



Eugene City Council

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EUGENE CITY COUNCIL AGENDA

June 25, 2025

12:00 p.m. CITY COUNCIL WORK SESSION

City Council Wednesday work sessions are held using virtual meeting technology. Information about online or other options for access and participation will be available at <https://www.eugene-or.gov/3360/Webcasts-and-Meeting-Materials>

Meeting of June 25, 2025; Her Honor Mayor Kaarin Knudson Presiding

Councilors

Greg Evans, President
Alan Zelenka
Randy Groves
Matt Keating

Lyndsie Leech, Vice President
Jennifer Yeh
Mike Clark
Eliza Kashinsky

12:00 p.m. CITY COUNCIL WORK SESSION

1. WORK SESSION: Definition of Residential Character

2. WORK SESSION: Sidewalk Program Update

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EUGENE CITY COUNCIL AGENDA ITEM SUMMARY



Work Session: Definition of Residential Character

Meeting Date: June 25, 2025
Department: Planning and Development
www.eugene-or.gov

Agenda Item Number: 1
Staff Contact: Alissa Hunter
Contact Telephone Number: 541-682-5508

ISSUE STATEMENT

At this work session, City Council will be provided with an overview on the definition of “residential character” in Eugene Code 9.0500 and considerations related to applying the Code’s definition of “residential character” to all refinement plans. This information was requested by City Council motion during the Clear and Objective Approval Criteria for Housing Code Amendments process. This item is intended as an informational overview, and no specific Council action is requested.

BACKGROUND

The definition of “residential character” has existed within Eugene’s Land Use Code since 2008, having been added in response to community feedback. It is defined as, “A combination of qualities and features that gives identity to a particular area where the predominant use is housing and that distinguishes the area from other areas.” The use of this codified definition has been limited to a small subset of land use applications (subdivisions, partitions and site reviews). A more detailed overview on the origin of the codified definition of “residential character,” when and how it applies, and considerations for making it applicable beyond Eugene’s Land Use Code (i.e. to all refinement plans) is provided below, under the heading “Origin of the ‘Residential Character’ Definition.”

City Council’s interest in the term “residential character” resurfaced as a result of public comment received during the Clear and Objective Approval Criteria for Housing Code Amendment process. At the November 30, 2022, City Council meeting, Council approved a motion to adopt a finding that the term “residential character” as used in the Westside Neighborhood Plan is defined in the same way it is defined in EC 9.0500. The motion also called for a work session to allow Council to discuss adding the codified definition of “residential character” to all refinement plans that include the term. As part of this work session discussion, Council asked for more information about the implications and unintended consequences of applying the Code’s definition of “residential character” broadly across refinement plans.

One specific consideration around the application of the Code definition of “residential character” to all the refinement plans which include that term, is that affected plan policies are 33 to 43 years old, and in many cases no longer reflect the current context and urgency of planning for Eugene’s significant housing need and the natural evolution of neighborhoods. Historically, land use policies

preserving and/or referencing may have been intended to protect single-family neighborhoods from increases in housing density, the construction of new housing types, and/or the allowance of commercial uses. As a result, importing the codified definition of “residential character” into refinement plans could potentially preclude legislative or zone changes that would allow for new housing types or neighborhood commercial uses in certain areas.

Currently, the City’s efforts, through such projects as the Housing Implementation Pipeline and the Urban Growth Strategies project, are focused on encouraging the production of housing city-wide through removing barriers and increasing capacity, and planning for complete, walkable neighborhoods. While the character of neighborhoods continues to be an important consideration citywide, it is going to take significant effort for the City to meet its housing need, and any efforts that could discourage or make it harder to address housing affordability, availability, and diversity of type could impact that effort. However, if the Council is interested in making the Code definition of “residential character” applicable to the other four refinement plans in which it appears, this could be accomplished through next year’s adoption process for Urban Growth Strategies.

