

NOVEMBER 28, 1978

The City Council of the City of Idaho Falls met in recessed regular meeting, Thursday, November 28th, 1978, at 7:30 P.M., in the City Council Chamber in Idaho Falls, Idaho. There were present at said meeting: Mayor Tom Campbell; Councilmen Ralph Wood, Charles Clark, Paul Hovey, Sam Sakaguchi, Jim Freeman, and Mel Erickson. Also present: Roy C. Barnes, City Clerk; Arthur Smith, City Attorney and all other available Division Directors.

Minutes of the last regular meeting, held November 9th and a special meeting, held November 20th, 1978, were read and approved.

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The Mayor invited Police Chief Pollock to escort Lieutenant Monty Montague to the Council table. For the benefit of those present, the Mayor reported that Lt. Montague had the privilege of attending the 114th session of the F.B.I. National Academy at Quantico, Virginia, from July 9th to September 31st, 1978 and that he was the only officer from this area in attendance. The Mayor explained that to be chosen, the selectee must have had a proven record of dedication, competence, leadership, professionalism and devotion to the highest principles of law enforcement. The Mayor commended Montague for this achievement and presented him with a diploma after which Montague received a congratulatory handshake from all City Officials around the Council table.

The Mayor then invited Public Works Director Lloyd to escort Mr. Jean Prudent to the Council table for the purpose of presenting him with a certificate of satisfactory completion of a Ken Kerri Field Study course on operation and maintenance of waste water collection systems, offered by the California State University for the Environmental Protection Agency. The Mayor pointed out that this was a home study course that required 250 hours of home study, not on City time. The Mayor commended Mr. Prudent for this effort beyond the call of duty and awarded him his certificate, after which Mr. Prudent received a congratulatory handshake from all officials around the Council table.

Finally, the Mayor invited Public Works Director Lloyd to escort Messrs. Fred Rowe and Earl Sheen to the Council table for the purpose of presenting them with an Idaho waste water operator certificate, qualifying them as a Class III Wastewater Operator . It was noted that this certification was earned through a study program for waste water operators as jointly administered by the Association of Idaho Cities, the Idaho State Department of Health and Welfare and the Pacific Northwest Pollution Control Association. The Mayor presented each of these men with the certificate as described and commended them for their achievement in this regard, after which they both received a congratulatory handshake from all officials around the Council table.

The Mayor announced that this was the time and the place, recessed from a previous meeting, to consider a re-zoning petition by E. W. Ferguson, as more fully explained by this memo from the Building Administrator:

City of Idaho Falls
November 28, 1978

MEMORANDUM

TO: Mayor and Council
FROM: Rod Gilchrist
SUBJECT: REZONING PETITION – CAPITAL HILL ADDITION, BLOCK 25,
LOTS 25 THROUGH 36 (R-2 TO P-B).

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Attached is a copy of a petition requesting the rezoning of the above described property, submitted by E.W. Ferguson. This property is located on the north side of Lomax Street, between North Freeman and North Wabash Avenues.

The Planning Commission recently considered this request at a hearing held in September, at which time the request was for a change from R-2 to R-3A. At that time the Planning Commission recommended denial of the request. This recommendation was made primarily because the requested zoning would permit high density apartment development.

The request was then considered at a public hearing before the City Council in October, and at that time the hearing was recessed and referred back to the Planning Commission for consideration of a zone change to P-B rather than R-3A. This action was taken at the request of the petitioner.

The Planning Commission held another hearing on the matter and that time no protests were registered and the Planning Commission recommended approval of the requested rezoning.

This department concurs with the recommendations of the Planning Commission and it is now being submitted to the Mayor and Council for your consideration.

s/ Rod Gilchrist

There were none who appeared to protest or otherwise comment on this re-zoning request. It was moved by Councilman Freeman, seconded by Clark, that Lots 25 through 36, Block 25, Capital Hill Addition be re-zoned from R-2 to P-B and the Building Official be directed to reflect said re-zoning on the official zoning map located in his office. Roll call as follows: Ayes, 6; No, none; carried.

The Mayor announced that this was the time and the place, as advertised, for a public hearing to consider a variance to permit a drive up window, as more fully explained by this memo from the Building Administrator:

City of Idaho Falls
November 28, 1978

MEMORANDUM

TO: Mayor and Council
FROM: Rod Gilchrist

Attached is a copy of a request for a variance, submitted by Anne B. Wilkinson Kearns. This request is to install a drive-up window at Anne's Arctic Circle at 450 First Street. The Arctic Circle restaurant now exists at this location and the request is to add a drive-in facility to the existing building.

The need for the variance is made necessary inasmuch as a C-1 zone does not permit drive-in restaurants. This matter is now being submitted to the Mayor and Council for your consideration.

s/ Rod Gilchrist

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Noting Mr. Kearns present in the Council Chamber, Councilman Freeman, as Chairman of the Building and Zoning Committee, asked him for comment. To pinpoint the location, Kearns noted that Anne's Arctic Circle is next door to Earl's Grocery on First Street and the proposed drive-up window concept, as well as the parking area, had been cleared with and approved by Mr. Earl. Kearns also noted that the Arctic Circle abutted another parking area on Second Street. Kearns said he saw no justification for the denial of his request, inasmuch as there were two other drive-in establishments on First Street; namely, Taco Bandido and Paxman's. Freeman said the Building and Zoning Committee was seeking advice and guidance from the full Council on this request, inasmuch as it posed a unique problem. To illustrate, Freeman said it was conceivable that they were facing two separate functional operations; namely, the activity created by a drive-in restaurant, vs. the activity created by a drive-up window associated with a restaurant. From the standpoint, continued Freeman, Paxman's, being a drive-in restaurant without a drive-up window, would fall in one category, whereas Taco Bandido with a drive-up window would fall in the other category. Beyond that, Freeman noted that First Street, generally, is a known trouble area, particularly from the standpoint of traffic, centering around the 400 and 500 blocks on that street. A drive-up window, by the very nature of that type of service, would likely cause traffic back-up which could, on occasion, extend out into First Street, thus augmenting the traffic problem. Freeman said the approval of this variance might add to that problem. Councilman Erickson asked Police Chief Pollock about the alley between First and Second Streets and, in response, Pollock submitted the following memo which was read aloud by the City Clerk:

City of Idaho Falls
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MEMORANDUM

TO: Chief Pollock
FROM: Lt. Montague
SUBJECT: DRIVE-IN WINDOW AT ARCTIC CIRCLE

I have contacted the Kearns at the Arctic Circle on First Street in regards to the Drive-in Window and have been told that they have contacted the surrounding merchants and have had them sign a petition allowing them to build the window. In checking the area I find that there is approximately 16 ft. from the rear of the building to the alley. There is a power pole at the edge of the alley which Mr. Kearns states he had arranged to have moved by the City Electric Department at his expense. He also states that he has access to his property from Second Street and plans to build a driveway entrance there. The vehicles will therefore enter from both First and Second Streets and will (theoretically) exit onto First Street.

At this time I am uncertain as to whether or not this will increase the traffic flow as he will probably be drawing from people who are already customers.

s/ M.G. Montague

In answer to a question by Erickson, as to what plans had been made, if any, to eliminate traffic on Second Street, Kearns said there could be a sign erected on Second Street reading "ENTRANCE ONLY". Referring back to the Taco Bandido establishment which, it was learned, started operating in 1971, Freeman said it was vague to him as to how they were allowed a building permit without a variance. Freeman said he could only conclude that a

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variance was issued in order to comply. In answer to a question by Freeman, the City Attorney said a previously established precedent need not, in every instance, be recognized nor followed but it should bear some weight. In answer to another question by Freeman, the City Attorney said the Council could insist on an "Entrance Only" sign being erected as a condition when a variance is approved. Erickson said he did not feel comfortable using Second Street as an entrance siting, for purposes of illustration, the controversy pertaining to an alley south of 17th that would have served the Taco Bell. He reminded the Council that, to prevent access and egress, a wall was constructed in the interests of the nearby neighbors and, also, to prevent the alley being used by customers of Taco Bell and other business establishments along 17th Street. Erickson said that, in his opinion, no amount of policing would prevent some Arctic Circle traffic from using Second Street for both an entrance and an exit. Councilman Clark concurred on the grounds that this would be precedent setting. Freeman said he would also be inclined to concur except for the fact that the precedent had already been set because of Taco Bandido. Freeman then asked Kearns if a traffic barrier could be erected along the alley. Kearns said this could and would be done if the Council so directed. Erickson objected to this on the grounds it would further encourage Second Street traffic. In answer to a question by Councilman Wood, Kearns admitted that no attempt had been made to contact near-by Second Street residents. In answer to a question by Freeman, Kearns said that, if necessary, he could probably operate without the use of Second Street, even as an entrance. It was then moved by Councilman Freeman that this variance be approved, with the understanding that the area be so designed as to prohibit an entrance from Second Street. Kearns said this would pose a problem of access to the Earl Grocery parking lot. Erickson said he was still concerned about the alley which should be restricted for use by service vehicles. He said it would pose a real problem if the alley were, at times, blocked by Arctic Circle customers. In view of these comments and in the absence of a second, Freeman withdrew the motion. It was then moved by Councilman Freeman, seconded by Clark, that this request for a variance be respectfully denied. Roll call as follows: Ayes, 5; No, one; carried. Councilman Sakaguchi voting no.

Turning, then, to Mr. Kearns, Freeman invited him to confer with the Building Administrator at a later date with the hope that a redesign of the parking area could be arranged that would be acceptable to the Council for installation of some sort of a service window.

Noting a sizeable contingent of residents for the York Road area present in the Council Chamber and being aware that Dr. North, Route 3, Box 206A, was present and acting as spokesman, the Mayor asked him to appear before the Council. Directing his remarks to Dr. North, the Mayor said he was aware that there were several letters of protest from residents of the York Road area that had been submitted to the City Clerk relative to the suggested routing of the 161 kV line along York Road. Continuing, the Mayor said this session of the Council had not been scheduled as an informational meeting on this issue, although such a meeting would probably be determined this night. The Mayor said it would seem more fair and appropriate for said letters to be presented at that time, even though they would be made a matter of record as of this meeting with instructions to the City Clerk that they appear in the official book of minutes as of this meeting date. Turning to the group he represented, Dr. North asked if there were any who wished to register objection to this procedure. Mr. Roddy Rhoades, Route 3, Box 207, appeared briefly to ask if the Council has made a decision on the 161 kV routing and, if not, where the Council currently stood on the planning. The Mayor assured Mr. Rhoades, Dr. North and all others present that definitely, no routing decision had been made. He said the York Road was suggested as a possible and a potential route for the first time when he was being interviewed by a reporter from one of the local TV stations at which time York Road, as well as several others, was mentioned as a possible route and in the reproduction, the reporter, in the interests of brevity, mentioned

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only the York Road which left the impression that this route had been given preferential consideration over the other routes. Continuing, the Mayor said that would be one of the more salient purposes for conducting an informational meeting; to discuss the pros and cons of the York Road and all other alternates as a route. The Mayor then proceeded to suggest Wednesday evening, December 6th, 1978 at 7:30 P.M. in the Council Chamber as the time and the place for such a meeting and polled the Councilmembers accordingly to determine whether or not they could be present. It was learned from said poll that Councilman Clark would not be in attendance; Councilman Sakaguchi was not sure and all other Councilmembers would be in attendance. The Mayor made it clear that in the event a definite decision were reached in the interim period that the York Road would not be considered as a route, no meeting would be held that night as otherwise planned. The Mayor pledged that the news media would be kept advised in this regard.

