



CITY OF KETCHUM, IDAHO

CITY COUNCIL MEETING

Tuesday, January 03, 2023, 4:00 PM
191 5th Street West, Ketchum, Idaho 83340

AMENDED 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 www.ketchumidaho.org/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/85273383220>
Webinar ID: 852 7338 3220
2. Address the Council in person at City Hall.
3. Submit your comments in writing at participate@ketchumidaho.org (*by noon the day of the meeting*).

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

CALL TO ORDER: By Mayor Neil Bradshaw

ROLL CALL:

Pursuant to Idaho Code Section 74-204(4), all agenda items are action items, and a vote may be taken on these items.

COMMUNICATIONS FROM MAYOR AND COUNCILORS:

1. Election of Council President
2. Public comments submitted

CONSENT AGENDA:

City Council is asked to approve the following listed items by a single vote, except for any items that a Councilmember asks to be removed from the Consent Agenda and considered separately.

3. Recommendation to approve minutes of December 19, 2022 – City Clerk Trent Donat
4. Authorization and approval of the payroll register – Treasurer Shellie Gallagher
5. Authorization and approval of the disbursement of funds from the City's treasury for the payment of bills – Treasurer Shellie Gallagher

- [6.](#) Recommendation to approve Mountain Land Design Showroom & Residences amended FAR Exceedance Agreement 20491A and Right-of-Way Encroachment Agreement 22817 – Senior Planner Abby Rivin
- [7.](#) Recommendation to approve Memos of Understandings with Idaho Resort Cities – City Administrator Jade Riley
- [8.](#) Recommendation to reappoint Neil Morrow to the Planning and Zoning Commission for third, three-year term – Mayor Neil Bradshaw
- [9.](#) Recommendation to approve Resolution 23-002 which authorizes grant submittal to the Local Highway Technical Assistance Control (LHTAC) for the construction of Warm Springs Road/Lewis Street/10th Street realignment and roundabout
- [10.](#) Recommendation to extend professional services contract and Purchase Order #22112 with HDR Engineering related to Warm Springs Road and Main Street transportation planning

PUBLIC HEARING:

- [11.](#) Discussion regarding potential May Local Option Tax (LOT) election – City Administrator Jade Riley

NEW BUSINESS:

12. Housing Update – Housing Director Carissa Connelly

ADJOURNMENT:

Lisa Enourato

From: Yahoo! <boylehp@yahoo.com>
Sent: Wednesday, December 21, 2022 2:31 PM
To: Participate
Subject: For City Council: US Post Office

At the 12/19/22 Council Meeting, Ms Breen brought up that she had been in contact with Congressman Simpson's office, and he seemed sympathetic. Then she mentioned the Postal Rate Commission and the Portland USPS office as a potential avenues. But she left it at there.

These seems like good ways to go.

Has the City engaged a "public representative" to file a case on behalf of the people of Ketchum with the PRC? If not, why not?

Here is a list of approved representatives: <https://www.prc.gov/public-representatives>

Has the City pursued this issue with the Consumer Affairs office in Portland? If not, why not?

Here is their contact information: <https://postalpro.usps.com/ppro-tools/consumer-affairs>

The City is fortunate to have an attorney like Ms Breen on the Council. Someone with her legal skills should be able to get this sorted out for the benefit of the residents of Ketchum.

Thank you,

Perry Boyle
Ketchum

Lisa Enourato

From: Yahoo! <boylehp@yahoo.com>
Sent: Monday, December 19, 2022 4:08 PM
To: Participate
Subject: Post box charging for City Council

On today's Council Meeting, Council person Breen mentioned the PRC. Has the City lodged a case with the PRC on us being charged for a box despite no mail delivery? If not, why not, and what is the plan? Just raising it to our congressman seems like a step in the process, not the process itself.

Perry Boyle
Ketchum ID

Lisa Enourato

From: Bruce Smith <alpine7@mindspring.com>
Sent: Thursday, December 29, 2022 5:27 PM
To: Participate
Subject: Thoughts on LOT

Well since you asked, no new taxes sounds great.
What about 75% for Housing and 25% for air?
Happy New Year!
Bruce

Sent from [Mail](#) for Windows

Lisa Enourato

From: Donna Shahbaz <shahbazdmp@gmail.com>
Sent: Friday, December 30, 2022 10:33 AM
To: Participate
Subject: Thoughts on LOT

Hi, I am no longer interested in LOT for Air. I would be willing to vote for LOT for housing in May if city leadership can demonstrate before then how current initiatives have provided housing for people who work in Ketchum or work that supports Ketchum residents like local government, emergency responders, schools, the hospital etc. I urge all of you to find a way to present that data prior to the May election. Thank you very much for reaching out to your community for feedback. Sincerely, Donna Shahbaz

Lisa Enourato

From: Julie Johnson <jjnourishme@gmail.com>
Sent: Friday, December 30, 2022 9:47 AM
To: Participate
Subject: Thoughts on LOT

Hello;
I think this split in tax allocation is a good idea.

JWJ

--

Nourishme & Julie Foods

Julie Johnson NTP
151 north main st.
Ketchum, ID 83340
208 928 7604 /fax 928 7605

Lisa Enourato

From: susan neaman <susancneaman@gmail.com>
Sent: Friday, December 30, 2022 8:13 AM
To: Participate
Subject: Thoughts on LOT

Definitely no more taxes!! Yes on pulling a percentage for housing. You can't expect the locals that live and work here who own property to be made to pay for others housing. We work very hard to make a life here!

Thank you,
Susan

Lisa Enourato

From: Megan Dawson <megan@mdesignandinteriors.com>
Sent: Thursday, December 29, 2022 10:14 PM
To: Participate
Subject: Thoughts on LOT

We need comfortable housing and appropriate wages for employees to make a living here. Most importantly, we need to look out of Blaine County to hire a mayor that has experience as well as other leaders. We knew this could happen and even the 1% never prepared for this. We need strong experienced leadership!

Megan Edwards

Lisa Enourato

From: Gary Hoffman <ghoffman42@yahoo.com>
Sent: Thursday, December 29, 2022 7:41 PM
To: Participate
Subject: Thoughts on LOT

I have been extremely dissatisfied with the service of Delta Airlines at all levels. Their complaint department is non-existent; the staff are often not in the airport, showing up only when a flight is scheduled...and their attitude is uncaring when they are present! Delta make poor choices as to allowing enough time for making connecting flights in SLC, especially for international flights. Their luggage delivery system for late arrivals is deeply flawed.

My belief is that it is foolish in the extreme to donate any funds at all to an airline that treats customers in this manner. The idea that any taxpayer funds of my own would go to support such a disgusting business is beyond repugnant. Let me say in closing: Hell no, NO LOT FOR THE AIRPORT until there are marked changes in customer care and support!

Gary Hoffman

Lisa Enourato

From: R Victor Bernstein <bernsteinrv@gmail.com>
Sent: Thursday, December 29, 2022 6:28 PM
To: Participate
Subject: Thoughts on LOT

We need air and housing—so new taxes, please

Sent from my iPhone

Lisa Enourato

From: Matsey, Bob C <Bob.Matsey@Teradata.com>
Sent: Thursday, December 29, 2022 6:27 PM
To: Participate
Subject: Thoughts on LOT

I would prefer that you give us a 1% tax break.
That would be a real great thing to do for the tax payers with the economy the way it is.
This should be the number 1 option given to the tax payers.
Thank you
Mr. Matsey
Warm Springs Road

Get [Outlook for iOS](#)

Lisa Enourato

From: TOM POMEROY <tompomeroy@cox.net>
Sent: Thursday, December 29, 2022 6:14 PM
To: Participate
Subject: Thoughts on LOT

YES to housing tax & LESS TO AIR SERVICE.

THERE ARE PLENTY OF PEOPLE HERE NOW & THAT WILL NEVER SLOW DOWN.

LESS IS MORE.

KEEP KETCHUM AS NICE & REMOTE AS POSSIBLE!

WE HAVE BEEN MORE THAN DISCOVERED.

tom pomeroy
ketchum

Lisa Enourato

From: John and Janet Crews <jjcrews@me.com>
Sent: Thursday, December 29, 2022 5:43 PM
To: Participate
Subject: Thoughts on LOT

Hi Neil and Council.

We love your idea of .5 Lot for Air support and .5 Lot for housing. Seems like a win-win. And now with most everyone's personal budget tightening no extra taxes asked of citizens is much appreciated. Doesn't have to be forever, but for now until it next expires we support this idea 100%

Janet & John Crews

Lisa Enourato

From: Tom Bowman <tombowman011@gmail.com>
Sent: Thursday, December 29, 2022 5:27 PM
To: Participate; Neil Bradshaw; Courtney Hamilton
Subject: Thoughts on LOT

Hi Neil

I would support the whole 1% going toward housing.

If it was split as you suggested, I would not vote for the .5% for air.

So, Go for the whole amount!

Tom Bowman

Lisa Enourato

From: James Hungelmann <jim.hungelmann@gmail.com>
Sent: Tuesday, January 3, 2023 1:09 AM
To: Neil Bradshaw; Jim Slanetz; Michael David; Amanda Breen; Courtney Hamilton; Participate
Cc: Suzanne Frick; Jade Riley; Matthew A. Johnson
Subject: Ketchum City Council Meeting January 3, 2023 GENERAL PUBLIC COMMENT: Emergency Request: Shutdown the Vaccine Killing Fields/ PUT THAT NEEDLE DOWN!
Attachments: covid Killing Fields Oct 31 2022.pdf

January 3, 2023

Mayor Bradshaw and City Councilors

City of Ketchum

Ketchum City Council Meeting January 3, 2023
GENERAL PUBLIC COMMENT

Emergency Request: Shutdown the Vaccine Killing Fields/

PUT THAT NEEDLE DOWN!

Dear Mayor and Councilors:

EMERGENCY REQUEST IS HEREBY MADE TO YOU, in the protection of public health and safety, to work with all local and state government bodies and officials in Idaho to achieve an immediate “cease-fire”/suspension of all vaccination activities inside the City of Ketchum and throughout all of Idaho, by reason of the exploding numbers of illnesses and deaths of the covid vaccinated to whom we must dedicate our best resources and immediately come to the aid. Especially of concern for immediate protection is our children who had no legal capacity to consent to any of the covid-19 measures yet who were especially targeted for State Injections.

To be clear, this is not an accusation, rather, a call also for action and investigation consistent with the rule of law in Idaho, with healthy suspicion of what many consider the most grievous criminal activity unprecedented in the history of the state of Idaho with devastating casualties, involving cooperation and collusion on the part of certain members of local and state government officials, the press, and the medical pharma industry, in what is now increasingly being recognized as nothing other than Scam fraud and racketeering. [See, for example, *Idaho covidScam – Law, Ethics, Sanity and Survival* (2021).]

I attach, and incorporate herein by reference, my letter to the Governor dated October 31, 2022, a copy of which was also submitted that date to this Council on the record, calling for the suspension of all covid-19 “vaccination” activities; coming to the aid of those many Idahoans being sickened, crippled, and killed; and launching investigations into wrongdoing on the part of vaccine perpetrators and collaborators - and to which your reply, and that of Governor Little, has been Dead Silence.

I also urge that this Council immediately table all non-emergency city council agenda items until this dire situation is understood and brought under control.

I will remind you that more than three years ago, on October 22, 2019, well before covid raised its filthy head, I warned this Council of the critical threat facing us, of a government that would seek to inject the citizenry with dangerous vaccines, to which your reply then also was Dead Silence, which now must be challenged as collusion on your part in what has followed and culminating in this covid Vaccine terror. By now you must know that Idaho is done with All Things covid, which as it turns out as insisted by many from the start, is the grandest of deceptions existing only in the minds of history’s greatest psychopaths and their trusting and now terrorized prey.

I insist that regardless of positions taken by you in the past, collectively as Council or individually, and regardless of past civil and/or criminal liability connected therewith, your legal and ethical responsibility at this point must be to initiate a public campaign with outcry and Mandate throughout Ketchum and across all of

Idaho, the same as what I urged in October 2019 and what so many others in is community also have requested:

Put That Needle Down!

Against immense opposition, beginning in March 2020 and continuing for over two years, this Council claimed emergency powers to justify horrific Measures of isolation, distancing and even masking, effectively choking out and poisoning every breath of the citizen victim class, ignoring the fact that the Measures inflicted savage blows to our health and safety and constituted immense deprivations of Inalienable Rights and civil liberties that are Constitutionally protected, without any due process of law provided to any of the victims. You are now being asked to exercise the same emergency powers, but in a way that protects not attacks such treasured rights.

I and many others in Ketchum and throughout this great state anxiously stand ready to give our best efforts assisting this imperative.

Thank you.

Sincerely,

James Hungelmann

Ketchum

October 31, 2022

Mr. Brad Little
Governor
State of Idaho

Re: *Emergency Request*: Shutdown the Vaccine Killing Fields

Dear Governor Little:

As a senior member of the Idaho Bar and longtime resident of the state, I urge you to immediately suspend all covid-19 “vaccination”; to come to the aid of those many Idahoans being sickened, crippled, and killed; and to launch investigations into wrongdoing on the part of vaccine perpetrators and collaborators.

1

By now it is clear that the casualties of covid vaccines in Idaho and across America are exploding and are being hidden by active collusion between the makers, “the authorities” including yourself as Idaho’s chief executive, and a cowardly complicit Idaho press.

The victim class is immense. People of all ages, body types, races and gender are going down hard, often exceptionally painfully, with heart attacks, massive blood clots, myocarditis and inflamed vascular systems, seizures, cancers, multiple organ failures, collapsed immune systems, mysterious diagnoses and new, rare disorders. How about Adult Sudden Death Syndrome – including for young, healthy athletes?

For each, the media reporting is the same – “Such a kind and wonderful person, will be hugely missed, we will never forget her.” And, “Cause of Death Unknown” – with no mention of the fact that “She was fully vaccinated.”

America doesn’t want to face the fearful possibility that what we have on our hands is a mass experimentation crime against humanity with lethal consequences, whereby a trusting public is wrongfully induced and coerced to submit to deadly injections by false representations of safety and efficacy and false authority of law; and perpetrated by government with full collaboration and complicity of the press who together are doing the bidding of a powerful pharma-medical cartel of racketeers whose every motivation is to keep America tricked, sick and subjugated.

2

You, sir, and the other many vaxScam perpetrators and collaborators in government and the press share one thing in common: You personally knew nothing of vaccines and have no idea what the short- and long-term health impacts of mass vaccination would be. And yet you have proceeded blindly down the road pushing toward universal injections, threatening the entire

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population with what many consider to be deadly force, while choking out and even threatening the many voices of reason who from the start of covid “vaccination” have warned of its dire consequences that are now erupting. The fear, sir, is that your “vaccine” will spell endgame, not for “the virus”, but of sanity, of health and even life and of any future for Idahoans free of deviant racketeers.

Whom did you and your fellow colluders trust? Those who have been represented to be experts have turned out also to be no-nothings, abject fraudsters, or both. In assessing credibility, one must look at the track record of the covid vaccine drug companies who prior to the “covid era” were found civilly and criminally responsible for deceptive practices connected with the sale of some of their leading drugs causing serious illness, crippling and many deaths. The pattern of illicit conduct has included hiding casualties, falsification of safety and efficacy, and bribing government officials. We certainly have had no reason now to trust our health and lives to such sketchy organizations.

As many forensic experts have maintained from the start, every component of the “covid narrative” is a great lie, completely lacking evidentiary support. All covid testing is flawed and reported incidence rates are completely phony. Further, all covid “health measures” especially masking and vaccination are the exact opposite of what a sane people should do, providing absolutely no protection but instead ruining health and gravely endangering life.

Many maintain that what is emerging today, in plain public view, is the shocking reality of covid-19 as the greatest criminal enterprise in the history of the United States, involving fraud, racketeering and mass human casualties, and effectuated in Idaho through wildly illegal and unconstitutional “emergency” orders from you as Governor and from your collaborating minions in the press and state and local government including the attorney general, mayors, city councilors, county commissioners, and school boards. [See for example, *Idaho covidScam – Law, Ethics, Sanity and Survival.*]

3

The predator-perpetrator class is many in number, and now stripped down for all to see . . . Warp Speed Trump, Biden, Fauci and Gates certainly head the list, together with their WHO and CDC lackeys, in bed with Big Pharma vaccine producers who are proving themselves once again to be dangerous drug merchants feasting on deceit, illness and death.

In recent months, you have sought to distance yourself from vaccine responsibility, blaming Biden for this and that, but it was you, sir, who let covidScam into Idaho in the first place, it was you who stood with sick grin and dripping needle enticing even the youngest of children, and even today you continue to hawk the filthy wares. It is clear now that your assigned role in vaxScam was to inject as many Idahoans with as many shots as possible before we might awake to the crimes and casualties, knowing full well that those most likely to fall victim to taking the jab would be those without the resources to suspect or detect deception or to appreciate the gravity of the threat to health and life. Just as was the case with mandated masking, the impact

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has been especially devastating on all children and the working class with its disproportionate racial minority makeup.

It was you, Governor, whom Idahoans trusted. No one will forget your infamous assurance to all Idahoans: “By rolling out the vaccine we will bring an end to covid-19 in Idaho”. Your contentions that the covid vaccine is safe and effective, that good health was “just a shot away”, and that universal vaccination is needed to protect lives and return life to normal, are great falsities. As is becoming increasingly clear from all pronouncements from the WHO and CDC who have no accountability or jurisdictional authority in Idaho and yet whose dictates you have imposed without hesitation on all Idahoans, there will be strain after new strain of covid and mutated variants, requiring new experimental vaccines after booster vaccines, each with partial coverage, not quite sufficient (so the story will go) to repair the disintegrating human organism muzzled/choked-out by masking and buckling under every jab.

Far from bringing the Idaho covid crisis to an end as you assured, upon which so many relied in surrendering their bodies to jab after jab, the “vaccine” appears but the next aggravation in state infringement on individual freedoms with calamitous health consequences, causing serious illness and early death for many. And yet the truth, Governor, is that you are still using every tool at your disposal, at great taxpayer expense, to force vaccination on all adults and children of all ages in Idaho, while ignoring and indifferent to the mounting misery in the vaccine Killing Fields across the state.

4

American constitutional law scholars hotly dispute the contention made by your administration, including Attorney General Wasden, that the US Supreme Court has ruled universal vaccination laws to be constitutional.

The public tends to view the United States Supreme Court as an institution of integrity, wisdom and truth, a rudder for society that serves as a check against constitutional infringements; such that a Supreme Court ruling validating compulsory vaccines must mean that submitting to injection is the right and safe thing to do and that there is no need for personal scrutiny before deciding to vaccinate oneself and one’s family. What a mistake.

In the 1905 case of *Jacobsen v. Massachusetts* claimed as your authority, the Supreme Court upheld the constitutionality of a local law requiring smallpox vaccination for all adults, where the only penalty for refusal to submit was a modest “deprivation of property” in the form of a monetary fine of \$5, equivalent to almost \$170 today. Importantly, the law in question did not require that anyone be forcibly vaccinated. Jacobsen was not threatened nor was he “deprived” in any way of life or liberty or any inalienable right. He never submitted to vaccination nor was he further asked to do so. He was not jailed, he was not denied gainful employment, the right to travel freely, nor access to public establishments.

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By contrast, any law imposing significant “deprivations” of “life or liberty” or of “inalienable rights”, such as the right to be free from government forced injections and from obstructions and poisoning of free breathing, requires the strictest of Due Process scrutiny and protections which were not required in *Jacobsen* because the deprivation there was constitutionally insignificant.

How many Idahoans succumbed to covid vaccination in reliance on asserted US Supreme Court “authority” that does not exist? And what kind of leadership would assert such false authority, knowing and intending that it would cause many Idahoans to believe in the falsity and make perhaps the biggest mistake of a lifetime?

5

In terms of coming to the aid, we must believe that it is not too late for vaccinated Idahoans, and we must dedicate our best resources to understand the nature of the illnesses being inflicted and to help the vaccine impaired recover good health.

A critically important lesson learned from covidScam is always to scrutinize closely and never again to rely exclusively on medical-pharma solutions to any health problem. The fundamentals of sound nutrition, sleep, movement, and breathing must always be of primary importance. Idahoans understand that our health, hope and future are tied to the great outdoors, the wrap of mother nature around us, the fresh air, the open spaces, the friendly people, the sports and recreation, and free dialogue, discourse and debate. In the assessment of illness and remedies in this era of covidScam, the natural approach to health has shamefully been completely ignored. Never again.

6

Benjamin Franklin insisted that “the first responsibility of every citizen is to question authority.” Now more than ever, at this most important time in our lives and the history of the Nation, his words must be heeded.

How is it possible that very few children in Idaho know anything about US constitutional protections of civil liberties that would cause them to question any mandates and messaging of masking and alleged “vaccinations”? What we must be insisting as the most Essential learning for all children is never to blindly accept and adapt to any narrative coming from any governmental entity or person. Students must be taught that nowhere in the USA does any governmental entity at any level have the right to call the shots and loosen and tighten restrictions on Inalienable Rights as it sees fit, like the right to breathe, gather and speak freely, or the right not to be coerced to inject suspiciously deadly drugs.

All students must understand that Due Process of Law is the most treasured inheritance from Mother England, of Magna Carta magnificence, the distinguishing cornerstone of individual liberties and democracy of the United States of America, and the one mechanism that protects us from dictatorship. They also must understand that due process is also the protection of sanity: It

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is the vehicle by which an entire people assures that they are never going to be captivated by or subjugated to a false narrative that involves them losing their liberties or life without any justification having been shown. In the USA, surely there is no more important learning for children – yet absent in Idaho education. Is it any wonder that so many Idahoans are insisting, Shut down all public schools now?

7

Lastly, Governor, there is nowhere to run, nowhere to hide. Idaho is on to you, as we are on to the weaselly press and all sycophant mayors, city councilors, county commissioners, and school board trustees, the whole rotten lot of you who could have stood up and protected the public but instead chose to oversee the tyranny of covidScam and the human rights butchery of its Measures, from choking out and poisoning every breath throughout two years of masking to injecting and injecting with noxious needle.

History warns us that when losses of loved ones mount, and the fraud and tyrannical ruination of lives and the rule of law are exposed, public rage can explode into reckless retaliation and breakdown of sanity and law and order. We must never allow this to happen, anywhere in America.

From your illegal *ad infinitum* extension of emergency powers for an entire two years past May 2020 to unconscionably coercing all Idahoans of all ages to Just Say Yes to repeated poisoned penetrations, you have shredded the rule of law like no Idahoan ever before you. To save yourself, and all of us, it is now your time to reverse course, to own up to the error of your ways, and to return to the Rule of Law in Idaho. In the view of many, this must include shutting down all vaccine activities in Idaho, freezing all assets of racketeering for judicial disposition, and again, coming to the aid of your vaccine damaged victims and their devastated families.

Idaho is done with All Things covid, which as it turns out, is the grandest of deceptions existing only in the minds of history's greatest of psychopaths and their desperate prey.

And so, Governor, we must insist: Put That Needle Down!

Breathe Free, Idaho, forever!

I hope you understand.

Sincerely,

James Hungelmann

Ketchum



CITY OF KETCHUM
MEETING MINUTES OF THE CITY COUNCIL
Monday, December 19, 2022

CALL TO ORDER: *(00:00:28 in video)*

Mayor Bradshaw called the meeting of the Ketchum City Council to order at 4:00 p.m.

Roll Call:

Mayor Neil Bradshaw
Michael David
Amanda Breen
Courtney Hamilton
Jim Slanetz (absent)

Also Present:

Jade Riley - City Administrator
Trent Donat – City Clerk & Business Manager
Lisa Enourato – Public Affairs & Administrative Services Manager
Abigail Rivin – Senior Planner
Adam Crutcher – Associate Planner
Matt Johnson, City Attorney via teleconference
Caleb Spangenberg – Chair of Ketchum Arts Commission

COMMUNICATIONS FROM MAYOR AND COUNCILORS: *(00:00:58 in video)*

- Michael David shared that the county commissioners would be hearing a project update from ITD regarding the corridor from Timmerman Hill to Timber Way, the following day. He stated it will be a good opportunity for the community to speak up.
- Amanda Breen gave an update on the response to the letter sent to Congressman Simpson’s office about the Ketchum Post Office rates and delivery. She shared a website, prc.gov, where the public can lodge questions and concerns about postal service.
- Mayor Neil Bradshaw introduced Ted Carsley, a new officer with Ketchum Police Department. Additionally, he announced the February 13th open house on the Warm Springs Preserve, and February 14th joint meeting with Planning and Zoning regarding Warm Springs Preserve

CONSENT AGENDA: *(00:05:31 in video)*

Motion to approve consent agenda items 2-10 *(00:05:43 in video)*

MOVER: Courtney Hamilton

SECONDER: Michael David

AYES: Michael David, Courtney Hamilton, Amanda Breen

RESULT: ADOPTED UNANIMOUS

NEW BUSINESS: *(00:06:05 in video)*

11. Recommendation to hold a second reading of Ordinance #1243 amending Chapter 13.04.080 (BUILDING SEWERS and SERVICE CONNECTIONS) of the Ketchum Municipal Code

Motion to suspend the second reading and proceed directly to the third reading of Ordinance #1243 and read by title only. *(00:08:23 in video)*

MOVER: Michael David

SECONDER: Courtney Hamilton

AYES: Michael David, Courtney Hamilton, Amanda Breen

RESULT: ADOPTED UNANIMOUS

Third reading of Ordinance #1243 amending Chapter 13.04.080 (Building Sewers and Service connections) of the Ketchum Municipal Code

Third Reading by Ketchum City Clerk Trent Donat *(00:08:53 in video)*

Motion to approve Ordinance #1243 *(00:09:24 in video)*

MOVER: Michael David

SECONDER: Courtney Hamilton

AYES: Michael David, Courtney Hamilton, Amanda Breen

RESULT: ADOPTED UNANIMOUS

12. Recommendation for Council reconsideration of Ketchum Arts Commission selections for Art in City Hall – Events Manager & Administration Liaison Eryn Alvey. *(00:09:49 in video)*

Presented by Caleb Spangenberg – Chair of Ketchum Arts Commission *(00:12:03 in video)*

DISCUSSION AND COMMENTS BY COUNCIL *(00:15:00 in video)*

Motion to approve the purchase of the two pieces of art as recommended by the Ketchum Arts Commission *(00:22:23 in video)*

MOVER: Courtney Hamilton

SECONDER: Amanda Breen

AYES: Michael David, Courtney Hamilton, Amanda Breen

RESULT: ADOPTED UNANIMOUS

EXECUTIVE SESSION:

13. Motion to go into executive session pursuant to Idaho Code 74-206(1)(f) to communicate with legal counsel for the public agency to discuss the legal ramifications of and legal options for pending litigation, or controversies not yet being litigated but imminently likely to be litigated. (00:24:38 in video)

MOVER: Courtney Hamilton

SECONDER: Amanda Breen

AYES: Michael David, Courtney Hamilton, Amanda Breen

RESULT: ADOPTED UNANIMOUS

ADJOURNMENT:

Motion to adjourn at 4:43p.m.

MOVER: Amanda Breen

SECONDER: Courtney Hamilton

AYES: Michael David, Courtney Hamilton, Amanda Breen

Neil Bradshaw, Mayor

ATTEST:

Trent Donat, City Clerk

Report Criteria:

Invoices with totals above \$0 included.
 Paid and unpaid invoices included.
 [Report].GL Account Number = "0110000000"- "9648008200", "9910000000"- "9911810000"
 Invoice Detail.Voided = No,Yes

Vendor Name	Invoice Number	Description	Net Invoice Amount	Purchase Order Number
GENERAL FUND				
01-2175-8000 P/R DEDUC PBL--EMP CAF FSA-MD				
NBS-NATIONAL BENEFIT SERVI	CP328678	FSA TOTAL	625.16	
01-2175-9000 P/R DEDUC PBL--EMP CAF FSA-DC				
NBS-NATIONAL BENEFIT SERVI	CP328678	DCA TOTAL	346.14	
Total :			971.30	
LEGISLATIVE & EXECUTIVE				
01-4110-2505 HEALTH REIMBURSEMENT ACCT(HRA)				
NBS-NATIONAL BENEFIT SERVI	CP328678	HRA Medical	216.46	
Total LEGISLATIVE & EXECUTIVE:			216.46	
ADMINISTRATIVE SERVICES				
01-4150-2505 HEALTH REIMBURSEMENT ACCT(HRA)				
NBS-NATIONAL BENEFIT SERVI	CP328678	HRA Medical	2,911.01	
01-4150-2515 VISION REIMBURSEMENT ACCT(HRA)				
NBS-NATIONAL BENEFIT SERVI	CP328678	HRA Vision	1,206.75	
01-4150-3100 OFFICE SUPPLIES & POSTAGE				
GEM STATE PAPER & SUPPLY	1086861-01	COFFEE, HAND SOAP	128.50	
01-4150-4200 PROFESSIONAL SERVICES				
SENTINEL FIRE & SECURITY, IN	83289	KETCHUM ORE WAGON MONITORING	87.00	
AMERICAN UNITED LIFE INSUR	120522	ANNUAL PREMIUM- RILEY	362.50	
BD CONSULTING LLC	KET 2023-03	GENERAL DISCUSSION/MEETINGS	85.00	
01-4150-4902 TRAINNG/TRVL/MTG-CITY ADM/ASST				
RILEY, JADE	R 122022	MILEAGE-305.6	191.00	
RILEY, JADE	R 122022	LODGING	167.37	
01-4150-5100 TELEPHONE & COMMUNICATIONS				
CENTURY LINK	2087250715 19	2087250715 195B 120422	127.45	
SYRINGA NETWORKS, LLC	22DEC0347	146525 120122	650.00	
SYRINGA NETWORKS, LLC	22DEC0347	702110 120122	800.00	
SYRINGA NETWORKS, LLC	22DEC0347	146521 120122	6,083.35-	
SYRINGA NETWORKS, LLC	22DEC0347	146524 120122	650.00	
SYRINGA NETWORKS, LLC	22DEC0347	702109 120122	800.00	
SYRINGA NETWORKS, LLC	22NOV0306	146524 110122	650.00	
SYRINGA NETWORKS, LLC	22NOV0306	702109 110122	800.00	
SYRINGA NETWORKS, LLC	22NOV0306	146525 110122	650.00	
SYRINGA NETWORKS, LLC	22NOV0306	702110 110122	800.00	
SYRINGA NETWORKS, LLC	22NOV0306	146521 110122	500.00	
COX BUSINESS	0012401050589	0012401050589901 120622	173.39	

Vendor Name	Invoice Number	Description	Net Invoice Amount	Purchase Order Number
01-4150-5110 COMPUTER NETWORK				
INTEGRATED TECHNOLOGIES	206004	CO00 CITY OF KETCHUM-02	450.54	
DELL FINANCIAL SERVICES	2295631	FEES- WAIVED	.00	
DELL FINANCIAL SERVICES	2337985	001-9009257-001 JAN 23	1,465.97	
DELL FINANCIAL SERVICES	2337986	001-9009257-002 ANNUAL	4,247.55	
LEAF	14068917	100-6877711-001 DECEMBER 22	836.92	
01-4150-5150 COMMUNICATIONS				
SNEE, MOLLY	2225	DECEMBER RETAINER FEE	4,150.00	
01-4150-5200 UTILITIES				
IDAHO POWER	2203990334 12	2203990334 121322	89.70	
IDAHO POWER	2206570869 12	2206570869 121322	5.31	
Total ADMINISTRATIVE SERVICES:			16,902.61	
PLANNING & BUILDING				
01-4170-3100 OFFICE SUPPLIES & POSTAGE				
NICOLAI, HEATHER	CR 122022	HOLIDAY CARDS PZC & HPC- REIMBURSEMENT	64.80	
01-4170-4200 PROFESSIONAL SERVICES				
CLEARMINDGRAPHICS	5200	KETCHUM PRESERVATION HANDBOOK-50%	2,937.50	
01-4170-4400 ADVERTISING & LEGAL PUBLICATIO				
COPY CENTER LLC	2500	PUBLIC HEARING POSTER	264.00	
Total PLANNING & BUILDING:			3,266.30	
NON-DEPARTMENTAL				
01-4193-4200 PROFESSIONAL SERVICE				
DIXON RESOURCES UNLIMITED	3395	ON CALL PARKING SUPPORT SERVICES OCT/NOV 2022	7,942.50	
01-4193-9930 GENERAL FUND OP. CONTINGENCY				
IRISH ELECTRIC	10922	HVAC UPGRADE- CITY HALL	4,860.00	23032
THORNTON HEATING	54993	HVAC UPGRADE- CITY HALL	21,961.00	23033
Total NON-DEPARTMENTAL:			34,763.50	
FACILITY MAINTENANCE				
01-4194-3500 MOTOR FUELS & LUBRICANTS				
CHRISTENSEN INC.	1009235	38950 121522	1,447.99	
01-4194-4220 PROF SERV-CITY BEAUTIFICATION				
BIG WOOD LANDSCAPE, INC.	27357	HOLIDAY LIGHTS	24,001.60	23030
01-4194-5200 UTILITIES				
IDAHO POWER	2203313446 12	2203313446 121022	5.31	
01-4194-5910 REPAIR & MAINT-491 SV ROAD				
CENTURY LINK	2087250932 03	2087250932 035B 120422	59.55	
CHATEAU DRUG CENTER	2630416	CLOOX SPRAY	11.38	
SENTINEL FIRE & SECURITY, IN	83668	491 SUN VALLEY	78.00	

Vendor Name	Invoice Number	Description	Net Invoice Amount	Purchase Order Number
01-4194-5950 REPAIR & MAINT-WARM SPRINGS PR				
RIVER RUN AUTO PARTS	6538-185782	DEX III/MERCON	131.40	
RIGHT BRAIN UNLIMITED LLC	30629	PLASTIC DOGGIES BAGS	3,298.45	
01-4194-6100 REPAIR & MAINT--MACHINERY & EQ				
RIVER RUN AUTO PARTS	6538-1585116	WIPER BLADE	29.90	
01-4194-6950 MAINTENANCE				
A.C. HOUSTON LUMBER CO.	2212-523426	PARABOLIC HEATER	72.99	
A.C. HOUSTON LUMBER CO.	2212-523429	RETURN PARABOLIC HEATER	72.99	
A.C. HOUSTON LUMBER CO.	2212-523430	UTILITY HEATER	42.99	
PIPECO, INC.	S4869525.001	WORM DRIVE CLAMP	2.83	
Total FACILITY MAINTENANCE:			29,109.40	
POLICE				
01-4210-2505 HEALTH REIMBURSEMENT ACCT(HRA)				
NBS-NATIONAL BENEFIT SERVI	CP328678	HRA Medical	206.81	
01-4210-3500 MOTOR FUELS & LUBRICANTS				
CHRISTENSEN INC.	1009249	39060 121522	382.71	
01-4210-3620 PARKING OPS EQUIPMENT FEES				
CALE AMERICA, INC.	172472	ACTIVE METERS DECEMBER 2022	169.05	
Total POLICE:			758.57	
FIRE & RESCUE				
01-4230-2515 VISION REIMBURSEMENT ACCT(HRA)				
NBS-NATIONAL BENEFIT SERVI	CP328678	HRA Vision	380.12	
01-4230-3200 OPERATING SUPPLIES FIRE				
ALSCO - AMERICAN LINEN DIVI	LBOI2019235	107 SADDLE RD	13.60	
ALSCO - AMERICAN LINEN DIVI	LBOI2022920	107 SADDLE RD	13.02	
ALSCO - AMERICAN LINEN DIVI	LBOI2033702	107 SADDLE RD	14.14	
ALSCO - AMERICAN LINEN DIVI	LBOI2037295	107 SADDLE RD	13.76	
ATKINSONS' MARKET	06634307	WHITE CLOUD RIVER	27.54	
ATKINSONS' MARKET	08574582	MUFFINS/SCONES, BANANAS, MANDARINS	13.61	
INTEGRATED TECHNOLOGIES	205587	TF2795 120822	8.57	
MUNICIPAL EMERGENCY SERIC	IN1795290	BATTERIES AA, AAA, C	64.83	
01-4230-3210 OPERATING SUPPLIES EMS				
ALSCO - AMERICAN LINEN DIVI	LBOI2019235	107 SADDLE RD	13.59	
ALSCO - AMERICAN LINEN DIVI	LBOI2022920	107 SADDLE RD	13.01	
ALSCO - AMERICAN LINEN DIVI	LBOI2033702	107 SADDLE RD	14.14	
ALSCO - AMERICAN LINEN DIVI	LBOI2037295	107 SADDLE RD	13.77	
ATKINSONS' MARKET	06634307	WHITE CLOUD RIVER	27.54	
ATKINSONS' MARKET	08574582	MUFFINS/SCONES, BANANAS, MANDARINS	13.61	
BOUNDTREE MEDICAL	84789076	Medical Drugs	310.69	
INTEGRATED TECHNOLOGIES	205587	TF2795 120822	8.56	
NORCO	36244121	CYLINDER RENTAL	83.04	
NORCO	36291624	CYLINDER RENTAL	261.99	
NORCO	36444274	52355 113022	72.00	
NORCO	36445361	CYLINDER RENTAL	175.50	
MUNICIPAL EMERGENCY SERIC	IN1795290	BATTERIES AA, AAA, C	64.83	
HENRY SCHEIN	29489251	EMS MEDICAL SUPPLIES	270.78	

Vendor Name	Invoice Number	Description	Net Invoice Amount	Purchase Order Number
HENRY SCHEIN	29576514	EMS MEDICAL SUPPLIES	30.65	
HENRY SCHEIN	29985568	EMS MEDICAL SUPPLIES	1,275.21	
HENRY SCHEIN	30561777	MEDICAL DRUGS	115.46	
01-4230-3500 MOTOR FUELS & LUBRICANTS FIRE				
CHRISTENSEN INC.	1008125	37267 113022	222.61	
CHRISTENSEN INC.	1008269	39060 113022	313.54	
CHRISTENSEN INC.	1009136	37267 121522	378.66	
01-4230-3510 MOTOR FUELS & LUBRICANTS EMS				
CHRISTENSEN INC.	1008125	37267 113022	386.21	
CHRISTENSEN INC.	1009136	37267 121522	378.65	
01-4230-4920 TRAINING-FACILITY				
IDAHO POWER	2224210258 12	2224210258 120822	46.31	
COX BUSINESS	0012401047339	0012401047339201 112922	99.79	
01-4230-5100 TELEPHONE & COMMUNICATION FIRE				
MTE COMMUNICATIONS	056983 120122	056983 120122	15.13	
SYRINGA NETWORKS, LLC	22DEC0347	706460 120122	950.00	
SYRINGA NETWORKS, LLC	22NOV0306	706460 110122	950.00	
VERIZON WIRELESS	9921348979	842054354-00001 112322	282.57	
AT&T MOBILITY LLC	287307161044	287307161044 11012022	1,449.57	
AT&T MOBILITY LLC	287307161044	287307161044 12012022	356.00	
01-4230-5110 TELEPHONE & COMMUNICATION EMS				
MTE COMMUNICATIONS	056983 120122	056983 120122	15.12	
VERIZON WIRELESS	9921348979	842054354-00001 112322	282.57	
AT&T MOBILITY LLC	287307161044	287307161044 110122	1,449.56	
AT&T MOBILITY LLC	287307161044	287307161044 12012022	356.00	
01-4230-5200 UTILITIES				
IDAHO POWER	2226144497 11	2226144497 112622	1,981.82	
01-4230-6000 REPAIR & MAINT-AUTO EQUIP FIRE				
A.C. HOUSTON LUMBER CO.	2212-520002	SHEAR PIN	4.58	
CHATEAU DRUG CENTER	2617091	CORD LOK, GEL, POLISH, TOTE	47.30	
CHATEAU DRUG CENTER	2629977	FIXAFLAT	10.44	
CLEARWATER POWER EQUIPME	35815	CARTIDGE LIFT ANGLE	52.67	
RIVER RUN AUTO PARTS	6538-184648	AIR INTAKE CLEANER	1.90	
SAWTOOTH WOOD PRODUCTS, I	0000136404	BAR POWERHEAD, BATTERIES, CHARGERS	818.04	
01-4230-6010 REPAIR & MAINT-AUTO EQUIP EMS				
CHATEAU DRUG CENTER	2617091	CORK LOK, GEL, POLISH, TOTE	47.30	
CHATEAU DRUG CENTER	2629977	FIXAFLAT	10.44	
CLEARWATER POWER EQUIPME	35815	CARTRIDGE LIFT ANGLE	52.67	
RIVER RUN AUTO PARTS	6538-184648	AIR INTAKE CLEANER	1.89	
SAWTOOTH WOOD PRODUCTS, I	0000136404	BAR POWERHEAD, BATTERIES, CHARGERS	818.03	
01-4230-6100 REPAIR & MAINT--MACHINERY & EQ				
CURTIS TOOLS FOR HEROES	INV657142	SUPERCLAMPS	26.02	
01-4230-6110 REPAIR & MAINT--MACHINERY & EQ				
CURTIS TOOLS FOR HEROES	INV657142	SUPERCLAMPS	26.02	
01-4230-6900 OTHER PURCHASED SERVICES FIRE				
CALTOPO LLC	78336309-0001	FIRST 50 FLAT FEE	500.00	

Vendor Name	Invoice Number	Description	Net Invoice Amount	Purchase Order Number
01-4230-6910 OTHER PURCHASED SERVICES EMS				
CALTOPO LLC	78336309-0001	FIRST 50 FLAT FEE	500.00	
Total FIRE & RESCUE:			16,144.97	
STREET				
01-4310-2505 HEALTH REIMBURSEMENT ACCT(HRA)				
NBS-NATIONAL BENEFIT SERVI	CP328678	HRA Medical	158.23	
01-4310-2515 VISION REIMBURSEMENT ACCT(HRA)				
NBS-NATIONAL BENEFIT SERVI	CP328678	HRA Vision	220.32	
01-4310-3200 OPERATING SUPPLIES				
GEM STATE PAPER & SUPPLY	1087392	CLEANER, DISH SOAP, PAPER PLATE	133.02	
01-4310-3500 MOTOR FUELS & LUBRICANTS				
CHRISTENSEN INC.	1009138	37269 121522	25,960.72	
01-4310-4200 PROFESSIONAL SERVICES				
GALENA ENGINEERING, INC.	1318.150 12012	1318.150/JL/ ENGINEERING STUDIES INTERSECTIONS, SPEED LIM	160.00	
LUNCEFORD EXCAVATION, INC.	13940	WINTER 22-23 SNOW HAULING SERVICE	27,100.00	23045
01-4310-5200 UTILITIES				
IDAHO POWER	2204882910 12	2204882910 121422	716.77	
01-4310-6000 REPAIR & MAINT--AUTOMOTIVE EQU				
NAPA AUTO PARTS	129080	HEATER PARTS FOR EXPEDITION	39.60	
NAPA AUTO PARTS	130239	BATTERY FOR BRIAN C RANGER	162.39	
NAPA AUTO PARTS	130243	PARTS FOR FORD F350 FLAT BED	47.46	
NAPA AUTO PARTS	130247	HEATER PARTS FOR EXPEDITION	186.89	
NAPA AUTO PARTS	130433	BATTERIES FOR DOSGE CREW CAB	324.78	
01-4310-6100 REPAIR & MAINT--MACHINERY & EQ				
GRAINGER, INC., W.W.	9537931421	SPROCKET	35.45	
NAPA AUTO PARTS	129129	PARTS FOR FORD SANDER	53.25	
RIVER RUN AUTO PARTS	6538-185627	DIESEL EXHAUAT FLUID	173.70	
RIVER RUN AUTO PARTS	6538-186074	DIESEL EXHAUAT FLUID	57.90	
01-4310-6910 OTHER PURCHASED SERVICES				
ALSCO - AMERICAN LINEN DIVI	LBOI2044144	200 10TH ST	41.64	
SENTINEL FIRE & SECURITY, IN	83290	260 10TH ST MONITORING	87.00	
SENTINEL FIRE & SECURITY, IN	83423	200 E 10TH ST MONITORING	87.00	
TREASURE VALLEY COFFEE INC	2160:08685206	COFFEE, TEA, STIR STICKS, SUGAR ETC	93.44	
01-4310-6930 STREET LIGHTING				
IDAHO POWER	2200506786 12	2200506786 121022	8.10	
IDAHO POWER	2201174667 12	2201174667 121022	14.82	
IDAHO POWER	2202627564 12	2202627564 121022	14.71	
IDAHO POWER	2204882910 12	2204882910 121422	889.21	
IDAHO POWER	2205963446 12	2205963446 121022	75.51	
IDAHO POWER	2224304721 12	2224304721 121022	5.31	
01-4310-6950 MAINTENANCE & IMPROVEMENTS				
IDAHO POWER	2200059315 12	2200059315 121022	5.31	

Vendor Name	Invoice Number	Description	Net Invoice Amount	Purchase Order Number
Total STREET:			56,852.53	
RECREATION				
01-4510-3200 OPERATING SUPPLIES				
A.C. HOUSTON LUMBER CO.	2212-520999	ICE MELT	22.00	
A.C. HOUSTON LUMBER CO.	2212-523214	KNIT GLOVE	24.99	
CHATEAU DRUG CENTER	2640378	SNOW SHOVEL, GLOVES, HAND WARMERS	145.27	
PIPECO, INC.	S4868235.001	SHOVEL AND BROOM	92.13	
01-4510-3250 RECREATION SUPPLIES				
ENVIRONMENTAL RESOURCE C	202223	FALL AFTER SCHOOL PROGRAM	1,155.00	
01-4510-3300 RESALE ITEMS-CONCESSION SUPPLY				
ATKINSONS' MARKET	06637182	STRING CHEESE, APPLES	22.52	
ATKINSONS' MARKET	08576661	SAUCE, CHEESE	40.42	
01-4510-3500 MOTOR FUELS & LUBRICANTS				
LUTZ RENTALS	138321-1	PROPANE	39.10	
LUTZ RENTALS	138456-1	Propane	23.41	
CHRISTENSEN INC.	1009137	37268 121522	226.48	
01-4510-6100 REPAIR & MAINT--MACHINERY & EQ				
LUTZ RENTALS	138209-1	SNOW SHOVEL	32.95	
Total RECREATION:			1,824.27	
Total GENERAL FUND:			160,809.91	
WAGON DAYS FUND				
WAGON DAYS EXPENDITURES				
02-4530-4220 GRAND MARSHAL DINNER				
ATKINSONS' MARKET	04250608	LA CROIX WATER	85.33	
ATKINSONS' MARKET	10602851	DELI	63.55	
Total WAGON DAYS EXPENDITURES:			148.88	
Total WAGON DAYS FUND:			148.88	
GENERAL CAPITAL IMPROVEMENT FD				
GENERAL CIP EXPENDITURES				
03-4193-7100 SUN VALLEY RD MILL & OVERLAY				
CITY OF SUN VALLEY	2022-11	SUN VALLEY RD RECONSTRUCTION (JACOBS)	96,766.76	22098
JACOBS ENGINEERING GROUP, I	D3576100-013	Sun Valley Road Rehabilitation Engineering Design Services	820.00	22023
03-4193-7200 TECHNOLOGY UPGRADES				
CDW GOVERNMENT, INC.	FL50127	7354547 120522	1,845.93	
Total GENERAL CIP EXPENDITURES:			99,432.69	
Total GENERAL CAPITAL IMPROVEMENT FD:			99,432.69	
ORIGINAL LOT FUND				

Vendor Name	Invoice Number	Description	Net Invoice Amount	Purchase Order Number
ORIGINAL LOT TAX				
22-4910-6060 EVENTS/PROMOTIONS				
BMI	45599940	1893926 120222	351.90	
BLAIR, RICHARD	R 121322	WINTER SOLSTICE MUSICIAN	400.00	
Total ORIGINAL LOT TAX:			751.90	
Total ORIGINAL LOT FUND:			751.90	
CITY/COUNTY HOUSING				
CITY/COUNTY HOUSING EXPENSE				
54-4410-4200 PROFESSIONAL SERVICES				
NEUROMEDIATION GROUP LLC	1045	HOUSING STABILITY: EVICTION MEDIATION OCTOBER	3,083.33	22127
NEUROMEDIATION GROUP LLC	1046	HOUSING STABILITY: EVICTION MEDIATION NOVEMBER	3,083.33	22127
NEUROMEDIATION GROUP LLC	1047	HOUSING STABILITY: EVICTION MEDIATION DECEMBER	3,083.33	22127
Total CITY/COUNTY HOUSING EXPENSE:			9,249.99	
Total CITY/COUNTY HOUSING:			9,249.99	
WATER FUND				
WATER EXPENDITURES				
63-4340-3120 DATA PROCESSING				
BILLING DOCUMENT SPECIALIS	85647	Statement Processing for Utility Billing	1,212.36	
63-4340-3200 OPERATING SUPPLIES				
ALSCO - AMERICAN LINEN DIVI	LBOI2044150	110 RIVER RANCH RD - ADMIN - 121622	24.26	
D & B SUPPLY INC.	16462	PANTS AND SHIRTS	309.93	
63-4340-3500 MOTOR FUELS & LUBRICANTS				
ALSCO - AMERICAN LINEN DIVI	LBOI2044152	110 RIVER RANCH RD - WATER - 121622	60.59	
CHRISTENSEN INC.	1009140	37271 121522	471.85	
63-4340-5100 TELEPHONE & COMMUNICATIONS				
SYRINGA NETWORKS, LLC	22DEC0347	146523 120122	325.00	
SYRINGA NETWORKS, LLC	22NOV0306	146523 110122	325.00	
63-4340-6000 REPAIR & MAINT-AUTO EQUIP				
RIVER RUN AUTO PARTS	6538-185862	PB WHITE LITH GREASE	11.99	
RIVER RUN AUTO PARTS	6538-186267	RAIN X TRIGGER	10.95	
Total WATER EXPENDITURES:			2,751.93	
Total WATER FUND:			2,751.93	
WATER CAPITAL IMPROVEMENT FUND				
WATER CIP EXPENDITURES				
64-4340-7650 WATER METERS				
FERGUSON ENTERPRISES, LLC	0826605	LF BRZ 1-1/2 MTR FLG KIT PR, LF BRZ 2 MTR FLG KIT PR	742.72	

Vendor Name	Invoice Number	Description	Net Invoice Amount	Purchase Order Number
Total WATER CIP EXPENDITURES:			742.72	
Total WATER CAPITAL IMPROVEMENT FUND:			742.72	
WASTEWATER FUND				
WASTEWATER EXPENDITURES				
65-4350-3120 DATA PROCESSING				
BILLING DOCUMENT SPECIALIS	85647	Statement Processing for Utility Billing	1,212.37	
65-4350-3200 OPERATING SUPPLIES				
ALSCO - AMERICAN LINEN DIVI	LBOI2044150	110 RIVER RANCH RD - ADMIN - 121622	24.26	
ALSCO - AMERICAN LINEN DIVI	LBOI2044151	110 RIVER RANCH RD - WASTEWATER - 121622	136.40	
ATKINSONS' MARKET	04296528	DISTILLED WATER & PLATES	10.33	
ATKINSONS' MARKET	05606513	DISTILLED WATER	10.22	
UPS STORE #2444	MMN7FR53C	WATER SAMPLES	13.37	
UPS STORE #2444	MMN7FR5Q0	WATER SAMPLES	16.34	
UPS STORE #2444	MMN7FR5SP	WATER SAMPLES	14.58	
65-4350-3400 MINOR EQUIPMENT				
CHATEAU DRUG CENTER	2640129	2 - DLX SHOVEL/PUSHER	66.48	
65-4350-3500 MOTOR FUELS & LUBRICANTS				
CHRISTENSEN INC.	1009139	37270 121522	434.57	
65-4350-4200 PROFESSIONAL SERVICES				
BD CONSULTING LLC	KET 2023-03	WASTEWATER DEBT/BOND & FINANCIAL MODELING	297.50	
65-4350-5100 TELEPHONE & COMMUNICATIONS				
SYRINGA NETWORKS, LLC	22DEC0347	146523 120122	325.00	
SYRINGA NETWORKS, LLC	22NOV0306	146523 110122	325.00	
VERIZON WIRELESS	9922739445	965494438 121022	65.98	
65-4350-5200 UTILITIES				
IDAHO POWER	2202158701 12	2202158701 121422	10,355.27	
65-4350-6100 REPAIR & MAINT-MACH & EQUIP				
A.C. HOUSTON LUMBER CO.	2212-520280	SCHLAGE F10V PLY 619 PASSAGE	24.99	
PLATT ELECTRIC SUPPLY	3N09379	LGD LED - 8029E345-A-FW FLEX	95.82	
VEOLIA WATER TECHNOLOGIES	22005395 RI 05	FREIGHT	250.21	
VEOLIA WATER TECHNOLOGIES	22005395 RI 05	BRAKE MOTOR	2,307.05	23026
65-4350-6900 COLLECTION SYSTEM SERVICES/CHA				
A.C. HOUSTON LUMBER CO.	2212-523774	12oz GREAT STUFF GAPS & CRACKS	11.38	
VERIZON WIRELESS	9922739445	965494438 121022	41.53	
RIGGS, CHAD	877702	IBOL Certification Test	25.00	
Total WASTEWATER EXPENDITURES:			16,063.65	
Total WASTEWATER FUND:			16,063.65	
Grand Totals:			289,951.67	

Vendor Name	Invoice Number	Description	Net Invoice Amount	Purchase Order Number
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Report Criteria:

Invoices with totals above \$0 included.

Paid and unpaid invoices included.

[Report].GL Account Number = "0110000000"- "9648008200", "9910000000"- "9911810000"

Invoice Detail.Voided = No,Yes



City of Ketchum

January 3, 2023

Mayor Bradshaw and City Councilors
City of Ketchum
Ketchum, Idaho

Mayor Bradshaw and City Councilors:

Recommendation to Approve Mountain Land Design Showroom & Residences Amended FAR Exceedance Agreement 20491A and Right-of-Way Encroachment Agreement 22817

Recommendation and Summary

Staff recommends the Ketchum City Council approve the Mountain Land Design Showroom & Residences Amended FAR Exceedance Agreement 20491A and Right-of-Way (ROW) Encroachment Agreement 22817 and adopt the following motions:

- “I move to authorize the Mayor to sign the Mountain Land Design Showroom & Residences Project Amended FAR Exceedance Agreement 20491A with 360 Views LLC.”
- “I move to authorize the Mayor to sign 111 N Washington Ave (Mountain Land Design Showroom & Residences Project) ROW Encroachment Agreement 22817 with 360 Views LLC.”

The reasons for the recommendation are as follows:

- The Planning and Zoning Commission reviewed proposed modifications to the project plans approved for the Mountain Land Design Showroom & Residences Project (Design Review Amendment Application File No. P20-027A) during their regular meeting on May 24th, 2022. The proposed changes included exterior and interior modifications. The interior modifications proposed to combine two residential units on the second floor into one dwelling unit. No changes were proposed to the community housing contribution for the project.
- The Planning and Zoning Commission approved the modifications to Mountain Land Design Showroom & Residences Project (Design Review Amendment Application File No. P20-27A) with the condition that the amended FAR Exceedance Agreement be revised to reflect the modified project and review and approved by the Ketchum City Council.
- The project requires a ROW Encroachment Permit for new heated, paver sidewalks installed along 1st Street and Washington Avenue as well as metal awnings that overhang 2.5 feet into the public ROW along 1st Street. The proposed right-of-way improvements have been reviewed and approved by City Departments, including the City Engineer.

Introduction and History

The Planning and Zoning Commission reviewed and approved Design Review Application File No. P20-027 for the Mountain Land Design Showroom & Residences project on June 8th, 2020. The project located at 111 N Washington Avenue within the Mixed-Use Subdistrict of the Community Core (CC-2

Zone). The new mixed-use building was issued a building permit (Application File No. B20-060) on August 3rd, 2020 and is currently under construction.

