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For the hearing impaired, assistive-listening devices or an interpreter can be provided with 72-hour notice prior to the meeting. Spanish-language interpretation may also be provided with 72-hour notice. These services may not be available during the Planning Commission meeting based on service availability but may occur as a follow-up service. To arrange for these services, contact the Planning Division at 541-682-5699.

Tuesday, February 10, 2026 – Regular Meeting 5:30 pm – 7:30 pm

Commissioners: Ken Beeson; Diane Behling (Vice Chair); Tiffany Edwards; Dan Isaacson; Jason Lear (Chair); Chris Ramey; Kathleen Yang.

The Commission will begin the meeting with the City's Land Acknowledgement statement:

Since time immemorial the Kalapuya people have been the Indigenous stewards to our region, building dynamic communities, maintaining balance with wildlife, and enacting sustainable land practices. This land acknowledgement is a way of resisting the erasure of Indigenous histories and to honor Native communities by inviting truth and reconciliation. Following treaties between 1851 and 1855, Kalapuya people were dispossessed of their Indigenous homeland by the United States government and forcibly removed to the Coast Reservation in Western Oregon. As we consider the impacts of colonization, we also acknowledge the strength and resiliency of displaced Indigenous people. The City of Eugene is built within the traditional homelands known as Kalapuya Ilihi. Kalapuya descendants are citizens of the Confederated Tribes of Grand Ronde Community of Oregon and the Confederated Tribes of the Siletz Indians of Oregon, they continue to make contributions in our communities here and across the lands. We express our respect for the inherent political sovereignty of all federally recognized Tribal Nations and Indigenous people who live in the State of Oregon and across the nation. Therefore, the Planning Commission recognizes that what we do today will affect the many generations who will come after us.

A. Public Comment

The planning commission reserves 10 minutes at the beginning of this meeting for public comment. The public may comment on any matter, except for items scheduled for public hearing or public hearing items for which the record has already closed. Generally, the time limit for public comment is three minutes; however, the planning commission reserves the option to reduce the time allowed for each speaker based on the number of people requesting to speak.

B. Work Session: Urban Growth Strategies Update

Work Session on Urban Growth Strategies Housing & Compact Development Action Updates.

Staff: Leah Rausch, 541-682-5476, LRausch@eugene-or.gov

C. Items From Commission and Staff

1. Other Items from Commission
2. Other Items from Staff
3. Learning: How are we doing

How To Access the Meeting

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<https://www.eugene-or.gov/2109/Planning-Commission-Webcasts>

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1. Join on your computer, tablet or smartphone

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AGENDA ITEM SUMMARY
February 10, 2026

To: Eugene Planning Commission

From: Terri Harding, Principal Planner
Leah Rausch, Senior Planner
Stuart Warren, Associate Planner
Heather O'Donnell, Senior Planner

Subject: Work Session: Urban Growth Strategies – Compact Development & Housing Actions Update

ACTION REQUESTED

At this work session, staff will engage the Planning Commission in a discussion on Urban Growth Strategies, including compact development and housing actions updates. No action is requested from the Commission, but staff welcome feedback on the proposed actions at a concept level. Staff will continue to bring adoption package components to the Planning Commission for discussion and input, leading to a formal Planning Commission recommendation to Council, likely in the summer of 2026.

BACKGROUND

Eugene has initiated 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, which has been given the umbrella project name of [Urban Growth Strategies](#). Urban Growth Strategies 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. Staff provided updates to the Commission on this topic at six meetings in 2025; on [February 11](#), [June 17](#), [July 8](#), [August 12](#), [October 28](#), and [December 9](#), and one meeting in 2026 on [January 27](#).

Urban Growth Strategies includes several phases:

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).

A general project timeline for Urban Growth Strategies is included as **Attachment A**, and additional background information on the Urban Growth Strategies project is available on the [project webpage](#).

PROPOSED ACTIONS

This meeting will continue the discussion of proposed compact development and housing actions. At this work session, staff will summarize three categories of concepts for potential adoption in 2026, including:

- **Modernize and consolidate Eugene’s compact development overlay zones**, including designating Climate-Friendly Areas.
- **Encourage compact, walkable development in centers and key corridors**, in alignment with Climate-Friendly and Equitable Communities (CFEC) state requirements.
- **Update Eugene’s Multiple-Unit Design Standards** to reduce barriers to housing development.

A summary of all housing and jobs actions (including actions proposed for adoption both in 2026 and 2027) is provided as **Attachment B**. Staff are requesting feedback from the Planning Commission on the general direction of several of the 2026 actions, as described below. Detailed code amendments will be developed over the next several months. As the code concepts staff will present at this meeting are still high level in nature, detailed feedback on code language is not expected from the Planning Commission at this meeting.

The proposed actions are informed by: past research and engagement efforts; conversations with community members, housing and development professionals, and City staff; state requirements and model codes; a sample of other cities’ codes; priorities in existing plans, such as the Envision Eugene Comprehensive Plan, the City’s [Housing Implementation Pipeline](#), and the City’s [Strategic Plan](#); and recent state actions including but not limited to Climate-Friendly and Equitable Communities (CFEC) and the Oregon Housing Needs Analysis (OHNA). These proposed actions are also consistent with [compact development](#) and [housing](#) goals and policies proposed for inclusion in the Envision Eugene Comprehensive Plan.

Proposed Action: Modernize and Consolidate Compact Development Overlay Zones

A Climate-Friendly Area (CFA) is intended to be an area where most people can meet their daily needs without relying on a car. CFAs are urban mixed-use areas that contain, or are planned to contain, a mix of high-density housing, jobs, businesses, and services. These areas are served or are planned to be served by high-quality walking, biking, and transit infrastructure to provide frequent and convenient connections to key destinations within Eugene and the region. The City prepared a [CFA Study \(2023\)](#) and worked with consultant ECONorthwest to conduct a [redevelopment analysis \(2024\)](#) to support Council’s selection of CFAs in November 2024. Council selected the greater downtown area and lower Coburg Road commercial area as CFAs – [view a map of the selected CFAs here](#).

The City is required to adopt plan and code amendments designating its Climate-Friendly Areas by December 2026. As a part of CFA designation, staff will propose the modernization and consolidation of several of Eugene’s compact development overlay zones, including the Transit Oriented Development and Nodal Development overlay zones downtown. 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 and consolidation will reduce regulatory redundancy with the new CFA requirements.

To designate Eugene’s CFAs and modernize downtown compact development zones, proposed actions include:

- **CFA Overlay:** Adopt a new CFA zoning overlay and plan designation overlay in the downtown and lower Coburg areas. The overlay zone includes all the standards required for CFA designation, including building height, minimum residential density, and allowing a mix of housing, jobs, and services. Most properties in the CFAs are zoned C-2 Community Commercial or C-3 Major Commercial, which will result in minimal changes to current development standards.
- **Transit Oriented Development (/TD) Overlay Zone:** Remove the /TD Overlay Zone, which implements development standards such as building orientation and minimum floor area ratios, and requires pedestrian and transit-supportive design standards from properties in the downtown area. Broadly, these standards have been made redundant by existing commercial development standards, with a few exceptions, and will become even less necessary and more redundant with proposed changes through CFEC.
- **Nodal Development (/ND) Overlay Zone and Designation:** Remove the /ND Overlay Zone and overlay designation from properties in the downtown area. The overlay zone is currently only applicable to a limited number of properties in the downtown area. The overlay zone prohibits certain auto-oriented uses and implements development standards such as minimum floor area ratios, maximum setbacks, and frontage design. Many of these standards have been made redundant by existing and proposed commercial development standards, with the notable exception of prohibited motor-vehicle related and trade uses. Removal of nodal development citywide is proposed in 2027, in alignment with ongoing work to reduce barriers to housing development and modernize the City’s compact development tools.
- **Site Review, Planned Unit Development, and Residential Density Zoning Overlays:** Where applicable, remove overlay zones that conflict with CFA requirements, including the requirement that the City must allow certain residential and commercial uses as outright permitted uses in CFAs. “Outright permitted” means a development that can go straight to building permit without any required land use applications (e.g., site review, planned unit development). Although not required outside of CFAs, staff are also proposing to remove site review requirements in centers, in order to reduce barriers to the development of housing and jobs. Staff propose to remove site review requirements in phases, beginning with properties located within the Willakenzie Area Plan boundary.
- **Rezone Specific Properties:** Rezone the following commercially designated properties located in the downtown CFA: a handful of properties from I-2 Light-Medium Industrial

to C-2 Community Commercial; one property from I-3 Heavy Industrial to PL Public Land; and three properties from GO General Office to C-2 Community Commercial.

- **Skinner Butte Height Limitation Area:** Bring properties within the CFA boundary into the Skinner Butte Height Limitation Area – Opportunity Area, ensuring properties are allowed to achieve a building height that aligns with CFA requirements.

These proposed zone changes and code amendment concepts are provided in more detail in **Attachment C**. Staff are specifically interested in feedback from the Planning Commission on whether to limit auto-oriented uses in Climate-Friendly Areas.

Proposed Action: Encourage Compact Development in Centers & Key Corridors

A core component of Eugene’s compact development goals and policies moving forward will be encouraging development in and around identified centers. The City is also required to align its development regulations with new CFEC walkable design standards in all commercial and mixed-use zones (and some residential areas) by 2029, and in newly designated Climate-Friendly Areas (primarily zoned C-2 Community Commercial and C-3 Major Commercial) in 2026. To support more efficient code revisions and implementation, staff are proposing to amend the Code to align with the CFEC standards in all commercial zones in 2026, followed by amendments to address other mixed-use zones in 2029. This work complements other compact development actions to reduce barriers in C-1 Neighborhood Commercial and otherwise support housing and mixed-use development in centers.