Origin of the “Residential Character” Definition

The definition of the term “residential character” was added to the Eugene Land Use Code as part of the City’s Minor Code Amendments Project, which was adopted by City Council through [Ordinance No. 20417](#) in August 2008. The Minor Code Amendments Project was intended to address land use code ideas raised by community members during public engagement. Most of the amendments included in the adopted ordinance were representative of the community’s input, with a few amendments added by the City Council. The addition of a definition of “residential character” was proposed by City Council and the stated intent of the definition was to mitigate impacts from incompatible infill. The adopted definition of “residential character” at Eugene Code (EC) [9.0500](#) is as follows:

A combination of qualities and features that gives identity to a particular area where the predominant use is housing and that distinguishes the area from other areas

As described at EC [9.0500](#), definitions in the Land Use Code are intended to give meaning to words and phrases used in that code. In other words, the codified definition of “residential character” applies only to the use of the term “residential character” in the Land Use Code. Separately, on November 30, 2022, the City Council adopted a finding that applies the Code’s definition of “residential character” to the Westside Neighborhood Plan.

Application and Use of the “Residential Character” Definition

Within the Land Use Code, the use of the term “residential character” is fairly limited. It is only used in the purpose sections of two special area zones, in the development standards for a model home sale office, and in five refinement plan policies that have been adopted into the land use code. As a result, “residential character” is applicable only in the following cases (Per EC [9.0050](#) purpose statements are not approval criteria or used to interpret approval criteria):

- The development of a model home sales office in a subdivision or manufactured home park through application of the following standard: “There shall be no detrimental effect on the residential character of the surrounding neighborhood through excessive traffic, violation of the city’s noise or other performance standards, excessive late or early hours of

- operation, or other activities that are incompatible with adjacent residential uses.”
- A land use application for a subdivision, partition or site review, where the applicable approval criteria require consistency with adopted plan policies in the Land Use Code and where the applicable codified policies contain the term “residential character.”

Consideration of applying the “Residential Character” Definition to All Refinement Plans

On November 30, 2022, as part of the Clear and Objective Approval Criteria for Housing Code Amendments, Council passed a motion to add the following text to the findings under Policy 1 from the Westside Neighborhood Plan: "The City Council finds that 'residential character' in this refinement plan policy has the meaning as defined in EC 9.0500, i.e. "A combination of qualities and features that gives identity to a particular area where the predominant use is housing and that distinguishes the area from other areas." The motion also included direction to schedule a work session to discuss adding the definition from Eugene Code 9.0500 to all refinement plans.

Based on a scan of the City’s adopted refinement plans, the term “residential character” is found in policies in the five plans listed below. The relevant plan policies are provided in Attachment A.

- Fairmount/U of O Special Area Study (1982)
- Jefferson/Far West (1983)
- River Road-Santa Clara Urban Facilities Plan (1987)
- Westside Neighborhood Plan (1987)
- Willakenzie Area Plan (1992)

Based on Council’s November 30, 2022, action, the codified definition of “residential character” currently applies to the Westside Neighborhood Plan. If the codified definition of “residential character” were to be incorporated into the other four neighborhood refinement plans, it would apply to any land use application where compliance with adopted plan policies is an approval criterion and where the relevant plan policies contain the term “residential character.” The definition would be used by Planning Staff and decision-makers to interpret the relevant refinement plan policy and to determine whether the development or other land use action is consistent with the requirements of the policy. For example, Policy 1 of the Land Use Element of the Westside Neighborhood Plan is “Prevent erosion of the neighborhood’s residential character.” Planning Staff and decision-makers would need to determine whether the proposed land use action would erode the “combination of qualities and features that gives identity to a particular area where the predominant use is housing and that distinguishes the area from other areas.” Land use applications that require consistency with adopted plans include land use code amendments, refinement plan amendments, conditional use permits, annexations, planned unit developments and zone changes.