The Planning and Zoning Commission reviewed proposed modifications to the project plans approved for the Mountain Land Design Showroom & Residences project (Design Review Amendment Application File No. P20-027A) during their regular meeting on May 24th, 2022. The proposed changes included exterior and interior modifications. The interior modifications proposed to combine two residential units on the second floor into one dwelling unit. No changes were proposed to the community housing contribution for the project.

Analysis

Amended FAR Exceedance Agreement 20491A

The Ketchum City Council approved the Mountain Land Design Showroom & Residences Floor Area Ratio (FAR) Exceedance Agreement 20491 on July 20th, 2021. FAR Exceedance Agreement 20491 memorialized the applicant's community housing contribution in exchange for the FAR increase and approved a 978-square-foot community housing rental unit with an associated 59 square-foot storage area within the basement of the new mixed-use building targeted for Blaine County Housing Authority (BCHA) Income Category 4. In addition to approving the applicant's community housing contribution, the FAR Exceedance Agreement memorialized the approved project, including not only the size of the mixed-use building but also its mixture of retail and multi-family residential units.

The Planning and Zoning Commission approved the modifications proposed with Design Review Amendment Application File No. P20-27A with the condition that the FAR Exceedance Agreement be amended to reflect the modified project and review and approved by the Ketchum City Council. No changes are proposed to the applicant's community housing contribution. Amended FAR Exceedance Agreement 20491A revises the agreement to reflect the modified project. Amended FAR Exceedance Agreement 20491A is included as Attachment A to the Staff Report.

Right-of-Way Encroachment Agreement 22817

The project requires a ROW Encroachment Permit for the new 8-foot-wide, heated paver sidewalks installed along Washington Avenue and 1st Street as well as metal awnings that overhang 2.5 feet into the public ROW along 1st Street. The proposed right-of-way improvements have been reviewed and approved by City Departments, including the City Engineer. Right-of-Way Encroachment Agreement 22817 for the new heated paver sidewalks and metal awning overhangs is included as Attachment B to the Staff Report.

Pursuant to Ketchum Municipal Code §12.12.040.C, a Right-of-Way Encroachment Permit is required for any permanent fixture to the ground or a building is installed in the public right-of-way. The standards for issuance of a Right-of-Way Encroachment Permit are specified in Ketchum Municipal Code §12.12.060. The City Council has the authority to review and approve all permanent encroachments within the public right-of-way associated with a development project pursuant to Ketchum Municipal Code §17.96.030.C. The associated Right-of-Way Encroachment Agreement is intended to help protect the City in the event the proposed encroachments were to ever pose an issue requiring repair, relocation, or removal of the encroachment. The agreement also obligates the property owner to install, maintain, and repair the permanent encroachments, including the snowmelt system for the public sidewalks.

Permanent encroachments within the right-of-way must be in the public interest pursuant to Ketchum Municipal Code §12.12.060.A. The proposed encroachments are in the public interest because the snowmelt system will prevent the accumulation of snow and ice on the sidewalks along Washington Avenue and 1st Street and will maintain safe pedestrian access during winter. The improvements will not impact the use or operation of the street, decrease the number of on-street parking spaces, or impact drainage or snow removal along Washington Avenue or 1st Street. The heated sidewalk system meets the City's energy efficiency requirements for snowmelt systems installed within the public rights-of-way in downtown Ketchum.

Sustainability

The project does not limit the ability of the city to reach the goals of the Ketchum Sustainability Action Plan – 2020. The project has been designed to meet all standards specified in the 2018 International Energy Conservation Code and the City of Ketchum's Green Building Codes provided in Chapter 15.20 of Ketchum Municipal Code. The proposed snowmelt system as specified in Exhibit A of Right-of-Way Encroachment Agreement 22817 (Attachment B) meets the City's snowmelt requirements for commercial projects.

Financial Impact

There is no financial requirement from the city for this action at this time.

Attachments

- A. Mountain Land Design Showroom & Residences Amended FAR Exceedance Agreement 20491A
- B. 111 N Washington Avenue Right-of-Way Encroachment Agreement 22817

Attachment A
Mountain Land Design
Showroom & Residences
Amended FAR Exceedance
Agreement 20491A

**FAR EXCEEDANCE
AGREEMENT #20491A**

Parties:

City of Ketchum	"City"	P.O. Box 2315, 191 5 th Street W, Ketchum, Idaho 83340
360 Views LLC	"Developer"	Mailing: 2345 S Main Street, South Salt Lake, Utah 84115 Subject Property: 111 N Washington Avenue (Ketchum Townsite: Block 39: Lot 4)

This FAR Exceedance Agreement ("Agreement") is made between the City of Ketchum, a municipal corporation of the state of Idaho ("City"), and 360 Views LLC, a limited liability corporation, owner of the subject property and developer of the project ("Developer").

RECITALS

- A. Pursuant to the City's authority under the Idaho Local Land Use Planning Act, the Ketchum Municipal Code ("K.M.C.") Chapter 17.124 provides for certain development standards, including maximum floor area ratio (FAR) standards under K.M.C. 17.124.040 - Floor Area Ratios and Community Housing. These standards are intended to protect the public interest, health, general welfare, and provision of public services. The City has provided options for development proposals to potentially exceed the allowable FAR in exchange for mitigation of the impacts of such larger development, particularly as focused on affordable community and workforce housing. K.M.C. 17.124.040(B).
- B. Litigation was brought challenging the constitutionality and legality of the City's FAR standards in relation to the inclusionary housing incentive under K.M.C. 17.124.040 that was voluntarily dismissed.
- C. The City has adopted Resolution 17-006 which provides for the Parties to proceed with the FAR standards and options under K.M.C. 17.124.040, so long as the Parties voluntarily opt into a FAR Exceedance Agreement, making clear they are voluntarily opting by contract into use of such FAR standards and mitigation measures and are waiving any claims or demands related to any legal challenge to K.M.C. 17.124.040.

THEREFORE, in consideration of the mutual agreement herein contained and subject to the terms and conditions stated, it is hereby understood and agreed by the Parties as follows:

- 1. **Attestation of Developer.** Developer, by this Agreement, attests that the City has disclosed potential litigation challenging K.M.C. 17.124. Developer desires to voluntarily proceed on the development proposal, including proposal of exceedance of FAR

standards and accompanying mitigation measures, using the approach and standards as set forth in K.M.C. 17.124.

2. **Waiver and Release of Claims.** Developer, by this Agreement, waives and releases any claims, demands, challenges, claims for reimbursement or refund, and/or damages now or in the future deriving from or relying on the outcome of future litigation substantially challenging the validity of K.M.C. 17.124 and its standards. It is Developer's intent to accept and proceed with such standards as outlined in K.M.C. 17.124 for Developer's development plan for purposes of allowable FAR and Developer voluntarily and knowingly accepts the mitigation measures as proposed.
3. **FAR Exceedance Consideration.** In consideration for Developer's attestation and waiver, the City agrees to consider their exceedance proposal and will currently consider and evaluate Developer's proposed FAR exceedance and accompanying mitigation measures within the framework and standards of K.M.C. 17.124.040, attached hereto as Exhibit A and made a part of this Agreement.
4. **Maximum FAR and Mitigation.** The Parties hereby agree to an allowable maximum floor area ratio and accompanying mitigation measures as set forth in Exhibit B, attached hereto and made a part of this Agreement.
5. **Withdrawal.** Developer may withdraw from this Agreement upon thirty days notice to City provided that Developer has not commenced building and has received no benefit from a maximum FAR exceedance. Withdrawal shall cause an immediate reversion to the permitted gross FAR as set forth in Exhibit A: K.M.C. 17.124.040(A) at the time of this Agreement.
6. **Amendments.** This Agreement may not be amended, modified, altered or changed in any respect whatsoever, except by further agreement in writing duly executed by the parties.
7. **No Assignment.** Developer shall not sell, assign, or transfer all or any portion of its interest in this Agreement at any time without consent of the City.
8. **Binding Effect.** This Agreement shall be binding upon the heirs, estates, personal representatives, successors, and assigns of the parties.
9. **Attorney Fees and Costs.** In the event any action is brought to enforce this Agreement, the prevailing party is entitled to an award of reasonable attorney fees and costs.
10. **Notices.** Any notice under this Agreement shall be in writing and shall be treated as duly delivered if the same is personally delivered or deposited in the United States mail,

certified, return receipt requested, postage prepaid, and properly addressed to the contacts as specified at the beginning of this Agreement.

11. **Partial Invalidity.** Whenever possible, each provision of this Agreement shall be interpreted in such a way as to be effective and valid under applicable law. If a provision of this Agreement is prohibited by or invalid under applicable law, it shall be ineffective only to the extent of such prohibition or invalidity, without invalidating the remainder of such provision or the remaining provisions of this Agreement.

12. **Waiver:** The rights and remedies of the parties to this Agreement are cumulative and not alternative. Neither the failure nor any delay by any party in exercising any right, power, or privilege under this Agreement or the documents referenced in this Agreement will operate as a waiver of such right, power, or privilege, and no single or partial exercise of any such right, power, or privilege will preclude any other or further exercise of such right, power, or privilege or the exercise of any other right, power, or privilege.

13. **Execution and Counterparts:** This Agreement may be executed in one or more counterparts, each of which shall be deemed an original agreement, but all of which shall be considered one instrument.

DATED THIS ____ DAY OF JANUARY, 2023.

Developer

City of Ketchum, Idaho

Dan Devenport
Managing Member
360 Views LLC

Neil Bradshaw, Mayor

Attest:

Trent Donat, City Clerk

Exhibit B

FAR EXCEEDANCE AGREEMENT COMPLIANCE

PROJECT: Mountain Land Design Showroom & Residences

APPLICATION FILE NUMBERS: Design Review P20-027, Design Review Amendment P20-027A, Building Permit B20-060

DEVELOPER & PROPERTY OWNER: 360 Views LLC (Dan Devenport)

LOCATION: 111 N Washington Ave (Ketchum Townsite: Block 39: Lot 4)

ZONING: Mixed-Use Subdistrict of the Community Core (CC-2)

BACKGROUND:

1. The Planning and Zoning Commission approved the Design Review application (P20-027) for the Mountain Land Design Showroom & Residences project on May 19th, 2020 for the construction of a new mixed-use building located at the northwest corner of Washington Avenue and 1st Street.
2. The project site is located at 111 N Washington Ave (Ketchum Townsite: Block 39: Lot 4) within the Mixed-Use Subdistrict of the Community Core (CC-2). The subject corner lot has an area of 5,500 sq ft, which conforms to the minimum area required for lots in the CC-2 Zone.
3. Pursuant to the definition of gross floor area (KMC §17.08.020), four parking stalls for developments on single Ketchum Townsite lots of 5,600 sq ft or less are not included in the gross floor area calculation.
4. With the parking stall discount, the mixed-use building has a proposed Floor Area Ratio (FAR) of 2.08 (11,422 sq ft/5,500 sq ft lot area).
5. The Ketchum City Council approved Floor Area Ratio (FAR) Exceedance Agreement Contract #20491 on July 20th, 2021. FAR Exceedance Agreement 20491 memorialized the applicant's community housing contribution in exchange for the FAR increase and approved a 978-square-foot community housing rental unit and associated 59 square-foot storage area within the basement of the new mixed-use building targeted for Blaine County Housing Authority (BCHA) Income Category 4.
6. The project was issued a building permit (Application File No. B20-060) on August 3rd, 2020 and is currently under construction.
7. The Planning and Zoning Commission reviewed proposed modifications to the project plans approved for the Mountain Land Design Showroom & Residences Project (Design Review Amendment Application File No. P20-027A) during their regular meeting on May 24th, 2022. The proposed changes included exterior and interior modifications, including modifying the

configuration of uses within the mixed-use building. The interior modifications proposed to combine 2 residential units on the second floor into one dwelling unit. No changes were proposed to the community housing contribution for the project.

8. The Planning and Zoning Commission approved the modifications to Mountain Land Design Showroom & Residences Project (Design Review Amendment Application File No. P20-27A) with the condition that the amended FAR Exceedance Agreement be revised to reflect the modified project and approved by the Ketchum City.

EXCEEDANCE ANALYSIS

Floor Area Ratios and Community Housing (Ketchum Municipal Code §17.124.040)

Permitted Gross FAR in Community Core Subdistrict 2(CC-2) : 1.0

Permitted Gross FAR with Inclusionary Housing Incentive: 2.25

Mountain Land Design Showroom & Residences Proposed Gross Floor Area: 12,070 gross square feet

Pursuant to the definition of gross floor area (KMC §17.08.020), four parking stalls for developments on single Ketchum Townsite lots of 5,600 sq ft or less are not included in the gross floor area calculation. Four parking stalls 9' x 18' in size (648 square-feet total) have been deducted from the Gross Floor Area total square footage.

Gross Floor Area with Parking Discount: 11,422 gross square feet

Lot Area: 5,500 square feet

FAR Proposed: 2.08 (11,422 sq ft/5,500 sq ft lot area)

Increase Above Permitted FAR: 5,922 square feet

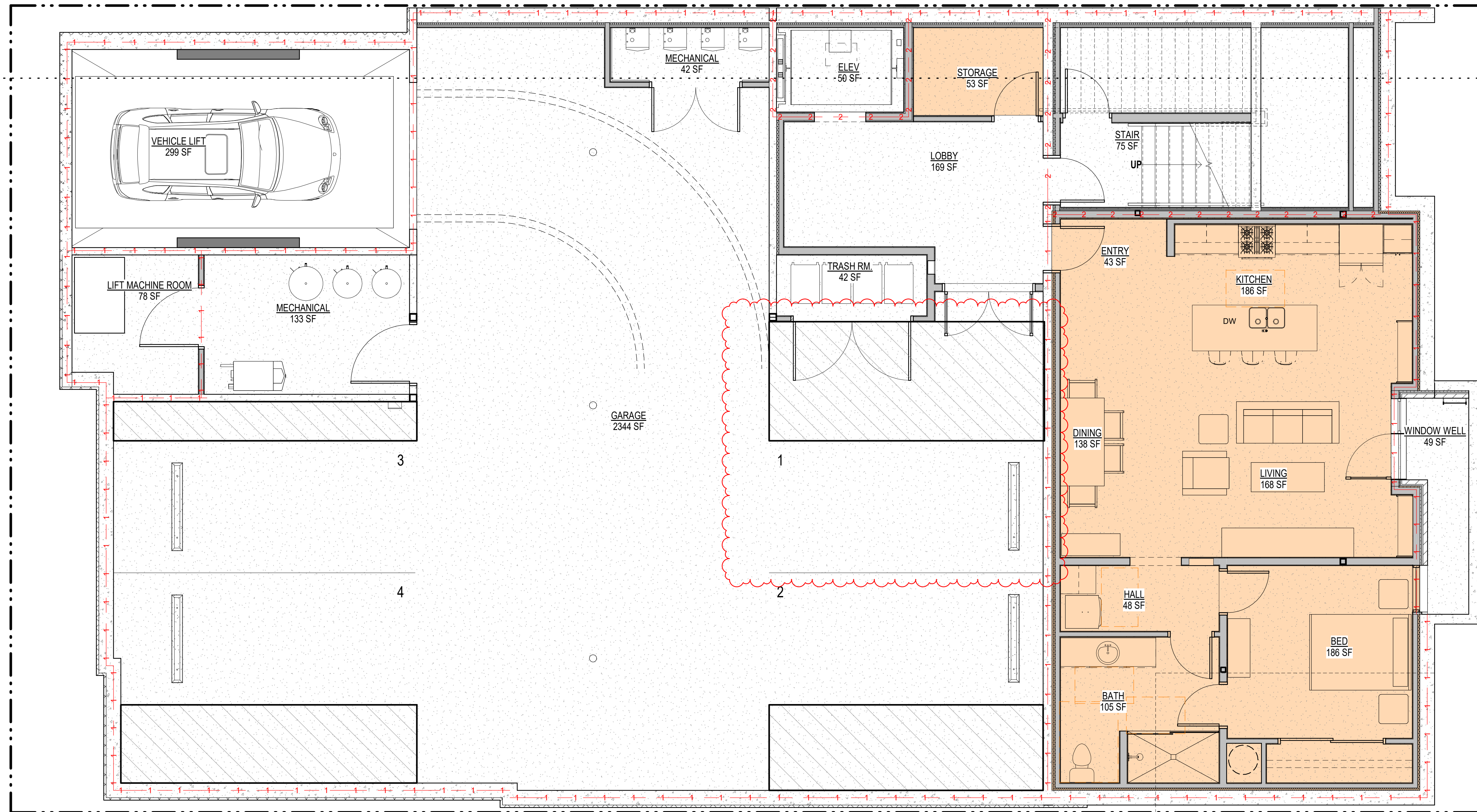
20% of Increase: 1,184 square feet

Net Livable (15% Reduction): 1,007 square feet

Mountain Land Design Showroom & Residences Community Housing Contribution Proposal

The applicant proposes to:

1. Provide one 978-square-foot community housing unit with an associated 59-square-foot storage area within the basement of the mixed-use building as shown on the attached basement floor plan. The combined floor area of the community housing unit and storage area will be 1,037 square feet.
2. Target subject community housing unit for Blaine County Housing Authority (BCHA) Income Category 4 or lower. The tenant chosen to occupy the unit shall be selected from the BCHA database of qualified households.
3. The deed covenant for the community housing unit shall be recorded prior to issuance of a Certificate of Occupancy for the project.
4. The community housing unit shall be listed for rent through BCHA concurrent with the issuance of a Certificate of Occupancy by the City for the project.

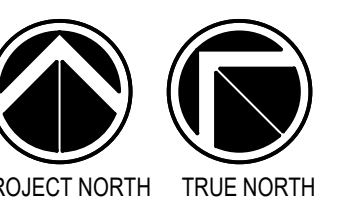


WORKFORCE UNIT: 978 SF
 STORAGE: 53 SF
 TOTAL WORKFORCE UNIT: 1,031
 (1,013 SF OWED PER 2.08 FAR)

GROSS FLOOR AREA: 4,528 SF
 NET FLOOR AREA: 831 SF

PROPOSED BASEMENT FLOOR PLAN

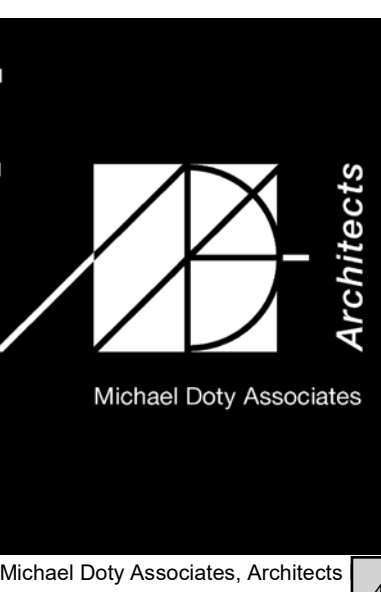
1 2 4 8 1/4" = 1'-0"



MOUNTAIN LAND DESIGN SHOWROOM AND RESIDENCES

111 NORTH WASHINGTON AVENUE
 KETCHUM, IDAHO

2/28/2022 REVISION
 5/19/2020



Attachment B
111 N Washington Avenue
Right-of-Way Encroachment
Agreement 22817

WHEN RECORDED, PLEASE RETURN TO:

**OFFICE OF THE CITY CLERK
CITY OF KETCHUM
POST OFFICE BOX 2315
KETCHUM, IDAHO 83340**

RIGHT-OF-WAY ENCROACHMENT AGREEMENT 22817

THIS AGREEMENT, made and entered into this ____ day of January, 2023, by and between the CITY OF KETCHUM, IDAHO, a municipal corporation ("Ketchum"), whose address is Post Office Box 2315, Ketchum, Idaho 83349 and DAN DEVENPORT, representing 360 VIEWS LCC, (collectively referred to as "Owner"), whose address is 2345 S Main Street, South Salt Lake, Utah 84115.

RECITALS

WHEREAS, Owner is the owner of real property described as 111 N Washington Avenue ("Subject Property"), located within the City of Ketchum, State of Idaho; and

WHEREAS, Owner wishes to permit placement of pavers sidewalks with a hydronic snowmelt system within the public rights-of-way along Washington Avenue and 1st Street and metal awnings that overhang into the public right-of-way along 1st Street for the Mountain Land Design Showroom & Residences Project. These improvements are shown in Exhibit "A" attached hereto and incorporated herein (collectively referred to as the "Improvements"); and,

WHEREAS, Ketchum finds that said Improvements will not impede the use of said public right-of-way at this time subject to the terms and provisions of this Agreement;

WHEREAS, the Owner will restore the sidewalk, street, curb and gutter and any landscaping back to the original condition acceptable to the Streets and Facilities Director;

NOW, THEREFORE, in contemplation of the above stated facts and objectives, it is hereby agreed as follows:

TERMS AND CONDITIONS

1. Ketchum shall permit Owner to install paver sidewalks with a hydronic snowmelt system and metal awning overhangs identified in Exhibit "A" within the public right-of-way on Washington Avenue and 1st Street until notified by Ketchum to remove the infrastructure at which time Owner shall remove infrastructure at Owner's expense.

2. Owner shall be responsible for the maintenance of said Improvements and shall repair said improvements within 48 hours upon notice from Ketchum that repairs are needed. Any modification to the improvements identified in Exhibit "A" shall be approved by the City of Ketchum prior to any modifications taking place.

3. Snowmelt systems installed in the public right-of-way shall be installed and operate at all times during the winter according to the following:

- The system shall meet the requirements of the International Energy Conservation Code (2018 IECC, 403.12.2)
- The system shall have an electronic main control board to operate the system that is programmable and optimizes the way the system functions.
- Installation of in-ground control sensors linked to the main control board that detect snow and ice on the surface, monitor the sidewalk or driveway temperature, and automatically activates the system to be turned on or off based on the snow condition and air temperature.

4. Owner shall be responsible for restoring the sidewalk, curb and gutter and landscaping that is altered due to the construction and installation of the Improvements, to the satisfaction of the Director of Streets and Facilities.

5. In consideration of Ketchum allowing Owner to maintain the Improvements in the public right-of-way, Owner agrees to indemnify and hold harmless Ketchum from and against any and all claims of liability for any injury or damage to any person or property arising from the Improvements constructed, installed and maintained in the public right-of-way. Owner shall further indemnify and hold Ketchum harmless from and against any and all claims arising from any breach or default in the performance of any obligation on Owner's part to be performed under this Agreement, or arising from any negligence of Owner or Owner's agents, contractors or employees and from and against all costs, attorney's fees, expenses and liabilities incurred in the defense of any such action or proceeding brought thereon. In the event any action or proceeding is brought against Ketchum by reason of such claim, Owner, upon notice from Ketchum, shall defend Ketchum at Owner's expense by counsel satisfactory to Ketchum. Owner, as a material part of the consideration to Ketchum, hereby assumes all risk of damages to property or injury to persons in, upon or about the Improvements constructed, installed and maintained in the public right-of-way arising from the construction, installation and maintenance of said Improvements and Owner hereby waives all claims in respect thereof against Ketchum.

6. Ketchum shall not be liable for injury to Owner's business or loss of income therefrom or for damage which may be sustained by the person, goods, wares, merchandise or property of Owner, its tenants, employees, invitees, customers, agents or contractors or any other person in or about the Subject Property caused by or resulting from the Improvements constructed, installed, removed or maintained in the public right-of-way.

7. Owner understands and agrees that by maintaining the Improvements in the public right-of-way pursuant to this Agreement, Owner obtains no claim or interest in said public right-of-way which is adverse to that of Ketchum and that Owner obtains no exclusive right to said public right-of-way nor any other right to use the public right-of-way not specifically described herein.

8. In the event either party hereto retains an attorney to enforce any of the rights, duties and obligations arising out of this Agreement, the prevailing party shall be entitled to recover from the non-prevailing party reasonable attorney's fees at the trial and appellate levels and, whether or not litigation is actually instituted.

9. This Agreement shall be governed by, construed, and enforced in accordance with the laws and decisions of the State of Idaho. Venue shall be in the District Court of the fifth Judicial District of the State of Idaho.

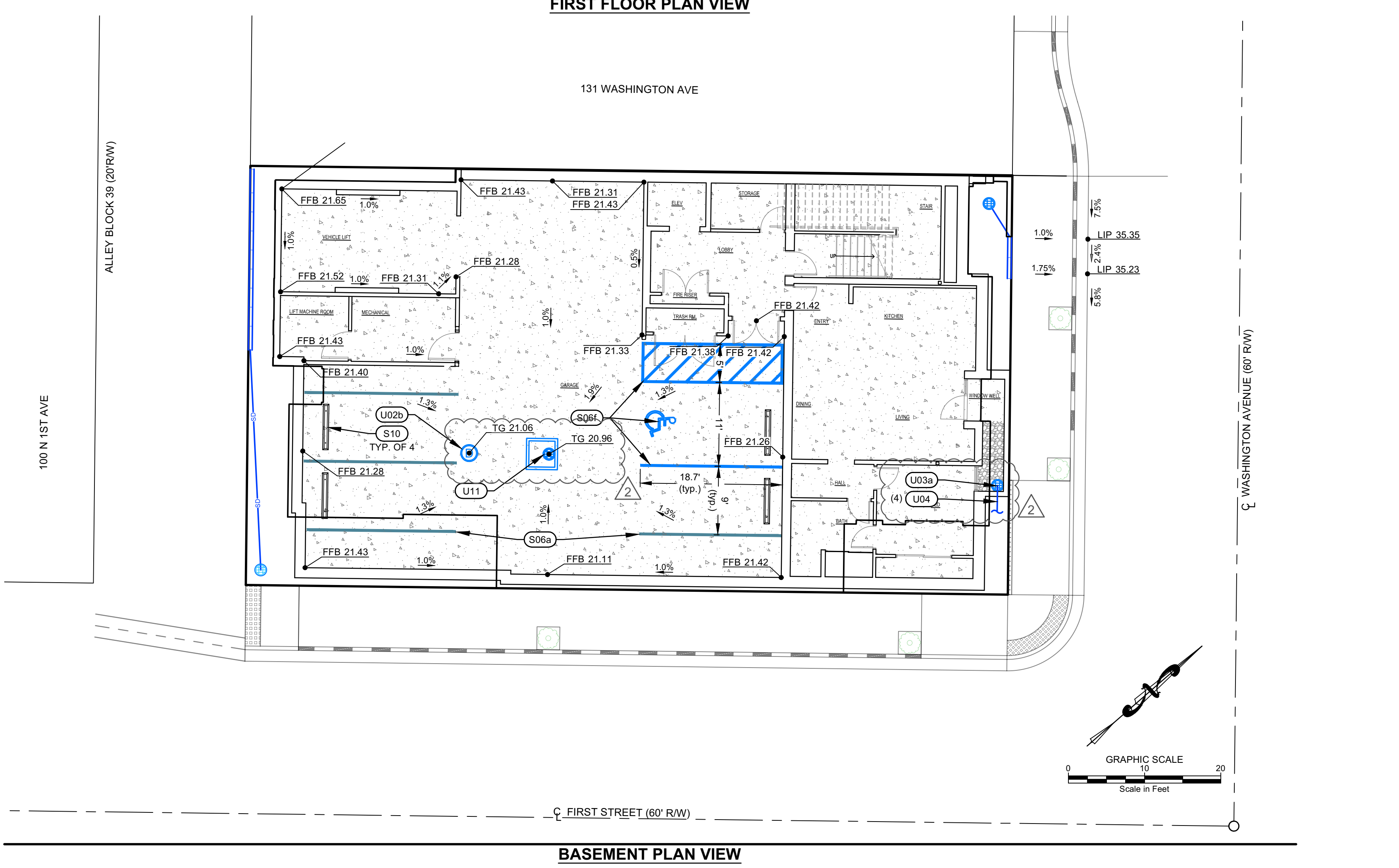
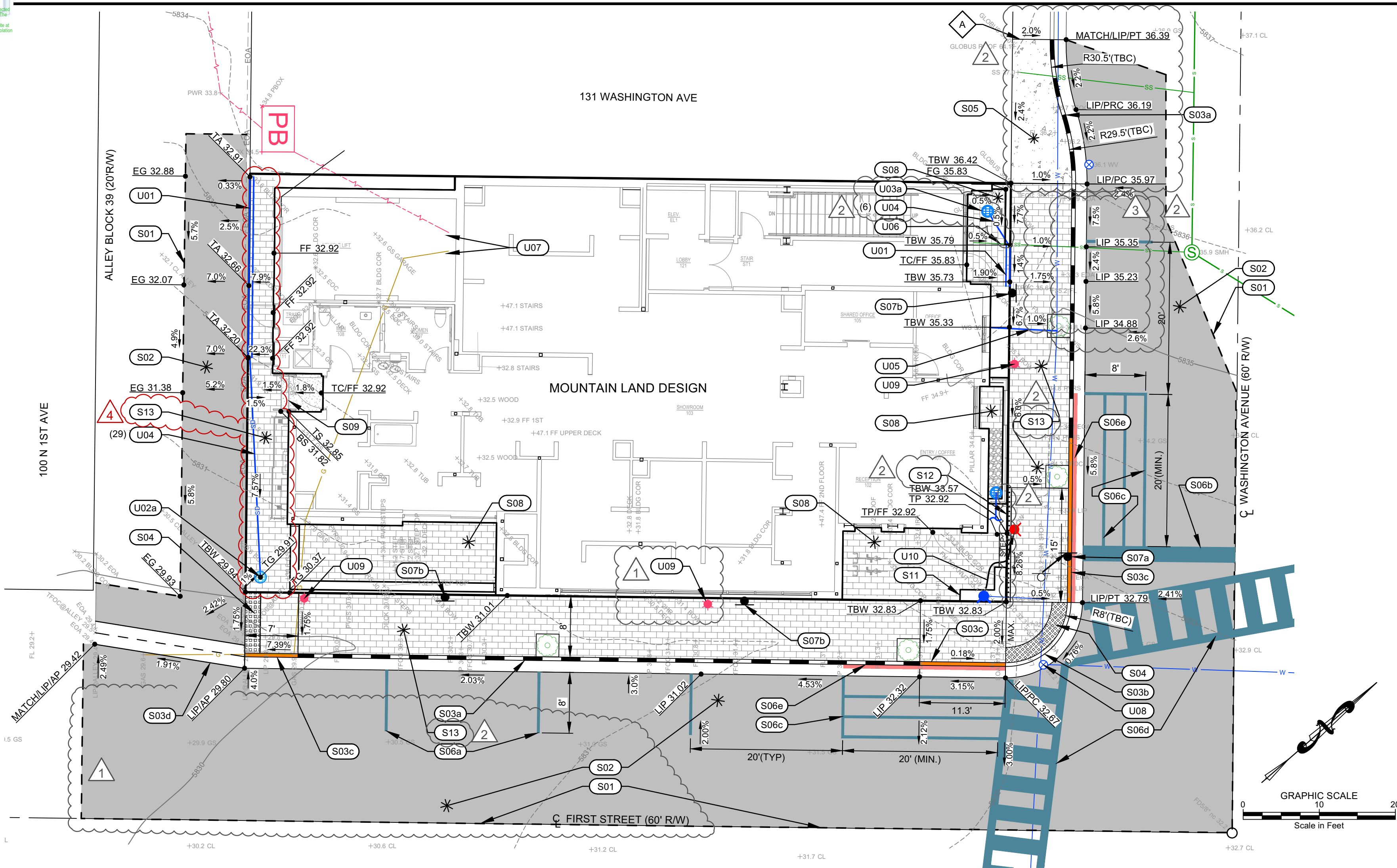
10. This Agreement sets forth the entire understanding of the parties hereto and shall not be changed or terminated orally. It is understood and agreed by the parties hereto that there are no verbal promises or implied promises, agreements, stipulations or other representations of any kind or character pertaining to the Improvements maintained in the public right-of-way other than as set forth in this Agreement.

11. No presumption shall exist in favor of or against any party to this Agreement as the result of the drafting and preparation of this document.

12. This Agreement shall be recorded with the Blaine County Recorder by Ketchum.

13. The parties fully understand all of the provisions of this Agreement, and believe them to be fair, just, adequate, and reasonable, and accordingly accept the provisions of this Agreement freely and voluntarily.

EXHIBIT "A"



CONSTRUCTION KEYNOTES

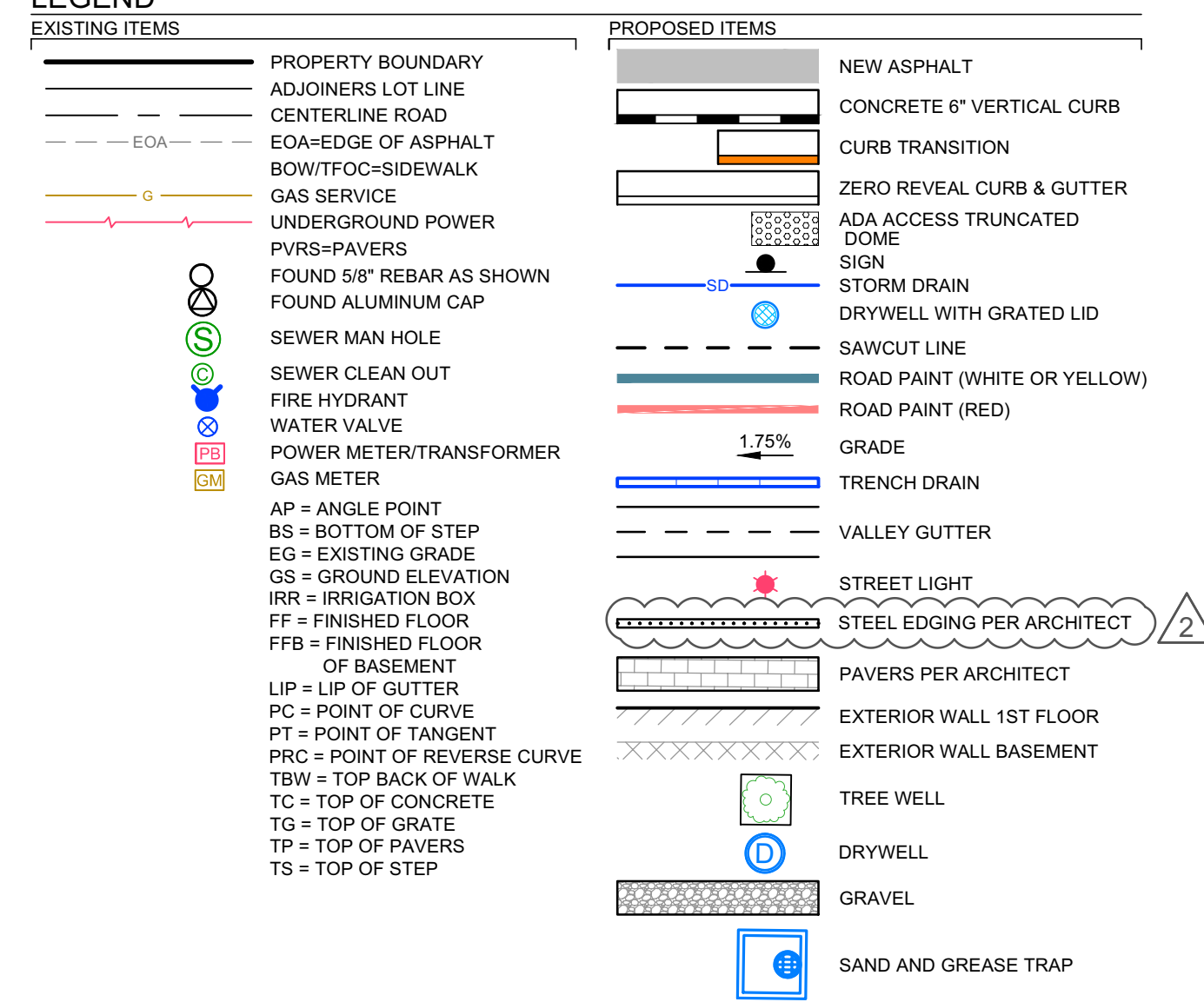
SITE IMPROVEMENTS

- S01 SAWCUT EXISTING ASPHALT TO PROVIDE FOR A CLEAN VERTICAL EDGE.
- S02 CONSTRUCT/REPAIR ASPHALT SEE DETAIL 1, SHEET C2.0.
- S03 CONSTRUCT CONCRETE CURB
 - a. 6" CONCRETE VERTICAL CURB AND GUTTER PER DETAIL 4, SHEET C2.0.
 - b. ZERO REVEAL CURB AND GUTTER PER DETAIL 3, SHEET C2.0.
 - c. CURB TRANSITION PER DETAIL 3, SHEET C2.0 [(typ.)].
 - d. 3" WIDE CONCRETE VALLEY GUTTER PER DETAIL 7, SHEET C2.0.
- S04 INSTALL TRUNCATED DOME DETECTABLE WARNING INSERT. SEE DETAILS 10 & 12, SHEET C2.0.
- S05 CONSTRUCT CONCRETE SIDEWALK. WIDTH AS SHOWN HEREON. SEE DETAIL 2, SHEET C2.0.
- S06 INSTALL PAVEMENT MARKINGS PER CITY OF KETCHUM STANDARDS
 - a. 4" WIDE YELLOW PARKING STRIPE
 - b. 24" WIDE WHITE STOP BAR
 - c. 4" WIDE YELLOW NO-PARKING STRIPE
 - d. WHITE CROSSWALK STRIPING (MATCH CITY PATTERNS)
 - e. NO PARKING ZONE (RED CURB)
 - f. 4" WIDE ADA STRIPING AND SYMBOL
- S07 INSTALL SIGNS. CITY WILL PROVIDE SIGN BASES. SEE DETAIL 9, SHEET C2.0 FOR SIGN BASE DETAIL.
 - a. RELOCATE STOP/STREET SIGN.
 - b. REGULATORY SIGN. COORDINATE TYPE AND FINAL LOCATION WITH CITY OF KETCHUM.
- S08 INSTALL PAVERS PER ARCHITECTURAL PLANS.
- S09 CONSTRUCT CONCRETE STAIRS WITH HANDRAILS. SEE ARCHITECTURAL PLANS.
- S10 CONCRETE CURB STOP PER ARCHITECTURAL PLANS.
- S11 CONCRETE SEAT WALL PER ARCHITECTURAL PLANS.
- S12 STEEL EDGING PER ARCHITECTURAL PLANS.
- S13 INSTALL HEATED PAVER SIDEWALK PER DETAIL 13, SHEET C2.0. COORDINATE WITH MECHANICAL ENGINEER AND/OR PLUMBER FOR HEATING SOURCE.

UTILITY IMPROVEMENTS

- U01 TRENCH DRAIN WITH HEAT TAPE. SEE LANDSCAPE ARCHITECT DRAWINGS FOR DETAIL. INSTALL PER MANUFACTURERS SPECIFICATIONS.
- U02 INSTALL DRYWELL PER DETAIL 6, SHEET C2.0. CONNECT ROOF DRAINS PER ARCH.
 - a. RIM ELEV = 5829.91 (ROUND GRATE)
 I.E. (IN) = 5826.91
 RIM ELEV = 5821.06 (SOLID LID)
 I.E. (IN) = 5818.3
 - b. RIM ELEV = 5835.83 (ROUND GRATE)
 I.E. (IN) = 5833.33
 BOTTOM OF DRYWELL PIPE = 5829.83
 RIM ELEV = 5821.1 (ROUND GRATE)
 I.E. (OUT) = 5819.1, OUTLET TO FOUNDATION DRAIN ROCK
 BOTTOM OF DRYWELL PIPE = 5818.1
- U03 INSTALL DRYWELL PER DETAIL 8, SHEET C2.0.
 - a. RIM ELEV = 5835.83 (ROUND GRATE)
 I.E. (IN) = 5833.33
 BOTTOM OF DRYWELL PIPE = 5829.83
 RIM ELEV = 5821.1 (ROUND GRATE)
 I.E. (OUT) = 5819.1, OUTLET TO FOUNDATION DRAIN ROCK
 BOTTOM OF DRYWELL PIPE = 5818.1
- U04 INSTALL 6" Ø D3034 PVC PIPE @ S=2.0% MIN. 3.0' MINIMUM COVER. (PIPE LENGTH, LF)
- U05 CUT, CAP, AND REMOVE EXISTING SERVICE AT WATER MAIN. INSTALL NEW WATER SERVICE. NEW SERVICE SIZE TO BE DETERMINED BY PLUMBING ENGINEER.
- U06 RETAIN, PROTECT, UTILIZE EXISTING 4" Ø SEWER SERVICE.
- U07 RELOCATE DRY UTILITIES PER ARCHITECTURAL PLANS.
- U08 RELOCATE VALVE OUT OF ZERO REVEAL CURB AND GUTTER. COORDINATE WORK WITH CITY OF KETCHUM WATER DEPARTMENT.
- U09 INSTALL STREET LIGHT PER CITY OF KETCHUM STANDARDS. APPROXIMATE LOCATION SHOWN.
- U10 RELOCATE FIRE HYDRANT. COORDINATE WORK WITH CITY OF KETCHUM WATER DEPARTMENT.
- U11 INSTALL CONCRETE 350 GALLON SAND AND GREASE TRAP WITH TRAFFIC RATED LID. SEE DETAIL 11 / C2.0.
 - RIM = 20.96
 - I.E. (OUT) = 18.46

LEGEND



CONSTRUCTION NOTES

1. ALL CONSTRUCTION SHALL BE IN CONFORMANCE WITH THE MOST CURRENT EDITION OF THE "IDAHO REGULATIONS FOR PUBLIC DRINKING WATER SYSTEMS," THE CURRENT EDITION OF THE "IDAHO STANDARDS FOR PUBLIC WORKS CONSTRUCTION" (ISPCW), AND CITY OF KETCHUM STANDARDS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING AND KEEPING A COPY OF THE ISPCW ON SITE DURING CONSTRUCTION.
2. THE LOCATION OF EXISTING UNDERGROUND UTILITIES ARE SHOWN ON THE PLANS IN AN APPROXIMATE WAY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING EXISTING UTILITIES PRIOR TO COMMENCING AND DURING THE CONSTRUCTION. THE CONTRACTOR AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH RESULT FROM HIS FAILURE TO ACCURATELY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES. CONTRACTOR SHALL CALL DIGLINE (1-800-342-1585) TO LOCATE ALL EXISTING UNDERGROUND UTILITIES.
3. THE CONTRACTOR SHALL CLEAN UP THE SITE AFTER CONSTRUCTION SO THAT IT IS IN A CONDITION EQUAL TO OR BETTER THAN THAT WHICH EXISTED PRIOR TO CONSTRUCTION, INCLUDING BUT NOT LIMITED TO, EPA'S NPDES CONSTRUCTION GENERAL PERMIT.
4. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS PRIOR TO CONSTRUCTION.
5. CONSTRUCTION OF WATER MAINS AND ALL OTHER RELATED APPURTENANCES SHALL BE IN ACCORDANCE WITH THE IDAHO STANDARDS FOR PUBLIC WORKS CONSTRUCTION (ISPCW), IDAPA 58.01.08, IDAHO RULES FOR PUBLIC DRINKING WATER SYSTEMS AND THE CITY OF KETCHUM UTILITIES DEPARTMENT STANDARDS.
6. CONTRACTOR SHALL PRESSURE TEST, DISINFECT, AND CONDUCT BIOLOGICAL TESTING IN ACCORDANCE WITH THE IDAHO STANDARDS FOR PUBLIC WORKS CONSTRUCTION (ISPCW), AMERICAN WATER WORKS ASSOCIATION (AWWA) STANDARDS, AND THE PRESSURE TESTING, DISINFECTION, AND MICROBIOLOGICAL TESTING PROCEDURES.
7. ALL WATER SUPPLY FIXTURES, FITTINGS, PIPING, AND ALL RELATED APPURTENANCES SHALL BE ANSISNF STD. 61 COMPLIANT.
8. ALL WATER SUPPLY FIXTURES, FITTINGS, PIPING, AND ALL RELATED APPURTENANCES SHALL COMPLY WITH THE LOW LEAD ACT REQUIRING ALL MATERIALS TO HAVE A LEAD CONTENT EQUAL TO OR LESS THAN 0.25%.
9. THE CONTRACTOR SHALL USE ANSISNF STANDARD 60 CHEMICALS AND COMPOUNDS DURING INSTALLATION & DISINFECTION OF POTABLE WATER MAIN.
10. CONTRACTOR SHALL COORDINATE LOCATIONS OF DRY UTILITY FACILITIES (POWER, CABLE, PHONE, TV) NOT SHOWN ON THE DRAWING WITH IDAHO POWER.
11. ALL CLEARING & GRUBBING SHALL CONFORM TO ISPCW SECTION 201.
12. ALL EXCAVATION & EMBANKMENT SHALL CONFORM TO ISPCW SECTION 202. EXCAVATED SUBGRADE SHALL BE COMPACTED AND ALL UNSUITABLE SECTIONS REMOVED AND REPLACED WITH STRUCTURAL FILL AS DETERMINED BY THE ENGINEER. MINIMUM COMPACTION OF PLACED MATERIAL SHALL BE 95% OF MAXIMUM LABORATORY DENSITY AS DETERMINED BY AASHTO T-99 OR ITD T-91.
13. ALL 2" MINUS GRAVEL SHALL CONFORM TO ISPCW 802, TYPE II (ITD STANDARD 703.04, 2"), SHALL BE PLACED IN CONFORMANCE WITH ISPCW SECTION 801 AND COMPACTED PER SECTION 202. MINIMUM COMPACTION OF PLACED MATERIAL SHALL BE 90% OF MAXIMUM LABORATORY DENSITY AS DETERMINED BY AASHTO T-99.
14. ALL 3/4" MINUS CRUSHED GRAVEL SHALL CONFORM TO ISPCW 802, TYPE I (ITD STANDARD 703.04, 3/4" B), SHALL BE PLACED IN CONFORMANCE WITH ISPCW SECTION 802 AND COMPACTED PER SECTION 202. MINIMUM COMPACTION OF PLACED MATERIAL SHALL BE 95% OF MAXIMUM LABORATORY DENSITY AS DETERMINED BY AASHTO T-99 OR ITD T-91.
15. ALL ASPHALTIC CONCRETE PAVEMENT WORK SHALL CONFORM TO ISPCW SECTION(S) 805, 810, AND 811 FOR CLASS II PAVEMENT. ASPHALT AGGREGATE SHALL BE 1/2" (13MM) NOMINAL SIZE CONFORMING TO TABLE 803B IN ISPCW SECTION 803. ASPHALT BINDER SHALL BE PG 58-28 CONFORMING TO TABLE A-1 IN ISPCW SECTION 805.
16. ALL EDGES OF EXISTING ASPHALT PAVING SHALL BE SAW CUT 24" TO PROVIDE A CLEAN PAVEMENT EDGE FOR MATCHING. NO WHEEL CUTTING SHALL BE ALLOWED.
17. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING TRAFFIC CONTROL PER THE CURRENT EDITION OF THE US DEPARTMENT OF TRANSPORTATION MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
18. ALL CONCRETE FORM WORK SHALL CONFORM TO ISPCW SECTION 701 AND 703. ALL CONCRETE SHALL BE 3,000 PSI MINIMUM, 28 DAY, AS DEFINED IN ISPCW SECTION 703, TABLE 1.
19. ALL TRENCHING SHALL CONFORM TO ISPCW STANDARD DRAWING SD-301. TRENCHES SHALL BE BACKFILLED AND COMPACTED TO A MINIMUM OF 95% OF MAXIMUM DENSITY AS DETERMINED BY AASHTO T-99.
20. TOPOGRAPHIC, SITE, AND BOUNDARY SURVEYS SHOWN HEREON WERE CONDUCTED BY ALPINE ENTERPRISES INC.
21. PER IDAHO CODE § 55-1613, THE CONTRACTOR SHALL RETAIN AND PROTECT ALL MONUMENTS, ACCESSORIES TO CORNERS, BENCHMARKS AND POINTS SET IN CONTROL SURVEYS; ALL MONUMENTS, ACCESSORIES TO CORNERS, BENCHMARKS AND POINTS SET IN CONTROL SURVEYS THAT ARE LOST OR DISTURBED BY CONSTRUCTION SHALL BE REESTABLISHED AND RE-MONUMENTED, AT THE EXPENSE OF THE AGENCY OR PERSON CAUSING THEIR LOSS OR DISTURBANCE AT THEIR ORIGINAL LOCATION OR BY SETTING OF A WITNESS CORNER OR REFERENCE POINT OR A REPLACEMENT BENCHMARK OR CONTROL POINT, BY OR UNDER THE DIRECTION OF A PROFESSIONAL LAND SURVEYOR.

111 N WASHINGTON AVE.
 LOCATED WITHIN SECTION 18, T.4 N., R.18 E., B.M., CITY OF KETCHUM, BLAINE COUNTY, IDAHO
 PREPARED FOR 360 VIEWS, LLC

DESIGNED BY: SKS
 CHECKED BY: SKE

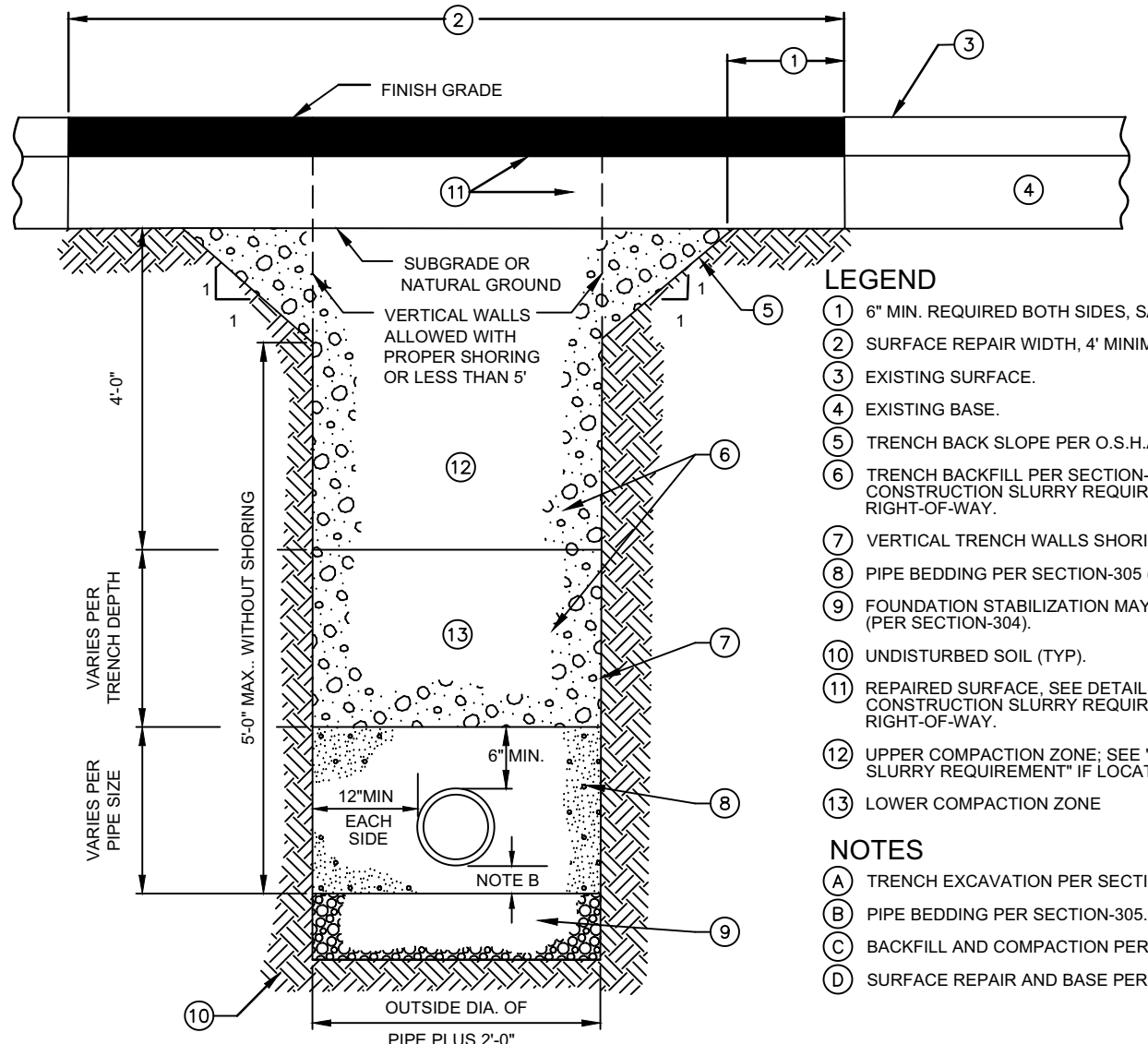
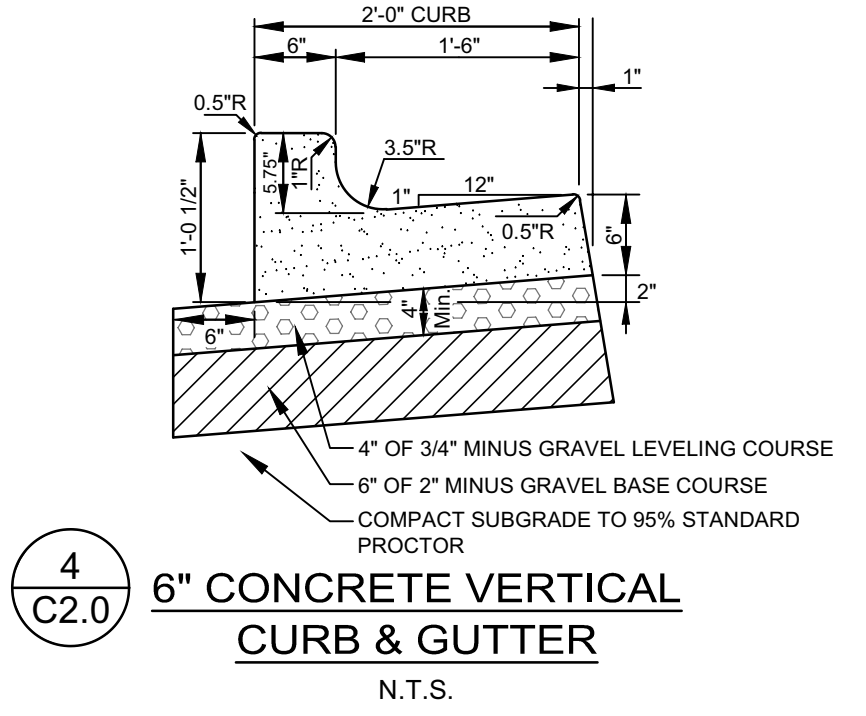
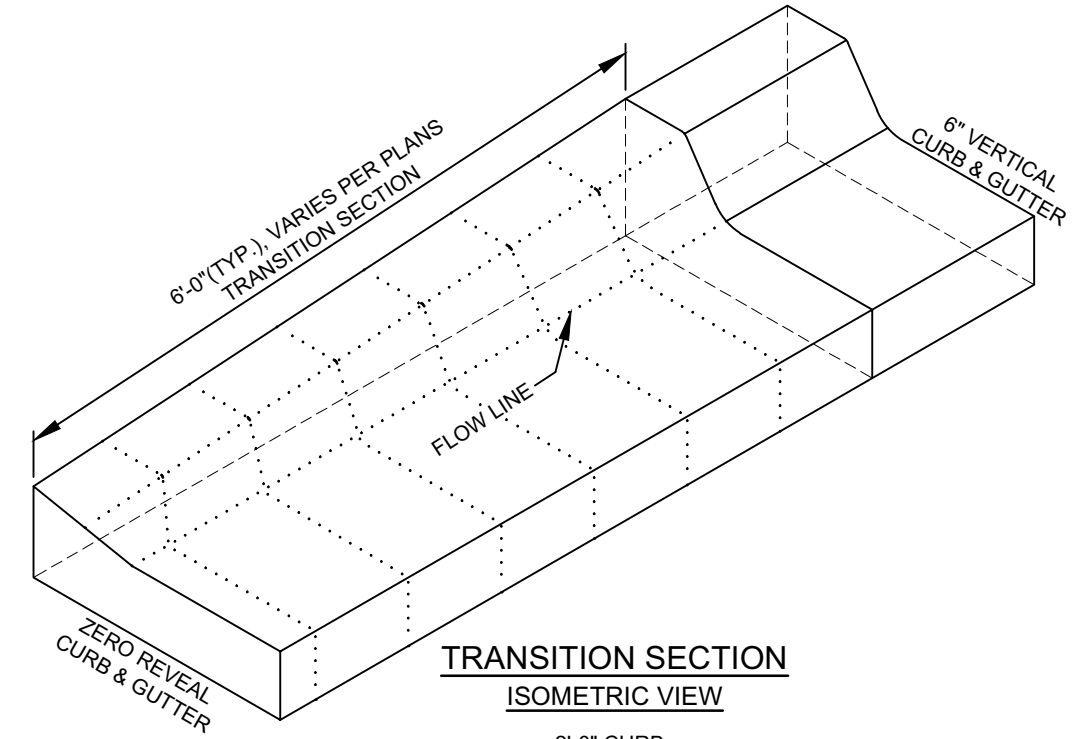
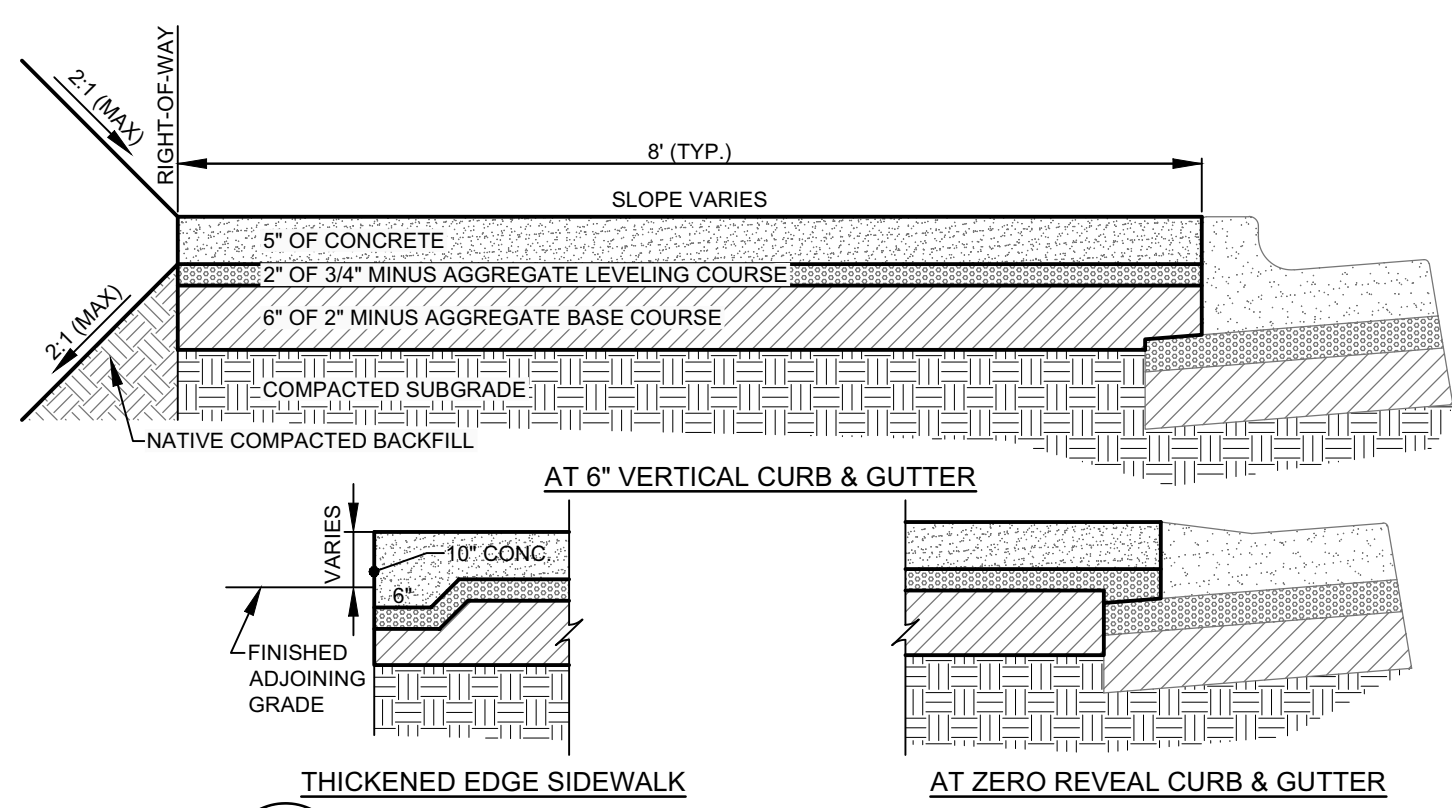
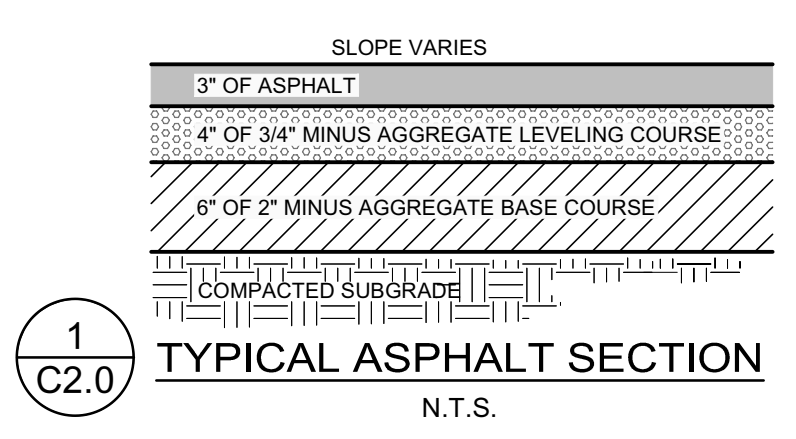
REUSE OF DRAWINGS: This drawing shall not be used on any project or extension of this project except by agreement in writing with Galena Engineering, Inc.