To support compact, walkable development in centers and Climate-Friendly Areas, and along key corridors, proposed actions include:

- **C-1 Neighborhood Commercial:** Simplify the rezoning process for C-1 by removing siting criteria that requires an applicant to show there is an adequate support population for new small-scale commercial areas. Reduce minimum lot sizes from 6,000 square feet to 4,500 square feet to allow for more compact development and align lot size with R-1 Low Density Residential. Lastly, revise development standards to allow horizontal mixed-use development on C-1 zoned properties. The revised C-1 development standards will continue to require that some commercial space is provided on the ground floor of at least one building with a street facing façade but will not require commercial space within the same building as the housing (i.e., vertical mixed-use).
- **Street Frontage:** Revise development standards to support walkable design, including: reducing maximum setbacks; allowing reduced minimum setbacks in certain circumstances; calibrating the percentage of street-facing façade within the setback area; limiting or prohibiting vehicle use areas in setbacks and along street-facing facades; increasing requirements for landscaping and pedestrian amenities; and revising and increasing standards for building entrances. Allow applicants flexibility to meet these increased standards on only one street-facing façade.
- **Ground Floor Design:** Ensure appropriate ground floor design for commercial and residential uses, including requiring transparency/window coverage, weather protection, and transitions to ground floor residential entrances.

- **Align with Multi-Unit Design Standards Updates:** Ensure consistency between multi-unit housing development in both commercial zones and residential zones (through proposed revisions to the multi-unit design standards, described below).
- **Pedestrian and Bicycle Connections:** Ensure new development supports direct access for people walking, biking, and taking transit to their destinations, including refining citywide standards for drive-through facilities, pedestrian connections through parking lots and connecting to key amenities within development sites, reducing block lengths, limiting dead ends and cul-de-sacs, allowing accessways in-lieu of streets in certain cases, and clarifying the threshold for when transit facilities are required.

These code amendment concepts are provided in more detail in **Attachment D**. Staff are specifically interested in feedback from the Planning Commission on aligning the commercial development standards with the multi-unit design standards.

Proposed Action: Update Eugene’s Multiple-Unit Design Standards

Staff are proposing a variety of land use code amendments to reduce regulatory barriers and support development of all types of housing, including multiple-unit housing. Certain multiple-unit design standards are frequently requested (and approved) for adjustment and others have been flagged as adding costs to development or are not working well. As staff considered code amendments to reduce barriers, the state’s model codes for CFEC and housing as well as proposed changes to commercial zones and middle housing provided additional guidance. In addition, several of the standards currently required for multiple-unit development are now proposed for all development in commercial zones. To reduce confusion and provide better clarity in the code, the proposed approach is to exempt multiple-unit housing in commercial zones from the multiple-unit housing design standards at Eugene Code 9.5500s and regulate multiple-unit housing (and all development) in commercial zones under the commercial zone standards (proposed for revision in Attachment D).

Therefore, the following key code amendment concepts are proposed to reduce code barriers for multiple-unit housing in residential zones, specifically through amending the EC 9.5500 Multiple-Unit Standards as follows:

- **Applicability/Exemptions:** Exempt multiple-unit housing developments in commercial zones from the Multiple Unit Standards at EC 9.5500 et seq.
- **Street Frontage:** Reduce requirements for street facing buildings including: eliminating minimum percentage of the street frontage to be occupied by a building; reducing the number of main building entrances required to be near the street; and allowing entrances to face a courtyard.
- **Upper Story Entrances:** Remove or reduce requirement for upper story entrances to be provided from the interior of the building.
- **Building Mass and Articulation:** Remove maximum building length/width requirements, revise window requirements but add exceptions, revise building articulation methodology and add more options.
- **Open Space:** Simplify methodology, simplify and add some requirements.

- **Vehicle Parking:** Remove requirement for parking court design, remove prohibition on through traffic in parking drives.

These and other proposed multiple-unit housing code amendment concepts are identified in **Attachment E**.

Additional actions for 2026 are anticipated to be brought to the Planning Commission, including a work session in March 2026 on land use code amendments to support middle housing development as required by recent legislation.

NEXT STEPS

Staff anticipate returning to the Planning Commission (and ultimately City Council) with two adoption packages of land use code and plan amendments over the next two years. Planning Commission and Council will consider the first adoption package in 2026 and a second adoption package (containing additional housing and jobs actions, the Housing Capacity Analysis and Housing Production Strategy, as well as supporting plan and code amendments) in 2027. State rules require the City to adopt a Housing Capacity Analysis by December 31, 2027.

The adoption process for land use code and plan amendments provides multiple opportunities for the public to learn about the proposed changes and to add their voice. The process will include work sessions with both City Council and Planning Commission, leading up to a Planning Commission public hearing and recommendation and a City Council public hearing and action in 2026. Some components of Urban Growth Strategies will need to be co-adopted by Lane County, requiring a concurrent process with their Planning Commission and Board of Commissioners.

ATTACHMENTS

- A. Urban Growth Strategies Project Timeline
- B. 2026-2027 Housing and Jobs Actions Summary
- C. 2026 Climate-Friendly Areas and Overlay Zone Modernization Concepts
- D. 2026 Compact Development Amendments Concepts
- E. 2026 Multi-Unit Design Standards Code Amendments Concepts

FOR MORE INFORMATION

For more information regarding Urban Growth Strategies visit the project [webpage](#) or contact staff directly:

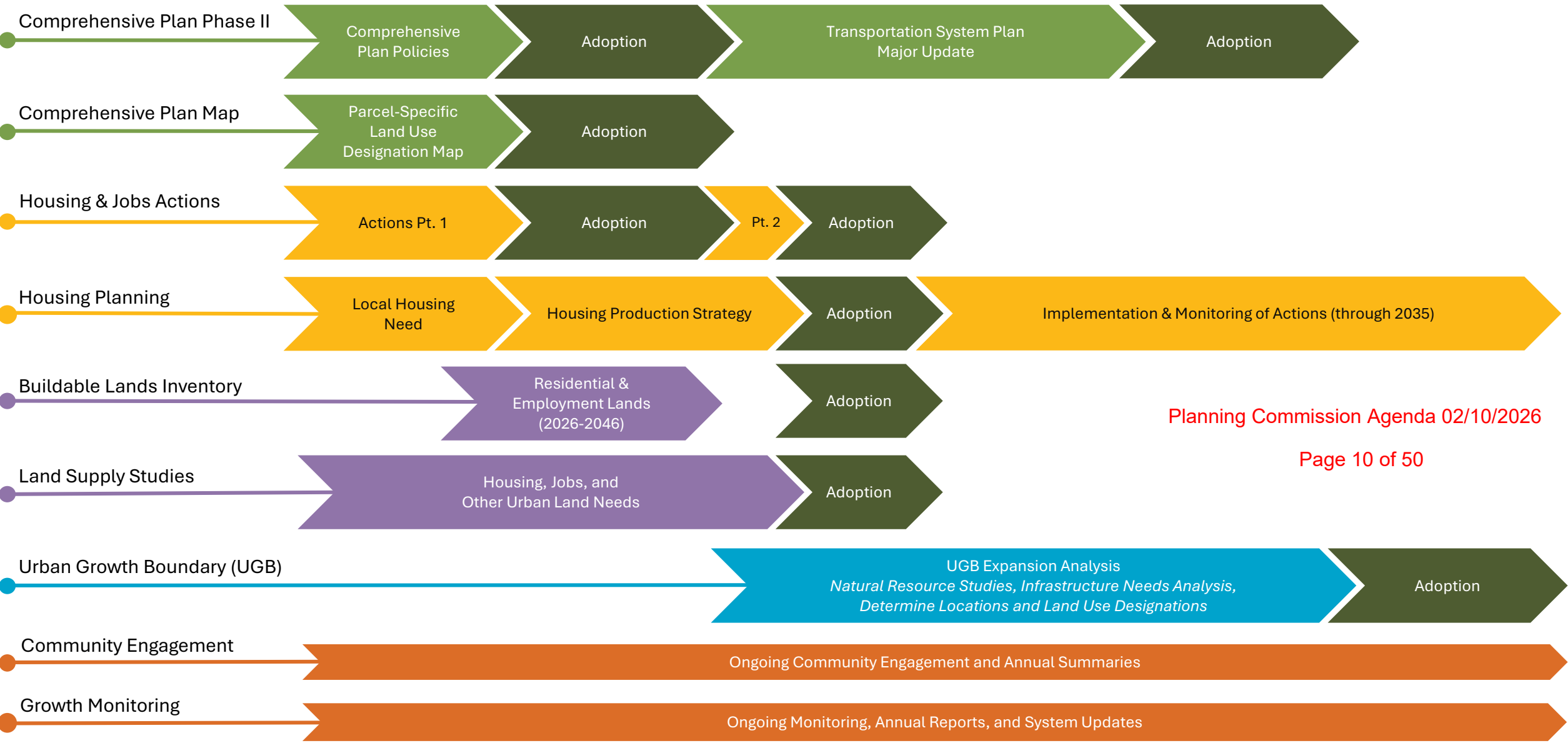
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Attachment A



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Housing & Jobs Actions
Working Draft: November 24, 2025

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 more than 26,000 homes over the next 20 years**, according to the [2025 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.

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 and increase development capacity for housing, as well as advance the City’s [draft housing goals and policies](#), staff have proposed the following actions:

| Actions Under Consideration for 2026-2027 | | |
|--|-------------|---------------|
| Action | Action Type | Proposed Year |
| a. Allow Micro Village Housing | 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 | 2026-2027 |
| h. Adjust Density Standards | Regulatory | 2027 |
| i. Site-Specific Zoning Changes | Regulatory | 2027 |
| j. Land Use Code Updates | Regulatory | 2026-2027 |

Reduce Barriers to Housing

a. Allow Micro Village Housing (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 create a new housing type locally. Micro Village developments would likely include very small dwelling units with sleeping quarters and bathroom. These dwellings would share a multi-use common building with cooking facilities and other amenities and services. This type of housing would help to meet some of Eugene’s local housing need, especially for people with the lowest incomes. These micro dwellings are 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.