Following, then, are the letters of protest that had been submitted to the City Clerk for presentation and consideration this night:

Robert H. & Gretchen H. Beers
Route 3, Box 209
Idaho Falls, Idaho 83401

Dear Mayor Campbell and Councilmen:

As residents along York Road, we are opposed to any plans that the Idaho Falls Electrical Department has of running high voltage power lines along this road. York Road is beautiful and uncluttered, lacking the ugly jungle of lines and poles one views closer to the City. Many area residents have incurred heavy expenses to keep our area this way by installing underground utilities. We are genuinely concerned what will happen to our efforts when 105 foot wooden poles and lines are erected, making the entire stretch of York Road a "No Man's Land". We moved to the country, into what is one of the few well planned subdivisions in Bonneville County, to enjoy a style of living one cannot find in the City with its restrictions, space limitations, congestion and noise. And although this is first our home, it is also an investment, something I am sure your home represents to you. Our investment, though, will be greatly devaluated by your proposed plans.

We feel that it will do no good for you to keep shifting routes from one country road to another. We are not alone in not wanting huge power lines polluting our land and view. We feel, as do our Ammon neighbors to the east, that City power lines belong in the City and not in the country.

More than a year ago, the county announced that York Road would be a major artery, connecting Woodruff Road and Interstate, with plans for an overpass across Yellowstone. Has the City considered the problems involved when York Road is brought up to its planned status? Where will these power lines go and what will be the escalated cost at that time to move them? Have these additional costs been included with the additional cost of placing the lines farther south than originally planned?

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Your consideration of our concerns will be appreciated.

Very truly yours,
s/ Mr. & Mrs. Robert Beers

Dear Sirs:

As a resident of York Road, we are very concerned at the possibility of the power lines on this road.

Have you considered that York Road is to be a connection from I-15 through Woodruff over to Highway 26? If the York Road is to be that busy and widened someday isn't it better to keep it open for this as it was planned. We are also concerned as farmers that these power lines will make it difficult to spray by air and may change head irrigating ditches. We would appreciate your consideration on this very important issue carefully.

s/ Mr. & Mrs. Gary Crumley

Route 3, Box 215
Idaho Falls, Idaho

Mayor Campbell and City Councilmen
Idaho Falls, Idaho

It is our understanding that York Road has been considered as an alternate route for the loop of your high voltage line. We are opposed to the line on York Road for the following reasons:

1. Danger to livestock grazing under the line.
2. Danger of spraying our fields, as this is still a **prime** agricultural area.
3. T.V. and radio reception would be POOR.
4. Most of the utilities in this area are buried, and we do not want a power line that will keep future development away when the electricity cannot be used.
5. Is the devaluation of our rural property less important than the City's benefit?
6. York Road has been designated as a thoroughfare connection to I-15 with the highway to the east.
7. If the Government says it is not feasible to cross Sandy Down Golf Course why should we be forced to have it on our doorstep?
8. The line would pass York School, which is used for handicapped children and cause them unnecessary danger.

We attended a meeting last night of 45 York Road residents opposed to this route. We sincerely hope you will consider a route closer to the present City limits.

s/ Victor & Bonnie Crumley

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Mayor Campbell and City Councilmen,

Dear Sirs:

Has it been taken into consideration that in locating the power line along York Road that this road has been scheduled to become a major arterial according to the County Engineering Dept.? Therefore would we not be complicating and or doubling the cost of eventual widening and developing this same road by locating this line on a scheduled main arterial.

This would create a situation that apparently would show poor planning by our engineering department as well as those following such a short sighted, temporary location of the power line. Please consider this in making your final decision as to the location of the line.

Sincerely,
s/ Mr. & Mrs. Nile M. Gray

The R.T. French Company
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Mayor Tom Campbell
City of Idaho Falls
308 C. Street
Idaho Falls, Idaho

Dear Mayor Campbell and Esteemed Members of the City Council:

A situation is developing which I hope concerns you as much as it does my neighbors, family and me.

Our news media has announced your intention to use York Road as the route for a new high tension power line loop.

I find this difficult to believe because such a decision would truly show callous lack of concern for the current and potential growth of desirable, attractive residential homes in this area. In addition, it would appear to be an irresponsible decision from the future economic if not a political standpoint. Those residents who have already committed major investments of their past and future earnings in building and beautifying their homes in this vicinity will certainly have a bitter taste to go along with their devalued investment if such a plan is carried out.

Last evening's substantial gathering of concerned residents from the area included a number of technical people, some of whom have discussed the problem with an engineer who is familiar with the power line project. They were assured that a route of only four to five miles within City limits already existed and would travel mostly through commercial and undeveloped property. It would be less expensive than the seventeen to twenty mile circle south of the City.

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Many are convinced that although the loop south of Idaho Falls is expensive, it is less dangerous politically for those who are elected by voters inside the City limits. I don't believe this and would be very shocked to find that the major reason for this bequest of ugliness and interference was because we have no vote.

As a resident of York Road and the key motivating force on our Board of Directors that selected Idaho Falls as our new Company Headquarters instead of Boise or even Pocatello, I am very upset with your plan to devalue my property and that of some of our people who moved here with me in good faith.

York Road is not only a prime access route into desirable residential space to the east and south of Idaho Falls, it passed through land that has already attracted many who enjoy the scenery of Taylor Mountain and the foothills. These people have set high standards for their home and landscape designs. We have invested considerable monies into putting all of our own power lines below ground.

Please do not relegate our homesites to the encroachment of this monster but rather, as your legacy to the voting and non-voting community, encourage growth through further investment by keeping Idaho Falls' path of expansion clear, clean and beautiful.

Respectfully yours,
s/ R.R. Hartel

Mayor Campbell and City Councilmen:

We are property owners on York Road. We are very much against the proposed power loop on York. We feel that York should remain a major thoroughfare and uncluttered from large power lines. We have a large financial investment in our home and property on York and feel it would be a financial detriment to have a power line there.

Your attention and consideration in this matter would be very much appreciated.

