



Eugene City Council

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EUGENE CITY COUNCIL AGENDA

May 18, 2026

5:30 p.m. CITY COUNCIL WORK SESSION

City Council meetings will continue to be held in hybrid format using in person and 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 May 18, 2026;
Her Honor Mayor Kaarin Knudson Presiding

Councilors

Lyndsie Leech, President
Jennifer Yeh
Mike Clark
Randy Groves

Eliza Kashinsky, Vice President
Alan Zelenka
Greg Evans
Matt Keating

5:30 p.m. CITY COUNCIL WORK SESSION

- 1. WORK SESSION: Urban Growth Strategies Adoption Package Update**
- 2. WORK SESSION: Vision Zero Update**

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EUGENE CITY COUNCIL

AGENDA ITEM SUMMARY



Work Session: Urban Growth Strategies Adoption Package Update

Meeting Date: May 18, 2026
Department: Planning and Development
www.eugene-or.gov

Agenda Item Number: 1
Staff Contact: Rebecca Gershow
Phone: 541-682-5635

ISSUE STATEMENT

This work session is an opportunity for City Council to receive an update on the Urban Growth Strategies (UGS) project, with a focus on the proposed land use code amendments included in the forthcoming 2026 land use adoption package #1. The proposed code amendments are intended to remove barriers and increase housing choice and jobs development and to align the Eugene Code with state law. This work session is informational only; no action is requested.

BACKGROUND

Eugene is undertaking a multi-year urban growth boundary analysis and collaborative effort that integrates state-required urban growth planning, equitable community engagement, and Council-directed policy work, and which has been given the umbrella project name of [Urban Growth Strategies](#). Urban Growth Strategies (UGS) builds off the [Envision Eugene Community Vision](#) to identify the tools, actions, policies, and land needed for housing, jobs, and other urban uses in Eugene for the next twenty years.

According to the 2026 Oregon Housing Needs Analysis, Eugene needs nearly 26,000 new homes over the next 20 years. Through Urban Growth Strategies, City Council will consider a series of housing, compact development and jobs actions through 2030 to work towards meeting this need.

Urban Growth Strategies includes several components:

1. **Community Engagement:** Identify the needs and priorities of community members for housing, jobs, and access to community assets in Eugene.
2. **Policy Development:** Integrate the results of community engagement and technical analysis to create and update the policies in the Envision Eugene Comprehensive Plan, guiding land use planning in Eugene.
3. **Housing and Jobs Needs and Actions:** Take actions to address identified needs, especially related to housing production, affordability, and choice.
4. **Land Supply Studies:** Complete a technical analysis of land needed for jobs, housing, and other urban uses (such as parks, schools, and infrastructure).

The focus of this agenda item summary (AIS) is a set of land use code amendments on housing and jobs actions, which are a necessary step in urban growth boundary (UGB) planning. The state requires that cities demonstrate how they will accommodate 20 years of growth within the UGB through a sequential process, first by estimating the UGB's existing development capacity, then by projecting new capacity from new housing and jobs actions within the current UGB, and finally, as

May 18, 2026 Work Session – Item 1

needed, through UGB expansion. In 2027, Eugene will adopt new land supply studies outlining how 20 years of growth will be accommodated.

City Council received updates on the Urban Growth Strategies project at their [February 12, 2025](#), [June 23, 2025](#), and [November 12, 2025](#) work sessions. Council initiated the 2026 adoption process on [November 24, 2025](#) and [April 27, 2026](#).

This AIS includes updates on the land use code amendments included in the proposed 2026 adoption package #1, and next steps in the Urban Growth Strategies process. Council has also initiated additional amendments to the Envision Eugene Comprehensive Plan, Metro Plan, and the Eugene Land Use Code. Those proposals have been moved into adoption package #2, beginning in September 2026, to ensure that state-required deadlines are met and to manage the entirety of the work with adequate time for legal review, community feedback, revisions, and decision-making.

Adoption package #1 primarily contains the land use code amendments that are mandated by changes in state law and that must take effect by the end of 2026. The legislative land use code amendments in adoption package #1 are time-sensitive and are proposed as actions to address some of the City’s housing and employment needs, as well as required responses to recent state legislation. The proposed code amendments in adoption package #1 would: adopt new development standards for single room occupancies (SROs) in alignment with changes to state law; create and allow micro village housing, as a new low-cost, community-oriented housing type beyond the state requirements for SROs; update middle housing development and land division standards; and make a variety of additional changes to reduce barriers to housing and jobs development, as described below, and in **Attachment A**:

- **New development standards for micro village housing and SROs.** Proposed code amendments would permit both housing types in all residential, commercial, and special area zones that allow housing. The development of either housing type would result in very small housing units established on a shared lot, with shared facilities and amenities. Both housing types permit small-scale, community-oriented housing, offering more affordable and flexible options than the currently allowed housing types. The proposed SRO standards respond to recent changes in state law regulating SROs, whereas the proposed micro village housing standards are in response to input from shelter providers and housing developers and provide more flexibility to respond to local needs. Code concepts were presented to the Eugene Planning Commission on [October 28, 2025](#) and to City Council on [November 12, 2025](#). See **Attachment B** for more detailed information.
- **Updates to middle housing development and land division standards.** The proposed code amendments include changes to reduce the cost and complexity of developing middle housing, to improve clarity and resolve issues during building permit plan review, to comply with and implement recent changes to state law, and to align with the State’s adopted Model Housing Code for Large Cities. For example, as required by state law, the proposed code amendments would allow additional “bonus” units in a middle housing development if the middle housing development includes an accessible unit or a unit available to purchase by households earning less than 120 percent of the area median income. The proposed code amendments would also provide relief from certain development standards for projects with bonus units, prohibit trash and recycling in setback areas, remove architectural feature requirements for townhouses, and allow existing dwellings that are being retained on a site with middle housing to be included in a middle housing land division and located

on their own small lot. Code concepts were presented to the Eugene Planning Commission on [March 10, 2026](#). See **Attachment C** for more detailed information.

- Additional proposed code amendments to reduce barriers to housing and jobs include:
 - **Allowing adult and child day care centers and day care homes as permitted uses (outright or with certain restrictions) in more zones.** The proposed amendments related to child day care respond to recent changes in state law to reduce barriers to child care.
 - **Allowing residential treatment facilities, residential treatment homes, and similar uses, as permitted uses in more zones.** The proposed amendments would align the code with recent changes in state law and reduce barriers to housing by treating smaller residential care-type homes the same as single-unit housing and by treating larger residential care-type facilities the same as multiple-unit housing, by allowing them outright in the same areas.
 - **Increasing the maximum allowed building height in the R-1 Low-Density Residential Zone from 30 feet to 35 feet.** The proposed code amendments would increase the maximum allowed building height for all housing types except cottage clusters and accessory dwelling units to 35 feet in the R-1 Low-Density Residential Zone. This proposed change is consistent with the State’s adopted Model Housing Code for Large Cities and was generally supported by the Eugene Planning Commission at their meeting on [March 10, 2026](#).
 - **Streamlining some residential land use application processes.** To comply with state law requirements, the proposed code amendments add a new expedited process for the following applications: zone changes that result in a higher residential density, residential planned unit developments, and variances from a residential standard.
 - **Allowing three-year extensions of the expiration date for certain land use approvals.** An ordinance extending the expiration dates of approved Type II, Type III, Expedited Land Division, and Middle Housing Land Division applications for three years is proposed as part of adoption package #1. The three-year extension is proposed in response to the housing crisis and to remove barriers to housing and job development. City Council previously adopted similar three-year extensions in 2020 as an economic recovery tool in response to the impacts from the COVID-19 pandemic, and in 2009 in response to the economic challenges brought on by the Great Recession.

Community Engagement

Urban Growth Strategies has included extensive community engagement beginning in 2024 with housing and development stakeholders, people from underserved communities, and the general public. The [2024 Engagement Summary](#) and [2025 Engagement Summary](#) highlight key takeaways that informed the development of these code concepts, including the urgent need for more housing affordability, increased housing choice with access to goods and services, more options for people experiencing homelessness, and reducing regulatory barriers to housing and jobs development.

Next Steps

The adoption process will provide additional opportunities for the public to learn about the proposed land use code amendments and to add their voice. The formal process begins with work sessions with the Planning Commission, a Planning Commission public hearing on **adoption**

package #1 scheduled for June 23, 2026, and Planning Commission deliberations scheduled for July 2026. The City Council will hold their own work sessions and public hearing in fall of 2026 on the Planning Commission recommendation. City Council must act on **adoption package #1** by December 2026 to comply with changes in state law.

The major components of **adoption package #2** include five new Envision Eugene Comprehensive Plan chapters, a new Land Use Designation Map, the adoption of two Climate-Friendly Areas, and additional housing and jobs actions to remove barriers to development and to increase the capacity of lands inside the existing urban growth boundary. Staff will begin this adoption process in September 2026 and anticipate bringing forward City and County Planning Commission recommendations to the City Council and County Board of Commissioners in early 2027.

Also in early 2027, City Council will be asked to initiate **adoption package #3**. This package is anticipated to contain additional housing and jobs actions, Residential and Employment Land Supply Studies, and a Housing Production Strategy, as well as supporting plan and code amendments. State rules require the City to adopt a Housing Capacity Analysis (part of the Residential Land Supply Study) by December 31, 2027.

Also in 2027, with an updated land supply study complete, staff will begin analyzing land to include in an urban growth boundary expansion, as needed. Any land need that must be accommodated by a UGB expansion will be brought to Council for consideration by 2030 as **adoption package #4**.

Attachment D includes the complete list of housing and jobs actions underway as part of Urban Growth Strategies. A full [project timeline](#) and background information on the Urban Growth Strategies project is available on the [project webpage](#).

RELATED CITY POLICIES

The Urban Growth Strategies project is broad reaching and related to or implements several City plans and policies regarding housing, homelessness, employment, land use, transportation, urban services/facilities, climate and sustainability, and growth management. The project supports the urgent community needs key focus area in the City of Eugene's 2023-2026 [Strategic Plan](#) and Council's sustainable and accountable development goal within their Vision, Values, Goals and Outcomes (2021). Key related plans include:

- [Envision Eugene Comprehensive Plan](#)
- [Housing Implementation Pipeline](#)
- [Eugene 2035 Transportation System Plan](#)
- [Eugene's Community Climate Action Plan \(CAP\) 2.0](#)
- [Eugene-Springfield 2025 Consolidated Plan](#)

PREVIOUS COUNCIL DIRECTION

City Council formally initiated this adoption process at two meetings:

[November 24, 2025 Meeting](#)

Councilor Evans, seconded by Councilor Leech, moved to initiate the proposed 2026 package of land-use plan and code amendments for Urban Growth Strategies, including: amendments to the

Envision Eugene Comprehensive Plan; adoption of a parcel-specific Land Use Designation Map; amendments to the Eugene-Springfield Metropolitan Area General Plan and adopted refinement plans; and amendments to Chapter 9 of the Eugene Code to remove barriers and increase development capacity for housing and jobs, to encourage compact development, and to designate Climate-Friendly Areas.

Passed 6:0

[April 27, 2026 Meeting](#)

Councilor Leech, seconded by Councilor Kashinsky, moved to initiate a land use code amendment to extend unexpired Type II, Type III, Expedited Land Division and Middle Housing Land Division land use approvals for three years.

Passed 8:0

COUNCIL OPTIONS

This item is informational only.

CITY MANAGER'S RECOMMENDATION

This item is informational only.

SUGGESTED MOTION

None.

ATTACHMENTS

- A. Adoption Package #1 Summary: Proposed Actions
- B. Adoption Package #1 Detail: Single Room Occupancies and Micro Village Housing Development Standards
- C. Adoption Package #1 Detail: Middle Housing Code Updates
- D. Urban Growth Strategies 2026-2027 Housing and Jobs Actions

FOR MORE INFORMATION

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Adoption Package #1

Summary

As a part of Urban Growth Strategies, Eugene is advancing specific actions in several different packages, to address needs for the next 20 years of housing and jobs. This is a necessary step in urban growth boundary (UGB) planning. According to the latest analysis from the State of Oregon, Eugene needs to build nearly 26,000 housing units in the next 20 years to meet the needs of the community.

The first group of actions for City Council consideration (**Adoption Package #1**) is primarily a series of legislative land use code amendments that are time-sensitive and are proposed both as actions to address some of the City's housing and employment needs, as well as required responses to recent state legislation. Adoption package #1 includes:

- Creating new development standards for micro village housing and single room occupancies (SROs) that would permit both housing types in all residential, commercial, and special area zones that allow housing. **Review more details on the code concepts in Attachment B.**
- Updates to middle housing development and land division standards, including changes to reduce the cost and complexity to develop middle housing, to improve clarity during plan review, to comply with recent changes to state law, and to align with the State's adopted Model Housing Code for Large Cities. **Review more details on the code concepts in Attachment C.**
- Additional changes to reduce barriers to housing and jobs development, explained further in **the code concept tables on the following pages**. They include:
 - Allow adult and child day care centers and day care homes to be permitted in more zones.
 - Allow residential treatment facilities, residential treatment homes, and similar uses to be permitted outright in more zones.
 - Increase the maximum allowed building height in the R-1 Low-Density Residential Zone.
 - Streamline some residential land use application processes.
 - Provide temporary extensions of the expiration date of certain land use approvals.

