



SPECIAL MEETING OF THE KETCHUM URBAN RENEWAL AGENCY

**Monday, March 13, 2023 at 12:00 PM
191 5th Street West, Ketchum, Idaho 83340**

AGENDA

PUBLIC PARTICIPATION INFORMATION

Public information on this meeting is posted outside City Hall.

We welcome you to watch Council Meetings via live stream.

You will find this option on our website at <https://www.ketchumura.org/kura/meetings>.

If you would like to comment on a public hearing agenda item, please select the best option for your participation:

1. Join us via Zoom (*please mute your device until called upon*).
Join the Webinar: <https://ketchumidaho-org.zoom.us/j/82247269068>
Webinar ID: 822 4726 9068
2. Join us at City Hall.
3. Submit your comments in writing at info@ketchumura.org (*by noon the day of the meeting*).

This agenda is subject to revisions. All revisions will be underlined.

CALL TO ORDER:

ROLL CALL:

COMMUNICATIONS FROM THE BOARD OF COMMISSIONERS:

CONSENT CALENDAR: (ALL ACTION ITEMS)

1. ACTION ITEM: Approval of Bills

ACTION ITEMS:

2. ACTION ITEM: Review, discussion and direction on public parking options and KURA funding for First Street and Washington Avenue

ADJOURNMENT:

Report Criteria:

Invoice Detail.GL account = "9810000000"-9911810000"

Invoice Number	Sequence Number	Description	Type	Invoice Date	Due Date	Invoice Amount	Discount Amount	Net Invoice Check Amount	GL Account Number
5050 AGNEW BECK CONSULTING INC.									
10641	1	PROFORMA TEMPLATE, RFP Q&A, R	Invoice	08/17/2022	03/09/2023	3,100.00		3,100.00	98-4410-420
11197	1	PROFORMA TEMPLATE, RFP Q&A, R	Invoice	02/23/2023	03/09/2023	700.00		700.00	98-4410-420
Total 5050 AGNEW BECK CONSULTING INC.:						3,800.00	.00	3,800.00	
1650 CITY OF KETCHUM									
6423	1	JANUARY 14 TO FEBRUARY 10, 2023	Invoice	03/06/2023	03/09/2023	8,840.28		8,840.28	98-4410-500
Total 1650 CITY OF KETCHUM:						8,840.28	.00	8,840.28	
4561 ELAM & BURKE									
200477	1	PROFESSIONAL SERVICES EAST R	Invoice	01/31/2023	03/09/2023	43.00		43.00	98-4410-420
Total 4561 ELAM & BURKE:						43.00	.00	43.00	
2428 ICRMP									
18023-2023-	1	10/1/2022 TO 9/30/2023 POLICY YEAR	Invoice	03/01/2023	03/09/2023	1,484.50		1,484.50	98-4410-460
Total 2428 ICRMP:						1,484.50	.00	1,484.50	
2722 KETCHUM COMPUTERS, INC.									
19370KURA.	1	REMAINING BALANCE FOR KURA #1	Invoice	01/31/2023	03/09/2023	907.50		907.50	98-4410-420
Total 2722 KETCHUM COMPUTERS, INC.:						907.50	.00	907.50	
Total :						15,075.28	.00	15,075.28	
Grand Totals:						15,075.28	.00	15,075.28	

Summary by General Ledger Account Number

GL Account Number	Debit	Credit	Net
98-4410-4200	4,750.50	.00	4,750.50
98-4410-4600	1,484.50	.00	1,484.50
98-4410-5000	8,840.28	.00	8,840.28
Grand Totals:	15,075.28	.00	15,075.28

Summary by General Ledger Posting Period

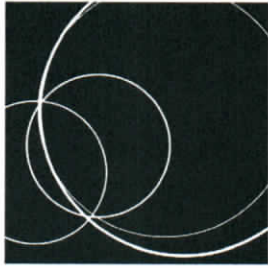
GL Posting Period	Debit	Credit	Net
00/00	15,075.28	.00	15,075.28

Summary by General Ledger Posting Period

<u>GL Posting Period</u>	<u>Debit</u>	<u>Credit</u>	<u>Net</u>
Grand Totals:	15,075.28	.00	15,075.28

Report Criteria:

Invoice Detail.GL account = "9810000000"-"9911810000"



**AGNEW
::BECK**

Agnew::Beck Consulting, Inc.
PO Box 410
Palmer, AK 99645

Invoice

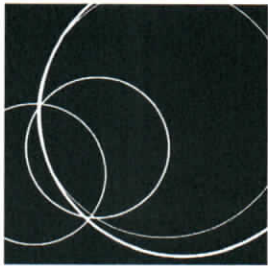
Date	Invoice #
8/17/2022	10641

Bill To
Ketchum Urban Renewal Agency P.O. Box 2315 Ketchum, ID 83340

Terms	Project
Net 30	Community Stakehol...

Description	Contract Amt	Prior Amt	Total %	Amount
Task 1. Project Initiation	3,980.00	3,761.25	100.00%	218.75
Task 2. Project Research and Preliminary Findings	13,540.00	10,658.75	100.00%	2,881.25
Task 3. Conduct Additional Community Outreach	8,700.00	8,700.00	100.00%	0.00
Task 4. Summarize and Synthesize Community Preferences	4,692.54	4,692.54	100.00%	0.00
Expenses	1,237.46	1,237.46	100.00%	0.00
Contract Dates: 11/15/2021 - 6/15/2022				
For work completed 5/1/2022 - 7/31/2022				
Budget amount remaining after this invoice: \$0.00				
	\$32,150.00	\$29,050.00		
Total				\$3,100.00
Payments/Credits				\$0.00
Balance Due				\$3,100.00

Engage, Plan, Implement.



**AGNEW
::BECK**

Agnew::Beck Consulting, Inc.
PO Box 410
Palmer, AK 99645

Invoice

Date	Invoice #
2/23/2023	11197

Bill To
Ketchum Urban Renewal Agency P.O. Box 2315 Ketchum, ID 83340

Terms	Project
Net 30	KURA 2022 RFP Su...

Description	Contract Amt	Prior Amt	Total %	Amount
Task 1. Pro Forma Template	4,050.00	4,843.75	119.60%	0.00
Task 2. RFP Q&A	1,900.00	1,631.25	85.86%	0.00
Task 3. RFP Evaluation	6,500.00	6,225.00	95.77%	0.00
Task 4. Developer Comparison Analysis & On-going Support	14,000.00	2,842.50	25.30%	700.00
Contract Dates: 5/1/2022 - 1/2/2023				
For work completed 1/1/2023 - 1/31/2023				
Budget amount remaining after this invoice: \$10,207.50				
	\$26,450.00	\$13,298.75		
Total				\$700.00
Payments/Credits				\$0.00
Balance Due				\$700.00

Engage. Plan. Implement.



CITY OF KETCHUM
 P.O. Box 2315
 Ketchum ID 83340
 Phone: (208) 726-7801
 Fax: (208) 726-7812

INVOICE

Date	Number	Page
03/06/2023	6423	1

Bill To: KETCHUM URBAN RENEWAL AGENCY

 KETCHUM ID 83340

Customer No. 410
Project: BOX 2315
Terms: Due Upon Receipt
Invoice Due Date: 03/06/2023

Quantity	Description	Unit Price	Net Amount
1	JANUARY 14 TO FEBRUARY 10, 2023 REIMB LABOR & B	8,840.28	8,840.28

Please remit payment via:
<https://www.ketchumidaho.org/administration/page/online-payments>
 OR
 City of Ketchum
 PO Box 2315
 Ketchum, ID 83340

Amount	8,840.28
Balance Due	<u>8,840.28</u>

JANUARY 14 TO FEBRUARY 10, 2023

February
Financial
Statement
Rate 95.59 Hours 89 8,507.25

Employee	Rate w/benefits	Hours	Amount
Frick, Suzanne	95.59	89	8,507.25
Landers, Morgan	92.85	0	-
Crutcher, Adam	48.48	0	-
Enourato, Lisa	66.16	0	-
Donat, Trent	71.23	1	71.23
Gallagher, Shellie	65.45	4	261.80
Total			8,840.28
			94.00

Single Account Detail Budget Account Multiple Accounts Transactions Segments Segment Amounts Categories

Date	Journal	Reference	Description	Debit Amount	HOURS
* 01/31/2023			Balance	.00	
02/03/2023	PC	19.0001	PAYROLL TRANS FOR 1/27/2023 PAY PERIOD	2,697.50	41.5
02/17/2023	PC	70.0001	PAYROLL TRANS FOR 2/10/2023 PAY PERIOD	3,087.50	47.5
* 02/28/2023			02/28/2023 (02/23) Period Totals ***	5,785.00	89

ELAM & BURKE
ATTORNEYS AT LAW

251 East Front Street, Suite 300
Post Office Box 1539
Boise, Idaho 83701
Telephone 208 343-5454
Fax 208 384-5844

Tax Id No. 82-0451327

Middleton Urban Renewal Agency
PO Box 37
Middleton, ID 83644

January 31, 2023

Invoice # 200477
Billing Atty - MSC

FOR PROFESSIONAL SERVICES RENDERED
From January 26, 2023 Through January 31, 2023

RE: East RAA

CLIENT/MATTER: 08466-00002

HOURS

1/26/23 ARG .20 Review and respond to email correspondence
regarding execution of certain documents related
to the finalization of MURA East.

PROFESSIONAL FEES 43.00

Timekeeper	Staff	Rate	Hours	Amount	Non-Chargeable	
					Hours	Amount
Germaine, Abbey R.	Of Counsel	215.00	.20	43.00	.00	.00
			.20	43.00	.00	.00

INVOICE TOTAL 43.00

PAGE 1

Member Billing Contact:

Lisa Enourato
 Ketchum Urban Renewal District
 PO Box 2315
 Ketchum, ID 83340

Invoice Date: 3/1/2023
Invoice Number: 18023 - 2023 - 2
Policy Period: 10-1-22 to 9-30-23
Policy Number: 42A18023100122

Insurance Billing

DESCRIPTION
22-23 Policy Year Annual Premium: \$2,969.00 Paid to Date: \$1,484.50 Balance Due: \$1,484.50
For proper application, please do not combine other payments with your premium remittance.

Please Detach and Submit with Payment

Member:

Ketchum Urban Renewal District
 PO Box 2315
 Ketchum, ID 83340

Make Checks Payable to:

ICRMP
 PO Box 15116
 Boise, ID 83715

Invoice Date:	3/1/2023
Invoice Number:	18023 - 2023 - 2
Due Date:	4/1/2023
Balance Due:	\$1,484.50
Amount Paid:	

Write Amount Paid Here

Address Corrections? Please make changes on the back of this form and enclose with your payment.

Ketchum Computers

Acct.	Code	Dec-22
	Invoice Number	
Administration	01-4150-4200	4457.75
Administration Hardware	01-4150-5110	1554.30
Planning & Building	01-4170-4200	1988.25
Facility Maint	01-4194-4200	148.50
Fire & Rescue	01-4230-4200	693.00
Police	01-4210-4200	
Streets	01-4310-4200	503.25
Parks	01-4510-4200	627.00
New Fire Station	42-4800-7800	
Water(split)	63-4340-4200	561.00
Wastewater (split) \$478.50 / 2	65-4350-4200	973.50
New City Hall	03-4193-7200	

*Paid Separate
998.25-DEC'22*

Total

Billing Total

Difference

Ketchum Comp FYTD

1567.50

13074.05

APPROVED

TD

1-11-2023

* KURA

Total before
~~before~~ KURA
\$11506.55

Ketchum Computers

P. O. Box 5186
Ketchum, ID 83340

Invoice

Date	Invoice #
1/1/2023	19370
Terms	Due Date
Net 30	1/31/2023

Bill To

City of Ketchum - General Government
Attn: City Administrator
PO Box 2315
Ketchum ID 83340

Federal Tax ID:
26-1671669

billing@ketchumcomputers.com

Date	Employee	Description	Quantity	Rate	Amount
1/28/2023	Mandeville	Server, Remote Desktop Server and Network maintenance	1	1,306.80	1,306.80
1/28/2023	Mandeville	Monthly Workstation Maintenance: City Administrator	8	49.50	396.00
1/28/2023	Mandeville	Monthly Workstation Maintenance: City Clerk	5	49.50	247.50
1/28/2023	Mandeville	Monthly Workstation Maintenance: Planning and Building	6	49.50	297.00
1/28/2023	Mandeville	Monthly Workstation Maintenance: Ketchum Fire Department	9	49.50	445.50
1/28/2023	Mandeville	Monthly Workstation Maintenance: Parks	6	49.50	297.00
1/28/2023	Mandeville	Monthly Workstation Maintenance: Streets	6	49.50	297.00
1/28/2023	Mandeville	Monthly Workstation Maintenance: Utilities	11	49.50	544.50
12/5/2022	Mandeville	Monthly Workstation Maintenance: Facilities	3	49.50	148.50
12/5/2022	Mandeville	Water: Program and Install Wireless access point in Water building.	0.75	165.00	123.75
12/5/2022	Mandeville	Wastwater: Diagnose drive space issue on workstation	0.25	165.00	41.25
12/5/2022	Mandeville	KURA: Setup Laptop, SharePoint subsite. Copy Data, Connect document library to workstations	4	165.00	660.00
12/5/2022	Mandeville	Clerk: Weekly meeting with Trent, Planning meeting around hardware, subscription and asset management.	2	165.00	330.00
12/5/2022	Mandeville	PB: Adobe in Conference rooms. Planning for new employee.	0.5	165.00	82.50
12/7/2022	Mandeville	PB: Folder recovery for Heather	0.5	165.00	82.50
12/7/2022	Mandeville	Wastwater: Workstation space issue. ArcGIS file extensions with Frank	1	165.00	165.00
12/7/2022	Mandeville	KURA: Laptop VPN setup, Office setup for remote use.	2.5	165.00	412.50
12/8/2022	Mandeville	KFD: VPN license reset	0.25	165.00	41.25
12/9/2022	Mandeville	Clerk: Dell lease meeting, Document Management service crashed. Diagnose and start service.	1	165.00	165.00
12/9/2022	Mandeville	Citywide: Duplicate email remover install on new RDP server for Public Records requests.	0.5	165.00	82.50

Total 3,270.25

6,166.05

Invoice

Ketchum Computers

P. O. Box 5186
Ketchum, ID 83340

Date	Invoice #
1/1/2023	19370
Terms	Due Date
Net 30	1/31/2023

Bill To
City of Ketchum - General Government Attn: City Administrator PO Box 2315 Ketchum ID 83340

Federal Tax ID: 26-1671669

billing@ketchumcomputers.com

Date	Employee	Description	Quantity	Rate	Amount
			1	165.00	165.00
12/12/2022	Mandeville	Heather folder shortening report and rename.	1	165.00	165.00
12/12/2022	Mandeville	Cleanup after restore.	2.5	165.00	412.50
12/12/2022	Mandeville	Clerk: Weekly meeting with Trent, update Trello board, Firewall quote and recommendation	1	165.00	165.00
12/12/2022	Mandeville	KURA: Finalize laptop setup for Suzanne. Test VPN remotely.	0.5	165.00	82.50
12/13/2022	Mandeville	Admin: Lisa email in conference rooms, Install Mic, Suzanne McCollum remote work setup on laptop	1	165.00	165.00
12/14/2022	Mandeville	PB: Sharepoint prep. Rename locked folder. Run path length report.	2	165.00	330.00
12/14/2022	Mandeville	Water: Firewall programming, Password documentation.	0.5	165.00	82.50
12/15/2022	Mandeville	Wastewater: Firewall programming with Brandon.	1.25	165.00	206.25
12/15/2022	Mandeville	Discovery and documentation of radio link.	0.5	165.00	82.50
12/16/2022	Mandeville	PB: Update path length report for Heather.	0.5	165.00	82.50
12/19/2022	Mandeville	Fire: Office install on 3 workstation. Move computer to LAN from Radio network.	0.75	165.00	123.75
12/19/2022	Mandeville	Wastewater: Documentation and Visio diagram of network for security planning with Brett	3.25	165.00	536.25
12/19/2022	Mandeville	URA: Sharepoint adjustments for Suzanne	0.25	165.00	41.25
12/19/2022	Mandeville	Streets: iPad data not working. Planning for switch to Verizon.	0.5	165.00	82.50
12/19/2022	Mandeville	Clerk: Weekly meeting. Dell reconciliation, locate 2 monitors for return. Confirm Bluebird construction camera is not using City network. Re-route wiring for extension Mic in Warmsprings room	0.5	165.00	82.50
12/20/2022	Mandeville	Admin: Connect Aly to admin Sharepoint	0.5	165.00	82.50
12/21/2022	Mandeville	PB: Morgan phone move and planning for Paige.	1	165.00	165.00
12/21/2022	Mandeville	Housing: Housing email out of office reply.	0.5	165.00	82.50
12/21/2022	Mandeville	Clerk: Meeting with Jade, Trent and Bill re internet backup. Meeting prep.			
12/21/2022	Mandeville	Wastewater: Test SCADA network radio link for IP traffic. Call with Brett			
Total					3,052.50



Ketchum Urban Renewal Agency

P.O. Box 2315 | 191 5th Street | Ketchum, ID 83340

March 13, 2023

Chair and Commissioners
Ketchum Urban Renewal Agency
Ketchum, Idaho

RECOMMENDATION TO PROVIDE DIRECTION ON FUNDING PUBLIC PARKING IN THE FIRST AND WASHINGTON PROJECT

Introduction/History

This report provides the following information to assist the Board in the decision to include and fund public parking at the First and Washington site:

- Background on the city's approach to public and private parking in the downtown
- Parking demand and utilization for the downtown and 1st and Washington parking lot
- Parking structure options and costs for 1st and Washington Avenue site.
- Options for funding public parking

As presented in this report, there are several public parking and funding options that could be implemented. All the options require additional exploration and discussion with the development team and KURA. At this juncture, staff requests the Board decide if public parking should be included in the project, and if so, the amount of funding KURA is willing to contribute. If the Board decides to fund parking, staff will meet with the development team and return to the Board with detailed information and implementation options.

Report Summary

The following summarizes the information in this report:

- To promote and facilitate a vibrant and year-round downtown, in 2017 private parking requirements were reduced for priority uses. This shifted parking demand from private responsibility to public responsibility. The city accepted the responsibility and implemented parking management strategies and added additional public parking in the downtown.
- Demand for public parking is at capacity in some areas of the downtown during peak periods. However, overall, there is a sufficient supply of short-term public parking throughout the downtown located within a 5–10-minute walk.
- Demand for long-term employee and resident parking will continue to increase, especially in the winter, creating the need for additional long-term parking spaces. The First and Washington site provides the opportunity for long-term parking to meet future demand.
- The area around First and Washington is transforming into a destination location with two new hotels, the Argyros Theater, the Farmers Market and other events at Forest Service Park and surrounding new mixed use commercial and residential projects. Short and long-term parking

demand will increase in this area. Ketchum is the only resort city of similar size that does not have a public parking structure to handle long term demand.

- Two parking options meet the KURA goals for the project. The options provide 54 or 93 public parking spaces. The cost estimate for these options is \$9.4 million and \$13.5 million respectively.
- KURA has the capacity to fund \$8-\$9m million for parking. This consists of a borrowing capacity of \$4.5-\$5.0 million and cash consisting of \$4.0 million.
- Depending on the configuration of the parking, either all shared parking for the public and residential tenants or a combination of dedicated residential parking and separate public parking, the development could share in the parking costs. This would need to be negotiated and could impact the rental rates of the units.

Approach to Parking in Ketchum

Parking consists of two intertwined resources, public parking available on the street and public parking lots and private parking located off the street on private property to accommodate the demand created by the use occupying the property. While each resource is managed separately, they relate to one another in many ways. If there is insufficient parking to accommodate the parking need on private property, customers, visitors, and employees will rely on the public parking.

For the last 30 years, Ketchum has been evaluating options on how to improve and better manage the supply, utilization, and distribution of public parking in the downtown. At the same time, parking requirements for private development largely remained the same between 1974-2017. In 2017, private parking requirements were significantly changed to accomplish the following goals:

- Encourage mixed use projects in the community core that contain a balance of uses contributing towards a vibrant, active, year-round downtown.
- Create incentives for development of smaller more affordable market rate units that could be occupied by year-round residents.
- Promote the reuse of existing buildings.
- Provide incentives to encourage retention, expansion and development of commercial uses that contribute towards a vibrant, successful, and busy downtown during the day and night.
- Encourage the use of alternative modes of transportation to reduce traffic congestion, reduce the demand for parking and enhance the pedestrian and bicycle opportunities.
- Encourage the production of on-site community housing.

Projects approved and developed downtown after 2017 have relied on reduced parking requirements for residential, restaurant, retail, and assembly uses. In 2022, reduced parking was established for office uses. Projects with priority uses were feasible because of the reduced parking requirements such as the Argyros, numerous residential projects containing smaller market rate or deed restricted residential units, and projects with ground floor retail.

At the time the parking reductions were approved, the city recognized that downtown parking demand and management would shift from private responsibility to public responsibility for priority uses. A responsibility the city was willing to accept to promote a vibrant and successful year-round economy. Public parking was considered public infrastructure, the same as streets, sidewalks, and other public improvements.

Depending on the type of parking being shifted, short term (visitor and customer) vs long term (employees and residents) the shift would accelerate the demand for public parking facilities. At the time of the parking changes, long-term parking users (employees and residents) were impacting the availability of short-term

parking for visitors and customers. Employees and residents were occupying prime street parking spaces, which in turn reduced the availability of short-term parking for customers and visitors. To address the issue, and create more short-term parking, long-term parking spaces were converted to short term parking spaces. This action reduced the availability of long-term parking spaces and shifted employees and residents to the edges of downtown.

Over time, the private parking reductions directly impact the supply and demand of public parking downtown creating an increased demand for public parking. The availability of parking is critical to the success and continued vibrancy of the downtown. Since the parking reductions occurred, the city has focused on parking management strategies, evaluation and monitoring of parking conditions downtown and the creation of public parking to support a vibrant and active downtown.

The KURA played a key role by increasing the supply of public parking downtown. In 2018 the KURA acquired the city owned parking lot at 2nd Street and Washington Avenue and combined the lot with the adjacent KURA owned properties. The lots were reconfigured creating approximately 60 public parking spaces. The KURA is now deciding if public parking will continue to exist on the site as part of the new development under consideration.

Parking Demand and Utilization in the Downtown

Public parking in downtown Ketchum consists of on-street parking and off-street parking in three surface parking lots. As of 2022, a total of 1,996 public parking spaces exists in downtown, 136 spaces in public parking lots and 1,860 on-street spaces.

Parking utilization measures the level of occupancy of the parking supply during a given period and is expressed as a percentage of parking supply. Parking in downtown areas is generally considered “effectively full” when occupancies reach 85% utilization. When parking exceeds 85%, people have difficulty finding parking and some customers or short-term parkers may leave the area due to an inability to find parking. Occupancies above 100% are possible when vehicles park illegally or in unofficial spaces. Typically, the maximum distance someone would park and walk to their intended destination is about a 5–10-minute walk. Given the estimated 1,996 public spaces downtown, the total effective capacity in the downtown is approximately 1,697 parked vehicles at the 85% utilization level. The majority of parking spaces are within a 5–10-minute walking distance from all points downtown.

To determine if there is sufficient supply of public parking to meet present and future demand, two factors are analyzed, the number and location of public parking spaces and the utilization of the spaces.

Since 2004 the city has collected parking data for downtown including number of spaces, allocation of spaces and utilization of parking spaces. The number of public parking spaces downtown has increased over time with the addition of center parking on wider streets, conversion of parallel parking to diagonal parking and the addition and expansion of public parking lots. The data collected found the following:

- In 2004, an aerial survey was conducted during the summer to determine utilization of the public parking. At that time, 73% of the public parking spaces were being used, leaving 26% available.
- Additional parking was added downtown after 2004 and in 2015 and 2016 a utilization survey was conducted by City staff during the shoulder season in November and early December 2015 and during the peak period in December 2015 and December 2016. This survey revealed public parking was approaching, or at capacity, in certain areas in Ketchum during the December peak period (Attachment A). However, overall, there was sufficient parking within a 5–10-minute walk to accommodate peak demand.

- Most recently, the city contracted with Dixon Resources Unlimited to obtain detailed periodic parking utilization information (Attachment B). Utilization surveys were conducted June 2021-March 2022, April-June 2022, and July 2022-November 2022 (Attachment C). The most recent data collected in July 2022-November 2022 found some areas exceeding 85% occupancy, demonstrating parking demand is increasing. However, overall parking occupancies were below maximum thresholds and sufficient public parking exists throughout the downtown.

As shown in Table 1, available public parking downtown has increased and in 2021 consisted of 1,996 spaces. Public parking spaces include on-street parking and off-street parking in public parking lots. Utilization varies depending on the location and time of day.

Table 1

Parking Type	2004	2007	2015/16	2021	2022
Short Term Spaces	605	933	933	N/A	N/A
Unrestricted Spaces	1060	990	985	N/A	N/A
Total Spaces	1,665	1,923	1,918	1,996	1,996
Utilization of Spaces	74%	N/A	26%-121%*	35%-67%**	11%-100%***
* Peak period occupancy					
** Shoulder season weekday average occupancy					
*** July 2022-November 2022 occupancies					

Short-Term Parking Demand

Short term parking is defined as parking for customers and visitors for a period of 1-3 hours. Based on the data collected in the past and the most recent information collected (April-June 2022), there is sufficient public parking to meet the present and future demand for short-term parking. This assumes people are willing to walk 5-10 minutes to their intended destination. While some areas, such as the area around Atkinson's, experience occupancies over 85% at peak periods, overall, there is available parking throughout the downtown to meet the short-term parking demand. This is confirmed by the utilization data showing the majority of areas downtown experience parking utilization at or less than 50%. For the foreseeable future, with implementation of parking management strategies, there will be sufficient short-term parking to support businesses in the downtown.

Long-Term Parking Demand

Long term parking is defined as parking beyond 3 hours, typically used by daytime and nighttime employees and downtown residents. It is projected the demand for long-term parking will continue to increase. As new residential units and commercial uses are constructed downtown, the demand for daytime long-term parking and overnight winter parking continues to grow.

Currently the downtown has a mix of short term and long-term parking. As demand for short-term customer and visitor parking increases, long-term parking spaces will be converted to short-term spaces. Employees and residents will be shifted to the outskirts of downtown into adjacent residential areas. This is particularly problematic in the winter when employees and residents must navigate icy conditions and walk a considerable distance to long-term parking. Demand for overnight winter parking will also continue to increase as more residential units are developed downtown.

Since the 1960s overnight parking on city streets during the winter was prohibited. Prior to 2017, the historical practice was to require residential parking to be provided on private property. To encourage the

production of more housing, and to prioritize square footage dedicated to housing instead of parking, in 2017 the city reduced residential parking requirements in the downtown. It was acknowledged at the time this action would increase the demand for overnight residential parking. The demand would be met by implementing parking management strategies and developing new off-street parking facilities. The city currently has a program allowing overnight winter parking in specific areas downtown. Those areas are limited, and the overnight parking spaces are highly utilized.

The utilization studies show increasing demand for parking in key areas of the city, with demand exceeding the 85% occupancy in some areas. The utilization studies show there is sufficient overall short-term and long-term parking available today, the demand for long-term parking will increase as new developments occur. In the area of First and Washington is transforming into a destination location that will impact the supply and demand of public parking. Two new hotels, multiple mixed-use projects, the Farmer's Market at Forest Service Park, and events at the Argyros are all expected to increase demand for short and long-term parking in the area. In addition to daytime demand, there is an increasing demand for overnight winter parking which will continue to grow with the construction of new residential units. Over time, the demand for long-term employee, resident, and overnight winter parking will continue to increase.

Parking Demand and Utilization at 1st and Washington Parking Lot

The public parking lot at 1st Street and Washington consists of approximately 60 spaces. Utilization of the lot is increasing, with higher utilization between 12pm-9pm weekdays. The city monitors utilization through the Community Services Officers (CSO) and through the Dixon data collection. The following summarizes the most recent utilization information:

- Dixon data collection August 2021-March 2022 shows 76.6% occupancy between 2pm-5pm.
- CSO observations, summer occupancy ranges between 60%-70% between 12pm-9pm and winter occupancy is approximately 50% between 12pm-6pm and 30% between 6pm-9pm.
- When events occur at Limelight, Argyros and Forest Service Park, the parking lot provides easy and accessible parking.

Parking utilization in the lot is a function of the availability of public parking on streets in the area. If there is abundant street parking, utilization of the parking lot is low. When street parking is heavily used, parking in the lot increases. In the next 5 years, with the development of the 1st and Washington site and replacement and widening of sidewalks in the area, available street parking in the area will be reduced. This will create more demand for off-street parking in a public lot or structure.

Parking Management Downtown

The city is working on a Parking Action Plan for the downtown. Before the report is finalized and presented for approval to the Planning and Zoning Commission and City Council, the city will conduct additional business and public input. A draft of the report is attached as Attachment D. The draft Plan states:

“Certain off-street parking lots may be considered for redevelopment in the future. The City should consider opportunities to partner with developers to build parking that will be publicly available. A public parking garage could provide additional long-term and overnight parking options, which appear to be in short supply in Downtown Ketchum.

Ketchum is the only resort city of similar or larger size that does not have a public parking structure to handle long-term parking demands.

In February 2022, the city conducted a downtown parking survey (Attachment E), to gather feedback from business owners, employees and residents on parking within downtown. A total of 386 responses were received. Key findings from the survey include:

- Most employees and employers rely on public parking for employees.
- Most customers rely on public parking when visiting the downtown.
- The majority of employees and customers find parking right away or within 5 minutes or less.
- The top improvement suggested by residents and visitors was building a parking garage.

KURA Public Outreach and Input

Prior to issuing a request for proposal, the KURA conducted robust 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 in the downtown and most excited about the potential for sub-grade 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.

Public Parking Options

The KURA hired Desman to identify different parking configurations for consideration by the Board. A report was prepared and is included in Attachment F. Desman concluded given setback requirements, the maximum building footprint is 92’ x 210’. As a result, the width of the site is not conducive to the development of a functionally efficient and cost-effective parking garage at this location. However, this is a typical site in Ketchum and one of the largest sites available for public parking. Parking is possible but the cost will be higher due to the site configuration. After preparation of the report, the development team identified another option, this is reflected in Option 4A.

Once the parking options were identified, the development team prepared cost estimates for each option (Attachment G). The cost estimates assume all the parking is allocated to public parking. This approach increases the cost for parking beyond the estimate in the RFP proposal. As an example, in Option 3, one level of at grade parking and two levels below grade, the RFP proposal assumed the at grade parking would be dedicated to residential use and the two levels below grade would be public parking. The cost for the below grade parking was estimated at \$8.6 million assuming the KURA financed the construction. If all the parking is public parking, the estimated cost is \$13.5 million. If the hard and soft costs for the at grade parking were removed from the cost estimate, the cost estimate would be closer to the RFP proposal estimate.

The following compares the RFP proposal costs to the current cost estimate for at grade parking and two level of below grade:

Cost Detail	October RFP Proposal Cost Estimate	March 2023 Cost Estimate
Construction Hard Costs	\$7,843,919	\$12,772,981
Construction Soft Costs	\$268,862	\$268,862
Contingency	\$457,026	\$457,026
Professional Fees	\$69,878	\$69,878
Total	\$8,639,685	\$13,568,747

Table 2 below outlines the options and the cost estimates for each option. The development team will be present at the meeting to review the cost estimates. Desman will provide their evaluation of the cost estimates at the meeting.

When comparing the parking options with the KURA goals for the project, Options 3 and 3A meet all the KURA goals. The other options (Options 1, 1A ,2) compromise the number of residential units that can be developed or compromise Goals 2 and 3 (Options 4, 4A).

Table 2

Option	Number of Spaces	Number of Parking Levels	Number of Residential Levels	Cost Estimate	Compliance with KURA Goals
Option 1	93	2 levels above grade, 1 level at grade	1 level	\$10,548,868	In conflict with Goal 1
Option 1A	54	1 level above grade, 1 level at grade	2 levels	\$7,698,868	In conflict with Goal 1
Option 2	93	1 level above grade, 1 level at grade, 1 level below grade	2 levels	\$12,349,096	In conflict with Goal 1
Option 3	93	1 level at grade, 2 levels below grade	3 levels	\$13,568,747	Meets all Goals
Option 3A	54	1 level at grade, one level below grade	3 levels	\$9,448,868	Meets all Goals
Option 4	31	1 level at grade	3 levels	\$4,898,868	Meets Goal 1, in conflict with Goal 2
Option 4A	49-17 public spaces, 32 dedicated residential spaces	1 level at grade	3 levels	\$4,898,868	In conflict with Goals 2 and 3

The development team has indicated all the parking on site could be shared parking between the public and residential users without the need for dedicated residential parking. To facilitate this arrangement, the parking will need to be managed by either the KURA or the city. In the case of shared parking, all the 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. This approach increases the cost of the public parking. This is an area of negotiation between the KURA and the development team since this approach relieves the need and cost for parking for the development.

Funding Options

As outlined in the parking options, Options 3 and 3A align with all the KURA goals for the project. The development team has indicated all the parking could be public parking shared by both the public and residents of the project. However, the Board could choose to segregate the parking with designated residential parking funded by the project and designated public parking funded by KURA.

In January the KURA considered the borrowing capacity for public parking. The KURA has borrowing capacity between \$4.5-\$5.0 million (Attachment H). There is approximately \$3.0 million available in unbudgeted fund balance and approximately \$1.0 million available in the FY23 budget for infrastructure projects for a total of \$4.0 million in cash that could be used for public parking. The total KURA contribution towards parking is \$8.5-9.0 million.

The following outlines the different funding options that could be considered:

Alternative A: All the parking is public. Residential users will share the parking with the public on a first come first served basis. KURA funds all the public parking with bonds and cash.

Alternative B: A portion of the parking is dedicated to the residents and a portion is dedicated public parking. Residents may use the public parking in the same manner as the general public. KURA funds the public parking, the development entity funds the dedicated residential parking.

Alternative C: All the parking is public. Residential users will share the parking with the public on a first come first served basis. KURA funds a portion of the public parking with bonds and cash and the development entity funds a portion of the parking.

Alternative D: Parking is either public parking or a combination of public parking and dedicated residential parking. The development entity funds the cost of parking and KURA reimburses the parking costs.

In considering the options, it is important to note that the development entity is a not-for-profit organization and will not be making any profit or receiving any funds from this project. Increases to the project costs must be offset by increases in the rent levels for the units. The development entity has indicated they are not inclined to support Alternative D. As a not-for-profit entity, their mission is to develop workforce housing, the mission does not include production of public parking. This conflict could inhibit the ability to obtain tax exempt financing for the parking. Generating private capital to produce public parking will be very difficult.

Conclusion

- Demand for public parking will continue to increase downtown. Some areas downtown are at capacity during peak periods.
- Demand for long-term employee and resident parking will continue to increase, especially in the winter, creating the need for additional long-term parking spaces. The First and Washington site provides the opportunity for long-term parking to meet future demand.
- The area around First and Washington is transforming into a destination location with two new hotels, the Argyros Theater, the Farmers Market and other events at Forest Service Park and surrounding new mixed use commercial and residential projects. Short and long-term parking demand will increase in this area. Ketchum is the only resort city of similar size that does not have a public parking structure to handle long term demand.

- Two parking options meet the KURA goals for the project. The options provide 54 or 93 public parking spaces. The cost estimate for these options is \$9.4 million and \$13.5 million respectively.
- KURA has the capacity to fund \$8-\$9m million for parking. This consists of a borrowing capacity of \$4.5-\$5.0 million and cash consisting of \$4.0 million.
- Depending on the configuration of the parking, either all shared parking for the public and residential tenants or a combination of dedicated residential parking and separate public parking, the development could share in the parking costs. This would need to be negotiated and could impact the rental rates of the units.

Recommendation

Staff recommends the Board deliberate and provide direction on the following issues:

- Does the Board support inclusion of public parking in the First and Washington Project.
- If the Board supports the inclusion of public parking, is the Board's preference to have all the parking public and shared between the public and the project residents or should there be dedicated residential parking.
- What level of KURA funding is the Board willing to support for public parking.
- Provide direction to staff on the preferred funding Alternatives.

After the Board provides direction, staff will meet with the development team to refine the information and return to the Board with more detailed information and implementation recommendations.

Attachments

- Attachment A: 2015/16 Parking Survey and Utilization Study
- Attachment B: 2021 Dixon Parking and Utilization Study
- Attachment C: 2022 Dixon Parking Utilization Data
- Attachment D: Draft Parking Action Plan for Downtown
- Attachment E: 2022 Downtown Parking Survey
- Attachment F: Desman Parking Options Analysis
- Attachment G: Parking Structure Cost Estimates
- Attachment H: January 2023 Piper Sandler Bonding Analysis

Attachment A

Study Area	Max Capacity	Parking Count S1: Nov. 23, 2015 (PM)		Parking Count S2: Nov. 24, 2015 (AM)		Parking Count S3: Nov. 25, 2015 (AM)		Parking Count S4: Dec. 9, 2015 (EVE)		Parking Count S5: Dec. 10, 2015 (EVE)		Parking Count S6: Nov 28, 2016 (EVE)		Parking Count P7: Christmas Dec 23, 2015 (3:00 pm)		Parking Count P8: New Years Dec. 31, 2015 (5:00 pm)		NEW - Parking Count P9: Dec. 30, 2016 (PM)		NEW - Parking Count P10: Dec. 30, 2016 (EVE)	
		Count	% Capacity	Count	% Capacity	Count	% Capacity	Count	% Capacity	Count	% Capacity	Count	% Capacity	Count	% Capacity	Count	% Capacity	Count	% Capacity	Count	% Capacity
1	293	182	62.1%	189	64.5%	159	54.3%	162	55.3%	101	34.5%	30	10.2%	266	90.78%	198	67.58%	212	72.35%	175	59.73%
2	232	112	48.3%	128	55.2%	162	69.8%	138	59.5%	127	54.7%	57	24.6%	216	93.10%	202	87.07%	282	121.55%	217	93.53%
3	300	162	54.0%	180	60.0%	174	58.0%	212	70.7%	193	64.3%	61	20.3%	285	95.00%	299	99.67%	261	87.00%	197	65.67%
4	239	111	46.4%	117	49.0%	85	35.6%	141	59.0%	102	42.7%	72	30.1%	184	76.99%	158	66.11%	229	95.82%	223	93.31%
5	308	126	40.9%	114	37.0%	102	33.1%	126	40.9%	106	34.4%	36	11.7%	122	39.61%	166	53.90%	161	77.40%	245	117.79%
6	440	216	49.1%	247	56.1%	175	39.8%	125	28.4%	108	24.5%	26	5.9%	214	48.64%	181	41.14%	209	47.50%	113	25.68%
Totals	1812	909	50.2%	975.0	53.8%	857	47.3%	904	49.9%	737	40.7%	282	15.6%	1287	71.0%	1204	66.4%	1354	74.72%	1170	64.57%
Public Parking Lot																					
LDS Church Lot	50	14	28.0%	10	20.0%	8	16.0%	17	34.0%	9	18.0%	1	2.0%	34	68.00%	21	42.00%	20	40.00%	12	24.00%
6th and Leadville	26	26	100.0%	26	100.0%	24	92.3%	32	123.1%	21	80.8%	0	0.0%	27	103.85%	26	100.00%	23	88.46%	4	15.38%
2nd and Washington	30	28	93.3%	33	110.0%	21	70.0%	27	90.0%	24	80.0%	18	60.0%	28	93.33%	29	96.67%	27	90.00%	31	103.33%
Totals	106	68	64.2%	69	65.1%	53	50.0%	76	71.7%	54	50.9%	19	17.9%	89	83.96%	76	71.70%	70	66.04%	47	44.34%
Grand Totals	1918	977	50.9%	1044	54.4%	910	47.4%	980	51.1%	791	41.2%	301	15.7%	1376	71.7%	1280	66.7%	1424	74.24%	1217	63.45%

Legend
AM= before noon
PM= Noon to 6:00pm
EVE= 6:00 to 9:00 pm

Attachment B

City of Ketchum Parking Data Report

To: City of Ketchum
From: Dixon Resources Unlimited (DIXON)
Date: July 27, 2021
Subject: Ketchum Mobile LPR Data Collection Results for June 2021

Methodology

The City of Ketchum used Vigilant Solutions mobile license plate recognition (LPR) cameras to collect on-street parking occupancy and turnover data during the month of June 2021 within the downtown study area (Figure 1).

Mobile LPR data was collected on 17 weekdays and three Saturdays between June 3rd and June 26th. Data was recorded between 8am – 5pm on weekdays, and 10am – 4pm on Saturdays. This data was then used to calculate average parking occupancy and turnover values for weekdays and Saturdays. Parking occupancy data was organized into three time intervals on weekdays (8am – 11am, 11am – 2pm, and 2pm – 5pm), and two time intervals on Saturdays (10am – 1pm, 1pm – 4pm). Data collection times were subject to staff availability. Parking inventory information was also collected to provide accurate occupancy results. License plate information was used to calculate parking turnover values identified by average length of stay. Results for the parking study were calculated down to the block face level for assessment.

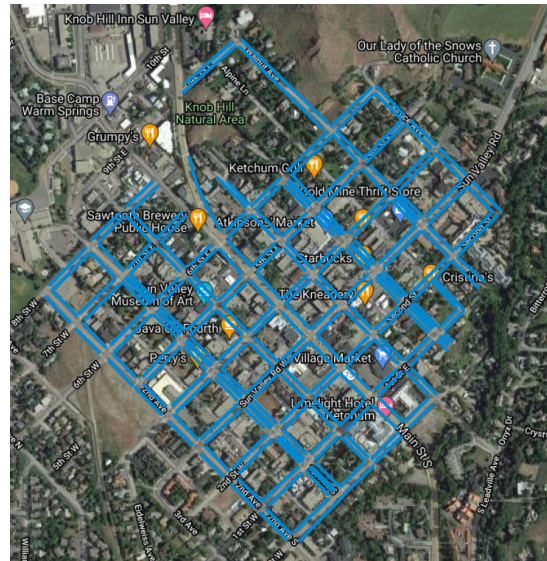


Figure 1: City of Ketchum parking study area.

When block faces reach a parking occupancy rate greater than 85% this can impact congestion and ease of finding a space, which is why the parking industry standard identifies 85% as the measure for considering policy changes.

Key Results

The results of this parking study show that, while some block faces occasionally exceeded 85% occupancy levels, overall, the parking occupancy for the study area is below the threshold. Out of a total of 1,996 on-street parking spaces across the entire study area, the weekday high occupancy rate was 54% from 11am-2pm and the Saturday high occupancy rate was 44% from 1-4pm. The parking occupancy maps in Appendix A, which display the aggregated results of the study, demonstrate that there is plenty of available on-street parking in the study area throughout the

day. The highest concentration of parking congestion in the study area occurs east of 1st Ave and west of East Ave. This area has higher levels of parking congestion from 11am-5pm on weekdays and 1-4pm on Saturdays. There are slightly lower levels of occupancy overall on Saturdays compared to weekdays.

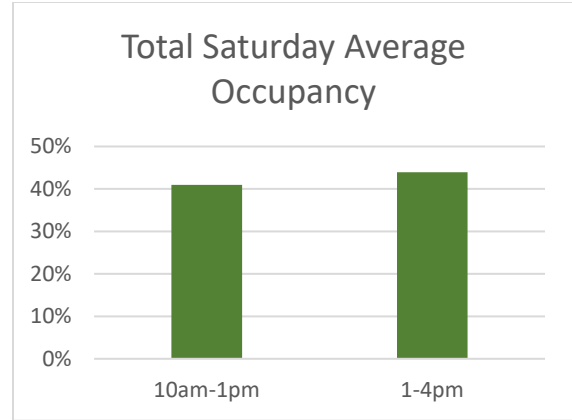
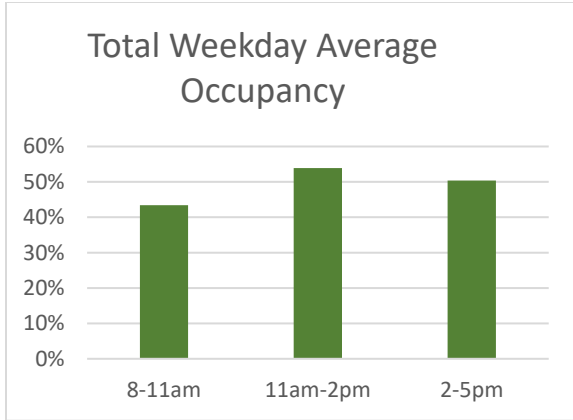
Parking turnover results show most vehicles stay less than three hours, with 77% staying less than three hours on weekdays and 94% staying less than three hours on Saturdays. Most vehicles stay between 1-3 hours, with the most common length of stay is between 2-3 hours on weekdays (40%) and 1-2 hours on Saturdays (65%).

Figure 2: Six subareas across the study area.



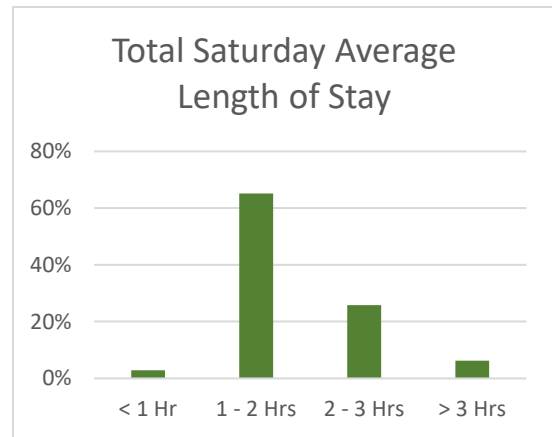
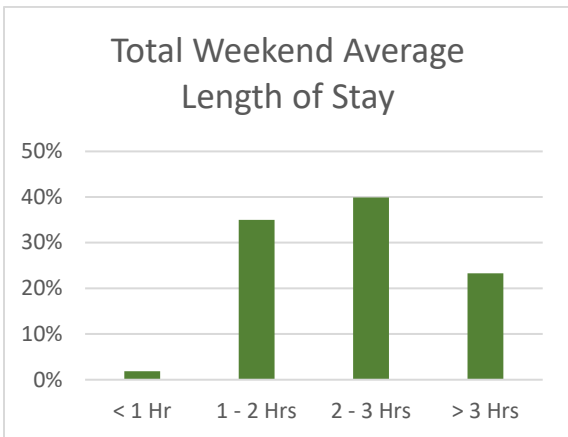
The study area was also divided into six subareas for analysis to show the spread of parking across the downtown region (see Figure 2). Subarea two had the highest average occupancy rate of all zones, with a weekday average occupancy rate of 67% between 11am-2pm, and a Saturday average occupancy rate of 57% during both time intervals between 11am-1pm and 1-4pm. Subarea six had the lowest average occupancy rate of all zones, with a weekday average occupancy rate of 35% between 8-11am, and a Saturday average occupancy rate of 27% between 10am-1pm.

Average Parking Occupancy Percentage						
Subarea	Inventory	Weekday			Saturday	
		8-11am	11am-2pm	2-5pm	10am-1pm	1-4pm
1	457	39%	49%	47%	39%	39%
2	254	52%	67%	62%	57%	57%
3	242	51%	60%	51%	48%	50%
4	307	48%	61%	56%	43%	48%
5	229	42%	48%	51%	37%	43%
6	507	35%	43%	38%	27%	28%
Total	1,996	43%	54%	50%	41%	44%



Average stay for each subarea followed the similar trends observed across the study area, with most vehicles staying less than three hours, primarily between 1-3 hours. Subarea two had the highest rate of vehicles staying between 1-3 hours with an average of 85% on weekdays and 97% on Saturdays. Subareas four, five, and six had the fewest number of vehicles staying less than one hour with an average of 1% on weekdays, while subarea one saw no block faces with an average stay of less than one hour on Saturdays. Subarea two had the fewest number of vehicles staying more than three hours with an average of 11% on weekdays and 1% on Saturdays.

Average Parking Length of Stay Percentage								
Subarea	Weekday				Saturday			
	< 1 Hr	1 - 2 Hrs	2 - 3 Hrs	> 3 Hrs	< 1 Hr	1 - 2 Hrs	2 - 3 Hrs	> 3 Hrs
1	2%	39%	37%	22%	0%	70%	22%	8%
2	4%	51%	34%	11%	2%	82%	15%	1%
3	2%	32%	43%	23%	3%	58%	33%	8%
4	1%	30%	43%	26%	4%	65%	26%	5%
5	1%	38%	39%	22%	8%	63%	25%	3%
6	1%	25%	43%	31%	2%	53%	34%	11%
Total	2%	35%	40%	23%	3%	65%	26%	6%



The Bluebird Village project, if approved, would replace the current City Hall site located on the corner of 5th St E and East Ave. Parking occupancy was aggregated into four categories as depicted in Figure 3: street segments immediately adjacent to the project site, street segments one block away, street segments two blocks away, and the combination of all three zones.

The average occupancy on street segments that are immediately adjacent, one block away, and two blocks away were not significantly different from each other. The average parking occupancy did not exceed 64% on adjacent blocks, 56% on segments one block away, and 59% on segments two blocks away. The highest average parking occupancy rate observed across the total of these zones was 59% between 11am-2pm on weekdays.

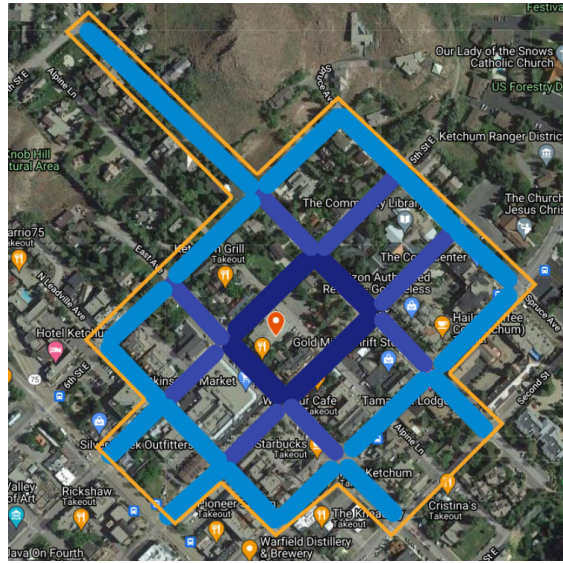
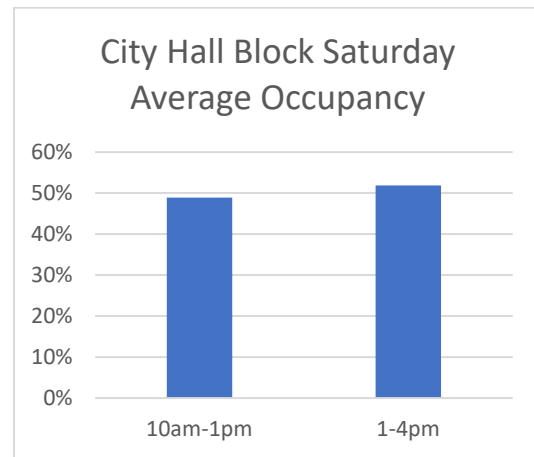
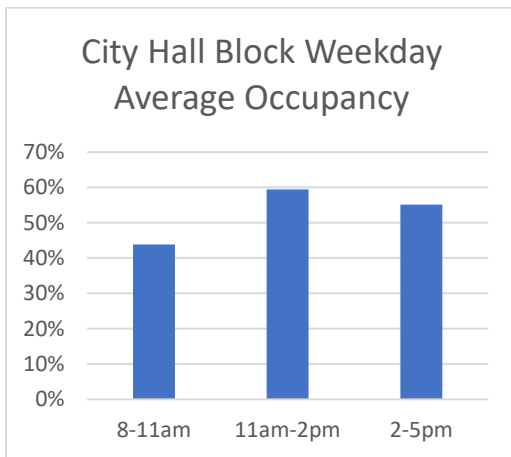


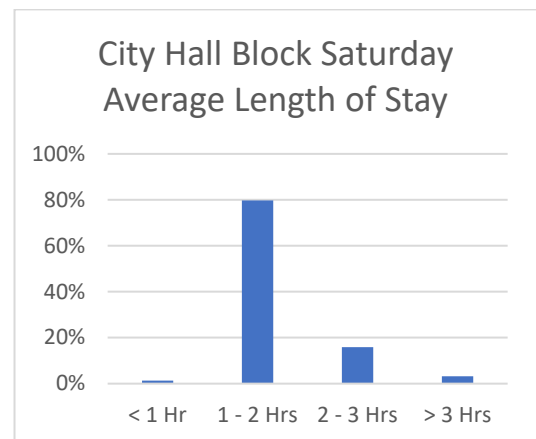
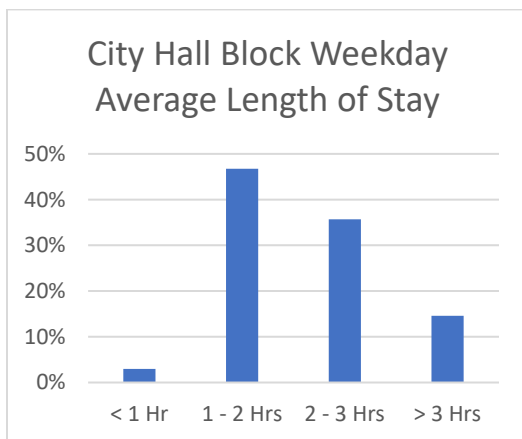
Figure 3: City Hall block location with four analysis zones.

City Hall Block Average Occupancy Percentage						
Street Segments	Inventory	Weekday			Saturday	
		8-11am	11am-2pm	2-5pm	10am-1pm	1-4pm
Immediately adjacent	79	45%	64%	61%	51%	59%
One block away	198	40%	56%	50%	44%	42%
Two blocks away	316	46%	59%	54%	52%	55%
Total	593	44%	59%	55%	49%	52%



Average length of stay results within the City Hall block follows similar trends within the entire study area. On weekdays, 86% of vehicles stayed less than three hours and 83% stayed 1-3 hours. On Saturdays, 97% stayed less than three hours and 96% stayed 1-3 hours. Most vehicles stayed an average of 1-2 hours, with 47% on weekdays and 80% on Saturdays. There was not much variance in the average stay between street segments that are immediately adjacent to the current City Hall, one block away, or two blocks away.

City Hall Block Average Parking Length of Stay Percentage								
Street Segments	Weekday				Saturday			
	< 1 Hr	1 - 2 Hrs	2 - 3 Hrs	> 3 Hrs	< 1 Hr	1 - 2 Hrs	2 - 3 Hrs	> 3 Hrs
Immediately adjacent	2%	41%	39%	18%	0%	85%	12%	4%
One block away	5%	48%	33%	14%	2%	84%	10%	4%
Two blocks away	2%	48%	36%	14%	1%	75%	21%	2%
Total	3%	47%	36%	15%	1%	80%	16%	3%

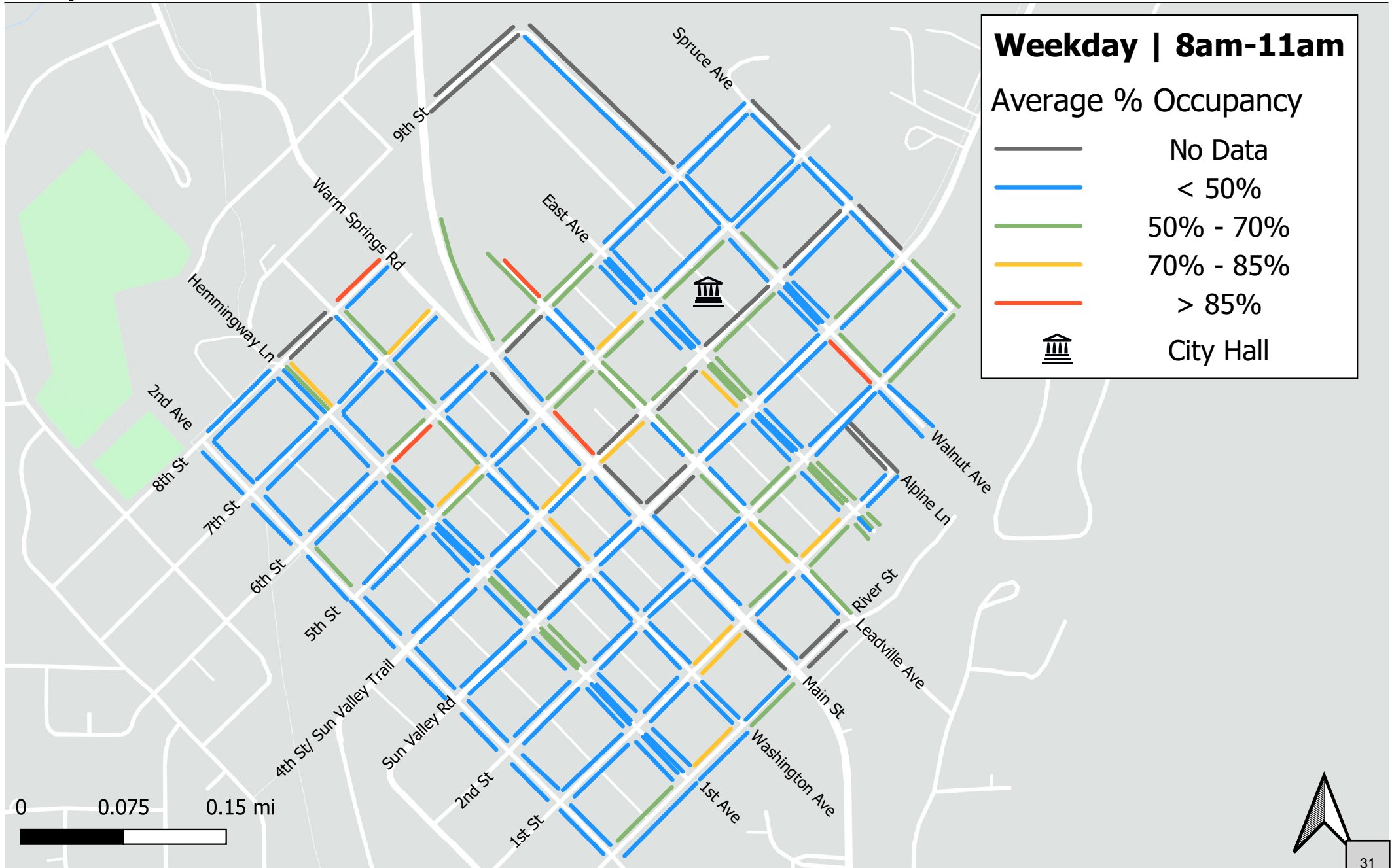


The data concisely shows ample parking available in the study area during all portions of the day. While some block faces become more congested at times, the results demonstrate that most, if not all, vehicles can park within reasonable walking distance to their destination.

