



Homer City Hall

491 E. Pioneer Avenue

Homer, Alaska 99603

www.cityofhomer-ak.gov

City of Homer Agenda

Planning Commission Worksession

Wednesday, September 07, 2022 at 5:30 PM

Cowles Council Chambers and via Zoom Webinar

<https://cityofhomer.zoom.us/j/93628153389?pwd=QlFhU3hzR1FmNlZpenFhSUk5czhrdz09>

Webinar ID: 93628153389 Password: 865591

Dial (669)900-6833 or (253)215-8782 or Toll Free (877) 853-5247 or (888) 788-009

CALL TO ORDER, 5:30 P.M.

AGENDA APPROVAL

DISCUSSION TOPIC(S)

A. Staff Report 22-57, Review of Draft Ordinance 22-42, Sidewalks

DISCUSSION TOPIC(S)

COMMENTS OF THE AUDIENCE (3 minute time limit)

ADJOURNMENT, NO LATER THAN 6:20 P.M.

Next Regular Meeting is **WEDNESDAY, SEPTEMBER 21, 2022** at 6:30 p.m. a Worksession is scheduled for 5:30 P.M. All meetings scheduled to be held in the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.



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Planning

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Staff Report PL 22-57

TO: HOMER PLANNING COMMISSION
FROM: RICK ABOUD, AICP, CITY PLANNER
DATE: SEPTEMBER 7, 2022
SUBJECT: ORDINANCE 22-57, SIDEWALKS

Introduction

The Commission had a long discussion of this ordinance at the last meeting to be continued to this meeting.

Analysis

The specifics from motion of the Council was to refer the ordinance to the Planning and PARCAC. Since the Commission last discussed the topic, I brought the item to the PARCAC for their considerations. I have included the PARCAC minutes from their meeting for your review. I have talked to Brad Parsons who is developing a presentation in coordination with transportation planning efforts. He will give a presentation as it is fully developed in relation to transportation planning.

I believe that it was generally agreed by the PARCAC and my contention that this discussion of sidewalks really needs to be had with a larger discussion of the best methods of provisioning for non-motorized transportation. A quick fix really does not address the many finer aspects of the best way to move pedestrians. I have pointed out the constraints with the proposed ordinance and the several items that need to be simultaneously addressed in code to make it work. These items did not delve into the specific issues related with any particular routes.

The PARCAC Commission eluded to the fact that a sidewalk may not always be the best pedestrian route. I am concerned with the possible configuration of a sidewalk on a street that may not be paved. Should we be paving all streets? I do believe that many configurations might lead to unintended consequences that are best addressed by professionals and those that have experience in the field, like our transportation professionals who are now under contract.

I do support the contention that something has to be done and as fast as reasonably possible. We do have the wheels turning and plan to address the myriad of concerns and to make policy for the thoughtful allowance for pedestrians and non-motorized transportation throughout Homer. As a certified planner, it is my duty to enlist a professional to recommend policy where I may not have adequate knowledge or experience in a specialty field, such as transportation

planning. We have hired transportation planners and are commencing a process to get a plan and policy to address our pedestrian transportation needs. At this time, I do not have a specific recommendation for changing code. I suggest that the Commission present any concerns and comments they have for the development of facilities for pedestrians and recommend that the proposed ordinance is not approved until the proper input is gained.

Staff Recommendation

Review staff report and make recommendation to City Council regarding (1). The proposed ordinance and (2). Recommendations for criteria to consider when requiring the dedication and construction of sidewalks.

Attachments

SR 22-54 w/attachments

PARCAC minutes excerpt from meeting of 8.18.22

Excerpt from CC minutes 7.25.22



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Staff Report PL 22-54

TO: HOMER PLANNING COMMISSION/PARCAC
FROM: RICK ABOUD, AICP, CITY PLANNER
DATE: AUGUST 17, 2022
SUBJECT: ORDINANCE 22-42, SIDEWALKS

Introduction

The Planning Commission and PARAC has been asked to comment on a proposed ordinance that amends Chapter 11.04 of the Homer City Code, Street Design and Construction Standards.

