



Ketchum Urban Renewal Agency

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Chair and Commissioners
Ketchum Urban Renewal Agency
Ketchum, Idaho

DISCUSSION AND DIRECTION ON OPERATION OF FIRST AND WASHINGTON PARKING LOT

Introduction

The parking lot at First and Washington will continue to function as a public parking lot until such time as KURA determines the long-term future of the site and the lot no longer exists. At previous meetings, the Board has asked to discuss and determine how the lot should be managed and operated until it is redeveloped.

Staff is seeking direction from the Board on the KURA's goals for the parking lot. What is the primary purpose of the lot and who is the targeted user? For example, should the lot be primarily available to the short-term customer or primarily available to the long-term employee? By understanding the KURA goals for the lot, staff can develop an action plan.

At the meeting, city staff will present a summary of the street parking utilization around the site, how the lot fits into the overall citywide parking management plan, and operational recommendations based on primary parking lot users as identified by KURA.

Once the Board provides direction, staff will return with an operational plan and potential implementation costs that may include upgrades to the lot equipment, striping and minor changes to enhance parking efficiency and safety. This may also include a use agreement for city management and operation of the lot.

The following are the key issues for KURA discussion and direction:

- Goals for operation of the lot (purpose of the lot and primary targeted user)
- Direction on the preferred management approach
- Operation and maintenance agreement with the city. Should the KURA enter into a use agreement wherein the city operates, maintains, and enforces the lot. If so, KURA arguably should reimburse the city for related expenses.

Background

Prior to the Main Street Rehabilitation Project that occurred spring/summer 2024, since 2018, the First and Washington lot was a paid parking lot with the following rate structure:

WASHINGTON LOT

	Peak	Off-Peak
Dates	June 15 - September 15 December 15 - March 15	September 16 - December 14 March 16 - June 14
Hourly Rate	\$0.50 (12am - 4pm) \$1.50 (4pm - 12am)	\$0.25 (12am - 4pm) \$0.75 (4pm - 12am)
Monthly Permit	\$120	\$60
Notes	First 3 Hours Free	First 3 Hours Free

The lot was also used for overnight winter parking without a fee. The primary purpose of the lot was to accommodate short-term parking for retail and restaurant customers with limited long-term parking. Sixty percent (60%) of the lot was designated for short-term customer parking and forty percent (40%) was designated for long-term permit parking. No overnight parking was permitted except during winter as part of the winter parking program. Very few long-term parking permits were issued because there was free unrestricted parking on the surrounding streets for long-term parking.

To mitigate the construction impacts of the Main Street rehabilitation project, the city allowed free parking and overnight parking during the Main Street reconstruction. With the change to free parking, the lot was primarily used by long-term parkers consisting of construction workers, employees of surrounding businesses and overnight guests of the Limelight Hotel. Complaints were received that short-term customer parking within the lot was no longer readily available due to the concentration and utilization of the long-term employee, construction, and hotel guests. Long term parkers shifted from surrounding streets into the lot. Unrestricted street parking was available adjacent to the lot, however, the lot was more convenient location for all day parkers.

Currently the lot is free parking during the day and free winter overnight parking. The following signs are posted in the lot.



Financial Impact

Depending on the direction from the Board, staff will return with potential improvement and operational costs to implement the direction.

Recommendation

Staff recommends the Board:

- Identify the purpose and goals for the public parking lot
- Provide direction on the preferred management approach for the lot based on the goals and purpose of the lot
- Provide direction on entering into a use agreement with city for operation, enforcement, and maintenance of the lot.