Appendix A: Heat Maps

Rapid Parking Report

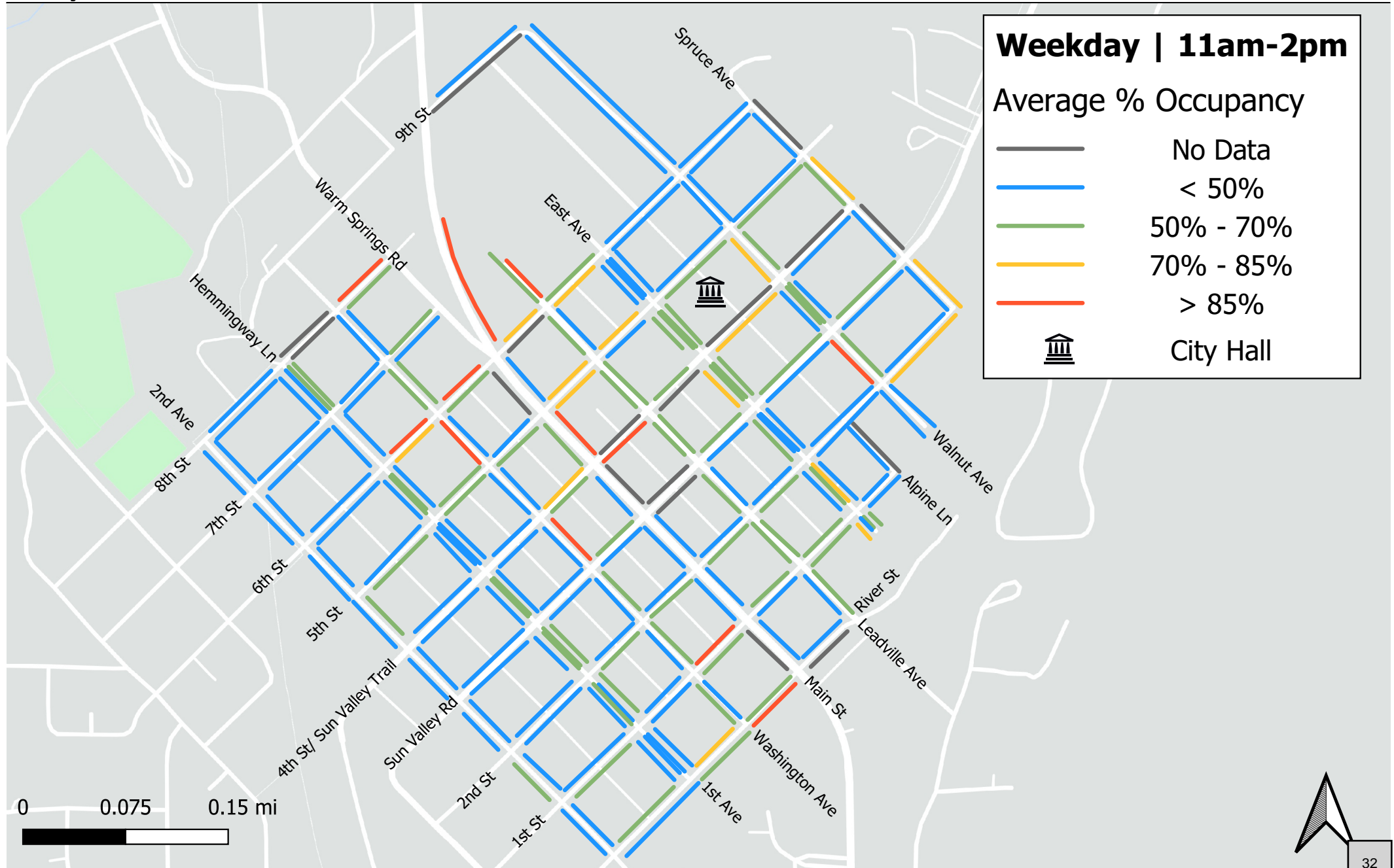
City of Ketchum



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Rapid Parking Report

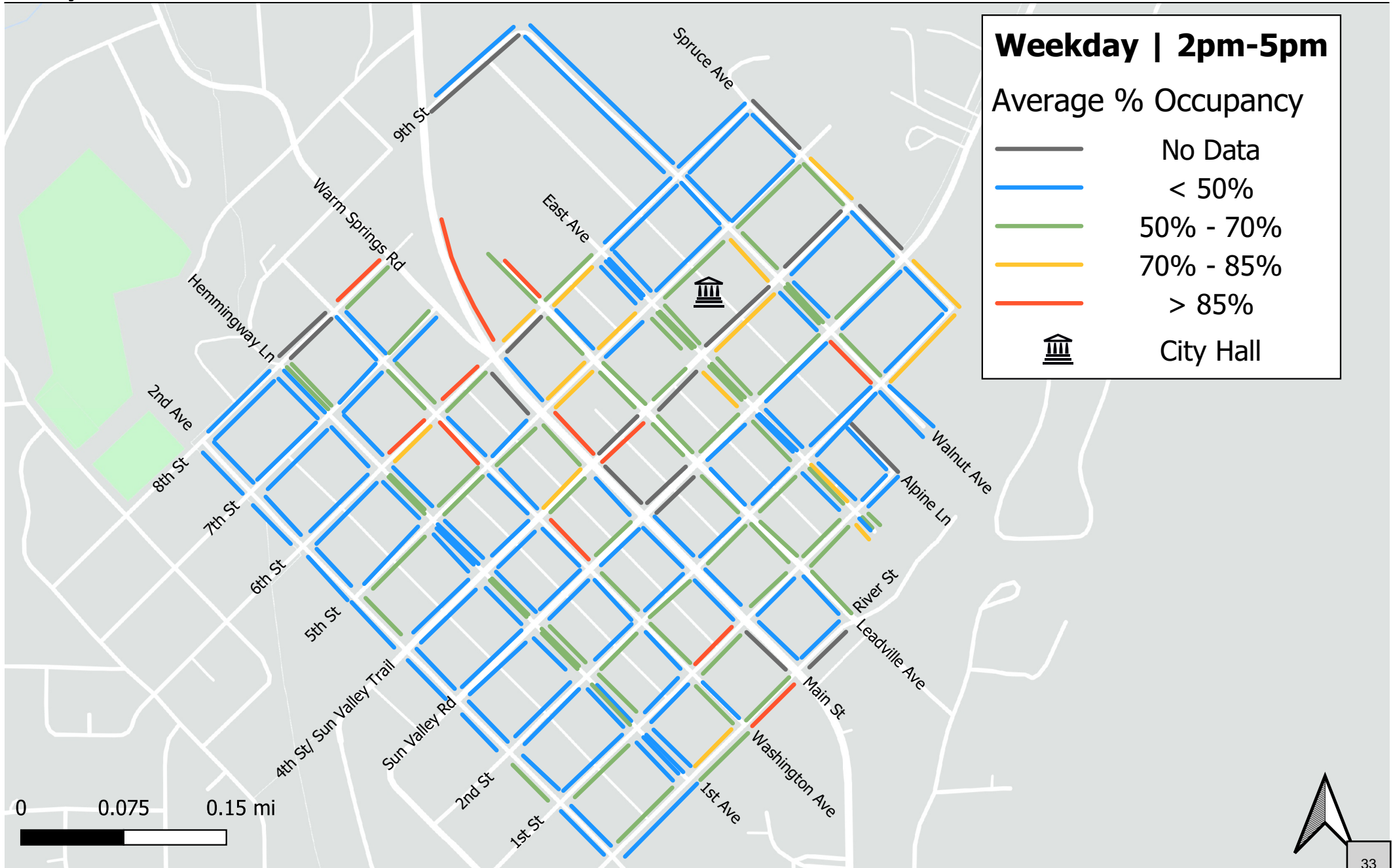
City of Ketchum



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Rapid Parking Report

City of Ketchum



Data Collected in 2021 on 6/3, 6/4, 6/7, 6/8, 6/9, 6/10, 6/11, 6/14, 6/15, 6/16, 6/17, 6/18, 6/21, 6/22, 6/23, 6/24, and 6/25

Rapid Parking Report

City of Ketchum



Rapid Parking Report

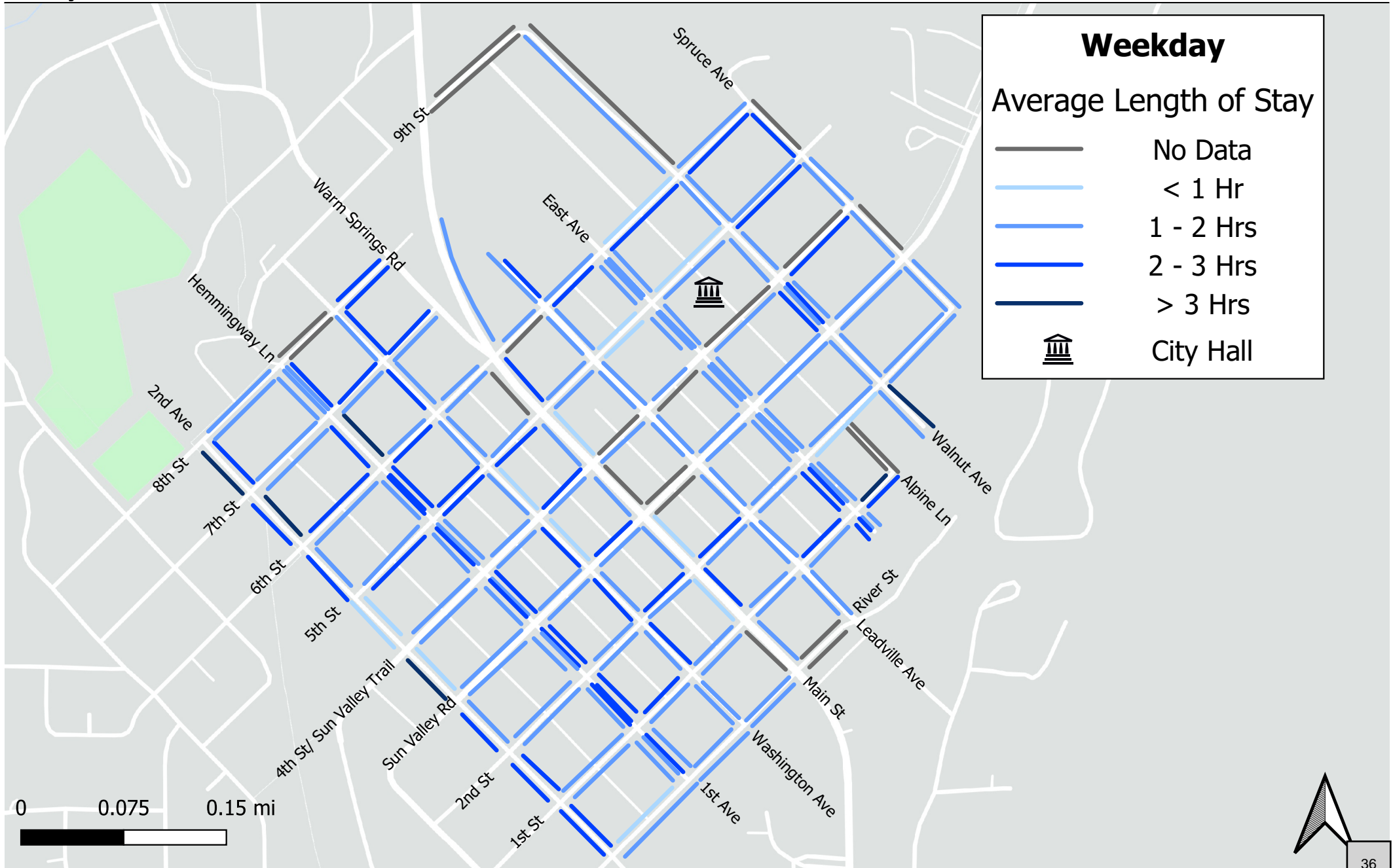
City of Ketchum



Data Collected in 2021 on 6/12, 6/19, and 6/26

Rapid Parking Report

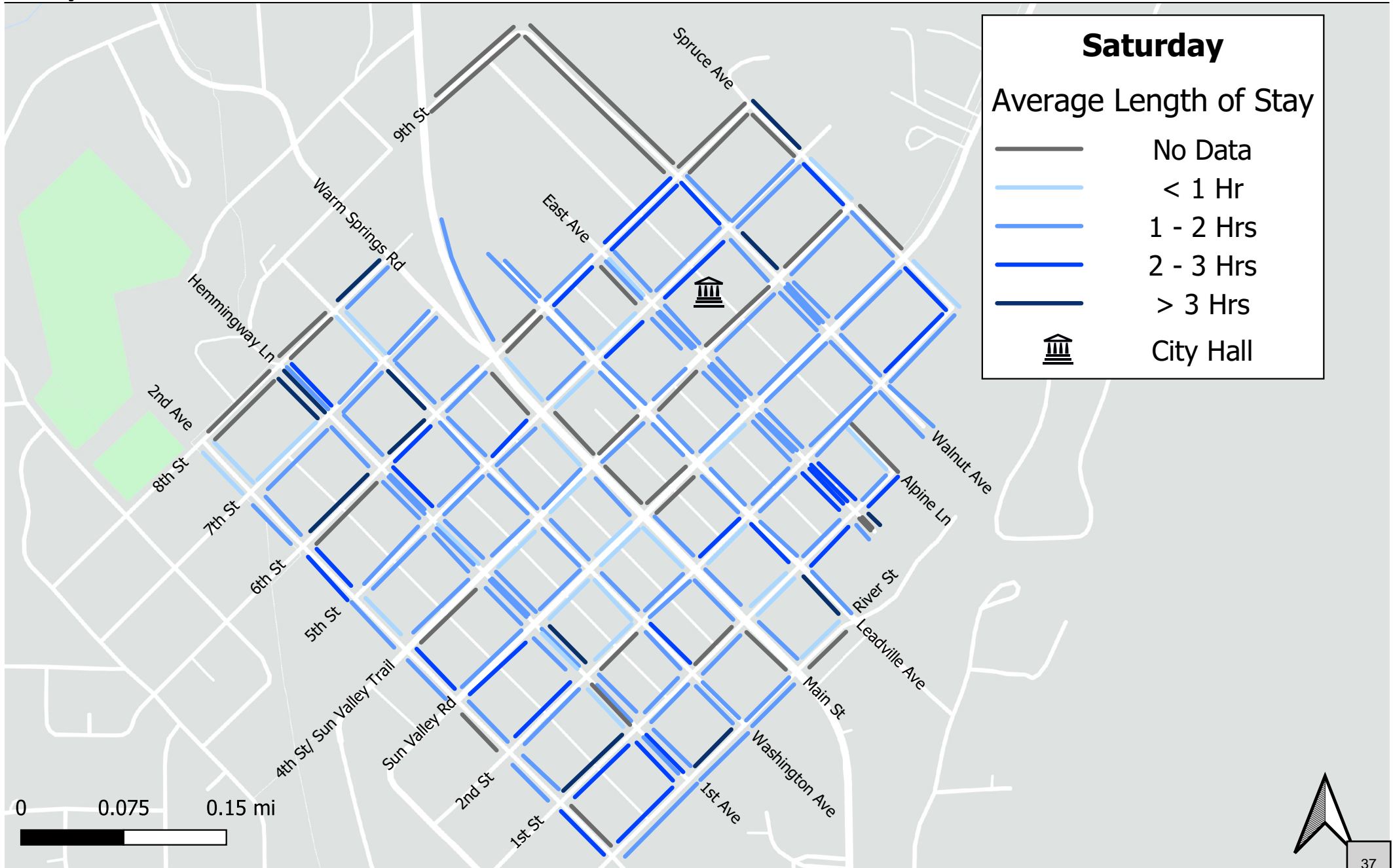
City of Ketchum



Data Collected in 2021 on 6/3, 6/4, 6/7, 6/8, 6/9, 6/10, 6/11, 6/14, 6/15, 6/16, 6/17, 6/18, 6/21, 6/22, 6/23, 6/24, and 6/25

Rapid Parking Report

City of Ketchum



Attachment C

Rapid Parking Report

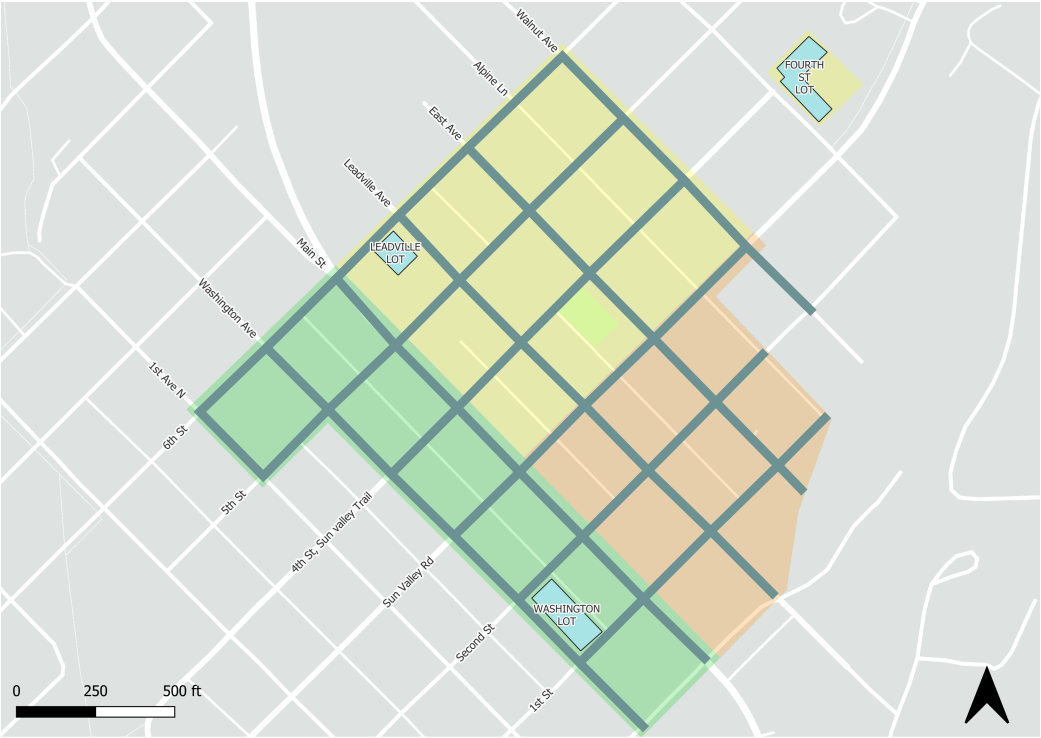
City of Ketchum



Parking Area: Downtown on-street and off-street

Collection Range: July 2022 - November 2022

Map 1: Downtown Ketchum



* Occupancies over 85% are highlighted orange.
** Cells that are blank represent absent data.

Rapid Parking Report

City of Ketchum



Parking Area: Downtown on-street
and off-street

Collection Range:
July 2022 - November 2022

Table 1 Average Occupancy by Block-face

Street	Data Type	8am-11am	11am-2pm	2pm-5pm	5pm-8pm
1ST AVE N-4TH ST E- WASHINGTON AVE	Occupancy	67.0%	77.0%	70.0%	
	Collection Count	14	17	12	
1ST AVE N-5TH ST E- WASHINGTON AVE	Occupancy	90.0%	83.0%	78.0%	
	Collection Count	26	37	19	
1ST AVE N-6TH ST E- WASHINGTON AVE	Occupancy	54.0%	72.0%	65.0%	
	Collection Count	12	7	12	
1ST AVE N-7TH ST E- WASHINGTON AVE	Occupancy	57.0%	78.0%	64.0%	
	Collection Count	13	8	11	
1ST AVE N-SECOND ST- WASHINGTON AVE	Occupancy	37.0%	52.0%	61.0%	
	Collection Count	16	22	17	
1ST AVE N-SUN VALLEY RD W- WASHINGTON AVE	Occupancy	34.0%	34.0%	30.5%	
	Collection Count	17	15	14	
1ST AVE S-1ST ST E- WASHINGTON AVE	Occupancy	45.0%	34.0%	52.0%	
	Collection Count	7	21	19	
1ST AVE S-RIVER ST E- WASHINGTON AVE	Occupancy	43.0%	40.0%	41.0%	
	Collection Count	25	18	21	
1ST ST E-EAST AVE-END	Occupancy	38.0%	49.0%	37.0%	29.0%
	Collection Count	24	25	19	1
1ST ST E-MAIN ST S-RIVER ST E	Occupancy	51.0%	66.0%	29.0%	
	Collection Count	7	5	6	
1ST ST E-S LEADVILLE AVE-RIVER ST E	Occupancy	52.0%	62.0%	73.0%	33.0%
	Collection Count	21	34	21	1

* Occupancies over 85% are highlighted orange.

** Cells that are blank represent absent data.

Rapid Parking Report

City of Ketchum



Parking Area: Downtown on-street
and off-street

Collection Range:
July 2022 - November 2022

Street	Data Type	8am-11am	11am-2pm	2pm-5pm	5pm-8pm
1ST ST W-1ST AVE S-RIVER ST E	Occupancy	19.0%	25.0%	27.0%	
	Collection Count	13	23	21	
1ST ST W-2ND AVE-RIVER ST W	Occupancy	44.0%	41.0%	61.0%	
	Collection Count	20	17	18	
1ST ST W-WASHINGTON AVE- RIVER ST E	Occupancy	46.0%	39.0%	71.0%	
	Collection Count	21	30	21	
2ND AVE S-RIVER ST W-1ST AVE S	Occupancy	49.0%	59.0%	54.0%	
	Collection Count	21	16	15	
2ND AVE-1ST ST W-1ST AVE S	Occupancy	75.0%	73.0%	75.0%	67.0%
	Collection Count	10	11	16	1
2ND AVE-2ND ST W-1ST AVE N	Occupancy	30.0%	30.0%	35.0%	
	Collection Count	17	13	16	
2ND AVE-5TH ST W-1ST AVE N	Occupancy	48.0%	68.0%	54.0%	
	Collection Count	25	35	18	
2ND AVE-6TH ST W-1ST AVE N	Occupancy	39.0%	57.0%	57.0%	
	Collection Count	20	18	20	
2ND AVE-7TH ST W-1ST AVE N	Occupancy	28.0%	40.0%	27.0%	
	Collection Count	11	7	8	
2ND AVE-8TH ST W-1ST AVE N	Occupancy	23.0%	55.0%	37.0%	
	Collection Count	15	7	12	
2ND AVE-SUN VALLEY RD W-1ST AVE N	Occupancy	63.0%	70.0%	65.0%	
	Collection Count	20	9	20	
2ND AVE-SUN VALLEY TRAIL-1ST AVE N	Occupancy	37.0%	66.0%	51.0%	
	Collection Count	12	6	13	

* Occupancies over 85% are highlighted orange.

** Cells that are blank represent absent data.

Rapid Parking Report

City of Ketchum



Parking Area: Downtown on-street
and off-street

Collection Range:
July 2022 - November 2022

Street	Data Type	8am-11am	11am-2pm	2pm-5pm	5pm-8pm
2ND ST W-2ND AVE-1ST ST W	Occupancy	65.0%	60.0%	67.0%	46.0%
	Collection Count	25	20	25	1
4TH AVE E-WASHINGTON AVE-SUN VALLEY RD W	Occupancy	51.0%	81.0%	63.0%	
	Collection Count	16	28	23	
4TH ST E-1ST AVE N-SUN VALLEY RD W	Occupancy	43.5%	51.0%	36.5%	
	Collection Count	15	23	20	
4TH ST E-N LEADVILLE AVE-SUN VALLEY RD	Occupancy	64.0%	78.0%	74.0%	83.0%
	Collection Count	30	47	57	5
4TH ST E-N MAIN ST-SUN VALLEY RD	Occupancy	49.0%	68.0%	67.0%	
	Collection Count	13	9	12	
4TH ST E-SPRUCE AVE-SUN VALLEY RD	Occupancy	52.0%	57.0%	60.0%	70.0%
	Collection Count	16	30	13	2
4TH ST E-WALNUT AVE-SUN VALLEY RD	Occupancy	36.0%	53.0%	53.0%	57.0%
	Collection Count	31	79	47	8
5TH ST E-EAST AVE-4TH ST E	Occupancy	39.0%	66.0%	72.0%	66.0%
	Collection Count	29	84	58	6
5TH ST E-N LEADVILLE AVE-4TH ST E	Occupancy	65.0%	76.0%	75.0%	51.0%
	Collection Count	25	31	61	4
5TH ST E-N MAIN ST-4TH ST E	Occupancy	86.5%	83.5%	89.0%	100.0%
	Collection Count	11	13	12	2
5TH ST E-SPRUCE AVE-4TH ST E	Occupancy	53.0%	71.0%	90.0%	40.0%
	Collection Count	17	38	10	1
5TH ST E-WALNUT AVE-4TH ST E	Occupancy	64.0%	82.0%	70.0%	65.0%
	Collection Count	23	45	24	4

* Occupancies over 85% are highlighted orange.

** Cells that are blank represent absent data.

Rapid Parking Report

City of Ketchum



Parking Area: Downtown on-street
and off-street

Collection Range:
July 2022 - November 2022

Street	Data Type	8am-11am	11am-2pm	2pm-5pm	5pm-8pm
5TH ST E-WASHINGTON AVE-4TH ST E	Occupancy	69.0%	67.0%	65.0%	
	Collection Count	18	32	22	
5TH ST W-1ST AVE N-4TH ST E	Occupancy	29.0%	35.0%	30.5%	
	Collection Count	14	26	23	
5TH ST W-2ND AVE-SUN VALLEY TRAIL	Occupancy	33.0%	56.0%	57.0%	15.0%
	Collection Count	31	26	29	1
6TH ST E-EAST AVE-5TH ST E	Occupancy	22.0%	53.0%	56.0%	32.0%
	Collection Count	30	59	36	2
6TH ST E-N LEADVILLE AVE-5TH ST E	Occupancy	42.0%	65.0%	63.0%	28.0%
	Collection Count	34	41	53	3
6TH ST E-N MAIN ST-5TH ST E	Occupancy	29.0%	36.0%	29.0%	
	Collection Count	7	7	8	
6TH ST E-SPRUCE AVE-5TH ST E	Occupancy	23.0%	27.0%	24.0%	11.0%
	Collection Count	11	6	6	1
6TH ST E-WALNUT AVE-5TH ST E	Occupancy	22.0%	38.0%	37.0%	31.0%
	Collection Count	10	27	13	1
6TH ST E-WASHINGTON AVE-5TH ST E	Occupancy	61.0%	69.0%	75.0%	
	Collection Count	21	24	18	
6TH ST W-1ST AVE N-5TH ST W	Occupancy	39.5%	46.0%	46.0%	
	Collection Count	19	33	20	
6TH ST W-2ND AVE-5TH ST W	Occupancy	48.0%	57.0%	64.0%	14.0%
	Collection Count	48	44	43	1
7TH ST E-WASHINGTON AVE-6TH ST E	Occupancy	37.0%	54.0%	53.0%	
	Collection Count	13	11	16	

* Occupancies over 85% are highlighted orange.

** Cells that are blank represent absent data.

Rapid Parking Report

City of Ketchum



Parking Area: Downtown on-street
and off-street

Collection Range:
July 2022 - November 2022

Street	Data Type	8am-11am	11am-2pm	2pm-5pm	5pm-8pm
7TH ST W-1ST AVE N-6TH ST W	Occupancy	45.0%	51.0%	56.5%	
	Collection Count	14	13	15	
7TH ST W-2ND AVE-6TH ST W	Occupancy	34.0%	31.0%	36.0%	
	Collection Count	26	15	17	
8TH ST E-1ST AVE N-7TH ST W	Occupancy	66.0%	72.0%	67.0%	
	Collection Count	11	10	11	
8TH ST E-WASHINGTON AVE-7TH ST E	Occupancy	71.0%	60.0%	57.0%	
	Collection Count	15	9	14	
8TH ST W-2ND AVE-7TH ST W	Occupancy	24.0%	26.0%	30.0%	
	Collection Count	18	10	9	
9TH ST E-N MAIN ST-6TH ST E	Occupancy	42.0%	50.0%	100.0%	
	Collection Count	7	1	1	
9TH ST E-WALNUT AVE-6TH ST E	Occupancy	11.0%	11.0%	8.0%	
	Collection Count	2	3	1	
EAST AVE-1ST ST E-ALPINE LN	Occupancy	67.0%	33.0%	33.0%	
	Collection Count	1	4	2	
EAST AVE-5TH ST E-WALNUT AVE	Occupancy	37.0%	43.0%	35.0%	
	Collection Count	11	31	14	
EAST AVE-6TH ST E-WALNUT AVE	Occupancy	51.0%	61.0%	51.0%	31.0%
	Collection Count	27	33	14	2
EAST AVE-SECOND ST-WALNUT AVE	Occupancy	46.0%	56.0%	48.0%	24.0%
	Collection Count	28	21	14	3
EAST AVE-SUN VALLEY RD-WALNUT AVE	Occupancy	60.0%	62.0%	69.0%	82.0%
	Collection Count	17	35	14	1

* Occupancies over 85% are highlighted orange.

** Cells that are blank represent absent data.

Rapid Parking Report

City of Ketchum



Parking Area: Downtown on-street
and off-street

Collection Range:
July 2022 - November 2022

Street	Data Type	8am-11am	11am-2pm	2pm-5pm	5pm-8pm
EAST AVE-SUN VALLEY TRAIL-WALNUT AVE	Occupancy	66.0%	67.0%	81.0%	83.0%
	Collection Count	8	22	12	3
END-N LEADVILLE AVE-6TH ST E	Occupancy	79.0%	76.0%	88.0%	78.0%
	Collection Count	19	26	9	2
FOURTH ST LOT	Occupancy	43.0%	44.0%	34.0%	41.0%
	Collection Count	11	42	5	1
LEADVILLE LOT	Occupancy	12.0%	35.0%	18.0%	
	Collection Count	3	14	6	
MAIN ST S-RIVER ST E-S LEADVILLE AVE	Occupancy	25.0%	42.0%	33.0%	
	Collection Count	2	3	3	
N LEADVILLE AVE-1ST ST E-EAST AVE	Occupancy	67.0%	69.0%	64.0%	29.0%
	Collection Count	21	20	18	2
N LEADVILLE AVE-4TH ST E-EAST AVE	Occupancy	60.0%	84.0%	73.0%	71.0%
	Collection Count	6	7	9	1
N LEADVILLE AVE-5TH ST E-EAST AVE	Occupancy	70.0%	66.0%	50.0%	13.0%
	Collection Count	20	28	11	1
N LEADVILLE AVE-6TH ST E-EAST AVE	Occupancy	94.0%	84.0%	71.0%	19.0%
	Collection Count	25	28	16	3
N LEADVILLE AVE-SECOND ST-EAST AVE	Occupancy	61.0%	68.0%	75.0%	72.0%
	Collection Count	17	14	18	3
N LEADVILLE AVE-SUN VALLEY RD-EAST AVE	Occupancy	85.5%	68.0%	44.0%	63.0%
	Collection Count	16	19	21	2
N MAIN ST-1ST ST E-N LEADVILLE AVE	Occupancy	36.0%	66.0%	77.0%	25.0%
	Collection Count	12	19	17	1

* Occupancies over 85% are highlighted orange.

** Cells that are blank represent absent data.

Rapid Parking Report

City of Ketchum



Parking Area: Downtown on-street
and off-street

Collection Range:
July 2022 - November 2022

Street	Data Type	8am-11am	11am-2pm	2pm-5pm	5pm-8pm
N MAIN ST-4TH ST E-N LEADVILLE AVE	Occupancy	78.0%	76.0%	89.0%	83.0%
	Collection Count	6	10	4	2
N MAIN ST-5TH ST E-N LEADVILLE AVE	Occupancy	81.0%	79.0%	89.0%	33.0%
	Collection Count	19	25	16	1
N MAIN ST-6TH ST E-N LEADVILLE AVE	Occupancy	100.0%		50.0%	
	Collection Count	1		1	
N MAIN ST-9TH ST E-WALNUT AVE	Occupancy	15.0%	13.0%	10.0%	
	Collection Count	6	5	2	
N MAIN ST-SECOND ST-N LEADVILLE AVE	Occupancy	40.0%	67.0%	61.0%	73.0%
	Collection Count	16	15	12	2
SECOND ST-1ST AVE N-1ST ST E	Occupancy	38.0%	43.0%	45.5%	
	Collection Count	15	20	25	
SECOND ST-ALPINE LN-1ST ST E	Occupancy		50.0%		
	Collection Count		1		
SECOND ST-EAST AVE-1ST ST E	Occupancy	44.0%	56.0%	59.0%	
	Collection Count	43	53	43	
SECOND ST-N LEADVILLE AVE- 1ST ST E	Occupancy	51.0%	72.0%	62.0%	58.0%
	Collection Count	23	35	25	2
SECOND ST-N MAIN ST-1ST ST E	Occupancy	33.5%	49.5%	40.5%	50.0%
	Collection Count	22	17	16	1
SECOND ST-WALNUT AVE S-END	Occupancy	21.0%	34.0%	30.0%	25.0%
	Collection Count	11	12	5	1
SECOND ST-WASHINGTON AVE- 1ST ST E	Occupancy	29.0%	36.0%	48.0%	
	Collection Count	17	28	23	

* Occupancies over 85% are highlighted orange.

** Cells that are blank represent absent data.

Rapid Parking Report

City of Ketchum



Parking Area: Downtown on-street
and off-street

Collection Range:
July 2022 - November 2022

Street	Data Type	8am-11am	11am-2pm	2pm-5pm	5pm-8pm
SUN VALLEY RD W-1ST AVE N- SECOND ST	Occupancy	50.0%	52.0%	52.5%	
	Collection Count	23	24	24	
SUN VALLEY RD W-2ND AVE-2ND ST W	Occupancy	29.0%	34.0%	39.0%	
	Collection Count	19	20	22	
SUN VALLEY RD W- WASHINGTON AVE-SECOND ST	Occupancy	41.0%	70.0%	67.0%	
	Collection Count	20	31	25	
SUN VALLEY RD-EAST AVE- SECOND ST	Occupancy	26.0%	50.0%	49.0%	49.0%
	Collection Count	36	67	63	6
SUN VALLEY RD-N LEADVILLE AVE-SECOND ST	Occupancy	59.0%	67.0%	67.0%	90.0%
	Collection Count	23	42	41	4
SUN VALLEY RD-N MAIN ST- SECOND ST	Occupancy	38.0%	38.0%	40.5%	100.0%
	Collection Count	18	15	14	1
SUN VALLEY RD-SPRUCE AVE- SECOND ST	Occupancy	37.0%	48.0%	55.0%	52.0%
	Collection Count	20	23	16	4
SUN VALLEY RD-WALNUT AVE- SECOND ST	Occupancy	90.0%	97.0%	93.0%	67.0%
	Collection Count	18	28	15	2
SUN VALLEY TRAIL-2ND AVE-SUN VALLEY RD W	Occupancy	64.0%	60.0%	54.0%	50.0%
	Collection Count	27	24	26	1
SUN VALLEY TRAIL-EAST AVE- SUN VALLEY RD	Occupancy	53.0%	64.0%	62.0%	47.0%
	Collection Count	41	92	66	8
WALNUT AVE-5TH ST E-SPRUCE AVE	Occupancy	53.0%	55.0%	64.0%	19.0%
	Collection Count	13	22	6	2
WALNUT AVE-6TH ST E-SPRUCE AVE	Occupancy	27.0%	28.0%	18.0%	
	Collection Count	13	17	7	

* Occupancies over 85% are highlighted orange.

** Cells that are blank represent absent data.

Rapid Parking Report

City of Ketchum



Parking Area: Downtown on-street
and off-street

Collection Range:
July 2022 - November 2022

Street	Data Type	8am-11am	11am-2pm	2pm-5pm	5pm-8pm
WALNUT AVE-SECOND ST- SPRUCE AVE	Occupancy	59.0%	49.0%	58.0%	18.0%
	Collection Count	22	21	19	1
WALNUT AVE-SUN VALLEY RD- SPRUCE AVE	Occupancy	43.0%	56.0%	56.0%	56.0%
	Collection Count	21	28	17	2
WALNUT AVE-SUN VALLEY TRAIL-SPRUCE AVE	Occupancy	39.0%	67.0%	55.0%	70.0%
	Collection Count	15	42	20	3
WASHINGTON AVE-1ST ST E-N MAIN ST	Occupancy	77.0%	77.0%	89.0%	50.0%
	Collection Count	11	15	19	1
WASHINGTON AVE-4TH ST E-N MAIN ST	Occupancy	79.0%	93.0%	78.0%	
	Collection Count	13	10	10	
WASHINGTON AVE-5TH ST E-N MAIN ST	Occupancy	72.0%	71.0%	60.0%	
	Collection Count	29	45	19	
WASHINGTON AVE-7TH ST E- WARM SPRING RD	Occupancy	35.0%	34.0%	41.0%	
	Collection Count	15	9	13	
WASHINGTON AVE-8TH ST E- WARM SPRING RD	Occupancy	73.0%	88.0%	87.0%	
	Collection Count	16	7	13	
WASHINGTON AVE-RIVER ST E- MAIN ST S	Occupancy	55.0%	56.0%	63.0%	38.0%
	Collection Count	10	8	6	1
WASHINGTON AVE-SECOND ST- N MAIN ST	Occupancy	49.0%	56.0%	62.0%	
	Collection Count	17	26	14	
WASHINGTON AVE-SUN VALLEY RD W-N MAIN ST	Occupancy	65.0%	70.5%	75.0%	
	Collection Count	16	14	20	
WASHINGTON LOT	Occupancy	13.0%	16.0%	25.0%	
	Collection Count	3	27	2	

* Occupancies over 85% are highlighted orange.

** Cells that are blank represent absent data.

Rapid Parking Report

City of Ketchum



Parking Area: Downtown on-street
and off-street

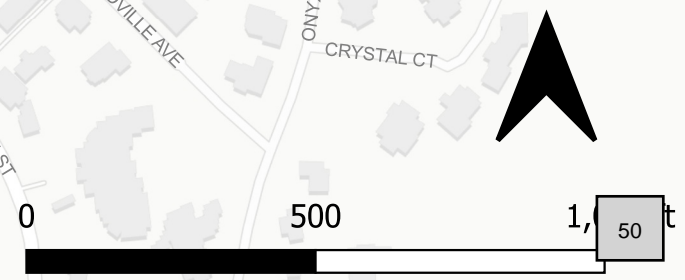
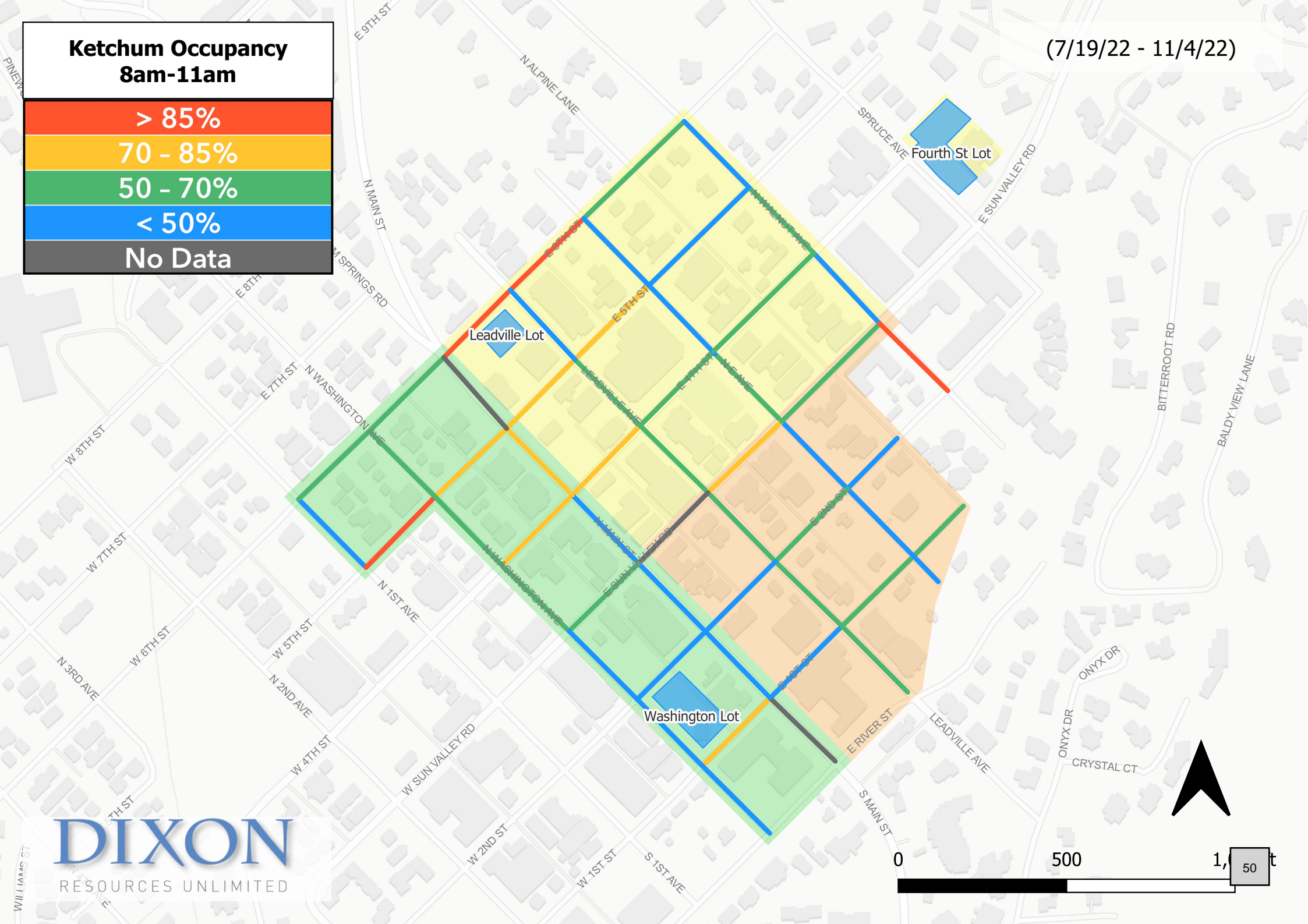
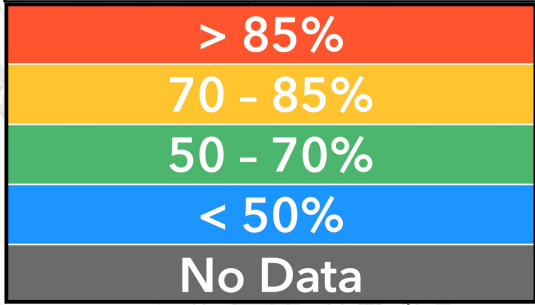
Collection Range:
July 2022 - November 2022

Street	Data Type	8am-11am	11am-2pm	2pm-5pm	5pm-8pm
WASHINGTON AVE-6TH ST E-N MAIN ST	Occupancy	55.0%	93.0%	93.0%	
	Collection Count	15	10	12	

* Occupancies over 85% are highlighted orange.
** Cells that are blank represent absent data.

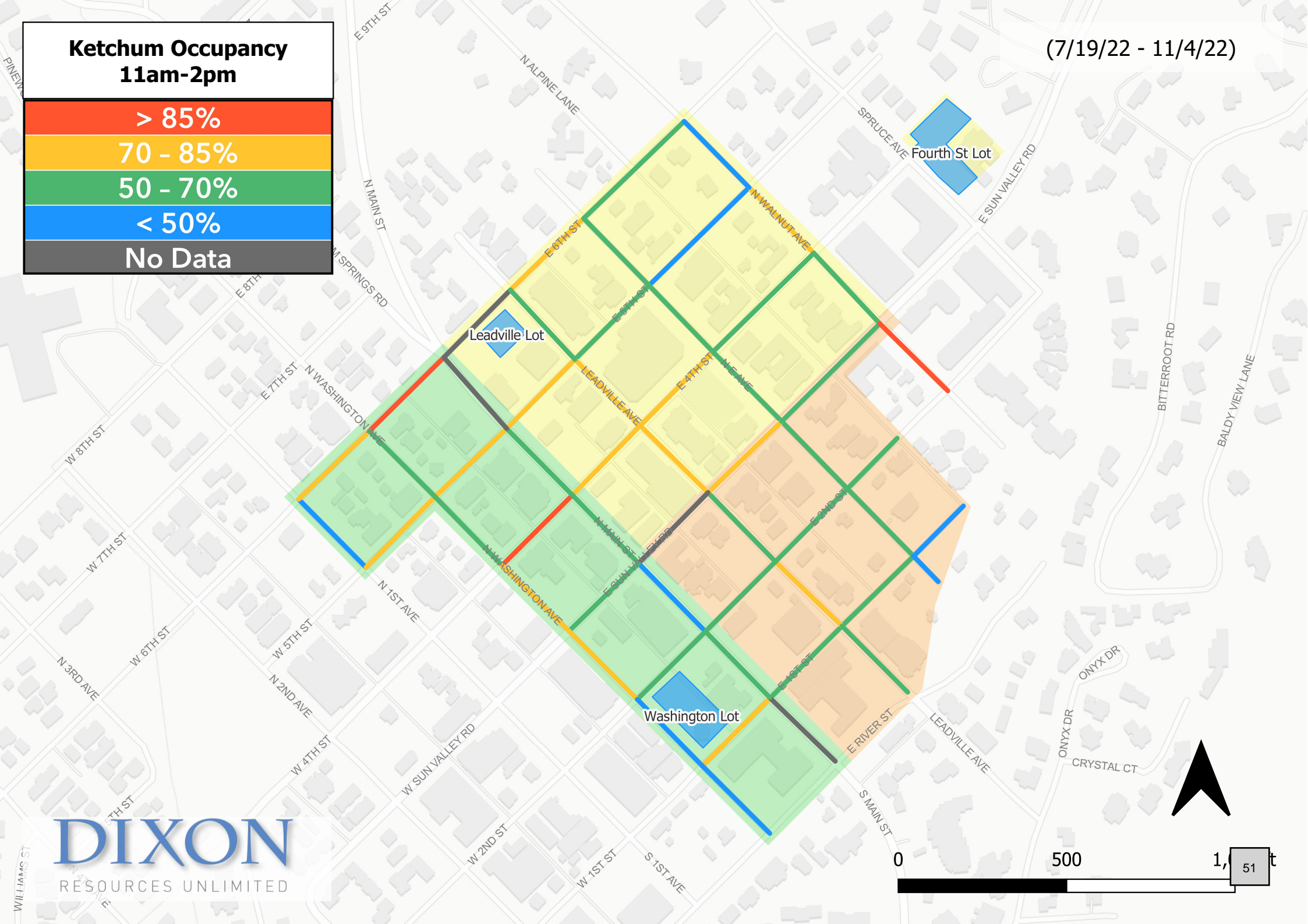
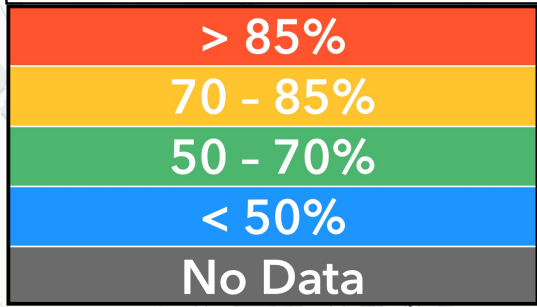
Ketchum Occupancy 8am-11am

(7/19/22 - 11/4/22)



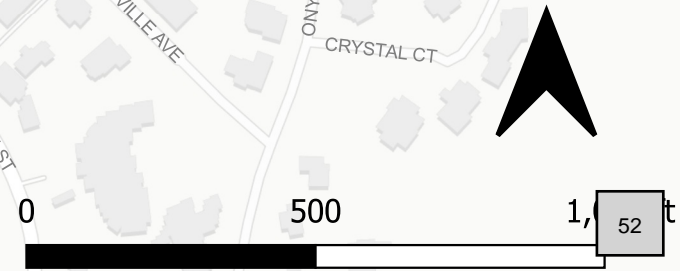
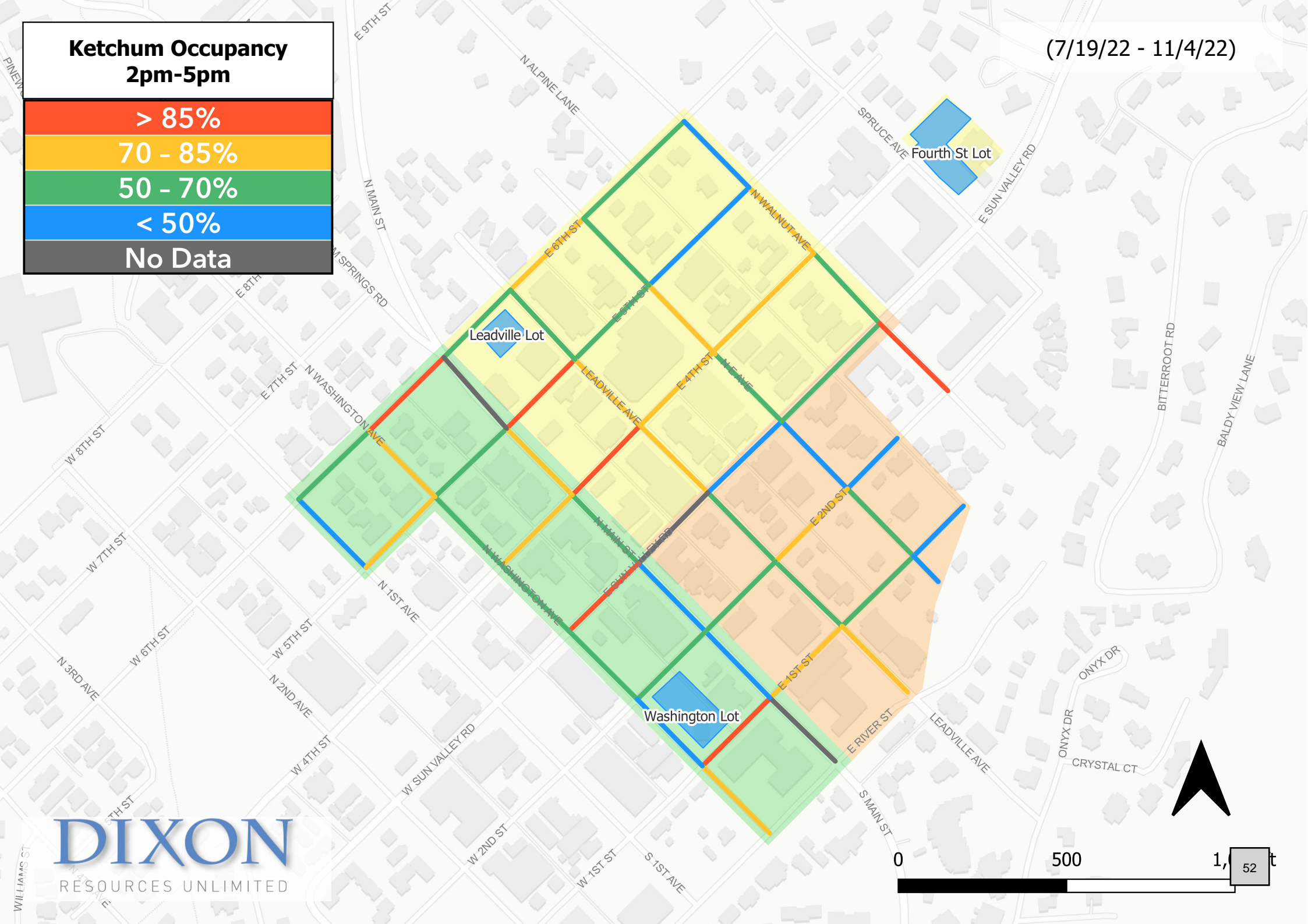
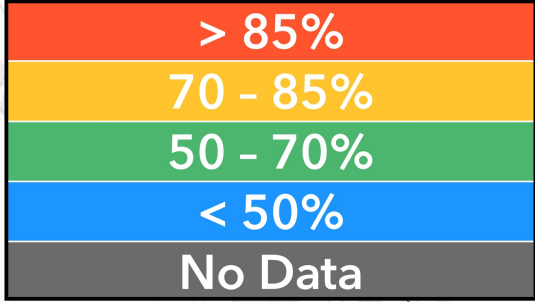
**Ketchum Occupancy
11am-2pm**

(7/19/22 - 11/4/22)



Ketchum Occupancy 2pm-5pm

(7/19/22 - 11/4/22)



**Ketchum Occupancy
5pm-8pm**

> 85%

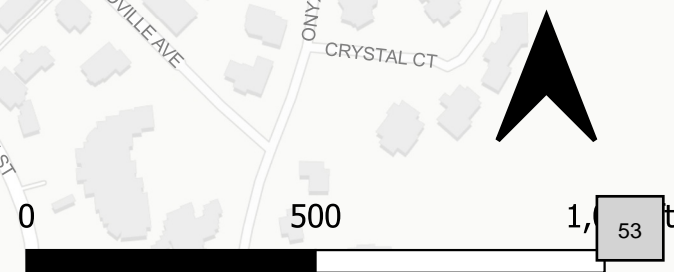
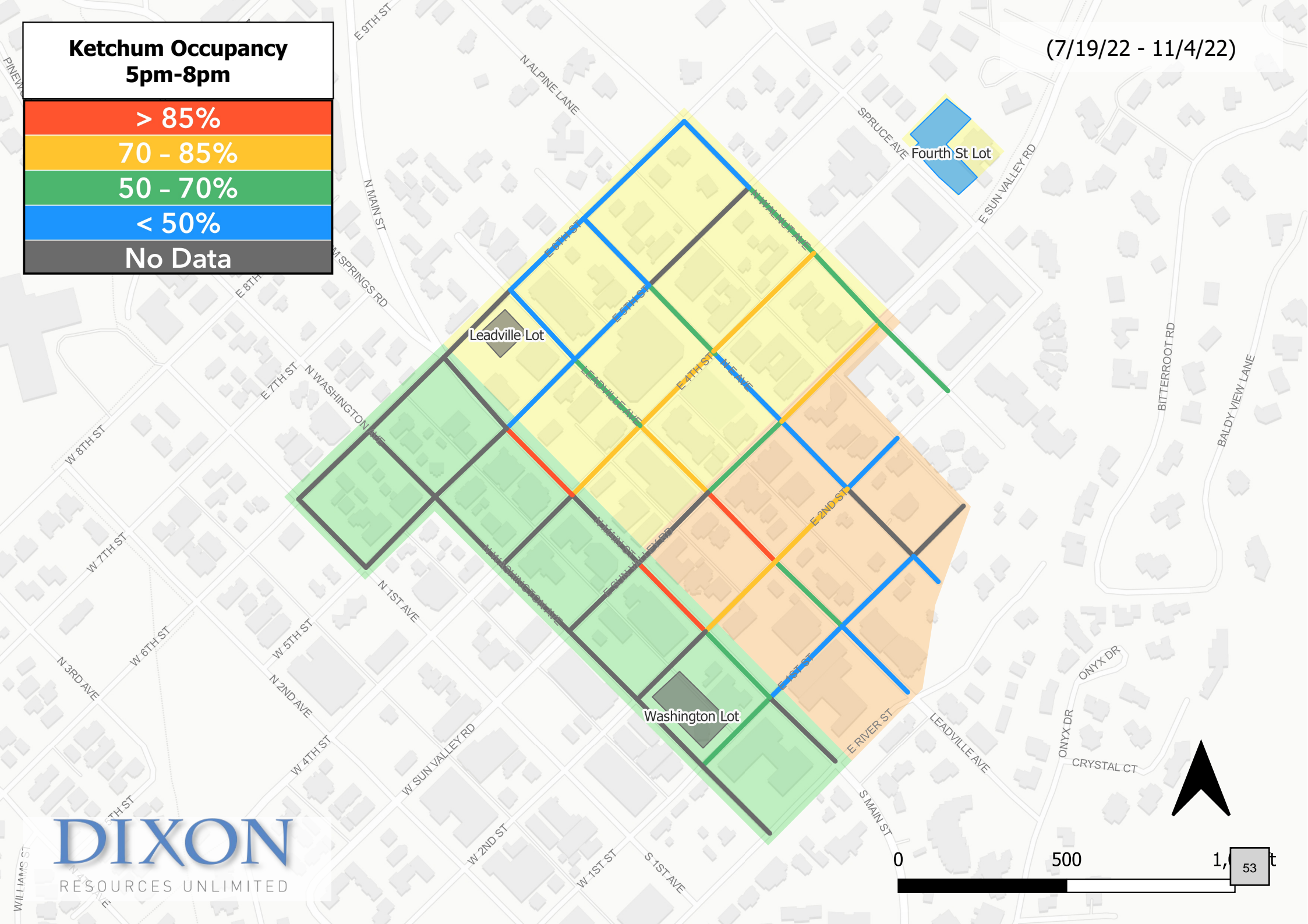
70 - 85%

50 - 70%

< 50%

No Data

(7/19/22 - 11/4/22)



Rapid Parking Report

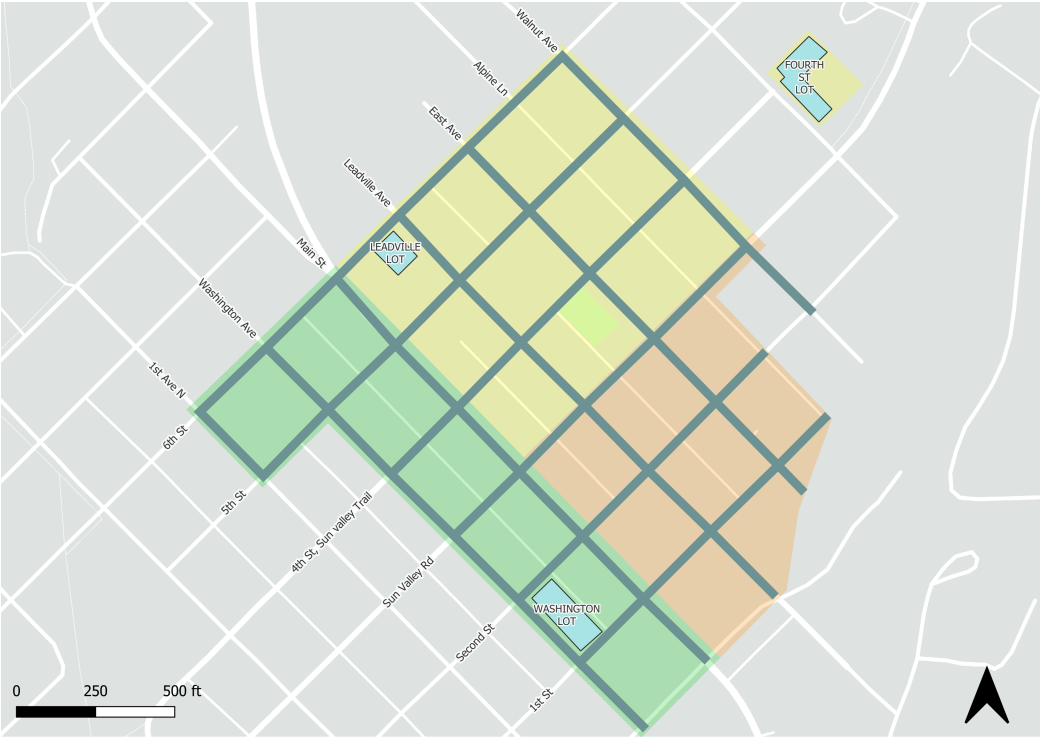
City of Ketchum



Parking Area: Downtown on-street and off-street

Collection Range: April 2022 - June 2022

Map 1: Downtown Ketchum



* Occupancies over 85% are highlighted orange.
 ** Cells that are blank represent absent data.

Rapid Parking Report

City of Ketchum



Parking Area: Downtown on-street
and off-street

Collection Range:
April 2022 - June 2022

Table 1 Average Occupancy by Block-face

Location	Street	Data Type	Weekday				Saturday	
			8-11am	11-2pm	2-5pm	5-7pm	2-5pm	5-7pm
1ST AVE N	1ST ST E-(1ST AVE N)-SECOND ST	Occupancy		41.0%	41.0%		23.1%	15.4%
		Collection Count		2	1		2	2
	4TH ST E-(1ST AVE N)-5TH ST W	Occupancy		39.0%	46.3%		9.8%	
		Collection Count		2	1		2	
	5TH ST W-(1ST AVE N)-6TH ST W	Occupancy	51.0%	59.2%	46.9%	28.6%	21.4%	33.3%
		Collection Count	1	1	1	1	2	3
	6TH ST W-(1ST AVE N)-7TH ST W	Occupancy	21.1%	42.1%	36.8%		15.8%	23.7%
		Collection Count	1	1	1		1	2
	7TH ST W-(1ST AVE N)-8TH ST E	Occupancy	17.2%	41.4%	58.6%		20.7%	17.2%
		Collection Count	1	1	1		1	2
SECOND ST-(1ST AVE N)-SUN VALLEY RD W	Occupancy		47.7%	41.9%		11.6%	4.7%	
	Collection Count		2	1		2	1	
SUN VALLEY RD W-(1ST AVE N)-4TH ST E	Occupancy		32.9%	36.4%		12.5%		
	Collection Count		2	1		2		
1ST AVE S	RIVER ST E-(1ST AVE S)-1ST ST W	Occupancy		23.3%	25.6%	16.3%	16.3%	8.1%
		Collection Count		2	1	1	2	2
1ST ST E	EAST AVE-(1ST ST E)-N LEADVILLE AVE	Occupancy			64.3%	21.4%	14.3%	11.9%
		Collection Count			1	1	2	3
	N MAIN ST-(1ST ST E)-N LEADVILLE AVE	Occupancy				36.4%	31.8%	31.8%
		Collection Count				2	2	4
	N MAIN ST-(1ST ST E)-WASHINGTON AVE	Occupancy		50.0%		75.0%	75.0%	62.5%
		Collection Count		1		1	2	2

* Occupancies over 85% are highlighted orange.

