

BACKGROUND MATERIALS

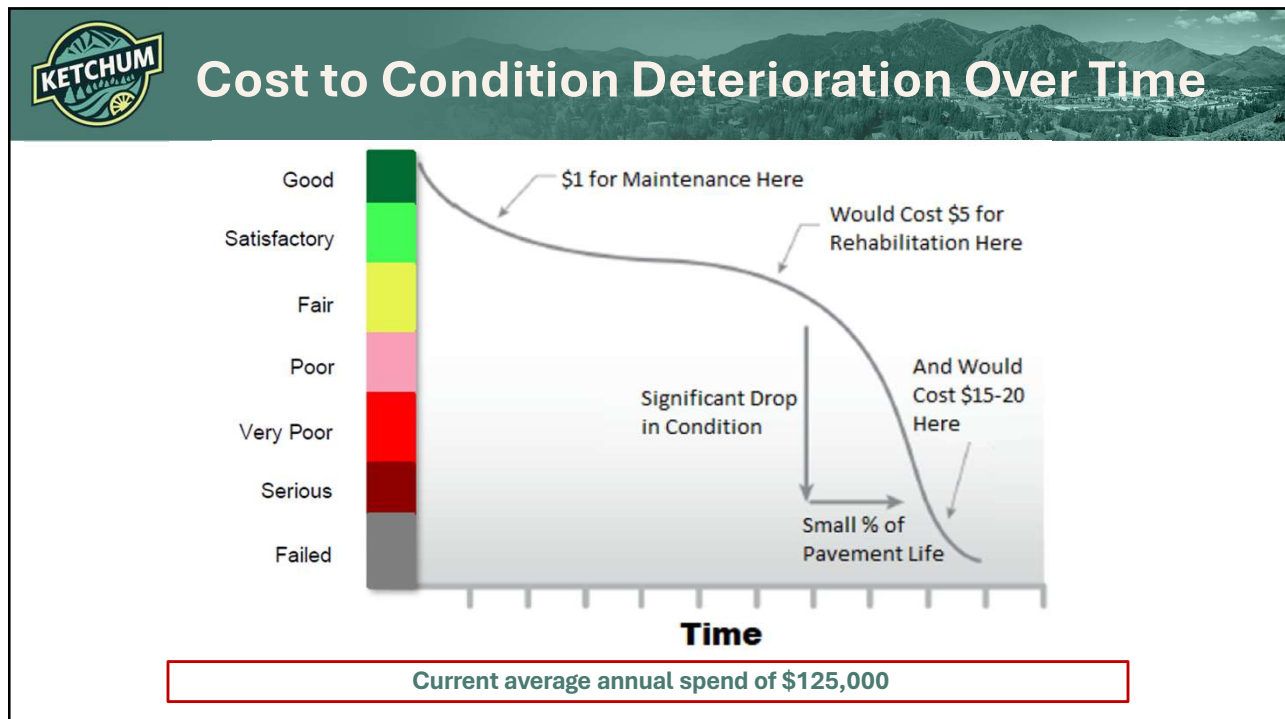
20

MOBILITY

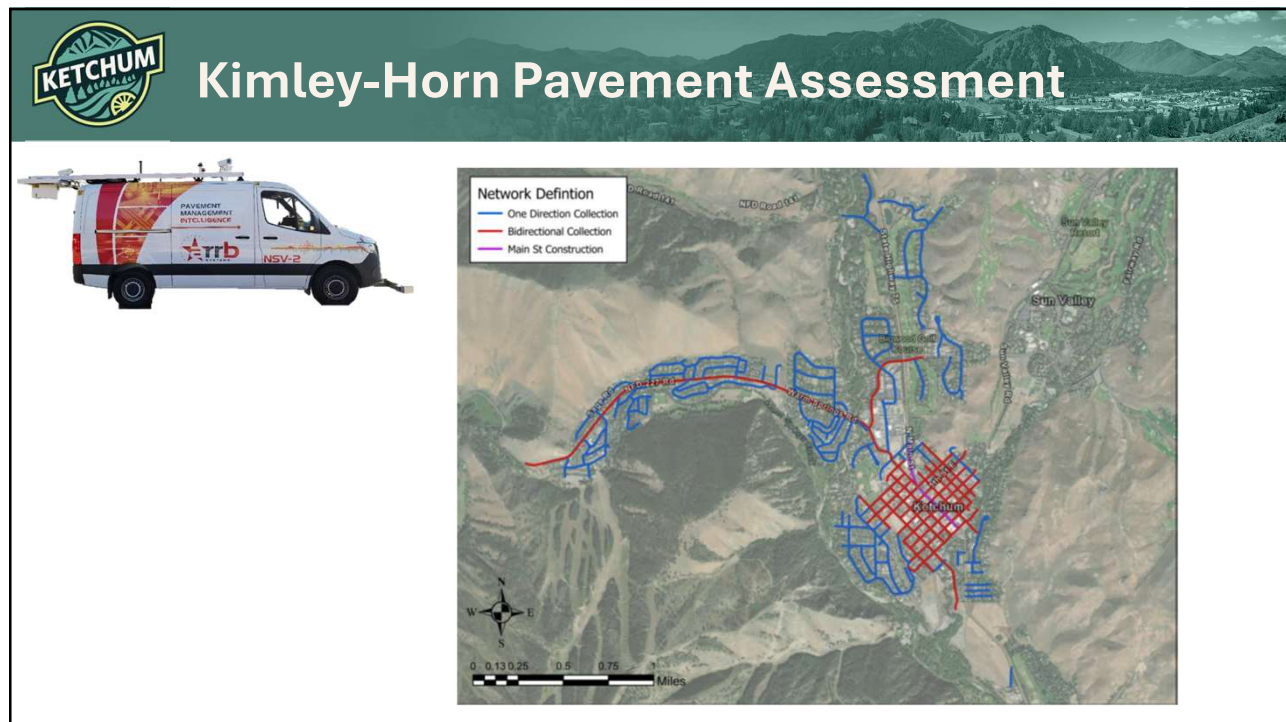
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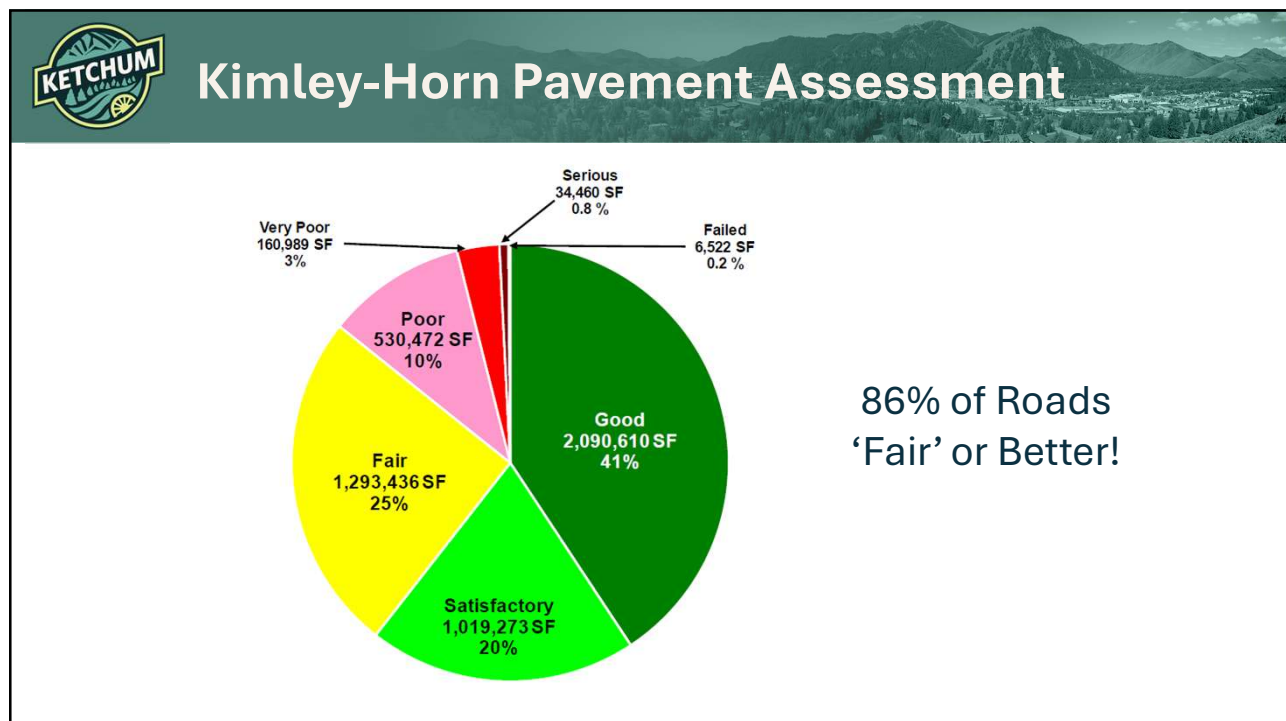
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Short-Term Streets Projects

SHORT TERM STRATEGY

- Finish Main St
- Catch-Up on Preservation to maintain Fair and better inventory
- Core drill to refine future reconstruction cost
- Determine future funding source

2025

- Chip Seal Catch-Up —
 - ~\$600,000
- Main St: Full Depth
 - 4th-6th —
 - 6th – 10th(TBD) —




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Short-Term Streets Projects

PRESERVATION (CHIP SEAL, FOG COAT, FRICTION SEAL)

- Traditionally the City has self performed most all chipseal work
- Outsource the catch-up work to reduce duration and disturbance to public
 - 1 week of Chip Sealing – each road closed for ~2 hours
 - 1 week of Fog – each road closed for ½ to 1 day
 - 1 week of Striping – nighttime, little disturbance




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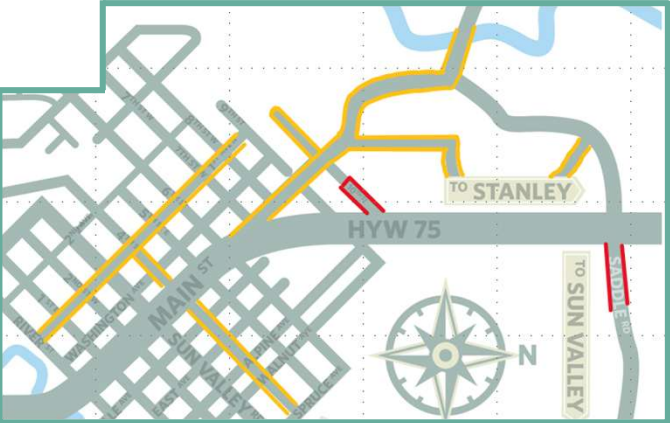
Mid-Term Streets Projects

