

ORDINANCE NO. 1158

AN ORDINANCE OF THE CITY OF KETCHUM, BLAINE COUNTY, IDAHO, REPEALING AND REPLACING TITLE 17, CHAPTER 17.125, OFF-STREET PARKING AND LOADING, TO ALIGN THE PARKING ORDINANCE WITH THE OBJECTIVES OF THE 2014 COMPREHENSIVE PLAN; TO PROMOTE USES THAT CONTRIBUTE TO THE VITALITY OF THE KETCHUM COMMUNITY; TO INCENTIVIZE COMMUNITY HOUSING; AND TO BETTER REFLECT THE NEEDS OF OUR COMMUNITY; PROVIDING A REPEALER CLAUSE; PROVIDING A SAVINGS AND SEVERABILITY CLAUSE; PROVIDING FOR PUBLICATION BY SUMMARY; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the City of Ketchum is authorized to amend the city zoning ordinance pursuant to Idaho Code § 67-6511; and

WHEREAS, on February 18, 2014 the City of Ketchum adopted a new Comprehensive Plan; and

WHEREAS, the city has been working to align the zoning code with the goals of the 2014 Comprehensive Plan; and

WHEREAS, the existing parking ordinance is in conflict with the objectives of the Comprehensive Plan and modern principles for creating a livable community, discouraging the mix of retail, restaurant and entertainment uses that create a successful, vibrant community and;

WHEREAS, the existing parking ordinance is in conflict with modern principles for creating a multi-modal community and;

WHEREAS, the existing parking ordinance has contained largely the same standards since 1974, with the adoption of Ordinance 208;

WHEREAS, city staff, the public, the Planning and Zoning Commission, City Council have been working to draft the amendments to the Parking Ordinance attached hereto since 2015;

WHEREAS, the public workshops were held June 30, 2016, August 22, 2016, September 12, 2016, August 26, 2016 and July 19, 2017; and

WHEREAS, the Planning and Zoning Commission after fully considering this request held public hearings on September 26, 2016 and October 24, 2016 and forwarded the ordinance to City Council finding that the request, on the whole, was in compliance with the 2014 Comprehensive Plan; and

WHEREAS, the Ketchum City Council, having reviewed the proposed text amendment, held public hearings on December 19, 2016, January 17, 2017, and October 2, 2017; October 16, 2017, November 2, 2017, and November 20, 2017; and

WHEREAS, the Ketchum City Council having considered the recommendation of the Planning and Zoning Commission and submitted comments and testimony from the public, having determined that it is in the best interests of the public and adopt the proposed text amendments to Title 17, Zoning Ordinance;

NOW, THEREFORE, BE IT ORDAINED BY THE MAYOR AND COUNCIL OF THE CITY OF KETCHUM

Section 1: AMENDMENTS TO CHAPTER 17.125 OFF-STREET PARKING AND LOADING. That Title 17 of the Ketchum Municipal Code be amended to delete Chapter 17.125 in its entirety and replaced with a revised Chapter 17.125 as attached and incorporated as Exhibit A to this Ordinance.

Section 2. REPEALER CLAUSE. All City of Ketchum Ordinances or parts thereof which are in conflict herewith are hereby repealed.

Section 3. SAVINGS AND SEVERABILITY CLAUSE. It is hereby declared to be the legislative intent that the provisions and parts of this Ordinance shall be severable. If any paragraph, part, section, subsection, sentence, clause or phrase of this Ordinance is for any reason held to be invalid for any reason by a Court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Ordinance.

Section 4: PUBLICATION. This Ordinance, or a summary thereof in compliance with Section 50-901A, Idaho Code, substantially in the form annexed hereto as Exhibit B shall be published once in the official newspaper of the City, and shall take effect immediately upon its passage, approval, and publication.

Section 5. EFFECTIVE DATE. This Ordinance shall be in full force and effect after its passage, approval and publication according to law.

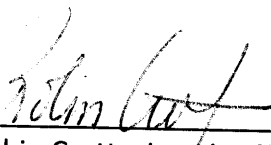
PASSED by the CITY COUNCIL and APPROVED by the MAYOR of Ketchum, Idaho on this 20 day of November, 2017.