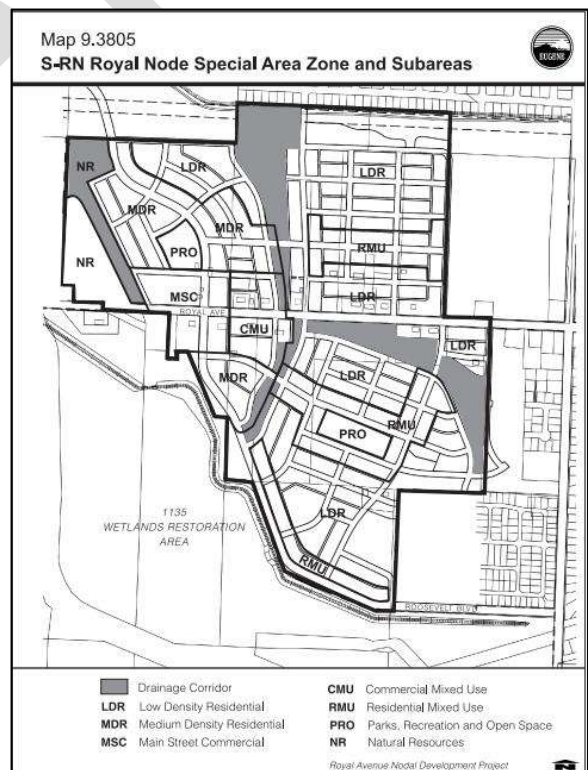
b. Allow Flexible Payment Schedule for System Development Charges (2026): System Development Charges (SDCs) are fees applied to development to help offset the impact of new development or an intensification of use. Local SDCs are collected for transportation, parks and open spaces, stormwater, and wastewater 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.

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.

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.



Royal Node Special Area Zone

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.

e. Support Middle Housing Development (2026): As more middle housing is developed in Eugene, staff have 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 to 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 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.

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 likely 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.

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.

Faced with continually declining federal, state, and local resources, the City of Eugene's Affordable Housing programs are reaching fewer households even though the demand is bigger than ever. Staff are also looking into potential revenue sources that could provide funding for Affordable Housing incentives.

Increase Capacity for Housing

g. Increase Average Densities in Low Density Residential Areas (2026 and 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)

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.

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.

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., multi-unit standards, bicycle parking, vehicle access connections)
- Review and update the multi-unit design standards (e.g., building setbacks, building articulation, vehicle parking areas, other site and design standards, 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

¹ Housing density is the number of dwellings per acre.

- 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 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, 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, allow variances, driveway paving, lot dimensions)
- Revise the requirement for Neighborhood/Applicant meetings

DRAFT

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.

| Actions Under Consideration for Housing Production Strategy (2028-2035) | |
|--|-------------------|
| 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/Other Incentives | Mix |
| Anti-Displacement Action Plan | Mix |
| Encourage Efficient, Healthy, Resilient Homes (Building Decarbonization) | 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 | Regulatory |
| Streamline Permitting Process | Regulatory |

Compact Development Actions

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

| Actions Under Consideration for 2026-2027 | | |
|---|-----------------------|---------------|
| Action | Action Type | Proposed Year |
| k. Modernize Compact Development Overlay Zones | Regulatory | 2026-2027 |
| l. Encourage Compact Development in Centers & Key Corridors | Incentive, Regulatory | 2026-2027 |

k. 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. This process will include:

- Adopt a new CFA Overlay in the downtown and lower Coburg areas
- Remove the Transit Oriented Development (/TD) Overlay downtown
- Remove the Nodal Development (ND) overlay zone citywide
- Rezone specific properties within CFAs as needed, including removing Site Review (/SR) and Planned Unit Development (/PD) overlays where they exist
- Explore limiting certain auto-oriented uses in Eugene’s Downtown CFA, such as motor vehicle uses, parking areas, drive throughs, and/or storage facilities

l. Encourage Compact Development in [Centers and Key Corridors](#) (2026 and 2027): A core component of Eugene’s [compact development goals and policies](#) 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).

Jobs Actions

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

| Actions Under Consideration for 2026-2027 | | |
|---|-------------|---------------|
| Action | Action Type | Proposed Year |
| m. Review and Enhance Employment Zones | Regulatory | 2026 |
| n. Site-Specific Zoning Changes | Regulatory | 2027 |
| o. Land Use Code Updates | Regulatory | 2026-2027 |

m. Review and Enhance Employment Zones (2026): 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.

n. 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.

o. 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

Action Summary: Modernize and Consolidate Compact Development Overlay Zones

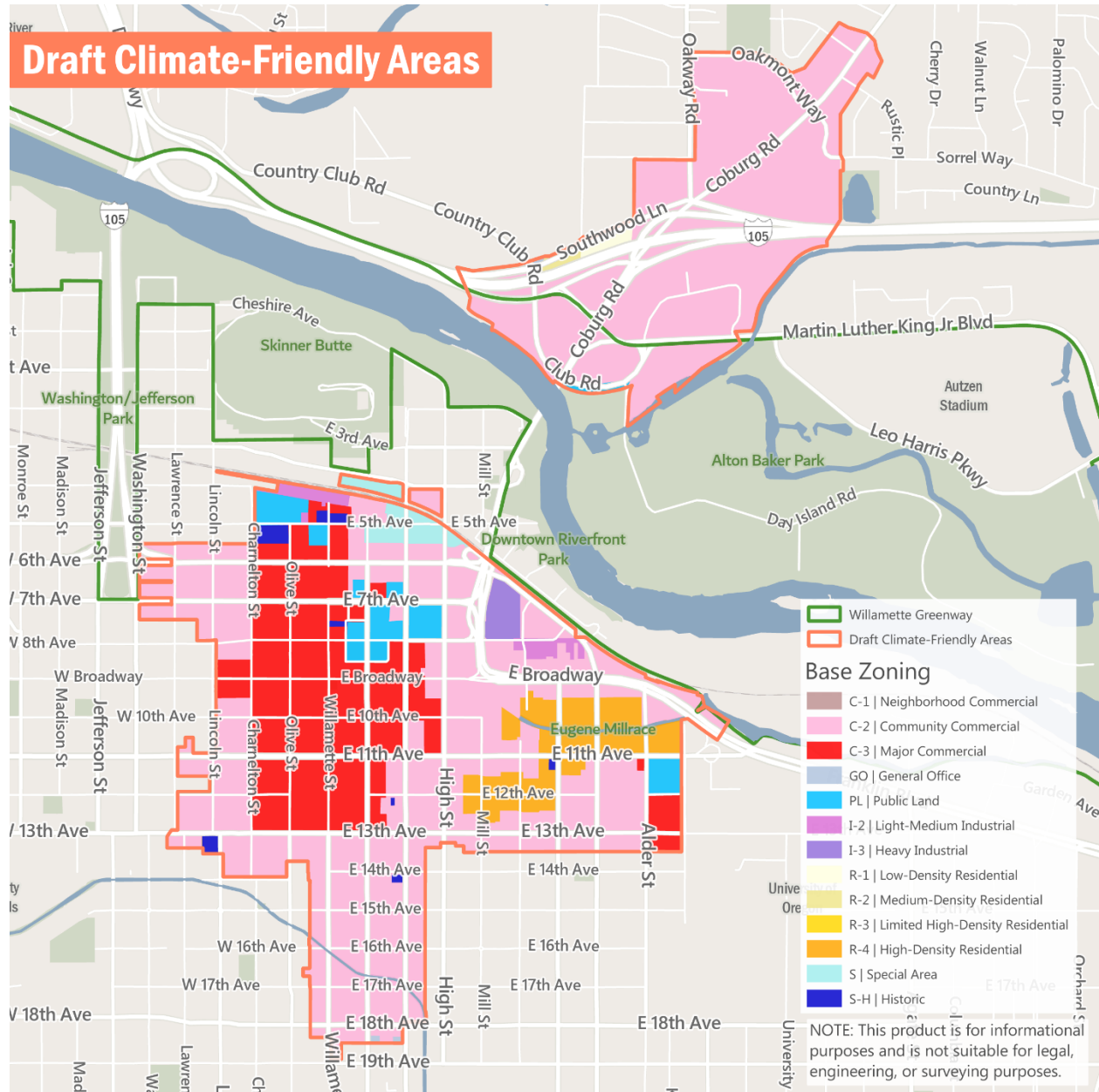
February 3, 2026

In 2022, the Oregon Land Conservation and Development Commission developed new requirements to reduce emissions from transportation through local transportation and land use planning. The [Climate-Friendly and Equitable Communities \(CFEC\) rules](#) require cities to make changes to local transportation and housing planning systems, including requiring more walkable, compact development standards and identifying and planning for more housing and jobs in Climate-Friendly Areas (CFA) such as in downtown, commercial centers, and along key corridors. Climate-Friendly Areas are a part of Eugene’s citywide approach to planning for areas with a mixture of uses known as centers. Centers are one strategy for building a more compact city where all people who live, work, shop, and play in Eugene can access goods and services close to home.

A CFA is intended to be an area where most people can meet their daily needs without relying on a car. CFAs are urban mixed-use areas that contain, or are planned to contain, a mix of high-density housing, jobs, businesses, and services. These areas are served or are planned to be served by high-quality walking, biking, and transit infrastructure to provide frequent and convenient connections to key destinations within Eugene and the region.

