



City Council

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EUGENE CITY COUNCIL AGENDA

November 13, 2024

12:00 p.m. CITY COUNCIL WORK SESSION

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Meeting of November 13, 2024; Her Honor Mayor Lucy Vinis Presiding

Councilors

Matt Keating, President

Emily Semple

Alan Zelenka

Greg Evans

Randy Groves, Vice President

Lyndsie Leech

Jennifer Yeh

Mike Clark

12:00 p.m. CITY COUNCIL WORK SESSION

1. WORK SESSION and POSSIBLE ACTION: Climate-Friendly Areas

2. WORK SESSION: Eugene Youth Opportunities and Challenges

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November 13, 2024 Work Session

EUGENE CITY COUNCIL AGENDA ITEM SUMMARY



Work Session and Possible Action: Climate-Friendly Areas

Meeting Date: November 13, 2024
Department: Planning and Development
www.eugene-or.gov

Agenda Item Number 1
Staff Contact: Leah Rausch
Contact Telephone Number: 541-682-5476

ISSUE STATEMENT

This work session is an opportunity for the City Council to discuss areas to designate as state-required Climate-Friendly Areas. City Council is asked to provide direction to staff on the preferred areas to designate as Eugene's Climate-Friendly Areas.

BACKGROUND

In 2020, Governor Kate Brown issued an executive order directing state agencies to take actions to reduce and regulate greenhouse gas emissions and mitigate the impacts of climate change while also centering the needs of Oregon's most vulnerable communities. In response, the Oregon Land Conservation and Development Commission (LCDC) developed the new Climate-Friendly and Equitable Communities (CFEC) requirements for cities to help meet these goals through changes to local transportation and housing planning systems and community design.

The key elements of the CFEC implementation include:

- Reform parking requirements
- Prepare for a future with more electric vehicles
- Designate Climate-Friendly Areas
- Plan for more climate-friendly transportation options
- Plan for compact, walkable design
- Center the voices of underserved communities
- Monitor housing and transportation outcomes and adjust over time

Based on the State's direction, Eugene started a multi-year effort in 2022 to advance City goals regarding climate action, housing production, and transportation. Updates on [Eugene's CFEC implementation efforts](#) are available in this [February 2024 memo to City Council](#).

Given the intertwining goals between citywide urban growth planning and CFEC requirements, the City of Eugene is integrating Climate-Friendly Areas designation within the Urban Growth Strategies project for a more cohesive approach to housing and growth management planning. [Urban Growth Strategies](#) will identify the tools, actions, policies, and land needed for the next 20 years to support housing and living wage jobs in Eugene.

Staff provided an overview of Urban Growth Strategies at a joint meeting of the Planning Commission and City Council on [May 15, 2024](#).

Climate-Friendly Areas

This work session will focus on the City's implementation of the Climate-Friendly Areas component of the state's CFEC rules. The CFEC rules require Eugene to adopt regulations facilitating walkable mixed-use development in designated Climate-Friendly Areas (CFAs). A Climate-Friendly Area is intended to be an area where most people can meet their daily needs without relying on a car. The CFEC rules envision Climate-Friendly Areas as a type of mixed-use center that includes jobs, services, and higher density housing, as well as great walking, biking, and transit infrastructure.

Specifically, the CFEC rules ([OAR 660-012-0310 to -0325](#)) require that the City:

- Complete, and submit to the state, a study that identifies and evaluates the most promising locations for CFAs, called "Suitable CFAs."
- Designate one or more of the "Suitable CFA" areas identified in the study as the City's CFA(s). The City's designated CFA(s) must be zoned to accommodate at least 30 percent of Eugene's current and future housing need.
- Maintain the 30 percent zoned capacity within designated CFAs as a part of the housing planning process, revisiting CFA designation every eight years moving forward.
- Adopt development regulations for designated CFAs, including minimum residential densities, building heights, outright permitted uses, and other requirements to encourage walkable, compact development.
- Adopt a map of CFAs and include policies to implement CFAs within the City's comprehensive plan.
- Complete a multi-modal transportation gap analysis to identify and prioritize improvements for walking, biking, and transit facilities in CFAs.
- Complete an engagement-focused equity analysis to understand the benefits and burdens of CFA designation and to advance fair and equitable outcomes for people from underserved populations.
- Implement strategies to avoid or mitigate housing displacement resulting from CFA designation as a part of the City's Housing Production Strategy.

As noted above, the first phase of designating Climate-Friendly Areas was to complete a study. In December 2023, the [City of Eugene submitted the City's CFA Study](#) to the Oregon Department of Land Conservation and Development (DLCD), identifying nine Suitable CFA areas. Eugene's CFA Study is primarily a technical analysis of specific areas in Eugene that are eligible for CFA designation because they can support certain required development regulations as well as provide high-quality active transportation facilities, parks access, and more. The City's CFA Study also considers the risk of housing displacement for people from underserved communities related to CFA designation. The City's CFA Study does not include recommendations for which areas to designate.

The City of Eugene has a long history of planning for mixed-use centers in alignment with the more recently developed state goals of Climate-Friendly Areas. The [Envision Eugene Community](#)

[Vision](#) calls for focusing future growth, particularly higher density housing and investments, in and near mixed-use centers and along key corridors.

New chapters of the Envision Eugene Comprehensive Plan will include policies to focus future growth and investment in and near mixed-use centers and along key corridors. Climate-Friendly Areas are a specific type of mixed-use center, required by LCDC's CFEC rules. It is not expected or desirable for all identified mixed-use centers to be designated CFAs. Eugene's vision for centers allows for a flexible and comprehensive citywide framework to be implemented over time. For example, Eugene's policies for mixed-use centers will include three different scales of intensity, from a neighborhood center to downtown. The State's land use requirements for CFAs would not align with a neighborhood-scale, lower intensity center. Additionally, other tools like incentives or neighborhood planning may be more effective in encouraging development than the State land use requirements. Comprehensive Plan policies for centers are intended to acknowledge the unique needs of different areas and the variety of tools the City can use to implement this vision.

Redevelopment Analysis

To inform Climate-Friendly Areas selection (as well as other Urban Growth Strategies components such as proposed development incentives, land use efficiency measures, and housing production strategies), staff sought to better understand the market feasibility of various types of higher density residential development, including mixed-use development and residential redevelopment. Additionally, staff expected that the minimal required regulatory changes to Suitable CFAs would need to be paired with financial incentives to encourage more higher density housing and mixed-use development types. ECONorthwest, the City's technical consultant for Urban Growth Strategies, completed a [redemption analysis](#) to provide a better understanding of the likelihood of redevelopment, with and without financial incentives, in the selected study areas. Attachment A is a summary of ECONorthwest's approach to the redevelopment analysis along with key findings. Attachment B provides the results of the analysis. The redevelopment analysis, compliance of current zoning with LCDC's requirements for CFAs, and access to transportation infrastructure all informed the CFA Options presented below.

Climate Friendly Areas Selection/Options

Based on the results of the CFA Study and redevelopment analysis, staff developed three potential options for CFA selection, outlined in Attachment C. More detailed maps showing the existing zoning in each of the areas are provided in Attachment D. These maps are not intended to show proposed parcel-specific boundaries for CFAs, they currently depict proposed general boundaries of the CFA areas. Once the Council has identified a preferred CFA option, staff will create a tax lot specific map of the CFA areas included in the preferred option.

The CFA options are based on various state criteria, but primarily focus on:

- Development Regulation Compliance (based on current zoning)
- High-Quality Active Transportation and Transit
- Development and Redevelopment Conditions

The CFA options are grounded in the assumption that downtown Eugene will be designated as a CFA. The options then build to include other parts of the city with existing commercial zoning. The three options identified by staff are:

- **Option 1: State Minimum Requirements (Greater Downtown and Lower Coburg Road).** To meet the minimum state requirements for CFA designation, the City could designate the existing, contiguous properties with mixed-use and higher density zoning around greater downtown Eugene, as well as the commercial center on Lower Coburg Road as identified in Attachment D (Maps 1 and 2).
- **Option 2: Additional Commercial Areas Most Promising for Redevelopment (Adds Santa Clara Station, Valley River Center, and South Willamette).** In addition to the areas in Option 1, the City could designate as CFAs additional promising core commercial centers that have existing higher density, mixed-use development or the potential for redevelopment of this type. These additional core commercial centers include the Valley River Center area, along South Willamette, and the Santa Clara Station area, identified in Attachment D (Maps 3-5).
- **Option 3: Requires Additional Investment and Incentives (Adds 6th/7th Corridor and West 11th Corridor).** In addition to the areas identified in Options 1 and 2, the City could choose to designate as CFAs certain transit corridors that may have potential for higher density, mixed-use development. These areas, as identified in Attachment D (Maps 6-7), include the 6th/7th Avenue Corridor and West 11th Avenue Corridor and would require additional investment and financial incentives to support intended outcomes for CFAs.

During the [September 11, 2024](#) City Council work session, staff presented these proposed options, including the opportunities and constraints associated with each. At today's work session, staff will ask for direction from the City Council identifying the Council's preferred Climate Friendly Areas Option. Selection of preferred Climate-Friendly Areas is expected to be completed by December 31, 2024, as outlined in the City's CFEC alternative dates proposal and work plan.

Planning Commission Recommendation

On [October 8, 2024](#), the Eugene Planning Commission recommended City Council selection of Option 2: Most Promising for Redevelopment for CFA designation as Council's preferred CFA option. The Planning Commission discussed the value in finding a 'middle ground' between meeting the state requirements and expanding the designation to more promising areas across the city. Additionally, most commissioners noted that it would be important to focus on a handful of areas that could successfully redevelop without significant additional incentives. Additional benefits and constraints of Option 2 are detailed below.

Staff Recommendation

Based on the City's CFA Study and redevelopment analysis, community engagement related to Climate-Friendly Areas and centers, initial feedback from the Planning Commission and City Council, and Planning Commission's recommendation, staff recommend **Option 2: Most Promising for Redevelopment for CFA designation.**

The benefits of this option include:

- Option 2 advances the City's priority to encourage more housing downtown, including areas downtown that have existing available financial incentives (property tax exemptions, urban renewal, and fee assistance).

- Option 2 is a middle ground. It allows the City to meet the state’s minimum requirements for Climate-Friendly Areas while starting the CFA designation in core commercial centers that are more likely to achieve walkable, higher density development. The City then can assess the successes and challenges around making these areas more ‘climate-friendly’ when CFA designation is revisited in 8 years (as a part of state-required housing planning). At that time, staff will have a better understanding of whether the State will provide additional funding resources and/or requirements for projects within designated CFAs.
- Option 2 will include more areas of Eugene that are generally more promising for redevelopment, increasing the impact of CFA designation as a land use efficiency measure. More impactful land use efficiency measures will reduce Eugene’s potential need to expand the urban growth boundary.
- Option 2 includes areas that are well-served by parks and public amenities, as well as areas along two key corridors that are targeted for planned transportation and transit improvements (Coburg Road and River Road).
- Option 2 extends the CFA designation to more areas than Option 1, as noted above, and all the areas included in Option 2 share the same existing zoning (C-2 Community Commercial) which creates efficiencies in any code or land use plan amendments necessary to implement the CFA designation.

Staff also want to acknowledge the challenges of CFA designation, as well as the desires voiced by decision makers and the community, including:

- Through years of community engagement, staff have heard that many people in Eugene want to live in connected neighborhoods. Many people who engaged on this topic indicated that their preference is to live near a neighborhood center – envisioned at a smaller scale than the development types required to be allowed in Climate-Friendly Areas. Staff are actively working on other tools and policies that will encourage and incentivize smaller scale, localized, neighborhood centers that are distinct from higher density CFAs.
- CFA designation alone will not be enough to address the needs of auto-centric commercial corridors that cannot currently support mixed-use and higher density housing development; such as, 6th/7th Avenue, West 11th Avenue, or Highway 99W. These areas would need substantial public investment, through both financial incentives and improvements to transportation and pedestrian facilities, to support redevelopment and progress towards a more ‘climate-friendly’ built environment.
- While City Council may decide to extend financial incentives to new areas (outside of downtown) in the future, it is unlikely that the City could financially support adequate investment in an expansive list of new areas in Eugene concurrently.

For these reasons, staff recommend Option 2, which allows the City to meet the State’s requirements while using the CFA designation efficiently, effectively, and in alignment with resident and City priorities.

Next Steps

Following the City Council’s identification of a preferred option, staff will prepare an adoption package designating those areas identified by the City Council as Climate-Friendly Areas. The adoption package may include land use code amendments, plan amendments, zone changes, and

the development of a land use designation overlay. The adoption package will follow the City's formal land use adoption process; coming to Planning Commission and Council for public hearings and deliberation prior to Council action on the package, which must occur no later than December 31, 2026. Following adoption of the City's initial set of CFAs, staff will monitor those areas designated as CFAs and may recommend designation of additional areas as a part of future urban growth planning.

RELATED CITY POLICIES

While the CFEC rules are a directive of the State, Eugene has a long history of supporting efforts to address climate change, housing production, and transportation. There is overlap between the CFEC goals and rules in several City plans and projects that have been approved or adopted by City Council and which support compact development, climate resiliency, increasing the share of trips made by non-auto modes, and removing barriers to equity and housing affordability. Key related plans include:

- [Envision Eugene Comprehensive Plan](#)
- [Eugene 2035 Transportation System Plan](#)
- [Housing Implementation Pipeline \(HIP\)](#)
- [Eugene's Community Climate Action Plan \(CAP\) 2.0](#)
- [City of Eugene 2023-2026 Strategic Plan](#)

PREVIOUS COUNCIL DIRECTION

None.

COUNCIL OPTIONS

1. Initiate and direct the City Manager to prepare a package of land use code and plan amendments designating as Climate-Friendly Areas those areas identified in Option 2, as described in Attachment C and shown in Attachment D.
2. Initiate and direct the City Manager to prepare a package of land use code and plan amendments designating as Climate-Friendly Areas those areas identified in Option 1 or 3, or a different set of areas identified by Council.
3. Take no action.

CITY MANAGER'S RECOMMENDATION

The City Manager recommends Option 2: Most Promising for Redevelopment for CFA designation.

SUGGESTED MOTION

Move to initiate land use code and plan amendments and to direct the City Manager to prepare a package of code and plan amendments designating as Climate-Friendly Areas those areas identified in Option 2, as described in Attachment C and shown in Attachment D.

ATTACHMENTS

- A. Redevelopment Analysis Summary Memo (August 20, 2024)
- B. Redevelopment Analysis Results (slide deck)
- C. Climate-Friendly Areas Options Memo (August 20, 2024)
- D. Zoning Maps of Potential Climate-Friendly Areas

FOR MORE INFORMATION

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DATE:	8/20/24
TO:	Eugene Planning Commission and City Council
FROM:	Becky Hewitt, Mackenzie Visser and Scott Goodman, EConorthwest
SUBJECT:	Overview of Redevelopment Analysis for Eugene Urban Growth Strategies

Introduction

As part of the Eugene Urban Growth Strategies project, EConorthwest (ECO) is evaluating redevelopment potential within selected study areas where redevelopment with a mix of uses is aligned with City policy goals.¹ The redevelopment analysis is intended to inform multiple components of the City's current planning efforts, including:

- ◆ **Climate-Friendly Areas (CFA) Designation:** evaluating which "Suitable" CFAs have the greatest potential for (re)development with a mix of uses and how potential regulatory changes and incentives could impact that potential;
- ◆ **Housing Capacity Analysis (HCA) and Economic Opportunities Analysis (EOA):** informing estimates of the amount of market-feasible housing and commercial redevelopment that could occur within specific target areas over the 20-year planning horizon;
- ◆ **Envision Eugene Comprehensive Plan:** informing policy development for the housing and compact development chapters;
- ◆ **Housing Production Strategy (HPS):** testing whether potential regulatory changes and incentives could support development of single-unit attached and multi-unit housing; and
- ◆ **Land use efficiency measures:** informing estimates of the potential additional development capacity that could result from applying the selected land use efficiency measures. Understanding the potential capacity from land use efficiency measures is a required step prior to considering urban growth boundary expansion.

The redevelopment analysis was informed by interviews with local developers and input from the Envision Eugene Technical Advisory Committee (EETAC).

This memo provides a summary of the approach to and findings from the redevelopment analysis.

¹ In this memo, "redevelopment" refers to tear down of existing development and replaced with development that has greater capacity.



Approach

ECONorthwest used real estate pro forma analysis to assess financial feasibility for prototypical developments (“prototypes”)—illustrative, hypothetical developments that do not represent any specific individual project, but are informed by the scale, density, and form of recent development in Eugene and similar communities. The pro forma model takes into consideration expected market rents in each study area, estimated development costs (including construction costs, fees, and other cost factors) for each prototype, and typical investment return requirements to make development “pencil.” It also incorporates existing and potential financial incentives, such as the Multiple Unit Property Tax Exemption (MUPTE) program.²

Because redevelopment (often) requires a developer to be able to afford to acquire and tear down an existing building, and the value of the existing properties can vary substantially within a study area and between different study areas, this pro forma analysis uses a metric called “residual land value” to evaluate potential feasibility for redevelopment. Residual land value (RLV), or “land budget,” estimates what a developer could pay for land after accounting for potential income, costs, and investment returns. This RLV or land budget can then be compared to the value of existing properties³ in each study area to understand whether redevelopment is likely to be feasible in that area.

Because redevelopment is more likely to occur on comparatively lower-value properties within an area that has similar market conditions, the analysis initially uses the 10th percentile of existing property values (normalized by site area per square foot) in each study area as a reference point (i.e., a value threshold that 10 percent of properties are lower than).⁴

- ◆ If the RLV is **higher than this 10th percentile value**, it is more likely that redevelopment will be feasible, because at least 10 percent of properties in the study

² The Multi-Unit Property Tax Exemption (MUPTE) is a tool that can shift a proposed housing development to being financially feasible. It is a state-enabled program designed to be an incentive of redevelopment of residential properties in city centers and along transit corridors. In Eugene, the City Council has authorized the use of MUPTE in the downtown area. MUPTE allows new multi-unit housing (5 or more units) to avoid property taxes on the value of new residential construction for up to 10 years. The property continues to generate taxes for the land value during the exemption period.

³ The value of existing properties is based on tax assessor estimates of real market value. These estimates are an imprecise indicator of market value and are often low relative to observed sale prices; however, they are readily available for most properties, and provide a rough indication of property value.

⁴ The 10th percentile is selected as an indicator based on ECONorthwest’s experience and professional judgement. It is not an absolute indicator of redevelopment feasibility, but rather a way of comparing the RLV for a given area to the range of existing property values in that area to get a rough idea of whether redevelopment may be feasible without determining feasibility for each parcel individually. Using a lower threshold (e.g., 5th percentile) might capture only a single property in some study areas and would be more likely to be impacted by outliers and data quality issues in the parcel data. Using a higher threshold (e.g., 20th percentile) might make it appear that redevelopment is not feasible in a given area because it would miss lower value properties that could be feasible for redevelopment.



area have an estimated value lower than the development's land budget (on a per-square-foot basis).

- ◆ If the RLV is **positive but below this 10th percentile value**, it suggests that development would only be feasible on very low value sites or vacant land (less than 10 percent of the sites in the area, or possibly none of the sites) without additional financial support.
- ◆ If the RLV is **negative**, the development is likely infeasible unless a developer receives additional subsidies or incentives.

This is illustrated further in Slides 10 and 11 in the attached slide deck.

STUDY AREAS

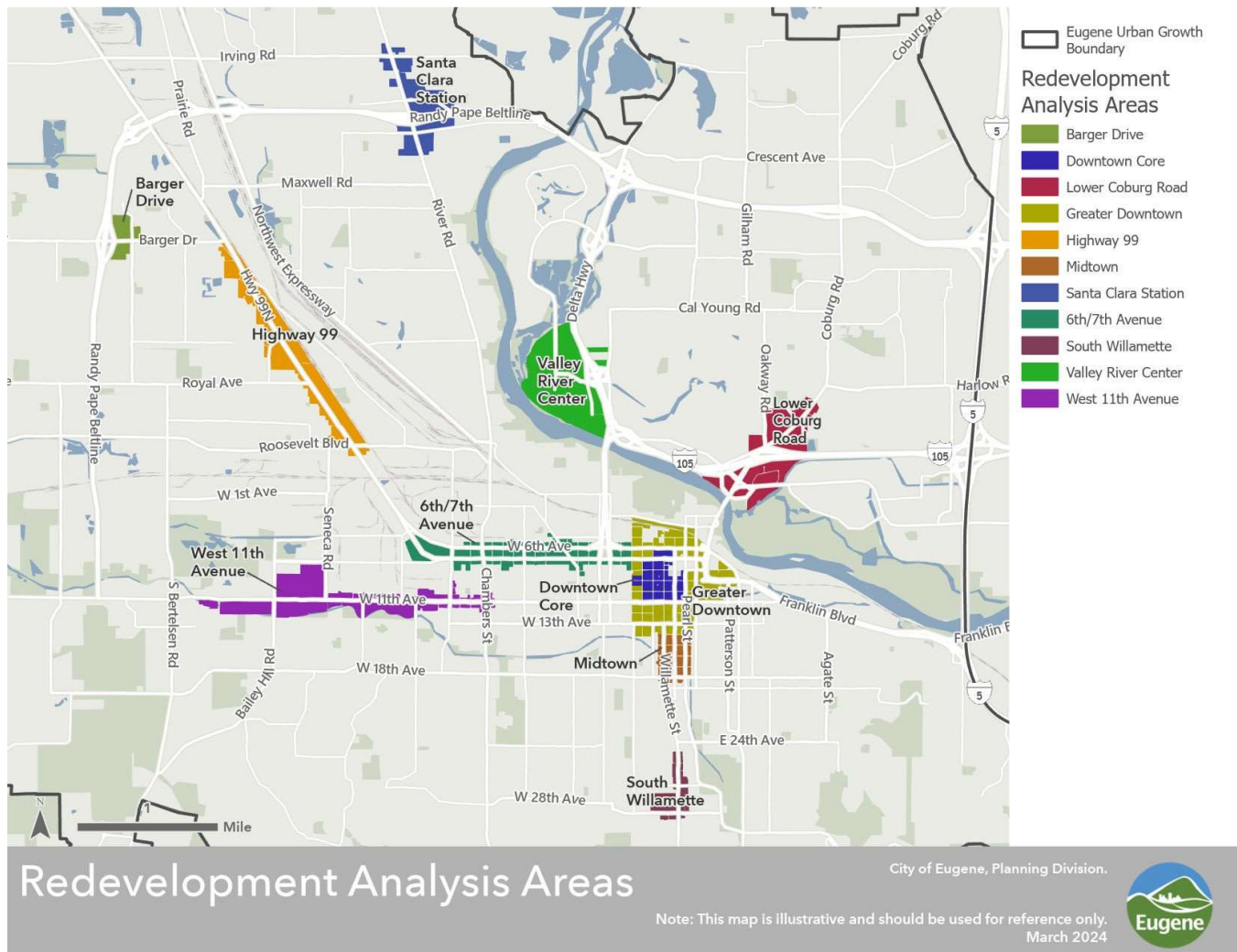
The twelve study areas are outlined on the map below. The targeted study areas largely align with areas identified as "Suitable" CFA locations in the City's CFA Study, with a few modifications, including:

- ◆ Removing any areas that were less compatible with CFA designation or would require more significant regulatory changes.
- ◆ Removing three areas that are already redeveloping under current conditions.
- ◆ Segmenting larger Suitable CFAs into sub-areas.
- ◆ Adding the Valley River Center area and the Barger Drive area, which were not identified as Suitable CFAs but have similar zoning.