APPROVED:



Nina Jonas, Mayor

ATTEST:



Robin Crotty, Interim City Clerk

EXHIBIT A

Chapter 17.125
OFF STREET PARKING AND LOADING

17.125.010: PURPOSE AND INTENT

17.125.020: GENERAL

17.125.030: OFF STREET VEHICLE PARKING SPACE

17.125.040: OFF STREET VEHICLE PARKING AND LOADING REQUIREMENTS

17.125.050: COMMUNITY CORE DISTRICT OFF STREET PARKING REQUIREMENTS

17.125.060: BICYCLE PARKING

17.125.070: PARKING DEMAND ANALYSIS

17.125.080: SHARED PARKING REDUCTION

17.125.090: PARKING REDUCTION THROUGH TRANSPORTATION DEMAND MEASURES

17.125.100: MEETING PARKING REQUIREMENTS VIA OPTIONAL PAYMENT IN LIEU

17.125.010: PURPOSE AND INTENT

Standards for off street parking and loading spaces are necessary to facilitate access to specific land uses and to ensure the efficient use of land. The standards are intended to support the goals of the Comprehensive Plan and in recognition of Ketchum as a geographically compact and historic mountain resort community sustained by both the full time resident population and the influx of seasonal residents, visitors, and workforce who travel within the community. The regulations of this chapter have been established to:

- A. Ensure the public health, safety, and welfare;
- B. Facilitate development and redevelopment by providing clearly defined minimum standards;
- C. Encourage a range of transportation alternatives designed for residents, visitors, and the workforce to travel safely and easily to their destinations;
- D. Promote Travel Demand Management techniques to improve the efficiency of the transportation system;
- E. Maximize the efficient use of existing surface parking lots by permitting Shared Parking.
- F. Provide safe, secure, and conveniently located bicycle parking facilities;
- G. Enhance pedestrian connectivity and comfort by limiting surface parking;
- H. Incentivize development and redevelopment, which will create vibrant and activated commercial environments;
- I. Facilitate community design supported by multi-modal transportation in order to lessen dependence on vehicular transportation alone.

17.125.020: GENERAL

A. Applicability: Except as otherwise stated in this Chapter, off-street vehicle and bicycle parking requirements of this Chapter apply to:

1. Any new development and to any new established uses.

2. Any existing structure or use that is expanded or enlarged. Additional off street parking spaces shall be required only to serve the enlarged or expanded area, not the entire building or use.
3. Any change of use or change of operation that would result in a requirement for more parking than the existing use. Additional parking shall be required only in proportion to the extent of the change, not for the entire building or use.

B. Delivery and Loading:

Areas for deliveries and loading shall be required to ensure that loading and deliveries do not constrain fire access, street safety, or use public streets for deliveries.

17.125.030: OFF STREET VEHICLE PARKING SPACE

- A. Minimum Parking Space: The minimum parking space and aisle dimensional requirements are as follows:

Angle	Width (Feet)	Length (Feet)	Aisle Width (Feet)
90 degrees	9 .0	18	24
60 degrees	9 .0	21	18
45 degrees	9 .0	19 .8	15
Parallel	8 .0	23	-

ADA spaces shall meet the dimensional requirements as outlined in the current ADA standards for accessible design.

B. Compact Vehicle Spaces:

1. Commercial uses and lodging establishments with a minimum of ten (10) or more spaces on the property may have up to ten percent (10%) of the required spaces marked for compact vehicles.
2. Compact vehicle spaces must be a minimum of eight feet (8') wide and sixteen feet (16') long with aisle widths in accordance with the table above.
3. These spaces shall be designed, designated, marked and enforced as compact spaces.

C. Area Unobstructed: All area counted as off street parking space shall be unobstructed and kept clear of snow and free of other uses.