GALENA ENGINEERING, INC.
 Civil Engineers & Land Surveyors
 317 N. River Street
 Halley, Idaho 83333
 (208) 788-1705
 (208) 788-4612 fax
 email: galena@galena-engineering.com

NO.	DATE	BY	REVISIONS
1	08/28/20	SKS	ISSUE FOR PERMIT
2	07/17/20	SKS	PERMIT REVISIONS 71772020
3	08/19/21	SKS	HEATED PAVER SIDEWALK IN RIGHT-OF-WAY
4	11/09/21	SKS	WASHINGTON AVE GRADING ADJUSTMENT
5	01/17/22	SKS	ALLEY FRONTAGE (PRIVATE) MATERIAL CHANGE

C1.0

PROFESSIONAL ENGINEER
 REG. NO. 12497
 08/01/22
 STATE OF IDAHO
 SEAN M. FLYNN



- LEGEND**
- 1/2\"/>
- NOTES**
- 1 TRENCH EXCAVATION PER SECTION-301.
 - 2 PIPE BEDDING PER SECTION-305.
 - 3 BACKFILL AND COMPACTION PER SECTION-306.
 - 4 SURFACE REPAIR AND BASE PER DETAIL 3C20

KETCHUM PUBLIC CONSTRUCTION SLURRY REQUIREMENT
 IN AREAS WHERE IT IS NECESSARY TO CUT THE ASPHALT PAVEMENT AND DIG A TRENCH FOR BURIAL OF CONDUIT CABLE OR OTHER CITY UTILITY, THE TRENCH SHALL BE BACKFILLED WITH A LEAN CONCRETE MIX TO THE BOTTOM OF FINISH SURFACE MATERIAL WITH THE FOLLOWING PROPORTIONS OF MATERIALS:

COARSE AGGREGATE (2\"/>

2 TYPICAL CONCRETE SIDEWALK SECTION N.T.S.

3 TYPICAL CURB TRANSITION DETAIL N.T.S.

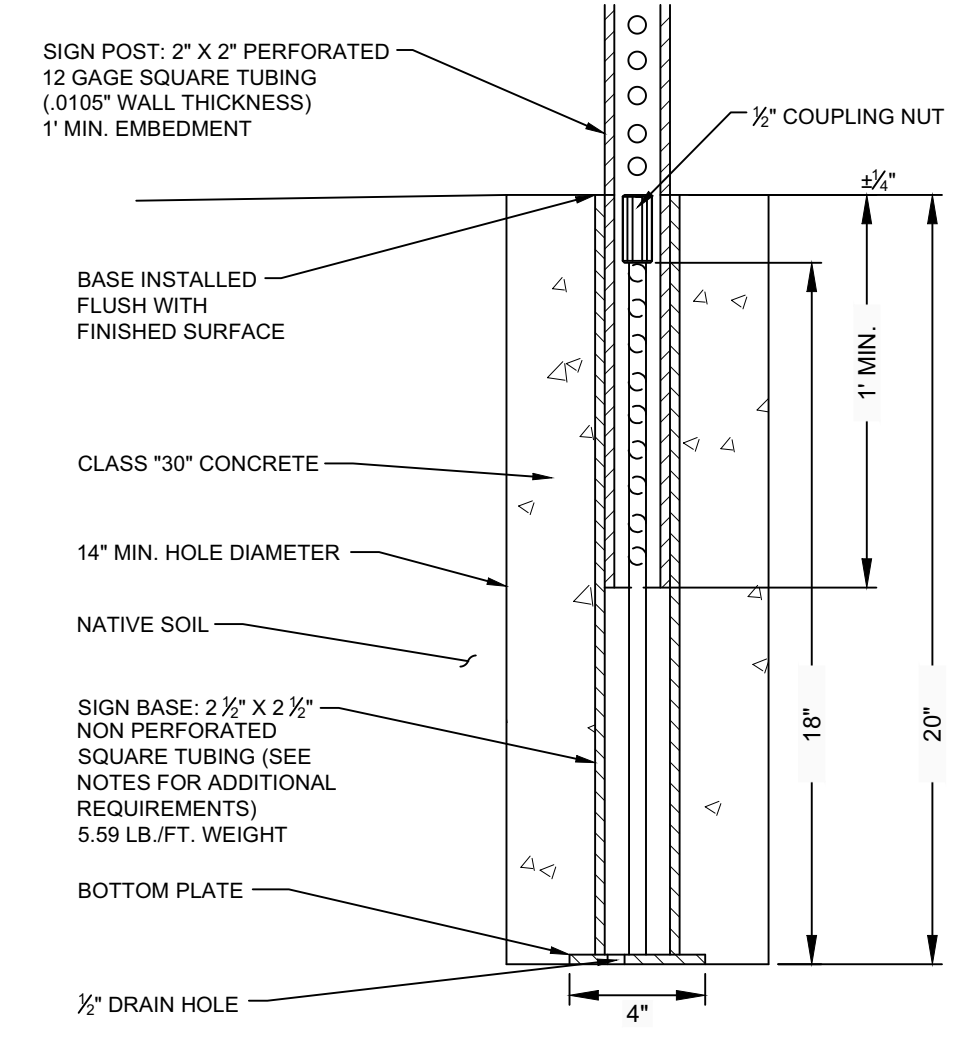
4 6\"/>

5 TYPICAL TRENCH SECTION N.T.S.

6 ALLEY DRYWELL DETAIL N.T.S.

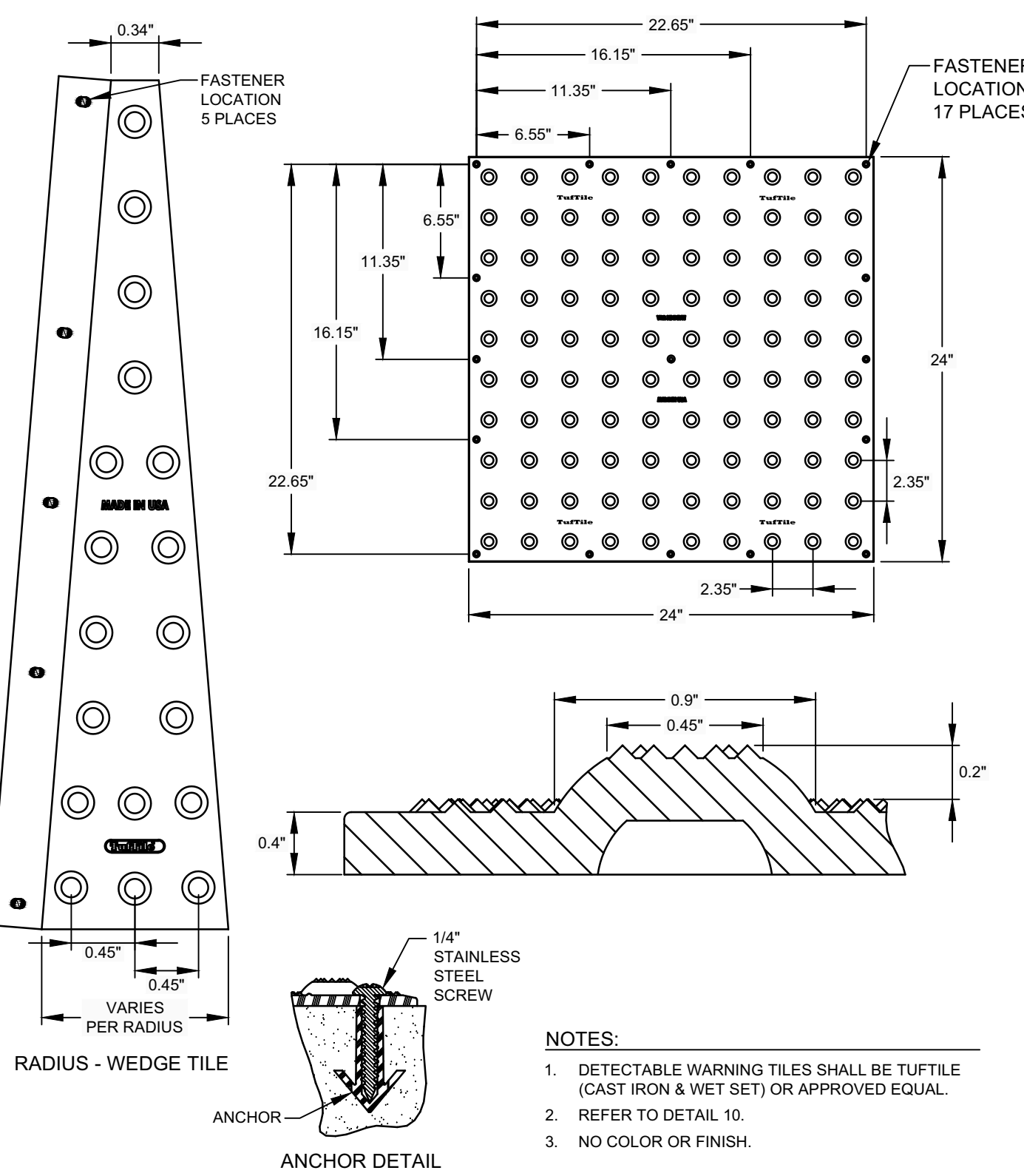
7 36\"/>

8 LANDSCAPE DRYWELL DETAIL N.T.S.



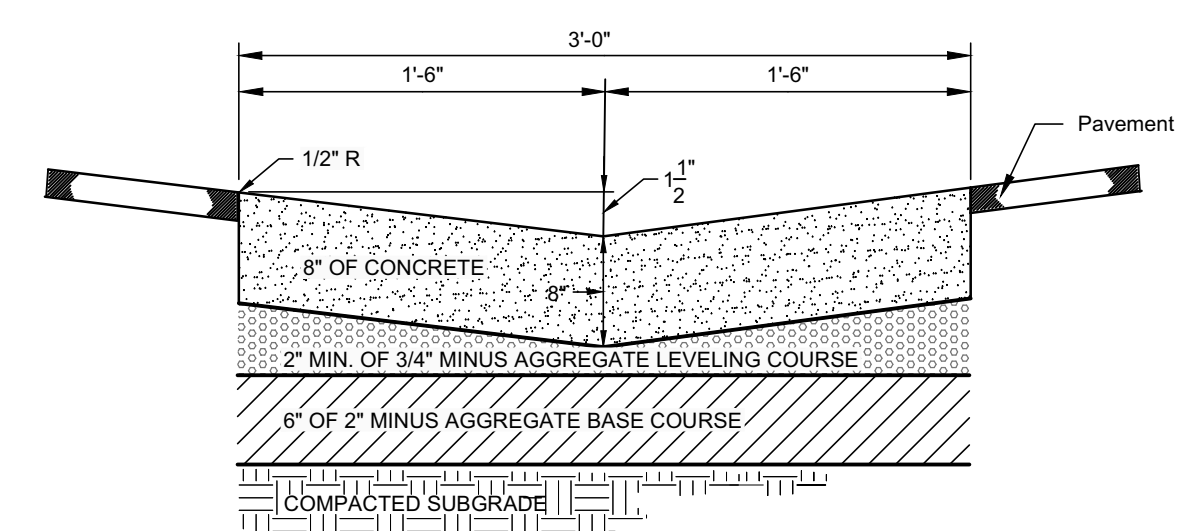
- NOTES:**
- 1 BASES SHALL BE INSTALLED TO BE FLUSH WITH SURFACE.
 - 2 ALL INSTALLATIONS SHALL HAVE 14\"/>
- SIGN BASE MATERIAL & DIMENSION REQUIREMENTS**
- 2 1/2\"/>

9 TYPICAL SIGN BASE DETAIL N.T.S.

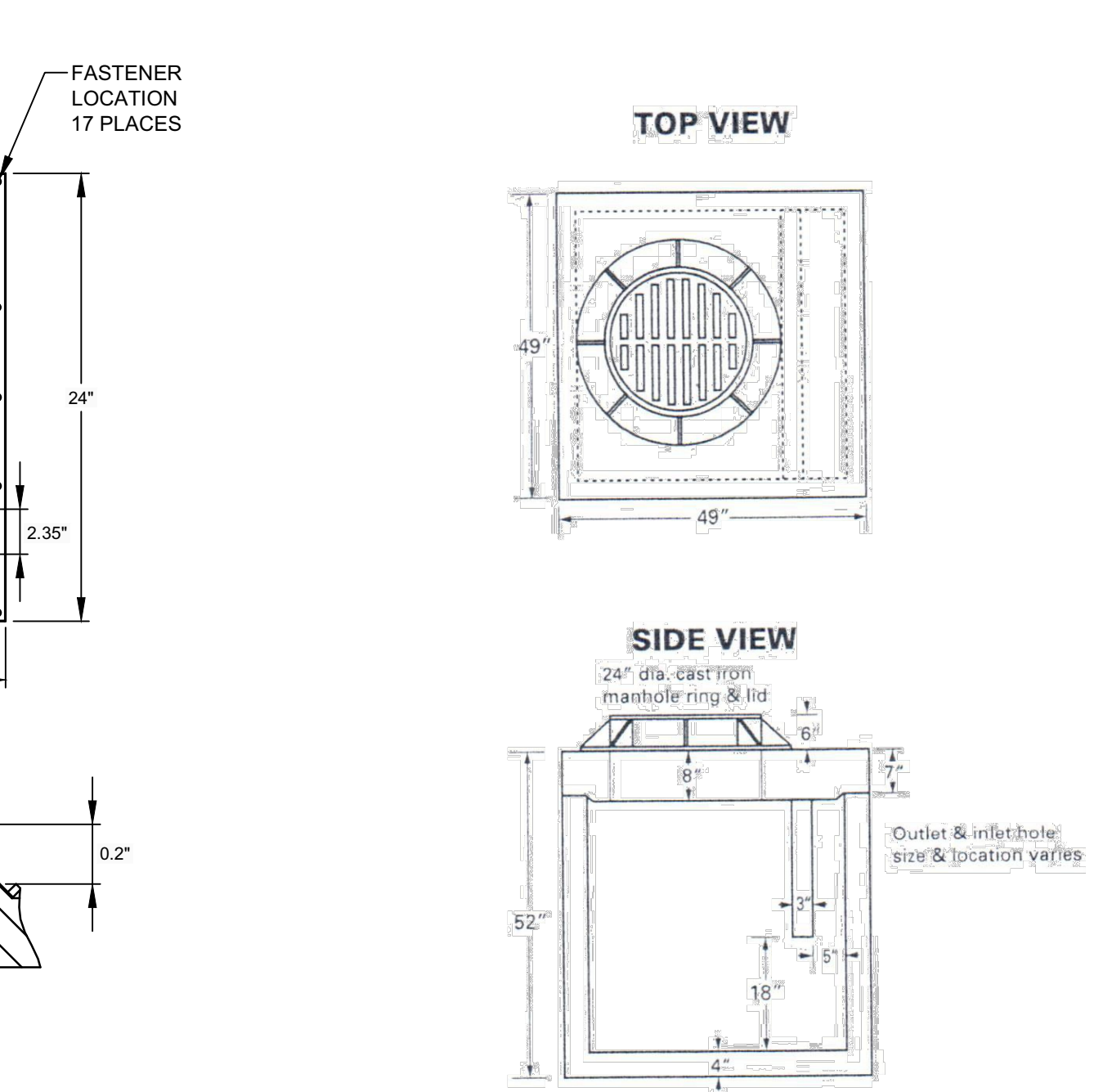


- NOTES:**
- 1 DETECTABLE WARNING TILES SHALL BE TUFTLE (CAST IRON & WET SET) OR APPROVED EQUAL.
 - 2 REFER TO DETAIL 10.
 - 3 NO COLOR OR FINISH.

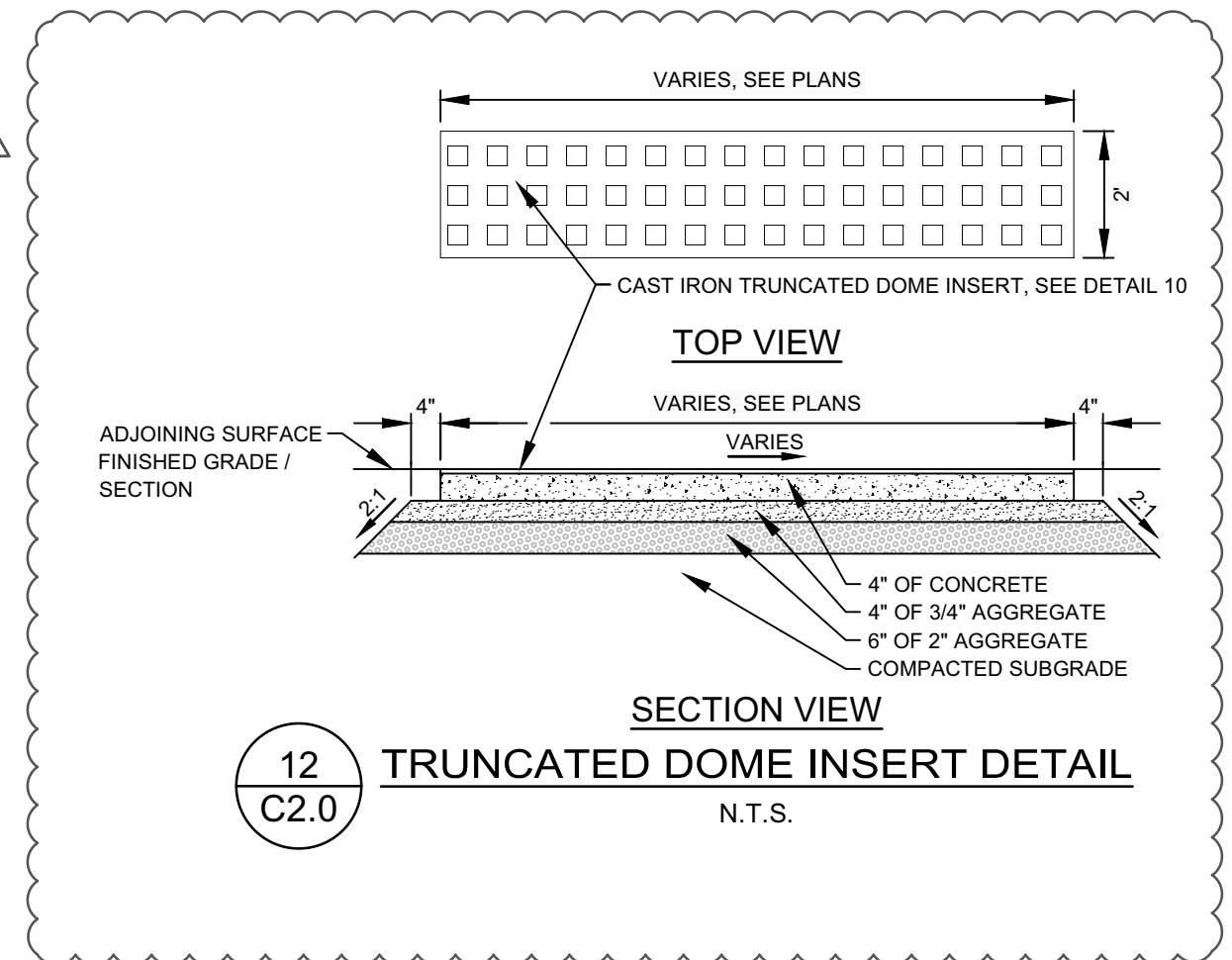
10 DETECTABLE WARNING PLATE DETAIL N.T.S.



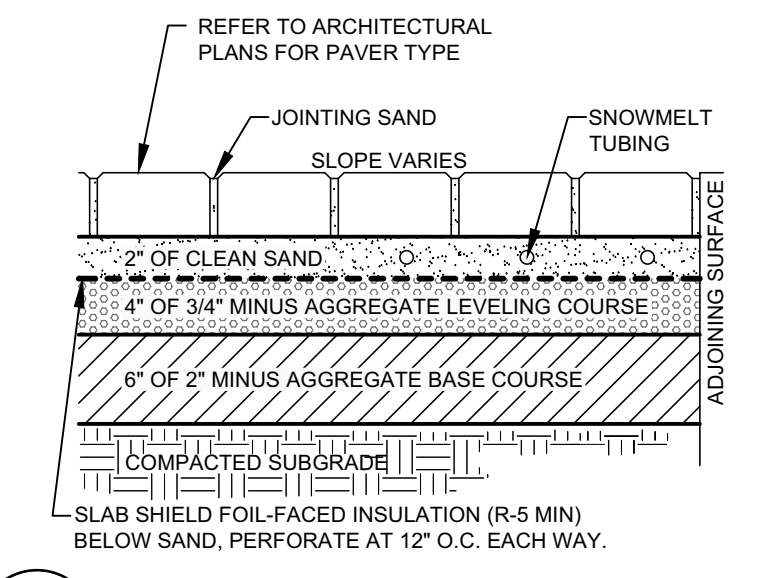
7 36\"/>



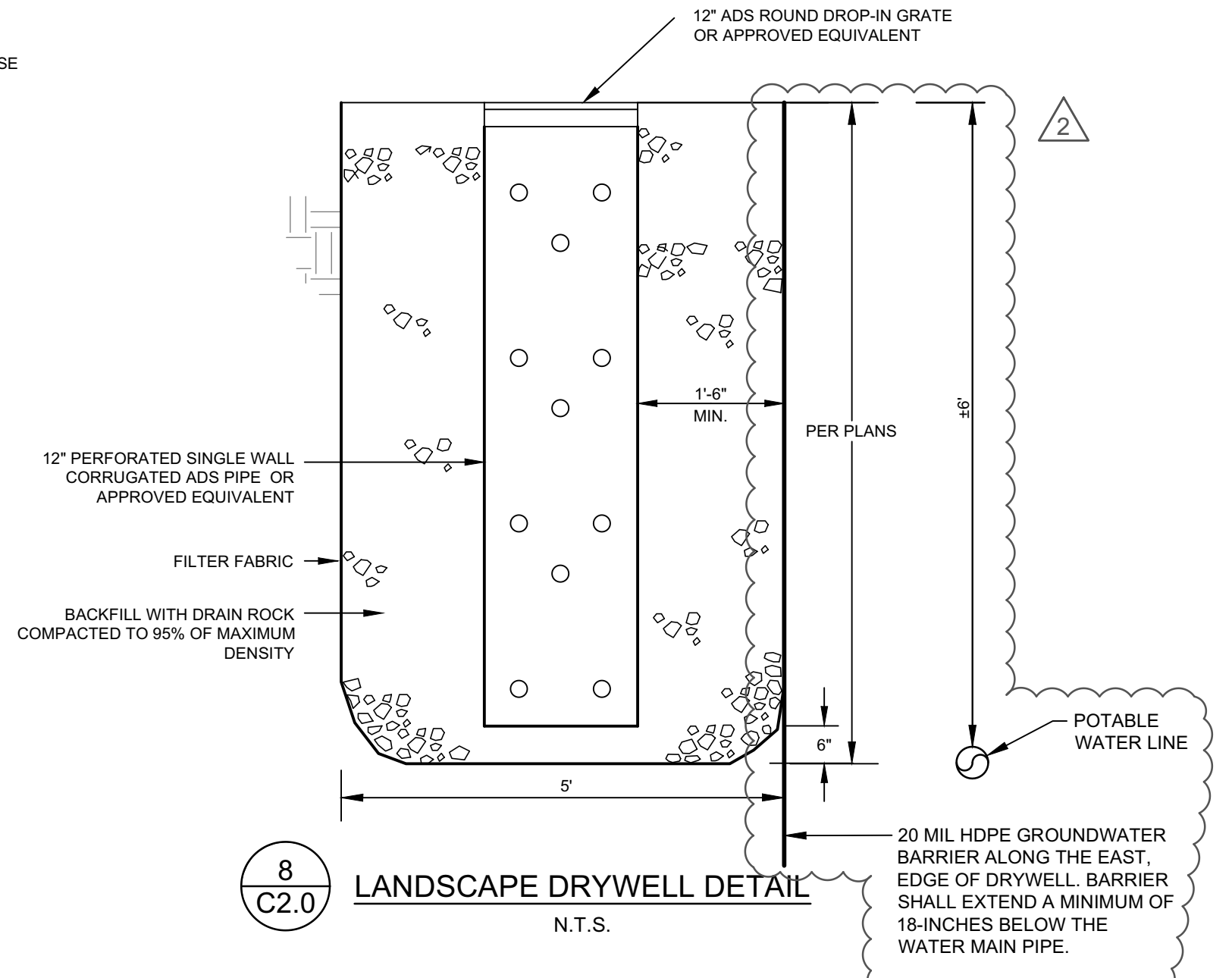
11 350 GALLON SAND AND GREASE TRAP N.T.S.



12 TRUNCATED DOME INSERT DETAIL N.T.S.



13 HEATED PAVER DETAIL N.T.S.

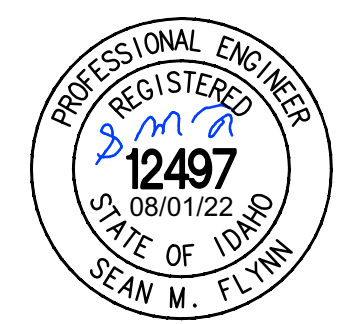


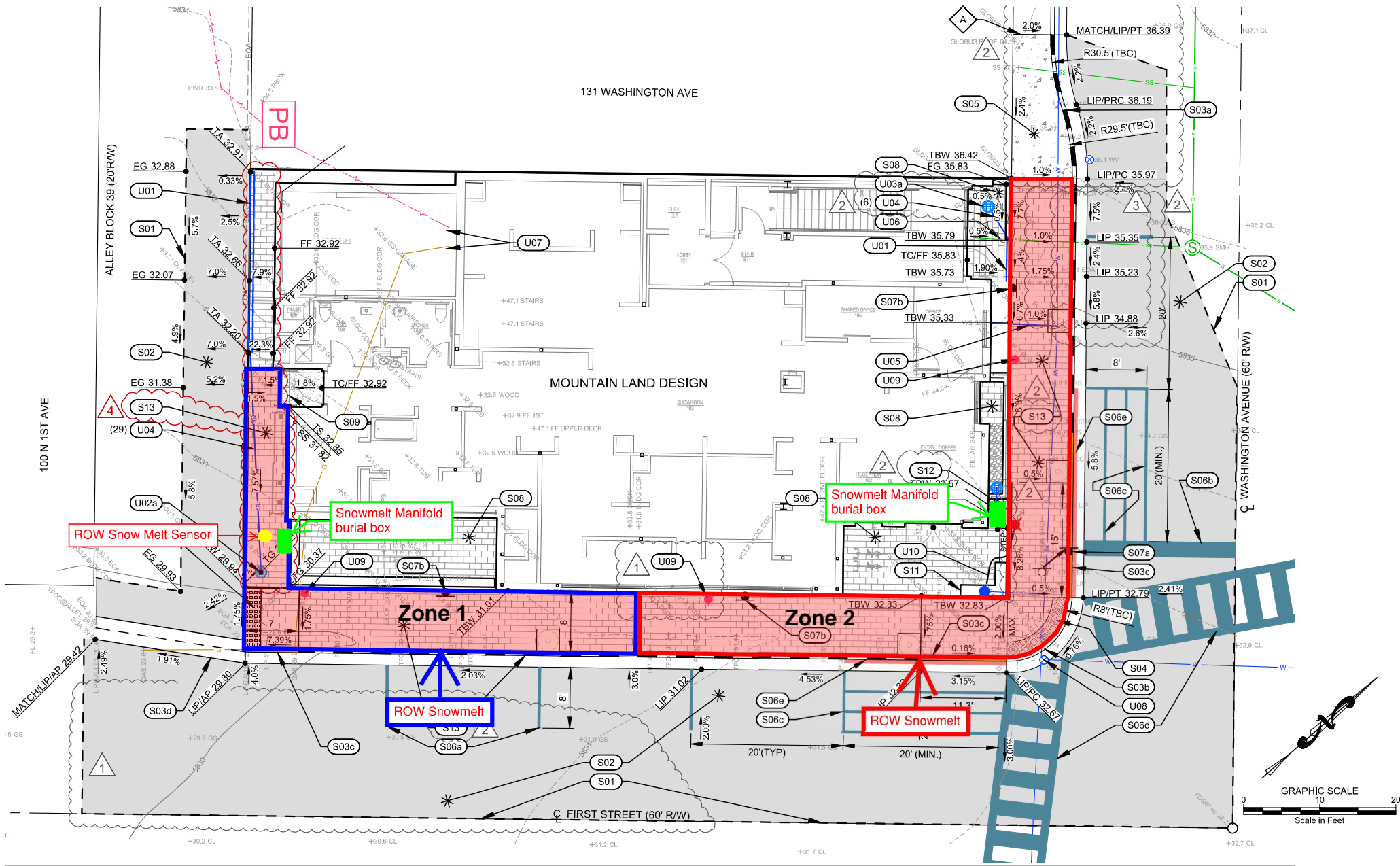
8 LANDSCAPE DRYWELL DETAIL N.T.S.

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GALENA ENGINEERING, INC.
 Civil Engineers & Land Surveyors
 317 N. River Street
 Halley, Idaho 83333
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 (208) 788-4612 fax
 email: galena@galena-engineering.com

NO	DATE	BY	ISSUE FOR PERMIT	REVISIONS
1	06/26/20	SKS	ISSUE FOR PERMIT	
2	07/17/20	SKS	PERMIT REVISIONS 7/17/2020	
3	08/19/21	SKS	HEATED PAVER SIDEWALK IN RIGHT-OF-WAY	
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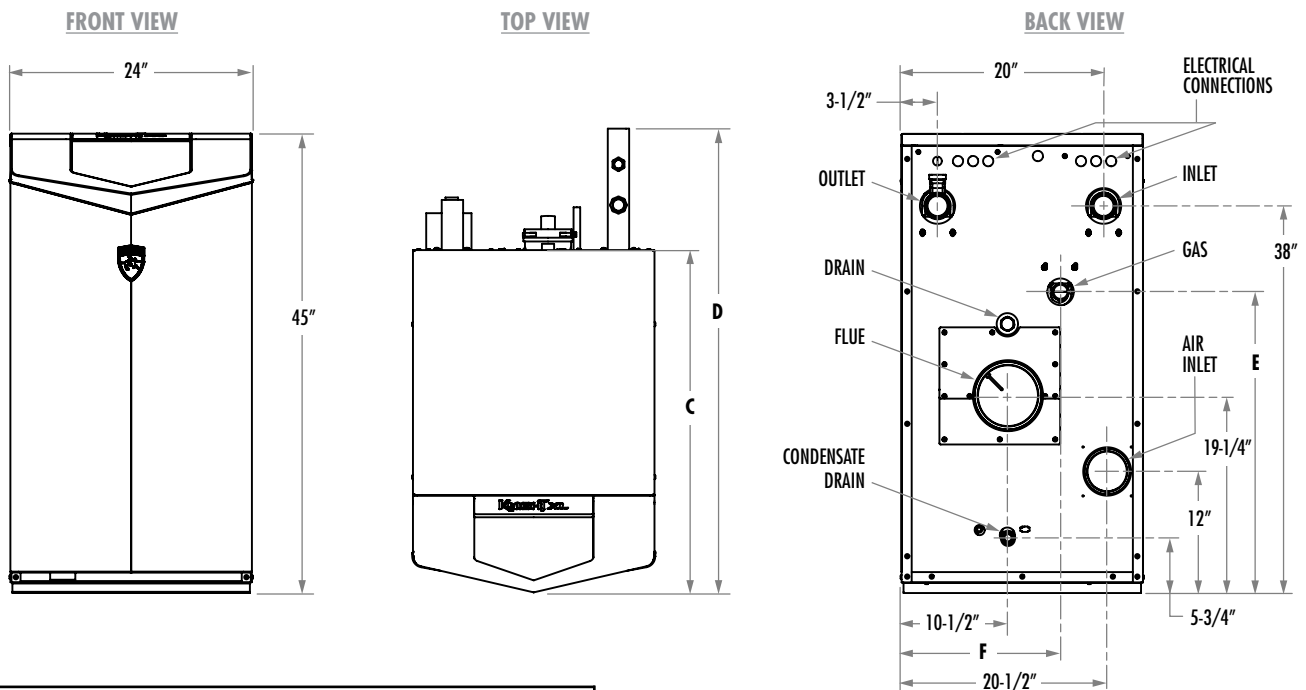




KNIGHT XL COMMERCIAL CONDENSING HEATING BOILERS

Job Name: Mountain Land Design Model No. KBX0800N
 Location: 111 N. Washington Ave Type Gas: Natural Gas
 Engineer: Bryan Formosa Equipment Tag(s): _____
 Agent/Wholesaler: _____
 Contractor: Evan Plumbing, Inc. _____

NOTES:



KNIGHT XL		AHRI CERTIFIED		Dimensions & Specifications												
Model Number	Input MBH		Turn Down	Gross Output MBH	Net AHRI Rating, Water, MBH	Combustion Efficiency %	Thermal Efficiency %	C	D	E	F	Gas Conn.	Water Conn.	Air Inlet	Vent Size	Ship Wt. (lbs.)
	Min	Max														
KBX0400N	3.3	399	10:1	387	337	97.0	97.0	33-1/2"	42-1/2"	29-3/4"	20-1/4"	1"	2"	4"	4"	365
KBX0500N	50	500	10:1	485	422	97.0	97.0	33-1/2"	42-1/2"	29-3/4"	20-1/4"	1"	2"	4"	4"	377
KBX0650N	65	650	10:1	631	549	97.0	97.0	42-1/2"	53"	30-1/2"	15-1/4"	1-1/4"	2"	4"	6"	456
KBX0800N	80	800	10:1	776	675	97.0	97.0	42-1/2"	53"	30-1/2"	15-1/4"	1-1/4"	2"	4"	6"	484
KBX1000N	99.9	999	10:1	969	843	97.0	97.0	50"	62"	30-1/2"	15-3/4"	1-1/4"	2-1/2"	6"	6"	567

Notes:

- Information subject to change without notice.
- Dimensions shown are approximate and should not be used for construction purposes.
- Dimensions are in inches.
- Select "N" or "L" for Natural or LP gas.
- The Net AHRI Water Ratings shown are based on a piping and pickup allowance of 1.15.
- Lochinvar should be consulted before selecting a boiler for installations having unusual piping and pickup requirements such as intermittent system operation, extensive piping systems, etc.
- The ratings have been determined under the provisions governing forced draft burners.



Standard Features

- › **97% Thermal Efficiency**
- › **Modulating Burner with 10:1 Turndown**
 - Direct Spark Ignition
 - Low NOx Operation
 - Sealed Combustion
 - Low Gas Pressure Operation
- › **Stainless Steel Water Tube Heat Exchanger**
 - ASME-Certified, “H” Stamped
 - 160 psi Working Pressure
 - 50 psi Relief Valve
 - Combustion Analyzer Test Port
 - Fully Welded Design
- › **Smart System Control**
- › **Vertical and Horizontal Direct Vent**
 - Direct Vent up to 150 feet
 - PVC, CPVC, Polypropylene or AL29-4C
 - Factory Supplied Sidewall Vent Termination
- › **Other Features**
 - On/Off Switch
 - Adjustable High Limit with Manual Reset
 - Automatic Reset High Limit
 - Flow Switch
 - Flue Temperature Sensor
 - Low Air Pressure Switch
 - Temperature and Pressure Gauge
 - Condensate Trap
 - 10-Year Limited Warranty (See Warranty)

Smart System Features

- › **CON-X-US Remote Connect**
- › **Smart Touch Touchscreen Operating Control**
- › **Full Color 7” Touchscreen LCD Display**
- › **Loch-N-Link® USB Thumb Drive Port for Easy Programming**
- › **Cascading Sequencer with Built-in Redundancy**
 - Selectable Cascade Type:*
 - Lead Lag or Efficiency Optimization
 - Multiple Size Boilers
 - Front-End Loading
- › **3 Reset Temperatures Inputs w/Independent Outdoor Reset Curves for Each**
 - Outdoor Sensor
- › **Four-Pump Control**
 - System Pump with Parameter for Continuous Operation
 - Boiler Pump with Variable-Speed Control
 - Domestic Hot Water Boiler Pump
 - Domestic Hot Water Recirculation Pump Control with Sensor
- › **Building Management System Integration**
 - 0-10 VDC Input to Control Modulation or Setpoint
 - 0-10 VDC Input from Variable-Speed System Pump
 - 0-10 VDC Modulation Rate Output Signal
 - 0-10 VDC Enable/Disable Signal
- › **Programmable System Efficiency Optimizers**
 - Space Heating Night Setback
 - DHW Night Setback
 - Anti-Cycling
 - Ramp Delay
 - Boost Time and Temperature
- › **High-Voltage Terminal Strip**
 - 120 VAC/60 Hertz/1 Phase
 - Pump Contacts for 3 Pumps
- › **Low-Voltage Terminal Strip**
 - Building Recirculation Pump Start/Stop
 - Proving Switch Contacts
 - Alarm Contacts
 - Runtime Contacts
 - 3 Space Heat Thermostat Contacts
 - Tank Thermostat Contacts
 - System Sensor Contacts
 - Tank Sensor Contacts
 - Cascade Contacts
 - 0-10 VDC BMS Contacts
 - 0-10 VDC Boiler Rate Output Contacts
 - 0-10 VDC Boiler Pump Speed Contacts
 - 0-10 VDC System Pump Speed Contacts
 - ModBus/BACnet Contacts
- › **Time Clock**
- › **Data Logging**
 - Ignition Attempts
 - Last 10 Lockouts
 - Space Heat Run Hours
 - Domestic Hot Water Run Hours
 - Custom Maintenance Reminder w/ Contact Info
 - Password Security
 - Customizable Freeze Protection Parameters

Optional Equipment

- Wireless Outdoor Temperature Sensor
- Multi-Temperature Loop Control
- Variable-Speed Boiler Circulator
- Constant-Speed Boiler Circulator
- ModBus Communication
- BMS Gateway to BACnet or LonWorks
- BACnet MSTP
- Alarm on Any Failure
- Condensate Neutralization Kit
- Concentric Vent Kit (KBX0400-KBX650)
- Common Vent Kit
- High and Low Gas Pressure Switches w/Manual Reset (KBX0500-KBX1000)
- Low Water Cut-Off w/Manual Reset & Test

Firing Codes

- M7 California Code
- M9 Standard Construction
- M13 CSD1/FM/GE Gap (KBX0500-KBX1000)

Venting Options

- Direct Vent Vertical
- Direct Vent Horizontal
- Vertical Vent with Sidewall Air Intake
- Sidewall Vent with Rooftop Air Intake
- Vertical Vent with Optional Room Air
- Sidewall Vent with Optional Room Air



Lochinvar, LLC
 300 Maddox Simpson Parkway
 Lebanon, Tennessee 37090
 P: 615.889.8900 / F: 615.547.1000
 Lochinvar.com





ViegaPEX™ Barrier Hydronic Radiant Heat Tubing

Scope

This specification designates the requirements for ViegaPEX Barrier cross-linked polyethylene (PEX) tubing for use in hydronic radiant heating systems. ViegaPEX Barrier includes an oxygen barrier layer that helps restrict the passage of oxygen through the wall of the tubing. All ViegaPEX is manufactured and tested to the requirements of ASTM F876, F877, CSA B137.5 and is CTS-OD (copper tube size outer dimension controlled) with an SDR - (standard dimension ratio) 9 wall thickness. ViegaPEX Barrier is compatible with both ViegaPEX Press fittings and F1807 PEX Crimp fittings. Viega has no control over the quality of other manufacturers, therefore, we do not extend any warranty to those components that are not supplied by Viega.

Materials

ViegaPEX Barrier tubing is produced from cross-linkable, high density polyethylene resin. This cross-linkable resin is produced by grafting organo-silane molecules onto a base polyethylene chain. A catalyst that initiates the cross-linking process is blended with the resin before extrusion. Cross-linking is conducted after extrusion by exposing the tubing to heat and moisture (steam). ViegaPEX Barrier includes four (4) layers. The first layer is cross-linked, high density polyethylene. The second layer is an adhesive for the third layer, the ethylene vinyl alcohol layer (EVOH oxygen barrier). The fourth layer is another thin layer of polyethylene, applied on the outside to protect the EVOH layer from damage. EVOH is highly resistant to the passage of oxygen.

Marking and Certification

Tubing is marked with manufacturer, ViegaPEX Barrier, nominal size, rating, codes and standards, approvals, date, material code and location of production (i.e., 0000FT Viega ViegaPEX Barrier™ 5/16" SDR-9 100 PSI @ 180°F [NSF-pw U.P. Code ASTM F876/ F877 CSA B137.5] ICBO ES ER-5287 PEX1006 Date Code Material Code Made in the USA 0002FT). Tubing is third party tested to the requirements of the stated ASTM and CSA standards. Tubing includes incremental footage markings to assist with loop layout. ViegaPEX is certified to NSF 61 and 14 for use as part of, or connected to a potable water system.

Handling and Installation

ViegaPEX Barrier tubing is recommended for hydronic radiant heating, cooling and snow melting systems using water or a water/glycol mix as the heat transfer media. Tubing may be installed in concrete, gypsum based lightweight concrete, sand, asphalt (in accordance with special guidelines) in or under wood flooring or behind wallboard or plaster. ViegaPEX Barrier may also be used as transfer lines for baseboard heating systems with a maximum operating temperature of 200°F @ 80 psi.

Recommended Uses

Install ViegaPEX Barrier in accordance with installation manuals provided by manufacturer and applicable code requirements. Water or air can be used to pressure test the system. Please follow manufacturer's requirements on pressure and length of time. ViegaPEX Barrier comes with a 90 day UV protection. For information on the suitability for other applications, contact your Viega representative.

Property	ASTM Test Method	Typical Values	
		English Units	SI Units
Density	D 792	–	0.952 g/cc
Melt Index ¹	D 1238	–	0.7g/10 min
Flexural Modulus ²	D 638	150,000 psi	1000 MN/m ²
Tensile Strength @ Yield (2 in/min)	D 638	3,900 psi	26 MN/m ²
Coefficient of Linear Thermal Expansion @ 68°F	D 696	8 x 10 ⁻⁴ /°F	1.4 x 10 ⁻⁴ /°C
Hydrostatic Design Basis @ 73°F (23°C)	D 2837	1,250 psi	8.6 MPA
Hydrostatic Design Basis @ 180°F (82°C)	D 2837	800 psi	5.5 MPA
Vicat Softening Point	D 648	255°F	124°C
Thermal Conductivity	D 177	2.7 Btu/hr/ft ² /°F	1.1 x 10 ⁻³ cal/sec/cm ² /°C

1. Before Cross-linking

2. 73°F

Viega... The global leader in plumbing and heating systems.

301 N. Main, 9th Floor • Wichita, KS 67202 • Ph: 800-976-9819 • Fax: 800-976-9817 • E-Mail: insidesales@viega.com • www.viega.com

Quality Assurance

ViegaPEX Barrier tubing is manufactured and tested to the requirements of ASTM F876, F877 and CSA B137.5. The degree of cross-linking of finished tubing is determined by method ASTM D2765.

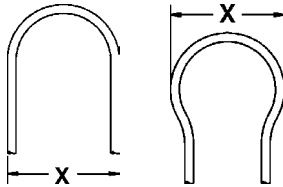
Quality Assurance

NSF-pw - tested for health effects to ANSI/NSF 61 and performance to ANSI/NSF standard 14.

Tube Spacing

When the tube spacing is less than the minimum recommended bending dimension, the loops ends should be swept out to at least the dimensions shown.

Otherwise, if tube spacing is equal or greater than "X", a standard loop may be used.



Dimension X

Tubing Size	With the Coil
5/16"	7"
3/8"	8"
1/2"	10"
5/8"	12"
3/4"	14"
1"	18"
1-1/4"	22"
1-1/2"	26"
2"	34"

SDR-9 PEX Tubing ASTM F876/F877/CTS-OD SDR-9

Tubing Size	O.D.	Wall Thickness	Nom. I.D.	Weight Per Ft	Vol. (gal./100 Ft)
5/16"	.430±.003	.064+.010	0.292	.0340	0.34
3/8"	.500±.003	.070+.010	0.350	.0413	0.50
1/2"	.625±.004	.070+.010	0.475	.0535	0.92
5/8"	.750±.004	.083+.010	0.574	.0752	1.34
3/4"	.875±.004	.097+.010	0.671	.1023	1.82
1"	1.125±.005	.125+.010	0.862	.1689	3.04
1-1/4"	1.375±.005	.153+.015	1.053	.2523	4.52
1-1/2"	1.625±.006	.181+.019	1.243	.3536	6.30
2"	2.125±.006	.236+.024	1.629	.6026	10.83

NOTE: Dimensions are in English units. Tolerances shown are ASTM requirements. ViegaPEX is manufactured within these specifications.

ViegaPEX Barrier tubing is available in both straight lengths and coils.

ViegaPEX Barrier Oxygen Permeation

All sizes have less than 0.1 gram m³/day

Note: ViegaPEX Barrier tubing meets DIN 4726 requirements for oxygen tight pipes.

Pressure Drop Table Expressed as psi/ft. SIZE

GPM	5/16"	3/8"	1/2"	5/8"	3/4"	1"	1-1/4"	1-1/2"	2"
.1	.002	.001							
.2	.009	.004	.001						
.3	.018	.008	.002	.001					
.4	.031	.013	.003	.001					
.5	.047	.020	.004	.002					
.6	.066	.027	.006	.003	.001				
.7	.088	.036	.008	.003	.002				
.8		.047	.011	.004	.002				
.9		.058	.013	.005	.002				
1		.070	.016	.007	.003	.001			
1.5			.034	.014	.006	.002			
2			.058	.024	.011	.003			
3				.050	.023	.007			
4				.085	.039	.011			
6				.181	.082	.024			
8					.140	.041			
10					.211	.062	.023		
12					.296	.087	.032		
14							.042		
16							.053	.022	
18							.065	.027	
20							.078	.033	
22							.093	.039	
24							.108	.045	
26								.052	
28								.060	
30								.067	
32								.075	.024
34									.027
36									.030
38									.033
40									.037
45									.046
50									.056
55									.066
60									.078
65									.090
70									.104
75									.118

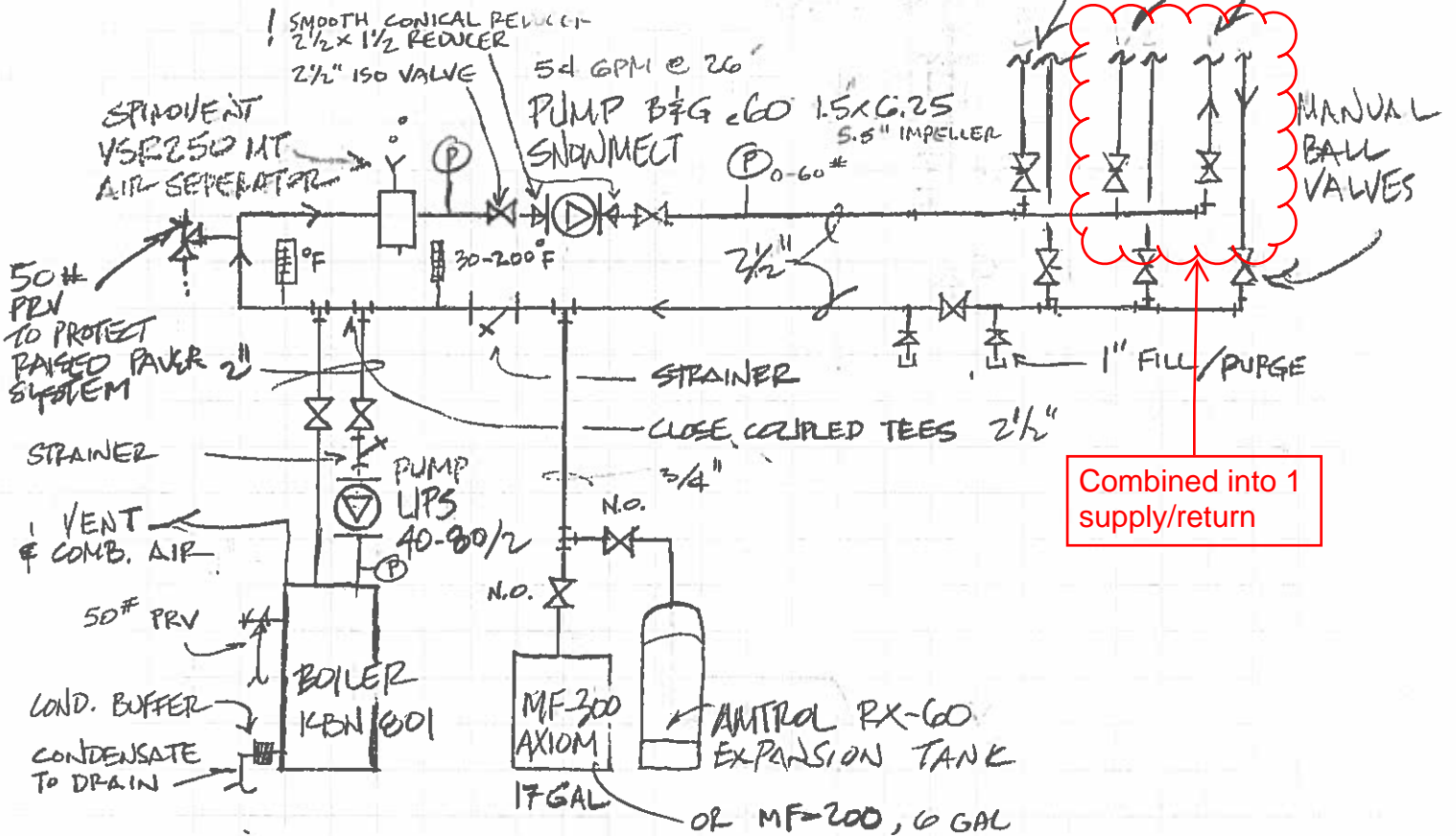
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SNOWMELT SYSTEM

10-5-2020
 MLB SNOWMELT

1/2" PEX @ RAISED PAVEMENT SYSTEM - SIZE RUNNOUTS @ 4 FPS
 300' LOOPS 3/4" O₂ PEX 9" O.C. SIDEWALK/CONC.