Thank you,
Sincerely,
s/ Mr. & Mrs. Bob Hemming
Rt. 3, Box 225

Mayor Campbell and Idaho Falls City Council:

I am Duane Miller and I live on York Road. I am protesting the power line loop that has been suggested to go along York Road. I think that having a large power line along York Road will definitely decrease our land value and also cause serious disturbances with our radio and TV. It will also certainly not beautify our neighborhood. I think City power should stay in the City.

s/ Duane Miller

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Mayor Thomas Campbell
City Council
City of Idaho Falls

Gentlemen:

As a resident living in the immediate vicinity of York Road, I would like to register my strong protest to the proposed power loop on York Road.

I moved from the City four years ago and have invested a considerable portion of my lifetime savings in building and maintaining our home.

I feel this line would seriously endanger the property value of all the homes on and around York Road.

I would suggest another route where the direct impact on homes would not be so great.

Sincerely,
s/ John M. Murray
Rt. 3, Box 210

TO: The Honorable Mayor Campbell
and Idaho Falls City Councilmen

I am a resident of Bonneville County and reside on South Holmes, very near York Road. I moved here to flee the busy, noisy City and the unappealing views of closely spaced houses with power lines crowded in front or back of City lots. York Road is a pleasant rural area with nearby unobstructed views of farms and beautiful mountains.

Now I suddenly find Idaho Falls contemplating a high voltage electrical power line route along York Road. I and many other residents of the York Road area have gone to considerable effort, expense and investment in our homes and property to maintain the rural image and views of the area.

An ugly obtrusive power line placed on York Road would destroy this natural beauty and views of the area and would depress residential property values with considerable loss to owners!

I strongly oppose placing a power line on York Road! I would recommend Idaho Falls place its power line within the City limits where it belongs.

Respectfully,
s/ R. Bernell Newbold
Rt. 3, Box 211

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Mayor and City Council
% Roy C. Barnes
City Offices
Idaho Falls, Idaho

Honorable Mayor and City Councilmen:

This letter is directed at the question of bringing increased electrical power to the City of Idaho Falls and the decisions that each Councilman must make in facing that issue. Recent engineering studies indicate that increased power must be brought to the City and the Electric Light Division load records reportedly confirm this conclusion. Furthermore, it appears that a 161-kV line represents the most cost effective and practical way of bringing the needed power to the City, via a west side substation. Therefore, the major questions which face each Councilman relate to the layout of the proposed power loop and exact siting of loop components or sections. These are not small questions, indeed they are probably some of the most important that you will face as Councilmen; they must be weighted carefully in view of the needs of the present and of your responsibility to the future. The power line is a major economic consideration today but will represent an environmental impact far into the future; once built it will not be readily moved.

One of the proposed routes for the east-west section of the "southern loop" component of the total planned network, lies along York Road, a county road some three miles south of the current City limits. There area a number of factors that argue against the proposed York road route for the 161-kV line that relate to incompatibility with present and future development of York Road in particular and the southeast urban and suburban areas in general and factors that relate to the possibility of reduced costs and environmental impacts achievable through the selection of alternate routes.

Placing a 161-kV line along York Road is incompatible with the present development along this road and in it's immediate environs. The area is currently used for residential and agricultural purposes. Virtually all of the property owners have gone to considerable trouble and expense to make the area attractive and this includes the substantial use of underground utilities. The objective has been to retain the country atmosphere so prized by Idaho citizens. This land use is entirely consistent with the very evident high quality residential and agricultural development of the southeastern urban and suburban areas. The place a major 161-kV transmission line along York Road would negate the emphasis of present developments and have an environmental impact for which this Council would not be kindly remembered. Using York Road as a site for the power line is also incompatible with the ultimate development of York Road into a major east-west avenue, a projection recognized by both the City and the County. The presence of a 161-kV power line along this road will reduce the potential development options and have considerable impact on future revenue values for City and County governments. The use of the York Road right of way will therefore prove to be an illusionary and foolish economy.

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Even if the current concept of the required loop structure is accepted, alternate routes exist with the possibility of reduced cost and/or environmental impact. One of the City's own electrical engineers has recently stated that there is no technical reason why the east-west loop component could not be run through the City itself, for example along Elva Street. Since this route would result in a significantly shorter line, about seven miles compared with about sixteen miles, there is great potential for reduced cost and there is very certainly reduced environmental impact. It definitely appears that a number of alternate routes could be proposed with the potential for reduced costs and with the certainty of more limited environmental impact.

More basically, alternate loop concepts can be proposed which may prove extremely attractive both to the City and to the County in their efforts to develop Idaho Falls and its environs in the most advantageous fashion. It is now planned to have both northern and southern loop sections, eventually, to provide a complete loop connection. This form represents only one of a number of possible ways to provide a loop connection. It is not necessary to have geographically separated loop sections and many "folded loop" geometry are possible. Both the City of Idaho Falls and Bonneville County may be better served if a folded geometry was employed using a major power corridor to the north of the City where substantial commercial development is already underway. This type of alternative should be thoroughly investigated before a longstanding choice is made.

As Councilmembers, you are faced with a major decision and through that you carry great responsibility. As you approach that decision three things should be remembered from this letter. First, it is clear that the York Road route does not represent the best choice for the currently proposed south loop of the 161-kV line. Second, short term studies could undoubtedly indicate alternate routes with great potential for reduced costs and with clearly reduced environmental impacts. Third, reconsideration of the basic loop geometry would probably provide a solution to the Idaho Falls power supply problem which is far more compatible with City and County development plans and realities than in the currently proposed loop geometry. This latter is extremely important, because with imagination and courage this Council can serve the citizens of its area far better than is perhaps yet realized.

Sincerely,
s/ Paul & Margaret North

November 27, 1978

The Honorable Mayor and City Council
of Idaho Falls
City Office Building
Idaho Falls, Idaho 83401

Dear Sirs:

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The proposed power loop has presented the Council with difficult problems in the selection of its route. The problems fall mainly into the areas of long range planning, economics, engineering and politics. I realize that any solution to the problems must consider tradeoffs between these areas.