** Cells that are blank represent absent data.

Rapid Parking Report

City of Ketchum



Parking Area: Downtown on-street
and off-street

Collection Range:
April 2022 - June 2022

Location	Street	Data Type	Weekday				Saturday	
			8-11am	11-2pm	2-5pm	5-7pm	2-5pm	5-7pm
1ST ST E	WASHINGTON AVE-(1ST ST E)-1ST AVE S	Occupancy		28.6%		21.4%	42.9%	7.1%
		Collection Count		1		1	1	1
1ST ST W	1ST AVE S-(1ST ST W)-2ND AVE	Occupancy		16.7%			5.6%	
		Collection Count		1			1	
2ND AVE	1ST ST W-(2ND AVE)-2ND ST W	Occupancy		47.6%			4.8%	
		Collection Count		1			2	
	2ND ST W-(2ND AVE)-SUN VALLEY RD W	Occupancy		21.4%	28.6%			4.8%
		Collection Count		2	1			1
	5TH ST W-(2ND AVE)-6TH ST W	Occupancy		82.5%	25.0%		25.0%	6.7%
		Collection Count		2	1		1	3
	6TH ST W-(2ND AVE)-7TH ST W	Occupancy		5.3%				5.3%
		Collection Count		1				1
	7TH ST W-(2ND AVE)-8TH ST W	Occupancy		10.0%				
		Collection Count		1				
	RIVER ST W-(2ND AVE)-1ST ST W	Occupancy		17.6%			11.8%	5.9%
		Collection Count		1			1	1
	SUN VALLEY RD W-(2ND AVE)-SUN VALLEY TRAIL	Occupancy		68.2%	36.4%		11.4%	6.8%
		Collection Count		2	1		2	2
	SUN VALLEY TRAIL-(2ND AVE)-5TH ST W	Occupancy		60.7%	32.1%		19.6%	
		Collection Count		2	1		2	
2ND ST W	1ST AVE N-(2ND ST W)-2ND AVE	Occupancy		10.0%	4.0%		16.0%	10.0%
		Collection Count		2	1		1	2

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Rapid Parking Report

City of Ketchum



Parking Area: Downtown on-street
and off-street

Collection Range:
April 2022 - June 2022

Location	Street	Data Type	Weekday				Saturday	
			8-11am	11-2pm	2-5pm	5-7pm	2-5pm	5-7pm
4TH ST E	1ST AVE N-(4TH ST E)-WASHINGTON AVE	Occupancy		50.0%		62.5%	31.3%	12.5%
		Collection Count		1		1	1	2
	EAST AVE-(4TH ST E)-N LEADVILLE AVE	Occupancy		57.1%		28.6%	50.0%	57.1%
		Collection Count		2		2	2	3
	N MAIN ST-(4TH ST E)-N LEADVILLE AVE	Occupancy		100.0%		50.0%	66.7%	80.0%
		Collection Count		1		2	2	5
	N MAIN ST-(4TH ST E)-WASHINGTON AVE	Occupancy		83.3%		83.3%	83.3%	58.3%
		Collection Count		1		1	1	2
5TH ST E	EAST AVE-(5TH ST E)-N LEADVILLE AVE	Occupancy		58.3%				8.3%
		Collection Count		1				2
	N LEADVILLE AVE-(5TH ST E)-N MAIN ST	Occupancy		40.0%				
		Collection Count		1				
	N MAIN ST-(5TH ST E)-WASHINGTON AVE	Occupancy		50.0%		71.4%	14.3%	42.9%
		Collection Count		1		1	1	2
	SPRUCE AVE-(5TH ST E)-WALNUT AVE	Occupancy		27.4%	52.4%	23.8%		
		Collection Count		4	1	1		
	WALNUT AVE-(5TH ST E)-EAST AVE	Occupancy		12.5%		6.3%		6.3%
		Collection Count		2		1		2
	WASHINGTON AVE-(5TH ST E)-1ST AVE N	Occupancy		33.3%		50.0%	16.7%	16.7%
		Collection Count		2		1	1	1
5TH ST W	1ST AVE N-(5TH ST W)-2ND AVE	Occupancy		59.5%			23.8%	9.5%
		Collection Count		2			1	2

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Rapid Parking Report

City of Ketchum



Parking Area: Downtown on-street
and off-street

Collection Range:
April 2022 - June 2022

Location	Street	Data Type	Weekday				Saturday		
			8-11am	11-2pm	2-5pm	5-7pm	2-5pm	5-7pm	
6TH ST E	1ST AVE N-(6TH ST E)-WASHINGTON AVE	Occupancy		33.3%		11.1%	33.3%	55.6%	
		Collection Count		1		1	2	3	
	EAST AVE-(6TH ST E)-N LEADVILLE AVE	Occupancy		44.4%	13.9%		50.0%	22.2%	
		Collection Count		1	2		1	4	
	N MAIN ST-(6TH ST E)-N LEADVILLE AVE	Occupancy						50.0%	
		Collection Count						2	
	N MAIN ST-(6TH ST E)-WASHINGTON AVE	Occupancy		29.4%			70.6%	47.1%	67.7%
		Collection Count		1			1	2	2
WALNUT AVE-(6TH ST E)-EAST AVE	Occupancy		27.3%				6.1%	3.8%	
	Collection Count		2				1	4	
6TH ST W	1ST AVE N-(6TH ST W)-2ND AVE	Occupancy		34.8%				4.3%	
		Collection Count		2				1	
7TH ST E	WASHINGTON AVE-(7TH ST E)-1ST AVE N	Occupancy		41.2%				17.6%	
		Collection Count		1				1	
	WASHINGTON AVE-(7TH ST E)-WARM SPRING RD	Occupancy		20.0%				6.7%	
		Collection Count		1				1	
7TH ST W	1ST AVE N-(7TH ST W)-2ND AVE	Occupancy		13.6%					
		Collection Count		1					
8TH ST E	WARM SPRING RD-(8TH ST E)-WASHINGTON AVE	Occupancy	20.0%		20.0%				
		Collection Count	1		1				
8TH ST W	2ND AVE-(8TH ST W)-1ST AVE N	Occupancy	4.8%						
		Collection Count	1						

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Rapid Parking Report

City of Ketchum



Parking Area: Downtown on-street
and off-street

Collection Range:
April 2022 - June 2022

Location	Street	Data Type	Weekday				Saturday	
			8-11am	11-2pm	2-5pm	5-7pm	2-5pm	5-7pm
EAST AVE	1ST ST E-(EAST AVE)- SECOND ST	Occupancy		67.4%	34.9%		16.3%	10.1%
		Collection Count		1	4		3	3
	4TH ST E-(EAST AVE)-5TH ST E	Occupancy		53.4%	40.5%	21.1%	56.6%	30.7%
		Collection Count		7	5	2	2	3
	5TH ST E-(EAST AVE)-6TH ST E	Occupancy		37.4%	25.6%	26.8%	8.5%	18.7%
		Collection Count		6	4	1	2	3
	END-(EAST AVE)-1ST ST E	Occupancy			8.8%			
		Collection Count			3			
	SECOND ST-(EAST AVE)-SUN VALLEY RD	Occupancy		46.3%	30.7%	36.6%	14.6%	23.8%
		Collection Count		5	5	1	2	4
	SUN VALLEY RD- (EAST AVE)-SUN VALLEY TRAIL	Occupancy		62.9%	56.0%	42.5%	35.0%	30.0%
		Collection Count		7	5	1	2	3
LOT	FOURTH ST LOT	Occupancy	51.8%	49.5%	38.4%			
		Collection Count	1	4	2			
	LEADVILLE LOT	Occupancy		23.1%			3.8%	3.8%
		Collection Count		1			1	1
	WASHINGTON LOT	Occupancy			20.3%		9.9%	6.6%
		Collection Count			1		3	4
N LEADVILLE AVE	4TH ST E-(N LEADVILLE AVE)-5TH ST E	Occupancy	68.8%	72.5%	50.0%	25.0%	50.0%	56.3%
		Collection Count	1	5	3	2	2	3
	5TH ST E-(N LEADVILLE AVE)-6TH ST E	Occupancy	55.0%	36.3%	36.7%	10.0%		5.0%
		Collection Count	1	4	3	1		1

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Rapid Parking Report

City of Ketchum



Parking Area: Downtown on-street
and off-street

Collection Range:
April 2022 - June 2022

Location	Street	Data Type	Weekday				Saturday	
			8-11am	11-2pm	2-5pm	5-7pm	2-5pm	5-7pm
N LEADVILLE AVE	6TH ST E-(N LEADVILLE AVE)-END	Occupancy				58.8%	76.5%	23.5%
		Collection Count				1	1	1
	SECOND ST-(N LEADVILLE AVE)-1ST ST E	Occupancy		50.0%	25.0%	70.8%	37.5%	43.8%
		Collection Count		1	2	2	2	4
	SECOND ST-(N LEADVILLE AVE)-SUN VALLEY RD	Occupancy		60.7%	38.1%	80.9%	45.2%	57.1%
		Collection Count		4	4	2	2	3
SUN VALLEY RD-(N LEADVILLE AVE)-4TH ST E	Occupancy	10.5%	72.4%	61.4%	68.4%	55.3%	68.4%	
	Collection Count	1	4	3	2	2	3	
N MAIN ST	1ST ST E-(N MAIN ST)-SECOND ST	Occupancy		25.0%		21.9%	21.9%	15.0%
		Collection Count		1		2	2	5
	4TH ST E-(N MAIN ST)-5TH ST E	Occupancy		75.0%		50.0%		
		Collection Count		1		1		
	6TH ST E-(N MAIN ST)-9TH ST E	Occupancy						100.0%
		Collection Count						1
	SECOND ST-(N MAIN ST)-SUN VALLEY RD	Occupancy		17.6%		47.1%	11.8%	36.5%
		Collection Count		1		2	1	5
SUN VALLEY RD-(N MAIN ST)-4TH ST E	Occupancy		28.6%		71.4%	85.7%	59.5%	
	Collection Count		2		2	1	6	
RIVER ST E	MAIN ST S-(RIVER ST E)-S LEADVILLE AVE	Occupancy			25.0%			50.0%
		Collection Count			1			1
	MAIN ST S-(RIVER ST E)-WASHINGTON AVE	Occupancy		36.7%			36.7%	37.8%
		Collection Count		2			2	3

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Rapid Parking Report

City of Ketchum



Parking Area: Downtown on-street
and off-street

Collection Range:
April 2022 - June 2022

Location	Street	Data Type	Weekday				Saturday	
			8-11am	11-2pm	2-5pm	5-7pm	2-5pm	5-7pm
RIVER ST E	WASHINGTON AVE-(RIVER ST E)-1ST AVE S	Occupancy		15.7%	11.8%	23.5%	23.5%	20.6%
		Collection Count		3	1	1	2	2
RIVER ST W	2ND AVE S-(RIVER ST W)-1ST AVE S	Occupancy		15.8%			21.1%	5.3%
		Collection Count		1			1	1
S LEADVILLE AVE	RIVER ST E-(S LEADVILLE AVE)-1ST ST E	Occupancy		75.0%	55.0%	45.0%	52.5%	5.0%
		Collection Count		1	2	1	2	3
SECOND ST	EAST AVE-(SECOND ST)-N LEADVILLE AVE	Occupancy			71.4%	39.3%		16.7%
		Collection Count			2	2		3
	EAST AVE-(SECOND ST)-WALNUT AVE	Occupancy		18.2%	18.2%		18.2%	6.8%
		Collection Count		1	1		1	2
	N LEADVILLE AVE-(SECOND ST)-N MAIN ST	Occupancy			20.0%	76.7%	40.0%	60.0%
		Collection Count			1	2	1	5
	N MAIN ST-(SECOND ST)-WASHINGTON AVE	Occupancy		75.0%		75.0%	75.0%	37.5%
		Collection Count		1		1	1	3
	SPRUCE AVE-(SECOND ST)-WALNUT AVE	Occupancy	26.1%	43.5%	21.7%		13.0%	14.8%
		Collection Count	1	1	2		2	5
	WASHINGTON AVE-(SECOND ST)-1ST AVE N	Occupancy		58.8%		52.9%	11.8%	64.7%
		Collection Count		1		1	1	3
SPRUCE AVE	4TH ST E-(SPRUCE AVE)-5TH ST E	Occupancy	41.7%	83.3%	75.0%		50.0%	41.7%
		Collection Count	1	4	3		2	1
	5TH ST E-(SPRUCE AVE)-6TH ST E	Occupancy		15.4%				
		Collection Count		1				

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Rapid Parking Report

City of Ketchum



Parking Area: Downtown on-street
and off-street

Collection Range:
April 2022 - June 2022

Location	Street	Data Type	Weekday				Saturday	
			8-11am	11-2pm	2-5pm	5-7pm	2-5pm	5-7pm
SPRUCE AVE	SECOND ST-(SPRUCE AVE)-SUN VALLEY RD	Occupancy	73.7%	78.9%	39.5%		10.5%	15.8%
		Collection Count	1	1	2		1	2
	SUN VALLEY RD-(SPRUCE AVE)-4TH ST E	Occupancy	30.0%	63.3%	40.0%	30.0%	10.0%	10.0%
		Collection Count	1	3	3	1	2	3
SUN VALLEY RD	EAST AVE-(SUN VALLEY RD)-N LEADVILLE AVE	Occupancy		33.3%	33.3%	72.2%	66.7%	52.8%
		Collection Count		4	1	2	1	4
	SPRUCE AVE-(SUN VALLEY RD)-WALNUT AVE	Occupancy		19.1%	33.3%	9.5%	4.8%	14.3%
		Collection Count		2	2	1	1	3
	WALNUT AVE-(SUN VALLEY RD)-EAST AVE	Occupancy		11.8%	26.5%		11.8%	8.8%
		Collection Count		3	2		1	2
SUN VALLEY RD W	1ST AVE N-(SUN VALLEY RD W)-2ND AVE	Occupancy		34.2%			10.5%	10.5%
		Collection Count		2			1	1
	1ST AVE N-(SUN VALLEY RD W)-WASHINGTON AVE	Occupancy		14.3%		7.1%	21.4%	7.1%
		Collection Count		1		1	1	2
	N MAIN ST-(SUN VALLEY RD W)-WASHINGTON AVE	Occupancy		22.2%		55.6%	33.3%	40.7%
		Collection Count		1		1	1	3
SUN VALLEY TRAIL	1ST AVE N-(SUN VALLEY TRAIL)-2ND AVE	Occupancy		20.0%			5.0%	5.0%
		Collection Count		1			1	1
	EAST AVE-(SUN VALLEY TRAIL)-WALNUT AVE	Occupancy		75.0%			25.0%	
		Collection Count		1			1	
	SPRUCE AVE-(SUN VALLEY TRAIL)-WALNUT AVE	Occupancy		54.5%		27.3%	22.7%	9.1%
		Collection Count		2		1	2	1

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Rapid Parking Report

City of Ketchum



Parking Area: Downtown on-street
and off-street

Collection Range:
April 2022 - June 2022

Location	Street	Data Type	Weekday				Saturday	
			8-11am	11-2pm	2-5pm	5-7pm	2-5pm	5-7pm
WALNUT AVE	4TH ST E-(WALNUT AVE)-5TH ST E	Occupancy	80.9%	57.1%	59.5%		21.4%	7.9%
		Collection Count	1	5	2		2	3
	5TH ST E-(WALNUT AVE)-6TH ST E	Occupancy		17.4%	13.0%			
		Collection Count		3	1			
	SUN VALLEY RD-(WALNUT AVE)-4TH ST E	Occupancy	25.6%	43.8%	51.2%		23.3%	9.3%
		Collection Count	1	6	3		2	3
SUN VALLEY RD-(WALNUT AVE)-SECOND ST	Occupancy	100.0%	62.5%	75.0%		25.0%	25.0%	
	Collection Count	1	2	2		2	1	
WALNUT AVE S	END-(WALNUT AVE S)-SECOND ST	Occupancy			15.0%		25.0%	8.3%
		Collection Count			1		2	3
WASHINGTON AVE	1ST ST E-(WASHINGTON AVE)-SECOND ST	Occupancy		26.3%	31.6%	42.1%	13.2%	19.3%
		Collection Count		2	1	1	2	3
	5TH ST E-(WASHINGTON AVE)-4TH ST E	Occupancy		58.3%	66.7%	72.2%	44.4%	24.1%
		Collection Count		2	1	1	1	3
	5TH ST E-(WASHINGTON AVE)-6TH ST E	Occupancy		75.0%	18.8%	100.0%	25.0%	50.0%
		Collection Count		1	1	1	1	3
	6TH ST E-(WASHINGTON AVE)-7TH ST E	Occupancy		37.5%	18.8%			21.9%
		Collection Count		1	1			2
	8TH ST E-(WASHINGTON AVE)-7TH ST E	Occupancy		7.7%	23.1%			
		Collection Count		1	1			
	RIVER ST E-(WASHINGTON AVE)-1ST ST W	Occupancy		26.7%	13.3%	46.7%	70.0%	100.0%
		Collection Count		2	1	1	2	2

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Rapid Parking Report

City of Ketchum



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Collection Range:
April 2022 - June 2022

Location	Street	Data Type	Weekday				Saturday	
			8-11am	11-2pm	2-5pm	5-7pm	2-5pm	5-7pm
WASHINGTON AVE	SECOND ST- (WASHINGTON AVE)-SUN VALLEY RD W	Occupancy		47.2%	61.1%	44.4%	55.6%	25.9%
		Collection Count		2	1	1	1	3
	SUN VALLEY RD W- (WASHINGTON AVE)-4TH AVE E	Occupancy		68.8%	62.5%	68.8%	18.8%	18.8%
		Collection Count		2	1	1	1	1

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Attachment D

Ketchum Parking Action Plan

Prepared for the
City of Ketchum, ID
December 22, 2022

Ketchum Parking Action Plan

Executive Summary

This Parking Action Plan (Plan) outlines the steps to implement an effective and efficient parking and mobility program within the City of Ketchum (City). The Plan incorporates findings from an assessment of the City's parking policies, operations, and technology, including findings from community outreach efforts and results from ongoing data collection.

The steps outlined in this Plan should be taken incrementally with ongoing evaluation and community feedback to shape future actions. This Plan is meant to be used to highlight important considerations, measures, and best practices to optimize operations, regardless of the approach chosen. The City is encouraged to adjust the implementation approach as needed to design a program that best fits the unique and ever-changing needs of the community.

The recommendations in this Plan offer immediate actions to optimize enforcement and technology, near-term suggestions regarding signage, permit programs, and future development, and long-term considerations for facilities and curb management. The phasing of the recommendations is meant to be realistic, and the timing could vary depending on the impact of the initial steps.

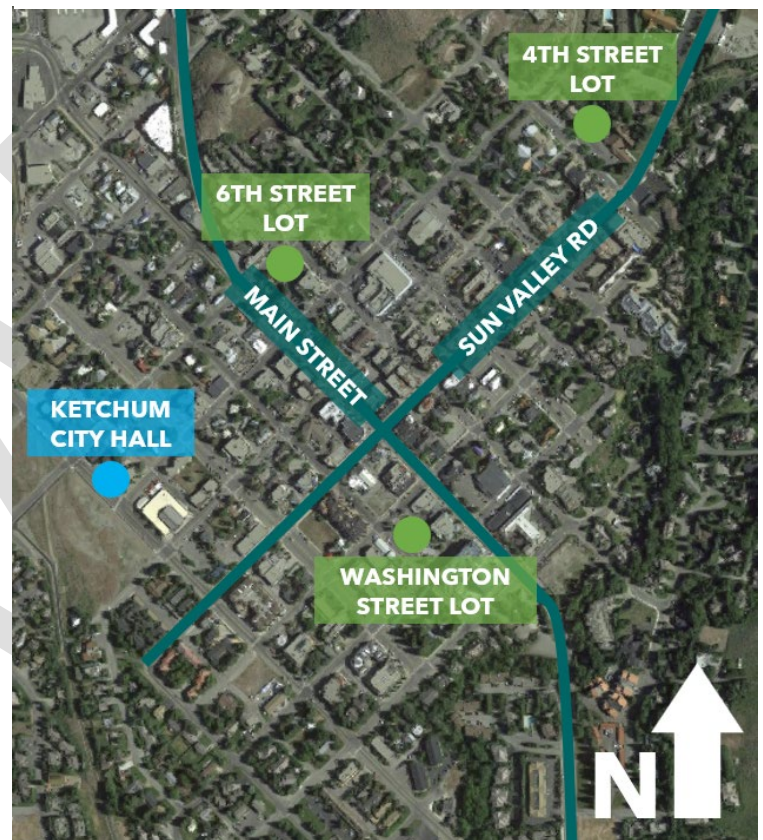
Project Study Area

This Plan considers the on-street and off-street parking system as a whole. There are various businesses, residential neighborhoods, and visitor attractions that influence the parking system. The Plan identifies opportunities for the Downtown parking system, but also includes elements that pertain to specific areas or facilities.

Background

The City retained the parking consultant services of Dixon Resources Unlimited (DIXON) to conduct Operational Needs and Technology Assessments in 2021. The project also included ongoing parking occupancy data collection beginning in the summer of 2021, and a Downtown parking online community survey was conducted in February 2022. The City's Community Service Officers (CSOs) have continuously collected parking data throughout the duration of the project. Each component of the project is described in the following sections.

Figure 1. Project Study Area: Downtown Ketchum



Data Collection

DIXON coordinated a mobile license plate recognition (LPR) camera system pilot beginning in June 2021. A mobile LPR system was installed on a City vehicle, and CSOs were provided driving routes to collect parking data. DIXON converted the LPR data into parking occupancy and turnover results and provided quarterly reports with findings to the City. Another benefit of the mobile LPR pilot was that it allowed CSOs to evaluate the potential of LPR as a tool for monitoring compliance with parking policies.

The City continues to collect parking data during regular parking enforcement operations utilizing the mobile LPR cameras, and a similar handheld LPR application is an option when parking enforcement occurs on foot.

On-site Operational Needs Assessment

DIXON performed an on-site Operational Needs Assessment in December 2021. DIXON was on-site for two days interviewing staff, troubleshooting technical issues, and walking downtown. The assessment found immediate opportunities for the City to improve operations by using handheld LPR

Parking Action Plan

Goals

The following parking goals were established by this Plan, taking into consideration findings from the on-site operational needs assessment and conversations with city staff. The goals indicate the vision and philosophy for parking management. The goals should be used to steer the City when making future parking program decisions.

- 1. Efficient program management:** Create a simplified parking program that is adaptable to the City's ongoing needs.
- 2. User-friendly experience:** Implement customer-friendly policies that improve the parking user experience and enhance access.
- 3. Sustainable solutions:** Implement financially sustainable strategies.

technology and the procurement of a turn-key Citation Management System (CMS). The City recognized the immediate operational improvements the technology and enforcement recommendations would provide, and both have since been implemented.

Community Outreach

The Downtown Ketchum Parking Survey was open from February 2nd to February 28th, 2022, to solicit feedback from business owners, employees, residents, and visitors. Questions covered parker profile demographics as well as topics like employee permit parking and the Winter Parking Pilot Program. The survey received 386 total responses.

When respondents were asked what they would change, fix, or improve about parking in Downtown Ketchum, residents and visitors alike expressed interest in the building of a parking garage as well as the promotion of alternative transportation modes. Respondents also expressed that they would prioritize increasing off-street parking opportunities and adjusting on-street time limits.

Getting Ahead

While preparing this Plan, immediate priority opportunities were identified. Rather than waiting until the completion of this written Plan, City staff proactively made progress on key initial implementation steps. The following were addressed:



- Enforcement Technology
- Citation Management System
- Parking Branding & Signage
- Ongoing Data Collection

Details regarding the specific actions taken, along with a progress update, are provided within the individual recommendations.

Getting Started

Summarized below are some initial steps that the City can take to optimize parking management. Detailed descriptions of each are provided within the Plan:

Prioritize Compliance

Effective parking enforcement should always be one of the City's highest parking management priorities. Compliance is critical for the success of the City's parking operation since it improves the effectiveness of policies. In order to increase compliance, the City should focus on improving staffing and implementing effective enforcement technology. The City should dedicate a total of three full-time CSOs to parking enforcement & complains. To streamline the enforcement operation, the City should implement mobile (vehicle-mounted) and handheld LPR systems. A turn-key parking CMS provider will automate citation processing and reduce the staff time dedicated to customer service and delinquent citations.

Implement Efficient On-street Policies

Recommendations to improve on-street policies are centered around making parking management more efficient and adopting customer-friendly policies. This includes a "Park Once" philosophy for Downtown Ketchum, a no-reparking rule which will make on-street timelimits more effective.

Provide Employee Parking Opportunities

The City should implement programs such as an Employee Parking Permit Program to increase the availability of parking spaces for customers, shared parking agreements to expand the downtown parking supply, and seasonal or year-round incentives that encourage alternative modes of transportation.

Implement Intentional Branding

Implementing a unique parking brand for the City that is incorporated into signage throughout downtown, can maximize exposure and familiarity with the City's parking programs. By improving the "Parking in Ketchum" webpage with regularly reviewed information on all the available parking services and any frequently asked questions the City can improve the overall parking experience.

Leverage Ongoing Data

The City should continue to perform ongoing data collection using LPR and sensor technology to monitor and continuously improve curb management. The parking industry-standard target parking occupancy rate is 85 percent. At this rate, there are enough vacant parking spaces to 1) Minimize congestion from drivers searching for spaces; and 2) Reduce oversupply, which is an inefficient and costly use of valuable land. If in the future occupancy data is showing that on-street parking within the downtown core frequently reaches the 85 percent occupancy threshold policy changes may be needed.

significantly



Compliance

Compliance Recommendations

Optimize Enforcement Staffing

- The City's highest priority should be to consistently monitor parking compliance by dedicating staff to parking enforcement. These staff should be considered customer service-oriented Parking Ambassadors for the City, and their role is to encourage compliance with parking policies. Parking policies are most effective with consistent coverage, and compliance is crucial for accurately measuring parking program performance. At least three dedicated full-time parking positions are needed for this initial phase, and supplemental rotating part-time staff could be used to address any coverage gaps. Should the City choose to implement policies in the future that significantly change the parking operation, such as expanding time limits or implementing paid parking on street, additional parking enforcement staff will likely be needed.
- Each Downtown street and parking lot should be patrolled at least four times daily. As CSOs are conducting patrols, they should be collecting ongoing data using LPR (see below recommendation).

Enhance Enforcement Technology

- The City should continue to utilize mobile (vehicle-mounted) LPR systems for parking enforcement and ongoing data collection. LPR enhances enforcement efficiency and enables the use of virtual, license plate-based programs. The City is currently using pilot LPR technology provided by Vigilant. Should the City choose to continue utilizing this equipment, they should formalize the arrangement with the chosen vendor.
- Additionally, the use of handheld LPR (used as an application on a smartphone) would be ideal for foot patrol of congested areas. Utilizing both types of LPR would provide enforcement staff with the flexibility to exit their vehicle and monitor compliance on foot in instances where walking is more efficient.



Recognizing the operational benefit of handheld LPR, the City began using the LPR application provided by the mobile LPR vendor that is being piloted.

Implement a Simplified Citation Management System

- A turn-key parking CMS provider can automate citation processing and reduce the staff time dedicated to customer service and delinquent citations.
- Until recently, the City was utilizing a CMS provided by OmniPark. While the CMS was sufficient for the City's current parking system, other vendors can offer additional opportunities for automation and simplified processing that would prepare the City for the future.



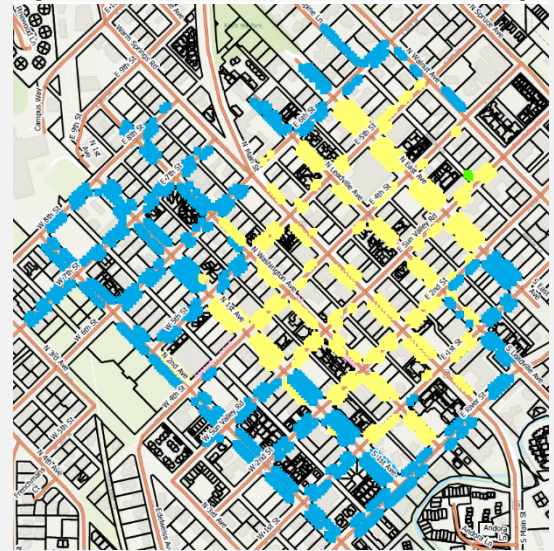
After receiving the recommendation to consider a turn-key CMS, the City published a Request For Proposals (RFP) for citation processing and management. The selected vendor, Data Ticket, was implemented on December 1, 2022.

Parking Management & Programs Recommendations

Promote the “Park Once” philosophy

- The City should adopt a “Park Once” philosophy for parking management. The Park Once approach encourages drivers coming Downtown, especially for longer visits, to store their cars in areas without time limits. This approach encourages drivers to park once and leverage other modes of transportation to move throughout Downtown like walking, rolling, biking, and transit. This can minimize congestion from drivers searching for parking and re-parking which can reduce emissions, and it maintains more convenient on-street parking availability for those that are coming Downtown for a quicker visit.
- There is time-limited parking throughout the downtown core, and the outer areas of the downtown have no time restrictions. The time limits are primarily 2-hour, except for a few short-term 15-minute and 30-minute spaces throughout the area. Figure 2 is a map provided by the City that shows where the 2-hour time limits are located, indicated by the yellow markings. The blue markings represent downtown parking spaces that do not have a time limitation.
- It is especially important to promote the Park Once philosophy to employees to avoid the challenge of on-street “employee parking roulette” where vehicles are re-parked mid-shift to evade the time limit. When this occurs, it does not create more on-street parking availability for customers since the same cars are just shuffled amongst the on-street spaces. Ideally, employees should be utilizing perimeter off-street locations that allow them to park once for their entire shift.

Figure 2. Ketchum Downtown Timelimit Map



Implement an Employee Parking Permit Program

- The City should develop an employee permit parking program to provide affordable parking options to Downtown employees, with proof of employment. The City-owned off-street parking lots are currently underutilized, so they are ideal candidates for employee parking permit areas. If more employees park off-street, this could create more on-street availability for customers and visitors. Permit areas would be for both monthly and employee parking permit holders.
- Employee permits could be priced between \$20.00 - \$25.00 per month. Employee permit rates in other mountain towns vary widely. Monthly permits are \$20.00 per month in Whitefish, MT, and \$40.00 per month in Truckee, CA, while in Vail, CO permits are \$350.00 per ski season. Permits must be affordable to employees.
- The City should also lower the regular monthly permit rate, which currently ranges from \$60.00-\$120.00 per month depending on the season. The first three hours in the lots are free, followed by \$0.50 per hour. Because the hourly rate is so low, there is little benefit to purchasing a monthly permit. At \$120.00 per month, a permit holder would have to park 11 hours (including 3 hours free) every day of the month to save money with the monthly permit. The City should lower the rate to \$50.00, which is the equivalent of parking 5 days a week, for 8 hours a day.

- Once the City lowers monthly parking rates, there may be an influx in new permit applications. To avoid significantly overselling permits for available spaces, the City should consider introducing a cap on the number of monthly permits and employee permits sold each month. The most recent quarterly data report from July - November 2022 showed that both City-owned parking lots (the Washington Lot and the Leadville Lot) are consistently underutilized. The Washington Lot average occupancy peaked in the afternoon (2:00-5:00 pm) at 25%, and the Leadville lot peaked mid-day (11:00 am-2:00 pm) at 35%. To ensure the lot is still available to daily transient users, the City could consider selling up to 75% of the lot's inventory in permits. Permits should continue to not guarantee a parking space to permit holders.
- Additional employee permit parking supply may be needed depending on demand. The City should proactively pursue shared parking opportunities with private property owners (see recommendation below).
- An automated parking permit management system (PMS) will streamline the management of this program. The City should evaluate the existing vendor partnership with Data Ticket to determine if they offer a desirable PMS that would fit the City's needs.

Pursue Shared Parking Agreements

- While the City already has a shared parking agreement with the LDS church for public use of the 4th Street Parking Lot, additional shared parking agreements between the City and private property owners would be beneficial for the City. These agreements can provide additional public parking options by leveraging the existing parking supply. Shared parking agreements can also be an effective option for employee permit parking and residential overnight parking. The permit revenue could support a mutually-beneficial revenue share with the property owner.
- Shared parking agreements should be designed to safeguard the property owner and allow the City to provide parking enforcement. The City should develop a template agreement in preparation. Municipal code changes may also be required to enable this approach.
- Shared parking opportunities that would support residential overnight parking should be pursued. Covered overnight parking opportunities are especially needed when on-street parking is impacted by snow removal operations during the Winter. Underutilized remote parking lots along the Mountain Rides free Blue Line would provide connectivity between Warm Springs and Elkhorn Springs through Downtown Ketchum.

Encourage Alternative Modes

- Additional secure bike storage options should be installed throughout Downtown. Locating bike storage facilities in highly visible, convenient, public locations should be a top priority.
- The City should evaluate options to enhance pedestrian infrastructure. Locations within a reasonable distance of destinations such as transit stops, schools, libraries, medical clinics, community centers, commercial areas, and public parks should be prioritized.
- Opportunities to offset parking demand should be explored. The City should consider how to tailor any commuter and transportation programs based on the seasonal conditions. For example, programs could encourage active transportation modes like walking and biking, especially in the Summer. There are commute gamification platforms that can encourage mode shifts by offering prizes or incentives. The City could consider planning annual challenges during May, in conjunction with the Sun Valley Bike Month and other local events.

On-street Policies

- The most recent quarterly data report from July - November 2022 showed the on-street parking in the core of downtown is not overly impacted. The parking industry-standard target parking occupancy rate is 85 percent. At this rate, there are enough vacant parking spaces to 1) Minimize congestion from drivers searching for spaces; and 2) Reduce oversupply, which is an inefficient and

costly use of valuable land. While a small number of block faces were found to exceed the industry standard 85% occupancy threshold, no streets exceed 85% occupancy the entire day.

- The City should continue to monitor parking demand over time to identify how parking demand patterns evolve. If in the future occupancy data is showing that on-street parking within the downtown core frequently reaches the 85 percent occupancy threshold policy changes may be needed. If this were the case, the City could consider adjusting the operating hours to align with peak demand periods, adjusting time limits, or even a customer-friendly paid parking model.
- The City should consider implementing a no re-parking rule. This would require drivers to move their vehicle a defined distance away to be allotted a new time limit period. For example, the no re-parking rule could limit vehicles to parking once per block per day. A no re-parking rule makes time limits more effective by encouraging drivers to just park once in a location that best fits their needs instead of re-parking to evade the time limit. This could encourage the use of the parking lots, rather than occupying parking in the downtown core.

DRAFT

Operations Recommendations

Develop Parking Branding & Signage

- The City should consider developing a parking and mobility brand. A brand can maximize exposure and familiarity with the City’s parking programs, and there is an opportunity to incorporate the brand along with wayfinding and parking signage throughout Downtown.

- During the development of this Plan, a Signage Enhancement Plan was developed which includes new signage designs and parking brand mock-ups.

Figure 3. Park Ketchum Brand Mock-up



Figure 4. Parking Lot Sign Mock-up Figure 5. Paid Parking Sign Mock-up



Improve the Parking Webpage

- The “Parking in Ketchum” webpage on the City’s website should be enhanced so that it may serve as a comprehensive source of information about parking and navigating in Ketchum. The webpage should enable users to easily identify links to all parking services in the City. These could include links to download the mobile payment application, apply for employee permits, and contest or appeal pay citations. The website should also include information about alternative ways to access Ketchum without a vehicle, such as public transportation, bike routes, or pedestrian facilities.
- The webpage should also include a list of frequently asked questions (FAQs) that address parking policies and procedures.
- The City should appoint an employee or team to review the page no less than twice per year to ensure all links and information are up to date with current policies.

Ongoing Data Collection & Curb Management

- Strategies should be implemented incrementally, and the City should leverage the data collected by mobile LPR cameras for ongoing monitoring of parking program effectiveness.
- The ongoing utilization of LPR will allow for trend analyses for each block face. This data will be utilized to determine the appropriate time limit for block face. The City should use the parking industry-standard target occupancy rate, 85 percent, as a threshold for when to consider program adjustments.
- In addition, the City could consider testing sensor technology that could provide 24/7 data about pedestrians/bicycles/vehicles behavior and traffic patterns. The City should consider piloting sensor technology in coordination with other studies and City initiatives.
- Additionally, adding at least one short-term parking space to the entrance or exit of each block face will ensure turnover and provide convenient spaces for customers looking to make quick stops.



Since initiating the parking study, the City has received quarterly data collection reports of over 120 on-street block faces and three parking lots Downtown.

Looking Ahead

The City should continue to monitor parking demand over time to identify how parking demand patterns evolve. For instance, in the future, if on-street parking frequently reaches the 85 percent occupancy threshold, this could be an indication that policy changes are needed. There are several options to consider including adjusting the operating hours to align with peak demand periods, adjusting time limits, or even a customer-friendly paid parking model. However, paid parking is not recommended on-street unless occupancy is consistently shown to exceed 85 percent.

Ideally, the City should not invest in building additional parking supply until other parking management strategies have been introduced, and only after parking demand trends are clearly understood. Without effective parking strategies and consistent enforcement, additional parking supply will not necessarily solve parking challenges.

Certain off-street parking lots may be considered for redevelopment in the future. The City should consider opportunities to partner with developers to build parking that will be publicly available. A public parking garage could provide additional long-term and overnight parking options, which appear to be in short supply in Downtown Ketchum.

City of Ketchum
Downtown Parking Survey
February 2022



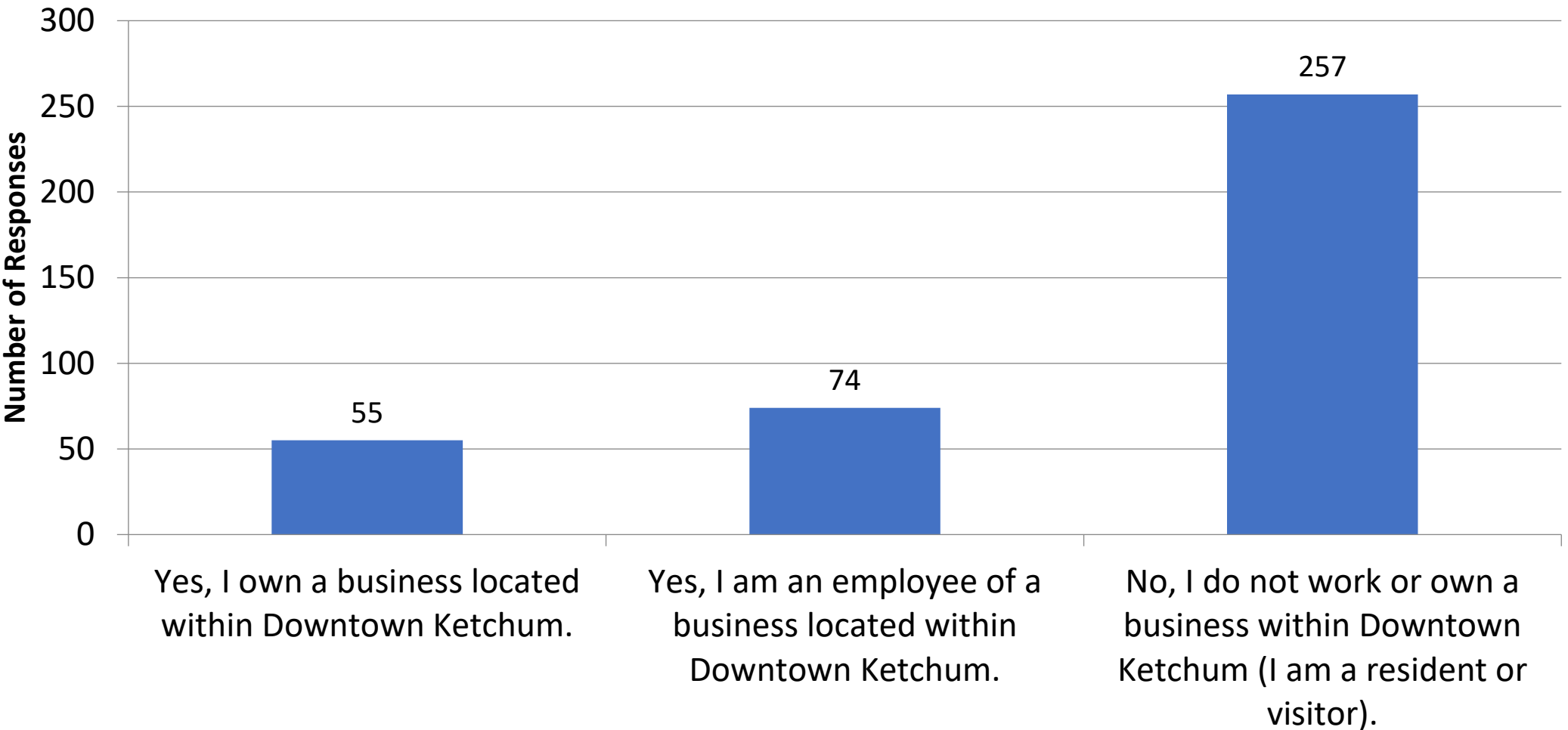
Survey Background

- The purpose of the online survey was to gather feedback from business owners, employees, and residents on parking within Downtown Ketchum.
- The online survey was open from February 2nd to February 28th, 2022.
- There were 386 total responses.

Survey Part 1: Business Owners & Employees

Do you own a business or work for a business located within Downtown Ketchum?

- Yes, I own a business.
- Yes, I am an employee.
- No, I don't work or own a business within Downtown Ketchum.



Business Owners & Employees

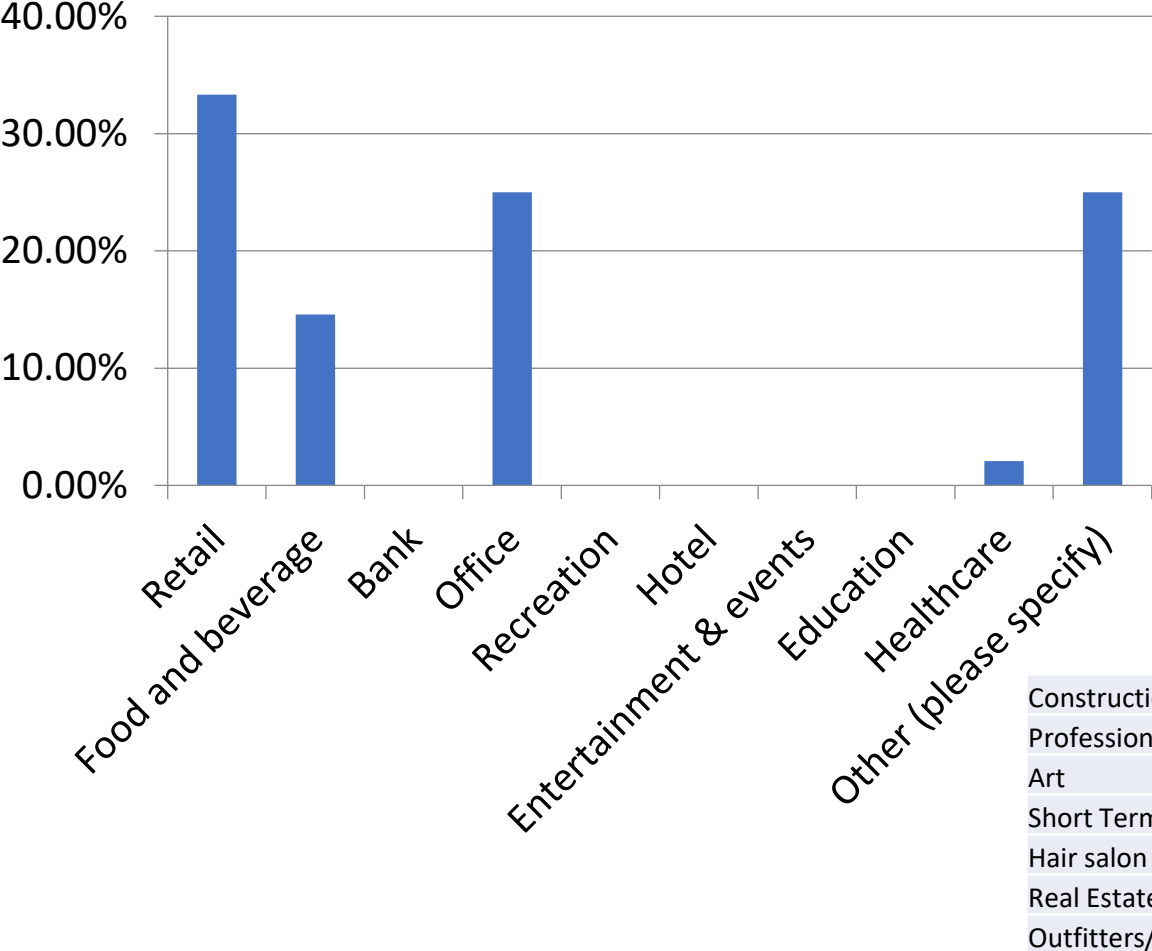
The following questions were posed to business owners and employees that work within Downtown Ketchum.

To better understand the results, responses were broken out into two groups, business owners and employees.

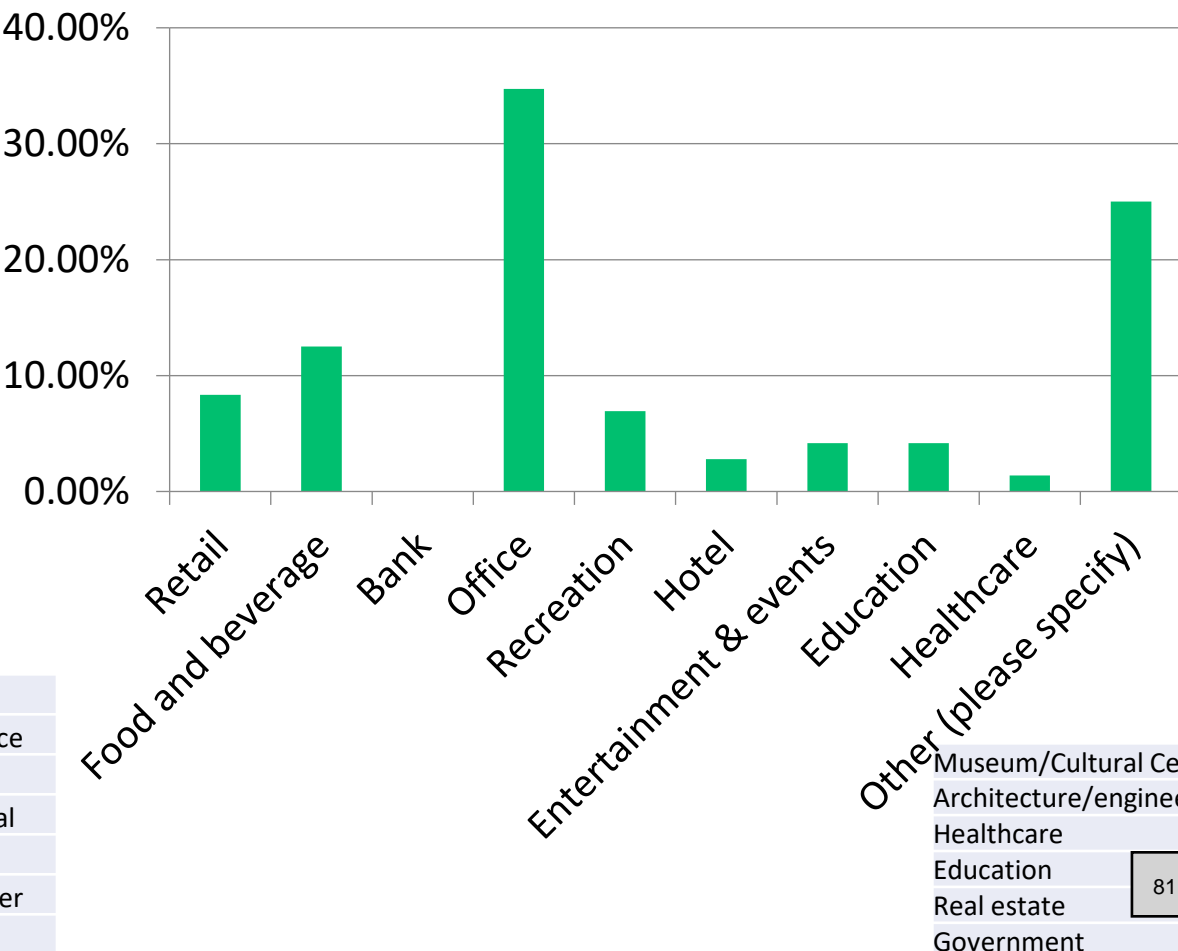
Which of the following best describes your business/where you work?

- Retail
- Food and Beverage
- Bank
- Office
- Recreation
- Hotel
- Entertainment and event venues
- Education
- Healthcare
- Other (please specify)

Business Owners



Employees



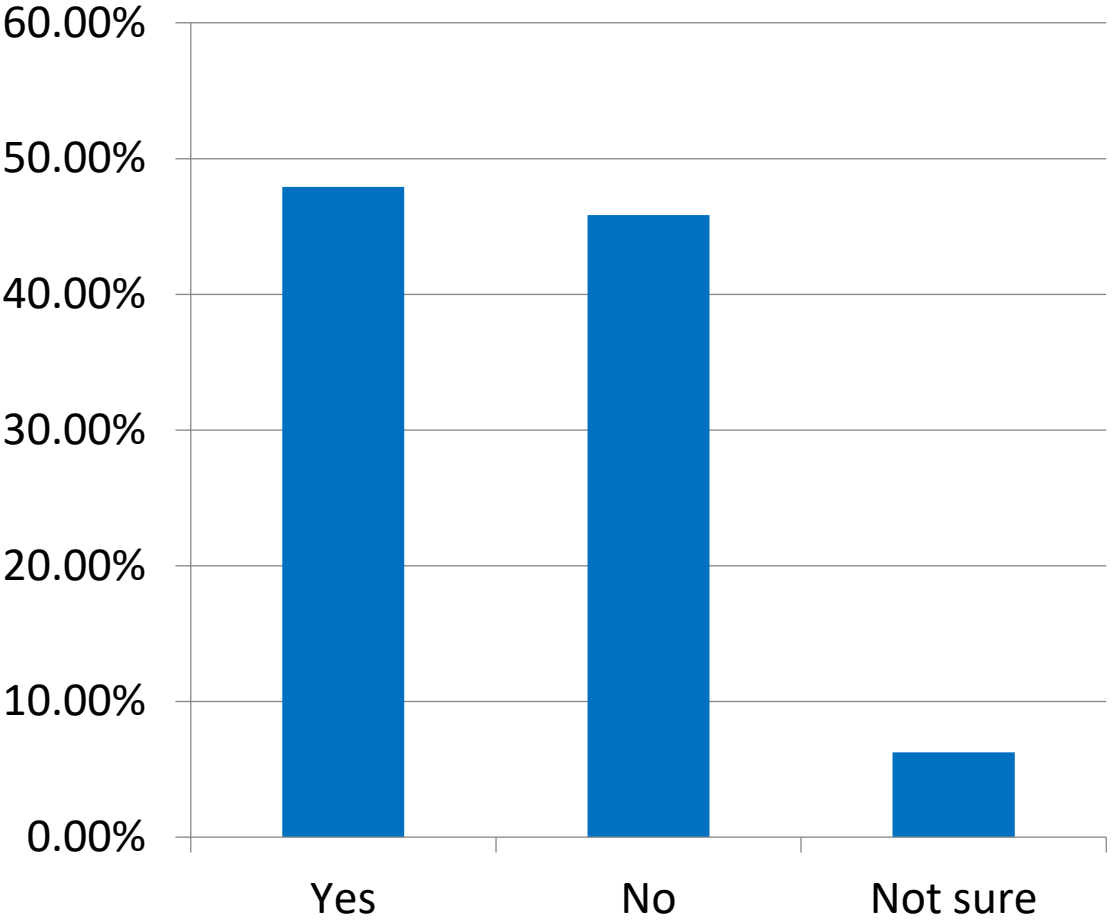
- Construction
- Professional office
- Art
- Short Term rental
- Hair salon
- Real Estate Owner
- Outfitters/Retail

- Museum/Cultural Center
- Architecture/engineering
- Healthcare
- Education
- Real estate
- Government

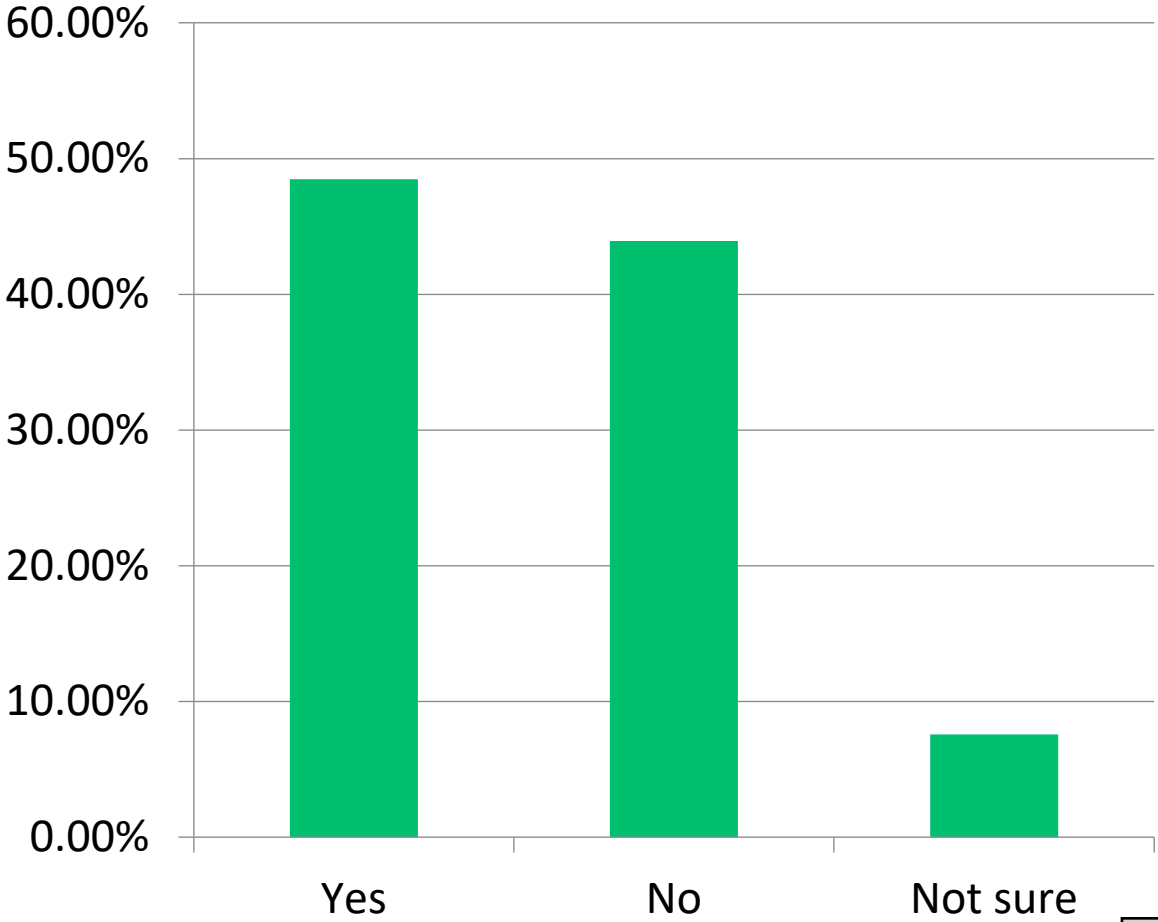
On a typical day, do you think there is enough nearby parking available for your customers?

- Yes
- No
- Not sure

Business Owners



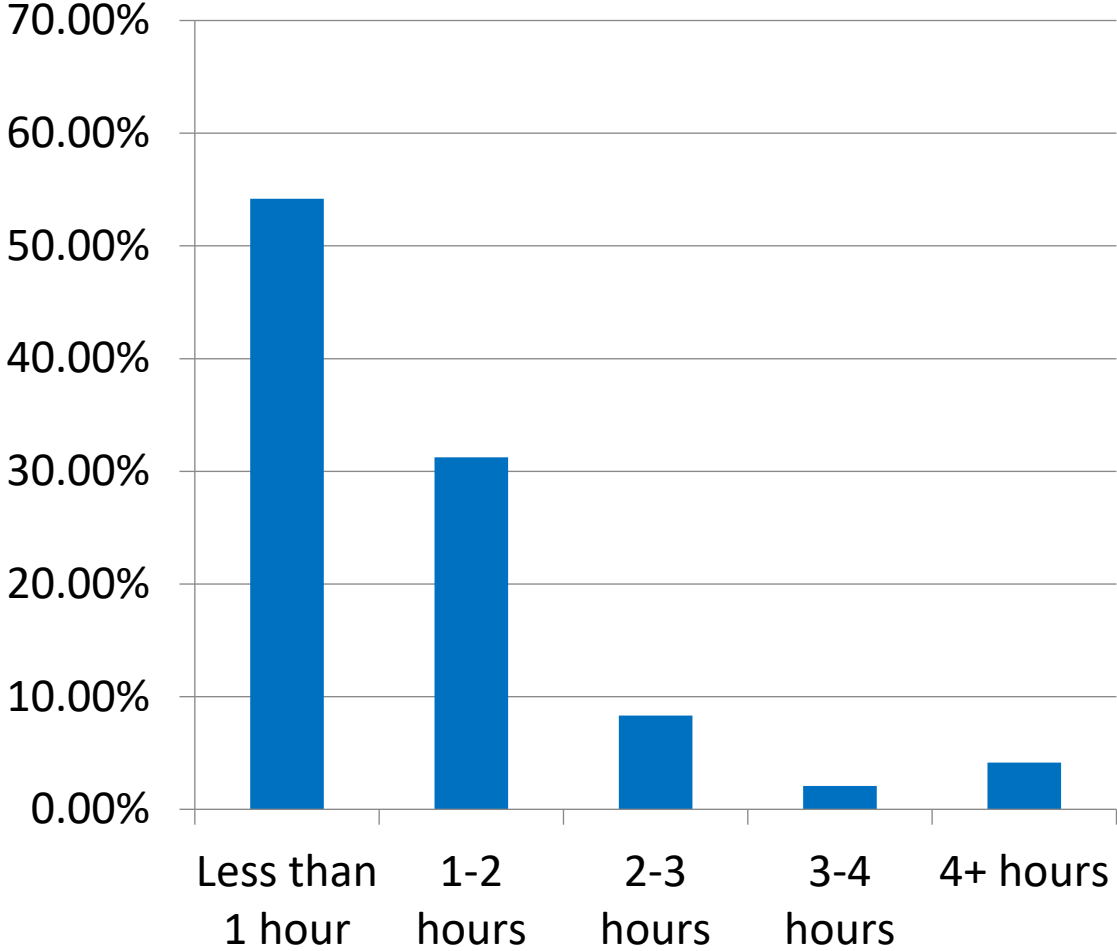
Employees



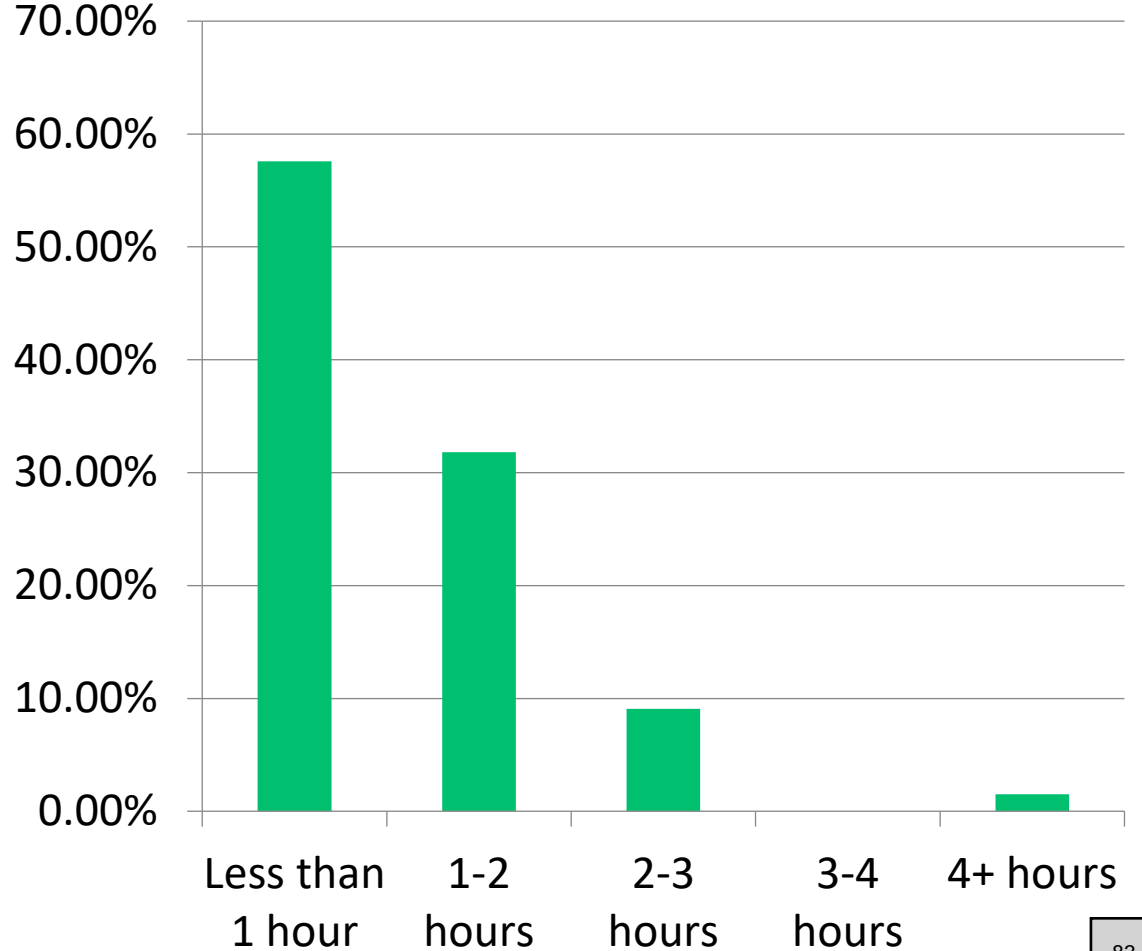
How much time does your typical customer spend at your business?

- Less than 1 hour
- 1-2 hours
- 2-3 hours
- 3-4 hours
- 4+ hours

Business Owners



Employees



Business Owners

The following questions were asked specifically to owners of downtown businesses.

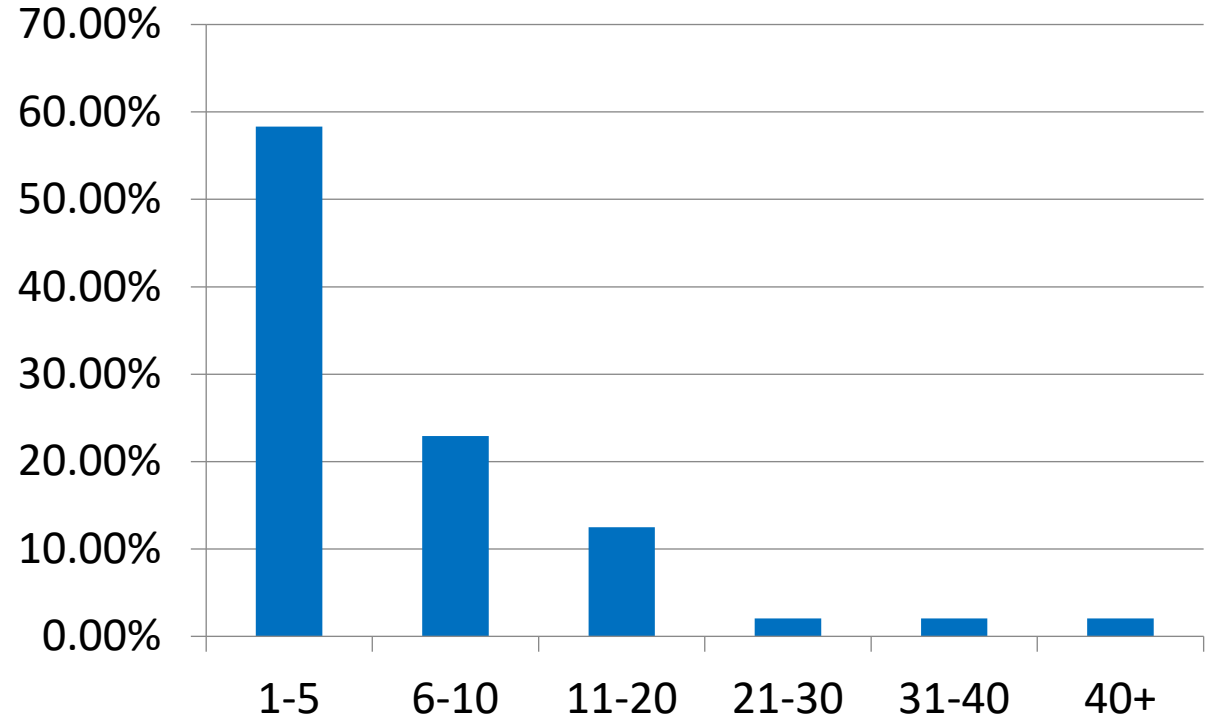
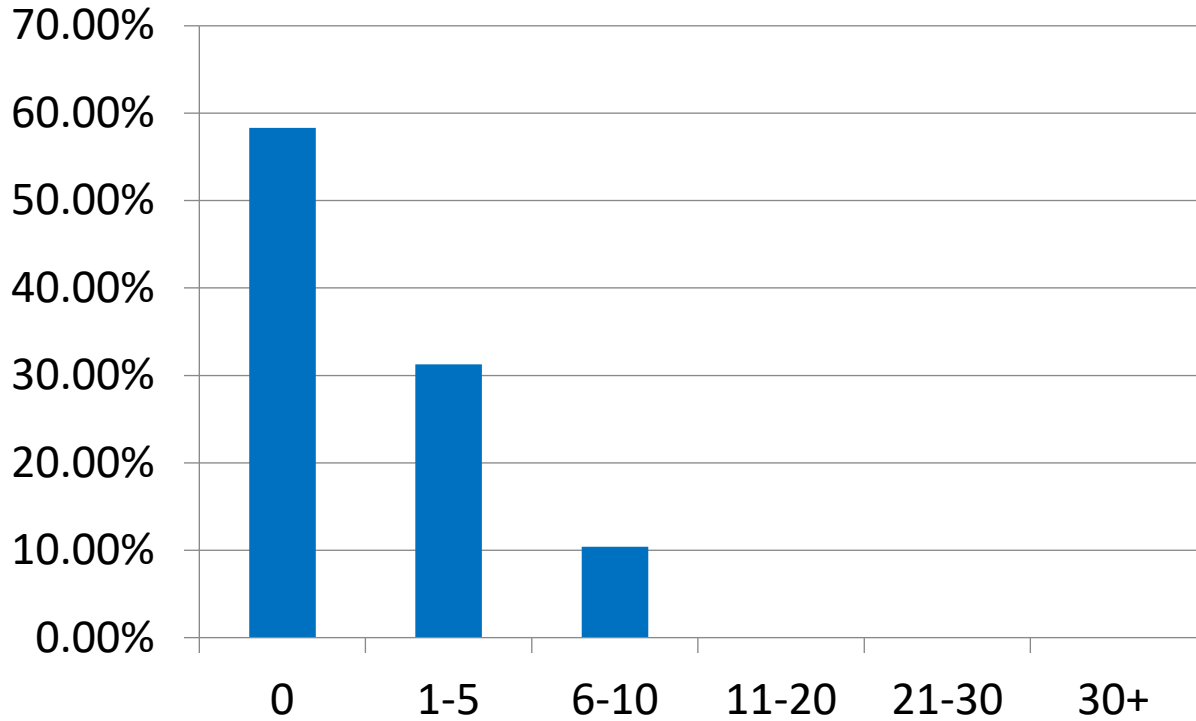
Business Owners

How many private off-street parking spaces does your business provide for employees?

- 0
- 1-5
- 6-10
- 11-20
- 21-30
- 30+

What is the maximum number of employees you have at work at any given time?

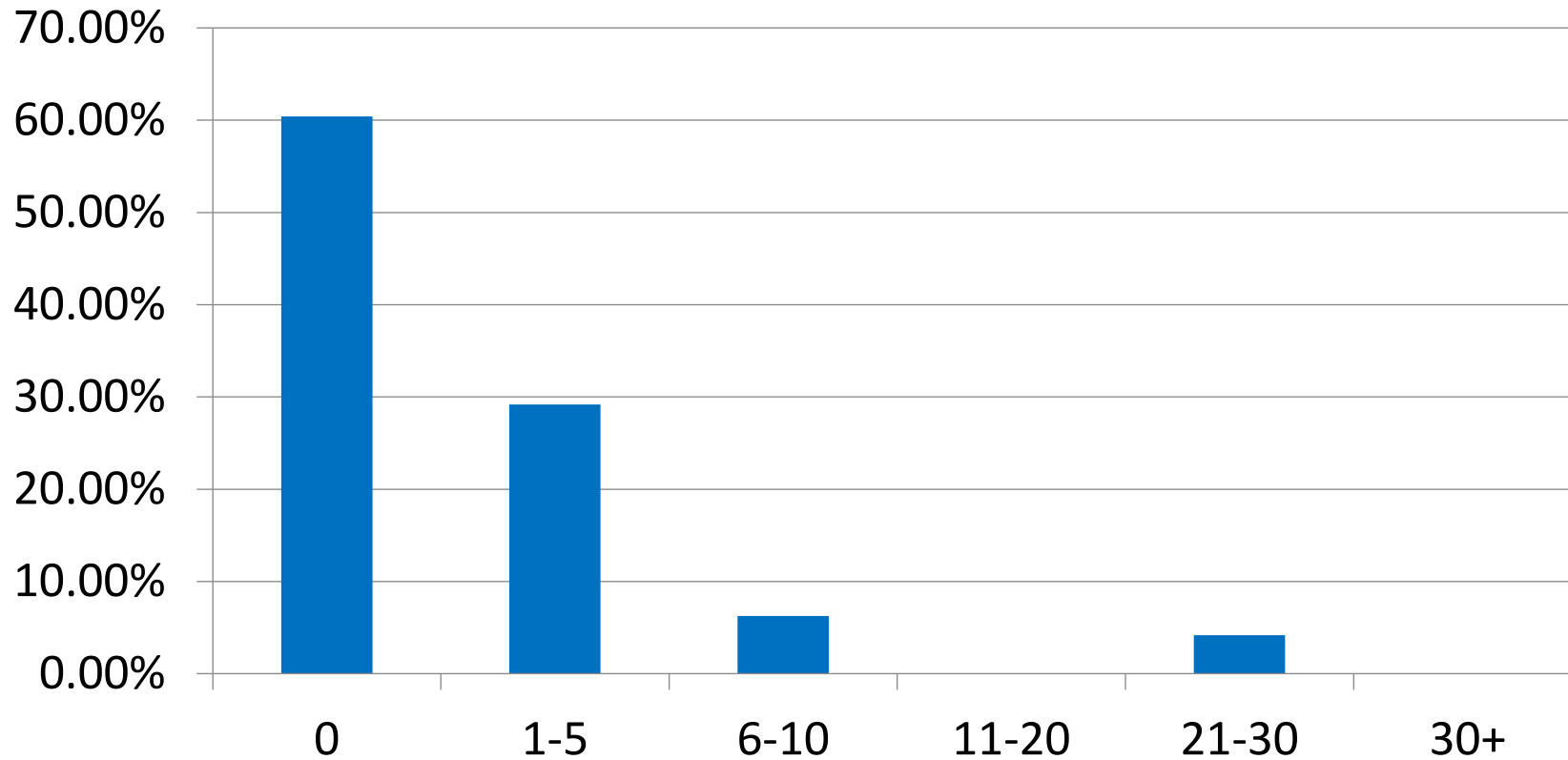
- 0
- 1-5
- 6-10
- 11-20
- 21-30
- 31-40
- 40+



Business Owners

- 0
- 1-5
- 6-10
- 11-20
- 21-30
- 30+

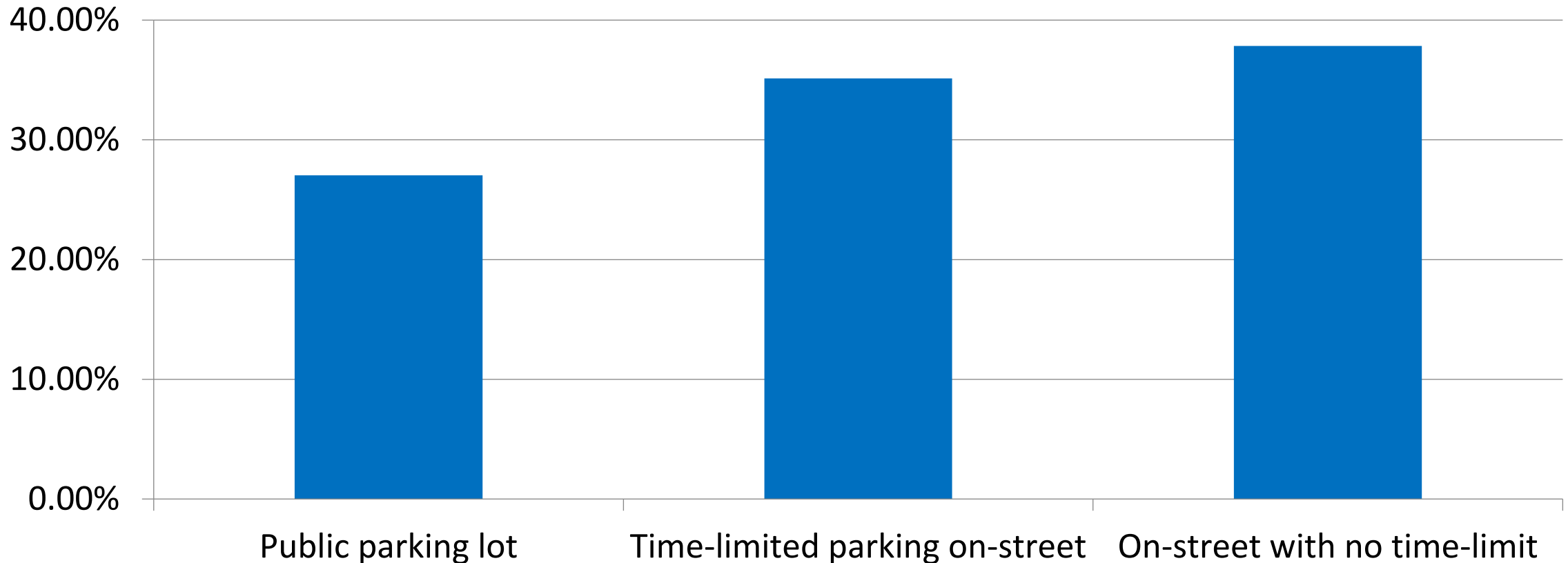
How many private on-site parking spaces does your business provide for customers?