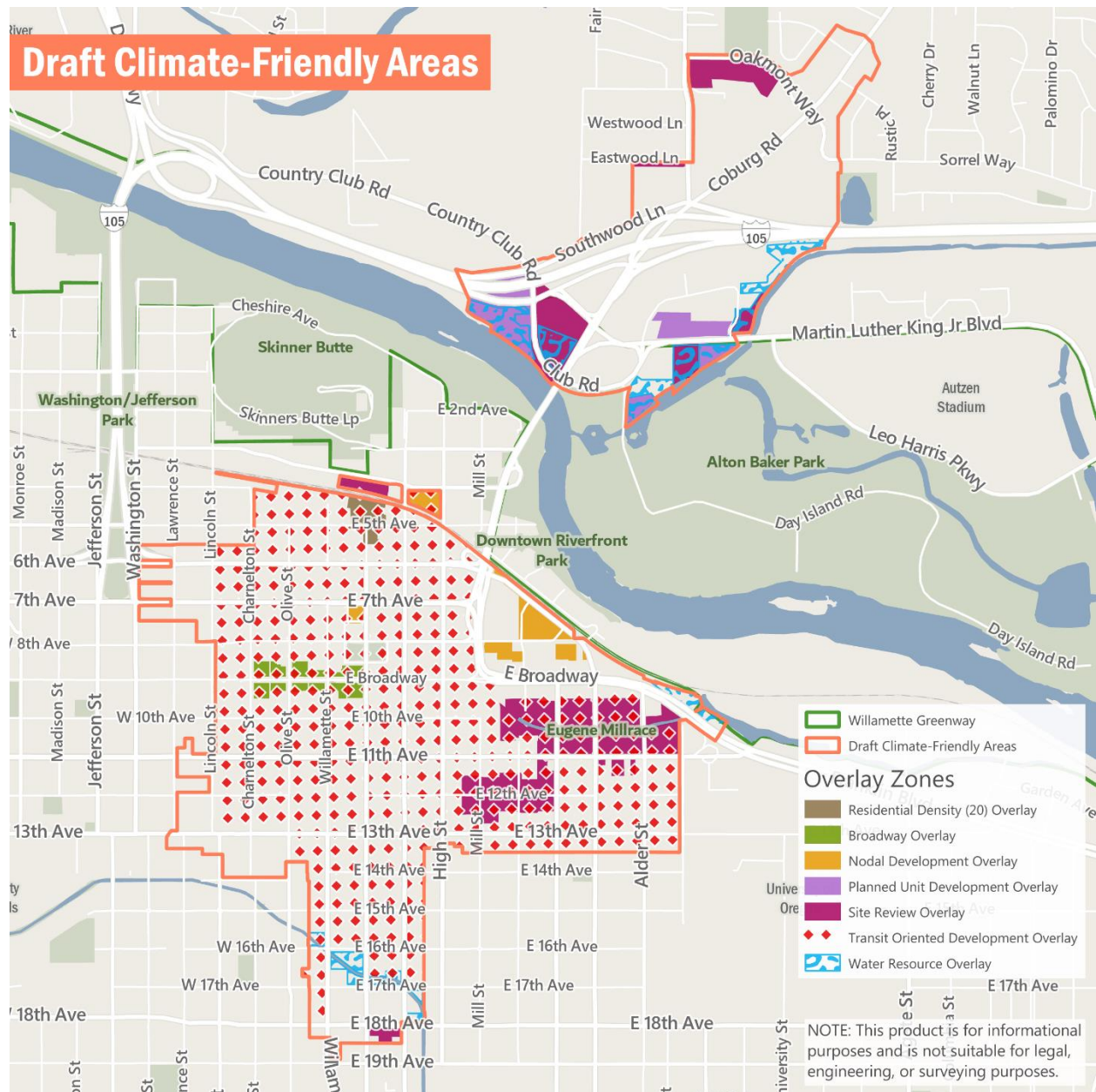
The City prepared a [CFA Study](#) and worked with consultant EConorthwest to complete a [redevelopment analysis](#) to support City Council’s selection of CFAs in November 2024. A map of the draft CFAs with current base zoning is provided as **Figure 1**.

Figure 1. Draft Climate-Friendly Areas with Base Zoning



As a part of CFA designation, staff are proposing the modernization and consolidation of several of Eugene’s compact development overlay zones. The City implemented these overlay zones over several decades to encourage mixed-use, transit-oriented, and compact development. Modernization will be an opportunity to clean up remnant standards that were in place before currently adopted and updated development standards and consolidation will reduce regulatory redundancy with the new CFA requirements. A map of existing overlay zones in the draft CFAs is included as **Figure 2**.

Figure 2. Draft Climate-Friendly Areas with Overlay Zoning



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.
- Repeal the Nodal Development Overlay Zone and Overlay Designation in downtown.

- Repeal 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 (shown in **Figure 4**).
- Rezone specific properties within the Downtown CFA.
- Amend the Skinner Butte Height Limitation Area to include CFA properties in the “Opportunity Area” (shown in **Figure 6**).

The following sections further describe each of these proposed actions.

Climate-Friendly Areas Overlay Zone and Overlay Designation

To ensure efficient implementation and meet state requirements, Climate-Friendly Areas must be clearly identified and defined in the land use designation map, comprehensive plan policies, and land use code. Staff recommend implementing the CFA designation through both a land use designation overlay on the comprehensive plan’s land use designation map as well as an overlay zone to implement new requires.

The overlay zone will include all the standards required for CFA designation, including:

- A maximum building height of no less than 85 feet,
- A minimum residential density of 25 units/net acre,
- Allow single-use and mixed-use development, including the following outright permitted uses:
 - Multi-unit housing and attached single-unit housing
 - Office-type uses
 - Non-auto dependent retail, services, and other commercial uses
 - Childcare, schools, and other public uses, including public-serving government facilities
- Implement compact, walkable development standards (required in all commercial and mixed-use zones citywide by 2029)
- Implement refined bicycle parking standards (required citywide by 2029)

Most properties in the draft Climate-Friendly Areas are zoned C-2 Community Commercial or C-3 Major Commercial, which are generally compliant with the standards for CFAs, as summarized in **Table 1**. The needed changes include allowing single-unit attached (townhouse) development in C-3 Major Commercial and implementing a minimum residential density. There are several properties in the Downtown CFA zoned S-H Special Historic or PL Public Land. While these properties will be a part of the CFA, the development standards in the overlay zone will not apply, and the properties are excluded from housing capacity estimates.

There are also several properties in the CFA boundary that are zoned R-4 High Density Residential. With the application of the CFA overlay zone, these properties will have a slightly higher minimum residential density (an increase from 20 to 25 units/net acre) and will newly allow a limited set of office, commercial, and public serving uses outright. Currently, these uses are allowed in R-4 with a conditional use permit or as a part of a planned unit development, per [EC 9.2741\(5\) and \(6\)](#), and must meet applicable standards for neighborhood commercial development. Schools would be a new use permitted outright with the application of the CFA Overlay Zone in R-4. These differences are also summarized in **Table 1**.

Additionally, staff are proposing concurrent changes to citywide commercial development standards to align with the State's new compact, walkable development standards, which were developed to support implementation of CFEC requirements. Eugene must comply with these requirements in 2026 in Climate-Friendly Areas, and in other commercial and mixed-use zones citywide by 2029. For efficiency and usability, staff are recommending land use code changes in all commercial zones in 2026. Proposed changes to the commercial development standards are further summarized in the [Compact Development Amendments Concepts Action Summary](#).

Table 1. Comparison of Climate-Friendly Areas Requirements and Existing Base Zone Standards

| Standard | CFA Requirements | C-2 Community Commercial (Current) | C-3 Major Commercial (Current) | R-4 High Density Residential (Current) |
|--|-------------------------|---|---------------------------------------|---|
| Building Height | No less than 85' | 120' | 150' | 120' |
| Minimum Residential Density | 25 units/net acre | No minimum density | No minimum density | 20 units/net acre |
| Allowed Uses | | | | |
| Single-unit attached (townhouses) | Permitted | Permitted, Special Standards | Not Permitted | Permitted, Special Standards |
| Multi-unit (5+ units) | Permitted | Permitted, Special Standards | Permitted, Special Standards | Permitted, Special Standards |
| Non-auto Commercial, Retail, or Services | Permitted | Permitted | Permitted | C-1 Uses Subject to PUD or CUP |
| Office | Permitted | Permitted | Permitted | C-1 Uses Subject to PUD or CUP |
| Childcare | Permitted | Permitted | Permitted | Special Standards, Conditional* |
| Schools | Permitted | Permitted | Permitted | Site Review |
| Government Facilities | Permitted | Permitted | Permitted | Permitted |
| <i>Bold indicates current standards that will change with application of the CFA Overlay Zone</i> | | | | |

* Childcare uses will be permitted outright in all residential zones because of recent changes to state law. This land use code amendment is also proposed for adoption in 2026.

Transit Oriented Development Overlay Zone

In creating a new CFA overlay zone in the downtown area, staff sought opportunities to consolidate and modernize existing overlay zones downtown that seek to achieve a more compact, walkable development pattern. Staff propose repealing the Transit Oriented Development (TD) Overlay Zone ([EC 9.4500](#)), which currently implements development standards such as building orientation, minimum floor area ratios, and pedestrian and transit-supportive design.

Broadly, these standards have been made redundant by existing and proposed commercial development standards. There are a few exceptions, including the minimum floor area ratio, which would be replaced by a minimum residential density. The minimum density would not apply to commercial or mixed-use development. Additionally, staff do not propose retaining a ground-floor commercial requirement for structured parking garages.

Staff are interested in the Planning Commission’s feedback on this proposal.

Table 2 summarizes the development standards in the TD Overlay Zone and how they compare to the C-2 and C-3 base zones (current) and under proposed changes to commercial development standards (proposed). More detail on the proposed changes is available in the [Compact Development Amendments Concepts Action Summary](#).