Combined into 1 supply/return

CONCRETE - 3/4" O₂ BARRIER PEX 9" O.C., 300' MAX LOOPS
 RAISED PAVEMENT DECK - SEE NEW PRODUCT GUIDELINES
 TEKMAX SNOWMELT CONTROLLER & SOCKET SENSOR
 SNOWMELT-MANIFOLD SIZES:
 1 1/2" FOR UP TO 4 LOOPS (FOR BEST FLOW)
 2" " 8 LOOPS
 2 1/2" " 12 LOOPS

2.4 GPM/LOOP

MANIFOLD
 BALL VALVE
 AIR BLEEDER
 VALVE
 300' LOOP LENGTH MAXIMUM

3/2/2020

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 ASSOCIATES, ARCHITECTS PC.

PRINT RECORD

PURPOSE	DATE
PERMIT SUBMITTAL	6/26/2020

REVISION RECORD

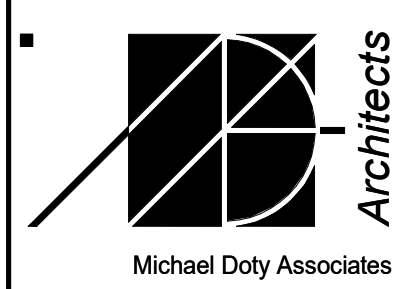
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2	SI-3	04/19/2021
3	SI-4	05/14/2021
4	SI-5	06/11/2021
5	SI-6	8/20/2021
6	SI-7	9/1/2021

DRAWN: MFA

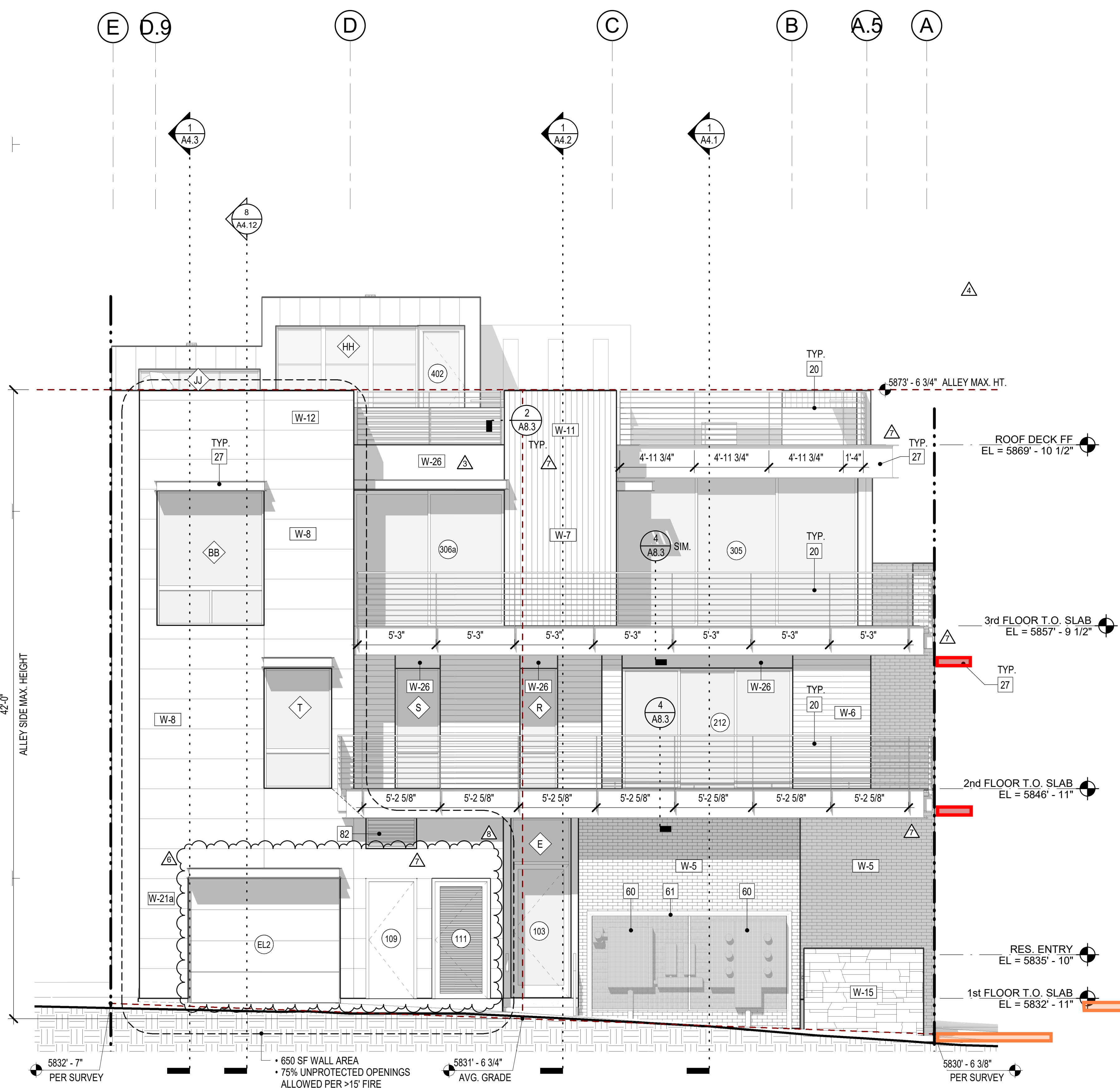
CHECKED: MRD

DATE: 5/14/2021

SHEET TITLE:
 BUILDING ELEVATIONS



Plot Office Box 2762
 371 Washington
 Avenue North
 Ketchum, ID 83340
 Tel: 208.726.4228
 www.mda-arc.com



WEST (ALLEY) ELEVATION ②
 1/4" = 1'-0"



EAST (WASHINGTON) ELEVATION ①
 1/4" = 1'-0"

- RIGHT OF WAY ENCROACHMENT**
- METAL SOLAR SHADES - 2'-6" ENCROACHMENT AT FIRST STREET
 - HYDRONIC SNOWMELT IN SIDEWALKS AT WASHINGTON AVENUE AND 1ST STREET

- GENERAL NOTES**
 REFER TO SHEET A0.22 FOR GENERAL NOTES
- PLAN NOTES / DEMO NOTES**
- INDICATES PLAN NOTE. REFER TO SHEET A0.22 FOR PLAN NOTE LEGEND.
 - INDICATES DEMO NOTE. REFER TO SHEET A0.22 FOR DEMO NOTE LEGEND.
- MATERIAL IDENTIFICATION CODES**
- INDICATES MATERIALS CALLED OUT ON PLANS, ELEVATIONS, SECTIONS, AND DETAILS. REFER TO A0.22 FOR MATERIAL ID LEGEND
- ASSEMBLY TYPES**
- INDICATES WALL, FLOOR, OR ROOF TYPE. REFER TO SHEETS A0.20 & A0.21 FOR ASSEMBLY LEGENDS.

SHEET	OF
A3.2	TOTAL

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PRINT RECORD

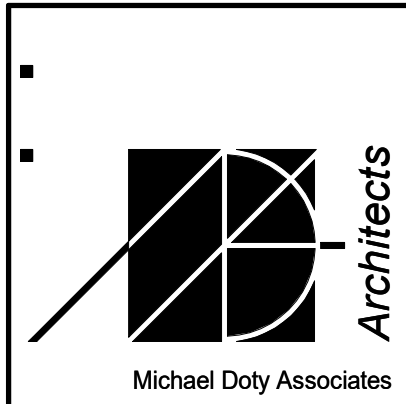
PURPOSE	DATE
PERMIT SUBMITTAL	6/26/2020

REVISION RECORD

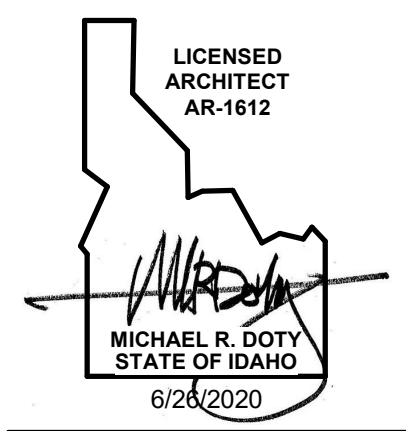
NO.	CHANGE	DATE
1	PLAN CHECK CORR.	10/29/2019

DRAWN: MFA
 CHECKED: MRD
 DATE: 6/26/2020

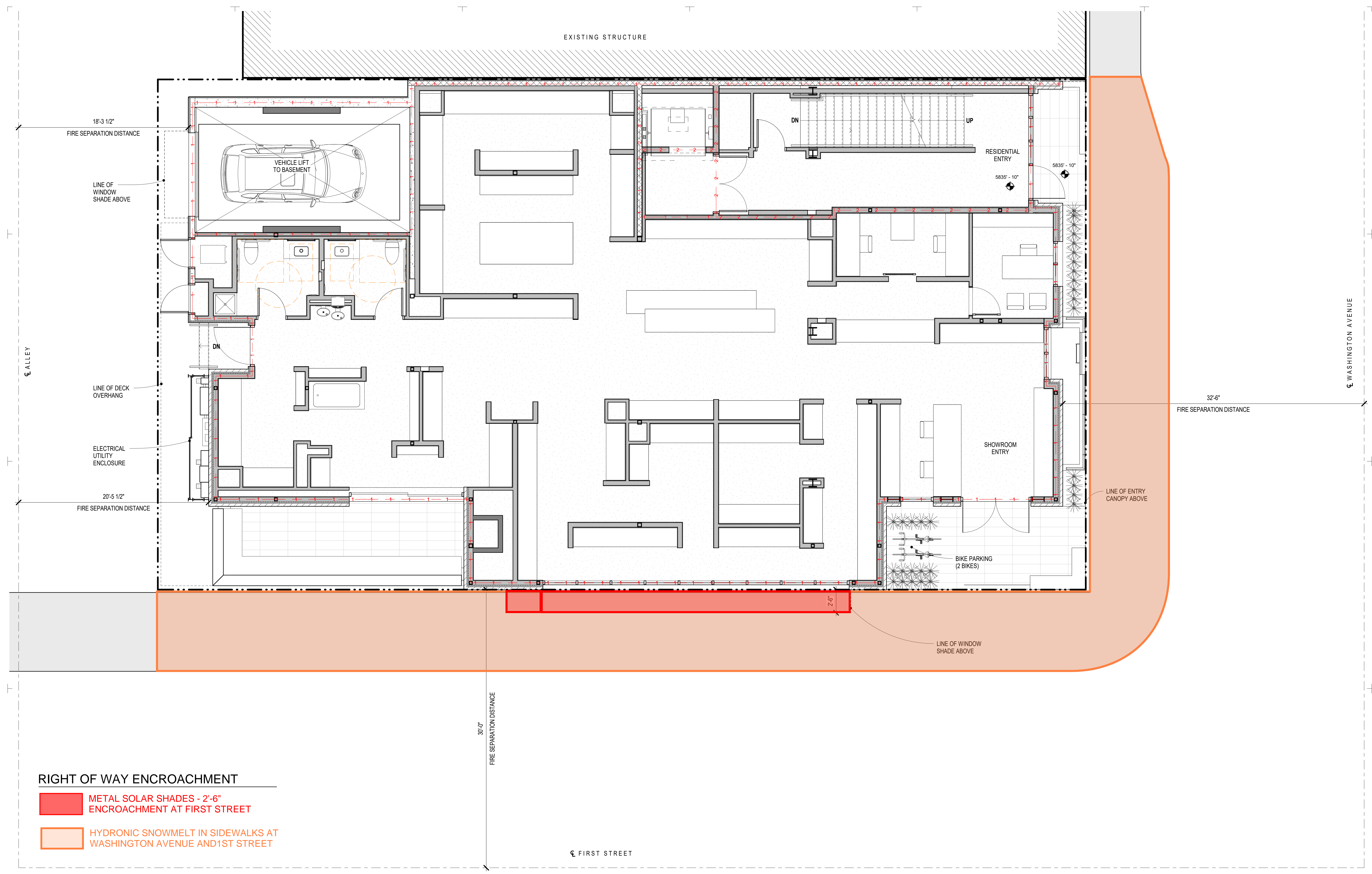
SHEET TITLE:
 ARCHITECTURAL SITE PLAN



Plot Office Box 2762
 371 Washington
 Avenue North
 Ketchum, ID 83340
 Tel: 208.726.4228
 www.mda-arc.com



SHEET	OF
A1.0	TOTAL



RIGHT OF WAY ENCROACHMENT

- METAL SOLAR SHADES - 2'-6" ENCROACHMENT AT FIRST STREET
- HYDRONIC SNOWMELT IN SIDEWALKS AT WASHINGTON AVENUE AND 1ST STREET

ARCHITECTURAL SITE PLAN 1
 1/4" = 1'-0"
 PROJECT NORTH TRUE NORTH

PLANNING AND ZONING DATA

<p>LEGAL DESCRIPTION: LOT 4, BLOCK 39, KETCHUM TOWNSITE, KETCHUM, IDAHO</p> <p>ZONING: CC-2 COMMUNITY CORE; MIXED USE</p> <p>BUILDING GROSS AREA (AS DEFINED BY KETCHUM MUNICIPAL CODE):</p> <table border="0"> <tr><td>BASEMENT:</td><td>4,528 SF (NOT INCLUDED IN TOTAL)</td></tr> <tr><td>MAIN FLOOR:</td><td>4,473 SF</td></tr> <tr><td>2ND FLOOR:</td><td>4,083 SF</td></tr> <tr><td>3RD FLOOR:</td><td>3,236 SF</td></tr> <tr><td>ROOF ACCESS:</td><td>278 SF</td></tr> <tr><td>TOTAL:</td><td>12,070 SF</td></tr> </table> <p>SUBTRACT (4) 9x18 PARKING SPACES, AS ALLOWED PER FLOOR AREA, GROSS DEFINITION: 12,070 SF -648 SF 11,422 SF GROSS FLOOR AREA</p>	BASEMENT:	4,528 SF (NOT INCLUDED IN TOTAL)	MAIN FLOOR:	4,473 SF	2ND FLOOR:	4,083 SF	3RD FLOOR:	3,236 SF	ROOF ACCESS:	278 SF	TOTAL:	12,070 SF	<p>SITE AREA AND F.A.R.: SITE AREA: 5,500 SQ. FT. (0.13 ACRE) 11,422 SQ. FT. / 5,500 SQ. FT. = 2.08 F.A.R.</p> <p>COMMUNITY HOUSING: BASEMENT APARTMENT NET LIVABLE AREA: 978 SF + 59 SF STORAGE</p> <p>SETBACKS:</p> <table border="0"> <tr><td>EAST (FRONT):</td><td>5'-0" (AVERAGE) REQUIRED, 6'-3-12" (AVERAGE) PROPOSED</td></tr> <tr><td>SOUTH (SIDE):</td><td>5'-0" (AVERAGE) REQUIRED, 5'-1" (AVERAGE) PROPOSED</td></tr> <tr><td>WEST (REAR/ALLEY):</td><td>3'-0" MIN. REQUIRED 3'-3" PROPOSED</td></tr> <tr><td>NORTH (INTERIOR SIDE):</td><td>0' REQUIRED 2' PROPOSED</td></tr> </table>	EAST (FRONT):	5'-0" (AVERAGE) REQUIRED, 6'-3-12" (AVERAGE) PROPOSED	SOUTH (SIDE):	5'-0" (AVERAGE) REQUIRED, 5'-1" (AVERAGE) PROPOSED	WEST (REAR/ALLEY):	3'-0" MIN. REQUIRED 3'-3" PROPOSED	NORTH (INTERIOR SIDE):	0' REQUIRED 2' PROPOSED	<p>SNOW STORAGE: THERE ARE NO VIABLE SNOW STORAGE AREAS LOCATED ON SITE. ALL SNOW MANAGEMENT WILL BE ACCOMPLISHED BY SNOWMELT AND HAULING OFF-SITE.</p>
BASEMENT:	4,528 SF (NOT INCLUDED IN TOTAL)																					
MAIN FLOOR:	4,473 SF																					
2ND FLOOR:	4,083 SF																					
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GENERAL NOTES

- REFER TO SHEET A0.22 FOR GENERAL NOTES
- PLAN NOTES / DEMO NOTES**
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- INDICATES DEMO NOTE. REFER TO SHEET A0.22 FOR DEMO NOTE LEGEND.
- MATERIAL IDENTIFICATION CODES**
- XX-1 INDICATES MATERIALS CALLED OUT ON PLANS, ELEVATIONS, SECTIONS, AND DETAILS. REFER TO A0.22 FOR MATERIAL ID LEGEND
- ASSEMBLY TYPES**
- W# INDICATES WALL, FLOOR, OR ROOF TYPE. REFER TO SHEETS A0.20 & A0.21 FOR ASSEMBLY LEGENDS.

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PRINT RECORD

PURPOSE	DATE
PERMIT SUBMITTAL	6/26/2020

REVISION RECORD

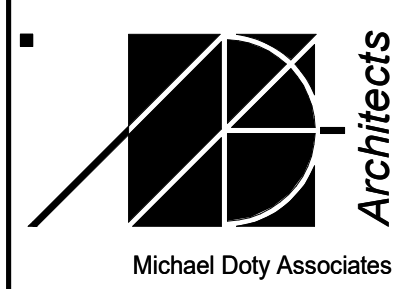
NO.	CHANGE	DATE
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DRAWN: MFA

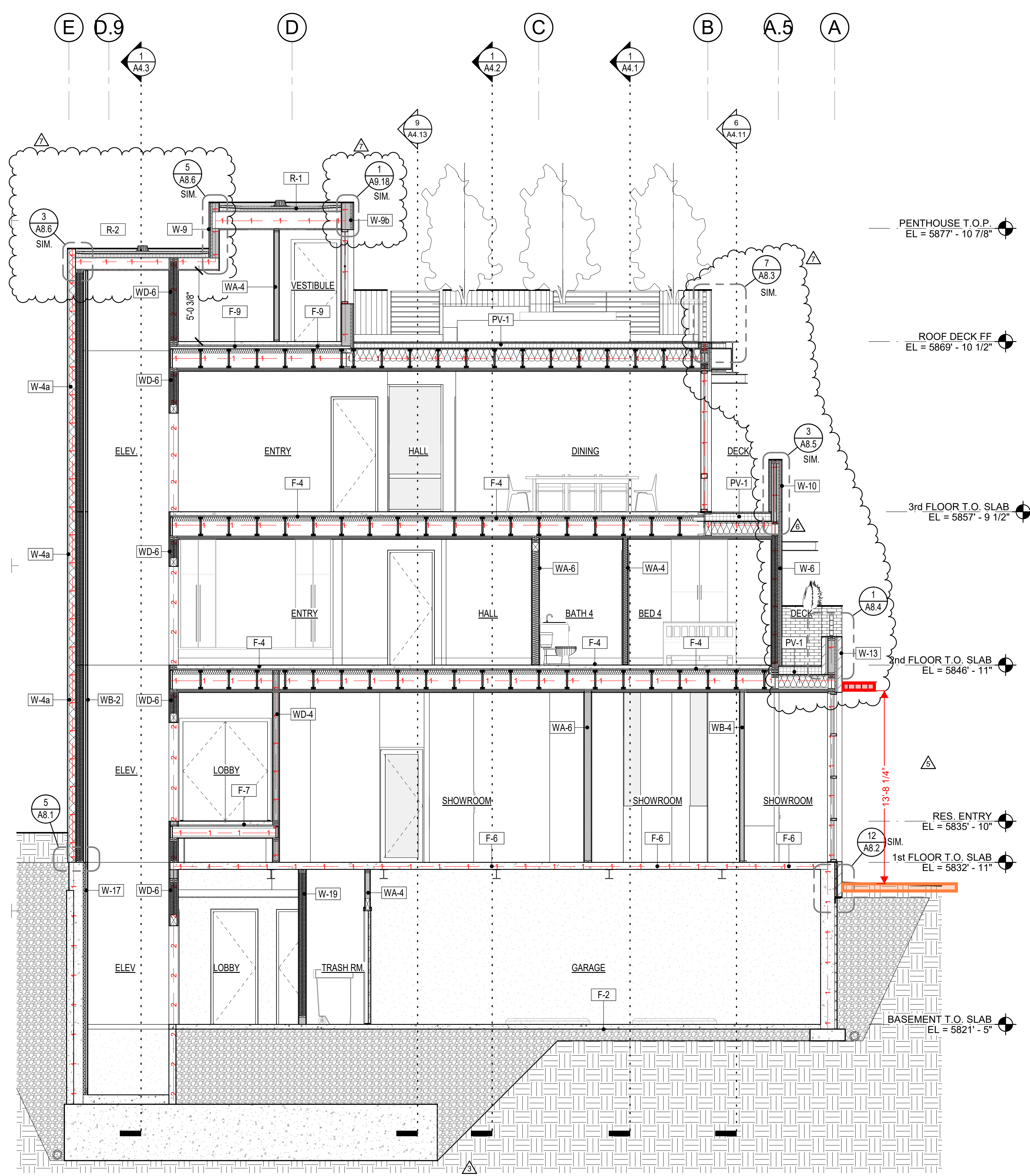
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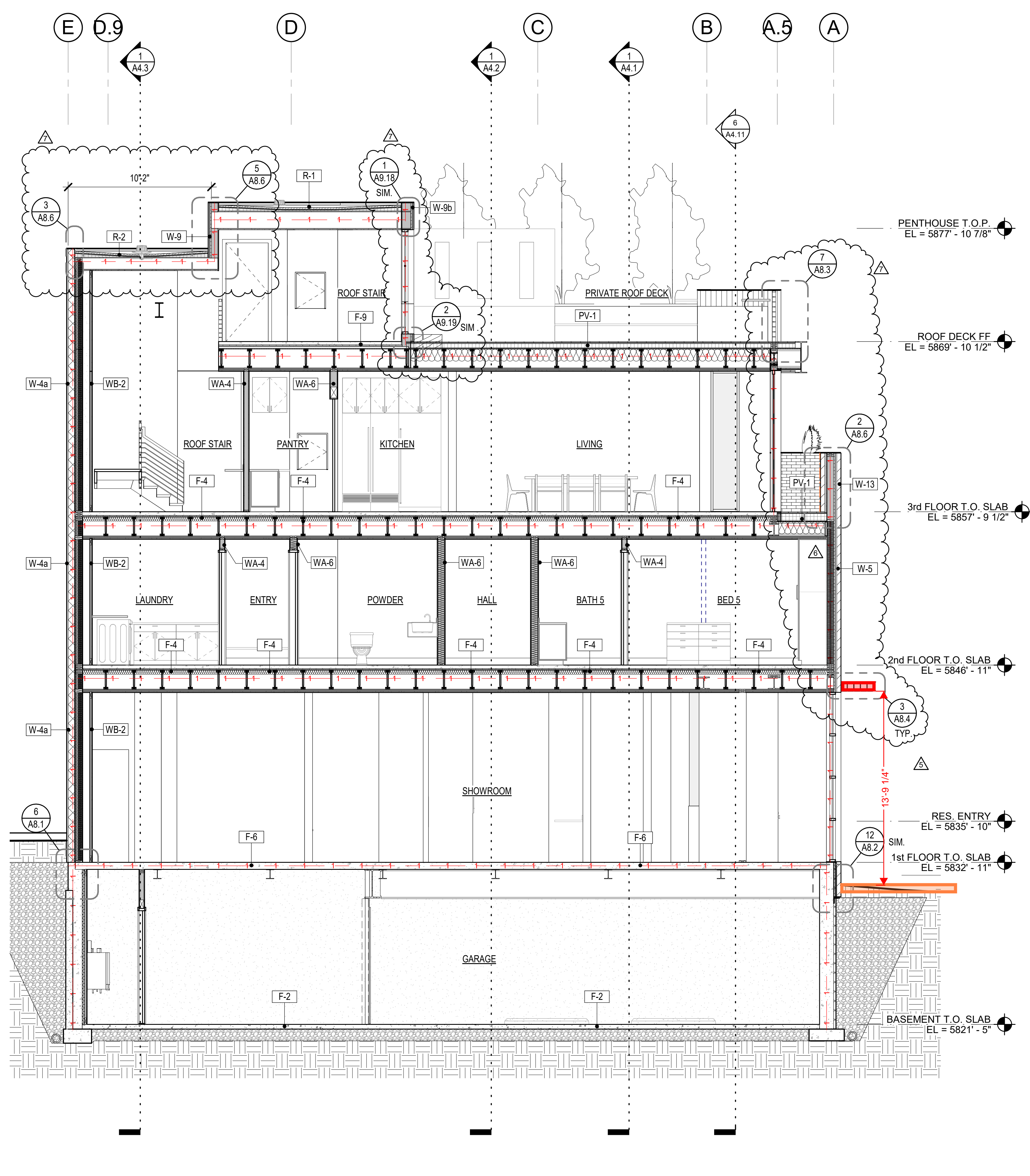
SHEET TITLE:
 BUILDING SECTIONS



Plot Office Box 2762
 371 Washington
 Avenue North
 Ketchum, ID 83340
 Tel: 208.726.4228
 www.mda-arc.com



BUILDING SECTION 3.1
 1/4" = 1'-0" **2**



BUILDING SECTION 2.8
 1/4" = 1'-0" **1**

RIGHT OF WAY ENCROACHMENT

- METAL SOLAR SHADES - 2'-6" ENCROACHMENT AT FIRST STREET
- HYDRONIC SNOWMELT IN SIDEWALKS AT WASHINGTON AVENUE AND 1ST STREET

GENERAL NOTES
 REFER TO SHEET A0.22 FOR GENERAL NOTES

PLAN NOTES / DEMO NOTES

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SHEET	OF
A4.5	TOTAL



City of Ketchum

January 3, 2023

Mayor Bradshaw and City Councilors
City of Ketchum
Ketchum, Idaho

Mayor Bradshaw and City Councilors:

Recommendation to Approve Memorandum of Understanding (MOU) with Resort Cities Coalition members.

Recommendation and Summary

Staff is recommending the Council approve the MOUs with Resort Cities Coalition members in support of the advocacy efforts entrusted to the lobbying firm contracted for the 2023 legislative session.

"I move to approve the MOUs with the fellow resort cities of Bellevue, Kellogg, McCall, Riggins and Stanley for the 2023 legislative session."

Introductions

The City of Ketchum has entered into a Professional Services Agreement with the government relations and lobbying firm of McClure Policy, LLC. That Agreement provides for lobbying, advocacy, and policy services related to the particular interests of resort cities in the State of Idaho. Other Idaho resort cities with mutual and shared interests have indicated their desire to participate and help fund the costs of these services.

The purpose of the MOU is to affirm the mutual benefits and interests of the cities and confirm the participation and terms of funding by the participating cities in cooperation with the City of Ketchum for these resort cities advocacy efforts. If all are to participate, there are 20 potential partnerships in total.

Sustainability

No direct impact.

Financial Impact

The approved lobbyist contract is funded via the Non-Departmental budget. A three-tiered funding structure has been proposed consisting of small towns at \$250, mid-sized at \$500, and larger communities at \$2,500. Should full financial participation occur, the net cost to the City of Ketchum would be \$12,500. Reimbursements have been received from 7 participating cities as of December 28, 2022, for a total of \$4,000.

Attachments

Memorandum of Understanding #22820 – City of Bellevue, ID
Memorandum of Understanding #22821 – City of Kellogg, ID
Memorandum of Understanding #22822 – City of McCall, ID
Memorandum of Understanding #22823 – City of Riggins, ID
Memorandum of Understanding #22824 – City of Stanley, ID

MEMORANDUM OF UNDERSTANDING

This MEMORANDUM OF UNDERSTANDING (MOU) is entered into between the City of Ketchum, an Idaho municipal corporation, and the City of Bellevue, an Idaho charter city.

1. **Background:** The City of Ketchum has entered into a Professional Services Agreement with the government relations and lobbying firm of McClure Policy, LLC. That Agreement provides for lobbying, advocacy, and policy services related to the particular interests of resort cities in the State of Idaho. Other Idaho resort cities with mutual and shared interests have indicated their desire to participate and help fund the costs of these services.
2. **Purpose:** The purpose of this MOU is to affirm the mutual benefits and interests of the cities and confirm the participation and terms of funding by the City of Bellevue in cooperation with the City of Ketchum for these resort cities advocacy efforts.
3. **The City of Ketchum will:**
 - a. Serve as the primary point of contact with McClure Policy, LLC, manage the Professional Services Agreement, and be the party responsible for the terms of such Professional Services Agreement.
 - b. Coordinate and communicate with the coalition of participating resort cities to provide updates on the advocacy efforts and state policy and legislative efforts.
4. **The City of Bellevue will:**
 - a. Coordinate, communicate, and participate with the City of Ketchum in providing input, feedback, and direction for resort cities advocacy efforts.
 - b. Contribute to the City of Ketchum in the amount of two hundred fifty dollars (\$250.00) for reimbursement as a designated contribution to the costs of the Professional Services Agreement. This payment will be made within thirty (30) days of entering into this MOU.
5. **Term:** This MOU will be effective upon signature and for a five-month period, December 2022 through April of 2023. This MOU may be extended or otherwise amended in writing by the Parties. A party may withdraw from this MOU upon thirty (30) days written notice.
6. **Responsibility of Parties:** Each party will bear its own responsibility and liability, including insurance coverage, related to respective responsibilities. Each party will carry out its separate activities in a coordinated and mutually beneficial manner.

7. Principal Contacts:

City of Ketchum: Jade Riley, City Administrator
PO Box 2315
Ketchum, ID 83340
(208) 727-5084
jriley@ketchumidaho.org

City of Bellevue: Kathryn Goldman, Mayor
PO Box 825
Bellevue, Idaho 83313
(208) 788-2128 x2 or (208) 309-5081 (city cell)
kgoldman@bellevueidaho.us

8. Nonexclusive: It is understood that additional Idaho resort cities intend to participate in and contribute to this advocacy effort and will enter similar MOUs with the City of Ketchum. This MOU is not exclusive, and the mutual responsibilities, benefits, and interests are intended to be shared within all participating resort cities.

CITY OF KETCHUM, IDAHO

Neil Bradshaw
Mayor

Date

Attest: Trent Donat
City Clerk & Business Manager

CITY OF BELLEVUE, IDAHO


Date

Kathryn Goldman, Mayor



Attest:
City Clerk



MEMORANDUM OF UNDERSTANDING

This MEMORANDUM OF UNDERSTANDING (MOU) is entered into between the City of Ketchum, an Idaho municipal corporation, and the City of Kellogg, an Idaho municipal corporation.

1. **Background:** The City of Ketchum has entered into a Professional Services Agreement with the government relations and lobbying firm of McClure Policy, LLC. That Agreement provides for lobbying, advocacy, and policy services related to the particular interests of resort cities in the State of Idaho. Other Idaho resort cities with mutual and shared interests have indicated their desire to participate and help fund the costs of these services.
2. **Purpose:** The purpose of this MOU is to affirm the mutual benefits and interests of the cities and confirm the participation and terms of funding by the City of Kellogg in cooperation with the City of Ketchum for these resort cities advocacy efforts.
3. **The City of Ketchum will:**
 - a. Serve as the primary point of contact with McClure Policy, LLC, manage the Professional Services Agreement, and be the party responsible for the terms of such Professional Services Agreement.
 - b. Coordinate and communicate with the coalition of participating resort cities to provide updates on the advocacy efforts and state policy and legislative efforts.
4. **The City of Kellogg will:**
 - a. Coordinate, communicate, and participate with the City of Ketchum in providing input, feedback, and direction for resort cities advocacy efforts.
 - b. Contribute to the City of Ketchum in the amount of Two Hundred Fifty dollars (\$ 250) for reimbursement as a designated contribution to the costs of the Professional Services Agreement. This payment will be made within thirty (30) days of entering into this MOU.
5. **Term:** This MOU will be effective upon signature and for a five-month period, December 2022 through April of 2023. This MOU may be extended or otherwise amended in writing by the Parties. A party may withdraw from this MOU upon thirty (30) days written notice.
6. **Responsibility of Parties:** Each party will bear its own responsibility and liability, including insurance coverage, related to respective responsibilities. Each party will carry out its separate activities in a coordinated and mutually beneficial manner.

7. Principal Contacts:

City of Ketchum: Jade Riley, City Administrator
PO Box 2315
Ketchum, ID 83340
(208) 727-5084
jriley@ketchumidaho.org

City of Kellogg:
Bobbyjean Jurkovich, Clerk
1007 McKinley Ave.
Kellogg, ID 83837

8. Nonexclusive: It is understood that additional Idaho resort cities intend to participate in and contribute to this advocacy effort and will enter similar MOUs with the City of Ketchum. This MOU is not exclusive, and the mutual responsibilities, benefits, and interests are intended to be shared within all participating resort cities.

CITY OF KETCHUM, IDAHO

Neil Bradshaw Date
Mayor

Attest: Trent Donat
City Clerk & Business Manager

CITY OF Kellogg, IDAHO

Mac Pooler Date
Mayor

Attest: Bobbyjean Jurkovich
City Clerk

MEMORANDUM OF UNDERSTANDING

This MEMORANDUM OF UNDERSTANDING (MOU) is entered into between the City of Ketchum, an Idaho municipal corporation, and the City of McCall, an Idaho municipal corporation.

1. **Background:** The City of Ketchum has entered into a Professional Services Agreement with the government relations and lobbying firm of McClure Policy, LLC. That Agreement provides for lobbying, advocacy, and policy services related to the particular interests of resort cities in the State of Idaho. Other Idaho resort cities with mutual and shared interests have indicated their desire to participate and help fund the costs of these services.
2. **Purpose:** The purpose of this MOU is to affirm the mutual benefits and interests of the cities and confirm the participation and terms of funding by the City of McCall in cooperation with the City of Ketchum for these resort cities advocacy efforts.
3. The City of Ketchum will:
 - a. Serve as the primary point of contact with McClure Policy, LLC, manage the Professional Services Agreement, and be the party responsible for the terms of such Professional Services Agreement.
 - b. Coordinate and communicate with the coalition of participating resort cities to provide updates on the advocacy efforts and state policy and legislative efforts.
4. The City of McCall will:
 - a. Coordinate, communicate, and participate with the City of Ketchum in providing input, feedback, and direction for resort cities advocacy efforts.
 - b. Contribute to the City of Ketchum in the amount of 2500 dollars (\$2,500) for reimbursement as a designated contribution to the costs of the Professional Services Agreement. This payment will be made within thirty (30) days of entering into this MOU.
5. **Term:** This MOU will be effective upon signature and for a five-month period, December 2022 through April of 2023. This MOU may be extended or otherwise amended in writing by the Parties. A party may withdraw from this MOU upon thirty (30) days written notice.
6. **Responsibility of Parties:** Each party will bear its own responsibility and liability, including insurance coverage, related to respective responsibilities. Each party will carry out its separate activities in a coordinated and mutually beneficial manner.

7. Principal Contacts:

City of Ketchum: Jade Riley, City Administrator
PO Box 2315
Ketchum, ID 83340
(208) 727-5084
jriley@ketchumidaho.org

City of McCall: Anette Spickard, City Manager
216 E Park St
McCall, ID 83638
(208) 634-1003
aspickard@mccall.id.us

8. Nonexclusive: It is understood that additional Idaho resort cities intend to participate in and contribute to this advocacy effort and will enter similar MOUs with the City of Ketchum. This MOU is not exclusive, and the mutual responsibilities, benefits, and interests are intended to be shared within all participating resort cities.

CITY OF KETCHUM, IDAHO

Neil Bradshaw
Mayor

Date

Attest: Trent Donat
City Clerk & Business Manager

CITY OF McCall, IDAHO

Robert S. Giles
Robert S. Giles
Mayor

12/15/22
Date

Sarah Porter
Attest: Sarah Porter
~~City Clerk~~
Deputy City Clerk

MEMORANDUM OF UNDERSTANDING

This MEMORANDUM OF UNDERSTANDING (MOU) is entered into between the City of Ketchum, an Idaho municipal corporation, and the City of Riggins, an Idaho municipal corporation.

1. **Background:** The City of Ketchum has entered into a Professional Services Agreement with the government relations and lobbying firm of McClure Policy, LLC. That Agreement provides for lobbying, advocacy, and policy services related to the particular interests of resort cities in the State of Idaho. Other Idaho resort cities with mutual and shared interests have indicated their desire to participate and help fund the costs of these services.
2. **Purpose:** The purpose of this MOU is to affirm the mutual benefits and interests of the cities and confirm the participation and terms of funding by the City of Riggins in cooperation with the City of Ketchum for these resort cities advocacy efforts.
3. **The City of Ketchum will:**
 - a. Serve as the primary point of contact with McClure Policy, LLC, manage the Professional Services Agreement, and be the party responsible for the terms of such Professional Services Agreement.
 - b. Coordinate and communicate with the coalition of participating resort cities to provide updates on the advocacy efforts and state policy and legislative efforts.
4. **The City of Riggins will:**
 - a. Coordinate, communicate, and participate with the City of Ketchum in providing input, feedback, and direction for resort cities advocacy efforts.
 - b. Contribute to the City of Ketchum in the amount of 250 dollars (\$250) for reimbursement as a designated contribution to the costs of the Professional Services Agreement. This payment will be made within thirty (30) days of entering into this MOU.
5. **Term:** This MOU will be effective upon signature and for a five-month period, December 2022 through April of 2023. This MOU may be extended or otherwise amended in writing by the Parties. A party may withdraw from this MOU upon thirty (30) days written notice.
6. **Responsibility of Parties:** Each party will bear its own responsibility and liability, including insurance coverage, related to respective responsibilities. Each party will carry out its separate activities in a coordinated and mutually beneficial manner.

7. Principal Contacts:

City of Ketchum: Jade Riley, City Administrator
PO Box 2315
Ketchum, ID 83340
(208) 727-5084
jriley@ketchumidaho.org

City of Riggins: Brenda Tilley, City Clerk-Treasurer
PO Box 249
Riggins ID 83549
208-628-3394
rigginscity@gmail.com

8. Nonexclusive: It is understood that additional Idaho resort cities intend to participate in and contribute to this advocacy effort and will enter similar MOUs with the City of Ketchum. This MOU is not exclusive, and the mutual responsibilities, benefits, and interests are intended to be shared within all participating resort cities.

CITY OF KETCHUM, IDAHO

Neil Bradshaw
Mayor

Date

Attest: Trent Donat
City Clerk & Business Manager

CITY OF Riggins, IDAHO

Glenna McClure

Mayor

Date

Brenda Tilley

Attest:
City Clerk

MEMORANDUM OF UNDERSTANDING

This MEMORANDUM OF UNDERSTANDING (MOU) is entered into between the City of Ketchum, an Idaho municipal corporation, and the City of Stanley, an Idaho municipal corporation.

1. Background: The City of Ketchum has entered into a Professional Services Agreement with the government relations and lobbying firm of McClure Policy, LLC. That Agreement provides for lobbying, advocacy, and policy services related to the particular interests of resort cities in the State of Idaho. Other Idaho resort cities with mutual and shared interests have indicated their desire to participate and help fund the costs of these services.
2. Purpose: The purpose of this MOU is to affirm the mutual benefits and interests of the cities and confirm the participation and terms of funding by the City of Stanley in cooperation with the City of Ketchum for these resort cities advocacy efforts.
3. The City of Ketchum will:
 - a. Serve as the primary point of contact with McClure Policy, LLC, manage the Professional Services Agreement, and be the party responsible for the terms of such Professional Services Agreement.
 - b. Coordinate and communicate with the coalition of participating resort cities to provide updates on the advocacy efforts and state policy and legislative efforts.
4. The City of Stanley will:
 - a. Coordinate, communicate, and participate with the City of Ketchum in providing input, feedback, and direction for resort cities advocacy efforts.
 - b. Contribute to the City of Ketchum in the amount of 250 dollars (\$ 250) for reimbursement as a designated contribution to the costs of the Professional Services Agreement. This payment will be made within thirty (30) days of entering into this MOU.
5. Term: This MOU will be effective upon signature and for a five-month period, December 2022 through April of 2023. This MOU may be extended or otherwise amended in writing by the Parties. A party may withdraw from this MOU upon thirty (30) days written notice.
6. Responsibility of Parties: Each party will bear its own responsibility and liability, including insurance coverage, related to respective responsibilities. Each party will carry out its separate activities in a coordinated and mutually beneficial manner.

7. Principal Contacts:

City of Ketchum: Jade Riley, City Administrator
PO Box 2315
Ketchum, ID 83340
(208) 727-5084
jriley@ketchumidaho.org

City of Stanley: Steve Botti, Mayor
P.O. Box 53
Stanley, ID 83278
208-608-8739
sbotti.stanley@gmail.com

8. Nonexclusive: It is understood that additional Idaho resort cities intend to participate in and contribute to this advocacy effort and will enter similar MOUs with the City of Ketchum. This MOU is not exclusive, and the mutual responsibilities, benefits, and interests are intended to be shared within all participating resort cities.

CITY OF KETCHUM, IDAHO

Neil Bradshaw Date
Mayor

Attest: Trent Donat
City Clerk & Business Manager

CITY OF Stanley, IDAHO

Steve Botti 12-7-22

Date
Mayor

[Signature]

Attest:
City Clerk



City of Ketchum

January 3, 2023

Mayor Bradshaw and City Councilors
City of Ketchum
Ketchum, Idaho

Mayor Bradshaw and City Councilors:

Recommendation to Reappoint Neil Morrow to the Planning and Zoning Commission for a third three-year term.

Recommendation and Summary

Staff is recommending the council adopt the following motion:

Move to approve Resolution # 23-001

The reasons for the recommendation are as follows:

- Neil Morrow has expressed interest in being reappointed to the Planning and Zoning Commission;
- Neil has resided in Blaine County for at least three (3) years prior to this reappointment to the Planning and Zoning Commission
- Neil has the skill set we desire for this position. See attached resume.

Attachments

Resolution 23-001
Neil Morrow Resume

RESOLUTION NUMBER 23-001
A RESOLUTION OF THE CITY OF KETCHUM CITY COUNCIL
APPOINTING NEIL MORROW TO THE KETCHUM PLANNING AND ZONING COMMISSION
FOR A TERM EXPIRING ON January 3, 2026

WHEREAS, Neil Morrow has expressed interest in being reappointed to the Planning and Zoning Commission; and

WHEREAS, Neil Morrow has resided in Blaine County for at least three (3) years prior to this reappointment to the Planning and Zoning Commission; and

WHEREAS, Mayor Bradshaw recommends Neil Morrow be confirmed by the City Council to serve on the Planning and Zoning Commission; and

WHEREAS, such terms shall expire on January 3rd 2026.

NOW THEREFORE BE IT RESOLVED by the Mayor and Council of the City of Ketchum, that Neil Morrow is appointed to the Ketchum Planning and Zoning Commission for a third appointment.

This Resolution will be in full force and effect upon its adoption this third day of January 2023.

Neil Bradshaw, Mayor

ATTEST:

Trent Donat, City Clerk

EXPERIENCE

ATTORNEY AT LAW, KETCHUM, ID. 2012 - PRESENT

Neil Morrow

EXECUTIVE DIRECTOR, KETCHUM COMMUNITY DEVELOPMENT CORPORATION. KETCHUM, IDAHO. 2009 - 2010

Responsibilities: Develop and execute the KCDC Outreach and Communication strategy. Increase awareness of the KCDC mission, vision and projects. Produce and deliver presentations to Ketchum, Sun Valley, Hailey, Bellevue City Councils and to other community organizations. Initiate and build relationships with public and private organizations throughout the valley, as well as the community at large.

Research and evaluate various fundraising mechanisms to procure public and private funding.

Organized the creation of the Ketchum Arts Commission.

Grant research and application. Interact with Federal, State and Local government agencies to discover, apply for and implement grants and loan guarantees. Awarded a \$50,000 grant from USDA Rural Development for the creation of the Ketchum Revolving Loan Fund.

Administration and organization of internal and external 501 (c) 3 activities including legal, Real Estate and financial matters. Managed contracts and vendors. Garnered knowledge and expertise in the six areas of focus for the KCDC: Affordable Housing, Economic Development, Energy Solutions, Leadership Development, Town Design, Transportation. Coordination and oversight of six teams and 75+ volunteers. Sought out community individuals with expertise and skills sets to further the KCDC mission, vision, goals and accomplishments.

ATTORNEY AT LAW, PITTSBURGH, PA. 1995 – 2009, KETCHUM, ID. 2012 - PRESENT

Represented clients on various legal issues. Specialized in Trial work with a focus on Products Liability. Drafted and presented briefs, complaints and motions in State and Federal court. Trial and trial preparation including depositions, client and expert witness preparation, motions work. Real Estate work in connection with Ibex Realty clients and development projects. Represented home owners in property assessment appeal work in Allegheny County, Pennsylvania from 2006 - 2009

BROKER/OWNER, IBEX REALTY COMPANY, PITTSBURGH, PA. 2002 - 2010

Represented clients and negotiated land acquisition for large commercial development. Worked with preferred developers for Eckerd, Rite Aid and Family Dollar to site and build new stores. Represented commercial and multi-unit buyers and sellers. Represented non-profit organizations in purchasing and developing properties. Land

acquisition and project management for development of large residential condominium projects. Represented residential buyers and sellers.

EVENT COORDINATOR, CHANCELLOR MEDIA PITTSBURGH, PA. 1997 - 1999

Managed and produced events for the six radio stations in the Chancellor/Clear Channel Pittsburgh group. Created events, lead event sales teams and developed sponsorship packages. Trained radio sales people in event and sponsorship sales. Worked with national retailers to create national quality promotions on a local level. Some events included the City of Pittsburgh 4th of July Fireworks display, X-FEST (the second largest alternative music festival in the county at the time. Coordinated, venue, bands, vendors, on-site X-Games qualifying events, and overall event production and post production. M Squared, a Friday Happy Hour for Downtown Pittsburgh young professionals, this 12 week summer event, featured weekly live bands and 15 participating bars and restaurants in Pittsburgh's Market Square.

EDUCATION

Duquesne University School of Law — Juris Doctorate, 1995

Ohio University - BS degree, 1987

COMMUNITY INVOLVEMENT AND NON PROFIT EXPERIENCE

V.P. Sun Valley Figure Skating Club- current

Treasurer, Bigwood Golf Course, Men's League - current

The Advocates Board of Directors

Volunteer for Animal Shelter of Wood River Valley Event Committee

Rhythm and Rides Event Volunteer

Marley In The Mountains Volunteer

Board Member and Board President Mt Washington CDC

Children's Home of Pittsburgh, Gala committee member

OTHER INTERESTS AND SKILLS

Certified Pilates and Spinning Instructor

Skiing, XC Skiing, Cycling, Yoga, Golf, Scuba, Martial Arts, Vintage Auto Racing

REFERRALS

Available upon request



City of Ketchum

January 3, 2023

Mayor Bradshaw and City Councilors
City of Ketchum
Ketchum, Idaho

Mayor Bradshaw and City Councilors:

Recommendation to approve Resolution 23-002 which authorizes Grant Submittal to the Local Highway Technical Assistance Council (LHTAC) for the Construction of Warm Springs Road/Lewis Street/10th Street Realignment and Roundabout

Recommendation and Summary

Staff is recommending approval of Resolution 23-002 which will authorize city staff to submit a grant to the Local Highway Technical Assistance Council (LHTAC) for the construction of the Warm Springs Road/Lewis Street/10th Street realignment and roundabout.

"I move approval of Resolution 23-002 and instruct staff to submit the grant application."

The reasons for the recommendations are as follows:

- The city initiated a technical alternatives analysis via HDR Engineering to address existing vehicular and pedestrian safety deficiencies on Warm Springs Road, both at the Lewis Street intersection as well as 10th Street.
- Several in-person and online public feedback sessions were held where clear support was demonstrated for Alternative Four.
- City Council reviewed the full final technical report and concurred with the HDR recommendation of Alternative Four as the preferred local design alternative.
- City Council instructed staff to explore state or federal funding sources for the construction of the project as local funds are limited.

Sustainability Impact

No direct impact. The project seeks to improve pedestrian and bicycle facilities along the corridor which should increase alternative mobility choices.

Financial Impact

A local match of \$598,796 will be required should the city receive the LHTAC grant.

Attachments

Resolution 23-002
Warm Springs Alternative Analysis – Final Report

RESOLUTION NUMBER 23-002

A RESOLUTION OF THE CITY OF KETCHUM CITY COUNCIL
APPROVING GRANT SUBMITTAL TO THE LOCAL HIGHWAY TECHNICAL ASSISTANCE COUNCIL (LHTAC) FOR THE
CONSTRUCTION OF WARM SPRINGS ROAD/LEWIS STREET/10th STREET REALIGNMENT AND ROUNDABOUT

WHEREAS, the City of Ketchum has completed a technical alternatives analysis led by HDR Engineers to address vehicular and pedestrian deficiencies at the intersections of Warm Springs Road/Lewis Street and Warm Springs Road/10th Street; and

WHEREAS, the public and adjacent landowners were involved in several community feedback sessions and there was clear support of Alternative Four outlined in the final report: and

WHEREAS, the Ketchum City Council evaluated the technical findings contained in the report and voted to support Alternate Four and instructed staff to explore state or federal funds sources to be matched with limited local funds.

NOW THEREFORE BE IT RESOLVED by the Mayor and Council of the City of Ketchum to:

1. Instruct city staff to submit a Local Federal -aid STBG-Rural Program Grant Application to the Local Highway Technical Assistance Council (LHTAC) for the construction of the Warm Springs Road/Lewis Street/10th Street Realignment and Roundabout.
2. Acknowledge that the total project cost estimate is \$8,157,982 which will require \$598,796 matching funds available from the City of Ketchum.
3. The Mayor is hereby authorized to sign the project application packet and submit to LHTAC for prioritization

APPROVED BY THE COUNCIL THIS 3rd DAY OF JANUARY, 2023.

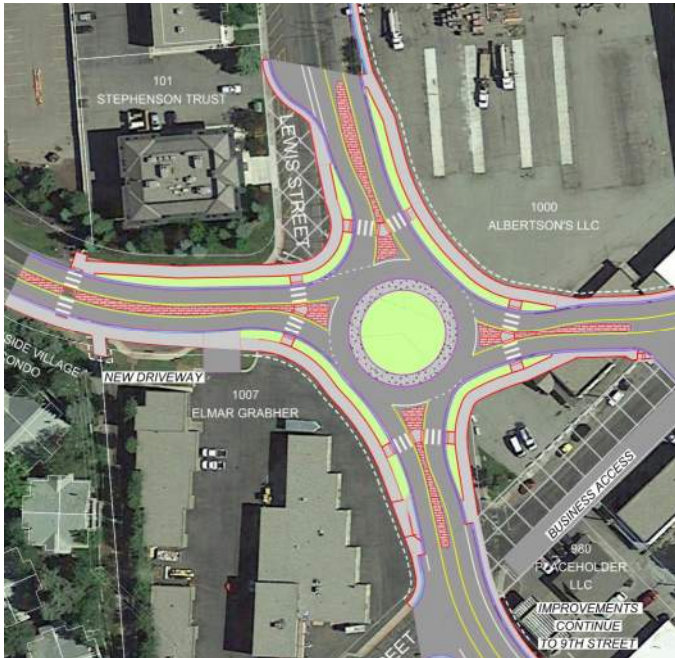
THIS RESOLUTION WILL BE IN FULL FORCE AND EFFECT UPON ITS ADOPTION THIS 3rd DAY OF JANUARY, 2023.

CITY OF KETCHUM, IDAHO

Mayor Neil Bradshaw

ATTEST:

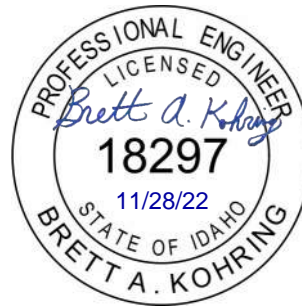
Trent Donat, City Clerk



Warm Springs Road Alternatives Analysis Concept Report

City of Ketchum

Ketchum, Idaho
November 28, 2022



Executive Summary

The City of Ketchum, Idaho (City) *Master Transportation Plan* (2021) identified the Warm Springs Road corridor between 10th Street and Lewis Street for enhancement and development of conceptual alternatives to improve the area. This corridor experiences relatively high traffic volumes connecting recreation and residences to the downtown core and beyond. The study area for conceptual alternatives includes the intersections of 10th Street and Main Street (SH-75), Warm Springs Road and 10th Street, and Warm Springs Road and Lewis Street.

The Warm Springs Road corridor – from its diversion from Main Street at 6th Street to its entry into residential West Ketchum – is diverse in its land use and is a nexus of several neighborhoods and zoning districts. Currently, the three zoning districts in the area provide an abrupt transition from one to the next and do not provide a gateway experience. The area lacks many of the basic public realm amenities or elements to make it feel a part of the City, including comfortable and consistent sidewalks and a diversity of shared open space. Overall, the area lacks a consistent and safe public realm, which is critical to extend the vibrancy of downtown to this area, provide an identity, or present a gateway to or from the downtown core or Warm Springs Road.

Under existing conditions, the study intersections are all estimated to operate at a level of service (LOS) C or better during peak season morning (AM) and evening (PM) peak hours. The worst performing intersection is the 10th Street and Warm Springs Road intersection, which experiences 17-second delays during the peak hours for the left turning movements from 10th Street. During the off-peak periods, the intersections operate at a LOS B or better during the AM and PM peak hours, meaning delays are less than 15 seconds at each intersection.

During the 5-year study period, there was one crash near the intersection of Warm Springs Road/Lewis Street and one crash at the intersection of Warm Springs Road/10th Street. Both crashes occurred during the noon hour on a weekday with clear conditions. The cause of the possible injury crash near Warm Springs Road and Lewis Street was caused by a driver following too close and was not related to the intersection. The crash at the intersection of Warm Springs Road/10th Street was a left turning crash where the driver failed to yield. There were no injuries associated with this crash.

Although the number of crashes in the study area is low, conversations with the public at public involvement meetings, City staff, and City Council members revealed safety concerns with the corridor. These concerns increase the amount of stress that pedestrians, bicyclists and motorists feel while traversing the area. These perceived safety issues include restricted sight distance for a southbound vehicle turning left at 10th Street onto Warm Springs with the gas station pumps, long pedestrian crossings across intersections or private approaches, inconsistent and aged sidewalks, and a lack of facilities compliant with the Americans with Disabilities Act (ADA) and Public Rights-of-Way Accessibility Guidelines (PROWAG).

The project team developed and proposed five alternatives for qualitative analysis to improve the surrounding land use in the study area:



- Alternative 1: 10th Street Roundabout
- Alternative 2: Lewis Street Roundabout
- Alternative 3: 10th Street and Lewis Street Dog bone roundabout
- Alternative 4: 10th Street and Lewis Street Realignment & Roundabout
- Alternative 5: Block/Street Realignment.

The five build alternatives and a No Build option were presented to the public for comment and feedback at public meetings. The project team developed a screening process to evaluate each of the alternatives using 11 criteria identified in discussion with City staff. City staff and members of the project team rated each alternative as good, neutral, or poor for each of the criteria. Based on an aggregated score and public feedback, HDR and City staff recommended Alternative 2, Alternative 4, and the No Build option move forward to the City Council (July 18, 2022). The City Council concurred with the recommendation and advanced the three alternatives.

In terms of public realm improvements and future land use, Alternative 4 has the most potential benefit followed by Alternative 2, while the No Build option provides few opportunities. Both the roundabout options would maintain the opportunity for the Albertson’s property to redevelop and provide opportunities for a placemaking. Both alternatives would enhance bike and pedestrian connectivity and safety by removing conflict points with vehicles and shortening pedestrian exposure. In conversations with Mountain Rides, bus transit facilities would need to be relocated in the general area, but operations would not be negatively impacted by either option. Mountain Rides commented that Alternative 4 would enhance operations by removing a difficult turn.