RELATED CITY POLICIES

The City’s needs for housing and complete neighborhoods are related to or implement several City plans and policies, including:

- [Envision Eugene Comprehensive Plan](#)
- [Housing Implementation Pipeline](#)
- [City of Eugene 2023-2026 Strategic Plan](#)

- [Eugene 2035 Transportation System Plan](#)
- [Eugene's Community Climate Action Plan \(CAP\) 2.0](#)

PREVIOUS COUNCIL DIRECTION

[November 30, 2022 Work Session](#)

Councilor Clark, seconded by Councilor Semple, moved to adopt the Ordinance concerning clear and objective approval criteria for housing included as Attachment B, adding the following text to the beginning of the Policy 1 in the findings on page 18: "The City Council finds that 'residential character' in this refinement plan policy has the meaning as defined in EC 9.0500, i.e. "A combination of qualities and features that gives identity to a particular area where the predominant use is housing and that distinguishes the area from other areas" and scheduling a work session to discuss adding definition in Eugene Code 9.0500 to all refinement plans.

Passed 6:1 (opposed by Councilor Keating)

COUNCIL OPTIONS

This work session is informational only.

CITY MANAGER'S RECOMMENDATION

None.

SUGGESTED MOTION

None.

ATTACHMENTS

A) Adopted Refinement Plan Policies Containing the Term "Residential Character"

FOR MORE INFORMATION

Staff Contact: Alissa Hunter, Planning Director

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Staff E-Mail: AHunter@eugene-or.gov

Adopted Refinement Plan Policies Containing the Term “Residential Character”

Fairmount/U of O Special Area Study (1982)

University of Oregon Lands Policies (East Campus Area), Policy 6

On University-owned East Campus lands within the state approved University boundary, the following policies shall apply in the Low Density Residential area:

- (d) The preservation and maintenance of the historic architectural, single-family residential character of the Low Density Residential area is an integral part of the surrounding neighborhood. New development shall demonstrate compatibility with this historic architectural, single-family residential character, located east and south of the East Campus area, through consideration of appropriate building mass, building scale, historic architectural style, setbacks, building and entrance orientation, roof pitch and mitigation of off-site impacts.*

Jefferson/Far West (1983)

Central Low-Density Residential Area.

The low-density designation recognizes existing residential development and land uses. The City shall continue to recognize the residential character of the area and provide incentives for public and private rehabilitation of rundown structures. In addition, the City shall encourage block planning, infilling, and shared housing. Access to housing units off of alleys shall be accommodated when not in conflict with other policies and goals.

River Road-Santa Clara Urban Facilities Plan (1987)

Residential Land Use, Policy 1.0

Recognize and maintain the predominately low-density residential character of the area consistent with the Metropolitan Plan.

Westside Neighborhood Plan (1987)

Land Use Element, Policy 1

Prevent erosion of the neighborhood’s residential character

Willakenzie Area Plan (1992)

Residential Policies and Proposed Actions, Policy 1

Maintain the existing low-density residential character of existing Willakenzie neighborhoods, while recognizing the need to provide housing for all income groups in the City.

EUGENE CITY COUNCIL AGENDA ITEM SUMMARY



Work Session: Sidewalk Program Update

Meeting Date: June 25, 2025

Department: Public Works

www.eugene-or.gov

Agenda Item Number: 2

Staff Contact: Jody Trendler

Contact Telephone Number: 541-682-5248

ISSUE STATEMENT

Staff will provide an update on the city's sidewalk improvement program, including progress on options for increasing sidewalk repair and construction in the community and exploring potential actions for City Council consideration.

BACKGROUND

Sidewalks are an essential part of the city's transportation system, enabling people of all ages and abilities to move safely throughout the city to meet their daily needs. Sidewalks are of particular importance for the 30 percent of the population who do not or cannot drive, including people with disabilities, seniors, and youth.

While the case in many communities, many Eugene residents are surprised to learn that unlike other public infrastructure like streets, curb ramps, and crosswalks, maintaining sidewalks is the responsibility of the adjacent property owner (EC 7.375). Significant segments of Eugene's sidewalk network are in need of repair, yet it is likely many property owners cannot afford to repair them. Additionally, many neighborhoods lack sidewalks altogether due to past development patterns. A 2024 survey found that one in four Americans do not have more than \$1,000 in savings. A sidewalk repair project, on average, can cost nearly \$4,000 and a sidewalk construction project can cost between \$6,000 and \$10,000. Further, the process for repairing sidewalks can be complicated and time consuming due to tree roots, underground utilities and other factors. The combined result is that many sidewalk repairs are being deferred citywide.