STRATEGY

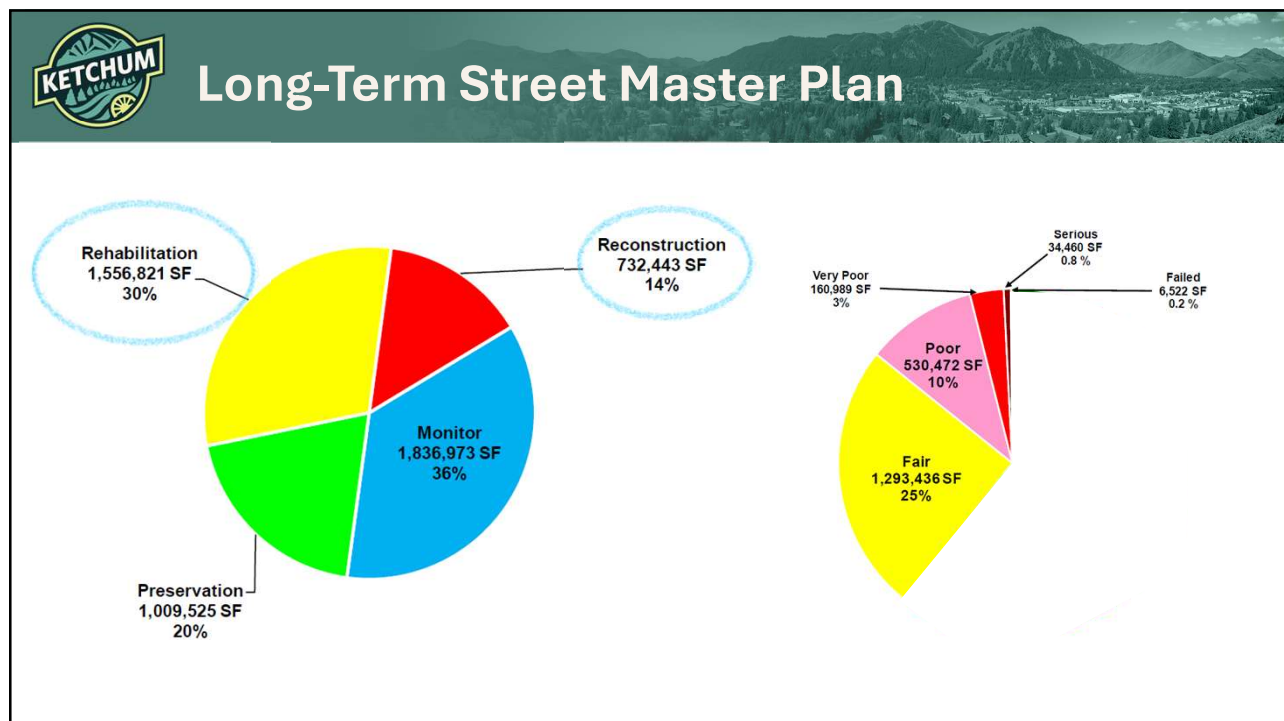
- Finish preservation catch-up
- Begin rebuild on top priority sections

2026

- Chip Seal - \$159,000 —
 - Warm Springs (6th St – Bridge)
 - First Ave
 - 4th St
 - West 9th St West
 - West 10th St
- Full Depth —
 - 10th St (N Leadville to Hwy 75) - \$175,000
 - Saddle Rd (Hwy 75 to Stirrup Ln) - \$266,000



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Sidewalks

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10 Year Sidewalk Projects Plan

BACKGROUND

- In 2023, City Engineers performed an Inventory Assessment to primarily gather:
 - Missing Sections
 - Condition
 - ADA compliance
 - Obstructions
 - Estimated Cost to Repair
 - Dimensions
- In 2024, Staff began to map and prioritize the findings from the inventory assessment
- Jacobs Engineering then performed initial design on the high priority, more complex potential sidewalk projects

STRATEGY

- Enlist Jacobs Engineering to concept design projects to ~30% design
- Turn projects into an annual package, hiring local engineers to complete design and assist with project execution
- Maintain project list to plan well ahead of construction and obtain needed input from Council, Public and Business Owners

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10 Year Sidewalk Projects Plan

Prioritization

1. Complete Downtown Core Network
2. ADA Access
3. Connectivity to Parking & Businesses

Funding

- \$900,000 of KURA Annual CIP allocation budgeted
- ~\$100,000 for Downtown Core Sidewalk Infill in CIP

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Priority Sidewalk Projects

Year	Location	Total
2025	5th Street Sidewalk Infill	\$200,000
2025	Sun Valley Culinary Ramp	\$211,043
2025	Backwoods Sneak Route	\$127,075
2025	6th St & Leadville Ave Intersection	\$299,901
	2025 Totals	\$838,019
2026	Spruce Ave Bike Route	\$207,361
2026	Huck and Paddle Corner	\$400,896
2026	Bike Network Modifications	\$300,000
	2026 Totals	\$908,256

Year	Location	Total
Future	6th St & Washington Ave Intersection	\$901,456
	2nd St & 1st Ave Intersection	\$1,329,611
	Kneeland gallery	\$56,125.00
	Apartments on 2nd Ave	\$129,415.00
	Corner of 2nd Ave & River	\$91,520.00
	E 2nd Ave	\$54,697.50
	SE River & 2nd	\$67,567.50
	NE 2nd & 2nd	\$40,397.50
	E 2nd Ave	\$45,402.50
	SE 1st & 2nd	\$74,002.50
	NW corner, spur	\$139,065.00
	Mid N 2nd, Aroma	\$64,350.00
	NE corner, tamarack lodge	\$81,150.00
	Mid E walnut, end of Tamarack lodge	\$46,475.00
	SE corner 1st & walnut	\$143,000.00
	111 1st	\$54,375.75
	111 1st	\$62,276.50
	7th St and 1st Ave	\$117,975.00
	Pump track	\$62,205.00
	N 5th St	\$49,728.25
	8th and Washington	\$39,325.00
		\$3,650,120


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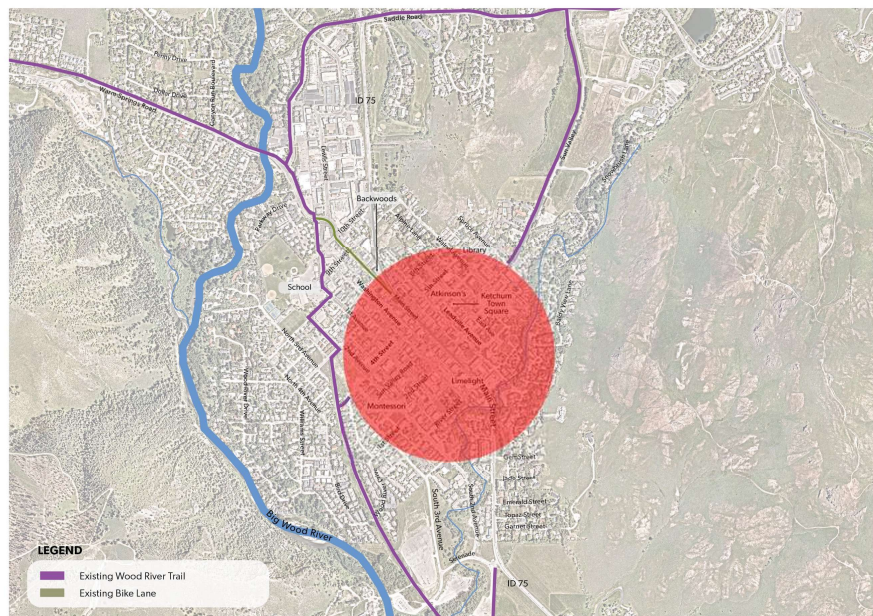


Bike/Pedestrian Network

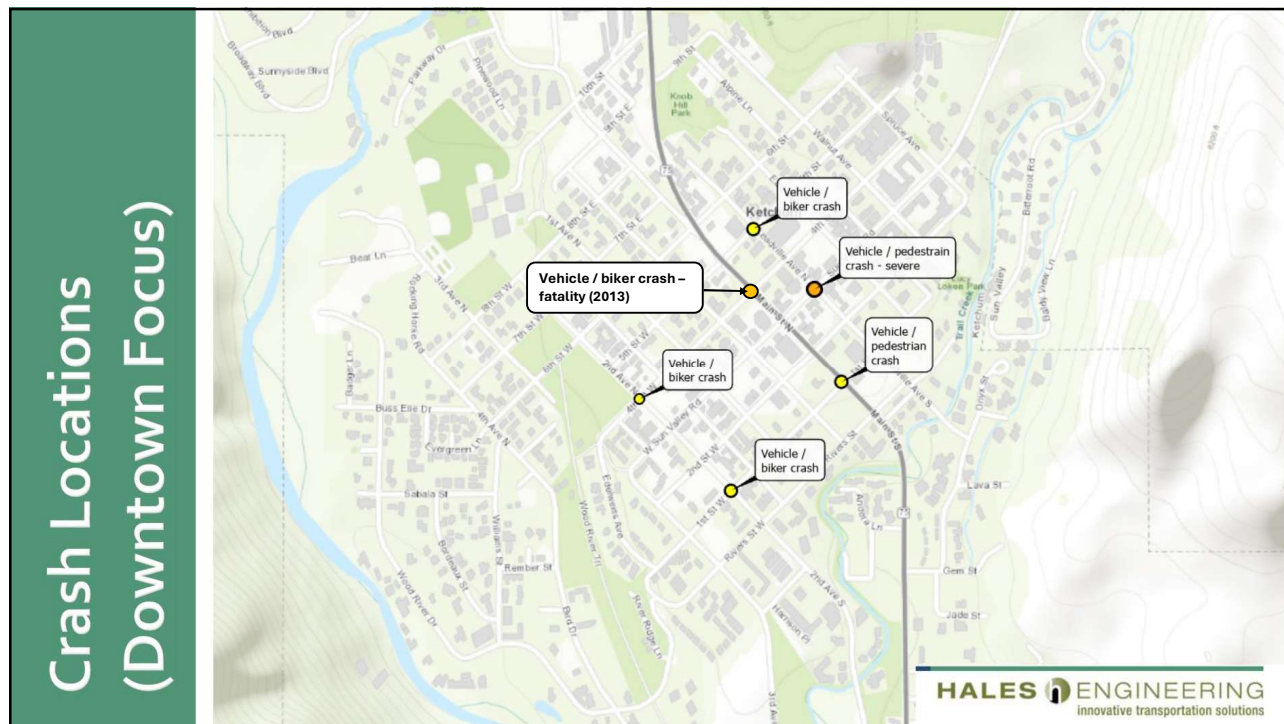
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EXISTING WOOD RIVER TRAIL SYSTEM