While there was no memo explaining the ordinance in the City Council packet, my understanding is that this is to address new subdivisions. This is separate from the conversation of adding sidewalks to our current inventory of existing City owned rights-of-way. I have attached a copy of the memo I provided for a presentation to the City Council on City Codes and Plans. This memo provides of background of how the code and adopted City plans get us to dedicating and building sidewalks.

After hearing from Council Member Davis at the Planning Commission meeting of August 3rd, I found that his intent was to require that new streets in the Urban Residential District provide sidewalks. He also stated that it was not imperative that sidewalks be required on all roads, using that example that a cul-de-sac might be excluded.

I have found some structural issues with the ordinance and have an analysis of the proposal.

We find ourselves in Chapter 11, outside of the Commissions familiarity. To familiarize ourselves with the chapter we should have a review of intent, applicability, and definitions of the terms that are being used:

11.04.010 Intent

The intent of this chapter is to:

- a. Promote the safety, convenience, comfort, and common welfare of the public by providing for minimum standards to regulate design and construction of public streets, roads, and highways within the City.
- b. Minimize public liability for publicly and privately developed improvements by ensuring that roads and streets will be built to City standards. [Ord. [87-6\(S\)](#) § 1, 1987].

11.04.020 Applicability.

The requirements of this chapter shall govern the construction or reconstruction of roads and streets within the City of Homer. [Ord. [87-6\(S\)](#) § 1, 1987].

11.04.030 Definitions.

“Street” is a general term denoting a public way or track, or any length thereof, in urban settings, used for purposes of vehicular travel.

“Public access corridor” means an easement or right-of-way providing public access through a lot, subdivision or development.

The proposed ordinance states that:

11.04.120 Sidewalks and non-motorized transportation corridors.

a. New streets to be accepted by the City and ~~identified which serve~~ as public access corridors ~~in the adopted Homer Non Motorized Transportation and Trail Plan~~ shall have easements for sidewalks, ~~bicycle paths or other non motorized transportation facilities~~ to ensure convenient mobility and convenient access to parks, recreation areas, trails, playgrounds, schools and places of public assembly.

b. New streets to be accepted by the City ~~and not identified as public access which do not serve as~~ corridors ~~in the Non Motorized Transportation and Trail Plan~~ may, at the developer’s option, have sidewalks, bicycle paths or other non-motorized transportation facilities.

c. Sidewalks, bicycle paths and other non-motorized transportation facilities shall be designed in accordance with the design criteria of the City of Homer Design Criteria Manual.

Analysis

While I am supportive of the issue of providing more sidewalks in newly platted subdivisions, I believe that this ordinance presents structural challenges.

1. This amendment is found in the Chapter of code that addresses street design. Sidewalks have to first be considered as part of the platting process. Proper space must be dedicated in response to local conditions. A standard street must have a dedication of at least 60 feet in width, which may or may not support all the road, drainage, non-motorized transportation, sidewalks, or other amenities that may be appropriate.
2. As the ordinance is written, it applies to every easement or right-of-way in any district that provides public access. This would imply that any street accepted [*the city accepts improvements as part of a development agreement to provide built or bonded infrastructure improvements, such as roads, utilities, drainage features, and etc. to be completed prior to the recording of final plat*] by the city *shall have sidewalks*. I do not

believe that it is appropriate for every street to have a sidewalk. We may want to consider the utility of a sidewalk in consideration of such things as location, street classification, and proximity public and private facilities.

