

February 24, 2025

Joint Meeting of the City Council and Urban Renewal Agency

REQUEST TO PROVIDE POLICY DIRECTION REGARDING FINANCING STRATEGY FOR PUBLIC PARKING GARAGE WITHIN THE FIRST AND WASHINGTON PROJECT AND NEXT STEPS

Introduction

Staff is seeking policy direction regarding the financing approach related to a proposed public parking garage (195 spaces) located under the First and Washington project. URA Board of Commissioners concluded during their January meeting to only proceed with the housing project should an acceptable financing plan be supported by the City Council for the public parking.

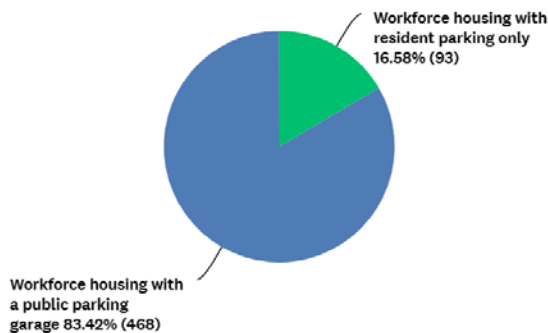
On November 18, a joint meeting was held between the City Council and Urban Renewal Agency to discuss public parking options for the First and Washington project. The consensus of the group was to proceed with developing a revised financing strategy for “Option Six”, a subterranean public parking garage consisting of 195 stalls to be constructed in addition to the Community Housing development.

The initial financing concept to construct the estimated \$21 million parking garage included:

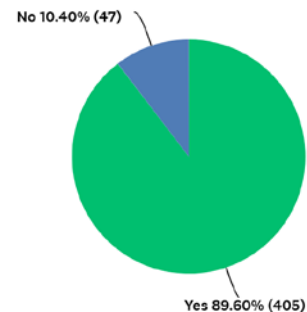
- **\$8.5 MILLION** Local Improvement District (LID) assessment (15-year term) within two zones in a roughly 4.5 block radius around the First and Washington development.
- **\$8.5 MILLION** of Certificate of Participation Bonds, plus 4.25% interest over 20 years issued by the City
- **\$4 MILLION** Cash contribution (KURA)

A community survey took place November 26-January 2 to determine the public’s support for this proposal. Survey respondents in Ketchum included 36 renters, 311 homeowners, 107 business owners who own their commercial property, 94 business owners who lease their commercial property, and 114 employees. Input overwhelmingly supported the construction of the garage (even if it took funds away from other capital improvements) and supported LID funding, especially if it was assessed beyond the proposed 4.5-block radius from the development. A summary of the results is shown below.

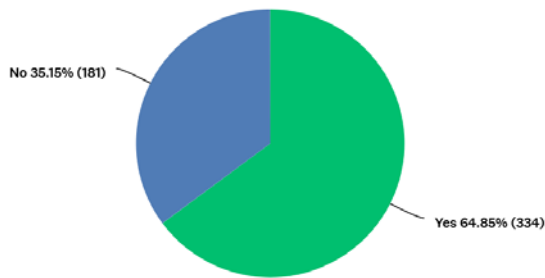
What development would you prefer at First and Washington?



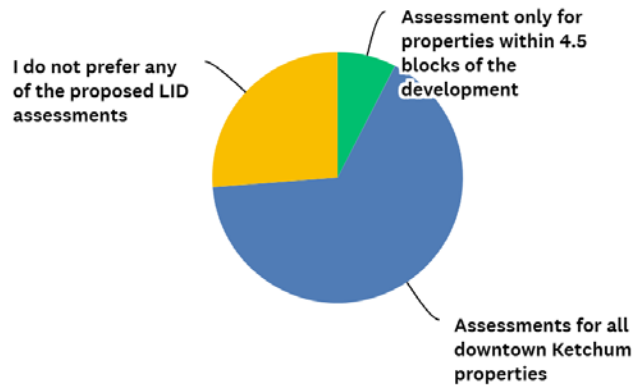
Would you support funding for the 1st and Washington garage if it took funds away from other capital improvement projects over the next 20 years?



Would you support LID assessments in the 4.5-block radius around 1st and Washington to build the public parking garage?



Which of the following LID assessments would you prefer?