The Feasibility Analysis Results section of the slide deck includes maps and a brief description of each individual area.



Exhibit 1: Redevelopment Analysis Study Areas



DEVELOPMENT TYPES

ECO tested a range of development prototypes in each area. For the purposes of this analysis, we have categorized the prototypes by relative density:

MODERATE DENSITY

- ◆ **Townhouses:** four to six attached units with individual garages with density estimated at roughly 22 dwelling units per net acre.
- ◆ **Garden apartments:** three-story walk-up apartments (without elevators) on a larger site, with large setbacks, surface parking, landscaped areas, and outdoor amenities (such as a pool). These are estimated at roughly 30 dwelling units per net acre.
- ◆ **Compact walk-up apartments:** three-story walk-up apartments that are denser than the garden apartments (estimated at roughly 50 dwelling units per net acre), with



minimal setbacks, landscaping, and surface parking to the side or rear of the building.

LIMITED HIGH DENSITY

- ◆ **Elevator apartments:** five- and six-story apartments with a mix of surface and tuck-under parking, estimated at roughly 100 and 120 dwelling units per net acre, respectively. Like the compact walk-up apartments, these apartments have minimal setbacks and landscaping.
- ◆ **Mixed-use developments:** five-, six-, and seven-story apartments with structured parking and small retail spaces (3,000 to 6,000 square feet) on the ground floor. These are estimated at roughly 90, 105, and 130 dwelling units per net acre, respectively.

HIGH DENSITY

- ◆ **Student-oriented apartments:** 12-story buildings with structured parking and many larger (four-bedroom) units that are more common for units leased by the bedroom, estimated at roughly 475 dwelling units per net acre.

COMMERCIAL

- ◆ **Storefront commercial developments:** single-story, small (2,500 square foot) tenant spaces positioned directly adjacent to sidewalks with minimal setbacks or landscaping and only on-street parking.
- ◆ **Free-standing commercial buildings:** medium-size commercial buildings (10,000 to 20,000 square feet) with surface parking and some setbacks and landscaping.

POLICY VARIABLES

The analysis tests the potential for redevelopment in the selected study areas under existing zoning and incentives, including the existing Multiple Unit Property Tax Exemption (MUPTE) program downtown.⁵ It also tested the potential impact of additional development incentives that are under consideration or that Council could consider in future:

- ◆ **Potential expansion of MUPTE** into study areas outside of downtown. This was used to test the impact of a relatively effective financial incentive that the City has experience with; it does not imply that the City will expand MUPTE or that the program would be identical to the existing program. For analysis purposes, this MUPTE incentive was assumed to apply only to compact walk-up apartments,

⁵ The analysis looks at the 10-year tax exemption available through MUPTE. The analysis does not consider the process for review and approval, which is proposed to be streamlined through an upcoming pilot project.



elevator apartments, and mixed-use developments and was tested in all study areas where the incentive is not currently available.

- ◆ **Fee assistance** for system development charges (SDCs) and permit fees associated with a development in the Downtown Core and Greater Downtown area. This roughly reflects the downtown fee assistance that is currently under consideration as a part of the Downtown Core Housing Initiative, which proposes to pay for SDCs, building permit fees, and other government-imposed fees using funds from Eugene's Downtown and Riverfront Urban Renewal Districts. The incentive was assumed to apply to all development types except student-oriented housing.

Key Findings

OVERVIEW

Key findings include:

Existing conditions: Under existing conditions, the Greater Downtown and Lower Coburg Road/ Ferry Street Bridge areas are the most likely to support higher density development and vertical mixed-use projects. The Santa Clara Station, Valley River Center, and West 11th areas are the most likely to see horizontal mixed-use redevelopment.

Financial incentives: The analysis suggests that expanding MUPTE (or a similar financial incentive) could increase the chances of multi-unit redevelopment in certain study areas. If an additional financial incentive such as MUPTE were offered more broadly, Midtown, South Willamette, and the Valley River Center areas could potentially also see higher density, vertical mixed-use projects. Additional financial incentives could also support horizontal mixed-use development in 6th/7th Avenue and Highway 99 areas.

Higher density: Overall, higher density generally increases a project's feasibility in higher-rent areas but does not increase project feasibility in lower-rent areas because of the increased construction costs relative to additional (lower) rental income.

Ground floor retail: Adding ground-floor retail space to development generally decreases feasibility relative to an entirely residential project in the market conditions for these study areas because of the increase in costs. However, in some situations where ground floor residential is particularly undesirable or where the ground floor commercial can make the residential component more desirable, a project may be better off to include ground floor commercial even if the commercial component itself does not cover its costs.

Additional investments: Developer interviews and input from the Envision Eugene Technical Advisory Committee (EETAC) suggest that investments to make the areas more walkable and address the factors that are making many of the areas less desirable for housing could also increase the potential for redevelopment. This could include measures such as



streetscape improvements or road design improvements (i.e., narrowing lanes, traffic calming, reconfiguring parking, or adding biking lanes) to improve the pedestrian environment, supporting local businesses that draw people to the area, or investing in parks and trails.

REDEVELOPMENT POTENTIAL BY STUDY AREA

Greater Downtown

Redevelopment potential: possible for higher density housing types without additional incentives

This area has relatively strong market conditions. Elevator and student-oriented apartments are the most feasible development types, even though student-oriented apartments are ineligible for MUPTE. (Student-oriented apartments would primarily be feasible in areas closer to the University.) Higher density, multi-unit housing is also more feasible than many other prototypes in this area. If fee assistance were available, it could help make higher density and mixed-use development more feasible as redevelopment.

Downtown Core

Redevelopment potential: low without additional incentives

Market conditions are weaker in this area than in the Greater Downtown area overall. Many development types have positive land budgets but are not feasible enough for redevelopment because of the area's high existing property values. Fee assistance could increase feasibility but might not be enough to support large increases in redevelopment potential.

6th/ 7th Avenue Area

Redevelopment potential: low, even with additional incentives

Few development types are feasible due to relatively weak market conditions, but free-standing commercial, infill townhouses, and compact walk-up apartments are closest. Even if MUPTE or a similar financial incentive were available, it likely would not have enough impact to make development over five stories feasible, though it could improve the feasibility of compact walk-up apartments to some extent. In interviews, developers expressed concerns that this area feels too auto-oriented and not welcoming to pedestrian activity. This makes it challenging to develop mixed-use or competitive residential development. Public realm improvements would help make the area more attractive for development.



West 11th Ave Area

Redevelopment potential: low, even with additional incentives

Like the 6th / 7th Avenue area, few development types are likely feasible for redevelopment, but free-standing commercial, infill townhouses, garden apartments, and compact walk-up apartments are closest. Based on developer and EETAC input, adjacent moderate density residential areas may be more desirable for housing and have more potential for residential development. Even if MUPTE were available, it likely would not have enough impact to make development over five stories feasible but could support compact walk-up apartments. Public realm improvements would help make this area more attractive for redevelopment.

Midtown Area

Redevelopment potential: low without additional incentives

While the market is relatively strong in this area and land budgets are generally positive across many development types, the existing property values are also relatively high, and properties are small. This means relatively few opportunities for redevelopment, and greater challenges for larger-scale redevelopment that would have to aggregate multiple properties. However, the analysis suggests that if MUPTE or a similar financial incentive were available, it could make higher density multi-unit housing redevelopment more feasible.

South Willamette Area

Redevelopment potential: low without additional incentives

Like Midtown, land budgets are generally positive across development types but likely not high enough to afford existing property values. However, the analysis suggests that MUPTE or a similar incentive could make higher density multi-unit housing redevelopment more feasible if it were available in this area.

Lower Coburg Road & Ferry Street Bridge Area

Redevelopment potential: possible on limited sites for a range of housing types

This area is considered relatively desirable for development. Several types of development, including higher density multi-unit housing and some mixed-use development, may be feasible on a limited number of lower-value sites. The analysis suggests that MUPTE or a similar financial incentive could be enough to increase the chances of feasible multi-unit housing redevelopment.



Valley River Center Area

Redevelopment potential: possible on limited sites for moderate density housing types, higher density possible with additional incentives

Certain types of moderate density developments analyzed (townhouses and compact walk-up apartments) may be feasible on lower-value sites; for example, if some of the parking lots surrounding the mall were redeveloped. The analysis suggests that MUPTe or a similar financial incentive could increase the chances that higher density multi-unit housing and mixed-use redevelopment could be feasible.

Santa Clara Station Area

Redevelopment potential: likely for moderate density housing types and commercial, higher density possible with additional incentives

Townhouses, free-standing commercial, and three-story apartments are most likely to be feasible out of the development types. The market currently is not likely to support higher density housing or vertical mixed-use in this area. However, if MUPTe or a similar financial incentive were available it could increase the chances that higher density multi-unit housing redevelopment would be feasible.

Highway 99 Area

Redevelopment potential: low, but possible for moderate density housing types and commercial on limited sites

Few prototypes are likely to be feasible given the area's challenging market conditions, but with low existing property values, some redevelopment may be possible on lower-value sites. This could include free-standing commercial buildings, infill townhouses, and compact walk-up apartments. If MUPTe were available in this area, it might not have enough impact to make development over five stories feasible but could make compact walk-up apartment redevelopment more feasible.

Barger Drive Area

Redevelopment potential: low

Existing property values are high compared to what's feasible for redevelopment, but free-standing commercial, infill townhouses, and compact walk-up apartments are closest to being feasible. Like Highway 99, if available, MUPTe likely would not have enough impact to make high-density housing redevelopment feasible but could make compact walk-up apartment redevelopment more feasible.



Next Steps

This phase of the analysis evaluated the feasibility of a range of development types in each study area. This analysis will inform estimates of the baseline redevelopment capacity and the potential 20-year capacity that would result from potential land use efficiency measures in later stages of the Urban Growth Strategies project. City staff anticipate bringing capacity estimates to a future work session on land use efficiency measures in 2025.





Redevelopment Analysis

Summary of Results
August 2024



2

Presentation Outline

- ▶ Previous findings and analysis approach
- ▶ Redevelopment analysis findings by prototype and area
- ▶ Next steps



3

Analysis Approach

Development Prototypes, Market Research, and Interview Themes

4

Previous Work

- ▶ Finalized development prototypes and areas to analyze
- ▶ Market research into potential revenues, construction costs, and land values
- ▶ Developer interviews





5

Developer Interview Themes

Amenities matter

- River is an amenity
- Downtown is not
- Busy major roads deter housing
- Bus Rapid Transit (EmX) has some value, but limited

Development is tough right now

- High construction costs
- High interest rates
- Condo construction remains a challenge (liability)

Reducing parking ratios is challenging

- Demand to store cars, even if driving less
- Concern about neighborhood push-back
- <1 space per unit, >0.5 spaces per unit



6

Types of (Re)Development We're Testing

- ▶ Store-front commercial (small, no parking or setbacks)
- ▶ Free standing commercial (building with parking lot)
- ▶ Townhouses (infill & larger sites)
- ▶ Garden apartments (3 stories)
- ▶ Compact walk-up apartments (3 stories)
- ▶ Elevator apartments (5-6 stories)
- ▶ Mixed-use (5-7 stories)
- ▶ Student-oriented housing (12 stories)



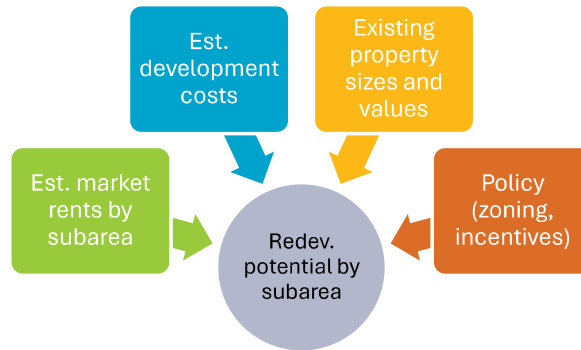
Note: Images are for illustrative purposes only





7

Development Feasibility Analysis



8

Variables We're Testing for Impacts

Regulations	Financial Incentives	Market
<ul style="list-style-type: none"> • Outright permitting for certain CFA uses • Minimum density • Single-unit attached in C-3 downtown core 	<ul style="list-style-type: none"> • MUPTE (streamlined version downtown and/or potentially expanded to new areas) • Fee assistance downtown 	<ul style="list-style-type: none"> • Changes that make areas more desirable?





9

Intro to Feasibility Results

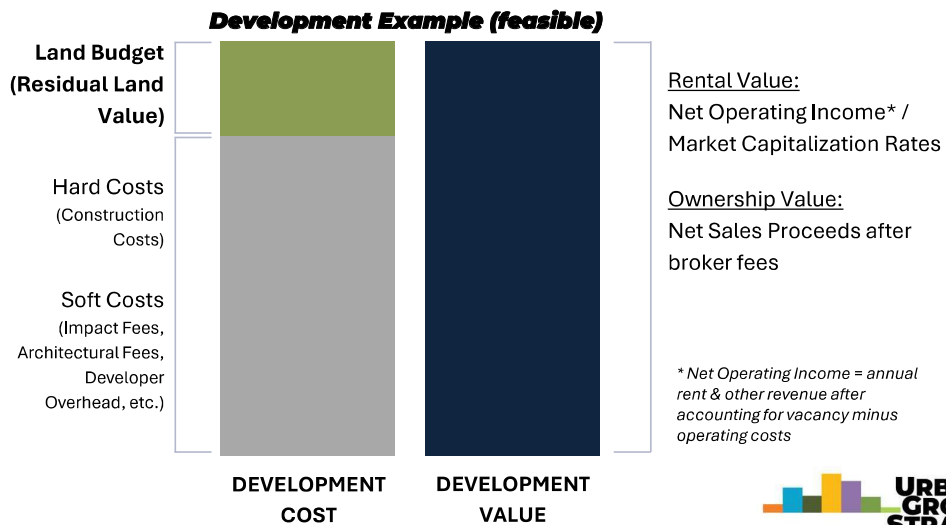
Measuring & Comparing Feasibility

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How we're measuring feasibility: Residual Land Value

10



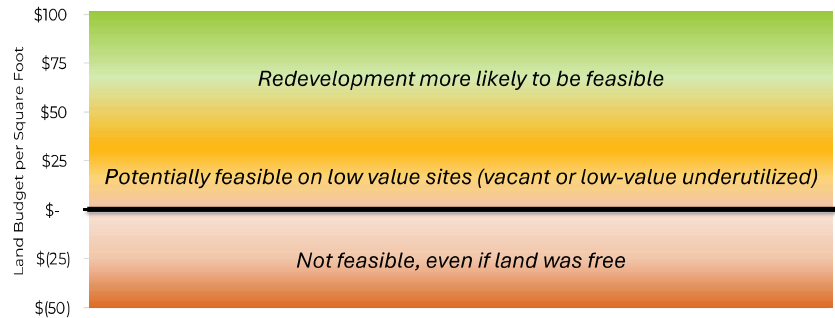


11

Land budget informs where (re)development may be feasible

How does land budget compare to market value of existing uses on a given site?

Can a potential development afford to buy the site and (re)develop it?



12

Feasibility Analysis Results

What development types are most feasible in each area?

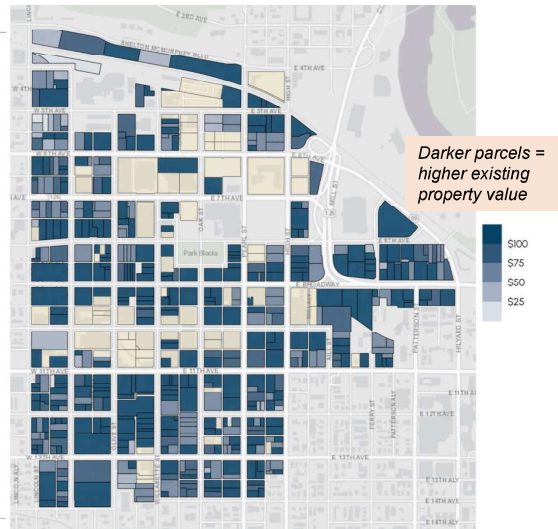




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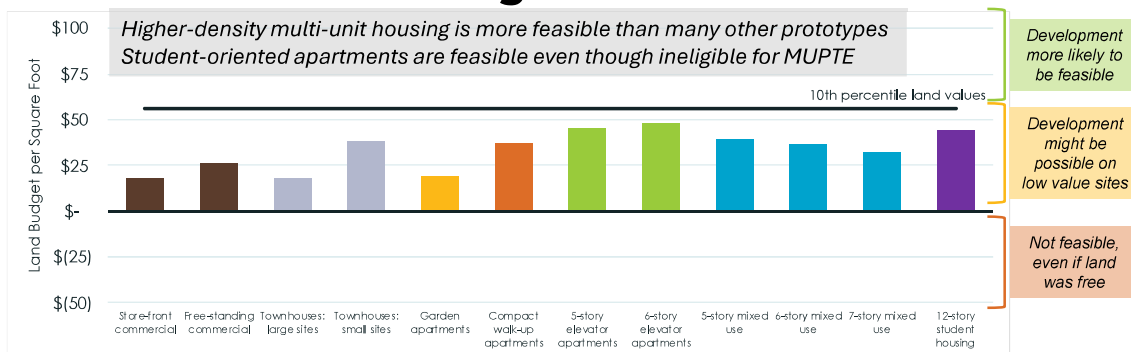
Downtown Core & Greater Downtown

- ▶ Perception issues associated with people experiencing homelessness
- ▶ Commercial rents not that high except 5th Street Market
- ▶ Not seen as an attraction



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Greater Downtown Baseline: with Existing MUPTE

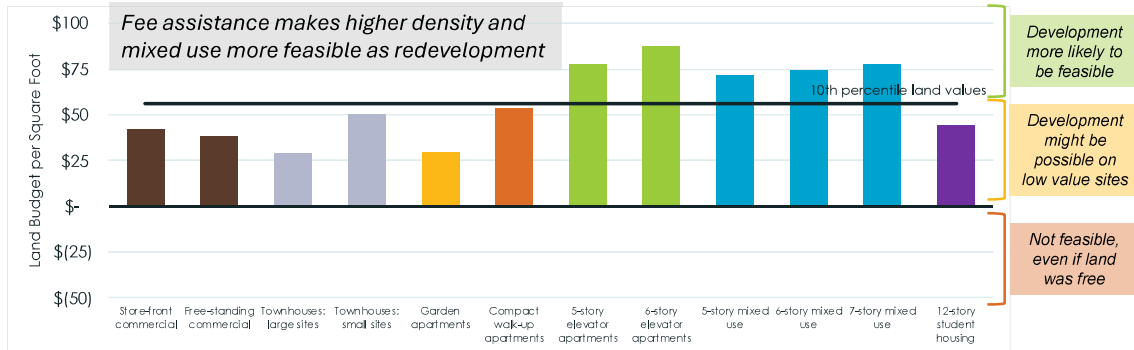




15

Greater Downtown

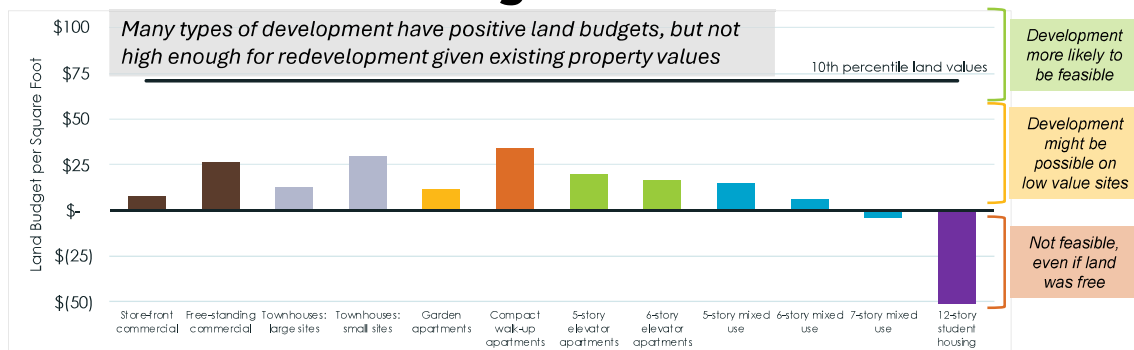
Policy test: with Existing MUPTE + Fee Assistance