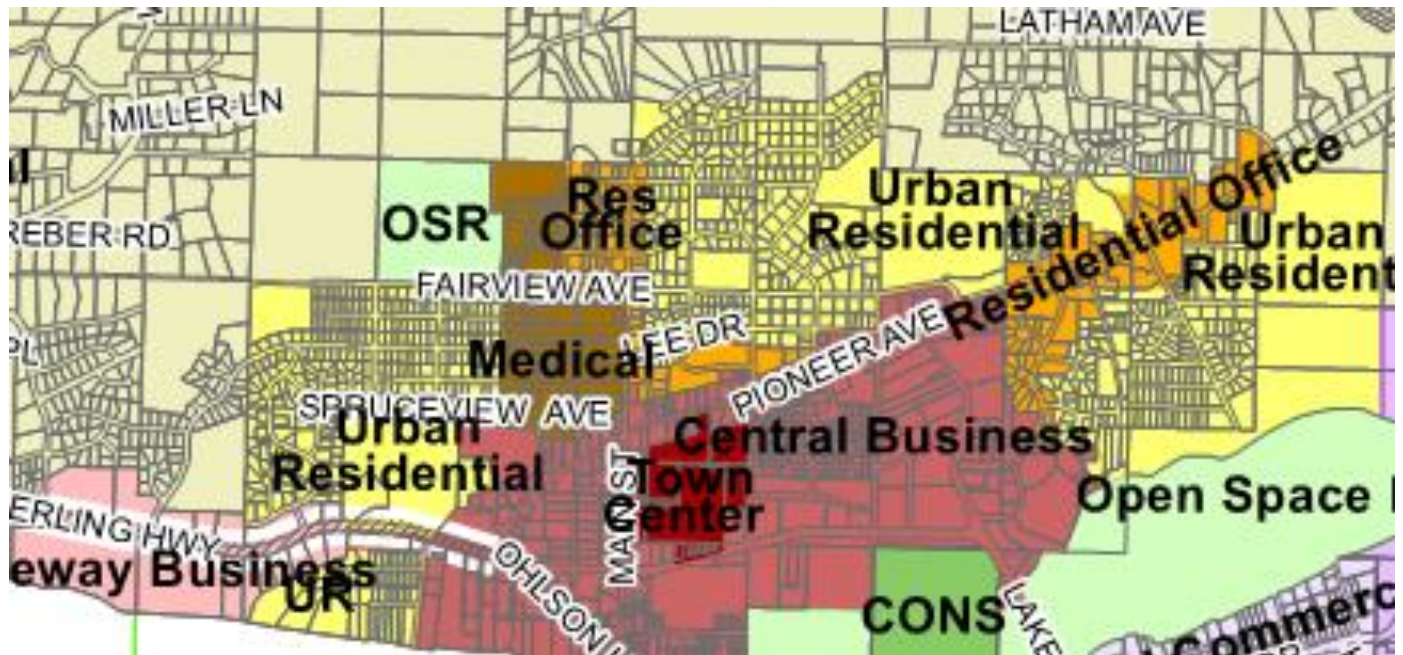
3. Streets which *do not serve as corridors* is undefined and not designated anywhere once the Non Motorized Trail and Transportation Plan element is removed.

Prior to requiring construction a proper dedication must be made. Title 22 deals with dedications and is where we have requirements for subdivision, this is where we can require easements and dedications. The use of the term 'public access corridors' is problematic in a semantic sense, as I have not found reference to the term in the Non Motorized Trail and Transportation Plan and it does not fit into the definition in code mentioned above. We have to imply that any route identified in the plan is a public access corridor.

22.10.051 Easements and rights-of-way.

- a. The subdivider shall dedicate in each lot of a new subdivision a 15-foot-wide utility easement immediately adjacent to the entire length of the boundary between the lot and each existing or proposed street right-of-way.
- b. The subdivider shall dedicate in each lot of a new subdivision any water and/or sewer easements that are needed for future water and sewer mains shown on the official Water/Sewer Master Plan approved by the Council.
- c. The subdivider shall dedicate easements or rights-of-way for sidewalks, bicycle paths or other non-motorized transportation facilities in areas identified as **public access corridors** in the Homer Non-Motorized Transportation and Trail Plan, other plans adopted by the City Council, or as required by the Kenai Peninsula Borough Code.
- d. The City Council may accept the dedication of easements or rights-of-way for non-motorized transportation facilities that are not required by subsection (c) of this section, if the City Council determines that accepting the dedication would be consistent with the adopted plans of the City.