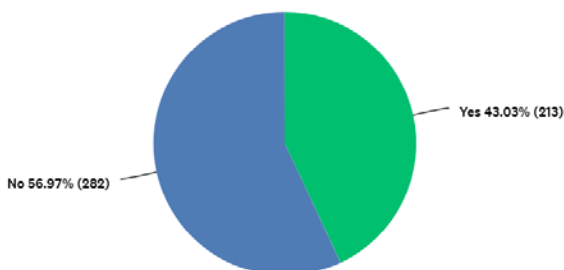
On January 6, staff presented these public feedback results on the two-zone LID financing proposal to the City Council. The Council provided direction to refine the financing strategy by increasing LID funding and reducing KURA and City contributions due to concerns about overcommitting funds to the project when other Capital Improvement Plan projects (streets, sidewalks, etc.) remain unfunded. KURA also did not support an additional \$4 million contribution towards the parking because it would leave them with little to no funds to support other capital projects.

Staff then developed the revised public parking garage financing plan below and collected additional community input:

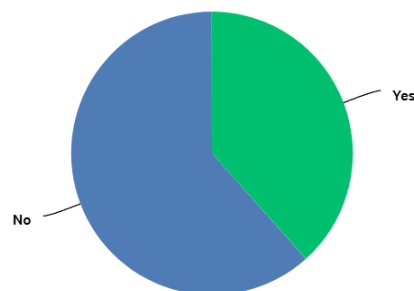
- **\$8.5 million LID increased to \$13 million:** expanded the number of assessed zones to four that extend to the boundaries of city limits to lessen the financial burden of the properties in the original 2 zones/ 4.5 block radius around the project model.
- **\$8.5 million reduced to \$5 million** of Certificate of Participation Bonds, plus 4.25% interest over 20 years issued by the City
- **\$4 million decreased to \$3 million** cash contribution (KURA)

Staff met with community members, conducted a new survey, and held two in-person/virtual Community Open Houses on February 18 and 19 to solicit feedback on the new four-zone LID proposal. As of February 21, 2025, 523 participants have responded to the survey. Unlike the initial survey, the public now does not support funding for the parking garage if it takes funds away from other capital improvement projects or requires LID assessments to build it. The reasons for lack of support range from the assessments being too high or the parking garage is not needed to the current lot (and its use) should remain as it is.

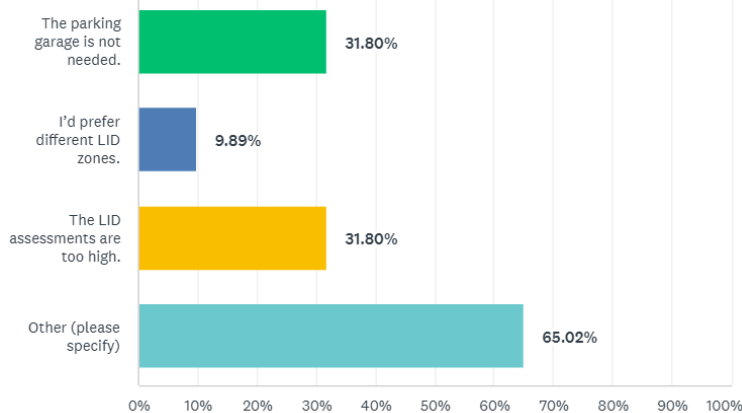
Would you support funding for the 1st and Washington garage if it took funds away from other capital improvement projects over the next 20 years?



Would you support the LID assessments proposed to fund the public parking garage at First and Washington?



If you do not support the current LID proposal to fund the public parking garage, why?



First and Washington Background

Prior to issuing a request for proposals in May of 2022 to develop the First and Washington site for workforce housing, the KURA conducted public outreach with surrounding stakeholders and the community to gather public input on the three project goals and to identify any issues of concern. The community and stakeholders supported the three goals for the project:

- Goal 1.** Provide local, affordable workforce housing downtown, particularly for professionals and those essential to a strong, diverse downtown economy.
- Goal 2.** Provide structured public parking in anticipation of long-term downtown growth and development.
- Goal 3.** Provide active ground floor opportunities to maintain the vibrancy of downtown.

During the public engagement stakeholders and the public were concerned about the impact the development would have on parking downtown and supported the potential for sub-grade public parking that would help offset the development and maintain public parking in the area. In recognition of the public outreach, the RFP identified the three goals that any future project must meet.

2023 Public Parking Options

After the development team was selected, KURA hired Desman Parking Consultants and Parking Garage Design to identify different public parking configurations for consideration by the Board. The site dimensions are challenging. The width and length of the site is not conducive to the development of a functionally efficient and cost-effective parking garage. An efficient structure typically consists of 350-370 square feet per parking space. The parking options identified for this site ranged from 482-487 square feet per space. However, this is a typical site in Ketchum and one of the largest sites available for public parking. Parking is possible but the cost is higher because there is insufficient area for efficient vehicle ramps and parking spaces.

