

ROUGHLY EDITED TRANSCRIPT

CITY OF EUGENE
WORK SESSION
JUNE 25, 2025
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MAYOR KNUDSON: WELCOME TO THE JUNE 25, 2025 CITY COUNCIL WORK SESSION.

THANK YOU FOR JOINING US.

FOR WORK SESSIONS LIKE THIS THERE IS NO OPPORTUNITY FOR PUBLIC COMMENT.

THOSE WISHING TO ACCESS THE MEETING CAN WATCH ON OUR WEBSITE, COMCAST CHANNEL 21 OR BY CALLING INTO ONE OF THE NUMBERS ON THE PUBLIC WEBCAST AND MEETING MATERIALS PAGE ON THE CITY OF EUGENE WEBSITE.

THANK YOU AGAIN FOR JOINING US.

I NOW CALL THE JUNE 25, 2025 WORK SESSION TO ORDER.

TURN IT OVER TO THE CITY MANAGER TO INTRODUCE OUR FIRST TOPIC, DEFINITION OF RESIDENTIAL CHARACTER.

>> THANK YOU, MAYOR.

I'M GOING TO HAND THIS TO ALYSSA HUNTER, OUR PLANNING DIRECTOR, AND RUN US THROUGH THIS CONVERSATION.

>> THANK YOU, SARAH.

GOOD AFTERNOON, MAYOR, COUNCIL.

GIVE ME A SECOND WHILE I SHARE MY SCREEN.

CAN SOMEBODY CONFIRM YOU ALL SEE THAT?

OKAY.

PERFECT.

THANK YOU.

AS MENTIONED TODAY'S WORK SESSION IS AN OVERVIEW ON THE DEFINITION OF RESIDENTIAL CHARACTER.

THE MONDAY WORK SESSION ON URBAN GROWTH STRATEGY THERE WAS CONVERSATION ABOUT URBAN FORM AND URBAN DESIGN.

I WANT TO BE CLEAR THAT THIS IS NOT RELATED TO THAT TOPIC.

THIS IS NOT ABOUT AN URBAN DESIGN TOOL.

IT IS A MORE ESOTERIC TOPIC.

COUNCIL'S INTEREST IN THIS TOPIC SURFACED DURING THE CLEAR AND OBJECTIVE APPROVAL CRITERIA FOR HOUSING CODE AMENDMENTS PROJECT IN 2022 AS PART OF THE LAND USE CODE AMENDMENT ADOPTION PROCESS COUNCIL PASSED A MOTION THAT APPLIED THE EUGENE CODE DEFINITION OF RESIDENTIAL CHARACTER TO A SPECIFIC REFINEMENT PLAN AND PASSED A MOTION TO HAVE FURTHER DISCUSSION ABOUT EXTENDING THAT CODIFIED DEFINITION TO OTHER REFINEMENT PLANS.

SO THE HEART OF THE QUESTION IS WHETHER THE DEFINITION OF RESIDENTIAL CHARACTER AS ADOPTED IN THE CITY LAND USE CODE SHOULD BE APPLIED TO ALL REFINEMENT PLANS THAT INCLUDE THAT TERM.

TODAY I'LL PROVIDE SOME BACKGROUND ON THIS DEFINITION AND TALK ABOUT THE CURRENT CONTEXT FOR HOUSING.

AS I'M SURE YOU'RE ALL AWARE SINCE ADOPTION OF THE CLEAR AND OBJECTIVE HOUSING CODE AMENDMENT IN 2022 A LOT HAS CHANGED IN THE HOUSING LANDSCAPE LOCALLY AND AT THE STATE LEVEL.

OKAY.

SO JUST TO GROUND IS IN WHAT IS THE CODIFIED DEFINITION OF RESIDENTIAL CHARACTER IT'S A COMBINATION OF QUALITIES AND FEATURES THAT GIVES IDENTITY TO A PARTICULAR AREA WHERE THE PREDOMINANT USE IS HOUSING

THAT DISTINGUISHES THE AREA FROM OTHERS.

THIS WAS ADDED TO THE LAND USE CODE IN 2008 THROUGH A ROAD AMENDMENT PROCESS WHERE PROPOSED AMENDMENTS WERE SOLICITED FROM COMMUNITY MEMBERS.

IN THIS PARTICULAR CASE, THE STATE INTENT WAS TO MAKE AN IMPACT FROM COMPATIBLE INTO INCOMPATIBLE SO BECAUSE THIS IS ADOPTED INTO THE LAND USE CODE THE INTENT IS THAT IT GIVES MEANING TO WORDS AND PHRASES IN THE LAND USE CODE, LIKE YOU HAVE A BOOK, THERE'S A GLOSSARY THAT DEFINES THE TERMS IN THAT PARTICULAR BOOK.

SO MOVING ON TO WHAT THE APPLICATION AND THE USE OF THIS DEFINITION HONESTLY THE USE OF IT IS CURRENTLY FAIRLY LIMITED.

IT APPLIES TO A VERY LIMITED SUBSET OF LAND USE BLACK BOXES, SUBDIVISIONS, PARTITIONS AND SITE REVIEWS.

ONLY WHEN THE APPROVAL CRITERIA FOR THOSE LAND USE APPLICATIONS REQUIRE CONSISTENCY WITH THE ADOPTED REFINEMENT PLAN POLICIES FOUND IN THE LAND USE CODE, THEN ONLY WHEN THOSE CODIFIED POLICIES ACTUALLY CONTAIN THE TERM RESIDENTIAL CHARACTER.

YOU CAN SEE THAT FUNNELING DOWN.

NOT NECESSARILY A LOT OF USE.

IN 2022 AS PART OF THE CLEAR AND OBJECTIVE HOUSING CODE AMENDMENTS COUNCIL EXTENDED THE CODIFIED DEFINITION TO APPLY TO THE WEST SIDE NEIGHBORHOOD PLAN.

WE'RE USING THE GLOSSARY FROM ONE BOOK TO INTERPRET ANOTHER BOOK.

THESE ARE IMMEDIATE ASSISTING GENRA.

THIS APPLIES TO THE WEST SIDE NEIGHBORHOOD PLAN 2 COULD APPLY TO CODE AMENDMENTS, CONDITION AT USE PERMITS, PLAN USE DEVELOPMENTS AND ZONE CHANGES WHEN A POLICY THAT USES THE TERM RESIDENTIAL CHARACTER COMES INTO PLAY.

SO DURING THE CLEAR AND OBJECTIVE ADOPTION PROCESS COUNCIL HAD QUESTIONS ABOUT APPLYING THE DEFINITION TO ALL REFINEMENT PLANS, SO WE DID SCAN ALL OF THE PLANS TO FIND THIS TERM IN POLICY LANGUAGE AND IT APPEARS IN THESE FIVE PLANS, WEST SIDE NEIGHBORHOOD PLAN BECAUSE YOU'VE ALREADY TAKEN ACTION REGARDING THAT ONE.

ALSO THE COUNCIL ASKED WHAT WOULD IT MEAN TO EXTEND THE USE OF THIS CODE DEFINITION TO THESE OTHER PLANS.

SO PRACTICALLY SPEAKING, IT WOULD APPLY TO A BROADER SET OF LAND USE APPLICATIONS.

FOR THE WEST SIDE PLAN IT WOULD APPLY TO CODE AMENDMENTS, REFINEMENT PLAN AMENDMENTS, CONDITIONAL USE PERMITS, PLANNED DEVELOPMENT USES AND CHANGES.

THE DEFINITION NOW WOULD APPLY IN AREAS COVERED BY THESE REFINEMENT PLANS AND WHEN THERE'S A POLICY THAT THEY NEED TO COMPLY WITH THAT CONTAINS THE TERM RESIDENTIAL CHARACTER.

I KNOW THAT'S A LOT OF WORDS.

KIND OF WONKY.

I'M GOING TO GIVE YOU AN EXAMPLE BUT HONESTLY IT'S STILL WONKY BECAUSE I'M USING THESE TERMS.

I THINK AS AN EXAMPLE YOU COULD THINK OF A CODE AMENDMENT RELATED TO HOUSING.

IT COULD EITHER BE A CITY-WIDE AMENDMENT OR ONE SPECIFIC TO ONE OF THE NEIGHBORHOODS COVERED BY THESE REFINEMENT PLANS.

I'M GOING TO USE THE SHORTEST POLICY.

I'M NOT PICKING ON ANY PARTICULAR ASSIGNMENT PLAN.

THIS IS THE SHORTEST IN ATTACHMENT A.

SO THERE IS A POLICY IN THE WEST SIDE NEIGHBORHOOD PLAN THAT STATES PREVENT EROSION OF THE NEIGHBORHOOD'S RESIDENTIAL CHARACTER.

SO IN LOOKING AT THAT POLICY, AND THINKING ABOUT THIS THEORETICAL CODE AMENDMENT RELATED TO HOUSING PLANNING AND DECISION MAKERS WOULD NEED TO DETERMINE WHETHER THIS PROPOSED CODE AMENDMENT WOULD ERODE THE QUALITIES AND FEATURES THAT GIVE IDENTITY TO A PARTICULAR AREA WHERE THE PREDOMINANT USE IS HOUSING AND THAT DISTINGUISHES THE AREA FROM OTHER AREAS.

YOU MIGHT BE ASKING OKAY WHAT DOES THAT REALLY MEAN?

WHAT ARE THE IMPACTS OF THIS DEFINITION IF WE EXTENDED IT BROADER?

THERE ARE FOUR MAIN THINGS I WANTED TO SPEAK TO YOU ABOUT TODAY.

THE FIRST IS REALLY AS YOU KNOW FROM MONDAY NIGHT AND PREVIOUS WORK SESSIONS THAT EUGENE HAS AN IMMENSE NEED FOR HOUSING.

WE NEED OVER 26,000 NEW HOMES IN THE NEXT 20 YEARS.

PLANNING STAFF COMMUNITY DEVELOPMENT STAFF, PUBLIC WORKS STAFF ARE FOCUSED ON PRODUCTION TO INCREASE HOUSING SUPPLY IN EUGENE.

ONE CONCERN HERE IS THAT IT COULD MAKE IT HARDER TO ADDRESS HOUSING NEEDS BY POTENTIALLY PRECLUDING CHANGES THAT WOULD ALLOW FOR NEWER, INNOVATIVE HOUSING TYPES.

IT COULD RESULT IN COST AND DELAY THROUGH APPEALS.

PEOPLE LIKE TO ARGUE ABOUT WORDS SOMETIMES.

THE SECOND IMPACT REGARDING OUTCOMES, AS I MENTIONED THIS IS NOT A DESIGN TOOL.

THE DEFINITION IS NOT A CLEAR OR EFFECTIVE TOOL FOR ENSURING GOOD URBAN DESIGN.

RATHER IT MIGHT PREVENT OR DELAY HOUSING TYPES OR DEVELOPMENTS THAT THE COMMUNITY REALLY NEEDS AND WANTS.

THEN THIRD RELATED TO RESOURCES AND PRIORITIES TO ACCOMPLISH

EXTENDING THIS DEFINITION BROAD ARE IT WOULD REQUIRE AMENDMENTS TO THESE REFINEMENT PLANS AND IN SOME CASES REQUIRE COUNTY PARTICIPATION IN THE PLANNING COMMISSION AND THE CITY COUNCIL PROCESS.