Action: Day Care

As a part of a series of proposed actions to reduce barriers to job development, this action would allow adult and child day care centers and day care homes to be permitted (outright or with use restrictions) in more zones. The proposed amendments related to child day care respond to recent changes in state law to reduce barriers to child care.

Type of Action	Code Concept/Outcome	Anticipated Zones	State Mandate (House or Senate Bill)
<p>Expand Allowable Uses</p>	<p>Child day care – Add state-defined child care-specific uses and generally allow outright:</p> <ul style="list-style-type: none"> • Family child care homes (less than 16 children) in residential, commercial, and relevant special area zones. • Child care centers co-located with a public-type institution (any number of children) in all residential and commercial zones, public land zone, relevant special area zones (with and without conditions), and with conditions in employment and industrial zones (except heavy industrial). • Child care centers (any number of children) in multi-unit, commercial, and industrial zones (except heavy industrial), and residential and employment zones with some conditions. Allow child care centers in R-1 Low Density Residential zone with a conditional use permit, like large day care is currently. <p>Adult day care – Add adult day care center and adult day care home definitions to align with state child day care definitions and allow those uses in the same zones and in the same manner as child care centers and family child care homes are allowed.</p>	<p>Commercial, residential, special area, public land, employment, and industrial zones (except heavy industrial)</p>	<p>HB 3560 (2025)</p>

Type of Action	Code Concept/Outcome	Anticipated Zones	State Mandate (House or Senate Bill)
Revise Development Standards	Day care – Remove special day care development restrictions of EC 9.5200. They cannot apply to child care and should not apply to adult day care if treating it the same as child care. Apply special use restrictions (e.g., size limitations) in employment/industrial zones and relevant special area zones to both child and adult day care.	Residential, special area, employment, and industrial zones	HB 3560 (2025)

Action: Residential Treatment/Care Homes and Facilities

As a part of a series of proposed actions to reduce barriers to housing development, this action would allow residential care homes and facilities in more locations around the city.

Type of Action	Code Concept/Outcome	Anticipated Zones	State Mandate (House or Senate Bill)
Expand Allowable Uses	<p>Add state-defined residential treatment and training facilities and homes and generally allow outright on more properties.</p> <p>Simplify by allowing residential treatment homes or facilities in the same manner as residential training homes or facilities. While state law provides some distinction between these types of uses, staff recommend treating them the same since they are residential care-type uses that provide similar functions and only differ in the members of the community.</p> <p>Residential care home</p> <ul style="list-style-type: none"> Add this new umbrella use and definition for smaller residential care-type homes, which incorporates the state-defined residential treatment homes and residential training homes. 	All zones except heavy industrial	HB 2005 (2025), ORS 197.665, ORS 197.667, staff recommendation

Type of Action	Code Concept/Outcome	Anticipated Zones	State Mandate (House or Senate Bill)
	<ul style="list-style-type: none"> • These homes provide residential care alone or along with treatment or training for up to five individuals. • Allow this use outright anywhere single-unit dwellings are allowed. • Do not add any more restrictions than would be required for a single-unit dwelling. • This use replaces the current use “Assisted Care” for 5 or fewer people living in the facility, and the current use “Residential Treatment Center.” <p>Residential care facility</p> <ul style="list-style-type: none"> • Add this new umbrella use and definition for larger residential care-type facilities, which incorporates the state-defined residential treatment facilities and residential training facilities. • These homes provide residential care alone or along with treatment or training for six or more individuals. • Allow this use outright anywhere multiple-unit dwellings are allowed (regardless of if they are allowed outright, subject to special development standards, or with land use application approval). • Continue to require this use to be subject to minimum and maximum density requirements as applicable. • This use replaced the current use Assisted Care for 6 or more people living in the facility, and the current use Residential Treatment Center. <p>Remove existing Residential Treatment Center and Assisted Care definitions.</p>		

Action: Building Height

As a part of a series of proposed actions to reduce barriers to housing development, this action would increase the maximum allowed height for most housing types in the R-1 Low-Density Residential Zone.

Type of Action	Code Concept/Outcome	Anticipated Zones	State Mandate (House or Senate Bill)
Revise Development Standards	Maximum building height – Increase the maximum building height in the R-1 Low Density Residential Zone from 30 feet to 35 feet for all housing types (except for cottage cluster which remains at a maximum height of 25 feet and accessory dwelling units).	Low-Density Residential (R-1)	Staff recommendation (Consistent with the state’s Model Housing Code – Large Cities)

Action: Land Use Approvals and Applications Processes

As a part of a series of proposed actions to reduce barriers to housing and jobs development, this action would streamline some residential land use application processes as well as provide temporary extensions of the expiration date of certain land use approvals (Type II, Type III, Expedited Land Divisions, and Middle Housing Land Divisions) for three years.

Type of Action	Code Concept/Outcome	Anticipated Zones	State Mandate (House or Senate Bill)
Revise Land Use Applications	Streamline some residential land use application processes – Add a new application process (similar to the existing Type II land use application	Residential, commercial, and	SB 974 (2025)

Type of Action	Code Concept/Outcome	Anticipated Zones	State Mandate (House or Senate Bill)
	<p>process) for zone changes to a higher density, a residential planned unit development, or a variance from a residential standard.</p> <p>The application may not be for a final subdivision or partition plan and may not reduce the minimum density of the property.</p>	<p>mixed-use zones and designations</p>	
<p>Extension of Land Use Approvals</p>	<p>Temporarily extend land use approval expiration dates – Extend the expiration deadlines for certain land use application approvals that have not yet expired including Type II and Type III land use approvals, Expedited Land Divisions, and Middle Housing Land Divisions. The expiration deadline would be extended by 3 years for all development (e.g., housing and jobs).</p>	<p>All zones</p>	<p>Staff recommendation</p>



Adoption Package #1 Detail: SRO and Micro Village Housing

The City of Eugene is proposing land use code changes that support Single Room Occupancies (SRO) and Micro Village Housing. Both types of housing would allow very small units to be built together on a shared lot, with amenities provided in a shared building.

The two types of housing are similar with key differences, described on the following page. Both housing types respond to needed housing in Eugene, including:

- Lower cost housing options than traditional apartments or single unit dwellings
- Smaller units for individuals or aging households
- Cooperative and community living options, including developments with on-site supportive services and onsite amenities
- Safe, comfortable units for people exiting homelessness

This document summarizes the proposed development standards for SROs and Micro Village Housing included in the 2026 Urban Growth Strategies **Adoption Package #1**. Table 1 on the following page compares key similarities and differences between the two housing types.

Helpful Definitions

[A full list of existing definitions in the Eugene land use code is available here.](#)

Community Building. A building intended for the shared use of residents in a development that provides space for accessory uses such as community rooms, guest housing, exercise rooms, day care, community eating areas, or picnic shelters. [Existing]

Dwelling. A building, or portion thereof, designed and used as a residence for occupancy by a person or persons. This includes both buildings constructed on-site and manufactured homes. [Existing]

Dwelling, Micro Village. A dwelling within a micro village development. Micro village dwellings are not multiple-unit dwellings or middle housing. Each dwelling includes a private bathroom and must have access to a kitchen, either in-unit or in a community building on the development site. [New]

Micro Village Development. A development site with a minimum of eight detached or attached micro village dwellings that includes one or more community buildings. [New]

Single Room Occupancy. A minimum of four attached or detached units that provide living and sleeping space for the exclusive use of one or more individuals and that are independently rented and lockable. Each unit must share either sanitary facilities or food preparation facilities with other units in the Single Room Occupancy (SRO). [Revised]

Table 1 below provides a high-level summary of the proposed land use code concepts for SROs and Micro Village Housing. Generally, SROs are defined in state law, which was updated in 2025 to include detached units.¹

Table 1. Summary of Code Concepts for SROs & Micro Village Housing

Concept	Single Room Occupancy Units	Micro Village Dwellings
Tenure (rent or own)	Must be independently rented per state law	Renter or owner-occupied
Occupants	Exclusive use of one or more individuals	No occupancy or household size limits applies. Dwellings are expected to be small in scale, commonly suitable for two adults.
Min/Max Size	<ul style="list-style-type: none"> Proposed minimum size of 110 sq ft (to align with U.S. Department of Housing and Urban Development requirements) Size is not established in state law other than minimum habitable space in building code (70 sq ft) 	<ul style="list-style-type: none"> Minimum dwelling size set by building code (190 sq ft) Maximum size of 400 sq feet per micro village dwelling or up to 600 sq feet for affordable dwellings (0-80% of area median income) or accessible dwellings (Accessible or Type A - ANSI)
Configuration	Allow attached, detached (state law change in 2025), or mixed	Allow attached, detached, or mixed ²
Shared Facilities	Must share kitchen OR bathroom, as required by state law	<ul style="list-style-type: none"> Allow private kitchen and bathroom (complete dwelling) with the option for shared facilities Require bathrooms in-unit whether attached or detached
Common Space	Required to share either kitchen or bathroom facilities; no additional common space requirements	<ul style="list-style-type: none"> Each micro village development must include a minimum of one community building for every 20 micro village dwellings Community building(s) minimum size 225 sq/ft, with no dimension being less than 15 feet Open space requirement 15% of gross site area Up to 50% of open space may be located in indoor recreation areas or community spaces
Zoning	Any residential, commercial, or special area zone that allows housing	Any residential, commercial, or special area zone that allows housing

¹ ORS 197A.430

² Micro village dwellings may be located within the common building.

Concept	Single Room Occupancy Units	Micro Village Dwellings
Density + Number of Units	<ul style="list-style-type: none"> • Minimum of 4 units • Up to 6 units where single-unit detached homes are allowed • 4:1 density ratio where multi-unit housing is allowed (state law is 3:1 minimum) 	<ul style="list-style-type: none"> • Minimum of 8 dwellings • 4:1 density ratio for calculating maximum density
Commercial Uses	<ul style="list-style-type: none"> • No special allowance for commercial uses in residential zones • Mixed-use permitted outright in commercial zones 	<ul style="list-style-type: none"> • C-1 Neighborhood Commercial Uses allowed outright or with a conditional use permit in residential zones • Mixed-use permitted outright in commercial zones
Other Development Standards	General development standards for pedestrian circulation, parking, and accessory buildings apply	<ul style="list-style-type: none"> • Community building required (see common space) • Accessory buildings allowed • General development standards for pedestrian circulation and parking apply
Conversions	SROs cannot be added to a site with an existing dwelling, but dwellings can be converted to an SRO	An existing dwelling can be converted into community building, attached micro village dwellings, or maintained as a single unit dwelling
Bicycle Parking (minimum)	<ul style="list-style-type: none"> • 0.25 long term spaces per SRO unit • Minimum of 4 spaces per development 	<ul style="list-style-type: none"> • 0.25 long term spaces per micro village dwelling unit • Minimum of 4 spaces per development
Motor Vehicle Parking (maximum)	<ul style="list-style-type: none"> • Maximum of 1.25 spaces per dwelling (4 units are equal to 1 dwelling), which is roughly .31 spaces per SRO unit. A development with 8 SRO units would be allowed up to 3 off street parking spaces. • No minimum 	<ul style="list-style-type: none"> • Maximum of 1.25 spaces per micro village dwelling unit. A development with 8 micro village dwelling units would be allowed up to 10 off street parking spaces. • No minimum



Adoption Package #1 Detail: Middle Housing

Eugene needs to build nearly 26,000 housing units in the next 20 years, according to the latest analysis from the State of Oregon, to meet the needs of the community. Years of housing discrimination in Eugene has caused housing insecurity for communities of color, indigenous communities, people with disabilities, and low-income communities. Supporting middle housing (like duplexes, triplexes, quadplexes, townhomes, and cottage clusters) is one way that the City of Eugene can increase housing affordability and choice for all people who call Eugene home. Middle housing is an important tool to fix decades of unfair housing practices and disparities.

This document outlines key proposed code updates for middle housing that are included in the 2026 Urban Growth Strategies **Adoption Package #1**. They build on the original code amendments adopted by the Eugene City Council in 2022. To see all the proposed code amendments for middle housing please view the [Middle Housing Action Summary](#).

Types of Changes

The City is proposing changes to the land use code to align with state rules and guidance, reduce regulatory barriers and support development of all types of housing, including middle housing. These changes fall into three categories: minor technical improvements, mandatory changes, and staff recommended changes. Staff have been working to balance the community's need for more housing with other neighborhood qualities that Eugenician's value.

