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State:	Oregon
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Municipality:	City of Eugene
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Community Type - applicable to:	Urban; Suburban
Title:	City of Eugene Transit Oriented Development Overlay Zone
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Abstract

The City Code of Eugene, Oregon provides for a Transit Development Overlay Zone (TD) in the hopes of encouraging mixed land uses in areas that have a high potential for enhanced transit and pedestrian activity. Eugene is located about 50 miles east of the Oregon coast, on the confluence of the McKenzie and Willamette rivers, with a population of about 155,000. The city is the county seat of Lane County, and is the second largest city in the state. The Lane Transit District (LTD) is the area's major public transportation system, providing over 90 buses with routes that cover 240 square miles of Lane County. The LTD also provides the Emerald Express, which is a rapid bus transit line that operates largely in its own lane, with its main transit station located in the city of Eugene.

In order to encourage compact urban growth, Eugene's TD Overlay Zone has no minimum setback requirements, while imposing a maximum setback of 15 feet. Where a building has frontage on more than one street, it must provide at least one main entrance on the street located closest to transit facilities. The ordinance imposes a minimum 2.0 FAR requirement on lots within the TD core area, and a minimum 0.65 FAR requirement for spaces outside the TD core area. "Enhanced pedestrian spaces" may be used to satisfy the FAR criteria if they include amenities such as courtyards, outdoor cafes, benches and public art. To further develop a pedestrian-friendly atmosphere, the zone requires that all buildings have either landscaping or hard surfacing between the building frontage and street. If the building opts for hard surfacing, the area must contain pedestrian-oriented amenities such as drinking fountains, seating areas, and other design elements including kiosks and public art. Parking facilities that abut a street must devote at least 50% of the street level space to retail, office, or some other type of pedestrian friendly use.

Resource

CITY CODE – CITY OF EUGENE, OREGON

Transit Oriented Development Overlay Zone/TD

§ 9.4500. Purpose of TD Transit Oriented Development Overlay Zone.

The TD Transit Oriented Development Overlay Zone is intended to promote the creation and retention of mixed land uses in areas with high potential for enhanced transit and pedestrian activity. Pedestrian circulation and transit access are especially important and have increased emphasis in areas with the TD overlay zone. The development standards are designed to encourage compact urban growth. Opportunities for increased choice of transportation mode reduced reliance on the automobile and a safe and pleasant pedestrian environment by insuring an attractive streetscape, a functional mix of complementary uses and provision of amenities that support the use of transit bicycles and pedestrian facilities.

§ 9.4510. Applicability.

The TD Transit Oriented Development Overlay Zone applies to all property where TD is indicated on the Eugene overlay zone map except where the property is an historic property according to this land use code.

The TD standards in EC 94530 apply to the following:

- (1) New development on vacant land.
- (2) New structures on redevelopment sites such as conversion of a parking area to a building or demolition of a building and construction of a new structure.
- (3) An expansion of 30 or more of the total existing building square footage on the development site.

The provisions of the TD overlay zone supplement those of the applicable base zone or special area zone. Where the overlay zone and base zone or special area zone provisions conflict, the more restrictive requirement applies.

§ 9.4520. TD Transit Oriented Development Overlay Zone Land Use and Permit Requirements.

The application of the TD overlay zone does not change the list of uses permitted, conditionally permitted or subject to special standards in the base zone or special area zone.

§ 9.4530. TD Transit Oriented Development Overlay Zone Development Standards.

(1) Building Setbacks

(a) Buildings shall be setback a maximum of 15 feet from the street. There is no minimum setback.

(b) Where the site is adjacent to more than one street, a building is required to meet the above maximum setback standard on only one of the streets.

(2) Building Orientation

(a) Buildings fronting on a street must provide a main entrance on the façade of the building that is within the 15 foot maximum street setback facing the street. A main entrance is the principal entry through which people enter the building. A building may have more than one main entrance.

(b) Buildings having frontage on more than one street shall provide at least one main entrance oriented to a street with transit facilities or to the corner where two streets intersect.

(3) Minimum Floor Area Ratio (FAR)

(a) The total minimum floor area of buildings on a lot within the core TD area as shown on Map 9.4510 Transit Oriented Development Overlay Zone shall not be less than 2 square feet of floor area to 1 square foot of the lot (2.0 FAR). The total floor area of any building on a lot within the TD area outside that core area shall not be less than 0.65 square feet of floor area to 1 square foot of the lot (0.65 FAR).

(b) Major transit facilities existing development and expansions of existing development are exempt from FAR requirements.

(c) At or below grade parking within the buildings foot print and areas used for enhanced pedestrian spaces and amenities accessible to the public may be credited to satisfy the minimum floor area requirement. Credit for pedestrian spaces and amenities shall be applied at the rate of 2 square feet of floor area for each 1 square foot of enhanced pedestrian space. Enhanced pedestrian spaces and amenities include plazas, arcades, sheltered or recessed entries, galleries, courtyards, outdoor cafes and widened public sidewalks more than 6 feet wide outside of the public right of way with benches, shelters, street furniture, public art, kiosks, or space for outdoor vending.

(d) The building and permit services manager shall allow basement areas to be calculated as part of the gross square footage of the building for purposes of calculating floor area ratio if the basement is designed and constructed as permanent underground parking, office, or retail use.

(4) Parking between Buildings and the Street

Automobile parking, driving and maneuvering areas shall not be located between the main buildings and a street. For sites that abut a street, parking may be located at the rear of the building or on 1 or both sides of a building when at least 60 percent of the site. Frontage abutting the street excluding required interior yards is occupied by a building and or an enhanced pedestrian space with no more than 20 percent of the 60 percent in enhanced pedestrian spaces as described in EC 9.45303 (c). For purposes of determining the percent of site frontage, the building or enhanced pedestrian space shall be within 15 feet of the street.

(5) Structured Parking

Structured parking on sites that abut a street shall have at least 50 percent of the ground floor street frontage developed for office, retail or other pedestrian oriented uses. This standard does not apply to parking facilities that are totally underground.

(6) Improvements between Buildings and Streets

The land between a building or exterior improvement and a street must be landscaped and or paved with a hard surface for use by pedestrians if hard surfacing is provided. The area must contain pedestrian amenities such as seating areas, drinking fountains, and or other design elements such as public art, planters, and kiosks. The use of porous paving materials for hard surfacing is encouraged. Residential developments are exempt from this requirement.

(7) Adjustments

An adjustment to any of the standards in this section may be made pursuant to the criteria beginning at EC 9.8015 of this land use code.