Seven parking options/configurations were identified. The cost for each option was prepared by McAlvain Contractors, one of the project contractors working with the Wood River Community Housing Trust. The footprint for the above grade and below grade parking options stayed within the site property lines.

In all the structured parking options, the parking on site would be shared parking between the public and residential users without dedicated residential parking. To facilitate this arrangement, the parking would be managed by either the KURA or the city. All parking would be public parking and available on a first come

first served basis. No priority, special privilege or reduced rate could be given to the residents of the development.

Of the seven options/configurations, two options, options 3 and 3A (3-1 level at grade, 2 levels below grade, 3A-1 level at grade, 1 level below grade) met the KURA goals for the project. Those options provided 93 and 54 parking spaces, respectively.

In April 2023, the KURA and City Council held a joint meeting to discuss the parking proposals and options for financing. At that time, KURA had borrowing capacity between \$4.5- \$5.0 million and a cash contribution of \$4.0 million for a total KURA contribution of \$8.5-\$9.0 million. The KURA and City Council determined the cost of a parking structure was too high considering the number of parking spaces provided.

Revisiting Public Parking in the First + Washington Workforce Project

KURA hosted a public open house in August 2024 to gather community feedback on the proposed workforce housing project design. At that meeting, options were presented to address public and employee parking concerns expressed by the community. The following options were presented for community feedback:

- Lease or purchase property in downtown core for public or employee parking
- Implement a free public valet service on Main Street. Free valet stations could be located on Main Street for easy access to businesses
- Designate easily accessible street parking areas for late night employees
- Establish a parking permit program that requires residents without parking who live in the First + Washington project to park on designated streets that do not impact customer parking for businesses
- Re-evaluate the inclusion of public parking as part of the First + Washington project
- Based on resident parking demand, allow the public to use First + Washington parking during the day

The feedback from the meeting overwhelmingly supported re-evaluating inclusion of public parking in the First and Washington project. After the public meeting, the KURA, development team and city staff moved forward with a new study and cost estimates that could incorporate public parking within the First + Washington project.

The 2024 analysis differs from the 2023 analysis in the following ways:

- The below grade footprint of the parking structure is expanded to the centerline of surrounding streets, First Street, Washington Avenue, and Second Street. In one option, the below grade footprint is expanded beyond the street centerlines and all the way across the street to the opposite curb. This change helps improve the efficiency of the garage and increase the number of parking spaces.
- Cost estimates have been developed by two contractors, Conrad Brothers and McAlvain Construction.
- Desman Parking and Garage Design Consultants prepared 5 potential options. A peer review of the Desman options was conducted by KPFF Engineers, and a sixth option was identified.
- Five options eliminated the Washington Blvd commercial square footage and used the ground floor for parking.

The following summarizes the six options presented for consideration:

	Proposed Project	Desman					KPFF
	Original	Option 1	Option 2	Option 3	Option 4	Option 5	Option 6
	One level of parking at grade for residents	One level of parking at grade, one level parking below grade	One level of parking at grade, one level below grade	One level of parking at grade, two levels below grade	One level of parking at grade, one level below grade, one level above grade	One level of parking at grade, one level below grade extending to curb line	One level of parking at grade, two levels below grade
Units	66	66	66	66	43	66	66
Stalls at Grade	44	28	28	28	32	51	0
Below Grade Stalls		76	77	157	122	143	195
Total Stall Count	44	104	105	185	154	194	195
Compact Stall Count	0	8	11	20	24	7	0
Compact Stall Percentage	0%	8%	10%	11%	16%	4%	0%
Garage SF	N/A	49,920	49,920	83,265	69,215	75,755	65,618
Efficiency	N/A	480	475	450	449	390	337
Floor-to-floor height	N/A	10'-6"	10'-6"	10'-6"	10'-6"	10'6"	9'-6"
Parking Clearance	N/A	8'-6"	8'-6"	8'-6"	8'-6"	8'6"	7'-6"
Retail SF	3425	0	0	0	0	0	3000
Lobby Amenity SF	1494	2200	1900	2100	0	0	2000
Total Construction Cost		\$12,200,000	\$12,600,000	\$19,600,000	\$17,300,000	\$22,510,518	\$19,600,000
Soft Cost Estimate		\$2,896,000	\$2,989,000	\$4,649,000	\$4,103,000	\$5,402,524	\$4,649,000
Total Cost		\$15,096,000	\$15,589,000	\$24,249,000	\$21,403,000	\$27,913,042	\$24,249,000
Public \$/stall		\$145,154	\$148,467	\$131,076	\$138,981	\$143,882	\$124,354

