



1. In HB 2001, the State of Oregon has required the City to allow multiple units (such as duplexes and triplexes) in what were once single-family residential zones. In that light, how would you ensure neighborhood livability related to privacy, open space, gardens, parking, and building scale?

As your next City Councilor, I will press hard for follow through on the 2012 planning document - Envision Eugene (EV). EV highlights the importance of building housing - low income, affordable, market rate, mixed use - on the EMX line.

The EMX line, developed at no small price to the public, is where we need to create density *first*. It was a good idea in 2012, and it's a better idea now, particularly as we look through the lens of climate change.

In the meantime, NA's need to move forward with Neighborhood Refinement Plans (NRP). As an example, see: <http://www.jwneugene.org/wp-content/uploads/2017/01/RefinementPlanProcessFramework-DRAFT-May-18.pdf>

Finally, I'll advocate for more resources for our NAs. Our neighborhoods need more help to defray the negative impacts of HB2001 which wrested local control of land use decisions.

Please see: <https://www.katedavidson.org/hb2001-and-the-potential-to-increase-housing-density-in-our-neighborhoods/>

2. Eugene adopted a Climate Change Ordinance, but it is being revised. What specific parts do you think need to be strengthened?

The City adopted a Climate Change Ordinance in 2014, then revised it in 2016. The "CAP2.0" you're referring to here is the *third* revision of a 6-year old Climate Recovery Ordinance that *still* has no budget, no benchmarks, no real measurement criteria, and no accountability mechanism. Climate change is an existential threat. It is difficult for people to come to terms with the fact that every country on the planet must cut GHG by 50% in order to stop the seemingly inevitable march to 5% warming, and therefore an uninhabitable earth, ***within nine years***.

We must add ACTION to the Climate Action Plan. COVID-19 has proven that we can take united action to address a life-threatening peril. Let's use this unexpected yet extraordinary momentum to re-invent the way we build, travel, work. We're experiencing a significant drop in GHG. We're enjoying cleaner air, more songbirds, healthier trees and gardens. As your next City Councilor, I will ensure we maintain this momentum on climate action. See:

<https://www.katedavidson.org/issues/climate-change/>

3. Some neighbors support short-term rentals in residential zones of the neighborhood, like cottages or rooms in houses, but are concerned if the owner doesn't live there too. Do you support an ordinance requiring owner-occupied short-term rentals, and what other regulations of these rentals would you pursue to balance rental income with availability and affordability for long-term renters?

Because this issue has to do with housing, it is both complex and emotional. Here are some facts about STR's:

- 128 STR's in Ward 2 (9600 residences)
- 841 STRs in the City (72,000 residences)
- 285 or so non-owner occupied STR's in the City
- 82% of hosts have one listing

I will fight for The Transient Room Tax (TRT) from STRs to be remitted into the Affordable Housing Trust Fund (AHTF), adding to the Construction Excise Tax, which currently generates about \$1million/year. The additional monies from STR's could add upward of \$3.5million/year, allowing us to make some *real head way more quickly* on homelessness.

I would like to see us use more of our buildable land for carbon-neutral low income/affordable housing, while allowing some of our neighbors to utilize their property to reasonably accommodate students' families; consultants, travelling nurses, etc. This way, we can increase the AHTF so TRT from STR's work to the community's benefit by increasing funding for homelessness and low-income housing projects. Not to say we shouldn't build any new hotels, but let's have a balanced approach.

Limit the number of STR's to 1.5% rental inventory. Currently, STR's equal .8% of rental inventory. Regulate non-local investors from owning/operating STR's. See:

<https://www.registerguard.com/opinion/20191126/guest-view-short-term-rentals-hot-topic-in-eugene>

<https://www.eugeneweekly.com/2020/01/09/davidson-responds/>

4. Some neighbors are concerned that the City allows tall residential buildings on land zoned for such uses, which in part led the City to withdraw the "South Willamette Special Area Zone" plans. What limits or requirements would you support for mid- to large-scale development in neighborhood commercial districts (such as building height, setbacks, and affordability)?

People who are invested in a neighborhood should have a role in planning for growth. I talk a lot about ITEA. Inclusiveness. Transparency. Equity. Accountability. A popular Neighborhood Refinement Plan will include ITEA. Applying ITEA brings a sense of belonging and connection to each other, our built spaces, and our environment. It creates trust. See:

<https://www.katedavidson.org/>

We have ward elections because we value our neighborhoods. Electing neighborhood leaders who know the issues of the ward, and have worked shoulder to shoulder with their neighbors, is vital to good local government.

Unlike my opponent, who recently moved into the ward to run for this seat, I've lived here 18 years. I will hold regular Town Halls in the ward to listen, share information; and help with Neighborhood Refinement Plans.

When people come together with the intention of making their neighborhoods more livable, caring, healthy, and environmentally responsible, solutions emerge that habitual establishment thinking is hard pressed to achieve. I will ensure the city better utilizes the power of grassroots, neighborhood solutions.

5. Some neighbors are concerned about traffic speeds and volume on the main arterials. What would you do to ensure these are safe places to walk and bike, while accommodating traffic flow?

The City's plan:

<https://www.eugene-or.gov/DocumentCenter/View/52323/Vision-Zero-Action-Plan>

11/2015: Council adopted Vision Zero (VZ) - "no loss of life or serious injury on Eugene's transportation system is acceptable".

9/2016 - 9/2017: VZ Task Force developed an Action Plan.

2016-2018: 3-Year VZ Progress Report illustrates actions so far, based on the approved Action Plan. It also describes actions to be taken in the future. 3/29/2019: City Manager signs and adopts the VZ Action Plan.

Meanwhile, neighbors are still besieged by speeders. On Braeburn, folks posted home-made 25 MPH signs every 4th home. People on E. 33rd came up with placing a tricycle in the street. Speeders slow when they see it, thinking a child is nearby. That neighbors have to create their own signage, or resort to trickery to control speeding, just isn't right. Improved neighborhood patrolling, deploying remote ticketing, official signage, are solutions which can be achieved *now*. They don't require a plan, reporting on the plan, layers of approval, a Task Force, nor a wholesale remodel of the neighborhoods. As your next City Councilor, I will ensure our streets are safe places to walk, bike, and drive *sooner than later*.

Submitted April 29, 2020. Thank you and stay healthy!