Technical Improvements

Changes that increase the clarity of the land use code based on lessons learned from the last four years. Many of these minor technical improvements do not change the overall regulation but help to clarify its intent. These changes are the result of working with City staff and community members who use these regulations daily to develop middle housing. *Please note that these changes are not shown in the tables below.*

Mandatory Changes

Changes that are required by state law. The proposed changes respond to new requirements from [House Bill 2138](#) (2025 session) or the Climate Friendly and Equitable Communities program. Mandatory changes are outlined in more detail in the [Middle Housing Action Summary](#).

Staff Recommended Changes

Staff recommendations for ways the City can improve middle housing affordability and choice. Many of these changes align the City's middle housing regulations with the State's model code, provide better clarity and improve usability of the code, and resolve issues with the existing code.

Some of these changes also respond to needs expressed by the community for increased housing choice and more housing that is affordable.

Increase Affordability and Choice

Regulating middle housing comes with a spectrum of choices. For example, these proposed changes aim to increase affordability and choice by allowing taller building heights in low density residential areas and providing more flexibility regarding the building footprint for cottage clusters. Two options, as well as the current standards, are described below and outlined in **Table 1 (next page)**.

Building Height

In the Low-Density Residential Zone (R-1) the maximum allowed building height is 30 feet (up to 37 with a pitched roof). Staff have heard from community members who build housing that an additional five feet would help improve building costs and flexibility by allowing a full three stories of living area. Staff are recommending that the maximum building height in R-1 be increased to 35 feet (up to 42 feet with a pitched roof) for all housing types (except cottage clusters), as recommended through the State's adopted Model Housing Code for Large Cities.

Building Footprint – Cottage Clusters

Currently, a cottage in a cottage cluster, a type of housing where smaller homes are clustered around a central common space, is limited to a maximum footprint of 900 square feet. Staff are recommending that cottages be allowed to have a larger footprint if they don't exceed 15 feet in height.



Maximum Number of Attached Townhomes and Design Features

The City currently allows up to ten townhouses to be attached in the R-1 zone and requires that each dwelling include a wall that faces the street and has at least one architectural feature intended to improve the appearance of the structure, such as a porch. Staff are recommending that the City keep the maximum number of townhouses that are allowed to be attached at 10 but remove the requirement for the architectural feature. Walls facing the street must still have a minimum percentage of windows and doors.



Image Caption: Townhouses in Eugene

Table 1. Options for Encouraging and Expanding Affordability and Choice

Regulation	Current Standard	Encourage Affordability & Choice	Expand Affordability and Choice
R-1: Maximum Building Height	<ul style="list-style-type: none"> Maximum 30 feet for all housing* Maximum 25 feet for cottage clusters 	<ul style="list-style-type: none"> Maximum 30 feet for single-unit detached No change for cottage clusters Maximum 35 feet for other middle housing types 	<ul style="list-style-type: none"> Maximum 35 feet for single-unit detached No change for cottage clusters Maximum 35 feet for other middle housing types  Staff Recommendation
Cottage Footprint Maximum	<ul style="list-style-type: none"> 900 square foot maximum 	<ul style="list-style-type: none"> 1,400 square foot average if 15 feet or shorter 900 square foot average if taller than 15 feet  Staff Recommendation	<ul style="list-style-type: none"> 1,400 square foot average for any height 25 feet and under

*Current maximum allowed building height in the (R-1) Low-density Residential zone is 30 feet with an allowance of an additional 7 feet for roof slopes of 6:12 or steeper.

Regulating Trash and Recycling for Middle Housing

Currently, the City does not regulate where middle housing developments store their trash and recycling. Based on feedback from the community about impacts from some trash and recycling in some middle housing developments, staff are proposing to prohibit trash and recycling storage in building setbacks. Currently, the City prohibits outdoor trash and recycling collection areas in the minimum or maximum front yard setbacks or required landscaping areas for other housing types (e.g. multi-unit housing) except single-unit dwellings, accessory dwelling units, and middle housing. This proposal does not require screening, as is required for multi-unit housing, to keep new regulation from increasing the overall building cost for middle housing.

Encouraging Homeownership and Accessible Middle Housing

In 2025, the State of Oregon passed [House Bill 2138](#). This bill requires Oregon cities to expand middle housing options and provide incentives for affordable homeownership¹ and accessible² dwellings. To encourage affordable homeownership and accessible middle housing, the City must allow more flexibility in developable area, floor area, height, or density requirements when a new

¹ Affordable homeownership, in this case, means that the dwelling has a covenant that ensures the dwelling is available for purchase by a household with an income below 120 percent of the area median income for at least 10 years.

² Accessible, in this case, means that the dwelling must be designed in a way that that allow independent use by residents with mobility impairments – without relying on aides or modifications – known as Type A Dwellings .

middle housing development includes at least one dwelling that is guaranteed to be affordable or constructed in a way that accommodates someone with a physical disability.

Described below and shown in **Table 2** are proposed additions to the land use code for four different incentives for projects with affordable homeownership and accessible dwellings, as recommended through the State’s adopted Model Housing Code for Large Cities:

Bonus Dwelling(s)

A qualifying middle housing development can include an additional dwelling (if they are building a duplex or triplex) or up to two additional dwellings (if they are building a fourplex, townhouses, or cottage cluster).

Building Height Bonus

The affordable or accessible dwelling can exceed the maximum building height by 10 feet.

Lot Coverage

The City currently regulates how much of a lot can be covered by a building. A qualifying middle housing development can exceed the maximum lot coverage by an additional 10%.

Minimum Front Yard Setback

The current minimum front yard setback in the Low-Density Residential (R-1) and Medium-Density Residential (R-2) zones is 10 feet. This means that, currently, a dwelling cannot be within the first 10 feet from the front of the lot. The minimum front yard set back is reduced from 10 feet to 5 feet only for the affordable or accessible dwellings.

Table 2. Affordable and Accessible Incentives from the Model Housing Code

Housing Type	# of Affordable Homeownership or Accessible Dwellings to Qualify	Incentive: Bonus Dwelling(s)	Incentive: Height Bonus*	Incentive: Lot Coverage**	Incentive: Minimum Front Yard Set Back***
Duplex	1 dwelling	One Dwelling	Additional 10 feet	Additional 10%	5 feet
Triplex	1 dwelling	One Dwelling	Additional 10 feet	Additional 10%	5 feet
Fourplex	1 dwelling	Two Dwellings	Additional 10 feet	Additional 10%	5 feet
Cottage Cluster	1 dwelling	Two Dwellings	Additional 5 feet	Additional 10%	5 feet
Townhouse	1 dwelling	Two Dwellings	Additional 10 feet	Additional 10%	5 feet

*Current maximum building height is 30 feet in Low-Density Residential (R-1) and 35 feet in Medium-Density Residential (R-2). See Table 1, City Staff are proposing to increase the maximum building height in R-1 to 35 feet.

**Current maximum lot coverage is 60% in Low-Density Residential (R-1) and 75% in Medium-Density Residential (R-2).

***The current minimum front yard setback in Low-Density Residential (R-1) and Medium-Density Residential (R-2) is 10 feet.

Additional Cottage Cluster Incentives

The State’s adopted Model Housing Code for Large Cities also outlines specific regulatory incentives for people who build affordable and accessible cottage clusters. These proposed incentives are described below and shown in **Table 3**, below.

Maximum Average Cottage Building Size

A qualifying cottage cluster development can increase the average cottage size to 1,500 square feet, an increase of 100 square feet.

Maximum Average Building Footprint

A qualifying cottage cluster development can increase its average building footprint by 50 square feet. The current maximum cottage building footprint is 900 square feet.

Minimum Courtyard Size

The affordable or accessible dwelling can decrease the size of the shared courtyard to 120 square feet for that cottage. Currently, people building a cottage cluster must provide a share courtyard and the courtyard must be at least 150 square feet for each cottage in the development.

Table 3. Affordable and Accessible Cottage Cluster Incentives from the Model Housing Code

Regulation	Current standard	Incentive
Average Cottage Size Maximum	1,400 square feet	Additional 100 square feet
Average Cottage Footprint Maximum*	900 square feet	Additional 50 square feet
Cottage Courtyard Size Minimum	150 square feet per cottage	120 square feet per cottage

*See Table 1 for additional proposed changes for cottage cluster footprint maximums without bonus units.

To view all the proposed changes for middle housing please view the [Middle Housing Action Summary](#).



Housing & Jobs Actions February 2026 Updates

As a part of Urban Growth Strategies, Eugene will advance specific actions to address needs for the next 20 years of housing and jobs. **Eugene needs nearly 26,000 homes over the next 20 years**, according to the 2026 Oregon Housing Needs Analysis. To meet this need, Eugene would need to produce about 1,600 dwellings each year, or a 70% increase from current production.

This document summarizes the housing, compact development, and jobs actions that City staff propose to recommend as priorities for City Council adoption in 2026 and 2027. These actions reflect draft [housing](#) and [compact development](#) goals and policies in Eugene's Comprehensive Plan. **Action updates as of February 2026 are highlighted in green call out boxes.**

Housing and jobs actions are a necessary step in urban growth boundary (UGB) planning. The state requires that cities demonstrate how they will accommodate 20 years of growth within the UGB through a sequential process (illustrated below), first by estimating the UGB's existing development capacity, then by projecting new capacity from new housing and jobs actions within the current UGB, and finally, as needed, through UGB expansion. In 2027, Eugene will adopt new land supply studies outlining how 20 years of growth will be accommodated.



Actions are described at the 'concept' level and require more research, evaluation, and feedback. This list of actions is informed by past research and engagement efforts, conversations with community members, housing and development professionals, and City staff, and priorities in existing work plans, such as the [Housing Implementation Pipeline](#).

The actions address several priorities:

- Reduce barriers to housing
- Increase capacity for housing and jobs
- Encourage compact development
- Reduce barriers to jobs

This list of actions is not comprehensive of all the City's upcoming work on housing or jobs.

The **Housing Implementation Pipeline** is a cross-departmental, 5-year work plan (FY22-27) for the City organization. This work plan coordinates current and future City resources, goals, and priorities across the full continuum from people experiencing homelessness to overall housing supply.

Each action includes a proposed adoption or action year in parentheses. Additional actions to address housing production, affordability, and fair housing choice will be included in Eugene’s new Housing Production Strategy (HPS), also proposed for City Council adoption in 2027. An initial list of actions for this 8-year HPS work plan (2028-2035) is included in this summary.

Housing Actions

To reduce barriers, increase development capacity for housing, advance the City’s [draft housing goals and policies](#), and support housing production, affordability, and fair housing choice, staff have proposed the following actions:

Table.7j.Housing.Actions.Under.Consideration.for.8682868

Action	Action Type	Proposed Year
a. Allow Micro Village Housing and Detached Single Room Occupancies	Regulatory	2026
b. Allow Deferral of System Development Charges	Incentive	2026
c. Update Zoning for Royal Avenue Node	Regulatory	2027
d. Encourage Voluntary Annexation	Mix	2026-2027
e. Support Middle Housing Development	Mix	2026
f. Housing Production Incentives	Incentive	2026
g. Increase Average Densities in Low Density Residential Areas	Regulatory	2027
h. Adjust Density Standards	Regulatory	2027
i. Site-Specific Zoning Changes	Regulatory	2027
j. Land Use Code Updates	Regulatory	2026-2027
k. Revise the Housing Dispersal Policy (New)	Regulatory	2026-2027

a. Allow Micro Village Housing and Detached Single Room Occupancies (2026): Housing developers, shelter providers, and City staff have identified “micro village” housing as a priority housing type, especially for people transitioning from homelessness. This model has already proved successful in a shelter setting, including EveryOne Village in Eugene, as well as housing developments in Olympia, WA and Austin, TX. The intent of this action is to create a pathway for legal, permanent housing using this model.



Community First! Village, Austin, TX

Staff will propose changes to Eugene’s Land Use Code to allow Micro Village Housing as a new housing type locally, as well as allow detached Single Room Occupancies (SRO) in alignment with recent changes to state law. Both types would allow very small units to be established together on a shared lot. Micro village dwellings would share a multi-use common building with cooking facilities and other amenities and services. Both types of housing would help to meet some of Eugene’s local housing need, especially for people with the lowest incomes. Micro village dwellings could be faster and less expensive to develop than traditional multi-unit rental housing, could open access to new

funding sources, provide opportunities for workforce development partnerships, and formalize a housing model that simultaneously provides independence and community support.

February 2026 Update: Both the Eugene Planning Commission and Eugene City Council supported this proposed action during work sessions in Fall 2025. [Review draft land use code concepts \(PDF\)](#).

b. Allow Flexible Payment Schedule for System Development Charges (2026): System Development Charges (SDCs) are fees applied to development to help offset the impact of new development or an intensification of use. Local SDCs are collected for transportation, parks and open spaces, stormwater, and wastewater systems and are a primary funding source for building future infrastructure. The City identified three focus areas in the Housing Implementation Pipeline (HIP), including SDC Credits and Financial Assistance, Communication, and Aligning SDC Incentives with City Housing Goals. In 2025, staff reviewed the SDC credit system for alignment with overall housing goals. As part of the Urban Renewal program, the City is setting up a Downtown Fee Assistance program to pay SDCs for new housing in the downtown core. The City also recently removed the cap on the compact development adjustment for Transportation SDCs.