Business Owners

If you do not have private on-site parking, where do you tell your employees and visitors to park?

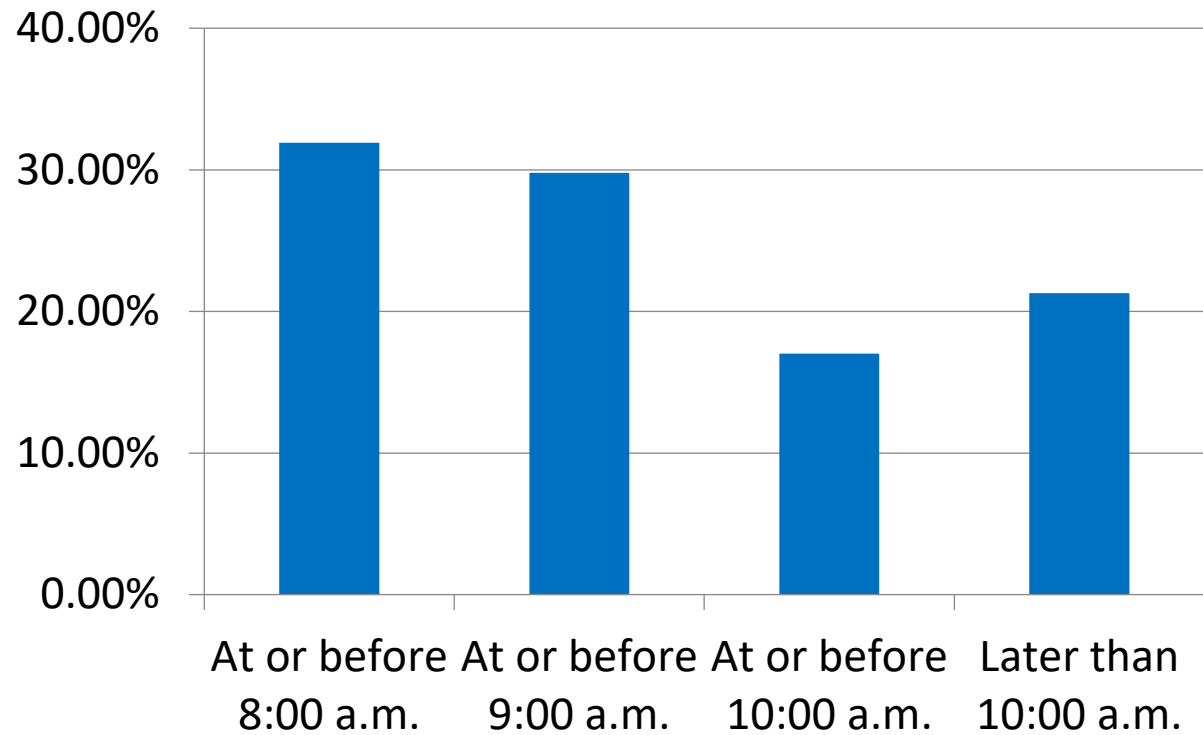
- Public parking lot
- Time-limited parking on-street
- On-street with no time-limit



Business Owners

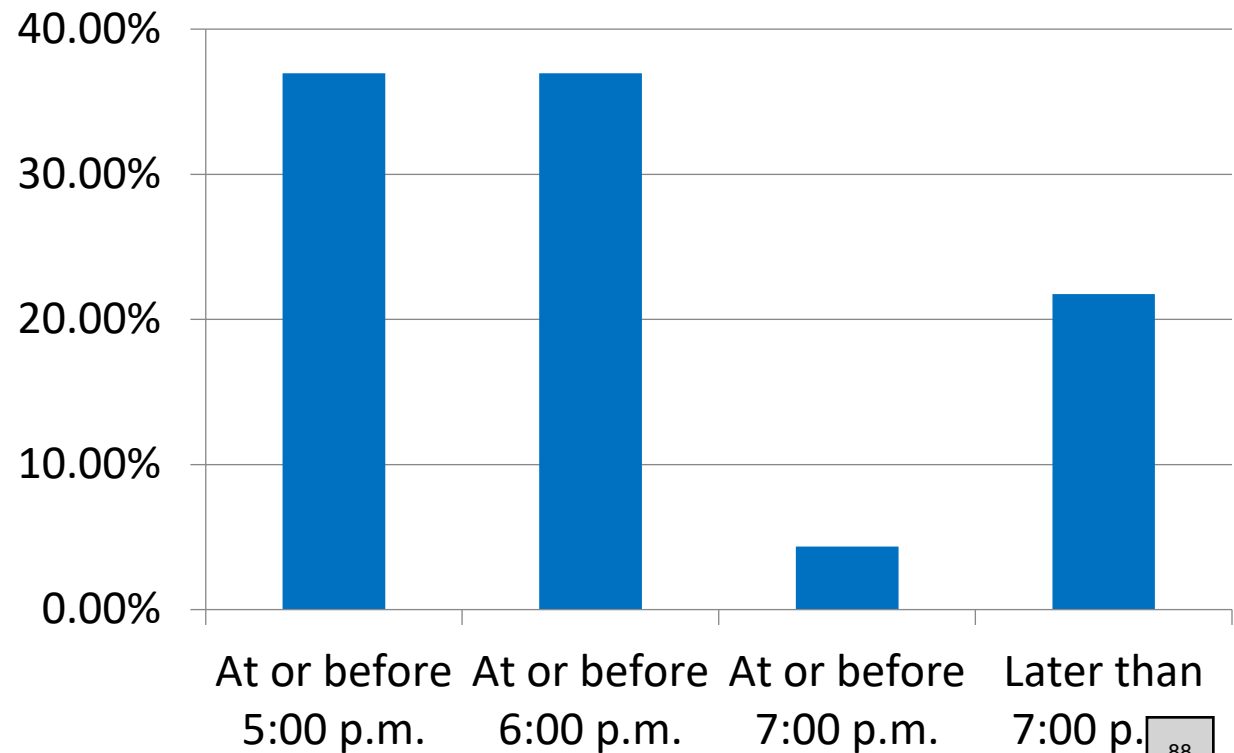
What time does your business typically open?

- At or before 8:00 a.m.
- At or before 9:00 a.m.
- At or before 10:00 a.m.
- Later than 10:00 a.m.



What time does your business typically close?

- At or before 5:00 p.m.
- At or before 6:00 p.m.
- At or before 7:00 p.m.
- Later than 7:00 p.m.



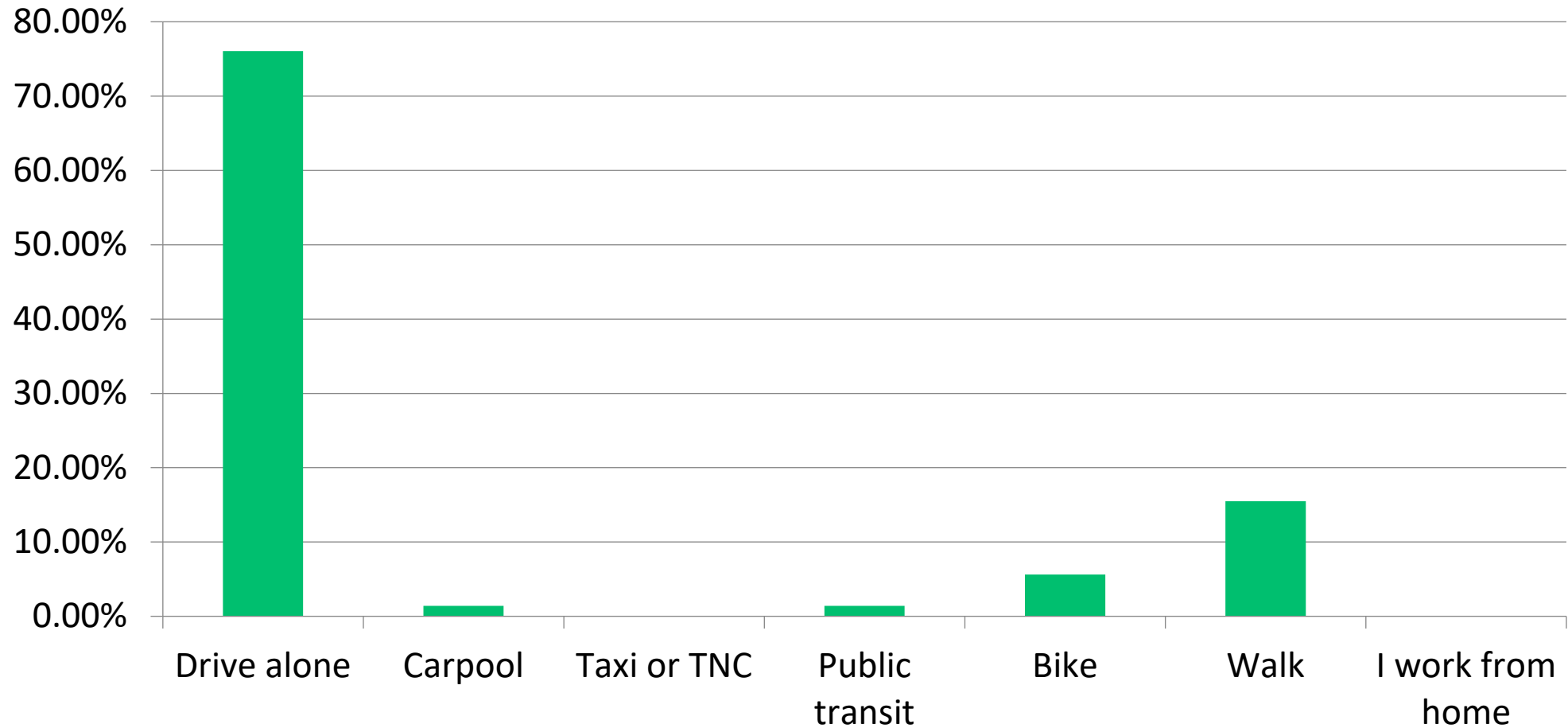
Employees

The following questions were asked specifically to employees of downtown businesses.

Employees

How do you commute to work?

- Drive alone
- Carpool
- Taxi or TNC
- Public transit
- Bike
- Walk
- I work from home/
Telecommute



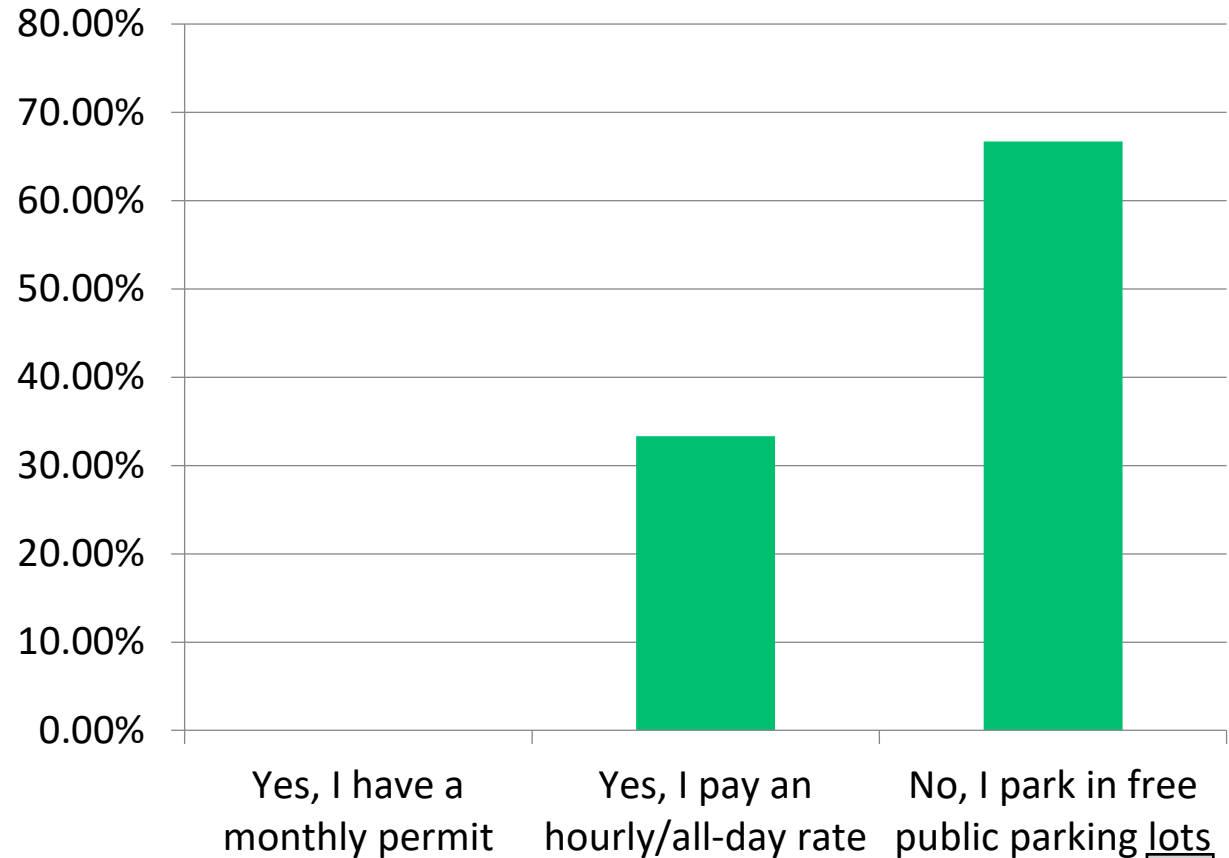
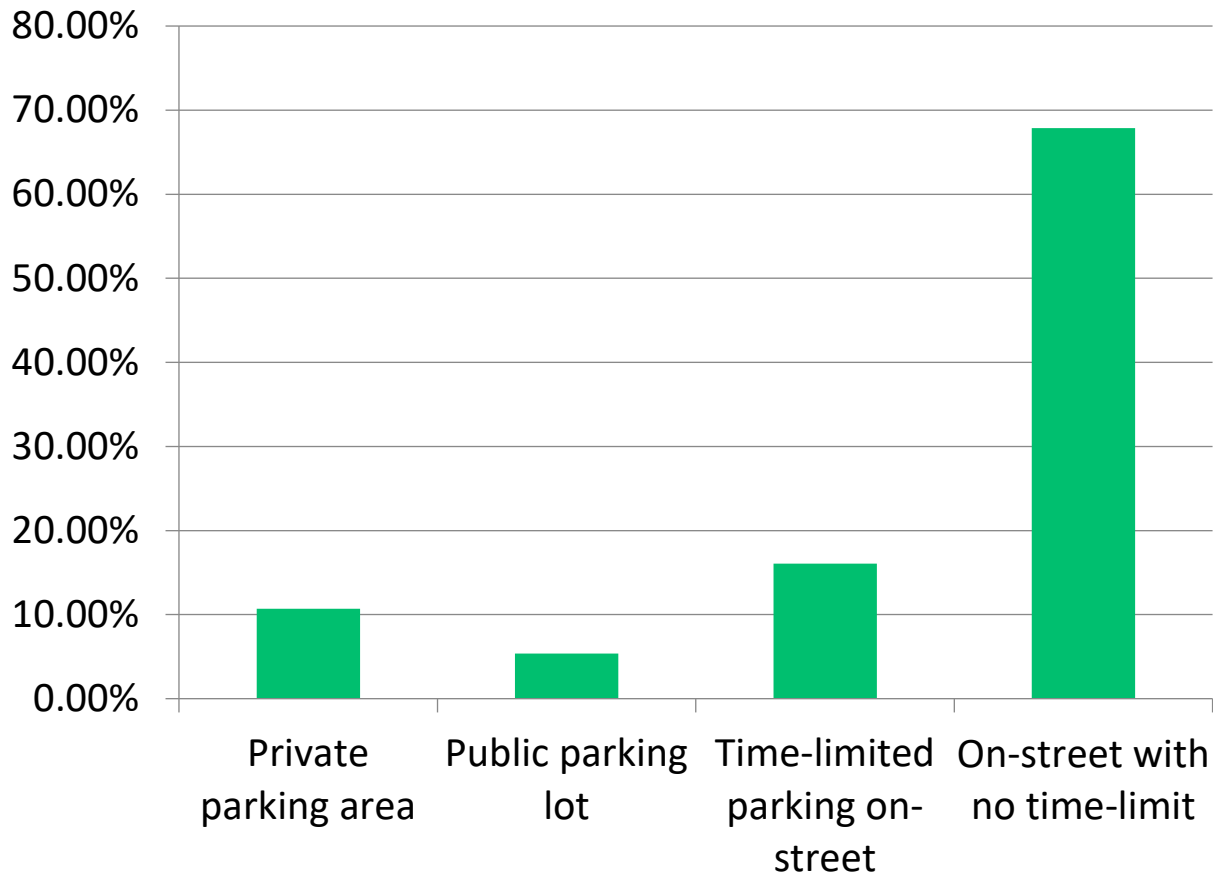
Where do you typically park while you're at work?

Employees

- Private parking area
- Public parking lot
- Time-limited parking on-street
- On-street with no time-limit

Do you pay for parking while you are at work?

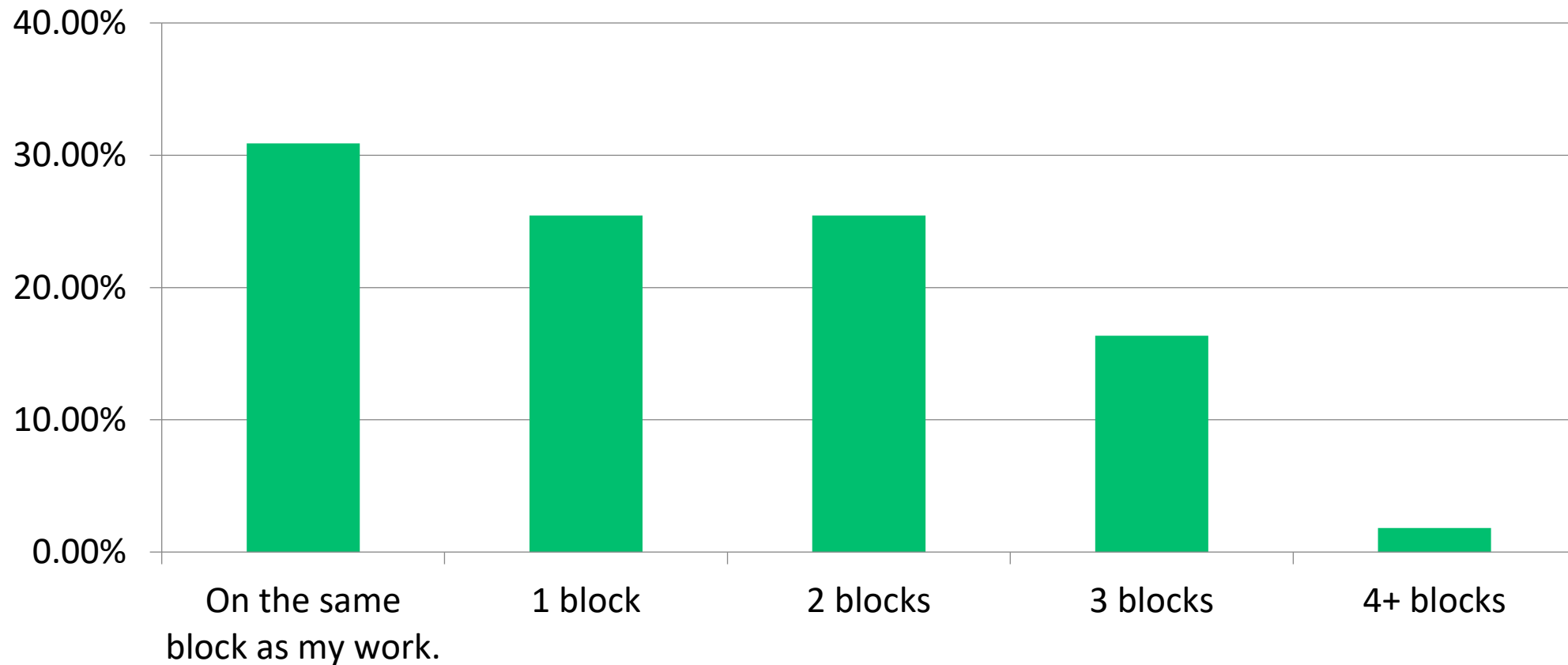
- Yes, I have a monthly permit
- Yes, I pay an hourly/all-day rate
- No, I park in free public parking lots



Employees

- 1 block
- 2 blocks
- 3 blocks
- 4+ blocks

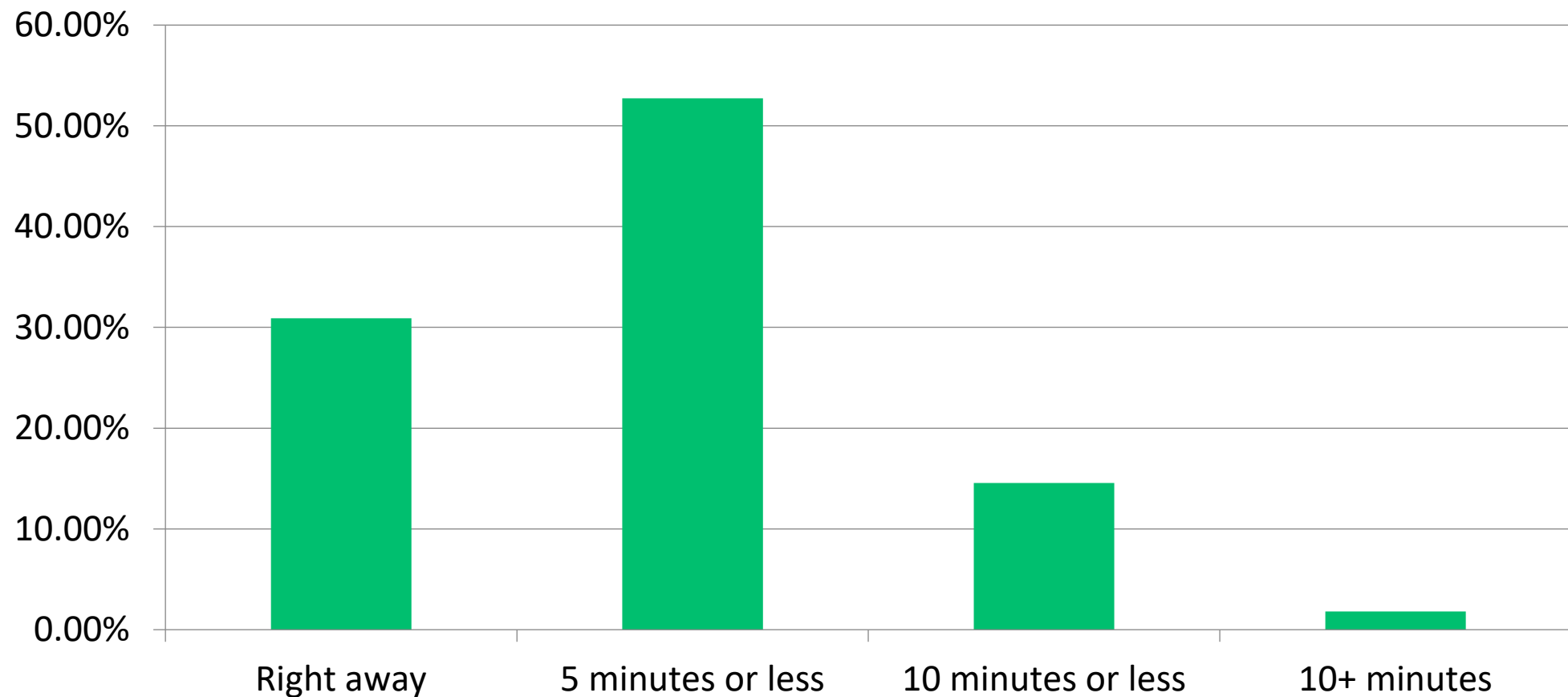
How far away do you typically park from work?



Employees

How long does it typically take you to find an available parking space before work?

- Right away
- 5 minutes or less
- 10 minutes or less
- 10+ minutes



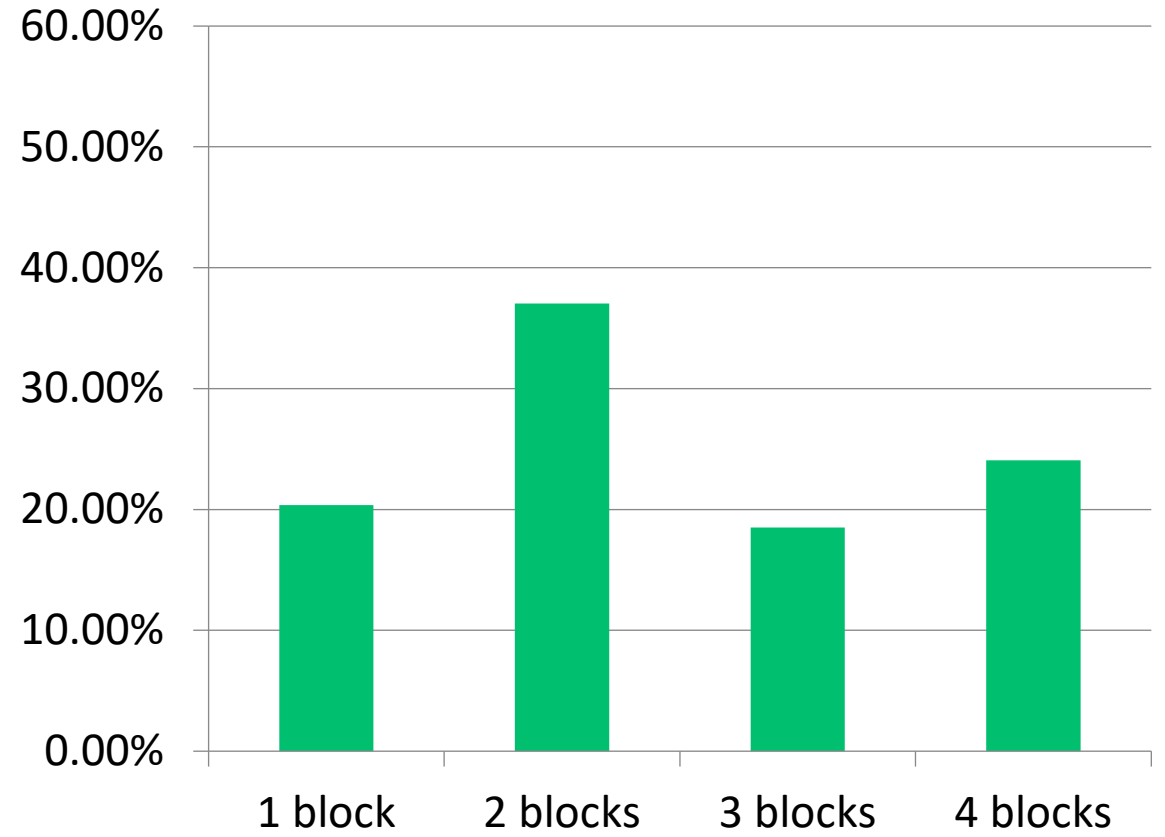
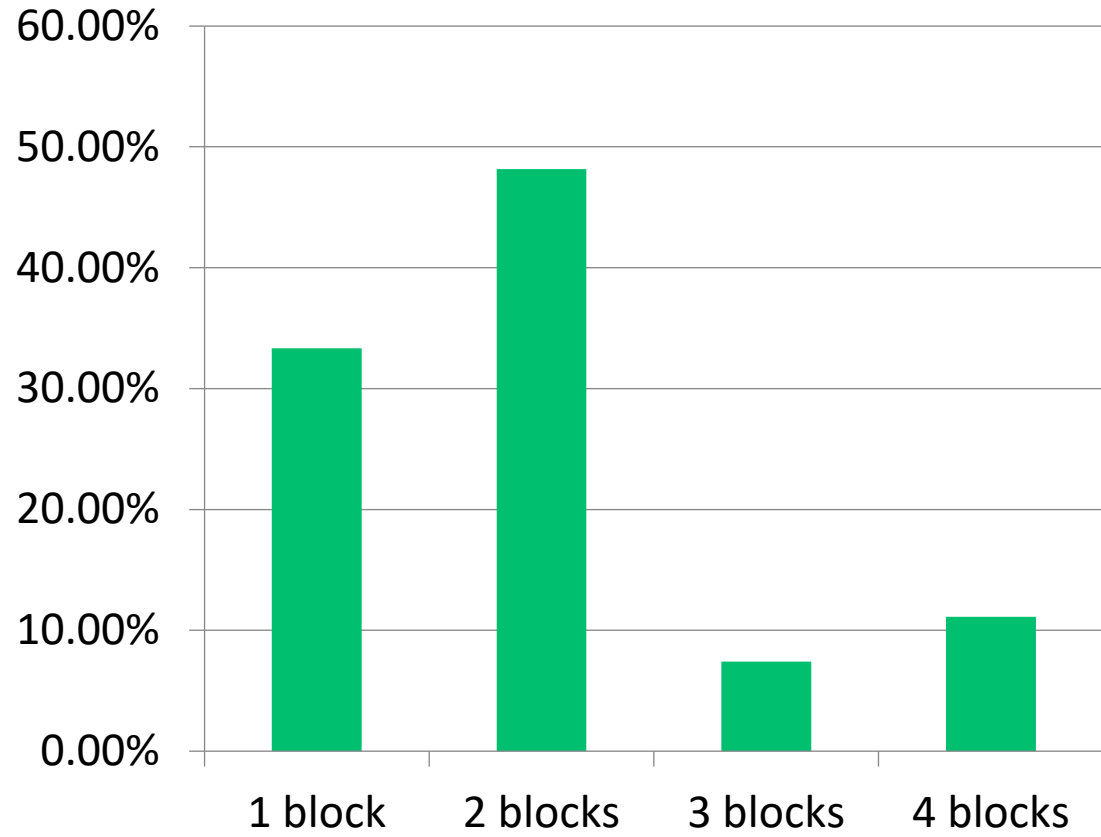
Employees

What is a reasonable distance to walk from a parking space to work during the snow season?

- 1 block
- 2 blocks
- 3 blocks
- 4+ blocks

What is a reasonable distance to walk from a parking space to work during non-snow seasons?

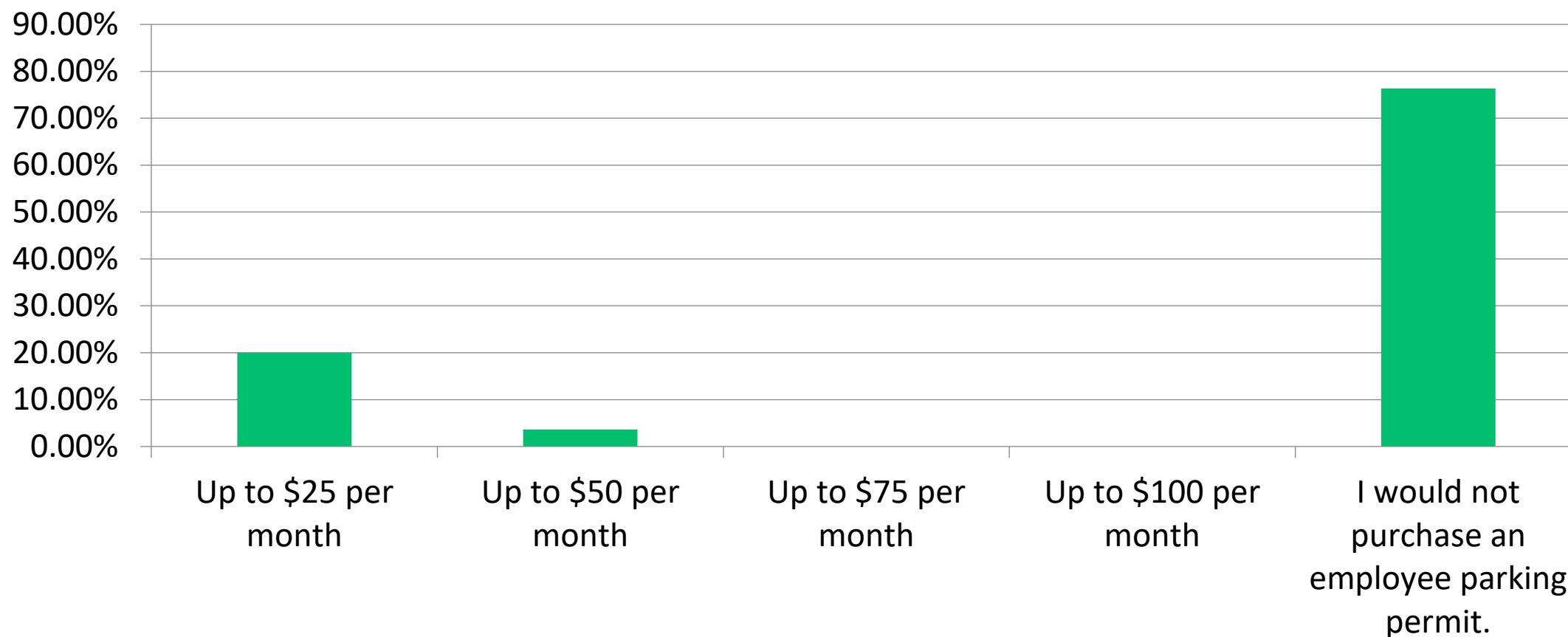
- 1 block
- 2 blocks
- 3 blocks
- 4+ blocks



Employees

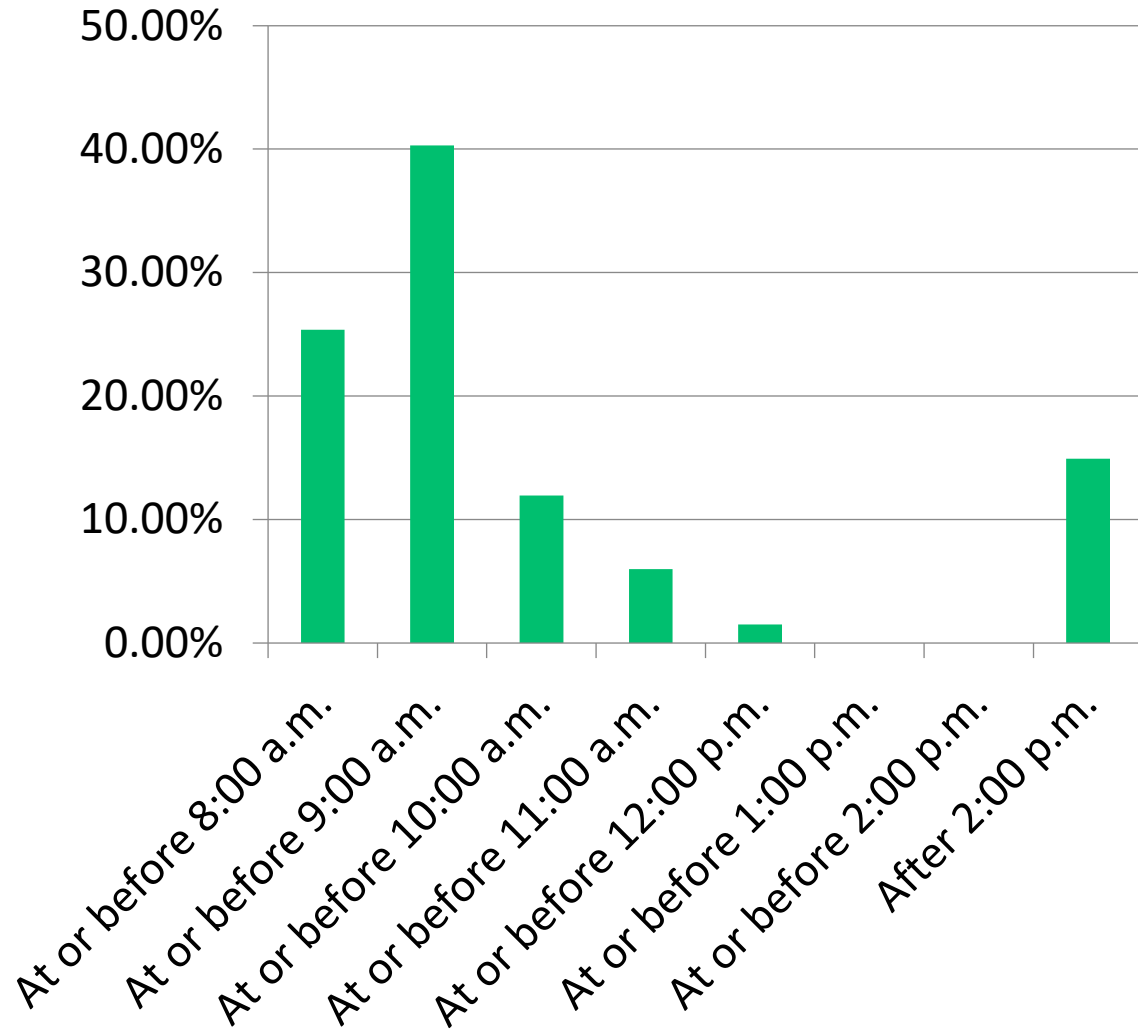
What is the most you would be willing to pay for an employee parking permit, if it meant you could easily find a space to park?

- Up to \$25 per month
- Up to \$50 per month
- Up to \$75 per month
- Up to \$100 per month
- I would not purchase an employee parking permit

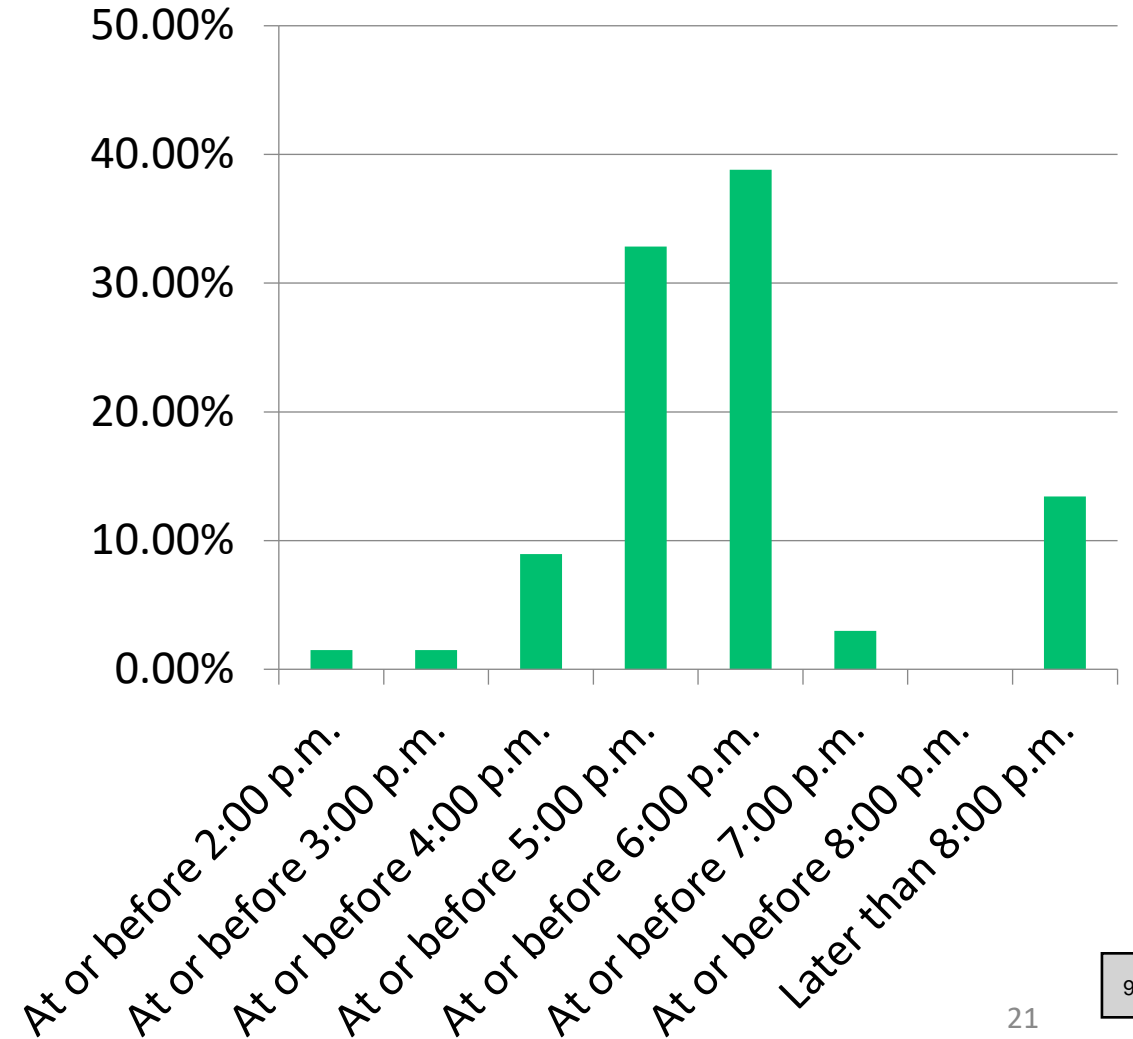


Employees

What time do you typically arrive at work?



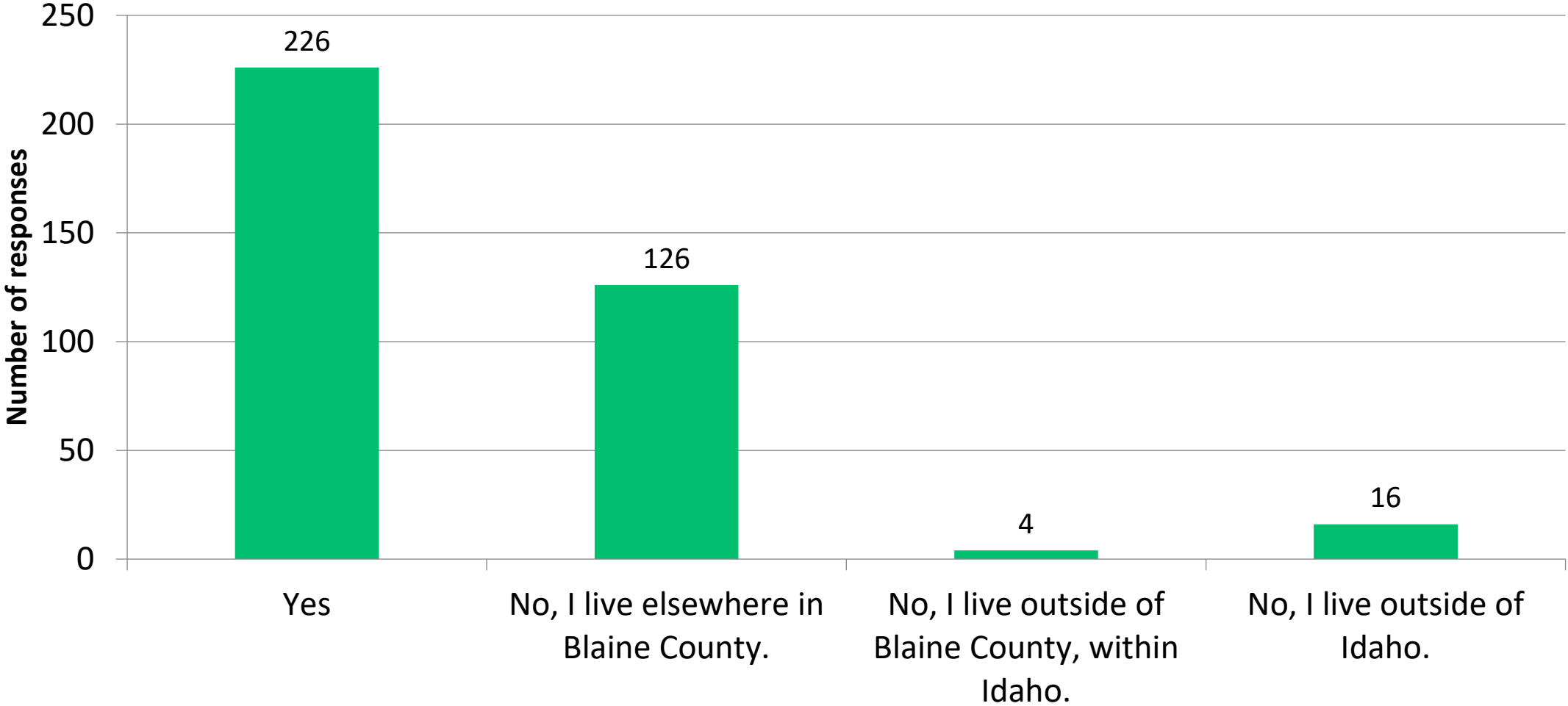
What time do you typically depart work?



Survey Part 2: Ketchum Residents & Non-Residents

Do you live in the City of Ketchum?

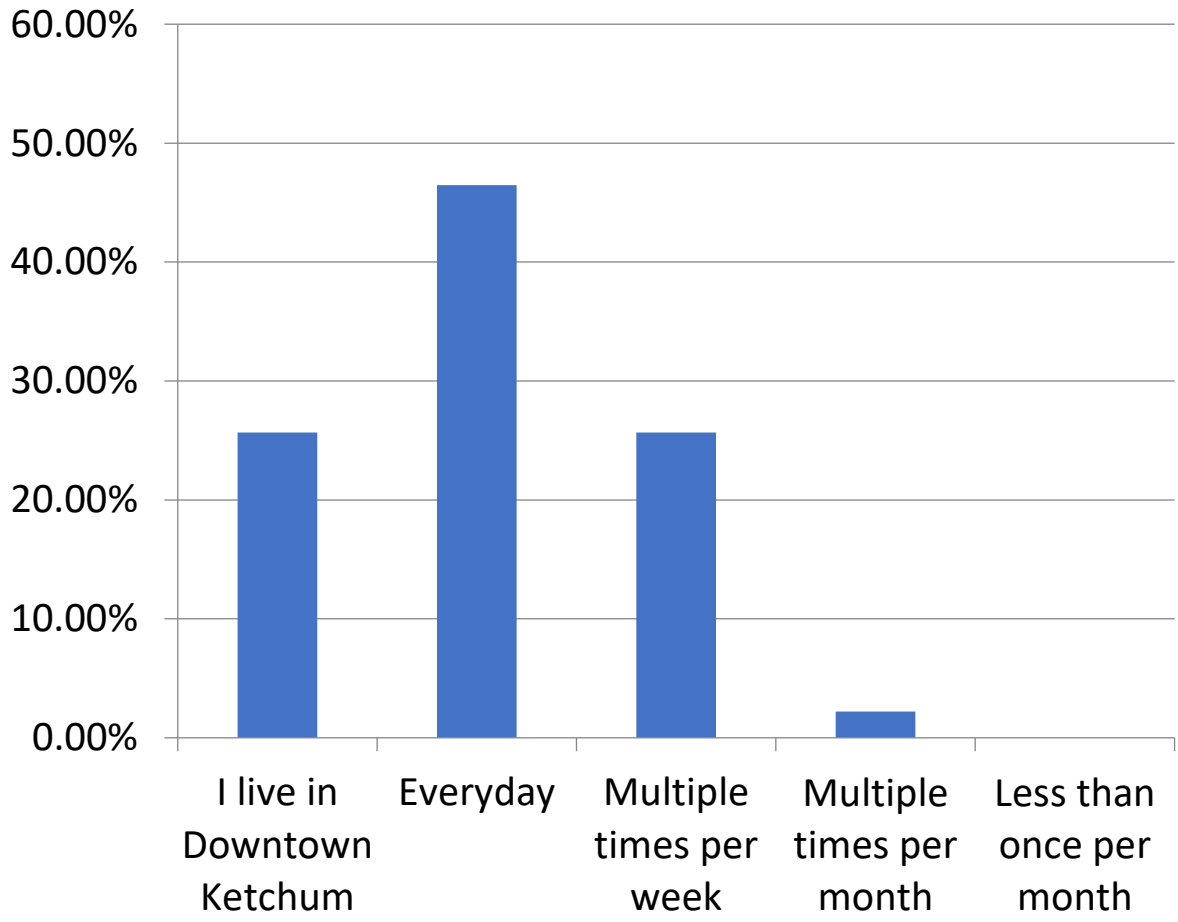
- Yes
- No, I live elsewhere in Blaine County.
- No, I live outside of Blaine County, within Idaho.
- No, I live outside of Idaho. (please enter the state in which you reside)



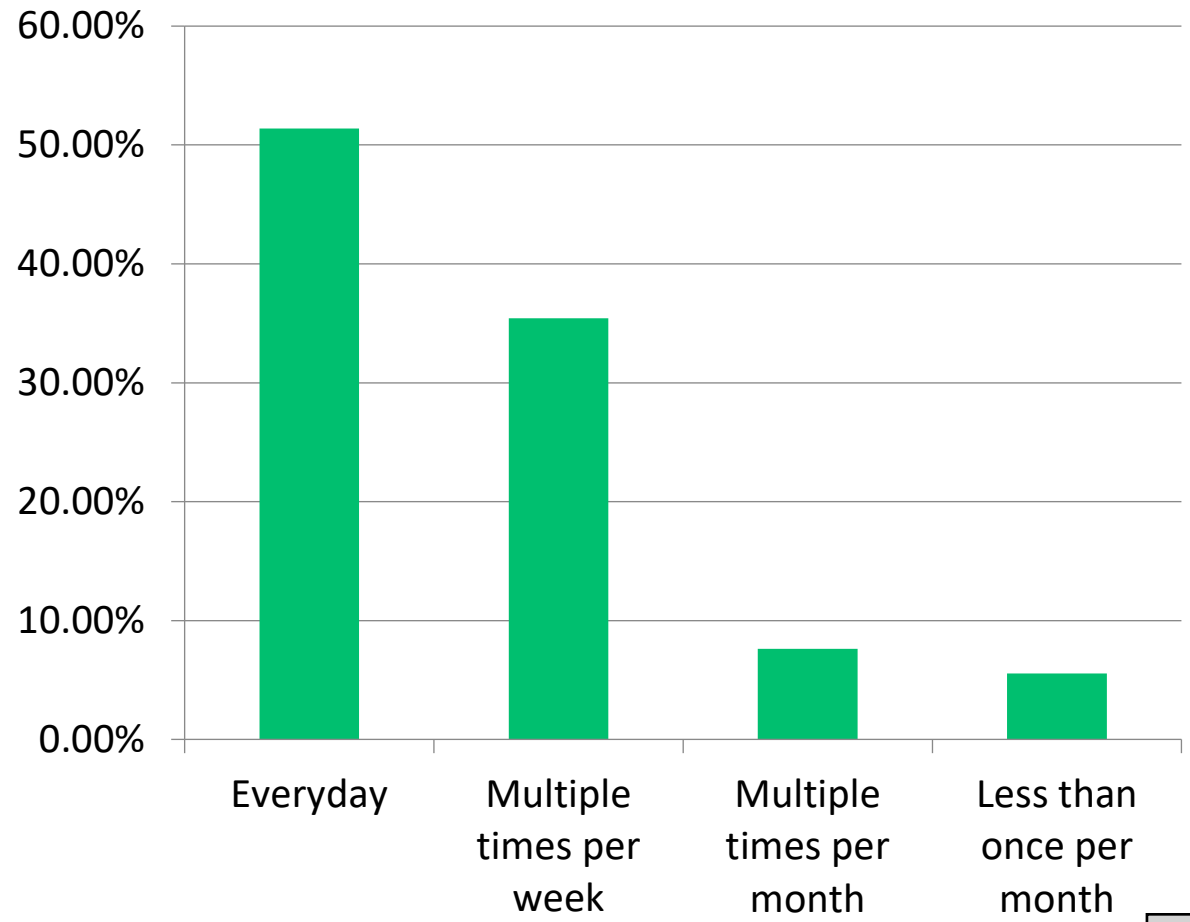
Approximately how frequently do you visit Downtown Ketchum?

- I live in Downtown Ketchum
- Everyday
- Multiple times per week
- Multiple times per month
- Less than once per month

Residents



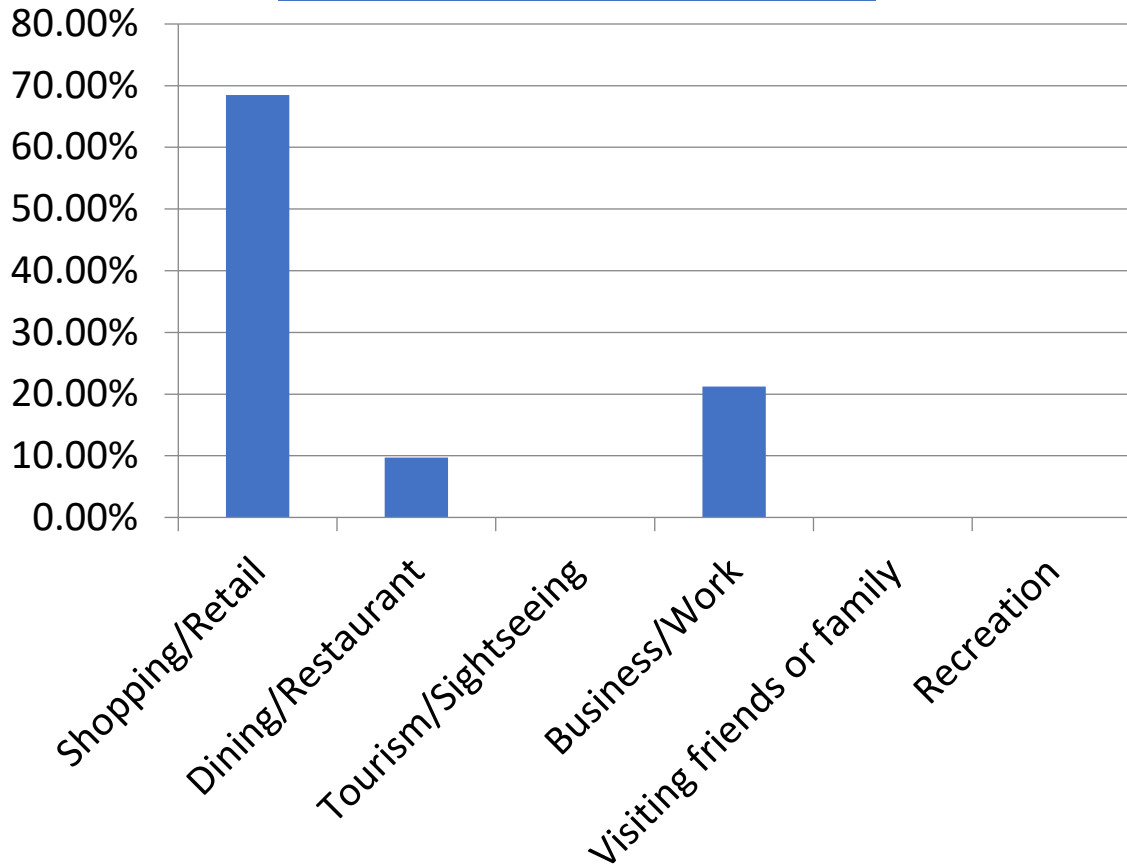
Visitors



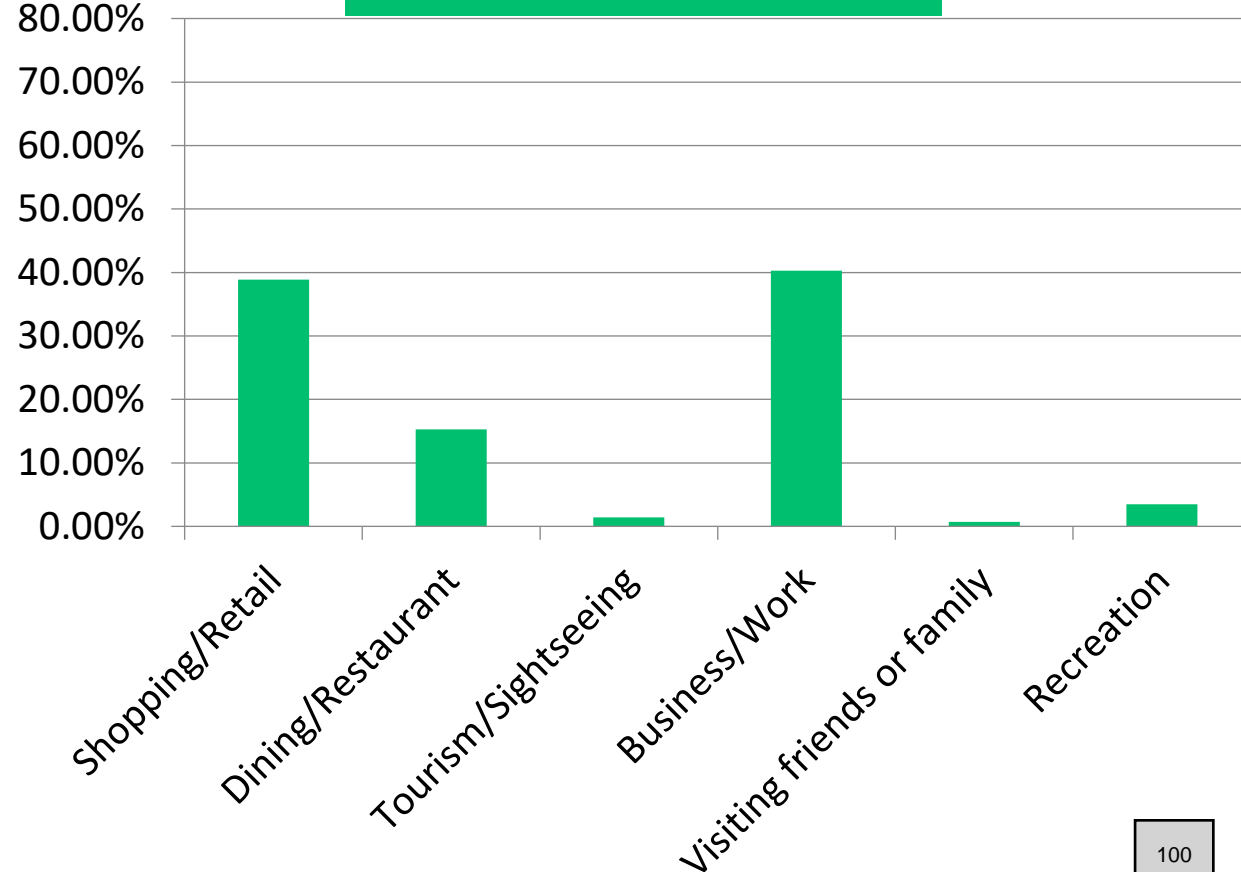
What was the primary purpose of your most recent visit to Downtown Ketchum?