Next, I would like to address the scope of the intent of applying the ordinance to the Urban Residential District. Below is a zoning map (with the new rezone not depicted). I would point out that possibility of subdivisions that might dedicate a right-of-way is basically limited to one lot next to the northwest corner of the high school (and so far there is no hint of this happening in the near future). All other larger parcels are already in the process of subdivision or represent school or DNR lands.



Solutions

This leads us to considerations for the recommendation of where sidewalks should be required to be provided as part of a new subdivision. I have a few concepts that I would like to forward that would be best addressed by transportation experts and legal, such as the firm that we are hiring to update our transportation plan.

Our plan and code already mention, *new streets..... shall have easements for sidewalks, bicycle paths or other non-motorized transportation facilities to ensure convenient mobility and convenient access to parks, recreation areas, trails, playgrounds, schools and places of public assembly.* I believe that we have the right to request any sidewalk which would perform in these areas and we should process this into our requirements for development agreements for subdivision. I am not prepared to address this portion of code individually without having a provision to require the proper dedications to support such facilities in the platting process (title 22), where one would need to have a plat approved prior to construction of the development agreement (basically title 11 and Design Criteria Manual).

While there are not significant opportunities to design subdivisions in the Urban Residential District, we shouldn't keep the scope of our sidewalk requests confined to the Urban Residential District. The concept forwarded above should apply to all districts where such facilities may be found. Additionally, we should look at the connectivity that a sidewalk might provide. Routes that lead to arterials, especially those on collector or collector type roads or other routes that have sidewalks leading to public and private facilities could go a long way to improve walkability.

Homer, being a small town, does not easily translate to the commonly accepted systems of road classification. Our traffic counts and physical designs mostly do not meet common standards for arterials, collectors, and such. This means that we need to consult with traffic engineers to craft a functional classification system that meets our needs. We just committed \$180,000 to an engineering firm to work on creating a new transportation plan. It would be a disservice for someone not trained in the discipline to try to create some hurried classification system prior to their work.

A properly considered road classification needs to be developed for proposed roads and standards associated with the functions tied to them. Even definitions found in title 11 rely upon designation in the Master Roads and Streets Plan for sorting out the classifications (HCC 11.04.030, “Arterial” & “Collector”). Once our classification system is revised it can be applied citywide to attain our desired sidewalk and non-motorized transportation elements when platting and constructing.

Another consideration for the development of sidewalks is the distribution of costs. Our code currently eludes to a cost share with the city for improvements in the rights-of-way beyond that of a minimum standard in place where a sidewalk or higher function road may be designated in adopted plans (HCC 11.04.050(c)). This introduces another possible conflict in code where the minimum road design standard is the requirement. Perhaps there are some places where some sort of cost share may be appropriate or is it to be cost born exclusively by a developer?

Due to the technical issues associated with the application of the proposed ordinance, I cannot recommend adoption or provide a revision that would accomplish the wishes of the sponsor of the ordinance without considerable input from other experts. My recommendation would be to consult with our contractors and City Attorney to identify our best path forward to not introduce conflicts in code. This would best address issues related to the nature of the wide array of moving parts necessary to thoughtfully address the complex array of codes, plans, and coordination necessary for adoption and implementation.

Staff Recommendation

Review staff report and make recommendation to City Council regarding (1). The proposed ordinance and (2). Recommendations for criteria to consider when requiring the dedication and construction of sidewalks.

Attachments

Memo, Trails & Sidewalks in Code and Plans
Proposed Ordinance 22-42



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Memorandum

TO: Homer Planning Commission
FROM: Rick Abboud, AICP, City Planner
DATE: August 8, 2022
SUBJECT: Trails & Sidewalks in Code and Plans

Introduction

There has been a great deal of interest in non-motorized transportation from the City Council, Committees, Commissions, and citizen lead groups. I am putting together some information on the state of business regarding the issue so that all may have a similar understanding to use as a basis for addressing the subject in a productive unified method. I consider this a more detailed discussion of my Comprehensive Plan item on the agenda. We get to the plans dealing with non-motorized transportation that compose the Homer Comprehensive Plan through code cited below. Newly proposed streets are subject to the criteria.