SO GIVEN STAFF'S CURRENT FOCUS ON HOUSING SUPPLY AND PRODUCTION AND HONESTLY THE MAXIMUM AMBITIOUS AMOUNT OF WORK AHEAD OF US MUCH OF WHICH IS LEGALLY MANDATED IT'S NOT CLEAR HOW WE WOULD RESOURCE THIS.

SOMETHING HIGHLIGHTED MONDAY NIGHT ARE THE REFINEMENT PLANS ARE AGING, THE FIVE THAT CONTAIN THE TERM RESIDENTIAL CHARACTER ARE BETWEEN 33 AND 43 YEARS OLD, AND IN MANY CASES NO LONGER REFLECT CURRENT CONTEXT FOR HOUSING.

THEY ARE SOMEWHAT OF A DIFFERENT ERA.

IF YOU THINK BACK TO 1982 THE LANDSCAPE WAS REALLY DIFFERENT.

WE HAD A NEWLY ADOPTED URBAN GROWTH BOUNDARY, ABUNDANT LAND SUPPLY, A POPULATION OF ABOUT 104,000 AND WAS ACTUALLY SHRINKING AT THAT TIME.

VERY DIFFERENT IN TERMS OF DEMOGRAPHICS.

OVER HALF OF EUGENE'S CURRENT POPULATION WASN'T BORN YET.

DEFINITELY LOWER LEVELS OF HOMELESSNESS, AFFORDABILITY WAS I DON'T KNOW IF IT WAS EVEN MENTIONED.

I'M SURE IT WAS, JUST AT A DIFFERENT LEVEL.

MANY OF THE POLICIES IN THESE PLANS OR SOME OF THE POLICIES IN THESE PLANS DON'T REFLECT OUR CURRENT HOUSING NEEDS OR THE NATURAL EVOLUTION OF NEIGHBORHOODS.

THIS IS A QUESTION FOR ANOTHER DAY BUT AT SOME POINT WE WILL NEED TO DISCUSS WHAT TO DO WITH THESE PLANS GIVEN THEIR STATIC NATURE IN OUR EVER CHANGING LANDSCAPE, AND IN SOME INDICATIONS AS MENTIONED MONDAY NIGHT THEY CAN BE A BARRIER TO HOUSING PRODUCTION AND SUPPLY.

I'M GOING TO LEAVE IT AT THAT.

THAT CONCLUDES MY PRESENTATION.

I LOOK FORWARD TO YOUR QUESTIONS AND DISCUSSION.

MAYOR KNUDSON: THANK YOU FOR THAT PRESENTATION.

I WILL OPEN THE FLOOR TO COUNCIL DISCUSSION.

COUNCILOR GROVES FIRST IN THE QUEUE.

COUNCILOR GROVES: I'M STILL A LITTLE BIT CONFUSED.

WE'RE TALKING ABOUT EROSION OF NEIGHBORHOOD QUALITY.

MANY IN OUR COMMUNITY WOULD SAY HOUSE BILL 2001 AND SEA-TAC ARE DOING JUST THAT SO HOW DO WE BRING THOSE TWO TOGETHER IN A COGENT MANNER THAT MAKES SENSE AND STILL STAYS WITHIN THE REQUIREMENTS OF THE LAW?

>> I DON'T THINK THAT DEFINITION WILL HELP YOU GET WHERE YOU WANT TO GO WITH THAT OR MAYBE WHERE THE COMMUNITY WANTS TO GO WITH THAT.

WITH MIDDLE HOUSING I THINK WE'RE SEEING BOTH SIDES OF THAT.

WE'RE SEEING A FAIR AMOUNT OF MIDDLE HOUSING BEING BUILT AND DEVELOPED, WHICH IS PROVIDING HOUSING SUPPLY AND PRODUCTION AND OWNERSHIP OPPORTUNITIES.

WE REALLY ARE LIMITED BY THE STATE THERE IN TERMS OF WHAT WE COULD ADD FOR DESIGN STANDARDS OR DEVELOPMENT STANDARDS.

A LOT OF THAT WAS DICTATED TO US HONESTLY BY STATE LAW.

IN THAT CASE THERE WAS NOT A TON THAT WE COULD DO ADDING THIS DEFINITION BROADER IS NOT SOMETHING THAT WILL HELP WITH THAT.

I KNOW THERE ARE CONCERNS, AND I HEAR THEM AND I UNDERSTAND THEM ABOUT CHARACTER OR URBAN DESIGN IN GENERAL, AND AGAIN, ADDING A DEFINITION TO THESE REFINEMENT PLANS IS NOT GOING TO HELP BRING THE LAND UP TO THE STREET.

IT WON'T HELP WIDEN THE SIDEWALKS.

IF IT'S REALLY SPECIFIC DESIGN ELEMENTS THAT FOLKS ARE INTERESTED IN LOOKING AT, THIS IS NOT THE TOOL THAT WE WOULD WANT TO USE TO GET US THERE.

COUNCILOR GROVES: I CAN APPRECIATE THAT.

I'M THINKING ALSO ABOUT OFF STREET PARKING REQUIREMENTS THAT HAVE GONE BY THE WAYSIDE.

BASICALLY WHAT I'M LOOKING FOR IS WHAT IS A REASONABLE RESPONSE WHEN SOMEBODY ASKS THAT QUESTION, WE DON'T SOUND LIKE A BUNCH OF IDIOTS?

>> WHICH QUESTION, EXACTLY?

COUNCILOR GROVES: NEIGHBORHOOD QUALITY.

>> I THINK THAT IS THROUGH THE LAND -- THERE ARE A NUMBER OF WAYS.

I THINK IT DEPENDS ON WHAT YOU MEAN BY NEIGHBORHOOD QUALITY.

IF YOU'RE TALKING ABOUT SIDEWALKS WE HAVE STREET DESIGN STANDARDS.

IF WE'RE TALKING ABOUT STREET TREES OR ARE YOU TALKING ABOUT HOW THE BUILDINGS INTERFACE WITH THE STREET, ARE YOU TALKING ABOUT DENSITY?

THERE ARE A NUMBER OF DIFFERENT TOOLS TO GET AT IT.

I HATE TO USE THIS ANSWER BUT IT DEPENDS.

IT DEPENDS WHAT WE'RE TALKING ABOUT.

I CAN TELL YOU IN ALL OF THOSE CASES ADDING THIS DEFINITION ISN'T GOING TO ADDRESS THOSE THINGS.

THOSE ARE MORE LOOK AT OUR DEVELOPMENT STANDARDS.

LET'S LOOK AT STREET DESIGN STANDARDS.

AND PROJECTS THAT ARE WORKING ON THE STREET.

THOSE ARE THE TOOLS THAT MAKE MORE SENSE TO ADDRESS THOSE THINGS.

COUNCILOR GROVES: I'M NOT SURE THAT'S GOING TO SATISFY SOME PARTS OF OUR COMMUNITY.

THAT'S WHAT I'M LOOKING FOR, A COGENT RESPONSE THAT I CAN GIVE THEM.

EVEN TAKING THE NARROW SCOPE OF OFF STREET PARKING, MARRIED WITH SKINNIER STREETS THAT ONLY ALLOW PARKING ON ONE SIDE OF THE STREET.

SEEMS WE HAVE A LOT OF THINGS THAT ARE WORKING CONTRARY TO EACH OTHER AND SOME OF THE GOALS AND OBJECTIVES WE HAVE SET AS A COUNCIL BUT ALSO HAS BEEN FOISTED UPON US BY CHANGES IN STATE LAW.

I DON'T KNOW THAT THERE IS A RESPONSE THAT IS GOING TO MAKE SENSE, BUT IT'S ALWAYS FRUSTRATING TO ME WHEN I TRY TO EXPLAIN SOMETHING AND I CAN JUST SEE PEOPLE GETTING MORE AND MORE CONFUSED AND I THINK THAT'S WHAT'S GOING TO HAPPEN HERE.

I DON'T THINK THERE'S A SILVER BULLET FOR THIS, BUT AT THE SAME TIME I THINK IT'S SOMETHING WE HAVE TO BE AWARE OF, AND WE HAVE TO FIGURE OUT SPEAKING POINTS THAT WE CAN USE THAT MAKE SENSE TO THE AVERAGE PERSON.

THANK YOU.

MAYOR KNUDSON: COUNCILOR KASHINSKY.

COUNCILOR KASHINSKY: YES, SO I'M PRETTY FAMILIAR WITH THIS POLICY AND THE REFINEMENT PLANS IN QUESTION AND HOW THIS LANGUAGE HAS BEEN USED IN PAST LAND USE COURT OF APPEALS APPEALS.

I FEEL LIKE THIS LANGUAGE IS VERY SUBJECTIVE.

IT REALLY IS HOW SOMEONE WOULD DEFINE THE UNIQUE QUALITIES THAT MAKE A NEIGHBORHOOD UNIQUE IS VERY DIFFERENT FOR PEOPLE WITHIN THAT NEIGHBORHOOD.

I KNOW FOR A FACT THAT SOME OF THE ARGUMENTS PUT FORWARD AS TO WHAT MAKES MY NEIGHBORHOOD UNIQUE ARE THE POLAR OPPOSITE OF WHAT I THINK MAKES MY NEIGHBORHOOD UNIQUE.

I KNOW THAT THE INTENT OF THIS WAS TO PREVENT INCOMPATIBLE INFO, WHICH AGAIN WHAT IS COMPATIBLE AND INCOMPATIBLE IS DIFFERENT FOR DIFFERENT PEOPLE.

SO I SEE THIS POLICY AND THIS ATTEMPT TO BROADEN THIS DEFINITION TO MORE AREAS OF THE CITY AS AN EXPLICIT ATTEMPT TO PLACE BARRIERS TO

HOUSING.

THAT IS THE INTENT, TO PUT IN PLACE BARRIERS TO HOUSING IN OUR NEIGHBORHOODS.

I'M NOT IN FAVOR OF THAT.

I THINK WE NEED TO REMOVE BARRIERS.

I WOULD NOT BE IN FAVOR OF EXPANDING THE USE OF THIS DEFINITION.

NOR AM I PARTICULARLY PLEASED THAT IT APPLIES IN ANY NEIGHBORHOOD THAT IT DOES APPLY IN BECAUSE AGAIN I THINK IT'S AN ATTEMPT TO PLACE BARRIERS IN PARTICULAR NEIGHBORHOODS THAT THEY HAVE TO DEAL WITH.

THANKS.

MAYOR KNUDSON: COUNCILOR CLARK.

COUNCILOR CLARK: THANK YOU, MAYOR.

I JUST WANT TO SAY FIRST I AGREE WITH MY COLLEAGUE RANDY THAT WE DO HAVE QUITE A PROBLEM WITH WHAT THE STATE HAS IS FOISTED UPON US BUT I DON'T THINK THAT'S GOING TO SUBSTANTIALLY CHANGE HOW WE LIVE TOGETHER UNTIL SUCH A TIME AS THE MAJORITY OF MINDS CHANGE IN SALEM AND I DON'T ANTICIPATE THAT SOON.

I WOULDN'T ANTICIPATE WE WILL SEE MUCH DIFFERENCE ANY TIME SOON.

MY QUESTION IS FOR ALYSSA.

I THOUGHT COUNCILOR KASHINSKY'S POINT WAS INTERESTING.

MY QUESTION IS HOW WILL INCLUDING THIS IN OTHER REFINEMENT PLANS IN OTHER AREAS INCLUDING THIS DEFINITION ALTER IN ANY WAY THE WORK THAT PLANNING COMMISSION DOES OR THE OUTCOMES THAT ARE PUT FORWARD BY THEM?