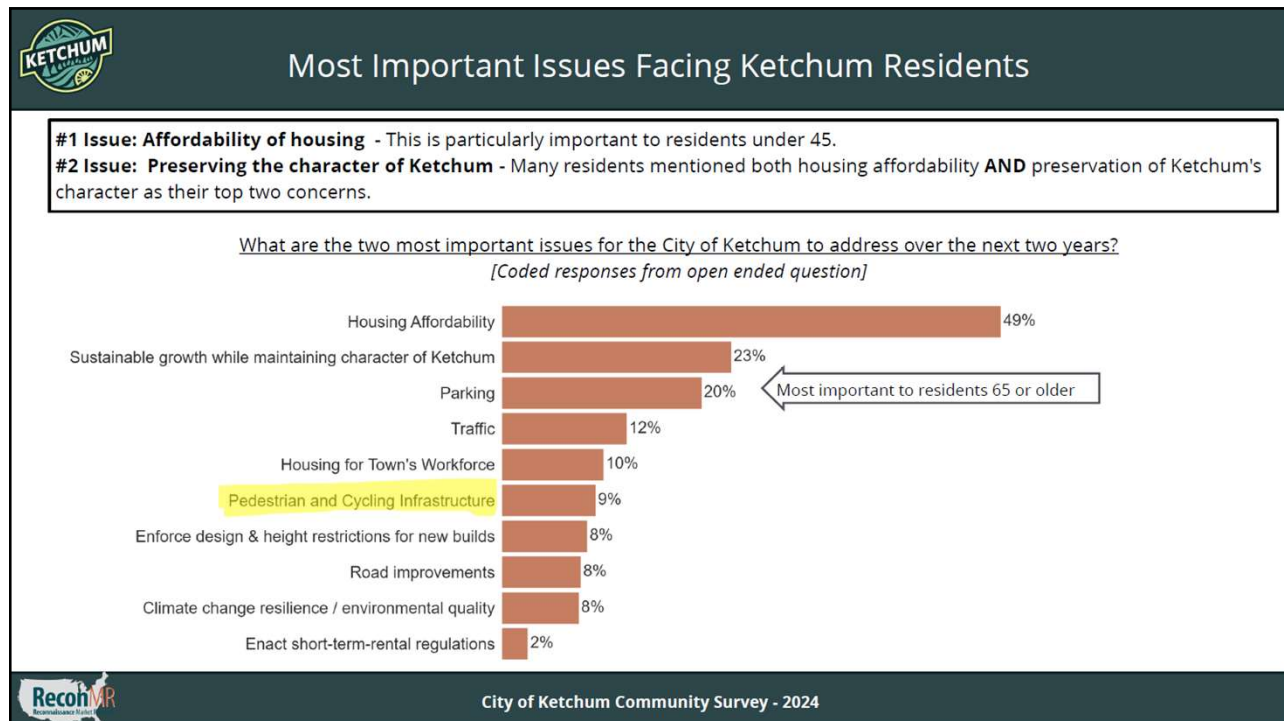
 Gap in bike path system



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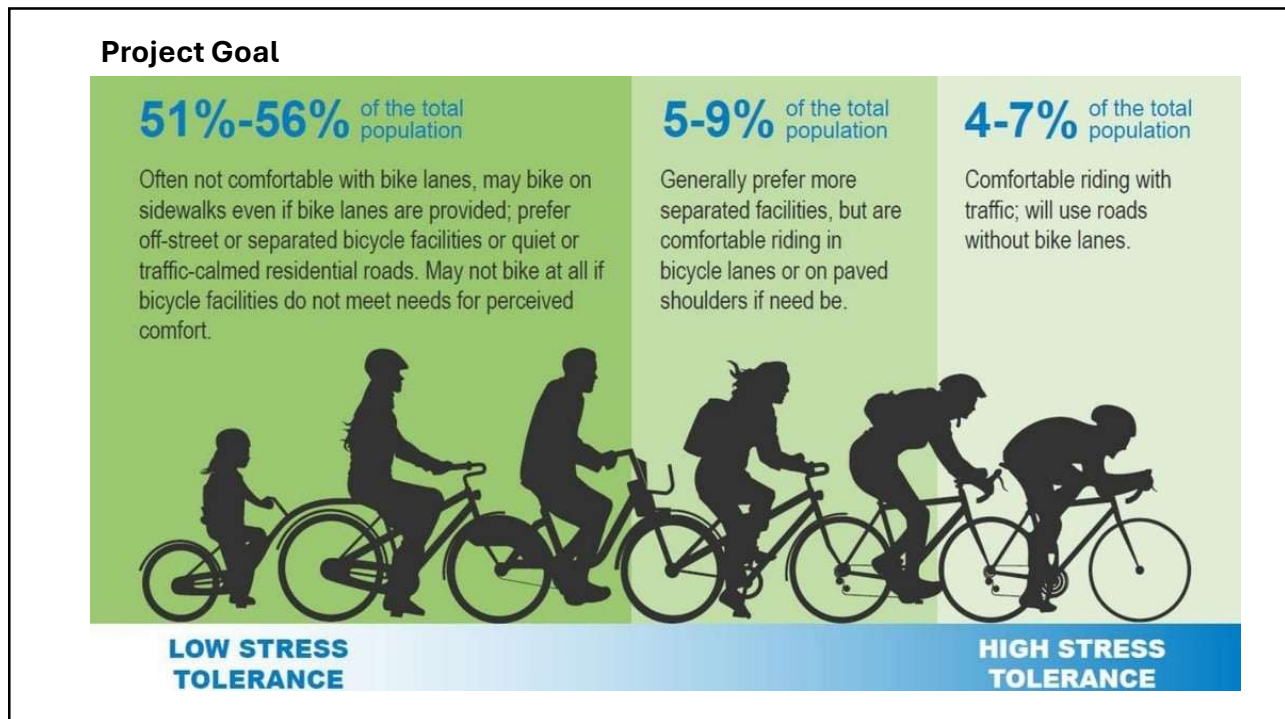


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Project Goal: **Complete an all-ages bicycle network** **throughout Ketchum.**

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Summary of Studies

Limited right-of-way (ROW) available means tradeoffs are necessary

- Adding bike facilities to 2-way streets results in loss of parking
- Thus, the exploration of 1-way streets

Avenues

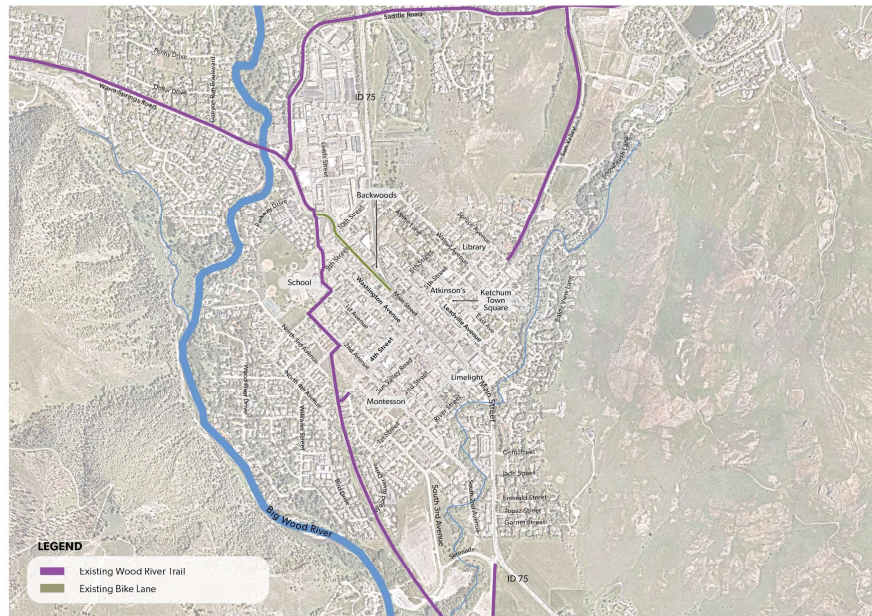
- Evaluated 1st & East Avenues as north/south options – ruled out due to parking impacts

Configurations

- 1-way bike lanes each side of street ruled out due to space constraints
- Buffered bike lanes ruled out due to incompatibility with primary goal

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EXISTING WOOD RIVER TRAIL SYSTEM



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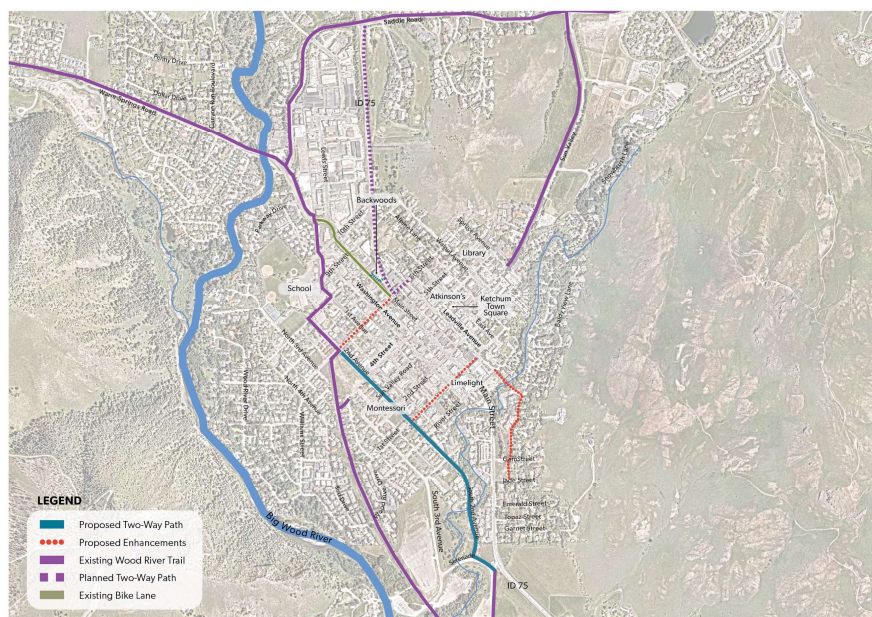
PROPOSED NEIGHBORHOOD CONNECTIONS

Gem Streets + S Leadville Ave
Sharrows
Multi-Use Path (if feasible)

6th Street
Sharrows
Multi-Use Path (if feasible)

1st Street
Sharrows
Multi-Use Path (if feasible)

2nd Avenue
Multi-Use Path



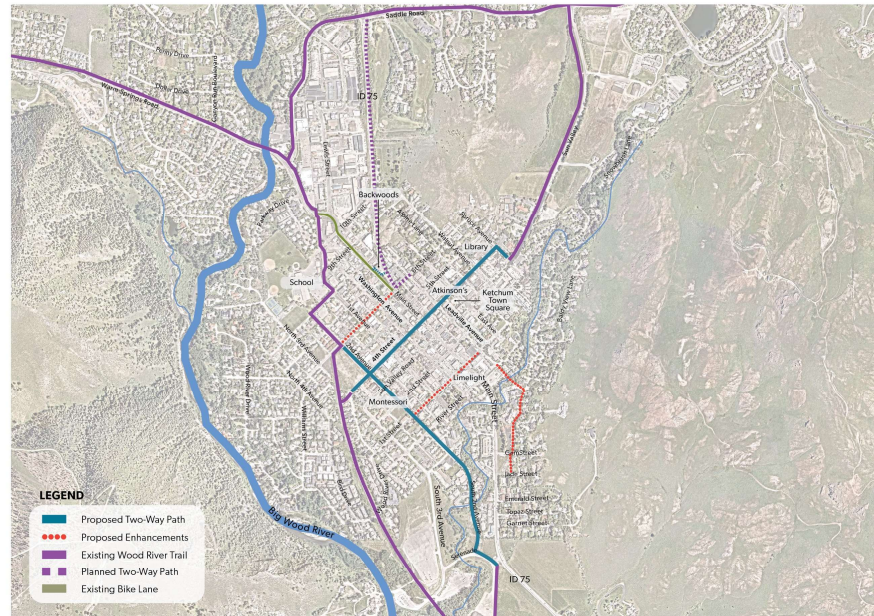
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PROPOSED 4TH STREET

EAST TO WEST CONNECTION

4th Street

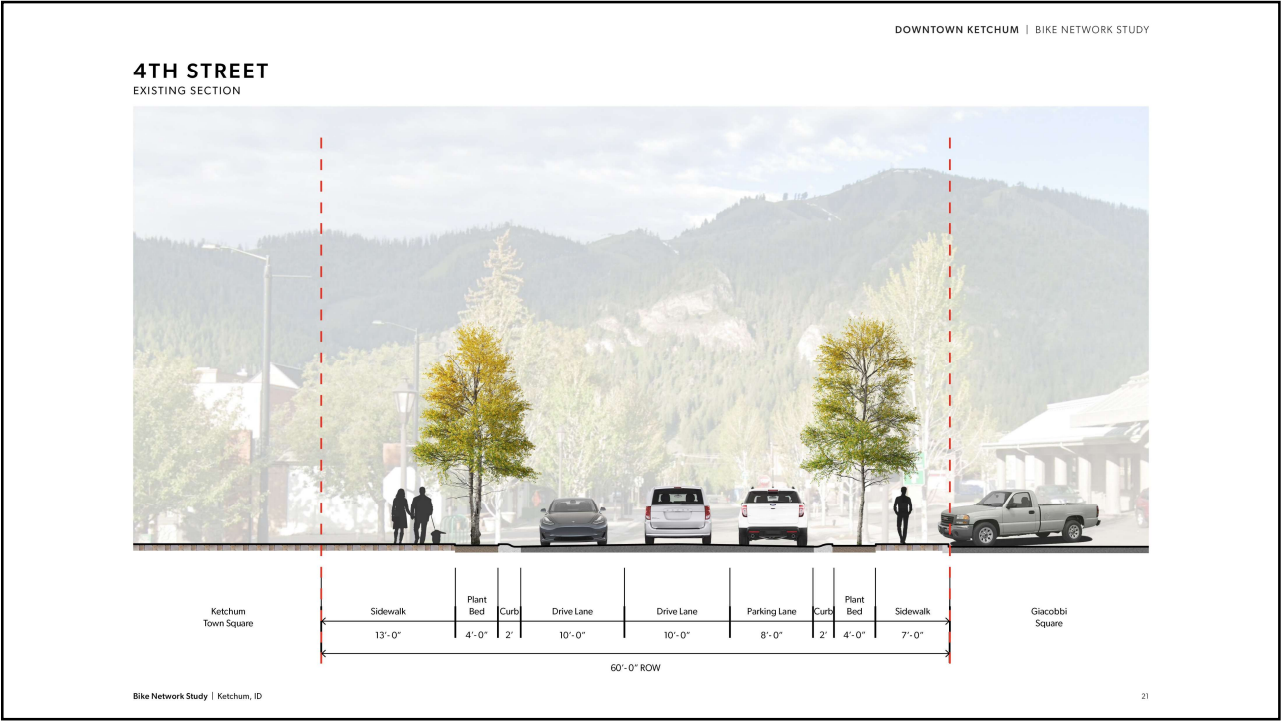
2-way bike path (protected)
1-vehicle traffic (west)