As a resident near York Road, I strongly object to the proposal of using York for a part of the line. In the past years I have invested a major portion of my life's earnings and a considerable amount of my time into the real estate that I own there. The power line would seriously cut into that investment without yielding any compensating benefits. It would be a serious injustice to ask citizens who reside near York Road to sacrifice in order for the citizens of Idaho Falls to benefit. The development in which I live went to the extra expense of installing underground utilities in order to preserve the aesthetics. The power line would regate that effort.

York Road will some day be a major traffic artery within the City of Idaho Falls. In terms of long range planning it would be foolish to degrade York for any possible short term benefits.

Many alternate proposed routes have and will be discussed. I leave it to others to argue the merits of these. Some of these alternatives are more economic, politically feasible and meet the demands of engineering and long range planning.

I urge you to reject the York route.

Sincerely,
s/ Bruce K. Petersen
Rt. 3, Box 208

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Dear Mayor Campbell and Councilmen:

A couple of weeks ago one of my neighbors called to inform me that the City of Idaho Falls was planning on running a high voltage power line down York Road. This was certainly news to me. I had noticed some mention of a power loop in the Post Register for over six months but never did I see any mention of a York Road location. Would the City of Idaho Falls actually run a high voltage power line in the near vicinity of local residents property without even giving them a chance to be heard? Why was the location changed? Would you want this type of power line in your front yard?

I, like my neighbors have spent a considerable expense. If we had wanted unsightly overhead power lines we would have chosen a different location for our homes.

Have you all really considered all alternatives for this power line such a future planning, least cost (why locate this power line so far from the City limits?), damage to property values. This power line is for the citizens of Idaho Falls. I fail to see any value for the County residents that have to put up with the

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inconvenience and unsightly appearance every time they look out of their window. What about our TV. The present reception isn't all that great. What is the power line going to do to TV reception not improve it I am sure.

Since this power line is for the people within the Idaho Falls City limits. Isn't it logical that the power lines location be within the City limits and not imposed upon County residents?

s/ Roddy Rhoades
Rt. 3, Box 207

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ATTENTION: Mayor Campbell & City Council:

This letter is in regard to the proposed power lines to go along York Road. We built a house just southeast of York and South Holmes. We are very concerned about the looks of this in the country. All people in this area have made efforts to put power and telephone lines underground to keep the area free of overhead wiring.

Another point to consider is that we are receiving power from Utah Power & Light and that City power lines should remain in the City limits. An alternative could be down Elva Avenue which would cut the area to be covered to approximately 5½ miles. This would be considerable savings to the City as the York Road route would be approximately 17 ½ miles.

It seems to me to be poor planning for the future of Idaho Falls to have this area littered with large power lines (especially with the park being developed at the end of York Road.)

Thank you for your consideration of my point of views.

s/ Mrs. Kathy Rhoades

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ATTENTION: Honorable Mayor and City Councilmen

The purpose of this letter is to express our concern regarding the current consideration being given to locating the high voltage power line along York Road. The present uncluttered beauty of the York Road area and view of the surrounding hills is beyond argument. Considerable forethought and expense has been given to maintain the beauty of this area. For example, our area has established covenants designed to preserve this beauty. Restrictions on buildings, fences, land use, sight lines, and prohibiting signs are but a few. My neighbor and I discussed the placement of our building to preserve each others view. When my wife and I first viewed the York Road area in 1973 we decided the sacrifices and hard work necessary to live there would worthwhile. In 1977 our efforts became a reality and we started building our house, doing the majority of the work ourselves. We are now enjoying the beauty around us, but

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for how long? I find it impossible to accept your proposal of tall power poles and high voltage lines especially when there is no benefit to our area. Before you make your decision to place the power loop throughout the unspoiled rural area surrounding the City, ask yourselves if in good conscience you have examined all the alternatives and possibilities of retaining the loop within the City.

It is my opinion that as you progress further and further into the rural area, and the power loop grows longer and longer and winds its way around obstacles it can't overcome, that the final course is not now being decided on sound economics but more simply on politics and seeking the path of least resistance.

Sincerely,
s/ Dale M. Rohef
s/ Donna Rohef
Rt. 3, Box 210-C

November 28, 1978

TO: The Honorable Mayor and City Council

Several years ago an 80 acre farm was subdivided into 3 acre plots and named the Greenway Addition. All of these parcels have been sold and homes built on each of them. My husband and I built one of these homes. Everyone in this area has worked hard and at no small expense to keep this an attractive area, requiring underground utilities so that no unsightly poles nor wires mar the beauty. We have our own wells and septic tanks which we maintain, we pay to have our roads maintained, pay for our trash removal, and pay the costly power bills to U.P.&L. Our bills last winter in an 1800 square foot home were running uncomfortably close to \$200.00 per month. Now U.P.&L. is requesting a 52% rate increase. Our answer to that is to add more insulation and buy more efficient fireplaces. We have only 4 TV channels since cable TV does not extend out here. Some of us pay City taxes and licenses for businesses we own and operate in the City, still we are unable to vote in City elections because we reside in the County.

Why do we stay in so costly an area and suffer the inconveniences? For the younger couples, perhaps because it's an ideal place to raise children where there's space to grow, have pets, ride horses, have large gardens. For us older ones whose children are grown maybe its for the beauty of hearing the meadowlarks singing in the field in springtime, or watching the cattle peacefully grazing in the meadows, or seeing across the fence a newborn colt on such long, wobbly legs, or before hunting season in the fall seeing an occasional pheasant sitting on a fence or in the yard, or watching the flocks of birds flying south for the winter, or watching the sun burst over the hills and finally to sink over the buttes in the west leaving the land dark, the clouds rimmed in gold, and the western sky bathed in hues of purples, reds, oranges and reflecting their colors on the hills and mountains.