>> IT COULD BE.

I CAN'T SAY DEFINITELY IT WILL DO X, OR Y.

I CAN TELL YOU OUR CONCERNS FROM LOOKING AT IT AND LOOKING AT PAST USE.

THAT WOULD BE THAT IT COULD BE USED AS SOMEBODY PROHIBITING OR PRECLUDING NEW HOUSING TYPES OR OTHER HOUSING ACTIONS FROM OCCURRING IN NEIGHBORHOODS THAT HAVE POLICIES THAT USE THIS LANGUAGE, OR IT COULD BE USED AS A CHALLENGE, WHICH WOULD DELAY THINGS AND RESULT IN APPEALS AND MORE COST.

COUNCILOR CLARK: YEAH.

WOULD IT HAVE THE EFFECT OF PROTECTING PEOPLE'S NEIGHBORHOODS FROM INCOMPATIBLE SORTS OF DEVELOPMENT, FOR EXAMPLE IN THE BETHEL AND WEST PART OF OUR COMMUNITY THERE'S SOME INCOMPATIBLE USES WHEN WE PUT HOUSING VERY CLOSE TO INDUSTRIAL AREAS.

WOULD THIS LANGUAGE PROHIBIT OR IN ANY WAY PROTECT FROM THAT?

>> SO IT DOESN'T APPLY IN THE BETHEL NEIGHBORHOOD.

THEIR NEIGHBORHOOD PLAN DOESN'T INCLUDE ANY POLICIES THAT HAVE THE TERM RESIDENTIAL CHARACTER BUT IT ALSO WOULDN'T APPLY TO TIME OF BUILDING PERMIT.

THIS IS ONLY DURING USE APPLICATIONS BECAUSE IT IS SO SUBJECTIVE.

IT'S ALSO -- IT ISN'T VERY SUBJECTIVE.

YOU CAN READ IT DIFFERENT WAYS, WHICH IS ALSO PART OF THE CONCERN.

WE'RE LOOKING AT -- THERE ARE OTHER WAYS TO GET AT MAKING SURE THAT INDUSTRIAL AND RESIDENTIAL ARE NOT SIDED TOGETHER.

THERE ARE OTHER WAYS OF PREVENTING CERTAIN TYPES OF DEVELOPMENT TO HAPPEN.

I GUESS I'LL BE A BROKEN RECORD HERE BUT THIS IS NOT A GREAT TOOL TO PREVENT COMPATIBLE USES OR INCOMPATIBLE USES BEING NEXT TO EACH OTHER IF THEY ARE PERMITTED OUTRIGHT.

IT'S NOT A GREAT TOOL TO IMPROVE OUR URBAN DESIGN.

THIS IS NOT THE TOOL FOR THAT.

COUNCILOR CLARK: YEAH.

IT SOUNDS TO ME LIKE A SUBJECTIVE SET OF DEFINITIONS THAT LENDS TO HAVING ARGUMENT IN THE FIRST PLACE.

THANK YOU VERY MUCH.

MAYOR KNUDSON: COUNCILOR ZELENIKA.

COUNCILOR ZELENIKA: YEAH, THANKS, ALYSSA, FOR THE PRESENTATION.

I THINK NEIGHBORHOOD QUALITY GETS IMPACTED BY NUMEROUS FACTORS.

THE BIGGEST ARE TRAFFIC, CARS, DELIVERY TRUCKS LIKE DELIVERIES TO THE NEW DORMS THAT ARE PROPOSED, THINGS LIKE THAT.

ALSO INCREASING PEDESTRIAN TRAFFIC, WHICH CAN CREATE NOISE AND LITTER.

PARKING IS A BIG IMPACT ON NEIGHBORHOOD LIVEABILITY.

AND URBAN DESIGN, WHAT THE STREETS LOOK LIKE, WHAT THE SETBACKS LOOK LIKE, WHETHER OR NOT THERE'S TREES AND LANDSCAPING.

THEN FINALLY GET DOWN TO INFILL AND HOW THAT IMPACTS NEIGHBORHOOD LIVEABILITY AND QUALITY.

A LOT OF PEOPLE THINK THAT HB 2001, WHICH ALLOWS DUPLEXES, TRIPLEXES AND QUADS IN SINGLE FAMILY NEIGHBORHOODS WILL DEGRADE THAT QUALITY.

I THINK MOST OF THE COUNCIL DIDN'T LIKE THE WAY THAT THEY WERE DOING HB 2001 AND HAVE IT BE A PLANT INSTEAD OF A SURGICAL APPLICATION.

I GUESS DO YOU THINK THIS DEFINITION WOULD BE A SMALL PART OF ALL THE THINGS THAT IMPACT NEIGHBORHOOD QUALITY?

I GUESS THE QUESTION FOR ME IS, SO WHAT?

WHAT IF WE USE THIS DEFINITION IN OTHER PLACES?

WHAT WILL HAPPEN?

WHAT WILL HAPPEN?

HOW WILL THIS AFFECT HOUSING PRODUCTION, WOULD IT CONFLICT WITH HB 2001 AND OTHER PRODUCTION GOALS?

WHAT'S ARE WE GOING TO SEE IF WE APPLY THIS?

WHAT'S GOING TO BE DIFFERENT?

>> WHAT'S GOING TO BE DIFFERENT?

OKAY, THIS IS SIMILAR TO IT.

I BELIEVE I JUST RESPONDED TO.

I CAN'T GIVE YOU A DEFINITIVE ANSWER, EXACTLY SOMETHING WILL OR WON'T HAPPEN.

BASED ON THE SUBJECTIVE NATURE OF IT AND THE AMOUNT OR SMALL AMOUNT THAT IT WOULD APPLY IT WOULD GENERALLY BE THROUGH HOUSING ACTION WHETHER THAT'S A CODE AMENDMENT, REFINEMENT PLAN AMENDMENT OR POTENTIALLY A PLANNED UNIT DEVELOPMENT, IT COULD HAVE THE IMPACT OF EITHER PRECLUDING CERTAIN HOUSING TYPES, PRECLUDING CERTAIN DEVELOPMENTS IN THOSE PARTICULAR NEIGHBORHOODS DEPENDING ON HOW THE POLICY IS WRITTEN AND HOW THIS DEFINITION WEAVES INTO THAT INTERPRETATION OF RESIDENTIAL CHARACTER.

THEN ALSO AS I MENTIONED IN TERMS OF DEVELOPMENT IN PARTICULAR, IT COULD BE REASON FOR APPEAL BECAUSE OF ITS SUBJECTIVE NATURE AND THAT CAN RESULT IN COST AND DELAY TO HOUSING PROJECTS AS WELL.

I WILL NOTE THE NUMBER OF THINGS YOU MENTIONED REGARDING PARKING AND TRAFFIC AND ALL OF THE OTHER THINGS THAT DO IMPACT OUR QUALITY OF LIFE IN EUGENE, MOST OF THOSE DON'T GO THROUGH THIS POLICY LENS, THIS POLICY REVIEW.

THEY ARE NOT GOING TO GO THROUGH A LAND USE APPLICATION.

THERE ARE THINGS THAT TYPICALLY HAPPEN OUTSIDE OF A LAND USE APPLICATION PROCESS MEANING AGAIN THE POLICIES THAT YOU HAVE THE TERM RESIDENTIAL CHARACTER ARE NOT GOING TO BE USED AS A FILTER FOR THOSE THINGS.

COUNCILOR ZELENKA: THIS IS ONE SMALL PART OF ALL THOSE THINGS THAT IMPACT NEIGHBORHOOD QUALITY, NEIGHBORHOOD LIVEABILITY.

IF WE WERE TO ADOPT THIS AND WE CAN ADOPT SOMETHING THAT PROHIBITS OR CONTRADICTS HB 2001, SO I'M CONFUSED AS TO HOW THAT IMPACTS HOW IT WOULD CREATE THE ABILITY TO STALL OR CHALLENGE DIFFERENT TYPES OF HOUSING?

WE CAN'T INSTITUTE A LAW THAT CONTRADICTS HB 2001.

>> THE DEFINITION ALREADY EXISTS WITHIN THE LAND USE CODE, SO IT DOES APPLY AGAIN DURING SUBDIVISIONS, PARTITIONS AND SITE REVIEWS.

I DON'T KNOW WHAT POLICIES WERE REVIEWED DURING HB 2001, THE ADOPTION PROCESS OR ANYTHING LIKE THAT.

I'M LOOKING FORWARD AT THIS.

IF THE CITY COMES UP WITH A NEW HOUSING TYPE OR NEW CODE AMENDMENTS RELATED TO HOUSING THAT'S WHERE MY BRAIN GOES IN TERMS OF THAT'S WHERE IT COULD BE IMPACTFUL.

YOU'RE RIGHT, WE HAVE TO FOLLOW THE LAW WHEN IT COMES TO THE CODE AMENDMENTS THAT IMPLEMENT THE MIDDLE HOUSING RULES AND STATE LAW.

COUNCILOR ZELENKA: SOMEONE WOULD BE ABLE TO USE THIS TO OBJECT TO A FOURPLEX GOING IN NEXT DOOR?

THAT WOULD CONFLICT WITH HB 2001?

>> I CAN'T THINK OF A SITUATION WHERE THEY WOULD, BUT THANKFULLY LAUREN JUST POPPED UP.

SHE MAY HAVE A RESPONSE AS WELL.

>> THE SHORT ANSWER TO YOUR QUESTION IS NO BECAUSE FOURPLEXES ARE ALREADY ALLOWED THROUGH OUR CODE.

ALL THAT IS REQUIRED IS A BUILDING PERMIT.

NO ONE WOULD BE LOOKING BACK TO APPROVE A FOURPLEX AT THIS POINT.

WE'RE TALKING ABOUT FORWARD LOOKING ISSUES.

THE REFINEMENT PLANS MOST OFTEN COME INTO PLAY AS ALYSSA SAYS, IN LIGHT OF NEW CODE AMENDMENTS.

SO IF CITY COUNCIL DECIDED YOU WANT TO CREATE A NEW HOUSING TYPE THAT DOESN'T EXIST, WE -- ABOUT THE IDEA OF MICRO VILLAGE HOUSING.

THAT'S SOMETHING THAT'S NEW THAT IS NOT CURRENTLY DESCRIBED IN OUR

CODE, DOESN'T REALLY CURRENTLY EXIST IN MANY NEIGHBORHOODS.

IF A CODE AMENDMENT WAS PLACED IN FRONT OF YOU OR THE PLANNING COMMISSION THAT CREATED THIS NEW HOUSING TYPE AND YOU NEED TO MAKE FINDINGS THAT SHOW CONSISTENCY WITH REFINEMENT PLANS.

THE AREA IS COVERED BY LAND USE REFINEMENT PLANS, THEN COUNCIL WOULD HAVE THE QUESTION IN FRONT OF YOU ABOUT WHETHER THIS NEW HOUSING TYPE IS CONSISTENT WITH THE RESIDENTIAL CHARACTER POLICIES IN THE REFINEMENT PLAN.

YOU'LL HAVE TO INTERPRET THEN WHAT THE POLICIES MEAN, WHAT THE HOUSING TYPE IS AND MAKE A FINDING WHETHER IT IS OR ISN'T.

THEN SOMEONE COULD DISAGREE WITH THE WAY COUNCIL INTERPRETED THOSE POLICIES AND THE ACTION THAT YOU TOOK, AND COULD APPEAL THAT.