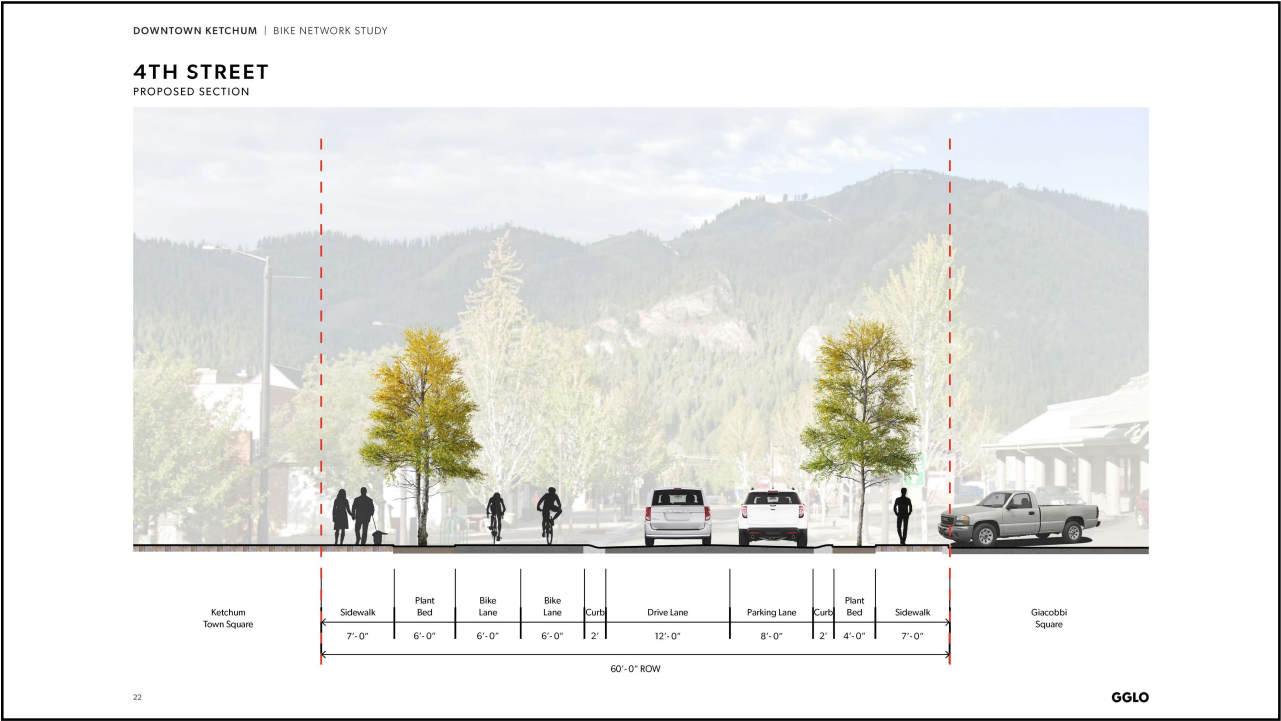
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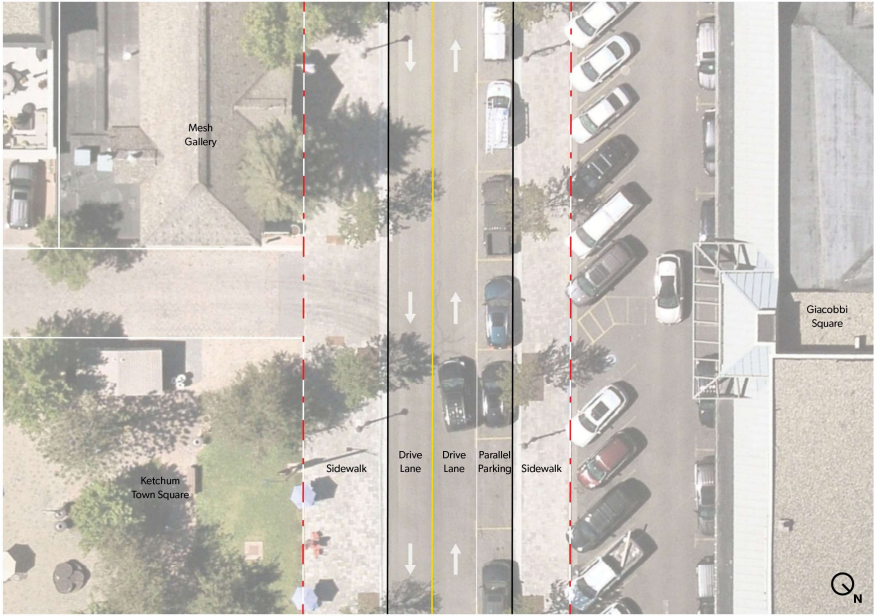


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4TH STREET
EXISTING PLAN



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4TH STREET
PROPOSED PLAN

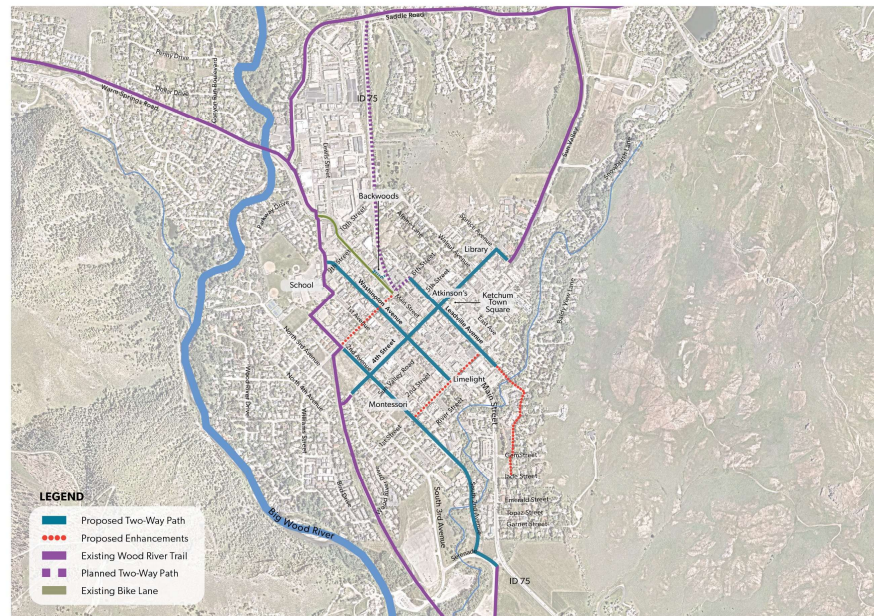


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PROPOSED LEADVILLE AND WASHINGTON AVE NORTH TO SOUTH CONNECTION

Washington Ave
2-way bike path (protected)
1-vehicle traffic (south)

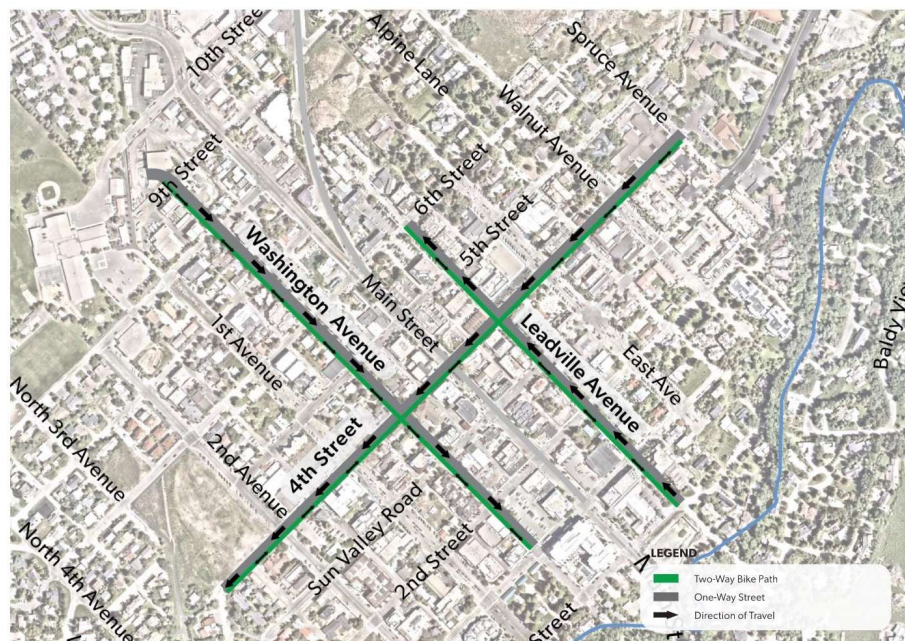
Leadville Ave
2-way bike path (protected)
1-vehicle traffic (north)



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TRAFFIC PATTERNS

4TH ST LEADVILLE AVE, AND
WASHINGTON AVE



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PARKING

Summary

TARGET OF NO NET LOSS IN PARKING

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COMMUNITY HOUSING

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SITES



6TH & LEADVILLE



TRAIL CREEK



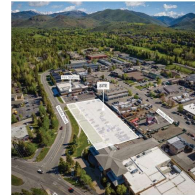
LIFT TOWER



LEWIS STREET



YMCA SOUTH



YMCA NORTH

FEASIBILITY ANALYSIS

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6TH & LEADVILLE

ZONING ANALYSIS

SITE DESCRIPTION: The site is located on the corner of 6th St. E. & N. Leadville Ave. within the downtown core. It is comprised of lots seven and eight in block six. Currently 26 public parking spaces exist on the site. It is adjacent to two and three-story mixed-use commercial and residential structures. Memory Park exists to the west of the site across the alley. There is approximately 12 feet of grade change across the site.

ADDRESS: Corner of 6th St. E. & N. Leadville Ave.