- Shopping/Retail
- Dining/Restaurant
- Tourism/Sightseeing
- Business/Work
- Visiting friends or family
- Recreation

Residents



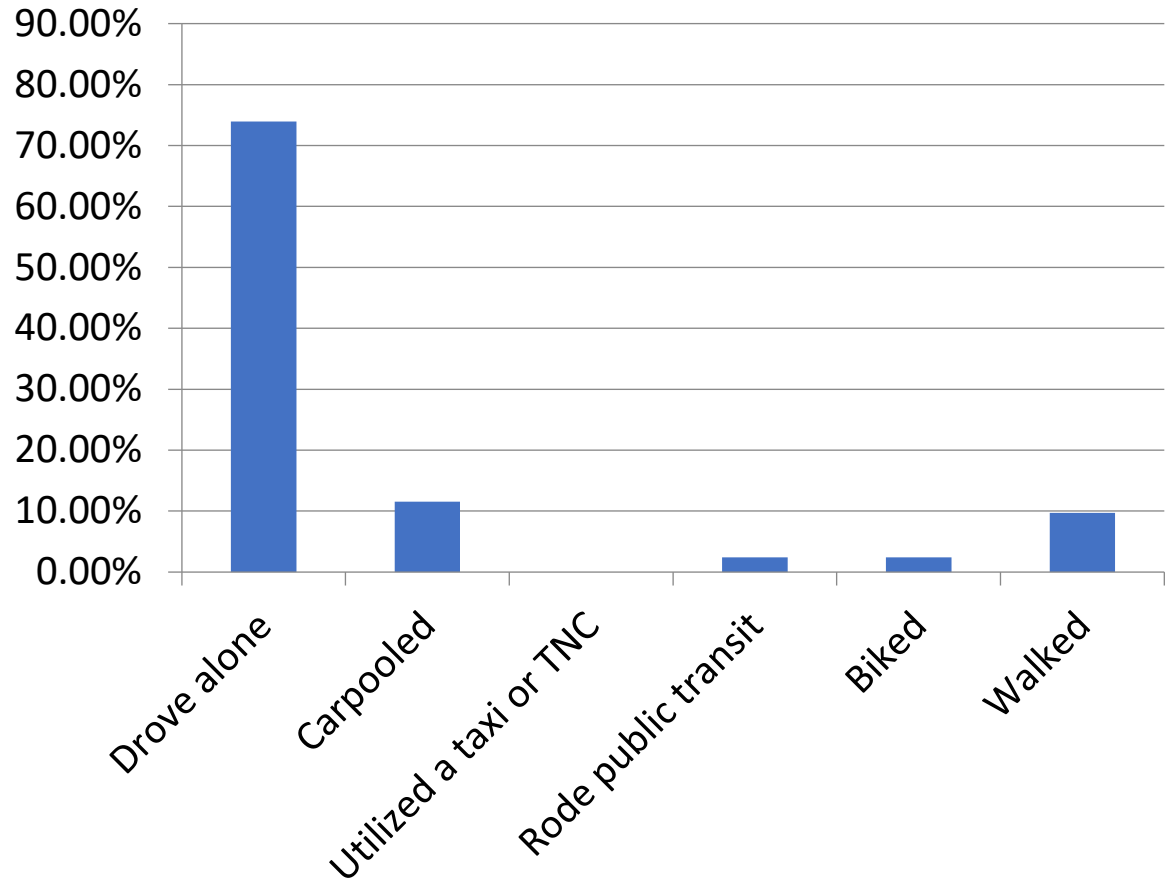
Visitors



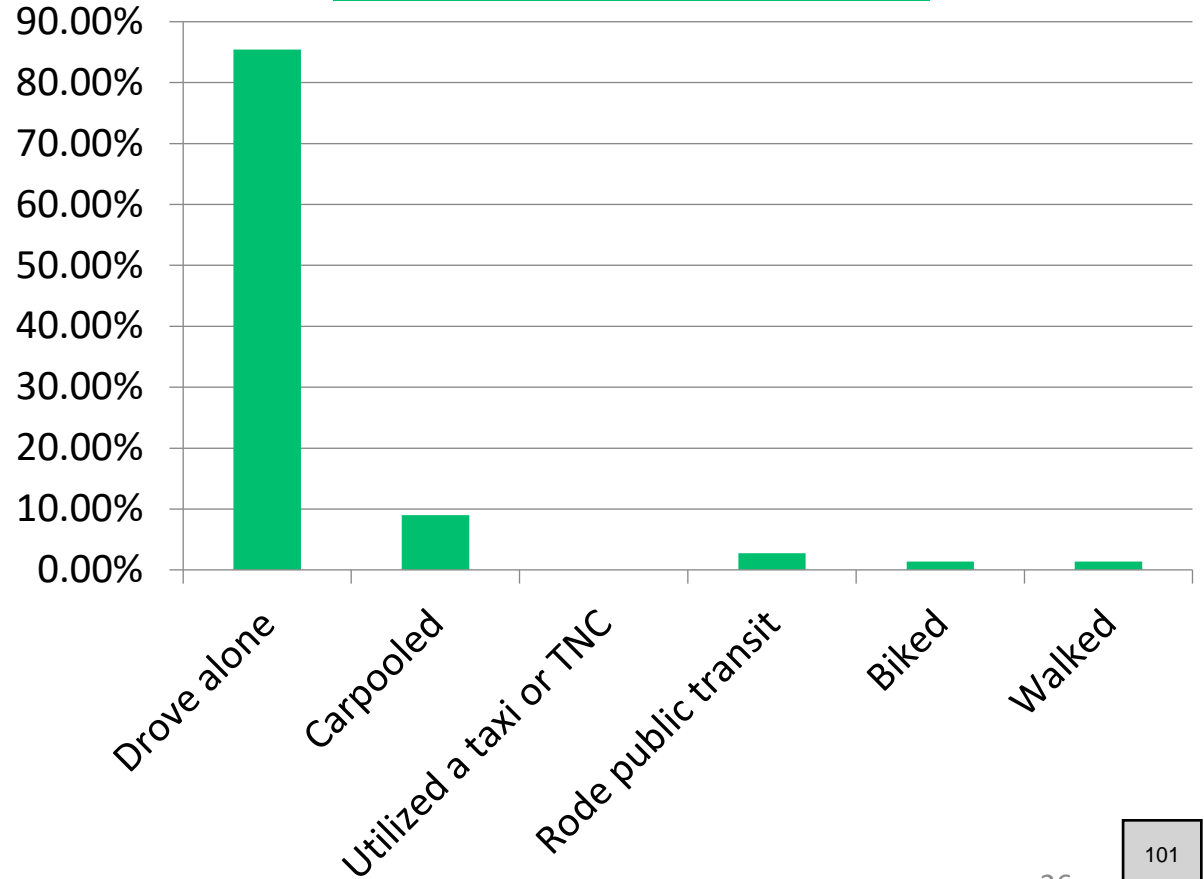
What was the primary purpose of your most recent visit to Downtown Ketchum?

- Drove alone
- Carpooled
- Utilized a taxi or TNC (Uber, Lyft, etc.)
- Rode public transit
- Biked
- Walked

Residents



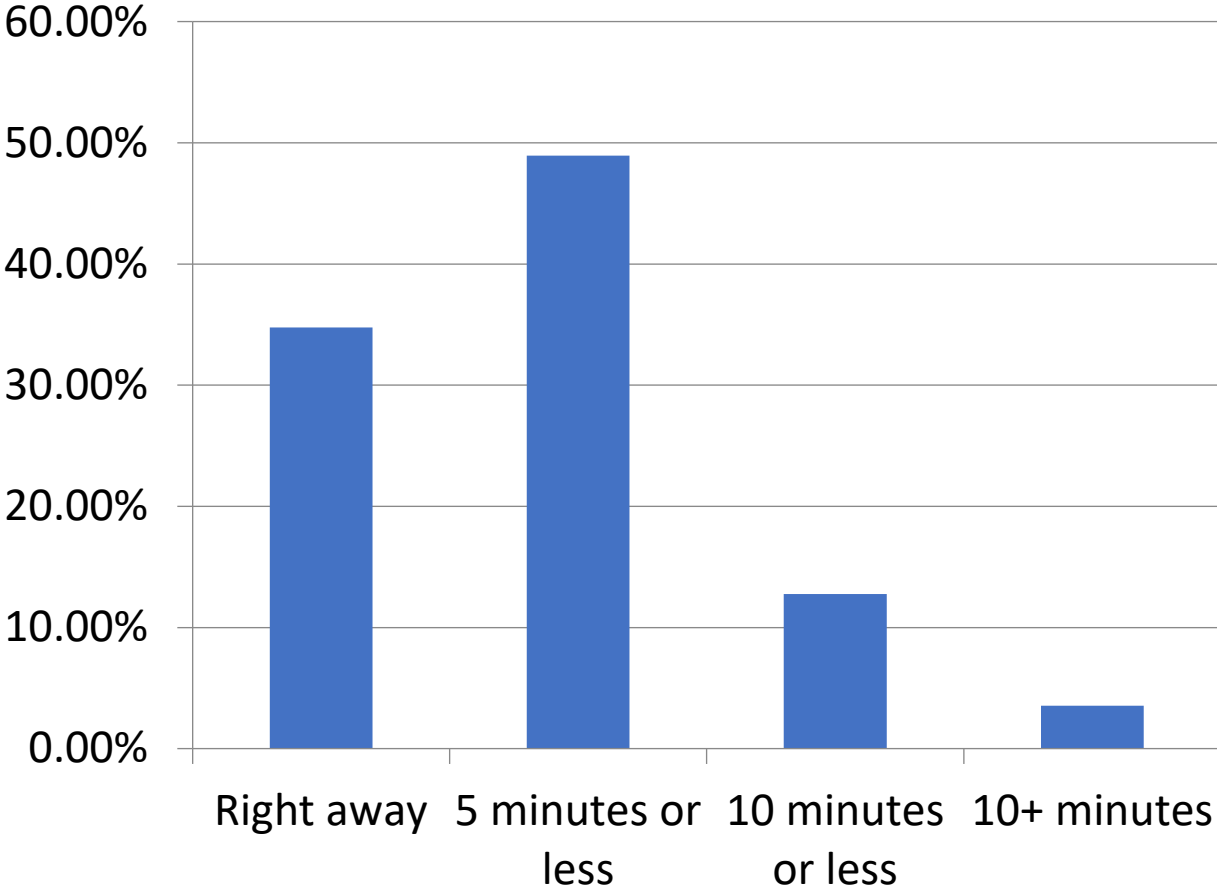
Visitors



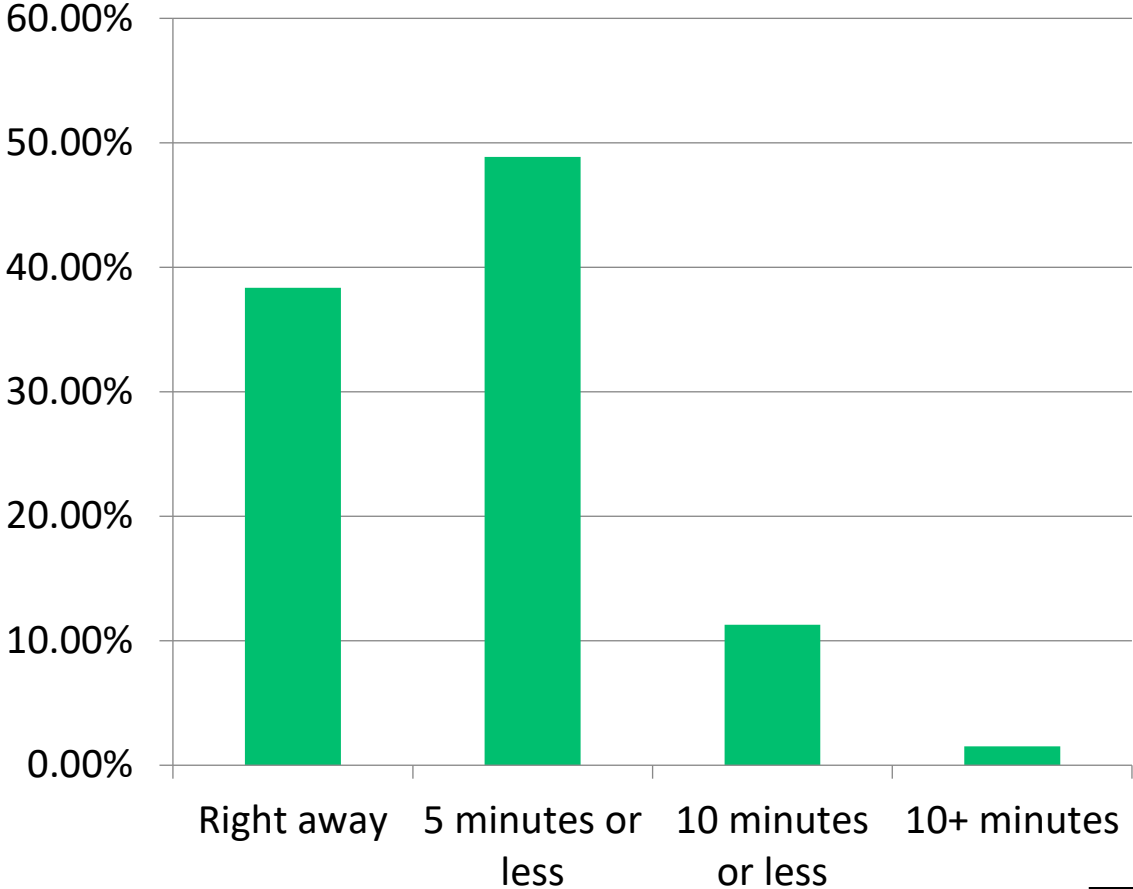
How long did it take to find parking?

- Right away
- 5 minutes or less
- 10 minutes or less
- More than 10 minutes

Residents



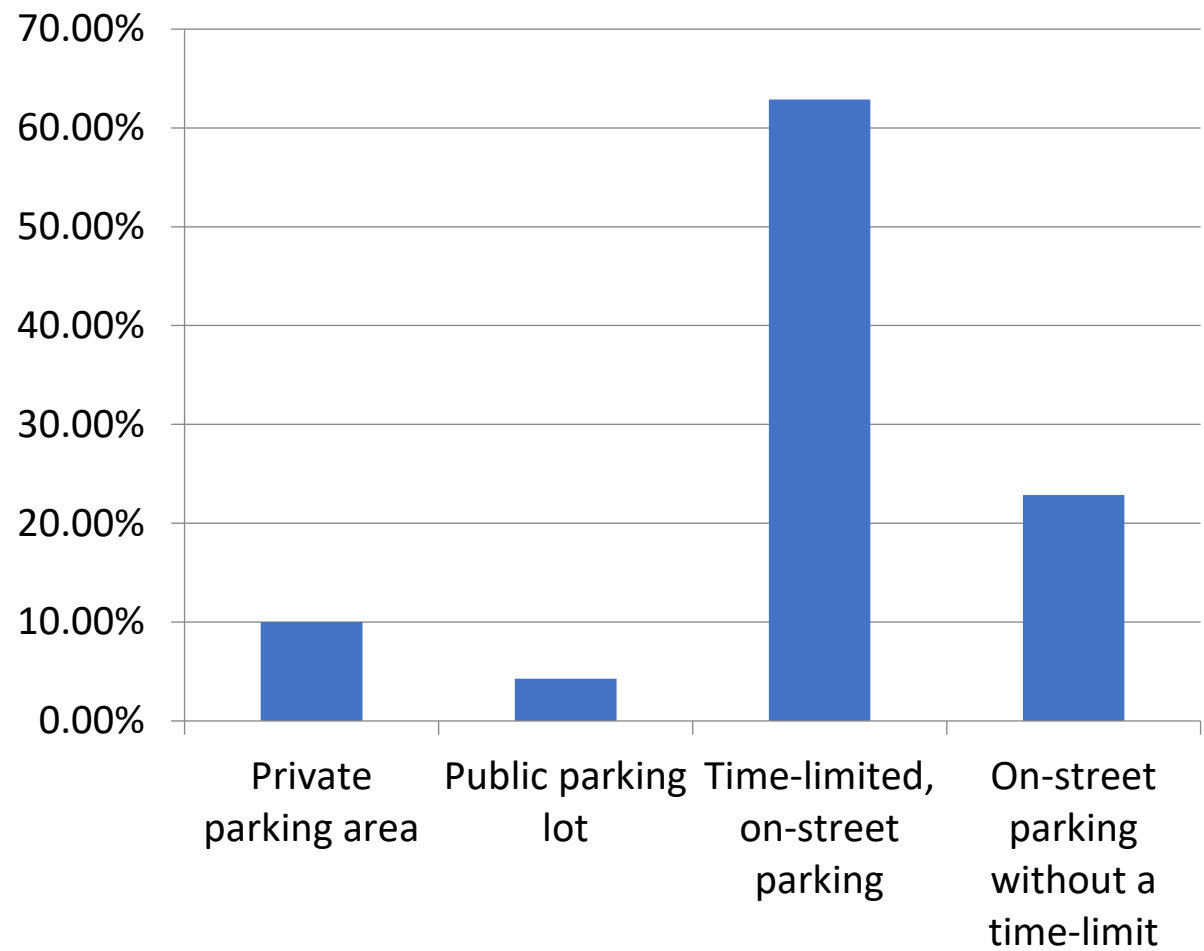
Visitors



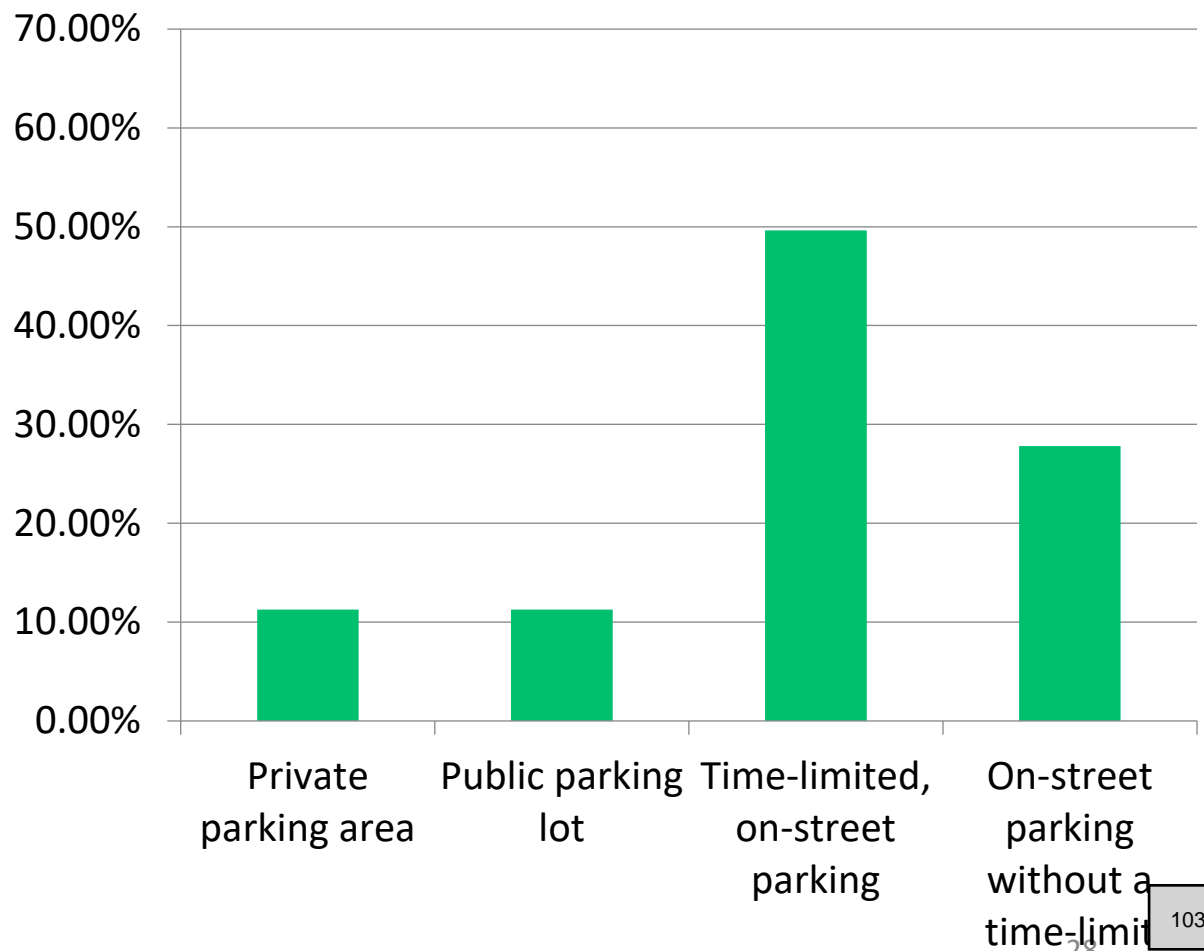
Where did you park?

- Private parking area
- Public parking lot
- Time-limited, on-street parking
- On-street parking without a time-limit

Residents



Visitors

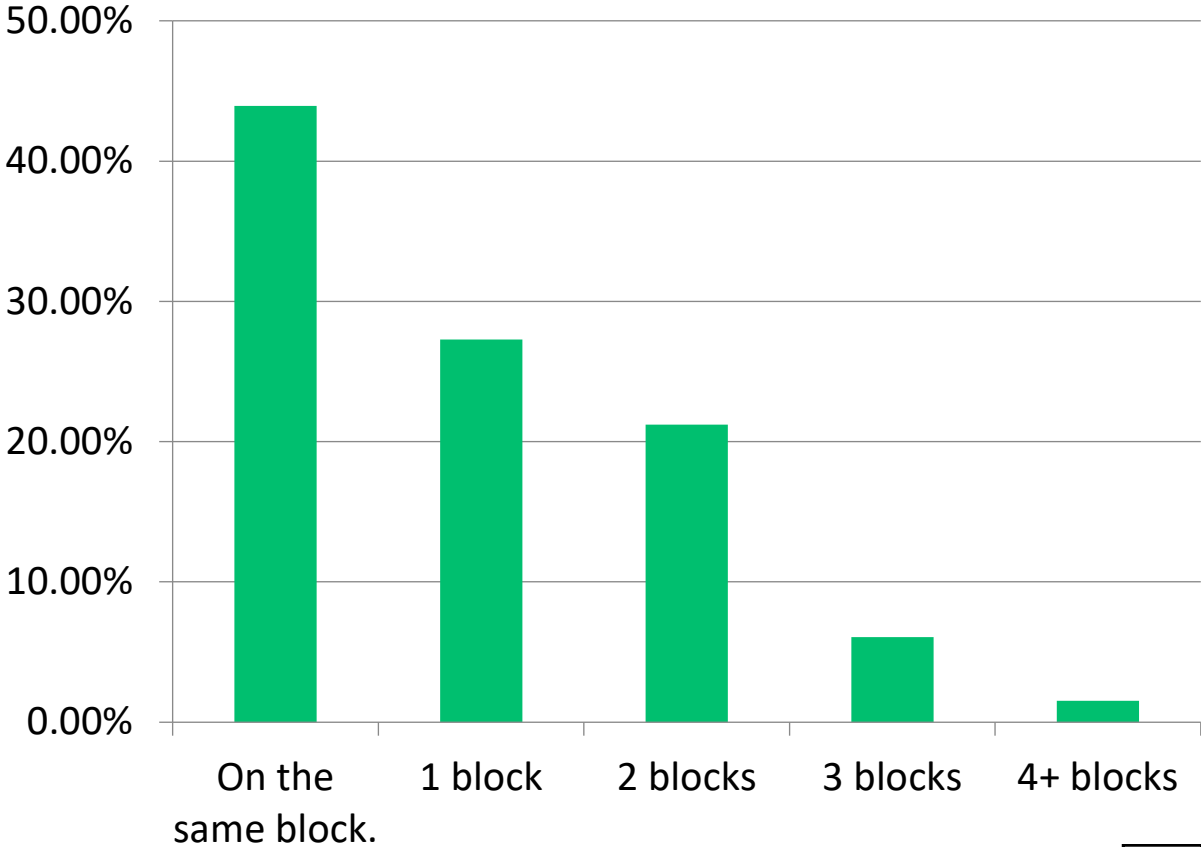
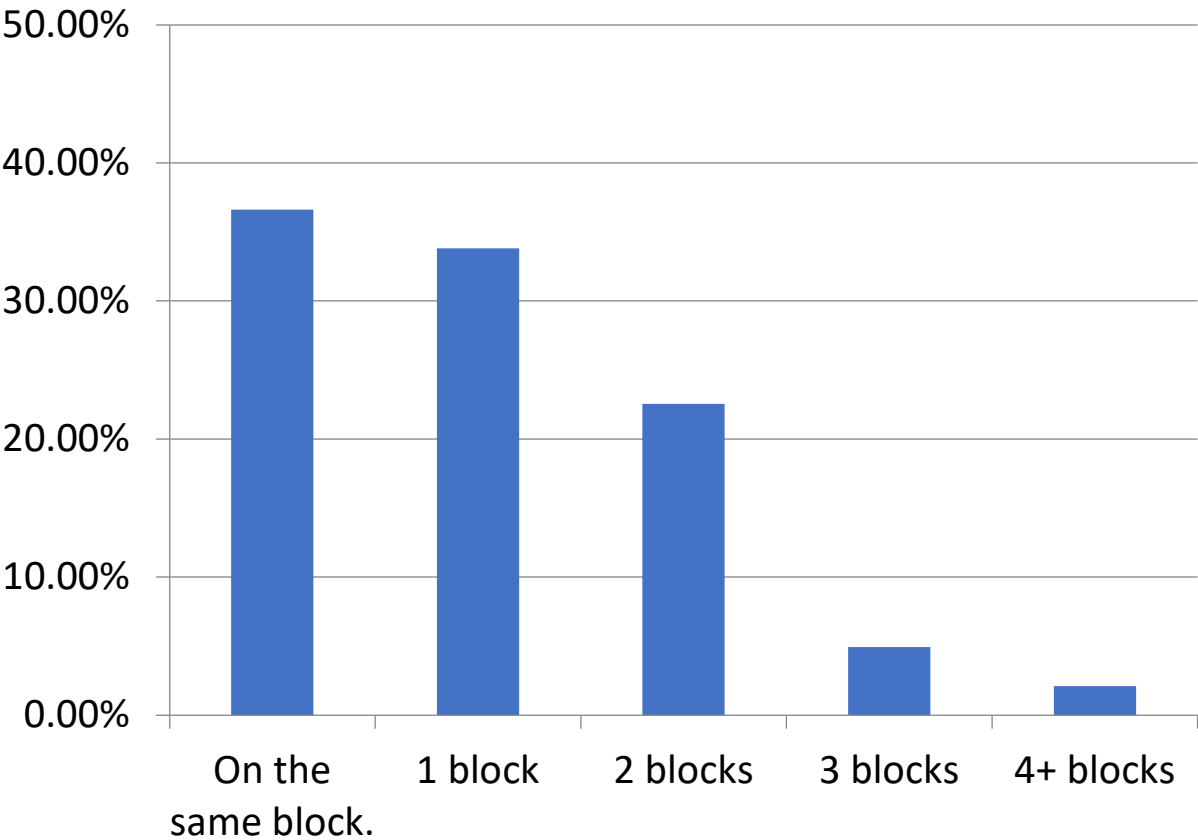


How far from your destination did you park?

- On the same block.
- 1 block
- 2 blocks
- 3 blocks
- 4+ blocks

Residents

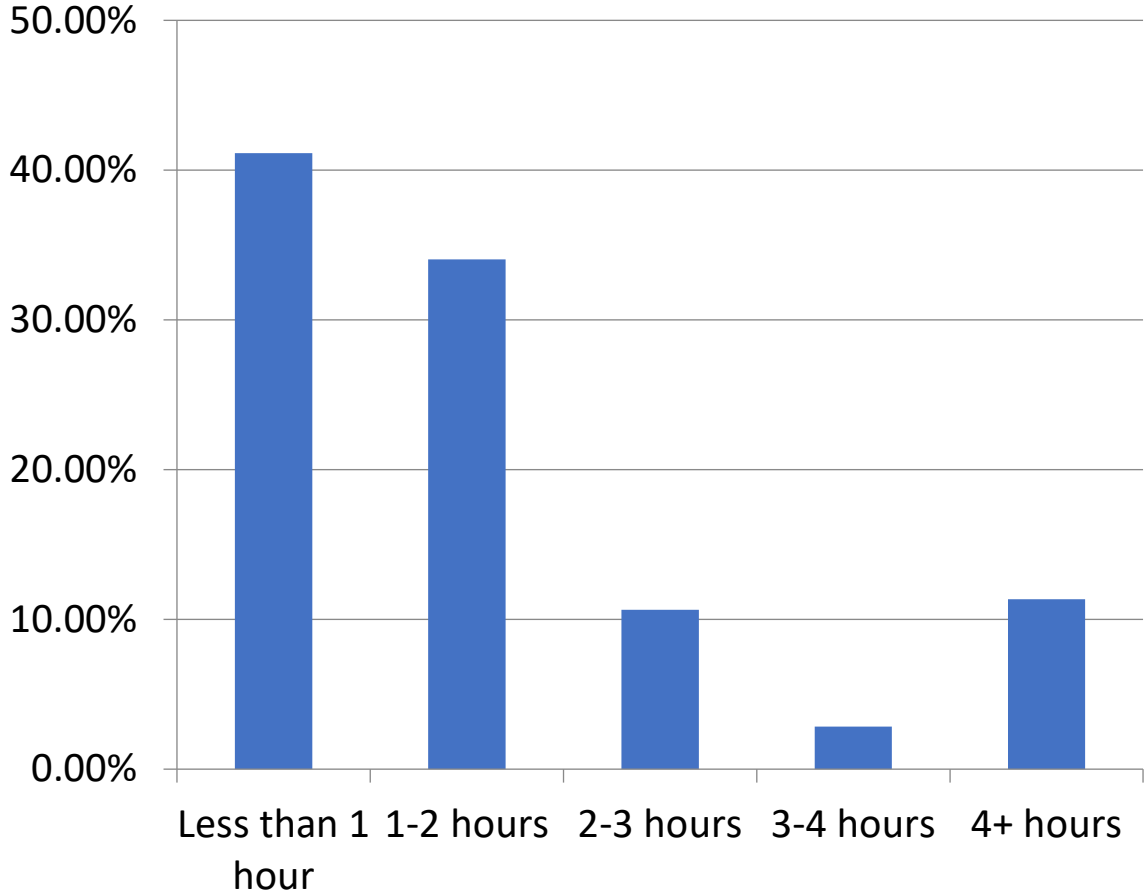
Visitors



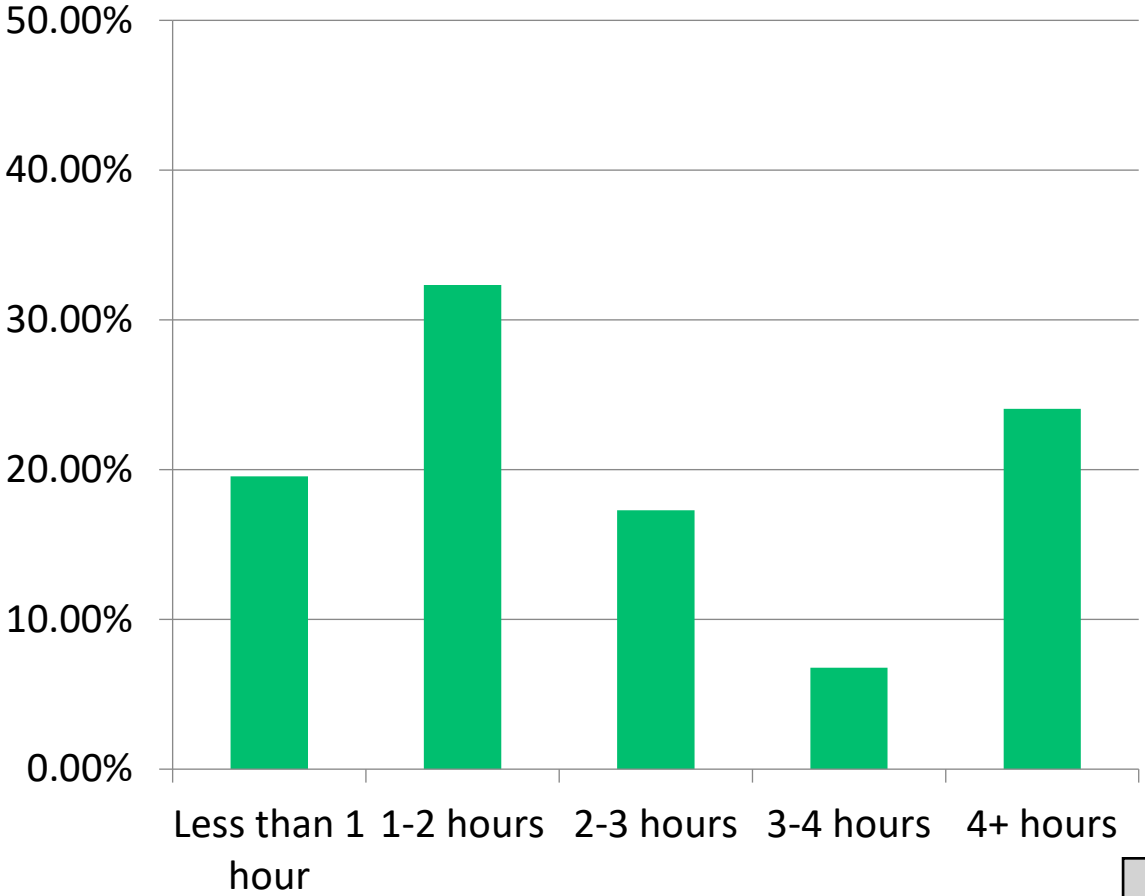
How long do you typically stay when you visit Downtown Ketchum?

- Less than 1 hour
- 1-2 hours
- 2-3 hours
- 3-4 hours
- 4+ hours

Residents



Visitors



What parking and transportation priorities are most important to you? Please rank the following priorities from most important (1) to least important (5) for Downtown Ketchum

Residents

Visitors

Enhance Wayfinding & Signage



Increase off-street parking opportunities



Upgrade paid parking equipment & technology



Invest in additional mobility options



Adjust on-street time limits

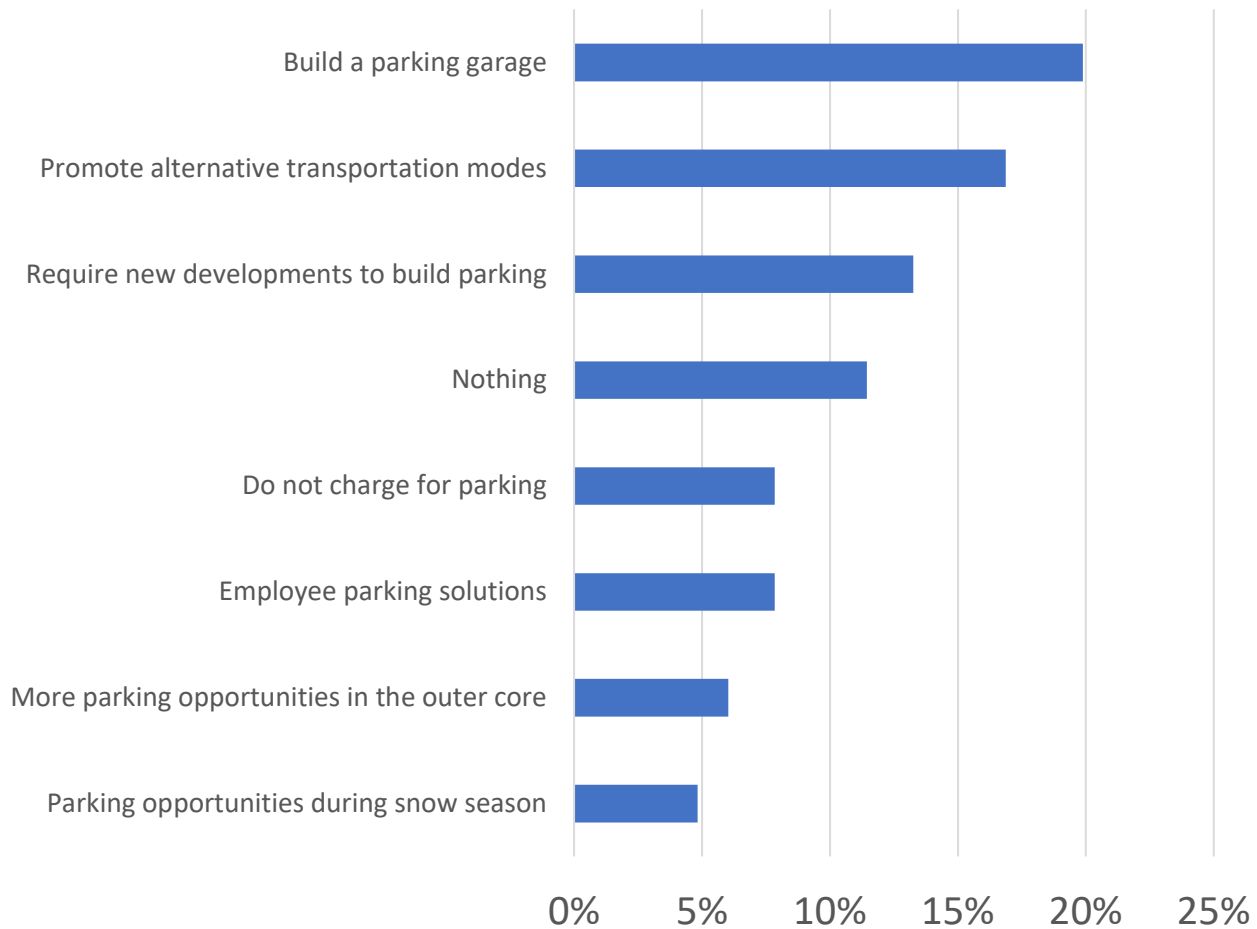


0 0.5 1 1.5 2 2.5 3 3.5 4 31

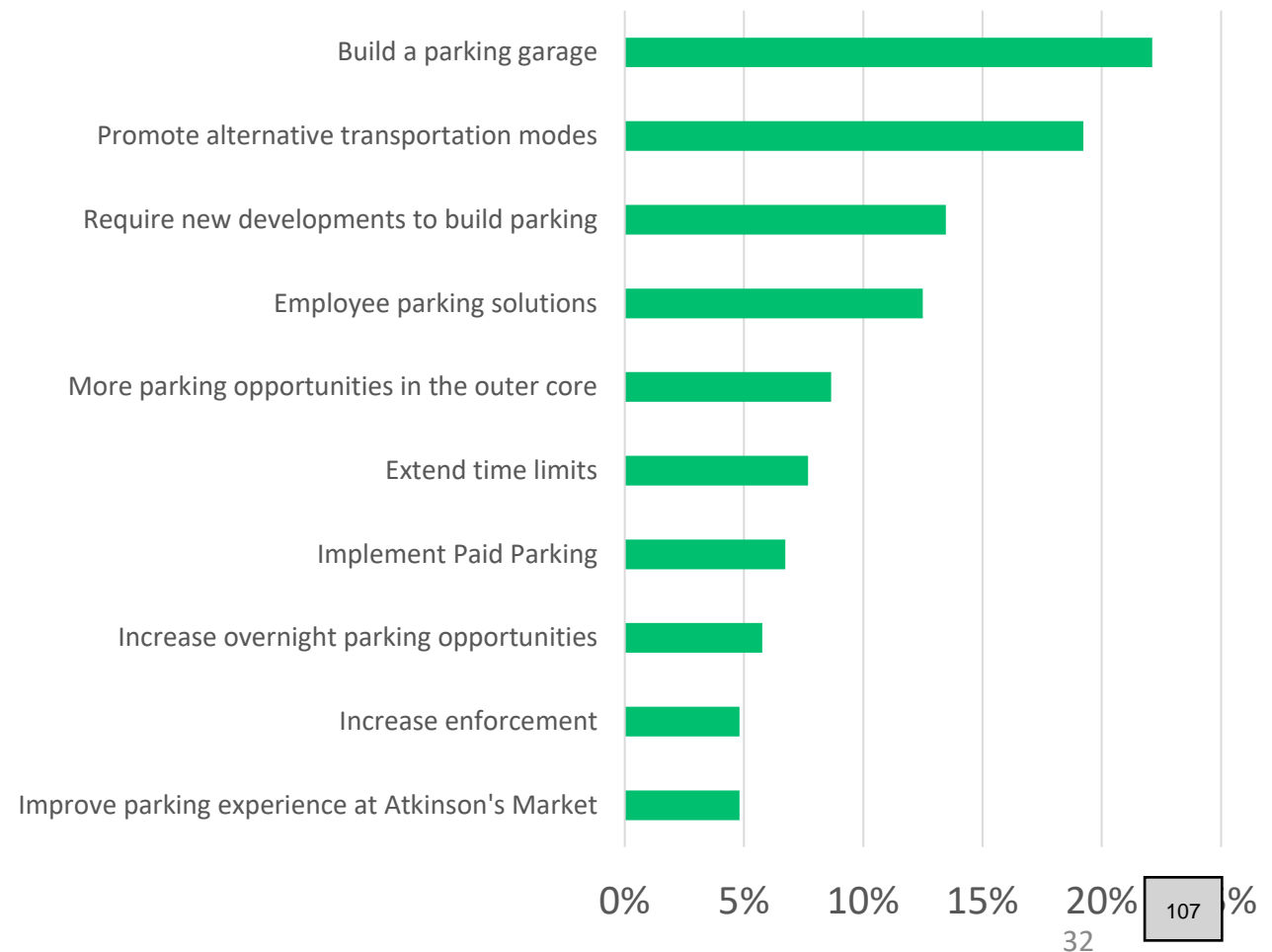
If you had a magic wand and could change, fix, or improve anything about parking in Downtown Ketchum what would you do?

Free response:

Residents



Visitors



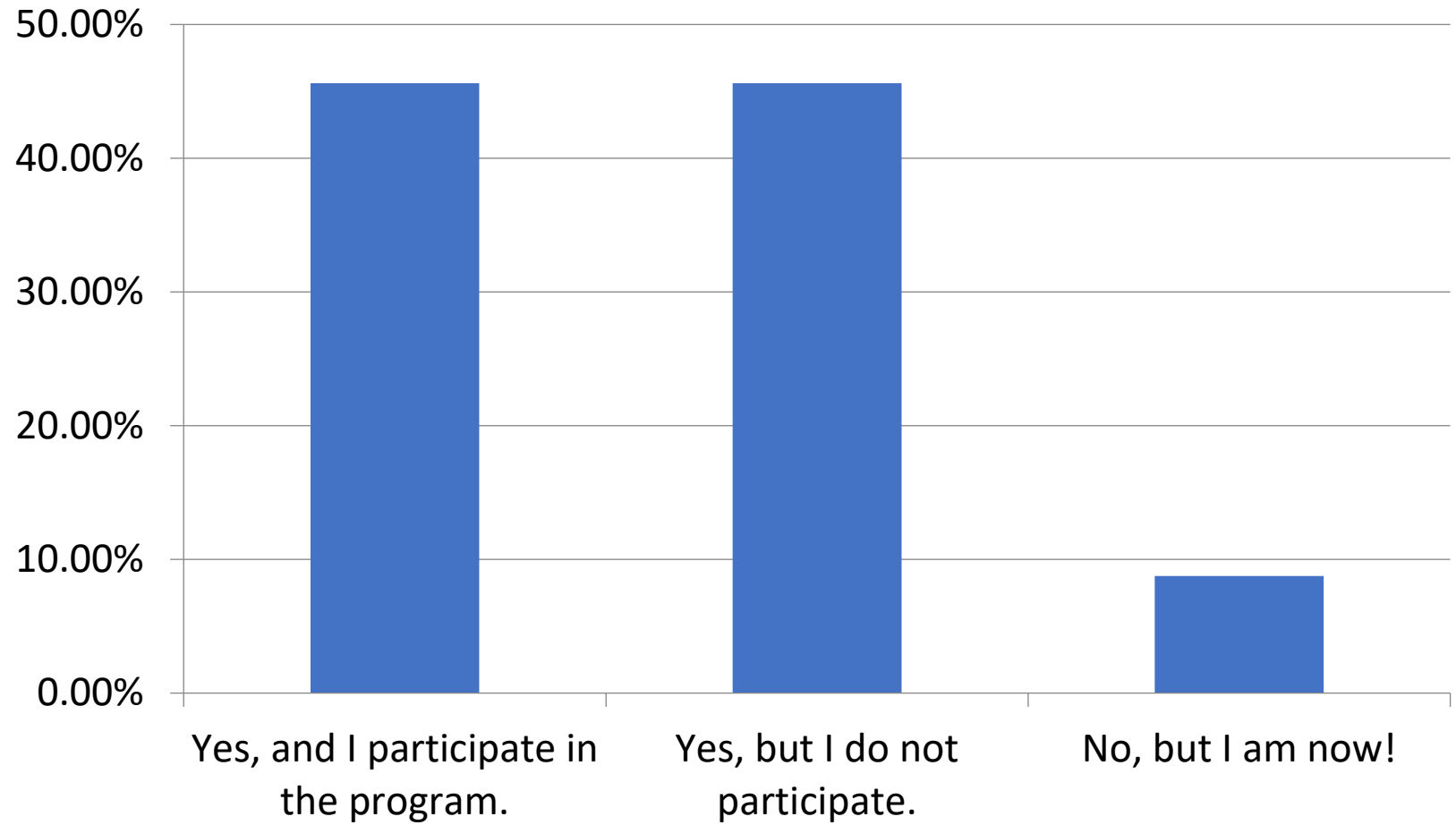
Winter Parking Pilot Program

The following questions about the Winter Parking Pilot Program were posed specifically to residents who live in Downtown Ketchum.

Downtown Residents

Were you aware of the Winter Parking Pilot Program?

- Yes, and I participate in the program.
- Yes, but I do not participate.
- No, but I am now!

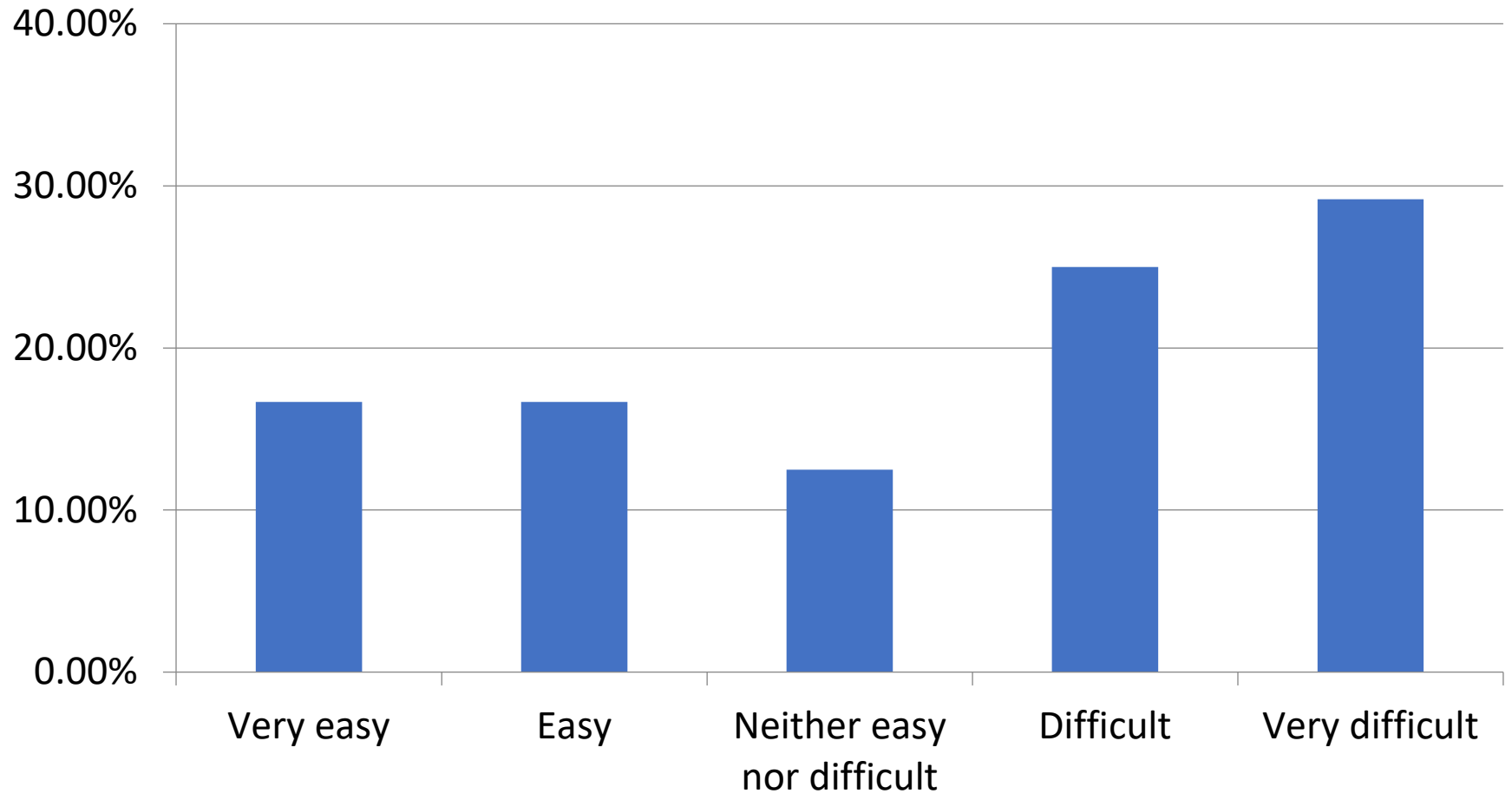


If you participate in the program:

Downtown Residents

When you park in the Winter Parking Pilot Program locations, how easy is it to find a parking space?

- Very easy
- Easy
- Neither easy nor difficult
- Difficult
- Very difficult

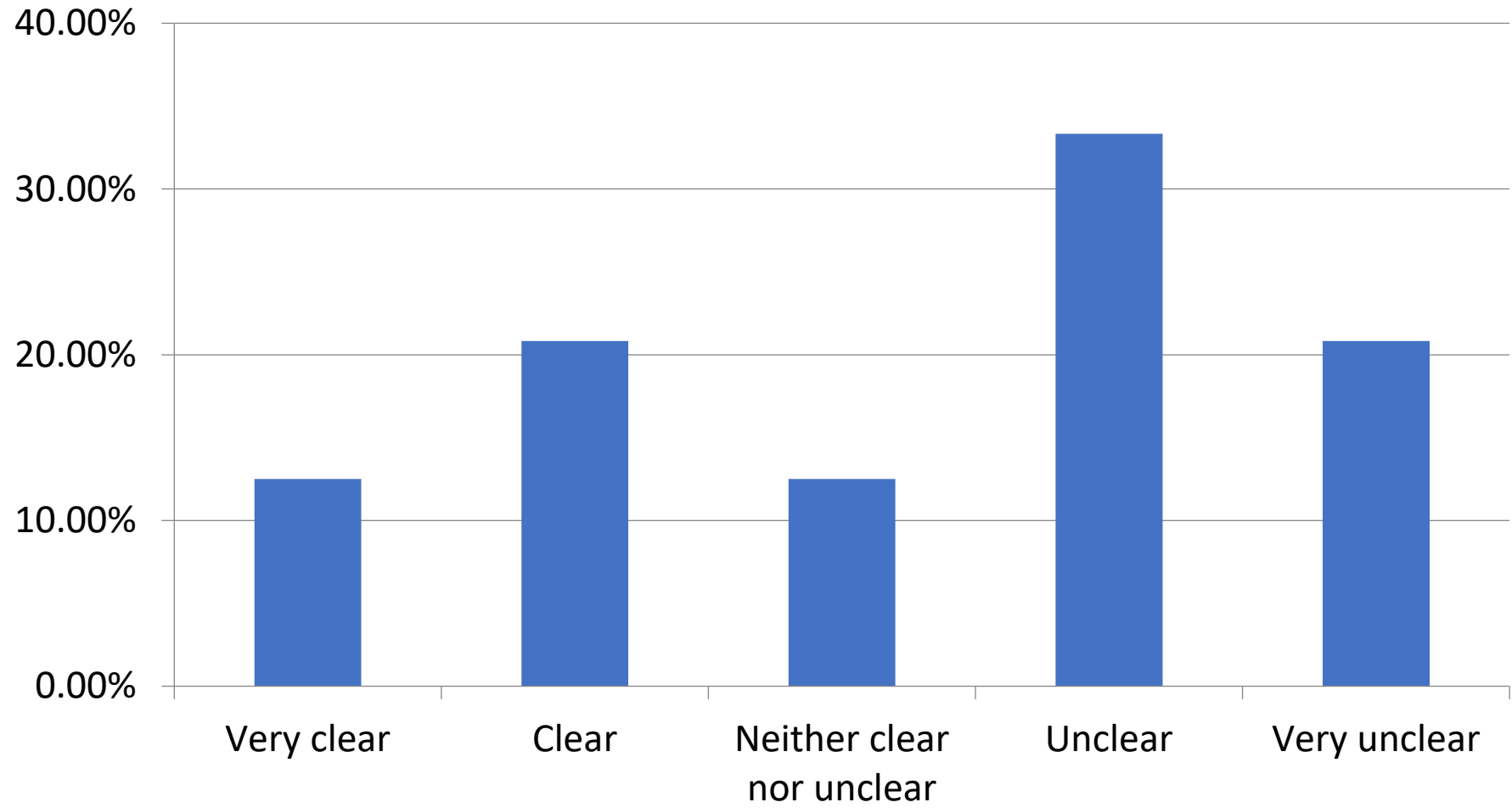


If you participate in the program:

Downtown Residents

- Very easy
- Easy
- Neither easy nor difficult
- Difficult
- Very difficult

How clear are the policies regarding the Winter Parking Pilot Program?

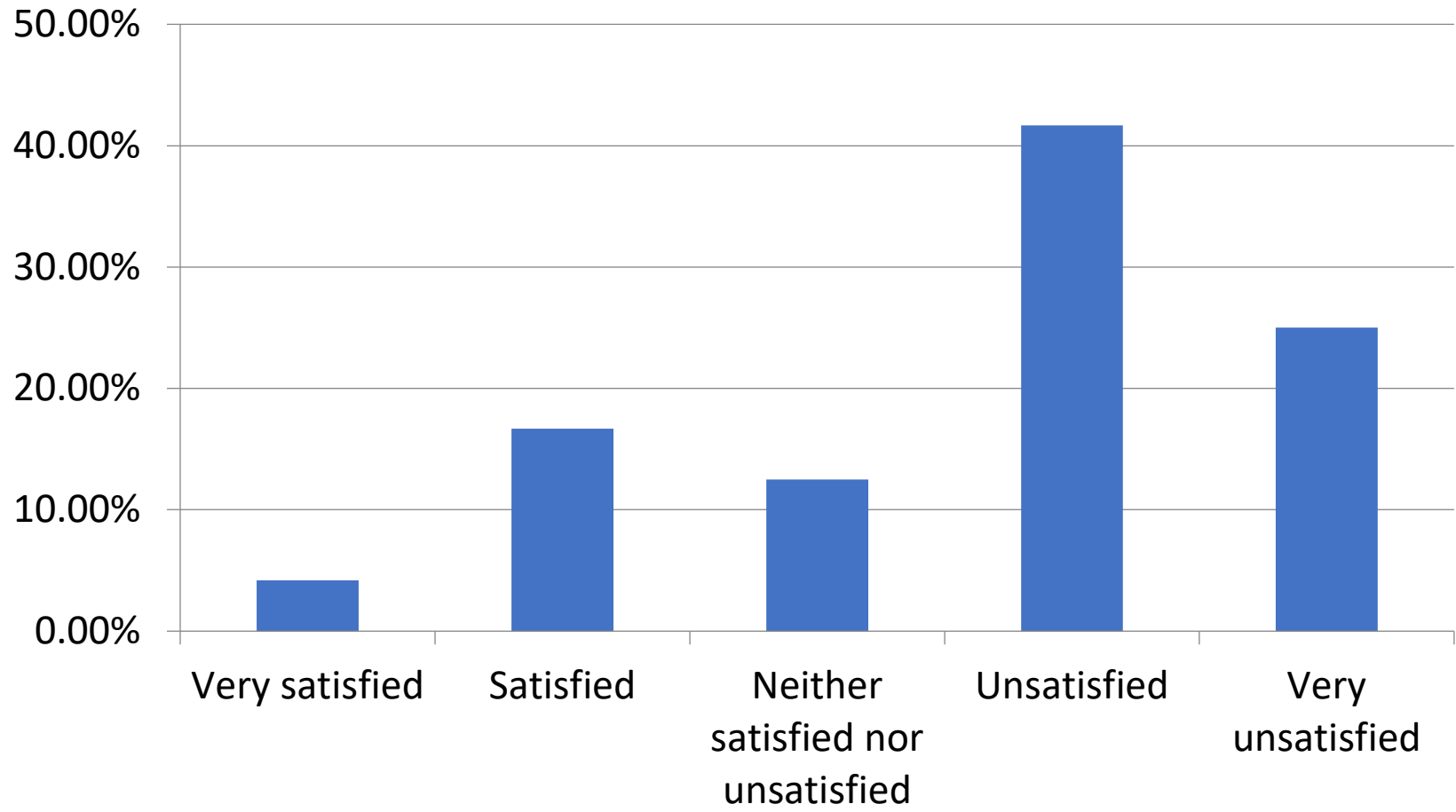


If you participate in the program:

Downtown Residents

Overall, how satisfied are you with the Winter Parking Pilot Program?

- Very satisfied
- Satisfied
- Neither satisfied nor unsatisfied
- Unsatisfied
- Very unsatisfied



Attachment F

MOMORANDUM

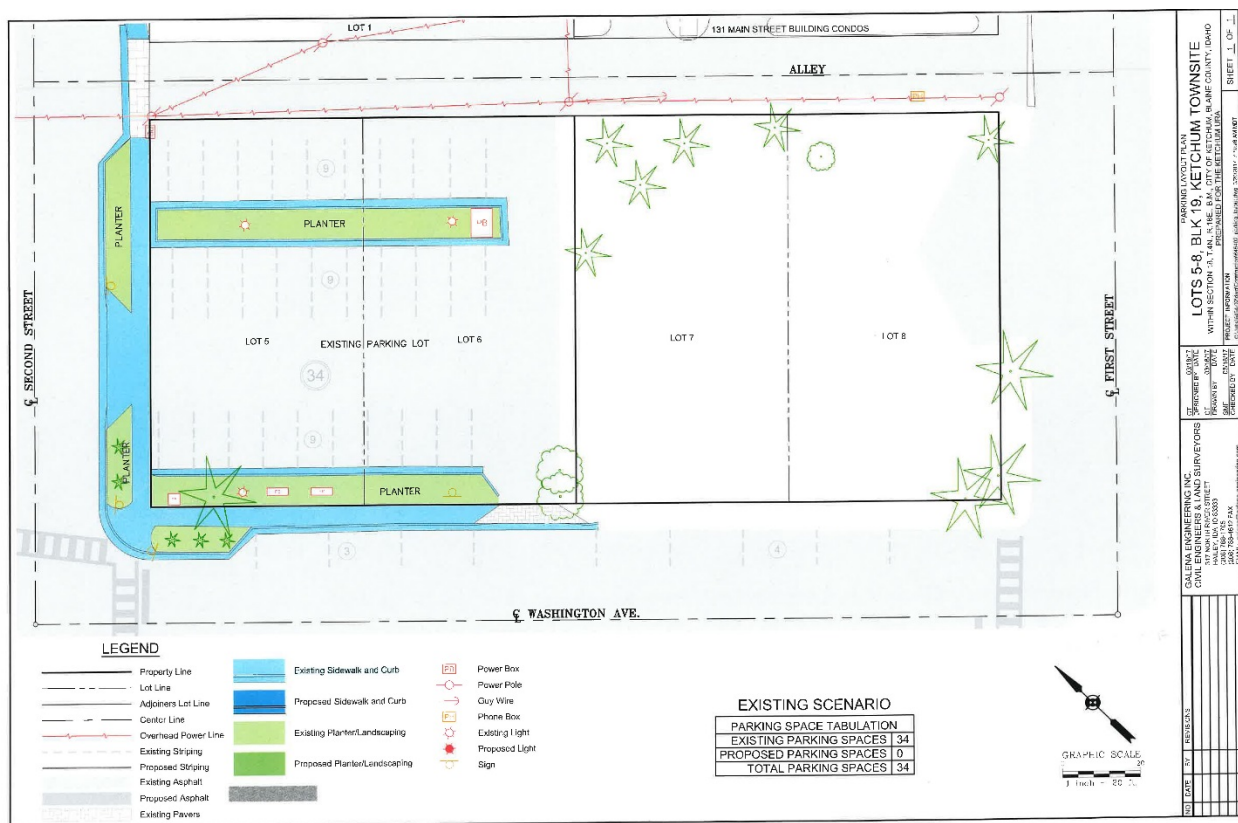
TO: Suzanne Frick, KURA Executive Director

FROM: Scot Martin, DESMAN Senior Planner

RE: First & Washington Parking Garage Concept Plans

DATE: March 9, 2023

DESMAN has been hired by the Ketchum Urban Renewal Authority (KURA) to develop concept plans for a proposed parking garage to be located at First Street and Washington Avenue in downtown Ketchum. The site for the proposed garage is currently a parking lot with approximately 60 spaces (Lots 5, 6, 7 and 8). The site is approximately 100' wide and 220' long. Refer to the site/survey plan from Galena Engineering Inc. below.



Given setback requirements, the maximum building footprint is 92' x 210'. The width of the site is not conducive to the development of a functionally efficient and cost-effective parking garage at this location. Currently envisioned is ground floor commercial space with limited parking, up to two full levels of parking and residential development below the parking and/or commercial development. The maximum building height is 52 feet.

The original concepts for the site developed by Pivot North Architects are Options A and B. Option A provides one level of surface parking with 44 parking spaces and retail/commercial, a bike room, lobby/amenity space and trash/mechanical on the ground level with three floors of residential above with a combination of studio, one- and two-bedroom deed restricted units. Option B contains the same amenities on the ground level with 20 parking spaces and a speed ramp down to two levels of below-grade containing 71 parking spaces. KURA has requested that DESMAN develop the following six concepts for the site:

1. Commercial space with limited parking on the ground level with one and two levels of parking above, and deed-restricted housing above the parking (Options 1 and 1A).
2. Commercial space with limited parking on the ground level with one level of parking below grade and one level of parking above the commercial space, and deed-restricted housing above the upper level of parking (Option 2).
3. Commercial space with limited parking on the ground level with one level or two levels of below-grade parking with deed-restricted housing above the commercial space (Option 3).
4. Surface parking with commercial space on the ground level with deed-restricted housing above (Option 4).

Following are the concept plans developed by DESMAN for the purpose of preliminary pricing and a KURA Board decision on which option, if any, to further pursue based on the feasibility of the parking and its anticipated cost. **Option 1** provides 93 parking space on three levels, all above grade, with one floor of residential above the parking. **Option 1A** provides 54 parking spaces on two levels, all above grade, with two floors of residential above the parking.

Option 2 provides 93 parking space on three levels with one level below grade, one level at grade with commercial space, and one level above grade, and two floors of residential development above the upper level of parking.

Option 3 provides 93 parking spaces on three levels with limited parking and commercial space on the ground level, two levels of below-grade parking, and three floors of residential above the commercial space and limited parking on the ground level. **Option 3A** provides 54 parking spaces with limited parking and commercial space on the ground level, one level of below-grade parking, and three floors of residential above the commercial space and parking on the ground level.

Option 4 provides 31 surface parking spaces and commercial/other space at grade with three floors residential above the commercial/other space. The elimination of the ramps to access the parking below and above the grade levels allows for more parking in a tandem layout. Tandem parking is generally suitable for residential parking only.

Vehicle ingress/egress is from Washington Avenue and the alley for Options 1, 1A, 3, 3A and 4. Vehicle ingress/egress is from Washington Avenue and Second Street for Option 2. The alley access is not feasible with this option given the location of the ramp down to the lower parking level(s). There are two code-required stairs and one elevator provided with each option. Short-span column spacing is assumed for each of the options based on supporting the residential development above with heavier loads. The footprints of the full parking levels (B2, B1, 2 and 3) vary slightly. The above-grade levels are 92'-0" x 204'-4" with eight-inch spandrels. The below-grade levels are 92'-8" x 205'-0" with 12-inch walls. The square footage of the full parking levels is approximately 18,798 square feet and 18,997 square feet, respectively. The parking efficiency for 39 spaces per level is 482 square feet per space and 487 square feet per space,

respectively. An efficient parking garage layout with short-span column spacing is typically in the range of 350 to 375 square feet per space.

The grade-level parking and circulation on Options 1, 1A, 2, 3 and 3A measure approximately 7,412 square feet. Given only 15 spaces on this level the parking efficiency is 494 square feet per space. The grade-level parking and circulation on Option 4 measures approximately 11,370 square feet. Given 31 spaces on this level the parking efficiency is 367 square feet per space. The tandem parking improves the parking efficiency for this option. The total commercial space provided in Options 1, 1A, 2, 3 and 3A is 5,000 square feet. The total commercial/other space provided in Option 4 is 6,800 square feet. The depth of some of this space may not be conducive to commercial development and the space could represent more viable bicycle parking, storage space, trash, mechanical/electrical or another unspecified use.

Parking and circulation dimensions are indicated on the concept plans. The end-bay drive aisles are slightly wider than the standard 24'-0" drive aisles at 27'-0", which improves the right turns onto and off the 30'-0" wide ramp. Most of the parking spaces are 9'-0" wide in each option. There are a few narrower spaces in each option where the available space for parking warranted them.