HCC 22.10 Subdivision Improvements

- Intent of code is to supplement the Kenai Peninsula Borough subdivision ordinance
- Requires rights-of way to be built to standards of Design Criterial Manual, HCC 22.10.050
- Requires utility easements and other easements such as, sidewalks, bike paths, and other non-motorized transportation facilities as identified in the Non-Motorized Transportation and Trail Plan. Other non-required easements (such as trails and path not identified on the plan) may be accepted by the City Council, HCC 22.10.051.
- Utilities to be underground, HCC 22.10.055

Title 11 Streets, Sidewalks and Driveway Construction

- This Chapter deals with construction
- Adopts classification system of the Master Roads and Street Plan map and building standards associated with the classification, HCC 11.04.050.
- Requires streets to be built to minimum requirements of the plan, “however, that the City may, upon direction of the City Council, elect to require construction to the full standards and pay to the developer the cost difference between the required street and the proposed street.” (HCC 11.04.050(c))
- “The City Council shall be empowered to designate additional routes as arterials and collectors beyond those adopted on the Master Plan map.” (HCC 11.04.050(d))

- Adopts by reference the “Design Criteria Manual for Streets and Storm Drainage,” dated April 1985 and revised February 1987 (HCC 11.04.058).
- Technical specs and references for construction and reconstruction including:

HCC 11.04.120 Sidewalks and non-motorized transportation corridors.

a. New streets to be accepted by the City and identified as public access corridors in the adopted Homer Non-Motorized Transportation and Trail Plan shall have easements for sidewalks, bicycle paths or other non-motorized transportation facilities to ensure convenient mobility and convenient access to parks, recreation areas, trails, playgrounds, schools and places of public assembly.

b. New streets to be accepted by the City and not identified as public access corridors in the Non-Motorized Transportation and Trail Plan may, at the developer’s option, have sidewalks, bicycle paths or other non-motorized transportation facilities.

c. Sidewalks, bicycle paths and other non-motorized transportation facilities shall be designed in accordance with the design criteria of the City of Homer Design Criteria Manual.

Design Criteria Manual for Streets and Storm Drainage, April 1985 Revised February, 1987

- The document is the technical design criteria and includes specifications for construction of Sidewalks (Article 5.11) and Bikeways (Article 5.12). This is basically approved technical specifications including materials and dimensions.

Master Roads & Streets Plan, 1986

- The document was created by contractors working with an appointed Road Standards Committee. It includes an inventory, classification, status and recommendations of all roads (in 1986). It documented the many issues associated with the local physical conditions and the built environment. Not surprisingly, we are still addressing many today. It proposed revision to the classification system and corrective actions to take on existing streets (including constructing a sidewalk on Main Street north of Pioneer Avenue!).
- Obviously this document could use an update, but also a review for lessons learned.

Non-Motorized Transportation and Trail Plan, 2004 (NMTTP)

- This plan was created with a grant and was created with a contractor driven public engagement process.
- With an exclusive focus on non-motorized transportation an inventory of all existing features were documented along with mapped recommendations for future paths including sidewalks, trails and bike paths.
- Included are strategies for forwarding policies including recommended actions and funding opportunities.

So how do we get more non-motorized facilities??

Right now:

- Support our Public Works Director’s plan to utilize HART funds for projects currently identified.

- Continue to lobby the state for federal funds, especially for those associated with state roads and other projects that qualify for funding.
- Find champion to future investigate funding opportunities identified in the NMTTP.

For future infrastructure:

- Update plans and codes for non-motorized requirements for future subdivision, including consideration of cost share options for routes with the greatest community benefits.
- Update Special Assessment District (SAD) policy to better encourage participation in local district for sidewalks.

How do our plans help us?

- The plans really set the stage for funding opportunities, especially through government entities.
- They could also help address future 'growing pains' by identifying infrastructure requirements.

**CITY OF HOMER
HOMER, ALASKA**

Davis/Erickson

ORDINANCE 22-42

AN ORDINANCE OF THE CITY OF HOMER ALASKA AMENDING
HCC.04.120 TO CLARIFY THAT ALL NEW STREETS WHICH SERVE AS
PUBLIC ACCESS CORRIDORS SHALL HAVE SIDEWALKS.