The City does not lie within boundaries of a Municipal Planning Organization (MPO) that would produce a travel demand model that projects trip generation out into the future. HDR instead calculated a 1.44 percent historical growth rate to represent traffic volume growth based on historical data from Idaho Transportation Department’s (ITD) Automated Traffic Recorders (ATRs) on State Highway 75 (SH-75). Design year 2042 was selected for the purposes of this analysis and LOS D was set for the target LOS threshold. HDR analyzed the study intersections using the forecasted volumes and found that both Alternatives 2 and 4 are estimated to operate well in the design year, with vehicle delays at approximately 10 seconds for the improved intersections. The unimproved intersections are expected to operate adequately in the design year.

The following table shows the opinion of probable costs for each of the two build alternatives:

Cost	Alternative 2	Alternative 4
Engineering Fee	\$288,000	\$398,000
Construction Cost	\$1,532,000	\$2,117,000
Right-of-way Cost	\$1,075,100	\$4,461,700
Total Project Cost	\$3,278,100	\$7,506,700

The realigned roadway in Alternative 4 requires purchasing large amounts of right-of-way (ROW) and these costs make up the largest difference between the two alternatives. Alternative 4 also creates an opportunity for the City to vacate the abandoned 10th Street connection and sell it to adjacent land owners. The vacated parcel's estimated value is \$1,277,325 and the revenue from the sale could be used to offset some of the ROW costs. This would be determined during ROW negotiations.

If the City can acquire funding to cover the higher ROW and construction costs, Alternative 4 is recommended. This alternative best improves multi-modal connectivity and operations, simplifies the roadway network, provides the most opportunity for placemaking, and is preferred by both Mountain Rides and the public. However, Alternative 4 costs are significantly higher; therefore, Alternative 2 is recommended if funding for Alternative 4 cannot be secured. Alternative 2 still provides traffic calming, multi-modal, placemaking, and safety benefits to the area. The No Build option is not recommended as it does not provide benefits meeting the City's goals. **Appendix G** contains final concept exhibits for each alternative.

As the City pursues funding for the larger aspects of the build alternatives, there are several opportunities to enhance the area in the meantime. Even if the City chooses the No Build option, the City could consider the following improvements. **Appendix H** contains conceptual exhibits of potential improvements.

- Restripe the two-way left turn (TWLT) lane in front of the gas station to be a dedicated left turn lane. This will prevent delivery vehicles from parking close to the intersection.
- Replace dilapidated sidewalk, install sidewalk where none exists within the study area, and install ADA/PROWAG-complaint pedestrian ramps.
- Install bulb-outs at the Lewis Street and Warm Springs Road intersection to shorten pedestrian crossings.
- Explore one or more of the following options to mitigate the difficult 10th Street left turn sight distance issue:
 - Prohibit southbound left turns at the intersection by signage or adding a diverter in the intersection.
 - Convert the intersection from two-way stop control to all-way stop control.



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- Appendix A: Existing Turning Movement Counts
- Appendix B: Existing Capacity Analysis Reports
- Appendix C: First Public Involvement Summary
- Appendix D: High Level Screening Criterion Definitions
- Appendix E: Future Operations Results
- Appendix F: Second Public Meeting Summary
- Appendix G: Final Concept Exhibits
- Appendix H: Additional Improvement Concepts

Acronyms/Abbreviations

Acronyms and abbreviations used more than once in the report text.

ADA	Americans with Disabilities Act
ATR	automated traffic recorders
City	City of Ketchum
CMF	crash modification factor
HCM	Highway Capacity Manual
ITD	Idaho Transportation Department
LOS	level of service
NBL	Northbound left
NBT/L	Northbound through left
NEL	Northeast left
NET/L/R	Northeast through left right
NET/LR	Northeast through left right
PROWAG	Public Rights-of-Way Accessibility Guidelines
ROW	right-of-way
SBL	Southbound Left
SBR	Southbound right
SEL	Southeast left
SWT/L/R	Southwest through left right
TWLT	two-way left turn
v/c	volume to capacity ratio
vpd	vehicles per day

1 Introduction

1.1 Background and Purpose

The City of Ketchum, Idaho (City) *Master Transportation Plan* (2021)¹ identified the Warm Springs Road corridor between 10th Street and Lewis Street for enhancement. This corridor experiences high traffic volumes connecting recreation and residences to the downtown core and beyond. The *Master Transportation Plan* identified the intersections at 10th Street and Lewis Street for further evaluation and development of conceptual alternatives to improve the area. The purpose of this report is to document the concept study process and the decision-making process and recommend an alternative to meet the City’s goals.

1.2 Study Area

The study area is bounded by the following three intersections: 10th Street and Main Street (State Highway 75 [SH-75]), Warm Springs Road and 10th Street, and Warm Springs Road and Lewis Street. The study area is shown in Figure 1. The surrounding land use is zoned as light industrial and features several small businesses, including a gas station on the southeast corner of Warm Springs Road and 10th Street. The Warm Springs Road corridor provides access from residential developments in the northwest part of the City to the downtown core. Nearby traffic generators include the Ernest Hemingway STEAM School to the southwest, the YMCA to the northwest, and the City’s downtown core to the southeast. A large undeveloped lot, owned by Albertsons Corporation, is located along Warm Springs Road between 10th Street and Lewis Street.

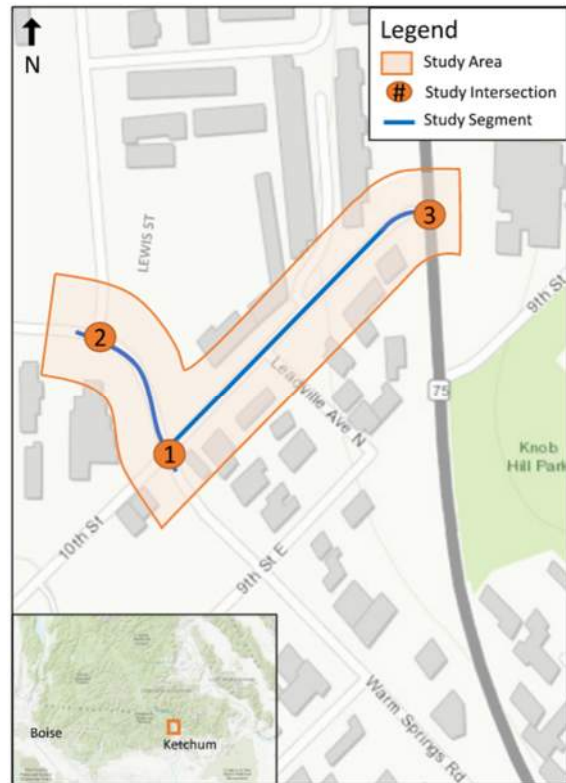


Figure 1. Study Area

1.3 Study Process

The study process followed the procedure outlined in Figure 2. The project team performed an initial evaluation of existing conditions in the study area that evaluated the existing traffic operations, determined the safety needs and examined the public realm needs. Then, the project team developed a series of potential alternatives for presentation to the public that were also evaluated by City and consultant staff based on 11 criteria, developed in consultation with the City. The City and project team recommended two alternatives for detailed analysis to the City Council. This detailed analysis included identifying potential public realm enhancements, future traffic capacity analysis, safety benefits, and a cost comparison. Finally, the project team

¹ City of Ketchum, Master Transportation Plan. March 15, 2021.

revised the alternatives, as necessary, prepared a final report, and presented it to the City Council for adoption.

At each stage during the process, the project team engaged stakeholders, including Mountain Rides, surrounding businesses, the YMCA, and adjacent landowners. Public comment was solicited at two public meetings where residents could evaluate the alternatives, ask questions, and provide feedback. Online surveys accompanied each public meeting for those unable to make the in-person meetings.

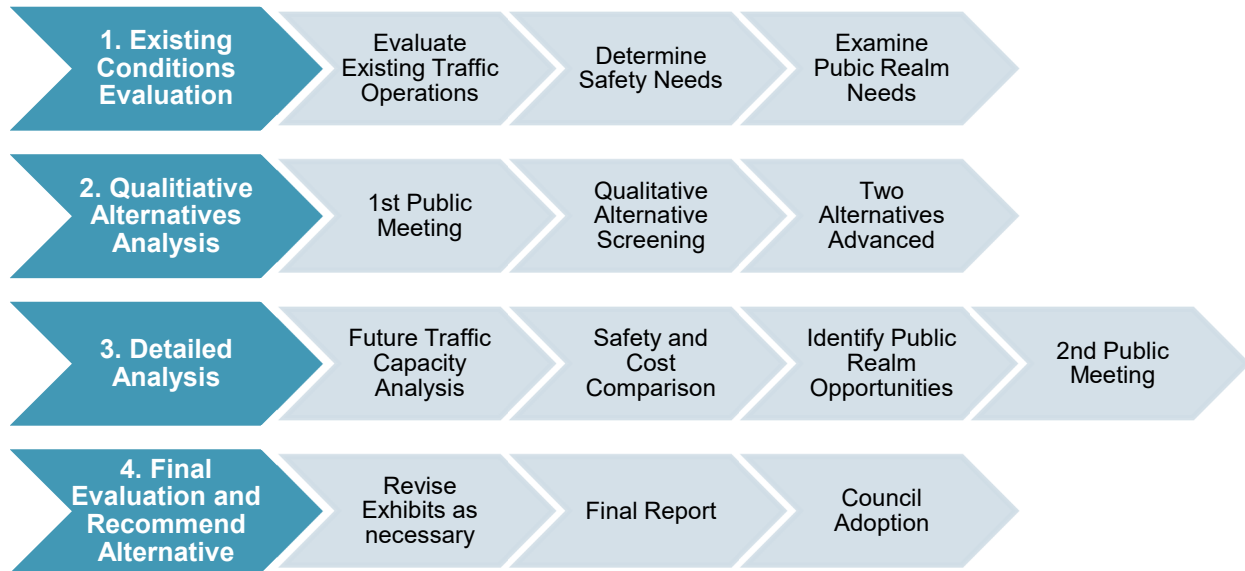


Figure 2: Study Process

1.4 Organization of Report

Following the introduction in Section 1, this report is also organized following the general structure of the study process shown in Figure 2.

- Section 2 describes existing conditions and determines needs;
- Section 3 reviews the first public meeting and qualitative alternatives analysis;
- Section 4 describes the detailed analysis and reviews the second public meeting; and
- Section 5 compares the alternatives, considers mitigation and other issues, makes recommendations, and describes next steps.

2 Existing Conditions Evaluation

2.1 Land Use

The Warm Springs Road corridor – from its diversion from Main Street at 6th Street to its entry into residential West Ketchum at the Big Wood River crossing – is diverse in its land use and is a nexus of several neighborhoods and districts. At its southeastern end, the corridor acts as a lower-intensity extension of the downtown core and has an eclectic mix of uses, including restaurants, homes, and retail. In this stretch, Warm Springs Road is straight and contributes to the downtown block structure and scale found in the downtown core and neighborhoods further to the east.



Figure 3. Character Areas of Warm Springs Road

Approaching 10th Street, the corridor begins to exhibit uses and features indicating its connection to the industrial zone that extends north along Lewis Street. This area includes a mix of light industrial and commercial spaces. The most prominent land use in this section is the large, vacant parcel on the northern edge of the corridor and west of 10th Street along Lewis

Street. Ketchum's *2014 Comprehensive Plan*² identifies this stretch as a part of the industrial neighborhood and as having a future Mixed-Use Industrial land use.

Crossing the popular Wood River Trail, the land use shifts again with single- and multi-family residences defining its southern edge and the substantial YMCA recreation and community center. Beyond the YMCA, the Guy Coles Skate Park occupies the stretch of land leading to the Wood River. This public institutional land use defines this part of the corridor and acts as a landmark.

Though the YMCA is a large, recognizable landmark, the transition from this portion of the corridor into the downtown core is not well-defined through the land uses or buildings. The three distinct zones, described above and shown in Figure 3, provide a somewhat erratic transition from one to the next and do not provide a gateway experience. This corridor is a primary corridor connecting Downtown to the Warm Springs neighborhood and ski mountain; therefore, there is an opportunity for this portion of the corridor to act as a gateway between the areas.

2.2 Public Realm

Currently, the Warm Springs Road corridor from Main Street (SH-75) to the Wood River lacks many basic public realm amenities or elements to make it feel like a part of the City. Many of the amenities and facilities found in or around the downtown core – such as comfortable and consistent sidewalks and a diversity of shared open space, among others – are not found throughout this portion of the corridor. Some areas, such as the stretch from Main Street (SH-75) to 10th Street, lack sidewalks altogether, whereas others have small, attached sidewalks that do not provide a safe or a comfortable experience for pedestrians. Similarly, there is no comfortable, on-street cycling infrastructure along much of the corridor other than a 5' wide bike line on the west side of Warm Springs Road from 9th Street to 6th Street and the Wood River trail connection just south of the YMCA. The Wood River Trail is an important connector through the community and is well-used by residents and visitors, though it does not supplant the need for safer, street-adjacent sidewalks or cycle facilities as prescribed in Goal M-4 of the *2014 Comprehensive Plan*.

Other amenities and pedestrian-oriented lighting, are almost entirely absent in this area. The Blue and Bronze route bus stops at Lewis Street, for example, only provide seating in the eastbound direction and this single bench is unprotected from the elements.

The area has several open spaces nearby, including Atkinson Park (connected by the Wood River Trail), and the public spaces around the YMCA, including the Guy Coles Skate Park. These open spaces are important to the area and provide well-used amenities for the community but act more as “community” open spaces as opposed to “neighborhood” open spaces, as defined in the *2014 Comprehensive Plan*.

² City of Ketchum, 2014 Comprehensive Plan. February 18, 2014. Accessible online: https://www.ketchumidaho.org/sites/default/files/fileattachments/planning_and_building/page/2131/2014_compplan_a_dopted_cc_2-18-14_final_201403281009599481.pdf

Overall, the area lacks a consistent and safe public realm critical to extend the vibrancy of downtown to this area, provide an identity, or present a gateway to or from the downtown core or Warm Springs Road.

2.3 Existing Traffic Operations

2.3.1 Intersection Layout and Traffic Control

The Lewis Street intersection is a T-intersection with stop control on the Lewis Street leg. At this intersection, Warm Springs Road has three-lanes with one travel lane in each direction and a center continuous two-way left turn (TWLT) lane. Additionally, the east leg of the intersection features a dedicated right-turn lane for westbound traffic to turn onto Lewis Street. Lewis Street features one right-turn lane, one left turn lane and one receiving lane with diagonal on-street parking on the west side and parallel on-street parking on the east side. Sidewalk is present along the south side of Warm Springs Road and the west side of 10th Street. The east leg of the intersection has sidewalk on both sides of the road. A crosswalk exists on the north leg of the intersection. Transit stops are present in both directions east of the intersection. Figure 4 shows the Lewis Street Warm Springs Intersection.



Figure 4: Lewis Street and Warm Springs Road Intersection Area

The 10th Street intersection is a four-leg intersection with stop control on the 10th Street legs. Warm Springs Road is currently striped as a three-lane section with one lane in each direction and a TWLT lane. 10th Street features one lane in each direction on each leg and on-street parking on the northeast side of the east leg. Sidewalk is present south of the intersection to the Hemmingway STEAM school and on the south side of Warm Springs Road. Crosswalks exist on all four legs of the intersection; however, no sidewalk is present on the north side of Warm Springs Road or along 10th Street to the north. Figure 5 shows the 10th Street and Warm Springs Road intersection area.



Figure 5. 10th Street and Warm Springs Road Intersection Area

The 10th Street intersection with Main Street (SH-75) is a T-intersection with stop control on the 10th Street leg. Main Street (SH-75) is one lane in each direction and has on street parking on the east side of the roadway. 10th Street is one lane in each direction with parking on the northeast side of the roadway. No Sidewalks or marked pedestrian crossings are present at this intersection. Figure 6 Shows the 10th Street and Main Street (SH-75) intersection area.



Figure 6. 10th Street and Main Street (SH-75) Intersection Area

2.3.2 Existing Volume Development

L2 Data Collection acquired turning movement counts for the study intersections on August 31, 2021, between the hours of 7:00AM to 9:00AM and 4:00PM and 6:00PM. For the Warm Springs Road intersections, the AM or morning peak hour was found to begin at 7:45AM while the evening or PM peak hour begins at 4:00PM. At the 10th Street and Main Street (SH-75) intersection, the AM peak hour begins at 8:00AM and the PM peak hour begins at 4:00 PM.

Appendix A contains summaries of the traffic counts.

In general, the traffic counts indicate a travel pattern where commuters are going to work along the light industrial areas near Lewis Street or Saddle Road in the morning and then commuting home in the evening.

The City of Ketchum is a resort destination community with travel patterns that vary throughout the year. Although the City of Ketchum has no automated traffic recorders (ATR) stations of their own, the Idaho Transportation Department (ITD) has two ATRs at the following locations to record traffic volumes and estimate seasonal variations on SH-75 near Ketchum:

- ATR #28 – SH-75 @ mile post (MP) 135.95 (7.6 miles north of Sun Valley Road)
- ATR #68 – SH-75 @ MP 119.4 (2.9 miles north of Bullion Street in Hailey, ID)

Traffic volumes on SH-75 were analyzed using data from the ATRs to see how they fluctuate throughout a given year. The highest volumes were observed in the summer months, averaging over 15,000 vehicles per day (vpd) in June, July, and August at ATR #68 and around 2,400 vpd at ATR #28. The lowest volumes were observed in the winter months of December, January,

and February with volumes less than 1,200 vpd at ATR #68 and less than 900 vpd at ATR #28. There is a significant drop in volume on the highway from north and south of Ketchum. Table 1 shows the average monthly seasonal factors determined from the historical ATR data. Volumes from 2020 are not included in the analysis due to the Covid-19 pandemic and associated shutdowns.

Table 1. Monthly Seasonal Factors

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Avg MSF	0.90	0.94	0.88	0.85	0.93	1.11	1.24	1.19	1.08	1.03	0.88	0.98
w/o 2020	0.89	0.93	0.89	0.89	0.94	1.11	1.24	1.18	1.06	1.02	0.88	0.97

The seasonal adjustment results were calculated by dividing the August 2021 counts by a factor of 1.18. This represents an 18 percent decrease in volumes to represent a typical day. Figure 7 details the results of the volume adjustments.



Figure 7. Warm Springs AM and PM Peak Hour Turning Movement Counts

2.3.3 Existing Traffic Operations

Capacity is defined as the maximum rate at which vehicles can pass through a given point in an hour under prevailing conditions. Intersection capacity is measured by evaluating the critical lane groups that experience the most delay for stop-controlled intersections. A volume to capacity (v/c) ratio less than 0.85 generally indicates that adequate capacity is available, and vehicles are not expected to experience significant queues or delays. As the v/c ratio approaches 1.0, traffic flow may become unstable and significant delay and queuing conditions may occur. Once the demand exceeds capacity, defined as a v/c ratio greater than 1.0, traffic flow is unstable and excessive delay and queuing is expected. The concept of level of service (LOS) was developed to correlate numerical traffic operational data to subjective descriptions of traffic performance at intersections. LOS is defined as the system of six designated ranges, from “A” (best) to “F” (worst), used to evaluate performance. Table 2 presents the Highway Capacity Manual (HCM) thresholds based on delay at stop-controlled intersections.

Table 2. LOS Thresholds for Motor Vehicles at Intersections

LOS	Stop Control Intersection Control Delay (seconds/vehicle)	Roundabout Intersection Control Delay (seconds/vehicle)
A	≤ 10	≤ 10
B	10 – 15	10 – 15
C	15 – 25	15 – 25
D	25 – 35	25 – 35
E	35 – 50	35 – 50
F	> 50	> 50

Source: National Academies Press. Highway Capacity Manual, 6th Ed. A Guide for Multimodal Mobility Analysis.

The project team used Synchro 11 software to model and analyze study area intersections under existing conditions and HCM 6th edition analysis methods to produce the analysis reports.

Given the large variability of the traffic volumes during the summer months compared to other months, the project team analyzed intersections with the unadjusted August volumes for comparison. In this scenario, the Warm Springs Road study intersections are all estimated to operate at LOS B or better during off-peak season AM and PM peak hours. Detailed reports from the capacity analyses are available in **Appendix B**.

Table 3 summarizes the capacity analysis results for the Warm Springs study intersections, using the existing traffic counts depicted in Figure 7. In general, the intersections are operating well over capacity with delays under 15 seconds for each movement. All the intersections operate at LOS A or B with vehicle queue lengths under 30 feet.

Table 3. Warm Springs Road Intersections - Seasonal Adjustment 2021 AM & PM Peak

Intersection	Overall Intersection LOS	Movement	Delay(s)	LOS	95 th Percentile Queue Length (feet)	V/C
10 th Street / Warm Springs Road	B (B)	NET/L/R	14.2 (14.3)	B (B)	4.4 (2.2)	0.052 (0.037)
		SWT/L/R	13.3 (14.1)	B (B)	8.8 (13.2)	0.13 (0.174)
		SBL	8.3 (8.1)	A (A)	2.2 (2.2)	0.027 (0.04)
		NBL	7.8 (8.2)	A (A)	0 (0)	0.007 (0.003)
10 th Street / SH-75	B (B)	NEL	10.7 (12.4)	B (B)	6.6 (11)	0.096 (0.15)
		NBT/L	7.5 (8.1)	A (A)	2.2 (2.2)	0.017 (0.032)
Warm Springs Road/ Lewis Street	B (B)	SBL	12 (14.9)	B (B)	11 (28.6)	0.137 (0.316)
		SBR	9.6 (9.9)	A (A)	2.2 (2.2)	0.024 (0.042)
		SEL	8.1	A	0 (2.2)	0.015 (0.026)

2.3.4 Summer Peak Operations

Given the large variability of the traffic volumes during the summer months compared to other months, the project team analyzed the intersections with the unadjusted August volumes for comparison. The ad study intersections are all estimated to operate at LOS C or better during peak season AM and PM peak hours and Table 4. Warm Springs Road Intersections - August 2021 AM & PM Peak outlines the operational results. Detailed reports from the capacity analyses are available in **Appendix B**.

Table 4. Warm Springs Road Intersections - August 2021 AM & PM Peak

Intersection	Overall Intersection LOS	Movement	Delay (s)	LOS	95 th Percentile Queue Length (feet)	V/C
10 th Street / Warm Springs Road	C (C)	NET/L/R	16.3 (16.9)	C (C)	4.4 (4.4)	0.076 (0.054)
		SWT/L/R	15.1 (17)	C (C)	13.2 (22)	0.174 (0.245)
		SBL	8.6 (8.3)	A (A)	2.2 (4.4)	0.034 (0.049)
		NBL	7.9 (8.4)	A (A)	0 (0)	0.009 (0.003)
10 th Street / SH-75	B (B)	NEL	11.4 (13.8)	B (B)	8.8 (15.4)	0.123 (0.198)
		NBT/L	7.6 (8.3)	A (A)	2.2 (2.2)	0.021 (0.04)
Warm Springs Road / Lewis Street	B (B)	SBL	12.9 (17.7)	B (C)	13.2 (44)	0.175 (0.412)
		SBR	9.9 (10.3)	A (B)	2.2 (4.4)	0.03 (0.053)
		SEL	8.5 (8.3)	A (A)	2.2 (2.2)	0.019 (0.032)

2.4 Existing Safety Analysis

2.4.1 Crash History

During the 5-year study period (2016-2020), there was one crash near the intersection of Warm Springs Road/Lewis Street and one crash at the intersection of Warm Springs Road/10th Street. Both crashes occurred during the noon hour on a weekday with clear conditions. The possible injury crash near Warm Springs Road and Lewis Street was caused by a driver following too close and was not related to the intersection. The crash at the intersection of Warm Springs Road/10th Street was a left turning crash where the driver failed to yield. There were no injuries associated with this crash.

2.4.2 Qualitative Safety Analysis

Although the number of crashes in the study area is low, conversations with the public at public involvement meetings, with City staff, and at City Council meetings revealed safety concerns with the corridor, as described in the following bullets. While the concerns may not be producing crashes within the study area, they do increase the amount of stress that pedestrians, bicyclists and motorists feel while traversing the area.

- A southbound driver turning left from 10th Street onto Warm Springs has a difficult time seeing cross traffic as the visibility is blocked by the gas station pumps. Multiple individuals commented that they specifically avoided the intersection because of the sight distance issues. An intersection sight triangle analysis was performed using methodologies outlined in Sections 9.5.2.3 and 9.5.3 of the AASHTO *Policy on Geometric Design of Highways and Streets*³. A 25 mph design speed was used to evaluate the sight distance. As shown in Figure 8, the gas station blocks the turning vehicle's view of oncoming traffic on Warm Springs Road.

³ American Association of State Highway and Transportation Officials (AASHTO). A Policy On Geometric Design of Highways and Streets, 7th Edition. 2018

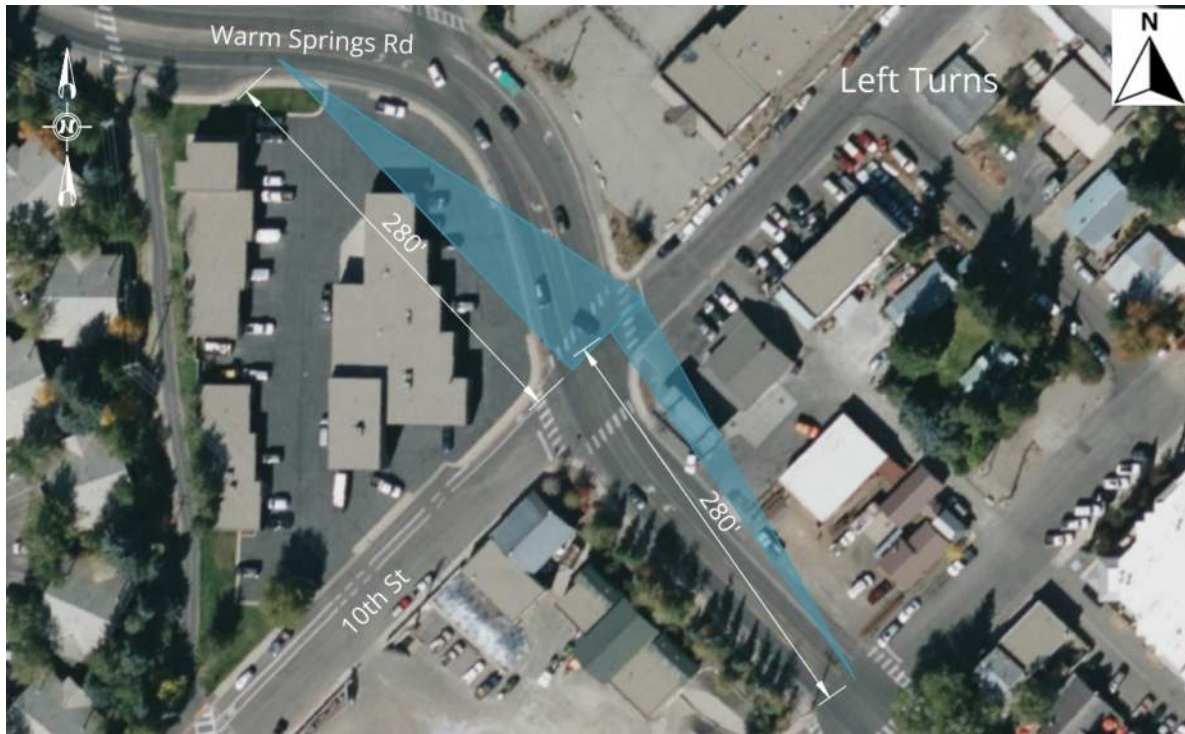


Figure 8: Left Turn Sight Triangles

- Multiple private approaches are within 60 feet of the intersection creating conflicts throughout the intersection.
- Pedestrians and bikes are also overexposed. The sidewalks in this area are in disrepair or missing for long sections. Some business approaches are longer than necessary and overexpose pedestrians traversing the sidewalk to turning traffic entering the business as shown in Figure 9. Lewis Street's wide cross section and skewed intersection with Warm Springs creates an approximately 90-foot crossing for pedestrians in that area, shown in Figure 10. Facilities compliant with the Americans with Disabilities Act (ADA) and Public Rights-of-Way Accessibility Guidelines (PROWAG) are not present to alert visually impaired pedestrians that they are entering a conflict area. The Lack of ADA/PROWAG compliant facilities also creates difficulties for disabled individuals to traverse the area.



Figure 9. Aged Sidewalk and Large Approach At 10th & Warm Springs. Source: Google Earth



Figure 10. Large Pedestrian Crossing Across Lewis Street

- The Warm Springs Road shoulder widths between Lewis Street and 10th Street are too narrow to support bike lanes, which prevents continuity of the network. This forces cyclists into the travel lanes and increases user stress.

2.5 Transit Facilities

Mountain Rides is the local transit authority maintaining bus routes throughout the City of Ketchum. The Blue, Bronze and Valley Routes all provide transit access through this corridor. One stop exists on either side of Warm Springs Road west of Lewis Street. There is a pullout on the route going toward downtown that is no longer of sufficient length for the buses Mountain Rides is using. The pullout is shown in Figure 11. Also, the stops do not feature shelters, or safety lighting. In conversations with Mountain Rides, they expressed concerns with the 10th Street intersection, specifically with how difficult it is to turn right onto Warm Springs Road.



Figure 11: Existing Mountain Rides Bus Pullout. Source: Google Earth

3 Qualitative Alternatives Analysis

3.1 Alternatives

The project team developed five conceptual alternatives for the study area to improve the surrounding land use.

3.1.1 Concept Alternative 1 – 10th Street Roundabout

Figure 12 shows the concept for Alternative 1. This alternative replaces the existing two-way stop-controlled Warm Springs Road and 10th Street intersection with a single lane roundabout. This concept provides good vehicle operations while requiring drivers to slow down approaching and moving through the intersection. Pedestrian facilities would be provided on all legs, connecting to existing facilities, and bikes would be able to travel through the roundabout due to low vehicle speeds or on pathways around the circle, crossing the legs in the pedestrian crosswalks. This concept would require widening the intersection with estimated private and public parking, gas pump, access, and building impacts. The adjacent Warm Springs Road and Lewis Street intersection is not improved with this alternative.

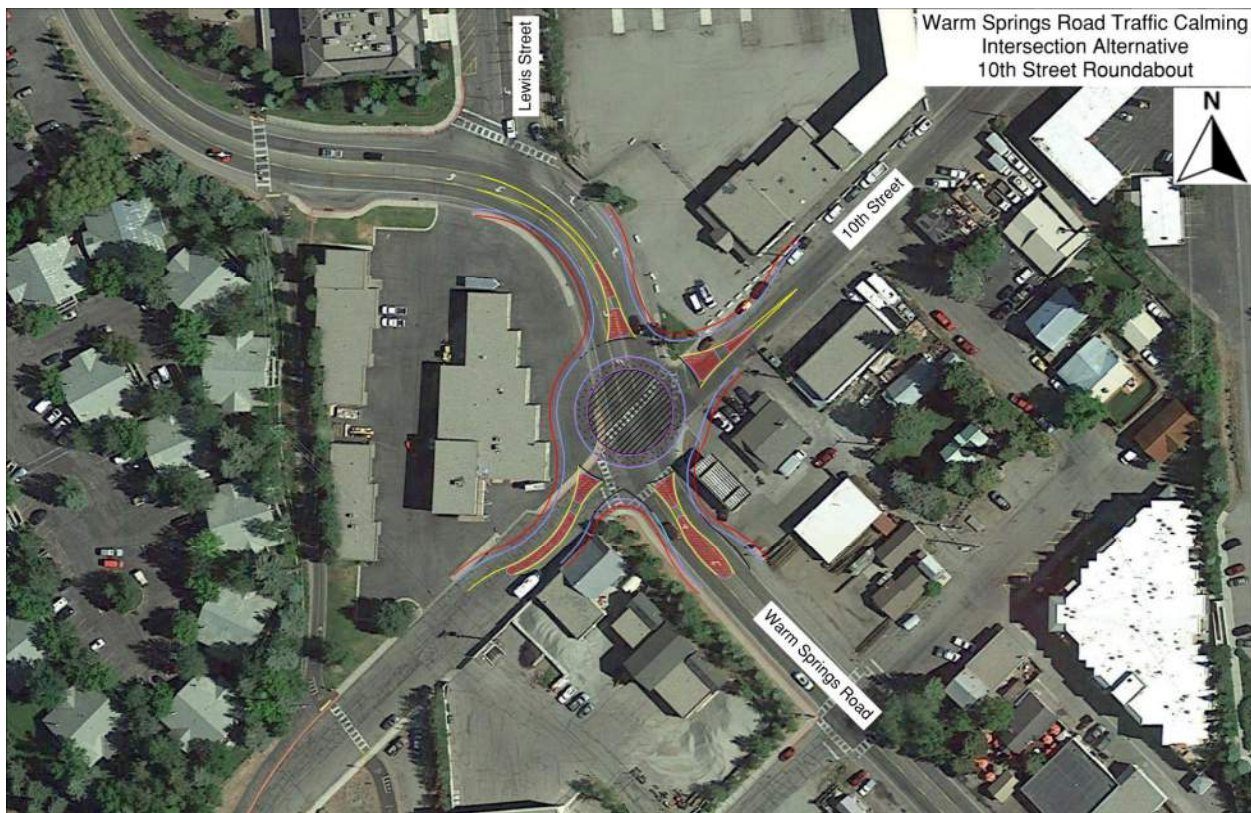


Figure 12. Concept Alternative 1

3.1.2 Concept Alternative 2 - Lewis Street Roundabout

Figure 13 shows the concept for Alternative 2. This alternative replaces the existing stop-controlled Warm Springs Road and Lewis Street intersection with a single lane roundabout. This concept provides good vehicle operations while requiring drivers to slow down approaching and moving through the intersection. Pedestrian facilities would be provided on all legs, connecting to existing facilities, and bikes would be able to travel through the roundabout due to low vehicle speeds or on pathways around the circle, crossing the legs in the pedestrian crosswalks. The bus stop on the west leg would be updated with this alternative. This concept would require widening the intersection with estimated private and public parking and access impacts. The adjacent Warm Springs Road and 10th Street intersection is not improved with this alternative.

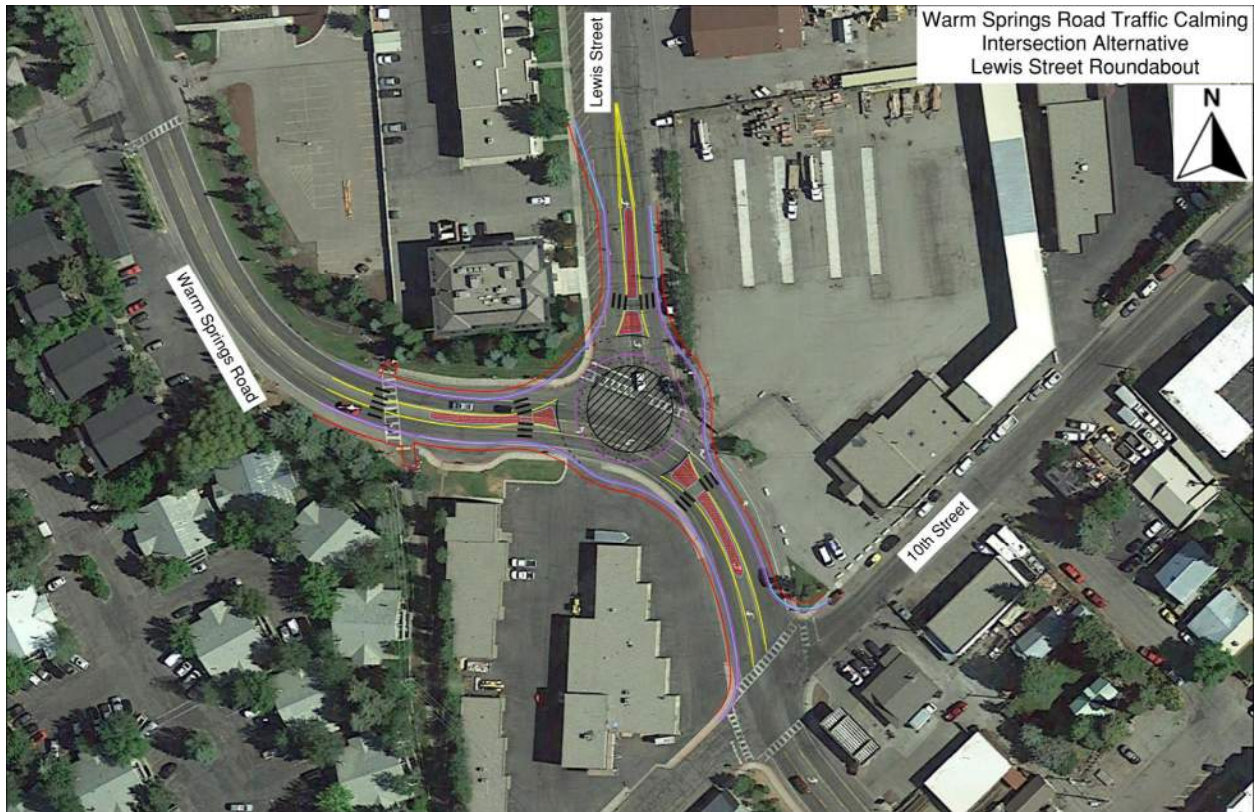


Figure 13. Concept Alternative 2

3.1.3 Concept Alternative 3 - 10th Street and Lewis Street Dog Bone Roundabout

Figure 14 shows the concept for Alternative 3. This alternative replaces the existing stop-controlled Warm Springs Road intersections at both 10th Street and Lewis Street with a single lane “dog bone” roundabout. A dog bone roundabout does not form a complete circle but instead has a “raindrop” or “teardrop shape” in the middle that connects two roundabout intersections. In this case, the two intersections operate as a single larger intersection connected by the dog bone roundabout. This alternative has similar benefits and impacts described for Alternatives 1 and 2. It increases out-of-direction travel for vehicles turning left from some approaches as they must navigate around the entire dog bone to reach the desired street. Pedestrians and bikes potentially have more out-of-direction travel as well.

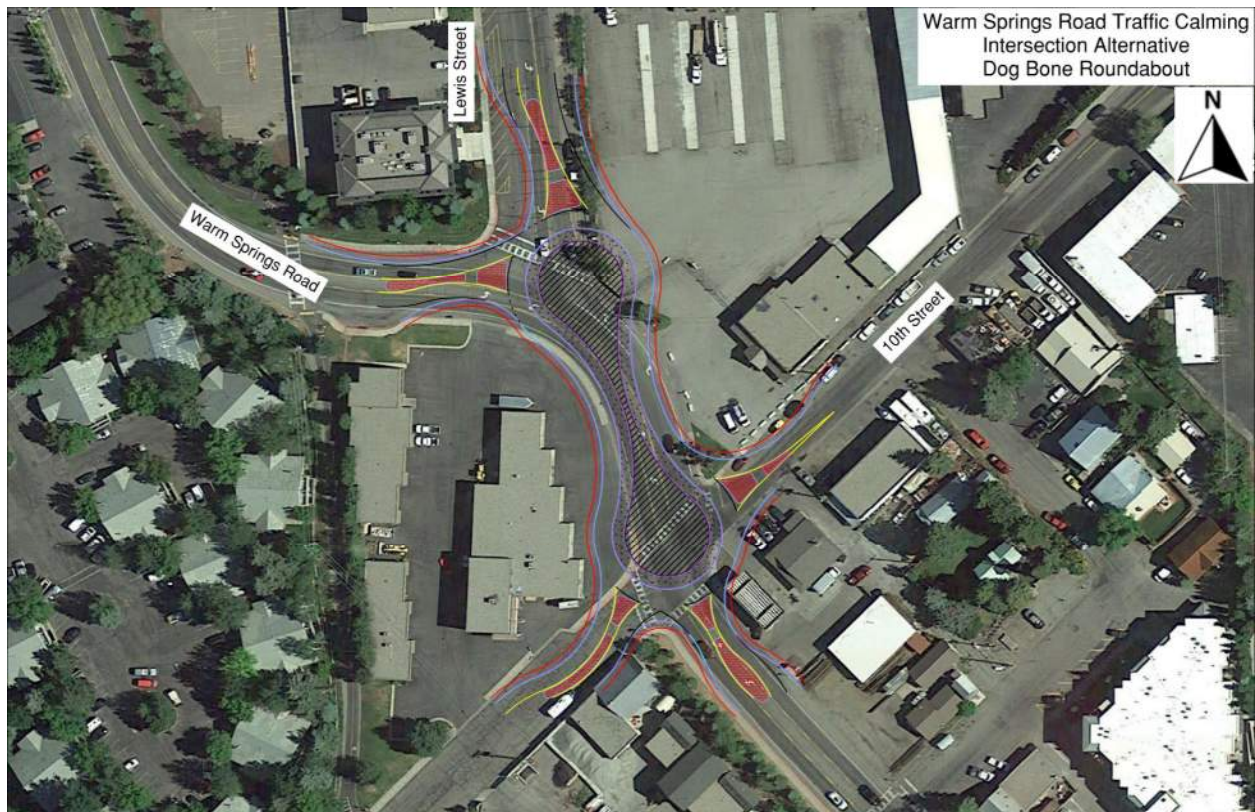


Figure 14. Concept Alternative 3

3.1.4 Concept Alternative 4 – 10th Street & Lewis Street Realignment & Roundabout

Figure 15 shows the concept for Alternative 4. This alternative realigns 10th Street between Warm Springs Road and SH-75 to the north and west to match into the Lewis Street and Warm Springs Road intersection, cutting through the adjacent property. The Lewis Street leg is realigned to the east and a single lane roundabout is developed to serve the new four-leg intersection. The existing 10th Street between Warm Springs Road and SH-75 is proposed to be disconnected from Warm Springs Road but could remain as an access to existing businesses along with Leadville Avenue. The abandoned roadway could also be negotiable for incorporation in development opportunities for adjacent landowners.

As with the other roundabout alternatives, this concept provides good vehicle operations while requiring drivers to slow down approaching and moving through the intersection. Pedestrian facilities would be provided on all legs, connecting to existing facilities, and bikes would be able to travel through the roundabout due to low vehicle speeds or on pathways around the circle, crossing the legs in the pedestrian crosswalks. The bus stop on the west leg of Warm Springs Road would be updated with this alternative. This concept would require widening the intersection with estimated private and public parking, access, and building impacts along with splitting the parcel in the northeast corner. The adjacent Warm Springs Road and 10th Street intersection is updated with this alternative by removing the east leg, as described.

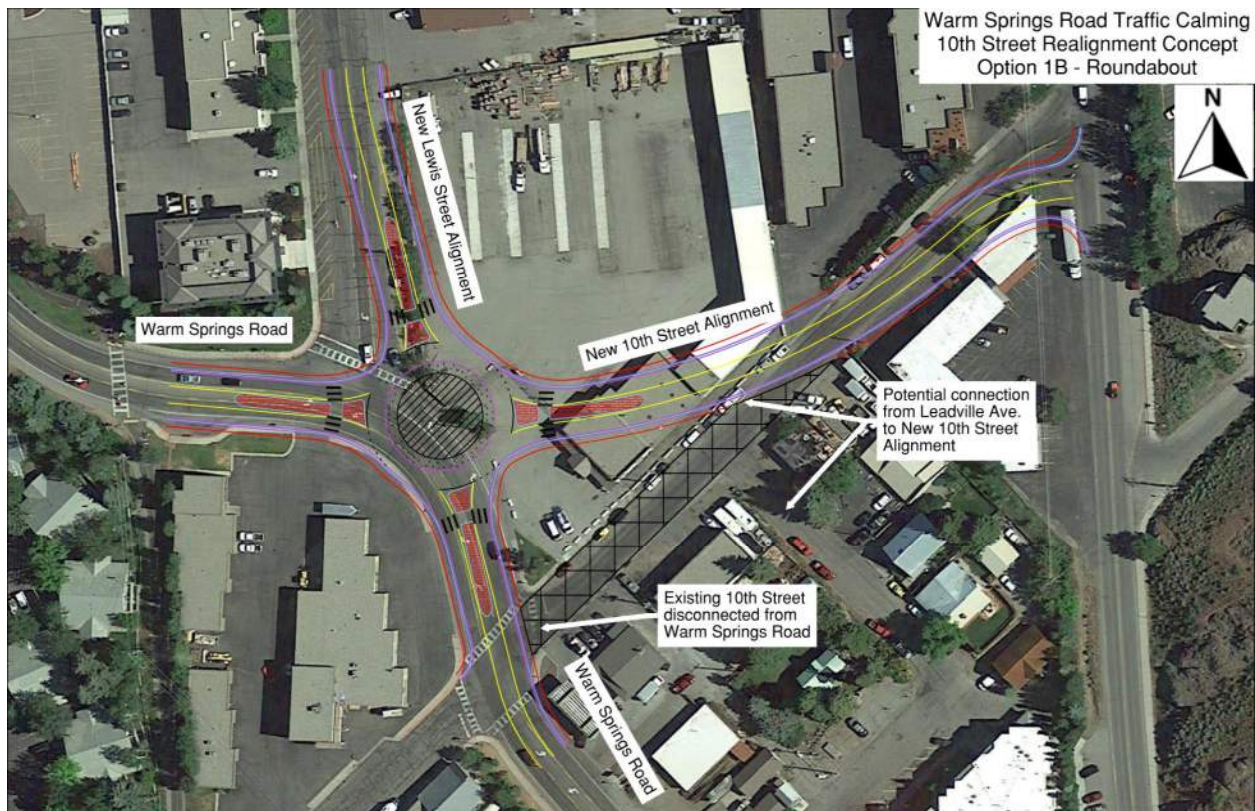


Figure 15. Concept Alternative 4

3.1.5 Concept Alternative 5 – Block/Street Realignment

Figure 16 shows the concept for Alternative 5. This alternative realigns Lewis Street to line up with Leadville Avenue and realigns Warm Springs to be a more direct north/south connection through the adjacent parcel. A new east/west street connects Warm Springs Road and Lewis Street, creating a new block between the realigned Warm Springs Road, realigned Lewis Road, 10th Street, and the new street. The intersections are assumed to be stop controlled in each corner of the new block.

Alternative 5 differs from the others because it includes new local street alignments that impact several parcels. It removes most of the curves in these streets while introducing more intersections to the area.



Figure 16. Concept Alternative 5

3.2 First Public Involvement Summary

The first public involvement meeting was held on May 5, 2022, to show the public the different improvement concept alternatives. Online surveys were also available for 2 weeks after the in-person meeting to allow the public to view the alternatives and provide feedback. Public involvement results are shown in **Appendix C**. In total, 219 responses were recorded via the online survey. Not every respondent answered every question.

The results of the public involvement meetings indicated that most people were dissatisfied with the existing intersection configurations and 77 percent of individuals (137 out of 177) said the intersections should be reconfigured or adjusted. One hundred forty-four of 172 individuals (84 percent) said pedestrian enhancements should occur. When asked to rank the different alternatives from first to last, Alternative 4 received the most support, followed by Alternative 1. Alternative 5 received the least support.

3.3 High Level Screening

The project team developed a screening process to evaluate each of the alternatives using 11 separate criteria identified in discussion with the City staff, at the public meeting, and during other project update meetings. Detailed descriptions of each criterion can be found in **Appendix D**.

- Safety
- Improved Connectivity for All Modes
- Warm Springs Road Crossings Improvements
- Split Parcels
- Building Removal
- Parking Impacts
- Improve Existing Business Access & Connectivity
- Opportunity for Redevelopment and/or Placemaking
- Traffic Calming
- Reduce the Number of Intersections/Driveways on Warm Springs Road
- Serve as Parade Detour Route

City staff and members of the project team gave each alternative a score of **GOOD**, **NEUTRAL**, or **POOR** for each of the criteria. A **GOOD** score received +1 point while a **POOR** score received -1 point. A **NEUTRAL** score received 0 points. An overall “score” was given to each alternative by adding up the number of **GOOD** scores and subtracting the number of **POOR** scores. A **NEUTRAL** score for a given criterion neither helped nor hurt an alternative.

3.3.1 Concept Alternative Screening Results

A meeting was held on July 8, 2022, to discuss each alternative, compare the criteria evaluations, and reconcile screening from each evaluator to identify the top two alternatives to move into a more detailed qualitative analysis and screening. City staff and the project team were consistent in identifying the two alternatives to carry forward as Concept Alternative 2 – Lewis Street Roundabout and Concept Alternative 4 – 10th Street & Lewis Street Realignment & Roundabout. Table 5 summarizes the screening process final scoring. Figure 17 also shows a graphical representation of the final score totals.



Table 5. Screening Matrix

Concept Alternative / Criterion	No Build	1– 10 th Street Roundabout	2 - Lewis Street Roundabout	3 - 10 th Street and Lewis Street Dog Bone Roundabout	4– 10 th Street & Lewis Street Realignment & Roundabout	5 – Block/Street Realignment
Safety	NEUTRAL	GOOD	GOOD	GOOD	GOOD	POOR
Improved Connectivity for All Modes	POOR	GOOD	GOOD	POOR	GOOD	GOOD
Warm Springs Road Crossings Improvements	POOR	NEUTRAL	GOOD	GOOD	GOOD	POOR
Split Parcels	GOOD	GOOD	GOOD	POOR	POOR	POOR
Building Removal	GOOD	POOR	GOOD	POOR	POOR	POOR
Parking Impacts	GOOD	POOR	GOOD	POOR	GOOD	POOR
Improve Existing Business Access & Connectivity	POOR	POOR	NEUTRAL	POOR	GOOD	GOOD
Opportunity for Redevelopment and/or Placemaking	POOR	NEUTRAL	NEUTRAL	NEUTRAL	GOOD	GOOD
Traffic Calming	POOR	GOOD	GOOD	GOOD	GOOD	GOOD
Reduce the Number of Intersections/Driveways on Warm Springs Road	NEUTRAL	GOOD	NEUTRAL	GOOD	GOOD	POOR
Serve as Parade Detour Route	GOOD	GOOD	GOOD	POOR	GOOD	GOOD
Total Green Score	4	6	8	4	9	5
Total Red Score	-5	-3	0	-6	-2	-6
Green – Red Total Score	-1	3	8	-2	7	-1

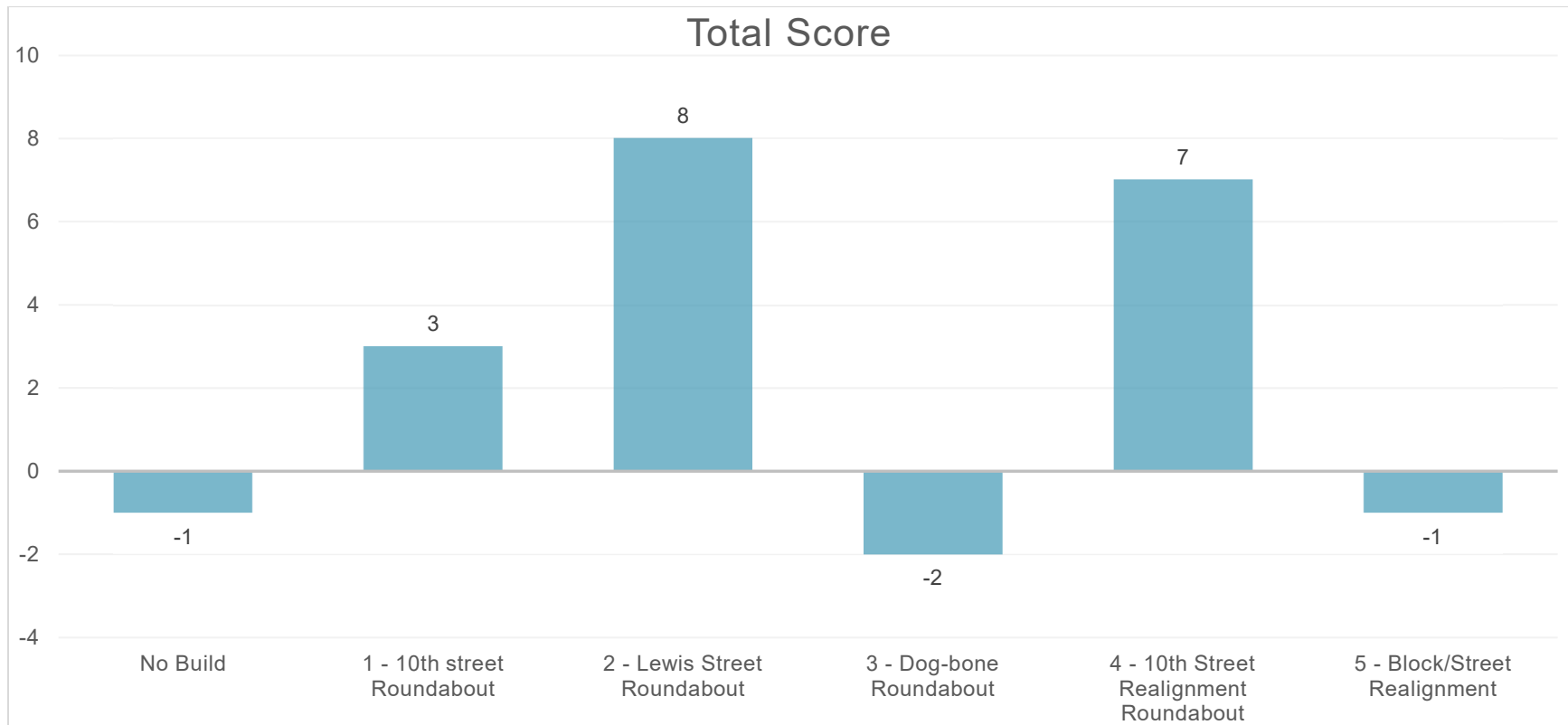


Figure 17. Total Scores

3.4 Alternatives Selected

At a City Council meeting on July 18, 2022, HDR and City staff recommended that the City move Alternative 2, Alternative 4, and the No Build option into a qualitative analysis. The City Council concurred with the recommendation and advanced the three alternatives for more analysis.

Each of the identified alternatives had issues requiring further investigation, mitigation, and comparison in the qualitative analysis. The project team updated the conceptual layouts to address the following issues, as appropriate.

- No Build
 - Add sidewalk to eliminate sidewalk gaps and improve pedestrian ramps, where possible, to improve pedestrian connectivity and ADA/PROWAG compliance.
 - Evaluate existing access near Warm Springs Road/10th Street intersection to improve safety and pedestrian facilities.
- Concept Alternative 2 – Lewis Street Roundabout
 - Verify and update access changes to adjacent properties/businesses.
 - Address Warm Springs Road/10th Street intersection skew, if possible.
 - Adjust on street parking on Lewis Street.
- Concept Alternative 4 – 10th Street & Lewis Street Realignment & Roundabout
 - Verify and update access changes to adjacent properties/businesses.
 - Address Warm Springs Road/10th Street intersection/business access.
 - Update intersection of 10th Street/SH-75 to avoid right-of-way (ROW)/building impacts.

4 Detailed Analysis

4.1 Future Land Use and Public Realm Opportunities

The three alternatives feature differing options to enhance the area. Alternative 4 has the most potential benefit followed by Alternative 2, while the No Build option provides fewer opportunities. Coordination with adjacent business owners will be required to fully realize the benefits of each alternative. The following sections summarize the opportunities that each alternative could provide the City.

4.1.1 No Build

The No Build option provides no changes to the land use or public realm opportunities. The large, underdeveloped parcel owned by Albertsons could still be redeveloped. The transition from the downtown core to the light industrial zone on Warm Springs Road would not be improved. The quick transition of land uses in the area may still lead to a disjointed experience.