THAT IS ONE EXAMPLE OF HOW IT COULD COME INTO PLAY IN THE FUTURE.

COUNCILOR ZELENKA: IF WE WERE TO ADOPT THIS AS USE IT MORE BROADLY IT WOULD REALLY APPLY TO NEW REGULATIONS OR OTHER TYPES OF HOUSING THAT WOULD COME INTO PLAY.

BUT IT COULDN'T CONTRADICT HB 2001.

>> I THINK GENERALLY YES, THAT'S AN ACCURATE STATEMENT.

COUNCILOR ZELENKA: THANKS.

MAYOR KNUDSON: COUNCILOR YEH.

COUNCILOR YEH: THANKS, MAYOR.

IN NOVEMBER '22 I VOTED AGAINST IT AND I WOULD NOT SUPPORT THIS NOW.

I THINK THE TERM IS A RELIC, MANY PEOPLE IN POWER WERE LOOKING FOR WAYS TO EXCLUDE CERTAIN HOUSING RIGHTS FOR CERTAIN PEOPLE FROM OUR NEIGHBORHOODS.

THIS WAS A TOOL THAT THEY USED TO DO THAT THAT IS NOT SOMETHING WE WANT TO CURRENTLY DO.

IN MANY CASES IT'S NOT EVEN EFFECTIVE.

WE HAVE MUCH BETTER WAYS TO DO THE THINGS THAT WE WANT TO DO IN OUR COMMUNITY.

WE DON'T NEED TO KEEP THESE RELICS OF A TIME OF EXCLUSION IN OUR CODE.

I WOULD NOT BE IN FAVOR OF PUTTING IT IN OTHER PLACES.

I WAS NOT IN FAVOR OF KEEPING IT IN THE FIRST ONE.

IF WE HAVE SPECIFIC THINGS WE WANT TO TALK ABOUT AND TRY TO DO IN OUR COMMUNITY LET'S DO THAT.

LET'S NOT KEEP THESE VAGUE TERMS IN OUR LAND USE.

LET'S BE MORE EFFECTIVE IN A BETTER WAY.

MAYOR KNUDSON: COUNCILOR KASHINSKY, DO YOU FEEL LIKE A SECOND ROUND?

OKAY.

THANK YOU.

SEEING NO FURTHER DISCUSSION FROM COUNCIL, WE HAVE A SECOND AGENDA ITEM TO GET TO.

THANK YOU, STAFF, FOR THAT PRESENTATION.

THIS CONCLUDES OUR FIRST AGENDA ITEM.

HEADING INTO THE SECOND, I'LL ASK CITY MANAGER TO INTRODUCE OUR WORK SESSION ON SIDEWALK PROGRAM UPDATE.

>> THANK YOU, MAYOR.

INTERESTING TIMING OF HAVING THIS WORK SESSION.

LOOK FORWARD TO TALKING ABOUT IT.

THE INTERESTING TIMING PIECE I RECENTLY HAD AN ARTICLE FORWARDED TO ME BY A LANDSCAPE ARCHITECTURE PROFESSOR OF MY PAST WHO WROTE AN ARTICLE IN PRAISE OF THE SIDEWALKS IN WHICH HE REFERS TO IT AS OUR URBAN TRAIL NETWORK WHICH I LOVE.

THIS AFTERNOON WE'LL HAVE A CONVERSATION ABOUT HOW TO IMPROVE OUR URBAN TRAIL NETWORK AND I BELIEVE THIS WILL BE A COMBINATION OF LOOKS LIKE MAYBE KATIE AND JODI.

>> THANK YOU, CITY MANAGER, MAYOR, CITY COUNCIL.

I'LL GIVE KATIE A MOMENT.

SHE'S SHARING HER SCREEN.

THANKS.

GOOD AFTERNOON, EVERYBODY.

I'M JODI, SENIOR TRANSPORTATION PLANNER IN THE PUBLIC WORKS ENGINEERING GROUP.

KATIE MRWITZ IS JOINING ME.

WE'RE HERE TO PROVIDE UPDATES ON THE SIDEWALK PROGRAM.

WE'RE ALSO JOINED BY PUBLIC WORKS STAFF. I BELIEVE PUBLIC WORKS DIRECTOR JENNIFER MILLER.

[AUDIO NOT UNDERSTANDABLE]

ASSISTANT INSTRUCTOR WITH PUBLIC WORKS MAINTENANCE AND O'BRIEN.

[AUDIO NOT UNDERSTANDABLE]

I'M GOING TO KICK US OFF WITH THE PRESENTATION AND THEN WE'LL HAVE SOME DISCUSSION.

WE'RE GOING TO HAVE A LOT OF INFORMATION IN OUR 15 MINUTE PRESENTATION TODAY.

I'LL GO OVER BACKGROUND IN EUGENE.

PROVIDES UPDATES ON OUR CURRENT PROGRAMS AND SOME OF THE NEW THINGS WE'RE WORKING ON.

OPTIONS FOR MOVING FORWARD AND LEAVE PLENTY OF TIME FOR DISCUSSION AND QUESTIONS.

SO I WOULD LOVE TO READ THAT ARTICLE YOU MENTIONED, SARAH.

SIDEWALKS ARE A CENTRAL PART OF OUR CITY TRANSCRIPTION SYSTEM AND URBAN TRAIL NETWORK.

THEY ENABLE PEOPLE OF ALL ABILITIES TO MEET THEIR DAILY NEEDS.

THEY ARE ESPECIALLY IMPORTANT FOR 30% OF THE POPULATION WHO DO NOT OR CANNOT DRIVE, PEOPLE WITH DISABILITIES, YOUNG PEOPLE AND SENIORS.

LASTLY WE'RE HEARING FROM THE COMMUNITY NOW THAT THEY HAVE INTEREST IN SIDEWALKS.

PEOPLE WANT SIDEWALKS TO BE SAFE, CLEAN AND HAZARD FREE AND ARE LOOKING TO THE CITY TO SEE WHAT WE CAN DO AROUND THAT.

WE HEARD FROM A COUPLE OF THINGS INCLUDING CURBS, THE TRANSPORTATION ADVOCACY GROUP.

THEY WROTE A MEMO TO STAFF AND COUNCIL MEMBERS.

WE HAVE RECEIVED LETTERS FROM THE TRANSPORTATION COMMITTEE AND FEEDBACK AND CONVERSATIONS ABOUT RECREATIONAL AND WHEELCHAIR USES.

LASTLY, THE CITY ENGINEER SENT A MEMO LAST FALL TO COUNCIL SUMMARIZING OUR SIDEWALK PROGRAMS AND STATUS SO WE WILL PROVIDE UPDATES ON THAT.

>> QUICKLY SO YOU ALL ARE IN OUR POLICY FRAMEWORK, THIS IS A MEMO FROM THE CITY ENGINEER.

HOW DO WE GET NEW SIDEWALKS IN EUGENE?

TYPICALLY DEVELOPERS ARE RESPONSIBLE FOR PROVIDING THOSE AND

[AUDIO NOT UNDERSTANDABLE]

THIS IS NOT THE CASE WE OFTEN SEE.

SOME NEIGHBORHOODS HAVE GAPS IN THE NETWORK.

THE CITY IS CURRENTLY USING CAPITAL PROJECTS TO FILL THOSE GAPS TO FUND THOSE.

FILL IN GAPS IN THE NETWORK.

PREVIOUSLY UNDER THE 1993 SIDEWALK PROGRAM SHOWN HERE THE CITY RAN A FIVE YEAR PILOT TO STAFF PROPERTY OPENERS AND HAD THEM CONTRIBUTE FUNDS TO PAY FOR INFILL AND OUTSIDE WALKS IN PRIORITY AREAS.

THAT WAS NOT CONTINUED AFTER 1999 BECAUSE OF THE COST TO THE CITY.

IN TERMS OF SIDEWALK MAINTENANCE AND REPAIR UNDER EUGENE CITY CODE PROPERTY OWNERS ARE RESPONSIBLE FOR MAINTENANCE INCLUDING KEEPING THEM CLEAR OF ICE, LEAVES AND REPAIRS WHEN THEY ARE DAMAGED.

WHEN REPAIR IS NEEDED PROPERTY OWNERS CAN HAVE THE CITY OR A CONTRACTOR TO COMPLETE THOSE.

THIS IS A COMMON POLICY THROUGHOUT THE UNITED STATES, THROUGHOUT OREGON.

A LOT OF PEOPLE ARE SURPRISED TO LEARN ABOUT THE ROLE OF PROPERTY OWNERS ESPECIALLY WHEN IT COMES TO REPAIR.

I THINK KATIE IS GOING TO WALK THROUGH SOME OF THE CURRENT THINGS WE'RE DOING ON SIDEWALKS.

>> GOOD MORNING.

I'M KATIE MRWITZ, PRINCIPAL ENGINEERING FOR PUBLIC WORKS ENGINEERING.

I WILL WALK THROUGH A COUPLE OF THE PROGRAMS WE'RE USING.

THE IMPORTANT PIECE THESE ARE THINGS WE'RE DOING WITH INNER CURRENT POLICIES AND FRAMEWORK.

THE CITY HAS SEVERAL PROGRAMS TO HELP SUPPORT CONSTRUCTION AND REPAIR OF SIDEWALKS.

PUBLIC WORKS MAINTENANCE DIVISION MANAGES THE INSPECTION PROGRAM AND THAT PROGRAM WORKS WITH PROPERTY OWNERS ON THE NOTIFICATION AND MITIGATION OF POTENTIAL AFTERWARDS.

OVER ALL THE NUMBER OF COMPLAINTS WE RECEIVED GOES THROUGH A REQUEST FOR SERVICE.

THOSE HAVE CONTINUED TO GO UP ON A YEAR BY YEAR BASIS.

OUR CITY SIDEWALK INSPECTOR RESPONDS TO THOSE REQUESTS FOR SERVICES AND PROVIDES OUTREACH TO PROPERTY OWNERS AND WORKS WITH THEM CLOSELY ON THEIR OPTIONS TO MITIGATE AND REPAIR SIDEWALKS.

LOOKING BACKWARDS THERE WAS FOR A LITTLE WHILE A BACKLOG IN REPAIR AGREEMENTS IN THAT PROGRAM DURING THE PANDEMIC BUT THAT HAS SINCE BEEN RESOLVED.

AS THE CREW SIZE HAS INCREASED THE NUMBER OF REPAIRS HAS INCREASED.

IN 2024 THERE WERE 23 REPAIRS THAT TOTALED JUST OVER 7,000 SQUARE FEET OF SIDEWALK REPAIRED OR REPLACED.

THERE'S ALREADY 48 OF THOSE FOR THIS YEAR IN 2025.

IT IS IMPORTANT TO NOTE AS WE ADDRESS MORE SIDEWALK REPAIR OUR URBAN FORESTRY STAFF IS INCREASINGLY INVOLVED AND THEY PROVIDE STAFF TIME AND RESOURCES.

ANOTHER CURRENT WAY WE'RE WORKING TO ADDRESS SIDEWALK NEEDS NOW IS THROUGH CAPITAL PROJECTS.

SO THE PUBLIC WORKS ENGINEERING TRANSPORTATION TEAM AND CAPITAL PROJECT TEAM WILL WORK TO PRIORITIZE FUNDING FOR SIDEWALKS TO FILL GAPS IN THE PEDESTRIAN NETWORK.