WHEREAS, The Homer Non-Motorized Trails and Transportation Plan states that “All new road construction projects will include facilities designed for non-motorized transportation,” which “may include sidewalks, safe crossings, separated/shared pathways, wide outside lanes, paved shoulders and striped, signed bikeways,”; and

WHEREAS, The City of Homer has not been consistently requiring pedestrian access when new streets are being approved, in part because city code as currently formulated does not clearly require sidewalks, but rather only easements for sidewalks, and even then only on certain streets specified in a long-outdated map; and

WHEREAS, Numerous new roads have been built in town in the past several years that lack any pedestrian access.

NOW, THEREFORE, THE CITY OF HOMER ORDAINS:

Section 1. HCC 11.04.120 Street construction, design and dedication requirements – General, is hereby amended to read as follows:

11.04.120 Sidewalks and non-motorized transportation corridors.

a. New streets to be accepted by the City and ~~identified~~ **which serve** as public access corridors in the adopted Homer Non-Motorized Transportation and Trail Plan shall have easements for sidewalks, bicycle paths or other non-motorized transportation facilities to ensure convenient mobility and convenient access to parks, recreation areas, trails, playgrounds, schools and places of public assembly.

b. New streets to be accepted by the City and ~~not identified as public access~~ **which do not serve as** corridors in the Non-Motorized Transportation and Trail Plan may, at the developer's option, have sidewalks, bicycle paths or other non-motorized transportation facilities.

c. Sidewalks, bicycle paths and other non-motorized transportation facilities shall be designed in accordance with the design criteria of the City of Homer Design Criteria Manual.

Section 2. This ordinance is of a permanent and general character and shall be included in the City Code.

ENACTED BY THE CITY COUNCIL OF HOMER, ALASKA, this ____ day of _____, 2022.

CITY OF HOMER

KEN CASTNER, MAYOR

ATTEST:

MELISSA JACOBSEN, MMC, CITY CLERK

YES:

NO:

ABSTAIN:

ABSENT:

First Reading:

Public Reading:

Second Reading:

Effective Date:

Session 22-06, a Regular Meeting of the Parks, Art, Recreation and Culture Advisory Commission was called to order by Chair Dave Lewis at 5:30 p.m. on August 18, 2022 from the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska and via Zoom Webinar.

PRESENT: COMMISSIONERS FAIR, LOWNEY, HARRALD, ARCHIBALD, GALBRAITH, LEWIS

ABSENT: STUDENT COMMISSIONER FLORA AND COMMISSIONER ROEDL (EXCUSED)

STAFF: DEPUTY CITY CLERK KRAUSE
PUBLIC WORKS DIRECTOR KEISER
SPECIAL PROJECTS & COMMUNICATIONS COORDINATOR CARROLL
CITY PLANNER ABBOD

AGENDA APPROVAL

ARCHIBALD/LOWNEY - MOVED TO APPROVE THE AGENDA AS PRESENTED.

There was no discussion.

VOTE. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

PUBLIC COMMENTS UPON MATTERS ALREADY ON THE AGENDA

Jeanne Parker, city resident, encouraged and advocated for the Commission to delay their decision on the CIP as the Homer Drawdown Group is reviewing the information recently received but if that was not possible, recommended the Commission consider these important projects Bike Lanes on East Hill and West Hill Roads, continuation of the sidewalk down Main Street from Pioneer Avenue to Old Town; Reconstruction of Kachemak Drive and Ocean Drive need attention, Svedlund which is not on the list and closing off traffic on Pioneer Avenue during certain times of the day to create a town center/square idea that has been worked on for a long time. She then commented on the plans Rick Abboud has put through and should be worked more with the public before decisions are made and the idea of Project Zero which is a project that intends to reduce or eliminate traffic accidents or fatalities with non-motorized transportation.

D. Memorandum from City Planner re: Ordinance 22-42, Sidewalks

Chari Lewis introduced the item and thanking City Planner Abboud for his patience invited him to speak to the Commission.