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Now the City, who doesn't maintain our roads, haul our trash, give us free access to the library, nor give us cheap power, purposes to install this unsightly monstrosity in our front lawns, even disrupting our 4 channel TV reception, not to mention lowering our property values by perhaps 50%. Please don't do this to us—take your power loop back to the City—to the people who benefit from its creation.

For if you don't, Honorable Mayor and Councilmembers, someday you may wake to find the utility easement on your front terrace, that the City of Ammon has installed the same unsightly monstrosity. And how would like that?

Sincerely,
s/ Frances I. Runnings
Rt. 3, Box 205

Shively Construction
November 28, 1978

Honorable Mayor Campbell and City Council
City of Idaho Falls

Dear Sirs,

As residents on the north side of York Road, we are very strongly opposed to the proposed 161 kV power line route on York Road, for the following reasons:

First, we feel such a line will impair our personal enjoyment of our home and property, by visual impediment as well as television and radio interference, and will also reduce the monetary value of our acreage.

Secondly, as long-established local building contractors, we feel that the proposed 16 kV power line will seriously impede future development all along York Road. Who is going to build a lovely (and expensive) country residence with such a line running virtually through the yard? How many lots in a subdivision will be sold when the beautiful view of the hills and Taylor Mountain is obscured by unsightly lines and poles?

Surely there are more direct alternative routes which will serve your purpose as well as preserve our property values.

s/ Ivan O. Shively
s/ Trina B. Shively

Recognizing a group of downtown businessmen present in the Council chamber and being aware of their problem, the Mayor asked that the following petition, with 80 signers, be presented and read aloud at this time:

PETITION

WHEREAS, the central business district of Idaho Falls is presently infested with domestic pigeons, and

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WHEREAS, the pigeon population continues to increase at an alarming rate, thereby increasing their litter, and

WHEREAS, this litter poses a possible health problem and is detrimental to business in the area and to the image of a "renewed" central business district, and

WHEREAS, the property owners in the district do not have the facilities for humane disposal of the pigeons, therefore,

We, the undersigned residents, tenants and merchants of the central business district, do hereby petition the Mayor and City Council of the City of Idaho Falls, to use their offices and resources to rid the downtown area of this unhealthy and detrimental infestation.

Mr. Ken Slusser, spokesman for the group, appeared briefly to say that the pigeon problem was not isolated but, instead, was general throughout the downtown business area. He said that they were primarily objectionable because they caused litter on the sidewalks but, secondly, their favorite habitat seemed to be behind illuminated signs which could, over a period of time, create a fire hazard. He said the businessmen were without a solution and so they were turning to the Mayor and City Council for whatever assistance and guidance might be offered. Slusser concluded his comments by saying that a regulatory ordinance had been suggested, giving certain authorized persons more regulatory leeway toward an effective solution. The Mayor and Councilman Erickson concurred and agreed that such a document might have merit. Asked for comment, Building Administrator Gilchrist reported that, some years back, the Civic Auditorium was cleared of a pigeon population by a means of a chemical. General Services Director Stanger appeared briefly to say that the chemical was no longer available. In answer to a question by the Mayor as to how other cities had approached the problem, Gilchrist explained that pigeons are not protected by law so this City and other Cities, would be free, within reason, to handle the problem as they saw fit, by ordinance. It was moved by Councilman Freeman, seconded by Clark, that this problem be referred to the Building and Zoning Committee for study and consideration. Roll call as follows: Ayes, 6; No, none; carried.

At this time the Mayor acknowledged representatives from several Boy Scout troops present in the Council Chamber. He invited a spokesman from each troop to introduce himself and identify the troop with which he was affiliated. The Mayor thanked these young men for their presence and their interest in local government.

One of the Scout Masters, Mr. Ronald Smith, appeared briefly in the interests of the pigeon problem. He advised that there are those who trap pigeons and use them for dog training. The Mayor thanked Mr. Smith for this suggestion.

The City Clerk drew attention to the fact that a legal notice has been published without formal Council approval, calling for a public hearing this night to consider a variance for installation of a drive-up window at 450 First Street. It was moved by Councilman Freeman, seconded by Clark, that this action be duly ratified. Roll call as follows: Ayes, 6; No, none; carried.

Another matter requiring ratification, according to the City Clerk, was the issuance of a Liquor Catering permit in favor of Chariot II to serve liquor by the drink on November 18th 1978, at 1975 Bremer Drive. The City Clerk noted that this had received approval from the Police Chief but not the City Council. It was moved by Councilman Clark, seconded by Freeman, that this action also be ratified. Roll call as follows: Ayes, 6; No, none; carried.

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License applications for RESTAURANT, Stardust Restaurant; FOUNTAIN, Skaggs Drug; ELECTRICAL CONTRACTOR, I.C.G. Electric, Glen H. Richtree, manager, APPRENTICE ELECTRICIAN, Jerry Wheeler with Sellers Electric, Donald Waters with Electric Con; MASTER PLUMBER, Wallace Pendleton for Wally's Plumbing & Heating; JOURNEYMAN PLUMBER, Wallace Pendleton; CLASS B JOURNEYMAN, GAS, WARM AIR, WET HEAT, Wallace Pendleton; CLASS B CONTRACTOR, GAS, WARM AIR, WET HEAT, Wallace Pendleton for Wally's Plumbing & Heating; NON-COMMERCIAL DOG KENNEL, Patricia Lee Heard; DANCE HALL, Everett Jordan for Stardust; MOTEL, Everett Jordan for Stardust Lodge; BEER (CANNED AND BOTTLED NOT TO BE CONSUMED ON THE PREMISES), KOA, 140 Lindsay Boulevard, Speedi Mart, Reed Crosley for Skaggs Drug, Blair Nave, Farmers Market; BEER (CANNED, BOTTLED AND DRAUGHT TO BE CONSUMED ON THE PREMISES), Dusty's Stardust; TAXI OPERATOR'S, Gary Lee Jones, Richard Scott Jones, Wayne Songmore; BARTENDER, Mary E. Pincock, Ricky A. White, Bonnie Newman, Tay Roy Kibble, Rosalind K. Borchert, Edward F. Worrell; LIQUOR, Stardust Restaurant & Lounge, were presented. It was moved by Councilman Clark, seconded by Freeman, that these licenses be granted, subject to the approval of the appropriate Division Director, where required. Roll call as follows: Ayes, 6; No, none; carried.