The cost estimates are based on preliminary plans and would be refined as construction plans are developed. When evaluating the options, the KPFF option 6 provides the greatest number of spaces at the lowest cost per space. The efficiency is 337 square feet per space, in line with the typical 350-370 square feet per space for public parking garages. In addition, this option preserves the commercial space and lobby amenity on the ground floor of the project. Option 5, which involves excavating to the curb line of the adjacent street, involves significant unknowns related to relocation of utilities, potential shoring of buildings fronting the streets and significant street closures.

Financing Option

The estimated cost of Option 6 is \$24 million. Financing options assumed the cost of a structure at \$21 million. In the event the Council and KURA support this level of expenditure, staff will work with the development team to value engineer the structure cost. A \$21 million structure could be financed by the city issuing a Certificate of

Participation (COP) and establishment of a Local Improvement District (LID) in addition to a KURA financial commitment. A COP is a method of funding used by government agencies for construction of public facilities. It consists of lease financing to offset the debt payment for the public facility. A COP does not require voter approval. An LID can be created by the city for the purpose of constructing and financing the cost and expense of improvements within the designated district. Properties within an LID are assessed to fund the public improvement.

Using the COP and LID approach to financing, the following summarizes the current parking structure financing plan:

- KURA cash contribution of \$3.0 million
- \$5.0 million Certificate of Participation issued by the City of Ketchum with a 20-year term.
- City leases the structure to KURA and KURA pays the annual debt service until 2030.
- After 2030, City pays debt service using projected tax increment revenue returning to city after KURA district expires.
- Local Improvement District (LID) is established and issues \$13.0m in debt for a 15-year period.
- LID funds annual debt service for 15 years.

Conclusion

- The site at First and Washington is constrained resulting in an inefficient below or above grade parking structure. While a structure can be constructed, the cost of a structure is significant because of the site's size and dimensions. However, the site reflects the dimensions of a standard city block in Ketchum and is one of largest sites available in the downtown area.
- In 2023 seven parking options and related costs were explored and in 2024, six new options with costs are identified. The most cost-effective option provides 195 parking spaces at an estimated construction cost of \$24.2 million. This translates into \$124,126 per space.
- Financing can consist of a combination of KURA funding, city issuance of a certificate of participation and creation of a local improvement district to fund the parking structure.
- If the City Council and KURA determine a parking structure at this location is not financially feasible, the housing project will not move forward at this time per the URA Board direction during the January meeting.

Attachment:

Community Outreach Sessions Presentation



KURA

Local Improvement District (LID)

February 18 & 19, 2025



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Today's Outcomes

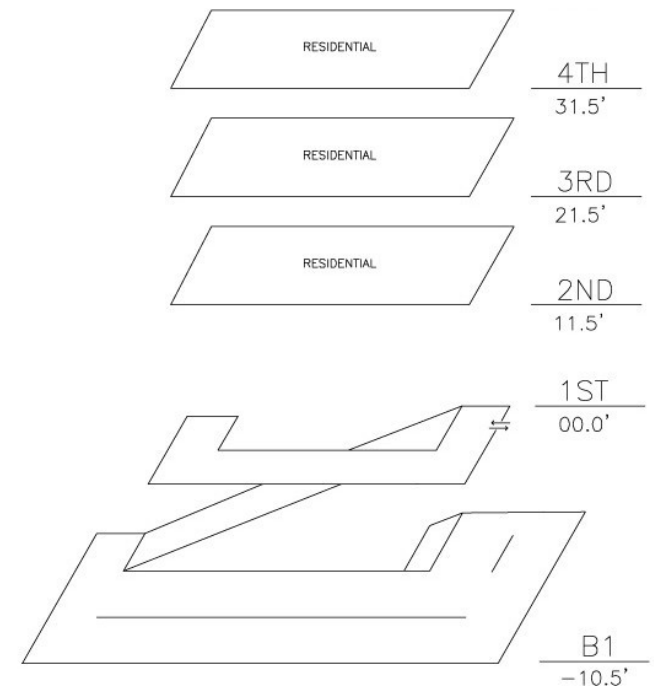
- Presentation – background / overview
- Q&A
- Review the boards, chat with staff, and **TAKE THE SURVEY**



