

**MINUTES OF THE CITY OF DRIGGS
SPECIAL CITY COUNCIL MEETING
OCTOBER 8, 2010**

Pursuant to adjournment of the City Council meeting held October 5, 2010, and the call of the Mayor, the Driggs City Council met in special session **Friday, October 8, 2010**, at 7:00 p.m. A roll call was taken and present were council members: Jay Mazalewski, Greer Jones, Colin Dye, George Mosher, and Mayor Daniel Powers. Mayor Daniel Powers led the Pledge of Allegiance.

**MAIN STREET IMPROVEMENT PROJECT PRELIMINARY DESIGN –
RESPONSE TO ITD COMMENTS**

Hyrum Johnson, Chairman of the Urban Renewal Agency, spoke to the Council. He stated he understood that part of the project was in jeopardy due to concerns from business owners about parking and snow removal. Mr. Johnson voiced his disappointment in the lack of involvement the Urban Renewal Agency had with discussion involving Idaho Transportation Department. He asked to be involved in all future meetings for projects within the Urban Renewal District.

Mr. Johnson referred to the Master Plan stating there was potential for over 1,000 parking spaces within multi-level structures in the 4-block core of downtown. At ground level, Mr. Johnson felt there would be 450 parking spaces available in the future. He did not feel a lack of parking within the city should be an excuse to deny the project. He stated that if parking continued to be a concern, he would be glad to go back to the Commissioners and expedite these parking projects.

Mr. Johnson stated the plan from ITD was consistent with what the community and the Comprehensive Plan wanted. Council Member Jones was concerned that the URA parking plan was further into the future and in reality should be down at the time Main Street was reconstructed. Hyrum responded stated that with the parking that was already available, it more than off set the parking spaces that are being taken out on Main Street. Council Member Dye felt the issue was convenience.

Mr. Johnson continued by stating the purpose of the Urban Renewal Agency was to revitalize the downtown area to help businesses in the community. The Main Street Project had the potential to bring millions of dollars to the community and Mr. Johnson felt it would be a “travesty to turn one of those dollars away.”

Mr. Johnson then switched roles and spoke to the Council as a business owner. He read comments from Aaron and Sally Myler, stating they felt the issue was that employees of businesses generally took most of the premium parking in the downtown area. It was stated in their comments that changes had to be made when they lost diagonal parking in front of their business several years ago due to the addition of the stoplight. It was felt that the project would slow down those going through town and potentially attract them to the businesses and community. The parking time enforcement, according to the Mylers, should be enforced and extended to 4 hours.

Mr. Johnson read comments from Sean Moulton, from Moulton Law Office and Kathy Rinaldi, co-owner of Yostmark who were in agreement with Aaron and Sally Myler. Mr. Johnson felt that tourist dollars would be spent in the Valley if the design from ITD was implemented.

Mr. Johnson, speaking as a parent, stated his family frequently came to the downtown area on bicycles. He stated he would not allow his children to come to town by themselves due to the current Main Street condition. He further reminded the Council that the Comprehensive Plan stated the community wanted a small town, pedestrian friendly atmosphere and felt the ITD plan would deliver this.

Mr. Johnson concluded by stating he felt plowing Main Street was very similar to Little Avenue and that the added cost should be taken on for the benefit of added growth. He felt that sales tax revenues would increase, offsetting any additional costs the city incurred to plow Main Street.

Council Member Mazalewski questioned if there was a timeline for the Urban Renewal Agency to obtain the extra 450 parking spaces. Mr. Johnson stated these projects were pushed back to work on the Scenic Byway Center. Mayor Powers questioned after the Scenic Byway Center project was complete, if the Urban Renewal Agency would have money to start parking projects. Mr. Johnson stated the decisions would have to be weighed to see what projects within several years could be accomplished.

It was discussed about the importance of making sure the community was aware of where the public parking was located.

Jack Driggs spoke to the Council. He stated he was in favor of improving the city, but did not feel imposing on the businesses should be incorporated.