16

Downtown Core

Baseline: with Existing MUPTE

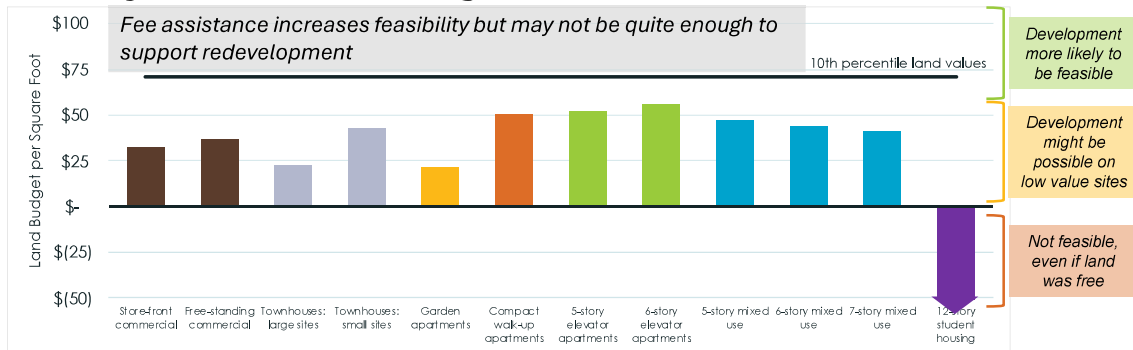




17

Downtown Core

Policy test: with Existing MUPTE + Fee Assistance



18

6th / 7th Avenues

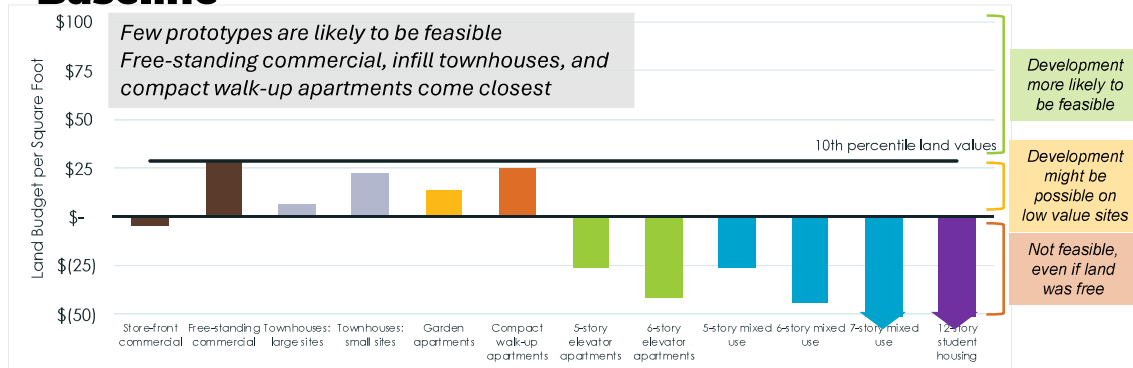
- ▶ Auto-oriented, “gritty”
- ▶ Wide, busy street
- ▶ Some opportunities with BRT
- ▶ Skepticism about redevelopment potential





19

6th / 7th Avenue Baseline

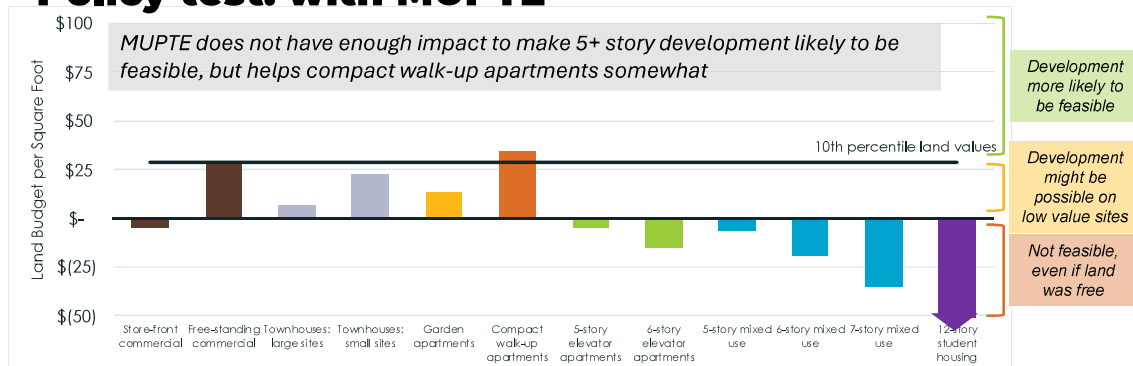


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6th / 7th Avenue Policy test: with MUPTE



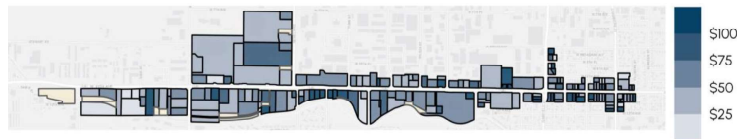
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21

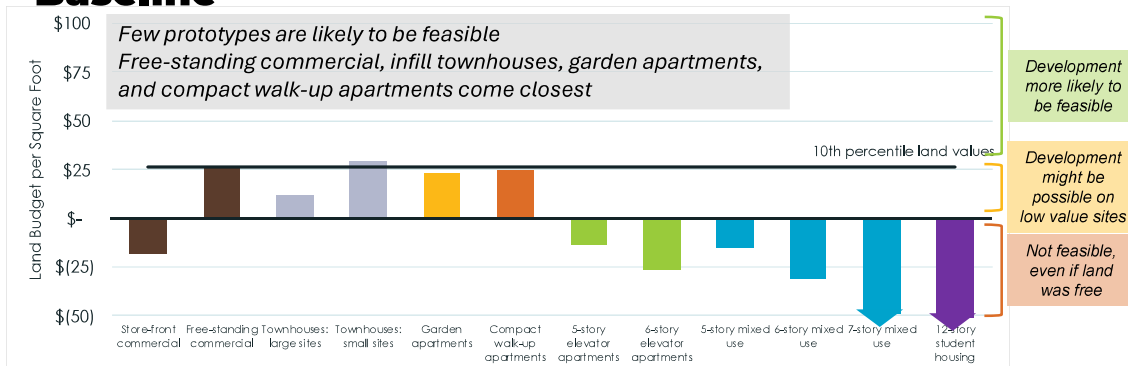
West 11th Avenue

- ▶ Not walkable, lots of traffic
- ▶ Existing viable commercial operations & some larger industrial employers – not compatible with residential
- ▶ South side, especially south of creek, better for housing



22

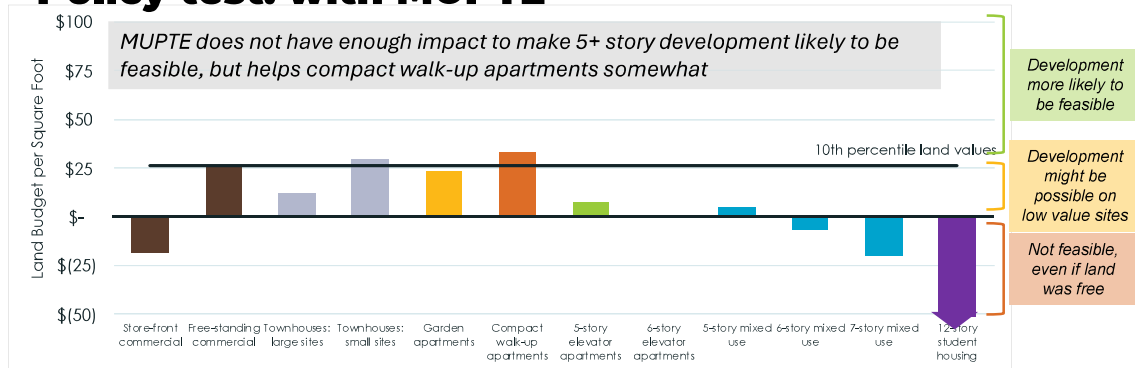
West 11th Avenue Baseline





23

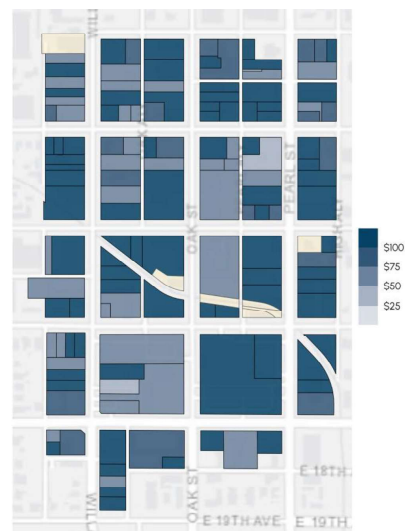
West 11th Avenue Policy test: with MUPTE



24

Midtown

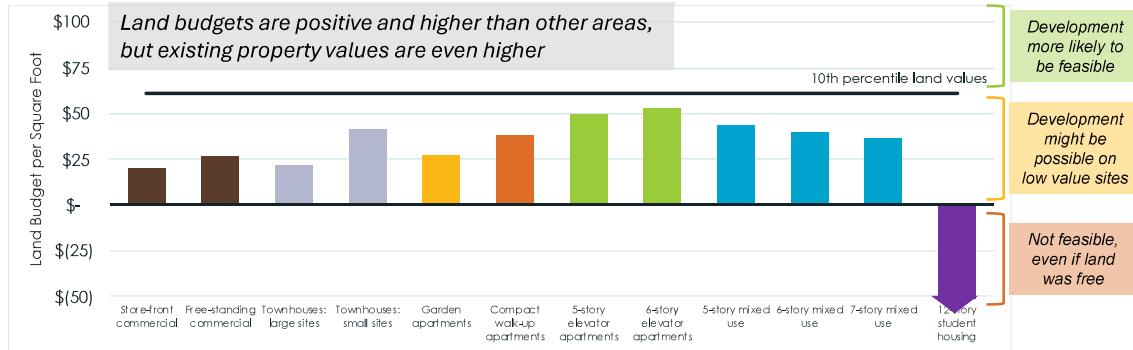
- ▶ More desirable than downtown core
- ▶ Has grown in popularity
- ▶ Successful reuse of some older buildings
- ▶ Stronger retail area





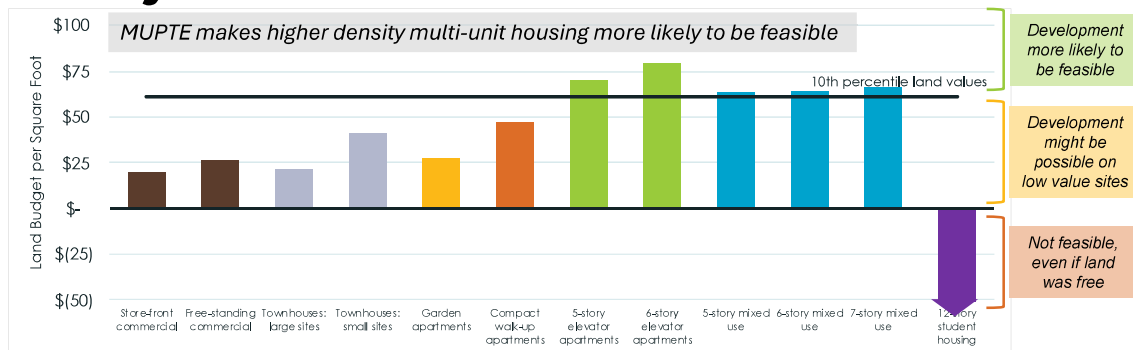
25

Midtown Baseline



26

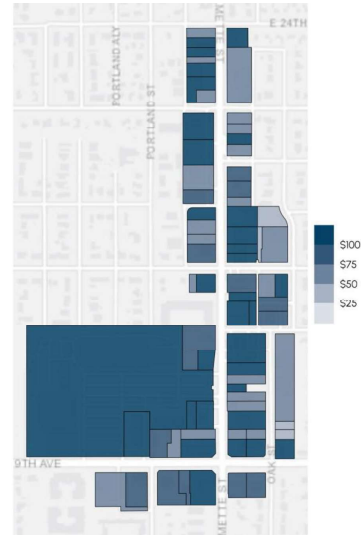
Midtown Policy test: with MUPTE





South Willamette

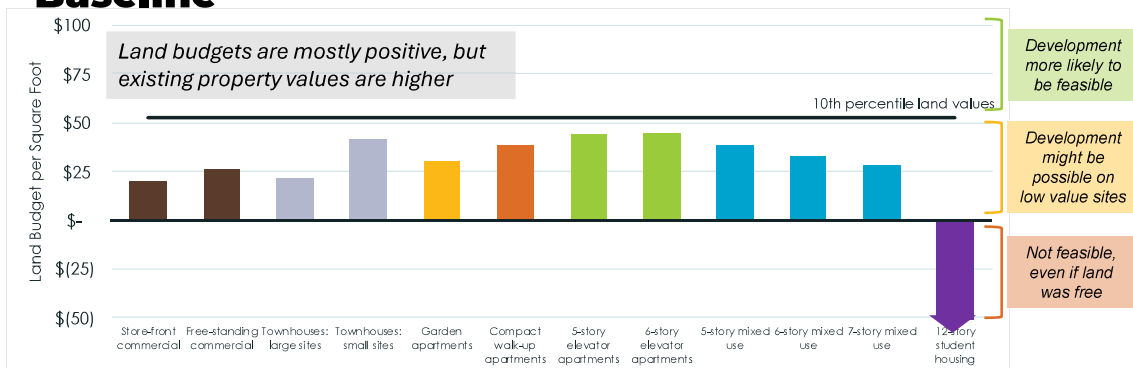
- ▶ Desirable area close to open space, restaurants, grocery shopping
- ▶ Relatively higher rents (residential & retail)



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South Willamette Baseline

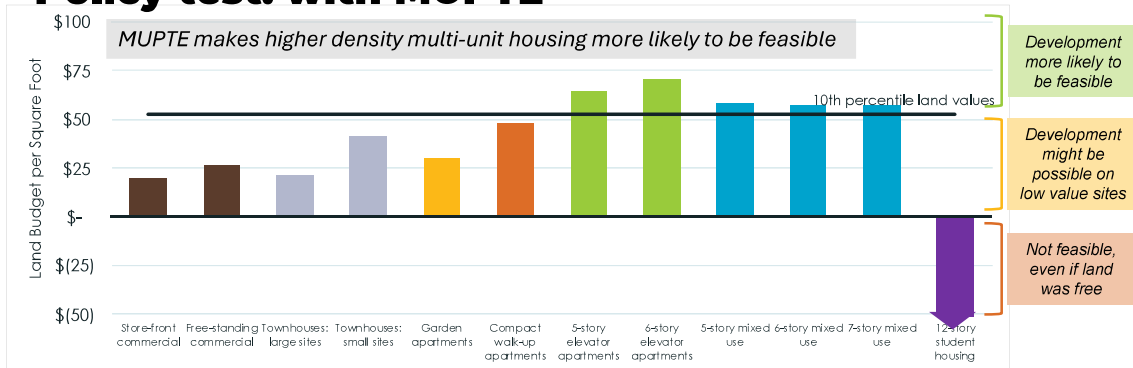


28



29

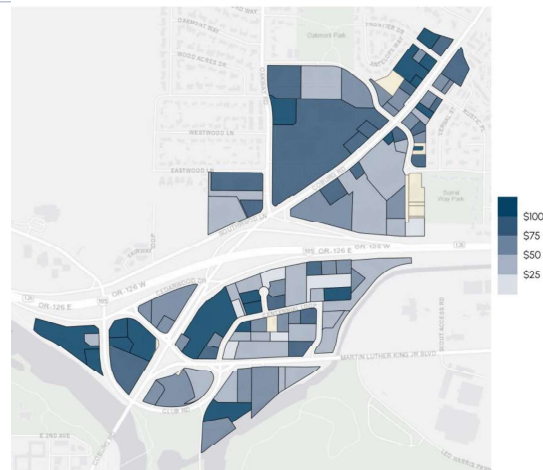
South Willamette Policy test: with MUPTE



30

Lower Coburg Rd. / Ferry Street Bridge

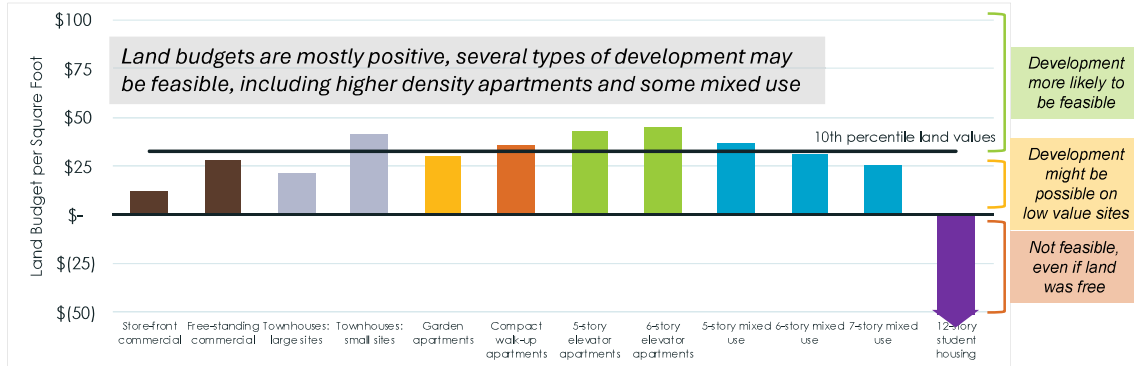
- ▶ Proximity to river & campus
- ▶ Roads are a barrier
- ▶ Little tear-down potential for existing commercial
- ▶ Floodplain challenges
- ▶ Potential residential redevelopment





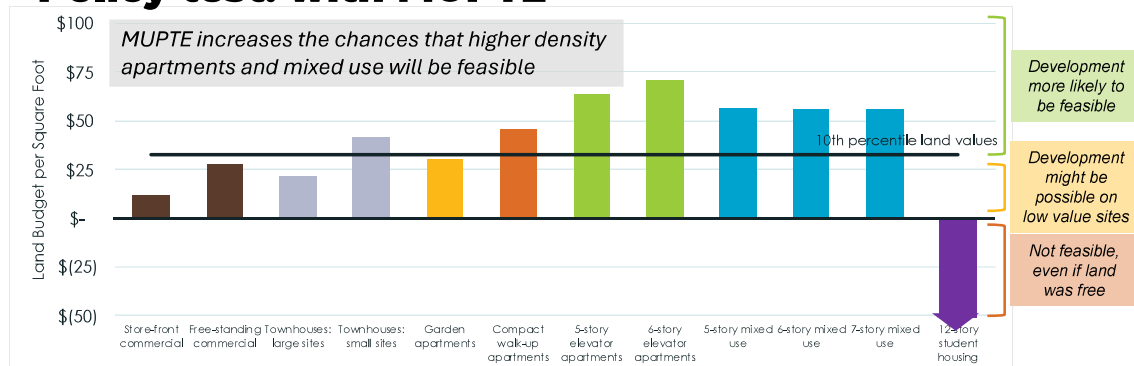
31

Lower Coburg Rd. / Ferry Street Bridge Baseline



32

Lower Coburg Rd. / Ferry Street Bridge Policy test: with MUPTe

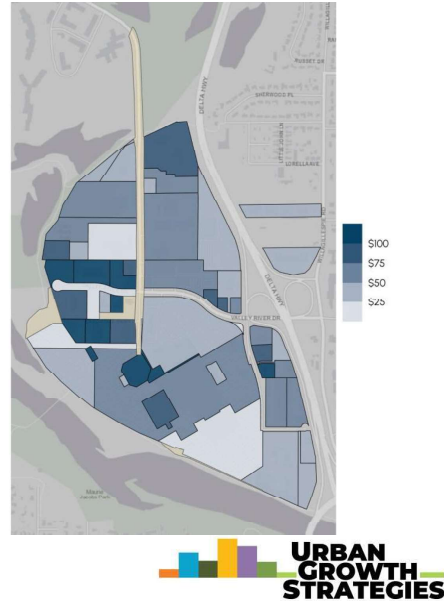




33

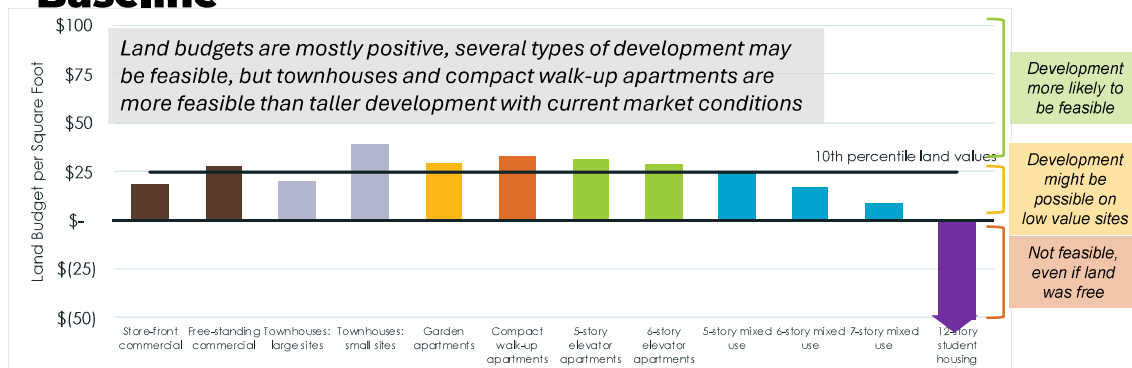
Valley River Center

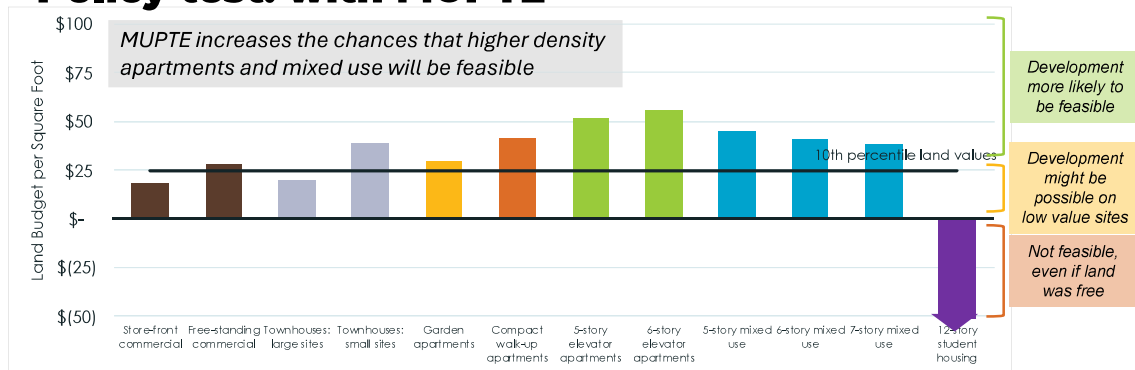
- ▶ Proximity to river
- ▶ Greenway permitting challenges for prior (re)development efforts
 - Unclear if recent greenway code amendments have resolved these issues
- ▶ Potential infill on Mall parking lots
- ▶ Commercial adjacent to Mall doing better
- ▶ Infrastructure / stormwater challenges with redevelopment?