Table 2. Comparison of Transit Oriented Development Overlay Zone and Commercial Development Standards (Existing and Proposed)

| Development Standard | | TD Overlay Zone | C-2 Community Commercial | C-3 Community Commercial |
|---|----------|---|--|---|
| Building Setbacks | Current | Max. setback of 15 ft Min. setback as required in C-2/C-3 | <ul style="list-style-type: none"> Max. setback of 15 ft Min. setback of 5 ft with option to reduce (to 3 ft) | <ul style="list-style-type: none"> Max. setback of 15 ft Min. setback of 3 ft with option to reduce (to 0 ft) |
| | Proposed | n/a | <ul style="list-style-type: none"> Reduce maximum setback to 10 ft Reduce min. setback for ground-floor commercial uses or for residential uses with vertical separation in certain contexts (e.g., downtown) | |
| Building Orientation | Current | Main entrance facing the street within maximum setback | Same as TD Overlay Zone plus additional standards | |
| | Proposed | n/a | Increase standards for building entrances | |
| Minimum Floor Area Ratio (FAR) ¹ | Current | 2.0 minimum FAR in the core; 0.65 in remainder of boundary | No minimum density or FAR | |
| | Proposed | n/a | 25 units/net acre (residential only) | |
| Parking | Current | No parking permitted between main building and the street; 60% of street-facing façade must be occupied by building or pedestrian space | Same as TD Overlay Zone plus additional standards | |
| | Proposed | n/a | <ul style="list-style-type: none"> No vehicle use areas permitted between building and primary street façade No vehicle use areas allowed in maximum setback on additional street-facing façades (if applicable) | |

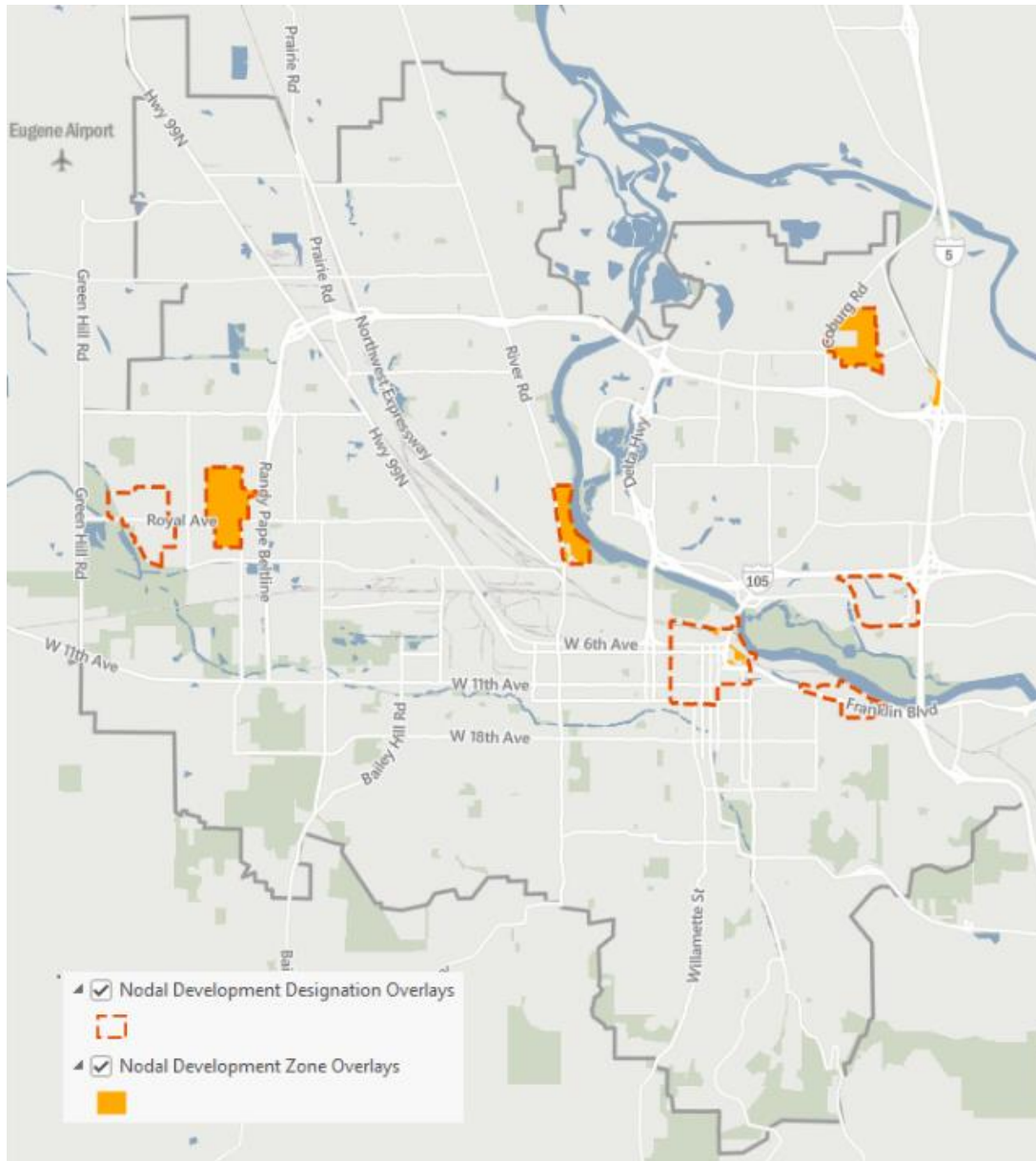
¹ Floor Area Ratio (FAR) is a way to measure the square footage of all buildings on a lot compared to the size of the lot. For example, if the City requires a minimum FAR of 1.0, then the total square feet of all floors of all buildings on the lot must be equal to or greater than the total square footage of the lot.

| Development Standard | | TD Overlay Zone | C-2 Community Commercial | C-3 Community Commercial |
|---|-----------------|---|---|--------------------------|
| Structured Parking | Current | 50% of ground floor street frontage must be office, retail, or other pedestrian oriented uses | No comparable requirement | |
| | Proposed | Staff are not proposing a comparable requirement. | | |
| Improvements between Buildings and Streets | Current | Area between building and street must be landscaped and/or paved with a hard surface for use by pedestrians | Landscaping and pedestrian amenities required, plus additional standards | |
| | Proposed | n/a | <ul style="list-style-type: none"> • Increase requirement for landscaping and hardscaping for pedestrian use to within 20 feet of primary street frontage • Refine standards for pedestrian amenities | |

Nodal Development Overlay Zone and Designation

For similar reasons to the TD Overlay Zone described above, staff propose repealing the Nodal Development (/ND) Overlay Zone ([EC 9.4250](#)) and ND Overlay Designation downtown, and rezoning and redesignating applicable properties. The ND Overlay Zone is currently only applicable upon rezoning in the downtown nodal area. **Figure 3** shows the areas that have the /ND Overlay Zone and/or ND Overlay Designation applied. At this time, staff are only proposing changes in the downtown area to align with CFA designation but will review the /ND Overlay Zone and ND Overlay Designation citywide in 2027.

Figure 3. Nodal Development Overlay Zone and Overlay Designation



The /ND Overlay Zone prohibits certain motor-vehicle related uses (e.g., carwashes and service stations) and trade uses (e.g., heavy equipment rental/sales/service) and implements development standards such as minimum floor area ratios, maximum setbacks, and frontage design.

Broadly, these standards have been made redundant by existing and proposed commercial development standards. There are a few exceptions, including the minimum floor area ratio, which would be replaced by a minimum residential density. The minimum density would not apply to commercial or mixed-use development.

Table 3 summarizes the development standards in the /ND Overlay Zone and compares them to the C-2 and C-3 base zone (current) and under proposed changes to commercial development standards (proposed). More detail on the proposed changes is available in the [Compact Development Amendments Concepts Action Summary](#).

Staff are exploring limiting certain motor-vehicle related or trade uses in Eugene's Downtown CFA, such as motor vehicle uses, parking areas, drive throughs, and/or storage facilities. This refined list of prohibited uses, as well as special use limitations, could be implemented through the CFA Overlay Zone rather than through the /ND Overlay Zone.

Staff are interested in the Planning Commission's feedback on this proposal.

Table 4 provides a comparison of uses in the /ND Overlay Zone and other zones in the downtown area, indicating which are Prohibited, Conditional (allowed with a conditional use permit), or subject to special use limitations.

Table 3. Comparison of Nodal Development Overlay Zone and Commercial Development Standards (Existing and Proposed)

| Development Standard | | /ND Overlay Zone | C-2 Community Commercial | C-3 Community Commercial |
|--------------------------------|-----------------|--|---|---|
| Prohibited Uses | Current | Prohibits a list of motor-vehicle related and trade uses | Most of the uses are allowed outright, with some limited exceptions that require a conditional use permit or site review | Some of the uses are allowed outright, with more uses requiring a conditional use permit |
| | Proposed | The City could prohibit a comparable list of motor-vehicle related and trade uses through the CFA Overlay Zone | Staff do not propose any changes to the base zones | |
| Special Use Limitations | Current | <ul style="list-style-type: none"> Prohibits drive-through only establishments Limits drive-through facilities to certain uses Prohibits retail use buildings to 50,000 sq ft | No comparable limitations in base zones | |
| | Proposed | The City could consider implementing similar special use limitations through the CFA Overlay Zone | Require pedestrian access (i.e., walk-up service areas and pedestrian connectivity) for all new drive-through facilities | |
| Minimum Density and FAR | Current | 1.0 minimum FAR | No minimum density or FAR | |
| | Proposed | n/a | 25 units/net acre (residential only) | |
| Setbacks | Current | <ul style="list-style-type: none"> Max. setback of 15 ft Min. setback as required in C-2/C-3 | <ul style="list-style-type: none"> Max. setback of 15 ft Min. setback of 5 ft with option to reduce (to 3 ft) | <ul style="list-style-type: none"> Max. setback of 15 ft Min. setback of 3 ft with option to reduce (to 0 ft) |
| | Proposed | n/a | <ul style="list-style-type: none"> Reduce maximum setback to 10 ft | |

| Development Standard | | /ND Overlay Zone | C-2 Community Commercial | C-3 Community Commercial |
|----------------------|----------|--|--|--------------------------|
| | | | <ul style="list-style-type: none"> Reduce min. setback for ground-floor commercial uses or for residential uses with vertical separation in certain contexts (e.g., downtown) | |
| Parking | Current | No parking permitted between main buildings and the street; 60% of street-facing façade must be occupied by building or pedestrian space | Same as Overlay Zone plus additional standards | |
| | Proposed | n/a | <ul style="list-style-type: none"> No vehicle use areas permitted between building and primary street façade No vehicle use areas allowed in maximum setback on additional street-facing façades (if applicable) | |