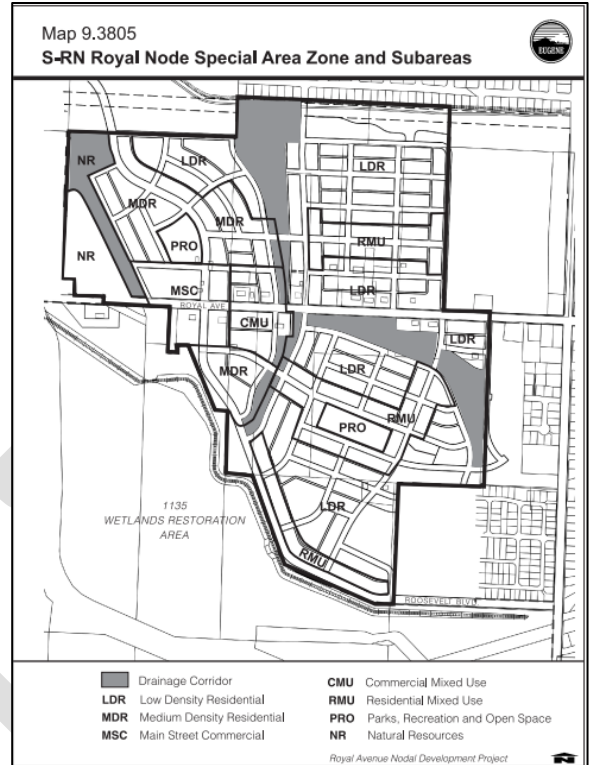
Carrying the cost of SDCs early in a project has been identified as a barrier by local developers. Typical requirements to pay SDCs at the time of building permit issuance means that the SDC cost must be rolled into construction loans, adding expense to the already high interest payments made by housing developers during construction. Eugene currently offers a program to finance SDCs with interest over 10 years.

In addition to the SDC priorities already included in the HIP, staff are exploring a more flexible payment schedule for new development, allowing builders to defer payment of SDCs without interest until certificate of occupancy (or final action on a building permit). Other Oregon cities, including Bend, Medford, Tigard, and Portland, have made significant changes to SDC payment schedules, providing a model for this approach.

February 2026 Update: Staff are developing a program proposal and will seek direction from City leadership later in 2026.

c. Update Zoning for Royal Avenue Node (2027): For 25 years, Eugene has had designated “nodal development areas” that are zoned for mixed-use, pedestrian friendly development. Some nodal areas have developed with this pattern, others have not. Specifically, the S-RN Royal Node Special Area Zone, which was identified as a “pilot project,” has been identified by staff and community partners as a regulatory barrier to housing development. Staff will propose revised plan designations and zoning for the node, including repealing the existing adopted plan, special area zone, and codified map.

February 2026 Update: Staff are working to secure a consultant to support this work; this work is on track for 2027 adoption.



Royal Node Special Area Zone

d. Encourage Voluntary Annexation (2026-2027):

Property owners face financial, educational, and regulatory barriers to annexing into City limits. Annexation can support additional housing development (especially middle housing) and by assisting with the annexation process, the City could help to increase housing production. This is especially the case in the River Road and Santa Clara neighborhoods, where there is a patchwork of City and County properties.

The City of Eugene has piloted an approach to encourage and assist property owners with annexation when the City annexes road right of way for infrastructure, in both the Crow Road (primarily residential) and Old Coburg Road (primarily employment and medium density housing) areas. As the annexation of street segments continues, the City can support more property owners in achieving contiguity of city limits, which is necessary for annexation under current state statutes.

In addition, staff will propose additional tools to encourage annexation, including financial incentives such as waived annexation application fees, tax differentials, and/or application preparation assistance. Staff will also propose a property owner education effort to share the potential benefits of annexation, including potential for future housing development.

February 2026 Update: On **November 12, 2025**, Eugene City Council provided direction to staff on incentives to encourage voluntary annexation. Staff are developing proposals to provide financial incentives through reduced or waived land use application fees and property tax differentials, as well as more proactive property owner education and outreach.

e. Support Middle Housing Development (2026): As more middle housing is developed in Eugene, staff identified the need to further support middle housing development through several actions that improve the clarity, consistency, and efficiency of building permit plan review, communications, SDC charges, and regulations. Staff will work to create and centralize internal and external documents, guidance, and expectations related to middle housing reviews and communication. Additionally, the City will work to strengthen communication with potential developers, homeowners, and agency partners to encourage and support more middle housing development citywide. Staff will also propose surgical changes to Eugene’s land use code (summarized below) to comply with recent changes to state law affecting middle housing development and middle housing land divisions, for clarity, and to reduce requested adjustments. Finally, staff are considering any needed changes to SDC methodologies for middle housing types.

February 2026 Update

- **Land Use Code Updates:** Several updates to the land use code related to middle housing development standards are proposed for adoption in 2026. Key areas include definitions and measurements, allowing additional “bonus” units, incentives for accessible, adaptable and affordable middle housing units, maximum building height, changes to a variety of other building and site design standards, allowing existing dwellings, and removing prohibitions on some joint utilities. Staff will present code concepts to the Eugene Planning Commission on March 10, 2026. [Review draft land use code concepts \(PDF\)](#).
- **Process/Communications:** Staff have created and centralized guidance and expectations on the City’s new [Middle Housing webpage](#) and launched an [educational series](#) to help residents navigate standards and make more informed decisions. Additionally, the City continues to strengthen communication with potential developers, homeowners, and agency partners to encourage and support more middle housing development citywide.

f. Housing Production Incentives (2026): Staff continue to work across the City organization to identify opportunities for new or expanded financial incentives to increase the development capacity of land for housing development. Staff are discussing possible incentives, sourced through research and community engagement, and will propose two housing production incentives to City Council. Both incentives will provide ten-year tax exemptions on the property value of new housing, with one incentive focused on supporting new moderate-income housing near transit, and the second supporting more housing (including market-rate) in centers near transit. Staff are also researching the State’s new Moderate Income Revolving Loan Program as a potential financial tool supporting moderate-income housing development.

These housing production incentives are proposed to fill gaps in the City’s housing programs, as no existing tax exemption programs are available for moderate-income housing or for housing near transit throughout the city. These potential programs would provide community benefit by meeting identified housing needs for moderate-income households as well as encouraging housing development in areas with great access to transit and other essential goods and services. These

incentives further proposed compact development and housing policies in Eugene's Comprehensive Plan, including more housing in centers and along key corridors. Staff are carefully considering staff capacity and any future financial needs to support housing incentives.

While federal resources continue to decline and construction costs continue to rise, the demand for Affordable Housing programs is bigger than ever. Staff are also looking into potential revenue sources that could provide funding for Affordable Housing incentives.

February 2026 Update: On **February 11, 2026**, Eugene City Council provided direction to staff on three proposed housing production incentives – two tax exemption programs and the Moderate Income Revolving Loan Program. These financial incentives would support the development of moderate-income housing and housing in commercial centers citywide. The next step is scheduling a public hearing on these proposed incentives.

g. Increase Average Densities in Low Density Residential Areas (2027): The R-1 Low Density Residential Zone is the most expansive zone in Eugene. To increase land capacity and promote more efficient housing production, staff will propose a few strategies to increase the average housing density¹ on R-1 zoned property. Under consideration are the following citywide strategies:

- Establish a minimum residential density in R-1
- Allow smaller lots in R-1 by adjusting the minimum lot size for new lots to align with the existing maximum density (e.g., to approximately 3,000 square feet)
- Reduce the lot area maximum in R-1 for new lots (which is currently 13,500 square feet)
- Require middle housing within new subdivisions
- Require a minimum number of dwellings in partitions
- Increase allowed buildable area on low and medium density lots to accommodate needed housing types (e.g., middle housing) and/or characteristics (e.g., multi-generational homes)

February 2026 Update: Staff proposed moving this action to 2027 when the residential land supply study is complete. The draft Residential Land Supply Study will help staff better understand the specific land supply, housing types, and development capacity needs for Low Density Residential areas.

h. Adjust Density Standards (2027): The draft Residential Land Supply Study in 2026 will help staff better understand the specific land supply, housing types, and development capacity needs for certain land use designations (e.g., Low Density Residential, High Density Residential). In response, staff will propose adjustments to minimum or maximum density standards in relevant zones to increase development capacity potential on land within the current UGB, citywide. As an example, during the last UGB analysis, the City increased the minimum required density in Medium Density Residential areas to address a projected shortfall in those areas.

¹ Housing density is the number of dwellings per acre.

February 2026 Update: Land supply study work is underway and is on track for 2027 adoption.

i. Site-Specific Zoning Changes (2027): Staff will identify specific sites to redesignate and/or rezone where changes may help to accommodate future development capacity or remove barriers for housing. Because the currently adopted Residential Land Supply Study demonstrates that the 2012-2032 housing land demands are generally at balance with the projected capacity of the land supply, this work cannot be completed until the next 20-year land supply and demand analysis (i.e., the draft Residential Land Supply Study) is conducted in 2026.

February 2026 Update: Land supply study work is underway and is on track for 2027 adoption.

j. Land Use Code Updates (2026 and 2027): Staff will propose a list of other surgical revisions to the land use code as suggested by staff and community partners. These revisions will likely include:

- Extension of land use approval deadlines (temporary measure).
- Changes resulting from an ongoing review of most commonly adjusted development standards (e.g., multiple-unit standards, bicycle parking, vehicle access connections).
- Review and update the multiple-unit design standards (e.g., building setbacks, building articulation, vehicle parking areas, other site and design standards, add exemption from large commercial building standards).
- Clarify standards for mixed-use development in commercial zones.
- Revise S-E Elmira Special Area Zone to allow manufactured home parks.
- Remove the criteria that limit property line adjustments and prohibit flag lots for any housing type other than middle housing in the University area.
- Remove the limit on the length of time an RV can be occupied within RV and manufactured home parks.
- Make changes to comply with recent changes to state law (e.g., allowance of residential treatment centers and single-room occupancies, reduced land use application process for higher density residential, remove restrictions/add density bonuses for affordable housing, remove University-area bedroom maximum, various surgical amendments).
- Revise flag lot development and lot standards, such as to align with what is already allowed for middle housing or single-unit on a regular lot (e.g., reduce building setbacks, driveway paving, and minimum lot dimensions, allow variances, allow creation through a property line adjustment).
- Revise the requirement for Neighborhood/Applicant meetings.

February 2026 Update: The Eugene Planning Commission provided feedback on draft concepts at their **December 9, 2025** and **February 10, 2026** meetings. Code changes proposed for 2026 adoption include:

- Updates to Eugene’s multi-unit design standards - [review draft land use code concepts \(PDF\)](#).
- Other land use code updates to reduce barriers to housing development - [review draft land use code concepts \(PDF\)](#).

k. Revise the Housing Dispersal Policy (2026 and 2027): Originally created and adopted by the Eugene City Council in 1968 as part of the Eugene Landbanking Program for Affordable Housing and paired with creation of the federal Fair Housing Act timing; the initial policy was created to encourage dispersal of low-income families (at or below 50% area median income) in subsidized housing throughout the city. It specifically discourages use of public assistance for the construction of subsidized housing in what is deemed “unsuitable areas” of Eugene. Council amended the policy multiple times over the years, including changing the number of units and number of factors to consider for location. The policy was most recently amended in 1996.

Staff are in the process of reviewing the policy and will propose changes in alignment with Urban Growth Strategies goals to facilitate the production of housing and move towards more fair and equitable housing outcomes. The proposal will consider Eugene’s housing need for low-income and subsidized Affordable Housing units.

February 2026 Update: This is a new action. It specifically responds to a regulatory barrier in Affordable Housing development.

Housing Production Strategy Adoption

The Housing Production Strategy (HPS) is a new, state-required plan that will identify and prioritize new actions to address Eugene’s housing needs over 8 years. The City must commit to actions that address housing production, affordability, and fair housing choice. The HPS is proposed to be adopted by City Council in 2027 and implemented in 2028-2035. A draft list of possible actions to include in the HPS is available below. These actions will be refined, and more actions added, through [upcoming community engagement](#). The final HPS actions must respond to identified fair housing issues, as well as Eugene’s needed housing types, characteristics, and locations.

