has a definite physical structure with its vital community core, entrances along Idaho State Highway 75, well defined light industrial area, distinctive residential neighborhoods and surrounding hillsides and canyons. The City and Blaine County have also delineated Areas of City Impact outside the City limits as required by State law. The following principles have guided the development of this Comprehensive Plan.

Contextual Considerations. The policies of this Plan were developed to address the complete list of issues generated at the "Make A Difference!" event held on April 17, 1997, and the public comment gathered over the following year and a half. A great deal of current information about the City was utilized as well. Many policies focus on a specific category but attempt to be within the overall context of that category in the City's overall makeup.

Relationship Emphasis. Particular attention was given to how physical characteristics such as streets, sidewalks and trails of the City interrelate and link the City together. Missing connections are also identified.

Local and Visitor Expectations and Experiences. Ketchum is a resort city and the expectations and experiences change with the seasons. The policies of this Plan try to integrate the different view locals, visitors, and seasonal residents have of the City. The needs of people who work in Ketchum but do not live here were also considered.

Anticipated Build-Out. Build-out is the point at which all available land within a city has been developed to the fullest extent permitted by zoning regulations and natural factors, such as topography of the land. The 1997 Land Capacity Study indicated that Ketchum is approximately 50% built-out in all zones. Accordingly, this Plan anticipates and addresses the virtual certainty of substantial future development in the City and surrounding areas.

Review Boundaries. Preparation of a new Comprehensive Plan offered an opportunity to reconsider the boundaries of Ketchum's zoning districts based upon new and current goals.

Feasibility Considerations. Physical and financial feasibility of proposed public improvements cannot be ignored in the comprehensive planning process. Many of the improvements proposed in the following action plans are similar to those successfully used by other small resort communities to achieve similar goals. The policies of this Plan also reflect the capacity and limits of the City's basic infrastructure.

Balance Public and Private Sector Roles. Cities do not develop by either public or private sector action alone. This Plan attempts to strike an appropriate balance between public and private responsibilities.

Promote Long Range Priorities. This Plan sets an ambitious agenda to sustain the quality of life enjoyed by Ketchum's residents and the quality of the experience offered its visitors. That agenda is unlikely to be fully achieved unless it is translated into a Capital Improvements Program on which annual capital budgets will be based.

Chapter 1.5: Plan Organization

The Ketchum Comprehensive Plan is organized into **goals**, **policies**, and **action plans**. This format organizes the big picture, or "goals" for the community, in topics, then breaks those goals down into policies that will guide decision making. Action plans are actual programs or actions to turn a policy into reality.

There can be several action plans per policy as there are generally several components that need to function together to achieve a goal.

The Comprehensive Plan is grouped by topic (i.e. land use, housing, etc.), and under each topic is a listing of individual goals with the associated policies and action plans. Many of the topics are interrelated. For example, parking, which is discussed in Chapter 4.5, Downtown Planning Area: Ketchum's Community Core, is related to transportation, covered in Chapter 6. Map 10, Land Use Policies, page 148, is an illustrative guide to the overall goals and policies of the Plan. The following statements further define the terms listed above.

GOAL: A broad vision of a future condition which is considered desirable for the community and is to be achieved through the implementation of the Comprehensive Plan.

POLICY: A guiding statement establishing a course of action or strategy which will influence present and future decisions on matters addressed in the Comprehensive Plan's Goals.

IMPLEMENTATION: Specific actions or programs which are needed to fulfill the Comprehensive Plan Goals.

The Action Plans are grouped into Short, Mid and Long Term Action Plans, as follows:

Short Term Action Plan: to be implemented in the next 1-3 years

Mid Term Action Plan: to be implemented in the next 3-6 years

Long Term Action Plan: to be implemented in the next 6-10 years

LAND USE MAP: The Land Use Map, page 40, depicts the boundaries of the City of Ketchum in its entirety as well as its Areas of City Impact located in Blaine County. The Map represents how the goals and policies of the Comprehensive Plan will be addressed by land use designations.

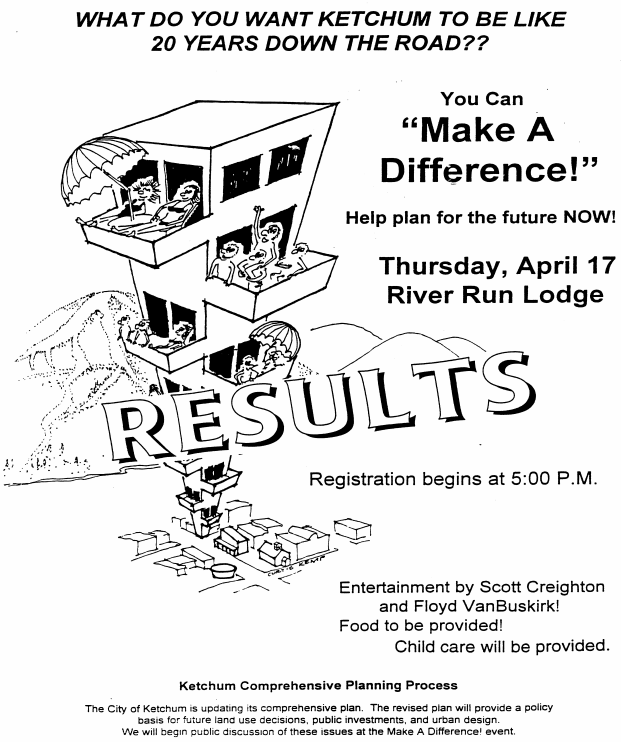
The written parts of the Comprehensive Plan and Land Use Map are to be read and considered together as a whole. Programs or actions recommended in the Comprehensive Plan are not listed by priority and do not prevent other actions, programs and laws from being enacted by the City to accomplish the stated goals.

This Plan identifies the importance of creating a capital improvements program to accomplish the projects called for in this Plan.

Chapter 1.6: The 2000 Comprehensive Plan Revision Process

Ketchum's comprehensive planning process began in February 1997 and continued through a series of public events and meetings that led to the adoption of the Plan. A chronology appears in Appendix 6. Key events are briefly described below.

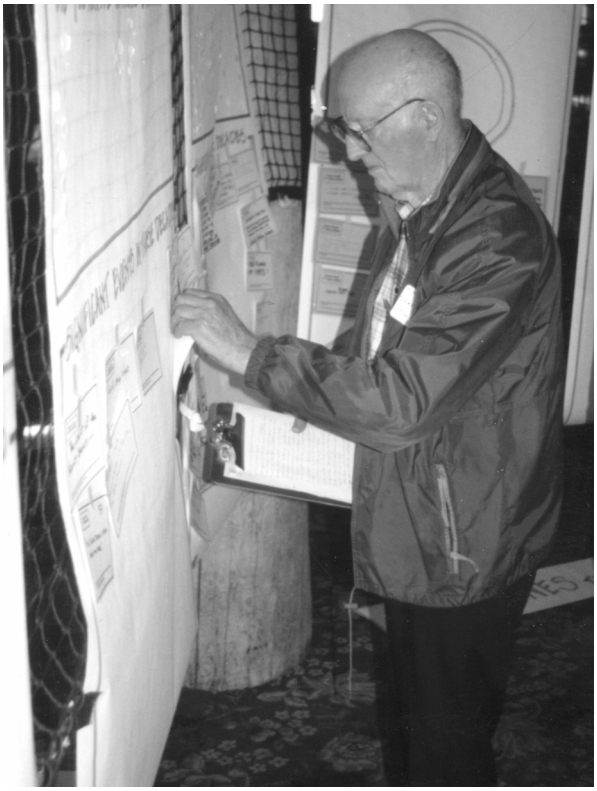
Make A Difference! The April 17, 1997 event was designed to provide initial guidance for the planning process. Nearly 200 participants took part in individual and small group activities that traced Ketchum's history, suggested milestones for the future, and worked toward consensus on which issues ought to be addressed in the new Comprehensive Plan. A complete description of this event is included in *Make A Difference! Results*, a summary that was distributed to the public at the Listening Posts in late May 1997.



Listening Posts. The City conducted "Listening Posts" at three locations over a two day period designed to gather input from people too busy to attend a meeting. City planning staff and Planning Commissioners stationed themselves all day long at Giacobbi Square, the Post Office and Williams Market. Input from the Listening Posts is summarized in the 2000 Comprehensive Plan Public Input Summary, available at the City Planning Department.

The First Street Fair. The Make A Difference event showed that downtown Ketchum was the center of public attention. The most frequently mentioned issues included traffic circulation and parking in the core and the need to make downtown "pedestrian-friendly". The City's consultants and staff designed the June 20, 1997 Street Fair as a response to these concerns. This event gave people an opportunity to provide detailed ideas about how to improve downtown Ketchum. It also gave them a chance to actually participate in the kind of social and commercial activities that would be possible if the balance between automobiles and people was shifted in favor of the pedestrian. The input received is summarized in a *Street Fair Results* document available at the City Planning Department.

Monthly Policy Forums. The Make A Difference! event and Street Fair provided ample initial guidance for the planning process. They were followed by a series of policy development forums, each devoted to a particular set of issues. Attendance at the forums varied with public interest in the topic, but the format was much the same. The City's Consulting Planner raised a series of questions designed to stimulate discussion. These questions were repeated on a handout that also presented some basic facts (excerpts from the *Land Capacity Study*, for example). Relevant policy statements from the City's 1983 Comprehensive Plan were made available in a supplemental handout. At most forums, participants also received a rough draft of policy proposals addressing the previous month's topic. Those drafts often reflected the questions and suggestions of forum participants. The City sponsored a total of 10 monthly Policy Forums.



Draft Plan Release. The first draft Plan that was released in July 1998 also reflected discussions at Planning and Zoning Commission work sessions and meetings with other City advisory groups, including the Housing Commission, the City's Parking Committee and the City Council. The Ketchum Housing Commission's mission statement is incorporated into this Plan, as are many Parking Committee recommendations.

Draft Revision Process. After the release of the draft Plan in July 1998, public input was taken through November 1998. During that time eleven meetings were held; a second Street Fair was conducted, and written comments were submitted to the Planning and Zoning Commission. The prevailing public opinion was to reformat the draft Plan so that it was similar to the 1983 Comprehensive Plan. The Commission met every Thursday, in addition to their regular bimonthly meetings, to review and revise specific sections of the draft. In December 1998, the Commission decided these additional weekly meetings created an unmanageable workload. The Commission elected to form a Comprehensive Plan subcommittee that would meet at weekly work sessions open to the public. The subcommittee would report its progress to the whole Commission. The City decided to complete the revisions with the existing planning staff instead of continuing with a consultant. Consequently, the revision process was extended approximately 12 months from the original targeted completion date.

Public Input on the Revised Draft Plan. The revised draft Plan was released at a kickoff event on February 10, 2000. The Planning and Zoning Commission conducted 20 public hearings on the Revised Draft Plan. The Council conducted 8 joint public hearings with the Planning and Zoning Commission, and an additional 15 hearings in front of the Council. One hundred thirty-

eight (138) pieces of written correspondence were received through the eight month review process.

Research and Analysis. Public involvement in the Ketchum planning process was accompanied by extensive research and analysis. Previous studies provided a starting point, including a *1993 Study of Downtown Traffic and Parking Issues*, and the *1997 Land Capacity Study and Housing Needs Assessment*. These and other printed materials used in preparing this Plan are listed in Part 13, Sources and Documents Adopted by Reference, and the Appendices of this Plan. Research conducted by the City's Consulting Planner, with assistance from the City's Planning staff, included demographic profiling of the City, an economic base analysis of Blaine County, a basic natural resources inventory of the Ketchum area, interviews with department heads to assess infrastructure capacity, a statistically valid random sample survey of citizens, a current land use mapping, further analysis of the land capacity data, an inventory of on-street parking spaces, the 1997 Parking Study, a parking occupancy survey and hours of direct observation supplemented with still photography of pedestrian and traffic circulation and parking utilization.

Part 2: Existing City Characteristics

Chapter 2.1: History

The settlement of the Wood River Valley resulted from westward migration of people focused on fur trading, mining, homesteading, cattle and sheep raising, agriculture and most recently, recreation. The first recorded expedition into the area was by Alexander Ross in 1824, seeking to expand his company's fur trading operations. Fortune seekers came west in large numbers during the California gold rush in 1849. Gold mining in Idaho attracted many prospectors and additional settlers.

The silver and lead mining boom brought settlers to the Wood River Valley resulting in the creation of Bellevue, Hailey, Ketchum and Galena. Ketchum was first named Leadville but when the time came in 1881 to officially record the townsite plat, the name had to be changed due to the large number of towns in the west with the name, Leadville.

David Ketchum, a trapper and guide in the area, had his name selected by the new residents to be the official name of the town. Ketchum became part of one of the richest mining districts in the Northwest.

Prosperity increased as fortune hunters poured into the Wood River Valley by the thousands, and Ketchum's location attracted others as a base of supply for the upper Wood River mines. Soon, the usual service industries sprang up as the mines boomed.

With the decline in the price of silver after 1890, Ketchum began a temporary decline. Early in 1893, the Philadelphia Smelter closed its doors, and the surrounding mines also stopped production. Ketchum survived as a livestock center for the farmers and sheep ranchers that had been settling in the upper Wood River Valley since the 1880's. Livestock grazing kept Ketchum in business throughout the early decades of the twentieth century. By 1924, Ketchum had become the largest sheep shipping point in the United States. In the 1930's, the sheep herders began to suffer financially from inflation in the form of rising winter feed costs and many suffered bankruptcy. Sheep ranching continues today to a lesser degree.

For years, Ketchum was a sleepy mountain village living on past grandeur when mining was booming, and money was spent with reckless abandon. In the spring of 1929, Carl E. Brandt had

the water from the Guyer Hot Springs piped into town. Brandt built a large natatorium and 31 cabins which were heated by the 170 degree water. This marked the beginning of resort activities in Ketchum.

In 1935, officials of the Union Pacific Railroad searched for a place where it could build a resort for its executives in a beautiful setting with ski-able terrain. They founded Sun Valley. The 4,300 acre Brass Ranch was purchased, and the Sun Valley Lodge was subsequently built in 1936. The resort business was well on its way to becoming the main industry for Ketchum and the Sun Valley area. Sun Valley quickly acquired an international reputation as a resort for the wealthy and famous. The fact that gambling flourished during the period from 1937 to 1947 assured Ketchum a part of the resort's tourist and recreation business.

In 1964, the Janss Corporation purchased Sun Valley from Union Pacific, and a new era of rapid development began. Expansion of skiing facilities, development of summer recreation programs, and a building boom attracted more people to the area.

Further national attention came to the Ketchum area in 1973 when it became the site for the headquarters for the Sawtooth National Recreation Area (SNRA). Over one million visitors a year travel to the SNRA, most of whom travel through Ketchum.

Earl Holding, of Sinclair Oil and Little America, bought the Sun Valley Resort in 1977. Under Mr. Holding's leadership, Sun Valley Company has increased snowmaking, built new lodges at the River Run and Warm Springs Base Areas, and on the mountain at Seattle Ridge and has replaced chair lifts, increasing both safety and capacity on Bald Mountain. They provided for summer use in the form of mountain biking and hiking trails. To date, the Sun Valley Company has spent over 20 million dollars in resort improvements.

Ketchum has established itself as a year-round resort and recreation area. In recent years as the ski industry has leveled off in the United States, Ketchum continues to draw seasonal and year-round residents. A growing percentage of people relocating to Ketchum have an outside source of income and are seeking the amenities Ketchum offers. Summer is now a busier season than winter.

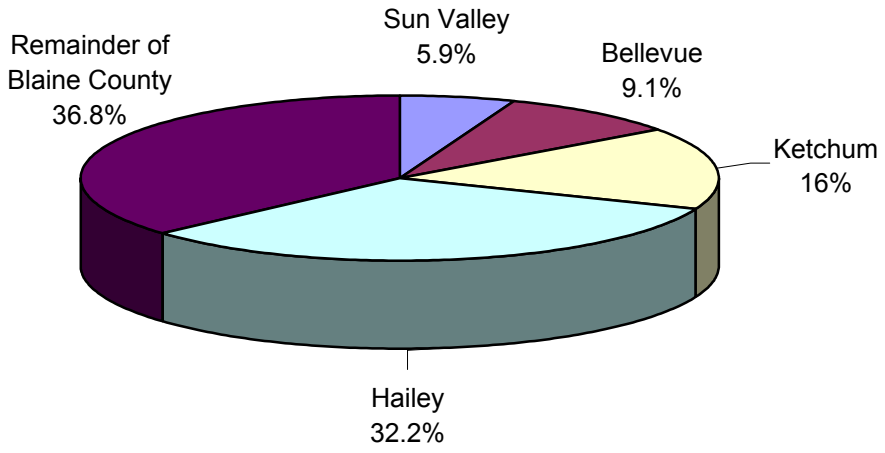
Chapter 2.2: Demographics

Understanding the makeup of the Ketchum community, and looking at how it has changed over the last 25 years will help us understand what changes to anticipate over the next quarter of a century.

Ketchum's population consists of permanent residents and second or part-time homeowners. A third "group" to consider is short term guests (visitors). While short term guests do not "live" here, they cause increased demand for numerous services and facilities such as sewer, water, parking, and fire protection. Short term guests also increase the demand for restaurants, entertainment, shopping and lodging.

Ketchum's population in 1999 was approximately 2,765 residents. Blaine County's population, including the Cities of Hailey, Sun Valley, Bellevue and Carey, was 17,326 residents in 1999. The pie chart below shows the distribution of population within the County.

Figure 1: Population Distribution, 1999

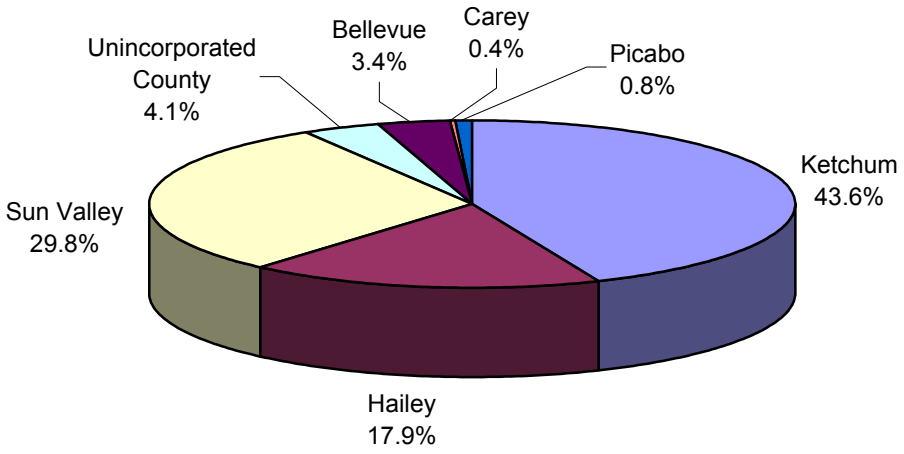


Source: Bureau of the Census

Ketchum has grown since 1970, but not nearly as fast as the rest of the County, as shown in the chart below. Ketchum's permanent population has grown at a steady rate of approximately 5% annually since 1990, as compared to over 5% annual growth in Hailey. This shift in population growth is primarily due to the increasing land and housing costs in Ketchum. Ketchum's median house price has increased from $217,500 (72 sales) in 1989 to $575,000 (56 sales) in 1999. Hailey's median house price has increased from $72,000 (168 sales) to $174,000 (135 sales) during the same time period. Residents of the Wood River Valley have migrated south due to high housing costs or realizing financial gain by selling Ketchum property. The location of schools, climate and other reasons have contributed to the southern migration. Nevertheless, Ketchum remains the employment and economic center of Blaine County with 57% of all the Blaine County jobs located in the City (see Chapter 1.3, Key Issues Facing Ketchum, and Chapter 2.3, Economic Development). Some of the key side effects of the population shifting south, but jobs remaining in Ketchum are:

- more commuters driving into Ketchum for the work day, causing a regular "rush hour" on Highway 75, the only route south
- many of Ketchum's business owners no longer live in town and cannot vote or run for office
- most Blaine County schools are located south near the population center

Figure 2:
Overall Primary Employment Locations



Source: Idaho Department of Commerce

In addition, Ketchum has seen significant growth in the construction of second homes. Of the estimated 2,856 units in Ketchum, 948 are second homes[1]. The Ketchum/Sun Valley Chamber of Commerce has noted that the pattern of visits by second home owners has changed over the last 25 years. Where second home owners used to come to Ketchum for two weeks at Christmas and in the summer, they are now coming for longer stays of several months or living in town for half the year.

Short term tourist accommodations cause Ketchum's population to swell to 10,000-12,000 visitors at busy times such as during Wagon Days over Labor Day weekend.

Who are Ketchum Residents?

The *Blaine County Housing Needs Assessment* prepared for the City in 1997 characterizes the age, gender and marital status of full time Blaine County residents. These numbers are not specific to Ketchum. In general, it can be noted that the mean age of the adult population is 44, and that 9% of the overall population is seniors, age 65 and over, which is a higher number than in many resort communities. Ketchum residents responding to the *Housing Needs Assessment Survey* have lived in town an average of just under 12 years.

Most households in the County are families (63%). Single people living alone comprise 22% of all residents. Ketchum has a smaller average number of persons per unit than any other city in the County. The *Housing Needs Assessment Survey* estimated that Ketchum contains 2.03 persons per household, compared to 2.62 persons per household in unincorporated Blaine County.

[1] Source: 1997 Blaine County Housing Needs Assessment

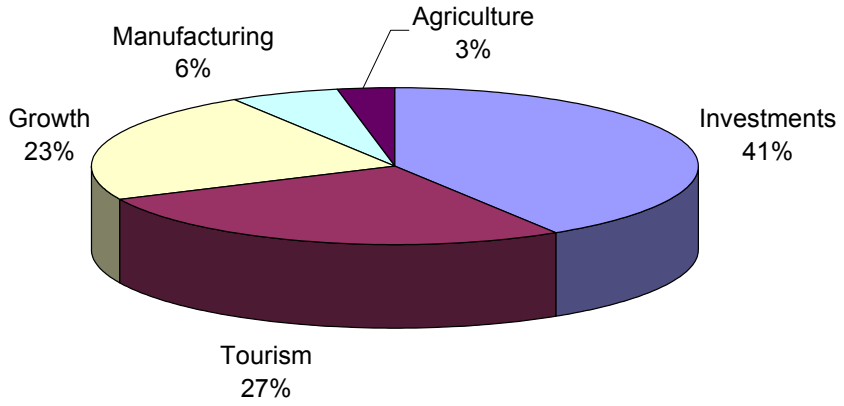
The economic data below provides additional important information on who Ketchum residents are, particularly the residents who have moved here since the last update in 1983. The chart titled Economic Structure of Blaine County in 1996 shows a huge growth in outside sources of income. Newcomers are more able to support themselves with outside income, and have also caused an increase in demand for services such as landscaping, snow plowing, architects and interior designers. In 1979, Ketchum contained 9 architects. Now 62 architects are listed in the local phone book.

Planning for Ketchum's future must consider the demographic shifts over the last 25 years as well as the increase in second home owners.

Chapter 2.3: Economic Development

The economic base of a community includes any activity that brings income into a community from outside sources. The income derived from the export of goods and services (tourism is an "export" activity, even though the tourist travels to the destination) supports other local economic activity, particularly retail sales and services. The 1996 structure of the Blaine County economy is shown by the pie chart below.

Figure 3:
Economic Structure of Blaine County in 1996



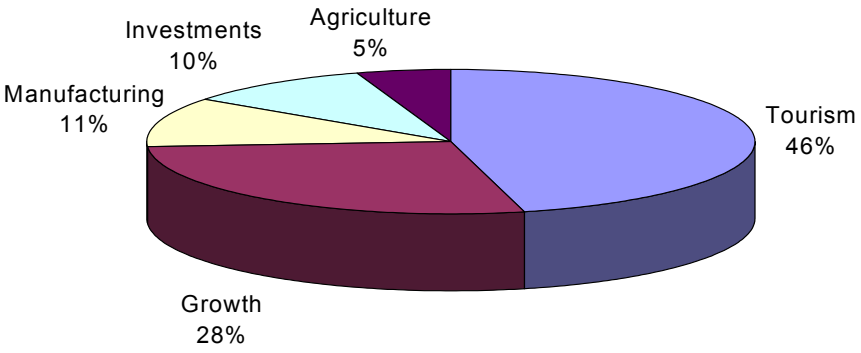
Source: U.S. Department of Commerce, Bureau of Economic Analysis

This analysis of the County's economy is based on personal income data from the *Regional Economic Information System of the U.S. Department of Commerce*. Each slice reflects the direct and indirect share of total personal income received by Blaine County residents that is generated by a sector. The sectors are defined using location quotient analysis and local knowledge.

The investments sector includes dividends, interest, and rent. The agriculture sector includes agricultural services, as well as farms and ranches. The growth sector includes construction, aggregate mining, landscaping services, and real estate sales.

The 1976 Economic Structure pie chart below, shows how Blaine County's economy has shifted during the past two decades. The local economy was three times larger in 1996 than in 1976 after adjusting for inflation. It was also quite different. In 1976, wage and salary and proprietor's income accounted for approximately 90% of total personal income. By 1996, gainful employment or owning a farm or business generated less than 60% of total personal income. The growth of the investment sector reflects Blaine County's and Ketchum's evolution from areas people come for skiing and other outdoor recreation to areas where people with financial resources are seeking a safe amenable place to live. Tourism is still important, but the natural assets that have attracted visitors for decades are now drawing year-round and seasonal residents to Ketchum and the rest of the Wood River Valley.