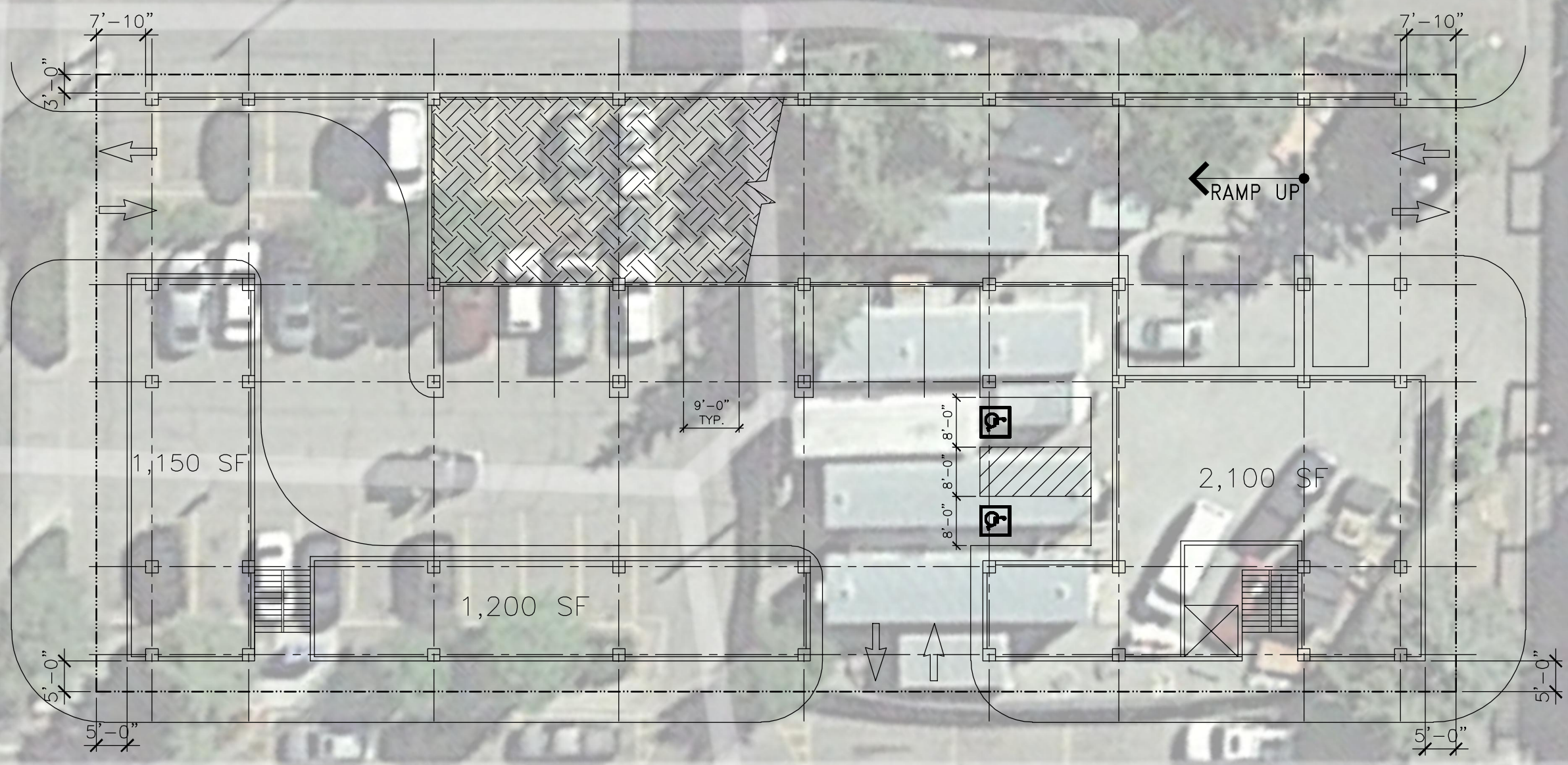


NORTH

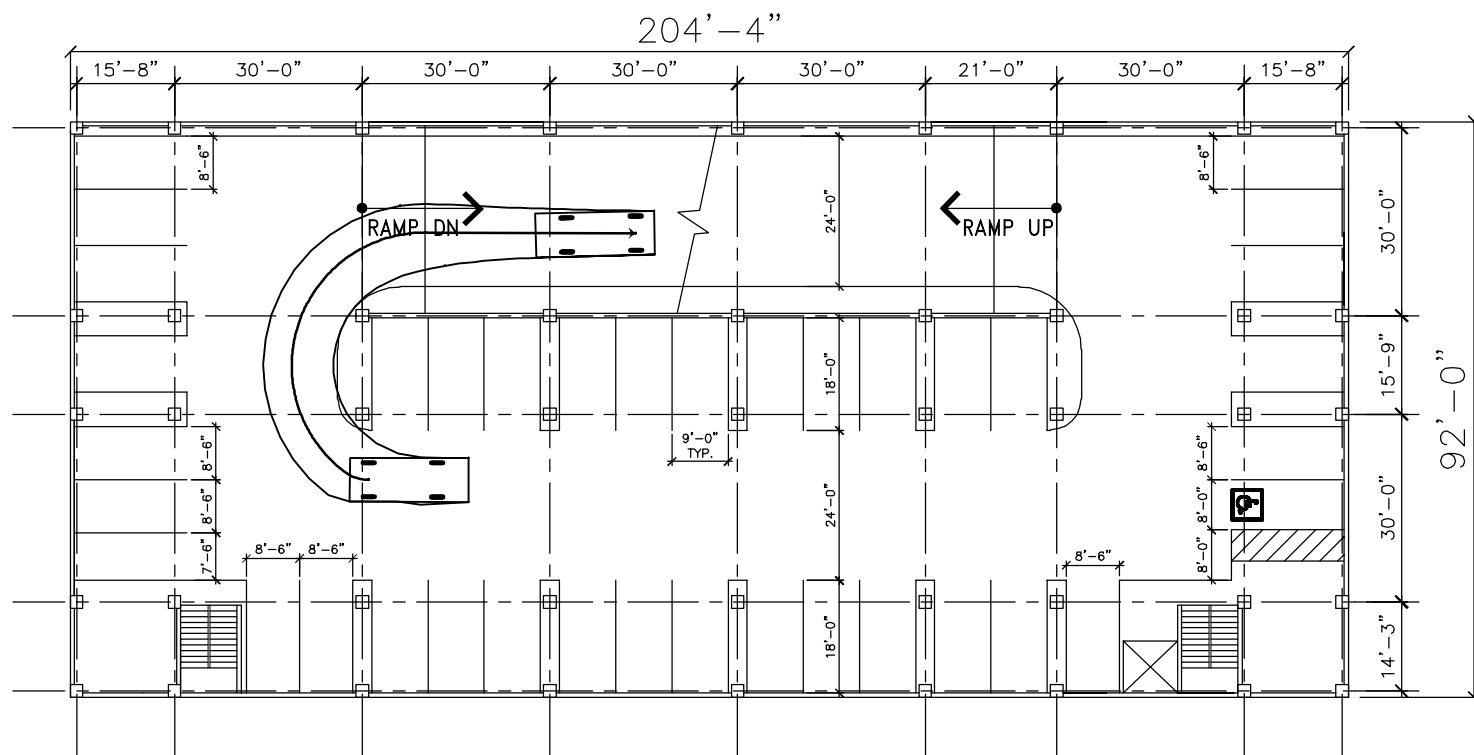
2nd St.

1st St.

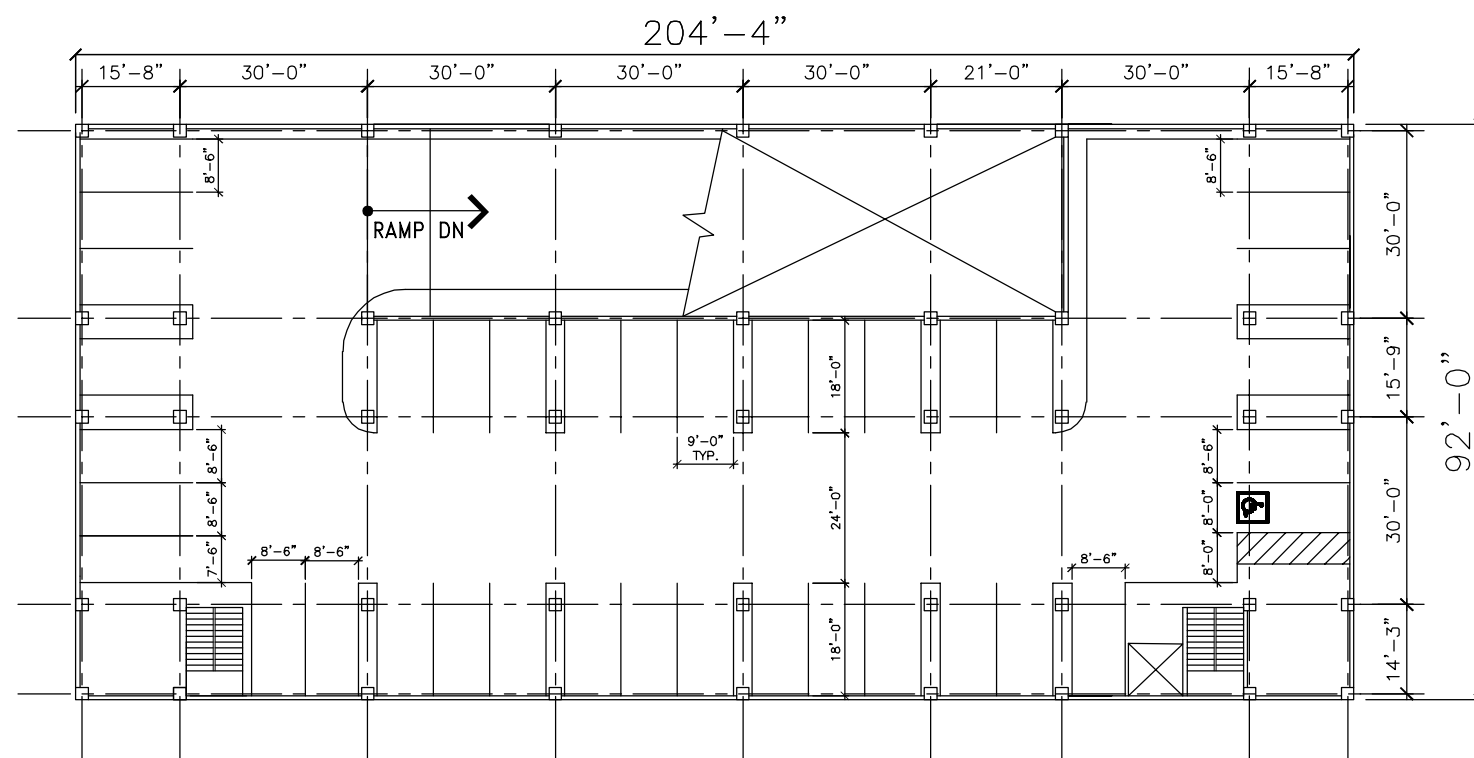
Washington Ave.



KURA First & Washington Parking Garage - Option 1
 Concept Site Plan and Level 1 Parking Plan
 Ketchum, ID



LEVEL 2



LEVEL 3

CEILING

45.5'



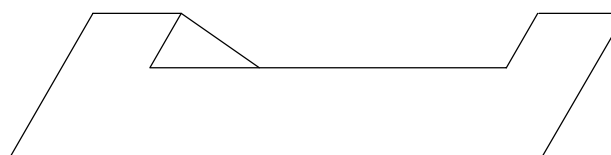
4TH

35.5'



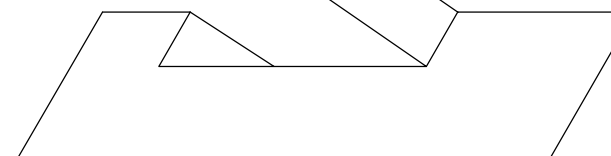
3RD

25.5'



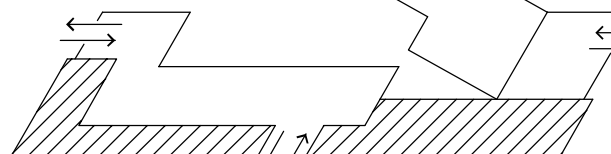
2ND

15.0'



1ST

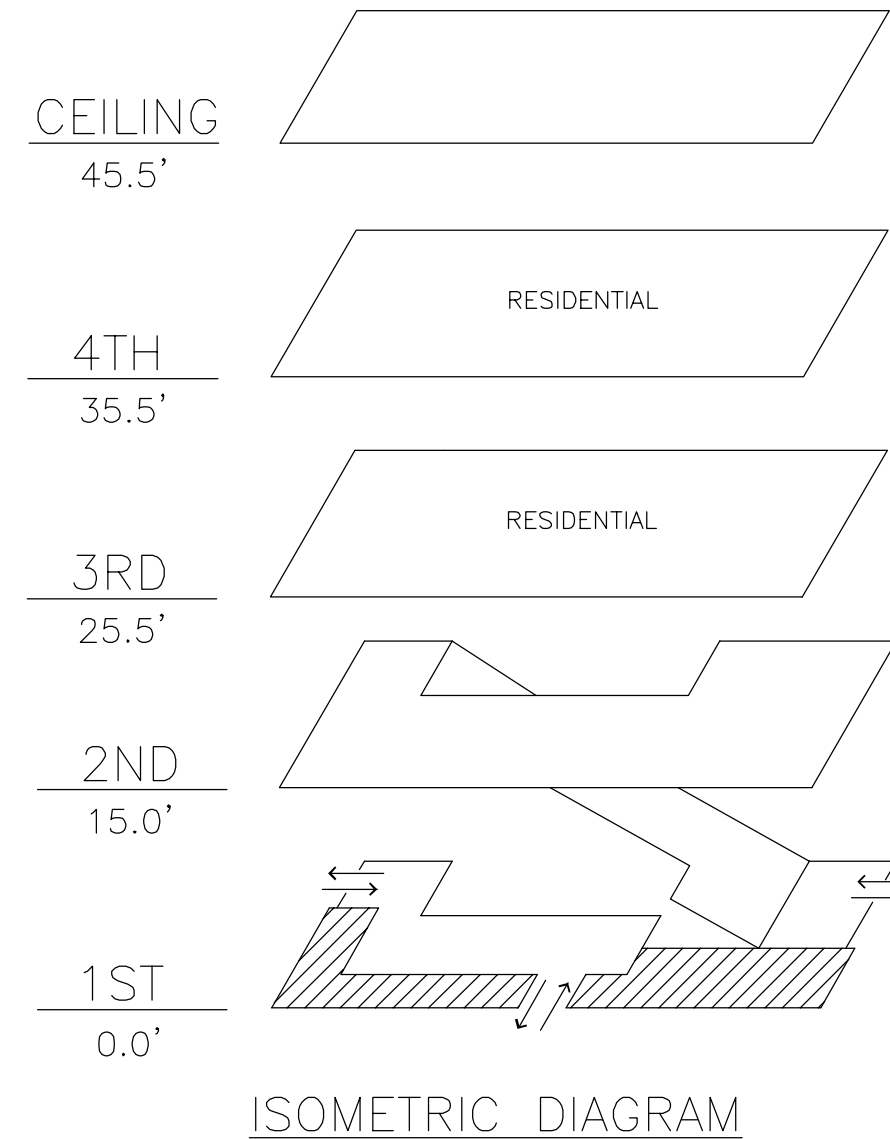
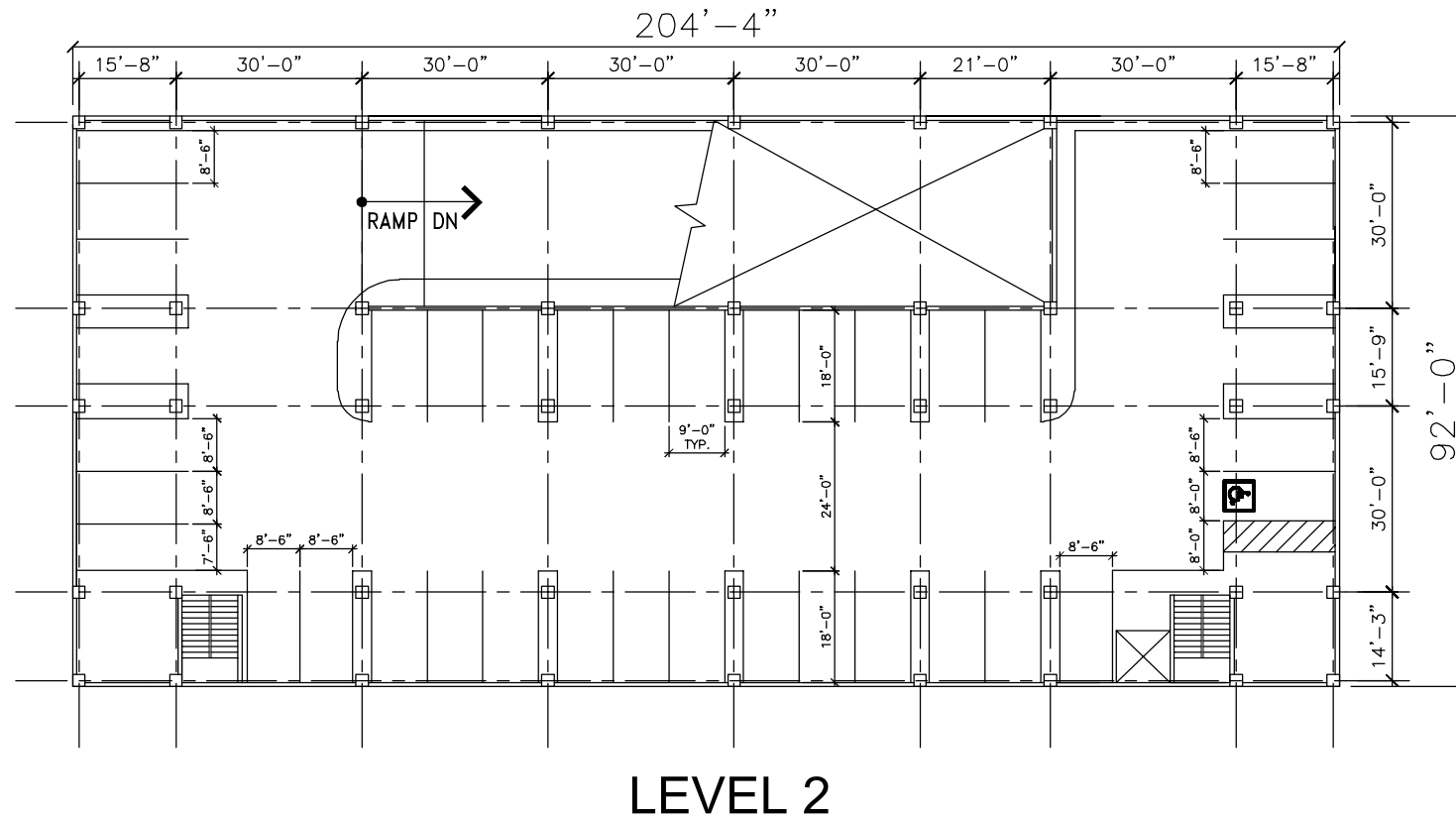
0.0'



ISOMETRIC DIAGRAM

PARKING SPACE TABULATION

Level	9'-0"	8'-6"	7'-6"	Accessible	Total
1	13	---	---	2	15
2	29	8	1	1	39
3	29	8	1	1	39
Total	71	16	2	4	93



PARKING SPACE TABULATION

Level	9'-0"	8'-6"	7'-6"	Accessible	Total
1	13	---	---	2	15
2	29	8	1	1	39
Total	42	8	1	3	54

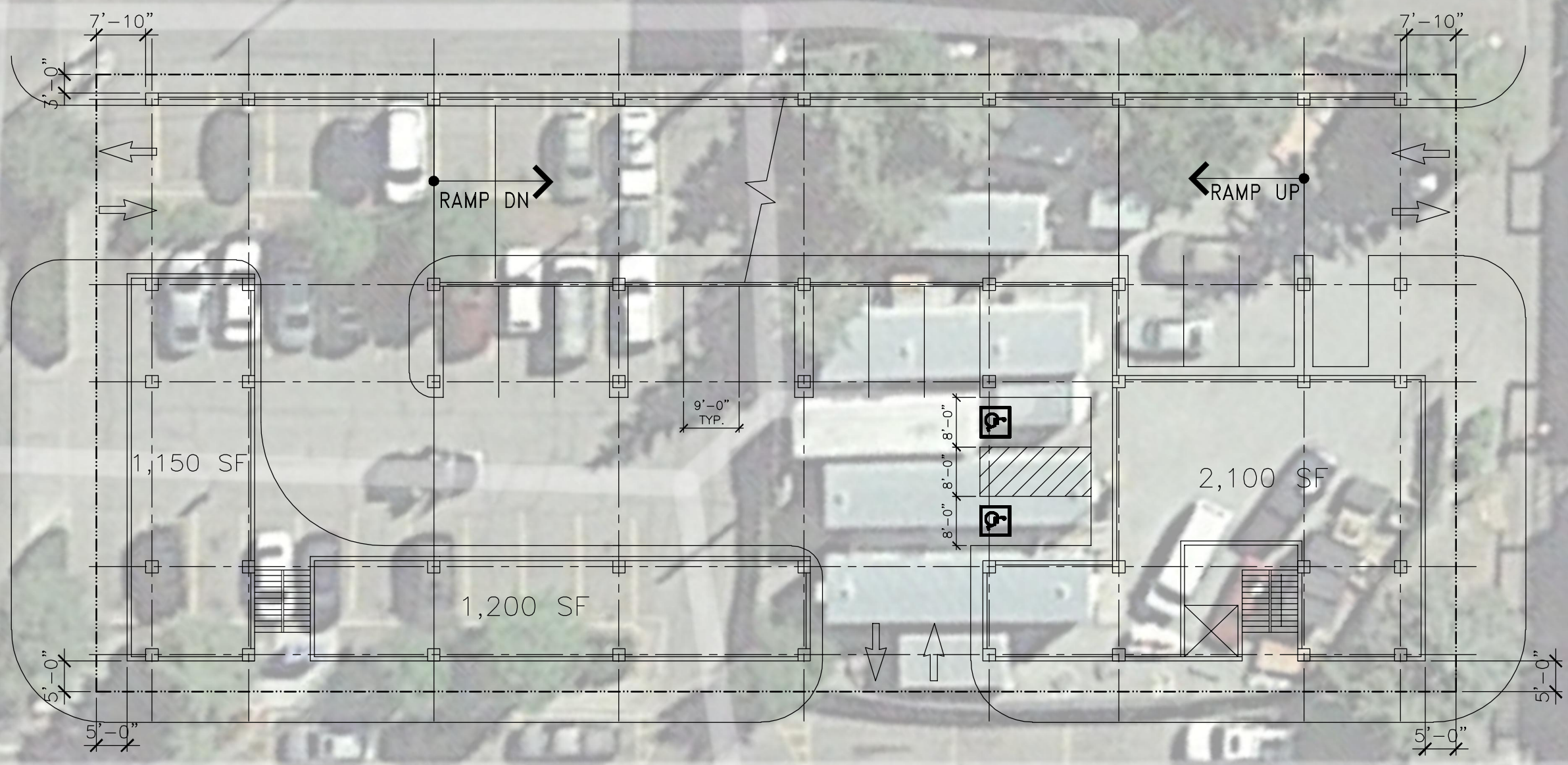


NORTH

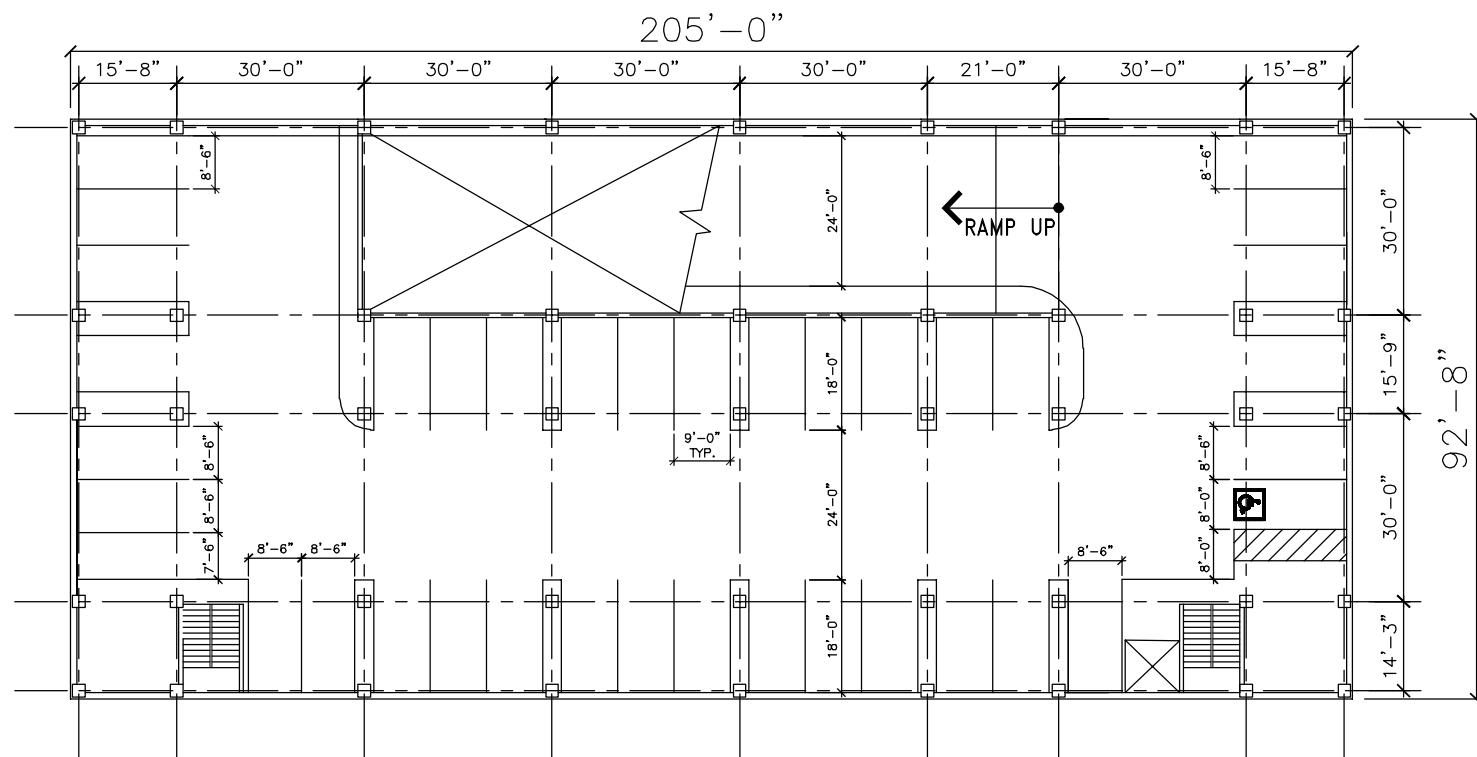
2nd St.

1st St.

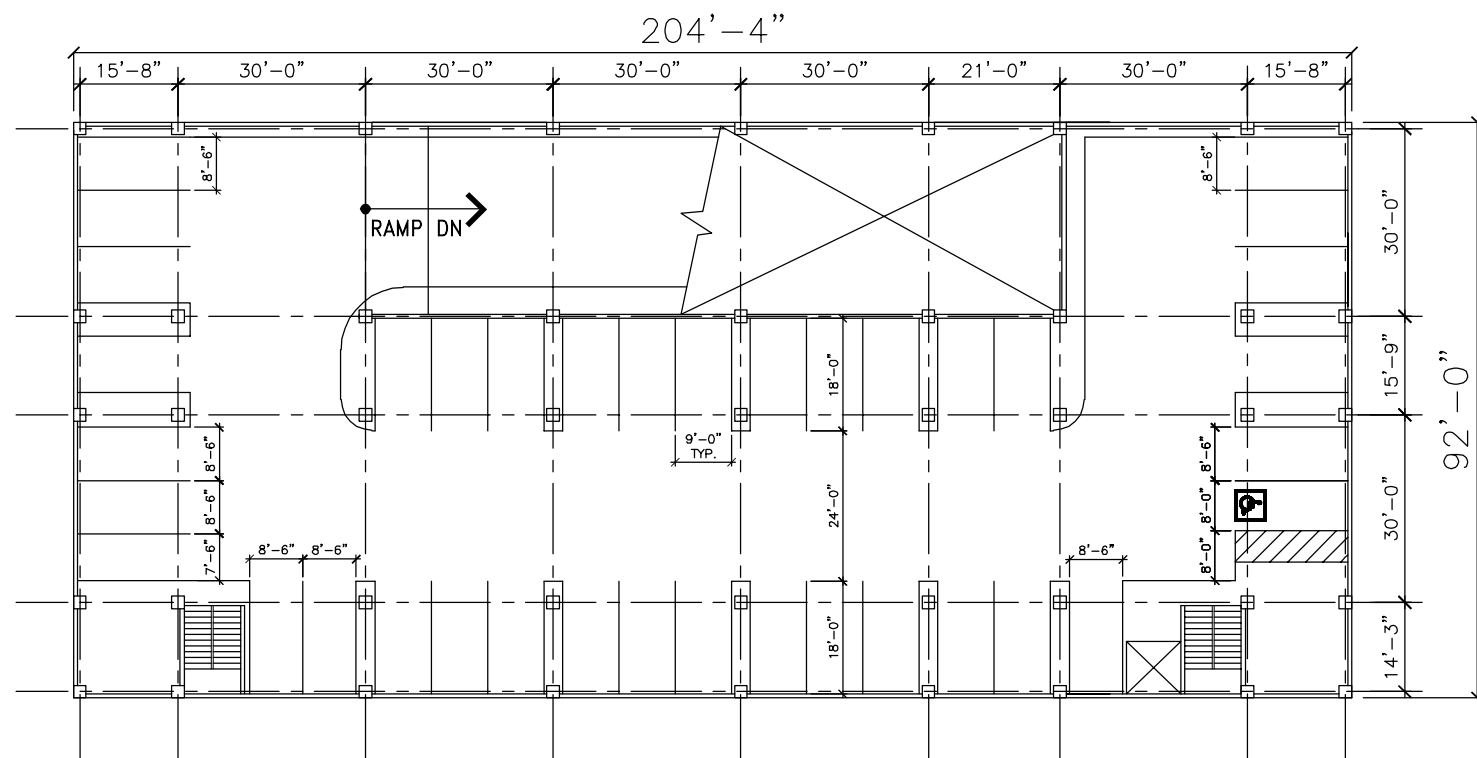
Washington Ave.



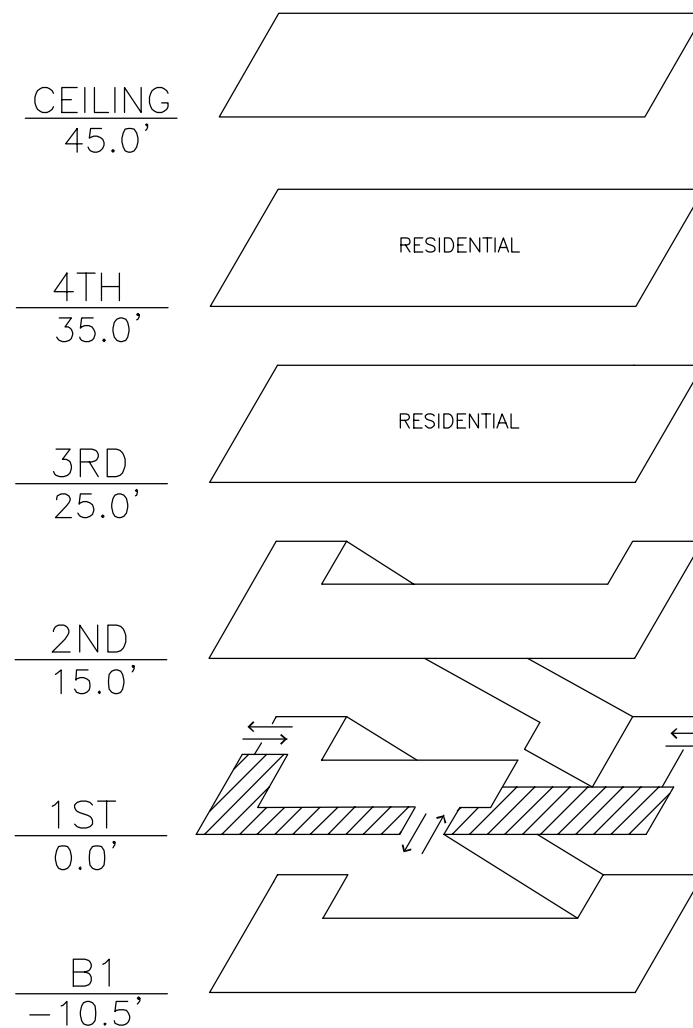
KURA First & Washington Parking Garage - Option 2
 Concept Site Plan and Level 1 Parking Plan
 Ketchum, ID



LEVEL B1



LEVEL 2



ISOMETRIC DIAGRAM

PARKING SPACE TABULATION

Level	9'-0"	8'-6"	7'-6"	Accessible	Total
B1	29	8	1	1	39
1	13	---	---	2	15
2	29	8	1	1	39
Total	71	16	2	4	93



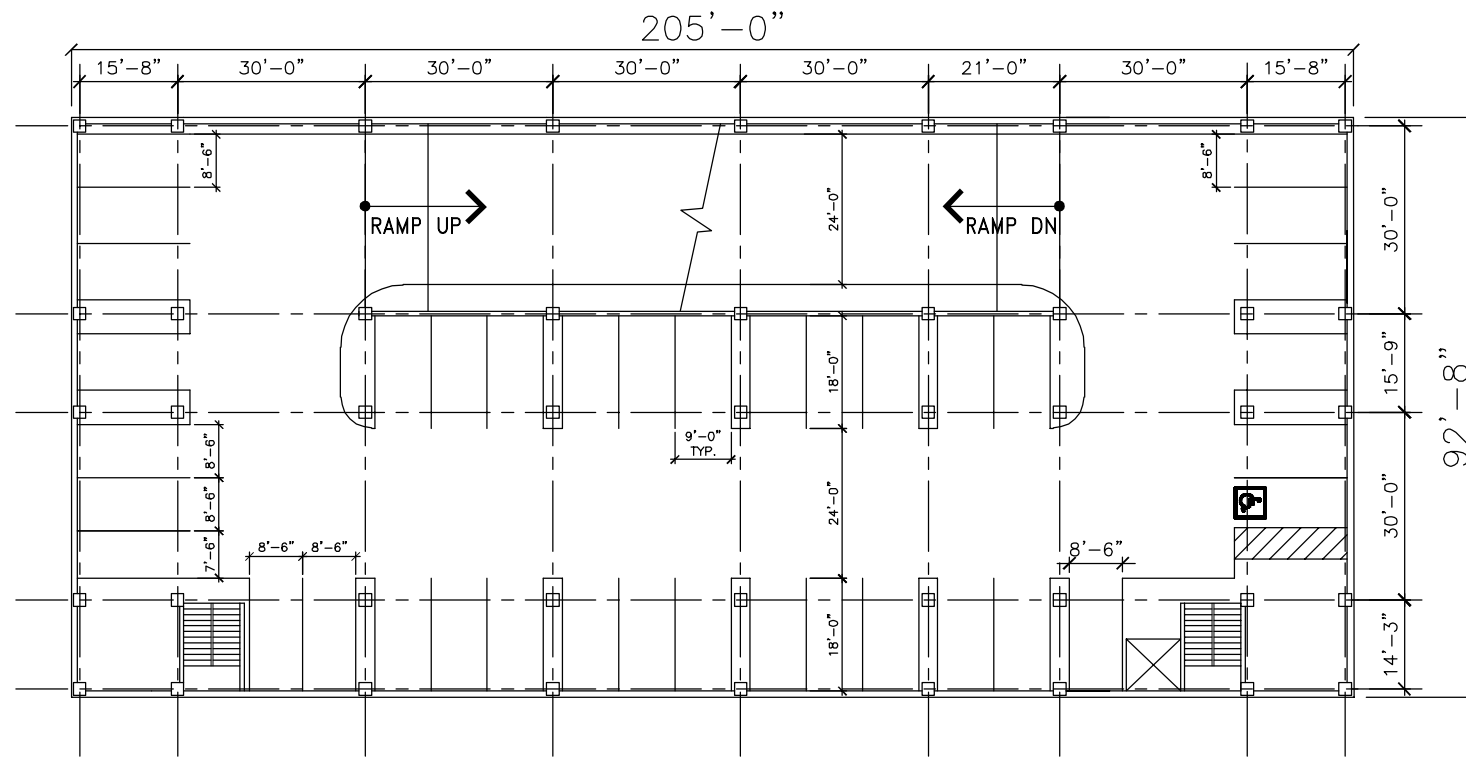
NORTH



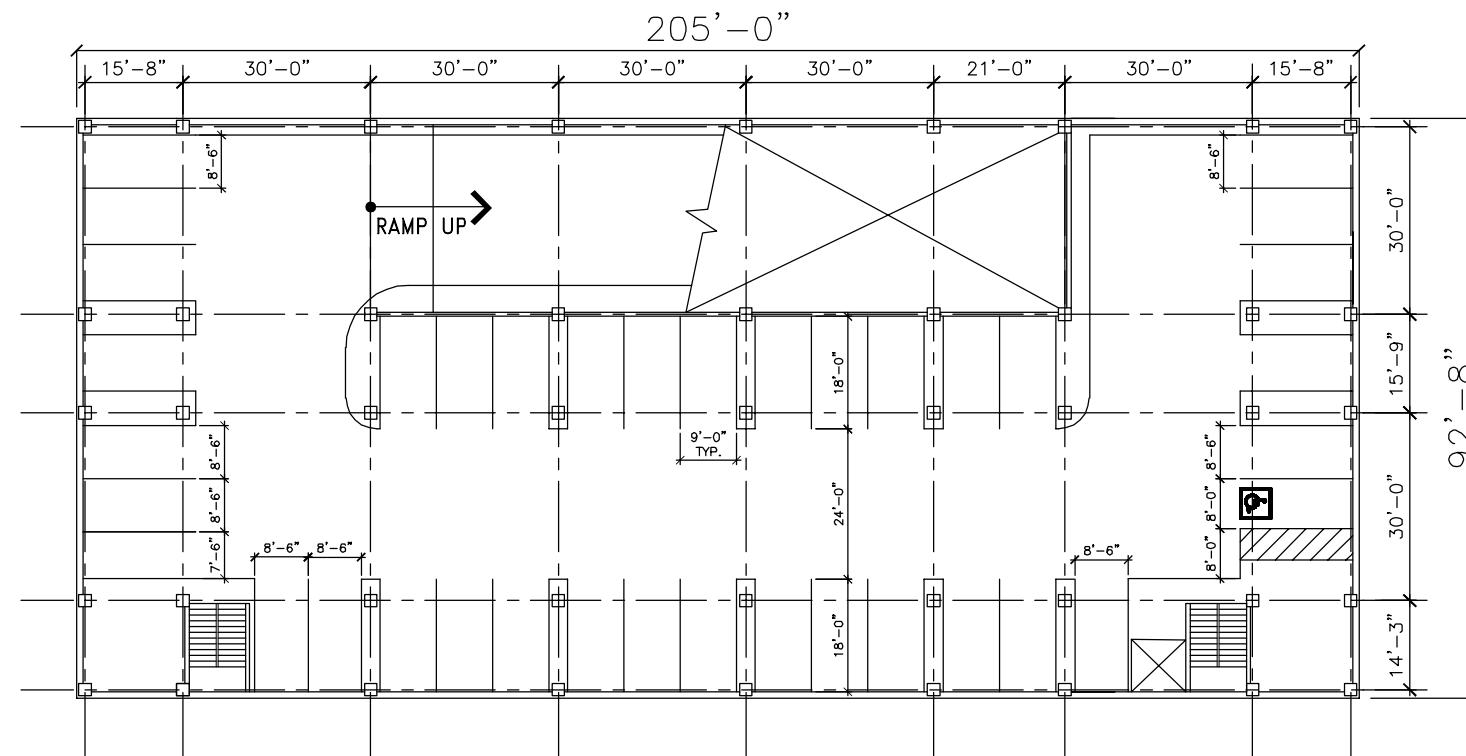
KURA First & Washington Parking Garage - Option 3

Concept Site Plan and Level 1 Parking Plan

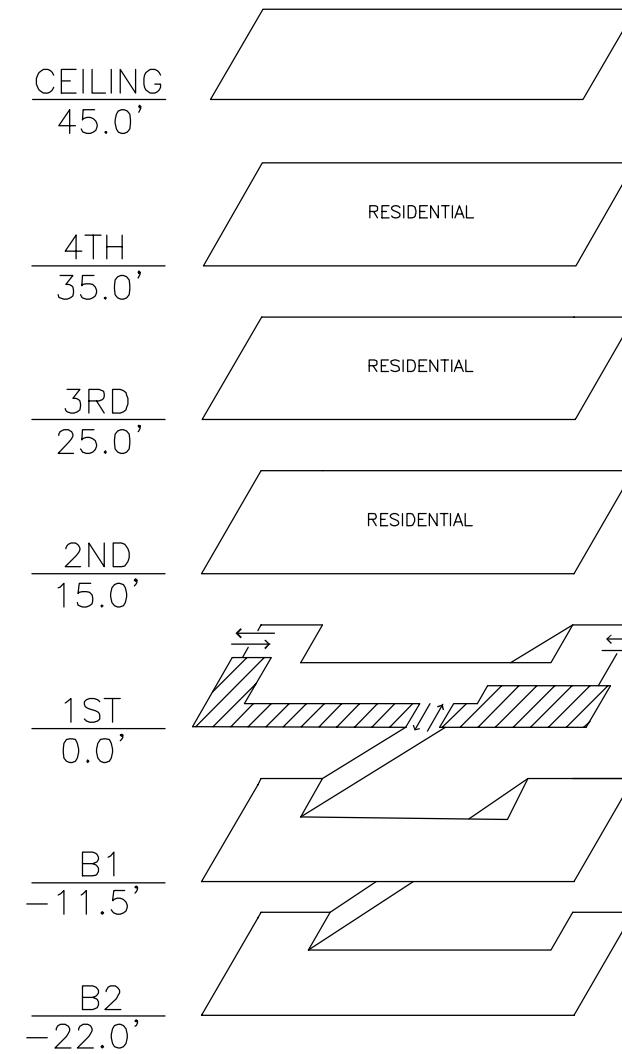
Ketchum, ID



LEVEL B1



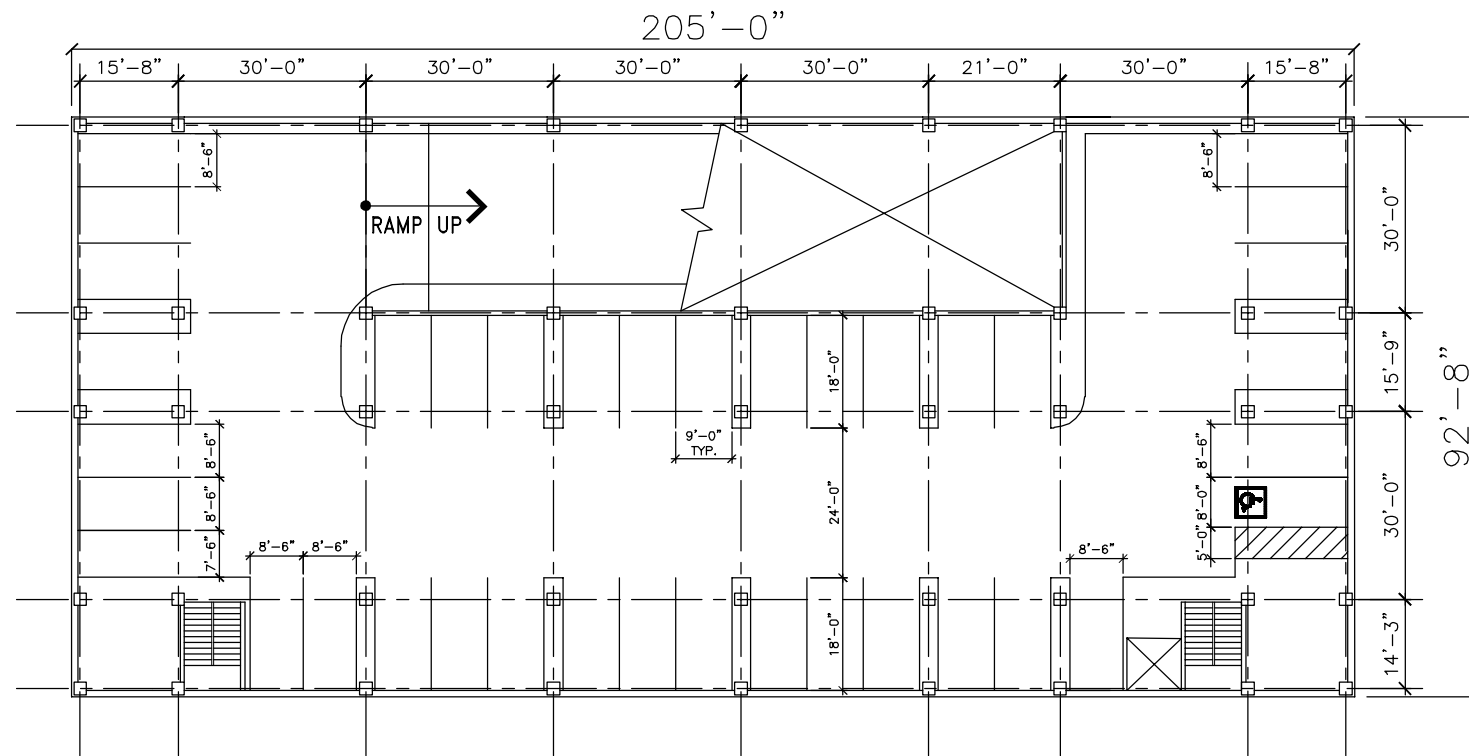
LEVEL B2



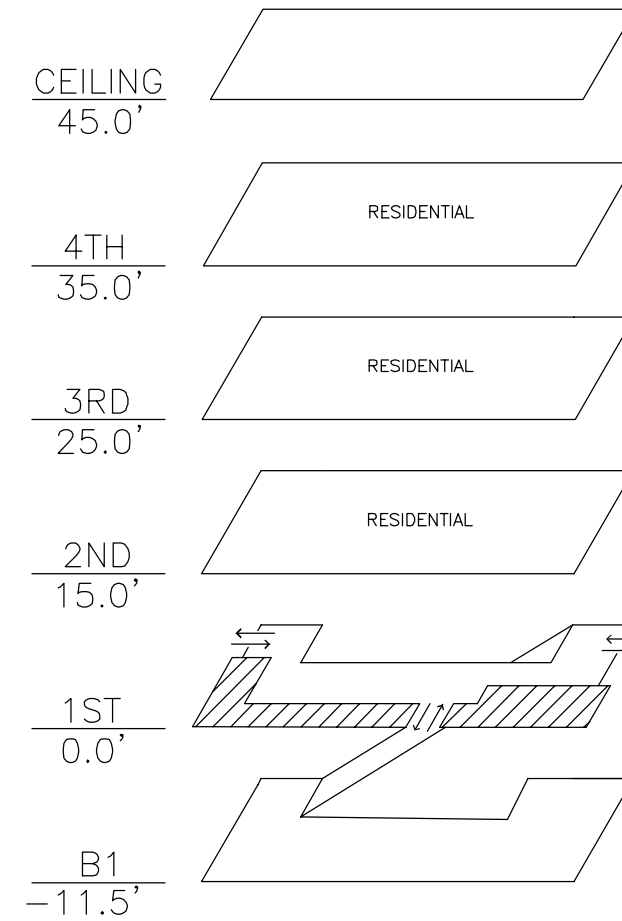
ISOMETRIC DIAGRAM

PARKING SPACE TABULATION

Level	9'-0"	8'-6"	7'-6"	Accessible	Total
1	13	---	---	2	15
B1	29	8	1	1	39
B2	29	8	1	1	39
Total	71	16	2	4	93



LEVEL B1



ISOMETRIC DIAGRAM

PARKING SPACE TABULATION

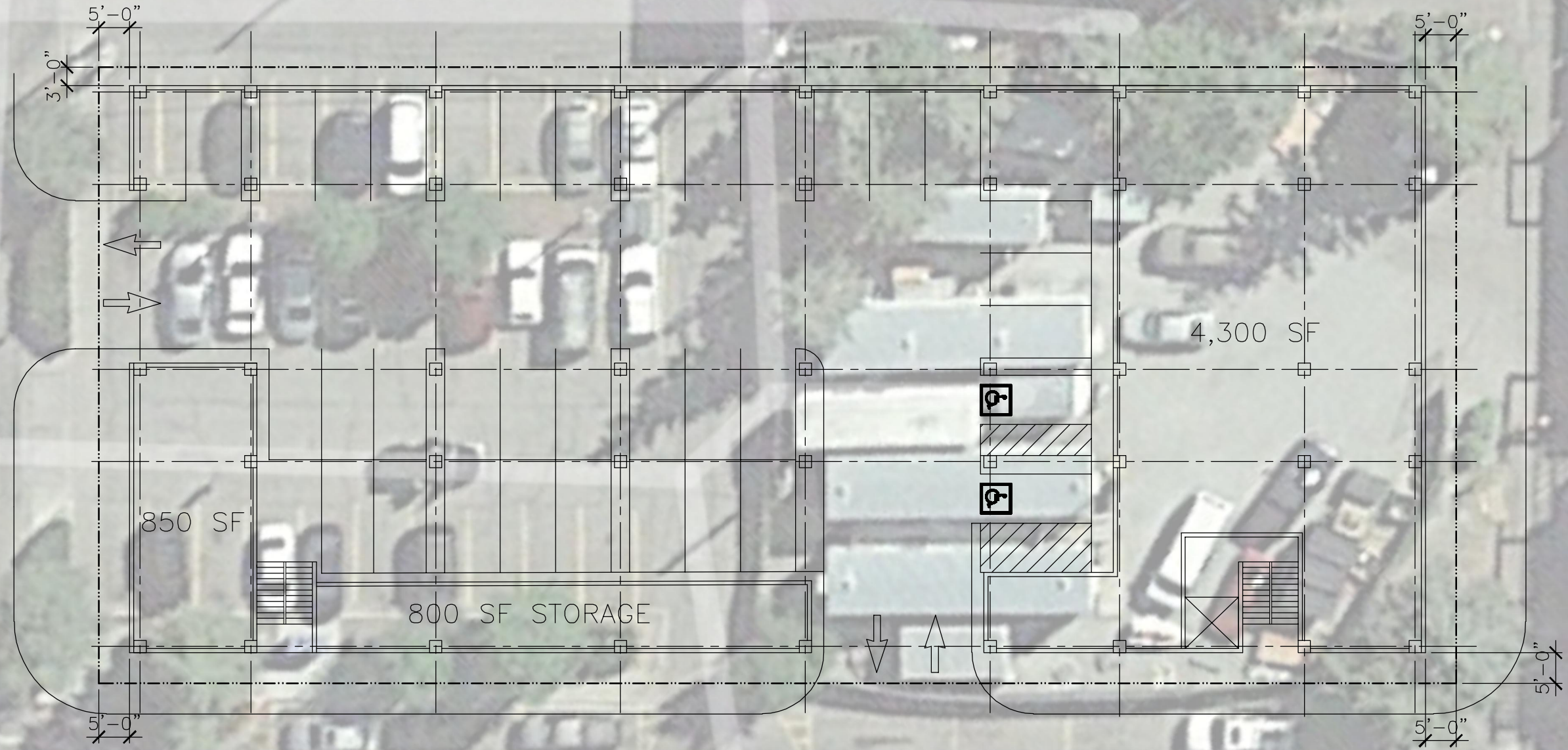
Level	9'-0"	8'-6"	7'-6"	Accessible	Total
1	13	---	---	2	15
B1	29	8	1	1	39
Total	42	8	1	3	54



NORTH

2nd St.

1st St.

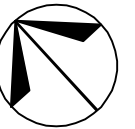


Washington Ave.

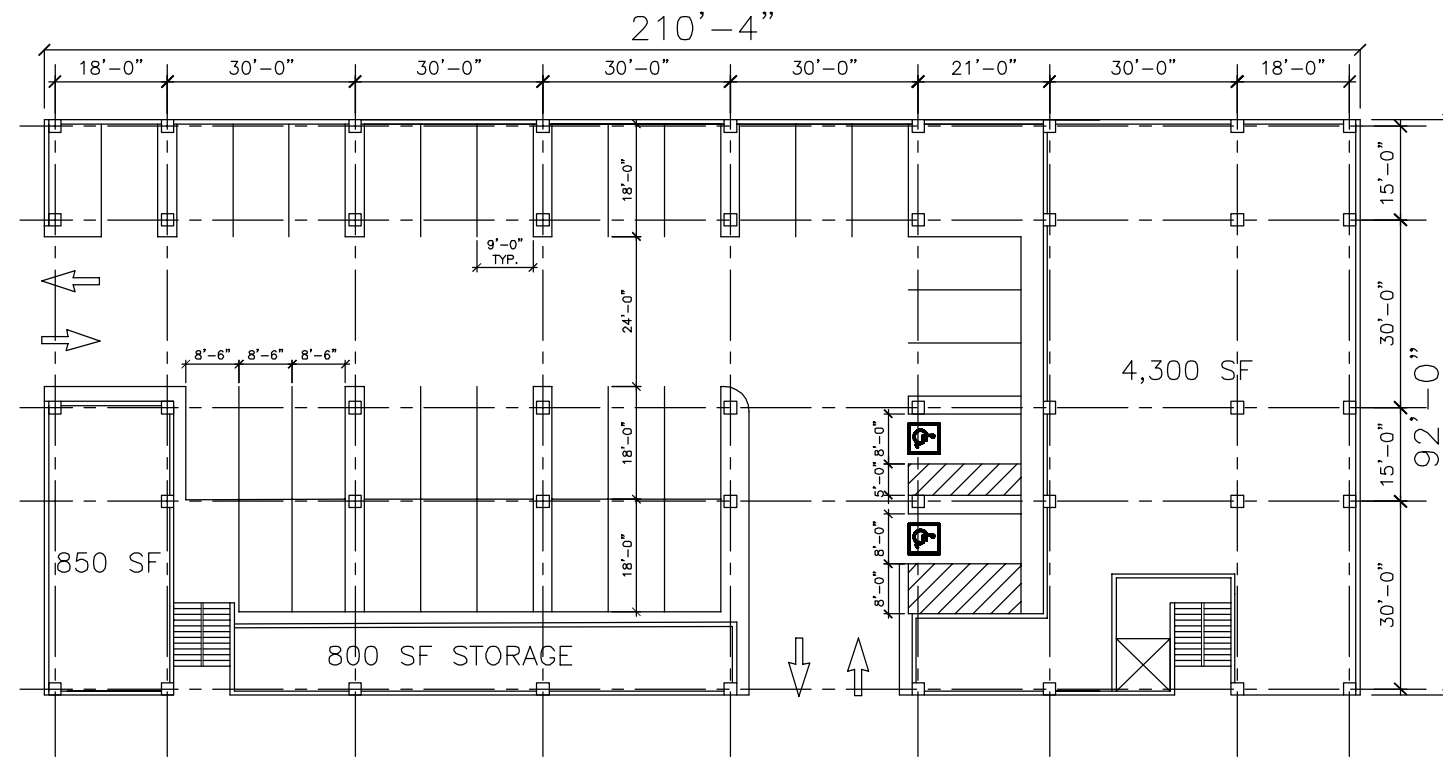
KURA First & Washington Parking Garage - Option 4

Concept Site Plan and Level 1 Parking Plan (35 Spaces)

Ketchum, ID



NORTH



LEVEL 1

CEILING
45.0'



4TH
35.0'



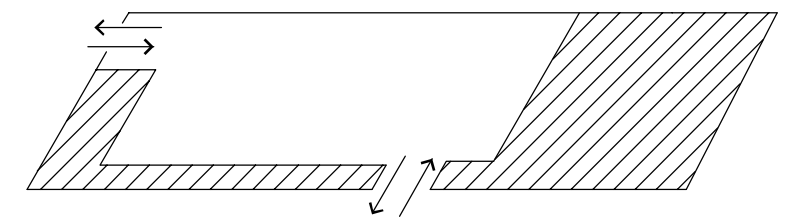
3RD
25.0'



2ND
15.0'



1ST
0.0'



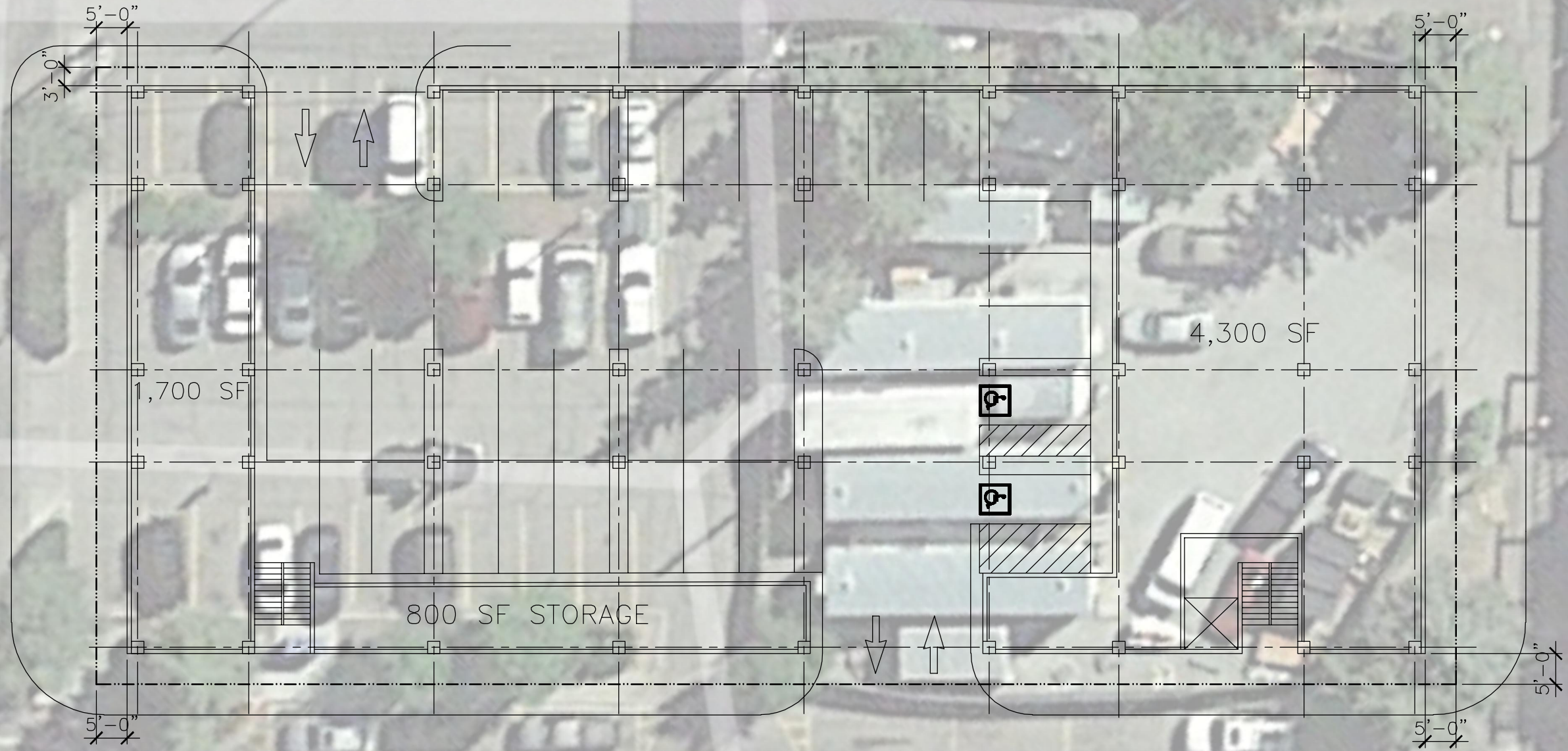
ISOMETRIC DIAGRAM



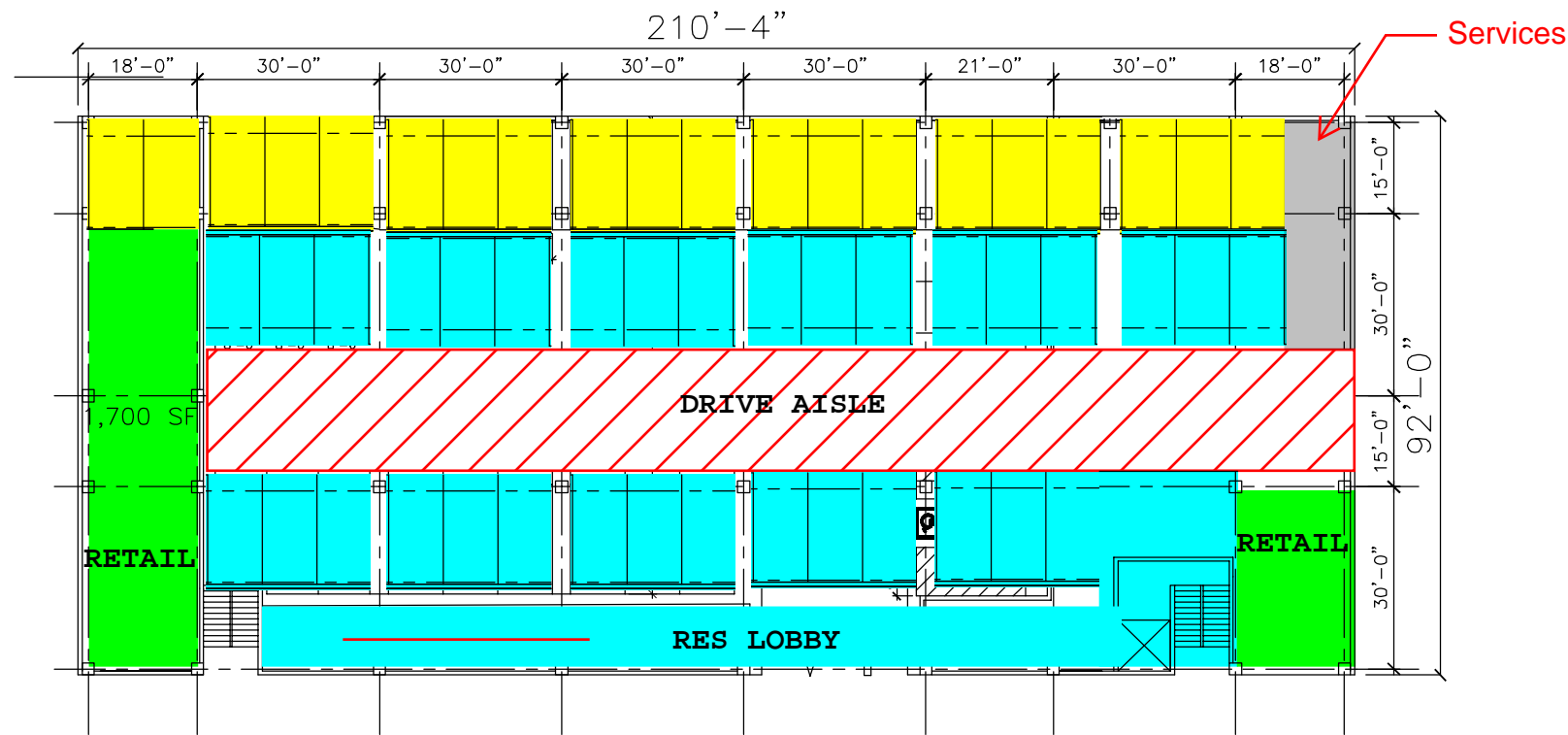
NORTH

2nd St.

1st St.



Washington Ave.