D. Access to Streets: Unobstructed access to and from a street shall be provided for all off street parking spaces.

E. Location: In all zoning districts surface parking lots shall be located in the rear of a building or lot.

F. Surfacing Material: Surface parking spaces shall be constructed with asphalt or cement concrete. Compacted gravel or other dustless material may be used for surfacing only upon approval by the Administrator.

G. Lighting and Screening:

1. Lighting used to illuminate off street parking areas shall be directed away from residential properties and shall comply with all requirements of 17.132, Dark Skies, of the Ketchum Municipal Code.
 2. Parking facilities and all off street and on-site parking spaces shall be effectively screened on any side adjoining a residential zoning district or residential use by a wall, fence or hedge to a height of six feet (6'), except for the front yard setback area of the adjoining residential property, in which case, the maximum height shall be three feet (3').
 3. All parking and service areas that are adjacent to a street shall be buffered from public views by a combination of landscaping and fences/walls. Such improvements will be for the purpose of beautification and to limit light and glare from vehicle headlights to nearby properties. For safety purposes, views of the parking and service areas from the sidewalk and street shall not be obscured.
- H. Street Frontage: A maximum of thirty five percent (35%) of the linear footage of any street frontage may be devoted to access off street parking. Corner lots that front two (2) or more streets may select either or both streets as access but shall still not devote more than thirty five percent (35%) of the total linear footage of street frontage to access off street parking.
- I. Alley Access:
1. Off street parking spaces may be located directly off the alley if the width of the alley can adequately accommodate ingress and egress to the parking spaces.
 2. No parking space shall project into an alley, sidewalk, or street.
 3. All alleys used as access to loading areas and/or to an off street parking space or spaces shall be surfaced with asphalt or cement concrete. Compacted gravel or other dustless material may be used for surfacing only upon approval by the Administrator.
- J. Condition of Parking Lots: The owner or manager of the property shall maintain parking facilities and all off street and on-site parking spaces so that they are in good, safe and usable condition and free of public nuisances such as trash and weeds.
- K. On Site Drainage Facilities: All parking lots shall be designed with adequate on site drainage facilities to prevent the drainage of storm water onto adjacent properties or walkways or into the public right of way.
- L. Snow: All surface parking lots shall be designed with either an underground heating system to facilitate the removal of snow or a storage area for plowed snow. The storage area shall be one hundred fifty (150) square feet for every fifty five feet (55') of linear lot width of the surface parking lot.

17.125.040: OFF STREET VEHICLE PARKING AND LOADING REQUIREMENTS

- A. The following rules apply when computing off street parking and loading requirements:
1. Multiple Uses: Lots containing more than one use shall provide parking and loading in an amount equal to the total of the requirements for all uses, unless a use is exempted by this chapter or a reduction is approved through a shared parking plan or Parking Demand Analysis in compliance with this chapter.

2. Fractions: When measurements of the number of required spaces result in fractions, any fraction of 0.49 or less shall be disregarded and any fraction of 0.50 or more shall be rounded upward to the next highest whole number.
3. Area Measurements:
 - a. Residential: Unless otherwise specifically noted, residential parking requirements for all square footage based parking and loading standards shall be computed on the interior square footage of each residential unit, as measured between the interior walls of the unit.
 - b. Non-residential: Unless otherwise specifically noted, non-residential parking requirements for all square footage based parking and loading standards are to be computed on the basis of gross floor area (GFA) as defined by Title 17 of the Ketchum Municipal Code.
4. Employee Based Standards: For the purpose of computing parking requirements based on employees the calculation shall be based on the largest number of persons working on any single shift.
5. Nonconforming Due To Lack of Parking and Loading: No lawfully existing building shall be deemed to be a nonconforming building solely because of lack of parking and loading spaces; provided, that space being used for off street parking or loading in connection with any such building at the effective date of this ordinance shall not be further reduced in area or capacity.
6. Off Street Parking Requirements: Off street parking requirements apply to uses in all districts, unless otherwise specified.