Figure 4:
Economic Structure of Blaine County in 1976



Employment data for Blaine County from 1991 through 1997 is compiled in the following table. The employment sector percentages have remained fairly constant with only minor shifts. In contrast, the unemployment percentage has continued to decrease.

Table 2: Blaine County Employment, 1991-1999

	1991	1992	1993	1994	1995	1996	1997	1998	1999
Employment	7,828	8,095	8,272	9,225	9,799	10,274	10,204	10,556	11,047
% Unemployed	6.1%	7.4%	5.9%	5.2%	4.3%	4.1%	4.9%	3.9%	3.8%

Source: Idaho Department of Labor

Ketchum's strong image as a resort destination for recreation is reflected in the steadfast skier days and the areas hotel vacancy rates. These figures are included in the tables below. The

attraction of Ketchum is also becoming increasingly popular for regional and national conferences for businesses and professional organizations.

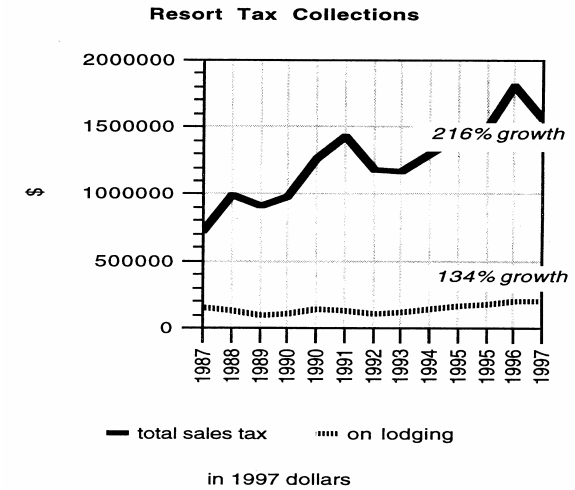
Table 3: Ketchum/Sun Valley Skier Days and Occupancy Rates

	Skier Days	Lodging Occupancy Rate
1990/1991	236,627	36.9%
1991/1992	360,120	41.2%
1992/1993	414,613	47.1%
1993/1994	392,725	49.9%
1994/1995	438,500	52.3%
1995/1996	432,550	50.1%
1996/1997	436,700	51.4%
1997/1998	405,937	48.2%
1998/1999	418,010	42.7%
1999/2000	378,000	80.1%

Source: Sun Valley/Ketchum Chamber of Commerce

Resort Tax. The City of Ketchum is one of the few Idaho communities that qualifies to levy a resort sales tax. The history of resort tax collections is graphed below. The difference in growth rates between the tax collected on lodging and the tax collected on other items may be an indicator of a shift from dependence on tourism to an amenity-based economy that includes both tourism and the income brought in by people seeking an attractive place to live. Resort tax dollars help Ketchum provide facilities and services for resident and visitor population.

Figure 5:



Source: City of Ketchum

Chapter 2.4: Description of Land Use Character

Ketchum is a small city located in a narrow mountain valley. The Big Wood River runs through town joined by Warm Springs and the Trail Creeks within City limits. Most of the land around

town is public land. Around Ketchum, the majority of the hillsides and forested slopes are managed by the Ketchum Ranger District (Sawtooth National Forest) or the Bureau of Land Management. The combination of steep topography surrounding a narrow river valley, and the predominance of public lands surrounding town have established a land use pattern that will not dramatically change over the next 20 years as compared to towns where uncontrolled growth can double and triple the size of the town. Map 1, Geography of Ketchum, page 17, illustrates Ketchum's location in the mountain valley.

Ketchum will continue to change by the character of the infill development on the valley floor. The *1997 Land Capacity Study* prepared for the City indicates that the residential neighborhoods are approximately 50% built-out, and the commercial core only 38% built-out. Since 1997, the Community Core has grown considerably and is also approximately 50% built-out.

The pattern of Ketchum has developed around the original Ketchum Townsite platted in the late 1880's. The commercial core of Ketchum is within the townsite spreading out from the intersection of Main Street (Highway 75) and Sun Valley Road. While a scattering of old buildings still exist, new buildings are replacing the small, older houses and buildings that have characterized Ketchum for the last 50-75 years.

Residential neighborhoods surround the townsite in all directions. The different residential neighborhoods of Ketchum each have a unique character and are discussed separately in this Plan. The two largest residential neighborhoods are West Ketchum and Warm Springs.

Ketchum's industrial area is on a lower bench, to the northwest of downtown. This area used to be the railroad terminus, containing rail yards and a major sheep shipping center. Ketchum's industrial area still contains some older "heavy industrial" uses, such as the Monroc concrete plant. However, the overall character of the industrial area has changed over the last 25 years to primarily construction industry and related uses.

Development of Bald Mountain for downhill skiing has dramatically affected the land use pattern of Ketchum. The Warm Springs Area was the focus of the 1983 Comprehensive Plan, as it was the primary access point to Bald Mountain at that time. With the opening of the River Run Lodge in 1994 and development of improved lift access at River Run, 60% of Baldy skiers access the mountain from River Run. This Plan considers the impacts of development of the River Run Base Area as a key factor in Ketchum's future.

Ketchum contains five areas of City Impact surrounding the town: Warm Springs Golf Course and Board Ranch to the west, Hulen Meadows to the north, the Hospital site and McHanville to the south, and River Run directly abutting City limits to the south. Due to their location and current low levels of development, the Hospital/McHanville area and the River Run area have the most potential to impact the character of Ketchum as they develop.

Map 1: Geography of Ketchum

Chapter 2.5: Housing in Ketchum

The early economic boom-bust cycles in Ketchum created a diverse and rich housing style consisting of everything from mining shacks to early Victorian homes. Development of the Sun Valley Lodge in the late 1930's brought prosperity from the resort business. Ketchum housed much of the permanent work force of this growing resort economy. Following the purchase of Sun Valley by the Janss Corporation in 1964, considerable economic investment and rapid expansion of summer and winter resort activities ushered in a residential building boom during the 1970's. Ketchum began to attract a large share of this resort growth. From 1972 to 1979, 1,239 hotel and residential units were added doubling the pre-1972 housing inventory.

In 1981, the permanent population of Ketchum was 2,200. The housing inventory totaled 2,629 units, with half classified as residential units and half classified as tourist accommodations.

By 1996, the permanent population of Ketchum had grown to 2,980. The total housing inventory had grown modestly to 2,856 units. The *1997 Housing Needs Assessment* prepared by ASI Associates broke down those units into 1,908 local resident housing units and 948 second/vacation homes. This Assessment also stated that 57% of the local resident units were renter occupied. Forty-three (43) percent were owner occupied.

Recent Housing Trends. An analysis of housing trends in Ketchum would indicate that, during the past two decades, most new residential construction revolved around the development of second homes and tourist accommodations. Most significantly, as raw land for development has become scarce, the historical housing stock of Ketchum has been slowly replaced by newer, higher density residential and commercial developments. The limited supply and high cost of developable land is causing the gradual loss of Ketchum's affordable housing stock, forcing the local work force to relocate down valley. The *1998 Ketchum Citizen's Survey* documented that Ketchum residents and workers believe that providing affordable housing should be the City's number one priority.

Housing and the Economy. Employment in Blaine County has been expanding at a rate of about 4% per year since 1990. Continued employment growth will depend on either an expanding local housing supply or, increased commuting from neighboring counties. The *1997 Housing Needs Assessment* estimated that in 1996 220 year-round jobs were left unfilled.

Existing Housing Programs. In 1996, the Ketchum City Council created the Ketchum Housing Commission to assist in addressing the housing needs of the City. Also, in 1997, the City Council and the Blaine County Commissioners agreed to cooperatively fund the Blaine County Housing Authority. Combined with housing legislation passed by the State of Idaho in 1998, the newly formed Housing Authority was granted broad powers to enable the implementation of community housing programs. Both the Commission and the Authority are actively pursuing housing solutions to the well documented affordable housing needs of Ketchum and Blaine County.

Existing Land Use Policies Related to Housing. In identifying the need to protect the existing affordable housing stock in Ketchum and to assure that the local work force has the opportunity

to live in the community in which they work, several land use policies and regulations have been implemented.

In 1998, the City Council adopted a Planned Unit Development Ordinance (PUD) intended to provide density incentives to a developer in exchange for the inclusion of affordably priced residential units. After adopting the new PUD Ordinance, the Ketchum City Council approved the first residential development to allocate 34% of its units to qualified individuals who work in Ketchum or Blaine County.

In 1998, the City also adopted the Accessory Dwelling Unit Overlay Zone to allow for the construction of a second, accessory dwelling unit on many residential properties in Ketchum. This zoning change was intended to stimulate the creation of affordably priced rental housing within Ketchum's residential communities. Six (6) accessory dwelling units have been approved since the adoption of this Overlay Zone.

The City of Ketchum remains focused on providing affordably priced housing for the community's work force. Part 5, Community Housing**,** will identify specific goals, policies and action plans to address long term housing issues.

Chapter 2.6: Transportation

Overview of Transportation Patterns. Transportation patterns affect our everyday lives. The most common reasons that people travel in and through Ketchum are:

- To get to work
- To recreate
- To do errands
- To transport children
- To socialize
- To sight see

The most predominant modes of transportation that affect Ketchum include automobile, bus, bike, foot, motorcycle, airplane and taxicab. In the past, the City of Ketchum has recognized horses as a mode of transit.

<u>To get to work.</u> Employees traveling to work in Ketchum create the greatest impacts on vehicular circulation. Most employees travel from their place of residence to their place of work. According to the *Blaine County Housing Needs Assessment*, 84% of the employees who live in Ketchum work in Ketchum. Forty-three (43) percent of the employees who live in Hailey work in Ketchum and 45% of the employees who live in Sun Valley work in Ketchum. Thus, 57% of the entire work force of Blaine County works in Ketchum. Places of employment are located mainly in downtown Ketchum, but also in the surrounding tourist zones and at both the Warm Springs and River Run Base areas of Bald Mountain. The light industrial zones accommodate construction and related businesses. Traffic is produced by employees on all

streets, but especially the main connectors which include Highway 75, Warm Springs Road, Second Avenue, Sun Valley Road with Sixth and First Streets connecting to West Ketchum.

To recreate. Most visitors, residents and employees of Blaine County participate in some type of recreation. The following major streets are impacted by people seeking recreational opportunities: Warm Springs Road - Bald Mountain skiing, golf, tennis and access to public lands and trails; Highway 75 - Bald Mountain skiing (River Run) public land and SNRA trails, golf, bike path and x-country skiing; Sun Valley Road - public lands and trails, golf, Bald Mountain skiing, x-country skiing, Dollar Mountain skiing, sledding and Sun Valley Gun Club.

To do errands. Residents, employees and visitors impact the circulation surrounding major gathering places: the Post Office, Giacobbi Square, and Williams Market. The Post Office is currently located at the corner of Sun Valley Road and First Avenue but is relocating to the corner of Second Street and Fourth Avenue. Giacobbi Square, which houses Atkinsons' Market, Chateau Drug and other stores is located on the block between Fourth and Fifth Streets and East and Leadville Avenues. Williams Market is located at the corner of Main Street and First Street. In the *1997 Parking Study*, the streets adjacent to the Post Office and Giacobbi Square were identified as having the highest occupancy and the turnover rate in the City, resulting in the most congestion.

To transport children. Due to limited public transportation for children in the County, parents are often shuttling their children to and from school and activities such as sports and other extracurricular events. Hemingway Elementary School is located at the corner of Eighth Street and Second and First Avenues. The Community School is located in Sun Valley, and other schools are located south of Ketchum. The transportation of children often puts added pressure on Warm Springs Road, Sun Valley Road, Highway 75, Second Avenue and Eighth Street. Transporting children often results in a vehicle making twice the number of trips.

To socialize (entertainment, dining, etc.). Most of the evening activities, including frequenting movies, restaurants, gallery walks, concerts and the like currently occur in the downtown.

For tourist related reasons. During the winter, many tourists and part-time residents fly into the Hailey airport and continue into Ketchum with van or taxicab service. Other tourists and part-time residents arrive by private vehicle or bus mainly from the south end of Highway 75. Much of the tourist traffic is headed to accommodations in the downtown and tourist zoned areas of Ketchum as well as the resort of Sun Valley. This traffic impacts Highway 75, Sun Valley Road and Warm Springs Road.

Seasonal changes affect the transportation patterns in Ketchum. Statistics show that during the winter, the number of tourists driving to Ketchum in their personal vehicles is fewer than in the summer. During the summer, additional vehicles travel through Ketchum to visit the SNRA or vehicles may head south to recreate. Traffic to Bald Mountain and the schools is less frequent.

Physical and Operating Characteristics. A brief description of key roadways, bicycle ways, trails and the KART bus routes in Ketchum can be found in Appendix 1. A map of these facilities is found in Part 6, Transportation.

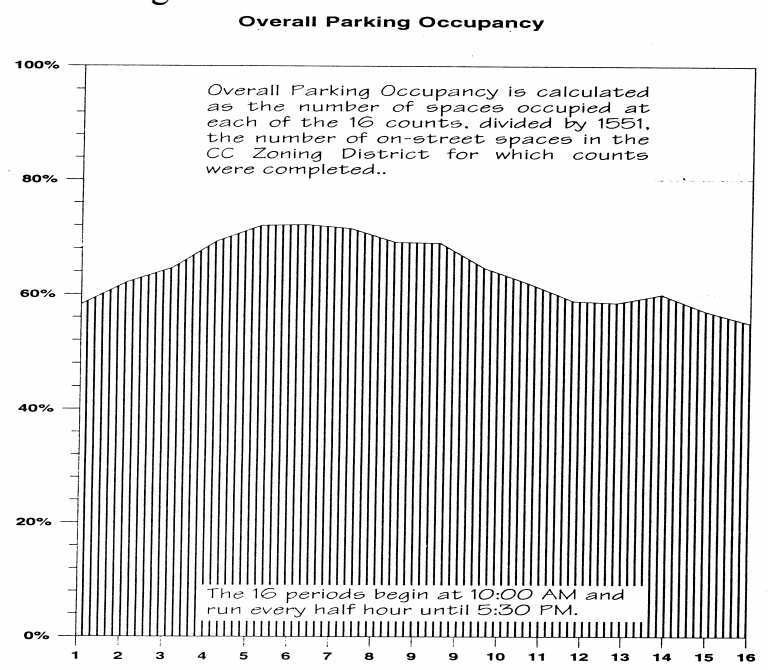
Traffic and Parking Downtown. There is no overall transportation plan for the City of Ketchum. The *1994 Traffic and Circulation Study* included an inventory of street widths and parking spaces, traffic counts, and level of service determinations for major intersections in downtown Ketchum. It documented congestion at peak hours at the intersection of Highway 75 (Main Street) and Sun Valley Road and the difficulties pedestrians have crossing the highway. The study recommended changing the phasing of the signal at Highway 75 and Sun Valley Road, adding a traffic signal at First and Main Streets and replacing the signal at Sixth and Main Streets with one at Fifth and Main Streets. All of the above have been accomplished except the relocation of the bike path and removing the Sixth Street light.

The *Traffic Circulation and Parking Study* prepared by J-U-B Engineers for the City of Ketchum in 1994 presented the results of a downtown parking survey and an inventory of existing parking spaces. The J-U-B study also made recommendations about how to expand the parking supply.

A parking occupancy study was conducted on July 3, 1997. July 3rd was selected as a peak or near-peak day for summer visitations. The use of more than 1,600 public parking spaces was monitored at half-hour intervals beginning at 10:00 a.m. and ending at 5:30 p.m. The occupancy of each space and the license plate number of the vehicle occupying that space were noted. This resulted in some 25,000 observations which were tabulated, organized, and summarized on the maps presented in Appendix 2. As the table below suggests, the parking occupancy study concluded that there is, overall, an adequate supply of public parking in downtown Ketchum. Parking availability varies from place to place, however, and the maps in Appendix 2 show a concentration of high occupancy, high turnover parking east of Main Street centered more or less around Giacobbi Square. A 1999 valley wide transportation analysis conducted by the City suggests a follow up parking occupancy study in this area be conducted.

The City contracted with a traffic engineer, Darrell Wilburn, in 1999 to look at issues related to Highway 75, parking and circulation. Various reports from Wilburn are on file at the City Planning Department.

Figure 6:



Pedestrian Circulation. A map showing missing sidewalks in the Community Core appears in Appendix 5 of this Plan. Many other areas are also not served by sidewalks. The Wood River Trails' System offers an alternative to sidewalks where it passes through the City, as shown on Map 7, Circulation, page 100.

Public Transportation. Ketchum and Sun Valley are served by KART, a free public bus system funded by the two cities. KART exists primarily to transport skiers. Slack season ridership is only about 3% of the total ridership and summer ridership is only about 15% of the total ridership. KART also provides Federally funded para-transit service in Ketchum, Sun Valley, and the surrounding area, but this service accounts for less than 1% of total ridership. KART has eight full-time employees: one manager, three shop personnel, and four full-time drivers. Employment expands to approximately 23 full-time employees in winter. KART currently owns 10 buses, two para-transit vans, and a service truck. Ketchum is also served by private taxicabs.

Chapter 2.7: Public Facilities, Utilities and Services

Public facilities, utilities and services include the following: schools and child care facilities, emergency medical services and health care, fire protection, water, sewer, street maintenance, animal control, law enforcement, and general government. An overview of those services not provided by the City of Ketchum, such as education, is found in Appendix 4. This Chapter outlines the current services, as well as identified needs in those areas.

Chapter 2.7.A: Fire Protection and Emergency Medical Services

Emergency Medical Services. Emergency medical and rescue services (EMS) in Ketchum, northern Blaine County and the City of Sun Valley are provided by the Ketchum Fire Department. EMS is funded by the Blaine County Ambulance District and user fees collected by the Fire Department. The department operates a fire based basic level pre-hospital emergency medical system. It has been recommended that the basic care which is currently provided be elevated to a paramedic pre-hospital system by a study that was completed by the Abaris Group, Walnut Creek, California. This level of care would require advanced training and a reorganization of the Fire Department with appropriate staffing. Staffing issues could be addressed with a consolidation effort of the current fire agencies utilizing either functional or organizational consolidation. The department's personnel are described under "Fire Department".

The department operates three four-wheel drive ambulances, two of which are housed in Ketchum. The third ambulance is housed at the Greenhorn Gulch Fire Station south of the City in Blaine County. A capital vehicle replacement program is funded annually by the ambulance district. The ambulances are currently assumed to have a useful life of 18 years, and the next scheduled replacement is in 2002. The Ketchum Fire Department responded to 542 EMS calls in 1998, approximately 64% of its total 842 call-outs.

Fire Department. The Ketchum Fire Department has ten full-time employees: the Fire Chief and nine firefighters who are also "Emergency Medical Technicians Advanced". This staff is supplemented by approximately thirty volunteers, the majority of which are EMT's. The department serves the City of Ketchum and provides service to the Ketchum Rural Fire Protection District through a contractual agreement. The Idaho Survey and Rating Bureau currently awarded the City a fire protection rate classification of "3" on a scale of 1-10 with 10 being the lowest. Firefighting apparatus housed in Ketchum consists of two 1984 1,500 gallon per minute pumpers, a 1987 100 foot aerial tower with a 1,500 gpm pump which is jointly owned with the City of Sun Valley, a 1992 Chief's Vehicle, a 1972 Mobile Command and a 1997 Tactical Support Pickup. All of this apparatus is on a replacement schedule. The next replacements, the Chief's Vehicle and Mobile Command, are due in 2002.

Fire Department Needs. The Fire Chief listed the department's needs as follows: a fire prevention and inspection bureau chief, a full time clerical person and additional firefighter/EMT's to be able to staff the first responding unit with a minimum of three members around the clock.

The Chief desires to build a new modern fire station that will accommodate a diverse work force. Improvements in bathroom, sleeping and living facilities, office and clerical space and a training classroom for the education of career and volunteer firefighter/EMT's are requested. The facility should also house apparatus and personnel in a safe work place with controls for exhaust emissions and electrical and air outputs for the operation of vehicle maintenance systems. A safe room for self contained breathing apparatus, maintenance and repair is needed as well as an equipment repair room and a physical fitness training room. The migration of full-time residents to the south will create a loss of more volunteers in the future. It will be necessary to

accommodate on call firefighter/EMT's with housing or to hire additional full-time personnel. Vigilance will be required to retain qualified personnel locally because fire protection and emergency medical service requires rapid mobilization of personnel.

The Chief also stated a pressing need to implement a consolidated Enhanced 9-1-1 emergency communications center that can meet current and future needs. The existing level of technology available in the two dispatch centers in the County is not adequate to allow the required coordination of fire, law enforcement and emergency medical services during normal operations. Such consolidation would allow cost avoidance and improved service.

Chapter 2.7.B: Water System

Water System. Ketchum's water system consists of wells, booster pumps and one million gallons of at-grade storage. The system operates near capacity during hot summer weather when irrigation demands are high. It operates well within capacity at other times of the year. The wells are completed in the shallow alluvial aquifer of the Big Wood River Valley, at depths of 50-100 feet. Water consumption has averaged about 2.4 million gallons per day since 1992, and approximately 864,000,000 gallons per year. There is an upward trend in water use, but consumption also varies substantially from year to year depending on the summer weather.

Water System, Needs. The voters recently authorized the City of Ketchum to make the single most important improvement its water system needed: adding elevated storage. Two one million gallon tanks have been constructed on the hillside east of Highway 75, just north of Ketchum. These reservoirs will provide adequate fire flows and - with the telemetry system that will be added at the same time - make it possible to use the wells more efficiently. The City is also gradually replacing old steel water mains in downtown Ketchum and adding meters where they do not exist. The Water Superintendent says that other future needs include an additional 1,750 gallon per minute well and an administration building. The administration building is currently being built. The Water and Sewer Departments currently share administrative space at the sewage treatment plant.

Chapter 2.7.C: Wastewater Treatment

Wastewater. The City of Ketchum and the Sun Valley Water and Sewer District share a sewage treatment plant (STP) on the south edge of Ketchum. A bit more than half the flow comes from the district at this time, but the costs of improvements are shared equally. Portions of the sewage collection system are also jointly owned. Liquid effluent from the STP is discharged to the Big Wood River after treatment and solids are trucked to a lagoon in Ohio Gulch.

The plant provides secondary treatment and operates well within the limits established by its NPDES permit. The only collection system problem mentioned in a February 19, 1998 interview with the STP Manager is the fact that the main pipe serving the lower Warm Springs area is not large enough to accommodate build-out of that area.

Wastewater, Needs. The STP is currently operating at about 50% of its 3.1 million gallon per day capacity overall. The facility plan for the STP - which dates back to 1989 - is now complete.

The 1989 estimate of the cost of accommodating build-out was about $6.6 million. Sewage treatment plant improvements require a multi-year design, regulatory and construction process, so improvement needs must be anticipated well in advance.

Chapter 2.7.D: Street Maintenance

Street Maintenance. Ketchum's streets are maintained by the Street Department which has five full-time employees year-round and six additional in the winter. In addition to snow removal, the department maintains the streets, including striping and re-surfacing (chip-and-seal) approximately every six years.

Snow Removal and Storage. The Ketchum Street Department provides curb-to-curb snow removal downtown and at the Park and Ride lot, and must sometimes remove snow from other streets. This requires a large area for snow storage. Snow is currently dumped on a portion of the Sun Valley Company's River Run property. This parcel could be converted to other uses. The City does not clear snow from the sidewalks in the downtown core. Private property owners are responsible for clearing snow from the sidewalks adjacent to their property. This snow is currently being pushed into City streets.

Street Maintenance, Needs. The Ketchum Street Department needs a sand storage facility, more indoor space for equipment and a staging area. A new street equipment building was completed in 1999. The department has been storing sand and gravel and staging operations in the Park and Ride lot, but the City Council has ordered the department to stop using that site. This decision will increase job completion times and costs if a substitute staging area is not developed. A permanent, long term snow storage area is a pressing need. The Street Department has also identified a need to pave alleys and make sure that all streets meet a minimum paved width standard. Finally, the Street Department Superintendent identified the lack of sidewalks as the most significant safety issue. There is also a need for guardrails at places on Irene and Georginia Streets.

Chapter 2.7.E: Law Enforcement

Law Enforcement. Law enforcement in Ketchum is provided by the Ketchum Police Department. The department employs 12 certified officers, including the chief, two code enforcement officers, and two clerks. Dispatch is shared with the Fire Department. There is little major crime in Ketchum, but the department is kept busy with minor thefts, white collar crime, and bar-related behavior problems. The busiest times for the Policy Department are December 20 through January 1, March (spring skiing), July and August, and the annual Wagon Days celebration. The department also deals with traffic management, parking issues and traffic control at the Warm Springs Base Area. The department has four marked cars that are scheduled for replacement every three years. There is a holding cell in the City building, but prisoners are transported to the Blaine County Jail in Hailey as soon as possible.

Law Enforcement, Needs. A February 19, 1997 interview with the Chief of Police indicated that the department needs more office space. He also identified traffic congestion as an issue from two perspectives. First, congestion is occasionally bad enough that officers have to use

sirens to respond to non-emergency calls. Second, he is concerned about traffic-pedestrian conflicts. The Chief of Police also noted that the Blaine County Jail needs to be replaced.