Table 8j. Housing Production Strategy Actions Under Consideration. 8684_8691

Action Title	Action Type
Citywide Financial Incentives	Incentive
Option: Middle Housing 5-Year Property Tax Exemption	Incentive
Option: Low-income Housing Preservation Property Tax Exemption	Incentive
Financial Incentives for Key Corridors and Centers	
Option: SDC Adjustments	Incentive
Option: New Urban Renewal District	Investments
Inclusionary Housing	
Option: Mandatory - Portland Model (5+ units)	Regulatory
Option: Voluntary - Ashland Model (upon upzoning, annexation, or other benefit)	Incentive
Option: Voluntary - Mixed-Income Incentive Program	Incentive
Explore New Revenue Options for Income-Qualified Housing	Investments
Explore Additional Fee/SDC Assistance for Income-Qualified Housing	Investments
Housing Community Education	Info/Partnerships
Wastewater Infrastructure - Infill Projects	Infrastructure
Railroad Quiet Zone	Investments
Middle Housing - Pre-Approved Plans and Other Incentives	Mix
Anti-Displacement Action Plan	Mix
Encourage Efficient, Healthy, Resilient Homes (Building Decarbonization)	Mix
Streamline Permitting and Plan Review Process	Mix
State and Federal Advocacy	Other
Growth Monitoring Phase II	Other
Land Use Designation Map Phase II	Regulatory
Land Use Code Audit	Regulatory
Hillside Development Standards	Regulatory
Shelter Siting Code Updates	Regulatory
Climate-Friendly and Equitable Communities Walkable/Compact Development Code Updates (Mixed-Use Zones)	Regulatory

Compact Development Actions

To encourage compact development, advance the City’s [draft compact development goals and policies \(PDF\)](#), and increase land capacity for jobs, staff have proposed the following actions:

Table.9j.Compact.Development.Actions.Under.Consideration.for.8682_8683

Action	Action Type	Proposed Year
l. Modernize Compact Development Overlay Zones	Regulatory	2026-2027
m. Encourage Compact Development in Centers & Key Corridors	Incentive, Regulatory	2026-2027

l. Modernize Compact Development Overlay Zones (2026): As a part of Climate-Friendly Areas (CFA) designation, staff will propose the modernization and consolidation of Eugene’s compact development overlay zones. These overlay zones have been implemented over several decades to encourage mixed-use, transit-oriented, and compact development. Modernization will be an opportunity to clean-up remnant policies that were in place before currently adopted and updated development standards. The City of Eugene must complete CFA designation by the state-mandated deadline of December 2026. Staff will ask Eugene City Council to take several actions to adopt CFAs and modernize compact development overlay zones in CFAs and certain centers, including:

- Adopt a Climate-Friendly Areas Overlay Zone and Overlay Designation and apply to all properties within the CFA boundary.
 - Repeal the Transit Oriented Development Overlay Zone in downtown.
 - Remove the Nodal Development Overlay Zone and Overlay Designation in downtown.
 - Remove Site Review, Planned Unit Development, and Residential Density overlay zones on properties within the CFA boundary. Staff also recommend removing these overlay zones in certain core commercial centers.
- Rezone specific properties within the Downtown CFA.
Amend the Skinner Butte Height Limitation Area to include CFA properties in the “Opportunity Area.”

February 2026 Update: The Eugene Planning Commission provided feedback on draft concepts at their [February 10, 2026](#) meeting. [Review draft code concepts and zoning](#)

m. Encourage Compact Development in [Centers and Key Corridors \(PDF\)](#) (2026 and 2027): A core component of Eugene’s [compact development goals and policies \(PDF\)](#) moving forward will be encouraging development in and around identified centers. Staff will propose tools to allow and/or encourage more compact, walkable development in and near centers. These tools may include:

- Set minimum residential density standards in centers (C-2 Community Commercial Zone)
- Allow incremental upzoning within a certain distance of a center
- Reduce restrictions within the siting criteria for C-1 Neighborhood Commercial Zone
- Allow horizontal mixed-use on a C-1 Neighborhood Commercial development site

- Allow increased building heights for housing above ground floor commercial uses in C-1 Neighborhood Commercial Zone
- Reduce the minimum lot area in the C-1 Neighborhood Commercial Zone
- Remove Site Review (/SR) and/or Planned Unit Development (/PD) overlay zones where they create an unnecessary regulatory barrier to housing development. This would likely start in centers within the Willakenzie and River Road - Santa Clara areas.
- Update the land use code to facilitate compact development in centers (e.g., limits on household/consumer goods storage facilities or other uses, building and site design).

February 2026 Update: The Eugene Planning Commission provided feedback on draft concepts at their **February 10, 2026** meeting. [Review draft code concepts and zoning changes \(PDF\)](#).

Additional land use code and zoning changes are anticipated for the 2027 adoption package.

Jobs Actions

To reduce barriers and increase land capacity for jobs, staff have proposed the following actions:

Table.0; Jobs.Actions.Under.Consideration.for.8682_8683

Action	Action Type	Proposed Year
n. Review and Enhance Employment Zones	Regulatory	2026-2027
o. Site-Specific Zoning Changes	Regulatory	2027
p. Land Use Code Updates	Regulatory	2026-2027

n. Review and Enhance Employment Zones (2026 and 2027): Developers and businesses have shared that Eugene’s employment zones, E-1 Campus Employment and E-2 Mixed Use Employment, need improvements to ensure businesses can be effectively sited. Staff will propose a set of land use code revisions to improve the functionality of these zones. Possible revisions will likely include allowed uses, use limitations (e.g., location requirements, size of uses), and building and site design requirements (e.g., parking, outdoor storage). This work may result in some changes to the I-2 Light-Medium Industrial Zone to either align with or maintain a distinction between this zone and the employment zones, where necessary.

February 2026 Update: The Eugene Planning Commission provided feedback on draft concepts at their **December 9, 2025** meeting. [Review the draft code concepts here \(PDF\)](#).

Land use code changes addressing additional building and site design requirements are anticipated for the 2027 adoption package.

o. Site-Specific Zoning Changes (2027): Staff will identify specific sites to redesignate and/or rezone where changes may help to accommodate future development capacity needs or remove barriers for commercial and/or employment development. Because the currently adopted

Employment Land Supply Study demonstrates that the 2012-2032 employment land demands are generally at balance with the projected capacity of the land supply, this work cannot be completed until the next 20-year land supply and demand analysis (e.g., the draft Employment Land Supply Study) is conducted in 2026.

February 2026 Update: Land supply study work is underway and on track for 2027 adoption.

p. Land Use Code Updates (2026 and 2027): Staff will propose a list of other surgical revisions to the land use code as suggested by staff and community partners. These revisions will likely include:

- Changes resulting from an ongoing review of most commonly adjusted development standards (e.g., bicycle parking, vehicle access connections, landscaping, commercial building setbacks, large commercial building and site design standards)
- Results from a cross reference of where uses are allowed (or not allowed) in similar zones (e.g., allow veterinary clinics in more zones, allow more commercial uses in the S-W Whiteaker Special Area Zone)
- Changes to comply with recent changes to state law (e.g., removing restrictions on daycare) and other surgical clarifications

February 2026 Update: The Eugene Planning Commission provided feedback on draft concepts at their **December 9, 2025** meeting. **Review draft land use code concepts (PDF)**. Additional land use code changes are anticipated for the 2027 adoption package.



EUGENE CITY COUNCIL

AGENDA ITEM SUMMARY

Work Session: Vision Zero Update

Meeting Date: May 18, 2026
Department: Public Works
www.eugene-or.gov

Agenda Item Number: 2
Staff Contact: Christina Charvat
Phone: 541-682-5216

ISSUE STATEMENT

Staff are returning to City Council for second informational session on the City of Eugene's Vision Zero efforts to reduce fatal and serious injury traffic crashes. City staff are working every day to identify and reduce risk on the transportation system through a variety of means such as data analysis, safety-oriented infrastructure improvements, focused enforcement, and education.

BACKGROUND

Vision Zero is an approach to transportation safety that aims to eliminate deaths and serious injuries caused by traffic crashes. Like many communities across the country, the Eugene area experienced a substantial post-COVID increase in fatal traffic crashes. Preliminary crash data from 2025 indicates that Eugene experienced its first decrease in traffic fatalities since 2020, with a 55 percent decrease from 2024 and a 41 percent decrease from the 2022-2024 three-year average. See **Attachment B**, 2025 Fatal Crash Report for more information.

Despite this decrease, the City remains committed to the goal of achieving zero traffic deaths. The loss of life on Eugene's roadways in recent years reaffirms the need to continue investing in safety infrastructure, community education, and traffic safety enforcement.

At the [April 15, 2026, work session](#), staff presented an update on the City's progress towards the Vision Zero goal, highlighting many recent and planned investments in the transportation system to further identify and reduce risk for all system users (see the AIS from the April 15, 2026 Work Session linked below for project highlights).

RELATED CITY POLICIES

The City's [Transportation System Plan \(TSP\)](#) contains long-range plans for transportation projects for Eugene both within and beyond a 20-year timeframe. Most projects identified in the TSP have associated safety benefits. The TSP update will begin in late 2026 or early 2027. The upcoming TSP update can help inform future updates to the Vision Zero Action Plan.

PREVIOUS COUNCIL DIRECTION

[November 18, 2015 Work Session](#)

Councilor Syrett, seconded by Councilor Zelenka, moved to adopt the substitute draft of the vision zero resolution that was provided by BEST, and adding a new Section 6 that creates a task force to involve the community in identifying the detail and impacts of what a Vision Zero policy for the city would mean.

Passed 7:1 (Opposed by Councilor Clark)

[April 15, 2026 Work Session](#)

Councilor Leech, seconded by Councilor Zelenka, moved to schedule another work session on Vision Zero to continue the discussion.
Passed 8:0

COUNCIL OPTIONS

Informational only.

CITY MANAGER'S RECOMMENDATION

Informational only.

SUGGESTED MOTION

None.

ATTACHMENTS

- A. 2025 Fatal Crash Report
- B. Last Five Years of Active Transportation Safety Projects
- C. 2026-2028 Funded Active Transportation Safety Projects

FOR MORE INFORMATION

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Phone: 541-682-5216
Staff E-Mail: CCharvat@eugene-or.gov



EUGENE FATAL CRASH REPORT

2025
Preliminary
Data

Table of Contents

Introduction	_____	01
Crash Data Sources	_____	02
Crash Overview	_____	03
Crash Victim Demographics	_____	05
Fatal Crash Locations	_____	06
Crash Trends	_____	08

Introduction

Vision Zero is a data-driven approach to reducing transportation related injuries and saving lives. While data is a helpful tool for planning and engineering efforts, City staff recognize that crashes in this report aren't just numbers -- they were Eugene community members whose loss is deeply felt.

Vision Zero aims to eliminate deaths and serious injuries caused by traffic crashes. The Eugene City Council adopted the Vision Zero goal of zero fatalities and serious injuries in November 2015 as a result of community advocacy efforts.

The following report examines preliminary crash data for 2025 within the Eugene Urban Growth Boundary. This report consolidates and summarizes the data from 2025 fatal traffic crashes and compares the 2025 data to trends from the prior three years. The crash data summarized here is intended to help community members, advocates, and staff better understand the circumstances and factors associated with traffic deaths in recent years.

Crash Data Sources

The City of Eugene analyzes crash data on a frequent and ongoing basis to support roadway project design, inform grant funding applications, make decisions about traffic operations, and prioritize enforcement resources.

Crash data analysis performed by cities in Oregon relies primarily on data compiled by the Oregon Department of Transportation (ODOT). ODOT produces official annual crash datasets each year by compiling records from city and county law enforcement, state troopers, and drivers who self-report. Publishing this large, mapped dataset typically runs approximately two years behind the current calendar year. ODOT's annual crash datasets are publicly available online and there are a number of free online platforms where members of the public can view and interact with the data without purchased GIS software. Some options available include:

- [Central Lane MPO Data Portal](#)
- [ODOT's TransGIS Portal](#)

ODOT supplements this finalized data by publishing preliminary fatal crash records on its [Initial Fatal Crash Information Viewer](#). Records available on the Initial Fatal Crash Information Viewer reflect information that law enforcement has reported to ODOT to-date, but could be subject to change as law enforcement reports additional information and as ODOT cleans/refines the data. **All 2024 and 2025 data included in this report is considered preliminary and may differ from the finalized 2024 and 2025 crash datasets that will eventually be released.**

For more information on ODOT's crash data practices and definitions, please reference the [Motor Vehicle Traffic Crash Analysis & Coding Manual](#).

Crash Overview

2025 preliminary fatal crash data shows a significant decrease from record highs in 2024.

The Eugene area experienced a substantial post-COVID increase in fatal traffic crashes from 2022-2024. This three-year increase included 14 fatal crashes in 2022, 14 fatal crashes in 2023, and 22 fatal crashes in 2024. 2024's fatal crash total represented the highest year on record for fatal traffic crashes in Eugene.

2025 crash data indicates that Eugene experienced its first decrease in traffic fatalities since 2020.

Despite this decrease, the City of Eugene remains committed to the goal of achieving zero traffic deaths. The loss of life on Eugene's roadways in recent years only reaffirms the need to continue investing in safety infrastructure, community education, and traffic safety enforcement.

2025 included a total of **10** fatal traffic crashes within the Eugene UGB.