B. Off Street Parking Matrix

Use Category	Parking Spaces Required
Residential (one family dwelling), in all applicable zoning districts	2.0 parking spaces per dwelling unit
Residential multiple-family dwelling in all districts except CC, T, T-3000, T-4000, and LI-1, LI-2, and LI-3	Units 0 to 2000 square feet: 1 parking space Units 2001 square feet and above: 2 parking spaces
Residential multiple-family dwelling within the Community Core (CC) District and the Tourist (T), Tourist 3000 (T-3000), and Tourist 4000 (T-4000)	Units 750 square feet or less: 0 parking spaces Units 751 square feet to 2000 square feet: 1 space Units 2001 square feet and above: 2 parking spaces
Non-residential, in zoning districts other than LI-1, LI-2, and LI-3	1 parking space per 1,000 gross square feet ¹
LI-1, LI-2, and LI-3 zoning districts	
Residential (including multiple-family dwelling)	1 parking space per bedroom
Motor Vehicle Fueling Station, Motor Vehicle Service	Where applicable: 1 space per 500 gross square feet and 2 short term holding spaces per fuel pump and 3 spaces per service bay

Office, Professional Service, Business Support Service, Retail Trade, Convenience Store, Food Service, Commercial Studio, Laundromats and Dry Cleaners, Instructional Service, Health and Fitness Facility, Daycare	1 space per 250 gross square feet
Wholesale, Manufacturing, Industrial Laundry, Hybrid Production Facility, and all other permitted uses	1 space per 1000 gross square feet

¹. Refer to definition Floor Area, Gross and with the additional exclusion of common and public areas.

C. Exemptions:

1. In the Community Core (CC) and Tourist (T) zoning districts the following uses meeting the definitions found in 17.08.020 are exempt from providing off street parking:
 - a. Community Housing;
 - b. Food Service;
 - c. The first 5,500 gross square feet of Retail Trade. The first 5,500 gross square feet of a space occupied by a tenant is exempt, additional square footage is subject to the ratio of 1 parking space per 1,000 gross square feet.
 - d. Assembly existing on or before April 17, 2017.
 - e. The first 5,500 gross square feet for new assembly uses. The first 5,500 gross square feet of an assembly use established or constructed after the date the ordinance is passed is exempt, additional square footage is subject to the ratio of 1 parking space per 1,000 gross square feet.
2. Other uses may be exempted by the Administrator upon completion of a Parking Demand Analysis demonstrating the actual demands of the project are less than the minimum requirements of the code. A Parking Demand Analysis shall be prepared by a registered professional engineer licensed in the State of Idaho.

D. Off Street Vehicle Loading Areas:

In the LI-1, LI-2, and LI-3 districts, off street loading areas shall be required as an accessory use for new construction or additions involving an increase in gross floor area as follows:

1. Number of Spaces:
 - a. One (1) off street loading space is required for Gross Floor Area in excess of two thousand (2,000) square feet.
 - b. No loading space shall occupy any part of a public street, alley, driveway, or sidewalk. Where practicable to do so, an alley may be used in lieu of the requirement for off street loading space(s) if permission is granted by the Administrator.

2. Dimensions: An off street loading space shall be a minimum of 180 square feet with no length of the space being less than ten feet (10').

17.125.050: COMMUNITY CORE DISTRICT OFF STREET PARKING REQUIREMENTS

- A. Purpose: The parking requirements listed in this section are specific to the Community Core district and are in addition to requirements listed in this Chapter and the off street parking matrix, section 17.125.040.B. of this chapter.
- B. Minimum Requirements: The minimum number of parking spaces provided on site shall be four (4) spaces per five thousand five hundred (5,500) square feet of lot area, unless fewer spaces are required by the off street parking matrix, section 17.125.050 of this Chapter.
- C. On Street Parking Credit:
 1. In a circumstance where the off street parking matrix results in a requirement of more than four (4) parking spaces, four (4) on street parking spaces per five thousand five hundred (5,500) square feet of lot area may be credited toward the required parking demand after the required four (4) space minimum on site is satisfied.
 2. Only existing and available parking spaces located directly adjacent to the property lines of the subject property shall be counted towards the On Street Parking Credit.
 3. The credit spaces shall only be credited for the non-residential parking demand of the project.
- D. Shared Parking Plan: A reduction in off street parking may be obtained through the provision of an approved Shared Parking Plan in compliance with subsection 17.125.080 of this chapter.
- E. Structured Parking Facility: Subject to a Parking Demand Analysis, non-residential uses within 1,000 feet of a structured parking facility, may allocate off-street parking requirements to the structured parking facility, provided the following standards are met:
 1. The distance from the non-residential use to the structured parking facility shall be no more than 1,000 feet, calculated by measuring the sidewalk from the primary entrance of the use(s) to the location of the structured parking facility.
 2. Adequate capacity shall be shown within the structured parking facility to accommodate the non-residential parking requirements
 3. Parking spaces within the structured parking facility shall be permanently dedicated by recorded easement for the non-residential use of the project making the request.