Chapter 2.7.F: General Government

City Offices. Ketchum's Council Chambers, Administrative Offices, Housing, Building, Legal, Planning and Zoning, Police, and Fire Departments are located at the southeast corner of Fifth Street and East Avenue.

Chapter 2.8: Parks, Recreation, Trails and Cultural Resources

Parks, Recreation, and Trails. Land within the National Forest, Bureau of Land Management and State control, surround the City of Ketchum. The Sawtooth Recreational Area is located seven (7) miles north of town. Blaine County, in total, contains 76.7% of public lands. The abundance of Federally and State owned lands provide for a great variety of recreational opportunities for residents and visitors. However, surrounding forests do not typically provide for community activities. The Wood River Trails' System, which is maintained by the Blaine County Recreation District, extends through Ketchum on the old railroad right-of-way and on roadsides. The trail system provides a bicycle transportation and year-round recreation route that links the cities of the Wood River Valley. Hiking trails also originate in or near the City at the trailheads shown on the Map 8, Open Space, Recreation and Heritage, page 113. Additional information on present and future recreational opportunities in Blaine County is located in the *Blaine County Recreation, Parks and Open Space Master Plan of 1992*.

Developed Parks. The table below lists Ketchum's developed parks. Map 8, Open Space, Recreation and Heritage, page 113, show parks, other open spaces and the trail system serving the City. Other publicly owned land within the City of Ketchum that could potentially be developed into small passive parks or walking/running trails include property on Knob Hill, undeveloped public street rights-of-way, and a dedicated, undeveloped park in the floodplain of approximately six (6) acres in Northwood. There is also approximately 5.5 acres of Federal (BLM) land on the east bank of the Big Wood River in West Ketchum. The City has requested that this land be designated as Area of Critical Environmental Concern.

Table 4: Ketchum Developed Parks

Park	Acreage	Function
Atkinson Park	≈16.5	active sports, recreation building
Forest Service Park	≈1.1	passive, historic park space, museum
Little Park	≈0.2	small passive park space adjoining Ore Wagon Museum
Rotary Park	≈1.9	passive open space, river frontage

There are 19.7 acres of active and passive parks for an average of 6.1 acres of community park land per thousand (1,000) population. The Blaine County Recreation District has a standard of 12 acres of neighborhood and community parks per thousand (1,000) population.

Recreation programs sponsored by Ketchum's Atkinson Park include soccer, baseball, tennis, golf, and arts and crafts activities for young people, and adult softball and soccer leagues. The Ketchum Recreation and Parks Department has six (6) full-time seasonal and approximately ten (10) part-time seasonal employees in 1999. The Hemingway School gym is also available for public use (basketball, volleyball) on evenings and weekends. The City is also currently working towards constructing a public swimming pool.

Developed Parks, Needs. Active park space is the biggest recreational need for Ketchum. As the above standards indicate, Ketchum is operating at a deficit for active park space.

Chapter 2.9: Natural Resources and Environmental Quality

Air Quality. In a May 26, 1998 interview, the South Central Regional Office of the Idaho Division of Environmental Quality stated that regular PM_{10} monitoring has shown no violations of national air quality standards in Ketchum. PM_{10} is a measure of respirable - 10 microns or smaller - particulate matter in the air. The 1997 annual average PM_{10} in Ketchum was 24.5 micrograms per cubic meter. The national standard is 50.

Avalanche. The history of avalanche activity in the Warm Springs canyon dates back to the 1920's, and is fairly well known. Numerous avalanches are observed on the upper and lower slopes annually. The number of observed avalanches along with the terrain, vegetation and weather factors characteristic of the area, are sufficient to verify frequent avalanche hazard to the canyon floor. The occurrence of avalanches on the west slope of Dollar Mountain above Trail Creek is also regularly observed.

Due to the potential avalanche hazard in these areas, the City of Ketchum commissioned a study to identify the areas where avalanche potential exists. As a result of the studies and reports prepared by Norman Wilson and Arthur Mears, the City established an avalanche zone overlay district where special regulations and restrictions apply. (See also Part 13, Sources and Documents Adopted by Reference, of this Plan.)

Climate. Ketchum is located at the northern end of Blaine County in the center of the Big Wood River Valley at an elevation of approximately 5,840 feet. The Smoky and Dollarhide Mountains lie to the west rising to an elevation exceeding 10,000 feet. The Boulder and Pioneer Mountains to the north and east rise to elevations over 11,000 feet and 12,009 feet at Hyndman Peak summit in the Pioneers.

The surrounding mountains influence Ketchum's climate. Winter temperatures are generally cold with summers having warm days and cool nights. Temperatures range from a high of 82 degrees F in July to a low of 1.8 degrees F in February. There is an average of 95 frost-free temperature days.

The northern Rockies, in which the Big Wood River is located, are noted for their dryness. Normal annual precipitation is around 20 inches increasing to over 40 inches in the Smoky Mountains. Most of the precipitation falls as snow from November through April. Snowfall averages 118 inches for the snow season in the upper watershed areas.

Winds, generally associated with daytime heating or nighttime cooling, are convective winds of local origin. Winds are variable, with the greatest variations noted when air is heated over nearby mountain slopes. Combined influences result in an up valley, up canyon flow in the daytime, especially summer months, and down canyon flow at night.

Floodplain. Historically, flooding in Ketchum from Trail Creek, Warm Springs Creek and the Big Wood River have all been due to spring snowmelt conditions, generally during years marked by heavy snowpack with rapid melting during warm weather periods. These conditions have sometimes been accompanied in the past by warm spring rains, which hasten the snowmelt, leading to more rapid runoff and higher stream stages. Flooding on these streams is aggravated by two factors: debris collecting behind channel obstructions, such as bridges, fences and trees, and, especially on the Big Wood River, the tendency of the channel to change alignment abruptly due to channel obstructions. This phenomena makes floodplain development particularly risky in many areas along the Big Wood River. All structures located roughly within the limits of the 500 year floodplain are, therefore, subject to inundation, if not the direct impact of the channel itself, during future floods.

The Ketchum Zoning Code, Chapter 17.88, regulates development within the 100 year floodplain. Source materials are listed in Part 13, Sources and Documents Adopted by Reference.

Forests. Essentially surrounded by public lands, including the Sawtooth National Forest, residents and visitors have convenient access to forested lands for commercial and recreation uses.

Geology. The Ketchum area is included within the southern extremity of the Northern Rocky Mountain physiographic province. The rocks in the Wood River region can be categorized into two (2) broad categories: 1) sedimentary beds with igneous intrusions; and, 2) unconsolidated glacial and alluvial deposits. Appendix 5 contains a generalized geological map of the area showing the surface distribution of the various geological units.

A nontechnical explanation of some of the geologic history can be found in *Roadside Geology of Idaho* by David W. Alt and Donald W. Hyndman, which includes a section on Idaho Highway 75.

The principal geologic hazard affecting Ketchum is the potential for landslides and accelerated erosion on the slopes that surround the City. The *Idaho Geological Survey's Landslides in Idaho* map shows evidence of several landslides in and near the City. Ketchum is in Uniform Building Code Seismic Zone 2B, which has a moderate hazard of ground shaking from earthquakes.

Geothermal Resources. Geothermal water from Guyer Hot Springs is located approximately 2.5 miles west of Ketchum's town center on Warm Springs Creek. These waters have been utilized for space heating homes and business and recreational pools since the 1880's. The City is currently researching the viability of utilizing this resource to heat a community pool, and potentially for other uses.

Soils. An understanding of soil properties make it possible to predict suitability or limitations of soils for present and future uses. Factors which affect soil uses include permeability, slopes, runoff potential, erosion hazard, high water table and susceptibility to flooding. A Soils map of the Ketchum area appears in Appendix 5. It shows soil mapping units that have distinctive characteristics and can be used as a basis for interpretive maps, such as the High Water Table map (also shown in Appendix 5) and the Permeability and Slopes maps. This information is general and useful for land use planning. More detailed site specific information should be obtained for proposed uses. More details are available in the *Soil Survey of Blaine County Area, Idaho* published by the USDA-Soil Conservation Service in 1991.

Surface Drainage. Ketchum does not have an overall surface drainage system that collects and disposes of storm and melt water runoff. The rapidly permeable soils that underlie most of the City (see the Permeability map in the Comprehensive Plan) have made it possible to handle surface runoff from most areas with dry wells. A system of storm drains does serve part of downtown. It discharges to the surface alongside the Wood River Trail between Third and Fourth Streets.

Water Quality, Ground. Ketchum's drinking water supply is obtained from wells and receives no treatment except chlorination, which is required regardless of the quality of the source. Published groundwater quality data, including the *U.S. Geological Survey's 1989 Water Resources of the Upper Big Wood River Basin, Idaho* (Water Resources Investigations Report 89-4018) confirms that groundwater quality in the area is good. It should be noted, however, that the local aquifer is classified as having higher to very high vulnerability on the Idaho Division of Environmental Quality's relative groundwater vulnerability of southern Idaho. The supply has been dependable, but better estimates for basin yield should be obtained.

Water Quality, Surface. Trail and Warm Springs Creeks are not included on Idaho's list of water quality impacted streams (this is the list the State is required to submit to the Environmental Protection Agency by Section 303(d) of the Clean Water Act). The Big Wood River below Trail Creek is on that list due to flow alterations rather than the presence of pollutants. While it dates back to 1975, readers who are interested in surface water quality may want to read Idaho Department of Water Resources Water Information Bulletin No. 40, *Effects of Urbanization on the Water Resources of the Sun Valley-Ketchum Area, Blaine County, Idaho.* More water quantity and quality research can be found in the *U.S. Geological Survey's 1989 Water Resources of the Upper Big Wood River Basin, Idaho* (Water Resources Investigations Report 89-4018).

Wildlife. The waterways in the area provide great habitat for fish, beaver, moose, bear and other water wildlife. A fairly common sight are deer and elk feeding on the south facing slopes in the Warm Springs canyon during years of deep snow in the back country. Fox, mountain lions and coyotes are also present. Higher elevations accommodate grouse, chukar and other game birds. Birds of prey are seen along ridge lines and steep cliffs year-round.

Part 3: Economic Development

Economic development is a combination of public and private sector efforts to ensure a stable business climate, work force and provision of goods and services for residents and visitors. As described in the background Chapter 2.3, Economic Development, the economy of Blaine County has changed significantly with 41% of personal income coming from outside sources. Resort towns typically suffer from economic swings based on fluctuations in tourism. The growth in second home ownership, urban flight, the surge in telecommuting and the large baby boomer population nearing the retirement age have all contributed to Ketchum's transition from a resort community to a recreational and second home based economy.

One of the most troubling issues facing resort towns is the rising costs of commercial and residential real estate. Increasing costs affect local business owners and residents. This issue alone can dramatically change the makeup of the community, as working business owners are forced to relocate to more affordable environments. This Plan promotes a balanced, year-round economy for residents of the Wood River Valley.

Goal 1: Maintain and improve economic opportunities for residents of Ketchum, while respecting the quality of life including natural and human resources.

Goal 2: Foster a business climate that will allow local businesses to survive and prosper.

Goal 3: Minimize the additional burdens on City residents caused by growth and development.

Ketchum contains a range of local services within City limits such as grocery stores, lumber yards and the U.S. Post Office. The following policy recognizes the importance of keeping such services within City limits.

Policy 3.1: Foster a diverse and year-round economic base, including retaining key services within City limits.

The City needs the input of local businesses to make good decisions. Local businesses rely on Ketchum's assets being protected for the residents and visitors they serve. Ketchum needs local businesses to keep its uniqueness and diversity.

Policy 3.2: Increase the involvement of local businesses in the development of City wide programs related to economics, community housing, community character, downtown design, transportation, pedestrian improvements, environmental protection, impact fees and other issues.

A key component of the "small town mountain feel" that residents and business owners want to preserve is a concentrated downtown core. A concentrated business shopping district makes good economic sense: it cuts down on traffic, as people can walk between businesses; it is

livelier; it fosters the friendliness of a small town. This issue is also addressed in Chapter 4.5, Downtown Planning Area: Ketchum's Community Core.

Policy 3.3: Maintain and promote the Community Core as the primary business district.

Policy 3.4: Recognize the importance and impacts of tourism and second homeowners on our year round economy. Encourage adequate tourist accommodations. Provide services and transportation to meet the needs of tourists and part time residents.

Policy 3.5: Encourage efficient and orderly development, allowing both public services and amenities to keep pace.

The advent of telecommunications has dramatically changed work patterns. Statistics are not available for the number of people working at home via computer, the internet and fax. This Plan supports home businesses, as it keeps residents and workers in town, reduces commuting congestion and has spin-off effects that feed the local economy.

Policy 3.6: Encourage low impact home-based businesses.

Policy 3.7: Recognize that local businesses are threatened by a diminishing available employee work force and a shortage of housing for employees.

Policy 3.8: Ensure the development of housing for all income levels including seasonal workers and full time employees.

Recognizing elements of Ketchum's heritage is a draw for both locals and visitors. The annual sheep drive through Ketchum is one such event which has historic significance.

Policy 3.9: Support the sheep and cattle industry of the area by continuing access through the City, to and from public and private grazing lands.

Policy 3.10: Support special events such as festivals, street fairs, parades, and concerts that create a positive local, regional and national image for the City.

Resort towns need additional services to cover the costs of tourism. Examples include greater capacity at the sewage treatment plant for peak tourism times and increased parking areas in the downtown core and at the ski base areas.

Policy 3.11: Seek alternative forms of revenue to support public services.

Policy 3.12: Continue support of the Local Option Tax.

Policy 3.13: Support the Chamber of Commerce in its efforts to provide important economic development programs that benefit local businesses, such as marketing, visitor information, special events and business education.

Policy 3.14: Encourage an alliance with state wide or national organizations to benefit Ketchum's businesses.

Short Term Action Plan

1. Convene a group of key business and community leaders to examine the issue of the high cost of doing business, including rising commercial costs. The group should recommend actions to reduce these costs.

2. Facilitate the development of tourist-oriented accommodations/facilities to locate close to or at the major accesses to Bald Mountain through land use and zoning.

3. Based on data gathered, evaluate the pros and cons of protecting the inventory of short term tourist accommodations from the pressures of redevelopment.

4. Study the impacts of second home ownership on the local economy, City services, housing and employment.

Mid Term Action Plan

1. Coordinate with the Chamber of Commerce, State Department of Commerce and others to monitor local, regional and national trends that may affect Ketchum's economy: issue periodic reports on these trends.

2. Increase lobbying efforts at the State Legislature for a real estate transfer tax.

Part 4: Land Use

Part 4 contains general goals and policies related to land use, as well as specifically addressing different neighborhoods and areas of town. An overview of the land uses in Ketchum is found in Chapter 2.4, Description of Land Use Character.

Chapter 4.1: General Land Use Policies

The natural beauty of the area has been identified by Ketchum's residents as one of its greatest assets. In addition, it is a major component that draws tourists to the area. Hillsides, floodplains and riparian areas are some of the key natural features in town. While these sensitive areas are covered in more detail in Part 9, Environmental Resources and Hazards, the goals below are applicable to all new develop-ment in Ketchum.

Goal 1: To strategically plan for present and future land use needs thereby establishing a well thought out pattern of development. This includes the following:

- **encourage land uses in harmony with existing natural resources**
- **prohibit detrimental alteration of existing topography and terrain**
- **protect natural land features and wildlife habitat**
- **prohibit alteration of hilltops, rock outcrops, knolls, ridges, river banks, marshes, and river channels through development standards and other regulations**
- **ensure new development fits in with Ketchum's small mountain town character**
- **establish land use policies that ensure orderly development relative to public services and facilities**
- **consider incentives and/or land use regulations that promote energy efficiency, and reduce over consumption of resources**
- **concentrate densities within the existing community to most efficiently provide services and commercial necessities**

Ketchum is a resort town visited by people from around the world. The look and feel of the "built" environment has a great impact on the character of town, for both residents and visitors.

Goal 2: Actively strive for high quality design, architecture and buildings that "fit" with the neighborhood in terms of bulk, scale and style. Ensure all elements of the "built" environment such as signage, lighting, accessory features and landscaping meet quality design standards. Strive for a "built" environment that respects Ketchum's uniqueness as a small mountain resort town.

Ketchum's unobstructed hillsides and river systems are some of its greatest natural assets. The following policies recognize that creative planning tools can often be effective in clustering development away from sensitive areas.

Policy 4.1.1: Protect rivers and floodplains by enforcing and strengthening rules and regulations that apply to these areas.

Policy 4.1.2: Protect hillsides from further development by enforcing and strengthening the Mountain Overlay chapter of the Zoning Code, requiring clustering at lower elevations, creating conservation easements, or buying out private property on hillsides.

The building boom of the late 1990's has generated community discussion about the scale of new development. In particular, citizens have commented that new building are too tall, too bulky and are threatening the small town character of Ketchum. The City's Design Review process is designed to approve those buildings that are compatible with the neighborhood. However, Design Review can only work within the constructs of overall height and density regulations. The following policies direct the City to look at the permitted building heights and to keep a close watch on new development to make sure that the intended results are being achieved.

Policy 4.1.3: Reassess building heights in all zones to determine whether or not the current standards are having a negative impact on Ketchum's small mountain town character.

Policy 4.1.4: Examine placing limitations on the size of buildings, including single family residences, to be sure they are compatible with the character and scale of Ketchum neighborhoods.

Policy 4.1.5: Explore establishing a maximum house size in conjunction with a reduction in lot coverage in single family zones.

Policy 4.1.6: Monitor new building development to ensure that the City's Design Review Standards are achieving the desired goals in terms of high quality architecture and construction.

Policy 4.1.7: Strengthen the Design Review process to ensure that building bulk is more sensitive to the surrounding neighborhood. In particular, pedestrian friendly design shall be emphasized.

Signage and visual clutter can detract from the appearance of the town. While billboards and other large, off-site signs are no longer permitted, the current rules are confusing to the public and contain loopholes and gray areas.

Policy 4.1.8: Strengthen the Sign chapter of the Zoning Code to ensure that signs are unobtrusive, that the regulations are clear and enforceable, and require all new signs be well designed of high quality materials.

Policy 4.1.9: Consider the design and placement of "No Parking" and other regulatory signs so that they are functional, aesthetically pleasing and user-friendly.

Design professionals have identified street furniture as a primary way to create continuity, particularly where architectural styles are varied, such as in Ketchum. The Ketchum Streetscape Standards began in the late 1980's, and were formally adopted in 1997. Improvements are in place on Main Street, and planned for Sun Valley Road.

Policy 4.1.10: Continue to develop pedestrian amenities that are unified in their design through the Ketchum Streetscape Program

Short Term Action Plan

1. Analyze the impacts of build-out under the current height limit. Examine changing the Zoning Code to lower the height limit in all zones looking at height reductions, with limited exceptions for pitched roofs. Analyze the impacts of build-out under the current height limit in all other zones. Change the Zoning Code height limitations in zones where merited through the analysis.

2. Change the Zoning Code to establish a maximum building size in all zones.

3. Refine the Design Review Standards to make sure that buildings reflect Ketchum as a unique, small mountain town community.

4. Refine bulk and Design Review Standards for all types of development that relate to the size of the parcel being developed, reflecting the scale and setbacks that provide useable open space, protect views and solar access.

5. Revise the Sign chapter of the Zoning Code and make the changes necessary to achieve Policy 4.1.7 to simplify the Code, and to ensure uniform application of the Code.

6. Continue annual City funding for the Ketchum Streetscape Standards regarding the placement of street trees, streetlights, benches and other amenities in town.

Long Term Action Plan

1. Determine the need to establish residential Design Review criteria to ensure well designed residential development.

2. Allocate City funds to work with conservation and neighborhood groups to preserve hillsides, floodplains and scenic values.

Chapter 4.2: Land Use Map

The Land Use Map shown on page 40 of this Chapter will guide growth and development in Ketchum. The following classifications appear on the Land Use Map identifying areas suitable for present and projected uses of the land:

Residential Occupancy -

Area appropriate for housing of permanent and second home residents and selected short-term uses supporting the tourism industry.

Recreation/Open Space -

Area appropriate for open space preservation and/or primarily open recreation and areas over 25% slopes which are generally precluded from development.

Business/Shopping -

Area appropriate for retail, financial, office, restaurant and like commercial uses serving the business needs of the community.

Light Industry -

Area appropriate for warehousing, manufacturing, wholesaling and automobile, recreation and construction related industries, including incidental, limited retail sales and offices.

Interpretation and Use of Land Use Map

1. Precise distinctions between the various land uses will be specifically defined upon application of the goals and policies throughout this Plan and the implementation of land use classifications to the Zoning Code and Zoning District Map.

2. Land use classifications have been identified for areas outside the City limits to guide zoning decisions if those areas are annexed into and become part of the City. Specific densities, uses and zoning districts will be identified through the appropriate public hearing process at the time any parcel of property is annexed into the City. Decisions on density and use should be guided by the goals, policies and action plans contained in this Plan.

3. The land use designations are defined with regard to the primary uses of the areas, but do not exclude other uses determined compatible during the zoning process so long as the uses are consistent with the goals and policies of this Plan.

4. In amending the Zoning Code, the City Council shall be guided by the Land Use Map, page 40. The extent and timing of changes in zoning to reflect the Land Use Map shall

be at the discretion of the City Council and until such time as the zoning districts are changed, development of property shall be considered under the goals and policies of the Comprehensive Plan and the applicable zoning regulations.

5. The Land Use Map with all notations and other information shown thereon and exhibited herein by a copy thereof, is hereby adopted and incorporated by reference as part of this Comprehensive Plan. Copies of the Land Use Map may be made or published. The Official Land Use Map, however, shall be the one located in the office of the Ketchum City Clerk, and said Map shall be the final source establishing the current land use designations of lands governed by this Plan.

Map 2: Land Use Map

Chapter 4.3: Southern Entrance Corridor

Ketchum is accessed primarily from the north and south on Highway 75. Other entrances include the east entrance from Sun Valley and the west entrance from Dollarhide Summit. The primary entrance to Ketchum, however, is the southern entrance corridor. The southern entrance into Ketchum is a corridor from the more rural County past the Reinheimer Ranch into downtown Ketchum. First impressions are formed along this entrance corridor.

Ketchum's southern entrance corridor is defined as those properties directly adjacent to Highway 75 from our southern boundary just south of the hospital, to north of the Trail Creek Bridge. The corridor is pressured by growth, development and the brunt of the traffic from Highway 75 as it is the only entrance to Ketchum from southern Idaho.

The corridor goes through numerous transitions beginning with the new hospital and its traffic light past McHanville and the beauty of the red cliffs and the Big Wood River with the Boulder Mountains appearing in the background. The rural, "old Idaho" feel is expressed in the open fields and barn at the Reinheimer Ranch and the mountain resort character of the old motels and lodges that line the southern entrance, such as the Ketchum Korral, Ski View Lodge and Lift Tower Lodge. Crossing the Trail Creek Bridge, one has arrived.

The following goals recognize the importance of Ketchum's southern entrance corridor to the town's identity.

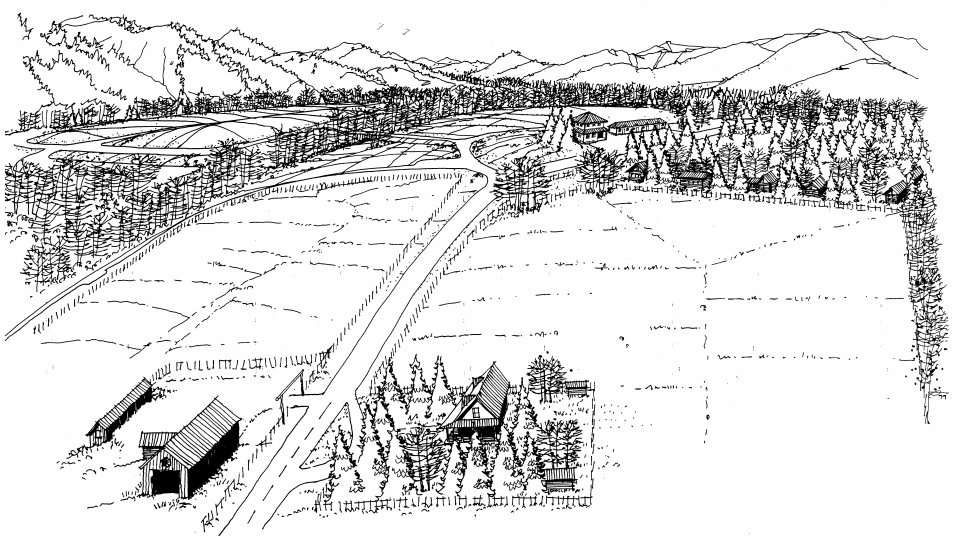
Goal 1: Maintain and create a southern entrance corridor reflective of Ketchum's character as a small town mountain resort to include a visual and land use transition from the rural landscape of the County into the as built landscape of the City.

Goal 2: To maintain safe and efficient transportation within the corridor, balancing non-motorized and mass transit uses with vehicular traffic.

The major power line coming from the south to serve Bald Mountain and all of Ketchum has a huge visual impact on the entrance to town.

Policy 4.3.1: Protect and enhance the views of the surrounding mountains by reducing, removing or undergrounding visual obstacles such as utility lines and equipment.

The Reinheimer Ranch is probably the most memorable visual feature reflecting the rustic, rural character of old Ketchum. This Plan recognizes the importance of preserving the ranch in its current form.



Policy 4.3.2: Preserve the Reinheimer Ranch, including the agricultural fields as an important visual, cultural and historical resource symbolizing the heritage of Ketchum within the entrance corridor. Do not allow the cultural heritage of the ranch and fields to be diminished by other competing needs for open land.