4.1.2 Alternative 2 – Lewis Street Roundabout

Alternative 2 provides several opportunities to enhance the area. The alternative allows for development of the large undeveloped parcel owned by Albertsons, and there is potential to

provide enhanced features for pedestrians, bikes, and placemaking. Extra space at the southern portion of the Albertsons' parcel could allow for a distinctive plaza to be created providing the needed space for a gateway element identifying a transition in and out of the downtown core. The roadway improvements will require some ROW from surrounding businesses but the impact to the parcels is minimal.

The opportunity also has potential to enhance placemaking in the area. Space inside the roundabout could be used for public realm enhancements such as artwork, specialty landscaping, or signage and wayfinding. New roadway improvements enable public realm and placemaking elements to continue farther down Warm Springs Road and Lewis Street along the streets themselves. Public realm and placemaking elements that could be incorporated include wide detached sidewalks/pathways, tree coverage, specialty paving, signage and wayfinding, and/or artwork.

4.1.3 Alternative 4 – 10th Street & Lewis Street Realignment & Roundabout

Similar to Alternative 2, the realigned roundabout in Alternative 4 provides opportunity to enhance the area. The alternative allows for developing the large undeveloped parcel owned by Albertsons, and there is potential to provide enhanced features for pedestrians, bikes, and placemaking. A new parcel would be formed between Warm Springs Road and Leadville Avenue with frontage to the proposed roundabout. Land use at this site could be commercial, continuing the downtown feel farther up Warm Springs Road. The parcel could also be sold to adjacent businesses to aid in the redevelopment and enhancement of those parcels. Roadway improvements will have impacts to existing businesses and roads such as 10th Street, Leadville Avenue and Lewis Street.

4.2 Forecasted Travel Patterns

4.2.1 Study Year, Target LOS and Growth Rates

For the purposes of this study, the project team identified year 2042 as the design year for the improvements. Per section A.15 of the Idaho Transportation Department's *Roadway Design Manual*, a target LOS D was set to analyze the intersection improvements. According to the manual, this LOS standard is "applicable for Federal-aid construction on State and local highway excluding highways on the National Highway System." Should the project receive federal funding, identified improvements would need to meet the LOS D threshold.

Since 10th Street intersects Main Street (SH-75), which is an ITD roadway, a target LOS D was set for the intersection improvements per Table A-3 in section A.15.01 of ITD's *Roadway Design Manual*⁴.

The City of Ketchum does not lie within boundaries of a Municipal Planning Organization (MPO) that would produce a travel demand model that projects trip generation out into the future. Therefore, the project team calculated an average growth rate to represent traffic volume growth.

⁴ Idaho Transportation Department (ITD). Roadway Design manual. 2012

Traffic volumes on SH-75 were analyzed using historical data from ITD’s ATRs to see how they have grown between 1990 and 2019. Due to the Covid 19 pandemic shutdowns, 2020 data was again excluded. Historical data from the ATR stations show patterns of steady and rapid growth on SH-75 up to the early 2000s, followed by a steep decline that coincides with the Great Recession. Traffic volumes started increasing again around 2012 and have steadily increased each year approaching the highest volumes seen before the Great Recession. Using the ATR data, the project team calculated a historical annual average growth rate of 1.44 percent for SH-75 and applied it as a regional growth factor for the City of Ketchum. Figure 18 shows the change in traffic volumes since 1990.

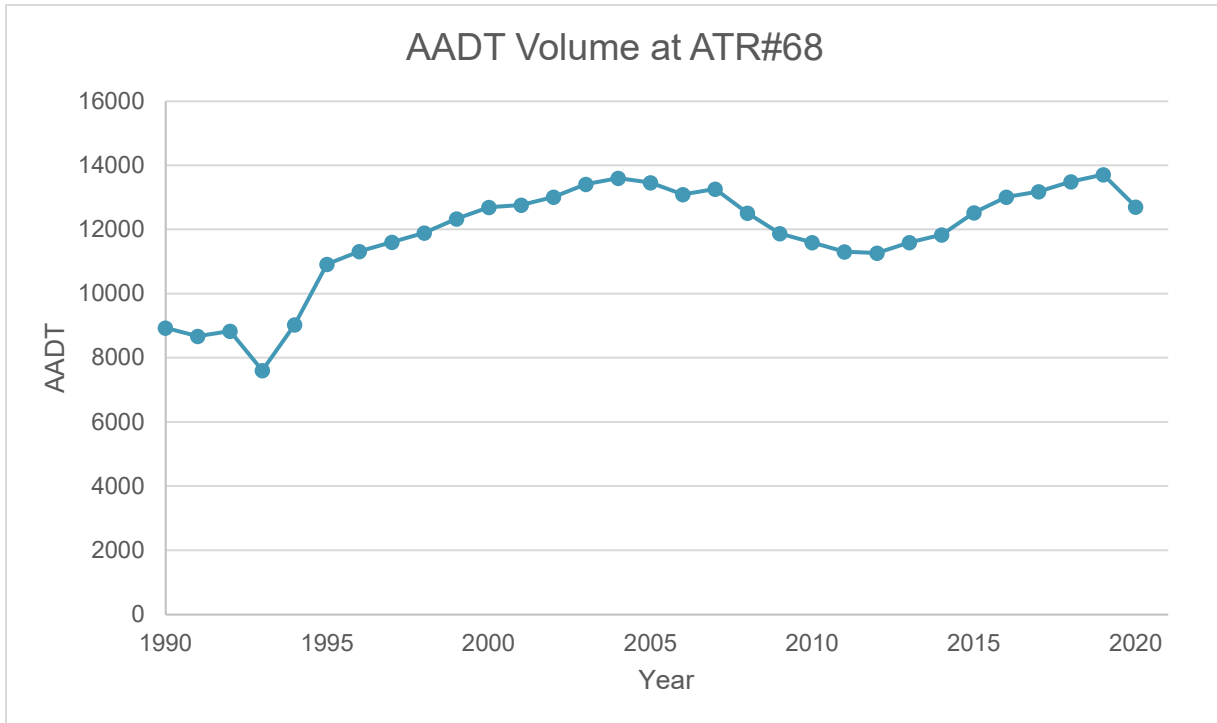


Figure 18. Traffic Volumes since 1990

While the City of Ketchum has experienced recent traffic growth, it also is a resort destination City that is sensitive to economic downturns. Over the design life of the improvements, one can reasonably expect an economic downturn and traffic growth to slow or decline as compared to recent trends. The historical 1.44 percent calculated smooths out the ups and downs that the City may experience throughout the future economic cycles and provides a growth scenario consistent with historical trends.

4.2.2 Forecasted Travel Patterns

HDR applied the historical growth rates to the unadjusted August count volumes to estimate future travel demand. For Alternative 2 and the No Build option, the growth rate was applied to the turning movements directly. However, Alternative 4 removes a portion of 10th Street and converts the intersection of 10th Street and Warm Springs from a four-way intersection into a T-intersection. 10th Street traffic is then rerouted to a new four-way intersection at Warm Springs Road and Lewis Street. For this new intersection, traffic demand entering and leaving the study

area was assumed to remain the same and turning movement volumes were estimated using the iterative procedure – directional method outlined in National Cooperative Highway Research Program (NCHRP) 765, *Analytical Travel Forecasting Approaches for Project-Level Planning and Design*⁵. The directional method uses an iterative approach to alternatively balance entering traffic and departing traffic volumes until an acceptable level of convergence is reached. The T-intersections turning movements were manually reconfigured assuming similar traffic patterns. Results of the turning movement analysis are shown in Figure 19 and Figure 20.

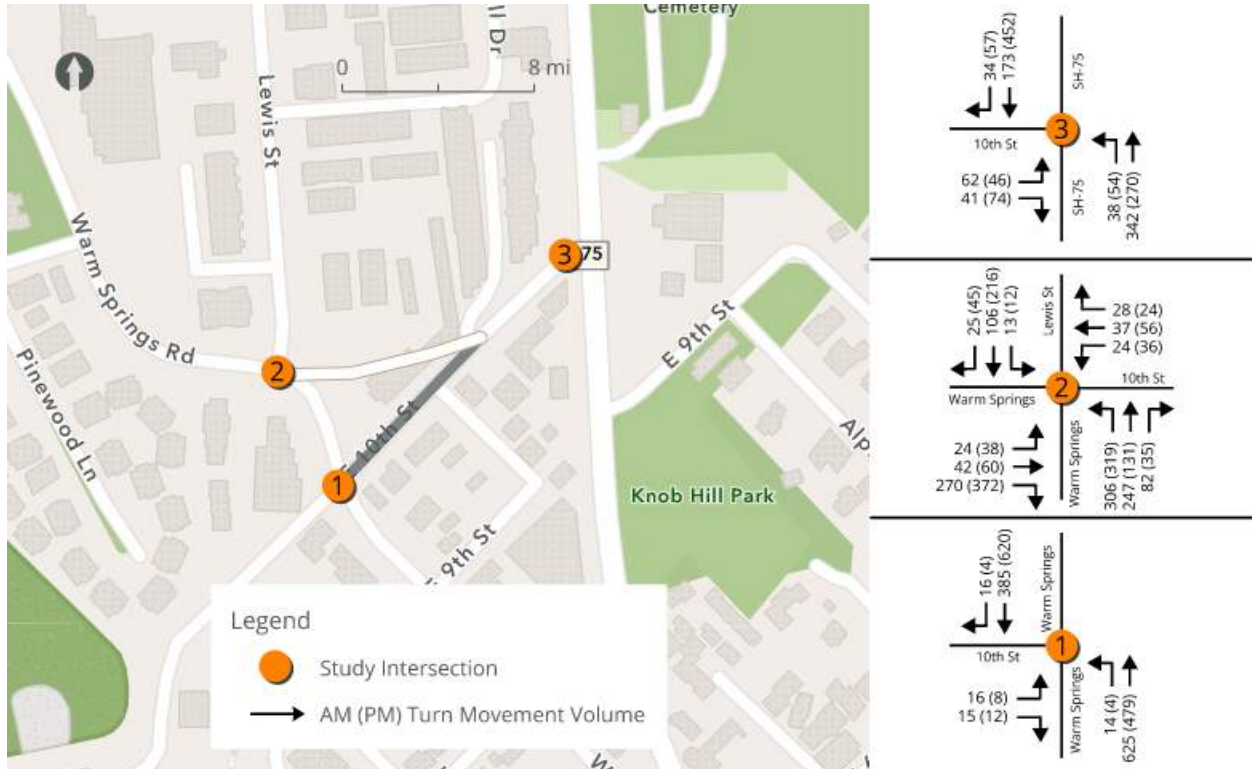


Figure 19. Alternative 4 Peak Volumes

⁵ National Cooperative Highway Research Program (NCHRP). Report 765. Analytical Travel Forecasting Approaches for Project-Level Planning and Design. Transportation Research Board of the National Academies. 2014.

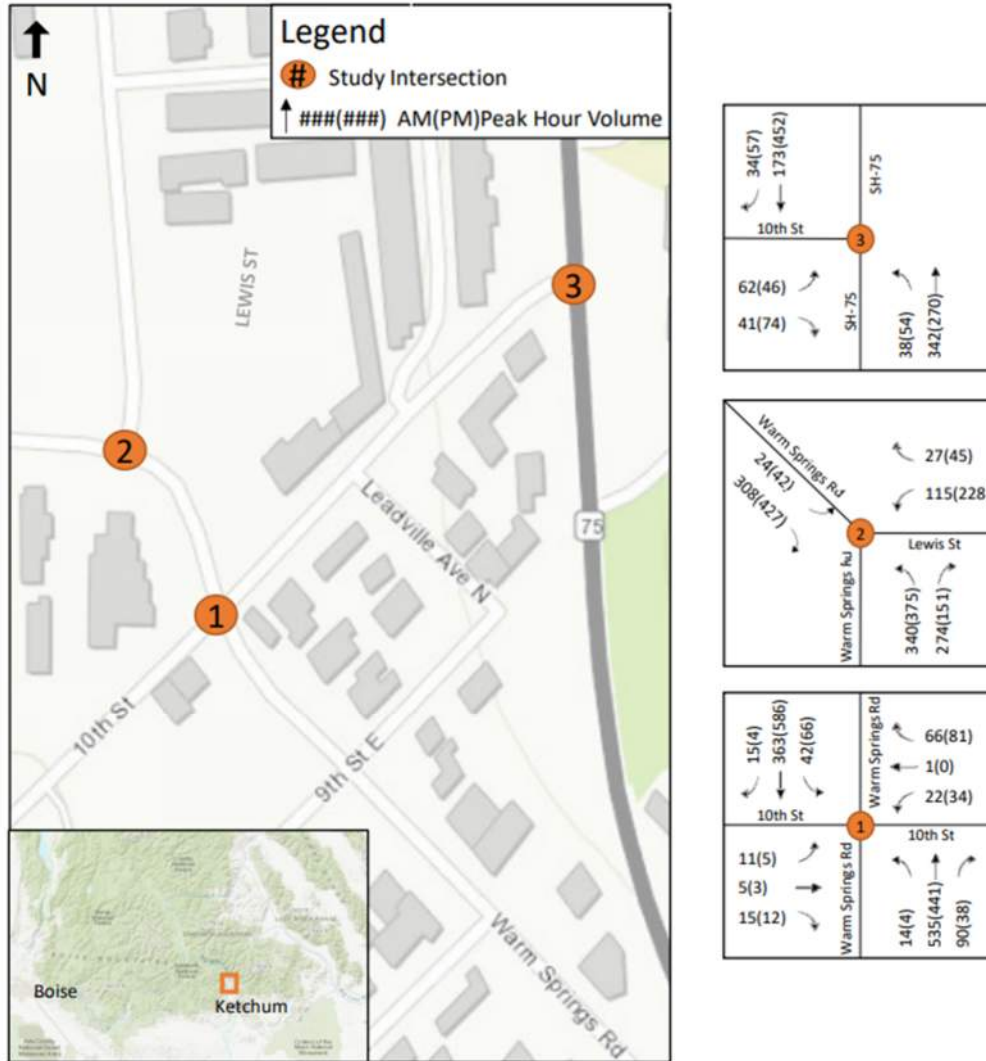


Figure 20: No Build and Alternative 2 Peak Volumes

4.3 Future Capacity Analysis

4.3.1 Analysis Software and Settings

The project team used SIDRA 9 software to analyze the roundabout alternatives and Synchro 11 software to analyze the stop-controlled intersections. Both software programs use the HCM methodology to compute delay, LOS, and V/C ratios. The peak hour factor for the future scenarios was set at 0.92 per HCM recommendations.

4.3.2 No Build Results

In the No Build option, the three study intersections are expected to experience longer delays than in the existing conditions; however, they are estimated to operate at or above the LOS D threshold. The movements on Warm Springs Road continue to see shorter delays; however, the increased volume on Warm Springs Road decreases the number of gaps available for vehicles on the side streets. The 10th Street and Warm Springs Road intersection side street operations

decrease from LOS B to LOS C or D and the Warm Springs Road and Lewis Street intersection decreases to a LOS D from LOS B. Results are presented in Table 6 and detailed results can be found in **Appendix E**.

Table 6. No Build Traffic Operations - August 2042 AM & (PM) Peak

Intersection	Overall Intersection LOS	Movement	Delay (s)	LOS	95 th Percentile Queue Length (feet)	V/C
10 th Street / Warm Springs Road	C (D)	NET/L/R	18 (23.5)	C (C)	6.6 (6.6)	0.09 (0.10)
		SWT/L/R	16.7 (27.7)	C (D)	17.6 (48.4)	0.22 (0.45)
		SBL	8.8 (8.7)	A (A)	2.2 (4.4)	0.04 (0.07)
		NBL	8 (8.8)	A (A)	0 (0)	0.01 (0.01)
10 th Street / SH-75	B (C)	NEL	7.7 (18.2)	A (C)	2.2 (30.8)	0.03 (0.32)
		NBT/L	12.4 (8.7)	B (A)	13.2 (4.4)	0.16 (0.06)
Warm Springs Road/ Lewis Street	C (D)	SBL	15.2 (27.3)	C (D)	22.0 (88.0)	0.26 (0.62)
		SBR	14.3 (11.0)	B (B)	2.2 (4.4)	0.04 (0.08)
		SEL	9.0 (8.7)	A (A)	2.2 (2.2)	0.03 (0.05)

The presence of a TWLT lane at the Warm Springs Road and Lewis Street intersection allows for a two-stage southbound left turn movement; vehicles will first turn into the turn lane and then merge into traffic. The HCM methodology assumes a smaller gap acceptance with a TWLT lane than if traffic were to pull out directly into traffic. Therefore, the HCM assumes TWLT lanes increase capacity at an intersection. Without the TWLT lane, the southbound left turn at Lewis Street is estimated to operate at LOS F in the PM peak hour with delays exceeding 90 seconds.

4.3.3 Alternative 2 – Lewis Street Roundabout

Table 7. Alternate 2 Traffic Operations - August 2042 AM & (PM) Peak

Intersection	Overall Intersection LOS	Movement	Delay (s)	LOS	95 th Percentile Queue Length (feet)	V/C
Warm Springs Road/ Lewis Street	A (A)	NET/L/R	8.2 (7.3)	A (A)	103.0 (79.2)	0.51 (0.45)
		SWT/L/R	5.6 (7.9)	A (A)	18.8 (42.3)	0.17 (0.34)
		ET/L/R	6.0 (9.3)	A (A)	42.6 (78.6)	0.31 (0.49)

The results of the analysis presented in Table 7 show that the proposed roundabout at 10th Street and Warm Springs Road is estimated to operate at LOS A during the design year using the August 2042 volumes. The V/C ratios for each leg are all under 0.85 suggesting that excess



capacity exists to handle an increase in traffic volumes if they increase faster than projected. The 10th Street intersections will not be improved and are expected to operate similarly to the No Build option scenario.

4.3.4 Alternative 4

Table 8. Alternative 4 Traffic Operations - August 2042 AM & (PM) Peak

Intersection	Overall Intersection LOS	Movement	Delay (s)	LOS	95 th Percentile Queue Length (feet)	V/C
10 th Street / Warm Springs Road / Lewis Street	A (A)	NBT/L/R	9.5 (7.7)	A (A)	116.1 (73.9)	0.56 (0.45)
		WBT/L/R	6.7 (6.4)	A (A)	14.2 (17.3)	0.14 (0.16)
		SBT/L/R	5.9 (8.4)	A (A)	19.6 (43.8)	0.18 (0.35)
		EBT/L/R	6.3 (10.0)	A (B)	44.5 (93.3)	0.32 (0.52)
10 th Street / Warm Springs Road	C (C)	NWL	8.2 (8.9)	A (A)	0 (0)	0.01 (0.01)
		NEL/R	17.4 (17.7)	C (C)	6.6 (4.4)	0.10 (0.07)

The re-aligned roundabout provides nearly the same LOS for the roundabout as Alternative 2 as presented in Table 8. The roundabout delays remain low at 10 seconds or less and V/C ratios under 0.85. Again, excess capacity is present in the roundabout for an increase in traffic. The overall LOS for the roundabout is A in both the AM and PM peaks. The 10th Street intersection near the Ernest Hemingway STEAM School is converted into a T-intersection and Warm Springs Road is expected to operate with minimal delays. The side street of the T-intersection will operate at LOS C and experience approximately 17 seconds of delay during the peak hours. The 10th Street intersection with Main Street will operate as shown in the No Build option scenario.

4.4 Impacts to Transit, Pedestrians and Bikes

4.4.1 No Build

The No Build option provides no improvement for transit, pedestrians, or bikes.

4.4.2 Alternative 2 – Lewis Street Roundabout

Mountain Rides eastbound bus stop facilities on Warm Springs Road would likely need to be relocated to provide access to the adjacent parcel. Based on conversations with Mountain Rides, bus routes would be unimproved by the change, but not negatively impacted by the roundabout.

This option would enhance bike connectivity. The bike lanes can be extended to the roundabout where ramps would transition cyclists to multi-use pathways to circulate around the roundabout away from vehicle traffic. Roundabouts generally slow traffic, which would provide an opportunity for experienced cyclists to traverse the intersection in the vehicle lanes, if desired.

Pedestrian connectivity would be improved with this option. The long crossing distance at Lewis Street would be eliminated. Sidewalks would be installed on Warm Springs Road where there are none, thereby enhancing connectivity. Slower vehicle speeds would decrease pedestrian stress while using the intersection. Although the Warm Springs and Lewis Street intersection would be improved with the change, the 10th Street intersection would still present a challenge to pedestrians. Due to the skewed intersection and tight ROW, the long crossing distances are likely to remain. Installing ADA/PROWAG-complaint ramps would bring the intersection into compliance.

4.4.3 Alternative 4

In Alternative 4, Mountain Rides eastbound bus stop facilities on Warm Springs Road would likely need to be relocated to provide access to the adjacent parcel. Based on conversations with Mountain Rides, bus operations would be improved with this option. Instead of busses turning right onto Warm Springs from 10th Street, this movement would become a through movement in the roundabout once 10th Street is realigned.

Like Alternative 2, this option would enhance bike connectivity. The bike lanes could be extended to the roundabout where ramps would transition cyclists to multi-use pathways to circulate around the roundabout away from vehicle traffic. Roundabouts generally slow traffic, which would provide an opportunity for experienced cyclists to traverse the intersection in the vehicle lanes, if desired.

Pedestrian connectivity would be improved with this option. The long crossing distance at Lewis Street would be eliminated. Sidewalks would be installed on Warm Springs Road where there are none, thereby enhancing connectivity. Slower vehicle speeds would decrease pedestrian stress while using the intersection. This option would also eliminate the skewed crossings at the 10th Street intersection.

4.5 Future Safety Analysis

The project team used the Federal Highway Administration's (FHWA) Crash Modification Factor (CMF) Clearinghouse⁶ to identify the potential change in crash frequency or severity associated with the possible changes to the intersections. CMFs were selected based on study similarities to Warm Springs Road roadway conditions and star rating (minimum of three stars). Each CMF also needed to include all crash types and crash severities. When there are no CMFs available for the specific situation, a qualitative discussion is provided. The following sections summarize the findings:

⁶ Crash Modification Factors Clearinghouse. <https://www.cmfclearinghouse.org/>

4.5.1 No Build

The No Build option would not improve safety at the location.

4.5.2 Alternative 2

The proposed treatments of converting the minor road stop control to a roundabout is covered by CMF ID 227 (3 Stars), which estimates a 44 percent decrease in all crashes. With this alternative, the long pedestrian crossing on Lewis Street is split into a two-stage crossing at the roundabout. The improvements propose installing rectangular rapid flashing beacons on all three legs of the roundabout, which are covered by CMF ID 11158. This CMF estimates a 31 percent decrease in crashes.

The left-turn sight distance issue on 10th Street onto Warm Springs Road would not be eliminated with these improvements. Some mitigation measures with this option could include:

- Prohibiting this left turn movement and requiring individuals to turn right and make a U-turn through the roundabout to complete the movement.
- Eliminate parking on 10th Street to move the turn lane closer to the curbing.
- Revising the striping on the east leg of the 10th Street and Warm Springs to be a left-turn lane instead of a TWLT lane, which would prevent delivery vehicles from parking so close to the intersection.

4.5.3 Alternative 4

The proposed treatments of converting the minor road stop control to a roundabout is covered by CMF ID 227 (3 Stars), which estimates a 44 percent decrease in all crashes. With this alternative, the long pedestrian crossing on Lewis Street is split into a two-stage crossing at the roundabout. The improvements propose installing rectangular rapid flashing beacons on all four legs of the roundabout, which are covered by CMF ID 11158. This CMF estimates a 31 percent decrease in crashes. The 10th Street left-turn sight distance issue would be eliminated.

4.6 Opinion of Probable Costs

Typically, roadway projects can be evaluated using a cost/benefit analysis, where alternative costs can be compared to potential safety benefits to determine if the alternative would be beneficial to the public. In this case, crashes within the project area are so infrequent that it would be hard to reach an acceptable benefit-over-cost ratio with any alternative. The benefits to the community may come from improvements to the public realm and a decrease to pedestrian and biker stress when using the roadway. These factors are hard to quantify; therefore, the alternatives are evaluated on total project costs.

The build alternatives probable costs are summarized in Table 9. Three costs were estimated for each alternative: engineering fee, construction costs, and right-of-way costs. Based on experience, the engineering fee is estimated to be approximately 15% of the construction costs. The ROW costs are estimated based upon conceptual layouts and prices provided by a ROW agent contracted with the City.



Table 9. Project Alternatives – Total Project Costs

Cost	Alternative 2	Alternative 4
Engineering Fee	\$288,000	\$398,000
Construction Cost	\$1,532,000	\$2,117,000
Right-of-way Cost	\$1,075,100	\$4,461,700
Total Project Cost	\$3,278,100	\$7,506,700

As with all costs, ROW and construction costs are subject to market changes and could increase or decrease depending on economic conditions. Each cost is based on current year (2022) unit prices and dollar values and adjustment factors are not applied for a future construction year. Comparatively, Alternative 4 would remain more costly than Alternative 2 in future years.

ROW costs make up the largest difference between the two alternatives. Alternative 4 creates an opportunity for the City to vacate the abandoned 10th Street connection and sell it to adjacent land owners. The vacated parcel’s estimated value is \$1,277,325 and the revenue from the sale could be used to offset some of the ROW costs, but that would need to be determined during ROW negotiations.

4.7 Second Public Meeting Summary

A second public meeting was held on October 3, 2022, followed by 2 weeks of online public comment. The public meeting consisted of three separate presentations (one each in the morning, mid-day and evening) that outlined the results of the concept study, presented revised concept exhibits for Alternatives 2 and 4, and reported the benefits or drawbacks of each alternative. For individuals who could not go to the meeting in person, an online form was made available for the public to provide feedback. Additionally, the public meeting included a presentation on a concept study project concerning Main Street between 6th Street and River Street and the online survey reflected both projects.

The results of the in-person meetings showed most people preferred Alternative 4 at 60 percent compared to 40 percent for Alternative 2. A summary of the online public involvement results can be found in **Appendix F**.

5 Recommendations and Next Steps

5.1 Comparing the Alternatives

Alternative 4 provides the most benefit to all modes of travel and has the most opportunity to improve the public realm. The re-aligned roadway would simplify the roadway network and remove most of the perceived safety issues. To achieve these benefits, the alternative would greatly impact adjacent parcels. Alternative 2 would similarly calm traffic and remove safety issues at the Lewis Street and Warm Springs Road intersection but would not address issues at the Warm Springs Road and 10th Street intersection. The placemaking opportunities would not be as robust as with Alternative 4 but could still be significant in providing a transition from the

downtown core to the light industrial or residential areas. Final concept exhibits can be found in **Appendix G**.

Alternative 2 is expected to be significantly less expensive than Alternative 4 primarily because it does not require purchase of large amount of ROW on the undeveloped Albertsons parcel. There could be opportunities to reduce ROW costs for Alternative 4 during the negotiation process. For example, the City could vacate the 10th Street parcel and the adjacent landowners could purchase the property, thereby offsetting ROW costs elsewhere.

5.2 Recommendation and Interim Improvements

If the City can acquire funding to cover the higher ROW and construction costs, Alternative 4 is recommended. The alternative best improves multi-modal connectivity and operation, simplifies the roadway network, provides the most opportunity for placemaking, and is preferred by both Mountain Rides and the public. If the higher amount of funding is not available, then Alternative 2 is recommended as this option still provides traffic calming, multi-modal, placemaking, and safety benefits to the area. The No Build option is not recommended as it does not provide benefits meeting the City's goals.

As the City pursues funding for the larger aspects of the build alternatives, there are several opportunities to enhance the area in the meantime. Even if the City chooses the No Build option, the City could consider the following improvements.

- Restripe the TWLT in front of the gas station to be a dedicated left turn lane. This will prevent delivery vehicles from parking close to the intersection.
- Replace dilapidated sidewalk, install sidewalk where none exists within the study area, and install ADA/PROWAG complaint pedestrian ramps.
- Install bulb-outs at the Lewis Street and Warm Springs Road intersection to shorten pedestrian crossings (Figure 21).



Figure 21. Example Bulb-outs at Lewis Street

- Explore one or more of the following options to mitigate the difficult 10th Street left turn sight distance issue:
 - Prohibit southbound left turns at the intersection by signage or adding a diverter in the intersection.
 - Convert the intersection from two-way stop control to all-way stop control.

5.3 Mitigating Impact of Future Nearby Developments

If there is a large time gap between the selection of the preferred alternative and construction such that nearby parcels are developed, the City should require the developments to submit a traffic impact study and evaluate how those developments will impact the selected alternative. Large high-density developments, multi-family homes, or new traffic generators along Warm Springs Road could impact estimated future operations. The roundabout options are shown to have excess capacity, but major changes to travel patterns may require re-evaluation with the traffic generated specifically by the new development. Opportunities may exist to coordinate placemaking opportunities with adjacent development as well as mitigate traffic impact.

Traffic circulation of developments will need to be considered depending on which alternative is selected. For example, if Alternative 2 is selected, the developer of the Albertson's parcel should avoid creating a situation that increases the number of vehicles performing southbound left turns at 10th Street onto Warm Springs Road. Although not generating crashes today, the sight distance problems at this intersection could be exacerbated if the number of vehicles making this movement is increased. One possible solution is to have most vehicles access the development from Lewis Street to reduce conflicts at 10th Street. The City should work with the developer to identify the best traffic circulation patterns as the development goes through the permitting process.

5.4 Nearby Enhancements to Consider

To fully realize the benefits of enhancing Alternative 2 or Alternative 4, the City should consider programming improvements between Saddle Road and 6th Street on Warm Springs Road. These improvements should be targeted at reducing pedestrian crossing widths, providing sidewalk connectivity and creating more placemaking opportunities. The following are suggested improvements:

- Install sidewalk on the north side of Warm Springs Road between 10th Street and 7th Street.
- Install bulb-outs at 9th Street, 8th Street, and 7th Street to better delineate parking and shorten pedestrian crossings (Figure 22).

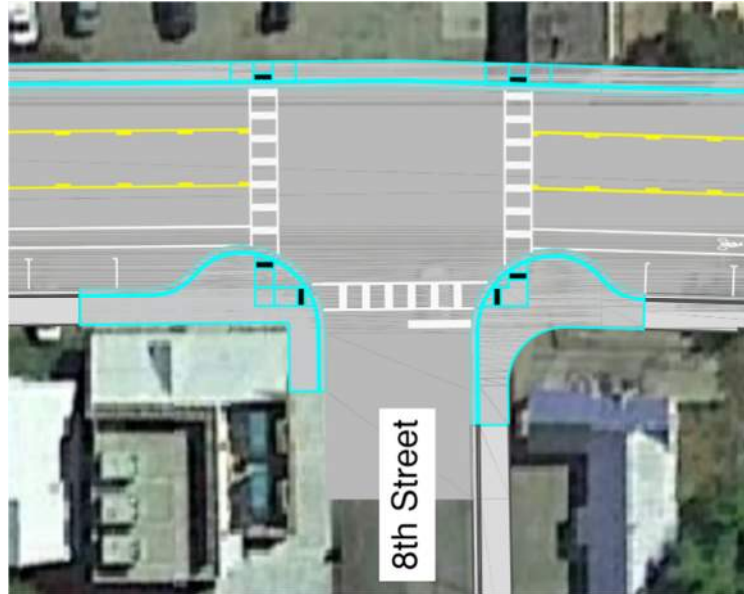


Figure 22. Example Bulb-outs at 8th Street

- Evaluate opportunities to convert the informal pathways people use to traverse down the hill from Main Street to Warm Springs Road into formal pathways.
- Install bike lanes from 6th Street to the Wood River Trail Crossings. To reduce the need for a retaining wall, a sharrow can be installed in the downhill direction between 6th Street and 9th Street until a full lane bike lane can be developed.
- Provide a multi-use pathway on the west side of Warm Springs Road Between the Wood River Trail crossing and Saddle Road to provide access to the Wood River Trail pathway and easier pedestrian connection to the bus stops (Figure 23). This could be implemented with a lane reconfiguration to remove the center turn lane, which could also help in providing traffic calming.

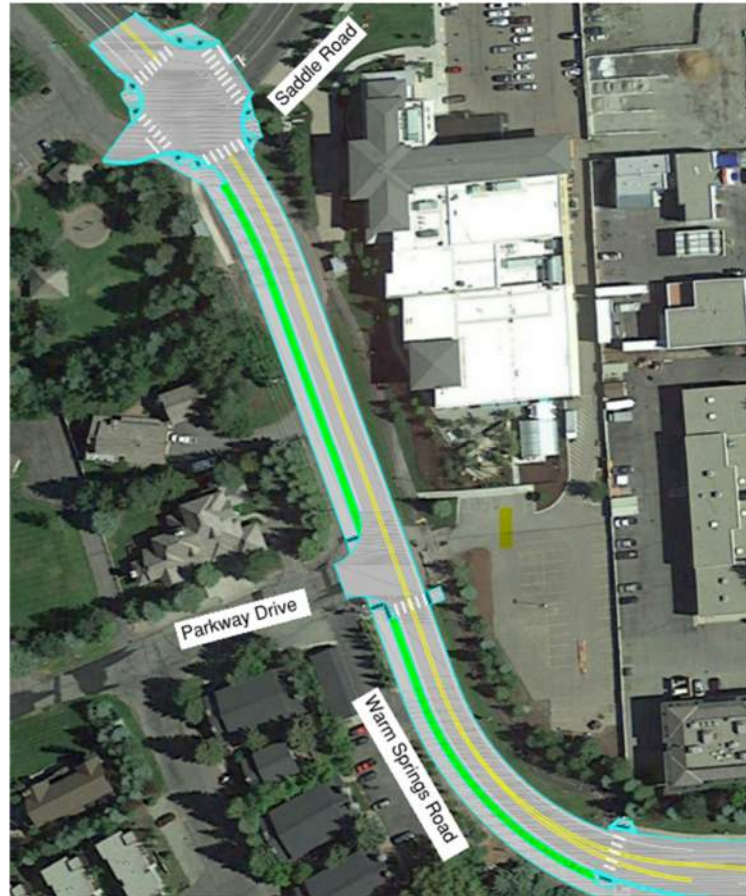


Figure 23. Example Separated Pathway Along Warm Springs Road

- Revise the trail crossing at Saddle Road to be set back from the intersection.
- Evaluate a roundabout at the Saddle Road intersection.
- Install sidewalk on 10th Street between Warm Springs Road and Main Street.

Appendix H contains conceptual exhibits of possible enhancements.

5.5 Next Steps

The City should pursue grant opportunities to fund the recommended improvements. Outreach for stakeholder participation in the grant pursuits should occur, including Mountain Rides, Blaine County School District, and the Ketchum Urban Renewal Agency.



City of Ketchum

January 3, 2023

Mayor Bradshaw and City Councilors
City of Ketchum
Ketchum, Idaho

Mayor Bradshaw and City Councilors:

Recommendation to extend Professional Services Contract and Purchase Order #22112 with HDR Engineering Related to Warm Springs Road and Main Street Transportation Planning

Recommendation and Summary

HDR Engineering was selected to complete the Main Street and Warm Springs Transportation alternatives analysis. The contract expired on December 31, 2022. Staff is recommending amending the contract to extend through September 30, 2023 to continue to (1) assist with state/federal grant opportunities for Warm Springs and (2) implementation coordination with ITD on Main Street. There is no request for an increase in authorized budget.

"I move to amend professional services contract with HDR related to Warm Springs Road and Main Street Transportation Planning"

The reasons for the recommendation are as follows:

- The City Council approved Alternative Four for Warm Springs Road and directed staff to investigate state/federal funds to implement the project. A Local Highway Technical Assistance Grant is due in January and requires technical information from HDR.
- HDR continues to assist city staff with coordination efforts with the Idaho Department of Transportation regarding implementation of Main Street improvement projects.

Sustainability Impact

Potential future improvements will decrease stop and go vehicular traffic and improve the pedestrian realm.

Financial Requirement/Impact

None, current task order is within previously approved budget.

Attachments

Contract addendum

**EXTENSION AMENDMENT OF AGREEMENT FOR
PROFESSIONAL SERVICES**

THIS FY22 EXTENSION AND AMENDMENT OF AGREEMENT FOR PROFESSIONAL SERVICES (FY22 EXTENSION) is made by and between the CITY OF KETCHUM, a municipal corporation organized and existing by virtue of the laws of the state of Idaho, and HDR INC. (Boise, Idaho).

- A. The City and HDR entered into an original Agreement for Professional Engineering Services related to Main Street and Warm Springs Transportation Planning which has successfully continued to the current time.
- B. The City and HDR mutually desire to extend such Agreement until September 30, 2023.

AMENDMENT TERMS

- 1. Completion of Task Orders #1 and #2 are extended through September 30, 2023.

CITY OF KETCHUM

By: _____
Neil Bradshaw, Mayor

ATTEST:

Trent Donat, City Clerk

HDR ENGINEERING

By: _____
Kate Eldridge, Vice President



City of Ketchum

January 3, 2023

Mayor Bradshaw and City Councilors
City of Ketchum
Ketchum, Idaho

Mayor Bradshaw and City Councilors:

Discussion and Public Hearing Regarding Potential May Local Option Tax Election

Recommendation and Summary

Staff will provide a presentation (attached) regarding feedback from two resident and two business-owner focus group sessions regarding “go forward” housing funding options. During the focus groups, staff also highlighted the fact that 1% LOT for Air will expire on December 31, 2023. The public will have an opportunity to provide testimony.

Staff is requesting direction from the Council regarding a preferred option to inform the following proposed next steps and schedule:

- January 10 (11:30am-1pm) - resident/business owner focus group to review draft ballot language and format
- January 17 - First Reading/Public Hearing on Election Ordinance
- February 6 – Second/Third Reading and Public Hearing
- A special Council meeting could be scheduled the week of January 23 or 30 to complete the Second Reading should the Council prefer not to consolidate readings

Introduction and History

During the spring of 2022, the city in collaboration with the public, business owners and valley partners (non-profits, governmental) completed the inaugural Housing Action Plan. The plan set forth five strategic goal areas with specific objectives and associated program investments. The plan will be updated annually with public input to inform the next fiscal year budget.

Due to existing limited funds, the City Council approved a May 2022 election to request voter approval of a dedicated Local Option Tax funding source to implement the plan. It is important to note that the plan was envisioned to address funding gap areas in partnership with existing valley non-profit and philanthropy groups. While there was strong voter support for the measure, it did not reach the required 60% approval threshold.

Sustainability Impact

Local community housing reduces vehicular trips and associated carbon footprint.

Financial Impact

The only current dedicated funding source for community housing is the In-Lieu Housing Fund. Its 5-year annual average revenue totals \$325,000, which is currently fully committed to the local match for the Bluebird Village

housing project. The Urban Renewal Agency has recently requested a \$1.5 million partnership match for the Washington Street housing project. The development team has also requested reimbursement from the city for their planning and building application fees as well as impact fees.

Attachments

PowerPoint Presentation

Housing Action Plan

LOCAL OPTION TAX for HOUSING

January 3, 2023

ProjectKetchum.org





Agenda

- Quick recap of Ketchum Housing Action Plan
- Recap of resident & business-owner focus groups
- Review ballot options for May election
- Council direction on preferred option
- Affirm next steps

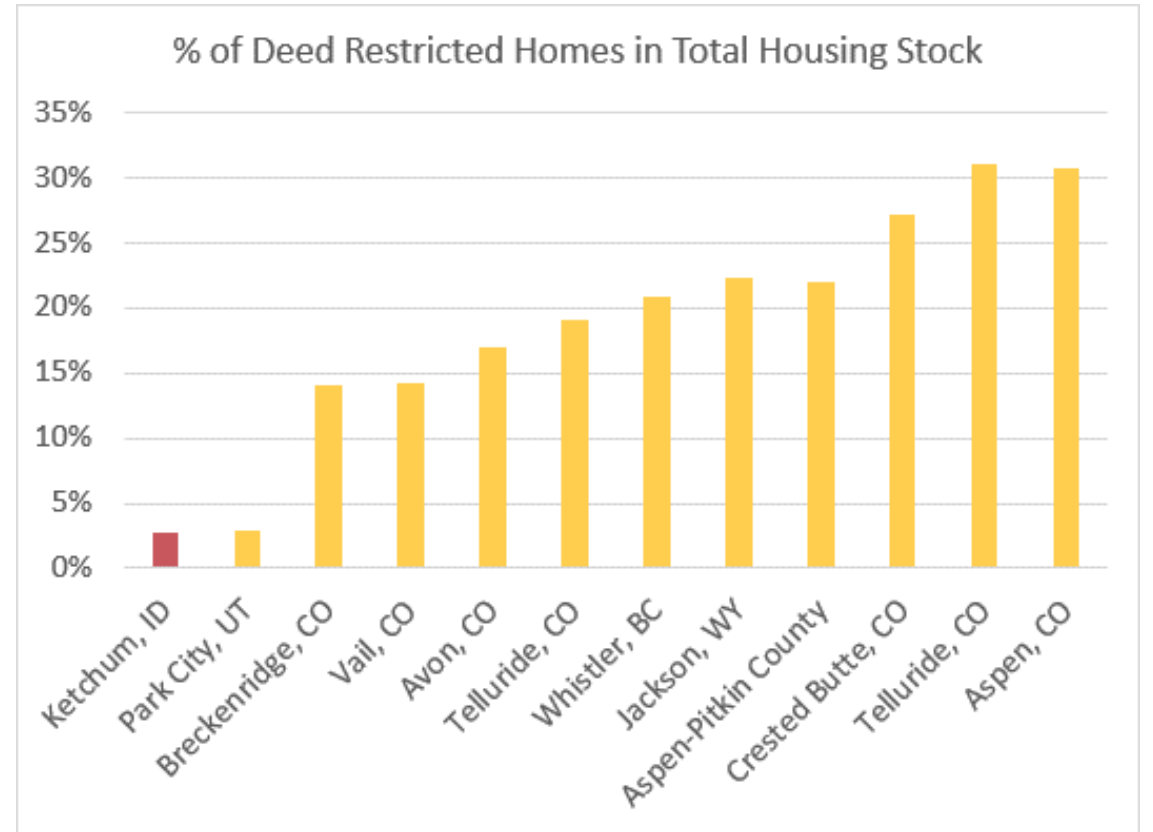
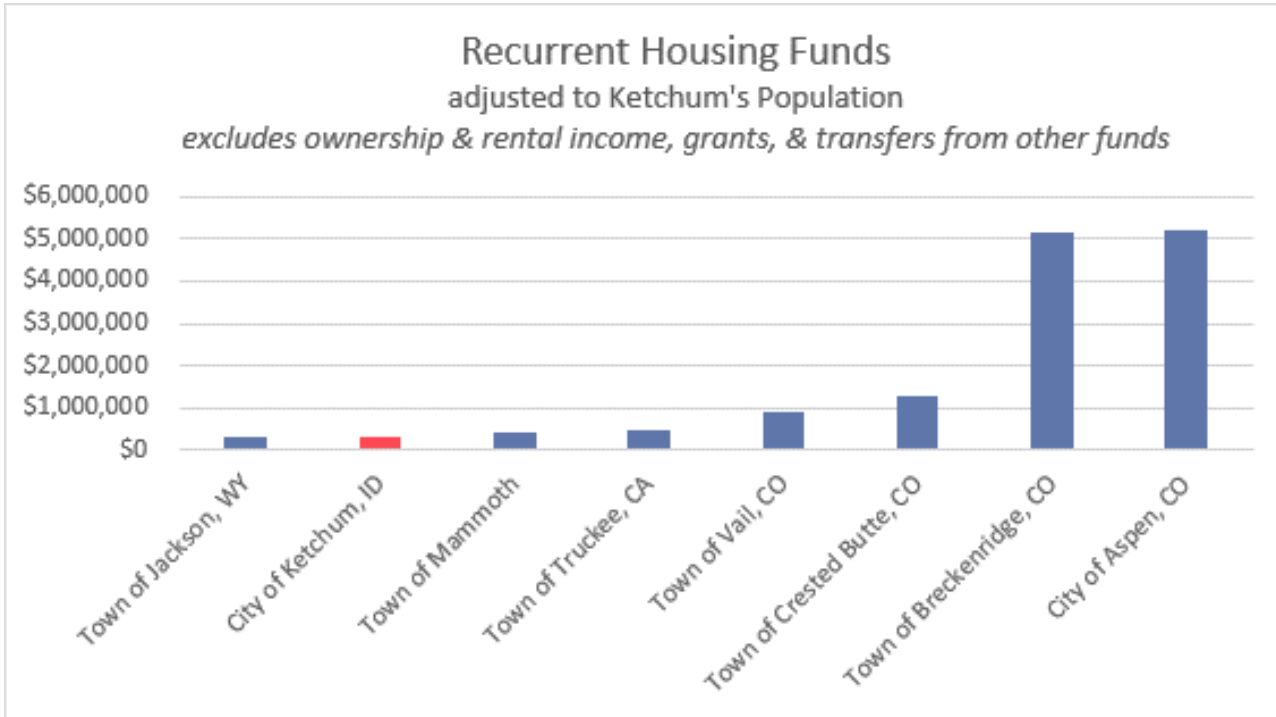


Proposed Next Steps

- Today: General direction, top preferred option
- January 10: Hold resident/business focus group meeting
 - Final feedback on Council's preferred option
 - Ballot language (1 question vs. 2 questions)
- January 17: 1st reading
- February 7: 2nd & 3rd reading (?)
- May 16: Election day



Ketchum's Housing Need



Community housing definition:

Residential housing that is restricted (through a deed restriction) to being a rental or a for-sale unit to eligible persons and households, based on applicable income and residency requirements.



Ketchum's Housing Action Plan

Adopted May 9, 2022

1. PRODUCE + PRESERVE HOUSING
2. UPDATE POLICY TO PROMOTE HOUSING
3. EXPAND + IMPROVE SERVICES TO CREATE HOUSING STABILITY
4. EXPAND + LEVERAGE RESOURCES
5. INFORM, ENGAGE + COLLABORATE



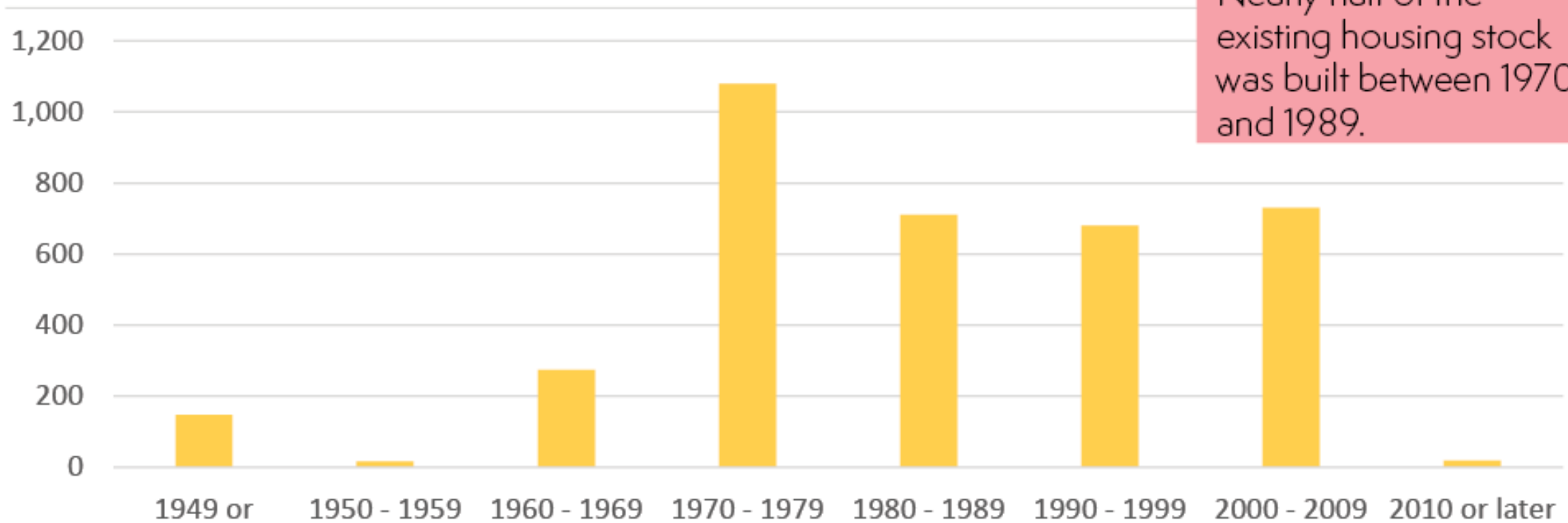
ProjectKetchum.org/housing-matters



Housing Supply

Residential development has slowed.

GRAPH 1: Residential Development by Decade, City of Ketchum²



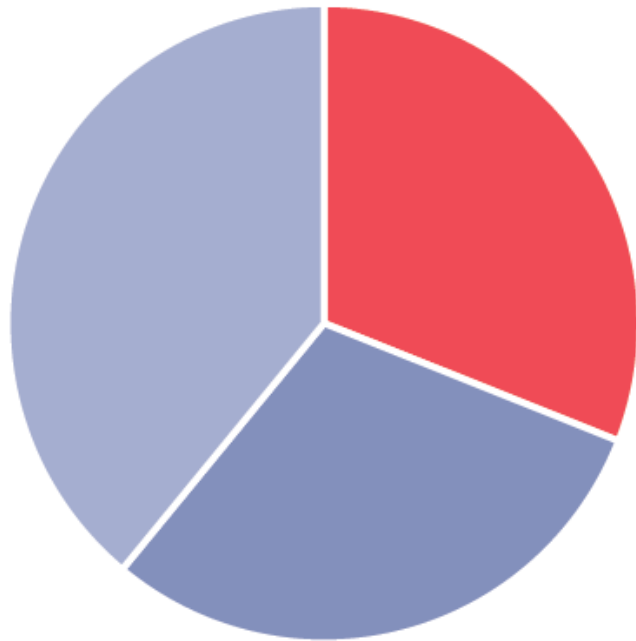
Nearly half of the existing housing stock was built between 1970 and 1989.



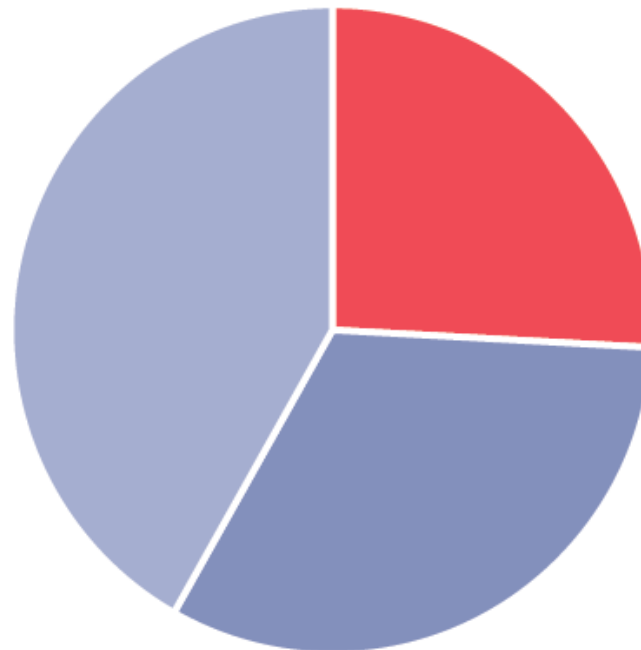
Housing Supply

Response: Long-term rentals and owner-occupied has decreased.

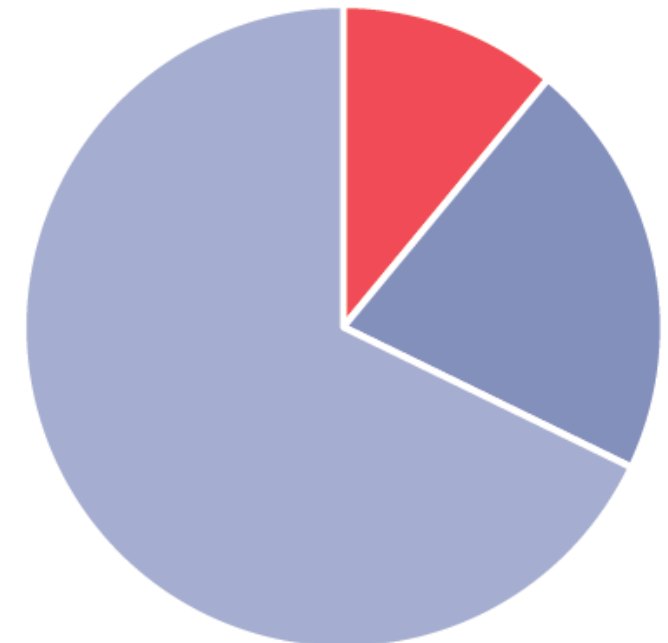
1970



2010



2019



■ seasonal/vacant

■ owner-occupied

■ long-term rental



Projected Need

Build new, convert, or stabilize about 660 to 982 homes in the next 10 years.

Does not include the 335 “lost” renter households from 2010 to 2019.

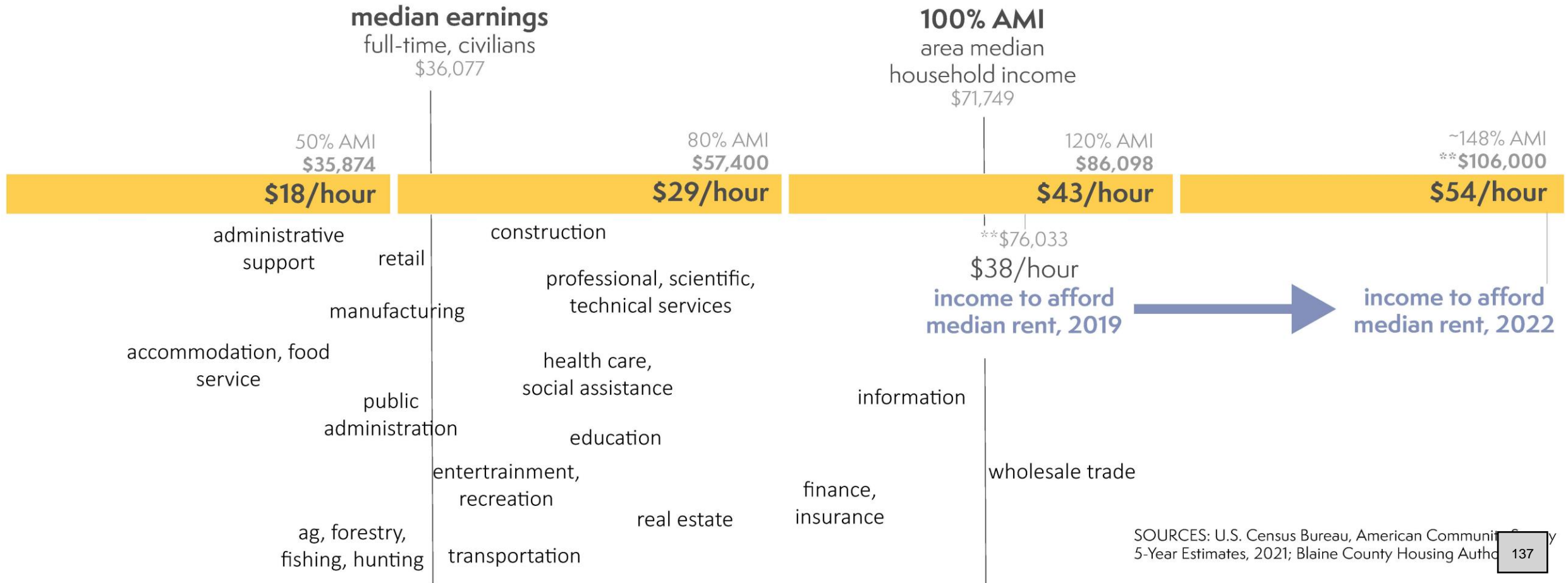
	Description	Historic Growth (1% annually)	High Growth (3% annually)
New Households	New households based on 10-year population growth scenarios.	+224	+546
Current Households	Households in need of stabilization or at risk of displacement: <ul style="list-style-type: none"> • cost burdened • experiencing homelessness • overcrowded 	436	436
ESTIMATED DEMAND	Could be achieved by: <ul style="list-style-type: none"> • preserving existing housing • converting units to local-occupied • new construction 	660 total	982 total
		Total projected units needed in next 10 years.	
		Projected units needed per year over next 10 years.	
		66 annually	98 annually



Income, Earnings and Rent

Workers by Industry Median Earnings, 2021

Median = the middle value. 50% of industry workers earn below and 50% earn above the median.