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Project Details

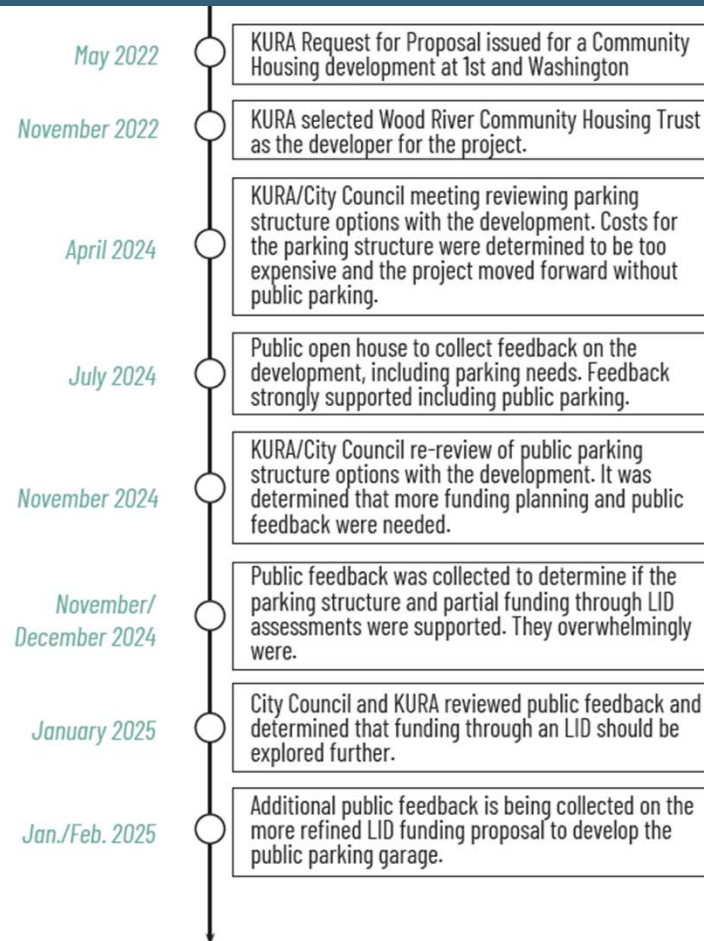
- **Location:** 1st Street & Washington Avenue
- **Building:**
 - 4 stories
 - 2 underground parking levels
 - 66 residential units
(serving households earning 80%-155% AMI)
 - Retail space on ground floor
- **Parking:** 195 public spaces
- **Cost:** \$21 million (garage)
 - Costs to build residential/retail to be determined by developer (original costs without the garage ~\$23.5 million)





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Project Timeline



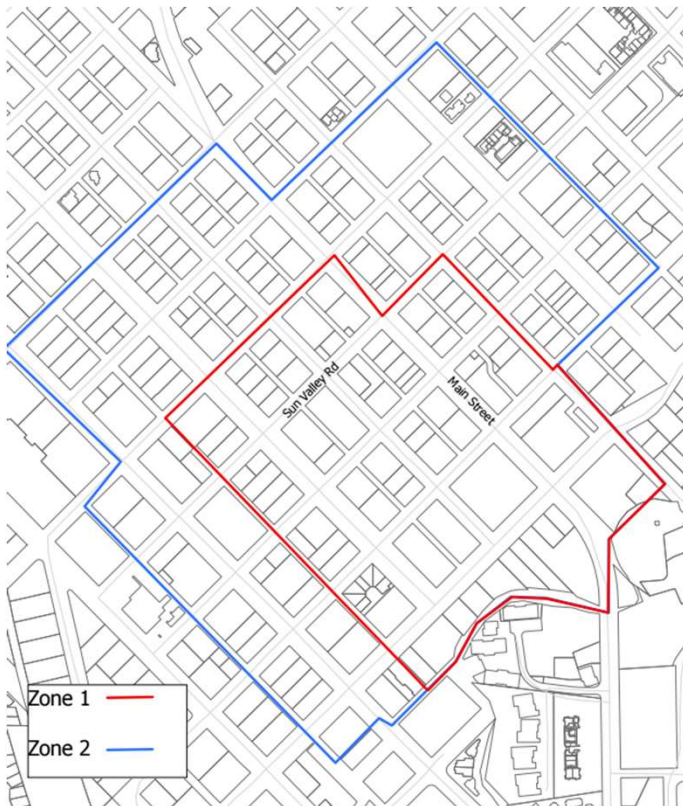


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Previous Proposal

2 ZONES

- LID Summary:
 - \$8.5 million contribution
- City Summary:
 - \$8.5 million contribution
 - Pleading nearly all URA sunset funds to debt service (~\$640k)
- KURA Summary:
 - Assumed a \$4M cash contribution



