

JULY 16, 1964

Pursuant to a call by the Mayor the City Council of the City of Idaho Falls met in Special Session in the Council Chambers of the City Building on the 16th day of July, 1964 at 7:30 P.M., for the purpose of considering several matters of business requiring Council action. There were present at said Meeting: Mayor S. Eddie Pedersen; Councilmen Freeman, Keller, Leahy, Page, Parish. Absent: Councilman Nelson. Also present: Roy C. Barnes, City Clerk; Arthur Smith, City Attorney; Don Lloyd, Public Works Director; William Fell, Electrical Engineer; Ethan Axtmann, Traffic Engineer.

Rental of City owned equipment was discussed, specifically an issue at the present time being a request to rent the City's power auger. Electrical Engineer Fell voiced his opinion to the effect that no equipment should be rented out if there is any comparable available units in the area and that even then, it should be rented at contractor's rates. He also felt that, in the remote instances where equipment is rented out, it should be controlled and operated under City supervision. Councilman Leahy concurred and added that such a rental policy should be to answer genuine emergencies only. He said such equipment is acquired with public money and that tradesmen should not expect the City to provide such a service. Councilman Page also concurred. It was moved by Councilman Leahy, seconded by Page, that the City adopt the policy of not renting out equipment except in case of emergency and, even then, at contractor's rates and under City supervision and operation. Roll call as follows: Ayes, 5; No, none; carried.

This letter was read:

Snarr Sign Company
360 K Street
Idaho Falls, Idaho
July 14, 1964

TO: Mayor and City Council of Idaho Falls
FROM: Snarr Advertising
SUBJECT: LAND LEASE

We would like to procure a land lease for a sign advertising "Kelley's Car Rental of Idaho Falls". Location is northeast corner of Skyline Drive bordering the Airport. The sign is to be a painted structure with scotch-lite lettering and scotch-cal designs. Overall size is approximately 160 square feet, 20 feet tall, 12 feet wide and takes 8 by 8 foot base. May we hear from you.

Very truly yours,
s/ Snarr Outdoor Advertising

It had been previously ascertained from the Airport Manager that such a sign would obstruct the view and would otherwise be a bad precedent for the suggested location. It was moved by Councilman Parish, seconded by Freeman, that the request be denied. Roll call as follows: Ayes, 5; No, none; carried.

The Mayor reported on the problem resulting from a house which was recently moved onto a vacant lot at 1008 Jefferson Avenue. He said this was now in the hands of the City Attorney who is

JULY 16, 1964

making every effort to arrive at a solution which would be considered equitable and agreeable to all concerned parties.

This memo from the Traffic Engineer was read:

City of Idaho Falls
Public Works Division
July 14, 1964

Honorable Mayor and City Council
City of Idaho Falls
Idaho Falls, Idaho

Gentlemen:

I have received a request from the Eastern Idaho Sports Car Club to close 7th Street between Holmes Avenue and Wabash Avenue between 1:00 P.M. to 5:00 P.M. on Sunday, July 19th, 1964.

This non-profit group sponsors the annual Jim Connors Rodeo. In the past, the parking lot area north of the High School has been utilized, but problems of controlling outside traffic deems 7th Street a better solution to their problem.

We see no objection to this request as no solicitation is involved and all barricading problems will be handled by their group.

Respectfully submitted,
s/ Ethan F. Axtmann
Engineering Department
Traffic Engineer

Axtmann appeared and explained that this contest was one of driving skill, noise would not be a problem and that there would be no admittance charge. It was moved by Councilman Leahy, seconded by Keller, that permission be granted as requested. Roll call as follows: Ayes, 5; No, none; carried.

A memo was presented from LaWayne Chapman, Assistant City Clerk and recently appointed Personnel Officer, effective July 19th, tendering his resignation as Executive Secretary to the Planning Commission and recommending in the same memo that Joe Akiyama serve as the appointed replacement. It was moved by Councilman Page, seconded by Leahy, that the resignation be accepted and that the replacement be approved as recommended. Roll call as follows: Ayes, 5; No, none; carried.

Mrs. Grace Garrett and Mr. D. J. Klingenberg, neighboring residents on West Broadway, appeared before the Council and protested certain recent Council action which permitted Mr. L. R.

JULY 16, 1964

Bird, through an appeal for a variance, to use rear yard requirements for side yard requirements on Lots 6 and 7, Block 4, Bird Addition, Division #1. As long as this had been permitted, however, they inquired as to the Council's feeling and the possibility of having their respective properties zoned commercial, and for advice as to whether or not this would be to their advantage. Mr. Klingenberg, referred to a letter, undated but presented and made a matter of record at a Council Meeting dated March 23, 1964, said letter of which was addressed to the City Clerk and to the Planning Commission, advising that he was in agreement with the proposed HC-1 rezoning of his property under the new zoning ordinance.