This Plan strives to keep most commercial/office development in the downtown core north of the Trail Creek Bridge. The following policies describe the types of land uses appropriate to the southern entrance corridor and the forms these land uses should take.

Policy 4.3.3: Encourage mixed land uses between Serenade Lane and the Trail Creek Bridge emphasizing those that provide tourist support to the River Run Ski Base Area and the downtown.

Policy 4.3.4: Modify land use design standards including site layout, architectural and landscape design and bulk and setback regulations to reflect the goals for the entrance corridor.

The following policies recognize that the entrance to Ketchum is greatly impacted by the traffic volume on Highway 75. Thus, land uses should be adequately buffered. Non-motorized accesses should be maintained. Traffic conflicts should be reduced wherever possible.

Policy 4.3.5: Create clear directional aides for visitors regarding location of public services such as skier access points, public parking lots, visitor information centers and areas of special interest.

Policy 4.3.6: Ensure safe pedestrian and other non-motorized forms of transportation along the corridor into the downtown.

Policy 4.3.7: Develop a proactive approach to improving traffic conditions and reducing conflicts between McHanville and Serenade Lane by consolidating accesses, addressing left turns, and reducing traffic speed.

The entrance to Ketchum contains some historic vestiges of the early days of the resort, such as the Reinheimer Barn. The following policy recognizes that while these elements may not stay the same with redevelopment, they may be able to be retained or relocated.

Policy 4.3.8: Develop creative solutions to retain or relocate unique, historical and/or cultural features within the entrance corridor, including within public rights-of-way.

Short Term Action Plan

1. Revise the Zoning Code's permitted uses in zoning districts within the entrance corridor, limiting office and other general commercial uses while promoting tourist uses.

2. Develop new design review standards for the Tourist Zone and the entrance to Ketchum. Include an analysis of:

   - bulk, mass and placement regulations for properties adjacent to Highway 75 without reducing density provided by the zoning district
   - modify the setback regulations for properties adjacent to Highway 75
   - allowing varied setbacks and lot coverage ratios based on building height(s).

3. Create development standards that provide efficient screening and buffering of land uses between McHanville and Serenade Lane.

4. Create and adopt an access management plan along Highway 75 in coordination with the Idaho Transportation Department to promote safety and better traffic circulation through consolidating accesses, left turns and reducing traffic speed.

Mid Term Action Plan

1. Review and revise the existing public amenity and service signs leading into downtown Ketchum, utilizing the Ketchum Streetscape Standards.

2. Ensure that a bike path and bus lane are included in any highway improvement plans between Serenade Lane and River Street, including the Trail Creek Bridge.

3. Adopt appropriate ordinance controls and work with Idaho Power to underground existing overhead utility lines and equipment along Highway 75.

4. Assist the Idaho Foundation for Parks and Land in obtaining the financial means necessary to complete improvements to the Reinheimer barn and other Reinheimer facilities.

Long Term Action Plan

1. Incorporate a Pedestrian Trail System as outlined in Part 6, Transportation into safe and efficient access to the downtown from Highway 75.

Chapter 4.4: Northern Entrance Corridor

The northern entrance corridor leading from the Sawtooth National Recreation Area into Ketchum provides the feeling of expansive open space with its low density residential housing and Bigwood Golf Course,. This corridor begins north of Hulen Meadows along Highway 75 and extends southward to Tenth Street.

Goal 1: Maintain a sense of rural open space in the northern entrance corridor while creating a transition between protected public lands into downtown Ketchum.

The following policies recognize the importance of maintaining this open feeling and related views through governing land uses and other tools, such as promoting non-motorized accesses, facilitating visitor orientation and minimizing conflicting land uses.

Policy 4.4.1: Maintain the views of surrounding mountains, a sense of open space and rural appeal.

Policy 4.4.2: Promote safe access to the existing pedestrian and other non-motorized paths along the corridor into the downtown.

Policy 4.4.3: Create clear directional aides for visitors as outlined in Policy 4.3.6.

Policy 4.4.4: Improve screening of the existing industrial districts, and limit signage facing the highway.

Policy 4.4.5: Promote the continuation of the bike path from Hulen Meadows to the Sawtooth National Recreation Area.

Mid Term Action Plan

1. Clean and better maintain shoulders along Highway 75 from Saddle Road to Sixth Street.

Long Term Action Plan

1. Adopt appropriate ordinance controls and work with Idaho Power to underground existing overhead utility lines along Highway 75.

2. Construct sidewalks and/or a bike lane along Highway 75 from Saddle Road to Sixth Street.

Chapter 4.5: Downtown Planning Area: Ketchum's Community Core

The Community Core is Ketchum's center of commerce, entertainment and retail activities. The 49 acres of the Community Core are zoned "Community Core" (CC). As of 2000, it contained approximately 1,200,000 square feet of developed commercial, retail and office space and approximately 240 residential housing units. The Community Core is approximately 50% built-out under the current zoning.

The *1997 Housing Needs Assessment* calculated that 57% of the Blaine County work force is employed within the City of Ketchum. Most of these jobs are within the Community Core district. The Community Core serves both locals and tourists and is the "heart" of Ketchum. The "Small town atmosphere/Western feel" was voted Ketchum's best asset in the *1998 Citizen Survey*. Many citizens have expressed concern that this feeling has been eroded by the scale, bulk and design of new developments in the Community Core over the last 5-10 years. Existing land uses in the Community Core are shown on Map 3, Community Core Existing Land Use, page 48.

Through the Comprehensive Plan process, citizens have expressed ways that the Community Core could be more attractive, easier to get around, and be a better place. At the Make a Difference! event and at public meetings throughout the comprehensive planning process, citizens expressed a desire for the downtown core to be more "pedestrian friendly". The Make A Difference! event also showed that Ketchum residents feel a need for an outdoor civic space that offers both a refuge from the flow of traffic and a focus for seasonal socializing and civic activities. This Chapter, containing a long term vision for the Community Core, takes a proactive approach to making downtown Ketchum a better place for locals and visitors over the coming years.

Goal 1: Make the Community Core a place that fosters the friendly atmosphere integral to our community, and:

- **reflect its "small mountain town character" through the design and scale of the buildings, mature trees, vistas and open spaces**
- **support local businesses and civic activities**
- **focus on pedestrian safety and travel, while allowing cars to circulate but not dominate**
- **address a long term solution to increasing demands for parking**

- **incorporate regular capital spending to implement the goals and policies for the Community Core**

Goal 2: Maintain a single concentrated Community Core permitting only limited commercial uses outside the core.

Goal 3: Actively promote housing in the core, including the development of new housing of all types.

The Post Office is one of the most important centers of energy in any community that does not have home delivery. Keeping the Post Office in the Community Core is essential to reinforce downtown Ketchum's role as a meeting place. Similarly, grocery stores serve local residents on a daily basis. Citizens have expressed a desire to keep such services in the Core, and not have the downtown turn into "only T-shirt shops".

Policy 4.5.1: Permit limited commercial development outside the Community Core, and no strip commercial along Highway 75. Encourage stores and services that fill primarily local needs (grocery stores, pharmacies, and similar uses) to stay downtown.

The Community Core of Ketchum is larger than the core of many other resort cities. Currently, the Core contains 1,200,000 square feet of office/retail/commercial uses. Current zoning would allow an expansion up to approximately 2.4 million square feet. In addition, offices can locate in several other zones in Ketchum. The following policy directs that office uses should be concentrated in the Community Core where ample land exists to serve Ketchum and surrounding areas.

Map 3: Community Core Existing Land Use

Policy 4.5.2: Keep office uses focused in the Community Core: limit their development in other zones, based upon the policies contained in the respective sections of this Plan.

Main Street

Main Street and Sun Valley Road are the "spines" of downtown Ketchum. Sidewalks are narrow in many places on these busy streets due to existing, older buildings that are built up to the property line. In addition, both streets carry a heavy volume of traffic. The City has begun to improve the pedestrian amenities on these streets. Streetscape improvements on Main Street should be expanded to include material, textural, color or pavement changes at crosswalks, and additional amenities, such as bicycle racks, curb extensions for pedestrians at street corners and heated sidewalks.

Policy 4.5.3: Make Main Street and Sun Valley Road more attractive and safe for pedestrians.

Widening sidewalks on Main Street will require removing some or all of the parallel parking. A turn lane may be needed at some point to help Main Street carry the anticipated traffic load. The City should make the decision as to when the turn lane is needed. The turn lane would require a portion of the right-of-way currently used for parking. Widening sidewalks in conjunction with the development of the turn lane will alleviate the dominance of vehicles by providing more space for people. The sidewalks would end up roughly three feet wider. There are 58 spaces in 2,700 lineal feet of street frontage. The *1997 Parking Occupancy Survey* showed that overall peak-day occupancy of those spaces was 59.3% (below the Community Core average).

Policy 4.5.4: Widen sidewalks on Main Street, recognizing the need for a landscape buffer at the curb line due to the high traffic volume.

Circulation in the Core

Circulation in the Core is an issue raised at almost every Comprehensive Plan meeting. Two key issues have been studied by the City: how cars and people circulate, and where cars are parked.

Figure 7: Main Street Improvements

The Ketchum Parking Committee of 1997 concluded that additional parking was not needed at that time, although it would be an issue in the future, as demand will exceed supply. The Committee recommended numerous other improvements which could be made to better utilize existing parking, and would encourage people to walk instead of drive for downtown errands. This issue is also addressed in Part 6, Transportation. Map 4, Missing Sidewalks in the Community Core, page 53, illustrates incomplete pedestrian connections, summer and winter.

The permitted build-out of Ketchum's Community Core is approximately 2.1-2.4 million square feet of commercial space: 1.2-1.5 million more than at present. Most suburban cities would require that 1.2-1.5 million square feet of commercial space be served by at least 3,600 new parking spaces (~22 acres of parking). The zoning requirements in the Community Core were developed to allow for a row of parking on each lot accessed off of the alley. This approach was developed because City leaders did not want to see the downtown filled with huge parking lots. In addition, the City of Ketchum maintains 1,700 on-street public parking spaces - a much greater ratio per capita than other resort cities. Ketchum should not require parking at the standard "suburban" rate. The current minimum on-site parking requirement in the Community Core Zone works out to less than 20% of typical demand. Like many other communities, Ketchum recognizes that it can never "build" its way out of the parking problem. This Plan continues to support the concept of parking off the alley, while recognizing that the private sector will need to provide more parking over time. In addition, the users of downtown parking will need to pay for their parking. The following policies allow for the current development pattern with limited parking off of the alley to continue.

Policy 4.5.5: Parking should be paid for by the users.

Policy 4.5.6: The City recognizes that there is not enough land area in the Community Core to meet the parking demand. On-street parking is primarily for short term use, the visiting public, and secondarily for employees. The private sector must address the true parking impacts and needs of new development in the downtown area.

Policy 4.5.7: Implement parking management, circulation and traffic reduction strategies that will improve pedestrian travel and vehicular circulation, including:

- **improving pedestrian walkways by widening sidewalks, pavement, material or color changes at crosswalks and curb extensions for pedestrians at corners**
- **completing the sidewalk system in the core and ensuring they are kept cleared in the winter**
- **creating 4-way stops at intersections**
- **relocating employee parking out of key downtown locations**
- **developing carpool incentives**
- **integrating paid parking in conjunction with other parking/circulation strategies requiring new development to address their overall parking impacts and needs, even though the City does not require all of the needed parking on-site**
- **establishing underground parking for larger projects as a requirement, not an incentive**
- **encouraging the development of underground parking in a location near any future central civic space, in conjunction with full traffic analysis**
- **explore funding options such as utilization of the Option Tax in support of parking programs**
- **develop a specific program for spending of in-lieu funds or other funding sources collected for parking**

Map 4: Missing Sidewalks in the Community Core

The Community Core is a hub between many destination points, as described in Part 6, Transportation. Key to the success of a transportation system is a downtown transportation center where transfers can be made, including connections to the south where many employees live. The following policies direct the City to begin planning now for this need.

The term "shuttle" bus systems refers to a local transit route which runs frequently to key destinations such as the post office, grocery store or peripheral parking. Map 5, Land Use Policies in the Community Core, page 60, shows a possible route for a "shuttle" bus. "Shuttle" buses are typically smaller than standard buses such as vans. They can also be open air vehicles such as the Sun Valley River Run Ski Shuttle operating as weather permits.

Policy 4.5.8: Investigate the development of a "shuttle" bus system in the downtown core which connects key locations in the core, peripheral parking lots and areas adjacent to the core.

The layout of downtown Ketchum contains streets and alleys. Alleys are designed for service use, and City policy has reinforced the use of alleys for business deliveries. Conflicts occur where streets are used for deliveries.

Fifth Street, for example, is a key street for vehicles traveling cross town. Standing trucks and service delivery vehicles impede pedestrian and vehicular circulation. Service delivery in the Core should be directed to alleys or private property.

Policy 4.5.9: Focus service delivery in alleys or on private property. Get service delivery off the public streets, particularly Fifth Street.

Policy 4.5.10: Alleys are the primary access for private parking, and for service delivery. The following issues should be addressed in downtown alleys:

- **designing for adequate service delivery within alleys including coordination and timing of delivery schedules so that delivery does not interfere with parking access off of alleys**
- **developing an overall plan indicating which alley rights-of-way are suitable for parking, and delineating their maintenance and improvement needs throughout the downtown**
- **allowing for infrastructure in alleys, including surface-mounted (or below grade) power facilities where width is sufficient to accommodate such uses**
- **snow plowing and maintenance**
- **collecting trash and location of dumpsters**
- **enforcing and cleaning up**

Downtown Community Design Plan: Linking the Connections Together

At 49 acres, Ketchum's downtown is large with a dispersed development pattern. Citizens have noted that Ketchum does not have an identified central public gathering place. No Master Plan exists for downtown which would guide public improvements and/or land purchases. The following policy recognizes the need for a Master Plan to identify a location for a central civic space, and to guide public investments in the Community Core.

Policy 4.5.11: Develop a Master Plan for the Community Core which delineates a central civic space, ties in key streets such as Fourth Street, Sun Valley Road and Main Street and outlines a public investment strategy to implement the Master Plan.

Fourth Street is an important pedestrian axis linking public uses from the Community Library west to the Post Office on Second Avenue. Circulation on Ketchum's east-west streets is important because these streets channel traffic to the highway. Incorporating the boulevard design would widen sidewalks along Fourth Street especially at intersections and would not close the street or eliminate parking. Pedestrian crossings would be marked with brick pavers, cobblestones, cast concrete, or similar materials to make them contrast with the street. Street trees, benches, bicycle racks, and similar amenities would be installed, and more outdoor eating places could be developed.

An additional pedestrian/bicycle corridor should be developed along Fourth Street but by "calming" rather than eliminating traffic. This corridor can be built in increments, but should eventually link the parking open to the public six days a week with the critical vacant parcel on the west side of Second Avenue (shown on Map 5, Land Use Policies in the Community Core, page 60). This large, vacant parcel is the undeveloped land within Ketchum Townsite, Blocks 65 and 66, and Block 67. This area is bounded by Second and Third Avenue between Fifth Street up to one lot south of Seventh Street. The figure on the following page shows how a block of Fourth Street might look after traffic calming. Pedestrian-friendly improvements should be reinforced by management that reflects multiple goals, not just traffic flow and parking.

Management experiments could include closing a portion of the street for special events, seasonal closures, and using Fourth Street as part of a shuttle route through downtown.

Policy 4.5.12: Recognize the importance of Fourth Street for local travel, connecting the Community Library to the new Post Office. Create a pedestrian and bicycle-friendly boulevard with wider sidewalks, landscaping and parallel parking.

The large vacant parcel of land that lies between Second and Third Avenues and Fourth and Sixth Streets (most of Blocks 65 and 66) is the largest remaining undeveloped land adjacent to the Community Core. It offers a pivotal opportunity to create a center of activity at the west end of the Fourth Street pedestrian corridor by effectively tying pedestrian movement along Fourth Street to the Wood River Trails' System by creating a significant open space or public facility near the center of Ketchum, and by effectively linking downtown with the future development of the River Run Base Area. This Plan does not propose a specific use or uses but supports development concepts capable of attracting people. The Plan recognizes that this goal could be achieved in conjunction with private sector development on portions of the property.

Policy 4.5.13: Recognize the importance of the large, vacant parcel just west of the Post Office (within Blocks 65, 66 and 67) in tying River Run, West Ketchum and the Community Core together. Support the development of cultural, civic or other types of community needs on this land, possibly in conjunction with private sector development. Include analysis of this property in the Community Core Master Plan.

Small places to get out of the flow of traffic will enhance the downtown. The City currently has one pocket park called the "Little Park" in the Community Core. Other public open spaces include the Visitor's Center and the Forest Service Park. Popular small open spaces such as the lot on Fourth and Main Streets where "Irving's Red Hot" is located in the summer, are private property, and are not protected from development. The addition of permanent, small open space is a necessary component of a good urban development pattern and will offset the hardscape of buildings and parking.

Policy 4.5.14: Encourage creation of pedestrian gathering areas or small parks in the Community Core.

Figure 8: Fourth Street Traffic Calming

Building design in the Core.

Citizens have often commented that the current regulations are not resulting in buildings that they like. Common complaints are: too bulky, flat walls, too urban and too tall. The following policy is directed at addressing overall building bulk and improving the design standards for downtown Ketchum.

Policy 4.5.15: The Design Review Standards for the Community Core Zone should be revised to address key issues identified in this Plan, including but not limited to:

- **designing buildings in the Community Core to be in scale with the lot(s) being developed, and with the surrounding area without appearing oversized**
- **setting upper stories further back from the street to reduce bulk and minimize winter shading**
- **varying rooflines as well as facades, both to bring light to the street level and to provide visual interest**
- **maintaining a "pedestrian scale" as larger buildings replace smaller ones, requiring more specific standards for breaking lengthy facades into smaller - roughly one lot width - elements, reducing the vertical appearance of tall buildings, and addressing the number of entrances, and the percent of a façade occupied by display windows**
- **ensuring that multiple lot developments are not overly massive in scale**
- **using design to stimulate street life, including window shopping and outdoor dining**
- **providing adequate open space and sidewalks for pedestrian circulation, landscaping and other amenities**

Design Review cannot be reduced to a formula, but it is difficult to determine compliance with many of the existing standards. How are the City staff and the Planning and Zoning Commission to define "good taste"? How are they to know what "substantial" means? How do they determine when "continuity" exists? These types of standards should be made more specific so that the community and developers know what to expect.

Many communities prepare illustrated design guidelines to supplement their Design Review Standards. A Ketchum Design Review guide would assist developers, staff, and Planning and Zoning Commission Members in understanding the intent of the Design Review Standards.

Downtown Development: Understanding what's permitted. Understanding what's there now.

A key variable is downtown development floor area ratio (FAR). A FAR is established as a ratio of the maximum permitted building area in proportion to the land area of the site. In a FAR of 1:1, for example, the maximum floor area is equal to the land area of the site. In a situation in which no building setbacks exist, to meet a FAR of 1:1 one could construct a building that was one story in height and fills the entire site. However, other massing options can also occur. For example, one could build two floors that cover only 50% of the site.

The character of new building in downtown Ketchum has been determined by a combination of the maximum height and maximum floor area ratio (FAR) permitted by the City's Zoning Code. What is permitted depends on the design of the building and on whether the developer takes advantage of the incentives outlined in the Zoning Code. The chart below lists Floor Area Ratios and heights for buildings in the Community Core. The following photographs are intended to help reviewers of this Plan understand what a given FAR actually looks like. Reviewers can then form their own judgement about the impact of different FAR's on the City's character.

FLOOR AREA RATIOS IN THE COMMUNITY CORE

	Gross FAR	Height	Year approved
Private Residences Resort	1.94	40'	1998
Davis-Reid Gallery	1.85	40'	1998
Higdon Building	1.84	39'	1998
Second Avenue Commercial Building	1.82	40'	98/99
Friesen Building	1.77	35'	1996
First Bank of Idaho	1.76	40'	1999
Severn Gallery	1.75	40'	1998
Jones Building	1.64	40'	93/92
Cimarron	1.6	40'	2000
West One Bank	1.6	40'	1990
Anne Reed Gallery	1.5	40'	2000
511 Building	1.48	40'	1990
Christiania	1.4	34'-40'	1999
Mercantile	1.4	31'6"	1998
Magic Lantern Theatre	1.39	35'	1991
McCotter Building (Crazy Horse Building)	1.37	21'	1987
Praggastis Building	1.37	34'6"	1996
Washington Avenue Building (Il Naso)	1.35	25'6"	1990
Kresser Building	1.34	35'	1999
Angel Wings	1.34	35'	1995
Atrium	1.32	35'	1989
Davies Reid Gallery	1.28	27'6"	1993
Colonnade	1.26	35'	1997
Kentwood Lodge	1.25	35'	1993
Galleria	1.23	35'	1988
Olbum Building	1.18	33'8"	1999
Courtyard	1.06	31'	1998
Galena Office Building	1.09	24'	1990
Mountain States Building (Bank of America)	.97	35'	1988
Silver Creek Outfitters	.93	28'	1992
Erickson Building	.75	28'	1989
Dunbar Interiors - Office/Residential	.72	31'	1997
Idaho Mountain Express	.52	23'9"	91/89
Community Library Childrens Addition	.49	29'	1996
Evergreen Office	.37	21'6"	1997
Moss Gardens (pitched roof)	.36	32'6"	1998
Ketchum Visitors Center (pitched roof)	.1	27'	1988

Map 5: Land Use Policies in the Community Core

The bulk and size of new buildings in the Community Core have been the subject of much community discussion. Many citizens feel that the newer, bigger buildings are threatening the character and charm of Ketchum.

Housing in the Community Core

Ketchum's current zoning permits construction of buildings in the Community Core like those shown earlier in this Chapter. The incentives offered are producing some underground parking spaces but little housing. Some other housing is being developed in the Community Core independent of this incentive system, however, none of this housing is being designed for long term, working residents.

The current Community Core zoning would permit commercial space to expand from about 1.2 million square feet to approximately 2.4 million square feet. This level of development will change the character of downtown Ketchum, especially on the fringes of the Community Core. It will also impact the City's infrastructure.

Policy 4.5.16: Encourage the development of housing of all types in the Community Core by developing a system of incentives and regulations directed at maintaining and/or expanding the amount of housing available in the Core.

Policy 4.5.17: Encourage the development of housing for long term, working residents in the Community Core.

Capital Planning

Local public investments should be made to maintain and enhance the Community Core. An ongoing Capital Improvements Program is an essential part of sound community planning and growth management. With multiple pressures on limited City funds, the City should make a commitment to timing improvements and associated funding within the Core.

Policy 4.5.18: Adopt and implement a long range Capital Improvements Program that incorporates the improvements needed to achieve these goals and policies for the Community Core and to implement the Community Core Master Plan.

The City of Ketchum already makes a substantial investment in downtown. The City offices are in the Core and the City maintains the Ore Wagon Museum, Visitor's Center, Forest Service Park and Little Park as visitor attractions and bits of open space. The City also provides and maintains a large supply of on and off-street parking and tailors snow removal to the needs of the downtown business community.

The City of Ketchum should work with State agencies to ensure their actions are consistent with this Plan. Specifically, the City should work with the Idaho Transportation Department in implementing strategies for Main Street and Sun Valley Road and in attempting to make crossing Main Street (Highway 75) a pedestrian friendly experience.

The City of Ketchum should also work with Federal agencies to ensure that their actions are consistent with this Plan. Specifically, the City should continue to work with the U.S. Postal Service on the new Post Office in the Community Core, and to develop a pedestrian-friendly design consistent with Ketchum Design Review Standards.

Policy 4.5.19: Work to ensure public investments, including investments made by State and Federal agencies, reinforce the City's goals for the Community Core.

Short Term Action Plan

1. Modify the Community Core Design Review Standards to address the issues outlined in this Plan.

2. Prepare an illustrated Design Review Guideline to accompany the revised Design Review regulations, including sidewalk standards and greater building setbacks on upper floors.

3. Require heated sidewalks for all new buildings over a certain size.

4. Revise the parking requirements in the Community Core such that new development over a certain size is required to provide underground parking.

5. Hire a consultant to assist in the development of a Master Plan for the Community Core which addresses the issues laid out in this Plan, and includes a capital improvement strategy.

6. Complete a comprehensive transportation study for all modes of travel for the Community Core to ensure pleasant and safe circulation for pedestrians, cyclists, motorists and others. Implement the results of this study.

7. Budget annually to complete sidewalk, curb and gutter throughout the Core through the use of Local Improvement Districts, budgeting City funds or other means. If LID's are used, consider temporarily exempting payment from single family residential uses until such properties redevelop.

8. Construct cross walks that are colored and pavered or are delineated in a similar fashion, at the following intersections: Main and First Streets, Main and Second Streets, Main Street and Sun Valley Road, Main and Fourth Streets, Main and Fifth Streets, and on Sun Valley Road from Spruce Avenue to First Avenue.

9. Encourage the placement of 4-way stops at critical intersections throughout the Core based on the Comprehensive Traffic Study.
10. Study the feasibility of paid parking in a centralized portion of the Community Core, and begin implementation.

11. Examine delivery conflicts in public streets and alleys caused by existing development. Require these businesses to redesign location of deliveries on to private property where feasible. Modify regulations as necessary to ensure new development in the Community Core Zone plans for service delivery to be on private property or in alleys and addresses conflicts with parking that accesses off of alleys.