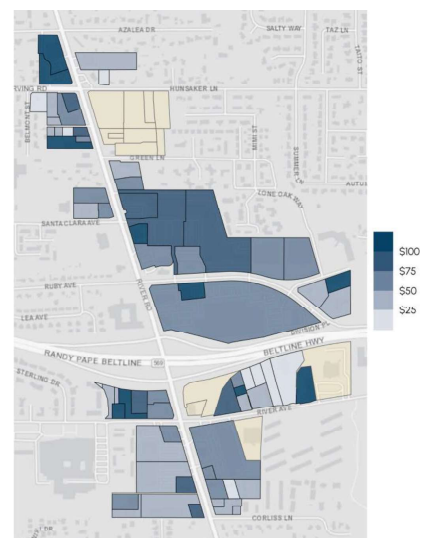
34

Valley River Center Baseline





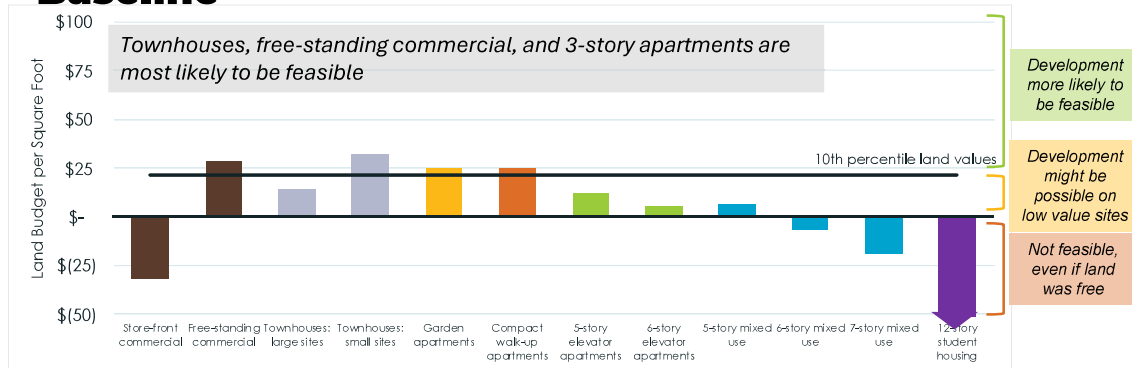
- ▶ Prime site next to LTD
- ▶ Several churches in the area with property
- ▶ Relatively good retail rents





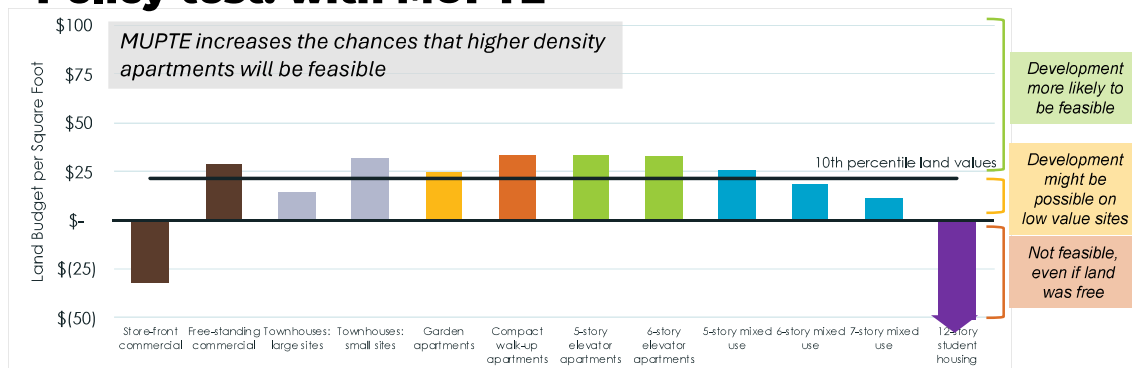
37

Santa Clara Station Baseline



38

Santa Clara Station Policy test: with MUPTE





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Highway 99

- ▶ Not walkable, busy road
- ▶ Lower-income area
- ▶ Perception issues associated with people experiencing homelessness
- ▶ Not seen as desirable for housing
- ▶ Older properties in poor condition

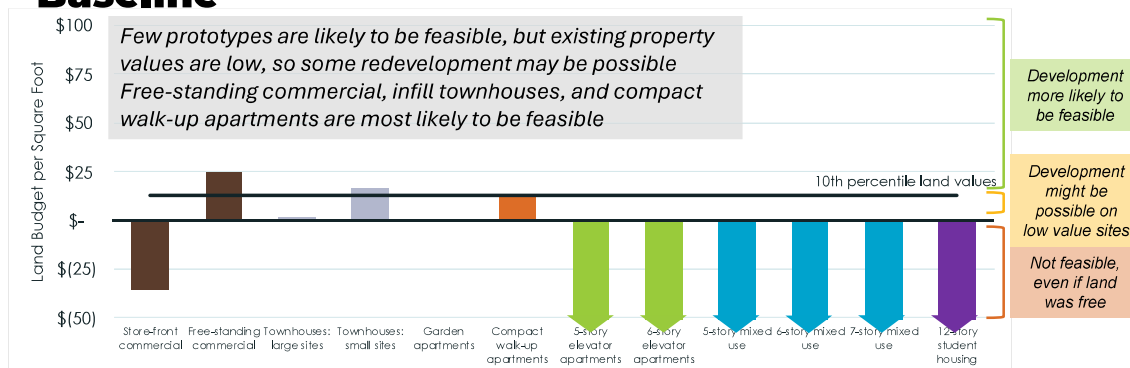


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Highway 99 Baseline

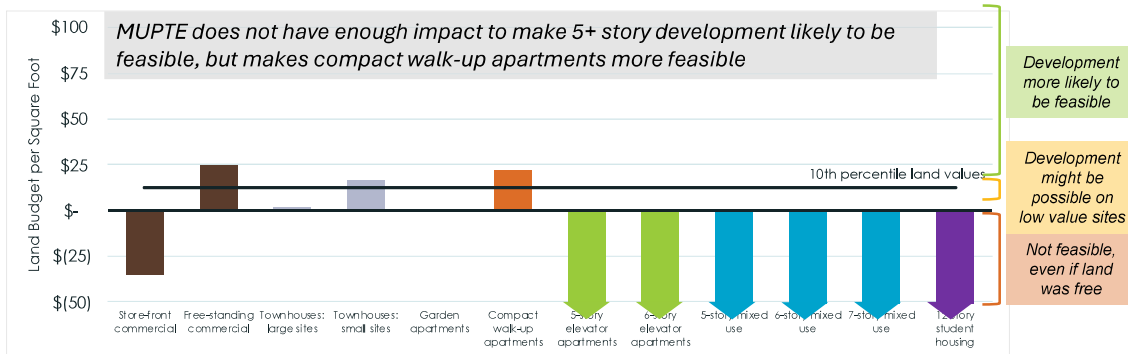


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41

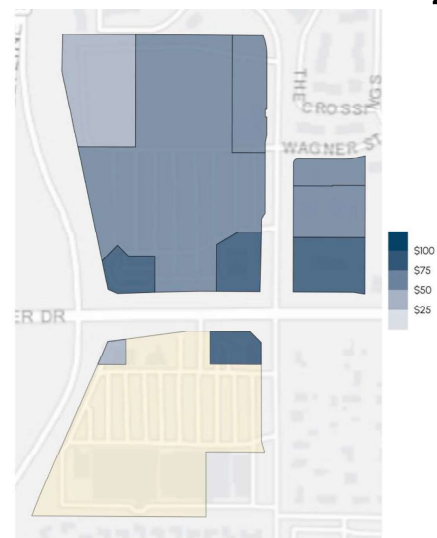
Highway 99 Policy test: with MUPTE



42

Barger Drive

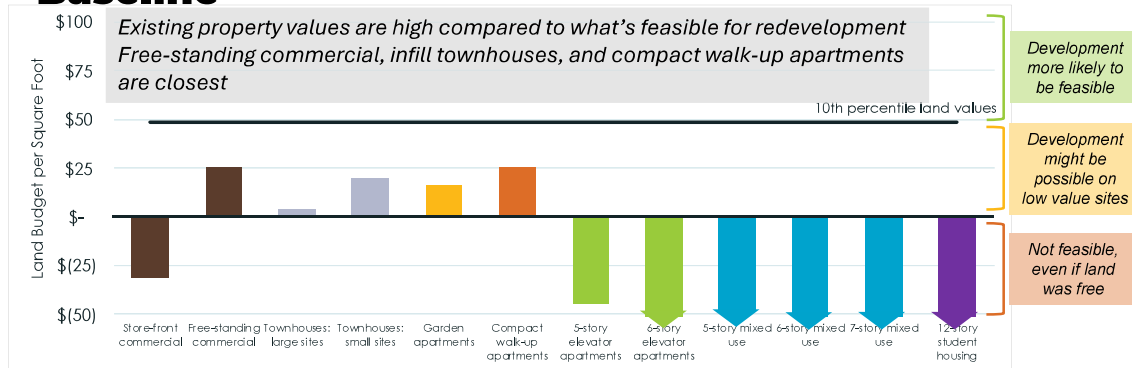
- ▶ Lower-income area
- ▶ Moderate commercial rents
- ▶ Winco doing well
- ▶ Likely stronger for commercial than residential
- ▶ Parking not fully utilized
- ▶ Infrastructure challenges
- ▶ Out at the edge





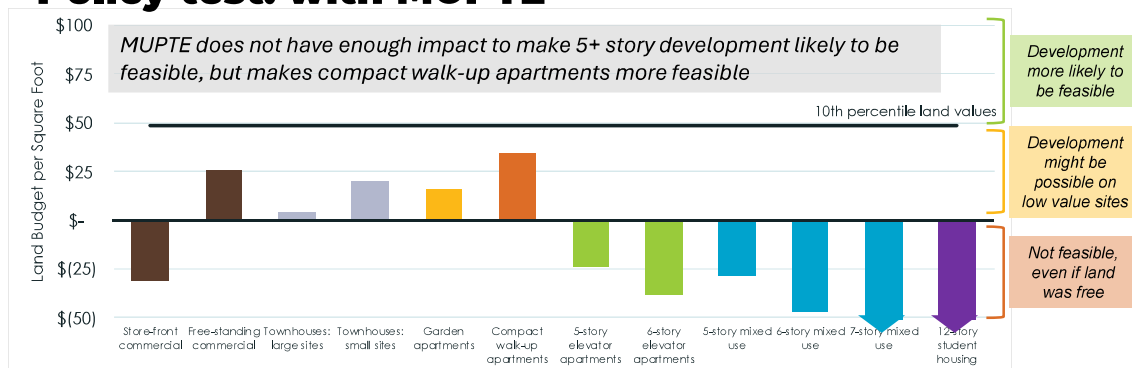
43

Barger Drive Baseline



44

Barger Drive Policy test: with MUPTE



Eugene

45

Feasibility Analysis Results

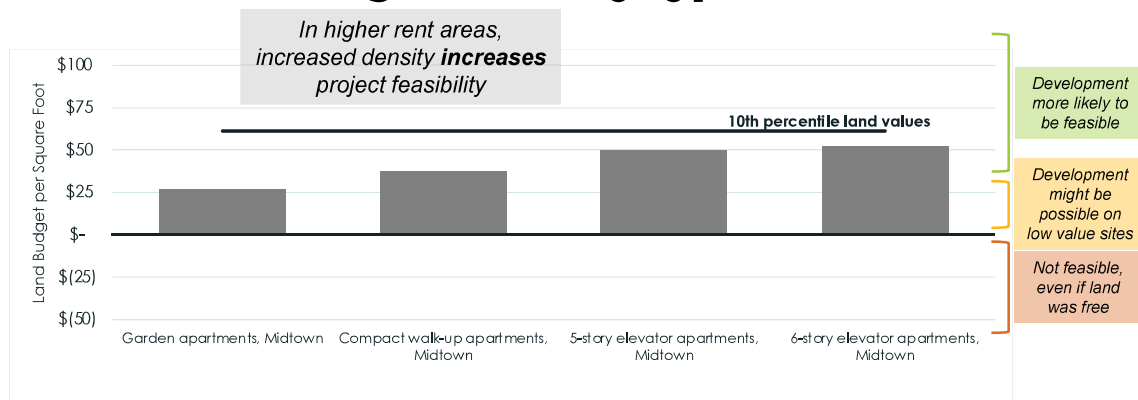
Delivering density & mixed use

URBAN GROWTH STRATEGIES

Eugene

46

What makes higher density types feasible?



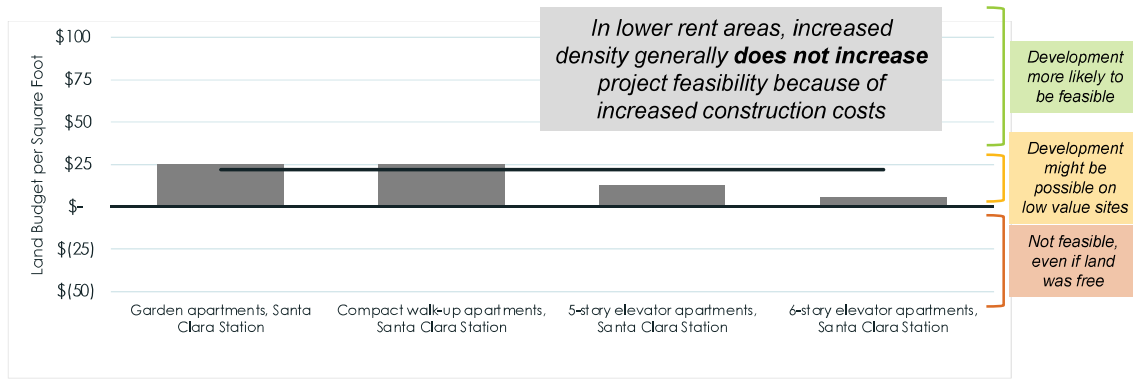
Results shown for Midtown as an example





47

What makes higher density types feasible?

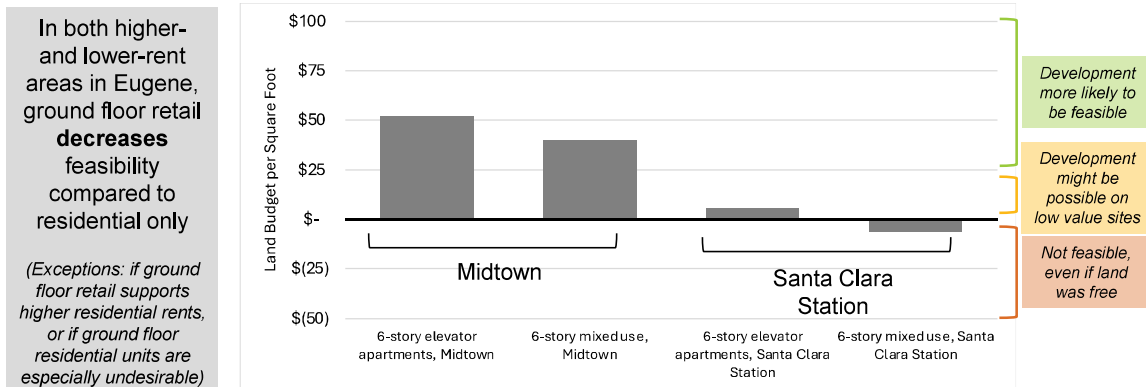


Results shown for Santa Clara Station as an example



48

What makes ground-floor retail feasible?



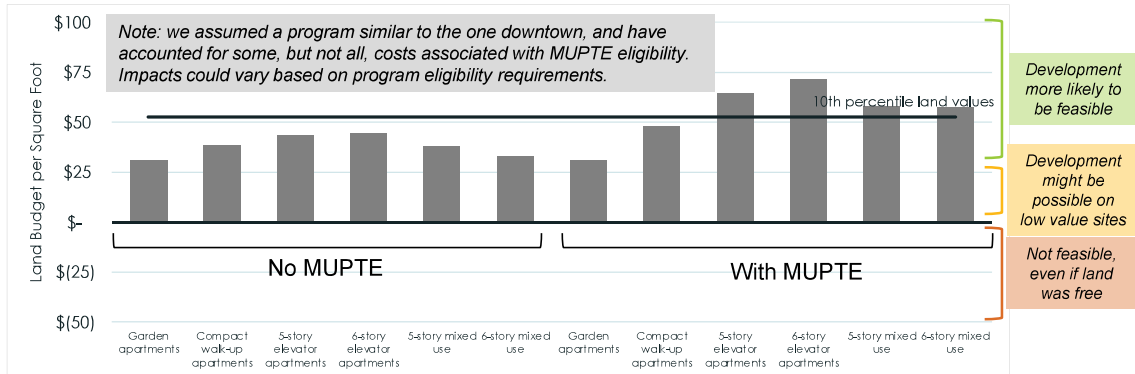
Results shown for two areas as an example





49

How MUPTE impacts feasibility



Results shown for South Willamette as an example



50

Which areas are most likely to support higher density & vertical mixed use?

With existing policies

- Greater Downtown
- Lower Coburg Rd / Ferry Street Bridge

With additional incentives

- Midtown
- South Willamette
- Valley River Center





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Other areas might have horizontal mixed use redevelopment potential

With existing policies

- Santa Clara station
- Valley River Center

With additional incentives

- 6th / 7th Avenue
- Highway 99
- West 11th



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What else might support higher-intensity mixed-use development?