LEGAL & PARCEL: RPK00000060080 (0.126 acres), RPK0000006007a (0.126 acres)

SITE AREA: 0.25 acres / 11,100 sf

ZONE DISTRICT: Community Core (CC), Subdistrict 1 - Retail Core

ALLOWABLE USES: Residential, Active Commercial

FAR: No limitation for community housing, per building height and setbacks

VEHICLE PARKING: None required for community housing
Note: parking to be provided for public park per Resolution #823

BUILDING HEIGHT: Max 52'

BUILDING SETBACKS:

- Front: 0'
- Side: 0'
- Rear: 3' off alley
 - *Note: 10' average setback at the 4th floor*

EXISTING INFRASTRUCTURE: City sewer, water, natural gas, & electric



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18 SEPTEMBER 2024

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LIFT TOWER ZONING ANALYSIS

SITE DESCRIPTION: The lot is owned by the City of Ketchum and currently contains 14 transitional housing units. The adjacent property to the city property is owned by the Sun Valley Company and was incorporated as part of the River Run annexation. Approximately 30% (17,000 sf) of the adjacent SV parcel has been agreed to be transferred to the City for Community Housing. The site analysis explored options on the expanded SV property, as well as exploring a partnership on 2nd Ave (See Trail Creek analysis).

ADDRESS: 703 S Main St., Ketchum, ID 83340

LEGAL/PARCEL: RPK4N180180670

SITE AREA: 1.97 Acres / 85,813 sf

ZONE DISTRICT: Tourist (T), Recreational Use (RU)

ALLOWABLE USES: Residential, Tourist Focused Commercial

FAR: 1.6 for community housing developments

BUILDING HEIGHT: 35' (44' with sloped roof)

BUILDING SETBACKS:

- Front: 15'
- Side: minimum 5'
- Rear: minimum 10'
 - *Note: 25'-32' setback from highway*

MAXIMUM BUILDING SITE COVERAGE: Per FAR and open space

MINIMUM OPEN SPACE: 35%

VEHICLE PARKING: None required for community housing



15 CITY OF KETCHUM COMMUNITY HOUSING | KETCHUM, IDAHO | HOLST



16 SEPTEMBER 2024

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TRAIL CREEK ZONING ANALYSIS

SITE DESCRIPTION: The site is a combination of the Lift Tower parcel (West side of 2nd Avenue) that is currently owned by the City of Ketchum and Trail Creek parcel (East side of 2nd Avenue) that is currently owned by the Sun Valley Company. This site analysis explored an option that left the Lift Tower property extents as-is and looked at a partnership on a 2nd Ave/ Trail Creek parcel.

ADDRESS: 703 S Main St., Ketchum, ID 83340

LEGAL/PARCEL: N/A

SITE AREA: 2.3 Acres / 100,337sf

ZONE DISTRICT: Tourist (T), Recreational Use (RU)

ALLOWABLE USES: Residential, Tourist Focused Commercial

FAR: 1.6 for community housing developments

BUILDING HEIGHT: 35' (44' with sloped roof)

BUILDING SETBACKS:

- Front: 15'
- Side: minimum 5'
- Rear: minimum 10'
 - *Note: 25' riparian setback*

MAXIMUM BUILDING SITE COVERAGE: Per FAR and open space

MINIMUM OPEN SPACE: 35%

VEHICLE PARKING: None required for community housing

EXISTING INFRASTRUCTURE: Well access for water



23 CITY OF KETCHUM COMMUNITY HOUSING | KETCHUM, IDAHO | HOLST

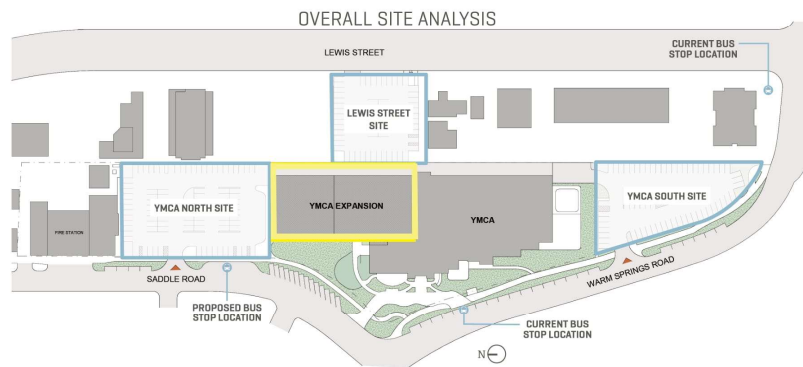


16 SEPTEMBER 2024

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YMCA GOALS

- » Consider both short term and long term development solutions
- » Set up YMCA expansion for success
- » Ensure parking agreement is met for current and future conditions (at time of YMCA expansion, city to provide 200 public parking stalls, 150 of which to be on-site)
- » Housing development schemes to provide min 1:1 parking (per key community stakeholders)
- » Maintain sensitivity to urban context
- » Enhance green street frontages
- » Provide active moments on streetscape for community
- » Improve on-street parking for park & ride
- » Promote Ketchum arts



29 CITY OF KETCHUM COMMUNITY HOUSING | KETCHUM, IDAHO | HOLST

16 SEPTEMBER 2024

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LEWIS STREET ZONING ANALYSIS

SITE DESCRIPTION: Owned by the City, the full site was previously utilized for recycling but has been reduced to a curbside compactor system to enable the remainder of the parcel to be utilized.

ADDRESS: 215 Lewis St.

SITE AREA: 1.37 Acres / 36,206 sf

ZONE DISTRICT: Light Industrial Number 1 (LI-2)

ALLOWABLE USES: Light Industrial, Multi-Family Residential

MAX HEIGHT: 35' - Base
40' - 3 story with qualifying ground floor

BLDG SETBACKS:

- Front: 20'
- Side: 0'
- Rear: 0'

MAXIMUM BUILDING SITE COVERAGE: 75%

MINIMUM OPEN SPACE: None

VEHICLE PARKING: 1 stall per bedroom

BICYCLE PARKING: Per # of required vehicle stalls

** Up to 50% of any Light Industrial building may be devoted to dwelling units and up to 50% of a live/work unit's gross floor area may be devoted to the residential portion of a live/work unit. Average sf of all units can't be less than 1,000 sf.*



31 CITY OF KETCHUM COMMUNITY HOUSING | KETCHUM, IDAHO | HOLST

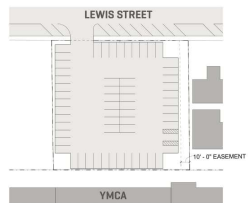
16 SEPTEMBER 2024

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LEWIS STREET PARKING & SITE EXPLORATIONS



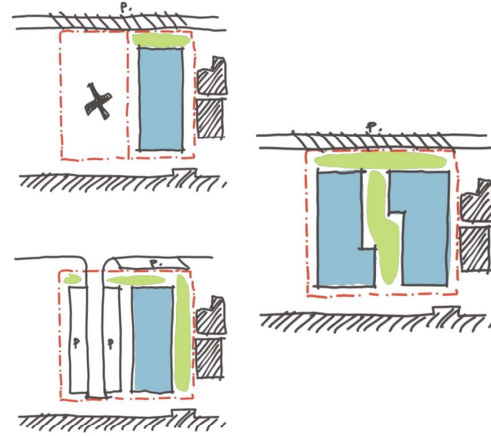
LEWIS STREET STRUCTURED PARKING
Parking: 145 stalls



LEWIS STREET SURFACE PARKING
Parking: 56 stalls



LEWIS STREET SURFACE PARKING
Parking: 48 stalls



32 CITY OF KETCHUM COMMUNITY HOUSING | KETCHUM, IDAHO | HOLST

16 SEPTEMBER 2024

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LEWIS STREET SCHEME SUMMARY



OPTION 1

RESIDENTIAL GSF: 10,000 sf
COMMERCIAL GSF: 10,000 sf
TOTAL GSF: 20,000 sf

UNITS: 10
SITE PARKING: 15 stalls
STREET PARKING: 8 stalls



OPTION 2

RESIDENTIAL GSF: 10,700 sf
COMMERCIAL GSF: 10,700 sf
TOTAL GSF: 21,400 sf

UNITS: 12
SITE PARKING: 11 stalls
STREET PARKING: 8 stalls



37 CITY OF KETCHUM COMMUNITY HOUSING | KETCHUM, IDAHO | HOLST

16 SEPTEMBER 2024

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YMCA SOUTH ZONING ANALYSIS

SITE DESCRIPTION: The City has a master lease and parking agreement with the YMCA. Currently the south lot addresses the parking requirements.

ADDRESS: 107 Saddle Road

SITE AREA: 0.66 Acres / 28,749 sf

ZONE DISTRICT: Tourist (T)

ALLOWABLE USES: multi-family residential, tourist focused commercial uses

MAX FAR: 1.6 for community housing developments

MAX HEIGHT: 35' (44' with sloped roof)

BLDG SETBACKS:

- Front: 15'
- Side: 5' (min)
- Rear: 10' (min)

MAX BUILDING SITE COVERAGE: Per FAR & open space

MIN OPEN SPACE: 35%

MINIMUM PARKING: None for community housing units



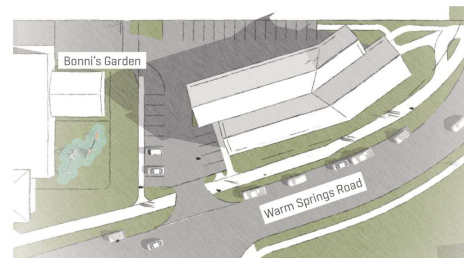
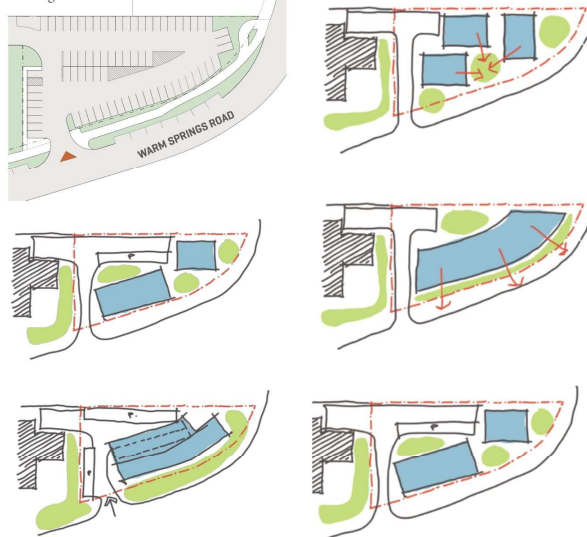
39 CITY OF KETCHUM COMMUNITY HOUSING | KETCHUM, IDAHO | HOLST

16 SEPTEMBER 2024

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SOUTH LOT PARKING & SITE EXPLORATIONS

Parking: 70 stalls



This solar study represents the most impactful sun angle for the tallest building configuration on Bonni's Garden. The sun angle represented denotes an angle at the winter solstice (December 21st at 12:00 noon).