17.125.060: BICYCLE PARKING

- A. Purpose: To further the intent of this chapter, including the purposes of encouraging a range of transportation alternatives, facilitating community design supported by multi-modal transportation, promoting Travel Demand Management techniques and

providing safe, secure and conveniently located bicycle parking facilities, the following bicycle parking requirements have been established.

- B. Spaces Required: All uses, other than one family dwellings, are required to provide one (1) bicycle rack, able to accommodate at least two (2) bicycles, for every four (4) parking spaces required by the proposed use. At a minimum, one (1) bicycle parking rack shall be required per development.
- C. Fractions: When measurements of the number of required spaces result in fractions, any fraction equal to or greater than (1/2) shall be rounded up to the next highest whole number.
- D. Location: Bicycle parking space(s) shall be clearly visible from the building entrance they serve and located no more than fifty feet (50') from the entrance or as close as the nearest non-ADA parking space, whichever is closest. Bicycle racks shall be located to achieve unobstructed access from the public right-of-way and not in areas requiring access via stairways or other major obstacles. In cases where bicycle parking spaces are not visible from the primary street, signage shall be used to direct cyclists safely to bicycle parking areas.
- E. ADA: Bicycle parking space facilities shall not interfere with pedestrian circulation, accessible paths of travel or accessible parking as required by the Americans with Disabilities Act of 1990.
- F. Design: Bicycle parking spaces must contain a stationary device or devices, secured to the ground, to which bicycles can be locked. Each bicycle parking space must be accessible without moving another bicycle.
- G. Surfaces: Bicycle racks must be located on paved or pervious, dust free surface. Surfaces cannot be gravel, landscape stone or wood chips.

17.125.070: PARKING DEMAND ANALYSIS

- A. Purpose: A Parking Demand Analysis is a study indicating that the requirements of this chapter regarding the number of off-street vehicle parking spaces required are not applicable to the proposed project because the project contains a unique mix of uses, the operational method is atypical, the use is not listed, or location or contextual factors affect the amount of off-street parking spaces required.
- B. Eligibility: A Parking Demand Analysis may be submitted by an applicant for any project in any zoning district.
- C. Analysis required: A Parking Demand Analysis is required for any project requesting a reduction in parking through a Shared Parking Plan or a Transportation Demand Management Plan. A Parking Demand Analysis may otherwise be required by the Administrator.
- D. Contents:
 - A Parking Demand Analysis shall be prepared in the following manner to demonstrate that the requirements of section 17.125.040.B, Off Street Parking Matrix, are not applicable:
 - 1. Preparation: The Parking Demand Analysis shall be prepared by a registered professional engineer licensed in the State of Idaho.