- ▶ Address factors that are making areas less desirable
 - Streetscape improvements / road diets to enhance walkability
 - Amenities (trails, parks)
 - Storefront improvements
 - Support local businesses that draw people to the area
 - Pedestrian / bike connectivity
- ▶ Other financial incentives
 - Vertical Housing Development Zone (VHDZ)
 - SDC reductions





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Feasibility Analysis Results

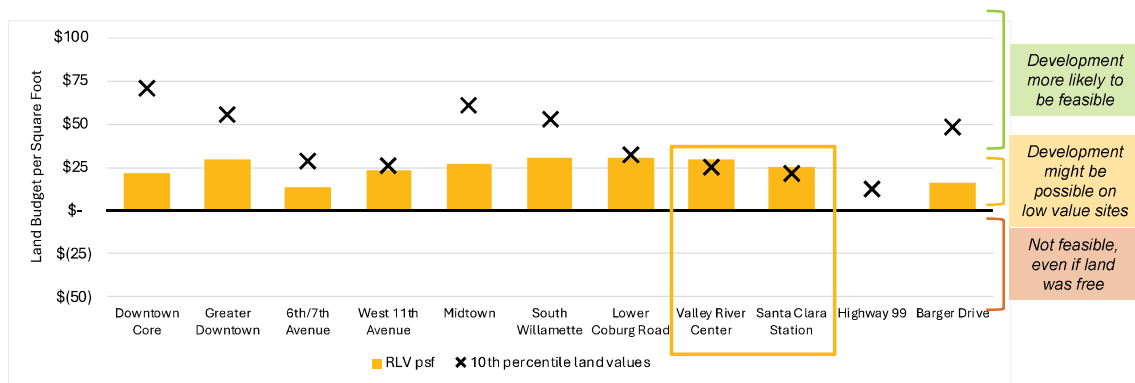
Bonus content: feasibility for each development type by market area

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Garden Apartments



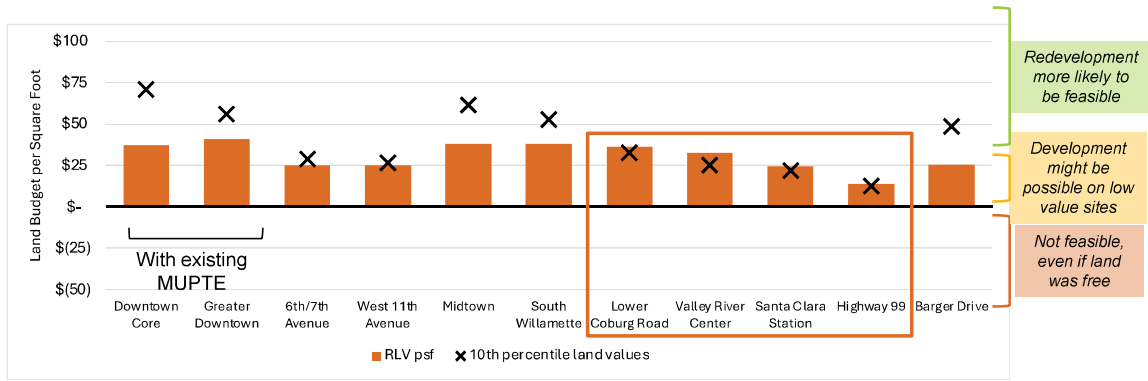
3 stories, ~3.3 acres (min.), ~30 du/ac

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55

Compact Walk-up Apartments

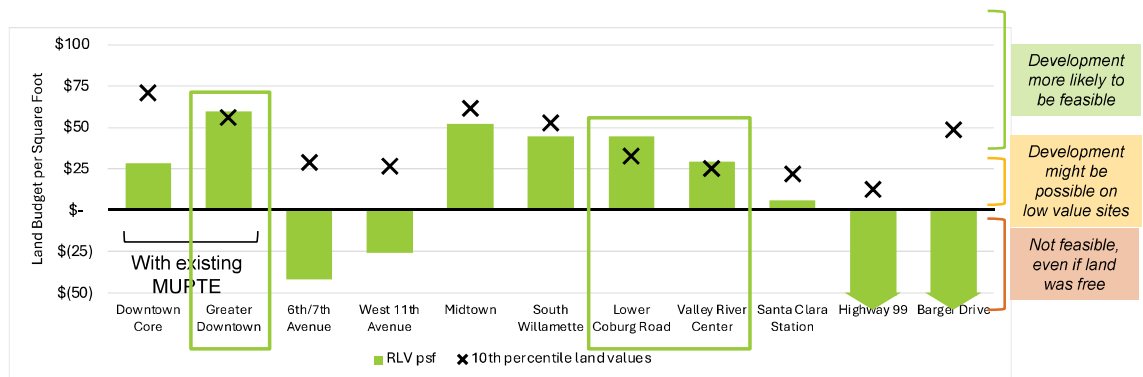


3 stories, ~1 acre (min.), ~45 du/ac



56

Elevator Apartments



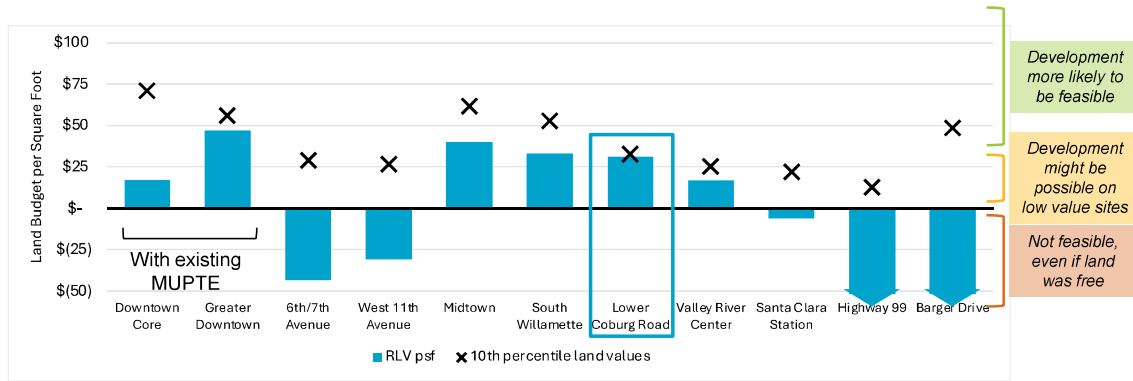
5-6 stories (6 stories shown), ~0.8-1 acre (min.), ~100-120 du/ac





57

Mixed Use

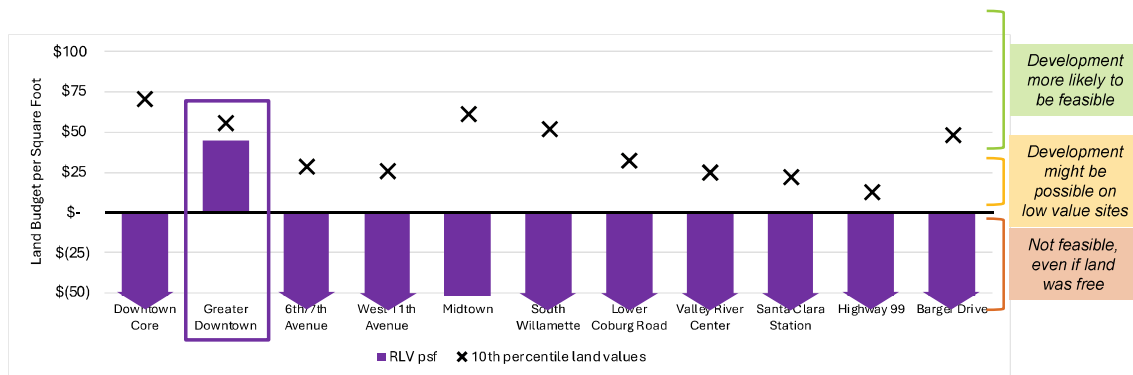


5-7 stories (6 stories shown), ~0.9-1.2 acre (min.), ~90-130 du/ac



58

High-rise Student-Oriented Apts.



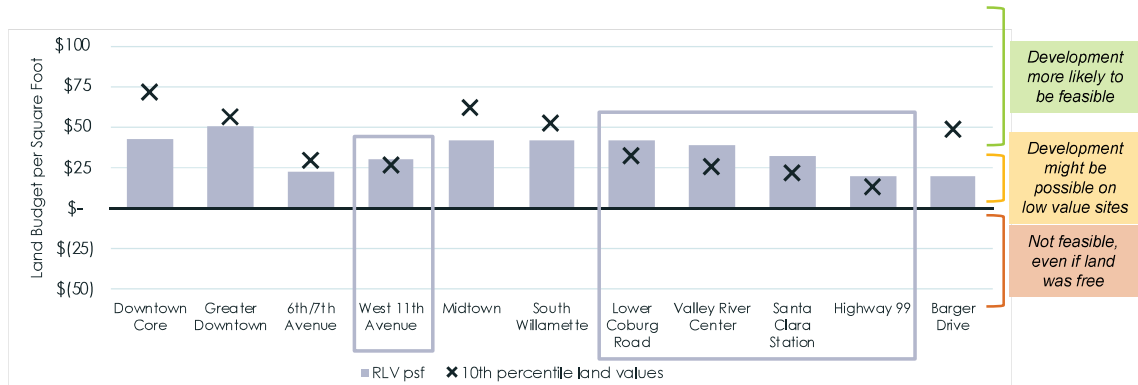
12 stories, ~0.5 acre (min.), ~470 du/ac





59

Townhouses

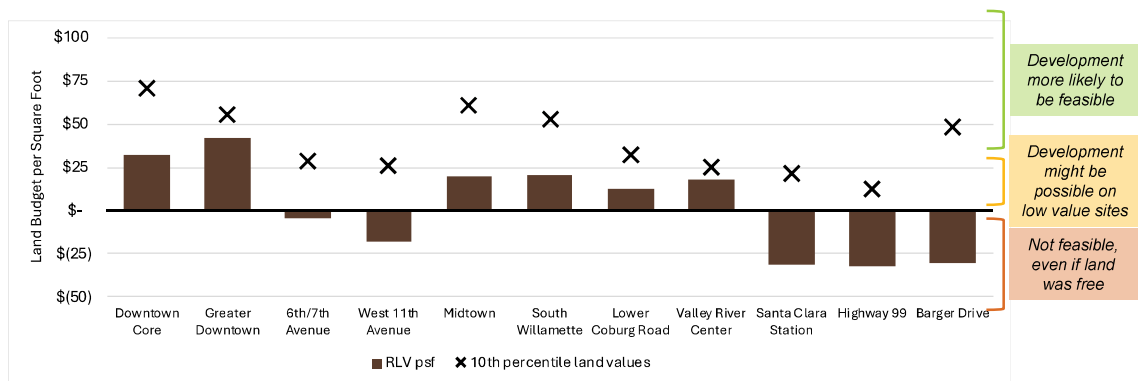


Results shown for smaller infill lots (~ 0.2 acres, 23 dwelling units/ acre); larger developments that require additional infrastructure are less feasible



60

Storefront Commercial

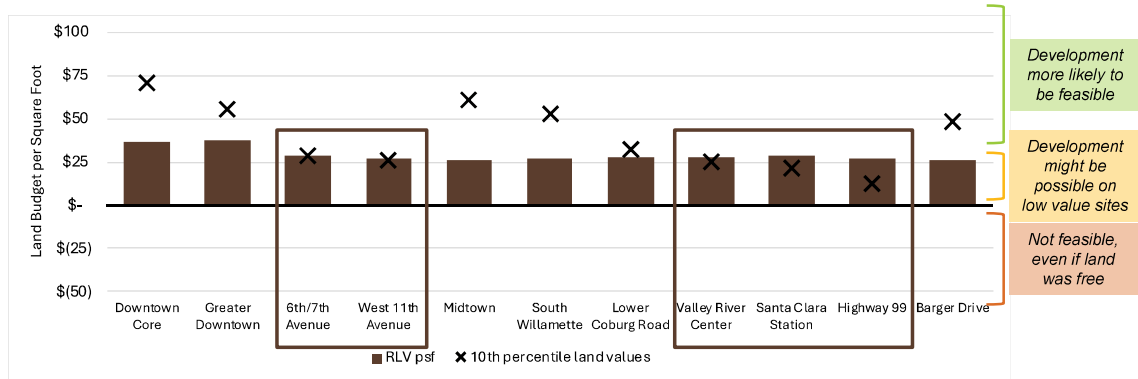


1 story, ~0.07 acre (min.), ~0.8 FAR





Free-standing Commercial



1 story, ~1.25 acre (min.), ~0.4 FAR



Memorandum

Date: August 20, 2024

To: Mayor and City Council

From: Leah Rausch, Senior Planner

Subject: Proposed Climate-Friendly Areas Options

By the end of 2024, the Eugene City Council will be asked to provide direction on where to designate Climate-Friendly Areas. 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 envisioned as mixed-use centers with jobs, services, and higher density housing, as well as great walking, biking, and transit infrastructure.

The [Envision Eugene Community Vision](#) calls for focusing future growth, particularly higher density housing and investment, in and near mixed-use centers and along key corridors to increase access to essential goods and services for all residents. The Envision Eugene Comprehensive Plan will include policies to advance this concept. Mixed-use centers are intended to provide convenient access to daily needs, such as housing, jobs, groceries, parks, schools, and services. Mixed-use centers also range in size and activity level, from Downtown Eugene to core commercial centers to smaller neighborhood centers. The six key corridors – Highway 99, River Road, Coburg Road, South Willamette, Franklin Boulevard, and West 11th Avenue – are intended to have frequent transit service connecting Downtown to core commercial centers.

Climate-Friendly Areas are a specific type of mixed-use center, required by state law, that are intended to play an important role in reducing dependence on cars, lowering household transportation costs, and decreasing pollution by keeping goods and services close together and near housing. Focusing growth in and around mixed-use centers connected by key corridors supports Eugene becoming an even more thriving, lively, and inclusive city that meets the needs of all its residents.

Summary of Climate-Friendly Areas Options

Outlined below are three potential options for Climate-Friendly Areas designation. These options build on the results of the [2023 Climate-Friendly Areas Study](#) and 2024 redevelopment analysis. These options will continue to be refined based on feedback from public, Planning Commission, and City Council to inform direction on CFA designation.

Option 1: State Minimum Requirements (Option 1 Map)

- Includes the Downtown Core, Midtown, Fifth Street Market, higher density residential area located roughly south of the railroad to 13th Avenue and west of Kincaid St. to High St., and the Lower Coburg Road area.

Option 2: Most Promising for Redevelopment (Option 2 Map)

- Option 1 plus the Valley River Center area, South Willamette commercial center, and Santa Clara Station area

Option 3: Requires Additional Investment/Incentives (Option 3 Map)

- Options 1 and 2 plus the 6th/7th Corridor and West 11th Corridor. The redevelopment analysis indicates the need for additional investment and financial incentive(s), in addition to CFA designation, for this option to successfully encourage CFA redevelopment.

More detail on each of these options is provided on the following pages.

Designation Timeline

Eugene is required to identify Climate-Friendly Areas by the end of 2024 and adopt the selected areas by the end of 2026. Eugene will integrate Climate-Friendly Areas designation within Urban Growth Strategies for a more cohesive approach to housing and growth management planning. [Urban Growth Strategies](#) will identify the tools, actions, policies, and land needed for the next 20 years to support housing and living wage jobs in Eugene.

To successfully meet these state-mandated deadlines, the following steps are necessary:

Summer 2024: Community Engagement

- Targeted interviews and listening sessions with members of underserved communities and subject-matter experts
- Presentations to City boards, commissions, and neighborhoods, community partner organizations, and a virtual information session for the general public
- Participation in community events and tabling opportunities

Fall 2024: Planning Commission and City Council Work Sessions

- **August 27:** Planning Commission Work Session – Redevelopment analysis, draft options
- **September 11:** City Council Work Session – Redevelopment analysis, draft options
- **October 8:** Planning Commission Work Session – Recommendation on CFAs
- **November 25 (tentative):** City Council Work Session – Direction on CFAs

2025: Technical Work and Preparation of Adoption Package

A preferred CFA option is necessary to inform other elements of the Urban Growth Strategies work, as well as the development of land use code and plan amendments necessary for CFA designation, and to initiate the formal adoption process for the necessary land use regulations.

- Update technical analysis based on preferred option, as directed by state law:
 - Zoned dwelling unit capacity to meet 30% of current and future housing needs
 - Market-feasible, 20-year dwelling unit and commercial capacity estimates for land use efficiency measures
 - Multi-modal transportation gap analysis and highway impact summary
 - Additional technical analysis for areas not included in the CFA Study, as relevant
- Identify parcel-specific boundaries

- Conduct additional targeted community engagement as needed, including resident mailings and notices
- Draft Land Use Code, Comprehensive Plan, Transportation System Plan, and Land Use Designation Map amendments
- Identify housing displacement mitigation strategies, to implement through the Housing Production Strategy

2026: Adoption

Climate-Friendly Areas are proposed to be adopted as a land use efficiency measure in 2026 as a part of Urban Growth Strategies. Adoption will likely include land use code amendments, comprehensive plan amendments, and a new designation overlay.

Option Details and Analysis

This analysis summarizes and refines the [2023 Climate-Friendly Areas Study](#), as well as the results of a 2024 redevelopment analysis. These options are based on a mix of considerations, including the following **state criteria**:

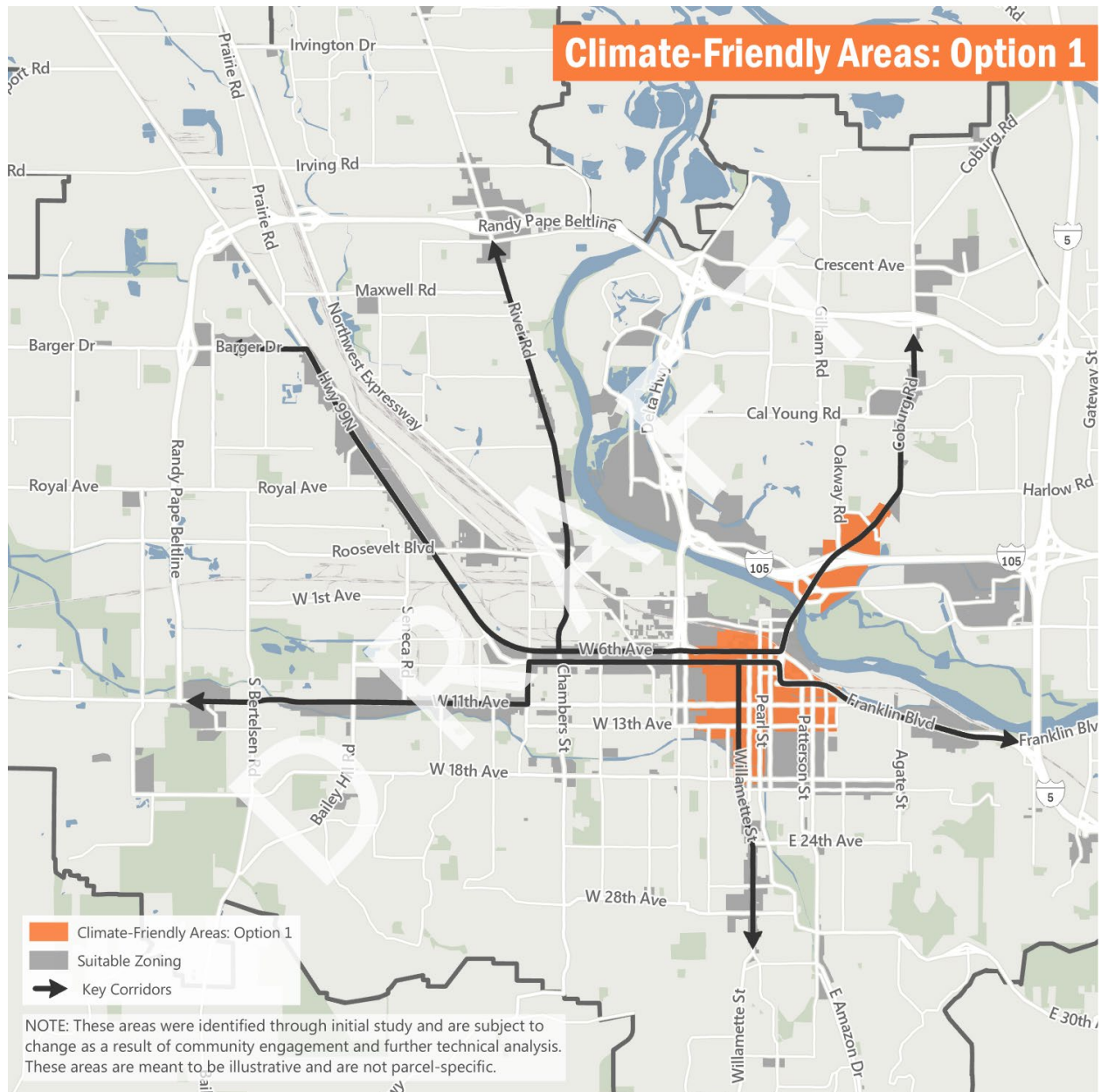
- **Development Regulation Compliance:** Does the area comply, or how easily can it be brought into compliance with the required land use requirements (e.g., development regulations) applicable to CFAs?¹
- **Zoned Dwelling Unit Capacity:** Do the areas collectively consist of enough acres to achieve the zoned residential building and dwelling unit capacity required for CFAs, regardless of current development?
- **High-Density Mixed-Use Areas:** Is the area within or near areas planned for, or provided with, high-density residential uses and a high concentration of employment opportunities?
- **Parks, Open Space, Plazas, or Similar Public Amenities:** Does the area contain, or is it near, sufficient parks and other public amenities? Would it be appropriate to site facilities providing public services within the area?
- **High-Quality Active Transportation and Transit:** Is the area served or planned to be served by high-quality walking and biking facilities and frequent transit service?
- **Served by Adequate Infrastructure:** Can the area's electricity, stormwater, water, and wastewater infrastructure support the land use requirements for CFAs?²
- **Development and Redevelopment Conditions:** Can the area support the residential capacity requirements for CFAs?
- **Housing Displacement Risk:** What is the relative risk of housing displacement of underserved communities, based on demographics and housing market activity within the CFA? How can the City mitigate this displacement risk?³

¹ Eugene must designate at least one “primary” CFA with the most intensive development regulations. Eugene has the option to designate other areas as “secondary” CFAs with less intensive regulations.

² This initial assessment is based on Eugene Water and Electric Board (EWEB) and City staff analysis included in the CFA Study.

³ The CFA Study includes a summary demographic profile and displacement risk analysis for each study area. It is important to note that the study area boundaries and intersecting Census block groups do not align with the proposed CFA Option boundaries, and as such a summary by CFA Option is not provided in this memo. Strategies to mitigate displacement will be included in the City's Housing Production Strategy, planned for adoption in 2026.

Option 1: State Minimum Requirements



To meet the minimum state requirements for CFA designation, the City could designate the existing, contiguous higher density and mixed-use zones in greater downtown Eugene, including the properties zoned C-3 Major Commercial, C-2 Community Commercial, S-F Fifth Avenue Special Area Zone, R-4 High Density Residential north of 13th Avenue, as well as the C-2 on Lower Coburg Road, shown in orange. These are areas that are already performing as high-density, mixed-use areas, and CFA designation would align with existing City policies and priorities to encourage more housing downtown and in other core commercial centers.

Staff do not recommend including other adjacent downtown special area zones, including the Downtown Riverfront, Downtown Westside, or Whiteaker areas, given the land use code amendments that would be required in those areas to comply with CFA development regulations.