The city has several programs to help support the construction and repair of sidewalks. The Public Works Maintenance Division manages the City's inspection program which works with property owners on the notification and mitigation of potential hazards in the public right of way. The Public Works Engineering Division's transportation planning and capital projects programs work to prioritize, seek funding for, and build new sidewalks to fill gaps in the pedestrian network. This work includes the 2022 Street Bond, which included \$5,000,000 for walking projects; applications for Safe Routes to School and other grant programs to build new sidewalks near schools; and administering the ADA Transition Plan which provides a schedule for upgrading curb ramps to accessible standards. Urban Forestry also contributes staff time and resources to sidewalk projects whenever a street tree is present.

In 2014, City Council held a work session on sidewalks and trees where staff reviewed and discussed city policy and code related to sidewalks and trees, specifically, what happens when a city street tree damages a sidewalk, who is responsible for any repairs, and who is liable in case there is an accident. New ideas raised during the discussion included considering the cost of having the city take financial responsibility for sidewalk repair for the roughly 65 percent of cases where a street tree is the cause of the damage, and options for educating property owners about their responsibilities such as presentations to neighborhood associations or partnerships with realtors. There was no policy direction or follow-up from this work session.

In 2024, the City Engineer prepared a memo to City Council building upon a 2018 memo to City Council. The 2024 memo described the current state of sidewalk programs and listed potential options for how the City can improve existing sidewalks and build-out the sidewalk network. Staff have made progress on the options that can be implemented within the city's current policy framework, including: (1) increasing public messaging and updating city webpages; (2) identifying what is needed to be able to scale up the existing hazardous sidewalk program led by Public Works Maintenance; and (3) launching a pilot program to offer sidewalk repair as part of street paving projects led by Public Works Engineering.

Cities in Oregon and nationwide are facing many of the same issues and provide case studies on various approaches to support the repair and construction of sidewalks, such as: offering income-based financial relief; sharing the cost of repair with property owners when sidewalk damage is due to a street tree; point-of-sale sidewalk repair requirements as a condition of property sale; and pursuing new citywide revenue sources such as a sidewalk fee. These options would require policy and/or code changes to implement in Eugene, and would also come with budgetary implications that City Council could choose to consider as part of the City's long term financial stability discussions.

RELATED CITY POLICIES

Policies from the [Eugene 2035 Transportation System Plan](#) support the build-out of an interconnected sidewalk network in Eugene. The TSP reiterated the City Council goal in the [Climate Recovery Ordinance \(CRO\) #20567](#) of achieving a 50 percent citywide reduction of fossil fuel use by 2030. Accordingly, the TSP included Goal 5 to triple the number of trips made by walking, bicycling and using transit by 2035.

A robust and well-maintained sidewalk system falls into both the Urgent Community Needs and Culture of Belonging focus areas of the [Eugene 2023 – 2026 Strategic Plan](#).

Eugene Code specifies that property owners are responsible for maintaining sidewalks and driveway approaches in good repair and safe condition (EC 7.375). The City is responsible for maintaining all sidewalks adjacent to City owned properties, locations where alleys cross sidewalks, and sidewalk access ramps throughout the city.

Development projects are required to construct sidewalks either through the land use or building permit processes. (EC 9.6505)

Eugene Code (EC 7.195) allows for financial assistance for sidewalk repairs for property owners who meet age and income requirements. Historically, this financial assistance was used to support property owners included in local improvement districts, but this program is not currently being utilized.

Eugene Code (EC 7.160 – 7.265) also has provisions for Council to form a Local Improvement District (LID) to assess property owners for the costs to improve streets, including the construction of sidewalks.

PREVIOUS COUNCIL DIRECTION

While not directly specific to sidewalk policy framework, City Council has approved several plans and policies in recent years that support improving the pedestrian network in Eugene, including the [list of walking projects](#) funded by the [2022 Bond Measure to Fix Streets](#), a 20-year plan for sidewalk infill projects in the [Eugene 2035 Transportation System Plan](#), the need for safe sidewalks in the [Vision Zero Action Plan](#), and guidance for sidewalk design in the City's [Complete Streets Design Standards](#).