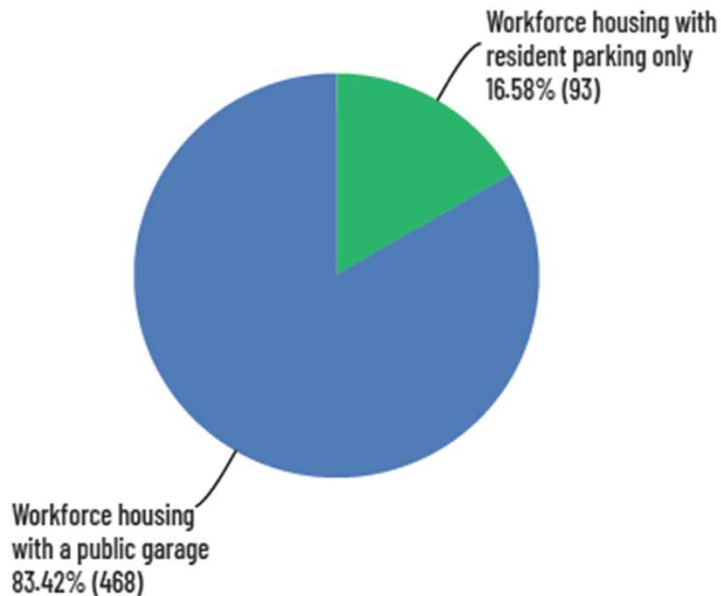


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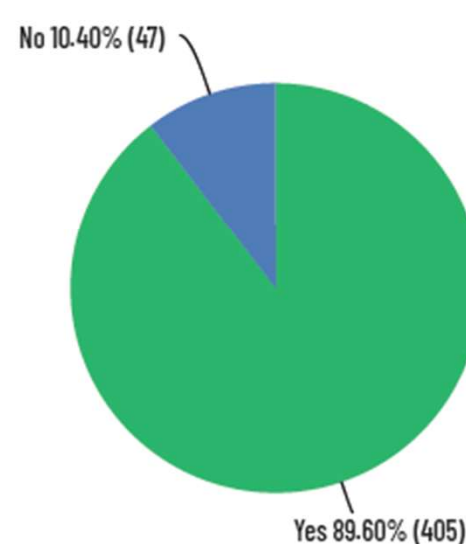
Initial Feedback Received

Ketchum residents (347), business owners (201), and employees (114) provided input on parking preferences and funding for the proposed development in late 2024.

1. Would you like the development to include Community Housing and parking for residents only or Community Housing with a public parking garage?

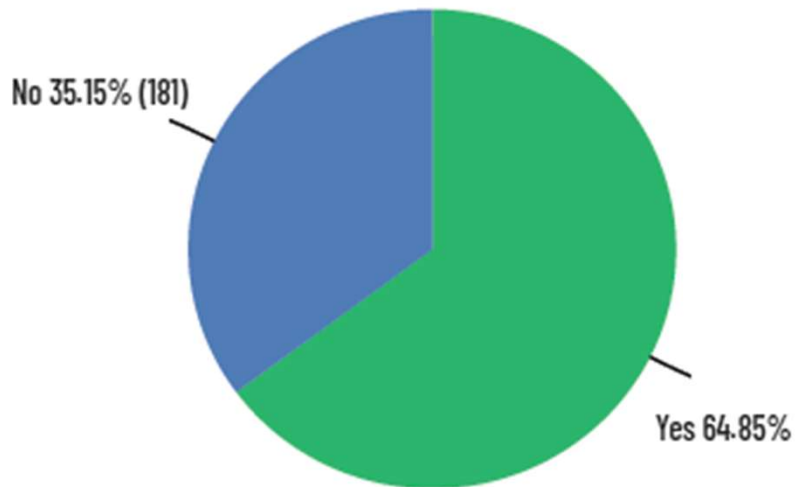


2. Would you support the construction of the public parking garage if it took funds away from other public infrastructure improvements over the next 20 years?