SITE STUDY: Double-Loaded Scheme

HEIGHT OF BUILDING: 38'

DISTANCE FROM BONNI'S GARDEN: 75'



40 CITY OF KETCHUM COMMUNITY HOUSING | KETCHUM, IDAHO | HOLST

16 SEPTEMBER 2024

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YMCA SOUTH
SCHEME SUMMARY



OPTION 1 (TOWNHOME)

TOTAL GSF: 21,060 sf
UNITS: 13 (1,620, average unit sf)
PARKING: 24 stalls

- Provides family housing unit type
- Low overall unit yield



OPTION 2 (WALK-UP)

TOTAL GSF: 20,823 sf
UNITS: 26 (720, average unit sf)
PARKING: 26 stalls

- Efficient and cost effective structure
- High overall unit yield



OPTION 3 (DOUBLE-LOADED CORRIDOR)

TOTAL GSF: 23,489 sf
UNITS: 33 (570, average unit sf)
PARKING: 35 stalls

- Efficient and cost effective structure
- Provides highest overall unit yield and parking count

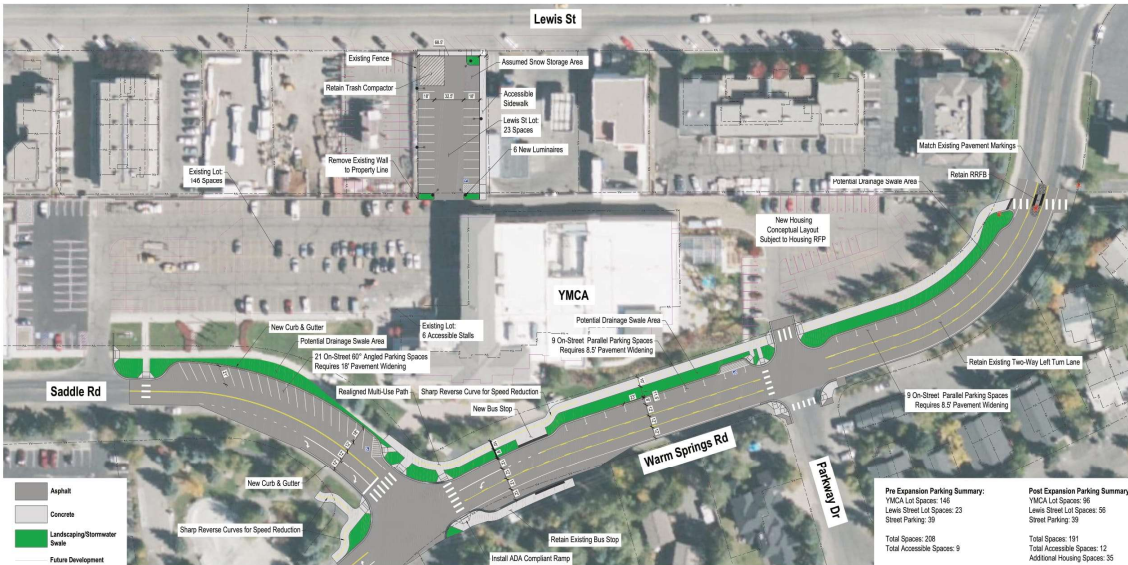


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CITY OF KETCHUM COMMUNITY HOUSING | KETCHUM, IDAHO | HOLST

16 SEPTEMBER 2024

YMCA PARKING
CONCEPT



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CITY OF KETCHUM COMMUNITY HOUSING | KETCHUM, IDAHO | HOLST

5 MARCH 2025

PLACEMAKING

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PROJECT TIMELINE

PHASES 1-3

Following direction provided through Phase 1, Phase 2 will include refinement of options with eventual implementation of the plan in Phase 3, with a target completion in Q4 2025.

Project Milestones:

- Visitor Center building lease expires November 1, 2026
- Notice of intention due November 1, 2025
- RFP issue January 2025
- Tenant Improvements 2026



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GGLO

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STUDY AREA

The dashed boundary identifies the extents of the study area for this project.



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GGLO

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KETCHUM TOWN SQUARE FOLLOW UP OPEN HOUSE

INTERACTIVE DOT BOARDS SUMMARY

TOWN SQUARE INSPIRATION



Paving bricks.
Signs are TOO BIG.

VISITOR CENTER REFRESH

We learned from the initial public survey that residents and visitors often associate the Visitor Center primarily with Starbucks and are unclear that it is a public place. Do you think renaming the Visitor Center would help clarify its purpose?

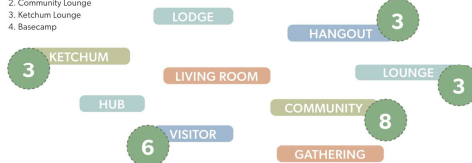
The building should have an obvious sign informing this is a free welcoming area for anyone not just a Starbucks.

We need a great world class visitor center for our great world class destination.

Sun Valley/Ketchum Visitor Center

Please help us rename the Visitor Center using the words provided below as a starting point. Example 'Ketchum Community Lodge'

Other Name Ideas:
1. Ketchum Hangout Zone
2. Community Lounge
3. Ketchum Lounge
4. Basecamp



PROJECT INTENT

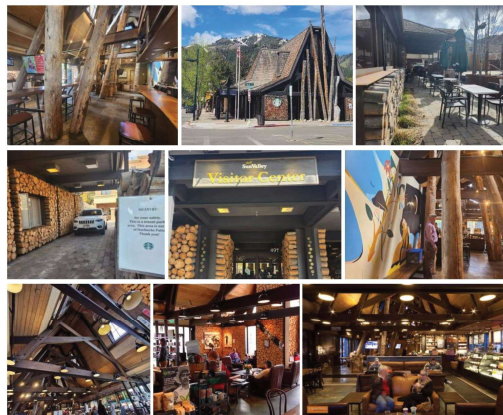
Why?

- Town Square infrastructure and finishes are failing and near end of life.
- The deferred maintenance of the Visitor Center building is limiting operations, reducing its value to the public, and draining maintenance resources.

Why now?

- Having a coordinated overall plan for improvements guides budget allocation year by year.
- Sets priorities.
- Ensures that repair and replacement projects contribute to the overall coordinated quality, health, and well-being of the Square.

Existing Visitor Center



Existing Town Square



PREFERRED PLAN

VISITOR CENTER

Visitor Center

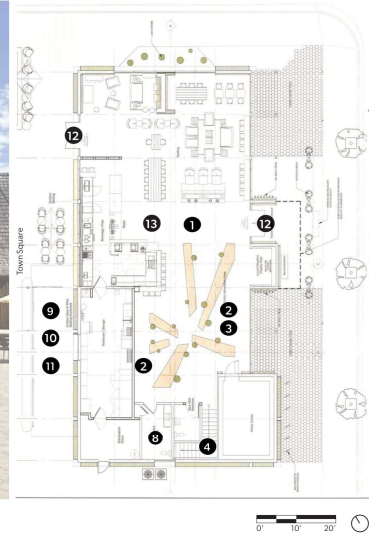
- 1 Visitor center interface upgrades
- 2 Expand historic interpretation and public art inside and out ('Cultural Trailhead')
- 3 Branding, wayfinding, and signage
- 4 New upper level conference room redesign

Shell and Core

- 5 Restain exterior
- 6 Replace roof and insulation
- 7 Replace windows
- 8 Renovate existing bathrooms
- 9 Upgrade electrical system
- 10 New HVAC system
- 11 Enclose the drive-through area to relocate the tenant's refrigerated storage and equipment, improving the interior environment while maintaining a loading area connected to the alley

Tenant Space

- 12 Install vestibule or blower system at entry door for improved energy performance
- 13 Refresh interior FF&E



Ketchum Town Square | Ketchum, ID

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KETCHUM TOWN SQUARE | PREFERRED PLAN

PHASING PLAN

VISITOR CENTER

Shell and Core

Initial improvements 2026-2027 - \$845,000

- 5 Restain exterior
- 6 Replace roof and insulation
- 7 Repair windows
- 8 Renovate existing bathrooms
- 9 Upgrade electrical system
- 10 New HVAC system
- 11 Enclose the drive-through area to relocate the tenant's refrigerated storage and equipment, improving the interior environment while maintaining a loading area connected to the alley

Ongoing improvements \$250,000

- 7 Replace windows

Tenant Space

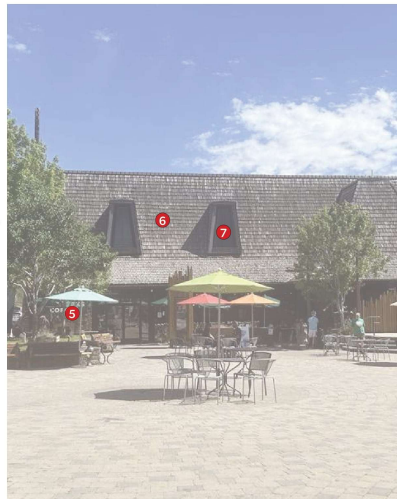
By tenant 2026-2027 - \$30,000

- 12 Install vestibule or blower system at entry door for improved energy performance
- 13 Refresh interior FF&E

Visitor Center

2028-2029 - \$262,000

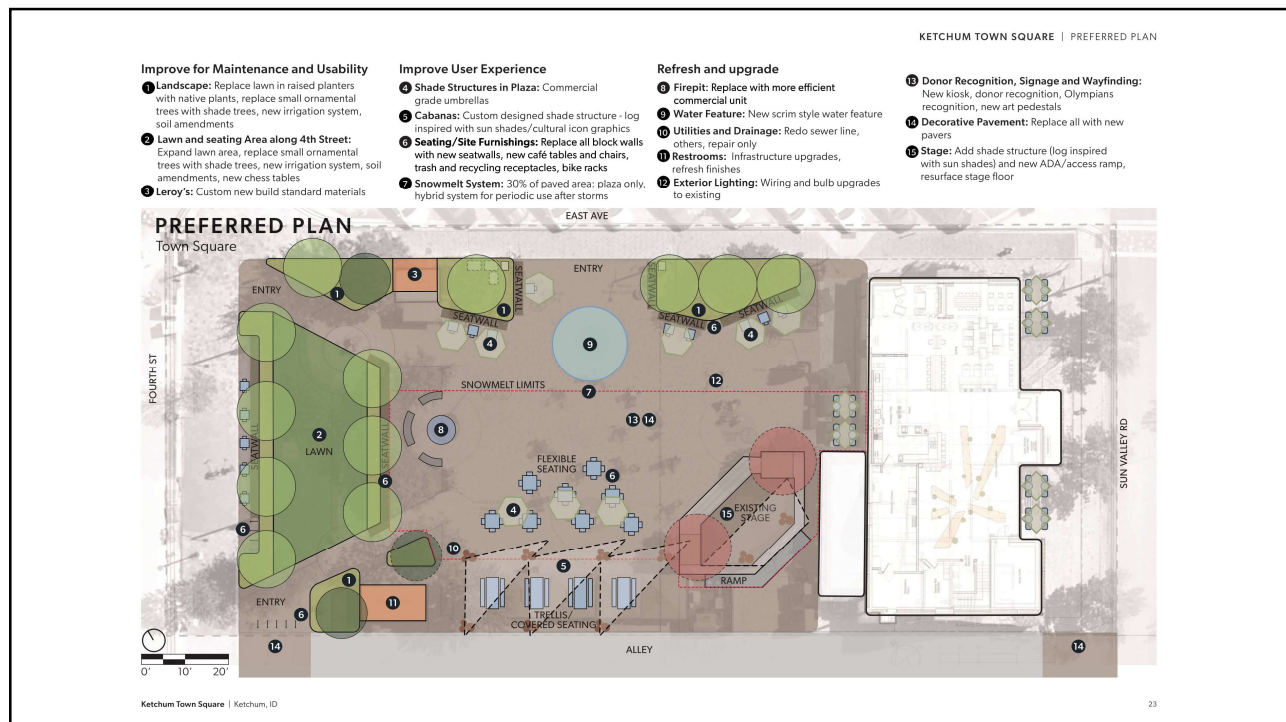
- 1 Visitor center interface upgrades - Complete
- 2 Expand historic interpretation and public art inside and out ('Cultural Trailhead')
- 3 Branding, wayfinding, and signage
- 4 New upper level conference room redesign