COUNCIL OPTIONS

Information only.

CITY MANAGER'S RECOMMENDATION

None.

SUGGESTED MOTION

None.

ATTACHMENTS

A) 2024 Sidewalk Memo Final

FOR MORE INFORMATION

Staff Contact: Jody Trendler, Senior Transportation Planner
Telephone: 541-682-5248
Staff E-Mail: jtrendler@eugene-or.gov



Memorandum

Date: September 23, 2024
 To: Mayor Vinis and City Council
 From: Jenifer Willer, City Engineer
 Cc: Sarah Medary, Matt Rodrigues, Rich Hoey
 Subject: Sidewalks in Eugene (2024 Update)

Mayor & City Council,

In 2018, then City Engineer provided a summary to City Council of sidewalk conditions and challenges. Staff have continued to review sidewalk conditions and policies and the purpose of this memo is to provide an update on the construction and maintenance of sidewalks and access ramps, as well as recommendations for how the City can improve existing sidewalks and build-out the sidewalk network. The 2018 summary is attached.

Relevant Policies

The 2018 summary included relevant policies from the 2035 Transportation System Plan supporting the build-out of an interconnected sidewalk network in Eugene. The TSP reiterated the City Council goal in the Climate Recovery Ordinance (CRO) #20567 of achieving a 50 percent citywide reduction of fossil fuel use by 2030. Accordingly, in addition to the TSP policies outlined in the 2018 summary, the TSP also included Goal 5 to triple the number of trips made by walking, bicycling and using transit by 2035.

A robust and well-maintained sidewalk system falls into both the Urgent Community Needs and Culture of Belonging focus areas of the Eugene 2023 – 2026 Strategic Plan.

Development of Eugene's Sidewalk System

The City has over 770 miles of sidewalks and pedestrian ways. As discussed in the 2018 memo, the majority of the City's existing sidewalk infrastructure was constructed and paid for by development and dedicated to the City through the permitting system. Pursuant to Eugene Code, development projects are required to construct sidewalks either through the land use or building permit processes. (EC 9.6505)

Eugene Code (EC 7.160 – 7.265) also has provisions for Council to form a Local Improvement District (LID) to assess property owners for the costs to improve streets, including the construction of sidewalks. There have not been LID projects since the projects listed in the 2018 summary.

One of the strategies in the 2018 memo was to develop a funding source and timeline for constructing sidewalk infill projects identified in the Transportation System Plan. Since the 2018 memo, the City has increasingly used grants and general obligation bonds to construct sidewalks and pedestrian ways. The list is too long to include in this memo, but a few examples of completed City capital projects since the 2018 summary include:

- 8th Avenue Streetscape - Rebuilt approximately 2200 feet of sidewalk in downtown Eugene using a combination of federal and city funds.
- Garden Avenue Paving – Built approximately 450 feet of new sidewalk in a campus neighborhood with city funds.
- South Willamette Street – Rebuilt approximately 5200 feet of sidewalk in a busy commercial area along an urban arterial with a combination of federal and city funding.
- Barger Drive Paving – Approximately 1100 feet of sidewalk was replaced or constructed with city funds.
- Danebo Avenue Sidewalk Infill – Approximately 800 feet of new sidewalk was constructed with city funds.

There are also nearly 20,000 feet of planned new and replacement sidewalk projects budgeted as part of upcoming capital projects using a combination of grants and city funds. Included in the city funded projects, a total of \$2,870,000 in 2022 street bond funds will be used to construct 12 sidewalk projects across all 8 wards.

Maintenance of Existing Sidewalks and Property Owner Responsibilities

As explained in the 2018 memo, Eugene Code Chapter 7 outlines a property owner's responsibility and potential liability associated with the public right of way which abuts their property. Regarding sidewalks and driveway approaches, property owners are responsible for maintaining this infrastructure in good repair and safe condition (EC 7.375). The City is responsible for maintaining all sidewalks adjacent to City owned properties, locations where alleys cross sidewalks, and sidewalk access ramps throughout the city.