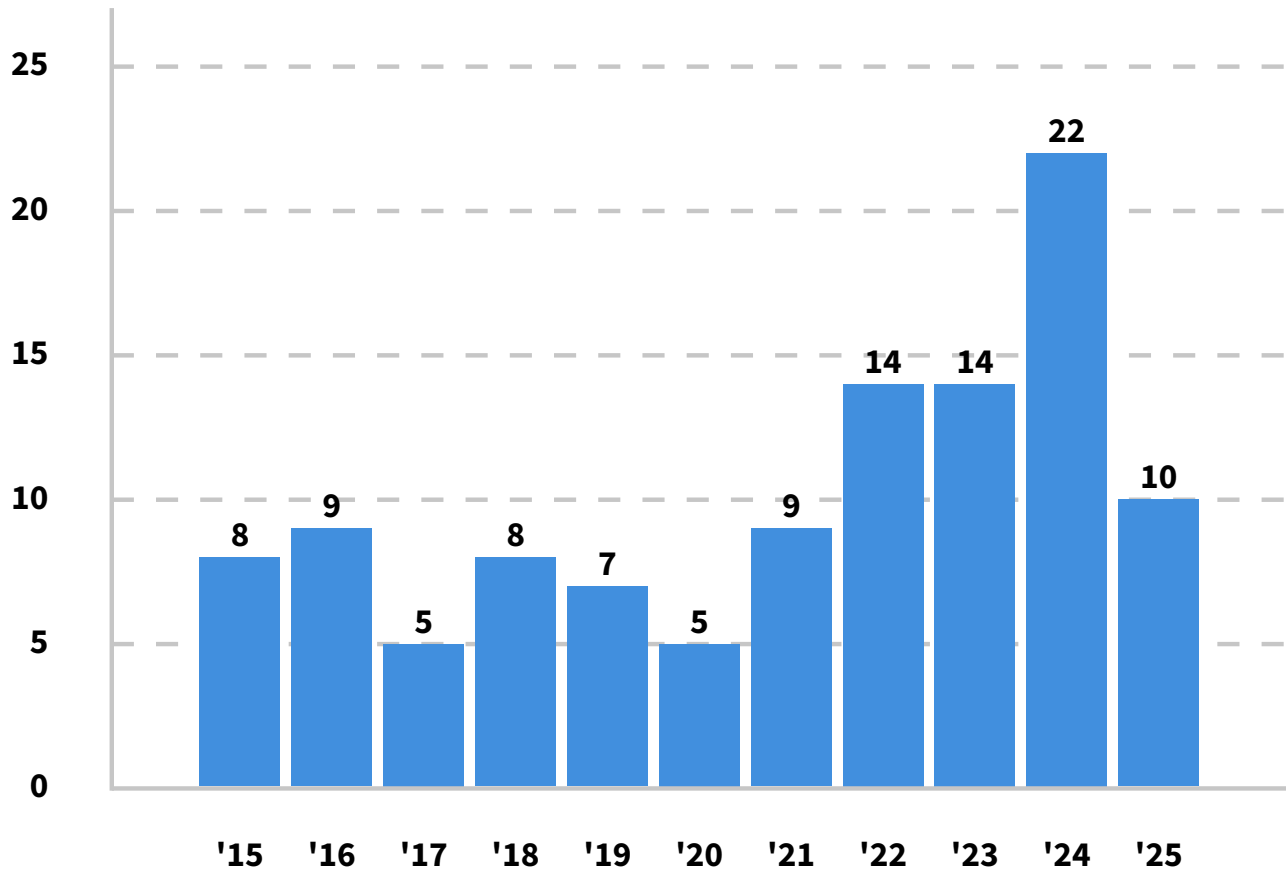
This represents a **55% decrease** from 2024 totals.

.....

This report does not include information on incidents that were previously ruled suicides/homicides, incidents on private property, or incidents where the sole fatality was a driver experiencing a major medical emergency prior to the crash.

Fatal Crashes within Eugene UGB

2015-2025



Mode	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Motor Vehicle	5	6	5	4	2	2	5	10	4	11	4
Pedestrian	2	3	0	3	4	3	4	3	7	10	5
Bicyclist	1	0	0	1	1	0	0	1	3	1	1

*2024 and 2025 numbers displayed are considered preliminary

Crash Victim Demographics

Age Data

Fatal crash victims in 2025 ranged in age from 21 to 79 years old, with an average age of 45 years old. 10% of these individuals were 65 or older and none of these individuals were under the age of 18.

10%
of fatal crash victims
were reported as 65+

Sex Data

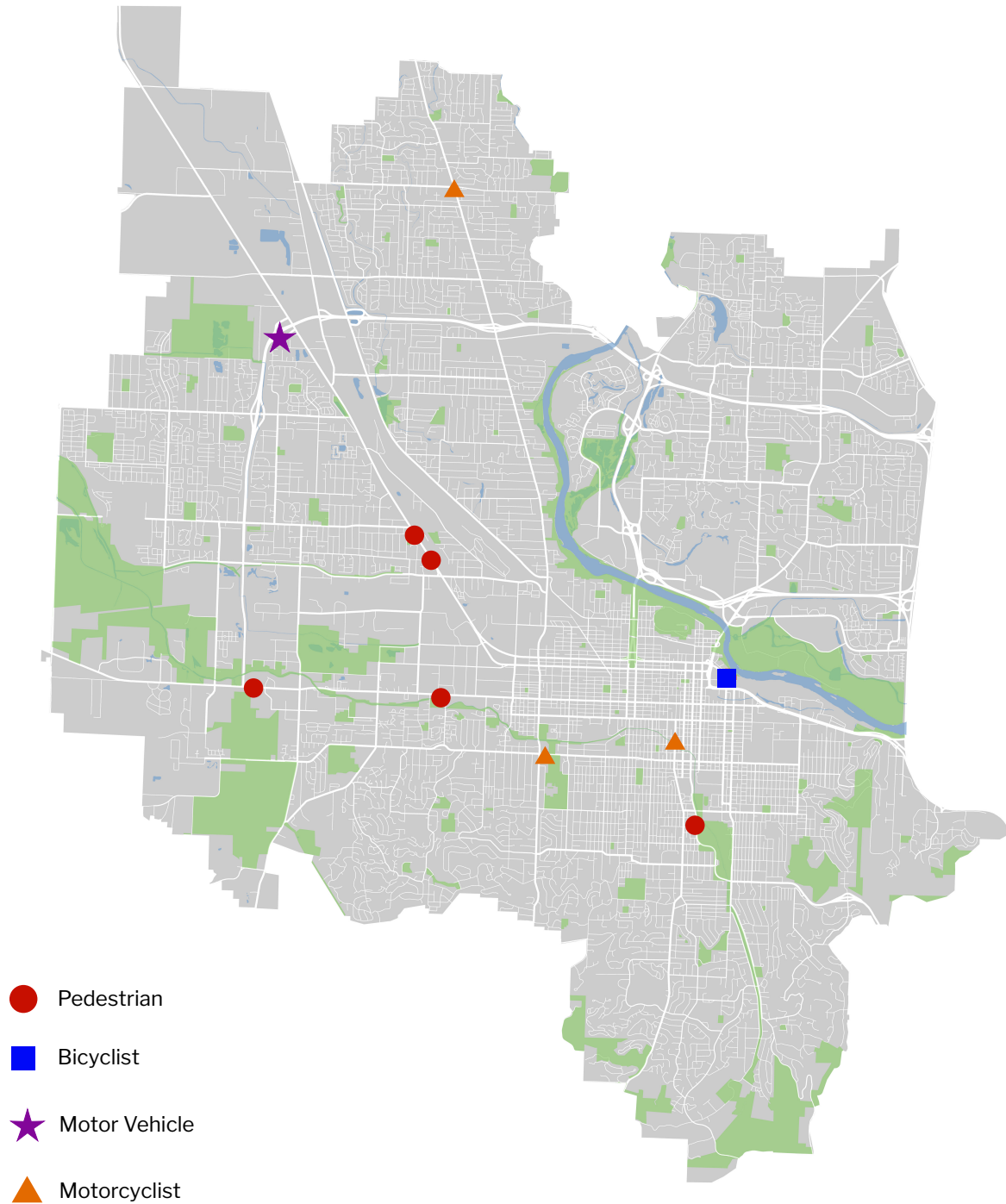
Fatal crash records generally rely on police and medical examiners to identify the sex of crash victims, and thus may be misaligned with the gender identity of the crash victim in some rare circumstances. 2025 preliminary crash records identified 70% of fatal crash victims as male.

70%
of fatal crash victims
were reported as male

Housing Status

While housing status isn't formally recorded through the existing crash records process, the City of Eugene recognizes that many of our fatal pedestrian and bike crashes in recent years have affected unhoused community members. Those who are unhoused often spend a larger portion of their day in close proximity to roadways and thus experience high rates of traffic exposure.

2025 Fatal Crash Locations



2025 Crash Locations

Crash ID #	Crash Date	Approximate Time of Day	Approximate Location	Travel Mode
20250102	Jan. 2nd 2025	8:00 PM	W 11th Ave (near Commerce St)	Pedestrian
20250103	Jan. 3rd 2025	3:27 AM	W 11th Ave (near Oak Patch Rd)	Pedestrian
20250205	Feb. 8th 2025	7:23 PM	HWY 99 (near Royal Ave)	Pedestrian
20250211	Feb. 11th 2025	3:17 PM	HWY 99 & Beltline Interchange	Motor Vehicle
20250312	Mar. 3rd 2025	10:25 PM	HWY 99 (near Elmira Rd)	Pedestrian
20250332	Mar. 29th 2025	9:59 AM	River Rd & Irvington Dr Intersection	Motorcycle
20250428	Apr. 23rd 2025	9:45 AM	Amazon Parkway (near s-curve)	Pedestrian
20250511	May 9th 2025	2:06 PM	W 18th Ave (near Chambers St)	Motorcycle
20250828	Aug. 8th 2025	7:48 PM	Hilyard St & 8th Ave Intersection	Bicycle
20251002	Oct. 2nd 2025	3:49 PM	Willamette St (near W 16th Ave)	Motorcycle

Key Crash Trends



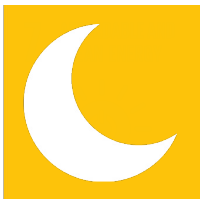
IMPAIRMENT

Drug and alcohol impairment continues to be a significant factor in fatal crashes in Eugene. **In 2025, at least 60% of all fatal crashes in Eugene involved drugs and/or alcohol.**



SPEEDS & FUNCTIONAL CLASS

Roadways with high speed limits and traffic volumes are heavily represented in the data. **During 2025, 100% of traffic deaths in Eugene took place on arterial roadways and 70% of traffic deaths took place on streets with posted speed limits set at 35 MPH or higher.**



NIGHTTIME CONDITIONS

Many fatal crashes during this time period occurred at night when visibility was reduced. **In fact, 40% of fatal crashes during 2025 took place during dark conditions.**



PEOPLE WALKING AND BIKING

Community members walking, biking, and rolling are at greater risk of sustaining life-threatening injuries when crashes do occur. **60% of fatal crashes during 2025 involved a pedestrian or bicyclist.**



DECREASE FROM 2024

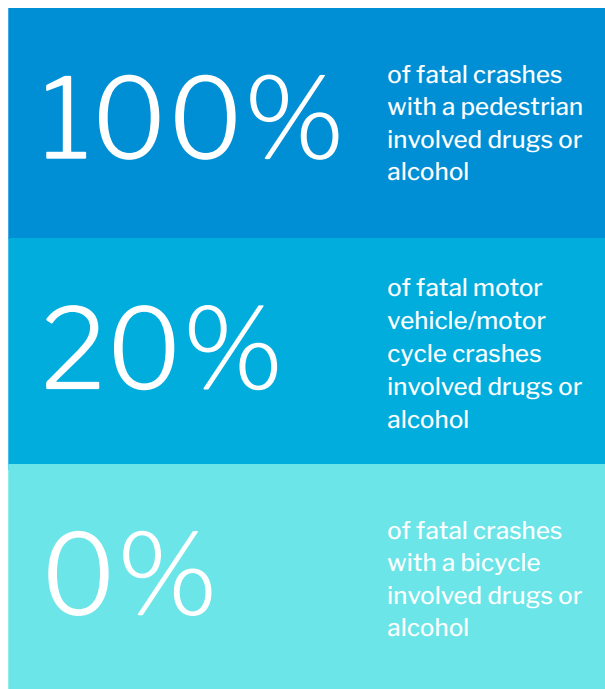
The Eugene urban growth boundary area experienced a **55% reduction in fatal traffic crashes in comparison to 2024 and a 41% reduction in comparison to the 2022-2024 three-year average.**

Drugs and Alcohol are Significant Factors in Fatal Crashes

Drug and alcohol impairment continues to play a leading role in Eugene's fatal crashes. These substances lead to impaired judgment, less awareness, coordination challenges, and slower reaction times when driving, walking, and biking.