SOURCES: U.S. Census Bureau, American Community Survey, 5-Year Estimates, 2021; Blaine County Housing Authority



Housing Action Plan

	ESTIMATED Cost Per Year	ESTIMATED # of units or people served per year	2022 Adjustments (one-time funds)
Emergency rental assistance	\$500K	150 households served	\$45K; ~30 households
'Lease to Locals' program / Employee housing strategy	\$1M	100 units converted to long-term rentals	\$500K; ~50 households
construct new multifamily rentals	\$2-3M	30 -100 new homes built Cost dependent on public/free land, takes 2-5 years to complete	Unfunded
multifamily preservation program	\$1M	16-20 existing homes preserved	Unfunded
ESTIMATED TOTAL/YR	\$4.5M-5.5M	YR1: 26-30 permanently affordable 100 long-term rentals 150 other households served/stabilized	TBD



May 2022 Ballot Proposal

FY21 Sales	Current %	Potential Housing LOT Revenue		New Total Ketchum City LOT	Total w/ 6% State Tax
Retail**	2%	\$1,468,201	.75%	2.75%	8.75%
Lodging	3%	\$620,356	2%	5%	13% (+2%)*
Liquor	3%	\$283,550	2%	5%	11%
Building***	2%	\$440,723	1%	3%	9%
*additional 2% state bed tax **excluding groceries and auto purchases ***rebate on workforce housing		\$2,812,830			



Reminder: Adjusted to Ketchum's population – the avg. housing funds available in comparable towns = \$18.9M



Visit Sun Valley Data

Share of Visitors & Residents

Ketchum	25.28%	74.73%
	Resident	Non-resident

Tax Rates by Category Comparison

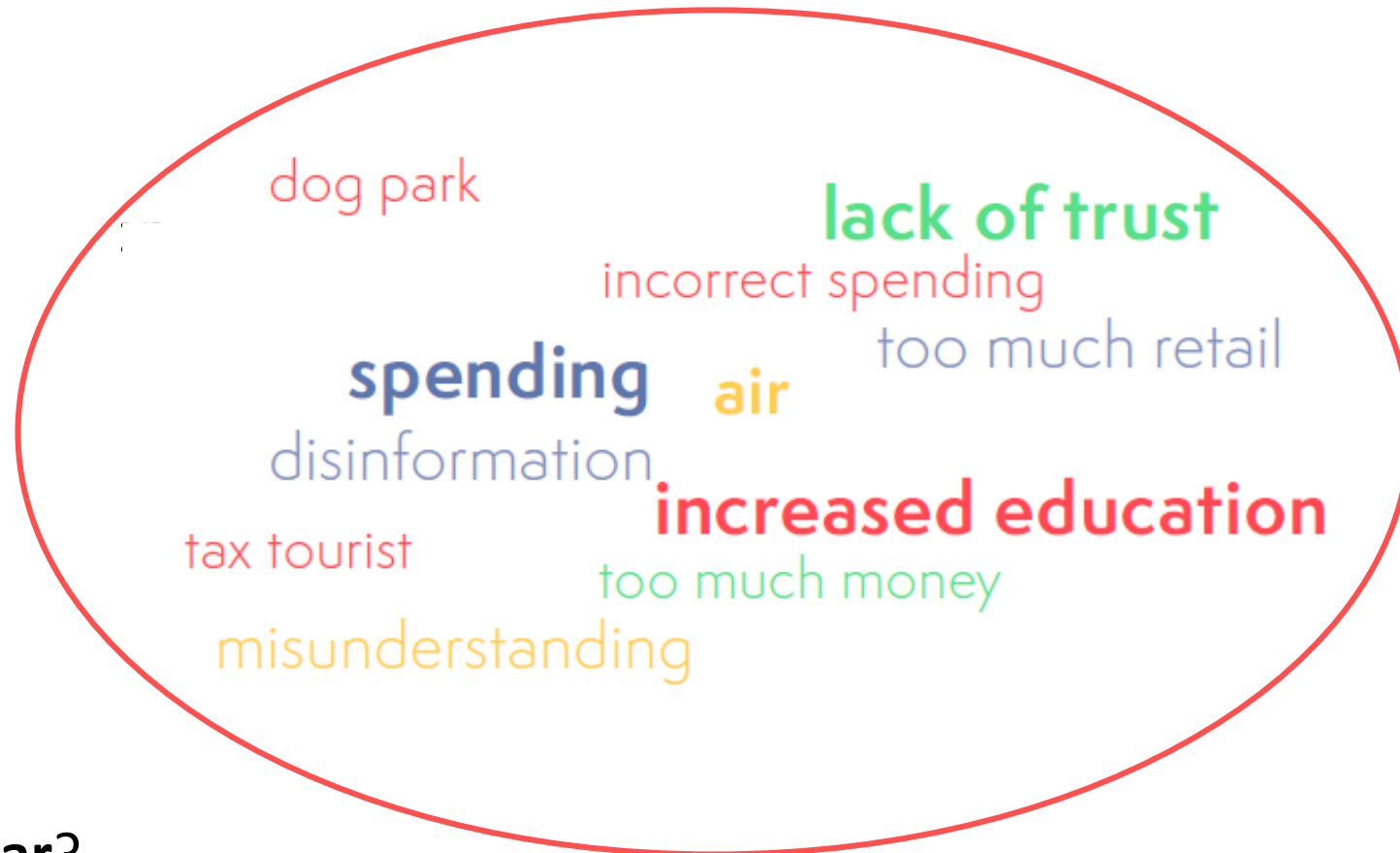
	Sun Valley	Ketchum	Hailey	McCall	Jackson	Steamboat	Aspen	Snowmass Village	Crested Butte	Mt. Crested Butte	Telluride	Telluride Mtn. Village	Vail	Comp. set avg.
Lodging	12.0%	11.0%	12.0%	13.0%	8.0%	11.4%	11.3%	12.8%	12.4%	12.9%	12.7%	12.7%	9.8%	11.7%
Restaurant	10.0%	8.0%	7.0%	7.0%	6.0%	8.4%	9.3%	10.4%	9.4%	9.9%	10.65%	10.65%	8.4%	9.01%
Alcohol	10.0%	9.0%	8.0%	7.0%	6.0%	8.4%	9.3%	10.4%	9.4%	9.9%	10.65%	10.65%	8.4%	9.01%
Retail	9.0%	8.0%	6.0%	7.0%	6.0%	8.4%	9.3%	10.4%	9.4%	9.9%	8.65%	8.65%	8.4%	8.61%

- All destinations charge lower restaurant, retail and alcohol charges than their lodging counterparts
- Sun Valley, Ketchum, and Hailey could charge more for retail sales and be consistent with industry averages



Recap from **Resident** Focus Group

Why did the May ballot not pass – what the residents heard:


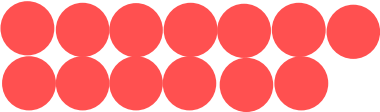
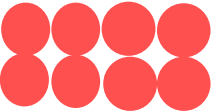



What did you hear?



Resident Focus Group #1 - Results

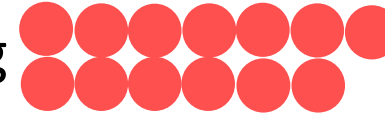
Options proposed:

1. Repeat the same ballot language & proposal with increased education
2. Adjust the proposal to different percentages (per category) 
 - EX: no increase to retail
3. No new LOT tax – allow housing to be an eligible expense for existing tax 
4. Align ballot with the '1% LOT for Air' measure 
5. None of the above 



Overview of **Resident**-Preferred Option #1

No new LOT tax – make existing tax eligible for housing

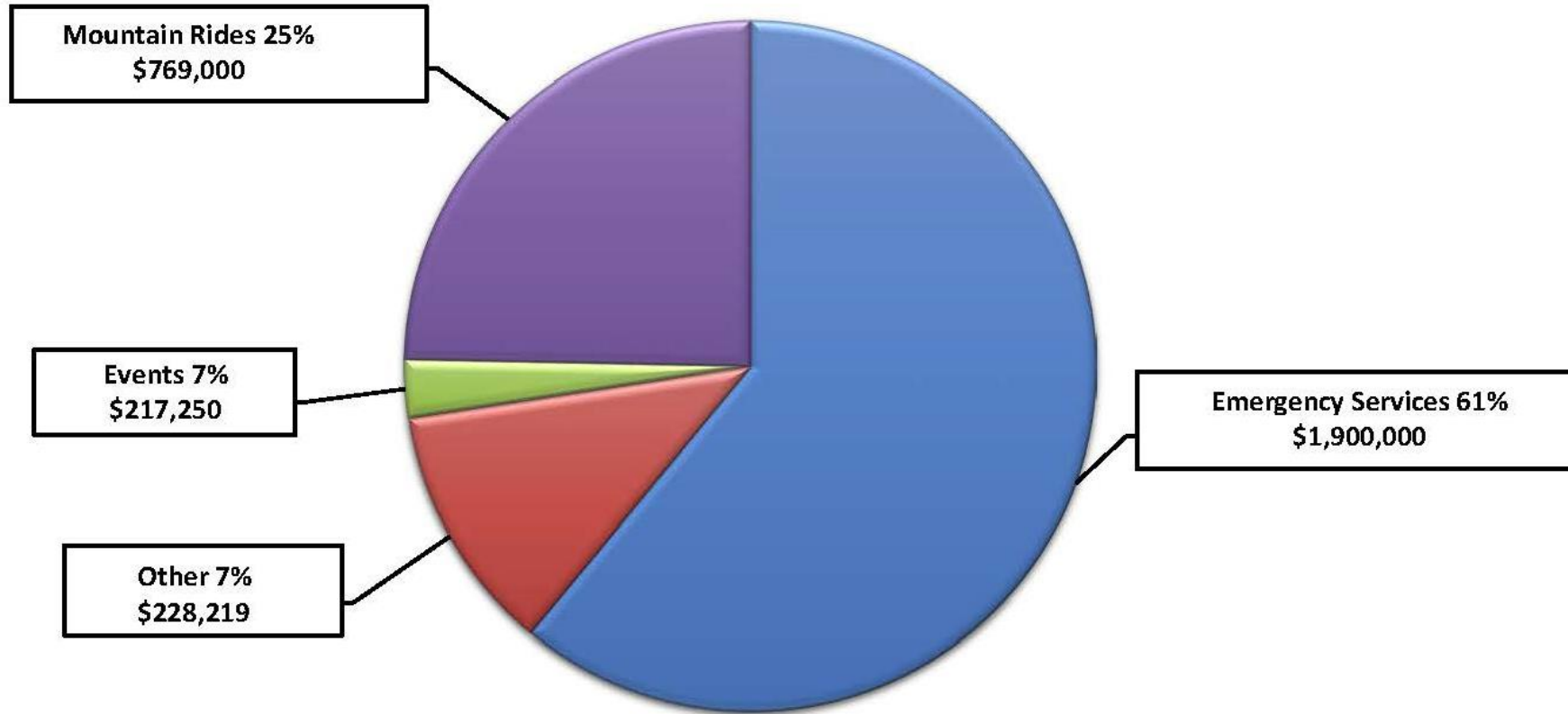


Ketchum Original LOT Collections:

	2021	2022	Avg. last 2 yrs.	Avg. last 5 yrs.
Budget	\$2,332,753	\$2,333,253	\$2,333,003	\$2,429,334
Over/under	\$991,776	\$1,336,214	\$1,163,995	\$405,231



FY23 Ketchum General LOT Budget



Other:

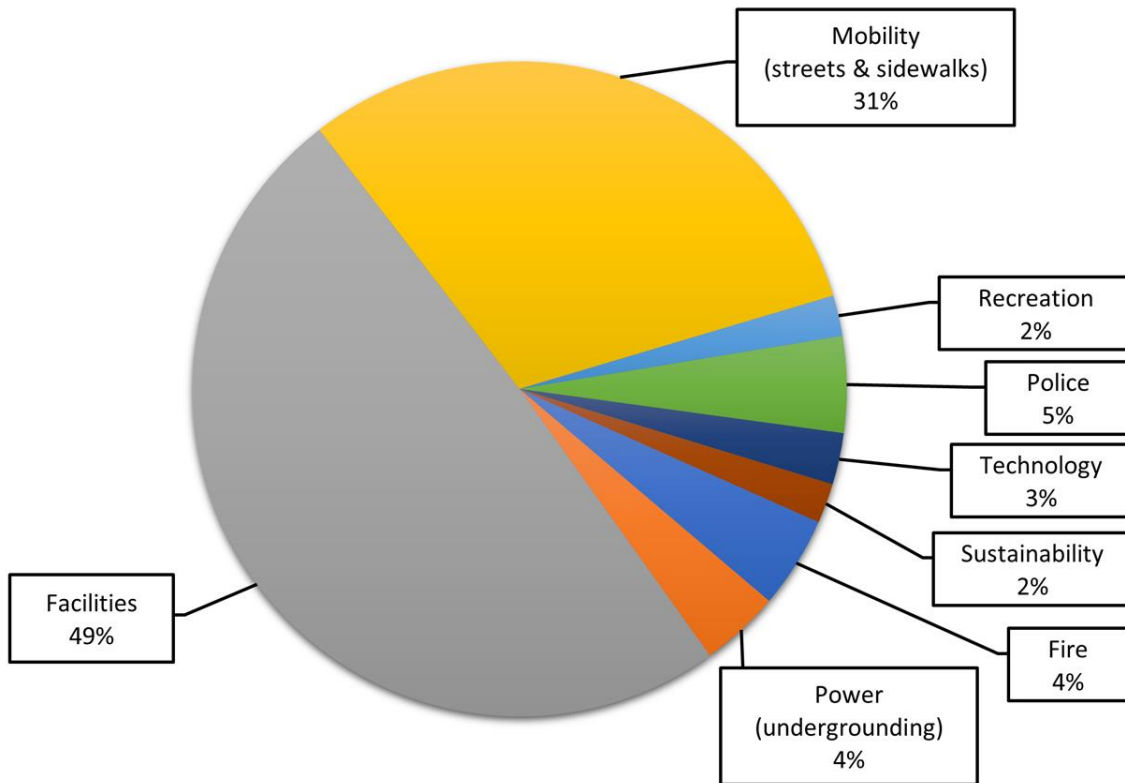
- Consolidated Dispatch – 5.3% (\$166,403)
- Sun Valley Economic Development – .5% (15,000)
- Idaho Dark Sky Alliance – .1% (\$2,500)
- Friends of the Sawtooth Avalanche Center – .1% (\$4,000)
- Mountain Humane – .1% (\$4,500)
- Granicus (Short-term rental program) – 1% (\$29,000)

- In 2022, increases in revenue have been directed toward capital improvement projects.
- The Capital Improvement Plan needs an additional \$4.8M for the next 3 years to add needed street projects.



5-Year Capital Improvement Plan

FY2023



FY23 Total Proposed Expense: \$2,549,374

Deferred East Avenue restoration to FY 2024: \$ 600,000

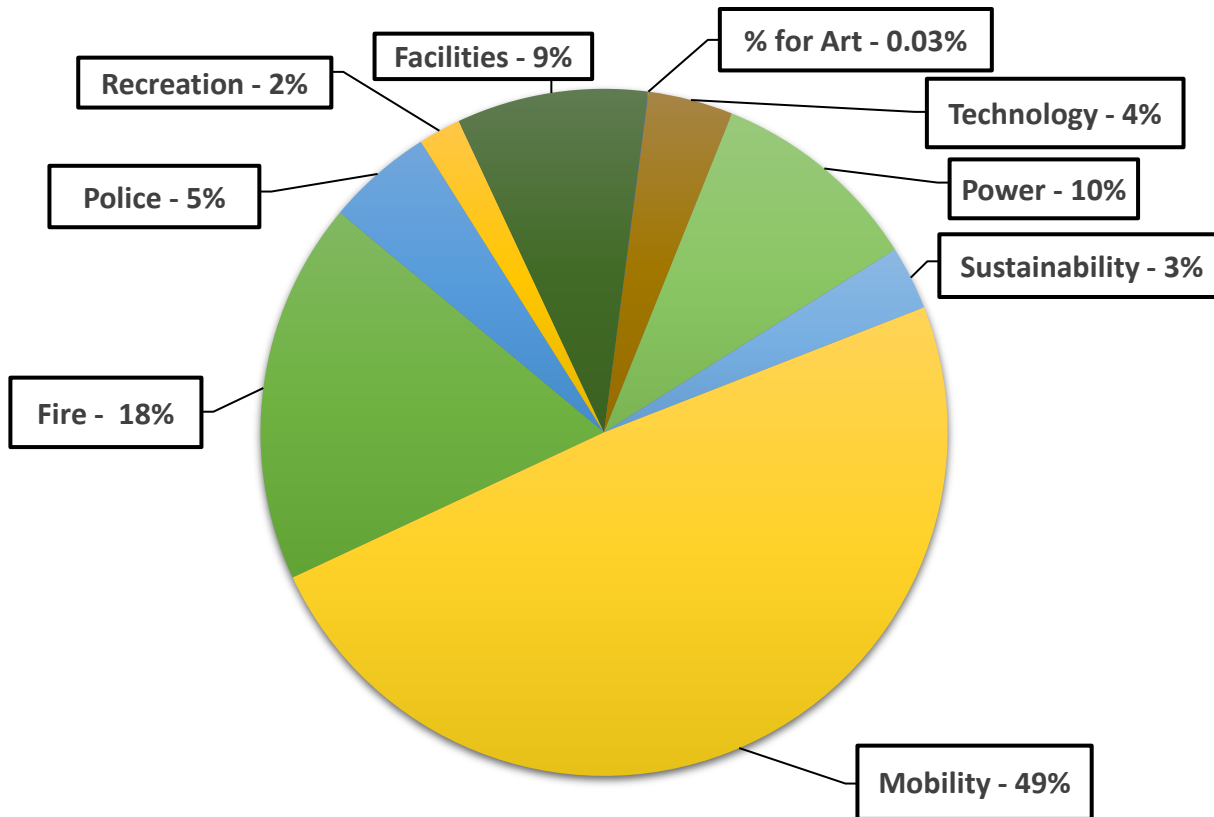
Revenue Sources:

- Donations (Warm Springs Preserve) \$ 1,000,000
- Idaho Power Franchise \$ 265,000
- **Use of LOT/CIP Fund Balance \$ 1,069,374**
- Remainder of Fire Bond \$ 115,000
- Police Contract Rebate \$ 100,000



5-Year Capital Improvement Plan

FY2024



FY24-27 Finance Takeaways

Proposed total expenses: \$ 9,648,124

Ongoing revenue sources: \$ 265,000 - \$300,000

Options going forward:

1. Defer projects
2. Utilize expense and LOT revenue overages to fund the plan



Votes from First **Resident** Focus Group

Align ballot with the '1% LOT for Air' measure  (second choice)

Collections for current program:

	2021	2022	Avg. last 2 yrs.	Avg. last 5 yrs.
Actuals	\$2,847,371	\$3,137,741	\$2,992,556	\$2,438,912

If split 50/50 between 1% LOT for Air and housing:

	2021	2022	Avg. last 2 yrs.	Avg. last 5 yrs.
.5%	\$1,423,685	\$1,568,871	\$1,496,278	\$1,219,456



1% LOT for Air / Housing Scenario


	Ketchum 1% LOT for Air Collections	.5% LOT for Air	.5% LOT for Housing
2 Year Average	\$3,017,549.84	\$1,508,775	\$1,508,775


	Estimated LOT for Air Contributions – all cities	
VSV/FSVA Operating Budget	\$2,162,993	
Sun Valley	\$496,567	.5%
Hailey	\$157,652	1%
Ketchum	\$1,508,775	.5%



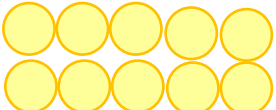



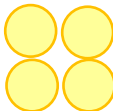


The '1% LOT for Air' expires on 12.31.23 in both Ketchum and Sun Valley. Sun Valley may place the '1% LOT for Air' renewal measure (at 0.5%) on the May 2023 ballot.



Votes from **Resident** Focus Group #2


 1st choice


 2nd choice



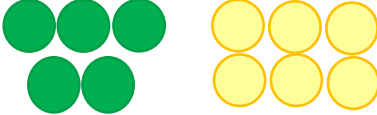
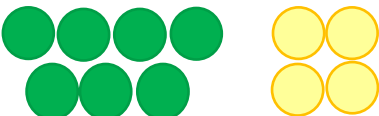

1. Repeat the same ballot language & proposal with increased education 
2. Adjust the proposal to different percentages (per category)  
3. Ask residents for housing as allowed usage  
4. Align ballot with the '1% LOT for Air' measure  
 - .5% for Air & .5% for Housing
5. Other ideas?  



Votes from **Business** Group Sessions

 1st choice

 2nd choice

1. Repeat the same ballot language & proposal with increased education 
2. Adjust the proposal to different percentages (per category) 
3. Ask voters for housing as allowed usage 
4. Align ballot with the '1% LOT for Air' measure 
 - .5% for Air & .5% for Housing
5. Other ideas? 



VSV/FSVA Board Feedback

- Recognize that both workforce housing and air/tourism are critically important for our community's economy and quality of life
- The '1% LOT for Air' program has been successful in improving options for air travel from SUN since its inception - it can continue to be successful with reduction to .5% level going forward
- Recommend '1% LOT for Air' renewal on the May ballot, at .5% for air, along with .5% for housing in Ketchum – assuming two separate ballot issues
- '1% LOT for Air' expires Dec 31, 2023 – if renewed in Ketchum, it would be reduced to .5% beginning July 1, 2023



Options for Council Consideration

1. Repeat the same ballot language & proposal with increased education
2. Adjust the proposal to different percentages (per category)
3. Ask voters for housing as allowed usage
4. Align ballot with the '1% LOT for Air' measure
 - .5% for Air & .5% for Housing
 - Different percentage split?
5. If option 4 is selected, one ballot question or two?



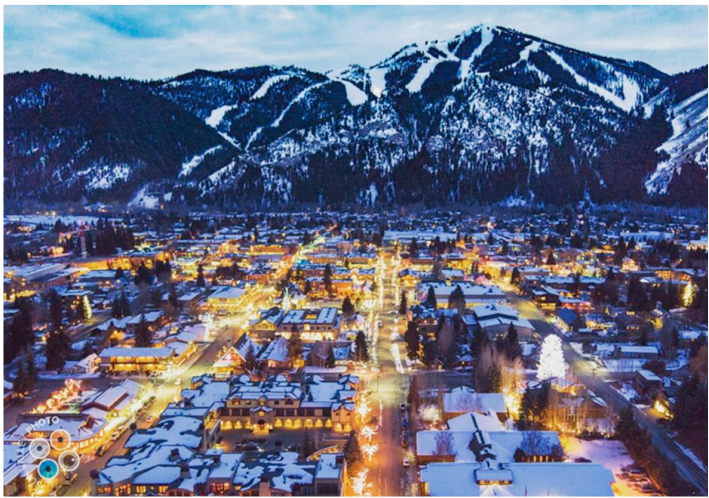
Next Steps

- Today: General direction, top preferred option
- January 10: Hold resident/business focus group meeting
 - Final feedback on Council's preferred option
 - Ballot language (1 question vs. 2 questions)
- January 17: 1st reading
- February 7: 2nd & 3rd reading (?)
- May 16: Election day



KETCHUM HOUSING MATTERS

HOUSING ACTION PLAN, 2022-2023



May 9, 2022



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APPROVAL AND ADOPTION

CITY OF KETCHUM RESOLUTION NO. 22-020

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KETCHUM, BLAINE COUNTY, STATE OF IDAHO, MAKING CERTAIN FINDINGS; AND PROVIDING FOR THE FORMAL ADOPTION OF THE KETCHUM HOUSING ACTION PLAN; DIRECTING THE CITY CLERK TO RETAIN IN OFFICAL RECORDS OF THE CITY; AND PROVIDING AN EFFECTIVE DATE.

BE IT RESOLVED by the City Council of the City of Ketchum, Blaine County, State of Idaho:

Section 1. Findings

The Ketchum Comprehensive Plan identifies ten core values vital to the City's ability to achieve its vision including 1) A Strong and Diverse Economy, 2) Vibrant Downtown, and 3) A Variety of Housing Options.

The City of Ketchum (the "City") is experiencing a significant population increase and a severe shortage of housing for the local workforce at all income levels which is threatening the livelihood and straining the resources of the City, its citizens, and its businesses.

The City's average annual population growth rate is approximately 1%, however, the population of the City increased 25% from 2019 to 2020. The City lost 475 long-term rental and ownership housing units from 2000 to 2019.

The City Council finds that the Housing Action Plan (HAP) is informed by data and community input to address the housing crisis. The HAP outlines overarching goals and strategies, 10-year performance metrics, and 1-year actions that the City Council supports. The Plan will be in effect for a period of one year; the Plan will be updated annually; and approval of the Plan by the City directs the City's housing work, partnerships, and housing spending.

Section 2. Authorizing the Mayor and Counsel for the City of Ketchum

The Mayor is hereby authorized to sign Resolution #22-020, which formally adopts the Ketchum Housing Action Plan.

Section 3. Directing the City Clerk

The City Clerk is hereby directed to file this Resolution forthwith in the official records of the City.

Section 4. Effective Date

This resolution shall be in full force and effect upon its passage.

PASSED AND ADOPTED by the Council of the City of Ketchum this 9th day of May , 2022.

ATTEST



Tara Fenwick, City Clerk



Neil Bradshaw, Mayor
City of Ketchum

ACKNOWLEDGMENTS

Mayor and Council

- Neil Bradshaw, Mayor
- Michael David, Council President
- Amanda Breen, Councilor
- Courtney Hamilton, Councilor
- Jim Slanetz, Councilor

Task Force Members

- Bob Crosby, Sun Valley Board of Realtors
- Brooke Pace McKenna, The Hunger Coalition
- Courtney Hamilton, Ketchum City Council
- Dan Turner, Blaine County School District
- Dave Wilson, Wilson Construction
- Erin Pfaeffle, St. Luke's Health System
- Gretchen Gorham, Johnny G's Subshack
- Harry Griffith, Sun Valley Economic Development
- Herbert Romero, Community Organizer
- Lynne Barker, Blaine County, Sustainability Manager
- Mary Fauth, Blaine County Charitable Foundation
- Matt Gorby, The Casino Bartender/Local Employee
- Mike Schlatter, Wood River YMCA
- Perry Boyle, Affordable Housing Coalition of Ketchum
- Sally Gillespie, Spur Community Foundation
- Sarah Michael, Blaine County Housing Authority
- Scott Boettger, Wood River Land Trust
- Susan Scovell, Ketchum Urban Renewal Agency
- Tim Carter, Idaho Mountain Builders/Ketchum Planning & Zoning Commission

Ketchum City Staff

- Jade Riley, City Administrator
- Carissa Connelly, contracted Ketchum Housing Strategist, HCCP

- Lisa Enourato, Public Affairs & Administrative Services Manager
- Suzanne Frick, Planning and Building Director, KURA Director
- Morgan Landers, Senior Planner AICP
- Aly Swindley, Administrative Assistant

Other Contributing Partners

- Alyson Witmer, The Pioneer Saloon
- Anonymous, Community homeowner
- Ben Pettit, Sun Valley Community School
- Bob Crosby, Sun Valley Board of Realtors
- Brittany Shipley, NAMI Wood River Valley
- Brooke Pace McKenna, The Hunger Coalition
- Chip Atkinson, Atkinsons' Market
- Charles Friedman, Ketchum Community Development Corporation
- Courtney Hamilton, Council Member
- Dave Hausman, Lefty's Bar and Grille
- Dave Hutchinson, VP Companies
- Erin Pfaeffle, St. Luke's Wood River Medical Center
- Harry Griffith, Sun Valley Economic Development
- Jacob Frehling, Maude's Coffee and Clothes
- Jeff Bay, Tamarack Lodge/Hotel Ketchum
- Jen Smith, Community homeowner
- Jenny Emery-Davidson, The Community Library
- Krzysztof Gilarowski, Community member
- Lisa Horowitz, City of Hailey
- Mark Nieves, Independent Goods
- Michael David, Council Member
- Michelle Griffith, ARCH Community Housing Trust
- Nancie Tatum, Community member
- Nathan Harvill, Blaine County Housing Authority

- Olin Glenne, Sturtevant's
- Paul Conrad, Conrad Brothers
- Reid Sanborn, Engel & Völkers
- Sally Gillespie, Spur Community Foundation
- Scott Fortner, Visit Sun Valley
- Shannon Nichols, The Advocates
- Sonya Wilander, Men's Second Chance Living
- Steve Shafran, Spur Community Foundation
- Susan Scovell, Ketchum Urban Renewal Agency
- Tim Silva, Sun Valley Company
- Tim Wolff, Spur Community Foundation
- Tish Short, Hemingway Elementary School

Identified Implementation Partners

- ARCH Community Housing Trust
- Blaine County
- Blaine County Housing Authority
- Goldwhip Girls
- Idaho Housing Finance Association
- Interagency Council
- Ketchum Community Development Corporation
- Ketchum Urban Renewal Agency
- Landing Locals
- Spur Community Foundation
- St. Luke's Wood River Medical Center
- Sun Valley Economic Development
- The Hunger Coalition
- Wood River Charitable Fund

- Wood River Community Housing Trust
- Wood River Community YMCA

Additional Support

Translation services and outreach to local Latino communities provided by Herbert Romero, April Pina and Luiza Roncatto, Alboum Translation Services.

Special thanks to communities throughout the West who contributed their experiences, insight and practices to this process. In particular:

- Aspen/Pitkin County, CO
- Eagle County, CO
- Park City, UT
- Summit County, CO
- Truckee, CA
- Yampa Valley/Steamboat Springs, CO

Photos in this document provided by various partners including:

- Sun Valley Company
- Travis Amick
- Syringa Mountain School
- Hotel Ketchum
- City of Ketchum
- Agnew::Beck Consulting
- Sun Valley Photo

Consultants:

- Agnew::Beck Consulting (lead)
- Elkartu

To the thousands of community members who participated in this process through the regional survey, open houses, participation at public meetings and by sharing your thoughts, comments and stories,
THANK YOU!!!

COMMON TERMS

Affordable housing

By household: Housing is considered affordable to a household if they are paying 30% or less of their income on housing costs (either rent or mortgage).

By housing unit: Any housing unit that has a rent or mortgage that is below market-rate. Often the property will include a government subsidy, either for the capital costs or to assist with the rent. Some affordable housing is naturally occurring.

Examples:

- Northwood Place was developed with tax credits, a public-private partnership that ensures rents low enough to be affordable to low-income households.
- Naturally occurring affordable housing is unsubsidized housing that remains affordable regardless of market rent.

Community housing (deed-restricted housing)

Community housing is dwelling units, for sale or rent, restricted typically via deed restriction by rent or for occupancy by individuals meeting asset, income and/or minimum occupancy guidelines approved by the governing housing authority and the City of Ketchum.

Seasonal/vacant/short-term housing

- *Seasonal:* These units are intended by the owner to be occupied during only certain seasons of the year. They are not anyone's usual residence
- *Vacant:* A housing unit is vacant if no one is living in it at the time of enumeration unless its occupants are only temporarily absent. Units temporarily occupied at the time of enumeration entirely by people who have a usual residence elsewhere are also classified as vacant
- *Short-term:* Individually or collectively owned single-family houses or dwelling units, or any unit or group of units in a condominium, cooperative or timeshare, or resident-occupied residential home that is offered for a fee and for thirty (30) days or less is considered short-term.

Seasonal Worker

A seasonal employee is an employee who is hired into a position for which the customary annual employment is six months or less. The reference to the term "customary" means the seasonal employees normally work around the same time each calendar year, such as during summer months or the holiday season.

Year-round resident

These residents are legally domiciled in Blaine County and physically reside in their fixed and permanent homes in Blaine County continuously.

Workforce

All adults in the household must meet one of the following criteria:

- An employee or contractor of a local entity in Blaine County, Idaho (at least 1,000 hours per year or an average of 20 hours per week) during their occupancy
- Pursuing work in Blaine County by:
 - applying for work with local businesses for up to four months
 - have a job offer from a local business
 - preparing for work by participating in job training, educational programs, or programs that assist people to obtain employment and become economically self-sufficient
- Meet one of the following exemptions:
 - retired person who, immediately preceding retirement, was a full-time employee of an entity located within Blaine County for at least five continuous years and continued living as a full-time resident within Blaine County following their retirement
 - person unable to work or who does not have a work history due to qualifying for disability as defined by the Americans with Disabilities Act (ADA)
 - full-time, informal caregiver if either caregiver or care-recipient lived in Blaine County for at least the five previous continuous years
 - be a working spouse or partner of a person qualified under one of the first two sections of this definition

Unhoused

Not housed, not having an address or residence. Examples:

- Persons who live in their cars or campers
- Persons who live on others' couches
- Persons who have extremely long commutes (over 45 minutes one way)



HOUSING CONTEXT: OUR STARTING POINT FOR HOUSING ACTION



OVERVIEW

In 2021-2022 the City of Ketchum conducted a housing needs assessment and extensive community outreach to understand the current unmet housing demand as well as projected need in ten years. Housing needs were defined not only by those without housing, but by those in crowded conditions or overpaying for housing. “The Community Need” section of this document is a summary of the key highlights from the 2021/2022 Findings Summary (see Attachment 2 for the full Findings Summary). The housing needs data served as the foundation for building the Housing Action Plan.

Three key trends from the assessment guided Ketchum’s Housing Action Plan:

- 1. There is a massive shortage of affordable homes in Ketchum.**
- 2. Ketchum is losing its workforce and some year-round residents because most local people cannot afford to live here.**
- 3. Our community agrees that there is a housing crisis and wants action.**

Building from this foundation, the City of Ketchum engaged in extensive community outreach and research to develop a coordinated, effective approach. The “Our Approach” section is the bridge between the problem we face today and the solutions we will implement moving forward.

There are six basic principles of our approach:

- 1. Housing solutions must be cross-sectional and layered to have real impact.**
- 2. Coordination around a shared vision is imperative.**
- 3. Ketchum’s housing solutions should encourage and be consistent with regional collaboration efforts while also being specific and actionable for Ketchum.**
- 4. A healthy, vibrant community relies on local housing for a range of income levels.**
- 5. Communication, collaboration and accountability build trust and a more activated, informed, and supportive community.**
- 6. Working to create effective housing solutions is a continual, iterative process.**

THE COMMUNITY NEED

1. There is a massive shortage of affordable homes in Ketchum.

The housing needs assessment estimated that the City of Ketchum needs between 660-980 preserved, converted, or new homes in the next 10 years to meet demand (4,700 to 6,400 for Blaine County, including Ketchum). This projection emphasizes why county-wide collaboration and housing efforts are critical to addressing the housing crisis. Demand is primarily current households who are paying unaffordable proportions of their income on housing (i.e. cost burdened), are unhoused, or are in overcrowded homes. The second factor is potential historic and high population growth scenarios.

Need could be met through any combination of preserved housing, converting existing homes into long-term rentals, and new construction. We believe this estimate to be conservative - it does not include the 335 lost renter households from 2010 to 2019.¹

One trend that greatly contributes to lack of affordability is that residential development in Ketchum and throughout Blaine County has slowed since the Great Recession. This means that with the pandemic population boom and an increase in the seasonal/vacant/short-term rental use of existing housing stock, supply of homes affordable for owner and renter occupancy decreased.

Preserve, convert, or build about 660 to 982 homes in the next 10 years.

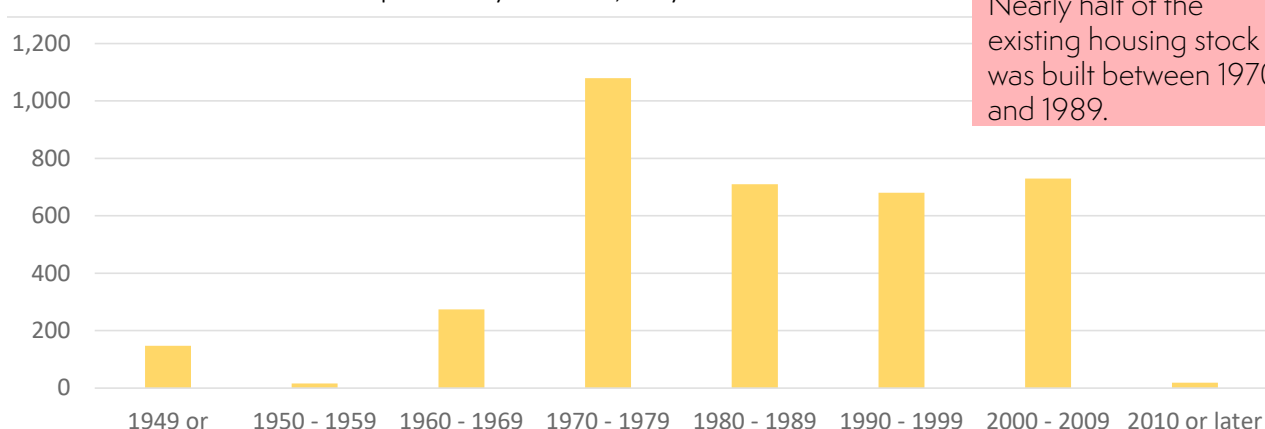
Does not include the 335 “lost” renter households from 2010 to 2019.

TABLE 1: Projected 10-Year Demand, City of Ketchum

	Historic Growth (1% annually)	High Growth (3% annually)
New Households	+224	+546
Current Households at risk of displacement or unhoused	436	436
ESTIMATED DEMAND (preserved, converted, new)	660 total	982 total
	66 annually	98 annually

Residential development has slowed.

GRAPH 1: Residential Development by Decade, City of Ketchum²



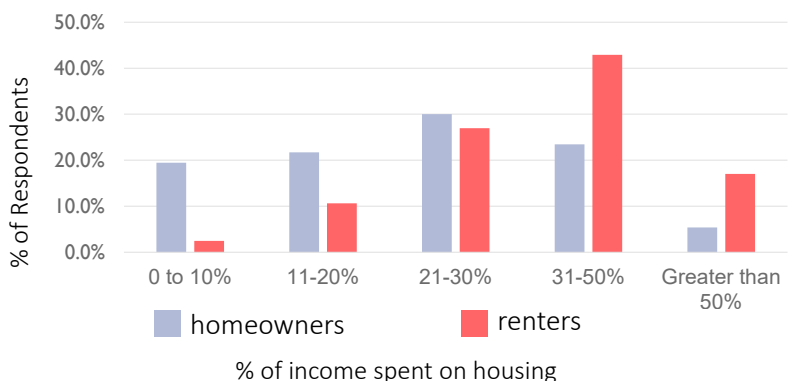
Nearly half of the existing housing stock was built between 1970 and 1989.

2. Ketchum is losing its workforce and year-round residents because most local people cannot afford to live here.

Low- and middle-income renters have the greatest unmet housing needs.

Ketchum’s workforce primarily consists of low- and middle-income households (under \$45,355 per year or \$23 per hour) that our local economy depends on.⁴ Sixty percent of local renters live in unaffordable housing, meaning they pay more than 30% of their gross/pre-tax income on housing costs.⁵

Housing is unaffordable.
 Renters report being cost burdened at significantly higher rates than homeowners (60% v. 29%).
 GRAPH 2: Percent of Income Spent on Housing¹⁰

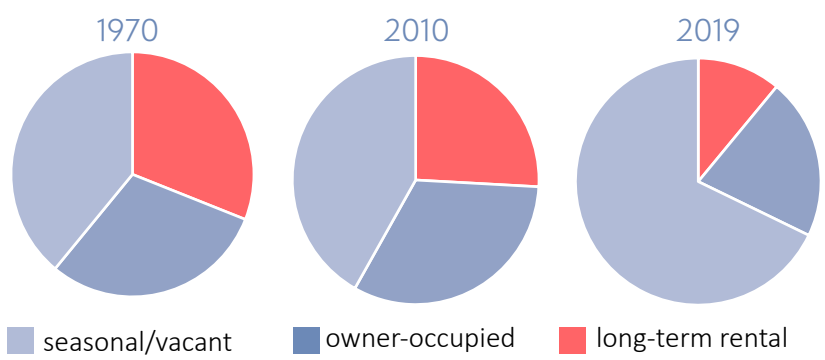


Compounding the problem, Ketchum lost 335 long-term rentals between 2010 and 2019.⁶ This is without accounting for pandemic acceleration when Ketchum’s population grew by 25% compared to historical 1% annual growth.⁷ Low-income renters are the most impacted by the high cost of housing. Many low-income households and individuals are one emergency away from experiencing homelessness. A survey of over 1,100 participants who live or work in Blaine County found that 1% of our population is already experiencing homelessness.⁸

Long-term rentals have decreased.

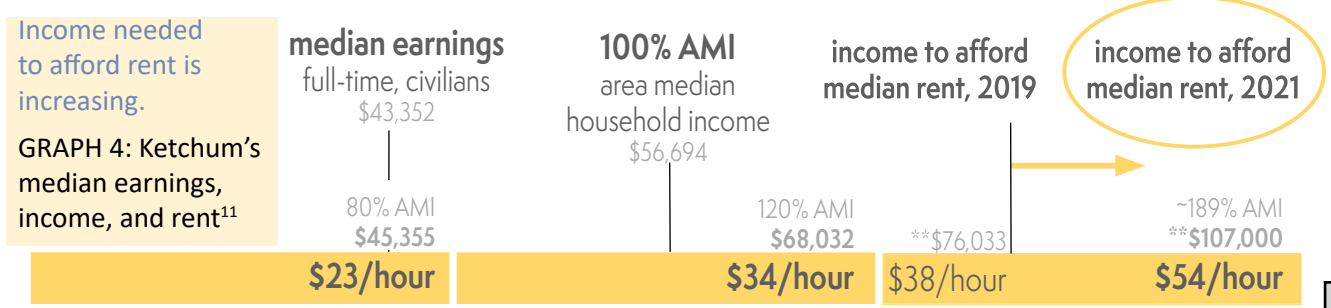
- Long-term rentals decreased from 31% in 1970 to 10% in 2019.
- About 335 long-term rental units were “lost” in Ketchum since 2010. Most were likely converted to seasonal or short-term use.

GRAPH 3: Ketchum’s Housing Stock over Time³



Only upper-income households can really afford the ‘market.’

Given current, high housing for-sale and rental prices in Ketchum, market-rate housing is only affordable to upper-income households. Median (market) Ketchum rent is only affordable to households earning more than \$107,000 annually (\$100,000 for the County).⁹



Income needed to afford rent is increasing.
 GRAPH 4: Ketchum’s median earnings, income, and rent¹¹

3. Our community agrees that there is a housing crisis and wants action.

Community members consistently agreed that there are existential, economic, and social impacts of the housing crisis, and emphasized the need for action.

The community's identity: Sentiment from a variety of interviewees is the sense that Ketchum is losing its identity as the housing market becomes challenging and people move away. Many respondents felt that the pursuit of accessible community housing represents more than a roof over community members' heads – it's a quest to maintain the "soul" of the community.¹²

Access to a stable workforce - which is damaging business vitality: Business viability and access to a stable workforce was a common idea shared when interviewees were asked to identify a "key indicator" for the housing environment.¹³

*"We have had to cut hours/ reduce days or completely close....The employees that we do have are exhausted."
– local business owner*

*"This is what we are hearing from our clients: Fear of the unknown, stress of abandoning other people who they might be leaving behind if they move and confusion about what the relocation may look like. It's really hard for them to navigate the system as well."
– Brittany Shipley
of NAMI Wood River Valley*

*"The community is at a tipping point of being something vastly different than it used to be because people are no longer able to live and work here. It's affecting the essence of our mountain town culture and what many value in our community."
– Scott Fortner, Visit Sun Valley*

*"The cost of housing assistance is dramatically less than having to close because you can't find staff, or having to hire and train new staff. Creating an environment that allows people to live and work here needs to include a private business partnership as well."
– local non-profit manager*

The social, financial, and emotional stability of displaced households and those at risk of displacement: Housing instability is creating financial, social, and emotional challenges for residents across the valley.¹⁴ Displacement and housing instability have mental and physical health impacts. In adults it increases the likelihood of depression and suicide and has physical impacts.¹⁵ In children, it disrupts development and immune system responses and increases likelihood of hospitalization.¹⁶

Especially for those in crisis, stress from housing instability can make it more challenging to navigate nonprofit and social service networks. Respondents indicated that they, or their clients, were often shuffled from one agency to the next in an attempt to access resources. Often these clients would complete a process only to find out that they did not meet the eligibility criteria, which may even specifically screen out some of the most vulnerable community members.¹⁷

OUR APPROACH

The Housing Action Plan (HAP) is informed by relevant housing needs data, community input and guidance from a Task Force comprised of a cross-section of community members. The HAP is also built on the understanding that no single organization or jurisdiction can solve the housing challenge and that solving community housing issues requires a multifaceted approach. No single solution offers the silver bullet to solve all the housing issues and there is simply no way to build, re-zone or buy our way out of the problem. Foundational to the HAP is the notion that through innovation, coordination, and tenacity we can together, strengthen our community by securing homes for our families and workforce.

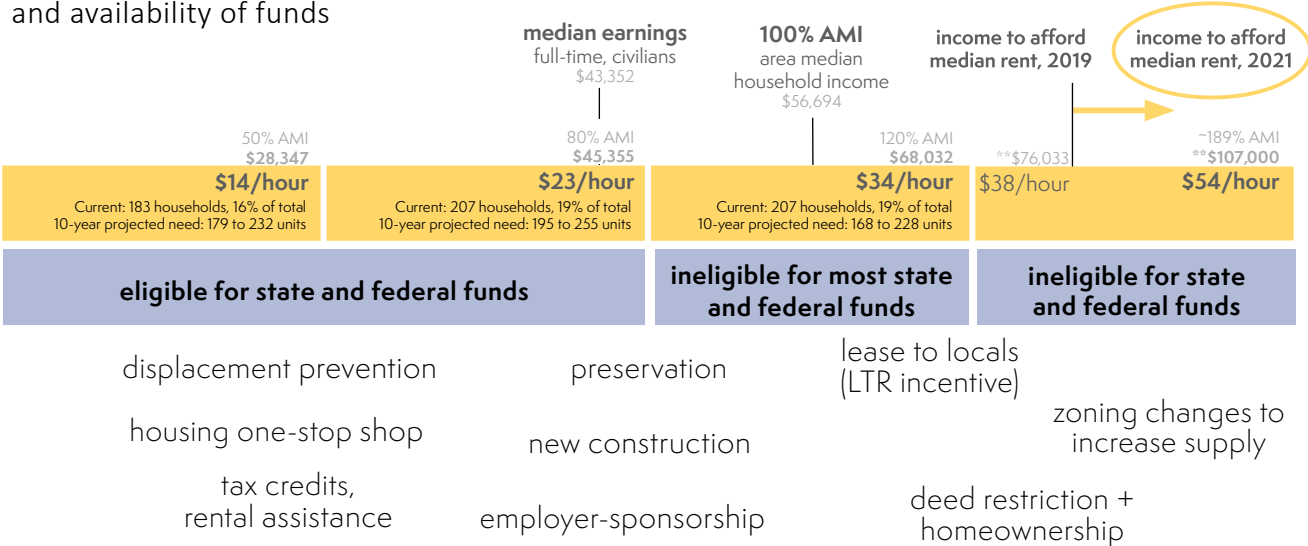
Ketchum’s approach to housing action is outlined below.

1. Housing is influenced by many economic, population, social, land use and other factors; so housing solutions must be cross-sectional and layered to have real impact.

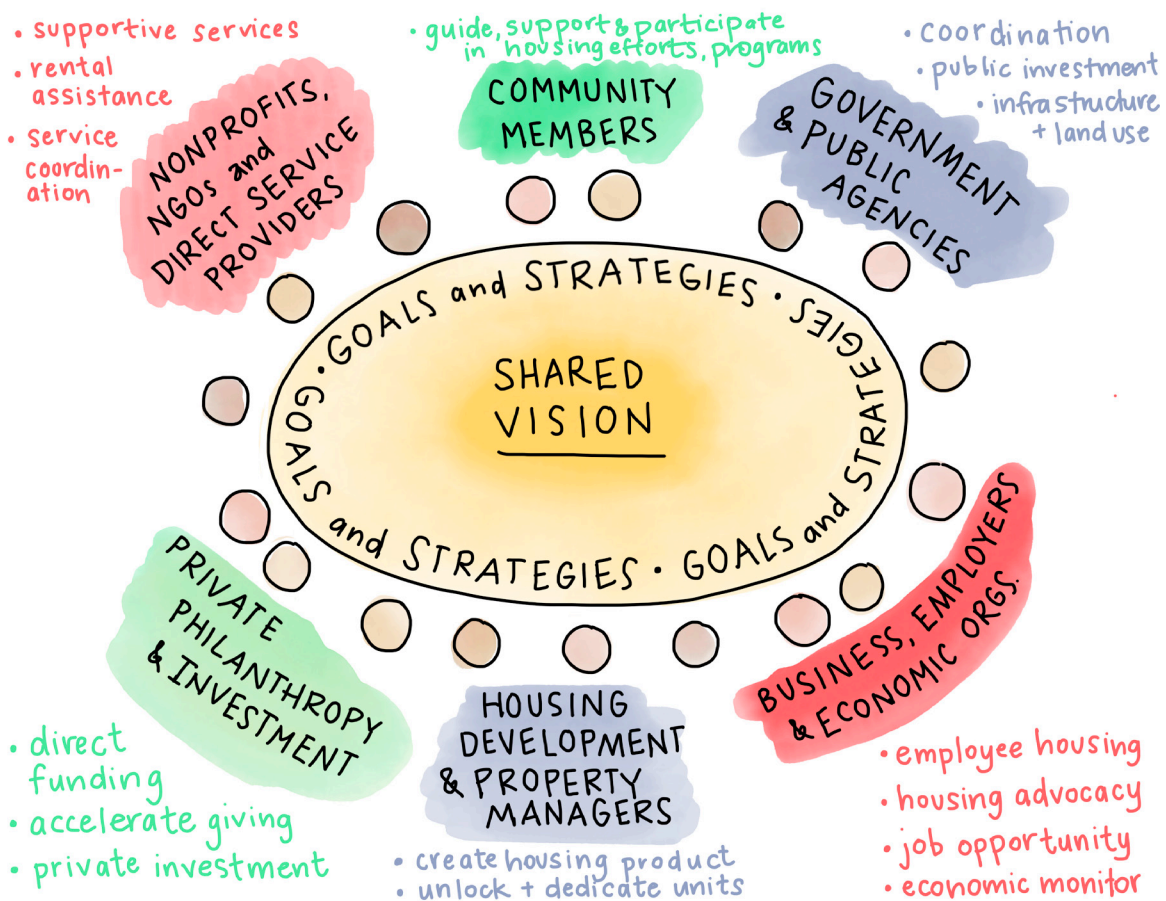
Working on one thing at a time is not as effective as combining and overlapping strategies and actions. Likewise, working within a “housing silo” is not as impactful as bringing an array of both traditional and non-traditional partners to the table and inviting more people and organizations to work together and contribute to housing solutions. Most importantly, there are many different types of people within our community who are seeking different types of housing at different price points – no single program, policy or project can match up with all types of housing demand desired in our community.

Facilitate housing and housing programs for a range of income levels and need

GRAPH 5: Industry median earnings, area median income, and median rent compared to need and availability of funds



2. Coordination around a shared vision is imperative. One-off projects, one-time funding or short-term programs can help address a critical need or test an innovation. For achieving both short- and long-term impacts, community members and organizations must overcome “housing noise” and agree to focus in and work together. There should also be mechanisms such as dedicated, reoccurring funding that will enable a sustained commitment to implementing the vision.



3. Think regionally – act locally. People and jobs move and interact fluidly throughout a region and therefore, housing issues are best addressed and housing solutions are best implemented in a regional context. Similarly, since our housing crisis does not exist in isolation, neither do its solutions; housing action in Ketchum relies on many partners to succeed. As such, the City of Ketchum works with a range of implementation partners to execute the Housing Action Plan from service providers to developers and from local governments and employers to philanthropic organizations, many of whom are working across Blaine County and beyond.

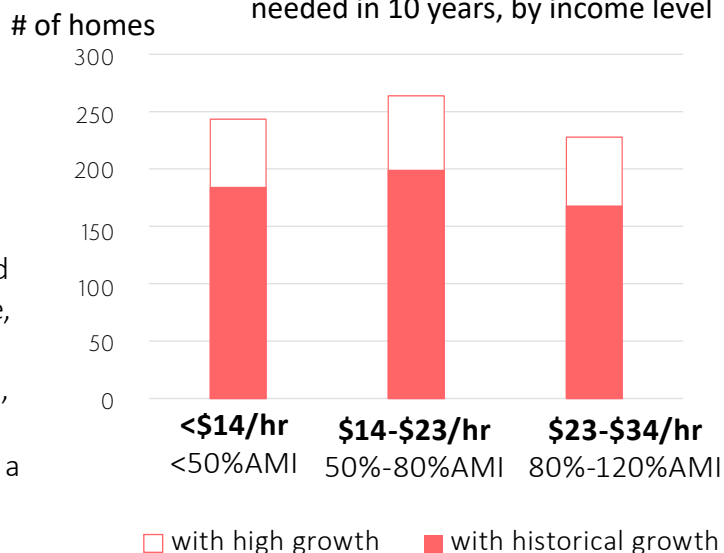
Ketchum’s housing solutions should encourage and be consistent with regional collaboration efforts while also being specific and actionable for Ketchum.

4. A healthy, vibrant community relies on local housing for a range of income levels.

In a resort community like Ketchum, it is very challenging for the market to naturally supply housing for a wide range of incomes. This is due to supply-demand influences such as seasonal resident and visitor demand, extremely high-income residents and other factors like an abundance of public lands and protected areas that limit the amount of accessible, developable land. Communities must take a hands-on approach to influencing, incentivizing and investing to create a housing market that serves and sustains a year-round, local community.

We need housing at every income level

GRAPH 6: Projected new, converted, or preserved homes needed in 10 years, by income level



5. Communication, collaboration and accountability build trust and a more activated, informed, and supportive community.

The City of Ketchum, as the driver of this Housing Action Plan, acknowledges the importance of truly partnering with community members to engage, learn and act together. A framework for ongoing community engagement and partner collaboration is a central piece of this plan and at the heart of our ability to succeed. In addition, agreement on – and use of – common data that is updated regularly clarifies communication. Most of all, we must remember that this effort is about people and community, and creating opportunities for both to thrive. At the core of all the system, policy, engagement and project work outlined here is the motivation to support our livelihoods, our community amenities and services, and the connectedness of our community by supporting the people who are essential to it.

6. Working to create effective housing solutions is a continual, iterative process.

The cycle of learning, planning, acting, evaluating, re-calibrating and continuing the work never ends, nor should it. The Ketchum Housing Action Plan sets up a vision, an intention and a potential way of working together over the next decade to truly turn the curve on housing for the betterment of our community. That said, we acknowledge and assume that – if we do our work correctly – there will and should be adjustments to this plan and changes in our priorities and collective action over time. For this reason, our approach includes:

- Frequent checkpoints to reassess our progress and fold in new partners and new ideas
- 10-year targets to allow us to measure our progress, and adapt our methods, as needed
- Regular updates to our housing needs assessment to adjust to changing dynamics

OUR PROCESS

Beginning in the fall of 2021 and continuing into the late spring of 2022 the City of Ketchum executed an iterative process to learn, listen and create the Housing Action Plan. Once adopted, the outreach and engagement process will continue as plan progress is reported and the HAP is updated annually.