Option #1: State Minimum Requirements	
Opportunities	Constraints
Aligns with City priorities for housing downtown	Some land use code and zoning changes needed, specifically in small R-4 High-Density Residential areas and possible re-zoning of some parcels downtown
There are existing (and new) financial incentives for housing in the Downtown Core and urban renewal district	
Primarily developed with higher density and/or mixed-use areas	Concentrates the CFA tool in central areas only
High-quality active transportation facilities and transit service, with the exception of some facilities on Lower Coburg Road	Will likely need to expand CFAs sooner than other options because less housing need is met
Well-served by parks and public amenities	Less development capacity available as a land use efficiency measure

How does Option 1 meet the State CFA Criteria?

Development Regulation Compliance

The C-2, C-3, and S-F zones are highly compliant with CFA development regulations, requiring only minor changes to achieve full compliance. These changes include introducing a minimum residential density of 25 units/net acre, removing the /SR Site Review Overlay Zone and/or /PD Planned Unit Development Overlay Zone where it exists within the Option 1 area (or regulates outright permitted CFA uses), and allowing single-unit attached housing (e.g., townhouses) on C-3 zoned properties within the Option 1 area. The R-4 zone is compliant with CFA standards for building height but would need to be amended to allow for certain, non-auto-oriented CFA uses as well as an increased minimum residential density (from 20 to 25 units/net acre).

Zoned Dwelling Unit Capacity

These areas are zoned to accommodate approximately 35% of the City's current and future housing need, based on the **draft** housing need for Eugene.⁴

High-Density, Mixed-Use Area

Option 1 includes many existing areas of high-density mixed-use – with Downtown ranking #1 and Lower Coburg Road ranking #2 in the CFA Study for consistency with this criterion. Downtown is currently developed as mixed-use with high-density housing scattered throughout, including in the R-4 areas between the University of Oregon and Downtown. The Downtown Core also has a high employment density of nearly 86 employees/net acre. Lower Coburg Road is a vibrant core commercial center with a high employment density (about 42 employees/net acre) with adjacent office development along Country Club Road (about 63 employees/net acre) connecting this area to

⁴⁴ CFAs are required to be zoned to accommodate 30% of current and future housing need. This memo uses a draft estimate of Eugene's future housing need, based on the Regional Housing Needs Analysis. Eugene's official housing need will be allocated through the Oregon Housing Needs Analysis by January 1, 2025 and adopted as a part of the Housing Capacity Analysis.

Valley River Center. The area provides convenient access to goods and services for much of the surrounding low density residential area.

Parks, Open Space, Plazas, or Similar Public Amenities

Downtown ranked #1 in the CFA Study for consistency with this criterion. Within Downtown, there are several small parks, plazas, and similar public spaces. The area is adjacent to large regional amenities, including Alton Baker Park, the Downtown Riverfront Park, the Willamette River, University of Oregon, and Amazon Park. Eugene Parks and Open Space staff noted that Downtown is currently underserved, as parts of the area are not within a half-mile walking distance of a playground. This gap is expected to be addressed through planned improvements to the Downtown Park Blocks and expansion of the Downtown Riverfront Park. This area is unique in that it is home to many public facilities, including the Eugene Public Library downtown branch, Lane Transit District's (LTD) Eugene Station, City and County office buildings, courthouses/municipal court, and more. Lower Coburg Road has similar access to the Willamette River and Alton Baker Park, as well as two neighborhood parks.

High-Quality Active Transportation

Downtown ranked #1 in the CFA Study for consistency with this criterion.

Biking and Walking: Downtown Eugene generally features high-quality active transportation facilities. Some of these facilities include two-way cycle tracks and protected bike lanes. Lower Coburg Road is served by active transportation facilities, but they are not adequate to make this area comfortable or safe for people walking and biking. There are currently shared use paths on both sides of the Ferry Street Bridge crossing the Willamette River, continuing to I-105/Oakway Road where they transition to bike lanes and sidewalks on either side of Coburg Road.

Transit: Downtown Eugene is served by all local transit routes as well as EmX bus rapid transit. Additionally, Franklin Boulevard and the 6th/7th Avenue corridor are served by EmX. MovingAhead, a transit study by LTD and City of Eugene, identified a high-level vision for where enhanced corridor investments could go on Coburg Road, including enhanced bicycle and pedestrian infrastructure and design elements such as queue jumps that will help buses get through traffic. LTD is beginning the development of a Long Range Mobility Plan that may support more frequent transit in and along key corridors, including Coburg Road. LTD is also working to implement short-term service changes to improve frequency on Lower Coburg Road.

Driving: There are several major arterials that pass through Downtown and Lower Coburg Road, including the 6th/7th Avenue corridor, Coburg Road (and the I-105 entrance ramp), and Broadway/Franklin Boulevard/OR Highway 126.

Future Improvements: Franklin Boulevard is scheduled for major improvements to support more safe and comfortable walking, biking, and transit. Eugene's Transportation Planning staff has secured grant funding for a future multi-modal corridor study for Lower Coburg Road. A section of Coburg Road and all of Oakway Road are planned for protected bike lanes in Eugene's 2035 Transportation System Plan.

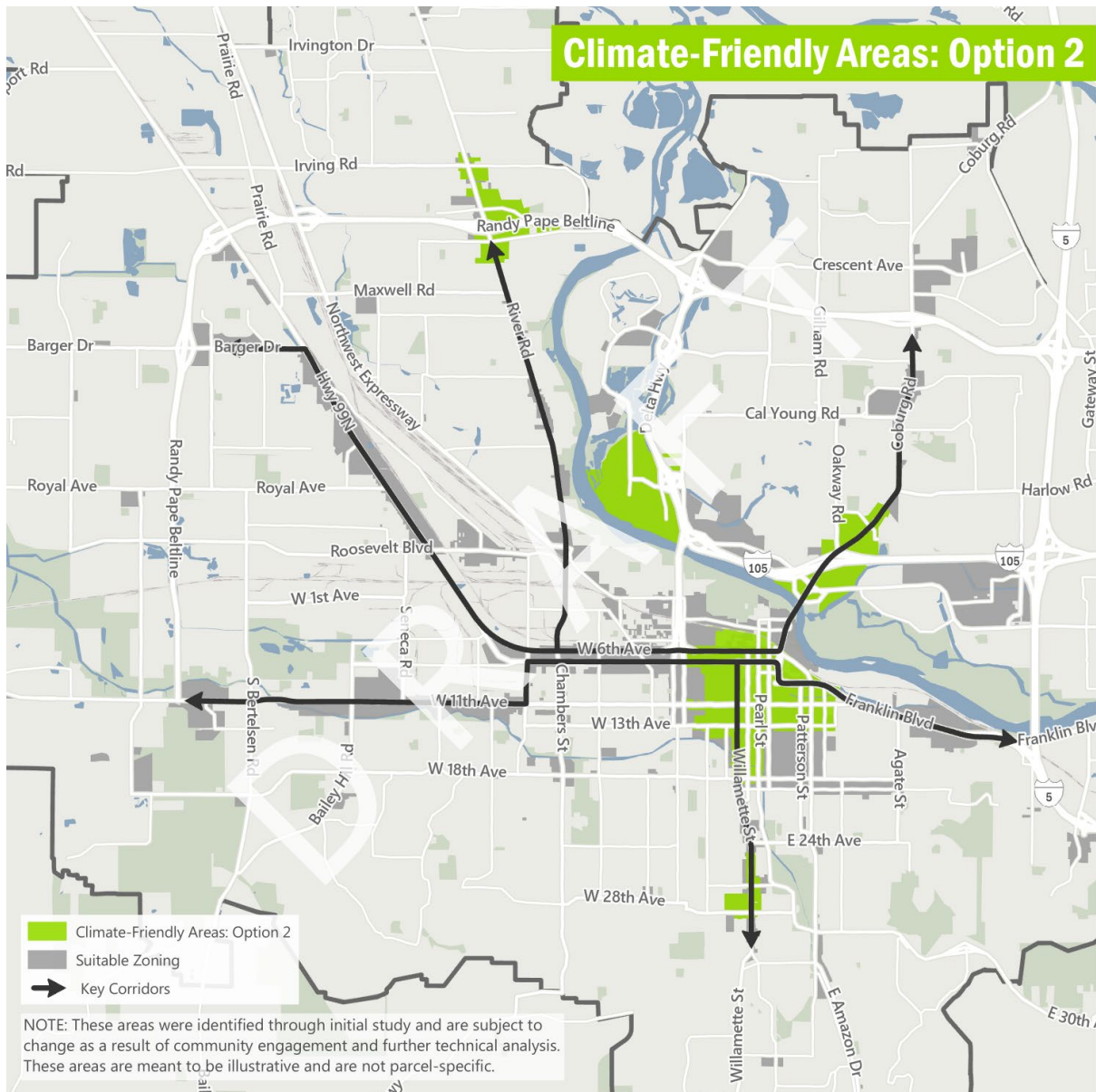
Served by Adequate Infrastructure

EWEB and the City's infrastructure planning staff did not note any concerns about possible increased development in these areas.

Development and Redevelopment Conditions

Greater Downtown (C-2 areas outside of the Downtown Core), Midtown, and Lower Coburg Road are most likely to support higher density and vertical mixed-use development, as shown by the results of the 2024 redevelopment analysis. The Downtown Core continues to face challenges to redevelopment, but the City's Downtown Core Housing Initiative, including an Accelerated Multiple Unit Property Tax Exemption (MUPTE), City Fee Assistance, and property acquisition and disposition, should improve this potential.

Option 2: Most Promising for Redevelopment



In addition to Downtown, Midtown, and Lower Coburg Road, the City could designate as CFAs promising core commercial centers that have existing or potential for additional higher density, mixed-use development. These additional promising core commercial areas are all zoned C-2 Community Commercial and include the Valley River Center area, commercial zoned areas along South Willamette, and the Santa Clara Station area. This option would expand the citywide reach of the CFA tool with minimal zoning and land use code changes.

The Valley River Center area was not analyzed in the CFA Study; it was initially excluded because there is no existing high-frequency transit service to the area. The Valley River Center area was included in the redevelopment analysis because it has been a local area of interest for many years given its expansive, underutilized surface parking.

Option #2: Most Promising for Redevelopment	
Opportunities	Constraints
Additional areas are existing commercial centers which are highly compliant with CFA criteria	Some core commercial centers may still face challenges to redevelopment without additional investment and incentives
Well-served by parks and public amenities	Active transportation facilities and transit service need improvements
Extends the CFA tool to more parts of the city, reducing the need to revisit designation soon	Valley River Center requires additional analysis, as it was not included in the CFA Study
Includes core commercial centers along several key corridors targeted for transit improvements (River Road and Lower Coburg Road)	Santa Clara Station areas would need to be a Secondary CFA to maintain existing building height restrictions

How does Option 2 meet the State CFA Criteria?

Development Regulation Compliance

See Option 1 for more details on compliance. All additional areas in this option are zoned C-2 Community Commercial and are highly compliant with CFA development regulations. Implemented as a part of the River Road Santa Clara Neighborhood Planning effort, C-2 zoned land in the Santa Clara Station area has lower allowable building heights than C-2 zoned land in the remainder of the city. These restrictions could be retained if the area is designated a 'secondary' CFA. This would allow the option to reduce the minimum required residential density to 15 units/net acre and maximum building height of no less than 50 feet (rather than 25 units/net acre and a maximum building height of no less than 85 feet as required in primary CFAs).

Zoned Dwelling Unit Capacity

These areas are zoned to accommodate at least 45% of current and future housing need, based on the **draft** housing need for Eugene. This estimate does not include the Valley River Center area, which would only increase this estimate of zoned capacity.

High-Density, Mixed-Use Area

The additional areas in this option are developed as commercial centers, typically serving nearby low and medium density residential areas. Valley River Center is a regional shopping center and the Santa Clara Station area has a mix of large lot and strip commercial developments.

Parks, Open Space, Plazas, or Similar Public Amenities

South Willamette ranked #2 in the CFA Study for consistency with this criterion. South Willamette is adjacent to Amazon Park, a large regional park with a full suite of recreational facilities and natural areas, as well as South Eugene High School, Roosevelt Middle School, and various playing fields. The Santa Clara Station area is adjacent to several parks and public amenities, including the Willamette River Greenway, a surplus property adjacent to LTD's Santa Clara Station with potential for a neighborhood park, North Eugene High School with plans for a youth sports facility, and an undeveloped neighborhood park. The Valley River Center area was not fully evaluated as a part of the CFA Study but is adjacent to the Willamette River Greenway.

High-Quality Active Transportation

South Willamette ranked #2 in the CFA Study for consistency with this criterion.

Biking and Walking: Willamette Street has newly improved bike lanes and sidewalks, but many commercial driveways increase the potential for conflict between people driving and those walking or biking. 29th Avenue also has bike lanes on either side, with fewer commercial access points and providing a facility to both Amazon Park and adjacent residential areas. Amazon Park has a shared use path providing access to key regional destinations as well as South Eugene High School. There is also a shared use path through Civic Park (youth sports complex) that connects to South Eugene High School. The Santa Clara Station area is not currently well served by safe and comfortable active transportation facilities. Both the Santa Clara Station and Valley River Center areas connect to the Riverbank Path System along the Willamette River, providing biking and walking access to regional key destinations. While there are bike lanes and sidewalks on both sides of River Road, the major arterial features high volumes of fast-moving car traffic and many driveways, increasing the potential for conflict between people driving and those walking or biking. The City is currently constructing the first protected intersection at River Road and Hunsaker Lane, which will improve safety for people walking and biking.

Transit: MovingAhead, a study by LTD and City of Eugene, identified a high-level vision for where enhanced corridor investments could go on River Road, including enhanced bicycle and pedestrian infrastructure and design elements such as queue jumps that will help buses get through traffic. The Valley River Center area has transit, but not frequent service (4 times/hour during peak hours). LTD is considering service improvements to re-align the transit stops around Valley River Center to increase efficiency and frequency. The Long Range Mobility Plan may consider further changes.

Driving: Willamette Street is a three-lane cross section, which is narrower than some of the other transit corridors (e.g., Highway 99, West 11th Avenue). Santa Clara Station straddles River Road and Beltline Highway, and Valley River Center is bound by Delta Highway, all major arterials.

Future Improvements: The City is working to secure funding for a proposed River Road Multimodal Corridor Plan to support critical safety and mobility improvements, as well as implement enhanced transit service. Protected bike lanes are planned for the southern portion of River Road, and a bike lane is planned for Hunsaker Lane, as is an extension of the shared use West Bank Path connecting Santa Clara to the rest of the Riverbank Path System. Additionally, the City plans to build a series of three roundabouts on Division Avenue from River Road to the east along with safer bike lanes and pedestrian crossings. The Eugene 2035 TSP identifies additional projects to improve walking and biking connects on Valley River Way, but those projects have not yet been funded for construction.

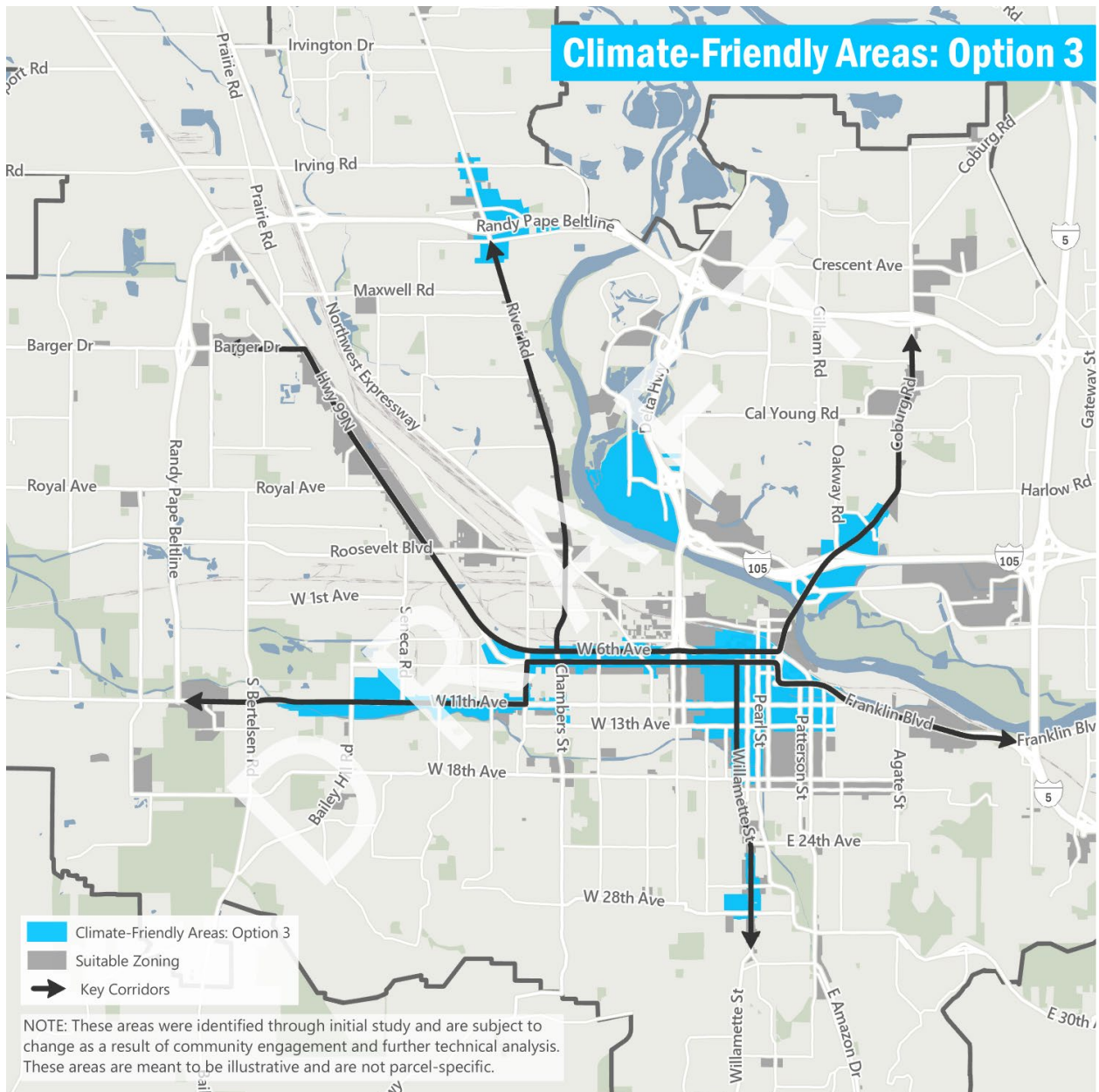
Served by Adequate Infrastructure

EWEB and the City's infrastructure planning staff did not note any concerns about possible increased development in the areas included in the CFA Study.

Development and Redevelopment Conditions

The Valley River Center and Santa Clara Station areas could support some higher density residential uses, such as townhouses and compact walk-up apartments, especially with additional financial incentives. South Willamette may need additional incentives to encourage redevelopment given higher property values, but through community engagement, this area is considered a high opportunity area for additional mixed-use development, reflecting the area's high ranking for consistency with other CFA criteria.

Option 3: Require Additional Investment and Incentives



In addition to the areas identified in Options 1 and 2, the City could choose to designate as CFAs certain transit corridors that may have potential for higher density, mixed-use development. These areas, including the 6th/7th Avenue Corridor and West 11th Avenue Corridor, would require additional investment and financial incentives to ensure the corridors are walkable, comfortable, and have the market conditions to support redevelopment. Incentives and/or future investments will not be determined as a part of CFA designation but could be explored or implemented through other Urban Growth Strategies work.

Option #3: Needing Investment and Incentives	
Opportunities	Constraints
Additional areas are existing commercial centers which are highly compliant with CFA criteria	Additional strip commercial corridors face challenges to redevelopment without additional investment and incentives
Extends the CFA tool to more parts of the city, reducing the need to revisit soon	Additional areas are primarily auto-oriented corridors; walking and biking facilities need significant improvements
Aligns with community engagement supporting improvements in these areas, especially the 6 th /7 th Avenue Corridor	Additional areas would not support dense vertical mixed-use redevelopment under current conditions
Corridors are well-served by frequent transit	

How does Option 3 meet the State CFA Criteria?

Development Regulation Compliance

All additional areas in this option are zoned C-2 Community Commercial and highly compliant with CFA development regulations.

Zoned Dwelling Unit Capacity

These areas are zoned to accommodate at least 60% of current and future housing need, based on the **draft** housing need for Eugene. This estimate does not include Valley River Center, which would only increase this estimate of zoned capacity.

High-Density, Mixed-Use Area

The additional corridors are zoned for commercial uses and are primarily developed as auto-oriented commercial areas, although residential uses are allowed. The additional corridors are adjacent to some non-CFA compliant lands, including industrial areas.

Parks, Open Space, Plazas, or Similar Public Amenities

The 6th/7th Avenue Corridor is adjacent to Downtown, and benefits from many of the public amenities described in Option 1. Additionally, Washington Jefferson Park is within the corridor, and there are several nearby neighborhood parks. The West 11th Avenue Corridor is bounded to the south by Amazon Creek and the Fern Ridge Path. The shared use path is adjacent to several small parks and open spaces, including Berkley Park and Gudukut Natural Area Park. To the northwest is Bertelson Nature Park. The 34.5-acre natural area is co-owned and managed by the City of Eugene and Bureau of Land Management. There are two nearby parks - Martin Luther King Jr. Park and Mattie Reynolds Park, of which the latter is currently undeveloped. This 5-acre site will be developed as a "Neighborhood Park Plus" with construction expected to be completed in 2025.

High-Quality Active Transportation

Walking and Biking: Both corridors are characterized by auto-oriented road design. The West Eugene EmX project made improvements along both corridors to improve walking and biking access to frequent transit, including rebuilding sidewalks, improving the streetscape, building new accessways and pedestrian and bicycle bridges to connect the transit corridor with Fern Ridge path, improving street lighting, and building new transit stations. Despite recent investments, these corridors would need additional investment to provide a safe and comfortable facility for people walking and biking. There are no bike lanes on West 11th Avenue, but there are several existing or

planned on the north-south connectors to the Fern Ridge Path, including Garfield (planned), Seneca Road, and Bailey Hill Road.