City Planner Abboud commented on the memorandum in the packet and his review of Ordinance 22-42. He noted the following points for consideration:

- There is only one parcel that this may apply
- Transportation Plan Update
- Requires additional work

- Brad Parsons will be attending the next worksession regarding Non-motorized Transportation options
- removing conflicts in city code
- Criteria needed for requiring sidewalks and where they are required
- Does not apply to existing agreements

City Planner Abboud facilitated comments and questions from the Commission regarding:

- Review is written through a vehicular viewpoint when transportation covers all forms of transportation and should include animal as well as pedestrian, cyclists, etc.
- Not all roads need sidewalks as currently all main through streets have sidewalks which may not be the safest place to through pedestrians
- No access from a cul-de-sac to these non-motorized corridors, navigable green spaces

Commissioner Harrald noted the time and if they were to continue the Commission would need to extend the meeting time.

Chair Lewis requested a motion and second.

HARRALD/LOWNEY MOVED TO EXTEND THE MEETING TIME BY TWENTY MINUTES.

There was no discussion.

VOTE. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

City Planner Abboud continued his facilitation of the discussion and responding to Commission questions on the following points:

- Walkability
- Prioritization
- Limitation on City actions outside city limits and that is where it needs to be addressed
- Existing subdivisions development
- Addressing the density in Rural Residential zoning and rezone issues in Urban Residential zoning
- Results of the kickoff meeting with the transportation planner
 - o Public input on the level of service such as walkability
 - o Ability to make changes in the update
 - o Borough is constrained on the regulations and policies established by the City
- Pedestrian Access does not need to focus solely on sidewalks
- Previous developers stated that they will include green space and walkability but then no access or green space was provided
 - o No enforcement or lack of enforcement
 - o Incentives to developers including these features
- Review of remaining land that could be subdivided or include access and green space for walkability

Chair Lewis requested a motion and second.

Commissioners express some uncertainty on what recommendations they were expected to provide or action that they were to take on the ordinance.

City Planner Abboud provided clarification in response to numerous questions from the Commission on what action is being requested from the Commission.

Public Works Director Keiser stated that it is clear by the ordinance and amendments offered by City Council are well meaning but would not be effective and possibly unenforceable. They are also slightly premature since the City is just starting review and update of the transportation planning which will address many of these issues. She suggested the Commission consider a recommendation to Council that the Commission fully supports the idea behind the ordinance it is not timely. Additional work, research and drafting is required before the Commission can make sensible recommendation.

City Planner Abboud concurred with Public Works Director Keiser's suggestion.

HARRALD/LOWNEY MOVED THAT THE COMMISSION FULLY SUPPORTS THE IDEA BEHIND THE ORDINANCE BUT IT IS NOT TIMELY AS ADDITIONAL WORK AND RESEARCH IS REQUIRED BEFORE THE COMMISSION CAN MAKE A SENSIBLE RECOMMENDATION TO COUNCIL.

Discussion ensued on including stronger language to include a time period or date as requested by Councilmember Erickson and clarification when the ordinance was scheduled to be before the Council with the Commission's recommendations.

HARRALD MOVED TO AMEND THE MOTION TO POSTPONE THIS ITEM TO THE NEXT MEETING UNTIL MORE INFORMATION CAN BE PROVIDED.

Amendment died for lack of a second.

LOWNEY MOVED TO AMEND THE MOTION TO AFTER THE TRAILS SYMPOSIUM ON OCTOBER 1ST.

Amendment died for lack of a second.

Commissioner Harrauld stated that she could pull her motion that is on the floor.

Chair Lewis requested clarification on the motions on the floor if any.

Deputy City Clerk Krause stated that no second was offered on the two proposed amendments. The main motion is on the floor but Commissioner Harrauld has offered to pull her motion. It could be voted down since it was seconded.

City Planner Abboud reported that this ordinance was going before the Planning Commission at their September 7th meeting and Brad Parsons has been invited to the worksession to speak to the Commission on transportation planning and that at this time he did not have a definitive recommendation for Council.