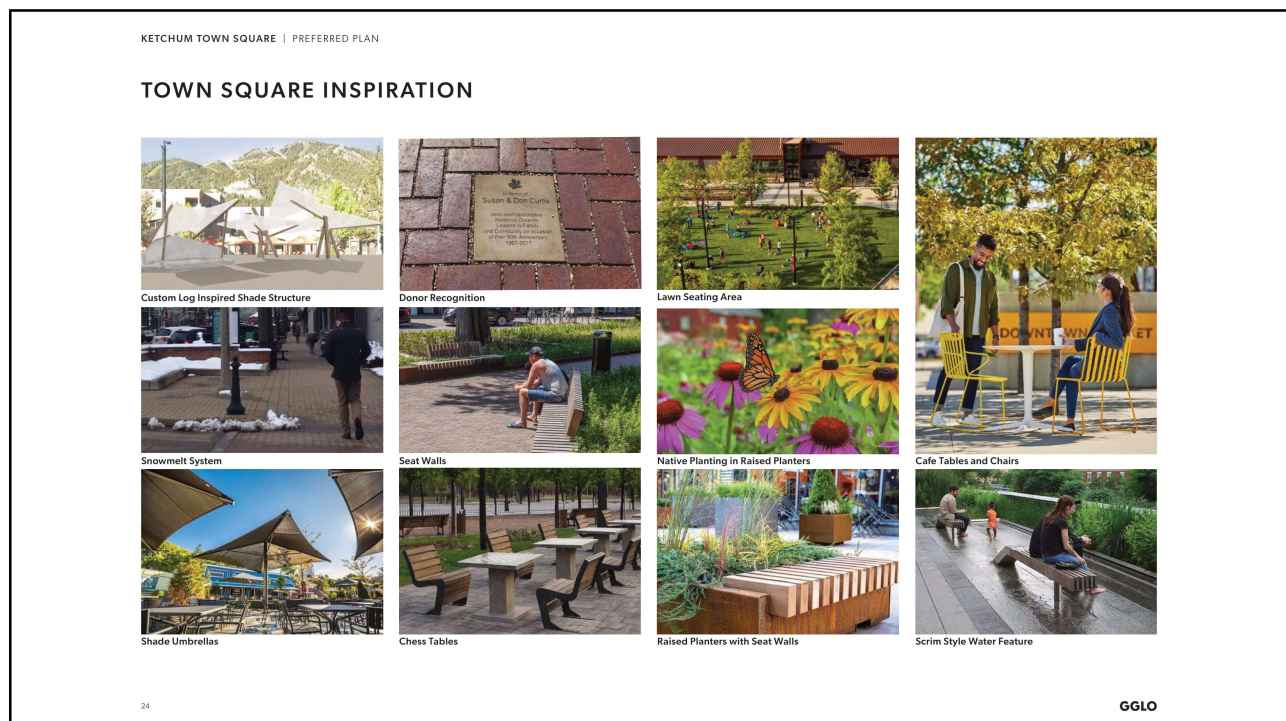
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GGLO

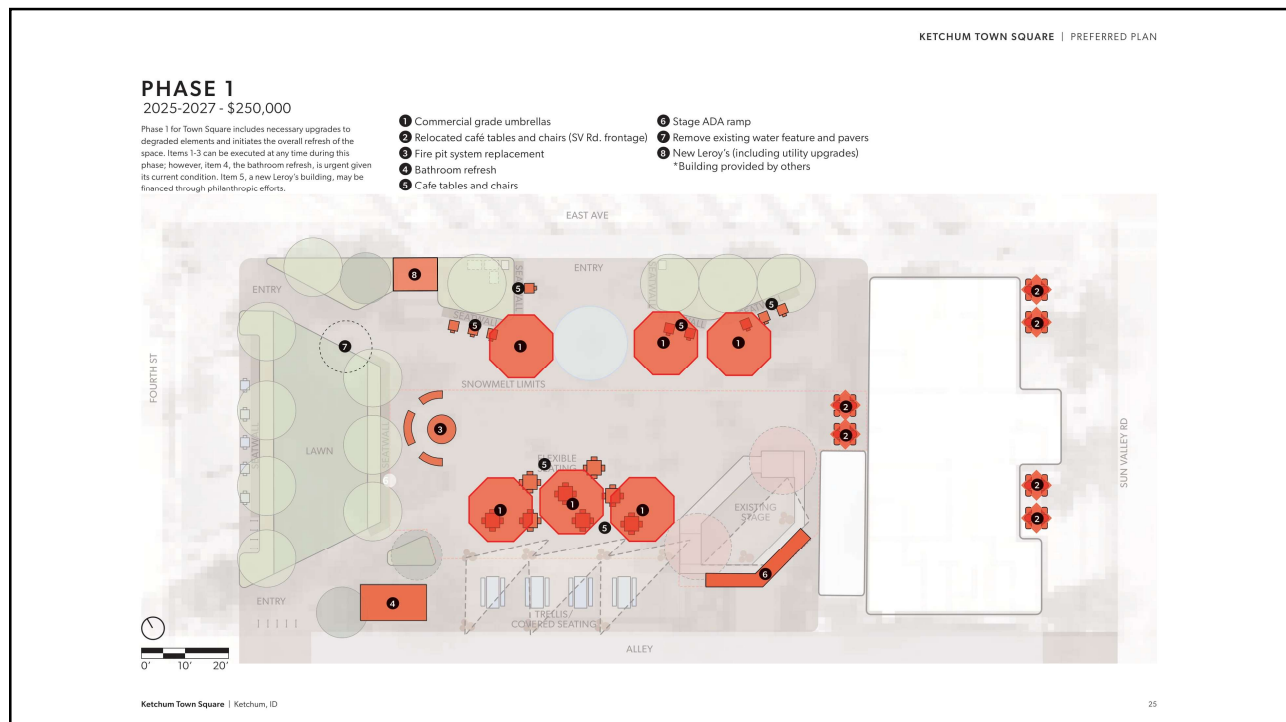
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NEXT STEPS

- Develop long-term master plan (Summer/Fall)
- Prioritize 5-year plan with preliminary engineering/costing (Winter)

Power Line Undergrounding

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Future Areas?

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*See Handout



KURA Financial Forecast

Version 6.11.2025

Revenue Source	FY 2024 Actual	FY 2025 Current Budget	FY 2025 Projected	FY 2026 Proposed Budget	FY 2027 Projected	FY 2028 Projected	FY 2029 Projected	FY 2030 Projected
1 Undesignated Fund Balance		\$4,857,482	\$4,857,482	\$4,693,057	\$3,907,249	\$3,466,747	\$1,816,943	\$1,324,629
2 Tax Increment Revenue	\$2,331,589	\$2,361,776	\$2,471,484	\$2,619,773	\$2,776,959	\$2,943,577	\$3,120,192	\$3,307,403
3 Property Tax Replacement	\$15,272	\$12,000	\$15,272	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000
4 Penalty & Interest	\$7,968	\$3,000	\$7,500	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000
5 Interest Earnings	\$281,488	\$0	\$214,000	\$140,000	\$50,000	\$20,000	\$10,000	\$5,000
6 Interest Earnings on Debt	\$20,222	\$0	\$20,000	\$0	\$0	\$0	\$0	\$0
7 Rent	\$33,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
8 Refunds & Reimbursements	\$0	\$0	\$2,325	\$0	\$0	\$0	\$0	\$0
9 WRCH Trust - 1st & Washington	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10 Total	\$2,689,539	\$2,376,776	\$2,730,581	\$2,779,773	\$2,846,959	\$2,983,577	\$3,150,192	\$3,332,403
Expenditures								
Expenditure Type	FY 2024 Actual	FY 2025 Current Budget	FY 2025 Projected	FY 2026 Projected	FY 2027 Projected	FY 2028 Projected	FY 2029 Projected	FY 2030 Projected
11 Materials & Services including Other	\$228,078	\$280,300	\$280,300	\$288,100	\$300,000	\$300,000	\$300,000	\$300,000
12 OPA Payments	\$50,000	\$140,000	\$0	\$138,000	\$146,000	\$146,000	\$146,000	\$146,000
13 Capital Outlay	\$1,795,435	\$6,095,000	\$2,073,000	\$2,600,000	\$2,300,000	\$1,450,000	\$2,800,000	\$2,300,000
14 Debt Service	\$542,206	\$541,706	\$541,706	\$539,481	\$541,461	\$537,381	\$542,506	\$541,306
15 Housing Projects						\$2,200,000		
16 Total	\$2,615,719	\$7,057,006	\$2,895,006	\$3,565,581	\$3,287,461	\$4,633,381	\$3,642,506	\$3,141,306
17 Net/Assumed Use of Fund Balance	\$73,820	-\$4,680,230	-\$164,425	-\$785,808	-\$440,502	-\$1,649,804	-\$492,314	\$191,097
18 Projected Unassigned Fund Balance			\$4,693,057	\$3,907,249	\$3,466,747	\$1,816,943	\$1,324,629	\$1,515,726

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NEXT STEPS

- Provide feedback/direction on desired refinements
- Schedule a public hearing date

82



Questions/Discussions

83



Pocket Slides

84



FIRST & WASHINGTON LOT

- Feedback from Commissioners
 1. Lesson learned from previous efforts
 2. New ideas
- Next steps:
 - Staff returns with proposed approach/process/timeline for Board review

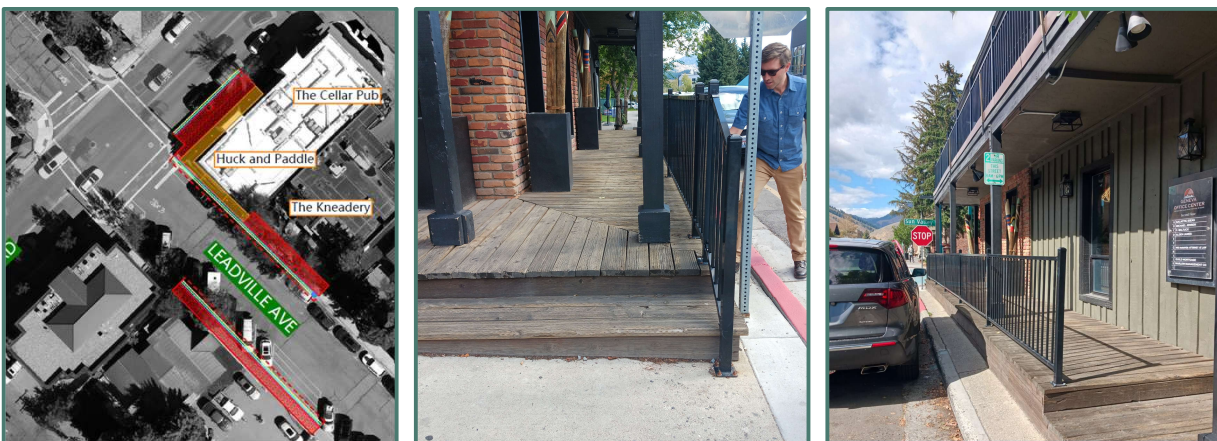
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Sidewalk Project – N Leadville Planter Removal



86

Sidewalk Project - 2nd St & 1st Ave



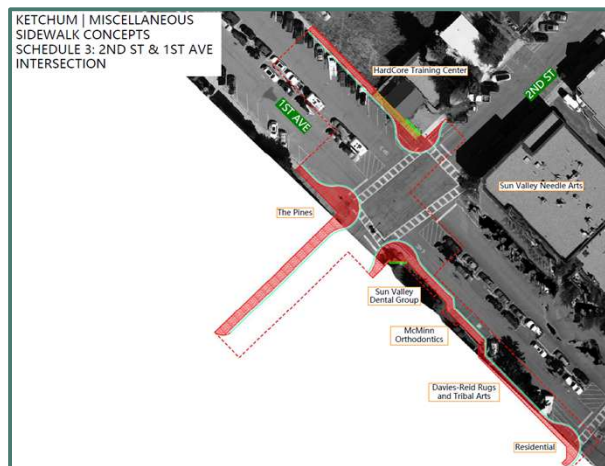
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Sidewalk Projects – Lefty’s Intersection