An owner's negligent failure to comply with the Eugene Code may result in an owner being liable for injury, damage or loss to person or property. The Eugene Code regarding the maintenance, repair and liability of sidewalks and driveway access connections is not unique, as many municipalities have similar established codes. Many property owners are unaware of their responsibilities as far as repairing hazardous sidewalks and driveway approaches and the potential liability to which they may be subject to.

In an effort to provide the community a safe, clean and hazard free sidewalk system a program for sidewalk inspections has been in place for many decades. The Public Works Maintenance Division manages the City's inspection program which works with property owners in the notification and mitigation of potential hazards in the public right of way.

Currently, Public Works addresses sidewalk deficiencies during neighborhood inspections, reported accidents, or requests for service. The approach to identifying and mitigating hazards is most often reactive, typically following complaints or citizen requests. Thousands of hazards exist in the system, but addressing each hazard is very time consuming, labor intensive, and costly. Individual hazards can take upwards of several months to repair due to the type of defect, street tree conflicts, code requirements, available staff and funding resources. Over the last few years, Public Works Maintenance received and responded to hundreds of requests, as follows:

2023

525 Investigations

98 Notifications to Property
Owners

2022	357 Investigations	39 Notifications to Property Owners
2021	316 Investigations	107 Notifications to Property Owners

Repairs may be performed by homeowners, private contractors, or City crews. Regardless of who performs the repair, proper inspections, notifications and construction standards must be followed. For example, when a street tree is the cause of a sidewalk hazard, which attribute to the majority of sidewalk deficiencies, Eugene Code Chapter 6 – Environment requires inspection and public notification to fully evaluate potential tree impacts.

Repair Options

Property owners have several options for repairing or replacing damaged sidewalks

- Property owners may do the work themselves. However, the work is often strenuous and requires specialized equipment such as grinders, form materials or concrete finishing tools.
- Property owners may hire a licensed contractor to do the repairs.
- Property owners may ask the City of Eugene Public Works Maintenance Division to repair the sidewalk.

Due to the complexity of mitigating most sidewalk hazards, property owners most often choose to sign an agreement with the Public Works Maintenance Division for needed repairs. The current construction market makes these repairs challenging to schedule and costly using a private contractor. If the work is performed by the City, the City will bill the property owner based on an established fee schedule that allows for cost recovery of the work. Fees were most recently updated in 2024 (AO 58-24-06-F). In FY24-25, three maintenance worker FTE positions were added to allow Public Works Maintenance to perform year-round sidewalk repair work.

Once the work is completed, the City bills the property owner and the payment is due upon receipt of the invoice. Unlike the street assessment program, deferrals or financing options have not been available to property owners for the City's sidewalk repair program. Except, in 2020 the sidewalk repair program included a low-income subsidy option for single-family property owners who qualify through Qualified Means-Tested programs. Currently, the program offers up to \$1,700 assistance for a sidewalk repair when signing an agreement to perform the work by the City.

In 2021, there was a backlog of 60 outstanding sidewalk repair agreements with Public Works. There are currently 2 remaining repairs from the backlogged group. The Public Works Maintenance sidewalk repair crew has been challenged to retain staffing in a highly competitive job market. Only recently, have the staff positions been filled, resulting in a low number of sidewalk repairs pursuant to property owner agreements. In 2023, the City repaired 291 linear feet of sidewalks for 10 properties. This crew also supports the sub-surface sewer repair crew, currently performing about 75 sidewalk, driveway and alley repairs annually.

Americans with Disabilities Act Transition Plan for the Public Right of Way

As part of Title II of the Americans with Disabilities Act (ADA) of 1990, City of Eugene Public Works conducted an evaluation of its public rights-of-way, and developed a transition plan that outlines in detail how the organization will ensure safe access to all of its facilities for all individuals. Public Works staff collected detailed data on over 15,000 sidewalk ramps and 250 pedestrian signals to develop transition-to-compliance schedules specific to these facilities. In addition to the inventory of ramps and pedestrian signals and schedules, the transition plan for the public rights of way also includes a system of barrier removal prioritization, information on how to request barrier removals from right-of-way facilities, and an appeals process.