ONE OF THE WAYS THIS WORK IS SUPPORTED THROUGH THE VOTER APPROVED 2022 STREET BOND MEASURE PROVIDING FOR \$5 MILLION FOR PROJECTS OVER THE LIFE OF THAT BOND.

WE ALSO USE SAFE ROUTES TO SCHOOL GRANTS OR OTHER SIMILAR GRANTS TO BUILD NEW SIDEWALKS IN HIGH PRIORITY AREAS LIKE NEAR SCHOOLS.

THESE ARE JUST A COUPLE OF PHOTOS OF PROJECT INFILL PROJECTS THAT HAVE HAPPENED OVER THE LAST COUPLE OF YEARS.

ON THE LEFT YOU SEE THAT 15th AVENUE, CESAR CHAVEZ ELEMENTARY.

UP NORTH THAT'S PICTURES IN THE CENTER ON THE RIGHT NEAR DANA BELL

ELEMENTARY.

LOOKING AHEAD TO 2025 WE WILL ALSO BE CONSTRUCTING SIDEWALK INFILL ALONG BERTELSEN ROAD AND NEAR THE INTERSECTION OF PRAIRIE ROAD AND HIGHWAY 99 AS IT CONNECTS TO EMPIRE PARK DRIVE.

NEXT I'M GOING TO SHARE THREE RECENT INITIATIVES WE'RE UNDERTAKING.

THESE OPTIONS FOR MOVING FORWARD WERE IDENTIFIED IN THE MEMO THAT JODI REFERENCED THAT WE CAN STILL DO WITHIN OUR CURRENT POLICY FRAMEWORK.

THESE OPTIONS START TO ADDRESS FEEDBACK FROM THE COMMUNITY IN RECENT YEARS.

ONE OF THE FIRST PIECES WE WERE TACKLING IN THIS COMPLICATED ISSUE IS PUBLIC MESSAGING.

HOW ARE WE SHARING INFORMATION, HOW CAN THE PUBLIC GET MORE INFORMATION ABOUT SIDEWALKS.

WE HAVE BEEN HEARING FROM THE PUBLIC THAT THE REPORTING PROCESS IS CHALLENGING FOR SOME TO NAVIGATE ONLINE AND THAT THE RESPONSIBILITY FOR SIDEWALK INFILL AND REPAIR IS NOT WIDELY UNDERSTOOD.

SO WE HAVE LAUNCHED A NEW WEBSITE ABOUT SIDEWALK PLANNING WHERE THE INTENT IS PEOPLE CAN TRACK UPCOMING SIDEWALK PROJECTS AND IT'S OUR INTENTION TO ADD REFERENCES TO OTHER PLACES AROUND THE ORGANIZATION THAT HAVE RELEVANT INFORMATION.

WE'RE ALSO WORKING WITH INTERNAL STAFF AT PUBLIC WORKS MAINTENANCE TO UPDATE THEIR REPAIR PAGES AS WELL.

OUR PUBLIC WORKS INFORMATION OFFICER HAS HELPED PROVIDE PROGRAM DETAILS TO THE MEDIA FOR SEVERAL RECENT ARTICLES WHICH ARE GREAT.

WE ARE WORKING CLOSELY WITH COMMUNITY GROUPS SUCH AS ACTIVE TRANSPORTATION COMMITTEE AND CURBS TO KEEP THEM UP TO DATE.

THE SECOND OF THE NEWER INITIATIVES IS THE NEW SIDEWALK GROUNDING PILOT PROGRAM.

TO REMOVE TRIP HAZARDS, TREE ROOTS, THE GROUNDS CONTRACTING AND EXPANDING.

CAN REALLY EXTEND THE LIFE OF THE SIDEWALK OR A PIECE OF MULTIUSE PATH.

THE PILOT STARTED WITH THE INSPECTION OF SIDEWALK ADJACENT TO 13 CITY OWNED PARKS AND 247 WERE COMPLETED LAST YEAR.

PUBLIC WORKS STAFF IS EVALUATING THE DATA TO HELP DETERMINE AVERAGE COST PER SIDEWALK, AVERAGE COST PER GRIND, TO HELP INFORM FUTURE FUNDING PROPOSALS.

THE THIRD OF THE NEWER INITIATIVES IS THE SIDEWALK REPAIR PILOT PROGRAM WE ARE STARTING THIS YEAR WITHIN OUR CAPITAL PROJECT TEAM.

STARTING WITH PROJECTS LISTED ON THE 2022 BOND MEASURE, STARTING THIS YEAR, WE'RE OFFERING PROPERTY OWNERS THE OPTION TO REPAIR THEIR SIDEWALKS AS PART OF THE CAPITAL PROJECT.

SO THIS PILOT POTENTIALLY LOWERS THE TOTAL COST OF REPAIR FOR AN INDIVIDUAL PROPERTY OWNER.

IT INCLUDES EFFICIENCIES OF STREAMLINE PERMITTING AND URBAN FORESTRY COORDINATION.

WE SENT NOTICES OUT AND RECEIVED OVER 30 CALLS FROM PEOPLE INTERESTED AND WANTING TO KNOW MORE ABOUT WHAT THE NEXT STEPS ARE.

>> NEXT I'M GOING TO SHARE UPDATES ON SOME OF THE OTHER OPTIONS.

[AUDIO NOT UNDERSTANDABLE]

THE NEXT OPTIONS ARE WAYS FOR THE CITY TO TAKE MORE RESPONSIBILITY OR ACTION AROUND SIDEWALK REPAIR.

THESE WOULD COME WITH THE NEED FOR ADDITIONAL RESOURCES OR POTENTIALLY CODE OR POLICY UPDATES.

WE AREN'T LOOKING FOR ANY DECISIONS FROM COUNCIL TODAY, WE JUST WANT TO PRESENT THESE AS FOOD FOR THOUGHT, ESPECIALLY IN THE CONTEXT AS WE LOOK AHEAD TO FINANCIAL FUTURE AND AS WE TRY TO THINK MORE IN DETAIL ABOUT THE FUTURE AND EXPENSES.

SIDEWALK POLICIES ARE NOT UNIQUE.

IN GIVES US AN OPPORTUNITY TO LOOK AT CITIES OUTSIDE EUGENE TO SEE WHAT THEY ARE DOING ABOUT THIS COMMON CHALLENGE.

WE'LL BE SHARING OPTIONS AS WELL AS LOOKING AT COMMUNITY EXAMPLES.

>> FIRST OF ALL WE HAVE BEEN MEETING REGULARLY WITH INTERNAL TEAMS OF PUBLIC WORKS TALKING ABOUT WHAT IT WOULD TAKE TO SCALE UP ASSISTING SIDEWALK REPAIR PROGRAMS WHICH ARE LED BY PUBLIC WORKS MAINTENANCE.

OUR SIDEWALK CREWS, INSPECTOR ARE KEPT REALLY BUSY BY THIS WORK SO ADDITIONAL STAFF AND FUNDING WOULD REALLY BE NEEDED TO SUPPORT THE TEAM IF YOU WANT TO SCALE UP CURRENT PROGRAMS.

SCALING UP WOULD ALLOW US TO POTENTIALLY BE MORE PROACTIVE WITH INSPECTION AND REPAIR.

WE CURRENTLY FOCUS OUR EFFORTS.

THE BIG TAKE AWAY IS ADDITIONAL STAFF AND RESOURCES WILL BE NEEDED.

IT'S NOT JUST BASED ON CONCRETE BUT IT'S THE HOLISTIC PROGRAM.

NEXT I'LL TALK ABOUT A COUPLE OF WAYS EXPANDING FINANCIAL ASSISTANCE.

THESE ARE EXAMPLES OF WAYS CITIES CAN HELP PROVIDE MORE FINANCIAL OPTIONS TO MAKE SIDEWALK REPAIR MORE FEASIBLE FOR PROPERTY OWNERS.

IN EUGENE WE HAVE TWO TYPES OF ASSISTANCE.

WE HAVE A SMALL SUBSIDY AVAILABLE TODAY FOR LOW INCOME HOUSEHOLDS HIRING THE CITY TO DO REPAIRS AND WE HAVE WITHIN CITY CODE THE ALLOWANCE OF DEFERRAL FOR SOME WHO MEET AGE AND INCOME CRITERIA.

THIS IS USED MORE FOR LOCAL DISTRICT PROJECTS.

HOW ARE OTHER CITIES APPROACHING THIS?

IN DENVER THEY HAVE JUST LAUNCHED A FEE AND AS PART OF THAT THEY

HAVE INSTANT REBATE FOR LOW INCOME HOUSEHOLDS.

SO ANYONE ALREADY PARTICIPATING IN THEIR LOW INCOME PROGRAM IS INSTANTLY QUALIFIED FOR A REBATE ON THEIR ANNUAL SIDEWALK FEE.

AN OPTION FOR MEN, THEY HAVE BEEN WRITING A PILOT PROGRAM FOR SEVERAL YEARS OUT OF PUBLIC WORKS WHERE A SLIDING SCALE OPTION IS BEING OFFERED TO PROPERTY OWNERS BASED ON THEIR INCOME.

THE LOWEST PAY ONLY 25% OF THE COST OF REPAIR.

THEY ARE ALSO PILOTING OFFERING ALL TYPES OF PROPERTY OWNER INTEREST FREE PAYMENT OPTIONS.

THEY ARE STARTING WITH THE HIGH PRIORITY AREA OF THIS PROGRAM SHOWN IN DARKER RED.

ANOTHER WAY CITIES ARE PROVIDING FINANCIAL ASSISTANCE IS THROUGH ONE OF THE CITY OWNED TREES INVOLVED. IF SIDEWALK REPAIRS ARE NEEDED BECAUSE OF THE INTERACTION OF A STREET TREE OR HOMEOWNER TREE AND THE SIDEWALK ITSELF SO WE CURRENTLY COVER THE WHOLE COST OF TREE CARE DURING THE SIDEWALK REPAIR.

THAT'S REGARDLESS OF WHETHER THE REPAIR IS COMPLETED BY OUR CREWS OR A PRIVATE CONTRACTOR.

WHAT WE FOUND IN OUR RESEARCH SOME CITIES LIKE SAN FRANCISCO ARE ALSO COVERING THE ENTIRE COST OF SIDEWALK REPAIR THAT RESULTS FROM STREET TREE RELATED DAMAGE.

IN SAN FRANCISCO THEY HAVE GONE SO FAR AS TO UPDATE THEIR SIDEWALK POLICIES SO THE CITY IS RESPONSIBLE FOR THAT MAINTENANCE, NOT THE PROPERTY OWNERS.

IN OTHER CITIES IN OREGON THE POLICY FRAMEWORK HAS NOT CHANGED BUT THEY ARE OFFERING SOME COST SAVING, A GRANT, OR A 50/50 COST SHARE.

THIS IS A PROMISING CONCEPT WHERE PROPERTY OWNERS ARE RESPONSIBLE FOR REPAIRS AT THE TIME OF SALE, ASSUMING THAT'S WHEN PEOPLE HAVE MORE CASH ON HAND.

WE FOUND SOME EXCITING ARTICLES ABOUT THIS.

RESEARCH UNFORTUNATELY IS COMING UP SHORT.

WE'RE NOT FINDING A LOT OF EXAMPLES THAT THE CITY IS ADOPTING THIS CONCEPT AND IS ASKING QUESTIONS.

THIS RESEARCH IS UNDER WAY ON OUR HALF.