Councilman Parish advised against rezoning until there was a need for same.

Mr. Klingenberg then notified the Council that the plat of the Bird Addition, Division #1 was improperly drawn and recorded, said irregularity of which affected his property. He said this could be proven by survey stakes.

Mr. Klingenberg then drew attention to a storm drainage problem at Skyline and West Broadway resulting in storm water draining on his property after a heavy rain. The Mayor agreed to accompany the City Engineer to study this problem.

Relative to their indicated desire to have their property rezoned, Mr. Parish advised that this should be pursued through normal channels of the Board of Adjustments, a zoning hearing and, finally, Council consideration.

Mr. Alex Creek, representing the Snake River Boat Club, appeared before the Council and presented the following letter:

Snake River Boat Club, Inc
P.O. Box 2055
Idaho Falls, Idaho
July 16, 1964

Honorable Eddie Pedersen, Mayor & Councilmen
City of Idaho Falls, Idaho

Gentlemen:

This letter is to inform you and the City Council of a serious lack of public observance of basic safety precautions by boaters using the Snake River Fore Bay.

Increased numbers of boat owners have created congested boat traffic in the fore bay and around Keefer's Island. Many of our members have observed numerous accidents and near accidents and feel that some regulations are needed to alleviate the unsafe conditions which now exist.

In forwarding a continuing policy of promoting boating safety, the Snake River Boat Club submits the following proposals and recommendations in the express interest of effecting the earliest possible passage of a City Ordinance implementing existing State laws and providing

JULY 16, 1964

a specific traffic pattern to relieve the hazard as it now exists. These suggestions were formulated at numerous careful deliberations, and are believed to represent the most practical approach to the problem.

The suggested requests are as follows:

1. Boat traffic around the island should be one way in a counter clockwise direction. Directional signs should be posted at various locations on the shore and on the island to direct the traffic.
2. A traffic pattern should provide for two lanes of traffic, the outer lane being reserved for boats pulling water skiers and the inner lane for those who are not towing. The outer lane should be slightly wider than the inner lane. At each end of the island and along the eastern channel, buoys should be installed to clearly separate the lanes.
3. An additional dock should be provided and positioned on the west bank of the river opposite the mid point of the island. This dock and the existing one on the east bank near John's Hole Bridge should be exclusively reserved for water-skiers. The two remaining existing docks on the west bank adjacent to the launching ramp should be banned to skiing.
4. An especially congested zone will exist at the exit from the launching ramp. To relieve the hazard here, the two traffic lanes should be narrowed upstream to the exit to create ample space to permit an existing boat to pass into the channel sufficiently to easily observe any approaching traffic before proceeding. The narrowed area should also be marked by buoys.
5. Since loss of propulsion power by a boat very near to the dam could result in the boat being swept over the dam by the current, warning buoys should be spaced across the river immediately upstream from the dam and tied together with a safety cable anchored on shore at each end. The cable could be grabbed by boaters losing propulsion power and being caught by the river's current.
6. Boats towing water skiers should have an observer other than the driver to direct the driver on the status of the skier. After a skier has released the tow rope, the boat should not be allowed to continue with the rope trailing in the water.
7. Large signs should be posted clearly defining the pattern and the regulations. One sign should be near each dock area and perhaps one on each tip of the island.

JULY 16, 1964

Local news media should be asked to publicize the adopted plan to adequately inform the public of its provisions.

8. A pamphlet incorporating the above rules and regulations in the City Ordinance, should be printed and the pamphlet should be given with each boat license sold each year.

Members of the Snake River Boat Club are available to assist in any way in your appraisal of our suggestions. If any questions should arise or any point herein need clarification, please show no hesitation in seeking any help we might offer.

Funds are available from County boat taxes for use in carrying out the above suggestions. Docks are already on order from the Bureau of Law Enforcement.

Engineering study should be made as to feasibility of mounting buoys and cables. It is suggested that large painted signs be used to show rules and regulations rather than a bulletin board with glass cover as used before.

It is suggested the same rules should be used at the South Park water area.

Very respectfully yours,
s/L. K. Seymour
Secretary

Creek drew attention, also, to the fact that the ramps have accumulated silt and that there is a good probability that it will be impossible to launch boats when the river lowers. The City Attorney was directed to investigate the feasibility of a Policing Ordinance.