The [ADA Transition Plan for the Public Right of Way](#), set a schedule of replacing 350 non-compliant curb ramps per year from 2015 – 2021. During this time frame, 2,072 curb ramps (or an average of 345 per year) were replaced or added. Federal accessibility rules require that curb ramps be brought into compliance when pedestrian crossings are “altered” which includes the repaving of streets. Nearly all of the curb ramps constructed during this time frame were part of City capital paving projects and the West Eugene EmX.

At the time of writing the Transition Plan, staff weren’t sure that the City would be able to keep up the pace of 350 curb ramps per year and reduced the annual goal to 200 ramps per year for the following years. As Council is aware, voters continued to pass street repair bond measures and the City continued the increased pavement preservation program. From 2021 to 2023, 908 curb ramps have been constructed or replaced (average of 302 ramps per year).

The 2018 memo also identified a funding need to respond to site specific community requests for curb ramp construction or replacement. Public Works Engineering and Maintenance Divisions coordinate to respond to these requests and to identify the needed action from minor repairs to full replacement or construction. Starting in 2021, approximately \$150,000 per year in local gas tax has been budgeted to design and contract the construction of site-specific curb ramp requests. This program is proposed to continue in the draft 2026 – 2031 Capital Improvement Plan (CIP).

Going Forward

Staff identified four primary goals in considering options to repair and construct more sidewalks in Eugene:

- Support Vision Zero goals by addressing sidewalk hazards and network gaps
- Relieve cost burden on homeowners and identify ongoing funding source(s)
- Improve the condition of Eugene’s sidewalks over the next 10 years
- Improve work processes related to resolving tree and sidewalk conflicts through Urban Forestry and the Maintenance Division collaboration.

Staff have identified the following options with these goals in mind:

- **Expand eligibility for Local Improvement Assistance Fund** – Described in EC 7.195, Eugene Code allows for the deferral, extension, or modification of local improvement assessment payments for eligible property owners. Eligible property owners must meet both age and income

requirements for the financial assistance. Historically, this assistance has been provided to eligible property owners for local improvement districts formed by City Council per EC 7.160 – 7.265.

Staff have noted that EC 7.195 allows for this assistance to be used for sidewalk repairs upon notification of deficient sidewalks by the City pursuant to EC 7.154. Staff are investigating the balance and source of these funds, and based on their findings, propose to expand the use as allowed by this Code section as part of a pilot program. Property owners would be informed of the assistance as part of the notification letters. The pilot program is proposed to last three years, or until the available funds are exhausted. After three years, the pilot program will be evaluated and based on the use of the program, staff anticipate a proposal to continue funding the program and expanding the eligibility criteria for assistance.

- **Scale up the existing Sidewalk Repair Program.** Identify what is needed to be able to scale up the existing hazardous sidewalk program led by Public Works Maintenance.
- **Create a pilot program to include sidewalk repairs on capital projects.** Notify property owners of sidewalk deficiencies and responsibilities prior to a planned capital project. The notification would include the option for the City to add the work to the capital project at the property owner's expense. Allow the use of expanded financial assistance to eligible property owners, described above. Also, include the construction or repair of sidewalks fronting City-owned properties as part of capital improvements in the right of way or on city facilities, including parks, parking lots and garages, and buildings, although the funding of the sidewalk fronting City-owned facilities still needs to be determined.
- **Consider pursuing a new citywide funding source** such as a sidewalk fee or bond to support the repair and construction of more sidewalks in Eugene.
- **Create a public messaging campaign** and update City webpages to educate community members and property owners about sidewalk responsibilities and financial assistance opportunities.
- Explore feasibility of a new **Point-of-Sale sidewalk repair requirement** as condition of property sale.

Staff will continue to explore these and other potential options for increasing sidewalk repairs in the community. In the coming year, staff would like to schedule a work session with City Council to share an update and explore potential actions where City Council approval would be needed.