Table 4. Comparison of Prohibited Uses by Zoning in the Downtown Area

| Use | Base Zone, Overlay Zone, or Special Area Zone (SAZ) | | | | | |
|--|---|-----------------|--|-----------------------|-------------------------|---------------|
| | C-2 Base Zone | C-3 Base Zone | Nodal Development Overlay Zone | Broadway Overlay Zone | Downtown Riverfront SAZ | Whiteaker SAZ |
| Drive-through Only Establishments | Permitted | Permitted | Prohibited | Prohibited | Prohibited | Prohibited |
| Drive-through Facilities | Permitted | Permitted | financial services, pharmacy, government | Prohibited | municipal services | Prohibited |
| Motor-vehicle related uses | | | | | | |
| Car washes | Permitted | Conditional | Prohibited | Prohibited | Prohibited | Prohibited |
| Parts stores | Permitted | Permitted | Prohibited | Prohibited | Permitted | Prohibited |
| Recreation vehicle and heavy truck, sales/rental/service | Conditional | Prohibited | Prohibited | Prohibited | Prohibited | Prohibited |
| Motor vehicle and motorcycle sales/rental/service | Permitted | Conditional | Prohibited | Prohibited | Prohibited | Prohibited |
| Service stations, including quick servicing | Permitted | Conditional | Prohibited | Prohibited | Prohibited | Prohibited |
| Tires, sales/service | Permitted | Conditional | Prohibited | Prohibited | Prohibited | Permitted |
| Transit park and ride | Permitted | Permitted | shared parking | shared parking | Permitted | Permitted |
| Parking areas | Site Review | up to 20 spaces | shared parking | Prohibited | public agencies | Permitted |
| Trade (retail and wholesale) | | | | | | |
| Agricultural machinery rental/sales/service | Permitted | Prohibited | Prohibited | Prohibited | Prohibited | Permitted |
| Boats and watercraft sales/service | Permitted | Conditional | Prohibited | Prohibited | Prohibited | Permitted |
| Equipment, heavy, rental/sales/service | Conditional | Prohibited | Prohibited | Prohibited | Prohibited | Prohibited |
| Manufactured dwelling sales/service/repair | Conditional | Prohibited | Prohibited | Prohibited | Permitted | Prohibited |
| Storage facility, household/consumer goods, enclosed | Permitted | Prohibited | Permitted | Prohibited | Permitted | Permitted |

Site Review, Planned Unit Development, and Residential Density Zoning Overlays

Climate-Friendly Areas must allow certain residential and commercial uses as outright permitted uses. “Outright permitted” means a development that can go straight to permitting without a required land use applications (e.g., site review, planned unit development). To comply with this requirement, staff propose removing the Site Review Overlay Zone and Planned Unit Development Overlay Zone from properties within the draft CFA boundary. Although not required outside of CFAs, staff are also proposing to remove site review requirements in centers, in order to reduce barriers to the development of housing and jobs. Staff propose to remove site review requirements in phases, beginning with properties located within the Willakenzie Area Plan boundary.

Downtown CFA

Within the Downtown CFA, there are a number of properties zoned R-4 High Density Residential with the Site Review Overlay Zone along 11th Avenue and 13th Avenue. Application of site review in this area stems from the West University Refinement Plan, which includes the following policy:

Policy 21: *All new development in the R-4 zoned land north of 13th Avenue in the plan area shall be subject to site review so that it is efficient, workable, safe, compatible with surroundings, and considerate of historic and natural features.*

Removal of the Site Review Overlay Zone on these properties also requires the repeal of, or revisions to, Policy 21 within the West University Refinement Plan.

There are also several properties zoned C-2 Community Commercial with the Site Review Overlay Zone applied in the Downtown CFA, but not within a refinement plan boundary. The Site Review Overlay Zone on these properties can be removed without a refinement plan amendment.

Additionally, there are a few properties within the Downtown CFA that have the /20 Residential Density Overlay Zone applied. This overlay zone requires a minimum residential density of 20 units per net acre, which will be exceeded by the new CFA Overlay Zone, making the Residential Density Overlay Zone unnecessary. While not required for CFA designation, removing the /20 Residential Density Overlay Zone on these properties is proposed as a clean-up.

Lower Coburg Road CFA

In the Lower Coburg Road CFA, there are a number of properties with Site Review and Planned Unit Development overlay zones. Application of the Site Review Overlay Zone on some, but not all, of these properties stems from the Willakenzie Area Plan, which includes the following policies:

Land Use Policy 2.2: *Apply the /SR Site Review suffix to all parcels zoned or designated for C-1 Neighborhood Commercial or C-2 General Commercial development... using the Willakenzie Commercial Siting and Development Guidelines as the review criteria... until such time as the City adopts citywide commercial development standards or guidelines.*

Commercial Policy 2: *Minimize the impact of future neighborhood commercial development on adjacent residential uses through the application of Willakenzie Commercial Siting and Development Guidelines.*

The City has precedent in the Willakenzie Plan Area where the Site Review Overlay Zone was removed because the City has since adopted commercial development standards citywide, as indicated in Land Use Policy 2.2. Similarly, Commercial Policy 2 applies site review in lieu of citywide standards, which are now in place, and the Willakenzie Commercial Siting and Development Guidelines no longer apply.

Staff recommend repealing both Land Use Policy 2.2 and Commercial Policy 2 and subsequently removing the Site Review Overlay Zone on all commercially zoned land in the Willakenzie plan area (including CFAs, commercial centers, and neighborhood centers).

The Planned Unit Development Overlay Zone applied to additional properties in the Lower Coburg CFA does not stem from the Willakenzie Area Plan and can be removed without a refinement plan amendment.

Proposed Centers

Repealing Land Use Policy 2.2 (above) is an opportunity to remove barriers to development in other [proposed centers \(PDF\)](#) and commercially zoned areas in the Willakenzie plan area. Staff propose removing the Site Review Overlay Zone from properties in the following proposed core commercial and neighborhood centers, as shown in **Figure 4**:

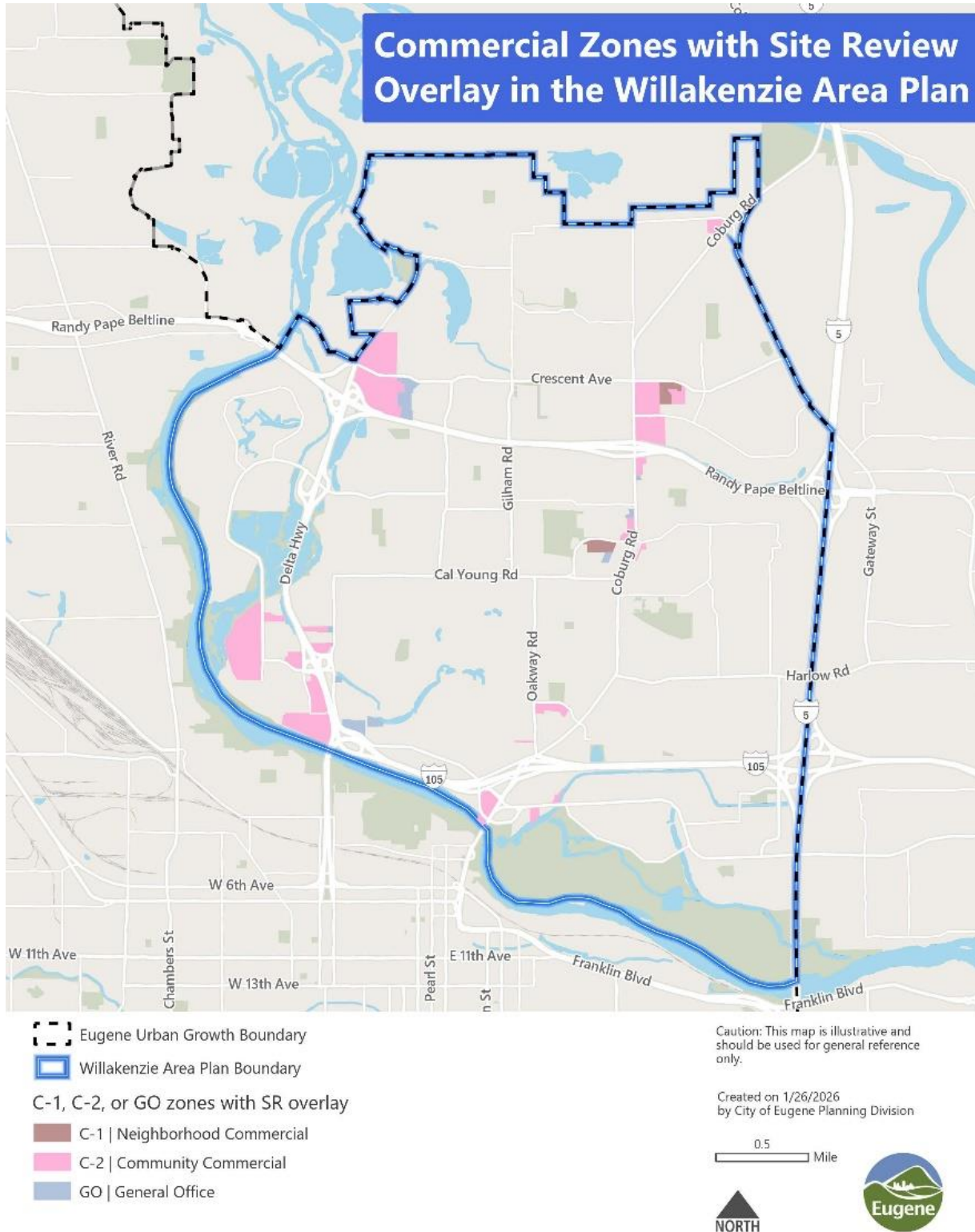
- Valley River Center (C-2 zoned areas)
- Willakenzie Road and Coburg Road (C-2, GO, and C-1 zoned areas)
- Coburg Road and Crescent Avenue area (C-2, GO, and C-1 zoned areas)
- Delta Highway and Green Acres Road (C-2 and GO zoned areas)

In addition, staff propose removing the Site Review Overlay Zone from properties within a few areas that are not proposed centers but had Site Review applied because of Land Use Policy 2.2:

- Coburg Road and Beltline Highway (C-2 and GO zoned parcels on the southeast side of Coburg Road)
- Willagillespie Road (C-2 and GO zoned parcels near to Delta Highway)

Removing the Site Review Overlay Zone in these centers and other commercial areas will remove a process barrier to development and redevelopment in centers. When the Willakenzie Area Plan was adopted in 1992, the City of Eugene did not have citywide design standards in place for commercial development. The City has since adopted citywide standards for commercial development, such as vehicle access and pedestrian circulation standards and building height-transition standards for commercial development that is adjacent to residentially zoned property. As a result, the site review land use application process serves as additional, unnecessary process that doesn't typically change the outcomes of a project, but adds cost, time, and the potential for appeals.

