

## Nodal Development: A Primer

*TransPlan* recognizes that sole reliance on more and bigger roadways to meet the transportation demand is short-sighted. *TransPlan* strategies include nodal development and transit-supportive land use patterns, new and expanded TDM programs, and Bus Rapid Transit (BRT), in addition to roadway projects that benefit pedestrians, bicyclists, and motorists. Nodal development supports the fundamental principles and policies of the adopted Metro Plan to achieve compact urban growth, increase residential densities, and encourage mixed-use developments in designated areas. Nodal development also supports increased use of alternative modes of transportation and increased opportunities for people to live near their jobs and to make shorter trips for a variety of purposes.

The integration of transportation and land use planning is especially important to support compact urban growth, which provides for more pedestrian-, bicycle-, and transit-friendly environments, rather than urban sprawl that supports auto dependency.

Nodal development areas in Eugene and Springfield (also known now as Mixed Use Centers) may vary in the amount, type, and orientation of commercial, civic, and employment uses; building size; amount and types of residential uses; and commercial intensity. Nodes will be pedestrian-friendly environments with a mix of land uses, including public open spaces that are pedestrian-, transit-, and bicycle-oriented. Nodes should have commercial cores that contain a compatible mix of retail, office, employment, and civic uses. The amount and types of commercial and civic uses in the core should be consistent with the type of nodal development center. The core should be adjacent to a frequently serviced transit stop. Nodal development centers will include a mix of housing types that achieve at least an average density that is within the medium-density range for residential uses.

### ***TransPlan* Land Use Policy #1:**

*Apply the nodal development strategy in areas selected by each jurisdiction that have identified potential for this type of transportation-efficient land use pattern.*

### ***TransPlan* Land Use Policy #2:**

*Support application of the nodal development strategy in designated areas through information, technical assistance, or incentives*



*Mixed-use development that provides convenient retail services to residents, such as Broadway Place in downtown Eugene, is a foundation of the regional nodal development strategy.*



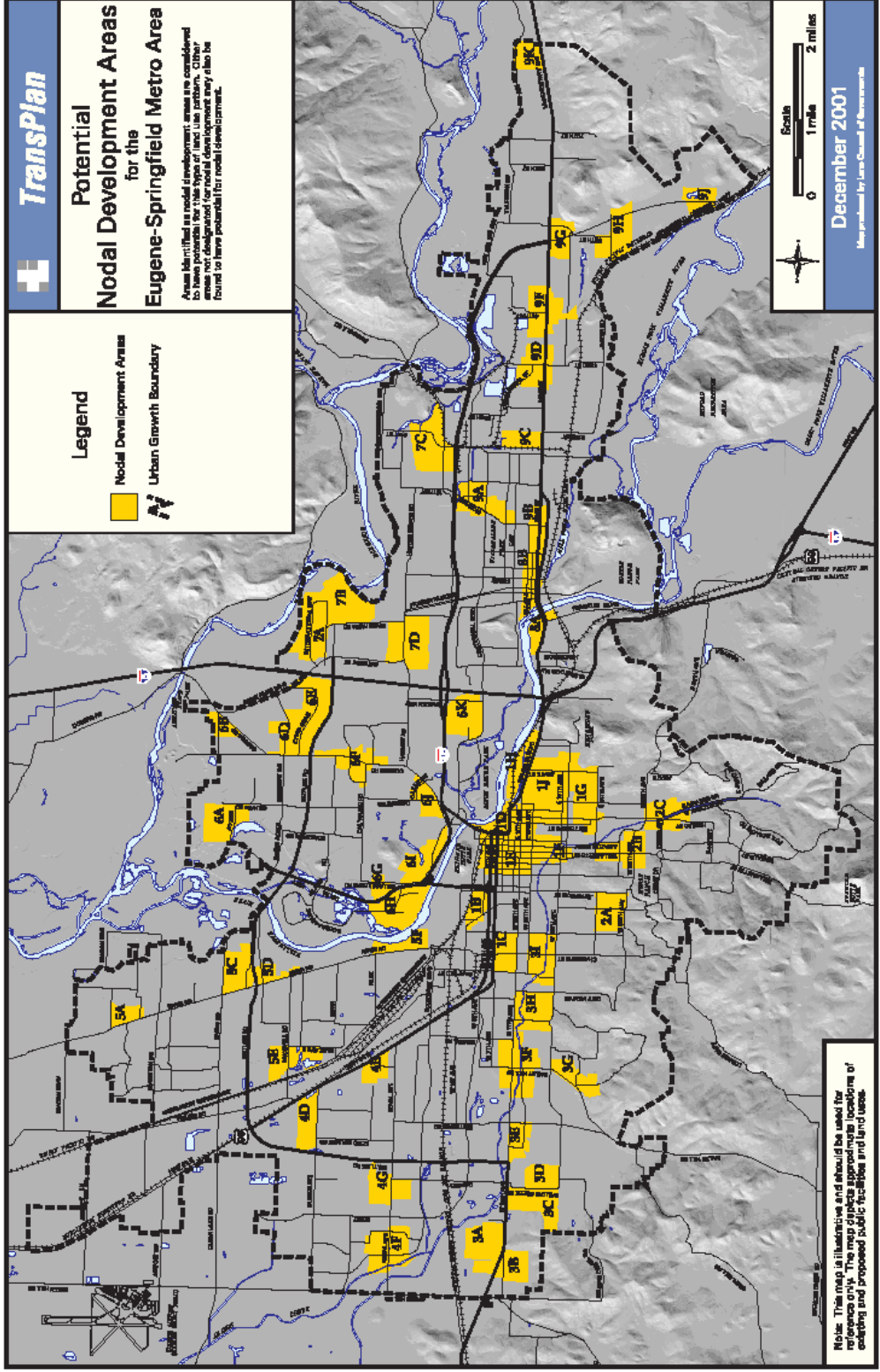
*High density housing is situated near commercial services at Chase Gardens Mixed Use Center.*

### Potential Nodal Development Areas for the Eugene-Springfield Metro Area

Areas identified as nodal development areas are considered to have potential for this type of land use pattern. Other areas not designated for nodal development may also be found to have potential for nodal development.

#### Legend

- Nodal Development Areas
- Urban Growth Boundary



Note: This map is illustrative and should be used for reference only. The map depicts approximate locations of existing and proposed public facilities and land uses.

Scale  
0 1 mile 2 miles

December 2001  
Map produced by Lane Council of Governments