WE DID FIND PASADENA, CALIFORNIA, HAS THIS REQUIREMENT AS PART OF THEIR CODE.

THEY REQUIRE REPAIRS TO THE SIDEWALK TO BE ENACTED WHEN A PROPERTY IS SOLD OR WHEN CERTAIN LEVEL OF INVESTMENT OR REMODELING IS DONE, OVER \$20,000.

LASTLY, WE LOOKED TO SEE HOW THEY ARE FUNDING THESE PROGRAMS AND REPAIR AND SOME OF THE UNIQUE REVENUE SOURCES THEY ARE LOOKING AT.

ONE THING TO KNOW I GET ASKED A LOT IS THERE A GRANT THAT WE CAN FIGHT FOR TO HELP COVER THE COST OF SIDEWALK REPAIR.

THE TRUTH IS THERE ARE NOT A LOT OF GRANTS FOR MAINTENANCE ACTIVITY AND THAT'S TRUE FOR A LOT OF OUR TRANSPORTATION HUBS.

THE CITY IS GENERATING THAT AT THE LOCAL LEVEL THROUGH LEVIES OR THROUGH FEES.

WE'LL TALK ABOUT THOSE BRIEFLY TODAY.

A FEW EXAMPLES OF CITIES USING TRANSPORTATION BONDS TO COVER SIDEWALK REPAIR AND THOSE ARE THE PAID FOR BY PROPERTY OWNERS IN THOSE COMMUNITIES.

FOR EXAMPLE IN SEATTLE, A LEVY, 250 BLOCKS OF SIDEWALK REPAIR AND 20 BLOCKS OF INFILL OVER TEN YEARS.

THAT BOND HAS JUST BEEN MADE RECENTLY.

IN KANSAS CITY AND AUSTIN, TEXAS, THEY BOTH ACTUALLY CHANGED THEIR POLICY FRAMEWORK TO HAVE THE CITY TAKE ON RESPONSIBILITY FOR SIDEWALK REPAIR, NOT PROPERTY OWNERS.

A COUPLE CHANGED WITH THE TRANSPORTATION BOND TO COVER THAT NEW RESPONSIBILITY OF THE CITY.

THE SECOND EXAMPLE ARE SIDEWALK FEES.

THIS IS A WAY WE'RE SEEING CITIES COMING UP WITH CONSISTENT REVENUE WHERE THEY HAVE A SET MONTHLY OR ON WAY FEE TO PAY FOR SIDEWALK REPAIR AND SOMETIMES INFILL.

IN ITHACA, NEW YORK, EARLIER THIS YEAR DENVER JUST STARTED THEIR FEE.

AN ANNUAL FEE IS CHARGED TO PROPERTY OWNERS.

THOSE FUNDS ARE USED TO FUND BOTH REPAIR AND INFILL THROUGHOUT THE CITY.

IN CORVALLIS A MONTHLY FEE IS ADDED TO THE CITY OWNED PUBLIC UTILITY BILL.

THOSE FUNDS ARE FULLY USED FOR SIDEWALK REPAIRS.

IN CORVALLIS THEY DIVIDE THE CITY INTO DISTRICTS.

IN ITHACA THEY SIMILARLY HAVE DISTRICTS BUT THEY ARE USING FUNDING TO PRIORITIES IN EACH OF THE FIVE DISTRICTS.

SO THANK YOU ALL FOR YOUR TIME.

WE HAVE HIGHLIGHTED A LOT OF THINGS TODAY.

WE LIKE TO SHARE UPDATES ABOUT OUR NEW PROGRAMS AND IDEAS MOVING FORWARD.

PROVIDING UPDATES ON HOW THINGS ARE GOING OR DO WE NEED ADDITIONAL RESOURCES ON THINGS THAT MIGHT BE OF INTEREST TO YOU TODAY.

WE APPRECIATE INPUT FROM THE COMMUNITY MEMBERS AND STAFF.

MOVE ON TO DISCUSSION AND QUESTIONS.

MAYOR KNUDSON: THANK YOU FOR THAT PRESENTATION.

VERY BUSY DESKTOP.

LOTS OF WORK UNDER WAY.

I SAID TO SOMEONE THE OTHER DAY I BET WE HAVE CLOSE TO A THOUSAND

MILES, THOUSAND MILES OF SIDEWALKS, OVER 700.

IT'S FASCINATING TO UNDERSTAND THE SCALE FOR THE CITY OF EUGENE THAT WE'RE LOOKING AT HERE.

COUNCILOR CLARK I BELIEVE WAS FIRST IN THE QUEUE.

HE CHANGED PLACES WITH COUNCILOR ZELENKA.

CAN YOU CLARIFY WHO IS FIRST?

COUNCILOR CLARK: THANK YOU, MAYOR.

I DON'T KNOW.

I COULDN'T SEE WHETHER ALAN BEAT ME IN OR NOT.

I APPRECIATE THE PRESENTATION.

THANK YOU VERY MUCH.

I ALSO APPRECIATE THINKING OUTSIDE THE BOX WITH THE PILOT PROGRAMS TO TRY TO MAKE IT LESS EXPENSIVE AS ROAD WORK GETS DONE IN THE AREA.

THAT'S PRETTY SMART.

MY WARD LIKE AT LEAST A COUPLE OTHERS IF NOT MANY HAS CONSIDERABLE GAPS IN THE NETWORK, AND THAT'S THE SUBJECT OF MY FIRST SET OF QUESTIONS.

I DON'T KNOW WHICH STAFF MEMBER TO ADDRESS THE QUESTION TO, BUT MY FIRST QUESTION IS, IS THERE A STATE STATUTE OR CITY POLICY THAT REQUIRES A SIDEWALK ON THE STREET WHERE IT DOESN'T EXIST AND FOR FULL DISCLOSURE THERE ARE NO SIDEWALKS ON EITHER SIDE OF THE STREET WHERE MY HOUSE IS.

IS THAT REQUIRED IN SOME WAY?

>> I'M GOING TO START THEN JODI OR SOMEBODY ELSE CAN CHIME IN.

LOOKING AT OUR NEW STREET DESIGNS, EXISTING STREET DESIGN STANDARDS THEN STANDARDS WE'RE WORKING ON UPDATING WE'RE GOING TO HAVE CLASSIFICATIONS OF ROADWAYS THAT DO NOT, LIKE DON'T HAVE SIDEWALKS ON ANY STREET.

AS FAR AS THE SPECIFIC CODE REFERENCE WE WOULD HAVE TO LOOK INTO THAT AND GET BACK TO YOU.

COUNCILOR CLARK: IS THAT AN ADA ISSUE?

>> I THINK ADA IS REALLY COMPLICATED BUT WE DO HAVE EXAMPLES WHAT WE TYPICALLY CALL UNIMPROVED STREETS OR CURBLESS STREETS AROUND TOWN WHERE WE STILL PROVIDE ACCESS AND WE'RE DOING DIFFERENT TREATMENTS AT INTERSECTIONS.

IT LOOKS DIFFERENT BUT AGAIN I WOULD HAVE TO REFLECT BACK ON THE ACTUAL CODE REFERENCE TO GET BACK TO YOU BECAUSE I DON'T KNOW THAT ANSWER.

COUNCILOR CLARK: I THINK OF IT IN A COUPLE OF SECTORS, FOR EXAMPLE THERE'S A STREET I HAPPEN TO LIVE ON, IT IS IMPROVED TO CITY STANDARDS EXCEPT THERE ARE NOT SIDEWALKS BECAUSE IT WAS THE YEAR IT WAS BUILT.

BUT THERE ARE A NUMBER OF STREETS IN MY WARD NOT BUILT TO CITY STANDARDS.

CERTAINLY IN RIVER AND SANTA CLARA A NUMBER OF STREETS STILL COUNTY ROADS THAT ARE NOT BUILT TO CITY STANDARD THAT DON'T INCLUDE SIDEWALKS.

SO I SUSPECT THAT AS WE'RE BRINGING IN MORE AND MORE COUNTY ROADS AND ANNEXING THEM IN WE'RE INCREASING THAT FINANCIAL BURDEN MUCH LESS EVEN GET DOWN THE QUESTION OF LOCAL IMPROVEMENT, EXCUSE ME, LOCAL ACCESS ROADS.

IS THAT SOMETHING YOU HAVE SCOPED OUT IN PUBLIC WORKS, HOW MUCH IT WOULD COST TO COMPLETE THE SIDEWALK NETWORK ON ROADS THAT WE EITHER HAVE IN OUR SYSTEM AS UNIMPROVED TO A CITY STANDARD OR AS POTENTIALLY IN THE FUTURE?

>> I'M GOING TO JUMP IN HERE, JENNIFER, CITY ENGINEER.

JUST TO KIND OF JUMP BACK A LITTLE BIT ON YOUR LAST QUESTION, THERE ARE A COUPLE OF CODE PROVISIONS IN CHAPTER 9 AND IN CHAPTER 7 THAT TALK ABOUT SIDEWALK REQUIREMENTS.

I THINK THAT JODI'S PRESENTATION TALKED ABOUT THAT THAT CODE HAS EVOLVED OVER TIME SO THAT'S WHY YOU SEE SOME OF THE OLDER

DEVELOPMENTS WHERE THEY DIDN'T BUILD SIDEWALKS OR THEY HAVE GAPS IN THE SYSTEM BECAUSE THE CODE HAS CHANGED OVER TIME.

BUT RIGHT NOW IT TALKS ABOUT THAT SIDEWALK IS REQUIRED TO BE BUILT DURING DEVELOPMENT ACTIVITIES.

THEN THERE'S SECTIONS OF THE CODE THAT TALK ABOUT THE TIMING AND WHO DOES THAT.

SO THAT'S WHY YOU'LL SEE A LOT OF DEVELOPMENTS WHERE MAYBE THE PUBLIC INFRASTRUCTURE IS BUILT, THAT THE SIDEWALK IS NOT BUILT UNTIL AFTER THE HOUSE IS BUILT AND THEY COME BACK AND PUT THE SIDEWALKS IN.

THE CURRENT CODE REQUIRES SIDEWALKS TO BE PLACED.

COUNCILOR CLARK: SO FOR EXAMPLE ON MY STREET WOULD A HOMEOWNER HAVE AN OPTION NOT TO HAVE A SIDEWALK PUT IN IN FRONT OF THEIR HOUSE IF THEY CHOSE NOT TO?

>> WE DON'T REALLY HAVE A MECHANISM OF WHEN PEOPLE HAVE DEVELOPED UNDER AN OLDER CODE AND NOT BUILT THE SIDEWALK TO MAKE THEM BUILD THE SIDEWALK.

THAT'S WHERE JODI TALKED ABOUT SOME OF THE MORE CREATIVE THINKING OF GRANTS AND DIFFERENT PROGRAMS TO DO SOME SIDEWALK INFILL RECOGNIZING IT IS THE PROPERTY OWNER'S RESPONSIBILITY, THE CITY HAS DONE THINGS LIKE FORM LIDs BUT WE ALSO RECOGNIZE THAT LID CAN BE HORRIBLE FOR PEOPLE AND MESSY.

WE'RE TRYING TO FIGURE OUT OTHER WAYS TO AFFORD DOING THESE SIDEWALKS.

TO GET TO YOUR NEXT QUESTION ABOUT UNIMPROVED STREETS AND LARs, WE HAVE NOT GONE THAT NEXT STEP OF IDENTIFYING THE COST TO FULLY IMPROVE EVERY ONE OF THE STREETS.