12. Address plowing of alleys to facilitate their use in the winter. Options include City plowing or creating sidewalk Business Improvement District.

13. Implement a pilot shuttle system for the Community Core on a trial basis seasonally.

14. Develop a public awareness program on location of peripheral parking. Work to get employees parking in peripheral lots. Develop and install signage for the perimeter parking lots.

15. Explore alternatives for the redevelopment of Blocks 65, 66 and 67 in conjunction with the property owners.

16. Conduct community forums regarding possible incentives and/or regulations to retain and promote housing in the Community Core.

17. Develop a Capital Improvements Plan that outlines funding for capital priorities in the City. Annually dedicate funds in the budget for downtown improvements in the Community Core.

18. Develop a job description for and hire a Zoning Code Enforcement Officer to enforce and assist with City policies regarding sidewalks, alleys, signage and planning and zoning issues.

Mid Term Action Plan

1. Begin implementation of the capital improvements called for in the Community Core Master Plan.

2. Design and construct pedestrian improvements on Fourth Street including wider sidewalks, street trees, pedestrian amenities and a bike lane.

3. Purchase shuttle buses and develop the permanent system, based on the results of the pilot project.

4. Develop a Business Improvement District for centrally managed snow removal from sidewalks in the Core.

5. Secure or designate appropriately located land for a transit center.

6. Analyze the cost of adding a second story of parking or housing if deemed appropriate, on existing City parking lots.

7. Create additional periphery parking through land acquisition or other means.

Long term Action Plan

1. If necessary, add a center turn lane on Main Street. Widen sidewalks with the remaining rights-of-way, relocating street trees to the new curb line. Add pedestrian pavement changes at Main Street intersections from River Street up to Sixth Street so that pedestrian activity is emphasized. Add pedestrian "knuckles" on side streets. (In conjunction with the Comprehensive Traffic Study.)

2. Develop the transit center.

3. Construct a second floor of parking or housing above the existing City parking lots, if deemed appropriate.

4. Complete construction of capital improvements called for in the Community Core Master Plan.

Chapter 4.6: River Run Area

The River Run property consists of approximately 130 acres that lie along the Big Wood River and Trail Creek, south of Ketchum and include the River Run Base Area. The land is owned by the Sun Valley Company.

Base area improvements in the 1990's included a new day lodge and skier services building, and improved lift access. (Bald Mountain is also accessed from the Warm Springs Base Area, covered in Chapter 4.7). Since the River Run Day Lodge opened in 1996, skier days have shifted from about 20% of the total skier days at River Run in the late 1980's, to over 50% in 1997 and 1998. The majority of the 130 acres is undeveloped, and is mostly used for parking and snow storage.

River Run is not currently within Ketchum's City limits. It is within the Area of City Impact, and called out specifically in the Area of City Impact Agreement between the City and Blaine County. The agreement gives the City jurisdiction over development of this property. The 1983 Comprehensive Plan and current ordinances do not adequately anticipate the addition of a whole new neighborhood, nor do they provide a unified set of procedures and tools for dealing with a land use change of this magnitude. Annexation of the River Run Area is key to the City for implementing the goals and policies for this area.

Development of the River Run property will be the largest land use change in Ketchum's recent history. This Chapter of the Comprehensive Plan addresses integrating River Run development with the rest of Ketchum in a way that complements, but does not compete, with the Community Core. This includes reasonable limits on commercial development at River Run and a joint City-Sun Valley Company effort to provide transportation from River Run to downtown Ketchum, Warm Springs Base Area, the Sun Valley Resort and south along the highway within City limits.

The River Run property is the confluence of Trail Creek and the Big Wood River. Wetlands and large, undeveloped stretches of riparian habitat are located within the 130 acre parcel.

Goal 1: Commercial development in River Run should complement the Community Core, but always remain a smaller, subordinate commercial hub.

Goal 2: Play a proactive role in planning for the development of the River Run property, including annexation.

Goal 3: Housing for resort employees should be included in the development of River Run.

Goal 4: Uses and activities at River Run and Warm Springs Base Areas should be balanced so that each Base Area is viable, and minimizes adverse impacts of traffic on the surrounding neighborhood.

Commercial development is a necessary component of future base area development at River Run. However, this commercial development should not compete with the Community Core. Overall limitations on the amount of commercial development should be established as part of the Master Plan process.

A specific plan process includes public involvement and review, approval by the Planning and Zoning Commission and City Council, and the adopting of any ordinance or Capital Improvements Program amendments needed to implement the specific plan. This could be accomplished under the City's Planned Unit Development Ordinance (PUD), or through new tools such as Development Agreement Zoning. Both the PUD and Development Agreement Zoning would require a development agreement to solidify the final decisions.

Policy 4.6.1: Ensure a specific plan process for major developments such as River Run.

The City of Ketchum should work with the Sun Valley Company to build strong physical and economic connections between River Run and the downtown. This should include pedestrian, bicycle, and shuttle linkages. A River Run shuttle could be part of the Community Core shuttle service proposed in Chapter 4.5, Downtown Planning Area: Ketchum's Community Core. It may also include linking River Run to downtown via Blocks 65, 66 and 67, Ketchum Townsite and Fourth Avenue.

Policy 4.6.2: Ensure that there is a strong connection between River Run and downtown Ketchum.

As the Wood River Valley's largest employer with approximately 1,300 seasonal and 650 year-round employees, Sun Valley Company has expressed support for the development of housing affordable to workers in and around Ketchum. A Master Plan for River Run must include a substantial housing component to provide for the work force of the resort.

Policy 4.6.3: Ensure adequate employee housing be developed as part of any future development plan.

The City of Ketchum currently utilizes Sun Valley Company property on the east side of the bike path for snow storage. Limited land in Ketchum makes a proximate snow storage site a high priority for the future. Sun Valley Company and the City should work together well in advance of redevelopment of the current site to ensure that a suitable snow storage replacement site is found.

Policy 4.6.4: Sun Valley Company and the City of Ketchum should work together to find other sites suitable for snow storage well in advance of the redevelopment of the current snow storage site.

Master Planning Consultants working for the Sun Valley Company have stated that the River Run area is envisioned as an important tourist bed base area, functioning as the day skier portal access for skiers arriving from Sun Valley via the bus system and other transportation. It is seen as both a winter and summer use area. The Sun Valley Company envisions the development of some commercial space, to be roughly comparable to the space on the Sun Valley Mall, in terms of size and density.

Policy 4.6.5: The City and Sun Valley Company should work together to create a Master Plan for the River Run property including the following general principles:

- **Annexation of River Run should be required prior to any new development, including the Day Lodge and Skier Services building.**
- **River Run should be effectively linked to the existing Wood River Trails System via feeder trails that follow Trail Creek and other routes throughout the development.**
- **River Run should also be linked with the Warm Springs Base Area via a pedestrian and bicycle trail on the west side of the Big Wood River, if feasible.**
- **River Run should include a dedicated neighborhood park that is adjacent to, or effectively linked to the Wood River Trails. This park could be used as a buffer between future development and the residential neighborhoods in West Ketchum.**
- **In addition to Highway 75, Second Avenue and Third Avenue should both be used as connections between River Run and downtown Ketchum. Design and traffic control for these streets should be determined as part of this overall Master Plan.**
- **The specific plan should explore alternatives to using private vehicles for getting people between River Run and Sun Valley, from River Run to downtown, and from down valley. Alternatives should include sidewalks along Second and Third Avenues, shuttle service, and possibly a tramway. Adequate parking in conjunction with these alternatives should be provided.**
- **Storm and melt water runoff should be handled on-site without adverse impacts on surface ground water quality. Snow storage needs must also be met.**
- **Riparian corridors should be protected and maintained for their natural flood retention, runoff filtration, habitat functions and aesthetics. Existing vegetation should be maintained. Riparian setbacks should be increased to protect the valuable habitat and aesthetic characteristics of the river confluence. These actions will minimize the need for streambank stabilization and provide a natural framework for future development.**
- **The specific plan should show how the City's utilities will be expanded into River Run and how that expansion will be financed. It should also address other public facilities and service needs.**
- **The specific plan should show how the additional employee housing needed to serve the proposed development will be provided.**

- **The specific plan should include development of joint use agreements for parking areas for summer events such as concerts, Wagon Days and other special events.**
- **Should include undergrounding of utilities associated with the operation of the resort.**

Short Term Action Plan

1. Develop a Zoning Development Agreement Ordinance so that this tool is available, as needed, for the River Run area.

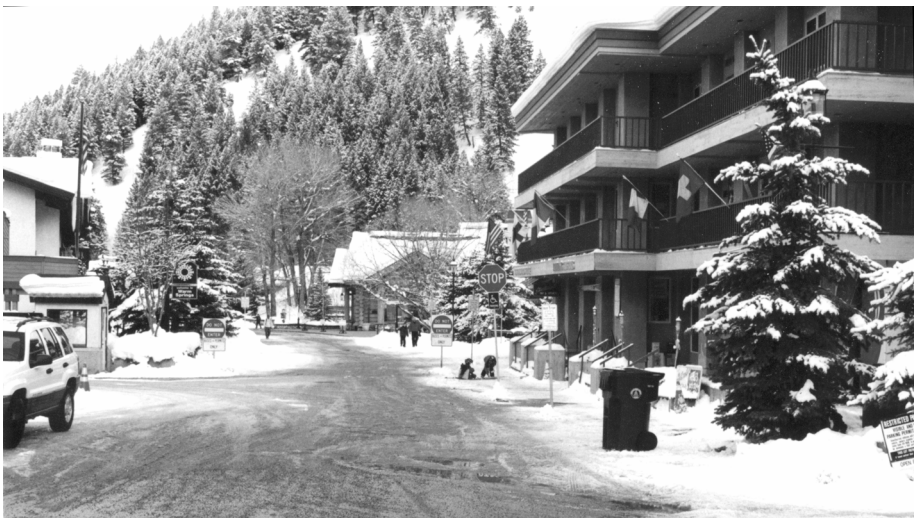
2. Develop the Master Plan for the River Run area including zoning changes, if needed, to implement the Master Plan.

3. Develop an annexation agreement with Sun Valley Company that incorporates the principles outlined in this Plan, including a time frame for future improvements. Annexation should be subject to City approval of a Master Plan.

Mid Term Action Plan

1. Expand the shuttle bus service to River Run, particularly for events that use the River Run parking lot.

Chapter 4.7: Warm Springs Base Area



The Warm Springs Base Area, located approximately 3 miles out Warm Springs Road, is one of two access points to the Bald Mountain Ski Area. The area referred to as the Warm Springs Base Area contains approximately 105 acres. It contains approximately 350 residential units and approximately 70,000 feet of commercial development. The Sun Valley Company developed the Warm Springs Lodge in 1991. In 1987, the City adopted a Pedestrian Access Overlay District for the Warm Springs Base Area. The purpose of this Overlay District was to reduce potential conflicts between cars and pedestrians, limit automobile traffic and to create a safe and attractive walking environment with enough parking to serve employees, service vehicles and residents. The boundaries of the Overlay District are shown on the Land Use Policies Map on page 148 . The creation of the Overlay District was done in conjunction with the development of the Park and Ride lot at Warm Springs Road and Saddle Road. Skiers park their vehicles at the Park and Ride lot and are bussed to the Warm Springs Base area access.

The Warm Springs Base Area has historically been very busy in the winter and slow in all other seasons. Variability of use has been further affected by the opening of the River Run Day Lodge in 1996 and the subsequent activation of the River Run Ski lifts in the summer for the public to access hiking and mountain biking trails on Bald Mountain. Skier use has significantly shifted away from the Warm Springs Base Area to the River Run Base Area. (See Chapter 4.6, River Run Base Area.) Warm Springs business owners approached the City in 1998 and requested additional skier day parking at Warm Springs on Sun Valley Company property located just outside the Pedestrian Access Overlay District. Business owners observed that skier patterns have changed over the last decade. Increased speed of the lifts on Baldy has resulted in skiers skiing fewer hours per day, desiring to come and go more frequently. Parents pick up and drop off children for ski school at the Warm Springs Base Area, and do not utilize the bus for this activity. More people are choosing to access Bald Mountain from River Run where parking is free and close by. The City approved skier day parking at Warm Springs, with certain issues, such as traffic control, to be evaluated over time. The Warm Springs business owners also requested that the Ketchum Comprehensive Plan reflect the City's desire to maintain a viable commercial core at the Warm Springs Base Area.

Goal 1: Take a proactive role in promoting viable, small scale commercial neighborhood at the Warm Springs Base Area.

Goal 2: Warm Springs should be linked to downtown and to River Run through bus, pedestrian and non-motorized improvements.

Goal 3: Uses and activities at River Run and Warm Springs Base Areas should be balanced so that each Base Area remains viable.

Commercial development is a necessary component of the base area development at Warm Springs. The City should work with Sun Valley Company and the Chamber of Commerce to develop a plan to maintain and promote the economic vitality of the Warm Springs Base Area to include attracting more people and encouraging more activity during the day and in the evenings.

Policy 4.7.1: Work with Warm Springs business owners, Sun Valley Company and the Ketchum/Sun Valley Chamber of Commerce to promote increased use of the Warm Spring Base Area.

Key to the economic success of the Warm Springs Base Area is the linking of Warm Springs to River Run, downtown Ketchum and to Sun Valley. Warm Springs Road is heavily traveled and has no sidewalk or bike path for pedestrians. Citizens and business owners alike have supported the concept of a bike path on Warm Springs Road. Currently, power lines may affect the design of a bike path on the north side of the road.

Policy 4.7.2: Develop additional incentives for the creation of bed space at the Warm Springs Ski Base Area. Encourage Sun Valley Company and others to develop bed space.

The term "bed space" refers to high turnover tourist accommodations such as hotels, motels and lodges. Bed space is desirable at the Warm Springs Base Area to increase activity and to allow easy access to Bald Mountain.

Policy 4.7.3: Ensure new development fits the scale and character of the Warm Springs Base Area.

Policy 4.7.4: Continue to maintain adequate KART headway times between downtown Ketchum, Warm Springs and River Run.

Policy 4.7.5: Prioritize the development of a bike path out Warm Springs Road so pedestrians and bicyclists can travel safely from the base area to downtown Ketchum.

Policy 4.7.6: Aggressively pursue undergrounding the power lines along Warm Springs Road to facilitate the development of a bike path, and to improve the visual corridor leading to the Warm Springs Base area.

Policy 4.7.7: Pursue the development of a non-motorized, unpaved trail on the west side of the Big Wood River connecting Warm Springs with River Run.

Short Term Action Plan

1. Work with the KART board to ensure bus service to the Warm Springs Base Area is maintained and improved.

2. Develop incentives for the creation of additional bed space for the Warm Springs Ski Base Area.

Mid Term Action Plan

1. Develop an overall Parking and Circulation Master Plan for the Warm Springs Base Area that includes impacts of skier day parking, skier drop-off and bus services.

2. Develop a Streetscape Master Plan for Picabo Street that addresses signage, curb cuts, street and sidewalk surfacing and lighting.

Long Term Action Plan

1. Fund the Streetscape Master Plan for Picabo Street that addresses signage, curb cuts, street and sidewalk surfacing and lighting.

Chapter 4.8: Second Avenue Transition Area

The area bounded by Second Avenue on the east, the bike path on the north, the current City limits on the south and the Tourist Zoning District boundary line on the west and south is referred to in this Plan as the Second Avenue Transition Area. (See Map 1, Geography of Ketchum, page 17.) This area is situated adjacent to the Community Core and is also proximate to the River Run Base Area. It separates residential West Ketchum from tourist uses to the south, and the commercial office uses in the Community Core to the east.

This 13.8 acre area currently contains 232 units of housing. The area is zoned Tourist which allows for a mix of uses including residential, office and limited retail. Twenty-two thousand two hundred seventy-two (22,272) square feet of office space is currently built in this area.

Numerous Parts of this Plan describe the overall shortage of housing in Ketchum for year-round workers. Chapter 4.5, Downtown Planning Area: Ketchum's Community Core, outlines the overabundance of commercial and office zoning in Ketchum's Community Core as compared to other resort towns. That Chapter also emphasizes the need to limit office uses outside of the Community Core. The Second Avenue Transition Area is primarily residential in nature, however, its proximity to both downtown Ketchum and the River Run Base Area make it a good place for short term tourist accommodations. Policies and zoning for this area should reflect the City's overall desire for housing, and the need to limit office space outside the Community Core.

Goal 1: Retain and promote long and short term housing in the Second Avenue Transition Area.

The Second Avenue Transition Area is an ideal place for housing. As outlined above, it already contains a fair amount of housing. Existing commercial development should remain conforming, so that these businesses can continue to make improvements, and obtain financing for future needs. The following policies focus on the need for housing in this area to continue, and on protecting existing commercial development through zoning.

Policy 4.8.1: Ensure new development in the Second Avenue Transition Area includes residential or short term occupancy uses.

Policy 4.8.2: Ensure existing commercial uses within the Second Avenue Transition Area are permitted under zoning and that all changes in use meet zoning requirements.

Short Term Action Plan

1. Review the current Tourist zoning and limit uses within that zone, or change the zoning to require that all new development includes a residential component.

2. Revise the Zoning Code to require design review for changes in use to ensure that parking and other requirements are met.

Chapter 4.9: Residential Neighborhoods

The City of Ketchum currently has a broad range of housing types including single family homes, duplexes and multi-family structures. Housing ranges from new to old, and from vacation homes or "second" homes to more affordable rental units. As land values increase, Ketchum is seeing a loss of older, small, single family units to new, large, single family homes and higher density housing. Most of the remaining vacant lots are more difficult to build on, with irregular lot shapes and environmental constraints. This Plan divides the residential areas of Ketchum into "neighborhood areas". They are shown on Map 1, Geography of Ketchum, page 17. These neighborhood areas are roughly defined and have specific policies and action plans associated with them.

This Chapter provides the overall goals, policies and action plans for residential uses throughout the City of Ketchum. Specific policies and action plans follow a description of the neighborhood. This Chapter should be considered in conjunction with Part 5, Community Housing, and with other relevant parts of the Plan.

Goal 1: Protect and enhance the quality of living and the character of existing Ketchum neighborhoods for long term residential use in residential zones.

One of Ketchum's greatest assets is its residents. Upwardly spiraling housing costs are a serious threat to the social fabric of the community. The following policies emphasize the importance of providing affordable housing for residents and workers.

Goal 2: Ensure the provision of long term housing for the residents and employees of Ketchum in all Ketchum neighborhoods.

Policy 4.9.1: Protect existing and provide adequate land areas for new long term residential neighborhoods of varying densities, thereby providing for the needs of the permanent year-round population.

Policy 4.9.2: Promote the construction of safe, adequate, long term housing available at costs that are affordable to Ketchum employees and residents for ownership and rent.

"Functional landscaping" is landscaped space, including earthworks, plant materials, and structures that serve both aesthetic and other functions, including: 1) storm and melt water detention and infiltration; 2) outdoor recreation space or passive space for people living or working within the project; and, 3) effective buffering between land uses of different intensities and along streets and other public ways.

Policy 4.9.3: Require functional landscaping and useable open space in multi-unit residential projects, especially higher density projects.

Policy 4.9.4: Provide safe circulation and connections from residential neighborhoods to all areas of the City.

Policy 4.9.5: Encourage social interaction in and between neighborhoods through design and land subdivision.

Policy 4.9.6: Encourage the development of medium density residential projects on land near the Community Core.

Policy 4.9.7: Keep all public and private roads in Ketchum open for community access. Do not allow "gated" communities in Ketchum.

Short Term Action Plan

1. Amend the Zoning Code to require a minimum percentage of functional open space in residential neighborhoods and to provide design guidelines for such space.

2. Amend the Zoning Code and Subdivision Ordinance to prohibit gated communities.

3. Permit reasonable accessory uses in residential zoning districts. Specifically, permit home occupations that do not generate any customers or traffic with guidelines to prevent negative impacts such as signage, outdoor storage, noise, etc, within the LR Zoning Districts and, expand the ability to permit in-home child care services and to construct accessory dwelling units.

Mid Term Action Plan

1. Create a residential zoning district that does not restrict the number of units per lot area and instead has restrictions on the coverage requirements for parking, useable open space and building footprint.

Chapter 4.9.A: Warm Springs

Warm Springs consists of the land west of the Big Wood River, to the north and south of Warm Springs Road. At present, it contains approximately 1,134 dwelling units, with a mix of tourist and long term residential housing. According to the *1997 Land Capacity Study* for the City of Ketchum, this area is estimated to be 54% built-out.

The majority of the land within this neighborhood planning area is zoned Limited Residential (LR) and General Residential - Low Density (GR-L). The west end of Warm Springs, near the ski base area, consists of Tourist, Tourist - 3000 and Tourist - 4000 Zones, which allow a mix of tourist based commercial and residential uses. In addition to the ski base area of Warm Springs, there are several other existing commercial uses, including the Heidelberg Inn and the Warm Springs Ranch Restaurant and Golf Course.

Warm Springs Creek winds through the Warm Springs neighborhood along the south side. Much of the land at the west end is located in the Avalanche Zone and Mountain Overlay Zone. The Warm Springs area is surrounded by public lands to the northwest and south. Currently, access is provided through the area commonly referred to as Heidelberg Hill, which connects Warm Springs to the Adams Gulch Trail System, further west out Warm Springs Road, and on Bald Mountain from the Warm Springs Base Area.

Policy 4.9.A.1: Enhance aesthetics of the Warm Springs neighborhood and maintain views of the mountains by undergrounding the power lines along Warm Springs Road.

Chapter 4.7, Warm Springs Base Area, calls for City support of tourist services at the Warm Springs Base Area. Skier parking has purposely been limited at the base area to reduce skier traffic on Warm Springs Road, with the majority of skiers parking at the Park and Ride lot and riding the KART bus to the mountain. The following policies recognize that vehicle impacts must be monitored over time to ensure the Warm Springs neighborhood is not unduly impacted by traffic.

Policy 4.9.A.2: Monitor tourist and commercial traffic generated by the ski base area and the various commercial uses in the area to ensure traffic does not negatively impact the neighborhood.

Policy 4.9.A.3: Develop a bike path along Warm Springs Road as called for in Part 6, Transportation.

Policy 4.9.A.4: Require a vegetation buffer for new development along Warm Springs Road to diminish the impact on surrounding residential uses.

Policy 4.9.A.5: Maintain and increase public access to surrounding public land, including trails and hillside areas, Bald Mountain/Warm Springs Base Area, Warm Springs Creek, and existing deeded access to Heidelberg Hill.

The Warm Springs neighborhood contains only semi-private active recreational facilities (the Prospector Tennis Club and Warm Springs Ranch). The following policy calls for the development of public active recreational space in Ketchum's largest residential neighborhood.

Policy 4.9.A.6: Actively pursue active recreational or useable open space for the Warm Springs neighborhood, particularly on flat, undeveloped land in Central Warm Springs. Maintain public use of semi-private recreational facilities.

Short Term Action Plan

1. Provide a non-motorized connection, such as a sidewalk or bike path, to connect the bike path from the Warm Springs Bridge to Sixth Street.

2. Underground the power lines along Warm Springs Road.

3. Acquire easements connecting trails to public lands described in this Chapter and shown on Map 8, Open Space, Recreation and Heritage, page 113.

Mid Term Action Plan

1. Pursue or acquire active recreational land for public use in the Warm Springs area.

2. Conduct a transportation study that addresses the safety and efficiency of the Warm Springs Road and Lewis Street intersection and alternative routes to connect Warm Springs Road and Main Street.

Long Term Action Plan

1. Work with the County and the appropriate government agencies to enhance and maintain public access further out Warm Springs, such as improving trails and pathways.

Chapter 4.9.B: West Ketchum

West Ketchum is described as the area to the west of the bike path between River Street and the north end of Third Avenue, extending to the City boundary at the Big Wood River. It also includes the neighborhood along Edelweiss Avenue. West Ketchum is entirely residential, with the exception of Hemingway Elementary School and the associated parks. West Ketchum consists of a mix of high density residential, single family and duplex residences.

At present, there are approximately 719 dwelling units in West Ketchum. According to the *1997 Land Capacity Study* for the City of Ketchum, this area is estimated to be 59% built-out. The Zoning Districts in West Ketchum include Limited Residential, General Residential - Low Density and General Residential - High Density. West Ketchum is in close proximity to the downtown core and the River Run Ski Base Area. Currently, there are many smaller, older residences in the neighborhood that contribute to Ketchum's remaining affordable housing stock.

West Ketchum is relatively flat and is located within the old floodplain of the Big Wood River. Approximately 26 acres, or 14% of the land in West Ketchum is located in the 100-year floodplain as determined by the Federal Emergency Management Agency (FEMA). There is a limited amount of wetlands, known as the "Beaver Slough", located between Badger Lane and the Big Wood River. There is limited public access to the Big Wood River within West Ketchum. Public access to BLM land is located at Bear Lane off of Rocking Horse Road, and currently there is a trail from the end of Bird Drive to the base of River Run.

Policy 4.9.B.1: Require and/or purchase public access to the Big Wood River and public lands (BLM) located to the northwest of West Ketchum.

Policy 4.9.B.2: Preserve and enhance wetlands and floodplain areas of the Big Wood River and the Beaver Slough.

Short Term Action Plan

1. Require sidewalks to be constructed for new development in the GR-H Zone, and set up a program to retroactively require sidewalks along Bird Drive.