Transit: Both corridors are served by EmX bus rapid transit.

Driving: Both corridors are characterized by auto-oriented commercial and industrial uses. The major arterial sections feature high volumes of fast-moving car traffic and many commercial driveways, increasing the potential for conflict between people driving and those walking or taking transit.

Future Improvements: There are a few small, planned improvements for sidewalk infill identified in the Eugene 2035 TSP, as well as an undercrossing improvement for Fern Ridge Path and West 11th that has been funded through the City's Streets Bond.

Served by Adequate Infrastructure

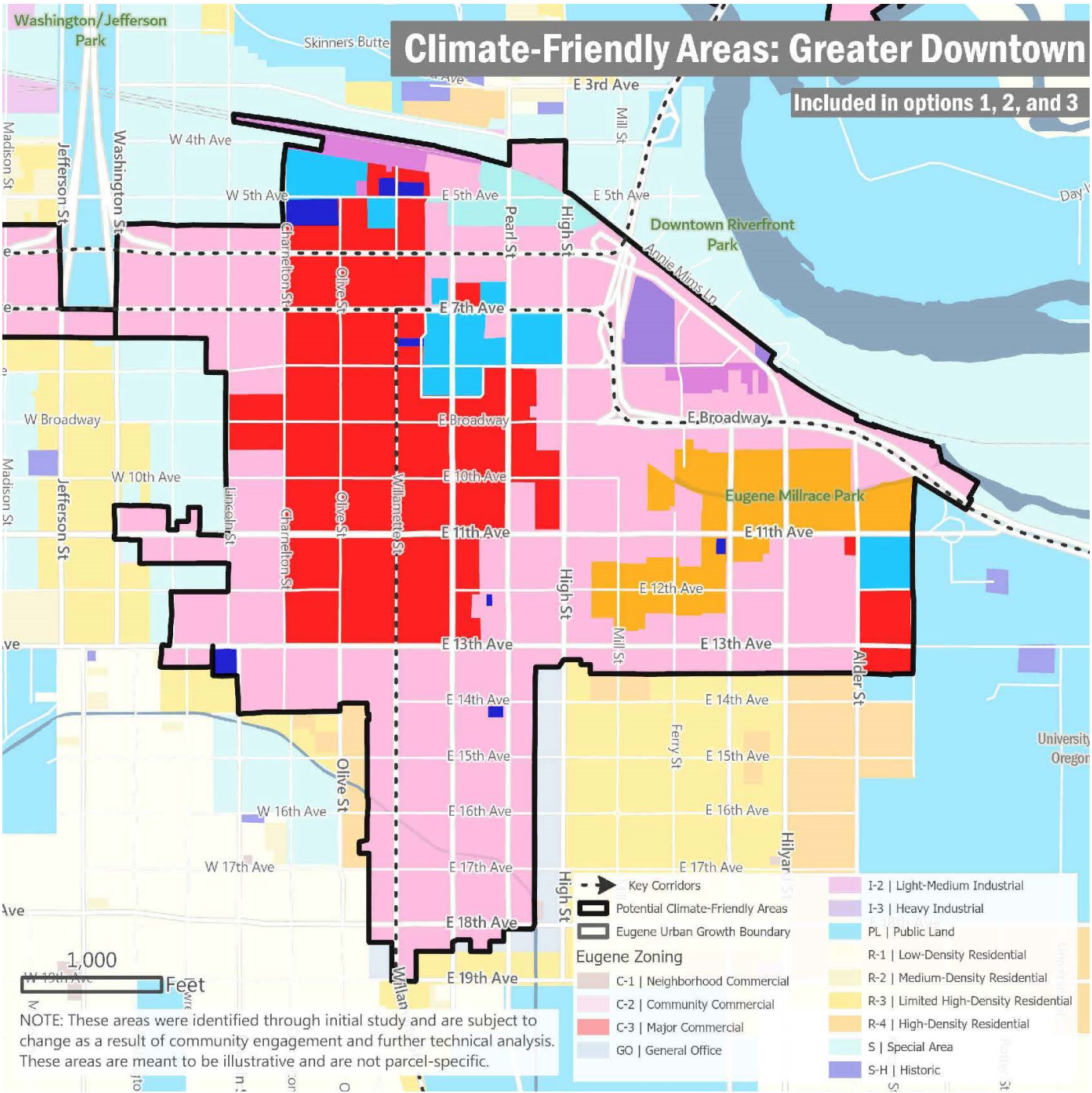
EWEB and the City's infrastructure planning staff did not note any concerns about possible increased development in the areas included in the CFA Study.

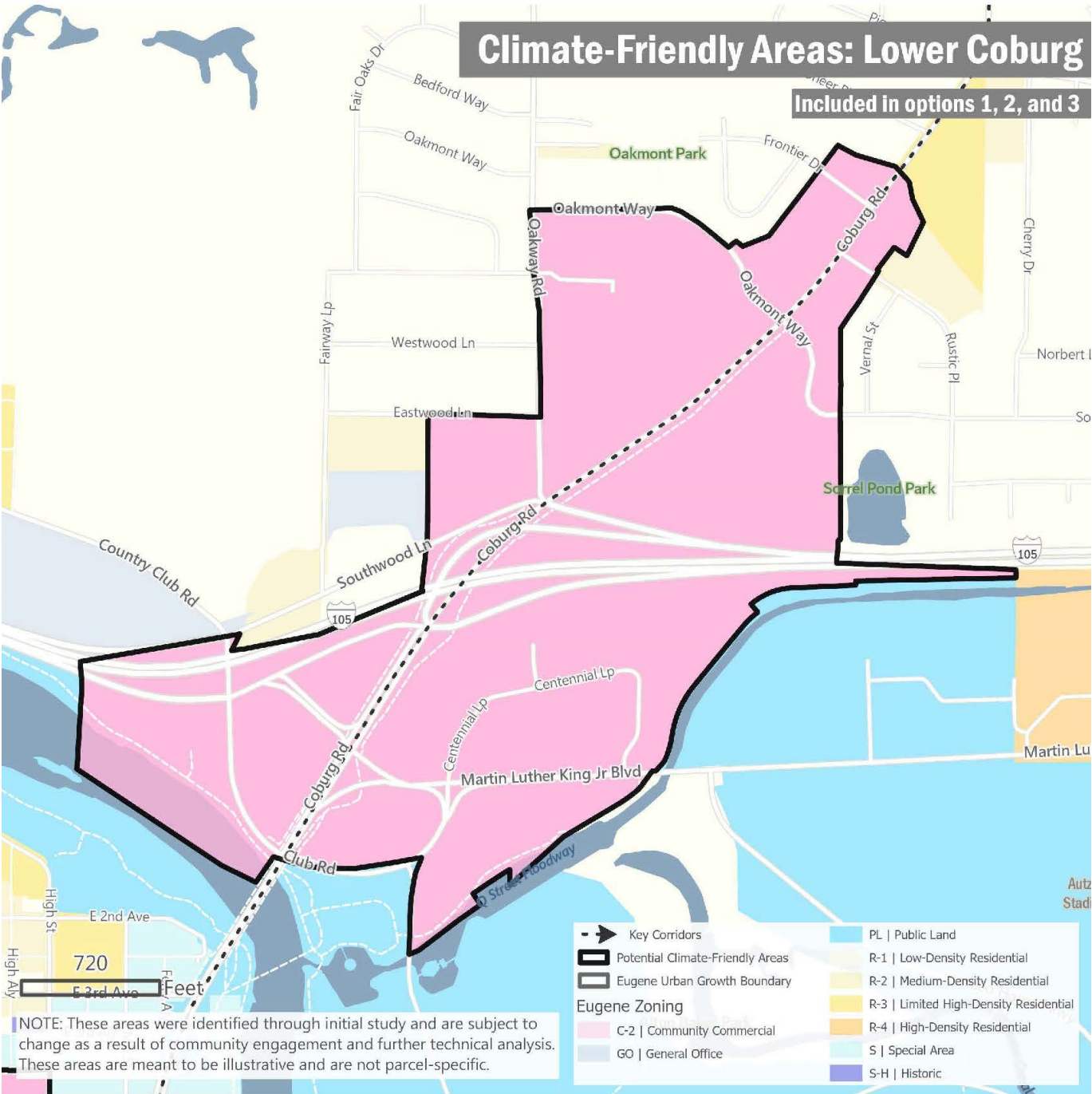
Development and Redevelopment Conditions

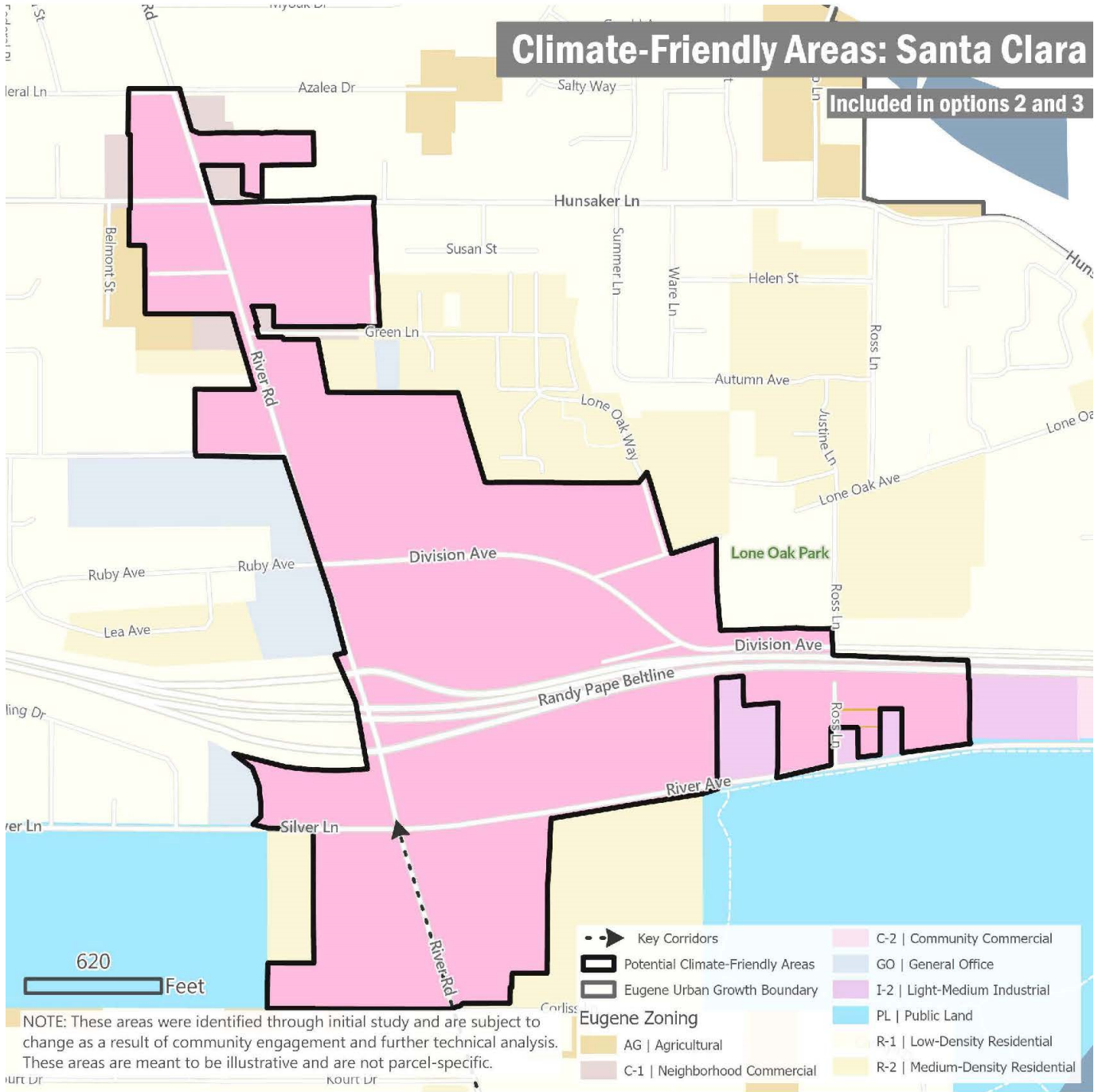
Both corridors would require significant investment to address current market conditions and support future, CFA-like redevelopment. According to the redevelopment analysis, both corridors could support horizontal mixed-use development and compact, walk-up apartments with the application of a meaningful financial incentive, but not dense vertical mixed-use development.

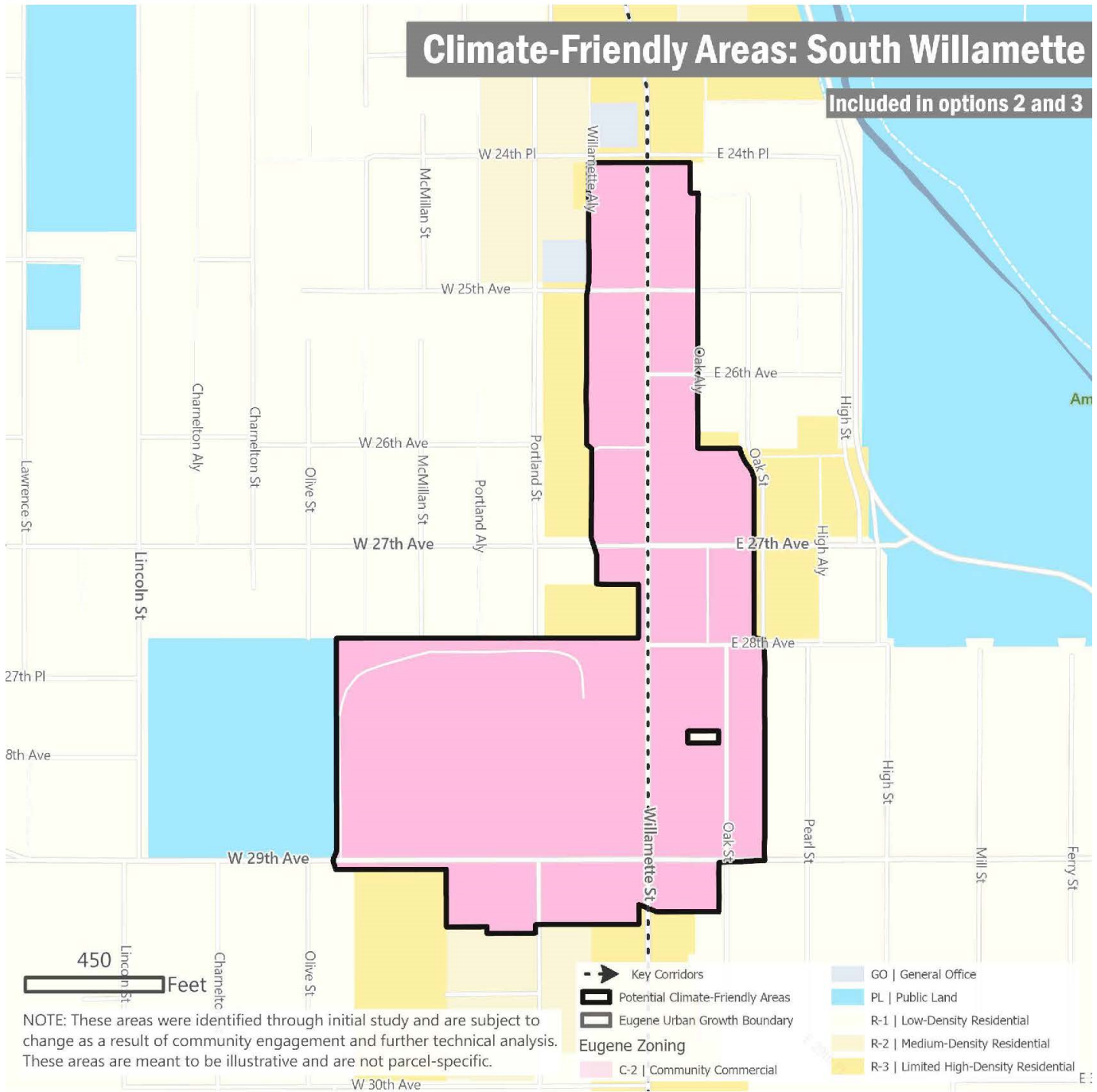
Other Options

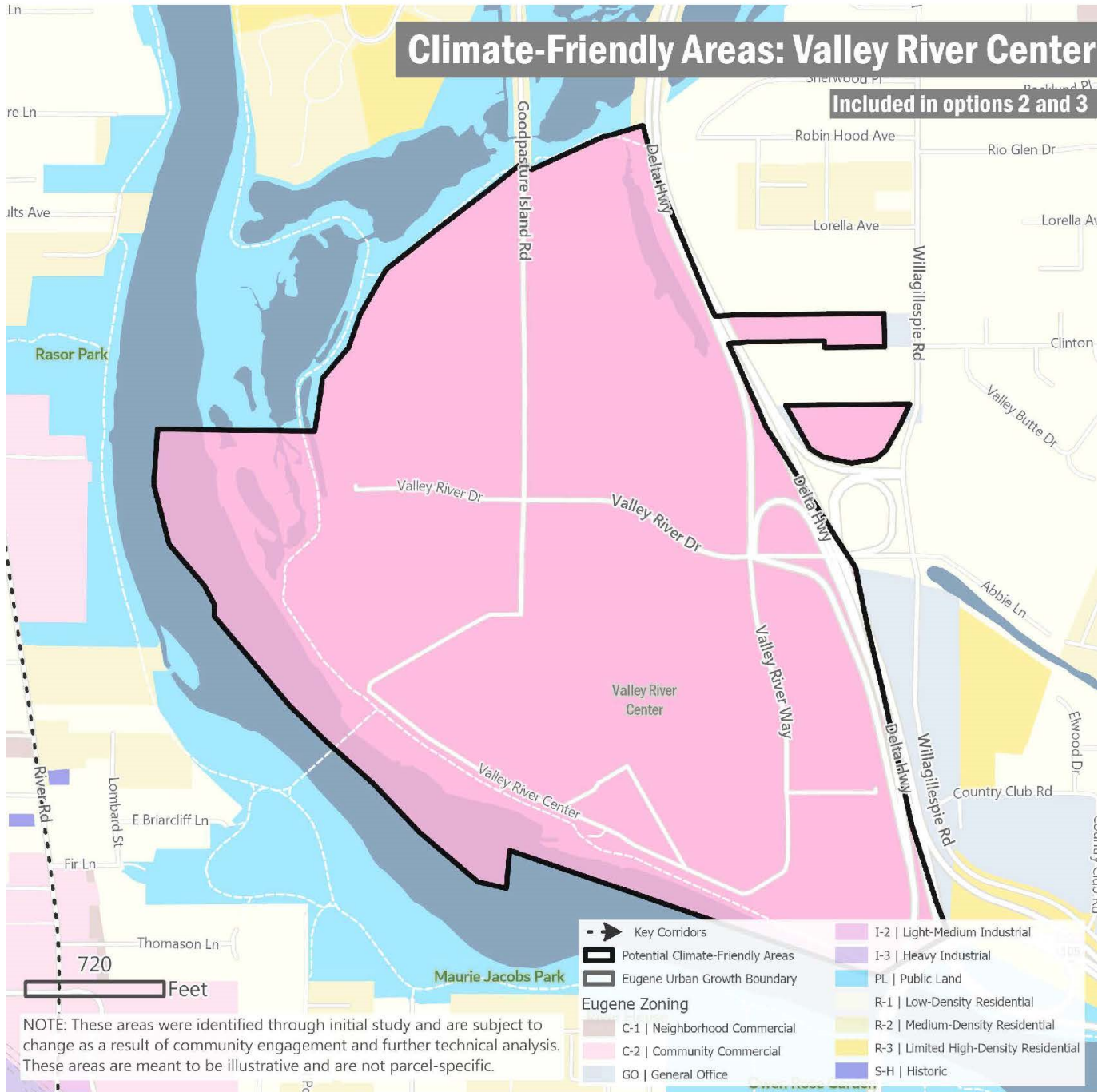
The three options outlined above provide an efficient approach to meeting the state's CFA requirements and align with current development regulations and City plans and priorities. Planning Commission and City Council could change the options as proposed by staff to include additional areas or remove areas. Any areas not included in the CFA Study (i.e., those without existing frequent transit and/or zoned for higher density) would require additional technical analysis. Any proposed option would still be required to meet the 30% minimum zoned capacity for current and future housing need.

