

## **/TD Transit Oriented Development Overlay Zone**

### **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.

(Section 9.4500, see chart at front of Chapter 9 for legislative history from 2/26/01 through 6/1/02.)

### **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. (Refer to Map 9.4510 Transit Oriented Development Overlay Zone.) The /TD standards in EC [9.4530](#) 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.

(Section 9.4510, see chart at front of Chapter 9 for legislative history from 2/26/01 through 6/1/02.)

### **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.

(Section 9.4520, see chart at front of Chapter 9 for legislative history from 2/26/01 through 6/1/02.)

## **9.4530 /TD Transit Oriented Development Overlay Zone Development Standards.**

(1) *Building Setbacks.*

(a) Buildings shall be set back a maximum of 15 feet from the street. There is no minimum setback, except as required by EC [9.2170\(4\)\(b\)](#).

(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 facade 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. (Refer to Figure 9.4530(2) Building Orientation in /TD Areas.)

(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). (See Figure 9.4530(3) Floor Area Ratio Calculation).

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

(c) At-or-below-grade parking within the building's footprint 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.*

- (a) Automobile parking, driving, and maneuvering areas shall not be located between the main building(s) and a street.
  - (b) For a development site that abuts 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 [9.4530\(3\)\(c\)](#).
  - (c) For purposes of determining the percent of site frontage, the building or enhanced pedestrian space shall be within 15 feet of the street. (See Figure 9.4530(6) Parking Between Buildings and the Street in /TD Area.)
  - (d) For a development site with frontage on more than one street, these standards only apply along one street frontage.
- (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, except on properties zoned C-2 or C-3. (See Figure 9.4530(8) Improvements Between Buildings and Streets in /TD Areas.)
- (7) *Adjustments*. An adjustment to any of the standards in this section may be made based on the criteria in EC [9.8030\(32\)](#).
- (Section 9.4530, see chart at front of Chapter 9 for legislative history from 2/26/01 through 6/1/02; amended by Ordinance No. 20269, enacted November 25, 2002, effective December 25, 2002; amended by Ordinance No. 20412, enacted July 14, 2008, effective August 16, 2008; and amended by Ordinance 20433, enacted June 8, 2009, effective July 10, 2009; amended by Ordinance No. 20514, enacted July 22, 2013, effective August 24, 2013; amended by Ordinance No. 20657, enacted July 26, 2021, effective August 27, 2021.)

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**The Eugene Code is current through Ordinance 20724, passed March 10, 2025.**

Disclaimer: The city recorder's office has the official version of the Eugene Code. Users should contact the city recorder's office for ordinances passed subsequent to the ordinance cited above.

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