2. Project Description: A project description shall be included. The project description shall include, but is not limited to:
 - a. Project location context map;
 - b. Gross and net square footage of existing and proposed uses that will be part of the new development under review; and
 - c. Table containing off-street parking and loading requirements for each use as required by this Chapter;
 3. Project Analysis: A narrative analysis considering the following minimum factors shall be submitted:
 - a. Discussion of the project's mix of uses, operational method, unique nature of uses, and location, contextual, or other factors affecting the amount of off-street parking and loading spaces required;
 - b. Existing site plan; and
 - c. Proposed site plan;
 - d. Discussion of site specific parking needs.
 4. Remedy: A narrative describing proposed measures to be taken to reconcile the project's parking demand with off-street parking and loading required for the project.
 - a. A Shared Parking Plan and/or a Transportation Demand Management Plan may serve as the remedy in part or in full.
 5. Additional Considerations: The city may require additional information as part of the Parking Demand Analysis.
- E. Method of Approval: The Administrator shall review the Parking Demand Analysis and accompanying remedies and upon finding that the analysis uses the appropriate methodology and includes an acceptable and reasonable remedy which can be implemented the Analysis shall be approved or approved with conditions. Remedies contained in the Analysis are binding and may only be modified through a written finding made by the Administrator.
- F. Potential Parking Reduction: Up to 50% of the total required parking spaces may be waived if the Administrator finds the remedies proposed, which may include a Shared Parking Plan and a Transportation Demand Management Plan, are sufficient to reduce the parking demand generated by the project.

17.125.080: SHARED PARKING REDUCTION

- A. Purpose: Dedicated parking areas for individual uses, especially when provided in new developments, can result in less efficient land usage, lower floor area ratios, and more significant impacts and implications for multi-modal transportation and the quality of the pedestrian environment. Shared Parking is a strategy that can reduce the amount of land devoted to parking while providing a sufficient number of spaces and encouraging development that is compact, walkable, bikeable, and conducive to transit. A reduction of up to 25% of on-site vehicle parking requirements may be approved by the Administrator. A Parking Demand Analysis must be submitted as part of a Shared Parking plan.

- B. Shared Parking Reduction: A shared parking reduction may be allowed by conditional use permit in all zoning districts as follows:
1. A Shared Parking Plan shall be submitted for review and is subject to approval by the Administrator.
 2. The Plan shall, at minimum, identify or contain:
 - a. A Parking Demand Analysis in accordance with 17.125.070;
 - b. The hours of peak parking demand for each use;
 - c. All locations of parking spaces on private property utilized through Shared Parking and identified on a location context map;
 - d. All public parking that can be accessed within a 1,000 foot walk as measured along sidewalk connecting to the site of the subject uses.
 - e. The plan shall include an agreement between property owners for sharing common parking on private property. However, in no case will the City manage shared parking agreements.
 3. Shared parking spaces may be provided in areas designed to serve jointly two (2) or more buildings or users.
 4. All Shared Parking shall be located no less than three hundred feet (300') from the uses utilizing the Shared Parking, as determined by measuring along existing sidewalk or sidewalk that shall be constructed as a condition of approving the shared parking reduction from the primary entrance of the use(s) to the location of Shared Parking spaces.
 5. The total number of off-street parking spaces shall not be less than that required by this chapter for the total combined number of buildings or uses, unless a reduction is approved through a Shared Parking Plan, or otherwise specified.
 6. A reduction to parking requirements for individual uses may be made after considering the following standards and criteria:
 - a. The hour(s) of peak parking demand for each use, with peak demand being different or staggered;
 - b. The operating hours of each use, with operating hours being staggered; and
 - c. There is existing on-street parking available for public use within a 1,000 foot walk as measured along the sidewalk connecting to the site of the subject use.

17.125.090: PARKING REDUCTION THROUGH TRANSPORTATION DEMAND MANAGEMENT

- A. Purpose: For projects with a FAR greater than 0.5 a Transportation Demand Management (TDM) plan may be provided in order to demonstrate that alternative

strategies will be utilized to offset the demand for parking. A reduction of up to 25% of on-site vehicle parking requirements may be approved by the Administrator. A Parking Demand Analysis must be submitted as part of the TDM plan.