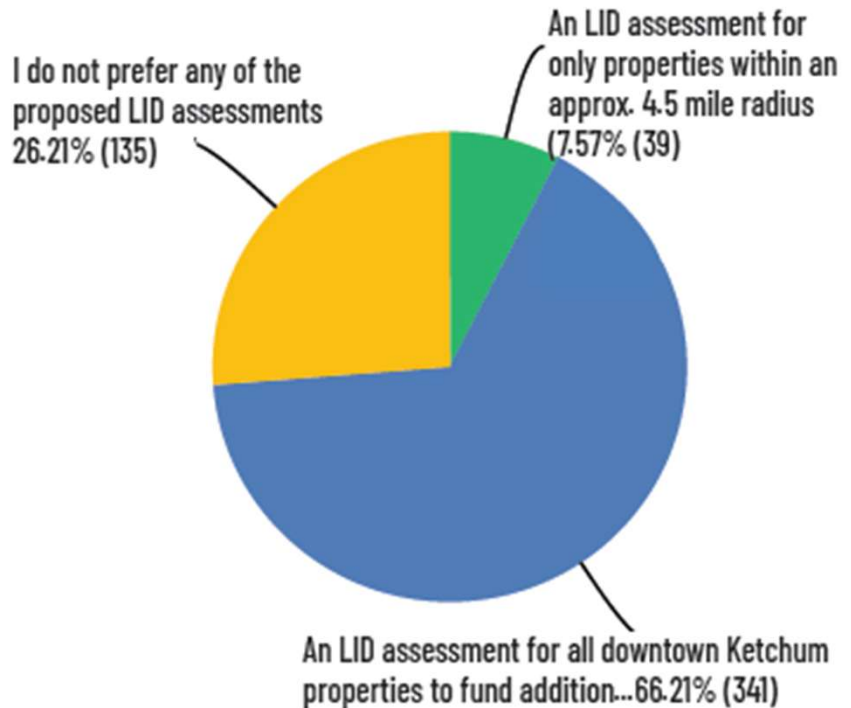


Feedback Received

3. Would you support the construction of the public parking garage if some of the funding was done through a LID assessment of properties within a 4.5 block radius of the development?



4. Which of the following LID funding scenarios would you prefer?





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Funding Overview

REVISED proposal for the parking garage:

Roughly \$21 million of additional public funding would be needed.

- **\$13 MILLION** Local Improvement District (LID) assessment for all properties in Ketchum city limits (the closer the property is to the garage, the higher the assessed amount)
- **\$3 MILLION** Cash contribution (KURA)
- **\$5 MILLION** of Certificate of Participation Bonds, plus 4.25% interest over 20 years (City of Ketchum)



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LID 101

- A Local Improvement District is a funding mechanism for property owners within a defined geographic boundary enabling them to help fund capital improvements.
- Used by municipalities across Idaho and the United States for decades. The improvements must *benefit the property owners* in some way.
- EX: street paving and sidewalks to streetlights, sewer lines, or parking facilities.
- Assessed amounts are based on the benefit to property owners.
- Passed by City Council vote or petitioned by property owners.



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Zone 1

	Annual Assessment (per lot square foot)	Cap	Example estimated annual assessment totals
Zone 1 (about 0 to 2.5 blocks from garage)	\$0.31	\$6,000	1,000 sq. ft. = \$310 3,000 sq. ft. = \$930 5,000 sq. ft = \$1,550 10,000 sq. ft. = \$3,100 20,000 sq. ft = \$6,000 43,560 sq. ft (1 acre) = \$6,000

Sawtooth Club	2,744 sq. ft.	\$851
Village Market	26,702 sq. ft.	\$6,000 (cap)
Median Property	7,144 sq. ft.	\$2,215





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Zone 2

	Annual Assessment (per lot square foot)	Cap	Example estimated annual assessment totals
Zone 2 (about 2.5 to 4.5 blocks from garage)	\$0.24	\$5,000	1,000 sq. ft. = \$240 3,000 sq. ft. = \$720 5,000 sq. ft. = \$1,200 10,000 sq. ft. = \$2,400 20,000 sq. ft. = \$4,800 43,560 sq. ft (1 acre) = \$5,000

Wells Fargo	11,021 sq. ft.	\$2,645
Gather Yoga Studio	5,489 sq. ft.	\$1,317
Median Property	5,663 sq. ft.	\$1,359





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Zone 3

	Annual Assessment (per lot square foot)	Cap	Example estimated annual assessment totals
Zone 3 (4.5 blocks from garage to the core boundary)	\$0.19	\$4,000	1,000 sq. ft. = \$190 3,000 sq. ft. = \$570 5,000 sq. ft = \$950 10,000 sq. ft. = \$1,900 20,000 sq. ft = \$3,800 43,560 sq. ft (1 acre) = \$4,000

Lefty's	8,233 sq. ft.	\$1,564
Sawtooth Brewery	16,509 sq. ft.	\$3,137
Median Property	8,233 sq. ft.	\$1,564