LEVEL 1

Public Stalls	17
Res. Stalls	32
Total Stalls	49

CEILING
45.0'



4TH
35.0'



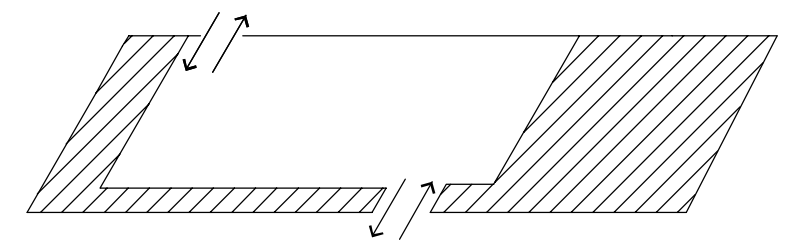
3RD
25.0'



2ND
15.0'



1ST
0.0'



ISOMETRIC DIAGRAM

Attachment G

1st and Washington w/ UG Parking Options

Workforce Residential

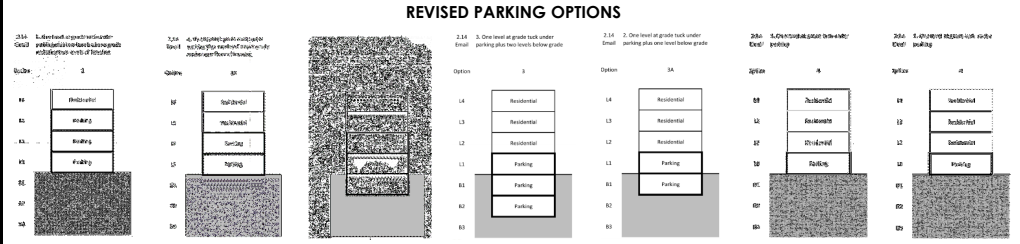
DETAILED BUDGET

PARKING OPTION REVIEW

MIRROR PROPOSAL WITH NEW HARD COSTS

Assumptions:

- a. All soft costs will need to be re-evaluated with updated/current cost
- b. Soft costs have been held at the same proposed cost included in the Proposal
- c. Ground floor parking has been allocated to public parking, this is a difference from the Proposal
- d. All contractor cost have been allocated by above- or below-grade lines and include all costs as GC in Proposal estimate
- e. Costs are based on today's dollars and may change until an agreement is in place and construction commences
- f. All parking is assumed to be public in this analysis (no parking is allocated to residential)
- g. All soft cost are additive to the residential only model, cost allocation may need to be adjusted to better allocate soft cost to proper user/owner



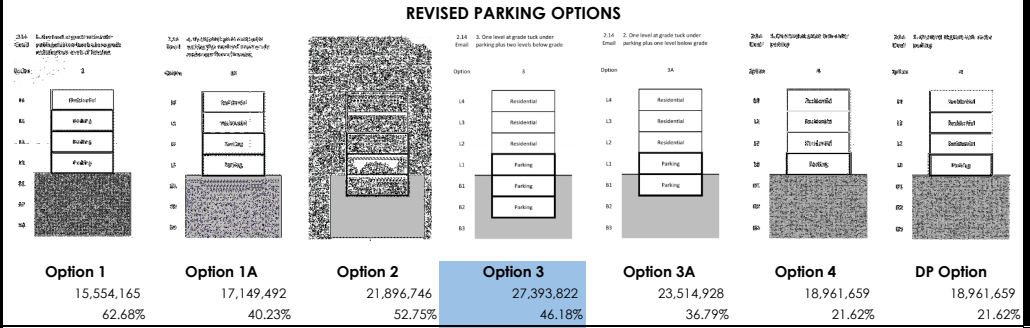
	PROPOSAL Total Parking	Option 1	Option 1A	Option 2	Option 3	Option 3A	Option 4	DP Option
Construction Hard Costs								
Contractor Hard Costs								
GC - Cost of Work - Residential	-	-	-	-	-	-	-	-
GC - Cost of Work - Above Grade Parking	-	9,750,000	6,900,000	5,801,642	2,957,687	2,894,554	4,100,000	4,100,000
GC - Cost of Work - Ground Floor	-	-	-	-	-	-	-	-
GC - Cost of Work - 1st Floor Parking (BG)	3,723,451	-	-	5,748,586	4,766,617	5,755,446	-	-
GC - Cost of Work - 2nd Floor Parking (BG)	2,957,432	-	-	-	4,925,697	-	-	-
GC - General Conditions	16.70% Per C of W	463,968	-	-	-	-	-	-
GC - Additional Permit Fees	0.00% Per C of W	-	-	-	-	-	-	-
GC - General Requirement	4.35% Per C of W	106,593	-	-	-	-	-	-
GC - Insurance	1.56% Per C of W	90,374	-	-	-	-	-	-
GC - Fee	7.47% Per C of W	70,500	-	-	-	-	-	-
GC - Contingency	3.73% Per C of W	206,250	-	-	-	-	-	-
CM - Fee	2.00%	152,371	-	-	-	-	-	-
Inflation/escalation	0.00% Per C of W	-	-	-	-	-	-	-
Site Utility Work	0.94% Per C of W	72,980	72,980	72,980	72,980	72,980	72,980	72,980
Value Engineering	-	-	-	-	-	-	-	-
Total Contractor Hard Costs (GMP)	7,843,919	9,822,980	6,972,980	11,623,208	12,722,981	8,722,980	4,172,980	4,172,980
Total Hard Costs	7,843,919	9,822,980	6,972,980	11,623,208	12,722,981	8,722,980	4,172,980	4,172,980
Soft Costs								
Building Permit Fees	1.42% of HC	97,254	97,254	97,254	97,254	97,254	97,254	97,254
SDC costs	0.00% of HC	-	-	-	-	-	-	-
A&E for SD, DD, CD, and CA	5.00% of GMP	93,000	93,000	93,000	93,000	93,000	93,000	93,000
A&E for Reimbursable, MEP, OSF Exp	3.68% of A&E fee	6,200	6,200	6,200	6,200	6,200	6,200	6,200
A&E for LEED	17.99% of A&E fee	8,000	8,000	8,000	8,000	8,000	8,000	8,000
Project overhead	\$2,500 per month	8,000	8,000	8,000	8,000	8,000	8,000	8,000
Initial Loan Closings	-	-	-	-	-	-	-	-
Builder's Risk Insurance	\$ 0.85 per \$100 of Cost excl Financing/yr	58,408	58,408	58,408	58,408	58,408	58,408	58,408
General Liability	\$ - per \$1,000 of HC	-	-	-	-	-	-	-
Professional Liability	-	-	-	-	-	-	-	-
Utility Charges	\$ 500 per unit	-	-	-	-	-	-	-
Project Management	\$ - per month	-	-	-	-	-	-	-
Project Accounting	\$ 1,000 per month	3,000	3,000	3,000	3,000	3,000	3,000	3,000
Travel & Office Expenses	\$ 1,000 per month	3,000	3,000	3,000	3,000	3,000	3,000	3,000
Total Soft Costs	268,862	268,862	268,862	268,862	268,862	268,862	268,862	268,862
Contingency								
Site Contingency	-	100,000	100,000	100,000	100,000	100,000	100,000	100,000
Development Contingency	5.00% of Hard & Soft Cost	357,026	357,026	357,026	357,026	357,026	357,026	357,026
Total Contingency	457,026	457,026	457,026	457,026	457,026	457,026	457,026	457,026

PARKING OPTION REVIEW

MIRROR PROPOSAL WITH NEW HARD COSTS

Assumptions:

- a. All soft costs will need to be re-evaluated with updated/current cost
- b. Soft costs have been held at the same proposed cost included in the Proposal
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- d. All contractor cost have been allocated by above- or below-grade lines and include all costs as GC in Proposal estimate
- e. Costs are based on today's dollars and may change until an agreement is in place and construction commences
- f. All parking is assumed to be public in this analysis (no parking is allocated to residential)
- g. All soft cost are additive to the residential only model, cost allocation may need to be adjusted to better allocate soft cost to proper user/owner



	PROPOSAL Total Parking	Option 1	Option 1A	Option 2	Option 3	Option 3A	Option 4	DP Option
		15,554,165 62.68%	17,149,492 40.23%	21,896,746 52.75%	27,393,822 46.18%	23,514,928 36.79%	18,961,659 21.62%	18,961,659 21.62%
Professional Fees								
Cost of Construction Equity	8.00% of Equity Invested	69,878	69,878	69,878	69,878	69,878	69,878	69,878
Development Fee	5.00% of Hard & Soft Cost	-	-	-	-	-	-	-
Debt Guarantee Fee	1.50% of Loan Amount	-	-	-	-	-	-	-
Total Professional Fees	69,878	69,878	69,878	69,878	69,878	69,878	69,878	69,878
TOTAL PROJECT COST WITHOUT FINANCING	8,569,808	10,548,868	7,698,868	12,349,096	13,448,869	9,448,868	4,898,868	4,898,868
Construction Financing Costs								
Loan Amount	25,000,000	8,728,265	6,370,139	10,217,796	11,127,761	7,818,111	4,053,384	4,053,384
Mortgage Insurance Premium	0.00%	-	-	-	-	-	-	-
Construction - Application Fee	0.10%	7,149	8,728	6,370	10,218	11,128	7,818	4,053
Construction - Financing Fees	0.75%	53,614	65,462	47,776	76,633	83,458	58,636	30,400
Construction - Inspection Fee	1,000 Per Month	5,147	18,000	18,000	18,000	18,000	18,000	18,000
Construction - Appraisal		2,145	7,500	7,500	7,500	7,500	7,500	7,500
Construction - Lender Legal		5,719	20,000	20,000	20,000	20,000	20,000	20,000
Construction - Organizational (3rd Party Fees)		3,203	11,200	11,200	11,200	11,200	11,200	11,200
Construction - Recording Costs		15,727	55,000	55,000	55,000	55,000	55,000	55,000
Construction - Interest	5.00%	572,560	392,772	286,656	459,801	500,749	351,815	182,402
Total Financing Costs	665,263	578,662	452,503	658,354	707,038	529,973	328,561	328,562
TOTAL PROJECT COST WITH CONSTRUCTION FINANCING	9,304,949	11,197,409	8,221,250	13,077,328	14,225,786	10,048,719	5,297,307	5,297,308
PARKING								
Est Number of Parking Stalls	66	93	54	93	93	54	31	49
Est Hard Costs	7,843,919	9,822,980	6,972,980	11,623,208	12,722,981	8,722,980	4,172,980	4,172,980
Est Soft Costs	268,862	268,862	268,862	268,862	268,862	268,862	268,862	268,862
Est Contingency	457,026	457,026	457,026	457,026	457,026	457,026	457,026	457,026
Est Professional Fees (ref. on equity)	69,878	69,878	69,878	69,878	69,878	69,878	69,878	69,878
Est Construction Financing	665,263	578,662	452,503	658,354	707,038	529,973	328,561	328,562
Total Cost	9,304,949	11,197,409	8,221,250	13,077,328	14,225,786	10,048,719	5,297,307	5,297,308
Cost per Stall	140,984	120,402	152,245	140,616	152,965	186,087	170,881	108,108
Total Cost without Financing	8,569,808	10,548,868	7,698,868	12,349,096	13,448,869	9,448,868	4,898,868	4,898,868
Cost per Stall without Financing	129,846	113,429	142,572	132,786	144,611	174,979	158,028	99,977

This financial analysis has been prepared solely for the person to whom it has been delivered. Any distribution or reproduction of any part or the whole of this financial analysis is expressly prohibited, without prior consent of the deChase Miksis, which must be given in writing. This financial analysis is based on certain assumptions and conditions that are subject to change at any time. This financial analysis contains information and projections based on information available as of the date noted above. This financial analysis is no guaranty of cost or revenue or income and should not be relied upon in determining whether to make a decision to proceed with the proposed project.

1st and Washington

Conceptual Budget Proposal

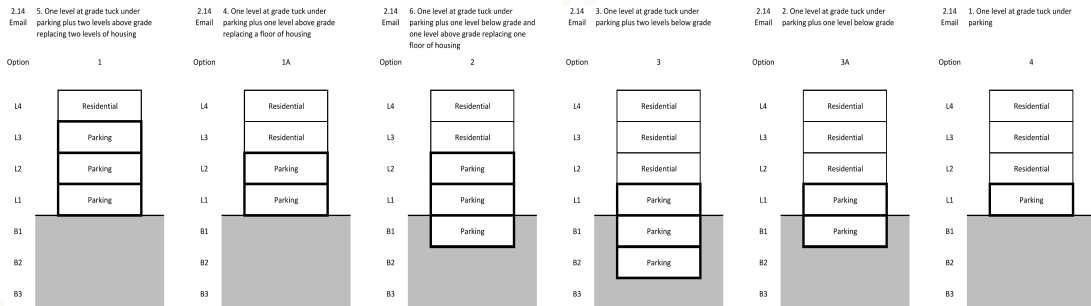
PROJECT DESCRIPTION

The following conceptual budget is provided for the 1st & Washington residential and parking project in Ketchum, ID. The basis of pricing is the concept drawing package provided by DESMAN Design Management and includes (6) options, each with wood framed residential over concrete parking structure.

This budget includes the concrete structure parking levels only. All costs associated with the residential scope have been excluded from this pricing.

PROGRAM

OPTIONS	1	1A	2	3	3A	4	QTY
AG Parking	57,195	38,130	38,130	19,065	19,065	19,065	SF
B1 Parking	0	0	19,065	19,065	19,065	0	SF
B2 Parking	0	0	0	19,065	0	0	SF
Total	57,195	38,130	57,195	57,195	38,130	19,065	SF
Stalls	93	54	93	93	54	31	EA



PROJECT SPECIFIC EXCLUSIONS

1. Design fees
2. Builders risk insurance
3. Impact fees
4. Building permit(s)
5. Utility connection & relocation fees
6. Escalation / design contingency
7. Preconstruction services
8. Mechanical ventilation at above grade parking levels
9. Overexcavation or rock blasting
10. Dewatering
11. Remediation of contaminated subsurface soils
12. Deep foundations

PROJECT SPECIFIC ASSUMPTIONS & CLARIFICATIONS

SCOPE	COMMENTS
01 10 00 General Conditions	GCs & GRs distributed based on schedule duration for each level
01 51 00 Temporary Requirements	
01 74 23 Cleaning	Cleaning included on \$/SF basis for each level
Final Cleaning (Garage / BoH) - AG	
Final Cleaning (Garage / BoH) - B1	
Final Cleaning (Garage / BoH) - B2	
Final Cleaning (Exterior Facade) - AG	
02 21 00 Surveying	Survey included on SF % for each level
02 40 00 Demolition	Demo evenly distributed by level
03 10 00 Concrete	
Foundations (Mat Slab?) - AG	Foundations included with lowest level on each option
Foundations (Mat Slab?) - B1	Foundations included with lowest level on each option
Foundations (Mat Slab?) - B2	Foundations included with lowest level on each option
Slab on Grade (5") - AG	SoG included with lowest level
Slab on Grade (5") - B1	SoG included with lowest level
Slab on Grade (5") - B2	SoG included with lowest level
Elevated Deck & Columns - AG	All structural concrete included with parking
Elevated Deck, Columns, & Walls - B1	All structural concrete included with parking
Podium Deck & Columns - Resi	All structural concrete included with parking
04 00 00 Masonry	
Elevator Shafts - AG	Included for parking levels only
Elevator Shafts - B1	Included for parking levels only
Elevator Shafts - B2	Included for parking levels only
Masonry (Exterior Veneer & Separation Walls w/Finish) - AG	Excluded from parking (w/Resi)
05 12 00 Structural Steel	
Steel Stair Towers w/Railings (per Floor) - AG	Included for parking levels only
Steel Stair Towers w/Railings (per Floor) - B1	Included for parking levels only
Steel Stair Towers w/Railings (per Floor) - B2	Included for parking levels only
05 50 00 Misc. Metal Fabrications	
Exterior Bike Racks	Included in parking only
Canopies (Ground Level & Eyebrows)	Excluded from parking (w/Resi)
Garage Metal Screening	Excluded from parking (w/Resi)
Mechanical Unit Screen	Excluded from parking (w/Resi)
07 13 52 Waterproofing	
Waterproofing at Elevator Pits - AG	Included with lowest level on each option



A BIG-D COMPANY

March 8, 2023

SCOPE	COMMENTS
Waterproofing at Elevator Pits - B1	Included with lowest level on each option
Waterproofing at Elevator Pits - B2	Included with lowest level on each option
07 19 00 Weather Barrier	
Liquid Applied Weather Barrier - AG	Excluded from parking (w/Resi)
07 46 00 Siding, Soffit, & Fascia	
Metal Panels/Fiber Cement Straight Edge Shingle - AG	Excluded from parking (w/Resi)
1" Dow Rigid Insulation - AG	Excluded from parking (w/Resi)
Wood Look Composite Siding (Trespa) -AG	Excluded from parking (w/Resi)
Metal Screens (Kynar finish)	Excluded from parking (w/Resi)
Façade Flashings Allowance - AG	Excluded from parking (w/Resi)
07 90 00 Sealants And Caulking	
Exterior Façade Caulking at Dissimilar Materials - AG	Excluded from parking (w/Resi)
08 33 00 Overhead Doors	
Overhead Gate at Trash Areas	Included w/Parking
08 41 13 Aluminum Entrances & Storefront	
Window Wall - AG	Excluded from parking (w/Resi)
09 99 00 Amenity Fitout Allowance	
Interior Amenity (Lobby, Gym)	Excluded from parking (w/Resi)
10 00 00 Specialties	
Knox Box - AG	Excluded from parking (w/Resi)
Knox Box - B1	Excluded from parking (w/Resi)
Knox Box - B2	Excluded from parking (w/Resi)
Fire Extinguishers - AG	Included for parking levels only
Fire Extinguishers - B1	Included for parking levels only
Fire Extinguishers - B2	Included for parking levels only
10 14 00 Signage	
Garage Wayfaring Signage	Included for parking levels only
Garage Wayfaring Signage	Included for parking levels only
Garage Wayfaring Signage	Included for parking levels only
14 20 00 Elevators	
2 Stop Traction Elevators (Per Car) - AG	Included for parking levels only
2 Stop Traction Elevators (Per Car) - B1	Included for parking levels only
2 Stop Traction Elevators (Per Car) - B2	Included for parking levels only
Additional Stops - AG	Included for parking levels only
21 10 00 Fire Sprinkler Systems	
8" Site Fire Service - AG	Excluded from parking (w/Resi)
8" Site Fire Service - B1	Excluded from parking (w/Resi)
8" Site Fire Service - B2	Excluded from parking (w/Resi)
Dry Pipe Systems - AG	Included for parking levels only

SCOPE	COMMENTS
Dry Pipe Systems - B1	Included for parking levels only
Dry Pipe Systems - B2	Included for parking levels only
22 00 00 Plumbing	
Garage \$/SF - AG	Included for parking levels only
Garage \$/SF - B1	Included for parking levels only
Garage \$/SF - B2	Included for parking levels only
Retail Stub Ins	Excluded from parking (w/Resi)
Indoor Amenity Plumbing	Excluded from parking (w/Resi)
1,500 Gallon Grease Interceptor	Excluded from parking (w/Resi)
23 00 00 HVAC	
RTUs for Retail Areas (Stubbed In)	Excluded from parking (w/Resi)
RTUs for Amenity Areas (w/Branches)	Excluded from parking (w/Resi)
Mechanical Ventilation at Garage - AG	Excluded from parking (w/Resi)
Mechanical Ventilation at Garage - B1	Included for parking levels only
Mechanical Ventilation at Garage - B2	Included for parking levels only
26 00 00 Electrical	
Amenity Electrical	Excluded from parking (w/Resi)
Garage Lighting - AG	Included for parking levels only
Garage Lighting - B1	Included for parking levels only
Garage Lighting - B2	Included for parking levels only
31 00 00 Earthwork & Excavation	
Mobilization - AG	\$ evenly distributed through parking & resi levels
Mobilization - B1	\$ evenly distributed through parking & resi levels
Mobilization - B2	\$ evenly distributed through parking & resi levels
Site SWPPP and Storm Drainage Mitigation - AG	\$ evenly distributed through parking & resi levels
Site SWPPP and Storm Drainage Mitigation - B1	\$ evenly distributed through parking & resi levels
Site SWPPP and Storm Drainage Mitigation - B2	\$ evenly distributed through parking & resi levels
Earthwork: Clear, Grub, Excavate, Export, and Prep - AG (No BG Option)	\$ evenly distributed through parking & resi levels
Earthwork: Clear, Grub, Excavate, Export, and Prep - AG (1 BG Option)	\$ evenly distributed through parking & resi levels
Earthwork: Clear, Grub, Excavate, Export, and Prep - B1 (1 BG Option)	\$ evenly distributed through parking & resi levels
Earthwork: Clear, Grub, Excavate, Export, and Prep - AG (2 BG Option)	\$ evenly distributed through parking & resi levels
Earthwork: Clear, Grub, Excavate, Export, and Prep - B1 (2 BG Option)	\$ evenly distributed through parking & resi levels
Earthwork: Clear, Grub, Excavate, Export, and Prep - B2 (2 BG Option)	\$ evenly distributed through parking & resi levels
Shoring - B1	All shoring included w/parking

SCOPE	COMMENTS
Shoring - B2	All shoring included w/parking
32 10 00 Paving & Striping	
Asphalt Paving Street Patching - AG	\$ evenly distributed through parking & resi levels
Asphalt Paving Street Patching - B1	\$ evenly distributed through parking & resi levels
Asphalt Paving Street Patching - B2	\$ evenly distributed through parking & resi levels
32 16 00 Site Concrete	
Site Concrete Allowance - AG	\$ evenly distributed through parking & resi levels
Site Concrete Allowance - B1	\$ evenly distributed through parking & resi levels
Site Concrete Allowance - B2	\$ evenly distributed through parking & resi levels
32 80 00 Landscape & Irrigation	
Landscaping, Irrigation, and Pavers - AG	\$ evenly distributed through parking & resi levels
Landscaping, Irrigation, and Pavers - B1	\$ evenly distributed through parking & resi levels
Landscaping, Irrigation, and Pavers - B2	\$ evenly distributed through parking & resi levels
33 00 00 Underground Site Utilities	
Utilities - AG	\$ evenly distributed through parking & resi levels
Utilities - B1	\$ evenly distributed through parking & resi levels
Utilities - B2	\$ evenly distributed through parking & resi levels

OPTIONS SUMMARY

2.14 5. One level at grade tuck under
Email parking plus two levels above grade
replacing two levels of housing

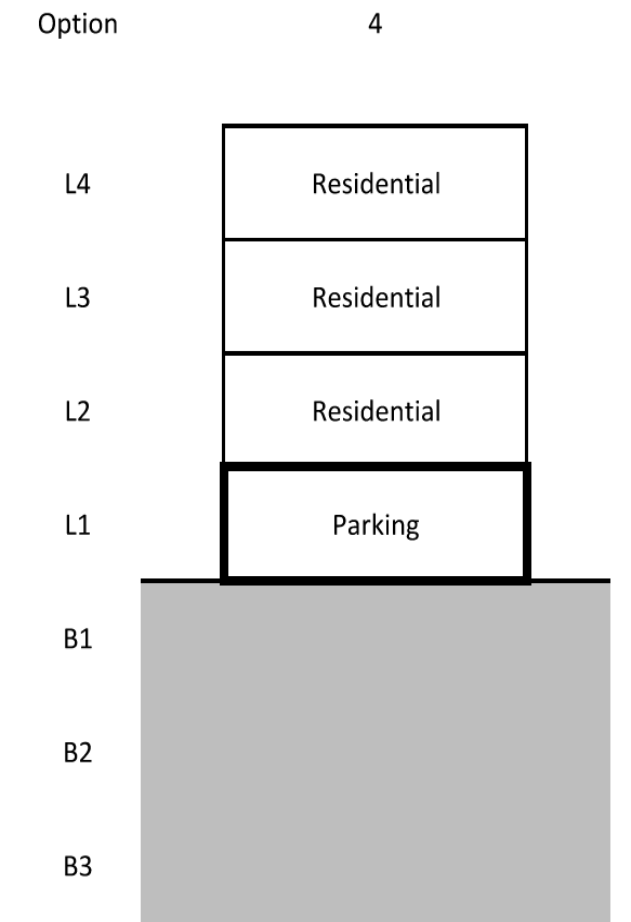
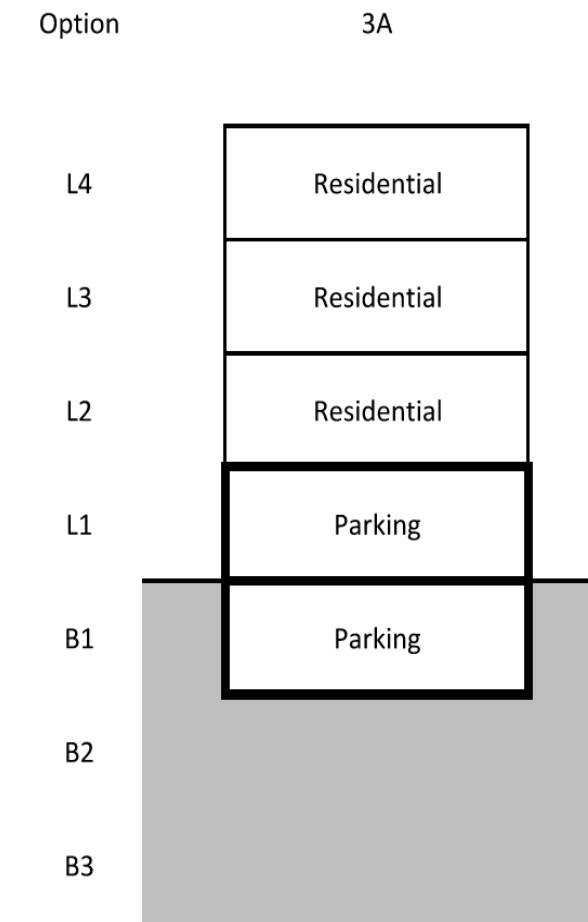
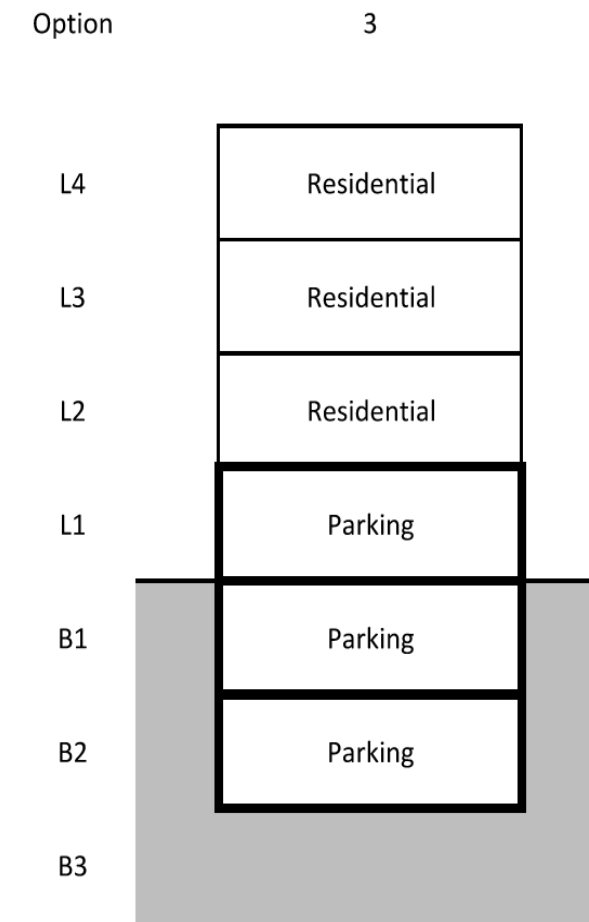
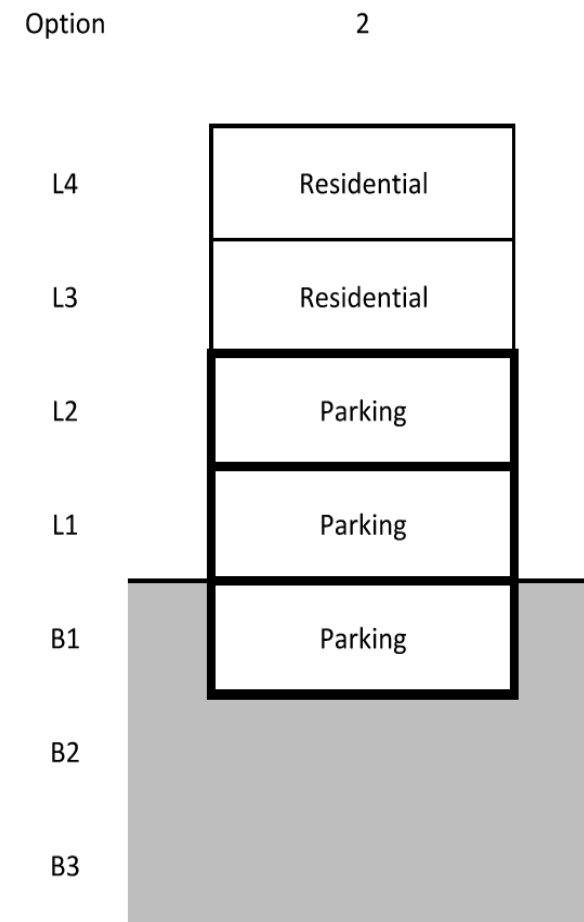
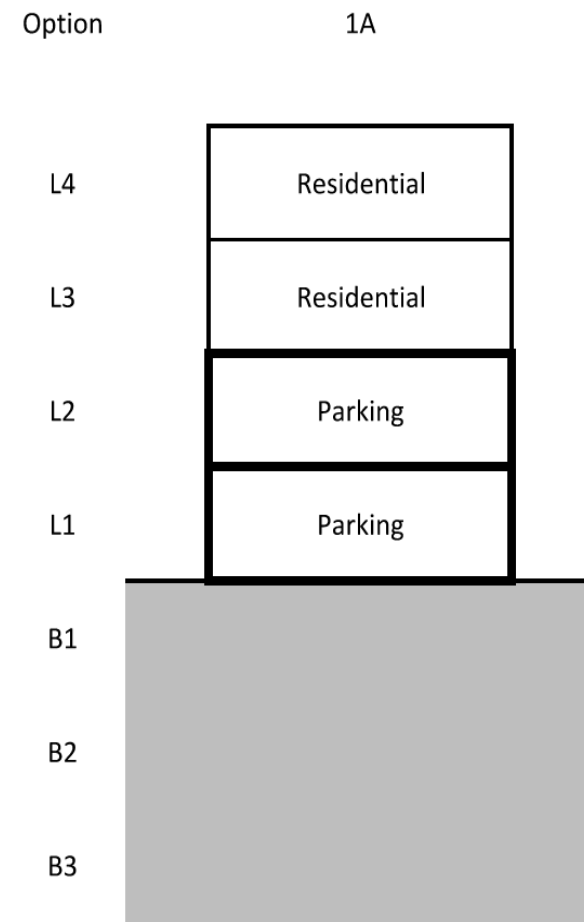
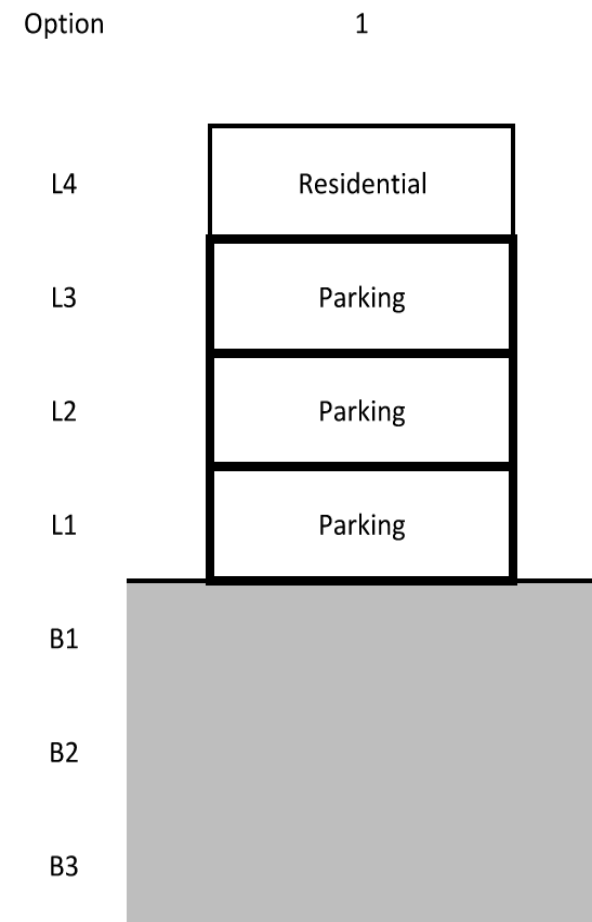
2.14 4. One level at grade tuck under
Email parking plus one level above grade
replacing a floor of housing

2.14 6. One level at grade tuck under
Email parking plus one level below grade and
one level above grade replacing one
floor of housing

2.14 3. One level at grade tuck under
Email parking plus two levels below grade

2.14 2. One level at grade tuck under
Email parking plus one level below grade

2.14 1. One level at grade tuck under
Email parking



PRICING SUMMARY

TOTAL PROJECT	OPTION 1			OPTION 1A			OPTION 2			OPTION 3			OPTION 3A			OPTION 4		
	System Level (per SF of Total GSF)			System Level (per SF of Total GSF)			System Level (per SF of Total GSF)			System Level (per SF of Total GSF)			System Level (per SF of Total GSF)			System Level (per SF of Total GSF)		
	57,195	93		38,130	54		57,195	93		57,195	93		38,130	54		19,350	31	
DESCRIPTION	VALUE	\$/GSF	\$/STALL	VALUE	\$/GSF	\$/STALL	VALUE	\$/GSF	\$/STALL	VALUE	\$/GSF	\$/STALL	VALUE	\$/GSF	\$/STALL	VALUE	\$/GSF	\$/STALL
Division 01	\$ 958,385	\$ 16.76	\$ 10,305	\$ 639,234	\$ 16.76	\$ 11,838	\$ 1,156,537	\$ 20.22	\$ 12,436	\$ 1,156,440	\$ 20.22	\$ 12,435	\$ 841,736	\$ 22.08	\$ 15,588	\$ 320,096	\$ 16.54	\$ 10,326
Site	\$ 878,726	\$ 15.36	\$ 9,449	\$ 585,818	\$ 15.36	\$ 10,848	\$ 2,221,443	\$ 38.84	\$ 23,886	\$ 3,075,584	\$ 53.77	\$ 33,071	\$ 1,879,366	\$ 49.29	\$ 34,803	\$ 292,909	\$ 15.14	\$ 9,449
Structure	\$ 7,042,388	\$ 123.13	\$ 75,725	\$ 5,069,921	\$ 132.96	\$ 93,887	\$ 7,169,898	\$ 125.36	\$ 77,096	\$ 7,289,892	\$ 127.46	\$ 78,386	\$ 5,190,483	\$ 136.13	\$ 96,120	\$ 3,115,175	\$ 160.99	\$ 100,490
Systems	\$ 660,941	\$ 11.56	\$ 7,107	\$ 457,237	\$ 11.99	\$ 8,467	\$ 840,159	\$ 14.69	\$ 9,034	\$ 1,015,170	\$ 17.75	\$ 10,916	\$ 634,732	\$ 16.65	\$ 11,754	\$ 286,322	\$ 14.80	\$ 9,236
Envelope	\$ 199,304	\$ 3.48	\$ 2,143	\$ 140,953	\$ 3.70	\$ 2,610	\$ 153,757	\$ 2.69	\$ 1,653	\$ 106,076	\$ 1.85	\$ 1,141	\$ 98,213	\$ 2.58	\$ 1,819	\$ 82,079	\$ 4.24	\$ 2,648
Finishes	\$ 10,256	\$ 0.18	\$ 110	\$ 6,838	\$ 0.18	\$ 127	\$ 8,205	\$ 0.14	\$ 88	\$ 6,838	\$ 0.12	\$ 74	\$ 5,470	\$ 0.14	\$ 101	\$ 3,419	\$ 0.18	\$ 110
TOTAL BASE BUDGET	\$ 9,750,000	\$ 170.47	\$ 104,839	\$ 6,900,000	\$ 180.96	\$ 127,778	\$ 11,550,000	\$ 201.94	\$ 124,194	\$ 12,650,000	\$ 221.17	\$ 136,022	\$ 8,650,000	\$ 226.86	\$ 160,185	\$ 4,100,000	\$ 211.89	\$ 132,258

TOTAL PROJECT	OPTION 1			OPTION 1A			OPTION 2			OPTION 3			OPTION 3A			OPTION 4		
	Component Level (per SF of Total GSF)			Component Level (per SF of Total GSF)			Component Level (per SF of Total GSF)			Component Level (per SF of Total GSF)			Component Level (per SF of Total GSF)			Component Level (per SF of Total GSF)		
	57,195	93		38,130	54		57,195	93		57,195	93		38,130	54		19,350	31	
DESCRIPTION	VALUE	\$/GSF	\$/STALL	VALUE	\$/GSF	\$/STALL	VALUE	\$/GSF	\$/STALL	VALUE	\$/GSF	\$/STALL	VALUE	\$/GSF	\$/STALL	VALUE	\$/GSF	\$/STALL
Residential	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
AG Parking	\$ 9,750,000	\$ 170.47	\$ 104,839	\$ 6,900,000	\$ 180.96	\$ 127,778	\$ 5,801,642	\$ 101.44	\$ 62,383	\$ 2,957,687	\$ 51.71	\$ 31,803	\$ 2,894,554	\$ 75.91	\$ 53,603	\$ 4,100,000	\$ 211.89	\$ 132,258
B1	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,748,358	\$ 100.50	\$ 61,810	\$ 4,766,617	\$ 83.34	\$ 51,254	\$ 5,755,446	\$ 150.94	\$ 106,582	\$ -	\$ -	\$ -
B2	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,925,697	\$ 86.12	\$ 52,964	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL BASE BUDGET	\$ 9,750,000	\$ 170.47	\$ 104,839	\$ 6,900,000	\$ 180.96	\$ 127,778	\$ 11,550,000	\$ 201.94	\$ 124,194	\$ 12,650,000	\$ 221.17	\$ 136,022	\$ 8,650,000	\$ 226.86	\$ 160,185	\$ 4,100,000	\$ 211.89	\$ 132,258

AG PARKING ONLY	OPTION 1			OPTION 1A			OPTION 2			OPTION 3			OPTION 3A			OPTION 4		
	System Level (per SF of AG Parking)			System Level (per SF of AG Parking)			System Level (per SF of AG Parking)			System Level (per SF of AG Parking)			System Level (per SF of AG Parking)			System Level (per SF of AG Parking)		
	57,195	93		38,130	54		38,130	54		19,065	15		19,065	15		19,350	31	
DESCRIPTION	VALUE	\$/GSF	\$/STALL	VALUE	\$/GSF	\$/STALL	VALUE	\$/GSF	\$/STALL	VALUE	\$/GSF	\$/STALL	VALUE	\$/GSF	\$/STALL	VALUE	\$/GSF	\$/STALL
Division 01	\$ 958,385	\$ 16.76	\$ 10,305	\$ 639,234	\$ 16.76	\$ 11,838	\$ 638,303	\$ 16.74	\$ 11,820	\$ 318,469	\$ 16.70	\$ 21,231	\$ 319,081	\$ 16.74	\$ 21,272	\$ 320,096	\$ 16.54	\$ 10,326
Site	\$ 878,726	\$ 15.36	\$ 9,449	\$ 585,818	\$ 15.36	\$ 10,848	\$ 684,153	\$ 17.94	\$ 12,669	\$ 361,187	\$ 18.95	\$ 24,079	\$ 342,076	\$ 17.94	\$ 22,805	\$ 292,909	\$ 15.14	\$ 9,449
Structure	\$ 7,042,388	\$ 123.13	\$ 75,725	\$ 5,069,921	\$ 132.96	\$ 93,887	\$ 3,957,955	\$ 103.80	\$ 73,295	\$ 2,011,435	\$ 105.50	\$ 134,096	\$ 1,978,539	\$ 103.78	\$ 131,903	\$ 3,115,175	\$ 160.99	\$ 100,490
Systems	\$ 660,941	\$ 11.56	\$ 7,107	\$ 457,237	\$ 11.99	\$ 8,467	\$ 382,038	\$ 10.02	\$ 7,075	\$ 190,855	\$ 10.01	\$ 12,724	\$ 176,610	\$ 9.26	\$ 11,774	\$ 286,322	\$ 14.80	\$ 9,236
Envelope	\$ 199,304	\$ 3.48	\$ 2,143	\$ 140,953	\$ 3.70	\$ 2,610	\$ 133,723	\$ 3.51	\$ 2,476	\$ 73,461	\$ 3.85	\$ 4,897	\$ 75,512	\$ 3.96	\$ 5,034	\$ 82,079	\$ 4.24	\$ 2,648
Finishes	\$ 10,256	\$ 0.18	\$ 110	\$ 6,838	\$ 0.18	\$ 127	\$ 5,470	\$ 0.14	\$ 101	\$ 2,279	\$ 0.12	\$ 152	\$ 2,735	\$ 0.14	\$ 182	\$ 3,419	\$ 0.18	\$ 110
TOTAL BASE BUDGET	\$ 9,750,000	\$ 170.47	\$ 104,839	\$ 6,900,000	\$ 180.96	\$ 127,778	\$ 5,801,642	\$ 152.15	\$ 107,438	\$ 2,957,687	\$ 155.14	\$ 197,179	\$ 2,894,554	\$ 151.83	\$ 192,970	\$ 4,100,000	\$ 211.89	\$ 132,258

B1 LEVEL ONLY	OPTION 1			OPTION 1A			OPTION 2			OPTION 3			OPTION 3A			OPTION 4		
	System Level (per SF of B1)			System Level (per SF of B1)			System Level (per SF of B1)			System Level (per SF of B1)			System Level (per SF of B1)			System Level (per SF of B1)		
	0	0		0	0		19,065	39		19,065	39		19,065	39		0	0	
DESCRIPTION	VALUE	\$/GSF	\$/STALL	VALUE	\$/GSF	\$/STALL	VALUE	\$/GSF	\$/STALL	VALUE	\$/GSF	\$/STALL	VALUE	\$/GSF	\$/STALL	VALUE	\$/GSF	\$/STALL
Division 01	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 518,234	\$ 27.18	\$ 13,288	\$ 418,985	\$ 21.98	\$ 10,743	\$ 522,655	\$ 27.41	\$ 13,401	\$ -	\$ -	\$ -
Site	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,537,290	\$ 80.63	\$ 39,418	\$ 1,556,401	\$ 81.64	\$ 39,908	\$ 1,537,290	\$ 80.63	\$ 39,418	\$ -	\$ -	\$ -
Structure	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,211,943	\$ 168.47	\$ 82,358	\$ 2,409,797	\$ 126.40	\$ 61,790	\$ 3,211,943	\$ 168.47	\$ 82,358	\$ -	\$ -	\$ -
Systems	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 458,122	\$ 24.03	\$ 11,747	\$ 366,574	\$ 19.23	\$ 9,399	\$ 458,122	\$ 24.03	\$ 11,747	\$ -	\$ -	\$ -
Envelope	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,034	\$ 1.05	\$ 514	\$ 12,581	\$ 0.66	\$ 323	\$ 22,701	\$ 1.19	\$ 582	\$ -	\$ -	\$ -
Finishes	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,735	\$ 0.14	\$ 70	\$ 2,279	\$ 0.12	\$ 58	\$ 2,735	\$ 0.14	\$ 70	\$ -	\$ -	\$ -
TOTAL BASE BUDGET	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,748,358	\$ 301.51	\$ 147,394	\$ 4,766,617	\$ 250.02	\$ 122,221	\$ 5,755,446	\$ 301.89	\$ 147,576	\$ -	\$ -	\$ -

B2 LEVEL ONLY	OPTION 1			OPTION 1A			OPTION 2			OPTION 3			OPTION 3A			OPTION 4		
	System Level (per SF of B2)			System Level (per SF of B2)			System Level (per SF of B2)			System Level (per SF of B2)			System Level (per SF of B2)			System Level (per SF of B2)		
	0	0		0	0		0	0		19,065	39		0	0		0	0	
DESCRIPTION	VALUE	\$/GSF	\$/STALL	VALUE	\$/GSF	\$/STALL	VALUE	\$/GSF	\$/STALL	VALUE	\$/GSF	\$/STALL	VALUE	\$/GSF	\$/STALL	VALUE	\$/GSF	\$/STALL
Division 01	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 418,985	\$ 21.98	\$ 10,743	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Site	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,157,996	\$ 60.74	\$ 29,692	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Structure	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,868,660	\$ 150.47	\$ 73,555	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Systems	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 457,742	\$ 24.01	\$ 11,737	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Envelope	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,034	\$ 1.05	\$ 514	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Finishes	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,279	\$ 0.12	\$ 58	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL BASE BUDGET	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,925,697	\$ 258.36	\$ 126,300	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

DIVISIONAL SUMMARY

OPTION	Option 1			Option 1A			Option 2			Option 3			Option 3A			Option 4		
	57,195		93	38,130		54	57,195		93	57,195		93	38,130		54	19,350		31
DESCRIPTION	VALUE	\$/GSF	\$/STALL	VALUE	\$/GSF	\$/STALL	VALUE	\$/GSF	\$/STALL	VALUE	\$/GSF	\$/STALL	VALUE	\$/GSF	\$/STALL	VALUE	\$/GSF	\$/STALL
Division 01 - General Requirements	\$ 840,983	\$ 14.70	\$ 9,043	\$ 560,928	\$ 14.71	\$ 10,388	\$ 1,014,861	\$ 17.74	\$ 10,912	\$ 1,014,776	\$ 17.74	\$ 10,912	\$ 738,623	\$ 19.37	\$ 13,678	\$ 280,885	\$ 14.52	\$ 9,061
01 10 00 General Conditions	\$ 675,000	\$ 11.80	\$ 7,258	\$ 450,000	\$ 11.80	\$ 8,333	\$ 825,000	\$ 14.42	\$ 8,871	\$ 825,000	\$ 14.42	\$ 8,871	\$ 600,000	\$ 15.74	\$ 11,111	\$ 225,000	\$ 11.63	\$ 7,258
01 21 00 Traffic Control / Laydown	\$ 90,315	\$ 1.58	\$ 971	\$ 60,210	\$ 1.58	\$ 1,115	\$ 110,385	\$ 1.93	\$ 1,187	\$ 110,385	\$ 1.93	\$ 1,187	\$ 80,280	\$ 2.11	\$ 1,487	\$ 30,105	\$ 1.56	\$ 971
01 51 00 Temporary Requirements	\$ 60,664	\$ 1.06	\$ 652	\$ 40,443	\$ 1.06	\$ 749	\$ 65,167	\$ 1.14	\$ 701	\$ 67,436	\$ 1.18	\$ 725	\$ 49,630	\$ 1.30	\$ 919	\$ 20,221	\$ 1.05	\$ 652
01 74 23 Cleaning	\$ 15,004	\$ 0.26	\$ 161	\$ 10,275	\$ 0.27	\$ 190	\$ 14,310	\$ 0.25	\$ 154	\$ 11,954	\$ 0.21	\$ 129	\$ 8,713	\$ 0.23	\$ 161	\$ 5,558	\$ 0.29	\$ 179
Division 02 - Existing Conditions	\$ 52,841	\$ 0.92	\$ 568	\$ 35,228	\$ 0.92	\$ 652	\$ 47,577	\$ 0.83	\$ 512	\$ 44,767	\$ 0.78	\$ 481	\$ 31,718	\$ 0.83	\$ 587	\$ 17,614	\$ 0.91	\$ 568
02 21 00 Surveying	\$ 14,700	\$ 0.26	\$ 158	\$ 9,800	\$ 0.26	\$ 181	\$ 17,064	\$ 0.30	\$ 183	\$ 19,340	\$ 0.34	\$ 208	\$ 11,376	\$ 0.30	\$ 211	\$ 4,900	\$ 0.25	\$ 158
02 40 00 Demolition	\$ 38,141	\$ 0.67	\$ 410	\$ 25,428	\$ 0.67	\$ 471	\$ 30,513	\$ 0.53	\$ 328	\$ 25,427	\$ 0.44	\$ 273	\$ 20,342	\$ 0.53	\$ 377	\$ 12,714	\$ 0.66	\$ 410
Division 03 - Concrete	\$ 6,128,596	\$ 107.15	\$ 65,899	\$ 4,413,656	\$ 115.75	\$ 81,734	\$ 6,238,122	\$ 109.07	\$ 67,077	\$ 6,341,140	\$ 110.87	\$ 68,184	\$ 4,517,873	\$ 118.49	\$ 83,664	\$ 2,714,267	\$ 140.27	\$ 87,557
03 10 00 Concrete	\$ 6,128,596	\$ 107.15	\$ 65,899	\$ 4,413,656	\$ 115.75	\$ 81,734	\$ 6,238,122	\$ 109.07	\$ 67,077	\$ 6,341,140	\$ 110.87	\$ 68,184	\$ 4,517,873	\$ 118.49	\$ 83,664	\$ 2,714,267	\$ 140.27	\$ 87,557
Division 04 - Masonry	\$ 34,080	\$ 0.60	\$ 366	\$ 24,480	\$ 0.64	\$ 453	\$ 34,080	\$ 0.60	\$ 366	\$ 35,520	\$ 0.62	\$ 382	\$ 28,620	\$ 0.75	\$ 530	\$ 14,400	\$ 0.74	\$ 465
04 00 00 Masonry	\$ 34,080	\$ 0.60	\$ 366	\$ 24,480	\$ 0.64	\$ 453	\$ 34,080	\$ 0.60	\$ 366	\$ 35,520	\$ 0.62	\$ 382	\$ 28,620	\$ 0.75	\$ 530	\$ 14,400	\$ 0.74	\$ 465
Division 05 - Metals	\$ 36,400	\$ 0.64	\$ 391	\$ 25,400	\$ 0.67	\$ 470	\$ 36,400	\$ 0.64	\$ 391	\$ 36,400	\$ 0.64	\$ 391	\$ 25,400	\$ 0.67	\$ 470	\$ 14,400	\$ 0.74	\$ 465
05 12 00 Structural Steel	\$ 33,000	\$ 0.58	\$ 355	\$ 22,000	\$ 0.58	\$ 407	\$ 33,000	\$ 0.58	\$ 355	\$ 33,000	\$ 0.58	\$ 355	\$ 22,000	\$ 0.58	\$ 407	\$ 11,000	\$ 0.57	\$ 355
05 50 00 Misc. Metal Fabrications	\$ 3,400	\$ 0.06	\$ 37	\$ 3,400	\$ 0.09	\$ 63	\$ 3,400	\$ 0.06	\$ 37	\$ 3,400	\$ 0.06	\$ 37	\$ 3,400	\$ 0.09	\$ 63	\$ 3,400	\$ 0.18	\$ 110
Division 07 - Thermal & Moisture	\$ 132,309	\$ 2.31	\$ 1,423	\$ 90,706	\$ 2.38	\$ 1,680	\$ 92,342	\$ 1.61	\$ 993	\$ 49,062	\$ 0.86	\$ 528	\$ 49,062	\$ 1.29	\$ 909	\$ 49,124	\$ 2.54	\$ 1,585
07 13 52 Waterproofing	\$ 7,500	\$ 0.13	\$ 81	\$ 7,500	\$ 0.20	\$ 139	\$ 7,500	\$ 0.13	\$ 81	\$ 7,500	\$ 0.13	\$ 81	\$ 7,500	\$ 0.20	\$ 139	\$ 7,500	\$ 0.39	\$ 242
07 46 00 Siding, Soffit, & Fascia	\$ 113,642	\$ 1.99	\$ 1,222	\$ 75,761	\$ 1.99	\$ 1,403	\$ 75,761	\$ 1.32	\$ 815	\$ 37,881	\$ 0.66	\$ 407	\$ 37,881	\$ 0.99	\$ 701	\$ 37,881	\$ 1.96	\$ 1,222
07 60 00 Sheet Metal & Flashing	\$ 11,167	\$ 0.20	\$ 120	\$ 7,445	\$ 0.20	\$ 138	\$ 9,081	\$ 0.16	\$ 98	\$ 3,682	\$ 0.06	\$ 40	\$ 3,682	\$ 0.10	\$ 68	\$ 3,743	\$ 0.19	\$ 121
Division 08 - Openings	\$ 8,500	\$ 0.15	\$ 91	\$ 8,500	\$ 0.22	\$ 157	\$ 8,500	\$ 0.15	\$ 91	\$ 8,500	\$ 0.15	\$ 91	\$ 8,500	\$ 0.22	\$ 157	\$ 8,500	\$ 0.44	\$ 274
08 33 00 Overhead Doors	\$ 8,500	\$ 0.15	\$ 91	\$ 8,500	\$ 0.22	\$ 157	\$ 8,500	\$ 0.15	\$ 91	\$ 8,500	\$ 0.15	\$ 91	\$ 8,500	\$ 0.22	\$ 157	\$ 8,500	\$ 0.44	\$ 274
Division 10 - Specialties	\$ 9,000	\$ 0.16	\$ 97	\$ 6,000	\$ 0.16	\$ 111	\$ 7,200	\$ 0.13	\$ 77	\$ 6,000	\$ 0.10	\$ 65	\$ 4,800	\$ 0.13	\$ 89	\$ 3,000	\$ 0.16	\$ 97
10 00 00 Specialties	\$ 9,000	\$ 0.16	\$ 97	\$ 6,000	\$ 0.16	\$ 111	\$ 7,200	\$ 0.13	\$ 77	\$ 6,000	\$ 0.10	\$ 65	\$ 4,800	\$ 0.13	\$ 89	\$ 3,000	\$ 0.16	\$ 97
Division 14 - Conveying Systems	\$ 92,500	\$ 1.62	\$ 995	\$ 80,000	\$ 2.10	\$ 1,481	\$ 92,500	\$ 1.62	\$ 995	\$ 92,500	\$ 1.62	\$ 995	\$ 80,000	\$ 2.10	\$ 1,481	\$ 80,000	\$ 4.13	\$ 2,581
14 20 00 Elevators	\$ 92,500	\$ 1.62	\$ 995	\$ 80,000	\$ 2.10	\$ 1,481	\$ 92,500	\$ 1.62	\$ 995	\$ 92,500	\$ 1.62	\$ 995	\$ 80,000	\$ 2.10	\$ 1,481	\$ 80,000	\$ 4.13	\$ 2,581
Division 21 - Fire Suppression	\$ 177,305	\$ 3.10	\$ 1,907	\$ 118,203	\$ 3.10	\$ 2,189	\$ 179,305	\$ 3.13	\$ 1,928	\$ 180,638	\$ 3.16	\$ 1,942	\$ 120,203	\$ 3.15	\$ 2,226	\$ 59,985	\$ 3.10	\$ 1,935
21 10 00 Fire Sprinkler Systems	\$ 177,305	\$ 3.10	\$ 1,907	\$ 118,203	\$ 3.10	\$ 2,189	\$ 179,305	\$ 3.13	\$ 1,928	\$ 180,638	\$ 3.16	\$ 1,942	\$ 120,203	\$ 3.15	\$ 2,226	\$ 59,985	\$ 3.10	\$ 1,935
Division 22 - Plumbing	\$ 171,585	\$ 3.00	\$ 1,845	\$ 114,390	\$ 3.00	\$ 2,118	\$ 187,790	\$ 3.28	\$ 2,019	\$ 203,996	\$ 3.57	\$ 2,194	\$ 130,595	\$ 3.43	\$ 2,418	\$ 58,050	\$ 3.00	\$ 1,873
22 00 00 Plumbing	\$ 171,585	\$ 3.00	\$ 1,845	\$ 114,390	\$ 3.00	\$ 2,118	\$ 187,790	\$ 3.28	\$ 2,019	\$ 203,996	\$ 3.57	\$ 2,194	\$ 130,595	\$ 3.43	\$ 2,418	\$ 58,050	\$ 3.00	\$ 1,873
Division 23 - HVAC	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 123,923	\$ 2.17	\$ 1,333	\$ 247,845	\$ 4.33	\$ 2,665	\$ 123,923	\$ 3.25	\$ 2,295	\$ -	\$ -	\$ -
23 00 00 HVAC	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 123,923	\$ 2.17	\$ 1,333	\$ 247,845	\$ 4.33	\$ 2,665	\$ 123,923	\$ 3.25	\$ 2,295	\$ -	\$ -	\$ -
Division 26 - Electrical	\$ 138,586	\$ 2.42	\$ 1,490	\$ 88,633	\$ 2.32	\$ 1,641	\$ 153,723	\$ 2.69	\$ 1,653	\$ 165,834	\$ 2.90	\$ 1,783	\$ 102,256	\$ 2.68	\$ 1,894	\$ 53,213	\$ 2.75	\$ 1,717
26 00 00 Electrical	\$ 138,586	\$ 2.42	\$ 1,490	\$ 88,633	\$ 2.32	\$ 1,641	\$ 153,723	\$ 2.69	\$ 1,653	\$ 165,834	\$ 2.90	\$ 1,783	\$ 102,256	\$ 2.68	\$ 1,894	\$ 53,213	\$ 2.75	\$ 1,717
Division 31 - Earthwork	\$ 355,691	\$ 6.22	\$ 3,825	\$ 237,128	\$ 6.22	\$ 4,391	\$ 1,617,003	\$ 28.27	\$ 17,387	\$ 2,421,898	\$ 42.34	\$ 26,042	\$ 1,427,602	\$ 37.44	\$ 26,437	\$ 118,564	\$ 6.13	\$ 3,825
31 00 00 Earthwork & Excavation	\$ 355,691	\$ 6.22	\$ 3,825	\$ 237,128	\$ 6.22	\$ 4,391	\$ 1,617,003	\$ 28.27	\$ 17,387	\$ 2,421,898	\$ 42.34	\$ 26,042	\$ 1,427,602	\$ 37.44	\$ 26,437	\$ 118,564	\$ 6.13	\$ 3,825
Division 32 - Exterior Improvements	\$ 246,000	\$ 4.30	\$ 2,645	\$ 164,000	\$ 4.30	\$ 3,037	\$ 196,800	\$ 3.44	\$ 2,116	\$ 164,000	\$ 2.87	\$ 1,763	\$ 131,200	\$ 3.44	\$ 2,430	\$ 82,000	\$ 4.24	\$ 2,645
32 10 00 Paving & Striping	\$ 67,500	\$ 1.18	\$ 726	\$ 45,000	\$ 1.18	\$ 833	\$ 54,000	\$ 0.94	\$ 581	\$ 45,000	\$ 0.79	\$ 484	\$ 36,000	\$ 0.94	\$ 667	\$ 22,500	\$ 1.16	\$ 726
32 16 00 Site Concrete	\$ 66,000	\$ 1.15	\$ 710	\$ 44,000	\$ 1.15	\$ 815	\$ 52,800	\$ 0.92	\$ 568	\$ 44,000	\$ 0.77	\$ 473	\$ 35,200	\$ 0.92	\$ 652	\$ 22,000	\$ 1.14	\$ 710
32 80 00 Landscape & Irrigation	\$ 112,500	\$ 1.97	\$ 1,210	\$ 75,000	\$ 1.97	\$ 1,389	\$ 90,000	\$ 1.57	\$ 968	\$ 75,000	\$ 1.31	\$ 806	\$ 60,000	\$ 1.57	\$ 1,111	\$ 37,500	\$ 1.94	\$ 1,210
Division 33 - Utilities	\$ 131,250	\$ 2.29	\$ 1,411	\$ 87,500	\$ 2.29	\$ 1,620	\$ 105,000	\$ 1.84	\$ 1,129	\$ 87,500	\$ 1.53	\$ 941	\$ 70,000	\$ 1.84	\$ 1,296	\$ 43,750	\$ 2.26	\$ 1,411
33 00 00 Underground Site Utilities	\$ 131,250	\$ 2.29	\$ 1,411	\$ 87,500	\$ 2.29	\$ 1,620	\$ 105,000	\$ 1.84	\$ 1,129	\$ 87,500	\$ 1.53	\$ 941	\$ 70,000	\$ 1.84	\$ 1,296	\$ 43,750	\$ 2.26	\$ 1,411
SUBTOTAL	\$ 8,555,625	\$ 149.59	\$ 91,996	\$ 6,054,750	\$ 158.79	\$ 112,125	\$ 10,135,125	\$ 177.20	\$ 108,980	\$ 11,100,375	\$ 194.08	\$ 119,359	\$ 7,590,375	\$ 199.07	\$ 140,563	\$ 3,597,750	\$ 185.93	\$ 116,056
Liability Insurance	\$ 121,875	\$ 2.13	\$ 1,310	\$ 86,250	\$ 2.26	\$ 1,597	\$ 144,375	\$ 2.52	\$ 1,552	\$ 158,125	\$ 2.76	\$ 1,700	\$ 108,125	\$ 2.84	\$ 2,002	\$ 51,250	\$ 2.65	\$ 1,653
Contingency	\$ 292,500	\$ 5.11	\$ 3,145	\$ 207,000	\$ 5.43	\$ 3,833	\$ 346,500	\$ 6.06	\$ 3,726	\$ 379,500	\$ 6.64	\$ 4,081	\$ 259,500	\$ 6.81	\$ 4,806	\$ 123,000	\$ 6.36	\$ 3,968
Fee	\$ 780,000	\$ 13.64	\$ 8,387	\$ 552,000	\$ 14.48	\$ 10,222	\$ 924,000	\$ 16.16	\$ 9,935	\$ 1,012,000	\$ 17.69	\$ 10,882	\$ 692,000	\$ 18.15	\$ 12,815	\$ 328,000	\$ 16.95	\$ 10,581
TOTAL BASE BUDGET	\$ 9,750,000	\$ 170.47	\$ 104,839	\$ 6,900,000	\$ 180.96	\$ 127,778	\$ 11,550,000	\$ 201.94	\$ 124,194	\$ 12,650,000	\$ 221.17	\$ 136,022	\$ 8,650,000	\$ 226.86	\$ 160,185	\$ 4,100,000	\$ 211.89	\$ 132,258



VARIANCE SUMMARY (OPTION 3)