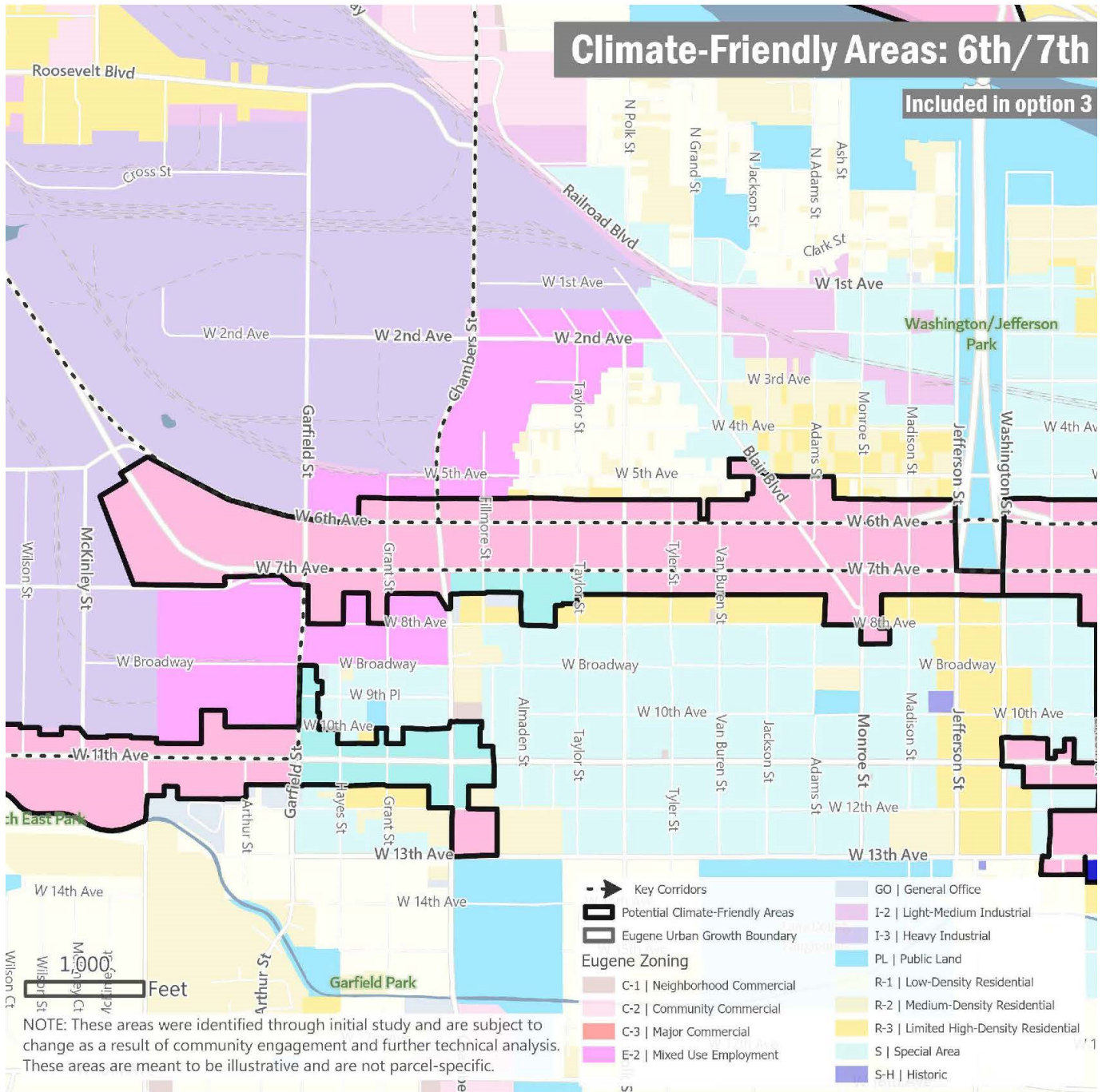


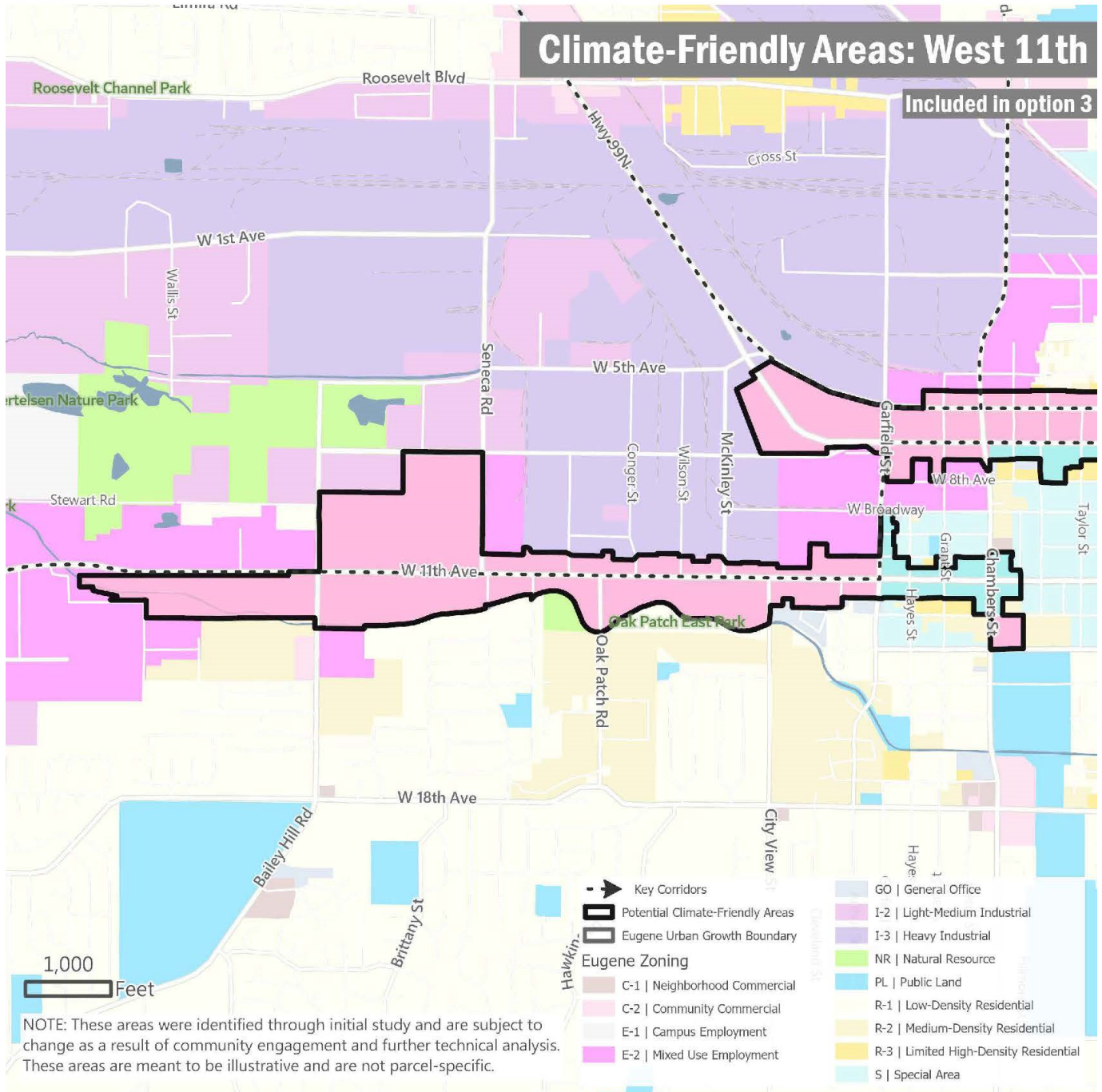












EUGENE CITY COUNCIL AGENDA ITEM SUMMARY



Work Session: Eugene Youth Opportunities and Challenges

Meeting Date: November 13, 2024
Department: Library, Recreation and Cultural Services
www.eugene-or.gov

Agenda Item Number: 2
Staff Contact: Joshua Bates
Contact Telephone Number: 541-682-6065

ISSUE STATEMENT

This work session provides Council with an informational overview of the critical challenges impacting youth and information on youth outcomes locally and nationally. Council will receive a summary of Library, Recreation and Cultural Services programs focused on supporting local youth.

BACKGROUND

Youth mental health has become a critical public health concern. Across the United States, Oregon, and Lane County, data indicates high levels of mental health challenges among young people. In addition, these negative outcomes are not uniform across identity groups; rather, they are far greater for marginalized groups, especially black-identifying youth, Latino-identifying youth, Indigenous-identifying youth, lesbian, gay, bisexual, transgender, queer or questioning, or another diverse gender identity (LGBTQ+) youth, and girls. These outcomes span a range of issues, including persistent sadness, behavioral diagnoses, suicidal ideation and attempts, and suicide. This work session aims to provide an overview of how these trends are presenting in Eugene and how our community is responding.

In preparation for this session, staff engaged in discussions with the 4J and Bethel School District representatives, Lane County Behavioral Health, participated in the planning and facilitation of a session for the 2024 Oregon Children and Youth Behavioral Health Summit; engaged with the Mayor's Youth Advisory Council; and synthesized research from numerous journals, articles, and resources.

Trends

Nationally, youth mental health challenges are on the rise, with data showing increased rates of anxiety, depression, and other mental health challenges. [Surveys](#) reveal that 44 percent of high school students report feeling persistently sad or hopeless, and over [20 percent](#) considered suicide in the last 12 months.

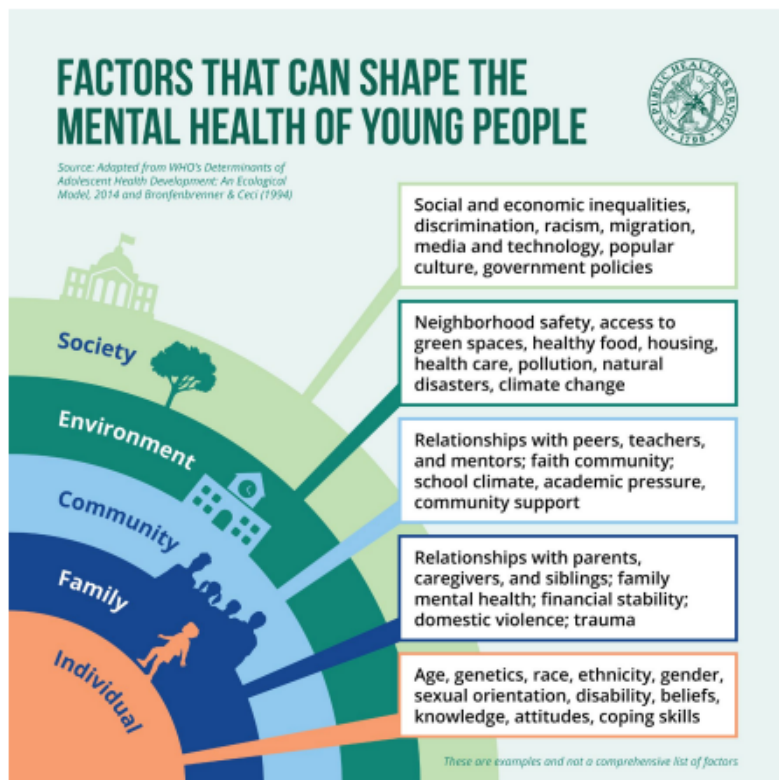
Nearly [20 percent](#) of youth now have a diagnosed mental, emotional, or behavioral disorder. This is directly related to a 60 percent increase in emergency room visits for mental health disorders over the last ten years, and a [329 percent](#) increase in emergency room visits as a result of self harm. Adolescent depression rates have surged by over [50 percent](#) in the past decade, with about

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1 in 5 teens now experiencing major depressive episodes. However, only [half of U.S. children](#) with a treatable mental health condition are receiving treatment from a mental health professional.

In response to these negative trends for youth mental health, U.S. Surgeon General Dr. Vivek H Murthy has issued multiple advisories that stress that these negative outcomes are influenced by complex factors, including limited access to mental health resources, the impacts of social media, and entrenched systemic inequities. The advisory identified factors across multiple levels that can impact the mental health of young people (see Figure 1).

FIGURE 1



Disproportionate Demographic Impacts

Social inequality significantly heightens negative outcomes, with marginalized youth experiencing significantly worse outcomes than their peers. Holding multiple marginalized identities often compounds these negative impacts. For example, Indigenous youth, especially those identifying as LGBTQ+, report some of the highest rates of mental health challenges, due to historical trauma and present-day inequities. A recent [study](#) found that 68 percent of Indigenous LGBTQ+ youth aged 13 to 17 reported symptoms of recent depression, with 23 percent attempting suicide in the past year.

Social Media Impacts

In 2023, the Surgeon General issued an advisory titled Social Media and Youth Mental Health, specifically addressing the impact of social media on youth. The information from this advisory identified a number of areas that may contribute to low self-esteem and other issues.

Through these advisories, multiple recommendations were identified including:

- Create Safe Online Spaces for Youth
- Offer Family Education Programs
- Implement After-School Mental Health Programs
- Provide Resources for Marginalized Youth
- Promote Volunteer Opportunities for Youth
- Develop Peer Mentorship Programs
- Create Accessible Mental Health Resource Hubs
- Organize Community Workshops on Mental Health Awareness
- Facilitate Youth-Led Advocacy Initiatives
- Establish Supportive Digital Communities

These recommendations provide a promising roadmap for local service providers, policy makers, and advocacy groups to further support youth mental health outcomes.

Oregon

[Ranking 50th](#) in the U.S. for youth mental health, Oregon's youth face severe challenges, with only 41 percent receiving needed treatment. This puts Oregon as the [worst state](#) in balancing the prevalence of youth mental health illness with care. The state's high rate of youth homelessness compounds these challenges, correlating with social isolation, anxiety, depression, and post-traumatic stress disorder (PTSD). Additionally, Oregon ranks the third highest in the United States for the percentage of youth reporting a substance use disorder, at 8 percent.

Below are two actions taken at the State level in response to youth mental health needs and suicide prevention:

[Oregon Senate Bill 52](#) (also known as Adi's Act) passed in 2019. The bill was named after Adi Staub, a transgender student who died in 2017. The legislation mandates that all Oregon school districts develop comprehensive suicide prevention plans for students in kindergarten through 12th grades. These plans are required to encompass procedures for prevention, intervention, and postvention. Central to this bill is high-risk populations, including LGBTQ+ youth, students with disabilities, and youth experiencing homelessness.

[Oregon Classroom Wise](#) was developed by the Oregon Department of Education. It is a comprehensive suite of free, online resources to support the emotional well-being of students and school staff. This initiative provides a suite of resources including self-guided modules for adults and youth interested in strengthening mental health and well-being, print and video resources, guided tutorials and role plays, and interviews with youth and school personnel. Content covered includes how to build safe, health relationships, best practices for supporting children and adolescents in distress, and skills for handling challenging behaviors.

Lane County Area

The Lane County Board of Commissioners serves as our local Health Authority, delegating operational responsibility to Lane County Behavioral Health (LCBH). LCBH provides behavioral health programs and has responsibility within our region, administering a comprehensive behavioral health system that offers a range of services to support youth mental health. Lane County Behavioral Health provides mental health assessment, psychiatric evaluations and follow up; individual, family and group therapy, medication management, peer support services, case management, and early childhood intervention. Lane County's Mobile Crisis Services operate a 24/7 crisis line and provides assistance to youth experiencing mental health emergencies.

Last April, United Way of Lane County hosted the Oregon Children and Youth Behavioral Health Summit in April 2024. This event brought together educators, non-profit organizations, and healthcare providers from across the state to address pressing social-emotional and behavioral health issues affecting children and youth from birth through college. The summit emphasized the importance of integrating behavioral health supports within educational settings, fostering collaboration between schools and community partners to ensure seamless access to mental health services for students.

A key highlight of the summit was the inclusion of youth voices, notably Oregon's Kid Governor, Zoya Shah, who shared [personal experiences](#) with anxiety and underscored the significance of mental health awareness among young people. Another notable inclusion was the voices of local youth, who shared stories of both their experiences of negative mental health outcomes, and what resources were effective for supporting their particular needs.

City of Eugene Programs & Services

Library, Recreation, and Cultural Services plays a critical role in supporting youth mental health and well-being by providing safe, inclusive spaces that foster resilience, connection, and creativity. These services contribute positively to young people's lives by promoting social engagement, physical health, and self-expression—all essential components of mental wellness. Examples from each Division are below:

Recreation

Recreation programs give youth access to activities that promote physical health and mental resilience, helping to reduce stress, build confidence, and foster peer connections. Research shows that regular physical activity can improve mood, reduce symptoms of depression, and enhance overall mental well-being, particularly when young people participate in team sports or group activities where they feel connected and valued. Notable programs that have been found to positively contribute to youth mental health include:

Resolve

Resolve is a community service club that engages with youth to develop leadership through services and develop friendships with peers. Activities include volunteering at local shelters and participating in environmental cleanups.

VIBE

The VIBE program provides a safe, free space for youth aged 12-18 to engage in various activities. Held every Friday night at Petersen Barn Community Center, participants can enjoy games, virtual reality experiences, and meals within one of Eugene's lowest served neighborhoods.

Youth Inclusion Services

The City of Eugene's Youth Inclusion Services are designed to ensure that all youth can participate fully in recreational programs, regardless of developmental, health, or behavioral needs. The Inclusion Services Coordinator collaborates with parents, caregivers, and participants to develop personalized Environmental Support Plans (ESPs) tailored to each child's unique requirements. These plans facilitate engagement in various activities, including summer camps and classes, by providing necessary accommodations and support.

LGBTQ+ Youth Group

The City of Eugene was one of the first organizations in the country to develop a LGBTQ+ youth group in the late 90s and it has existed continuously since then. This drop-in space provides crucial peer support and engagement with trusted adults.

Affinity Group Trips

The City of Eugene offers outdoor trips specifically designed for affinity groups, providing inclusive and supportive environments for underrepresented youth to explore the outdoors. These trips include activities like hiking, kayaking, and stand-up paddle boarding, and are facilitated in affinity spaces including, including Black, Indigenous, and people of color (BIPOC), LGBTQ+, and other marginalized communities. By connecting participants with nature and fostering community, these outdoor excursions encourage personal growth, resilience, and a sense of belonging.

Library

Eugene Public Library offers environments for individual-self-directed inquiry and social settings for group engagement, allowing youth to access educational materials, engage with peers, cultivate relationships with caring adults through the library staff, and explore personal interests that may help in building resilience. It is part of the Youth Services Collection Development Policy to actively include and build material collections that are by and about members of historically marginalized communities. These include materials by and about BIPOC community members (with Indigenous authors/stories including members of Pacific Northwest tribes), LGBTQIA+, neurodivergent/autistic individuals, disabled individuals, and authentic representations of religious minorities.

Additionally, the Eugene Public Library partners with local organizations to support groups including communities that speak English as a second language, houseless youth, and teens. Through similar partnerships, Library staff receive culturally responsive training, incorporating care that is crucial to youth mental health by building trust, reducing stigma, and improving outcomes.

A central resource at the Downtown Library is the Teen Center. The Teen Center was designed with the purpose of creating a free, safe, welcoming environment for teens ages 13-19 to engage with each other to build community and to have access to resources and materials that support their curiosity and more pressing needs. This includes computers, games, art supplies, and a Comfort Cabinet that provides basic necessities, and a curated collection that allow teens to pursue their interests in a safe environment with staff that have been trained to support teens. The collection, passive activities, and planned weekly programs are informed by feedback from teens who engage with the space, so that staff can curate an environment where they belong.

Cultural Services

Cultural Services plays an important role in connecting youth with the larger community through public events, workshops, and festivals. These community gatherings provide positive social interactions and a shared sense of purpose, which are essential for mental wellness. Events that celebrate diversity and cultural identity, such as heritage festivals, pride celebrations, and community art shows, create a welcoming space for youth to see their identities reflected and celebrated. This reinforces their sense of belonging and helps reduce stigma, especially for those who may feel marginalized.

Performance and visual arts play a unique role in supporting mental health by offering young people a way to express themselves and explore their identities in a safe and structured environment. Participating in the arts, whether through music, theater, dance, or visual arts, reduces stress, improves self-esteem, and builds a sense of accomplishment. Through its partnerships with resident companies, support of educational initiatives, and provision of free tickets, Cultural Services ensures access and experience for local youth. Specific examples include:

Hult Center Bridge to Broadway

This program provides subsidized or free tickets to Broadway shows for youth, particularly those from marginalized communities, to foster cultural engagement and learning through live performances.

Free Student Matinees

Each season, the Hult Center programs free student matinees for students of all grades. In addition to seeing a show, students often have the chance to attend a post-show talk back or question and answer (Q&A) session with the artists. These post-show opportunities, along with study guides, allow the students to gain a holistic understanding of the performance and how it integrates into their studies and life.

Free Workshops/Masterclasses

Each season through our Hult Presents program, the Hult Center works with professional artists to provide workshops and masterclasses for community members of all ages. Workshops are usually free, or a minimal registration fee, and allow students to work directly with professional artists, exploring their craft in an interactive way.

Center Stage Performing Arts Camp

Center Stage Performing Arts Camp is a weeklong camp for youth ages 6-18 years old. Partnering with local teaching artists and Missoula Children's Theatre, participants audition, rehearse, and put on a full production in one week.

Next Steps

On November 25, 2024, Council will have a Work Session related to Mental Health and Substance Abuse services and programs.

On January 15, 2025 (tentative), Council will have a Work Session on 2025 Intergovernmental Relations (IGR) State Priorities.

RELATED CITY POLICIES

[Eugene City Council Vision, Values, Goals and Outcomes](#)

Safe Community for Community Wellbeing: A community where all people are safe, valued, and welcome, and our systems and infrastructure are resilient and secure.

[City of Eugene Strategic Plan](#)

Urgent Community Needs: Mitigate the impacts of homelessness on unhoused individuals and the community.

Culture of Belonging: Strengthen relationships with the whole community, with emphasis on the inclusion of the most marginalized groups.

[2024 Eugene State Priorities](#)

Support increased state investment in mental health and behavioral health systems. The City of Eugene supports an increased level of investment from the state to address the systemic challenges within the mental and behavioral health systems, and an expansion of eligible entities receiving state funding for mental health and crisis support services.

PREVIOUS COUNCIL DIRECTION

[October 14, 2024 Work Session](#)

Informational work session regarding Mental Health and Substance Abuse (MH/SA) Services and Programs in Oregon. This was the first of three planned worked sessions related to this topic.

COUNCIL OPTIONS

Information only.

CITY MANAGER'S RECOMMENDATION

None.

SUGGESTED MOTION

None.

ATTACHMENTS

None.

FOR MORE INFORMATION

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