

## Attachment 2:

### Nodal Development Implementation Process

The Nodal Development Areas map included in Appendix A identifies areas in Eugene-Springfield that are considered to have potential for establishment of a nodal development land use pattern. Other potential areas may be identified in the future, and some of the identified areas may be considered unsuitable for nodal development upon further analysis or as a result of future land use changes in the area.

Property owners and developers are encouraged to consider following nodal development guidelines when developing or redeveloping parcels in these identified areas. When property owners and developers express interest in following nodal development guidelines in a designated area, local governments will provide assistance by identifying design/development objectives, guidelines, and standards; specifying any additional site analysis needed to establish project boundaries and related improvements; and generally facilitating project review and evaluation. In addition, local jurisdictions may initiate actions to establish nodal development land use patterns in these identified areas.

Approaches taken to establish nodal development land use patterns may need to be different for redevelopment, infill, and new growth areas. Implementation approaches adopted by each jurisdiction will likely include a combination of several methods and techniques. Actual development of an area consistent with nodal development patterns and the specific type of nodal development center will be based on further site analysis, owner/developer interest, and the support of individual jurisdictions. The process for establishing a nodal development area will include the following elements:

1. Confirm potential for nodal development based on established criteria;
2. Determine most appropriate type of nodal development pattern;
3. Identify needed public improvements;
4. Establish boundaries; and
5. Identify any potential conflicts with adjacent uses.

Establishment of new nodal developments will require an amendment to *Metro Plan*.

### Nodal Development Implementation Schedule

Based on its review and approval of TransPlan's Alternative Performance Measures for compliance with the TPR, LCDC adopted the following recommendations to provide guidance to local agencies in the development and implementation of TransPlan:

1. LCOG should amend TransPlan to include a schedule for implementation of the nodal development strategy. This schedule should incorporate the items listed below and the requirements for an "integrated land use and transportation plan" over the next three years.

2. Eugene and Springfield need to specify specific areas for nodal development within one year. TransPlan identifies approximately 50 areas as having potential for nodal development. Eugene and Springfield need to move quickly to pick which of the 50 areas to designate as nodes and set general boundaries to guide subsequent detailed planning.
3. Eugene and Springfield need to adopt Metro Plan designations and zoning amendments for the specified nodes within two years after TransPlan adoption. Currently, most of the identified nodes are planned and zoned to allow continued auto-oriented development. This means inappropriate and poorly designed uses that could easily frustrate nodal development can be located in nodes. To be successful, nodes generally require a mix of mutually supportive pedestrian and transit-friendly uses and a good network of streets. If interim development includes inappropriate uses or is poorly laid out, the result could be to make a much larger area and perhaps a whole node unsuitable for nodal development.
4. Eugene, Springfield and Lane County need to review plan amendments and zone changes outside nodes to assure that they are consistent with the nodal development strategy. The success of nodal development strategy depends on attracting most of the higher density employment and residential development in nodes. Certain uses, such as neighborhood shopping centers are critical to the success of nodal development. Plan amendments to allow such uses outside of nodes undermine the nodal development strategy and hurt prospects for development in nodes.

The Integrated Land Use Transportation Plan referenced in the first recommendation is a requirement in the TPR (Section 0035(5)(c)) and includes the following elements:

- (A) Changes to land use plan designations, densities, and design standards listed in 0035(2)(a)-(d) as follows:
  - (a) Increasing residential densities and establishing minimum residential densities within one quarter mile of transit lines, major regional employment areas, and major regional retail shopping areas;
  - (b) Increasing allowed densities in new commercial office and retail developments in designated community centers;
  - (c) Designating lands for neighborhood shopping centers within convenient walking and cycling distance of residential areas;
  - (d) Designating land uses to provide a better balance between jobs and housing considering:
- (B) A transportation demand management plan that includes significant new transportation demand management measures;
- (C) A public transit plan that includes a significant expansion in transit service;
- (D) Policies to review and manage major roadway improvements to ensure that their effects are consistent with achieving the adopted strategy for reduced reliance on the automobile, including policies that provide for the following:

- (i) An assessment of whether improvements would result in development or travel that is inconsistent with what is expected in the plan;
  - (ii) Consideration of alternative measures to meet transportation needs;
  - (iii) Adoption of measures to limit possible unintended effects on travel and land use patterns including access management, limitations on subsequent plan amendments, phasing of improvements, etc.  
(For purposes of this section a “major roadway expansion” includes new arterial roads or streets and highways, the addition of travel lanes, and construction of interchanges to a limited access highway); and
- (E) Plan and ordinance provisions that meet all other applicable requirements of this division.

Much of elements (B), (C), and (D) are addressed by components of TransPlan. Other elements either are or will be addressed in subsequent implementation of the nodal development strategy.

*The schedule for implementation of nodal development incorporating LCDC’s recommendations is outlined below. This schedule assumes funding available to carry out the tasks listed.*

### **Nodal Development Implementation and Integrated Land Use Transportation Plan Development Schedule**

| <b>Task</b>  | <b>Agency Responsible</b>           | <b>Schedule</b>  |
|--|-------------------------------------|--|
| 1. Specify specific areas for nodal development within one year  | Eugene, Springfield                 | May 2002   |
| 2. Adopt Metro Plan designations and zoning amendments for the selected sites within two years after TransPlan adoption  | Eugene, Springfield                 | September 2003   |
| 3. Review plan amendments and zone changes <i>outside</i> nodes to assure that they are consistent with the nodal development strategy   | Eugene, Springfield,<br>Lane County | As plan amendments<br>and concurrent zone<br>changes are submitted |
| 4. Changes to land use plan designations, densities, and design standards listed in TPR Section 0035(2)(a)-(d). (If needed, in addition to work done through 2. Above)             | Eugene, Springfield                 | September 2004   |
| 5. Policies to review and manage major roadway improvements to ensure that their effects are consistent with achieving the adopted strategy for reduced reliance on the automobile | Eugene, Springfield,<br>Lane County | September 2004   |
| 6. Plan and ordinance provisions that meet all other applicable requirements of this division  | Eugene, Springfield,<br>Lane County | September 2004   |