- B. Transportation Demand Management plans shall consider at least three (3) of the following strategies:
1. A Shared Parking Plan subject to the standards found in 17.125.070;
 2. Covered bicycle parking;
 - a. Covered bicycle parking can be provided inside buildings, under roof overhangs or awnings, in bicycle lockers, or within or under other structures. When not located within a building or a locker the cover must be permanent, designed to protect the bicycle from rainfall, and at least seven (7) feet above the floor or ground.
 - b. Secure bicycle parking.
 3. Secure bicycle parking can be in a locked room or area enclosed by a locked gate or fence, in an area that is monitored by a security camera, or in an area that is visible from employee work areas.
 4. On-site locker room and shower facilities.
 5. Provision of a public transit stop or demonstration of proximate access to an existing transit stop.
 6. Demonstration of proximate access, within 1,000 feet, to the Wood River Trail.
 7. Construction of a "spur" connecting the subject property to the Wood River Trail.
 8. Reserved preferential parking spaces for high occupancy vehicles.
 9. Reserved preferential parking spaces for hybrid, electric, or alternative fuel vehicles.
 10. Installation of on-site electric vehicle charging stations.
 11. Publicly accessible permanent display area for information on TDM strategies and options for alternative transportation modes.
 12. Shuttle service.
 13. Contribution to public transit or alternative modes of transportation fund(s).
 14. Employer programs such as:
 - a. Car/van pool coordination and incentive programs;
 - b. Shuttle program;
 - c. Guaranteed emergency ride home program; and
 - d. Public transit passes.
 15. Alternative strategies approved by the Administrator.

17.125.100: MEETING PARKING REQUIREMENTS VIA OPTIONAL PAYMENT IN LIEU

- A. The City may adopt or have adopted parking and/or transportation demand plans that include planning for and construction of parking and/or transportation mitigation projects. When such a plan or plans are in existence, a proposer may voluntarily opt to request and the City may consider requests to meet or mitigate parking requirements, in whole or in part, via an optional payment in lieu as an alternative where such City

project, as determined by the City, is likely to meet or mitigate the transportation demand created by the development.

- B. Such parking in lieu fees will be determined by the City Council and set by resolution based upon planning, acquisition, and construction estimates and costs related to the parking and/or transportation mitigation plans and projects.
- C. Payment of in lieu fees must be made to the City at the time of issuance of a building permit.
- D. All such in lieu funds received pursuant to the voluntary contribution agreements under this section will be placed into a parking and transportation fund dedicated to the projects under the City's parking and/or transportation mitigation plans.

EXHIBIT B

**PUBLICATION OF SUMMARY OF ORDINANCE NO. 1158
CITY OF KETCHUM, IDAHO**

AN ORDINANCE OF THE CITY OF KETCHUM, BLAINE COUNTY, IDAHO, REPEALING AND REPLACING TITLE 17, CHAPTER 17.125, OFF-STREET PARKING AND LOADING, TO ALIGN THE PARKING ORDINANCE WITH THE OBJECTIVES OF THE 2014 COMPREHENSIVE PLAN; TO PROMOTE USES THAT CONTRIBUTE TO THE VITALITY OF THE KETCHUM COMMUNITY; TO INCENTIVIZE COMMUNITY HOUSING; AND TO BETTER REFLECT THE NEEDS OF OUR COMMUNITY; PROVIDING A REPEALER CLAUSE; PROVIDING A SAVINGS AND SEVERABILITY CLAUSE; PROVIDING FOR PUBLICATION BY SUMMARY; AND PROVIDING AN EFFECTIVE DATE.

A summary of the principal provisions of Ordinance No. 1158 of the City of Ketchum, Blaine County, Idaho, adopted on November 20, 2017, is as follows:

- SECTION 1.** Repeals and replaces Chapter 17.125, Off-Street Parking and Loading, in its entirety.
- SECTION 2.** Provides for a Repealer Clause.
- SECTION 3.** Provides a Savings and Severability Clause.
- SECTION 4.** Provides for publication of this Ordinance by Summary.
- SECTION 5.** Establishes an effective date.

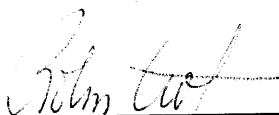
The full text of this Ordinance is available at the City Clerk's Office, Ketchum City Hall, 480 East Avenue North, Ketchum, Idaho 83340 and will be provided to any citizen upon personal request during normal office hours.

APPROVED:



Nina Jonas, Mayor

ATTEST:



Robin Crotty, Interim City Clerk