The City Clerk asked for authorization to publish a legal notice calling for a public hearing on December 21st to consider the initial zoning of an area to be known as the Parkwood Addition, Division No. 4, providing that said lands are first properly annexed into the City. It was moved by Councilman Freeman, seconded by Clark, that authorization be granted to publish the legal notice as described. Roll call as follows: Ayes, 6; No, none; carried.

This memo from the General Services Director was presented:

City of Idaho Falls
November 20, 1978

TO: Honorable Mayor and City Council
FROM: Chad Stanger
SUBJECT: AUTHORIZATION TO BID

The General Services Division respectfully requests authorization to advertise to receive bids for the City's annual motor fuel requirements jointly with School District #91.

s/ Chad Stanger

It was moved by Councilman Erickson, seconded by Sakaguchi, that authorization be granted to advertise for bids, jointly with School District No. 91 for the City's annual motor fuel requirements. Roll call as follows: Ayes, 6; No, none; carried.

Another memo from the General Services Director was submitted, to-wit:

City of Idaho Falls
November 20, 1978

MEMORANDUM

TO: Honorable Mayor and City Council
FROM: Chad Stanger
SUBJECT: SALVATION ARMY

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Attached is a letter from Captain Lewis M. Fuqua of the local Salvation Army requesting permission to retain their occupancy of the Old Library Building. This request, as stated in the letter, is based upon the fact that they now have a building of their own in escrow and are in the process of completing re-modeling plans.

Considering these circumstances and their apparent efforts to re-locate as soon as possible, the General Services Division respectfully requests a 90 day extension to their original occupancy request.

Thank you,
s/ Chad Stanger

It was moved by Councilman Erickson, seconded by Sakaguchi, that the request from the Salvation Army for a 90 day extension for relocation be granted for the reason as stated. Roll call as follows: Ayes, 6; No, none; carried.

From the Public Works Director came this memo:

City of Idaho Falls
November 28, 1978

ATTENTION: Honorable Mayor and City Council
FROM: Donald F. Lloyd, Director of Public Works
SUBJECT: WATER MAIN EXTENSION ON LINDSAY BOULEVARD.

The Public Works Committee has recently reviewed and approved the Plans for a watermain extension on Lindsay Boulevard, North of Highway 20. This watermain project will receive owner participation and we are requesting that the Council authorize the City Clerk to advertise for competitive bids.

Respectfully submitted,
s/ Don

It was moved by Councilman Sakaguchi, seconded by Hovey, that authorization be granted to advertise for bids for the project as described. Roll call as follows: Ayes, 6; No, none; carried.

Another memo from the Public Works Director was presented, as follows:

City of Idaho Falls
November 28, 1978

ATTENTION: Honorable Mayor and City Council
FROM: Donald F. Lloyd
SUBJECT: REQUEST FOR AUTHORIZATION TO ADVERTISE FOR BIDS

This Department has now completed Plans and Specifications for a series of 6-inch watermain replacements. The location of these watermain replacements are as follows:

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Jefferson Street – “I” Street to Anderson Street
Placer Avenue – Elm Street to South Boulevard
Alley between Ridge and Placer – Thirteenth Street to Maple Street
Canal Avenue – “G” Street to “I” Street and “J” Street to Highland Drive
Second Street – Boulevard to Emerson Avenue
Third Street – Boulevard to Emerson Avenue
Fourth Street – Boulevard to Emerson Avenue
Fifth Street – Boulevard to Emerson Avenue

These replacement lines have been budgeted and we are requesting authorization for the City Clerk to advertise for competitive bids.

Respectfully submitted,
s/ Don

It was moved by Councilman Sakaguchi, seconded by Hovey, that authorization be granted to advertise for bids on these various watermain replacement projects as indicated. Roll call as follows: Ayes, 6; No, none; carried.

Continuing with a memo from the Public Works Director, the following was submitted:

City of Idaho Falls
November 28, 1978

ATTENTION: Honorable Mayor and City Council
FROM: Donald F. Lloyd
SUBJECT: KEARNEY STREET BRIDGE

On November 21, 1978, seven (7) bids were received for construction of the Kearney Street Bridge over the Meppen Canal.

Blessinger Construction	\$40,928.00
TAP Construction	43,216.26
Clark Brothers Construction	44,425.00
Larry Clark Construction	45,442.00
Goodwin Construction	48,993.00
Bateman-Hall Construction	52,225.50
Cannon Structures	69,440.00
Engineer's Estimate	47,485.00

These bids have all been reviewed and we are recommending that a Contract be awarded to the low bidder, Blessinger Construction of Blackfoot, Idaho in the amount of \$40,928.00.

Respectfully submitted,
s/ Don

It was moved by Councilman Sakaguchi, seconded by Hovey, that Blessinger Construction be awarded the contract in the amount of \$40,928 for construction of the Kearney Street bridge. Roll call as follows: Ayes, 6; No, none; carried.

Also from the Public Works Director came this memo:

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City of Idaho Falls
November 27, 1978

ATTENTION: Honorable Mayor and City Council
FROM: Donald F. Lloyd
SUBJECT: WELL AND BOOSTER PUMP NO. 14

On Tuesday, November 21, 1978, we received the following bids on Well #14 and Booster Pump:

Heyrend Construction Company	\$205,382.00
Clark Brothers Construction	212,262.00
Agricultural Services	212,394.00
Home Plumbing and Heating	222,200.00
Biggers Construction	245,121.00
Engineer's Estimate	232,000.00

All of the bids have been reviewed and we are recommending that the contract be awarded to the low bidder, Heyrend Construction Company.