2. Prohibit the disturbance of existing native grasses and wildflowers within the bike path right-of-way. Set up a program for rehabilitation of the bike path right-of-way.

Mid Term Action Plan

1. Construct sidewalks along the remaining portions of First Street from Main Street to Bird Drive.

2. Construct sidewalks along the remaining portions of Sixth Street from Main Street to Fourth Avenue.

Chapter 4.9.C: Gem Streets

The Gem Streets neighborhood is unique due to its limited access and the number of unplatted lots. This area includes the residential development along Garnet Street, Topaz Street, Emerald Street, Jade Street, Gem Street, Crystal Court and Onyx Drive. The area is located in the southwest corner of the City and is bordered by Highway 75 on the west, Trail Creek on the north, the Reinheimer Ranch to the south and Dollar Mountain to the east.

At present, there are approximately 100 dwelling units in the Gem Streets neighborhood. According to the *1997 Land Capacity Study* for the City of Ketchum, this area is estimated to be 38% built-out. This neighborhood is zoned Limited Residential (LR) District, with the Tourist District to the east, the Agricultural and Forestry District to the east and south, and residential to the north. The Reinheimer/Weyyakin Ditch runs through the east side of the area.

Many of the parcels were created prior to subdivision guidelines and some of the streets are located on private property as portions of tax lots. Access to many of the lots is through deadend streets accessed from Highway 75.

Policy 4.9.C.1: Improve ingress and egress from the Gem Streets neighborhood to downtown, the Wood River Trails System, and other locations, by completing sidewalks and developing turn lanes onto Highway 75.

Policy 4.9.C.2: Ensure adequate buffers between the Gem Streets neighborhood and the adjacent tourist zoned lands.

Policy 4.9.C.3: Provide a sufficient buffer between Highway 75 and the residential neighborhood.

Policy 4.9.C.4: Maintain public access to the surrounding existing trails on the back side of Dollar Mountain.

Short Term Action Plan

1. Amend the Zoning Code to require a consistent and sufficient setback and landscaping for residential properties along Highway 75 while addressing corner and double frontage lots.

Long Term Action Plan:

1. Construct a sidewalk connection along Leadville Avenue from Gem Street to River Street.

Chapter 4.9.D: Bigwood/Northwood

This neighborhood includes the residential properties in the Northwood PUD Subdivision, the Bigwood PUD Subdivision, the Beaver Springs Subdivision and the residences off Saddle Road, between Highway 75 and the City's eastern boundary. This neighborhood contains predominantly larger lots than other City neighborhoods, and has generally, higher land costs. Many of these residences are located on the Bigwood Golf Course, and many are home to part-time residents. The zoning districts include the Limited Residential - Two Acre (LR-2), Limited Residential - One Acre (LR-1), Limited Residential (LR), the Short Term Occupancy - One Acre (STO-1), Short Term Occupancy - .4 Acre (STO-.4), Short Term Occupancy - High Density (STOH), General Residential - Low Density (GR-L), and Tourist (T).

According to the *1997 Land Capacity Study* for the City of Ketchum, there are approximately 309 dwelling units, with a mix of tourist and long term residential housing, including four condominium complexes. This area is estimated to be 33% built- out.

The Big Wood River runs along the west side of the area. There have been many requests for stream alterations in this stretch of the river. It is difficult to have a complete understanding of the implications of approving these stream alterations, and how properties, as well as the entire river system, are affected. (See Part 8 for further discussion of stream alterations.) The riparian areas along the Big Wood River in the Bigwood/Northwood area are interrupted by manicured lawns. There are hillsides along the east edge of Bigwood that connect with the Knob Hill area to the south. These Bigwood hillside lots are not within the Mountain Overlay District.

There is public land to the east and north of the Bigwood PUD Subdivision and to the west of the Beaver Springs Subdivision. Access to public land is via Adams Gulch Road, and at an easement at the end of Telemark Road. Other informal trails access the ridge top between Ketchum and Sun Valley and are used by the public.

Policy 4.9.D.1: Preserve and increase public access to public lands, including the land in the Adam's Gulch area and the public lands to the northeast of the Bigwood PUD Subdivision.

Policy 4.9.D.2: Protect hillsides in and around the Bigwood PUD Subdivision from disturbance by development.

Short Term Action Plan

1. Construct a cross walk and pathway connection across Highway 75 at Clubhouse Drive, and open the fence directly across from Clubhouse Drive. Amend easements in this area if necessary to access the bike path.

Mid Term Action Plan

1. Maintain and sign existing river access easements (two exist in the Northwood PUD Subdivision).

2. Create incentives to encourage landowners to designate public river access easements other than the incentive of additional density.

3. Adopt and maintain a Master Plan for the Bigwood Golf Course.

Chapter 4.9.E: Gopher Gulch/East Residential Edges of Core

This neighborhood includes the land on the northwest side of Trail Creek and on the east corner of the Community Core Zone. The neighborhood is zoned General Residential - Low Density (GR-L) Zoning District. The geography of the area starts, from the northwest, at a similar elevation as the Community Core Zoning District, and drops down to the elevation of the river channel. These lots were created by the original Ketchum Townsite Map and are part of the downtown grid system. The following policies recognize that the residential neighborhoods adjacent to the Community Core and at the same topographic elevation as the Community Core are appropriate for a higher density transitional zone which allows for high density residential or other compatible uses. These policies do not, however, recommend increasing the size of the Community Core.

Policy 4.9.E.1: Consider higher densities for the transitional zone in the residential neighborhoods directly adjacent and at the same topographic elevation as the Community Core Zoning District.

Policy 4.9.E.2: Protect residential neighborhoods adjacent to the Community Core from adverse impacts of commercial uses.

Short Term Action Plan

1. Consider rezoning the residentially zoned properties that are directly adjacent to and at the same elevation as the Community Core Zone to a higher density zone.

Chapter 4.9.F: Knob Hill Neighborhood

This residential neighborhood, located directly to the north of the Community Core Zone, known as Knob Hill, is also part of the original Ketchum Townsite. The original townsite did not take into account the existing steep topography. Platted lots and streets are located high on the hillside. Streets such as Walnut Avenue are paved off center to avoid massive cuts in the hillside. The lots located between Tenth and Sixth Streets and the alley between Walnut and Spruce Avenues up to Spruce Avenue are not realistic for development due to the potential environmental, visual and safety impacts to the hillside.

Policy 4.9.F.1: Protect Knob Hill hillsides from development as outlined in Part 9, Environmental Resources and Hazards.

Mid Term Action Plan

1. Develop conservation easements. Purchase or use other means to protect and preserve the integrity of the hillsides of the Knob Hill area above the undeveloped, platted alley between Walnut and Spruce Avenues and Sixth and Tenth Streets.

2. Amend the Zoning Code to allow for smaller front and possibly side yard setback(s), and require a larger rear setback for the properties along the north side of Walnut Avenue.

Chapter 4.10: Industrial Areas

Ketchum's industrial area is located north of the City's commercial downtown below Highway 75 and between Saddle Road and Warm Springs Road. The industrial area encompasses local businesses providing people with the ability to purchase goods and services of a manufacturing or labor oriented nature close to where they live. The industrial area also provides for a permanent year-round employment base and uses that generate little tourist traffic. It contains 481,500 square feet of developed industrial space and is approximately 50% built-out, according to the *1997 Land Capacity Study*.

Every community needs a place for the types of uses - including lumberyards and building supply stores - that occupy most of Ketchum's industrial area. The industrial lands are highly accessible, however, and near the center of the city. As land values rise, there will be increasing pressure to permit retail and service commercial uses in the LI Zoning Districts. Increasing land costs and the expansive land area typically associated with light industrial uses have forced many of these uses to relocate further south in the Wood River Valley. Gradual displacement of the current light industrial uses by retail and commercial service uses would have undesirable impacts. It would shift the City's economy and character toward sole dependence on retailing and services, and generate more trips on Highway 75 as goods and services previously available within the City are transported in or residents are forced to travel south to obtain them.

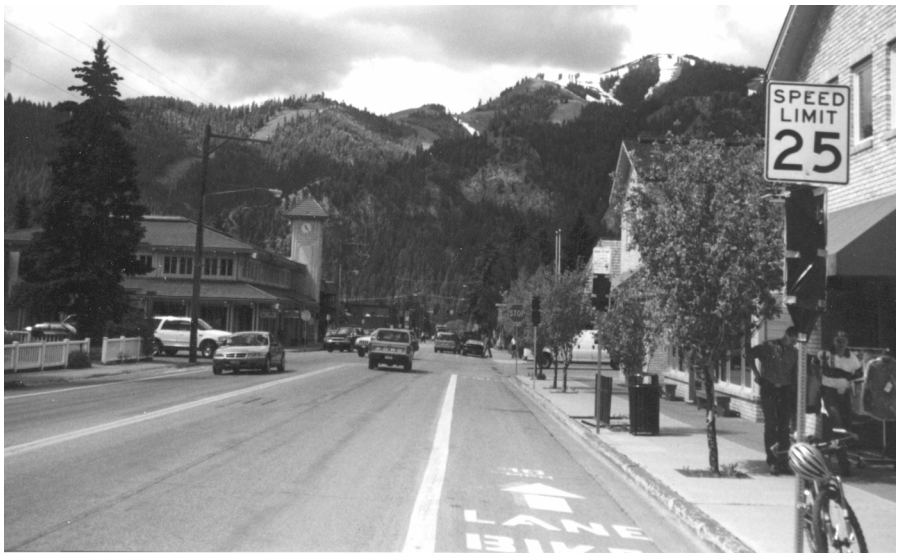
Goal 1: Encourage local economic diversity by continuing to provide a location within the City for light industrial, manufacturing, wholesale trade, research and development, and service industries including maintenance and construction uses.

Goal 2: Protect and retain land zoned for the location of light industrial uses compatible with the aesthetic values of the area within the City to broaden the economic base and provide additional employment opportunity.

Goal 3: Protect and buffer area residents and visitors from the potentially negative impact commonly associated with industrial uses, such as noise, dust, visual blight and light pollution.

Policy 4.10.1: Retain the existing defined area of industrial uses as industrial zones.

As outlined above, the City is under constant pressure to allow expanded non-industrial uses in the industrial area, such as offices, massage studios and retail outlets. The following policies



Policy 6.8: Place a high priority on developing safe, convenient and attractive bicycling and walking systems that are integrated with other transportation systems.

Policy 6.9: Encourage the construction of heated sidewalks throughout the City.

Policy 6.10: Wherever possible reduce the lane width for vehicular travel to promote traffic calming and to allow room in the rights-of-way for alternative modes of transportation to preserve the small mountain town character of Ketchum.

Parking is integral to transportation issues. The debate over whether or not Ketchum has a "parking problem" has occurred over the last two decades. The City appointed a Parking Study Committee in 1997 to again address this issue. Their recommendations are found in Appendix 2. Parking polices related to the Community Core are found in Chapter 4.5, Downtown Planning Area: Ketchum's Community Core.

Policy 6.11: Require developers to provide an appropriate amount of parking for the demand created by their development, or to pay for that parking in another location.

Short Term Action Plan

1. In coordination with other jurisdictions and citizen groups, hire a consultant to develop a County wide transportation plan that reflects the goals and policies of this Plan.

2. Hire a consultant to prepare a City wide transportation plan that encompasses the goals and policies of this Plan.

3. Work with KART, other interested agencies and citizen groups to develop a program to encourage the reduction of vehicle trips in Ketchum through development of alternatives to single occupancy vehicle trips.

4. Modify the Ketchum Street Standards to allow for driving lane standards that are more narrow than currently required. Design bike lanes and/or wider sidewalks into the adopted Street Standards.

5. Ensure public and City involvement with decisions made regarding proposals for Highway 75.

6. Work with ITD, other jurisdictions and citizen groups to design the section of Highway 75 within Ketchum City limits.

7. In conjunction with the ITD Corridor Study, KART, other jurisdictions in Blaine County and citizen groups, ensure the preservation of space needed for a mass transit system to service Bellevue, Hailey, Ketchum and the mid-valley, including transit turnouts and park and ride lots between Ketchum and Bellevue. Develop a plan for implementing a valley wide transit system.

8. Continue the current ride share program.

9. Amend the Zoning Code to limit, or remove where feasible, curb cuts along Warm Springs Road, Saddle Road, Second Avenue and Sun Valley Road.

10. Clean, improve, and maintain the shoulder of the stretch of Highway 75 between River Street and Serenade Lane, and between Saddle Road and Sixth Street, and along Warm Springs Road, including adding pavement and trimming vegetation for safe pedestrian and bicycle travel.

11. Design a grade separated bike path along Warm Springs Road from Saddle Road to approximately Skiway Drive, including a pedestrian/bicycle bridge over the Big Wood River.

12. Construct sidewalks and a bike lane on Warm Springs Road to connect Sixth Street in the downtown core to the improved bike path just past Lewis Street.

Mid Term Action Plan

1. Construct the bike path along Warm Springs Road.

2. Construct colored and pavered cross walks at Warm Springs Road and the bike path (near Lewis Street and Broadway Boulevard/Saddle Road).

3. Engage a traffic engineer to examine the safety of the Lewis Street and Warm Springs Road intersection, including consideration of a 3-way stop sign.

4. In conjunction with the other jurisdictions and citizen groups in the County, implement a mass transit system to service the Wood River Valley along the Highway 75 corridor.

5. Improve the intersection of Warm Springs Road and Tenth Street to increase visibility and the ability to cross and access Warm Springs Road safely.

6. Construct or require the construction of transit shelters.

7. Work with ITD to install bicycle sensitive traffic signal detectors or relocate push buttons to be accessible to bikers.

8. Ensure the KART schedule efficiently transports employees from their residences to downtown Ketchum and other large areas of employment, in addition to maintaining the service for tourists and skiers.

9. Create a Master Pathway Plan within the City that provides safe connections to pedestrians and cyclists from all neighborhoods to the Wood River Trails System and to other residential and commercial neighborhoods.

Long Term Action Plan

1. Work with the other jurisdictions and citizen groups in the County to expand the mass transit system or other modes of mass transit to service additional outlying areas.

2. Construct bike lockers within the public gathering spaces, mass transit centers, or other central location(s) in town.

Part 7: Public Facilities, Utilities and Services

Although the City of Ketchum's year-round population is under 4,000 people, the actual number of people who use Ketchum's facilities, utilities and services is quite large. Ketchum's tourist and part-time resident (second home owner) population swells during the peak periods of winter and summer to approximately 10,000 people. Added to this is the number of employees who work in Ketchum, then return to their community in the evening. This huge fluctuation between resident population and seasonal tourist impacts is common in resort communities and creates significant infrastructure demands.

The City provides the following services, facilities and utilities: water, sanitary sewer disposal, streets, including snow removal, fire protection, emergency medical service, police protection, administrative services, planning and zoning departments, building offices, community housing, recreation and parks, and communications/dispatch center. Some of the City's utilities and services are provided through a franchise agreement with specific providers, including power, gas, telephone, cable, and solid waste removal. Other public services and facilities are either provided jointly with or entirely by other entities, such as the Blaine County Recreation District, the Sun Valley/Ketchum Chamber of Commerce, the Ketchum/Sun Valley Historical Society, Blaine County School District, Ketchum/Sun Valley Transit Authority and human services such as the Blaine County Senior Center, Crisis Hotline, Advocates, and Sun Club. Background on services provided by the City is outlined in Chapter 2.7, Public Facilities, Utilities and Services. Descriptions of other key services, such as schools, are found in Appendix 4.

Goal 1: To efficiently and adequately provide public services, facilities, and utilities that protect the health, safety and welfare of the public, and to maintain and enhance the quality of life and visitor experience.

Goal 2: Actively pursue undergrounding the utility/service lines throughout the City, with the highest priority on the entrances to town, and key view corridors.

Master Plans for the Ketchum Water and Wastewater Departments were completed in 1998. These plans outline the infrastructure improvements needed to serve Ketchum for the next 20 years.

Policy 7.1: Continue long range planning for all City utilities, services and facilities.

Public Utilities

Policy 7.2: Minimize visual impact of utilities throughout the City. Require that all new utilities be located underground or otherwise entirely screened from view. Underground existing facilities (lines, poles, and transformers) as a high priority, particularly in key view corridors.

Policy 7.3: Continue to require new subdivisions to extend all available utilities underground including, but not limited to, natural gas, electricity, telephone, television cable and other technologies.

Policy 7.4: Coordinate with other governmental jurisdictions to develop consistent policies regarding public services and utilities.

Policy 7.5: Continue to encourage the formation of Local Improvement Districts to finance the undergrounding of existing utilities and the construction of new sidewalks, curbs, and gutters. At the same time, explore other methods to accomplish this policy.

Policy 7.6: Explore the possibility of utilizing geothermal resources for local utility districts.

Fire and Emergency Medical Services

Policy 7.7: Support the continued provision of EMS and Fire services as one entity.

Policy 7.8: Maintain fire protection and consider enhancing EMS to meet the needs of the community and to be consistent with those of the new hospital.

Water and Wastewater System

Policy 7.9: Determine appropriate locations in or near the City for additional water storage facilities and require dedication to public use of such sites upon approval of development plans.

Policy 7.10: Expand the Ketchum/Sun Valley Sewage Treatment Plant to prevent violation of the E.P.A. discharge permit and protect the integrity of the Big Wood River. Require new development to contribute its fair share towards Treatment Plant expansions.

Policy 7.11: Consider development of a stronger water conservation program.

Policy 7.12: Require monitoring major private disposal systems to ensure the water quality of nearby waterways and acquifer wells are not jeopardized by those sewage disposal systems. Strongly encourage new subdivision and substantial development be hooked into the central sewer system, specifically those within the City's Areas of City Impact.

Street Maintenance

As outlined in Chapter 2.7, Public Facilities, Utilities and Services, the Street Department has recently built a new Street Department building in conjunction with the development of a Master Plan for long term needs. A long term solution to snow storage issues continues to be a top priority for this department, and for the entire City.

Policy 7.13: Implement the Street Department Master Plan.

Policy 7.14: Research a long term solution and/or location for snow storage for public streets and rights-of-way.

General Government

Policy 7.15: Encourage area wide cooperation of land use planning, fire, police and other public services to most efficiently serve residents and visitors in the area. Study further consolidation of fire, police, dispatch or other services as determined to be appropriate for efficient service provision.

Policy 7.16: Continue the public availability of meeting space in City Hall and Town Square, and develop/provide additional public space for events, meetings, classes and other functions. Find methods that encourage greater participation in the public process.

Policy 7.17: Consider and plan for long range office/department space.

Policy 7.18: Coordinate and cooperate with semi-public and private institutions in the provision of affordable services and facilities for public use.

Policy 7.19: Cooperate with other jurisdictions to assess future needs for new or expanded facilities such as hospitals, clinics, nursing homes, preschools, day care, job service, adult and childhood education, and recreation facilities.

Policy 7.20: Support expansion of KART to increase ridership.

Policy 7.21: Monitor all franchise services within the City and negotiate for appropriate levels of service, and for implementation of other goals of this Plan. Require master plans for all utilities through the franchise agreement process.

Short Term Action Plan

1. Enter into a franchise agreement with a power company to develop a master plan for the City regarding the provision of power, to underground the power lines and to modify the existing street lights to reduce glare and light pollution by coming into conformance with the Dark Sky Ordinance, all within a timely and affordable manner.

2. Enter into franchise agreements with other franchises.

3. Implement or create a plan to implement Enhanced 911 (E-911).

4. Update master plans for the adequate provision of fire and police services to meet future needs.

5. Sponsor semi-annual meetings for all governmental bodies.

6. Develop a public relations program to increase public input and involvement with government.

7. Require extension by new developments of the municipal water system to serve areas currently served by inadequate water supplies for domestic uses as well as fire protection.

Mid Term Action Plan

1. Identify and secure a site for long term snow storage needs and look into developing and using geothermal resources.

Long Term Action Plan

1. Develop a long range plan forecasting the City's needs for numbers and positions needed to be filled and identifying the related needs associated with securing employees, such as office/work space, housing, benefits, etc.

2. Complete the undergrounding of all utility lines in the City.

Chapter 7.1: Capital Improvements Plan

Pressures of growth and the community's desire for services and amenities causes competing demands for limited fiscal resources. Developing a system to prioritize all of Ketchum's capital expenditures will give accountability to taxpayers, and will result in a long range strategy for funding over time. A Capital Facilities Program is a tool that the Mayor, Council, City staff, and interested citizens should use to organize, prioritize and fund infrastructure needs. The program results in a Capital Improvements Plan (CIP) which outlines fiscal spending for each capital facilities project within the City. The Capital Improvements Planning process is briefly explained in Table 5.

Goal 1: To provide a capital project budget that can implement City goals.

Ketchum's infrastructure should be in balance with future demands. A new water storage tank has recently been installed, providing for our long term water needs. A long range Sewer Capital Facilities Plan has been adopted, and facility improvements are underway. Development impact fees are in place so that new growth pays its fair share towards water and sewer facilities. Park space, on the other hand, falls below generally accepted level of service standards. Traffic is an issue and, despite an excellent trail system through the City, pedestrian and bicycle circulation routes are missing from some neighborhoods. Other capital facilities, including surface drainage, a staging area for the Street Department, active park space, a community swimming pool and the downtown pedestrian improvements needed to implement the goals and policies of this Plan will require action in the near future. This extensive list of facilities needs cannot be successfully addressed in an ad hoc manner, but requires careful prioritization and commitment on a multi-year level.

Policy 7.1.1: Create a Capital Facilities Program that incorporates all capital facility needs for a five to ten year horizon, and results in a Capital Improvements Plan. All spending for capital projects shall be prioritized according to the Capital Improvements Plan.

Table 5 - Capital Improvements Planning Process

1.	Decide the categories of facilities to be planned for, such as parks, sewer, water, etc.
2.	Inventory existing facilities, assessing both their capacity and their current level of use.
3.	Project the future demand for public facilities. This is commonly done using a build-out projection, as described in Part 2, Existing City Characteristics, of this Plan.
4.	Adopt level of service standards for each facility or service included in the Capital Improvements Program. Levels of service for streets and highways are briefly explained in Part 2, Existing City Characteristics.
5.	Document existing capacity and level of use, and analyze the projected demand for each major facility. Is there excess capacity now? How long will that surplus last? Or, is the facility already operating above capacity? If so, how extensive is the deficiency?
6.	Comparing capacity, current use, and projected demand with the adopted levels of service, develop a list of the major improvements needed to serve the build-out population.
7.	Given that list, decision makers and citizens can set priorities, deciding which improvements are pressing and which will not be needed for a few years. This process should be informed with rough cost estimates, an understanding of potential funding sources, and the estimated costs of maintaining the proposed improvements. Estimated capital costs should be divided between those necessary to bring facilities up to standard and those needed to serve new development.
8.	Top priorities should be captured in a capital budget that covers three to six years and provides a basis for annual capital budgets that will reflect final cost estimates generated by architectural and engineering studies.
9.	The Capital Improvements Program should be reviewed and updated every year.

Some capital needs are a direct result of new growth. An impact fee is a one time fee, assessed at the time a building permit is issued, that is specifically dedicated to the capital construction or improvements needed to serve new development. Impact fees are specifically authorized by the State; see I.C. 67-8201, et seq. Impact fees create an equitable method for making sure that new growth pays its fair share towards needed improvements. The City has adopted development impact fee programs for water and sewer service. The following policy directs new development to pay its own way.

Policy 7.1.2: New development should pay for all facilities needs resulting from that development, including parks.

There are some types of development where the City may want to waive impact fees as a matter of policy. If impact fees are waived, the projected funding for public works projects may fall short. The City should support affordable housing by paying its impact fees. This includes establishing a fund from which it can pay the impact fees that would be assessed to affordable housing units.

Policy 7.1.3: The City should pay for the impact fees resulting from affordable housing projects.

Short Term Action Plan

1. Develop an overall Capital Improvements Plan (CIP) that incorporates all of the City's capital facilities into one prioritization process. Update the CIP annually through the budget process.

2. Develop a regular schedule for using the current Council Priority Grid System annually in the budget process, and other regular intervals throughout the year.

3. Upgrade the City Hall meeting room to facilitate community participation.

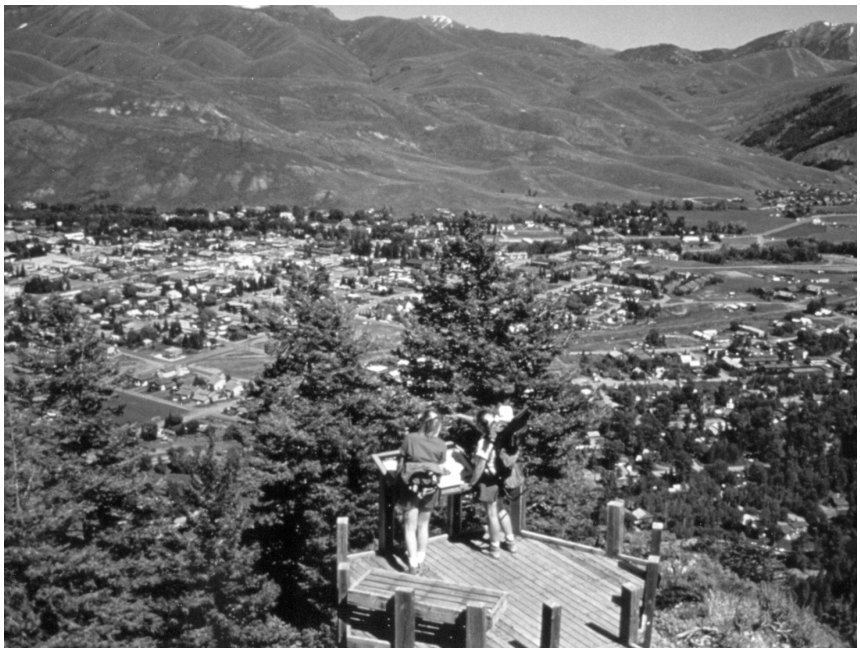
Mid Term Action Plan

1. Educate citizens about the City's budgeting process and how the budget is a reflection of the overall goals and priorities. Show how the budget relates to key City priorities.