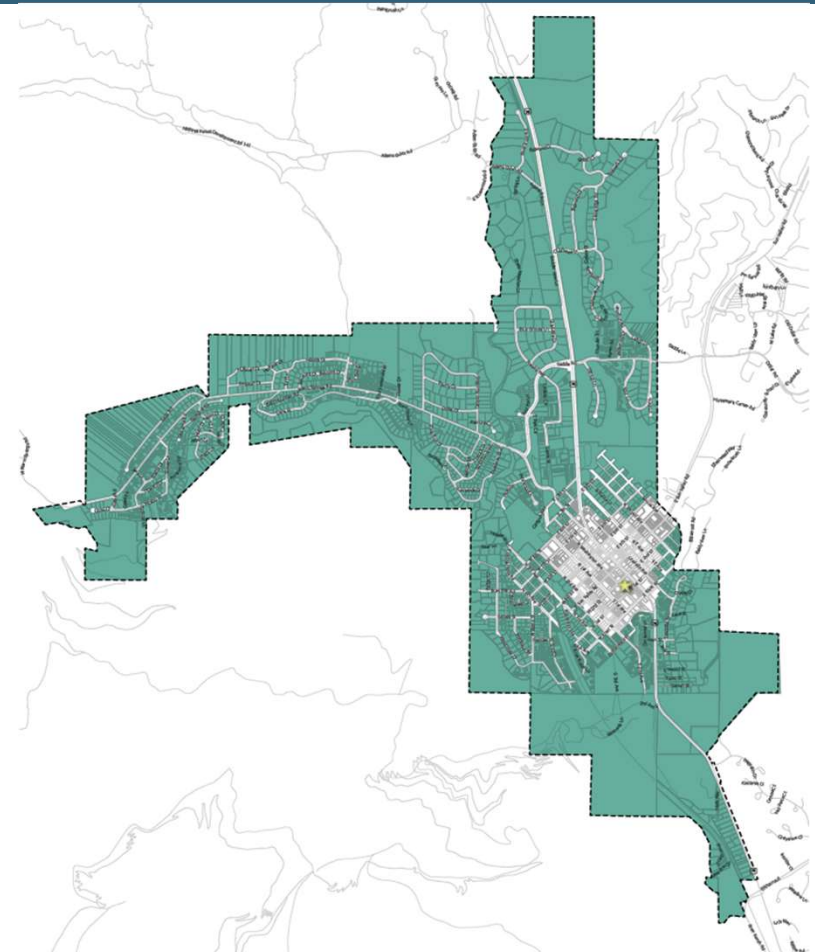


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Zone 4

	Annual Assessment (per lot square foot)	Cap	Example estimated annual assessment totals
Zone 4 (all properties outside core but within limits)	\$0.015	\$3,000	1,000 sq. ft. = \$15 3,000 sq. ft. = \$45 5,000 sq. ft = \$75 10,000 sq. ft. = \$150 20,000 sq. ft = \$300 43,560 sq. ft (1 acre) = \$3,000

Median Property	10,106 sq. ft.	\$152
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Zone Summary

	Zone 1	Zone 2	Zone 3	Zone 4
Distance	0 to 2.5 blocks from garage	2.5 to 4.5 blocks from garage	4.5 blocks from garage to the core	all properties outside core but within limits
Annual Assessment / sq. ft.	\$0.31	\$0.24	\$0.19	\$0.015
Max Assessment	\$6,000	\$5,000	\$4,000	\$3,000
Median Property	\$2,215	\$1,359	\$1,564	\$152



Q&A



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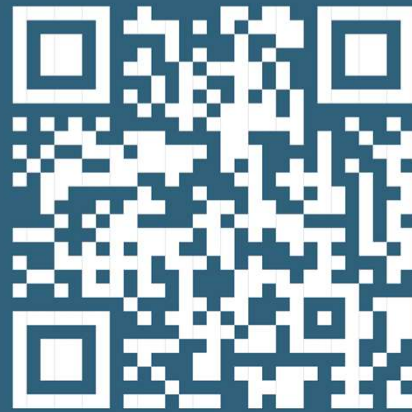
Today's Questions

1. Would you support constructing the parking garage even if it reduced funding for improvements to roadways, sidewalks, and other public spaces over the next 20 years?
2. Would you support the additional annual property assessment (addition of Zone 3 & 4) to fund the public parking garage at First and Washington?



Take the Survey

Available at ketchumura.org, or scan the code with your mobile device



Survey closes February 24 at 9 AM