[LAUGHTER]

WE HAVE BEEN TALKING ABOUT -- I KNOW I HAVE BEEN TALKING ABOUT THIS WITH YOU FOR A LONG TIME AND IT'S REALLY COMPLICATED.

BUT WE EVALUATE EACH STREET AS IT COMES UP AND THERE IS CONVERSATIONS WHETHER IT'S A COUNTY OR NEIGHBORHOODS THAT WANT TO PURSUE THE LAR, OR THEY ARE UNIMPROVED OR COUNTY ROAD

BECOMING A CITY STREET.

COUNCILOR CLARK: OKAY.

I'M NOT SURE YOU ANSWERED MY INITIAL QUESTION WHICH WAS INTERESTING BECAUSE I ACTUALLY HAVE BEEN ASKED THIS, IF YOU LIVE ON A STREET LIKE MINE THAT'S IMPROVED TO CITY STANDARD BUT HOMES WERE BUILT LONG BEFORE THERE WAS ANY KIND ISSUE CAN THE CITY REQUIRE THAT A SIDEWALK BE BUILT ON THE PROPERTY?

>> I THINK THAT WHERE -- AGAIN I WOULD HAVE TO LOOK INTO THIS.

I THINK WHAT WILL HAPPEN IF THEY COME IN FOR PARTICULAR BUILDING PERMITS THAT THEY MAY GET REQUIRED AT THAT POINT, BUT JUST IN GENERAL THE CITY IS NOT GOING TO COME OUT AND SAY, HEY, YOU ALL NEED TO BUILD A SIDEWALK HERE UNLESS COUNCIL WERE TO CHOOSE TO FORM A LID AND BUILD SIDEWALKS.

COUNCILOR CLARK: THANK YOU.

MAYOR KNUDSON: COUNCILOR ZELENKA.

COUNCILOR ZELENKA: THANKS.

I UNDERSTAND THE RATIONALE FOR HOMEOWNERS BEING RESPONSIBLE FOR THE SIDEWALKS, FOR THAT MATTER HAVING URBAN STREETS.

WHEN THEIR HOUSE IS DEVELOPED AND THE DEVELOPER BUILT THE SIDEWALKS, THE BUILDER INCLUDED THAT IN THE PRICE OF THE HOUSE.

IF IT DIDN'T, THEN THE RATIONALE IS IT'S NOT FAIR TO HAVE EVERYBODY ELSE PAY FOR YOUR SIDEWALK WHEN YOU PAID FOR YOURS.

IT'S A FAIRNESS ISSUE ESPECIALLY THROUGH PROPERTY TAXES OR TAX DOLLARS.

IT'S A SUBSIDY.

I GET WHERE HOW THAT APPLIES TO NEW SIDEWALKS.

BUT THE PROBLEM IS THAT WE HAVE TO REPAIR THEM AND THEY ARE EXPENSIVE.

700 MILES OF SIDEWALK.

THAT'S FROM HERE TO DENVER.

THAT'S HOW FAR THAT IS.

THAT'S A LOT OF SIDEWALKS.

THEY HAVE TO BE REPAIRED.

IF THE CITY OF EUGENE WAS RESPONSIBLE FOR THAT WE COULDN'T AFFORD IT.

THAT'S WHY THE ADJACENT PROPERTY OWNERS ARE RESPONSIBLE FOR IT. AGAIN REPAIRS ARE EXPENSIVE.

THE AVERAGE IN AIS IS \$4,000, NEW, SIX TO \$10,000.

THERE ARE CERTAIN PLACES WHERE IT MAKES SENSE FOR US TO DO THAT LIKE, SAY SAFE ROUTES TO SCHOOL FOR SCHOOL CHILDREN TO WALK.

OTHER KINDS OF SAFETY CONCERNS.

THEN AS IT RELATES TO CLIMATE CHANGE IF WE WANT PEOPLE OUT OF THEIR CARS WE NEED TO MAKE IT SAFE AND CONVENIENT FOR THEM TO WALK.

THAT MEANS GOOD SIDEWALKS AND A GOOD SIDEWALK NETWORK.

THAT'S WHY WHEN WE PUT IT INTO A BOND THAT WILL INCREASE THE FIRST BOND THAT WE DID I ASKED TO DOUBLE THE AMOUNT FOR ALTERNATIVE MODES INCLUDING SIDEWALKS, PEDESTRIAN, THEN NEXT ONE WE DOUBLED THAT.

NOW IT'S A SIGNIFICANT PERCENTAGE OF IT.

WE HAVE \$5 MILLION GOING JUST TO SIDEWALKS IN THE CURRENT BOND.

I LIKE SOME OF THE STUFF THAT WE'RE DOING.

I LIKE THE GRINDING PROJECT, I LIKE THE REPAIR PILOT PROJECT.

I LIKE THE PITTSBURGH IDEA OF INCOME ASSISTANCE ON IT, MAYBE ZERO INTEREST LOAN OVER FIVE YEARS OR SOMETHING LIKE THAT.

I'M INTERESTED IN THE COST SHARE FOR TREE DAMAGE.

ALTHOUGH PEOPLE BENEFIT FROM THE TREES.

I THINK ONE OF THE MOST INTERESTING IDEAS IS POINT OF SALE.

WHEN THE HOUSE IS SOLD MAKE SURE YOUR SIDEWALKS ARE UP TO SNUFF OR PUT THEM IN.

I MENTIONED THAT AS WELL.

THE PROBLEM IS WHERE DO WE GET THE MONEY.

MAYBE WE CAN HAVE THAT BE PART OF THE BUDGET STABILIZATION, ONE OF THE MANY NEEDS THE CITY HAS, PUT THAT ON THAT LIST.

MAYOR KNUDSON: COUNCILOR KEATING.

COUNCILOR KEATING: THANK YOU, MAYOR.

I CONCUR WITH COUNCILOR ZELENKA'S OBSERVATION THIS NEEDS TO RISE HIGHER IN THE RANKING OF COMMUNITY NEEDS WHEN IT COMES TO STABILIZATION QUESTIONS.

I AM CURIOUS ABOUT THE POINT OF SALE PIECE THAT PASADENA HAS GRAPPLED WITH.

THERE'S ON THE SLIDE -- THANK YOU, JODI AND KATIE, FOR THE PRESENTATION.

ON YOUR SLIDE IT ASKED THE QUESTION, WHY AREN'T MORE COMMUNITIES MOVING FORWARD WITH POINT OF SALE PIECE?

CAN YOU EXPAND ON THAT, PLEASE?

>> THANK YOU FOR THE QUESTION.

I THINK WHAT WE WANTED TO DO WITH OUR RESEARCH WAS FIND OUT IF THIS IS A FEASIBLE OPTION IN EUGENE AND IN OREGON, SO WE WERE HOPING TO UNCOVER SOME OTHER LOCAL EXAMPLES OF PLACES WHERE THIS POLICY IS IN PLACE.

ALL THE EXAMPLE THAT WE HAD ARE CANADIAN OR CALIFORNIA CITIES TODAY.

WE'RE JUST DOING RESEARCH AROUND THAT AND HAPPY TO KEEP LOOKING INTO THAT TO SEE WHETHER THERE'S ANY REASON WHY THIS COULD OR

COULDN'T BE AN ANSWER.

COUNCILOR KEATING: GREAT.

I WANT TO GET CREATIVE WITH HOW WE RAISE REVENUE TO PUT TOWARD OUR SIDEWALKS.

I DON'T KNOW WHAT'S ON THE TABLE, WHAT'S NOT.

I WOULD BE OPEN TO LOOKING AT EVERYTHING FROM AIRBNB FEES TO ROUNDING UP A TIP JAR STYLE OPPORTUNITY WHEN FOLKS DO LOCAL TAXES THERE'S A TON TO ROUND UP TO KEEP OUR SIDEWALKS SAFE.

I DO RECOGNIZE THAT THERE IS IF YOU PUT IT A CHALLENGE TO NAVIGATING ONLINE.

I WOULD SUBMIT THAT THE REQUEST FOR SERVICE MODEL MAY ALSO WHILE LAUDABLE MAY NOT BE THE MOST EQUITABLE MODEL IN THAT FOLKS THAT HAVE ACCESS AND TIME AND TOOLS TO MAKE THOSE REQUESTS AREN'T WORKING CLASS FOLKS WHO EITHER MIGHT NOT HAVE ACCESS TO THE INTERNET OR MIGHT BE LIVING LIFE AND SO BUSY NOT TO MAKE THOSE REQUESTS FOR SERVICE.

WHEN YOU LOOK AT A HEAT MAP OF WHERE THE ASKED FOR SERVICE COME FROM, IS MY OBSERVATION AN ACCURATE ONE?

>> I MIGHT NEED TO FOLLOW UP WITH THAT.

THAT'S A REALLY INTERESTING QUESTION IN TERMS OF THE HEAT MAP OF THAT.

I THINK WE'LL HAVE TO FOLLOW UP UNLESS ERIC CAN SPEAK TO THAT MORE SPECIFICALLY.

SOUNDS LIKE WE'LL NEED TO FOLLOW UP.

COUNCILOR KEATING: THAT'S GREAT.

I WOULD APPRECIATE THAT FOLLOW UP.

THAT WOULD BE AN INFORMATIVE PIECE.

OKAY.

I'LL PAUSE THERE AND JUST RECOGNIZE THAT THERE'S A NEED FOR MORE

REPAIR, A NEED FOR MORE UPKEEP.

MAYBE THERE'S A SHARED RESPONSIBILITY BETWEEN HOMEOWNERS AND THE MUNICIPALITY.

MAYBE THERE'S A LITTLE BIT WE CAN TAKE FROM EACH.

MAYBE THERE'S A WAY WE CAN FURTHER EXPLORE THE PASADENA MODEL.

MAYBE THERE'S AN OPPORTUNITY TO EXPLORE THE EQUITABLE APPROACH TO THIS REQUEST FOR SERVICE MODEL ONLINE.

I DON'T KNOW, I APPRECIATE THE WILLINGNESS TO MAKE IT MORE USER-FRIENDLY, BUT I THINK WE NEED TO EVEN BROADEN IT BEYOND THAT.

I DON'T KNOW WHAT THAT LOOKS LIKE SO I'M EAGER TO LEARN MORE.

I APPRECIATE THE CONVERSATION, I APPRECIATE COUNCIL LEADING IN WITH OUR SHARED VALUES HERE OF MAKING OUR SIDEWALKS MORE SAFE, MORE ACCESSIBLE.

APPRECIATE IT.

MAYOR KNUDSON: COUNSELOR GROVES.

COUNCILOR GROVES: THANK YOU, MAYOR.

THANK YOU FOR THE PRESENTATION.

THIS IS SOMETHING I THINK IS IMPORTANT THAT WE LOOK INTO.

FIRST OF ALL I AGREE WITH COUNCILOR ZELENKA.

I THINK IT SHOULD BE ADDED INTO OUR BUDGET SHORTFALL STABILIZATION DISCUSSIONS WE'RE GOING TO BE HAVING.

I CERTAINLY UNDERSTAND THE MODEL OF MAKING IT THE PROPERTY OWNER'S RESPONSIBILITY BUT IN PRACTICAL APPLICATION OBVIOUSLY IT'S NOT WORKING.

I ALSO HAVE THOUGHT FOR SOME TIME ALONG THE LINES OF COUNCILOR KEATING OF A POINT OF SALE OR TITLE TRANSFER THAT WE COLLECT THE MONEY THEN.