Part 8: Open Space, Recreation and Heritage

Open space is one of the key lifestyle components of the Wood River Valley. The broad term open spaces encompasses active play areas, sport fields, hiking and skiing trails, and passive views and vistas. Heritage assets encompass the past and the future. The links to our past include museums, massing and grouping of the original buildings, historic landscapes such as the cultivated fields at the Reinheimer Ranch, and activities that commemorate past experiences. Ketchum enjoys all of these attributes and they are highly treasured by residents and visitors alike. The goals, policies and action plans within this Part 8 are intended to preserve and enhance those qualities that make Ketchum unique. Map 8, Open Space, Recreation and Heritage, page 113, shows key open space, recreational and heritage sites in Ketchum.

The natural and rugged characteristics of this valley have continued to draw people in the pursuit of recreational choices and an outdoor lifestyle. Many of the recreational pursuits in the Wood River Valley occur on public lands. Blaine County contains 76.7% in public lands. Growth and development across the West is putting new pressures on public lands. Protection of public lands surrounding Ketchum is key to the lifestyle of the area.



While public lands and resort properties surround Ketchum, these lands do not provide neighborhood or community parks. The Blaine County Recreation District's standard is 12 acres of neighborhood and community parks for every thousand of population. The City currently has 17 acres in active recreation open space. This includes Atkinson Park and the skate park. This active open space plus the additional 3 acres in passive open space provide approximately 6.1 acres of open space for every thousand residents in population. If the seasonal population is included in this measurement, the level of standard will be even less.

Goal 1: To preserve the mountain character of Ketchum by the integrating passive open spaces, maintaining physical access points to surrounding public lands, and protecting public view corridors of the surrounding landscape.

Goal 2: To ensure a sufficient quantity and variety of easily accessible neighborhood parks with amenities and active recreational sports facilities for adults and children.

Map 8: Open Space, Recreation and Heritage

Goal 3: To retain and highlight the history and areas of special interest within the community.

Goal 4: To preserve sites or buildings with historical value to the community.

Goal 5: To encourage the development and expansion of facilities available for public use for the arts and humanities, including theatre, public art, conference space, a convention hall, visitors' center and library.

Policy 8.1: Preserve the aesthetic views of the mountains from public places including restricting disturbance on the mountains and hillsides from development.

Policy 8.2: Maintain and increase public access to public lands and waters in and around Ketchum, such as the swimming rock, fisherman's easements and local trails. In particular, improve public access to the Big Wood River.

Policy 8.3: Preserve aesthetic and sensitive areas in their natural states through open space zoning, zoning district standards, purchase of land and/or cooperation with public and private entities. Continue to implement and enforce standards outlined in both the Floodplain and Mountain Overlay Districts.

Intrastate land trades can cause the conversion of public lands to private use. The following policies direct the City to take an active role to ensure the long term retention of those lands in public ownership.

Policy 8.4: Work with the Forest Service and the Bureau of Land Management on any long range plans that affect open space in and around Ketchum, including land trades and the Bald Mountain Master Plan.

Consider carefully any proposals for active recreational uses on public lands. Do not allow new active recreational uses if they would diminish the natural wildlife and aesthetic quality of those public lands.

Policy 8.5: Contest any land use changes such as land trades that would allow private development on public lands, particularly those public lands near Ketchum.

Policy 8.6: Expand access to existing pathway systems, including the Wood River Trails System, for all neighborhoods in the City.

The vast amount of open space surrounding Ketchum, however, does not provide for all types of recreational activities or sports. It cannot accommodate athletic team sports such as baseball, soccer or other sports such as Frisbee golf and lacrosse. The Parks and Recreation Department must restrict adult activities and limit youth activities due to the inadequate availability of facilities. Playground facilities are limited, existing only within Hemingway School and the Little Park. High land prices make development of such facilities difficult, but the demand remains.

Policy 8.7: Acquire land for recreational facilities within the City, such as sports fields for use by adult and youth residents and visitors to Ketchum.

Policy 8.8: Plan jointly with other jurisdictions for regional sports facilities needs.

Policy 8.9: Work closely with groups on long term recreational and cultural facilities considered for the Park and Ride site. Ensure the following are taken into consideration:

- **Adequate parking for uses proposed;**
- **Consideration of neighborhood impacts, including design and building bulk;**
- **Limitation on impacts to the Light Industrial Area, including land use pressures for food service or other uses to serve the Park and Ride.**

The development of a family oriented, outdoor swimming pool is a high priority of the City.

Policy 8.10: Pursue the development of a family oriented public swimming pool.

Policy 8.11: Protect and enhance existing recreational facilities such as Atkinson Park, the Skateboard Park, and the bike path.

Policy 8.12: Support improvements to other passive public open space, such as pocket parks, along public rights-of-way including intersections, and other areas.

Funding for parks needs is continually an issue. The following policies direct the City to pursue development impact fees for parks so that new development pays its fair share towards parks needs. These policies also direct the City to pursue other funding sources for much needed park facilities, and to continue to work with the Blaine County Recreation District on recreational needs for Ketchum residents and workers.

Policy 8.13: Pursue a Development Impact Fee Ordinance to provide for parks and open space needs.

Policy 8.14: Pursue innovative sources of funding, such as donated funds, State and Federal funding, grant opportunities and corporate contributions to acquire open space, passive and active park space.

Policy 8:15: Work with the Recreation District to further funding and support of north valley recreational needs.

There are numerous private recreational facilities in and around Ketchum, such as the Warm Springs Golf Course, Big Wood Golf Course, Sun Valley Athletic Club and Warm Springs Tennis Club. The following policies work towards public access, where appropriate, to private recreational facilities.

Policy 8.16: Promote the inclusion of public access to private recreational facilities; pursue partnerships with private recreational providers who will guarantee public access.

Policy 8.17: Continue to work with private and public interests, such as the Sun Valley Company and Blaine County, to ensure the continuance of downhill and nordic skiing, golf and other recreational/cultural activities at reasonable costs.

Policy 8.18: Maintain the existing safe and efficient access to and on Bald Mountain for year-round public recreation.

The Reinheimer Ranch is both passive open space and a part of our heritage. The Ranch and surrounding fields are an important visual component of the entrance to Ketchum, and a legacy of the early ranching days.

Policy 8.19: Support preservation and protection of the Reinheimer Ranch, including restoration of the barn, and continued agricultural use of the fields.

Ketchum's downtown is the cultural center of the community where people gather for social interaction. It is also the center of commerce. Other areas of social interaction occur at the base of the ski lifts.

Policy 8.20: Promote the development of public gathering spaces throughout the City in public and private development.

Policy 8.21: Support improvements to public streets, parking lots and plazas that provide public spaces for street fairs, festivals and other gatherings.

Ketchum's most recent history, beginning in the 1800's, is derived from the activities of miners, farmers, sheep and cattle ranchers, outdoor recreationists and lastly tourists.

Of increasing concern in the downtown area is the ability to maintain the remaining structures from our past and the introduction of new structures adjacent to them in a complimentary fashion.

Passive outdoor areas, such as Knob Hill still provide an opportunity to get up high to view the City and need to be protected.

Policy 8.22: Develop incentives to protect those sites and buildings that are of historic significance to the community.

Policy 8.23: Promote the inclusion of art in public spaces.

Policy 8.24: Provide stewardship of the valley's history within museums, memorials and plaques and commemorative events.

Policy 8.25: Maintain support and funding for Wagon Days. Support other events that celebrate the heritage of the valley.
Policy 8.26: Continue to support the Historical Society Museums, the Ski Museum in the Forest Service Park and the Ore Wagon Museum.

Short Term Action Plan

1. Actively pursue development of a family oriented public swimming pool.

2. Amend the Zoning Code and Subdivision Ordinance to strengthen requirements for providing access to open space.

3. Pursue a Scenic View Ordinance preserving specific views of the mountains and the valley from public places.

4. Prepare an Open Space and Recreational In-Lieu and Impact Fee Ordinance in conjunction with the development of a Master Park Plan for neighborhood parks within existing and future neighborhoods, such as the River Run area, the Warm Springs Golf Course, and other areas within the City's Areas of City Impact.

5. Develop a new Open Space Zoning designation that does not allow for any private development. Apply this designation to undeveloped public lands surrounding Ketchum, and other appropriate open spaces.

6. Continue to maintain and improve existing recreational facilities through appropriate funding of the Parks and Recreation Programs from the City's budget.

7. In conjunction with the Blaine County Recreation District, prepare a Native Landscape Master Plan for bike path right-of-way, including private sector involvement to restore areas that have been damaged and denuded.

8. Produce a professional document that identifies which buildings and sites within Ketchum are eligible as historic structures pursuant to State and Federal criteria for historic preservation. Identify those buildings and sites with local significance. Develop incentives, including the use of TDR's, for the preservation of historically and culturally important buildings and sites.

9. Aid in the preservation of the Reinheimer Ranch Barn.

Mid Term Action Plan

1. Pursue the acquisition of land and funding sources for the development of another recreational facility to include a soccer field, little league baseball/softball field, basketball court and a maintenance building.

2. Create a public arts program that includes the placement of art for outdoor public viewing within the downtown and tourist zones with the development of new projects.

3. Develop funding sources including in lieu fees, existing revenues, grants and other funding sources for the development of future neighborhood parks and public gathering areas.

4. Revise development standards within the Zoning Code and the Subdivision Ordinance to coordinate residential, commercial and industrial uses with recreation and open space facilities in the immediate area.

5. Develop and maintain high standards for safety and aesthetics for all types of recreational development through the Design Review and Capital Improvements processes.

6. Create a Transfer of Development Rights Ordinance to preserve locally significant buildings and structures, significant view corridors, and environmentally sensitive areas and to promote areas of useable open space.

Long Term Action Plan

1. Develop the new recreational facility identified in the Mid Term Action Plan.

2. Develop additional passive open space areas within existing public rights-of-way and other publicly owned land.

Part 9: Environmental Resources and Hazards

Ketchum's natural physical attributes, such as rivers, streams, mountains, the sky, and wildlife, create the unique ambiance of Ketchum and cannot be duplicated ~~n~~or replaced. Ketchum is integrally tied to the natural environment. Situated along the Big Wood River and at the base of the Smoky Mountains, natural resources are key to our economy, quality of life, and community spirit. Aspects of the natural environment can also be hazardous. The Wood River Valley has long struggled with property damage caused by development too close to rivers in natural floodplains. Avalanches have also been a threat since the valley was settled in the late 1800's. Part 9 addresses not only these environmental hazards, but the wildlife and scenic values of the natural environment. It also addresses conservation and natural resources. Part 9 is organized into the following Chapters:

- Wildlife, Habitat and Vegetation
- Resource Conservation
- Floodplain, Rivers and Riparian Corridors
- Hillsides and Avalanche Areas
- View Corridors

Map 9, Environmental Resources and Hazards, page 121, provides an overview of the above listed items.

Goal 1: Protect the aesthetic values, wildlife and open space habitat and resources of the natural environment.

Goal 2: Protect the Wood River Valley aquifer and the Big Wood River and its tributaries.

Goal 3: Protect Ketchum residents from flood hazards.

Goal 4: Protect the mountain slopes surrounding the City, leaving them open and unobstructed. Protect Ketchum residents from the hazards associated with development on mountain slopes.

Chapter 9.1: Wildlife, Habitat and Vegetation

Abundant wildlife thrives in the riparian corridors of Ketchum and on surrounding hillsides and drainages. An increase in population and diminished habitat has created more conflicts with wildlife. The City should take steps to ensure people are educated, and can coexist with the wildlife of the Wood River Valley. Survival of the wildlife is dependent upon the preservation of habitat and reducing conflicts with humans and domestic animals.

Policy 9.1.1: Lessen interactions with wildlife through education and awareness programs.

Map 9: Environmental Resources and Hazards

Policy 9.1.2: Ensure the protection of wildlife migration and travel patterns through the development of migration easements or other means.

Policy 9.1.3: Support the process of finding a long term solution to winter elk feeding.

The existing landscape on developed properties and in areas surrounding the City provides an important aesthetic and environmental benefit to the community. Many of the mature trees in town were not here 100 years ago. However, they have become a definitive part of the character of the town. Their value has increased as vacant lots have become built up. Native plants provide a natural transition to the surrounding open space and help conserve water.

Policy 9.1.4: This Plan recognizes the importance of healthy, mature trees to the character of Ketchum. Actively preserve mature landscaping, particularly healthy mature trees during development and redevelopment of property. Encourage replanting to replace dying old growth trees, taking view corridors into consideration.

Policy 9.1.5: Promote the use of native plants in all new development.

Policy 9.1.6: Establish a plan for controlling noxious weeds.

Chapter 9.2: Resource Conservation

Natural geothermal resources in the area have been tapped for over 100 years. Expansion of the use of natural hot water could result in reduced consumption of other fuel sources.

Policy 9.2.1: Promote the utilization of geothermal and solar resources.

Ketchum's location at the northern end of the Wood River Valley provides a natural air cleansing process with the morning and evening breezes. However, those breezes also create air quality problems and push the air impurities generated here elsewhere.

Policy 9.2.2: Promote high standards for air quality, particularly for wood burning stoves, vehicular emissions and dust.

Policy 9.2.3: Promote high standards for indoor air quality issues resulting from smoke, asbestos, carcinogens and other building materials.

Policy 9.2.4: Provide standards for the reduction of dust generated by construction, vehicular travel and other activities.

Policy 9.2.5: Promote the use of clean burning fuels for heating.

Water conservation is growing in importance as Ketchum builds out. Education is needed to teach residents how to reduce water consumption. Waste reduction and recycling are also growing in importance.

Policy 9.2.6: Provide guidance in water preservation techniques within the home and business and in the landscape.

Policy 9.2.7: Work towards commercial and residential waste reduction, including promoting recycling.

Ketchum adopted a Dark Sky Ordinance in 1999 to protect our valuable resource of dark skies. Implementation of this Ordinance will continue over the coming years.

Policy 9.2.8: Protect the visibility of the stars in the night sky.

Peace and quiet is a small town benefit. Busy construction years require special efforts to ensure noise does not ruin the ambiance of Ketchum.

Policy 9.2.9: Protect the audible serenity of Ketchum through the control of noise pollution.

Chapter 9.3: Floodplain, Rivers and Riparian Corridors

The Big Wood River, Trail Creek and Warm Springs Creek all flow through Ketchum. This Chapter addresses the valuable resource of these riparian systems, as well as health and safety issues related to flooding.

All storm and surface water runoff in Ketchum is currently captured through a drywell system. Oil and emissions runoff percolate down towards the water table, our potable drinking source. Other storm water runs directly into the rivers. Ketchum should move towards a Storm Water Management Plan so that runoff is captured and treated before entering surface and ground waters.

Policy 9.3.1: Prevent the direct runoff of storm water into streams, creeks, rivers and other bodies of water from private property and public rights-of-way.

Ketchum's water resources provide recreational opportunities, wildlife habitat and drinking and irrigation needs. Ketchum draws its municipal water supply from the relatively shallow alluvial aquifers that follow the valleys of the Big Wood River and Trail Creek. These aquifers are highly vulnerable to contamination from surface sources because water levels in the City's wells are as shallow as 50 feet and the material above the water table is rapidly to very rapidly permeable. A map showing permeability and water tables is found in Appendix 5.

Policy 9.3.2: Protect the water quality in the aquifer.
The relatively narrow riparian zone along streams is the most critical part of the ecosystem. The natural topography and vegetation of the riparian zone attenuate flooding and protect water quality and fisheries by serving as a final filter for surface runoff reaching the stream. Riparian vegetation also moderates water temperatures and serves as wildlife habitat and a recreational and aesthetic resource.

The City of Ketchum should improve on its requirement for a 25 foot setback from all streams. Riparian vegetation is being disturbed in cases where buildings are built right up to the setback line. The use of construction equipment in these areas is causing damage to riparian vegetation.

Policy 9.3.3: Require better protection and restoration of riparian habitat and improved pedestrian access to the Big Wood River, Warm Springs Creek and Trail Creek.

Policy 9.3.4: Provide standards for the restoration and maintenance of riparian areas for better wildlife habitat, water quality protection and flood protection.

Developments that commit the riparian corridor to open space use for fishing, aesthetic enjoyment and similar activities should be permitted to transfer development rights (the number of lots or units that would be permitted in the riparian corridor) on to the upland portion of the site, and be encouraged to do so with a density bonus. The minimum lot size would be adjusted, within set limits to accommodate the transfer and bonus.

A number of questions will have to be answered in amending the Zoning Code to implement this strategy including whether the riparian corridor open space must be dedicated to the public to qualify for the density transfer and bonus, or whether open space that is accessible only to residents of the project would suffice. Also, while the small acreage of the riparian areas limits the potential for the transfer of development rights, there should be a limit on how much the density of the upland area can be increased.

Policy 9.3.5: Offer an incentive to leave riparian corridors that are larger than current requirements in open space use.

Proposals for piecemeal bank stabilization measures became a major concern during the spring of 1997, with City staff and Planning and Zoning Commission members feeling that they did not have adequate guidance for reviewing bank stabilization projects.

This study would ideally be undertaken with Blaine County's cooperation, so that impacts up and down the stream from the City can properly be considered.

Policy 9.3.6: Sponsor a study of the cumulative effects of bank stabilization measures with that study leading to adoption of a Master Plan for bank stabilization that is sensitive to impacts on all properties along the river and on water quality and fisheries.

Flood insurance is available only in jurisdictions that participate in the NFIP by adopting regulations that help limit flood damages. Those regulations appear in Chapter 17.88 of Ketchum's Zoning Code.

Policy 9.3.7: Continue to participate in the National Flood Insurance Program. The National Flood Insurance Program (NFIP) provides homeowners with Federally subsidized flood insurance.

Chapter 9.4: Hillsides and Avalanche Areas

The history of avalanche activity in the Warm Springs canyon dates back to the 1920's, and is fairly well known. Numerous avalanches are observed on the upper and lower slopes annually. The occurrence of avalanches on the west slope of Dollar Mountain above Trail Creek is also regularly observed.

Due to the potential avalanche hazard in these areas, the City of Ketchum requested studies be prepared to identify the areas where avalanche potential exists.

As a result of the studies and reports prepared by Norman Wilson and Arthur Mears, the City established an Avalanche Overlay District Zone where special regulations and restrictions apply.

These studies should be updated, as the development pattern has changed, possibly shifting avalanche hazard.

Policy 9.4.1: Continue to educate the public on avalanche hazards, and to regulate development in avalanche prone areas.

Policy 9.4.2: Prohibit alteration of hilltops, rock outcrops, knolls and ridges through development standards and restrictions.

The map in Appendix 5 *Idaho Geological Survey's Landslides in Idaho* titled shows the general extent of the steep slopes in and around Ketchum. Development on these slopes may be exposed to landslide hazard. This map also shows evidence of several landslides in and near the City which can accelerate runoff and erosion, with adverse impacts on downslope properties and, potentially, downstream water quality. Providing public access and utilities service to developments on the slope can also be difficult.

Development in the Mountain Overlay Zone is reviewed for its impact on views, drainage, and slope stability. Accessibility, including emergency access, is also considered. The standards guiding this review need to be made more specific and expanded to better address the issues. The changes should include:

a. providing specific direction on how the visual impacts of development on the slopes can be minimized, as required by §17.104.070.A.1 of the Zoning Code;

b. limiting the potential for accelerated runoff and erosion from the slopes by limiting the extent of impervious surfaces; and,

c. establishing specific standards for runoff and erosion control.

Transfer of development rights to move development off slopes could also be considered.

Policy 9.4.3: Strengthen the Mountain Overlay Zone.

The Knob Hill area contains streets, alleys and platted lots that are on very steep slopes. Development in this area would be very visible, and could be hard to access. The City should work with landowners to design and provide alternatives to the platted streets and alleys that run directly up slopes in the Knob Hill area.

Policy 9.4.4: Work with Knob Hill landowners to transfer development rights off of the hillsides to more suitable areas in the neighborhood or elsewhere in town.

Chapter 9.5: View Corridors

The majestic mountains surrounding Ketchum provide an incomparable backdrop. The rolling terrain within Ketchum provides additional visual variety and areas for viewing the valley. The

City should analyze key view corridors and protect them from being blocked by new development.

Policy 9.5.1: Protect the views of the surrounding mountains and landscape as seen from salient view corridors on important public roadways, rights-of-way, trails and open spaces.

Short Term Action Plan

1. Revise the Zoning Code restricting the removal of mature trees without equitable replacement including mature trees in the Community Core Zone.

2. Prepare and adopt an Aquifer Protection Ordinance that includes the following:

    a. Design standards for storm water retention with all new development, prohibiting dry wells without proper filtering systems;

    b. Analysis of potential groundwater impacts from a hazardous spill on public and/or private roadway; and,

    c. A wellhead protection plan.

3. Revise development standards within the Zoning Code and the Subdivision Ordinance to allow the clustering of units and/or development on property to preserve significant natural features, such as riparian habitat, mature landscaping, significant views or other unique features.

4. Revise the Floodplain Management Overlay Zone with more specific standards to ensure development and residential uses do not encroach in the 25 foot riparian zone. This includes increasing the 25 foot riparian zone setback so that residential development can include outdoor uses in proximity to the river, and so that construction equipment does not damage riparian vegetation within the 25 foot riparian zone.

5. Review and revise the purposes and regulations of the Floodplain Management Overlay Zone to address recreational uses along the river.

6. Amend the Zoning Code to require that larger lots, such as lots of one acre or greater in size have a minimum setback of 50 feet from the mean high water mark of the Big Wood River.

7. Increase enforcement activities for riparian areas.
8. Revise the Mountain Overlay Zone boundaries to include areas above a certain elevation within the Bigwood PUD Subdivision and Saddle View Subdivision.

9. Create a noxious weed ordinance to require property owners and construction sites to control noxious weeds, and to set up programs for removal of weeds within City rights-of-way.

10. Monitor air quality through testing.

11. Develop a program to educate citizens on wildlife issues and conflicts.

Mid Term Action Plan

1. Include standards within the Zoning Code regarding the use of native plant species and xeriscapes within new or replacement landscape. This includes analyzing the extent of lawn areas that are irrigated.

2. Identify all roadways that allow direct runoff into bodies of water, then generate a program to prevent said runoff from reaching the bodies of water.

3. Create voluntary guidelines for the conservation of water within businesses.

4. Prepare a study analyzing various options for snow storage or snow conversion into water for irrigation.

5. Work with garbage purveyors to create incentives to reduce waste and increase recycling.

6. Update the Mountain Overlay Zone providing specific direction on:

    a. how the visual impacts of development on the slopes can be minimized;

    b. limiting the potential for accelerated runoff and erosion from the slopes by limiting the extent of impervious surfaces; and,

    c. establishing specific standards for runoff and erosion control.

7. Update the Avalanche Study to accurately reflect current avalanche hazards. Revise the Zoning Code, as necessary, to reflect the updated Study.

Long Term Action Plan

1. Prepare a Master Plan for the use of platted streets on steep slopes for uses other than roadways, such as pocket parks or other public uses.

2. Adopt an ordinance providing standards for the use of gray water in irrigation.

3. Adopt construction standards for the containment of dust caused by construction.

4. Continue to monitor air quality, and take appropriate steps to reduce pollutants caused by automobiles, wood stoves or other emitters.

Part 10: Growth Management

Growth management is the process of ensuring new growth happens in conjunction with necessary services and at a pace comfortable for the community. In Ketchum, water, sewer and school services are planned well into the future and can accommodate projected growth. Services under City control have been planned for using the City's 1997 build-out study. Roads and the transportation system will also be affected by new growth. Similarly, active park space is affected by future growth, and is currently not keeping pace with new growth.

The experience of other communities who have managed growth by limiting the amount of development that can occur each year is that property values escalate as a result of metering growth. Based on the current high land and housing costs in Ketchum, the City is not proposing an approach which would exacerbate the cost of housing or commercial land. The goal below directs the City to begin monitoring growth, and developing specific, measurable indicators that would require a more structured growth management plan if these indicators show the need for more restraint.

Goal 1: Ensure quality of life is not diminished by the rate of growth.

Policy 10.1: Strive for an equitable balance between market-driven new development, the character of the town, the quality of life, and the City's ability to provide public facilities and services.

Policy 10.2: Examine the impacts of growth and construction on the quality of life, including consideration of growth management strategies.

Policy 10.3: Coordinate with other jurisdictions on an overall growth management strategy for the valley that protects the valley's assets.

Short Term Action Plan

1. Develop an annual monitoring program to track the rate of growth and development in the community. Fully analyze the pros and cons of growth management strategies.

2. Develop standards for construction activity, including truck routes, excavation, fill activities, pedestrian impacts, noise, air and water quality.

3. Annually update the City's Economic Data Base to facilitate cost-effective economic growth. Maintain a current estimate of vacant or underutilized property and the rate of development in Ketchum and the City's Areas of City Impact.