Guch Lombardi spoke, stating that when they chose a location for their business, the streetscape on Little Avenue had a big impact on their decision. An attractive and charming downtown is a good place to stop and this was important to the future of Driggs, Ms. Lombardi stated. She felt the City should take the opportunity to do this project, as well as increase the signage for the public parking lots around the downtown area.

Mayor Powers clarified the question if new setbacks would be required. ITD responded stating they would not enforce the setbacks except in the area where there was a "full reconstruction." If no reconstruction was done on the sidewalks, ITD stated they would not redo the sidewalks except where they felt it was needed. Mayor Powers stated the two blocks north and south of the light probably would not be changed if there were not a full reconstruction.

ITD stated that based on the public comment received, unless the City accepted the compromised solution, they will hold further public hearings and if that occurred the

construction drawings would not be done in time and the city would probably lose the funding for the project.

Parking requirements no longer allow diagonal parking, according to ITD, when doing full reconstruction.

Council Member Jones stated he went to the businesses along Main Street to view what would be lost for each. He discussed further possibilities for more parking and questioned the ability to add the 6 spaces to the immediate south of Milk Creek Grill. Mayor Powers stated he felt it was a concept and had not be discussed or approved with the property owner. He further stated that if parking spaces are being reduced, the City should determine where extra spaces could be located before the construction project began.

Council Member Dye felt there was a lot of fill that could be done in the downtown core before redesigning or reconstructing further north or south. He further stated that the bulb outs would not be conducive to the agriculture transportation. Council Member Mazalewski disagreed, stating that he recently traveled through several small towns and all had bulb outs. He also felt that most towns took care of the Main Street and stated that Driggs should adapt to the new changes.

Council Member Mazalewski felt that the bulb outs increased safety but that the project currently only had one bulb out to worry about, at Short Avenue. He felt the city needed to think about this because if it didn't change now it would change in 20 years. Mayor Powers stated that ITD mentioned that the businesses in Driggs needed to start basing their businesses on the business itself and not based on "nose-in" parking, as it would not continue in the future.

Roxanne Sanchez was concerned with passengers being able to get out of cars during the winter months when snow was high. Mayor Powers stated the parking spaces were 8 feet wide, which would give people enough room to park further from the snow piles or curbs.

Council Member Mazalewski stated he was concerned about adding additional parking to the south of Milk Creek Grill on private property as it went against the design standards that prohibit parking lots in front of buildings.

Council Member Mosher made a motion to approve the proposed street upgrade with the changes presented by ITD. Council Member Mazalewski seconded the motion. All were in favor and the motion passed.

There were several individual conversations occurring and minutes could not be taken for approximately 4 minutes.

NED THOMAS LEASE

Mayor Powers stated Ned Thomas was unwilling to allow the city to grade the remaining material on his property and cover it with topsoil. Mr. Thomas was willing to continue to lease the property to the City for \$1,000 a month. Mayor Powers stated that the cost of the lease was considerably less than the cost to haul the materials that were left.

Council Member Dye questioned why the Airport Board was not paying for the lease. Mayor Powers stated that the city was getting a lot out of using the materials. Council Member Dye did not feel the city's constituents should pay anything for the Airport. Council Member Jones questioned why so much material was left over from the project.

Discussion of the truck route began.

Mayor Powers returned the conversation to the lease. The Council felt it was a good concept to do a one-year lease.

Council Member Mazalewski made a motion to approve the lease for \$1,000 for the extra material from the airport project on Ned Thomas' property. Council Member Mosher seconded the motion. Council Member Mazalewski, Council Member Mosher, Council Member Jones voted in favor of the motion. Council Member Dye voted in opposition. The motion passed with a majority vote.

ADJOURNMENT

Council Member Mazalewski made a motion to adjourn. Council Member Jones seconded the motion. The motion passed with all in favor.

ATTEST:

Sonya Adams, City Clerk

Daniel J. Powers, Mayor