Creek asked if the proposed change in street pattern between Holmes and Boulevard and First and Seventeenth was going to be adopted. The Mayor answered to the effect that it was being considered which prompted Creek to register a protest on the grounds that the streets are too narrow for safe two way traffic. He then complimented the Police Department and also Judge Black, on the manner in which they have been concentrating on speeding violations. He then referred to the intersection at 9th and Holmes and proposed an overhead directional sign for south bound traffic intending to turn east. Finally, Creek urged planting of the Riverside and North Gate Parks as soon as possible.

Mrs. Garrett then reappeared and asked what progress was being made on the Reinhart Park. Councilman Page explained that this Park is seeded, is equipped with underground sprinkling, and play equipment has been ordered.

Mrs. Garrett then proposed that directional street painting be effected at the intersection of Park and "C" Streets. Traffic Engineer Axtmann explained that this has not received attention, only because "C" Street is designed for two way traffic.

JULY 16, 1964

The Mayor drew attention to numerous inquiries and complaints, relative to flooding conditions in the Riverside Addition. It was generally agreed that the logical approach to this problem would be by formulation of a Local Improvement District. Councilman Leahy proposed that this be preceded by an informal hearing. It was moved by Councilman Page, seconded by Keller, that such a hearing be scheduled for August 11, 1964. Roll call as follows: Ayes, 5; No, none; carried.

Councilman Leahy introduced the following resolution and moved its adoption:

RESOLUTION (Resolution No. 1964-28)

WHEREAS, the City Council of the City of Idaho Falls, Idaho, recognizes a need for the orderly and proper development of land area and facilities within the City and its immediate environs; and

WHEREAS, there are monies allocated for such planning and development by the U. S. Government thru grants from the Housing and Home Finance Agency under the provisions of Section 701 of the Housing Act of 1954, as amended; and

WHEREAS, the City Council deems it in the best interest of the City to engage a firm of professional planning consultants for assistance and guidance in this program; and

WHEREAS, the City Council has conducted interviews with three such professional planners; and

WHEREAS, public funds shall not be obligated until the City approves an acceptable proposal which should include the scope of the development plan and the financial responsibility of the various phases.

NOW, THEREFORE, BE IT RESOLVED:

1. That the City has selected the firm of Clark, Coleman and Rupeiks, Inc., to assist in the carrying out of such program.
2. That the City does hereby declare its intention to apply for Federal grants of money under Section 701 of the Housing Act of 1954, as amended.
3. That the City does hereby authorize the firm of Clark, Coleman, & Rupeiks, Inc., to prepare and process the necessary applications to the U. S. Government requesting the available financial assistance.
4. That copies of this Resolution will be forwarded to the Idaho Department of Commerce and Development.

JULY 16, 1964

The foregoing motion was seconded by Councilman Freeman. Roll call as follows: Ayes, 5; No, none; carried.

The Mayor noted that the Planning Commission is extremely concerned about the extended delay in passage of the Zoning Ordinance. Councilman Parish concurred and indicated the situation is sufficiently serious that the Council might have reason to expect that certain members of the Commission would tender their resignation if action is not soon forthcoming. Councilman Page commented to the effect that the ordinance, regardless of the amount of legal revision could not be expected to be a perfect instrument and that further revision and amendment after passage would undoubtedly be necessary. It was moved by Councilman Freeman, seconded by Keller, that the City Attorney be directed to prepare the proposed Zoning Ordinance for presentation to the Council. Roll call as follows: Ayes, 5; No, none; carried.

The eastside traffic pattern, originally at an earlier meeting, was again reviewed by Public Works Director Lloyd. He explained that two way traffic on narrow streets can conceivably be considered advantageous from the standpoint of discouraging heavy traffic flow. He said the proposed change in traffic pattern was occasioned, initially, due to the "A" Street crossing and also the bus loading problem at Central Intermediate School. There was general Council discussion, only and no action was taken.

This damage claim was read:

Mayor of Idaho Falls
Idaho Falls, Idaho
July 16, 1964

Dear Mayor:

About 9:30 P.M., June 28, 1964, my car was parked on Kearney Street when a Dodge truck, City license No. 576, loaded with trees and branches scraped it, breaking off the radio antenna and rearview mirror and scratching the paint on the hood, top and left fender. The truck was driven by Mr. George Humble.

Attached is an estimate of the damage by Stoddard Ford, Inc. for their amount. I am submitting their claim.

s/ Quinton Warr
1305 E. Bonneville Dr.
Idaho Falls, Idaho

It was moved by Councilman Freeman, seconded by Page, that this be referred to the insurance adjuster for investigation and recommendation. Roll call as follows: Ayes, 5; No, none; carried.

The City Clerk read a letter for appreciation from the Idaho Falls Junior Chamber of Commerce with reference to the help they received from the Parks and Recreation Department

JULY 16, 1964

during the Idaho State Jaycee Junior Tennis Tournament. No Council action was considered necessary.