Mid Term Action Plan

1. Develop "Quality of Life Indicators" as a way of measuring the impacts of growth. Quality of life indicators should include economic, ecological and social indicators.

2. Promote a single, coordinated, area wide approach to growth management based on geographic and land use criteria, recognizing the diversity and similarity of the economics in the County.

Long Term Action Plan

1. Develop a Growth Management Plan should the Quality of Life Indicators be adversely impacted by the rate or type of growth.

Part 11: Property Rights

The effects government agency policies and regulations have on individual property rights is an issue of importance reflected in Federal and State Constitutions. Idaho Code Section 67-6502(a), states that one purpose of a comprehensive plan is to "protect property rights and enhance property values". This Plan recognizes this importance and also that a change in use of property can affect individual property rights and the community as a whole. The freedom to use one's property comes with accepting responsibility for one's actions and avoiding or mitigating adverse impacts. This Plan and City ordinances provide City Officials and landowners with tools to fulfill this responsibility.

Property rights include the protection of zoning, and the ability to redevelop property within zoning guidelines. A violation of private property rights in the regulation or action by a government agency is considered a "taking". The U.S. Supreme Court has made several rulings on this subject. Land use planning law on this topic continues to evolve.

Goal 1: Protect private property rights when balancing development impacts on adjoining private properties and the general community.

Policy 11.1: Create ordinances that can be easily understood by the general public.

Short Term Action Plan

1. Amend the Zoning Code, Subdivision, Planned Unit Development, and Wireless Communication Facilities Ordinances to include a procedure and review of 'taking' claims against the City.

2. Revise and update the Sign section of the Zoning Code to display the sign standards in a more understandable format, including continuity between zoning districts.

3. Revise the Zoning Code, Subdivision and Planned Unit Development Ordinances as necessary so the standards reflect clearly the intent of the Ordinances.

Part 12: Amendment to Comprehensive Plan and Land Use Map

According to Idaho Code, Section 67-6509, any person may petition the City of Ketchum to request a change or the City may initiate change to the Comprehensive Plan and Land Use Map.

The Planning and Zoning Commission shall hold at least one public hearing to receive public comment on the proposed change.

Upon receipt of the recommendation of the Planning and Zoning Commission on the proposed change, the Ketchum City Council shall hold at least one public hearing on said change.

The Plan or any amendment thereto shall be effective upon adoption by the Council of a City Ordinance enacting such Plan or change.

Three copies of all changes shall be on file with the Ketchum City Clerk.

Part 13: Sources and Documents Adopted by Reference

Published Works

1. David D. Alt and Donald W. Hyndman. *Roadside Geology of Idaho.* Mountain Press Publishing. 1989.

2. ASI Associates, Inc. *Ketchum/Blaine County Housing Needs Assessment.* City of Ketchum. January 1997.

3. Blaine County. *Blaine County Comprehensive Plan November 1994, as amended November 1995*. Adopted by Board of Commissioners.

4. Paul M. Castelin and James E. Winner. *Effects of Urbanization on the Water Resources of the Sun Valley-Ketchum Area, Blaine County, Idaho.* Idaho Department of Water Resources. October 1975.

5. Ch2M Hill. *Wastewater Master Plan*. 1998.

6. City of Ketchum. *Transitions - The Ketchum Plan*. July 21, 1975. Adopted by the Ketchum City Council on January 17, 1996.

7. City of Ketchum. *The Ketchum Comprehensive Plan*. Adopted by the Ketchum City Council on April 8, 1983.

8. William Clark. *Downtown Ketchum*. November 1978.

9. Lewis M. Cowardin, et al. *Classification of Wetlands and Deepwater Habitats of the United States.* U.S. Department of the Interior, Fish and Wildlife Service, Office of Biological Services. December 1979.

10. Design Workshop, Inc. and Alan Richman Planning Services. *City of Sun Valley Comprehensive Plan Update.* City of Sun Valley. October 1994.

11. Diagnostics Plus. *Ketchum Random Sample Survey*. 1998.

12. ENH Mapping, Inc., Salt Lake City, Utah. *Aerial Photographs*. Prepared for the City of Ketchum. 1977 and 1982.

13. Federal Emergency Management Agency. *Flood Insurance Study: City of Ketchum, Idaho, Blaine County.* March 17, 1997.

14. S. A. Frenzel. *Water Resources of the Upper Big Wood River Basin, Idaho.* U.S. Geological Survey, Water-Resources Investigations Report 89-4018. 1989.

15. Gaeddert, John D. and Claudia H. *City of Ketchum Land Capacity Study.* City of Ketchum. March 11, 1997.

16. Wayne E. Hall, John N. Batchelder, and Charles M. Tschnaz. *Preliminary Geologic Map of the Sun Valley 7 1/2 Minute Quadrangle, Idaho.* 1978.

17. Mark E. Johnson. *Soil Survey of Blaine County Area, Idaho.* U.S. Department of Agriculture, Soil Conservation Service. May 1991.

18. J-U-B Engineers. *Traffic, Circulation and Parking City of Ketchum Study*. December 1994.

19. J-U-B Engineers. *Municipal Water Master Plan*. 1998.

20. Paul Karl Link and William R. Hackett, ed. *Guidebook to the Geology of Central and Southern Idaho.* Idaho Geological Survey (Bulletin 27). 1988.

21. McKeever/Morris, Inc. *Blaine County, Idaho Recreation, Parks and Open Space Plan: Executive summary.* Blaine County Recreation District. May 1, 1992.

22. Matrix Group. *Blaine County School District #61 School Facilities Master Plan Phase 1*. February 1999.

23. Arthur I. Mears. *Snow Avalanche Hazard Analysis and Zoning Recommendations, Warm Springs Area, Ketchum, Idaho.* City of Ketchum. July 1978.

24. Victoria E. Mitchell, et al. *Mines and Prospects, Hailey Quadrangle, Idaho (2nd Edition).* Idaho Geological Survey. April 1991.

25. Resources Northwest, engineering provided by Tudor Engineering Company. *Ketchum Downtown Development Plan*. October 1980.

26. Sun Valley Company, Inc. and the U.S. Forest Service. *Bald Mountain Master Plan*. 1975.

27. U.S. Department of Agriculture, Forest Service, Sawtooth National Forest. *Land and Resource Management Plan for the Sawtooth National Forest.* not dated.

28. U.S. Department of Commerce, Regional Economic Information System.

29. U.S. Department of Interior, Fish and Wildlife Service. *National Wetlands Inventory: Griffin Butte Quadrangle.* 1992.

30. U.S. Department of Interior, Fish and Wildlife Service, *National Wetlands Inventory: Sun Valley Quadrangle.* 1992.

31. Valley Air Photo. *Aerial Photographs*. Prepared for the City of Ketchum. 1996.

32. Wilburn, Darrell and Morris, Robert. *Assessment of Proposed Improvements on State Highway 75*. City of Ketchum. November 18, 1999.

33. Norman A. Wilson. *Avalanche Hazard Study, The City of Ketchum, Idaho, September 1977.*

34. Ron G. Worl, et al. *Geologic Map of the Hailey 1° X 2° Quadrangle, Idaho.* U.S. Department of the Interior, Geological Survey Open File Report 91-340, Idaho Geological Survey. 1991.

Unpublished Materials

Idaho Transportation Department. Traffic counter data provided by Bob Humphrey, District 4 Transportation Planner; Highway 75 Corridor Study Materials.

Part 14: Appendices

Appendix 1: Physical Characteristics Circulation Infrastructure

Roadways

The City of Ketchum provides vehicular circulation throughout the City with a tight grid section in the Core, a state highway running through its center and other arterials and collector roads providing access to residential and commercial neighborhoods. Ketchum has a total of 35 miles of public roadways.

Highway 75

- Right-of-Way Width: 66 feet from the south boundary of Ketchum to the Trail Creek Bridge; 80 feet from Trail Creek Bridge to Eighth Street; and 100 feet from Eighth Street north.
- Number of Lanes: Two lanes from the southern boundary to the Trail Creek Bridge widening to four lanes up to Sixth Street and down to two lanes to the north. Turning lanes are located at Adams Gulch Road, Boulder View Lane, Saddle Road, Weyakkin Road and in front of Mortgage Row.
- Condition and Location of Bridges: Trail Creek Bridge, two lanes with a separated pedestrian lane on west side.
- Number and Location of Points of Access to Major Streets: 4 - Sun Valley Road, Warm Springs Road, Saddle Road, and Serenade Lane leading to Second Avenue.
- Additional connectors that are not currently considered to be major streets - Gem Street to Leadville Avenue and Tenth Street to Warm Springs Road.
- Number of Cross Streets in Downtown Area: 7 - River Street through Sixth Street.
- Location of Traffic Control Signs, Signals and Devices: traffic light at Elkhorn Road (just south of City limits); First Street; Sun Valley Road, Fifth Street, Sixth Street; and, Saddle Road.
- Number of Parking Spaces: 58 on State Highway 75.
- Volume and Major Destination Points: Approximately 1,200,000 square feet of commercial square footage in the Community Core Zone; main access to Warm Springs and the City of Sun Valley, northern Ketchum neighborhoods, SNRA and other public lands and central Idaho; approximate average daily traffic volume 16,500 vehicles.
- Future Impacts from ITD Projects: Potential turn lane in downtown; removal of light at Sixth Street; center turn lane south of the Trail Creek Bridge; traffic light at Serenade Lane; and, improvements to the highway south of Ketchum down to Bellevue.

Warm Springs Road

- Right-of-Way Width: 50 feet.
- Number of Lanes: Two lanes for length, turning lane in front of Parkway Drive, Saddle Road, Lewis Street and the stretch between Eighth Street and Tenth Street.
- Condition and Location of Bridges: Big Wood River, two bridges within ROW; Warm Springs Bridge is 31 feet wide (curb to curb), 34 feet wide (outside to outside); Broadway

Bridge constructed in 2001 (provides access to local neighborhood) is 16 feet wide and has a span of 110 feet.

- Number and Location of Points of Access to Major Streets: 2 - Saddle Road, Highway 75. Warm Springs Road is a major arterial connecting all of the Warm Springs area to the rest of Ketchum.
- Additional Connectors that are not Currently Considered to be Major Streets - Tenth Street to Highway 75.
- Volume and Major Destination Points: Light Industrial Zone, directly off Warm Springs and off Lewis Street (approximately 481,400 square feet of light industrial floor area); Base of Bald Mountain Ski Area out Warm Springs (including skier Park and Ride Lot); approximately 1,200 dwelling units and 60,000 square feet of commercial square footage.
- Future Impacts: Separated bike path along the north side of Warm Springs Road; under grounding of power lines; and, potential public or semi-public facilities to be constructed on Park and Ride Lot.

Sun Valley Road

- Right-of-Way Width: 60 feet.
- Number of Lanes: Two lanes for length, turning lane at intersection with Main Street (Highway 75).
- Condition and Location of Bridges: none.
- Number and Location of Points of Access to Major Streets: Main Street (Highway 75); Second Avenue; intersects with Saddle Road in City of Sun Valley.
- Volume and Major Destination Points: City of Sun Valley; main cross-town road; connects City of Sun Valley with Sun Valley Ski Area's River Run base area (via Third Avenue).
- Proposed/Possible Projects: none identified.

Saddle Road

- Right-of-Way Width: 80 feet from Warm Springs Road to approximately 500 feet up the road; 100 feet from that point up to Highway 75; 60 feet from Highway 75 to Sun Valley City limits.
- Number and Width of Lanes: Two lanes for length, turning lane at Highway 75 intersection.
- Condition and Location of Bridges: none.
- Number and Location of Points of Access to Major Streets: 3 - Highway 75, Sun Valley Road (in the City of Sun Valley), and Warm Springs Road.
- Additional connectors that are not currently considered to be major streets -Northwood Way/Lewis Street to Warm Springs Road.
- Volume and Major Destination Points: Serves as main connector from Warm Springs to north of town and Sun Valley; Light Industrial Zone; and, Park and Ride Lot.
- Future Impacts: potential public or semi-public facilities to be constructed on Park and Ride Lot.

Second Avenue

- Right-of-Way Width: 80 feet.
- Number and Width of Lanes: Two lanes for length.

- Condition and Location of Bridges: Trail Creek Bridge, built in 1994; measures 31 feet (curb to curb), 39 feet (outside to outside) with sidewalks on both sides.
- Number and Location of Points of Access to Major Streets: 2 - Highway 75 (via Serenade Lane) and Sun Valley Road.
- Additional connectors that are not currently considered to be major streets - Eighth Street to Warm Springs Road; First and Fifth Streets to Main Street (Highway 75).
- Volume and Major Destination Points: Serves as alternative access into town from the southern entrance; main connector from Highway 75 to Hemingway Elementary School at Eighth Street. Serenade Lane also serves as access to Sun Valley Ski Area's River Run base area (via Second Avenue).
- Future Impacts: New Post Office under construction at Fourth Street and Second Avenue.

BICYCLE WAYS AND TRAILS

- Location and Type: A bike path within the railroad right-of-way starts south of town (from City of Bellevue) and runs north to Eighth Street, then cuts through the Hemingway Elementary School grounds and runs parallel to Warm Springs Road. It turns up Saddle Road and at the Highway 75 intersection turns north and runs along Highway 75 and runs straight through to the City of Sun Valley. The bike path also extends from Fourth Avenue to Sun Valley Road within a portion of the Fourth Street ROW. A bike lane runs along Sun Valley Road in the summer from Third Avenue up to Spruce Avenue. A separated bike path starts at Spruce and runs up Sun Valley Road through the City of Sun Valley and connects with the Saddle Road bike path.
- Location of Major Streets/Connectors that do not have Bike Lanes: Highway 75 from Serenade Lane through town to Saddle Road; Warm Springs Road; and, Second Avenue.
- Trail System: Bike path, as described above; Nearby trail areas include Adams Gulch, Heidelberg Hill, Bald Mountain, Hulen Meadows (Fox Creek area) and Dollar Mountain.
- Future Impacts: Warm Springs Road bike path; connectors from West Ketchum to downtown, along Highway 75 between Saddle Road and downtown; preservation of existing trails and paths.

PEDESTRIAN WAYS

- Width: In Commercial Zoning Districts (CC, T and LI Zones), sidewalks with a minimum width of five feet on private property and five feet in public ROW are required to be constructed with new or substantial projects. Along Main Street and Sun Valley Road, the width is a total of thirteen feet.
- Surface Condition: Includes concrete, pavers and board.
- Location and Material of Crosswalks: At major intersections with Highway 75, Sun Valley Road, Warm Springs Road and bike paths, and at busier localized intersections in the core; crosswalks are painted and the painting is usually only visible in the summer (painted once a year); Flag program at Main Street (Highway 75) intersection with Fourth Street and Second Street.

- Location of Connectors and Major Streets that have no Sidewalks: See Map 4, Missing Sidewalks in the Community Core.
- Treatment During Winter Months: Sidewalks are required to be plowed by adjacent property owners; alleys are not plowed by the City and are usually plowed by adjacent property owners.

PUBLIC TRANSPORTATION (KART)

Public transportation is currently limited to Ketchum and Sun Valley. The City of Ketchum has an interest in expanding or creating a bus service with other Blaine County jurisdictions to service the south end of the Wood River Valley.

- Location of Routes, "Transit Center" and other Facilities (fixed route service): Main pick up stations include the Visitor Center, River Run and Warm Springs lift areas, Park and Ride Lot, Sun Valley and Elkhorn. Routes extend from the Warm Springs Lift area through downtown Ketchum, West Ketchum and River Run lift area, south to Elkhorn Road and through Elkhorn and the City of Sun Valley.
- Other Services: door-to-door handicapped accessible van service available to senior and disabled persons who cannot use the fixed-route transit service.
- Scope: limited to Ketchum - Warm Springs, West Ketchum, downtown and south - does not go north of Saddle Road, and the City of Sun Valley (does not go south of Elkhorn Road).
- Scheduling: highest frequency aimed at service to and from ski base areas; every 15 or 30 minutes with minimum service from 7:30 a.m. to midnight seven days a week during winter and summer during the daytime hours.
- Number, Capacity and Condition of Vehicles: Two (2) 33-passenger busses, both in good condition; (5) 31-passenger busses, two in fair condition and three in poor condition; (2) 25-passenger busses in good condition; (1) 13-passenger van and (1) 7-passenger van, both in good condition. Four of the busses and two of the vans are wheel chair-accessible.
- Ridership: In the year 2000, ridership was 368,040, an increase of 4% over the previous year and a decrease of 25% from 1994. This overall decrease in ridership over the past six years is attributed to the development of the River Run Ski Base which has direct vehicular access. The Warm Springs Ski Base has limited vehicular access.

Appendix 2: Parking Study Committee Recommendations and Parking Turnover Study Summary

Appendix 3: Housing Sources

1. 1997 Ketchum/Blaine County Housing Needs Assessment, ASI Associates, Inc., January, 1997.

2. City of Ketchum Land Capacity Study, John D. Gaeddert, AICP, & Claudia Gaeddert, March 21, 1997.

3. Ketchum: 1998 Citizen Survey Results, Diagnostics Plus, July, 1998.

4. Ketchum/Blaine County Housing Report. Karl F. Fulmer, April, 1999.

5. The Ketchum Comprehensive Plan, City of Ketchum, Idaho, April 8, 1983.

6. Wastewater Facilities Plan, CH2M Hill, February, 1999.

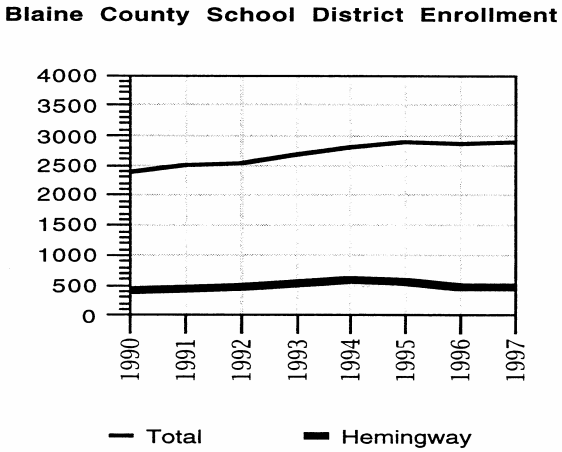
7. Ketchum Housing Guidelines, Ketchum Housing Commission, May, 1999.

8. Housing Guidelines, Blaine County Housing Authority, May 1999.

9. Zoning Code Title 17, City of Ketchum, January, 1999.

Appendix 4: Public Facilities and Services, Including Education

Education, K-12. Ketchum is part of the Blaine County School District. There is one public school in Ketchum: the Hemingway Elementary School, grades K-5 (Hemingway was K-6 until 1996, which explains the dip in enrollment shown in the chart below). Most of the Ketchum students attend middle school and high school in Hailey. Total enrollment trends in the Blaine County schools and enrollment in the Hemingway School are charted below. Some Ketchum students attend the Community School, a private K-12 school in Sun Valley which has an enrollment of 200-250. Four classrooms and a computer lab were added to Hemingway School in 1994.



Education, Adult. The College of Southern Idaho (CSI) which is located in Twin Falls, offers an extensive schedule of for credit and community interest classes in Blaine County. CSI's Blaine County Campus is located in downtown Hailey, but some classes are offered at Hemingway School in Ketchum and the Community School in Sun Valley.

Education, Needs. Two more classrooms could be added at Hemingway School, but a February 20, 1997 interview with Blaine County Superintendent of Schools Phil Homer found that he does not expect to need more building space in the foreseeable future. The Superintendent also described the impact of housing prices on recruitment, stating that the district has recently lost some top choices for teaching positions due to the mismatch between salaries and housing prices.

Child Care. According to *Idaho's Kid Count Data for 1996*, there are 3,142 children under the age of 13 in Blaine County. It is projected that 2,140 or 68% of them will need child care.

According to the 1990 census, in Idaho, 60% of the children under the age of six have both or the only parent in the labor force. In Blaine County, 68.4% of the children under the age of six have both or the only parent in the labor force. The national average is 59%. Blaine County is 24% above the State of Idaho average of the number of single parent families with children under the age of 18. The number of children under the age of six who have both parents or the

only parent in the labor force is 832. This number has likely increased with the increase in population over the past nine years.

According to the South Central District Health Department - Child Care Link's resource and referral data for June 1998 to January 1999:

- The regional market rate cost for child care in the eight counties of District V is approximately $2.00 an hour. In Ketchum, child care costs range from $2.00 - $5.00 an hour.
- Ketchum has five (5) preschools that offer extended day care hours: zero day care facilities (7-12 children in a home); zero facilities or centers that offer infant care; and, zero legal home day care (1-6 children).

Health Care, Access. Unlike most small towns, Ketchum does not suffer from lack of access to health care providers. An April 16, 1997 interview with Alan Stevenson and Gail Goglia of WRMC indicated that there are more than 40 physicians in the Wood River Valley, more than 30 of whom are active.

Health Care, Hospital. The St. Luke's Wood River Medical Center is a new 32-bed, 106,000 square foot hospital facility servicing all of Blaine County and outlying areas. The hospital is a consolidation and replacement of the Hailey and Sun Valley facilities and is located two miles south of Ketchum within Ketchum's Area of City Impact.

The services provided by the hospital include a 24-hour emergency room, labor and delivery, general surgery and imaging. When necessary, ground or air transportation to a specialized facility is provided for definitive care.

It should be noted that the St. Luke's Wood River Medical Center is a major local employer with approximately 260 full-time employees. The April 16, 1997 interview with the Hospital Administrator indicated that housing costs make recruitment of housekeeping, food service and other personnel difficult.

Solid Waste. Solid waste collection in Ketchum is handled by a private contractor. Solid waste disposal is a County responsibility.

Appendix 5: Additional Maps

Appendix 6: Chronology of Comprehensive Plan Public Events and Meetings (1997-1999)

Date	Event/Topic
February 21, 1997	"Same Page" meeting
April 17, 1997	"Make a Difference" kick-off event
May 28 & 29, 1997	"Listening Posts"
June 20, 1997	Street Fair
August 13, 1997	P&Z Work Session
September 18, 1997	Community Core
October 15, 1997	South Entrance, River Run
November 19, 1997	Area of Impact, Mortgage Row
January 28, 1998	Residential Zones
February 19, 1998	Light Industrial Zones
March 26, 1998	Infrastructure
April 1, 1998	CC Zone, sidewalks
April 15, 1998	Natural Resources
May 14, 1998	Water, sewer, CIP Comp Plan Amendments
May 21, 1998	Major Issues
May 27, 1998	P&Z discussion: issues to be addressed in draft
June 17, 1998	P&Z discussion with City Council: pedestrian friendliness, densities, height, housing and parking issues
June 24, 1998	P&Z discussion: River Run, City Entrance and future of Mortgage Row and McHanville areas
June 30, 1998	P&Z discussion with City Council: Summary of major issues
July 22 & 23 1998	Release of Draft Comp Plan
July 23, 1998	American Institute of Architects (AIA) special member meeting with P&Z
September 10, 1998	Second Street Fair
October 1, 1998	Comment Request Comment Begins
October 22, 1998	Main Street sidewalk, Leadville Ped. Mall, 4th Street 'traffic calming' and bicycle off of S.V. Road (pages 7 - 11)
October 29, 1998	Core residential, parking in core, and densities within the core.
November 5, 1998	ENTRANCE TO TOWN
November 17, 1998	Parking Committee Recommendations
November 19, 1998	Warm Springs
November 24, 1998	DOWNTOWN CORE (continue discussion from October 22nd) on: outdoor civic space, pedestrians and bicycles, Sun Valley Road and bicycle lane

	removal
December 1, 1998	DOWNTOWN CORE: streetscapes/Design Review, increase residential housing, transportation and parking, community character, "High" density center and lower density perimeter
December 3, 1998	River Run Master Plan
December 17, 1998	McHanville/Hospital Site Review Revised Comp Plan Outline
January 7, 1999	Topics: Light Industrial Areas, Residential Areas
January 21, 1999	Housing Goals and Strategies
Monday, January 25, 1999 (minutes)	*BEGIN REVIEW IN NEW MEETING FORMAT*: Chapter 1: Introduction (Planning Authority, Process, Planning Principals) Chapter 2: Existing City Characteristics
January 28, 1999 (minutes)	Chapter 1 & 2 review continued
February 4, 1999	Topics: Natural Areas/Capital Improvements Program
Tuesday afternoon sub-committee meetings (first two meetings, March 23 & 30, 1999 taped)	Chapter 2 (continued) Chapter 3: Economic Development
	Chapter 4: Land Use 4.1: Description of Land Use Character 4.3.A, B: North and South Entrances to Town
	4.3.C: Downtown Planning Area
	4.3.D: River Run Base Planning Area 4.3.E: Warm Springs Base Planning Area 4.3.F: Second Avenue Transition Area
	4.3.G: Residential Neighborhoods
	4.3.H: Light Industrial Areas, 4.3.I: Mortgage Row Planning Area
	4.3.J: Areas of City Impact
	4.2: Land Use Map Chapter 5: Housing
	Chapter 6: Transportation
	Chapter 7: Public Facilities, Utilities and Services
	Chapter 7 (continued) Chapter 8: Parks, Recreation, and Cultural Resources
	Chapter 9: Environmental Quality
	Chapter 10: Environmental Hazards
	Chapter 11: Property Rights
McHanville Meetings	December 2, 1998, May 11, 12, 18, 24, June 29, July 12, August 16, 1998, October 21, 29 1998, November 16, 1998, + 2

Map 10, Land Use Policies