Figure 4. Commercial Areas in the Willakenzie Area Plan where Site Review is Proposed to be Removed



Rezone Specific Properties

As shown on **Figure 1**, in the Downtown CFA, there are a limited number of properties zoned I-2 Light-Medium Industrial that are designated Commercial and proposed to be rezoned to C-2 Community Commercial to support CFA compliance. These remnant industrial properties have been rezoned slowly through property owner-initiated zone changes, but the City can reduce a barrier to development and ensure consistency with the land use designation map through this action.

Two additional properties zoned I-2 are designated High Density Residential Mixed Use but cannot be rezoned and redesignated until 2027 when the City adopts new land supply studies. These properties are developed (the Amtrak Station and a historic commercial building) and rezoning would be a useful clean-up measure but is not currently limiting development.

Staff also propose that one property, the Federal Courthouse, which is currently zoned I-3 Heavy Industrial, be rezoned to PL Public Land. This is proposed as a code clean-up action, but would not impact the City's buildable land supply.

Finally, there are two properties zoned GO General Office that are designated Commercial and proposed to be rezoned to C-2 Community Commercial to support CFA compliance.

Skinner Butte Height Limitation Area

Climate-Friendly Areas are required to have a maximum building height of no less than 85 feet throughout. Generally, the base zoning in Eugene's CFAs exceeds this height allowance, except for the Skinner Butte Height Limitation Area, shown in **Figure 5**. As established in [EC 9.6715](#), properties within the height limitation area boundary (outlined in blue) are limited to a maximum building height of 500 feet above mean sea level. Exact building height depends on the elevation of the property, but generally, this limits properties south of the railroad to a building height of approximately 60-70 feet.

In 2018, the height limitation area was amended to include a half-block height transition area along 6th Avenue. Properties within this "Opportunity Area" (indicated in hatching) are limited to a maximum building height of 530 feet above mean sea level. Since 2018, the City Council has added several properties in the Fifth Street and Downtown Riverfront areas to the "Opportunity Area."

Many of the properties in the draft CFA boundary (outlined in orange) are already within the "Opportunity Area" and have an allowed building height that is sufficient to meet the state requirements. Staff propose bringing the remaining properties within the CFA boundary into the "Opportunity Area." Exact building height depends on the elevation of the property, but

this change would allow a maximum building height between 90-100 feet for the properties in question.

Figure 5. Skinner Butte Height Limitation Area with Draft CFA Boundary



Compact Development Actions – 2026 Adoption Draft Code Amendment Concepts

These proposed actions are intended to increase walkable, compact development, especially in mixed-use centers, including Climate-Friendly Areas. These changes are primarily proposed in order to comply with the Climate-Friendly and Equitable Communities (CFEC) rules, which Eugene must implement in Climate-Friendly Areas in 2026, and in all mixed-use and commercial zones citywide in 2029. Where applicable, staff have noted where the proposed concept aligns with the CFEC Walkable Design Standards, which provide guidance for complying with the CFEC rules, or whether it is a staff recommendation to reduce regulatory barriers to development.

| Type of Action | Code Concept/Outcome | Applicable Zones | State Requirements |
|--|---|------------------|--|
| Commercial Zone Standards | | | |
| Revise Zone Siting Requirements | Clarify and Simplify Siting Standards: Remove “adequate support population” requirements for siting new C-1 zones and clarify which designations C-1 may be sited in. | C-1 | Staff recommendation |
| Expand Allowable Uses | Allow townhouse developments. | C-3 | Required in CFAs |
| Special Use Limitations | Horizontal Mixed-Use: Allow residential uses on the ground floor in C-1 if commercial uses are also provided on the site and certain development standards are met. | C-1 | Staff recommendation |
| Special Use Limitations | Ground Floor Commercial: Reduce ground-floor commercial requirements in C-1 from 80% to 20% (all housing types). Clarify which ground floor non-residential uses can be used to meet requirements in C-2 (one and two dwellings only). | C-1 and C-2 | Staff recommendation |
| Revise Development Standards | Setbacks: Reduce <u>maximum</u> front yard setbacks from 15 feet to 10 feet. | C-2 and C-3 | Consistent with CFEC Walkable Design Standards |
| Revise Development Standards | Setbacks: Reduce <u>minimum</u> setback for ground-floor commercial uses or for residential uses with vertical separation in certain contexts (e.g., downtown). Since 2021, | C-2 and C-3 | Staff recommendation |

| Type of Action | Code Concept/Outcome | Applicable Zones | State Requirements |
|-------------------------------------|--|-------------------|--|
| | <p>the City has allowed a 0-3' setback in commercial zones for developments that meet certain standards (e.g., pedestrian amenities, landscaping, vertical separation). These standards will be applied to all development (and in some cases exceeded) through the proposed code changes in alignment with the CFEC Walkable Design Standards. Staff recommend continuing to allow a path to a reduced minimum setback for certain developments or in certain contexts.</p> | | |
| Revise Development Standards | <p>Setbacks: Increase the percentage of the street-facing façade that must be within the front yard setback from 25% to 50%. Only require one façade to meet standards – must be met on the street with higher transit service, unless there are 4+ travel lanes.</p> | C-2 and C-3 | Consistent with CFEC Walkable Design Standards |
| Revise Development Standards | <p>Setbacks: Reduce the percentage of the street-facing façade that must be within the front yard setback to 50% (from 80% in C-1 and from 60% in GO). Only require one façade to meet standard.</p> | C-1 and GO | Staff recommendation (current standards exceed CFEC Walkable Design Standards) |
| Revise Development Standards | <p>Pedestrian Amenities in Setbacks: Refine standards for pedestrian amenities for developments exceeding the maximum front yard setback (e.g., minimum area/dimension, benches/seating, landscaping, trees)</p> | C-1, C-2, C-3, GO | Consistent with CFEC Walkable Design Standards |
| Revise Development Standards | <p>Building Entrances: Revise, consolidate, and increase certain standards for building entrances. Standards must be met on primary frontage, which must be the street with higher transit service, unless there are 4+ travel lanes. Retain and consolidate River Road Santa Clara (RRSC) specific standards.</p> | C-1, C-2, C-3, GO | Consistent with CFEC Walkable Design Standards |

| Type of Action | Code Concept/Outcome | Applicable Zones | State Requirements |
|-------------------------------------|---|-------------------|--|
| Revise Development Standards | Vehicle Use Areas: Prohibit vehicle use areas between the street and primary frontage. On secondary street frontages, prohibit within maximum setback (currently required for developments with reduced minimum setback). | C-2, C-3 | Exceeds CFEC Walkable Design Standards |
| Revise Development Standards | Vehicle Use Areas: Increase the limitation on vehicle parking and circulation to within 20 feet of primary street and less than 50% of frontage, which must be the street with higher transit service, unless there are 4+ travel lanes. | C-1, C-2, C-3, GO | Consistent with CFEC Walkable Design Standards |
| Revise Development Standards | Landscaping: Increase requirement for basic landscaping or hardscaping for pedestrian use to within 20 feet of primary frontage. | C-1, C-2, C-3, GO | Consistent with CFEC Walkable Design Standards |
| Revise Development Standards | Transparency: Require transparency for 50-75% of street-facing façade within 20 feet of the street for ground floor commercial uses and 15-25% for ground floor residential. | C-1, C-2, C-3, GO | Consistent with CFEC Walkable Design Standards |
| Revise Development Standards | Weather Protection: Require weather protection for 50-75% of street-facing façade for ground floor commercial uses. | C-1, C-2, C-3, GO | Consistent with CFEC Walkable Design Standards |
| Revise Development Standards | Ground Floor Transitions: Establish standards for transitions to ground floor residential entrances (e.g., wall, fence, landscaping, tree, private space, vertical separation). | C-1, C-2, C-3, GO | Consistent with CFEC Walkable Design Standards |
| Revise Development Standards | Align with Multi-unit Design Standards: Ensure consistency between multi-unit housing development in both commercial zones and residential zones (through proposed revisions to the multi-unit design standards). In addition to generally aligning language and minimum requirements, staff are considering the following standards for multi-unit in commercial zones: | C-1, C-2, C-3, GO | Staff recommendation; some standards align with CFEC Walkable Design Standards |

| Type of Action | Code Concept/Outcome | Applicable Zones | State Requirements |
|--|---|---------------------|--|
| | <ul style="list-style-type: none"> • Open space, including removing the current exemption for housing above a certain density • Building articulation • Limits on exterior walkways for upper units • Window coverage (beyond just the ground floor) • Driveway width, garage width and setbacks, and alley access | | |
| Revise Development Standards | Exemption: Add an exemption for development with multi-unit housing (including mixed-use development) to large commercial development standards, reducing a barrier to housing development. | C-1, C-2, C-3, GO | Staff recommendation |
| Revise Lot Standards | Reduce Minimum Lot Size: Reduce the minimum lot area for C-1 zoned lots from 6,000 square feet to 4,500 square feet. | C-1 | Staff recommendation |
| General Standards for All Development | | | |
| Revise Development Standards | Drive-through Facilities: Where allowed, require pedestrian-oriented site design for new drive-through facilities, including: <ul style="list-style-type: none"> • Require a walk-up service area • Establish stacking lane standards for service stations and electric vehicle charging areas | All zones, citywide | Consistent with CFEC Walkable Design Standards |
| Revise Site Development Standards | Pedestrian Connections: Refine standards to ensure adequate pedestrian connections through parking lots and connecting key amenities within development sites. Increase requirements for walkway separation or marking. | All zones, citywide | Consistent with CFEC Walkable Design Standards |

| Type of Action | Code Concept/Outcome | Applicable Zones | State Requirements |
|--------------------------------|---|------------------------|---|
| Revise Street Standards | <p>Block Length Standards: Encourage smaller block sizes that reduce walking distances, including:</p> <ul style="list-style-type: none"> • Reduce the maximum block length for local streets • In CFAs, reduce block length for site less than 5.5 acres and require mid-block public accessways for sites over 5.5 acres | All zones, citywide | Required for CFAs; Consistent with CFEC Walkable Design Standards |
| Revise Street Standards | <p>Dead Ends and Cul-de-sacs: Disallow cul-de-sac streets or other dead-end streets, unless they are planned to be connected in the future, or if there is a bicycle and pedestrian accessway provided.</p> | All zones, citywide | Consistent with CFEC Walkable Design Standards |
| Revise Street Standards | <p>Accessways in-lieu of Streets: Allow pedestrian and bicycle accessways in-lieu of full street connections for discretionary path development applications in Climate-Friendly Areas that meet certain requirements.</p> | Climate-Friendly Areas | Consistent with CFEC Walkable Design Standards |
| Revise Street Standards | <p>Transit Facilities: Clarify the threshold for providing transit facilities for development sites adjacent to a transit stop or station on key corridors.</p> | All zones, citywide | Consistent with CFEC Walkable Design Standards |