OPTION	Option 3		Option 3 ('22)		Opt3 Variance		
GSF	57,195		57,195		0		
DESCRIPTION	VALUE	\$/GSF	VALUE	\$/GSF	VALUE	\$/GSF	%
Division 01 - General Requirements	\$ 1,014,776	\$ 17.74	\$ 806,087	\$ 14.09	\$ 208,689	\$ 3.65	25.89%
01 10 00 General Conditions	\$ 825,000	\$ 14.42	\$ 657,294	\$ 11.49	\$ 167,706	\$ 2.93	25.51%
01 21 00 Traffic Control / Laydown	\$ 110,385	\$ 1.93	\$ 60,210	\$ 1.05	\$ 50,175	\$ 0.88	83.33%
01 51 00 Temporary Requirements	\$ 67,436	\$ 1.18	\$ 75,941	\$ 1.33	\$ (8,505)	\$ (0.15)	-11.20%
01 74 23 Cleaning	\$ 11,954	\$ 0.21	\$ 12,642	\$ 0.22	\$ (688)	\$ (0.01)	-5.44%
Division 02 - Existing Conditions	\$ 44,767	\$ 0.78	\$ 54,409	\$ 0.95	\$ (9,642)	\$ (0.17)	-17.72%
02 21 00 Surveying	\$ 19,340	\$ 0.34	\$ 28,981	\$ 0.51	\$ (9,641)	\$ (0.17)	-33.27%
02 40 00 Demolition	\$ 25,427	\$ 0.44	\$ 25,428	\$ 0.44	\$ (1)	\$ (0.00)	0.00%
Division 03 - Concrete	\$ 6,341,140	\$ 110.87	\$ 4,752,120	\$ 83.09	\$ 1,589,020	\$ 27.78	33.44%
03 10 00 Concrete	\$ 6,341,140	\$ 110.87	\$ 4,752,120	\$ 83.09	\$ 1,589,020	\$ 27.78	33.44%
Division 04 - Masonry	\$ 35,520	\$ 0.62	\$ 47,309	\$ 0.83	\$ (11,789)	\$ (0.21)	-24.92%
04 00 00 Masonry	\$ 35,520	\$ 0.62	\$ 47,309	\$ 0.83	\$ (11,789)	\$ (0.21)	-24.92%
Division 05 - Metals	\$ 36,400	\$ 0.64	\$ 36,400	\$ 0.64	\$ -	\$ -	0.00%
05 12 00 Structural Steel	\$ 33,000	\$ 0.58	\$ 33,000	\$ 0.58	\$ -	\$ -	0.00%
05 50 00 Misc. Metal Fabrications	\$ 3,400	\$ 0.06	\$ 3,400	\$ 0.06	\$ -	\$ -	0.00%
Division 07 - Thermal & Moisture	\$ 49,062	\$ 0.86	\$ 156,683	\$ 2.74	\$ (107,621)	\$ (1.88)	-68.69%
07 13 52 Waterproofing	\$ 7,500	\$ 0.13	\$ 7,500	\$ 0.13	\$ -	\$ -	0.00%
07 19 00 Weather Barrier	\$ -	\$ -	\$ 26,841	\$ 0.47	\$ (26,841)	\$ (0.47)	-
07 46 00 Siding, Soffit, & Fascia	\$ 37,881	\$ 0.66	\$ 113,628	\$ 1.99	\$ (75,748)	\$ (1.32)	-66.66%
07 60 00 Sheet Metal & Flashing	\$ 3,682	\$ 0.06	\$ 3,834	\$ 0.07	\$ (152)	\$ (0.00)	-3.98%
07 90 00 Sealants And Caulking	\$ -	\$ -	\$ 4,880	\$ 0.09	\$ (4,880)	\$ (0.09)	-
Division 08 - Openings	\$ 8,500	\$ 0.15	\$ 98,493	\$ 1.72	\$ (89,993)	\$ (1.57)	-91.37%
08 33 00 Overhead Doors	\$ 8,500	\$ 0.15	\$ 8,500	\$ 0.15	\$ -	\$ -	0.00%
08 41 13 Aluminum Storefront	\$ -	\$ -	\$ 89,993	\$ 1.57	\$ (89,993)	\$ (1.57)	-
Division 09 - Finishes	\$ -	\$ -	\$ 168,750	\$ 2.95	\$ (168,750)	\$ (2.95)	-
09 99 00 Amenity Fitout Allowance	\$ -	\$ -	\$ 168,750	\$ 2.95	\$ (168,750)	\$ (2.95)	-
Division 10 - Specialties	\$ 6,000	\$ 0.10	\$ 6,500	\$ 0.11	\$ (500)	\$ (0.01)	-7.69%
10 00 00 Specialties	\$ 6,000	\$ 0.10	\$ 6,500	\$ 0.11	\$ (500)	\$ (0.01)	-7.69%
Division 14 - Conveying Systems	\$ 92,500	\$ 1.62	\$ 65,000	\$ 1.14	\$ 27,500	\$ 0.48	42.31%
14 20 00 Elevators	\$ 92,500	\$ 1.62	\$ 65,000	\$ 1.14	\$ 27,500	\$ 0.48	42.31%
Division 21 - Fire Suppression	\$ 180,638	\$ 3.16	\$ 179,546	\$ 3.14	\$ 1,092	\$ 0.02	0.61%
21 10 00 Fire Sprinkler Systems	\$ 180,638	\$ 3.16	\$ 179,546	\$ 3.14	\$ 1,092	\$ 0.02	0.61%
Division 22 - Plumbing	\$ 203,996	\$ 3.57	\$ 225,248	\$ 3.94	\$ (21,253)	\$ (0.37)	-9.44%
22 00 00 Plumbing	\$ 203,996	\$ 3.57	\$ 225,248	\$ 3.94	\$ (21,253)	\$ (0.37)	-9.44%
Division 23 - HVAC	\$ 247,845	\$ 4.33	\$ 472,501	\$ 8.26	\$ (224,656)	\$ (3.93)	-47.55%
23 00 00 HVAC	\$ 247,845	\$ 4.33	\$ 472,501	\$ 8.26	\$ (224,656)	\$ (3.93)	-47.55%
Division 26 - Electrical	\$ 165,834	\$ 2.90	\$ 209,611	\$ 3.66	\$ (43,777)	\$ (0.77)	-20.88%
26 00 00 Electrical	\$ 165,834	\$ 2.90	\$ 209,611	\$ 3.66	\$ (43,777)	\$ (0.77)	-20.88%
Division 31 - Earthwork	\$ 2,421,898	\$ 42.34	\$ 2,855,035	\$ 49.92	\$ (433,137)	\$ (7.57)	-15.17%
31 00 00 Earthwork & Excavation	\$ 2,421,898	\$ 42.34	\$ 2,855,035	\$ 49.92	\$ (433,137)	\$ (7.57)	-15.17%
Division 32 - Exterior Improvements	\$ 164,000	\$ 2.87	\$ 384,000	\$ 6.71	\$ (220,000)	\$ (3.85)	-57.29%
32 10 00 Paving & Striping	\$ 45,000	\$ 0.79	\$ 98,570	\$ 1.72	\$ (53,570)	\$ (0.94)	-54.35%
32 16 00 Site Concrete	\$ 44,000	\$ 0.77	\$ 88,000	\$ 1.54	\$ (44,000)	\$ (0.77)	-50.00%
32 80 00 Landscape & Irrigation	\$ 75,000	\$ 1.31	\$ 197,430	\$ 3.45	\$ (122,430)	\$ (2.14)	-62.01%
Division 33 - Utilities	\$ 87,500	\$ 1.53	\$ 213,467	\$ 3.73	\$ (125,967)	\$ (2.20)	-59.01%
33 00 00 Underground Site Utilities	\$ 87,500	\$ 1.53	\$ 213,467	\$ 3.73	\$ (125,967)	\$ (2.20)	-59.01%
SUBTOTAL	\$ 11,100,375	\$ 194.08	\$ 10,731,159	\$ 187.62	\$ 369,216	\$ 6.46	3.44%
Liability Insurance	\$ 158,125	\$ 2.76	\$ 152,866	\$ 2.67	\$ 5,259	\$ 0.09	3.44%
Contingency	\$ 379,500	\$ 6.64	\$ 366,877	\$ 6.41	\$ 12,623	\$ 0.22	3.44%
Fee	\$ 1,012,000	\$ 17.69	\$ 978,339	\$ 17.11	\$ 33,661	\$ 0.59	3.44%
TOTAL BASE BUDGET	\$ 12,650,000	\$ 221.17	\$ 12,229,241	\$ 213.82	\$ 420,759	\$ 7.36	3.44%

VARIANCE SUMMARY (OPTION 3A)

OPTION	Option 3A		Option 3A ('22)		Opt3A Variance		
GSF	38,130		38,130		0		
DESCRIPTION	VALUE	\$/GSF	VALUE	\$/GSF	VALUE	\$/GSF	%
Division 01 - General Requirements	\$ 738,623	\$ 19.37	\$ 725,228	\$ 19.02	\$ 13,395	\$ 0.35	1.85%
01 10 00 General Conditions	\$ 600,000	\$ 15.74	\$ 579,966	\$ 15.21	\$ 20,034	\$ 0.53	3.45%
01 21 00 Traffic Control / Laydown	\$ 80,280	\$ 2.11	\$ 60,210	\$ 1.58	\$ 20,070	\$ 0.53	33.33%
01 51 00 Temporary Requirements	\$ 49,630	\$ 1.30	\$ 75,941	\$ 1.99	\$ (26,311)	\$ (0.69)	-34.65%
01 74 23 Cleaning	\$ 8,713	\$ 0.23	\$ 9,111	\$ 0.24	\$ (398)	\$ (0.01)	-4.36%
Division 02 - Existing Conditions	\$ 31,718	\$ 0.83	\$ 43,765	\$ 1.15	\$ (12,047)	\$ (0.32)	-27.53%
02 21 00 Surveying	\$ 11,376	\$ 0.30	\$ 18,337	\$ 0.48	\$ (6,961)	\$ (0.18)	-37.96%
02 40 00 Demolition	\$ 20,342	\$ 0.53	\$ 25,428	\$ 0.67	\$ (5,086)	\$ (0.13)	-20.00%
Division 03 - Concrete	\$ 4,517,873	\$ 118.49	\$ 3,365,020	\$ 88.25	\$ 1,152,853	\$ 30.23	34.26%
03 10 00 Concrete	\$ 4,517,873	\$ 118.49	\$ 3,365,020	\$ 88.25	\$ 1,152,853	\$ 30.23	34.26%
Division 04 - Masonry	\$ 28,620	\$ 0.75	\$ 44,695	\$ 1.17	\$ (16,075)	\$ (0.42)	-35.97%
04 00 00 Masonry	\$ 28,620	\$ 0.75	\$ 44,695	\$ 1.17	\$ (16,075)	\$ (0.42)	-35.97%
Division 05 - Metals	\$ 25,400	\$ 0.67	\$ 30,900	\$ 0.81	\$ (5,500)	\$ (0.14)	-17.80%
05 12 00 Structural Steel	\$ 22,000	\$ 0.58	\$ 27,500	\$ 0.72	\$ (5,500)	\$ (0.14)	-20.00%
05 50 00 Misc. Metal Fabrications	\$ 3,400	\$ 0.09	\$ 3,400	\$ 0.09	\$ -	\$ -	0.00%
Division 07 - Thermal & Moisture	\$ 49,062	\$ 1.29	\$ 156,683	\$ 4.11	\$ (107,621)	\$ (2.82)	-68.69%
07 13 52 Waterproofing	\$ 7,500	\$ 0.20	\$ 7,500	\$ 0.20	\$ -	\$ -	0.00%
07 19 00 Weather Barrier	\$ -	\$ -	\$ 26,841	\$ 0.70	\$ (26,841)	\$ (0.70)	-
07 46 00 Siding, Soffit, & Fascia	\$ 37,881	\$ 0.99	\$ 113,628	\$ 2.98	\$ (75,748)	\$ (1.99)	-66.66%
07 60 00 Sheet Metal & Flashing	\$ 3,682	\$ 0.10	\$ 3,834	\$ 0.10	\$ (152)	\$ (0.00)	-3.98%
07 90 00 Sealants And Caulking	\$ -	\$ -	\$ 4,880	\$ 0.13	\$ (4,880)	\$ (0.13)	-
Division 08 - Openings	\$ 8,500	\$ 0.22	\$ 98,493	\$ 2.58	\$ (89,993)	\$ (2.36)	-91.37%
08 33 00 Overhead Doors	\$ 8,500	\$ 0.22	\$ 8,500	\$ 0.22	\$ -	\$ -	0.00%
08 41 13 Aluminum Storefront	\$ -	\$ -	\$ 89,993	\$ 2.36	\$ (89,993)	\$ (2.36)	-
Division 09 - Finishes	\$ -	\$ -	\$ 168,750	\$ 4.43	\$ (168,750)	\$ (4.43)	-
09 99 00 Amenity Fitout Allowance	\$ -	\$ -	\$ 168,750	\$ 4.43	\$ (168,750)	\$ (4.43)	-
Division 10 - Specialties	\$ 4,800	\$ 0.13	\$ 6,501	\$ 0.17	\$ (1,701)	\$ (0.04)	-26.17%
10 00 00 Specialties	\$ 4,800	\$ 0.13	\$ 6,501	\$ 0.17	\$ (1,701)	\$ (0.04)	-26.17%
Division 14 - Conveying Systems	\$ 80,000	\$ 2.10	\$ 65,000	\$ 1.70	\$ 15,000	\$ 0.39	23.08%
14 20 00 Elevators	\$ 80,000	\$ 2.10	\$ 65,000	\$ 1.70	\$ 15,000	\$ 0.39	23.08%
Division 21 - Fire Suppression	\$ 120,203	\$ 3.15	\$ 133,215	\$ 3.49	\$ (13,012)	\$ (0.34)	-9.77%
21 10 00 Fire Sprinkler Systems	\$ 120,203	\$ 3.15	\$ 133,215	\$ 3.49	\$ (13,012)	\$ (0.34)	-9.77%
Division 22 - Plumbing	\$ 130,595	\$ 3.43	\$ 225,248	\$ 5.91	\$ (94,653)	\$ (2.48)	-42.02%
22 00 00 Plumbing	\$ 130,595	\$ 3.43	\$ 225,248	\$ 5.91	\$ (94,653)	\$ (2.48)	-42.02%
Division 23 - HVAC	\$ 123,923	\$ 3.25	\$ 410,686	\$ 10.77	\$ (286,764)	\$ (7.52)	-69.83%
23 00 00 HVAC	\$ 123,923	\$ 3.25	\$ 410,686	\$ 10.77	\$ (286,764)	\$ (7.52)	-69.83%
Division 26 - Electrical	\$ 102,256	\$ 2.68	\$ 187,690	\$ 4.92	\$ (85,434)	\$ (2.24)	-45.52%
26 00 00 Electrical	\$ 102,256	\$ 2.68	\$ 187,690	\$ 4.92	\$ (85,434)	\$ (2.24)	-45.52%
Division 31 - Earthwork	\$ 1,427,602	\$ 37.44	\$ 1,918,180	\$ 50.31	\$ (490,578)	\$ (12.87)	-25.58%
31 00 00 Earthwork & Excavation	\$ 1,427,602	\$ 37.44	\$ 1,918,180	\$ 50.31	\$ (490,578)	\$ (12.87)	-25.58%
Division 32 - Exterior Improvements	\$ 131,200	\$ 3.44	\$ 384,000	\$ 10.07	\$ (252,800)	\$ (6.63)	-65.83%
32 10 00 Paving & Striping	\$ 36,000	\$ 0.94	\$ 98,570	\$ 2.59	\$ (62,570)	\$ (1.64)	-63.48%
32 16 00 Site Concrete	\$ 35,200	\$ 0.92	\$ 88,000	\$ 2.31	\$ (52,800)	\$ (1.38)	-60.00%
32 80 00 Landscape & Irrigation	\$ 60,000	\$ 1.57	\$ 197,430	\$ 5.18	\$ (137,430)	\$ (3.60)	-69.61%
Division 33 - Utilities	\$ 70,000	\$ 1.84	\$ 213,467	\$ 5.60	\$ (143,467)	\$ (3.76)	-67.21%
33 00 00 Underground Site Utilities	\$ 70,000	\$ 1.84	\$ 213,467	\$ 5.60	\$ (143,467)	\$ (3.76)	-67.21%
SUBTOTAL	\$ 7,590,375	\$ 199.07	\$ 8,177,521	\$ 214.46	\$ (587,146)	\$ (15.40)	-7.18%
Liability Insurance	\$ 108,125	\$ 2.84	\$ 116,489	\$ 3.06	\$ (8,364)	\$ (0.22)	-7.18%
Contingency	\$ 259,500	\$ 6.81	\$ 279,573	\$ 7.33	\$ (20,073)	\$ (0.53)	-7.18%
Fee	\$ 692,000	\$ 18.15	\$ 745,529	\$ 19.55	\$ (53,529)	\$ (1.40)	-7.18%
TOTAL BASE BUDGET	\$ 8,650,000	\$ 226.86	\$ 9,319,112	\$ 244.40	\$ (669,112)	\$ (17.55)	-7.18%

VARIANCE SUMMARY (OPTION 4)

OPTION	Option 4		Option 4 ('22)		Opt4 Variance		
GSF	19,350		19,350		0		
DESCRIPTION	VALUE	\$/GSF	VALUE	\$/GSF	VALUE	\$/GSF	%
Division 01 - General Requirements	\$ 280,885	\$ 14.52	\$ 266,787	\$ 13.79	\$ 14,098	\$ 0.73	5.28%
01 10 00 General Conditions	\$ 225,000	\$ 11.63	\$ 193,326	\$ 9.99	\$ 31,674	\$ 1.64	16.38%
01 21 00 Traffic Control / Laydown	\$ 30,105	\$ 1.56	\$ 30,105	\$ 1.56	\$ -	\$ -	0.00%
01 51 00 Temporary Requirements	\$ 20,221	\$ 1.05	\$ 37,971	\$ 1.96	\$ (17,750)	\$ (0.92)	-46.75%
01 74 23 Cleaning	\$ 5,558	\$ 0.29	\$ 5,385	\$ 0.28	\$ 173	\$ 0.01	3.22%
Division 02 - Existing Conditions	\$ 17,614	\$ 0.91	\$ 17,614	\$ 0.91	\$ (0)	\$ (0.00)	0.00%
02 21 00 Surveying	\$ 4,900	\$ 0.25	\$ 4,900	\$ 0.25	\$ -	\$ -	0.00%
02 40 00 Demolition	\$ 12,714	\$ 0.66	\$ 12,714	\$ 0.66	\$ (0)	\$ (0.00)	0.00%
Division 03 - Concrete	\$ 2,714,267	\$ 140.27	\$ 1,953,020	\$ 100.93	\$ 761,247	\$ 39.34	38.98%
03 10 00 Concrete	\$ 2,714,267	\$ 140.27	\$ 1,953,020	\$ 100.93	\$ 761,247	\$ 39.34	38.98%
Division 04 - Masonry	\$ 14,400	\$ 0.74	\$ 25,416	\$ 1.31	\$ (11,016)	\$ (0.57)	-43.34%
04 00 00 Masonry	\$ 14,400	\$ 0.74	\$ 25,416	\$ 1.31	\$ (11,016)	\$ (0.57)	-43.34%
Division 05 - Metals	\$ 14,400	\$ 0.74	\$ 14,400	\$ 0.74	\$ -	\$ -	0.00%
05 12 00 Structural Steel	\$ 11,000	\$ 0.57	\$ 11,000	\$ 0.57	\$ -	\$ -	0.00%
05 50 00 Misc. Metal Fabrications	\$ 3,400	\$ 0.18	\$ 3,400	\$ 0.18	\$ -	\$ -	0.00%
Division 07 - Thermal & Moisture	\$ 49,124	\$ 2.54	\$ 96,575	\$ 4.99	\$ (47,451)	\$ (2.45)	-49.13%
07 13 52 Waterproofing	\$ 7,500	\$ 0.39	\$ 7,500	\$ 0.39	\$ -	\$ -	0.00%
07 19 00 Weather Barrier	\$ -	\$ -	\$ 26,841	\$ 1.39	\$ (26,841)	\$ (1.39)	-
07 46 00 Siding, Soffit, & Fascia	\$ 37,881	\$ 1.96	\$ 53,520	\$ 2.77	\$ (15,640)	\$ (0.81)	-29.22%
07 60 00 Sheet Metal & Flashing	\$ 3,743	\$ 0.19	\$ 3,834	\$ 0.20	\$ (91)	\$ (0.00)	-2.36%
07 90 00 Sealants And Caulking	\$ -	\$ -	\$ 4,880	\$ 0.25	\$ (4,880)	\$ (0.25)	-
Division 08 - Openings	\$ 8,500	\$ 0.44	\$ 98,493	\$ 5.09	\$ (89,993)	\$ (4.65)	-91.37%
08 33 00 Overhead Doors	\$ 8,500	\$ 0.44	\$ 8,500	\$ 0.44	\$ -	\$ -	0.00%
08 41 13 Aluminum Storefront	\$ -	\$ -	\$ 89,993	\$ 4.65	\$ (89,993)	\$ (4.65)	-
Division 09 - Finishes	\$ -	\$ -	\$ 144,750	\$ 7.48	\$ (144,750)	\$ (7.48)	-
09 99 00 Amenity Fitout Allowance	\$ -	\$ -	\$ 144,750	\$ 7.48	\$ (144,750)	\$ (7.48)	-
Division 10 - Specialties	\$ 3,000	\$ 0.16	\$ 2,250	\$ 0.12	\$ 750	\$ 0.04	33.33%
10 00 00 Specialties	\$ 3,000	\$ 0.16	\$ 2,250	\$ 0.12	\$ 750	\$ 0.04	33.33%
Division 14 - Conveying Systems	\$ 80,000	\$ 4.13	\$ 26,250	\$ 1.36	\$ 53,750	\$ 2.78	204.76%
14 20 00 Elevators	\$ 80,000	\$ 4.13	\$ 26,250	\$ 1.36	\$ 53,750	\$ 2.78	204.76%
Division 21 - Fire Suppression	\$ 59,985	\$ 3.10	\$ 56,487	\$ 2.92	\$ 3,498	\$ 0.18	6.19%
21 10 00 Fire Sprinkler Systems	\$ 59,985	\$ 3.10	\$ 56,487	\$ 2.92	\$ 3,498	\$ 0.18	6.19%
Division 22 - Plumbing	\$ 58,050	\$ 3.00	\$ 56,600	\$ 2.93	\$ 1,450	\$ 0.07	2.56%
22 00 00 Plumbing	\$ 58,050	\$ 3.00	\$ 56,600	\$ 2.93	\$ 1,450	\$ 0.07	2.56%
Division 23 - HVAC	\$ -	\$ -	\$ 173,800	\$ 8.98	\$ (173,800)	\$ (8.98)	-
23 00 00 HVAC	\$ -	\$ -	\$ 173,800	\$ 8.98	\$ (173,800)	\$ (8.98)	-
Division 26 - Electrical	\$ 53,213	\$ 2.75	\$ 75,593	\$ 3.91	\$ (22,381)	\$ (1.16)	-29.61%
26 00 00 Electrical	\$ 53,213	\$ 2.75	\$ 75,593	\$ 3.91	\$ (22,381)	\$ (1.16)	-29.61%
Division 31 - Earthwork	\$ 118,564	\$ 6.13	\$ 366,415	\$ 18.94	\$ (247,851)	\$ (12.81)	-67.64%
31 00 00 Earthwork & Excavation	\$ 118,564	\$ 6.13	\$ 366,415	\$ 18.94	\$ (247,851)	\$ (12.81)	-67.64%
Division 32 - Exterior Improvements	\$ 82,000	\$ 4.24	\$ 384,000	\$ 19.84	\$ (302,000)	\$ (15.61)	-78.65%
32 10 00 Paving & Striping	\$ 22,500	\$ 1.16	\$ 98,570	\$ 5.09	\$ (76,070)	\$ (3.93)	-77.17%
32 16 00 Site Concrete	\$ 22,000	\$ 1.14	\$ 88,000	\$ 4.55	\$ (66,000)	\$ (3.41)	-75.00%
32 80 00 Landscape & Irrigation	\$ 37,500	\$ 1.94	\$ 197,430	\$ 10.20	\$ (159,930)	\$ (8.27)	-81.01%
Division 33 - Utilities	\$ 43,750	\$ 2.26	\$ 206,052	\$ 10.65	\$ (162,302)	\$ (8.39)	-78.77%
33 00 00 Underground Site Utilities	\$ 43,750	\$ 2.26	\$ 206,052	\$ 10.65	\$ (162,302)	\$ (8.39)	-78.77%
SUBTOTAL	\$ 3,597,750	\$ 185.93	\$ 3,964,502	\$ 204.88	\$ (366,752)	\$ (18.95)	-9.25%
Liability Insurance	\$ 51,250	\$ 2.65	\$ 56,474	\$ 2.92	\$ (5,224)	\$ (0.27)	-9.25%
Contingency	\$ 123,000	\$ 6.36	\$ 135,539	\$ 7.00	\$ (12,539)	\$ (0.65)	-9.25%
Fee	\$ 328,000	\$ 16.95	\$ 361,436	\$ 18.68	\$ (33,436)	\$ (1.73)	-9.25%
TOTAL BASE BUDGET	\$ 4,100,000	\$ 211.89	\$ 4,517,951	\$ 233.49	\$ (417,951)	\$ (21.60)	-9.25%

THE VARIANCE BELOW INCLUDES SIMILAR ALLOCATION OF COSTS BETWEEN PARKING AND RESI

VARIANCE SUMMARY (OPTION 3)

OPTION	Option 3		Option 3 ('22)		Opt3 Variance		
GSF	57,195		57,195		0		
DESCRIPTION	VALUE	\$/GSF	VALUE	\$/GSF	VALUE	\$/GSF	%
Division 01 - General Requirements	\$ 1,014,776	\$ 17.74	\$ 806,087	\$ 14.09	\$ 208,689	\$ 3.65	25.89%
01 10 00 General Conditions	\$ 825,000	\$ 14.42	\$ 657,294	\$ 11.49	\$ 167,706	\$ 2.93	25.51%
01 21 00 Traffic Control / Laydown	\$ 110,385	\$ 1.93	\$ 60,210	\$ 1.05	\$ 50,175	\$ 0.88	83.33%
01 51 00 Temporary Requirements	\$ 67,436	\$ 1.18	\$ 75,941	\$ 1.33	\$ (8,505)	\$ (0.15)	-11.20%
01 74 23 Cleaning	\$ 11,954	\$ 0.21	\$ 12,642	\$ 0.22	\$ (688)	\$ (0.01)	-5.44%
Division 02 - Existing Conditions	\$ 44,767	\$ 0.78	\$ 54,409	\$ 0.95	\$ (9,642)	\$ (0.17)	-17.72%
02 21 00 Surveying	\$ 19,340	\$ 0.34	\$ 28,981	\$ 0.51	\$ (9,641)	\$ (0.17)	-33.27%
02 40 00 Demolition	\$ 25,427	\$ 0.44	\$ 25,428	\$ 0.44	\$ (1)	\$ (0.00)	0.00%
Division 03 - Concrete	\$ 6,341,140	\$ 110.87	\$ 4,752,120	\$ 83.09	\$ 1,589,020	\$ 27.78	33.44%
03 10 00 Concrete	\$ 6,341,140	\$ 110.87	\$ 4,752,120	\$ 83.09	\$ 1,589,020	\$ 27.78	33.44%
Division 04 - Masonry	\$ 35,520	\$ 0.62	\$ 47,309	\$ 0.83	\$ (11,789)	\$ (0.21)	-24.92%
04 00 00 Masonry	\$ 35,520	\$ 0.62	\$ 47,309	\$ 0.83	\$ (11,789)	\$ (0.21)	-24.92%
Division 05 - Metals	\$ 36,400	\$ 0.64	\$ 36,400	\$ 0.64	\$ -	\$ -	0.00%
05 12 00 Structural Steel	\$ 33,000	\$ 0.58	\$ 33,000	\$ 0.58	\$ -	\$ -	0.00%
05 50 00 Misc. Metal Fabrications	\$ 3,400	\$ 0.06	\$ 3,400	\$ 0.06	\$ -	\$ -	0.00%
Division 07 - Thermal & Moisture	\$ 49,062	\$ 0.86	\$ 49,062	\$ 0.86	\$ -	\$ -	0.00%
07 13 52 Waterproofing	\$ 7,500	\$ 0.13	\$ 7,500	\$ 0.13	\$ -	\$ -	0.00%
07 46 00 Siding, Soffit, & Fascia	\$ 37,881	\$ 0.66	\$ 37,881	\$ 0.66	\$ -	\$ -	0.00%
07 60 00 Sheet Metal & Flashing	\$ 3,682	\$ 0.06	\$ 3,682	\$ 0.06	\$ -	\$ -	0.00%
Division 08 - Openings	\$ 8,500	\$ 0.15	\$ 8,500	\$ 0.15	\$ -	\$ -	0.00%
08 33 00 Overhead Doors	\$ 8,500	\$ 0.15	\$ 8,500	\$ 0.15	\$ -	\$ -	0.00%
Division 10 - Specialties	\$ 6,000	\$ 0.10	\$ 6,000	\$ 0.10	\$ -	\$ -	0.00%
10 00 00 Specialties	\$ 6,000	\$ 0.10	\$ 6,000	\$ 0.10	\$ -	\$ -	0.00%
Division 14 - Conveying Systems	\$ 92,500	\$ 1.62	\$ 65,000	\$ 1.14	\$ 27,500	\$ 0.48	42.31%
14 20 00 Elevators	\$ 92,500	\$ 1.62	\$ 65,000	\$ 1.14	\$ 27,500	\$ 0.48	42.31%
Division 21 - Fire Suppression	\$ 180,638	\$ 3.16	\$ 179,546	\$ 3.14	\$ 1,092	\$ 0.02	0.61%
21 10 00 Fire Sprinkler Systems	\$ 180,638	\$ 3.16	\$ 179,546	\$ 3.14	\$ 1,092	\$ 0.02	0.61%
Division 22 - Plumbing	\$ 203,996	\$ 3.57	\$ 177,476	\$ 3.10	\$ 26,519	\$ 0.46	14.94%
22 00 00 Plumbing	\$ 203,996	\$ 3.57	\$ 177,476	\$ 3.10	\$ 26,519	\$ 0.46	14.94%
Division 23 - HVAC	\$ 247,845	\$ 4.33	\$ 215,625	\$ 3.77	\$ 32,220	\$ 0.56	14.94%
23 00 00 HVAC	\$ 247,845	\$ 4.33	\$ 215,625	\$ 3.77	\$ 32,220	\$ 0.56	14.94%
Division 26 - Electrical	\$ 165,834	\$ 2.90	\$ 153,065	\$ 2.68	\$ 12,769	\$ 0.22	8.34%
26 00 00 Electrical	\$ 165,834	\$ 2.90	\$ 153,065	\$ 2.68	\$ 12,769	\$ 0.22	8.34%
Division 31 - Earthwork	\$ 2,421,898	\$ 42.34	\$ 2,855,035	\$ 49.92	\$ (433,137)	\$ (7.57)	-15.17%
31 00 00 Earthwork & Excavation	\$ 2,421,898	\$ 42.34	\$ 2,855,035	\$ 49.92	\$ (433,137)	\$ (7.57)	-15.17%
Division 32 - Exterior Improvements	\$ 164,000	\$ 2.87	\$ 384,000	\$ 6.71	\$ (220,000)	\$ (3.85)	-57.29%
32 10 00 Paving & Striping	\$ 45,000	\$ 0.79	\$ 98,570	\$ 1.72	\$ (53,570)	\$ (0.94)	-54.35%
32 16 00 Site Concrete	\$ 44,000	\$ 0.77	\$ 88,000	\$ 1.54	\$ (44,000)	\$ (0.77)	-50.00%
32 80 00 Landscape & Irrigation	\$ 75,000	\$ 1.31	\$ 197,430	\$ 3.45	\$ (122,430)	\$ (2.14)	-62.01%
Division 33 - Utilities	\$ 87,500	\$ 1.53	\$ 213,467	\$ 3.73	\$ (125,967)	\$ (2.20)	-59.01%
33 00 00 Underground Site Utilities	\$ 87,500	\$ 1.53	\$ 213,467	\$ 3.73	\$ (125,967)	\$ (2.20)	-59.01%
SUBTOTAL	\$ 11,100,375	\$ 194.08	\$ 10,003,101	\$ 174.89	\$ 1,097,274	\$ 19.18	10.97%
Liability Insurance	\$ 158,125	\$ 2.76	\$ 142,494	\$ 2.49	\$ 15,631	\$ 0.27	10.97%
Contingency	\$ 379,500	\$ 6.64	\$ 341,986	\$ 5.98	\$ 37,514	\$ 0.66	10.97%
Fee	\$ 1,012,000	\$ 17.69	\$ 911,964	\$ 15.94	\$ 100,036	\$ 1.75	10.97%
TOTAL BASE BUDGET	\$ 12,650,000	\$ 221.17	\$ 11,399,545	\$ 199.31	\$ 1,250,455	\$ 21.86	10.97%

THE VARIANCE BELOW INCLUDES SIMILAR ALLOCATION OF COSTS BETWEEN PARKING AND RESI

VARIANCE SUMMARY (OPTION 3A)

OPTION	Option 3A		Option 3A ('22)		Opt3A Variance		
GSF	38,130		38,130		0		
DESCRIPTION	VALUE	\$/GSF	VALUE	\$/GSF	VALUE	\$/GSF	%
Division 01 - General Requirements	\$ 738,623	\$ 19.37	\$ 725,228	\$ 19.02	\$ 13,395	\$ 0.35	1.85%
01 10 00 General Conditions	\$ 600,000	\$ 15.74	\$ 579,966	\$ 15.21	\$ 20,034	\$ 0.53	3.45%
01 21 00 Traffic Control / Laydown	\$ 80,280	\$ 2.11	\$ 60,210	\$ 1.58	\$ 20,070	\$ 0.53	33.33%
01 51 00 Temporary Requirements	\$ 49,630	\$ 1.30	\$ 75,941	\$ 1.99	\$ (26,311)	\$ (0.69)	-34.65%
01 74 23 Cleaning	\$ 8,713	\$ 0.23	\$ 9,111	\$ 0.24	\$ (398)	\$ (0.01)	-4.36%
Division 02 - Existing Conditions	\$ 31,718	\$ 0.83	\$ 43,765	\$ 1.15	\$ (12,047)	\$ (0.32)	-27.53%
02 21 00 Surveying	\$ 11,376	\$ 0.30	\$ 18,337	\$ 0.48	\$ (6,961)	\$ (0.18)	-37.96%
02 40 00 Demolition	\$ 20,342	\$ 0.53	\$ 25,428	\$ 0.67	\$ (5,086)	\$ (0.13)	-20.00%
Division 03 - Concrete	\$ 4,517,873	\$ 118.49	\$ 3,365,020	\$ 88.25	\$ 1,152,853	\$ 30.23	34.26%
03 10 00 Concrete	\$ 4,517,873	\$ 118.49	\$ 3,365,020	\$ 88.25	\$ 1,152,853	\$ 30.23	34.26%
Division 04 - Masonry	\$ 28,620	\$ 0.75	\$ 44,695	\$ 1.17	\$ (16,075)	\$ (0.42)	-35.97%
04 00 00 Masonry	\$ 28,620	\$ 0.75	\$ 44,695	\$ 1.17	\$ (16,075)	\$ (0.42)	-35.97%
Division 05 - Metals	\$ 25,400	\$ 0.67	\$ 30,900	\$ 0.81	\$ (5,500)	\$ (0.14)	-17.80%
05 12 00 Structural Steel	\$ 22,000	\$ 0.58	\$ 27,500	\$ 0.72	\$ (5,500)	\$ (0.14)	-20.00%
05 50 00 Misc. Metal Fabrications	\$ 3,400	\$ 0.09	\$ 3,400	\$ 0.09	\$ -	\$ -	0.00%
Division 07 - Thermal & Moisture	\$ 49,062	\$ 1.29	\$ 49,062	\$ 1.29	\$ -	\$ -	0.00%
07 13 52 Waterproofing	\$ 7,500	\$ 0.20	\$ 7,500	\$ 0.20	\$ -	\$ -	0.00%
07 46 00 Siding, Soffit, & Fascia	\$ 37,881	\$ 0.99	\$ 37,881	\$ 0.99	\$ -	\$ -	0.00%
07 60 00 Sheet Metal & Flashing	\$ 3,682	\$ 0.10	\$ 3,682	\$ 0.10	\$ -	\$ -	0.00%
Division 08 - Openings	\$ 8,500	\$ 0.22	\$ 8,500	\$ 0.22	\$ -	\$ -	0.00%
08 33 00 Overhead Doors	\$ 8,500	\$ 0.22	\$ 8,500	\$ 0.22	\$ -	\$ -	0.00%
Division 10 - Specialties	\$ 4,800	\$ 0.13	\$ 4,800	\$ 0.13	\$ -	\$ -	0.00%
10 00 00 Specialties	\$ 4,800	\$ 0.13	\$ 4,800	\$ 0.13	\$ -	\$ -	0.00%
Division 14 - Conveying Systems	\$ 80,000	\$ 2.10	\$ 65,000	\$ 1.70	\$ 15,000	\$ 0.39	23.08%
14 20 00 Elevators	\$ 80,000	\$ 2.10	\$ 65,000	\$ 1.70	\$ 15,000	\$ 0.39	23.08%
Division 21 - Fire Suppression	\$ 120,203	\$ 3.15	\$ 133,215	\$ 3.49	\$ (13,012)	\$ (0.34)	-9.77%
21 10 00 Fire Sprinkler Systems	\$ 120,203	\$ 3.15	\$ 133,215	\$ 3.49	\$ (13,012)	\$ (0.34)	-9.77%
Division 22 - Plumbing	\$ 130,595	\$ 3.43	\$ 111,006	\$ 2.91	\$ 19,589	\$ 0.51	17.65%
22 00 00 Plumbing	\$ 130,595	\$ 3.43	\$ 111,006	\$ 2.91	\$ 19,589	\$ 0.51	17.65%
Division 23 - HVAC	\$ 123,923	\$ 3.25	\$ 105,334	\$ 2.76	\$ 18,588	\$ 0.49	17.65%
23 00 00 HVAC	\$ 123,923	\$ 3.25	\$ 105,334	\$ 2.76	\$ 18,588	\$ 0.49	17.65%
Division 26 - Electrical	\$ 102,256	\$ 2.68	\$ 93,564	\$ 2.45	\$ 8,692	\$ 0.23	9.29%
26 00 00 Electrical	\$ 102,256	\$ 2.68	\$ 93,564	\$ 2.45	\$ 8,692	\$ 0.23	9.29%
Division 31 - Earthwork	\$ 1,427,602	\$ 37.44	\$ 1,918,180	\$ 50.31	\$ (490,578)	\$ (12.87)	-25.58%
31 00 00 Earthwork & Excavation	\$ 1,427,602	\$ 37.44	\$ 1,918,180	\$ 50.31	\$ (490,578)	\$ (12.87)	-25.58%
Division 32 - Exterior Improvements	\$ 131,200	\$ 3.44	\$ 384,000	\$ 10.07	\$ (252,800)	\$ (6.63)	-65.83%
32 10 00 Paving & Striping	\$ 36,000	\$ 0.94	\$ 98,570	\$ 2.59	\$ (62,570)	\$ (1.64)	-63.48%
32 16 00 Site Concrete	\$ 35,200	\$ 0.92	\$ 88,000	\$ 2.31	\$ (52,800)	\$ (1.38)	-60.00%
32 80 00 Landscape & Irrigation	\$ 60,000	\$ 1.57	\$ 197,430	\$ 5.18	\$ (137,430)	\$ (3.60)	-69.61%
Division 33 - Utilities	\$ 70,000	\$ 1.84	\$ 213,467	\$ 5.60	\$ (143,467)	\$ (3.76)	-67.21%
33 00 00 Underground Site Utilities	\$ 70,000	\$ 1.84	\$ 213,467	\$ 5.60	\$ (143,467)	\$ (3.76)	-67.21%
SUBTOTAL	\$ 7,590,375	\$ 199.07	\$ 7,295,737	\$ 191.34	\$ 294,639	\$ 7.73	4.04%
Liability Insurance	\$ 108,125	\$ 2.84	\$ 103,928	\$ 2.73	\$ 4,197	\$ 0.11	4.04%
Contingency	\$ 259,500	\$ 6.81	\$ 249,427	\$ 6.54	\$ 10,073	\$ 0.26	4.04%
Fee	\$ 692,000	\$ 18.15	\$ 665,138	\$ 17.44	\$ 26,862	\$ 0.70	4.04%
TOTAL BASE BUDGET	\$ 8,650,000	\$ 226.86	\$ 8,314,230	\$ 218.05	\$ 335,771	\$ 8.81	4.04%

THE VARIANCE BELOW INCLUDES SIMILAR ALLOCATION OF COSTS BETWEEN PARKING AND RESI

VARIANCE SUMMARY (OPTION 4)

OPTION	Option 4		Option 4 ('22)		Opt4 Variance		
GSF	19,350		19,350		0		
DESCRIPTION	VALUE	\$/GSF	VALUE	\$/GSF	VALUE	\$/GSF	%
Division 01 - General Requirements	\$ 280,885	\$ 14.52	\$ 266,787	\$ 13.79	\$ 14,098	\$ 0.73	5.28%
01 10 00 General Conditions	\$ 225,000	\$ 11.63	\$ 193,326	\$ 9.99	\$ 31,674	\$ 1.64	16.38%
01 21 00 Traffic Control / Laydown	\$ 30,105	\$ 1.56	\$ 30,105	\$ 1.56	\$ -	\$ -	0.00%
01 51 00 Temporary Requirements	\$ 20,221	\$ 1.05	\$ 37,971	\$ 1.96	\$ (17,750)	\$ (0.92)	-46.75%
01 74 23 Cleaning	\$ 5,558	\$ 0.29	\$ 5,385	\$ 0.28	\$ 173	\$ 0.01	3.22%
Division 02 - Existing Conditions	\$ 17,614	\$ 0.91	\$ 17,614	\$ 0.91	\$ (0)	\$ (0.00)	0.00%
02 21 00 Surveying	\$ 4,900	\$ 0.25	\$ 4,900	\$ 0.25	\$ -	\$ -	0.00%
02 40 00 Demolition	\$ 12,714	\$ 0.66	\$ 12,714	\$ 0.66	\$ (0)	\$ (0.00)	0.00%
Division 03 - Concrete	\$ 2,714,267	\$ 140.27	\$ 1,953,020	\$ 100.93	\$ 761,247	\$ 39.34	38.98%
03 10 00 Concrete	\$ 2,714,267	\$ 140.27	\$ 1,953,020	\$ 100.93	\$ 761,247	\$ 39.34	38.98%
Division 04 - Masonry	\$ 14,400	\$ 0.74	\$ 25,416	\$ 1.31	\$ (11,016)	\$ (0.57)	-43.34%
04 00 00 Masonry	\$ 14,400	\$ 0.74	\$ 25,416	\$ 1.31	\$ (11,016)	\$ (0.57)	-43.34%
Division 05 - Metals	\$ 14,400	\$ 0.74	\$ 14,400	\$ 0.74	\$ -	\$ -	0.00%
05 12 00 Structural Steel	\$ 11,000	\$ 0.57	\$ 11,000	\$ 0.57	\$ -	\$ -	0.00%
05 50 00 Misc. Metal Fabrications	\$ 3,400	\$ 0.18	\$ 3,400	\$ 0.18	\$ -	\$ -	0.00%
Division 07 - Thermal & Moisture	\$ 49,124	\$ 2.54	\$ 49,124	\$ 2.54	\$ -	\$ -	0.00%
07 13 52 Waterproofing	\$ 7,500	\$ 0.39	\$ 7,500	\$ 0.39	\$ -	\$ -	0.00%
07 46 00 Siding, Soffit, & Fascia	\$ 37,881	\$ 1.96	\$ 37,881	\$ 1.96	\$ -	\$ -	0.00%
07 60 00 Sheet Metal & Flashing	\$ 3,743	\$ 0.19	\$ 3,743	\$ 0.19	\$ -	\$ -	0.00%
Division 08 - Openings	\$ 8,500	\$ 0.44	\$ 8,500	\$ 0.44	\$ -	\$ -	0.00%
08 33 00 Overhead Doors	\$ 8,500	\$ 0.44	\$ 8,500	\$ 0.44	\$ -	\$ -	0.00%
Division 10 - Specialties	\$ 3,000	\$ 0.16	\$ 3,000	\$ 0.16	\$ -	\$ -	0.00%
10 00 00 Specialties	\$ 3,000	\$ 0.16	\$ 3,000	\$ 0.16	\$ -	\$ -	0.00%
Division 14 - Conveying Systems	\$ 80,000	\$ 4.13	\$ 26,250	\$ 1.36	\$ 53,750	\$ 2.78	204.76%
14 20 00 Elevators	\$ 80,000	\$ 4.13	\$ 26,250	\$ 1.36	\$ 53,750	\$ 2.78	204.76%
Division 21 - Fire Suppression	\$ 59,985	\$ 3.10	\$ 56,487	\$ 2.92	\$ 3,498	\$ 0.18	6.19%
21 10 00 Fire Sprinkler Systems	\$ 59,985	\$ 3.10	\$ 56,487	\$ 2.92	\$ 3,498	\$ 0.18	6.19%
Division 22 - Plumbing	\$ 58,050	\$ 3.00	\$ 51,550	\$ 2.66	\$ 6,500	\$ 0.34	12.61%
22 00 00 Plumbing	\$ 58,050	\$ 3.00	\$ 51,550	\$ 2.66	\$ 6,500	\$ 0.34	12.61%
Division 23 - HVAC	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	-
23 00 00 HVAC	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	-
Division 26 - Electrical	\$ 53,213	\$ 2.75	\$ 50,020	\$ 2.59	\$ 3,193	\$ 0.17	6.38%
26 00 00 Electrical	\$ 53,213	\$ 2.75	\$ 50,020	\$ 2.59	\$ 3,193	\$ 0.17	6.38%
Division 31 - Earthwork	\$ 118,564	\$ 6.13	\$ 366,415	\$ 18.94	\$ (247,851)	\$ (12.81)	-67.64%
31 00 00 Earthwork & Excavation	\$ 118,564	\$ 6.13	\$ 366,415	\$ 18.94	\$ (247,851)	\$ (12.81)	-67.64%
Division 32 - Exterior Improvements	\$ 82,000	\$ 4.24	\$ 384,000	\$ 19.84	\$ (302,000)	\$ (15.61)	-78.65%
32 10 00 Paving & Striping	\$ 22,500	\$ 1.16	\$ 98,570	\$ 5.09	\$ (76,070)	\$ (3.93)	-77.17%
32 16 00 Site Concrete	\$ 22,000	\$ 1.14	\$ 88,000	\$ 4.55	\$ (66,000)	\$ (3.41)	-75.00%
32 80 00 Landscape & Irrigation	\$ 37,500	\$ 1.94	\$ 197,430	\$ 10.20	\$ (159,930)	\$ (8.27)	-81.01%
Division 33 - Utilities	\$ 43,750	\$ 2.26	\$ 206,052	\$ 10.65	\$ (162,302)	\$ (8.39)	-78.77%
33 00 00 Underground Site Utilities	\$ 43,750	\$ 2.26	\$ 206,052	\$ 10.65	\$ (162,302)	\$ (8.39)	-78.77%
SUBTOTAL	\$ 3,597,750	\$ 185.93	\$ 3,478,635	\$ 179.77	\$ 119,115	\$ 6.16	3.42%
Liability Insurance	\$ 51,250	\$ 2.65	\$ 49,553	\$ 2.56	\$ 1,697	\$ 0.09	3.42%
Contingency	\$ 123,000	\$ 6.36	\$ 118,928	\$ 6.15	\$ 4,072	\$ 0.21	3.42%
Fee	\$ 328,000	\$ 16.95	\$ 317,140	\$ 16.39	\$ 10,860	\$ 0.56	3.42%
TOTAL BASE BUDGET	\$ 4,100,000	\$ 211.89	\$ 3,964,256	\$ 204.87	\$ 135,744	\$ 7.02	3.42%

Attachment H

Ketchum Urban Renewal Agency

Bond Financing Review

Eric Heringer

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Opportunity

KURA is considering the financing of a parking garage for the 1st and Washington Redevelopment Project:

- Project costs are estimated at \$8.4 million before construction and permanent financing costs.
- The project could be funded with a combination of KURA funds on hand and proceeds from a KURA revenue bond.
- KURA could pledge Tax Increment Revenue as security for revenue bonds issued to finance the project.
- The Tax Increment Revenue pledge would need to meet the parity requirements of the KURA's Series 2021 Bond.

PARKING DETAIL

Assuming the Housing Trust places the permanent debt financing via a tax-exempt bond issue the estimated cost per stall is \$146,062 including all hard costs and the prorated share of soft costs such as design, construction financing, insurance, and the like broken out as follows:

Est Hard Cost	7,843,919
Est Soft Cost	268,862
Est Contingency	457,026
Est Professional Fees	69,878
Est Construction Financing	665,263
Est perm Tax-Exempt Bond Cost	620,855
Est Total Cost of Public Parking	9,649,939

TIF Financing Capability Overview

KURA Tax Increment Revenue will be received through Tax Year 2030 (received calendar 2031)

FY 2021 Tax Increment Revenue totaled:	\$2,205,533
FY 2022 Tax Increment Revenue projected at:	\$1,982,000
FY 2023 Tax Increment Revenue is budgeted at:	\$2,101,905

Existing TIF Bonds:	Series 2021
Amount Outstanding:	\$4,009,726
Interest Rate:	1.73%
Maximum Annual Debt Service:	\$542,506
Final Maturity:	9/15/2030
Additional Bonds Test:	TIF Revenue > 1.50 of Maximum Annual Debt Service

Borrowing Capacity

The Additional Bonds Test (ABT) to issue future parity bonds is:

Prior to the issuance of the Additional Bonds, the Agency either: (a) furnishes an Accountant's Certificate to the Purchaser stating that for the 12 months immediately preceding the issuance of the Additional Bonds, the available Revenue Allocation Revenues of the Agency were not less than 150% of the Maximum Annual Debt Service on Outstanding Bonds and the projected Maximum Annual Debt Service on the Additional Bonds (including any Additional Bonds then outstanding and the Additional Bonds to be issued), treating such Additional Bonds as then Outstanding, or (b) furnishes the Purchaser with a copy of a Consultant's Report stating that the projected Revenue Allocation Revenues for each of the three (3) Fiscal Years following the proposed issuance of such Additional Bonds are expected to equal at least 150% of the Maximum Annual Debt Service on Outstanding Bonds including any Additional Bonds

FY 2022 Increment Revenue (estimate)	1,980,000
ABT MADS Coverage Requirement	1.5
Max Annual Debt Service allowed	1,320,000
Less: Series 2021 MADS	<u>(542,506)</u>
Available for Future Parity Bond Debt Service	777,494

Note: Borrowing up to the ABT “capacity” would still provide roughly \$660,000 for annual operating costs and OPA repayment.

Borrowing Capacity - Continued

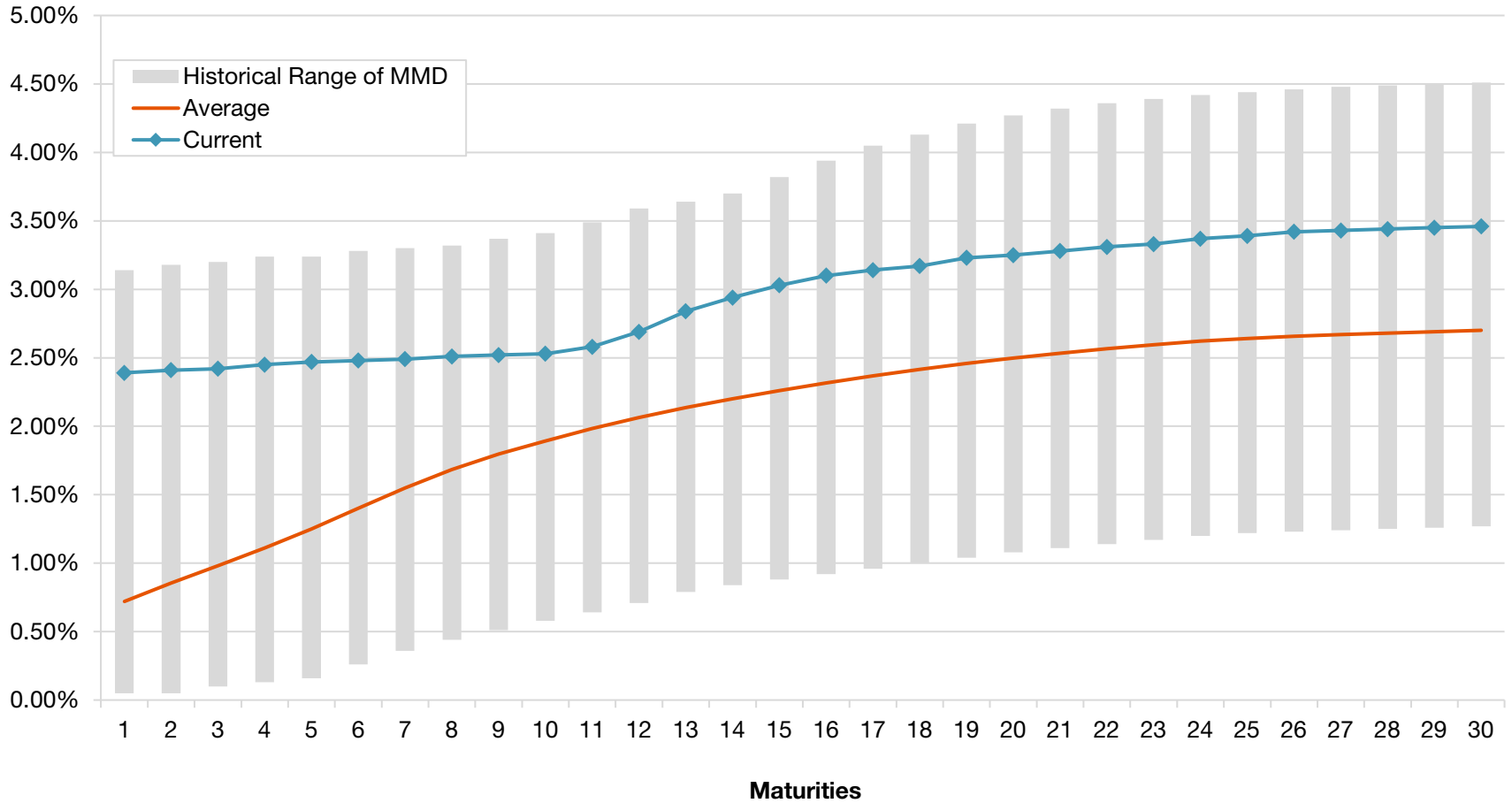
KURA parity debt borrowing capacity is estimated at between \$4.5 and \$5.0 million based on an estimate of FY 2022 increment revenue.

The project is estimated to cost \$8.4 million requiring between \$3.4 and \$3.9 million of KURA funds on hand.

Term	7	8
Annual Payment	777,494	777,494
Interest Rate	4.40%	4.50%
Parity Bond Capacity (par amount)	\$4,598,353	\$5,128,262
Interest Cost	844,105	1,091,690
Total Debt Service	5,442,458	6,219,952
Issue Date	Fall 2023	Fall 2023
Final Maturity	9/15/2030	9/15/2031

Current Municipal Bond Market Conditions

Range of MMD (10-Year History)

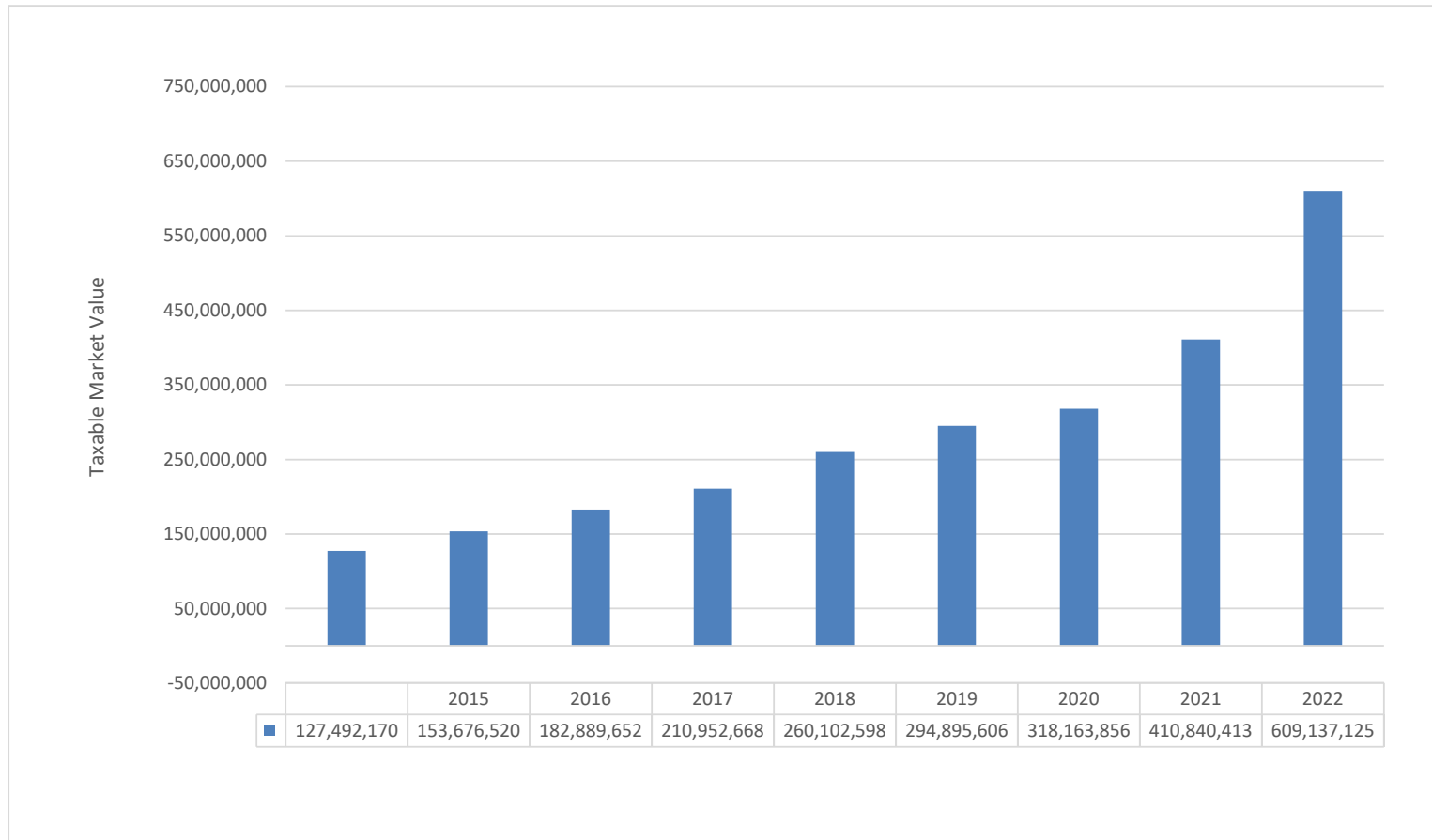


Path Forward

- Decision to proceed with project
- Determine funding level and funding mix (cash vs. finance)
- Develop financing schedule (close financing by March 1)
- Determine method of sale – bank placement?
- Execute bond financing

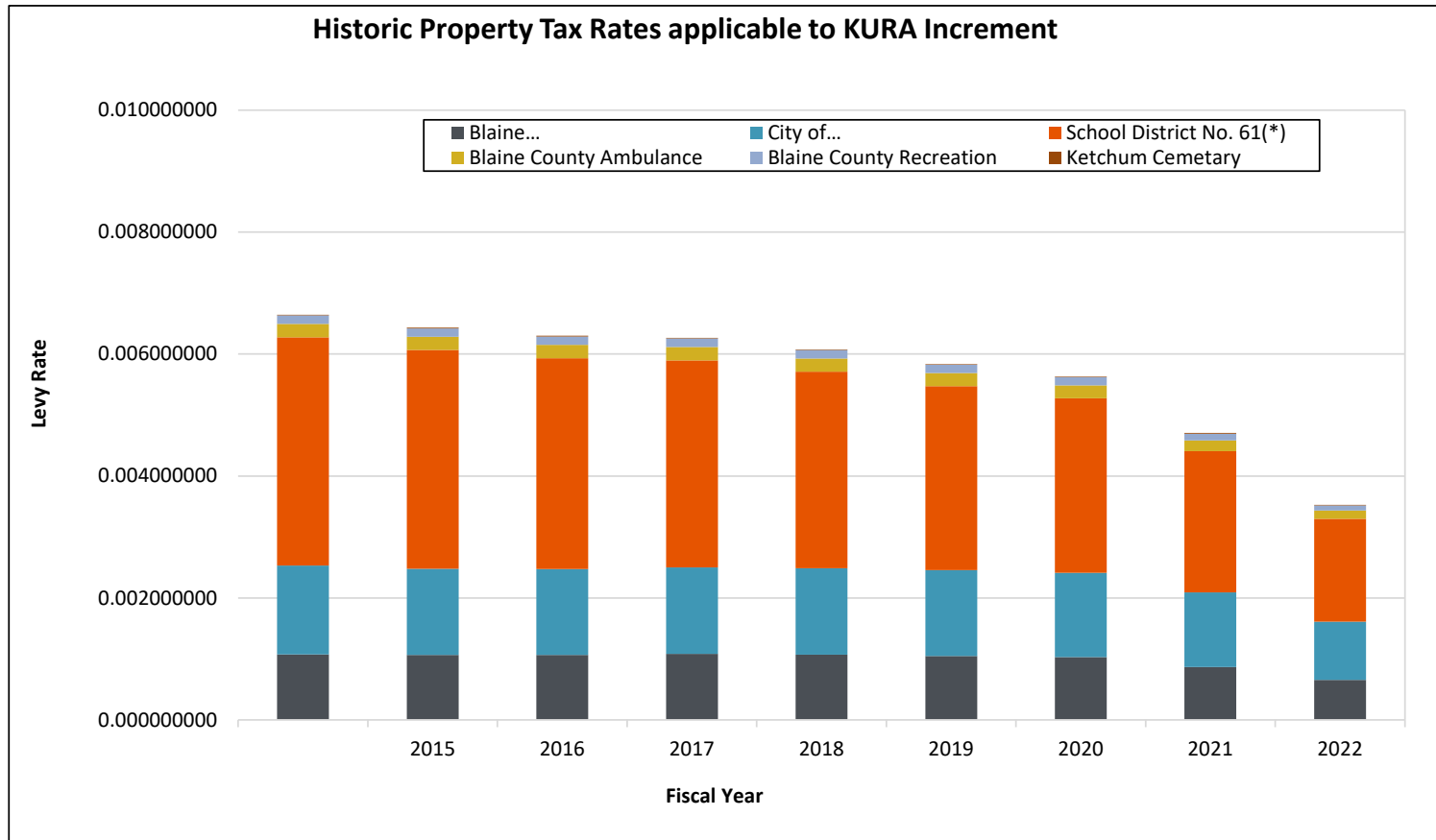
Tax Increment Value History - Update

22% compound annual growth rate tax year 2014-2022



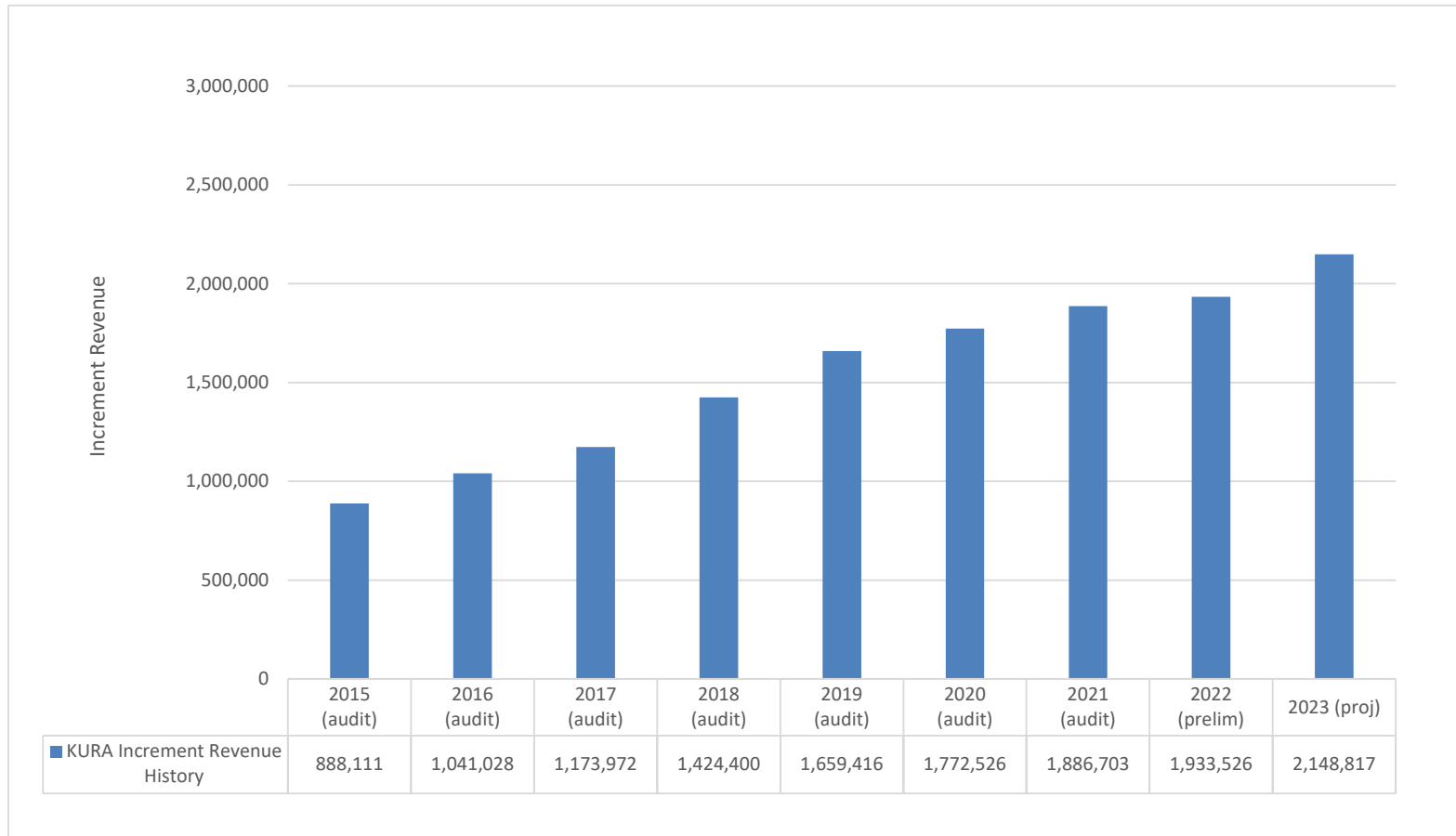
Tax Increment Levy Rate History

7.61% compound annual decline in combined tax rate 2014-2022



Tax Increment Revenue History

12% compound annual growth rate over Fiscal Years (2015 – 2023).



Tax Year 2022 Summary of tax rates that impact URA revenues

	TAX YEAR 2022	
Tax Rates (*)		
Blaine County	0.000657027	18.6%
City of Ketchum	0.000954210	27.0%
School District No. 61 ⁽¹⁾	0.001689914	47.9%
Blaine Co. Ambulance	0.000133187	3.8%
Ketchum Cemetery	0.000007656	0.2%
Blaine Co. Recreation	0.000085647	2.4%
Total Tax Rate	0.003527641	100%

* Does not include Big Wood Flood Control District which generates less than \$200 per year in increment revenue

(1) School District No. 61 Levy Rates include a Budget Stabilization Levy and a Permanent Supplemental M&O Levy neither of which are subject to voter approval. Voter approved levies and school Emergency levies are statutorily prohibited from being included in the tax increment revenue allocation.