Sincerely,
s/ Don

It was moved by Councilman Sakaguchi, seconded by Hovey, that Heyrend Construction be awarded the contract in the amount of \$205,382 for construction of Well No. 14 and booster pump. Roll call as follows: Ayes, 6; No, none; carried.

Still another memo from the Public Works Director was submitted, as follows:

City of Idaho Falls
November 28, 1978

ATTENTION: Honorable Mayor and City Council
FROM: Donald F. Lloyd
SUBJECT: OUTSIDE THE CITY WATER SERVICE CONTRACT

We are attaching hereto an agreement for outside the City water service in favor of Marvin Olson at the southeast corner of Woodruff Avenue and Lincoln Road. Olson has agreed to all of the regular fees and conditions which include a watermain charge, the connection charge, and dedication of right-of-way for both Woodruff Avenue and Lincoln Road.

We would recommend that the Council authorize the Mayor and City Clerk to sign the City's approval.

Respectfully submitted,
s/ Don

It was moved by Councilman Sakaguchi, seconded by Hovey, that this outside the City water service contract be approved and the Mayor and City Clerk be authorized to sign. Roll call as follows: Ayes, 6; No, none; carried.

By memo, two resolutions were introduced by the Public Works Director, as follows: having to do with construction of a bridge at First Street and Cascade and also, a bridge at First Street and St. Clair:

RESOLUTION (Resolution No. 1978-25)

To Accompany Right of Way Certificate for F.A. Project No. M-7166(002)

WHEREAS, the City of Idaho Falls intends to construct a bridge at First St. & Cascade, under Federal-Air Highway Project No. M-7166(002); and

WHEREAS, Federal Funds for the improvement depend upon compliance with Federal and State laws governing procurement of right of way; and

WHEREAS, the City of Idaho Falls has complied with the aforesaid laws and regulations in procuring right of way for Federal-Aid Highway Project No. M-7166(002).

NOW THEREFORE, BE IT RESOLVED:

1. That the City is authorized to execute a RIGHT OF WAY CERTIFICATE certifying that the aforesaid laws have been complied with.
2. That copies of the executed certificate shall be furnished to the Idaho Transportation Department, Division of Highways.

RESOLUTION (Resolution No. 1978-26)

To accompany Right of Way Certificate for F.A. Project No. M7166(001)

WHEREAS, the City of Idaho Falls intends to construct a bridge at First Street & St. Clair, under Federal-Aid Highway Project No. M-7166(001); and

WHEREAS, Federal Funds for the improvement depend upon compliance with Federal and State laws governing procurement of right of way; and

WHEREAS, the City of Idaho Falls has complied with the aforesaid laws and regulations in procuring right of way for Federal-Aid Highway Project No. M-7166(001).

NOW, THEREFORE, BE IT RESOLVED:

1. That the City is authorized to execute a RIGHT OF WAY CERTIFICATE certifying that the aforesaid laws have been complied with.

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2. That copies of the executed certificate shall be furnished to the Idaho Transportation Department, Division of Highways.

It was moved by Councilman Sakaguchi, seconded by Hovey, that these resolutions be adopted and passed and the Mayor and City Clerk be authorized to sign, in each instance, the resolution and the right of way certificates and the Mayor be authorized, in each instance, to sign the document pertaining to relocation and incidental payment information. Roll call as follows: Ayes, 6; No, none; carried.

Finally, this memo from the Public Works Director was reviewed:

City of Idaho Falls
November 28, 1978

ATTENTION: Honorable Mayor and City Council
FROM: Donald F. Lloyd
SUBJECT: AMENDMENT NO. 1 TO ANNEXATION AGREEMENT FOR HOLLIPARK ADDITION, DIVISIONS NO. 1 AND 2

The Public Works Committee has reviewed the attached Amendment No. 1 to the Annexation Agreement for the Hollipark Addition, Divisions No. 1 and 2. This Amendment provides for limited access to Lincoln Road and the corresponding fees for Lincoln Road development.

We would recommend that the Mayor and City Clerk be authorized to sign the City's approval.

Respectfully submitted,
s/ Don

It was moved by Councilman Sakaguchi, seconded by Hovey, that this amendment to the annexation agreement for Hollipark Addition, Divisions No. 1 & 2 be accepted and the Mayor and City Clerk be authorized to sign. Roll call as follows: Ayes, 6; No, none; carried.

This memo from the Electrical Engineer was presented:

November 27, 1978

ATTENTION: Mayor and Council
FROM: Steve Harrison
SUBJECT: UP&L COMPANY CUSTOMER TRANSFER

Two Utah Power & Light Company accounts have requested transfer to City electrical service. Total cost is \$3,075.58 and there will be \$40,372.00 remaining in this account if the transfer is approved. No facilities will be transferred.

Both customers are in the City limits and Utah Power & Light Company has agreed to the transfer.

Council consideration of these transfers is requested.

s/ Steve Harrison

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It was noted that the two affected electrical customers were the U.S.D.I. building and the Norris Hendrickson operation. Reference is made to Pages 328 and 329 in this book of minutes and, more specifically, open discussion at that time as to the advisability of annexing the Prestwich Country Estates into the City, recognizing that if said area were annexed, the cost to the City would be \$42,000 to purchase and transfer electric customers living in that area from Utah Power & Light to the City. Pending a decision on that proposed annexation, it was moved by Councilman Wood, seconded by Hovey, that this matter be tabled and referred back to the Electrical Committee until January 2nd, 1979. Roll call as follows: Ayes, 6; No, none; carried.

There being no further business, it was moved by Councilman Erickson, seconded by Freeman, that the meeting adjourn at 9:00 P.M., carried.

ATTEST: s/ Roy C. Barnes
City Clerk

s/ Thomas Campbell
Mayor

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