IN FACT, I WOULD REALLY LIKE TO SEE IF WE END UP GOING THAT ROUTE

MAYBE DEVELOPING A FUND THAT COULD BE FUNDED BY ONE OF THE OTHER MECHANISMS TO DEVELOP A POT OF MONEY WHERE WE COULD FIX THE PROPERTY NOW THEN COLLECT THE COST OF FIXING THE SIDEWALK AT THE POINT OF SALE JUST SO IT GETS DONE EARLIER.

PEOPLE ARE GETTING HURT ON OUR SIDEWALKS.

I KNOW IT'S A MOBILITY ISSUE FOR PEOPLE WHO ARE IN CHAIRS.

IN FACT I MET WITH A FORMER COLLEAGUE OF MINE FROM THE DISPATCH CENTER RECENTLY.

HE IS PART OF CURBS AND WHEELS.

HE WAS JUST SHARING SOME OF THE DIFFICULTIES THAT THEY HAVE WITH SOME MOBILITY CHALLENGES TO BEGIN WITH.

HE ALSO BROUGHT ANOTHER MEMBER, I BELIEVE FROM CURBS, AND PART OF THIS DISCUSSION, TRYING TO FIND REALISTIC WAYS OF ADDRESSING THE PROBLEM.

ALSO I WANT TO ADD I'M CONCERNED ABOUT OUR LOWER INCOME PEOPLE THAT ARE JUST BARELY GETTING BY AND MAYBE THEIR HOUSE IS THE ONLY ASSET THAT THEY HAVE, REAL ASSET, AND THEY AREN'T GOING TO BE ABLE TO AFFORD THESE REPAIRS.

WE NEED TO COME UP WITH AN APPROACH THAT TAKES ALL THESE DIFFERENT CONSIDERATIONS INTO RESPECT HERE AS WE MOVE THIS FORWARD.

I CERTAINLY THINK IT'S PAST TIME THAT WE START FINDING A WAY TO ADDRESS THIS PROBLEM.

NOW WE'RE GETTING US BACK UP TO SPEED LIKE WE HAVE BEEN DOING WITH OUR STREETS BUT ALSO TAKES US INTO THE FUTURE OF HOW DO WE BUILD AND MAINTAIN.

LIKE ALL OF US I HAVE STREETS IN MY WARD THAT ARE UNIMPROVED WITHOUT SIDEWALKS.

SOME OF THEM ARE ON MAJOR WALKING ROUTES TO SCHOOLS.

ONE DRIVE FOR EXAMPLE HAS UNIMPROVED NO SIDEWALKS ON STEEP GRADES WITH A LOT OF CURVES AND THERE'S KIDS WALKING BACK AND FORTH.

THE NORTH PART OF MY WARD SOUTH OF ROYAL HAVE SOME UNIMPROVED STREETS AS WELL.

THANK YOU.

MAYOR KNUDSON: COUNCILOR KASHINSKY.

COUNCILOR KASHINSKY: THANK YOU.

THANK YOU, STAFF, FOR THE PRESENTATION AND THE WORK ON THIS TOPIC.

I AGREE IT'S VERY IMPORTANT THAT WE SHOULD BE PUTTING SOME FOCUS GIVEN THE WAY IT IMPACTS A LOT OF LOCALS SURROUNDING BOTH PEOPLE BEING ABLE TO GET AROUND THE COMMUNITY AND ACCESS AND MODES OF TRANSPORTATION BEING ACCESSIBLE.

I HAD A COUPLE OF QUESTIONS.

FOR THE PILOT THAT YOU'RE DOING WITH OFFERING TO FIX SIDEWALKS AS PART OF A LARGER STREET REPAIR BOND, IS THERE LOW INCOME ASSISTANCE AVAILABLE FOR A PROPERTY OWNER WHO IS FOUND TO HAVE A POSITION AS PART OF THAT INSPECTION WHO WANTS TO FIX IT AT THAT LOWER COST?

IS THERE A TOOL OR RESOURCE OR IF YOU DON'T HAVE \$2,000 YOU HAVE TO WALK?

>> WE DO HAVE A LOW INCOME SUBSIDY PIECE FOR THAT.

WE HAVE A FUND SET ASIDE WHERE THAT'S AN OPTION.

IT'S NOT BEEN WIDELY USED IN THE PAST BUT IT'S AVAILABLE.

IT'S FOR SOMEBODY INTERESTED IN TAKING ADVANTAGE OF THAT.

COUNCILOR KASHINSKY: THAT'S NOT THE PARTICULAR SUM THAT WOULD AGE WITH TODAY'S REQUIREMENTS?

>> I THINK AT THE PRESENT TIME IT IS ONE THAT'S AGE AND INCOME.

>> THE CURRENT SUBSIDY IS OFFERED FOR PEOPLE WHO IS NOT A DISTRICT OR IT'S BASED ON INCOME.

PEOPLE SHOW THEY ARE PART OF SNAP OR WICK OR A DIFFERENT TYPE OF

PROGRAM.

WE'RE NOT REVIEWING THEIR INCOME DIRECTLY.

COUNCILOR KASHINSKY: ONE THAT HAS THE AGE RESTRICTION WAS NOT PARTICULARLY CURRENTLY USED?

IS THAT RIGHT?

>> THAT'S CORRECT.

THAT IS TIED TO EUGENE CITY CODE IN CHAPTER 7.

THAT ONE IS EXPLICIT AGE AND INCOME REQUIREMENTS TO QUALIFY FOR MODIFICATION OF PAYMENTS.

COUNCILOR KASHINSKY: ONE OF THE THINGS I'M THINKING IS THAT IF WE'RE GOING TO HAVE TO FOLLOW MODIFICATION OF PAYMENTS I FEEL AGE RESTRICTION IS ODD TO HAVE AS PART OF THAT.

I UNDERSTAND THE LOGIC WOULD BE TO ASSIST SENIORS WITH SIDEWALKS, BUT IF YOU CAN'T AFFORD TO FIX THE SIDEWALK, THAT'S GOING TO IMPACT ALL OF YOUR NEIGHBORS REGARDLESS OF THEIR AGE, AND FOLKS WHO ARE UNDER A CERTAIN AGE CAN SUPPORT THE SIDEWALKS.

AS WE'RE LOOKING AT WHATEVER CHANGES WE WANT TO MAKE, NOT PUTTING A BARRIER IN PLACE FOR FOLKS WHO CAN'T AFFORD IT TO BE ABLE TO MAKE THAT IMPROVEMENT FOR THE IMPACT AROUND THE NEIGHBORHOOD.

I HAD ANOTHER QUESTION.

I NOTICED IN THE MEMO THE NUMBER OF INVESTIGATIONS THEN THE NUMBER OF NOTIFICATIONS TO PROPERTY OWNERS.

AND IT SEEMED LIKE THERE WERE A LOT MORE INVESTIGATIONS THAN THERE WERE NOTICES TO PROPERTY OWNERS.

CAN YOU HELP ME UNDERSTAND WHY THAT IS, IF THEY INVESTIGATED OR WHAT WAS -- WHAT'S THE DIFFERENCE?

>> SURE.

ONE OF THE DATA POINTS WE FOUND ON THOSE NUMBERS SOMETIMES WHEN WE WENT TO INVESTIGATE WE MOVED THAT TO ANOTHER GROUP.

SOME OF THE REQUESTS FOR SERVICE ENDED UP BEING VEGETATION CODE COMPLIANCE TYPE REQUEST SO THEY DIDN'T LINE UP ONE TO ONE WITH ALWAYS BEING A REQUEST FOR SERVICE FOR A SIDEWALK DEFECT.

SO THAT'S WHERE YOU'RE GOING TO SEE THE DIFFERENCE.

THEY WEREN'T ALL DIRECTLY RELATED.

COUNCILOR KASHINSKY: OKAY.

SO IF YOU DO INVESTIGATE AND FIND A DEFECT THAT WOULD GO TO THE PROPERTY OWNER.

>> RIGHT.

COUNCILOR KASHINSKY: THOSE WERE MY QUESTIONS.

THANK YOU.

MAYOR KNUDSON: I HAVE ONE QUICK QUESTION.

REALLY APPRECIATE THIS DISCUSSION AND ALL THE INFORMATION BEING SHARED.

IT STRIKES ME OUR PEDESTRIAN NETWORKS ARE THE FOUNDATION OF OUR ENTIRE TRANSPORTATION SYSTEM, EVERY TRIP STARTS AS A PEDESTRIAN TRIP.

IN SOME WAY OR FORM.

INCLUDING OUR WHEELED NEIGHBORS.

I'M JUST CURIOUS IF WE HAD ANY ENGAGEMENT FROM OUR PARTNERS OR TALKED WITH OUR PARTNERS IN TRANSIT PLANNING AROUND THE IMPORTANCE OF THESE IMPROVEMENTS ESPECIALLY ON CORRIDORS WHERE WE ARE SEEKING TO INCREASE THE ACCESS THAT PEOPLE HAVE TO RELIABLE AND FREQUENT TRANSIT OPTIONS?

>> BOB, IF YOU'RE AVAILABLE DO YOU WANT TO TALK ABOUT THE FIRST AND LAST MILE STUDY?

I THINK THAT'S WHAT THE MAYOR IS GETTING AT.

>> I CAN DO THAT.

>> I'M SORRY.

>> WE ACTUALLY DO HAVE JOINT STUDY COMING UP WITH LTD, WITH THE LANE DISTRICT, LOOKING AT EVERY BUS STOP IN THE CITY OF EUGENE FROM A DATA PERSPECTIVE AND DOING OUTREACH TO UNDERSTAND WHAT IS THE BIKING AND WALKING ACCESS.

WE'RE GOING TO DEVELOP NEEDS AND A LIST OF POTENTIAL PROJECTS.

THAT PROJECT WILL ALSO RESULT IN QUICK BUILT TYPE INTERVENTIONS.

THAT WILL BE REALLY COMPREHENSIVE.

I BELIEVE WE'RE CONSULTING SUPPORT FOR THAT THIS FALL SO THAT SHOULD BE PRETTY SOON.

LTD HAS THEIR OWN ADA ACCESS STUDIES SO THEY ARE REVIEWING BUS STOPS DISTRICT-WIDE TO UNDERSTAND ACCESSIBILITY AND HOW WELL THEY MEET THE AMERICANS WITH DISABILITIES ACT.

MAYOR KNUDSON: THAT'S A GREAT UPDATE.

I KNEW ABOUT ONE OF THOSE PROJECTS.

IT'S A TERRIFIC EXAMPLE OF HOW OUR CITY IS WORKING WITH ITS PARTNERS TO ADVANCE EQUITY OF ACCESS AND ACCESSIBILITY AND BE MORE AGE FRIENDLY IF WE'RE PLANNING IN A COORDINATED WAY.

IT WILL BE INTERESTING.

FASCINATING STUDY.

IT WILL TELL US A LOT ABOUT WHERE OUR OPPORTUNITIES ARE.

SEEING NO OTHER QUESTIONS FROM COUNCIL, NO OTHER DISCUSSION, I'LL JUST SAY THANK YOU AGAIN FOR THAT PRESENTATION AND THAT CONCLUDES OUR AGENDA FOR TODAY.

SO WE'LL NOW CLOSE THE JUNE 25, 2025 CITY COUNCIL WORK SESSION AND WE'RE ADJOURNED.

HAVE A GOOD DAY