Multiple-unit Housing – 2026 Adoption Draft Code Amendment Concepts

These proposed actions are intended to reduce barriers to multiple-unit housing in response to staff and developer feedback and align with the state’s Model Housing Code for Large Cities (2025) and the state’s Walkable Design Guidebook, as appropriate. The Walkable Design Guidebook and the Model Housing Code for Large Cities are intended to implement portions of the state-mandated Climate-Friendly and Equitable Communities (CFEC) rules that increase walkable, compact development, especially in mixed-use centers. Where applicable, staff have noted where the proposed concept exceeds state requirements, or where a concept is proposed for alignment with the proposed changes to the commercial zones.

| Type of Action | Code Concept/Outcome | Applicable Zones | State Mandate/Consistency |
|---|---|---|---|
| Base Zone Development Standards | | | |
| Uses | Determine whether zones that are not residentially focused but currently allow multiple-unit housing should be subject to 9.5500s or subject to proposed commercial zone standards. ¹ | Zones referring to 9.5500s: S-CN/C, S-DR, S-RN/CMU, S-RN/MS, S-WS. Zones referring to C-2: S-C/C-2, S-F Zones that are silent: S-HB | Staff recommendation |
| Multiple-Unit Housing Development Standards (EC 9.5500s) | | | |
| Applicability | Clarify that the 9.5500s are applicable to new multiple-unit dwellings even on sites with existing dwellings. | Any zone where multi-unit is allowed, except C-1, C-2, C-3, GO | Staff recommendation (consistency with Model Housing Code – Large Cities) |
| Exemptions/Exceptions | Add exemptions to the 9.5500s: | Any zone where multi-unit is allowed, except C-1, C-2, C-3, GO | |

| Type of Action | Code Concept/Outcome | Applicable Zones | State Mandate/Consistency |
|-------------------------------------|--|--|---|
| | <p>- Conversions of existing buildings to multi-unit [potentially include a maximum amount of increase in livable square feet to qualify for the exemption].</p> <p>- Any multiple-unit in commercial zones (expands current exemption which is only for multiple-unit with ground floor in non-residential use, defers multiple-unit in commercial zones to be regulated by commercial zone standards).</p> | | <p>- Staff recommendation (no similar exemption in model codes)</p> <p>- Staff recommendation (aligns with proposed commercial zone changes)</p> |
| Revise Development Standards | Frontage: Remove requirement for a minimum percentage [40% or 60%] of the total street frontage to be occupied by a building within 10 feet of the street. | Any zone where multi-unit is allowed, except C-1, C-2, C-3, GO | Staff recommendation (no similar requirement in Model Housing Code – Large Cities; CFEC has frontage requirements for <u>commercial and mixed-use zones</u>) |
| Revise Development Standards | Entrances/Setback: Reduce requirement from <u>all</u> buildings within 40 feet of the street must have main entrances facing the street, to, <u>at least one</u> building façade (no minimum length) must have a main entrance within 20 feet of one front lot line (which must be the street with higher transit service, excluding 4+ travel lane streets). | Any zone where multi-unit is allowed, except C-1, C-2, C-3, GO | Staff recommendation (current standards exceed Model Housing Code – Large Cities and CFEC requirements; aligns with proposed commercial zone changes) |

| Type of Action | Code Concept/Outcome | Applicable Zones | State Mandate/Consistency |
|-------------------------------------|--|--|---|
| Revise Development Standards | Entrances: Add requirement that the one main entrance (or one entrance for each townhouse-style unit) must be within 8' of longest street facing facade. The one main entrance must be oriented to street or open onto covered porch or corner, or onto a <u>(new) courtyard abutting street.</u> | Any zone where multi-unit is allowed, except C-1, C-2, C-3, GO | Staff recommendation (consistency Model Housing Code – Large Cities and CFEC requirements; aligns with proposed commercial zone changes) |
| Revise Development Standards | Upper Entrances: Reduce or remove requirement that upper story entrances must be provided from an interior of the building or exterior walkway serving up to 2 units. | Any zone where multi-unit is allowed, except C-1, C-2, C-3, GO | Staff recommendation (no similar requirement in model codes) |
| Revise Development Standards | Ground floor entrance transitions: New for townhouse-style multiple-units, each main entrance within 10 feet of street must have short wall/fence/landscaping/tree/or private or common outdoor area/vertical separation. | Any zone where multi-unit is allowed, except C-1, C-2, C-3, GO | Staff recommendation (consistency with Model Housing Code – Large Cities and CFEC requirements; aligns with proposed commercial zone changes) |
| Revise Development Standards | Building Mass: Remove maximum building dimension of 100 feet in R-1/R-2 and maximum 150 feet in R-3/R-4. | Any zone where multi-unit is allowed, except C-1, C-2, C-3, GO | Staff recommendation (no similar requirement in model codes) |
| Revise Development Standards | Windows and Doors: Revise from 15% for <u>each level</u> of all street-facing facades, to, 15% <u>of the area</u> of all street-facing | Any zone where multi-unit is allowed, except C-1, C-2, C-3, GO | Staff recommendation (consistency with Model Housing Code – Large Cities and CFEC requirements for ground floor, |

| Type of Action | Code Concept/Outcome | Applicable Zones | State Mandate/Consistency |
|-------------------------------------|---|--|---|
| | facades must include windows or pedestrian doors. | | aligns with proposed commercial zone changes) |
| Revise Development Standards | Windows and Doors Exceptions: Add exceptions to these standards including: 1. Facades separated by a building or buildable lot 2. Facades more than 40 feet from street | Any zone where multi-unit is allowed, except C-1, C-2, C-3, GO | Staff recommendation (consistency with Model Housing Code – Large Cities) |
| Revise Development Standards | Building articulation: Reduce from requiring all walls to only requiring walls facing a street or adjacent residential property. | Any zone where multi-unit is allowed, except C-1, C-2, C-3, GO | Staff recommendation (no similar requirement in model codes) |
| Revise Development Standards | Building articulation elements: Allow more elements to qualify as articulation (e.g., change in facade materials, etc.). Allow minimum number of articulation components to be measured on average over the building facade (in addition to measuring every 25/40 feet). | Any zone where multi-unit is allowed, except C-1, C-2, C-3, GO | Staff recommendation (no similar requirement in model codes) |
| Revise Development Standards | Building articulation dimensions: -Reduce minimum dimensions (currently 2 feet deep) for offsets and projections. -Add minimum dimensions for changes in materials to qualify as articulation. | Any zone where multi-unit is allowed, except C-1, C-2, C-3, GO | Staff recommendation (no similar requirement in model codes) |

| Type of Action | Code Concept/Outcome | Applicable Zones | State Mandate/Consistency |
|-------------------------------------|---|--|---|
| Revise Development Standards | Landscaping minimum: For residential zones, there is no change to the 20% landscaping minimum, open space, is proposed to be decreased. | Any zone where multi-unit is allowed, except C-1, C-2, C-3, GO | Staff recommendation (consistency with Model Housing Code – Large Cities) |
| Revise Development Standards | Open space minimum: Simplify and reduce from the greater percentage of the site (20%) or livable area (15% or 25%) to 15% of site. Require shared usable open space only for lots half acre or greater. Simplify and add minimum dimensions. | Any zone where multi-unit is allowed, except C-1, C-2, C-3, GO | Staff recommendation (consistency with Model Housing Code – Large Cities) |
| Revise Development Standards | Open space credit: No change to allowing 25% credit if within 1/4 mile of park, but add allowance for 100% of requirement to be met for sites under 50,000 square feet with rooftop garden or private open space, and for townhouses with private yards. | Any zone where multi-unit is allowed, except C-1, C-2, C-3, GO | Staff recommendation (consistency with Model Housing Code – Large Cities) |
| Revise Development Standards | Block Requirements: Align block requirements (size) with proposed block length standards, as necessary (see Compact Development Actions attachment). | Any zone where multi-unit is allowed, except C-1, C-2, C-3, GO | Staff recommendation (no similar requirement in Model Housing Code, aligns with CFEC and with proposed commercial zone changes) |

| Type of Action | Code Concept/Outcome | Applicable Zones | State Mandate/Consistency |
|------------------------------|---|--|--|
| Revise Development Standards | Parking drives: Remove prohibition on parking drives having through traffic connections with traffic calming. | Any zone where multi-unit is allowed, except C-1, C-2, C-3, GO | Staff recommendation (no similar requirement in model codes) |
| Revise Development Standards | Vehicle parking location: -Reduce prohibition from no vehicle use between any street and building to no vehicle use between the primary street and any building. -No vehicle use within [20 feet] of primary street. | Any zone where multi-unit is allowed, except C-1, C-2, C-3, GO | Staff recommendation (consistency with Model Housing Code – Large Cities and CFEC requirements; aligns with proposed commercial zone changes) Staff recommendation (not required in Model Housing Code, aligns with CFEC and with proposed commercial zone changes) |
| Revise Development Standards | Parking courts: Remove requirement for parking areas to be designed as parking courts and remove parking court standards (defaults to general parking area and landscaping standards). | Any zone where multi-unit is allowed, except C-1, C-2, C-3, GO | Staff recommendation (no similar requirement in model codes) |

Table Notes:

1. Several special area zones have sub-areas that are commercial or commercial/mixed use in nature and allow multiple-unit dwellings subject to the 9.5500s or refer to the C-2 zone standards (which currently refer to the 9.5500s as well). Given time constraints, staff may recommend that these zones continue to point to the 9.5500s for now (rather than point to the new commercial zones standards) because there may not be adequate time to determine the implications within each of these zones.