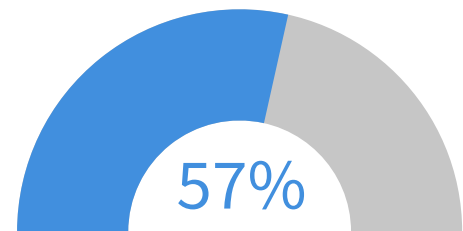
Preliminary records show 60% of fatal crashes during 2025 involved known drug and/or alcohol use. This included drugs or alcohol playing a role in all five fatal crashes involving a pedestrian and one fatal crash involving a motorcycle. These numbers may be an underrepresentation of the role that drugs and alcohol played, as toxicology results may still be outstanding for certain crashes. **Despite the significant role drugs and alcohol played in 2025 fatal crashes, the data does show a decrease in impairment involved fatal crashes from prior years, including a 57% decrease from 2024 and a 50% decrease from the 2022-2024 three-year average.**

Fatal Crashes Involving Drugs and Alcohol 2025

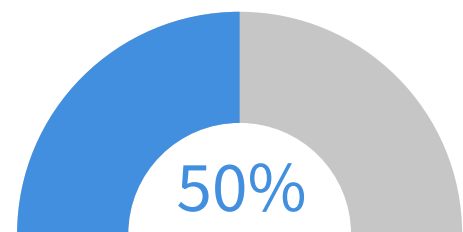


These numbers represent the crash victim's travel mode. **This data does not indicate which party was impaired.** While impaired driving has been a persistent theme in Eugene's fatal crashes, our community has also experienced severe crashes that involve an impaired person walking or biking.

PAGE 9



Decrease
from 2024



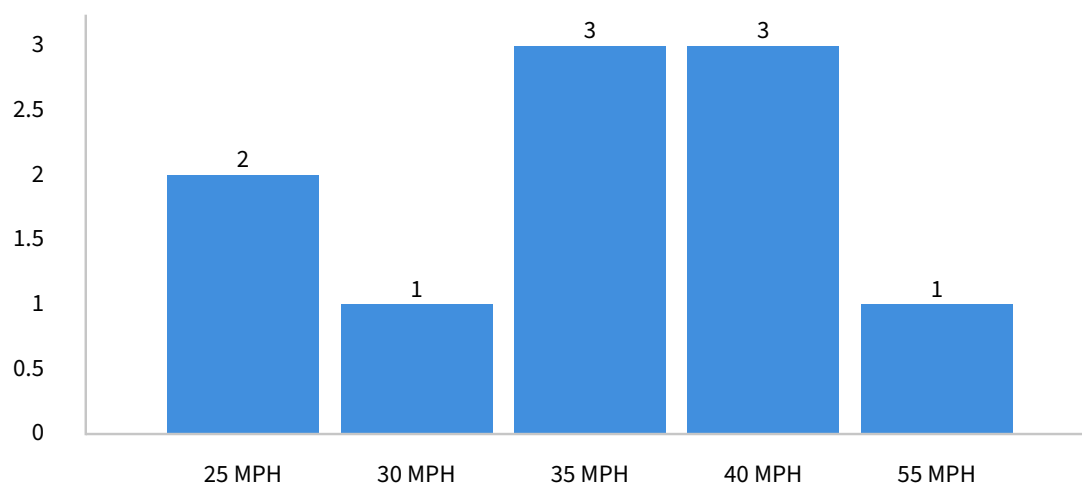
Decrease from Prior
Three-year Average

Vehicle Speeds

Speed is a critical factor that contributes to the momentum and force of a crash. Both speed limits and the widespread occurrence of speeding are important variables to consider when looking at crash data trends. **During 2025, 70% of fatal crashes took place on streets with 35 MPH or greater speed limits.**

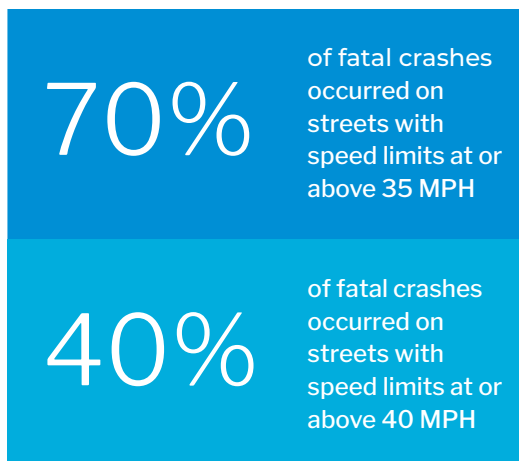
Fatal Crashes by Speed Limit

2025



How are speed limits regulated?

All speed limits across the state are regulated by ODOT regardless of whether that roadway is city, county, or state owned. Some speed limits are statutorily defined, while others require an investigation process. The City has the ability to request “speed zone investigations” from ODOT, however it is ultimately ODOT’s study methodology (as defined in Oregon Administrative Rules) that determines what the designated speed limit would be. Those interested in learning more about speed limit setting in Oregon can review Oregon’s [Speed Zone Manual](#).



Arterial Roadways See More Fatal Crashes

Arterial roadways are high volume streets intended to consolidate traffic. They often support trips between different neighborhoods and between various cities/counties. Because arterial roadways are intended to serve large numbers of trips, they often have higher speed limits, more travel lanes, and wider curb to curb distances. Arterial roadways are heavily represented in Eugene's fatal crash data and include a mix of city, county, and state owned facilities. **100% of fatal traffic crashes during 2025 involved arterial streets.** Overall arterial roadways make up approximately 20% of the street network.



Examples of arterial roadways in Eugene: Franklin Boulevard, 7th Avenue and Division Avenue.

Many Fatal Crashes Occur at Night

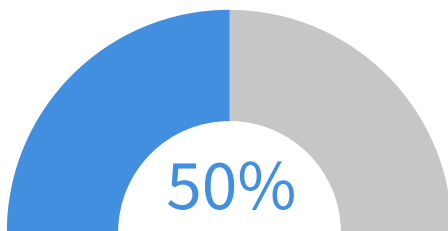
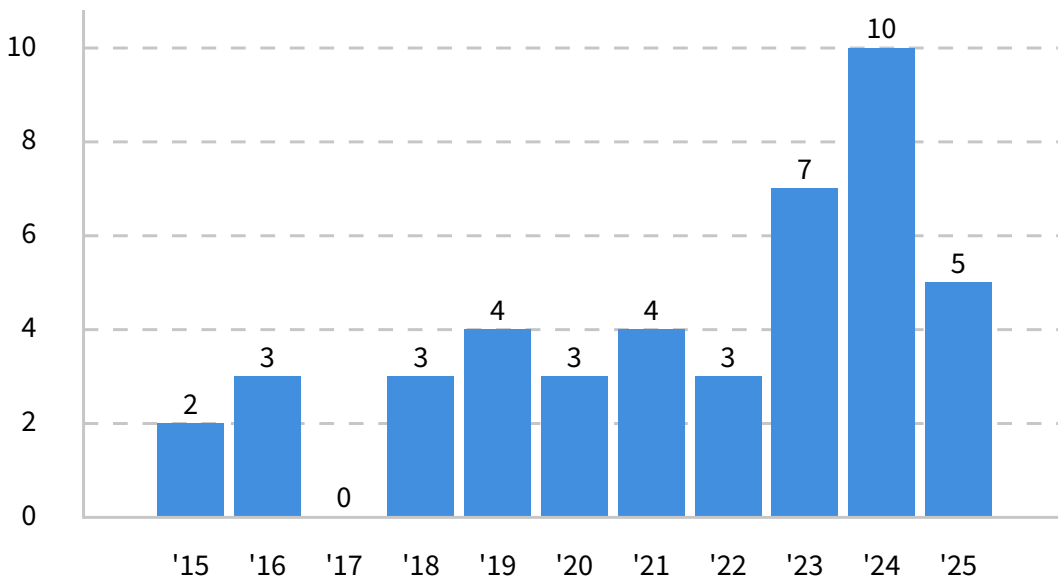
At least 40% of fatal crashes during 2025 took place during nighttime conditions. While some nighttime fatal crash locations included street lighting, visibility is still generally reduced at night. **Dark conditions were common among fatal crashes involving people walking. 80% of fatal crashes with a pedestrian involved dark conditions in 2025.** All of the nighttime crashes that took place during this time period were pedestrian involved crashes.

People Walking and Biking are Overrepresented in Fatal Crashes

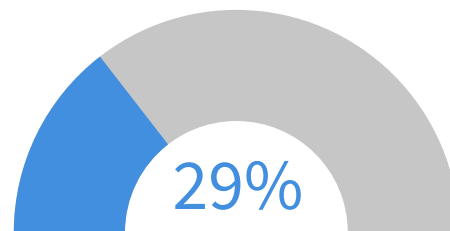
People walking and biking are disproportionately impacted by fatal traffic crashes. **60% of the fatal crashes that occurred in 2025 impacted people walking and biking despite the fact that these modes make approximately 11% of overall mode share (2024 US Census Bureau ACS 1 year estimates).** While the City did experience a decrease in walking and biking involved fatal crashes during 2025, staff remain deeply committed to continuing work on active transportation safety projects.

Pedestrian Involved Fatal Crashes

(2015-2025)



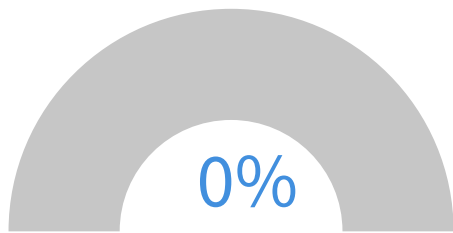
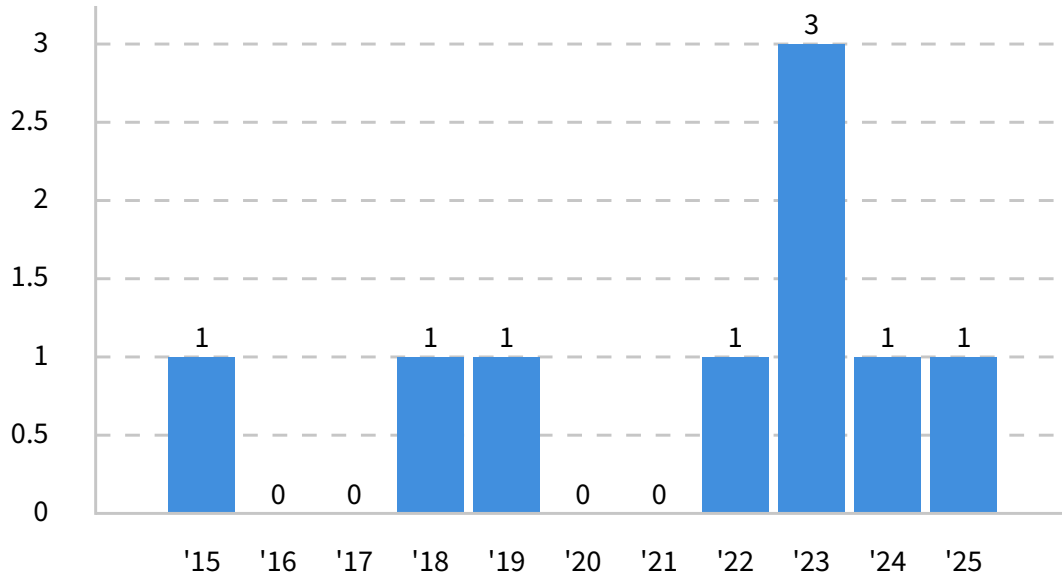
Decrease in Fatal Crashes Involving a Pedestrian from 2024



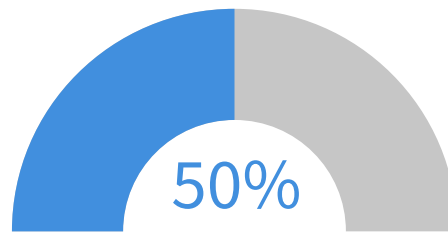
Decrease in Fatal Crashes Involving a Pedestrian from Prior Three-year Average

Bicyclist Involved Fatal Crashes

(2015-2025)



Decrease in Fatal Crashes
Involving a Bicycle
from 2024

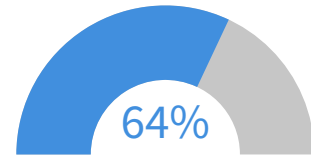


Decrease in Fatal
Crashes Involving a
Bicycle from Prior
Three-year Average

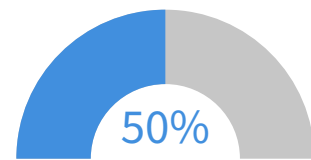
Decrease in Overall Motor Vehicle Fatal Crashes

40% of the fatal crashes that occurred in 2025 involved the death of a motorist. This included 3 motorcyclist fatalities and one fatality of a person riding in a car/truck. Overall, these numbers do reflect a decrease from the 2024 peak, including a 64% decrease from the 2024 peak and a 50% decrease from the 2022-2024 three-year average. That reduction has primarily been seen in traffic deaths affecting drivers/passengers in cars and trucks rather than motorcyclists.

Fatal motorcycle involved crashes in 2025 were consistent with 2024's peak but represents a 50% increase from the 2022-2024 three year average.