88

Sidewalk Project - 2nd St & 1st Ave



89

Sidewalk Project - 2nd St & 1st Ave



90

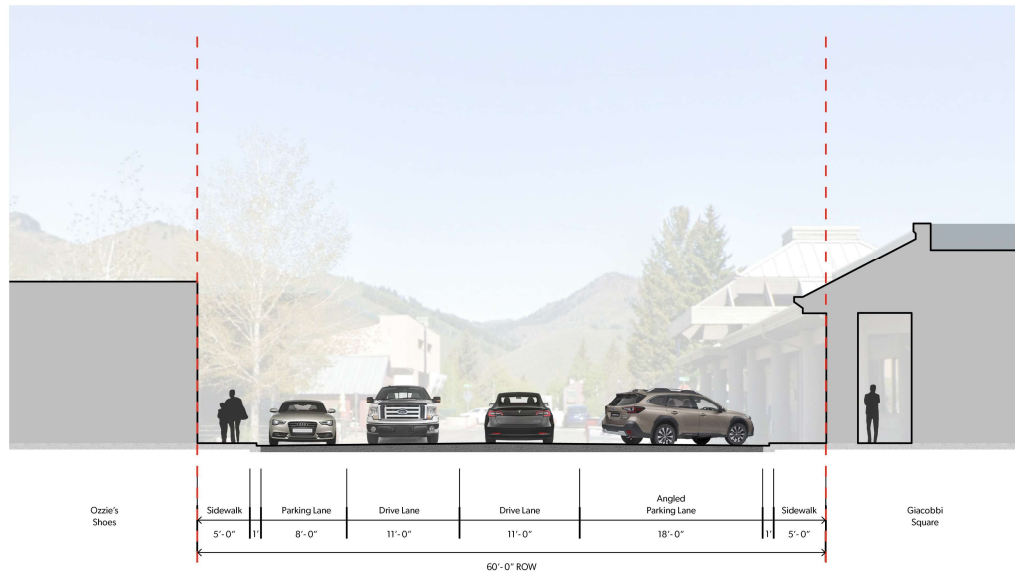


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DOWNTOWN KETCHUM | BIKE NETWORK STUDY

LEADVILLE AVE

EXISTING SECTION



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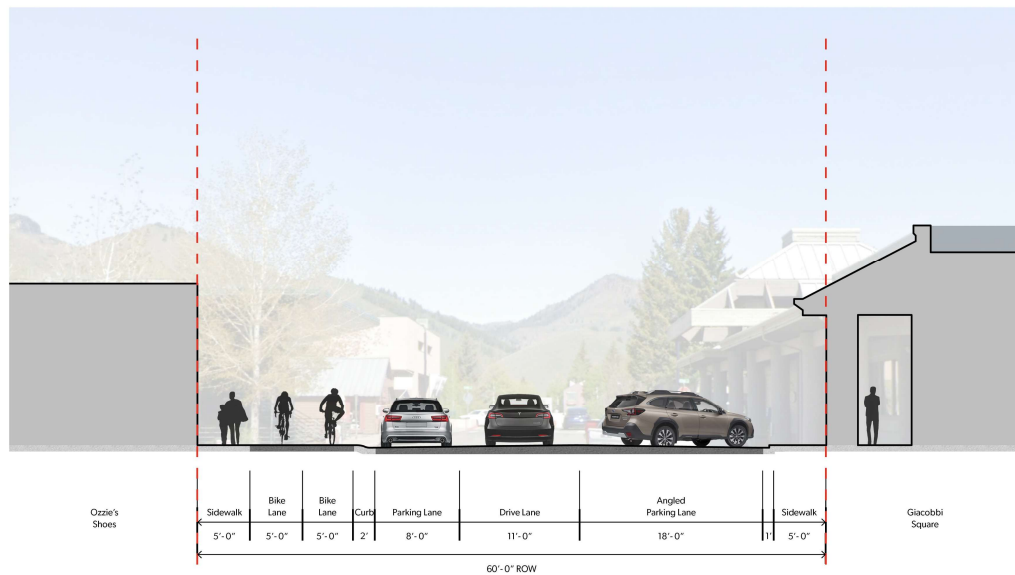
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92

DOWNTOWN KETCHUM | BIKE NETWORK STUDY

LEADVILLE AVE

PROPOSED SECTION



Bike Network Study | Ketchum, ID

31

93

LEADVILLE AVE

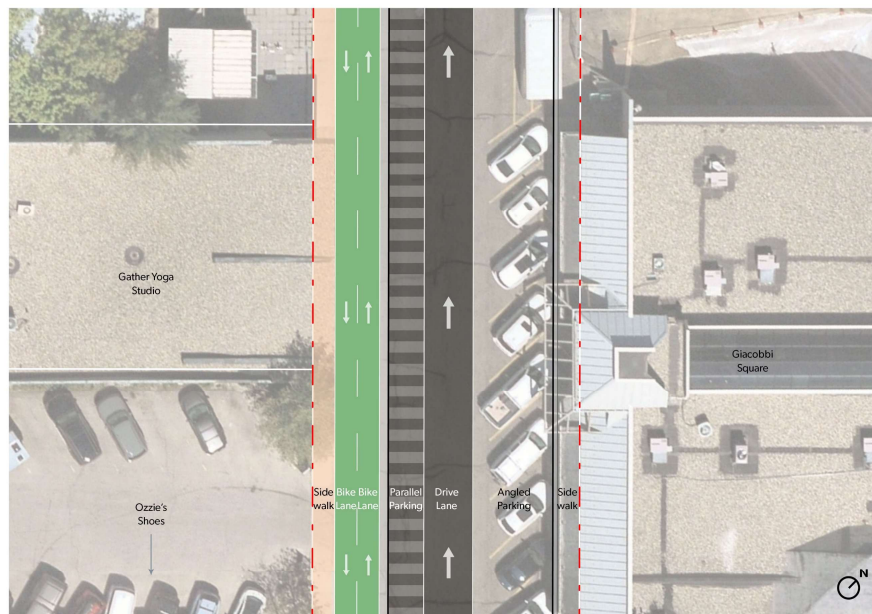
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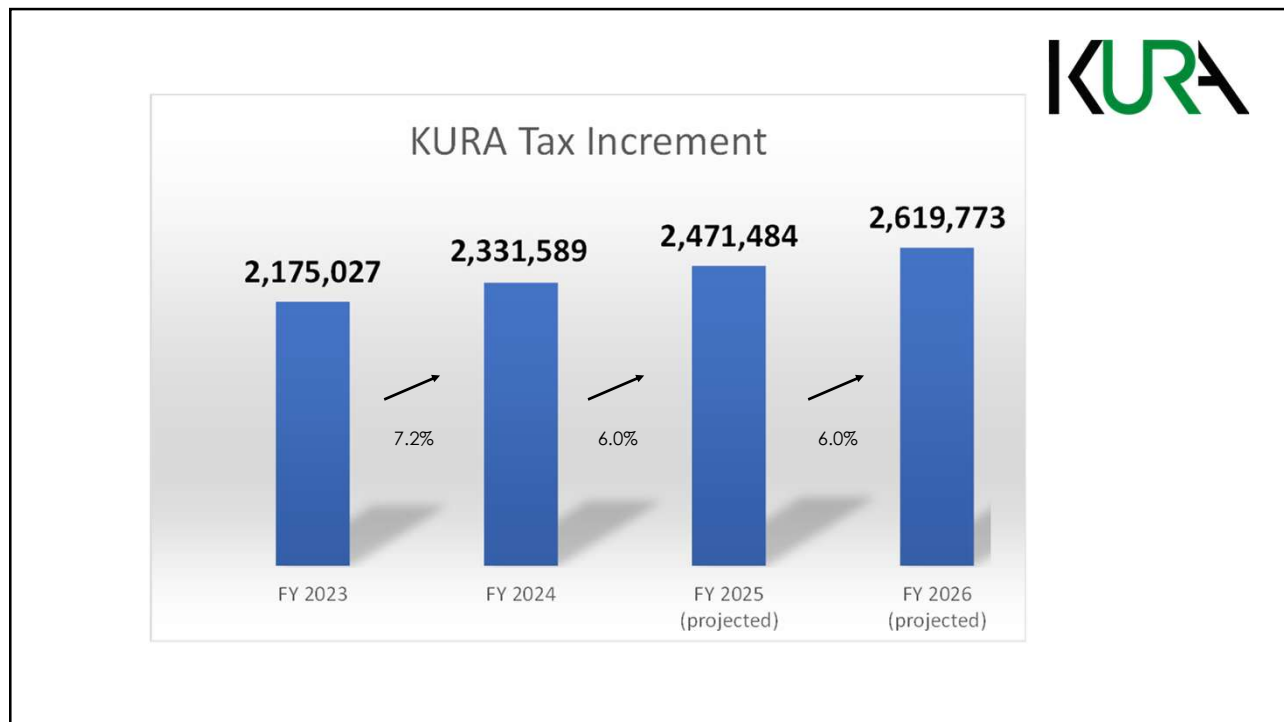
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LEADVILLE AVE

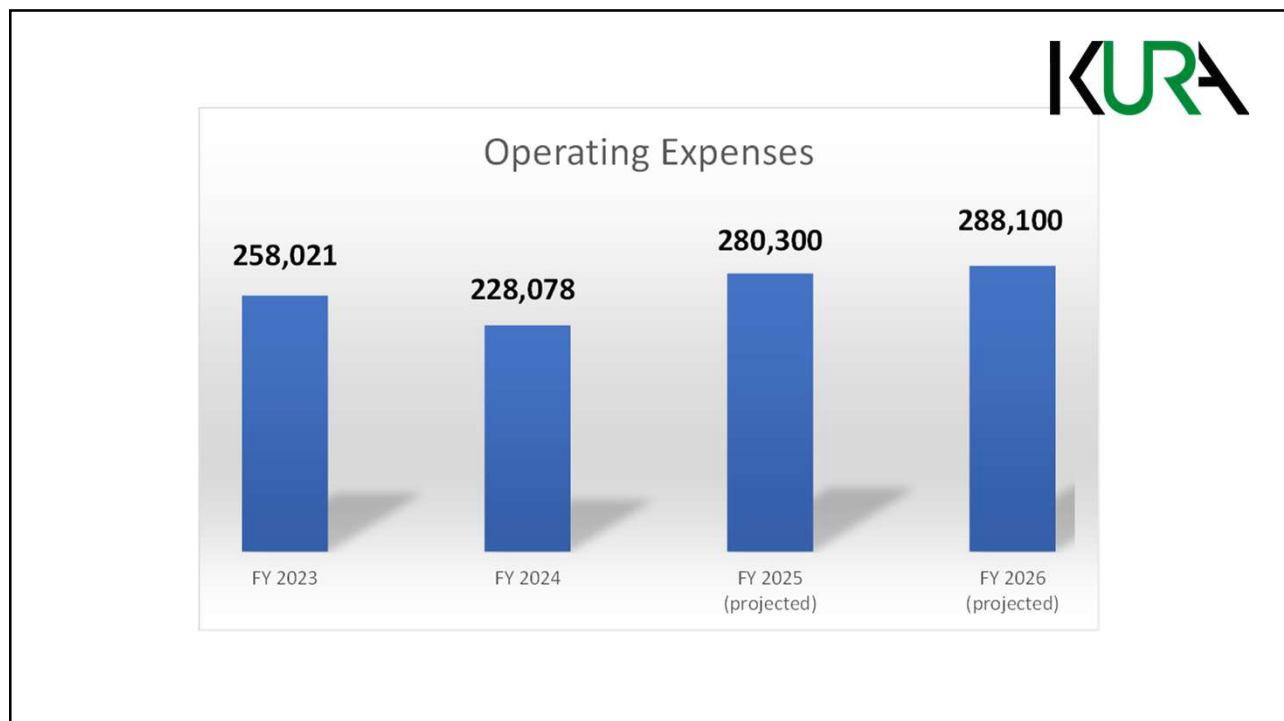
PROPOSED PLAN



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97