ARCHIBALD/ MOVED TO FORWARD A RECOMMENDATION TO COUNCIL THAT THE COMMISSION HAS RESERVATIONS ON THE LANGUAGE IN ORDINANCE 22-42 AS IT ONLY ADDRESSES SIDEWALKS NOT WALKABILITY AND THE COMMISSION IS REQUESTING ADDITIONAL TIME IN LIGHT OF ALL THE PLANS BEING DEVELOPED.

Commissioner Archibald pulled his amendment from the floor for consideration upon hearing comments by Public Works Director Keiser and Commissioner Lowney on preference for waiting until after the Trails Symposium for any action on non-motorized transportation.

LOWNEY/ARCHIBALD MOVED TO REQUEST CITY COUNCIL EXTEND THE TIME TO ALLOW THE COMMISSION TO PROVIDE A RECOMMENDATION UNTIL AFTER THE SCHEDULED TRAILS SYMPOSIUM HAS BEEN CONDUCTED SO THE COMMISSION HAS MORE INFORMATION AVAILABLE TO PROVIDE QUALITY RECOMMENDATIONS.

There was a brief discussion on including a statement of support for more walkability. She did not want to provide the impression that the Commission did not want sidewalks.

Chair Lewis requested an amendment to the motion on the floor. No motion to amend was offered.

There was a brief discussion on Council receiving a copy of the minutes and they will be aware of the Commissions opinions on sidewalks.

VOTE. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

City Planner Abboud provided input on how the PARC Commission should interact with the Planning Commission. He responded to Commissioner Archibald that the Planning Commission will address in city code how to respond to this subject.

Excerpt from the approved minutes

ORDINANCE(S)

- a. Ordinance 22-42, An Ordinance of the City Council of Homer, Alaska Amending Homer City Code 11.04.120 to Clarify that all New Streets which Serve as Public Access Corridors shall have Sidewalks. Davis/Erickson. Introduction July 25, 2022, Public Hearing and Second Reading August 8, 2022.

DAVIS/ERICKSON MOVED TO INTRODUCE ORDINANCE 22-42 BY READING OF TITLE ONLY.

Council Member Davis shared regarding discussions of works in progress by administration related a broader approach being taken related to sidewalks in subdivisions, and that it's a longer process. In reviewing the ordinance on the books, it doesn't require sidewalks, only easements for them. Council adopted a work plan on non-motorized transportation and trails. This simple amendment to the ordinance would ensure that over the next few years while we're working on re-writes of these plans, that we don't get new neighborhoods approved with streets that lead somewhere that don't have sidewalks.

Council Member Erickson added her appreciation for the work being done to fix the things we don't have. But if we want to move forward we need to have a date that says from here on out, this is going to happen while we're working on getting our plans up to date.

There was support to have feedback from the Planning Commission, Parks Art Recreation and Culture Advisory Commission (PARCAC) and Public Works.

VENUTI/ADERHOLD MOVED THAT THIS ORDINANCE BE REFERRED TO THE PLANNING COMMISSION, PARCAC, AND PUBLIC WORKS.

In response to question about timing to bring it back to Council, City Planner Abboud shared that it's challenging because there are structural issues with this related to existing definitions and the updated transportation plan will lay the ground work for analyzing all the roads, making smart decisions, and getting options that can be implemented. There are other necessary code updates to address this that have to be based on the transportation plan, which is required by the State to be part of our Comprehensive Plan. Passing what's propose tonight would require that everyone have a sidewalk on an easement through a lot.

Discussion continued regarding points raised by the City Planner, and Mayor Castner redirected them back to the motion on the floor to refer the matter.

ADERHOLD/LORD MOVED TO AMEND THE MOTION TO INCLUDE HAVING THIS BACK TO COUNCIL AT THEIR SECOND MEETING IN SEPTEMBER.

There was no further discussion.

VOTE (amendment): NON OBJECTION: UNANIMOUS CONSENT.

Motion carried.

VOTE (motion to refer): NON OBJECTION: UNANIMOUS CONSENT.

Motion carried.