The Public Works Director, by memo, drew attention to the fact that bids had been opened July 14th on construction for L. I. D. #33 and had recommended that the low bidder, George Grover & Sons, in the amount of \$15,998.15 be accepted. It was moved by Councilman Leahy, seconded by Keller, that this contract be awarded as recommended and the Mayor and City Clerk be authorized to sign the contract documents. Roll call as follows: Ayes, 5; No, none; carried.

This memo was presented:

City of Idaho Falls
Public Works Division
July 16, 1964

Honorable Mayor and City Council
City Hall
Idaho Falls, Idaho

Gentlemen:

Over the past several years this office has received suggestions that the name of Jackson Drive be changed to Riverside Drive.

Since the street from Memorial Drive around back of the L.D.S. Hospital and north to its intersection with Jefferson is officially named Riverside Drive, and the plan is to join this street with Jackson Drive, it does logically follow that they should bear the same name. Riverside Drive would seem the most appropriate name due to its proximity to the Snake River.

We would therefore recommend that the name be officially changed to Riverside Drive.

Respectfully submitted,
Donald F. Lloyd, P.E.
City Engineer and Director
of Public Works
s/ A. H. Evans
Administration Assistance

It was moved by Councilman Leahy, seconded by Keller, that the City Attorney be directed to prepare an ordinance accordingly. Roll call as follows: Ayes, 5; No, none; carried.

The Public Works Director, by memo, drew attention to a request from Lee T. Bowles for vacation of 15th Street between Higbee and Holmes and indicated his Department had no objection. It was moved by Councilman Leahy, seconded by Parish, that the City Attorney be directed to prepare an ordinance accordingly. Roll call as follows: Ayes, 5; No, none; carried.

JULY 16, 1964

ORDINANCE NO. 1106

AN ORDINANCE AMENDING SECTION 4-11-1 OF THE CITY CODE OF IDAHO FALLS, IDAHO AND ADOPTING THE "UNIFORM BUILDING CODE, 1964 EDITION, COPYRIGHTED BY INTERNATIONAL CONFERENCE OF BUILDING OFFICIALS" AS AN ORDINANCE OF THE CITY OF IDAHO FALLS, IDAHO.

The foregoing Ordinance was presented in title. It was moved by Councilman Leahy, seconded by Page, that the provisions of Section 50-2004 of the Idaho Code requiring all Ordinances to be fully and distinctly read on three several days be dispensed with. The question being, "SHALL THE PROVISIONS OF SECTION 50-2004 OF THE IDAHO CODE REQUIRING ALL ORDINANCES TO BE READ ON THREE SEVERAL DAYS BE DISPENSED WITH?" Roll call as follows: Ayes, 5; No, none; carried. The majority of all the members of the Council present having voted in the affirmative, the Mayor declared the rule dispensed with and ordered the Ordinance placed before the Council for final consideration the question being, "SHALL THE ORDINANCE PASS?" Roll call as follows: Ayes, 5; No, none; carried.

Ethan Axtmann, Traffic Engineer, presented a request from Robert Burggraf that a certain private drive now serving his property on the west side of the Yellowstone Highway approximately 280 feet north of 19th Street be dedicated to the City as a public street. Axtmann explained that the reason for his request, is prompted by the State's plan for a raised median which would create restrictive access to the property and that the State might provide an opening in said median but only if the private drive is made public right-of-way. Axtmann was directed to confer with Burggraf and explain that the City would require a 50 foot right-of-way for purposes of dedication instead of 40 foot, as now exists, after which the City would go on record with the State as having no objection to an access to said right-of-way.

Public Works Director Lloyd reported that he had been meeting with the State of Idaho Department of Highways pertaining to Interstate beautification within the City limits and that, in this connection, they have asked that the City provide approximately 48,000 yards of top soil. Lloyd said he had no recommendation at this time but that the Council should be made aware that this will eventually pose a problem, inasmuch as top soil in this quantity will not be easy to locate.

Lloyd then discussed two proposals for the connection of Jackson Drive, name of which will soon be changed to Riverside Drive, and Jefferson Avenue. Lloyd explained that the new alignment of Jackson Drive will be on the river side of the "I" Street well at the point where it will merge with the existing Riverside Drive. He said the original plan included a Jefferson Avenue connection north of the "I" Street well. An alternate plan was presented, showing the recommended connection which would be south of the "I" Street well, using the existing streets in part. The disadvantages of the original plan were pointed out by Traffic Engineer Axtmann.

There being no further business, it was moved by Councilman Page, seconded by Leahy, that the Meeting adjourn. Carried.

JULY 16, 1964

ATTEST: s/ Roy C. Barnes
CITY CLERK

s/ S. Eddie Pedersen
MAYOR