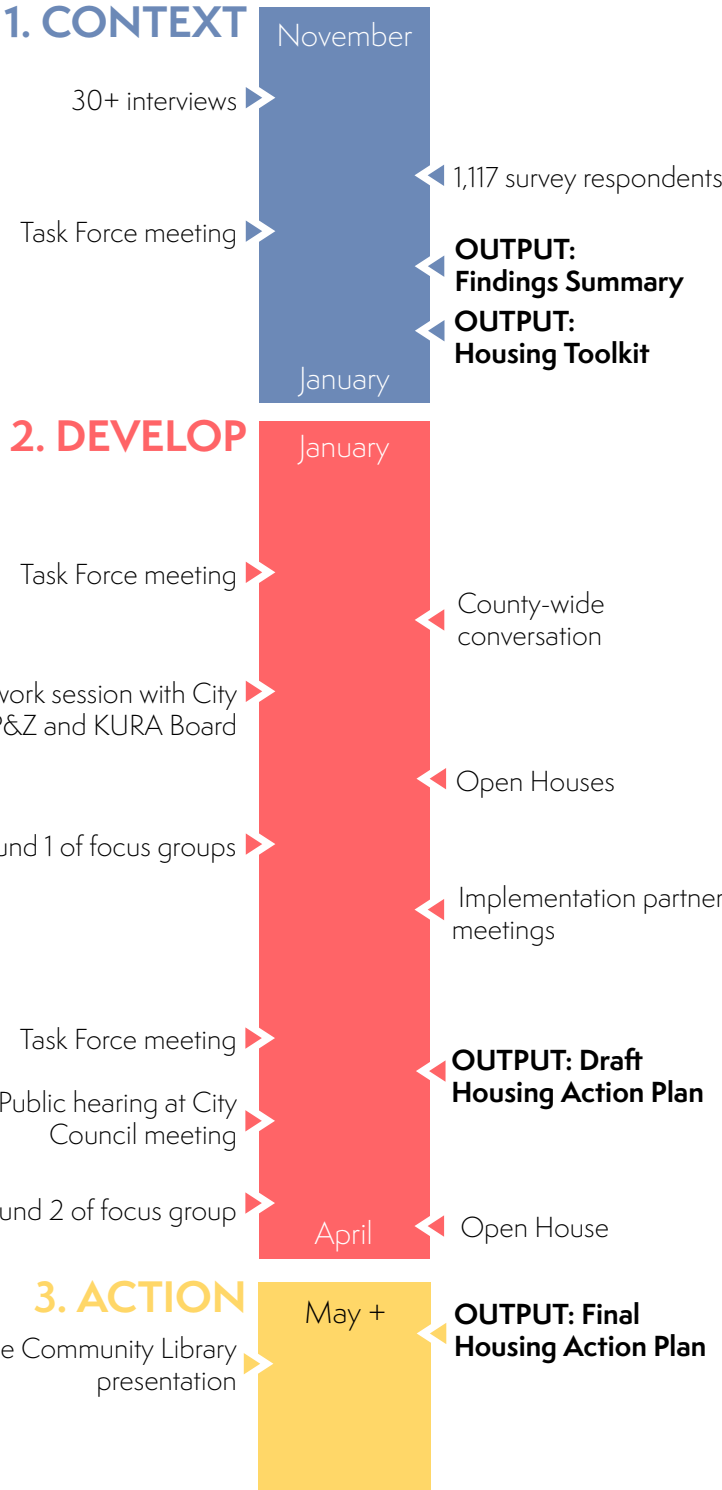
Step 1: Understand the Context

Needs & Preferences: To kick-off the Action Plan process, the needs and preferences were collected in the community as follows:

- Data analysis of existing and future unmet housing needs
- Community survey with 1,117 responses
- Interviews of over 30 community members
- Review of historical housing needs analyses and related local analyses

Best Practices: In tandem, the City developed a Housing Toolkit from a list of over 280 ideas. This initial long list is comprised of input from:

- Survey and community interview responses
- 6 interviews of housing directors in comparable communities
- Feedback from Ketchum City Council, Ketchum Urban Renewal Agency and Planning and Zoning Commission
- Research on comparable resort communities & best practice



Step 2: Develop the Plan

HAP development was informed by needs data, best practice research, community input and feedback from partners. The Ketchum Housing Task Force, an advisory group of 20 community members that represent diverse industries and perspectives, then reviewed the Plan. In addition, Plan elements were discussed and guided by the Ketchum Urban Renewal Agency (KURA) and Ketchum Planning and Zoning Commission. Public feedback on the draft Plan included an open house, a focus group, digital feedback, and public comment.

Step 3: Take Action (with on-going feedback and guidance)

The culmination of the work in Steps 1 and 2 is Ketchum’s Housing Action Plan, delivered to City Council on May 9, 2022 for final review and approval for adoption as the official, guiding document for housing action.



HOW WE WILL USE THIS PLAN

Clarification of Roles — The HAP outlines actions and celebrates the work of partners.

The Housing Action Plan is a community plan, building from and recognizing the outstanding work already underway by various partners in Blaine County and beyond. Ketchum’s intent is to bolster and contribute to regional efforts while simultaneously moving Ketchum forward.

This plan outlines the vision, goals and actions Ketchum and many partners are committed to in order to address our housing need. We created a framework that will serve as a guiding “north star” for the next decade to create practical, positive, lasting change in Ketchum. All actions in the Plan are ones that Ketchum is committed to initiating, participating in, or supporting. Additionally, the Plan includes actions that Ketchum is committed to exploring, which may then be led or carried out by other partners. Committed and potential partners are identified in the Priority Actions section within each goal area. The intent is that the plan and subsequent Work Plan serve as a tool to highlight and support partners’ work, propose or clarify roles, and align opportunities for collaboration.

Ketchum staff acknowledges and hopes that Ketchum’s actions can have positive, regional impacts and are excited by continued prospects to collaborate more closely with other jurisdictions and entities.

The Housing Action Plan is structured for ease of use.

The HAP’s goals and supporting strategies address the identified needs informed by research on best practices and community input. During this process, approximately 280 actions were analyzed and consolidated down to those that support the five goals. From remaining actions, priority actions were identified: Priority actions have the greatest immediate impact and are currently in progress or can feasibly be initiated within one year of Housing Action Plan adoption. The medium- and long-term actions previously identified have been captured in the Housing Toolkit and will be cycled into the Housing Action Plan during annual action plan updates.

Each plan component is distinct, yet related:

Vision: a concise, powerful statement about the collective state we are working to achieve and sustain over the next decade

Principles: value-based statements that we intend to organize around while ensuring consistency

Goals: the outcome or result we want to achieve in key areas

Strategies: methods or approaches we will take to achieve the goal

Priority Actions: measurable, specific activities designed to meet the goal

In addition to these plan elements, the City is developing an implementable Housing Action Work Plan that contains “SMART” tactics. This Work Plan will be completed after the Housing Action Plan is adopted and Year 1 priorities are confirmed. An example implementation Work Plan template is included in the Attachments section of this document.

SMART(ER) Actions

Specific (simple, sensible, significant)

Measurable (meaningful, motivating)

Achievable (agreed, attainable)

Relevant (reasonable, realistic and resourced, results-based)

Time bound (time based, time limited, time/cost limited, timely, time sensitive)

Ketchum is committed to establishing a “SMARTER” Work Plan, which includes actions and tactics that will be **E**valuated and **R**eviewed.

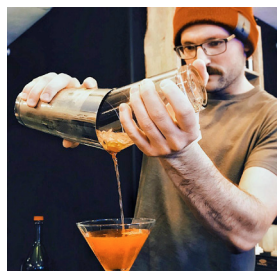
Annual iteration of the Housing Action Plan ensures accountability.

Implementation of the Housing Action Plan will require regular check-ins with City departments, City Council, implementation partners, and other jurisdictions. Progress on current and proposed priority actions will be presented bi-annually to the City Council. The Housing Action Plan will be updated annually with public feedback and Council re-approval. Quarterly coordination meetings with implementation partners are a mechanism for reporting progress, sharing learnings, and identifying tension and symbiosis between different entities. Progress will be shared with the public through a regular report/newsletter. These accountability checks and Plan reiteration allows the Plan and actions to adjust to changing or new circumstances and learnings.

Ketchum Project Management, Reporting and Accountability Structure		
WHO	PURPOSE	FREQUENCY
Ketchum Mayor and Council	<ul style="list-style-type: none"> Review and approve updated implementation plan and provide overall strategic direction Review and approve housing-related spending through annual budget process 	<ul style="list-style-type: none"> Bi-annual meetings to approve updated implementation (May, Dec) Optional: conduct as part of Joint Work Sessions with Planning & Zoning and KURA Board
City Departments Planning, Administration, Communications, Public Works, etc.	<ul style="list-style-type: none"> Directing and working with housing staff on specific housing actions 	<ul style="list-style-type: none"> Weekly meetings with relevant departments Quarterly joint meetings with all City Administrators and Planning Directors (approx. Feb, Apr, Aug, Nov)
Implementation Partners Local nonprofits, housing developers, employers, public agencies, etc.	<ul style="list-style-type: none"> Coordinate and facilitate efforts beyond the City of Ketchum Opportunity to review progress toward shared goals, lessons learned and education Project management 	<ul style="list-style-type: none"> Meet quarterly (approx. Feb, Apr, Aug, Nov)
Community/Public	<ul style="list-style-type: none"> Educate, inform Receive feedback 	<ul style="list-style-type: none"> Quarterly reports/newsletter (approx. Mar, May, Sep, Dec) Open Council meetings Annual public input



HOUSING ACTION PLAN



This plan outlines the vision, goals and actions Ketchum is committed to in order to address our housing need. The framework will serve as a guiding “north star” for the next decade to create practical, positive, lasting change in Ketchum.

VISION

Increase access, create, and preserve homes for residents at a range of income levels and life stages to maintain a thriving local community.

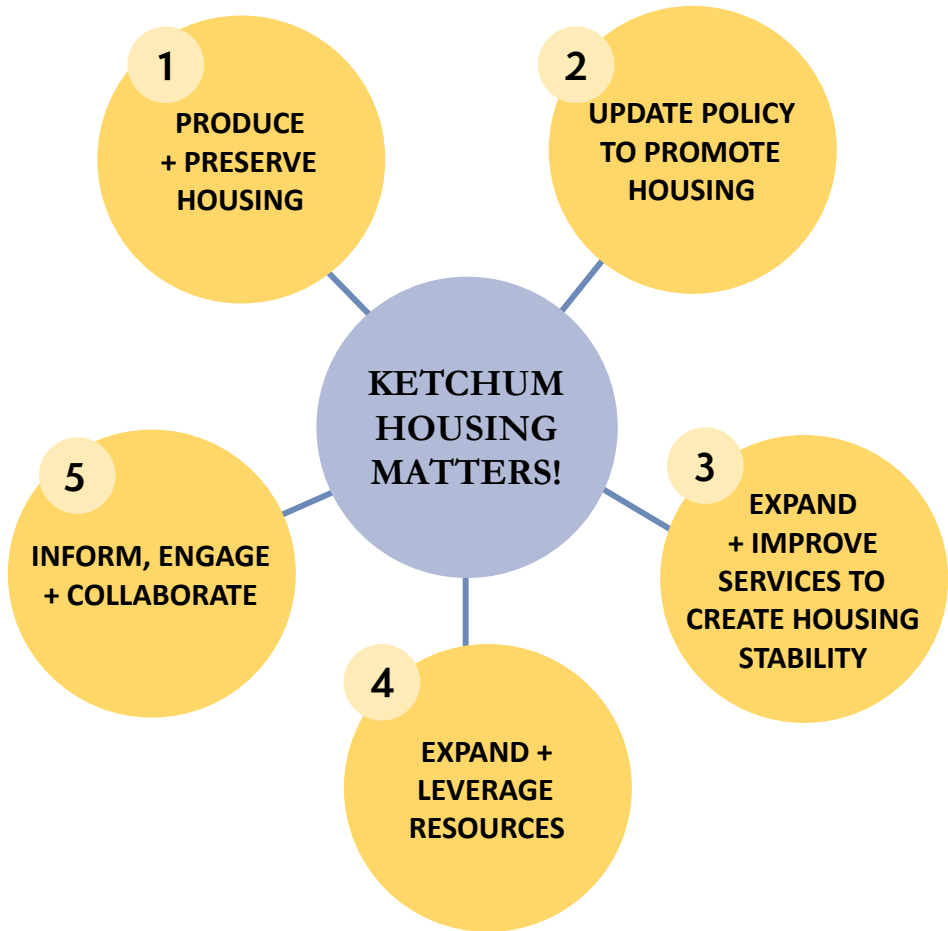
GUIDING PRINCIPLES

Support a collaborative, coordinated strategy to:

- Ensure every person has a safe, healthy home
- Ensure housing is affordable to our local workforce
- Sustain an inclusive, year-round community

FIVE GOALS TO DRIVE ACTION

These goals are a holistic approach to solving the housing crisis and are informed by the housing needs assessment and context setting phase. Goals are meant to determine necessary actions: In short, increasing access to - and availability - of homes and community capacity, resources, and policies.



Goal 1: Produce + Preserve Housing

Act to create and preserve housing affordable for our local workforce and community housing. Maintain a healthy balance of short-term/visitor lodging and resident-occupied housing.

Goal 2: Update Policy to Promote Housing

Build a regulatory and policy environment that strongly encourages housing development with an emphasis on community and workforce housing, and which is consistent with other community goals.

Goal 3: Expand + Improve Services to Create Housing Stability

Address immediate needs of unhoused and people at risk of displacement in our community. Integrate, improve and expand supportive services, rapidly rehouse, and prevent future displacement throughout the region.

Goal 4: Expand + Leverage Resources

Increase resources to support Action Plan Goals, including funding from a range of public and private sources.

Goal 5: Inform, Engage + Collaborate

Invest in building local capacity to make informed decisions about and execute on housing action. Support regional partnerships and on-going communications to increase coordination and housing impacts.

10-YEAR PERFORMANCE MEASURES

Progress will be tracked against these measures at quarterly coordination meetings and each annual update of the HAP, and reported back to the community.

- Secure a minimum of 660 housing units in Ketchum over the next 10 years for local, workforce housing (build new, unlock existing housing, convert existing to more affordable cost, preserve existing in perpetuity).
- Ensure that at least 60% of Ketchum’s housing stock is owner- or long-term renter-occupied.
- Ensure that 40% of Ketchum’s workforce can live in Ketchum.
- Prevent displacement and assist 100 households annually who are cost-burdened, unstably housed or unhoused with supportive services and alternative housing options.
- Secure a minimum \$60M in direct, local investments in the next 10 years, to leverage up to 5x that amount in investments (includes 20% of City funds allocated to projects outside of Ketchum).
- Allocate 20% of City housing funds for significant county-wide actions.
- Through an annual survey, achieve a minimum of 51% satisfaction/public approval of housing action, coordination and results.

GOAL 1: PRODUCE + PRESERVE HOUSING

Act to create and preserve housing affordable for our local workforce and community housing. Maintain a healthy balance of short-term/visitor lodging and resident-occupied housing.

CONTEXT

There is a massive shortage of affordable homes in Ketchum.

The housing needs assessment estimated that the City of Ketchum needs between 660-980 preserved, converted, or new homes in the next 10 years to meet demand (4,700 to 6,400 for Blaine County, including Ketchum). This projection emphasizes why county-wide collaboration and housing efforts are critical to addressing the housing crisis. Demand is primarily current households who are paying unaffordable proportions of their income on housing (i.e. cost burdened), are unhoused, or are in overcrowded homes. The second factor is potential historic and high population growth scenarios.

Need could be met through any combination of preserved housing, converting existing homes into long-term rentals, and new construction. We believe this estimate to be conservative - it does not include the 335 lost renter households from 2010 to 2019.

10-Year Performance Measure:

Secure a minimum of 660 housing units in Ketchum over the next 10 years for local, workforce housing (*build new, unlock existing housing, convert existing to more affordable cost, preserve existing in perpetuity*).

Currently 0-1 annually

Build new, convert, or stabilize about 660 to 982 homes in the next 10 years.

Does not include the 335 “lost” renter households from 2010 to 2019.

TABLE 2: Projected 10-year housing need, City of Ketchum

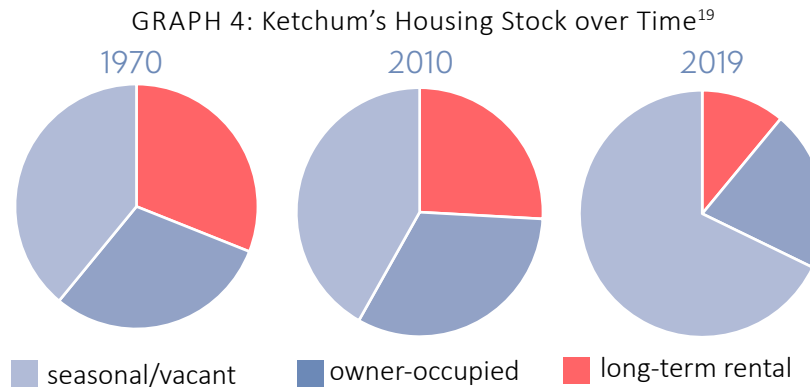
	Description	Historic Growth (1% annually)	High Growth (3% annually)	
New Households	New households based on 10-year population growth scenarios.	+224	+546	
Current Households	Households in need of stabilization or at risk of displacement: <ul style="list-style-type: none"> • cost burdened • experiencing homelessness • overcrowded 	436	436	
Estimated Demand	Could be achieved by: <ul style="list-style-type: none"> • preserving existing housing • converting units to local-occupied • new construction 	Total projected units needed in next 10 years.	660 total	982 total
		Projected units needed per year over next 10 years.	66 annually	98 annually

Long-term rentals and owner-occupied homes have decreased.

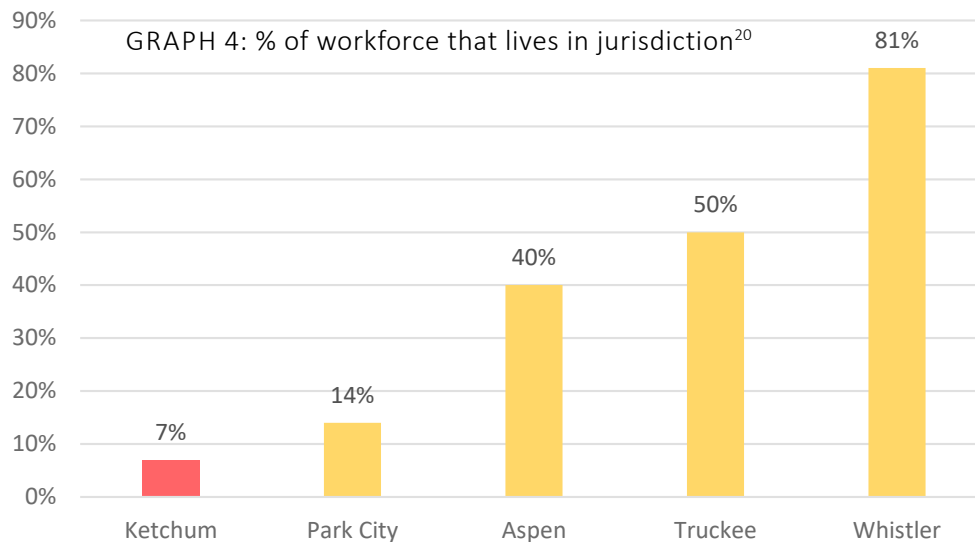
- The proportion of long-term renter and owner-occupied housing decreased from 70% in 1970 to 30% in 2019.
- Other resort communities' average is 62%.
- About 335 long-term rental units were "lost" in Ketchum since 2010, with a significant proportion likely converted to seasonal or short-term use.

Ensure that at least 60% of Ketchum's housing stock is owner- or long-term renter-occupied.

Currently 30%



Ketchum is losing workers. An employment hub that houses workers is more sustainable with a healthier, more engaged and accessible workforce. Such a "lights on" community is a more lively home and destination.¹⁸



Ensure that 40% of Ketchum's workforce can live in Ketchum.

Currently 7%

Change in workers living in Ketchum since 2002

-41%

STRATEGIES

- 1 Maintain pipeline of new housing construction projects that contribute to meeting community housing targets.
- 2 Rehabilitate and preserve existing affordable housing (both naturally occurring and deed restricted).
- 3 Manage and expand inventory of deed-restricted homes (owner-occupied and rentals).
- 4 Support local employee-based housing initiatives that create long-term and seasonal housing to meet demand.

PRIORITY ACTIONS THAT SUPPORT GOAL 1

YEAR 1 ACTIONS	POTENTIAL PARTNERS
1. Continue to support Bluebird Village development.	Ketchum Community Development Corporation (KCDC), Ketchum Urban Renewal Agency (KURA), City of Ketchum
2. Develop new housing construction pipeline: <ul style="list-style-type: none"> • Create a 10-year pipeline. • Support development of workforce housing at KURA’s 1st and Washington site. • Explore joint master plan housing development opportunities on city parcels near the YMCA (in keeping with the parking agreement) and city-owned Leadville parcel. • Identify potential parcels for acquisition for housing development and identify needed infrastructure and funding to support. Also supports Goal 3. • Continue to dialogue with significant property owners. 	City of Ketchum, KURA, KCDC, ARCH Community Housing Trust, YMCA
3. Identify and prioritize sites for preservation: <ul style="list-style-type: none"> • Conduct inventory of existing deed restricted, affordable and other naturally occurring (i.e., affordable, unsubsidized) affordable/workforce housing. <i>Also supports Goal 3.</i> • Identify priority sites for preservation, such as those at-risk of sale or rent increase, and develop preservation incentives. 	BCHA, City of Ketchum, other partners as identified
4. Preserve and improve affordable housing at Lift Tower Lodge. <i>Also supports Goal 3</i>	BCHA, City of Ketchum, ARCH
5. Explore conversion of Forest Service Park buildings for use as transitional or public-employee housing.	City of Ketchum
6. Increase the number of occupied accessory dwelling units: Develop education, incentive (such as pre-approved designs) or policy improvements to encourage development and use of ADUs.	Sun Valley Board of Realtors, Ketchum Affordable Housing Coalition
7. Pathway to ownership: Identify deed restriction and down payment assistance feasibility and program options. Explore deed restrictions, tax abatement, cash equivalent, rehab assistance, and cooperative/co-ownership opportunities.	ARCH, Landing Locals, BCHA
8. Incentivize long-term rentals: Implement “Lease to Locals” Workforce Rental program. Analyze additional incentives such as property management and bond/guarantee.	City of Ketchum, Landing Locals, Goldwhip Girls, Sun Valley Board of Realtors, local property managers

Actions 2 &4: Analyze development viability
 MAP 1: Publicly-owned lots zoned for multifamily

*Community Feedback:*²¹

general support for all five publicly-owned locations (with a slight preference for the YMCA North lot)

79% support acquiring additional land for community housing development

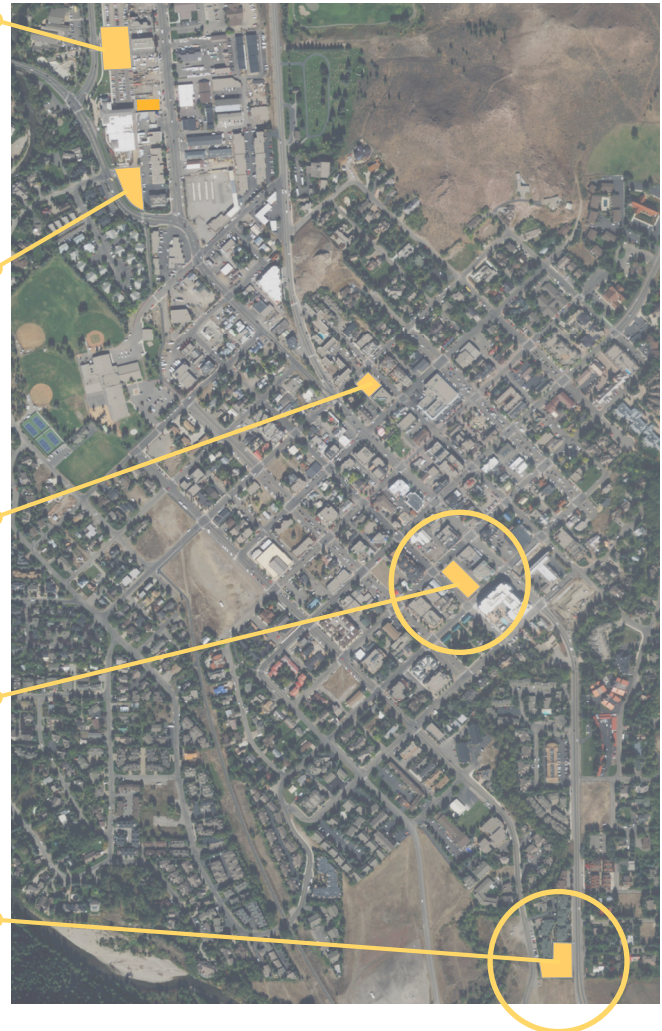
YMCA North lot
 City-owned, encumbered by parking agreement

YMCA South lot
 City-owned, encumbered by parking agreement

6th and Leadville
 City-owned

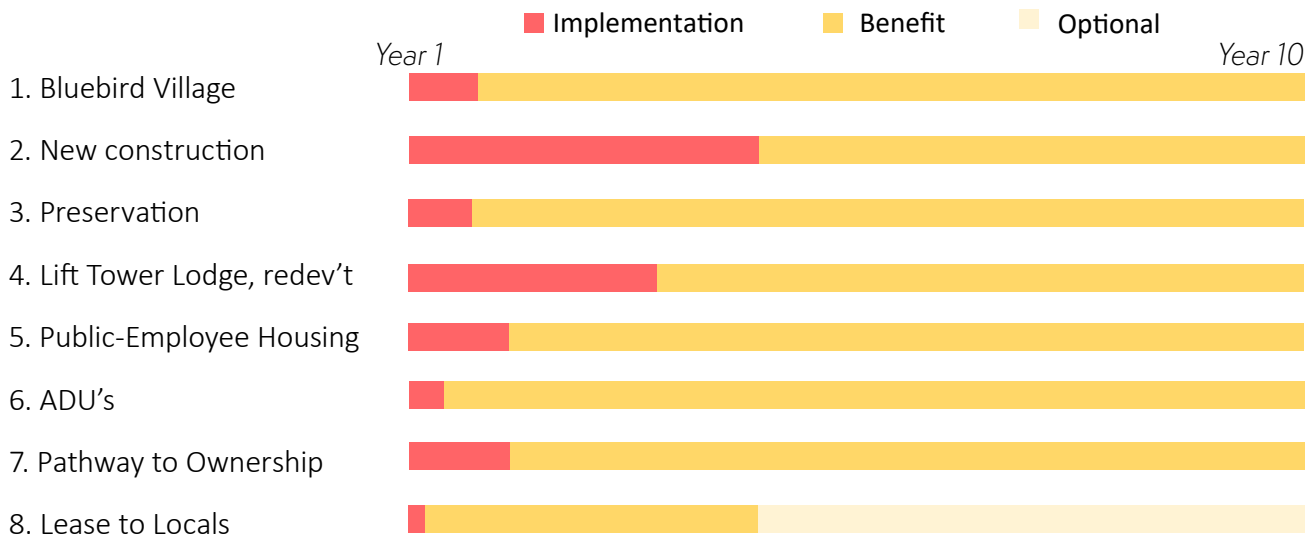
1st and Washington
 Ketchum Urban Renewal Agency-owned

Lift Tower Lodge
 Blaine County Housing Authority-owned



Implementation & Benefit Timeline

Each of Goal 1's actions have a different timeframe for implementation. Lease to Locals, for example, can be implemented quickly but the benefit lasts only as long as the lease term. Given that, this program could be dialed back once new construction is ready to be occupied, which can take years.



GOAL 2: UPDATE POLICY TO PROMOTE HOUSING

Build a regulatory and policy environment that increases housing supply with an emphasis on workforce and community housing development while remaining consistent with other community goals.

CONTEXT

Only upper-income households can really afford the ‘market.’

Given current, high housing for sale and rental prices in Ketchum, market-rate housing is only affordable for upper-income households. Median (market) Ketchum rent is only affordable to households earning more than \$107,000 annually (\$100,000 for the County).²³

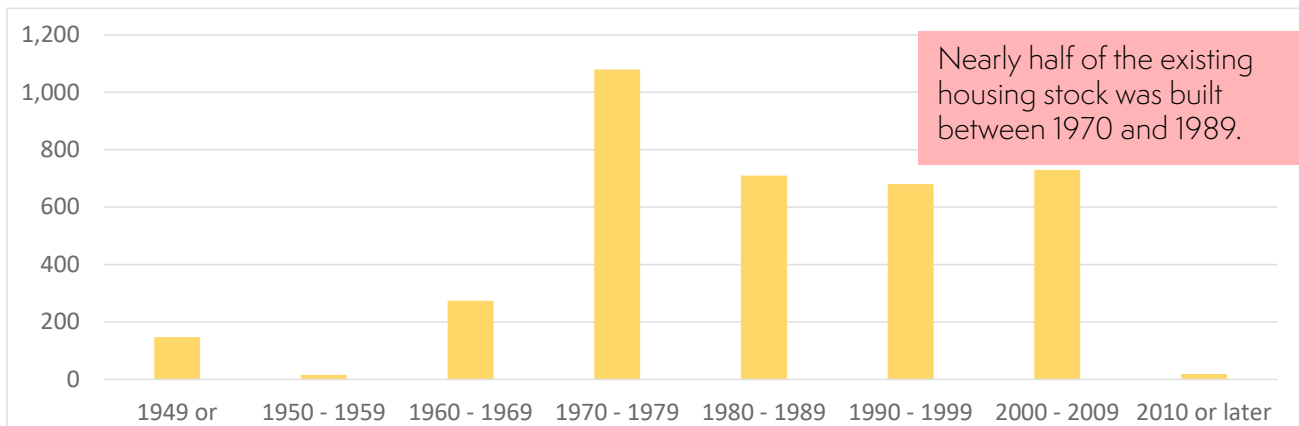
Residential development has slowed.

One trend that greatly contributes to lack of affordability is that residential development in Ketchum and throughout Blaine County has slowed since the 1980’s. This means that with population growth and an increase in the seasonal/vacant/short-term rental use of existing housing stock, supply of homes affordable for owner- and renter-occupancy decreased.

10-Year Performance Measure:

■ Supports all targets

GRAPH 5: Year Structure Built — Ketchum Housing Units²²



Pandemic Acceleration

The past 2 years have seen a severe acceleration of negative trends, along with a substantial increase in year-round population (exception: short-term rentals have seen some near-term declines year over year in the past two years).

GRAPH 6: Population Growth Rate, Ketchum²⁴

Historic Annual Growth Rate

~1%

Pandemic Growth Rates (2019-2020)

~25%

STRATEGIES

- 1 Annually evaluate effectiveness of Ketchum’s policies and processes in promoting community housing development and update, as needed.
- 2 Align City policies to support implementation of housing with other community priorities to maximize community benefit.
- 3 Identify and implement methods to effectively balance safe, attractive seasonal and short-term housing with long-term rentals, community housing and viable, livable neighborhoods.

PRIORITY ACTIONS THAT SUPPORT GOAL 2

YEAR 1 ACTIONS	IMPLEMENTER
1. Conduct an audit of existing code in relation to Action Plan goals.	City of Ketchum
2. Enact interim ordinance while permanent regulations are developed to increase the production of housing: <ul style="list-style-type: none"> • Minimum residential densities certain zone districts • Limit lot consolidation to low-density zones • No net loss of units 	City of Ketchum
3. Develop zoning code change work plan.	City of Ketchum
4. Explore priority processing and other incentives for projects that serve the Housing Action Plan.	City of Ketchum
5. Establish annual accountability metrics for housing application & permit processing and measure progress toward housing goals.	City of Ketchum
6. Regularly obtain feedback for process improvements from other City departments, public agencies, development community and key constituencies.	City of Ketchum
7. Propose ordinance to address income non-discrimination. <i>Also supports Goal 3.</i>	City of Ketchum
8. Propose tenant displacement ordinance to help identify and support tenants at risk of displacement. <i>Also supports Goal 3.</i>	City of Ketchum
9. Clarify Fair Housing and Affirmatively Furthering Fair Housing requirements to counteract negative impacts on protected classes. Analyze additions to federal law. <i>Also supports Goal 3.</i>	City of Ketchum
10. Identify state-level housing policy changes and work with the resort community coalition’s policy advocate, including real estate transfer tax, vacant homes tax, and inclusionary zoning. Notify community of calls to action. Identify topics for white-paper, legal nexus development to challenge/defend against legislation and law.	City of Ketchum, resort community coalition, National Low Income Housing Coalition
11. Identify federal-level housing policy barriers, such as income limits. Work with housing advocates to improve housing policy.	National Low Income Housing Coalition
12. Create a separate business license to collect accurate information on short-term rentals and issue regular reports.	City of Ketchum
13. Explore methods to verify health, safety and welfare standards in short-term rentals.	City of Ketchum

GOAL 3: EXPAND + IMPROVE SERVICES TO CREATE HOUSING STABILITY

Address immediate needs of unhoused and people at risk of displacement in our community. Integrate, improve and expand supportive services, rapidly rehouse, and prevent future displacement throughout the region.

CONTEXT

1%

Local residents experiencing homelessness (unhoused)²⁵

436

Ketchum households are at risk of displacement, because they are

- cost burdened (paying more than 30% of their income on housing)
- in substandard housing
- are overcrowded
- are unhoused²⁹

Many households that are costburdened or are in substandard housing are an emergency away from becoming unhoused. For example, cost burdened households are less likely to have savings so a medical emergency can mean a choice between covering that emergency and paying rent.

10-Year Performance Measure:

- Prevent displacement and assist 100 households annually who are cost-burdened, unstably housed or unhoused with supportive services and alternative housing

Currently about 100 people annually

Housing instability is creating financial, social, and emotional challenges for residents across the valley.

Housing instability is creating financial, social, and emotional challenges for residents across the valley.²⁶ Displacement and housing instability have mental and physical health impacts. In adults it increases the likelihood of depression and suicide and has physical impacts. In children, it disrupts development and immune system responses and increases likelihood of hospitalization.²⁷

Especially for those in crisis, stress from housing instability can make it more challenging to navigate nonprofit and social service networks. Respondents indicated that they, or their clients, were often shuffled from one agency to the next in an attempt to access resources. Often these clients would complete a process only to find out that they did not meet the eligibility criteria, which may even specifically screen out some of the most vulnerable community members.²⁸

“This is what we are hearing from our clients: Fear of the unknown, stress of abandoning other people who they might be leaving behind if they move and confusion about what the relocation may look like. It’s really hard for them to navigate the system as well.”
– Brittany Shipley
of NAMI Wood River Valley

STRATEGIES

- 1 Support a community education campaign to build awareness about the range of existing and changing housing conditions and projected needs.
- 2 Accelerate coordination of services and resources among housing and human services partners with the goal of creating a more trauma-informed, person-centered approach to service delivery and housing.
- 3 Create a range of emergency and supportive housing options to meet demand.
- 4 Expand eviction prevention services. (legal services, emergency rental assistance, etc.)

PRIORITY ACTIONS THAT SUPPORT GOAL 3

YEAR 1 ACTIONS	POTENTIAL PARTNERS
<p>1. Provide displacement support:</p> <ul style="list-style-type: none"> • Work with partners to find housing solutions, including a planned relocation strategy for approximately 15 families being displaced by redevelopment of McHanville neighborhood in Ketchum’s area of impact. • Develop relocation and displacement policies to minimize displacement and its affects. <i>Also supports Goal 2.</i> 	Blaine County Charitable Fund, Crisis Hotline, BCHA, Blaine County, St. Luke’s
2. Expand residential capacity of Lift Tower Lodge.	BCHA, City of Ketchum, Blaine County
3. Define key terminology, specifically supportive services, trauma-informed, and social determinants of health.	BCHA, Interagency Working Group, local service providers, jurisdictions
4. Prioritize supportive services for coordination. Identify and seek commitment from key implementation partners.	BCHA, Interagency Working Group, local service providers, jurisdictions
<p>5. Convene local housing and service provider group to explore a redesign of service delivery to be a more streamlined one-stop shop:</p> <ul style="list-style-type: none"> • Establish a “coordinated entry” approach to supportive services and housing delivery, referrals, and follow-up. Work with service providers to update and refer people to the findhelpidaho.org. • Understand existing service capacity and gaps, including legal services, emergency and short-term rental assistance. • Collaborate with existing organizations for rapidly rehousing those who are, or are soon-to-be, unhoused. • Ongoing convening and coordination of coalition of local providers. • Facilitate housing-specific education of group. Assess other identified, related knowledge gaps, if any. 	BCHA, Interagency Working Group, local service providers and jurisdictions including The Hunger Coalition, BCCF, The Advocates, Herbert Romero, The Alliance, Men’s Second Chance Living, YMCA, St. Luke’s Center for Community Health, South Central Public Health District, Jesse Tree, Terry Riley, South Central Community Action Partnership, Idaho Health and Welfare, Legal Aid, The Salvation Army, Senior Connection, local property managers

YEAR 1 ACTIONS	POTENTIAL PARTNERS
6. Identify and support policy changes that increase access to housing, including eligibility requirements. Analyze compliance processes, inventory and deed restriction enforcement.	BCHA, Interagency Working Group, local service providers and jurisdictions
7. Coordinate funding sources. <i>Also supports Goal 3.</i>	Interagency Working Group
8. Identify and support physical housing options for unhoused and at-risk households: <ul style="list-style-type: none"> • Conduct inventory of existing potential housing/sites for permanent supportive housing and/or emergency shelter/temporary crisis housing. Assess location and specifics with service providers. Also supports Goal 1. • “Build or buy” strategy for dedicated supportive housing units. Also supports Goal 1. • Explore purchasing RV’s and pre-fabricated homes for transitional purposes. 	City of Ketchum, BCHA



GOAL 4: EXPAND + LEVERAGE RESOURCES

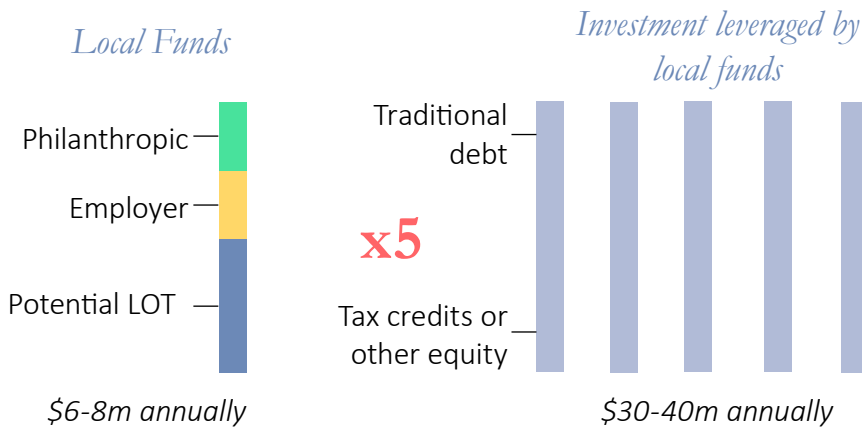
Increase resources to support Action Plan Goals from a range of public and private sources.

CONTEXT

To implement the Housing Action Plan, more funding, land, and buildings need to be devoted to the cause.

Need \$6-8 million annually, or \$60 million total.

The more local resources devoted to housing, the more investment can be leveraged.



10-Year Performance Measure:

Secure a minimum \$60M in direct, local investments in the next 10 years, to leverage up to 5x that amount in investments (includes 20% of City funds allocated to projects outside of Ketchum).

Currently \$0 to \$325k annually

Ketchum’s housing solutions should encourage and be consistent with regional collaboration efforts while also being specific and actionable here.³⁰

Allocate 20% of City housing funds for significant county-wide actions.

Currently 0%

STRATEGIES

- 1 Seek, secure, and provide ongoing funding to sustain City of Ketchum housing initiatives and actions.
- 2 Seek, secure and provide one-time and project-specific funds, such as public/private grants, private donations, employer participation, and alternative funding models to contribute to and sustain community housing efforts.
- 3 Leverage public- and partner-owned land and buildings for potential housing developments.
- 4 Create and promote a development incentive package to reduce costs for projects serving community needs.

PRIORITY ACTIONS THAT SUPPORT GOAL 4

YEAR 1 ACTIONS	POTENTIAL PARTNERS
1. Create criteria for allocation of city funds, including alignment with this Plan, other City plans, and apportionment based on projected need by area median income. See Appendix for example.	City of Ketchum, implementation partners
2. Meet with current and potential public and private funding partners to set up a process to regularly review funding priorities and opportunities to support the Action Plan (<i>minimum quarterly</i>). <i>Also supports Goal 5.</i>	City of Ketchum, Spur Community Foundation, Wood River Community Housing Trust, Idaho Community Foundation
3. Secure local funding for housing through local option tax (LOT).	LOT for Housing committee
4. Update in-lieu fee.	City of Ketchum
5. Explore bonding capability and access to specific federal funds (project- and tenant-based rental assistance, HOME, CDBG)	City of Ketchum
6. Support/secure state/federal funding for housing, including: <ul style="list-style-type: none"> • State of Idaho Housing Trust Fund • City ARPA strategic initiatives account • Blaine County ARPA funds • Idaho Housing and Finance Association (IHFA) Low-Income Housing Tax Credit (LIHTC) and related financing programs • Increase/expand funding for short-term/emergency rental assistance and other Goal 1 and Goal 3 area programs 	Blaine County, Idaho Housing Finance Association
7. Coordinate cross-organization philanthropic efforts and strategies for an effective philanthropy model. Explore, document, and creating a tool to catalyze philanthropic funding for specific housing solutions. Explore transfer of wealth/legacy housing fund.	Spur Community Foundation, St. Luke’s Foundation, Wood River Community Housing Trust
8. Discuss employer-sponsored housing options with large and small local employers, including non-profits and direct service providers.	Local employers
9. Explore opportunities to fund “barrier removal” programs to assist people getting into housing. For example: <ul style="list-style-type: none"> • Fundraising for down payment assistance programs • Fundraising for “Jump Start” housing security flex fund • Relocation/retention assistance program 	City of Ketchum
10. Conduct land and properties inventory and analysis of both public and private parcels/facilities with potential for housing development, rehabilitation, land trades or purchases, etc. <i>Also supports Goal 1.</i>	City of Ketchum, Wood River Land Trust, Mountain Rides, public/private partners

Resources Action

Resources sourced in Goal 4 could be applied to Goal 1 and 3 Actions. For example, an employer could participate in preservation and Lease to Locals.

Resources, Goal 4

City
Employer
Philanthropic
State/federal
Private

Actions, Goal 1 & 3

New construction
Preservation
Lift Tower Lodge, redev't
Public-Employee Housing
ADU's
Pathway to Ownership
Lease to Locals
Rental Assistance

GOAL 5: INFORM, ENGAGE + COLLABORATE

Invest in building local capacity and regional partnerships to make informed decisions about, and execute on, housing action. Support ongoing communications to increase coordination and effectiveness, targeting the public, other jurisdictions and implementation partners.

CONTEXT

Ketchum’s housing solutions should encourage and be consistent with regional collaboration efforts while also being specific and actionable here.³²

10-Year Performance Measure:

Allocate 20% of City housing funds for significant county-wide actions.

Currently 0%

Interviewees emphasized the need to better understand the housing crisis, have an intentional framework and to be persistent.³¹

- *Housing needs and transparency.* Interviewees expressed the need for housing strategies based on analysis and data, and that there needs to be understanding of what kind of housing at which price points is needed.
- *Intentional framework.* There is general support for a strategic, actionable plan that encompasses a variety of housing strategies and tactics.
- *Community fortitude.* A majority of stakeholders noted that during the last 20 years a number of promising community housing projects were not successful – largely because of community opposition and potentially because other priorities emerged post- Great Recession.

Through an annual survey, achieve a minimum of 51% satisfaction/public approval of housing action, coordination and results.

Currently unknown

STRATEGIES

- 1 Create and implement a Ketchum Community Housing Action Plan to define goals, inform resource allocation and track progress.
- 2 Monitor and share economic development data and employment projections and use to inform housing demand analyses and proposed housing solutions.
- 3 Support an on-going communications strategy for housing to continually engage and educate the community on critical housing topics.
- 4 Work with regional partners to improve county-wide coordination and collective impact.

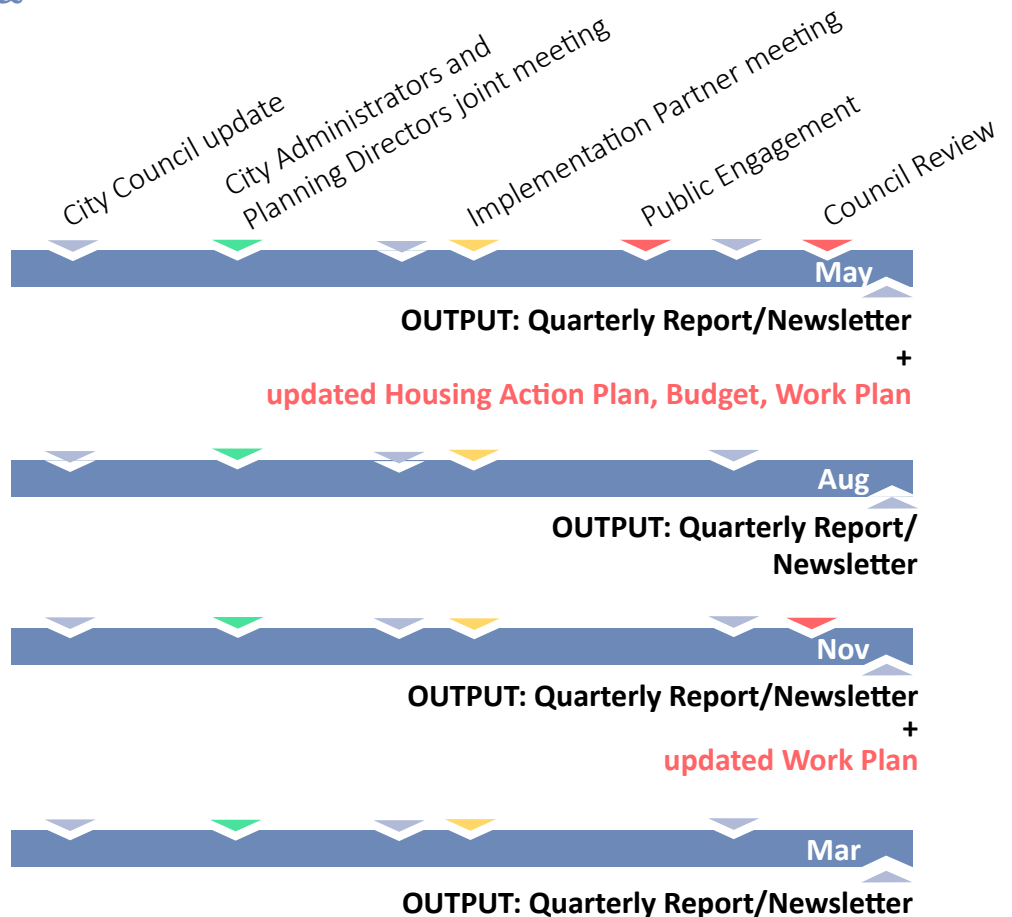
PRIORITY ACTIONS THAT SUPPORT GOAL 5

YEAR 1 ACTIONS	POTENTIAL PARTNERS
1. Finalize Ketchum Community Housing Action Plan and Needs Assessment.	City of Ketchum
2. Update Ketchum Housing Action Plan annually, with community input and Council approval.	City of Ketchum, implementation partners
3. Transparent budgeting: Create accountability and guarantee transparency with the public and partners in housing funding decisions and resource allocations at City Council and other public meetings and through annual budgeting process.	City of Ketchum
4. Provide a quarterly Progress Report. Provide monthly updates to City Council.	City of Ketchum, implementation partners
5. Launch coordination process with Action Plan implementation partners <ul style="list-style-type: none"> • quarterly meetings to track process • web-based tracking tool 	City of Ketchum, implementation partners
6. County-wide housing coordination: <ul style="list-style-type: none"> • Participate in and support launch of a county-wide housing coordination effort • Explore intersection with cross-sectional efforts, such as smart growth and regional sustainability planning • Initiate quarterly coordination meetings with other jurisdictions 	Blaine County, BCHA, Participating members TBD
7. Create and implement strategic communication plan for housing to support partner work: <ul style="list-style-type: none"> • Develop and maintain housing department/organization brand • Develop community education materials to build understanding of continuum of local housing needs and intersection of housing and other areas. <i>Also supports Goal 3.</i> • Develop shared messaging materials for use among housing partners • Initiate speaker series, trainings, working group or other methods for identifying and sharing information about existing programs and innovative housing models to develop local initiatives • Initiate a community call to action to describe how community members can affect change (i.e., give funds, pledge support, provide public comment, policy advocacy, housing week at grocery stores, other methods of community action) 	Wood River Land Trust, St. Luke's, Sun Valley Institute, the Hunger Coalition, City of Ketchum, BCHA or Regional Housing Coalition, Spur Community Foundation
8. Determine baseline and change in perception on housing efforts and effectiveness: <ul style="list-style-type: none"> • Create a baseline poll to partner organizations to distribute to service recipients/participants • Annually re-poll recipients/participants to determine change 	Implementation partners of Goal 3

9. Maintain internal capacity to staff key housing actions, initiatives, and community engagement	City of Ketchum
10. Initiate bi-monthly check-ins with comparable ski area housing staff. Explore city visits	City of Ketchum, Park City
11. For next Housing Action Plan update, analyze link between housing and economy. Explore questions such as the following: <ul style="list-style-type: none"> • What sort of economy does our community want? Which industries should we encourage, if any? • What sort of lodging and short-term rental stock is needed for a robust tourist economy? • Which businesses have we lost because of the housing crisis? • What are industries' starting wages? • On a scale of 1-5, how likely are you to recommend living in Ketchum? (Promoter or happiness score) 	Sun Valley Board of Realtors, Sun Valley Economic Development
12. Develop educational material and calculator for the housing in-lieu fee	City of Ketchum

COORDINATION, ACCOUNTABILITY & TRACKING

Quarterly coordination meetings amongst City Administrators and Planning Directors are opportunities to discuss specific development sites, policy alignment, capacity needs and progress. Quarterly meetings with implementation partners is also an opportunity to review performance measures, explore tensions and synergies, and learning opportunities. Reports will be available for the public quarterly, with the opportunity for input annually on the upcoming year's draft HAP and budget.





ENDNOTES + ATTACHMENTS



Endnotes

- 1 U.S. Census: ACS 5-Year Estimates for 2010 and 2019 data
- 2 U.S. Census Bureau: American Community Survey 5-Year Estimates (2013-2019); City of Ketchum building permits
- 3 U.S. Census: ACS 5-Year Estimates for 1970, 2010, 2019 data
- 4 U.S. Census Bureau, ACS 5-year, 2019 for Blaine County. Industry by median earnings in the past 12 months for full-time, year-round civilian employed population.
- 5 Ketchum Housing Matters community survey, Nov. 15, 2021-Jan. 3, 2022
- 6 U.S. Census: ACS 5-Year Estimates for 2010 and 2019 data
- 7 U.S. Census Bureau: American Community Survey 5-Year Estimates (2013-2019); Decennial Census Redistricting Data (2020)
- 8 Ketchum Housing Matters community survey, Nov. 15, 2021-Jan. 3, 2022
- 9 Blaine County Housing Authority, fiscal year 2019 and 2021. Based on Idaho Mountain Express advertisements.
- 10 U.S. Census;; Blaine County Housing Authority
- 11 Ketchum Matters Community Housing Survey, Nov. 15, 2021-Jan. 3, 2022
- 12 Ketchum Housing Matters interviews of over 30 community members. Nov. 15, 2021-Jan. 3, 2022
- 13 Ketchum Housing Matters interviews of over 30 community members. Nov. 15, 2021-Jan. 3, 2022
- 14 Ketchum Housing Matters interviews of over 30 community members. Nov. 15, 2021-Jan. 3, 2022
- 15 Serby, Michael, David Brody, Shetal Amin, and Philip Yanowitch. 2006. "Eviction as a Risk Factor for Suicide." *Psychiatric Services* 57 (2): 273–74. Megan Sandel, Richard Sheward, Stephanie Ettinger de Cuba, Sharon M. Coleman, Deborah A. Frank, Mariana Chilton, Maureen Black, Timothy Heeren, Justin Pasquariello, Patrick Casey, Eduardo Ochoa, Diana Cutts; *Unstable Housing and Caregiver and Child Health in Rent-er Families. Pediatrics* February 2018; 141 (2): e20172199. 10.1542/peds.2017-2199
- 16 Ibid.
- 17 Ketchum Housing Matters community survey, Nov. 15, 2021-Jan. 3, 2022
- 18 "Drive Till You Disqualify: Will Businesses Continue Hiring Super-Commuters?" Planetizen; "Ski Towns, Stop Catering to the Ultrarich," Outside Online; St. Luke's Wood River Valley Health Assessment; "The Death and Life of Great American Cities," Jane Jacobs
- 19 U.S. Census: ACS 5-Year Estimates for 1970, 2010, 2019 data
- 20 Idaho Department of Labor, 2019 & 2002; townlift.com/2021/09/14-of-park-citys-workforce-lives-within-city-limits/; The Official Community Plan of Whistler; estimate, Housing Manager, Town of Truckee; coloradosun.com/2018/10/23/aspen-housing-shortage-affordable-problem/
- 21 Ketchum Housing Matters community survey, 11/15/2021-1/3/2022
- 22 U.S. Census Bureau: American Community Survey 5-Year Estimates (2013-2019), cross-referenced with City of Ketchum building permit data
- 23 Blaine County Housing Authority, fiscal year 2019 and 2021. Based on Idaho Mountain Express advertisements.
- 24 U.S. Census Bureau: American Community Survey 5-Year Estimates (2013-2019); Decennial Census Redistricting Data (2020)
- 25 Ketchum Matters Community Housing Survey, Nov. 15, 2021-Jan. 3, 2022

- 26 Ketchum Housing Matters interviews of over 30 community members. Nov. 15, 2021-Jan. 3, 2022
- 27 Serby, Michael, David Brody, Shetal Amin, and Philip Yanowitch. 2006. "Eviction as a Risk Factor for Suicide." *Psychiatric Services* 57 (2): 273–74. Megan Sandel, Richard Sheward, Stephanie Ettinger de Cuba, Sharon M. Coleman, Deborah A. Frank, Mariana Chilton, Maureen Black, Timothy Heeren, Justin Pasquariello, Patrick Casey, Eduardo Ochoa, Diana Cutts; Unstable Housing and Caregiver and Child Health in Renter Families. *Pediatrics* February 2018; 141 (2): e20172199. 10.1542/peds.2017-2199
- 28 Ketchum Housing Matters community survey, Nov. 15, 2021-Jan. 3, 2022
- 29 U.S. Census: ACS 5-Year Estimates for 2019
- 30 Ketchum Housing Matters interviews of over 30 community members. Nov. 15, 2021-Jan. 3, 2022; Ketchum Housing Matters community survey, Nov. 15, 2021-Jan. 3, 2022; Housing Task Force
- 31 Ketchum Housing Matters interviews of over 30 community members.
- 32 Ketchum Housing Matters interviews of over 30 community members. Nov. 15, 2021-Jan. 3, 2022; Ketchum Housing Matters community survey, Nov. 15, 2021-Jan. 3, 2022; Housing Task Force

ATTACHMENTS