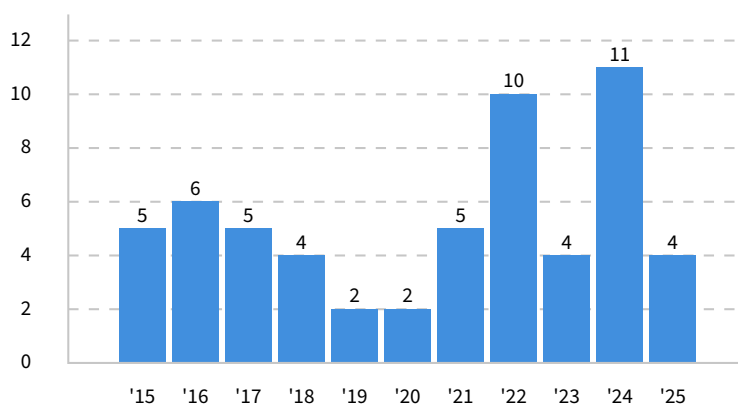


Decrease in Fatal Motorist Crashes from 2024

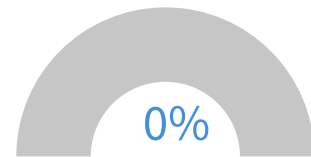


Decrease in Fatal Motorist Crashes from Prior Three-year Average

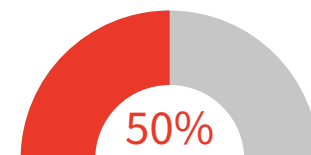
Motorist Fatal Crashes (2015-2025)



This chart includes fatal crashes affecting drivers and passengers in cars or trucks, as well as fatal crashes affecting people riding motorcycles.



Decrease in Fatal Motorcycle Involved Crashes from 2024



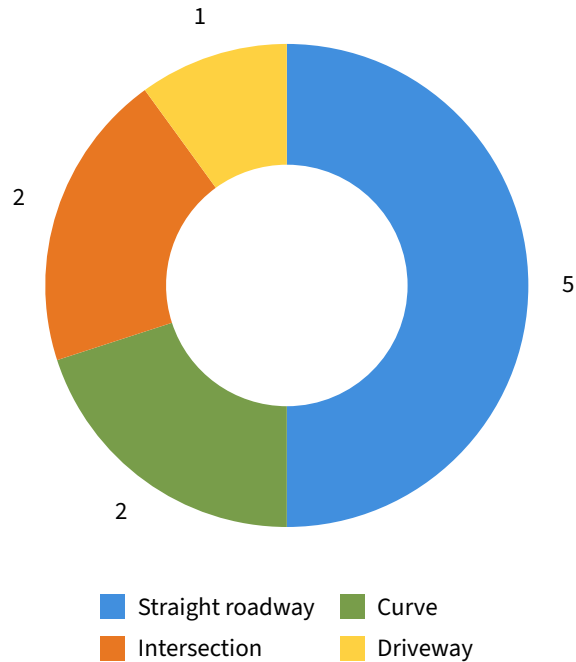
Increase in Fatal Motorcycle Involved Crashes from Prior Three-year Average

Intersections, Curves, Driveways, and Straight Roadway

In 2025, straight roadway segments represented half of fatal crashes, intersections represented 20%, curves represented 20%, and driveways represented 10%.

The representation of straight roadway segments in the fatal crash data may partially be related to the role arterial roads play in fatal crash trends and the role that higher speed limit roadways play in fatal crash trends.

Fatal Crashes by Roadway Characteristic
2025



Fixed Object Crashes

In 2025, Eugene experienced one fixed object fatal crash, a 67% reduction from 2024 and a 50% reduction from the 2022-2024 three year average. This type of crash involves a driver or motorcyclist crashing into a fixed object (such as a tree, traffic signal, or utility pole).

50%
reduction in fatal crashes with fixed objects (such as trees, utility poles, or traffic signals) from prior three-year average

Contact

City of Eugene - Public Works, Engineering
180 W 8th Ave, Eugene OR 97401
541-682-5291
www.eugene-or.gov/179/Engineering

Active Transportation Projects 2020-2025

Construction Year 2020

Projects	Project Number	Funding	Actual Cost	Notes on Active Transportation Constructed
Garden Avenue, Walnut Street, Villard Street & Moss Street Paving	900133	local - bond	251,498	enhanced pedestrian crossings, sidewalk infill
Roosevelt Path	900009	state	1,040,327	path construction
Safe Routes to School: Crosswalk Enhancements & Speed Monitoring	900166	state	1,268,465	pedestrian enhancements
Polk St and Chambers St Paving	900135	local - bond	19,558	enhanced pedestrian crossing
W 11th Paving, Bertelsen to Tyinn	900049	local - bond	70,983	audible pedestrian signals
S Willamette Street Improvements	5073/975804	multiple	1,088,289	Changed lane configuration to add bike lanes. Widened sidewalks for comfort and pedestrian scale lighting

2020 Active Transportation Total = \$3,739,120

Construction Year 2021

Projects	Project Number	Funding	Actual Cost	Notes on Active Transportation Constructed
South Bank Shared Use Path Repair & Realignment	900126	multiple	1,403,033	path construction and lighting
Downtown Riverfront Park	965302	multiple	500,000	path construction and lighting
Lincoln/Jefferson/High Street Paving	900257	local - bond	179,033	wayfinding, access ramp bulbouts
West Bank Path Lighting & Resurfacing	900100	local - bond	1,631,310	path construction and lighting
39th Avenue and Donald Street	900213	local - storm	28,529	
NE Livable Pedestrian Improvements	5057/965282	state	1,105,521	bicycle and pedestrian enhanced crossings at busy locations.
Neighborhood Sidewalk Ramp Improvements	900328	local - fuel tax	314,680	access ramp construction
19th & Fairmount Paving	900104	local - bond	260,000	audible pedestrian signals and access ramp bulbouts

2021 Active Transportation Total = \$5,422,106

Construction Year 2022

Projects	Project Number	Funding	Actual Cost	Notes on Active Transportation Constructed
Willamette Street and 18th Avenue Signal Reconstruction	900253	local - bond	106,447	bicycle improvements, audible ped improvements
17th Avenue, 19th Avenue, Mill Street Pedestrian Improvements	900151	local - bond	155,948	pedestrian improvements
3rd Avenue, 4th Avenue & Mill Street Two-Way Bikeway	900043	local - bond	215,000	bikeway

Bailey Hill & Terry Street Paving	900244	local - bond	44,670	new access ramps, striping
Fern Ridge Path Rehabilitation	900352	local - bond	348,485	path rehabilitation
Jessen Dr, Clarey St, Robin Ave Paving	900353	local - bond	70,000	access ramp bulbouts
Candlelight Dr, Welcome Wy, Stagecoach Rd, Surrey Ln, Laurelhurst Dr Paving	900245	local - bond	28,000	access ramp bulbouts

2022 Active Transportation Total = \$968,550

Construction Year 2023

Projects	Project Number	Funding	Actual Cost	Notes on Active Transportation Constructed
Oak Street & Pearl Street Paving	900358	local - bond	105,000	access ramp bulbouts, bicycle lane improvements
River Road - Maxwell Road to Betline Road	900354	local - bond	31,725	striping, signing
8th Avenue Streetscape	900070	multiple	3,213,778	pedestrian and bicycle improvements
Prairie Mountain Crosswalks	900346	state	433,127	enhanced pedestrian crossing
Fern Ridge Path Lighting	900368	local - bond	1,098,618	lighting improvements
River Road & Irving Road Improvements	975774	multiple	801,048	pedestrian and bicycle improvements, sidewalk infill
13th Ave Protected Bikeway	975684	federal	3,486,411	Protected Two-way Cycle track. Upgraded signals.
46th & Agate Paving	900357	local - bond	92,000	lighting, ped crossing
Chambers St Safety Improvements	900289	state	687,382	lighting
Enhanced Walking Network	900038	federal	1,489,405	pedestrian and bicycle improvements. Sidwalk infill, enhanced crossings.
Neighborhood Sidewalk Ramp Improvements	900328	local - gas tax	527,601	access ramp construction

2023 Active Transportation Total = \$11,966,095

Construction Year 2024

Projects	Project Number	Funding	Actual Cost	Notes on Active Transportation Constructed
Bailey Lane Paving & Bogart/Satre/Van Duyn Neighborhood Greenway	900403	local - bond	211,326	access ramp bulbouts, neighborhood greenway
Howard Elementary Pedestrian Path	900347	multiple	310,912	enhanced pedestrian space
High Street Bikeway	985784	federal	3,018,190	Protected two-way Cycle track
MLK Blvd Safety Improvements	900296	state	765,376	enhanced pedestrian crossings
Neighborhood Sidewalk Improvements	900523	local - bond	743,845	enhanced crossing improvements, sidewalk infill

2024 Active Transportation Total = \$5,049,649

Construction Year 2025

Projects	Project Number	Funding	Actual Cost	Notes on Active Transportation Constructed
Broadway Sidewalk Enhancements - Phase 1	900359	local - bond	443,234	pedestrian enhancements
Hilyard, Alder, 24th Ave Paving, Friendly Area Pedestrian Improvement	900402	local - bond	246,795	enhanced crossing, bike lane improvements
Westleigh and Plumtree Paving & Bailey Hill Lighting	900537	local - bond	171,000	Sidewalk infill, bulbouts, lighting
Grant, Hayes, Pierce Paving	900538	local - bond	103,052	Sidewalk infill, bulbouts
11th Ave Paving	900401	local - bond	127,614	audible pedestrian upgrades
McClellan Blvd Paving	900536	local - bond	127,089	access ramp bulbouts, sidewalk infill
West Eugene Pedestrian Improvements	900535	local - bond	1,606,356	sidewalk infill, pedestrian crossing improvements

2025 Active Transportation Total = \$2,825,140

2020-2025 Total Active Transportation Investment = \$27,145,520

Upcoming Active Transportation Projects

2026-2028

Construction Year 2026

Projects	Project Number	Funding	Active Transportation Budget	Notes on Active Transportation Constructed
Neighborhood Crossing Improvements	900597	local - bond	520,000	enhanced pedestrian crossings, various locations
Safe Routes to School: Prairie Mountain Elementary	900663	state	588,800	enhanced pedestrian crossing, sidewalk infill
Safe Routes to School: Awbrey Park Elementary	900647	state	174,000	enhanced pedestrian space
Broadway Paving, Phase 2	900359	multiple, local	335,000	pedestrian enhancements
Bethel Drive Paving	900539	local - bond	350,000	multi-use path, additional lighting
Highway 99 Ramp and Lighting Improvements	900012	local	1,979,300	improved pedestrian facilities, audible push buttons, improved and additional lighting
18th Ave & Hilyard Signal Reconstruction	900366	federal	1,084,317	enhanced bicycle and pedestrian facilities
Maxwell and Prairie Rd Improvements	900125	federal	264,977	sidewalk infill, improved pedestrian access
Lincoln Street Protect Bikeway	900295	federal	1,217,681	protected bikeway, pedestrian improvements

2026 Planned Active Transportation Total = \$6,514,075

Construction Year 2027

Projects	Project Number	Funding	Active Transportation Budget	Notes on Active Transportation Constructed
Chambers St Paving	900572	local - bond	348,360	Intersection reconfiguration, access ramp bulbouts
Delta Highway Shared Use Path	900376	state	1,375,661	shared use path, enhanced pedestrian crossing
Franklin Boulevard Transformation	900468	multiple	2,844,000	enhanced bicycle and pedestrian facilities along corridor
Highway 99 Sidewalk Infill Barger to Prairie	900012	multiple	955,480	sidewalk infill
Polk Street Bike Lanes	-	-	230,000	new bike lanes
Matt Drive Pedestrian Connection	-	-	55,000	sidewalk infill

2027 Planned Active Transportation Total = \$5,808,501

Construction Year 2028

Division Ave Roundabouts	900291	federal	1,946,555	enhanced pedestrian crossings, enhanced bicycle facilities
Berkeley Park Path	900550	federal	546,825	multi-use path
Westbank Path	900365	federal	2,065,224	multi-use path
Oakway Protected Bikeway	900369	federal	2,022,048	enhanced bicycle facilities
Hunsaker Ln Complete Streets	900293	federal	985,162	sidewalk infill, enhanced bicycle facilities
Bailey Hill at Bertelsen Roundabout	900288	federal	451,354	enhanced pedestrian crossing, improved natural area access
Fern Ridge Path Pedestrian Crossing - City View Street	TBD	local - bond	320,000	enhanced pedestrian crossing
Seneca Road Sidewalk Infill	TBD	local - bond	181,000	sidewalk infill
Garfield Street Pedestrian Crossing	TBD	local - bond	455,000	pedestrian crossing
River Rd Lighting Improvements	TBD	local - bond	300,000	lighting improvements
Marshall Path Rehabilitation	TBD	local - bond	400,000	path improvements

2028 Planned Active Transportation Total = \$9,673,167

Total Planned Active Transportation Investment = \$21,995,743