



PTA 25-0002

CFEC Walkable Design Standards

November 24, 2025 – City Council

Agenda



- CFEC background and summary
- Overview of code concepts and amendments
- Engagement and public comments
- Approval criteria
- Planning Commission recommendation
- Questions & discussion



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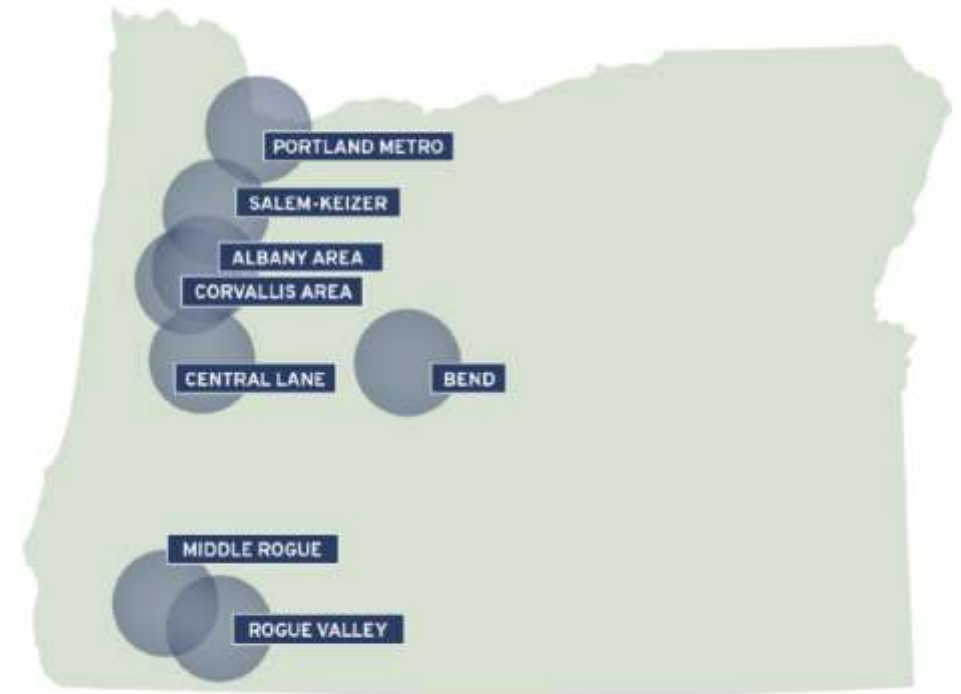
CFEC Background

Climate-Friendly and Equitable Communities

State mandate to reduce greenhouse gas emissions from transportation

CFEC Components

- ✓ Designate Climate-Friendly Areas – Metro 2040 Growth Concept
- ✓ Parking Reform – Ordinance No. 1486-24
- ☐ Transportation System Plan Update
 - Walkable Design Standards



The CFEC program applies to regions with populations over 50,000 people.

Project Summary



Oregon Administrative Rules 660-012-0330 (“Rule 0330”)

Project Purpose: Promote walkable and bike-friendly design in new residential and commercial development throughout the city by promoting pedestrian-oriented site design, connectivity, and compact development.



PEDESTRIAN-
ORIENTED
DEVELOPMENT



CONNECTIVITY
AND ACCESS



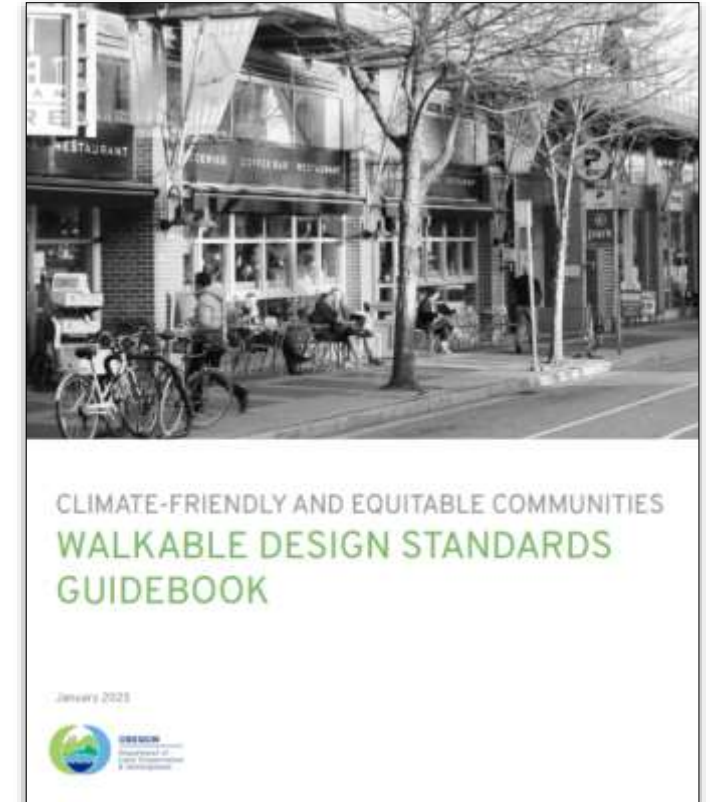
COMPACT
DEVELOPMENT

Project Summary



Project Objectives:

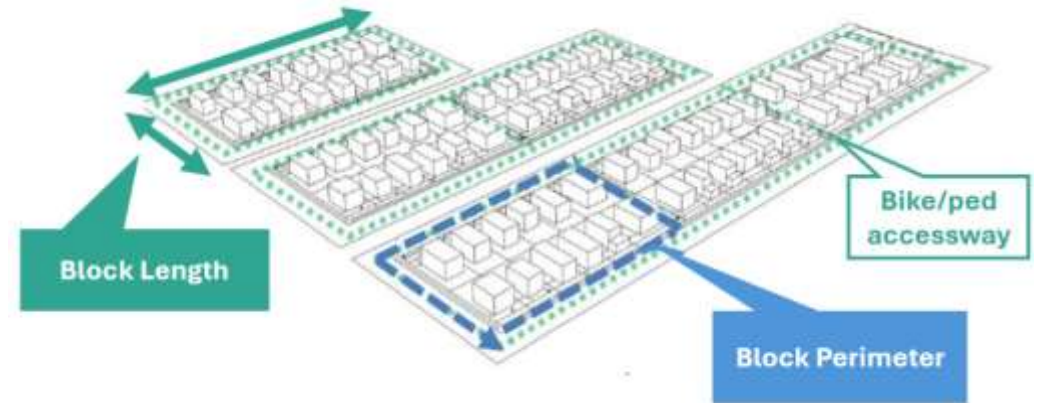
- Implements Rule 0330 requirements
 - Neighborhood connectivity
 - Commercial and mixed-use districts
 - Residential neighborhoods
 - Auto oriented uses
- Aligns with DLCD's *CFEC Walkable Design Standards Guidebook and Model Code*
- Consider input from City Council and community stakeholders



Neighborhood Connectivity

What do the State Rules require?

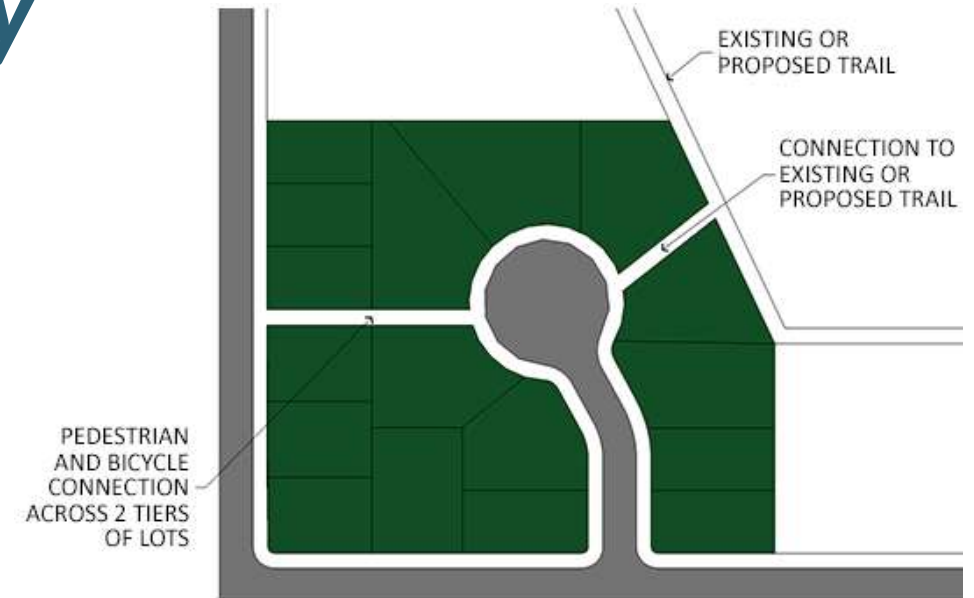
- Apply to land divisions and creation of new streets.
- Require a connected network of streets, paths, and accessways that provide pedestrian and bicycle connectivity within neighborhoods and to adjacent districts.
- Provide direct pedestrian access to key destinations.
- Set maximum block length and block perimeter standards at distances conducive to pedestrians.



Neighborhood Connectivity

Code amendments to address rules

- Reduce maximum block length from 530 feet to 400 feet, while adding block perimeter standard.
- Require cul-de-sacs to provide ped/bicycle connection when a public sidewalk is nearby.
- Add design standards for public alleys and private streets.
- Incorporate flexibility for residential development to provide driveway access from alleys.
- Expand mid-block accessways standards for pedestrian comfort and safety.



Commercial and Mixed-Use Districts

What do the State Rules require?

- Provide for compact development patterns, easy ability to walk or use mobility devices, and direct access to pedestrian, bicycle, and public transportation networks.
- Primary pedestrian entrances must be oriented to public sidewalk. Secondary entrances may orient to parking.
- Buildings must be located along public street, and parking must be located beside or behind buildings. Bike parking must be provided.
- Requires pedestrian connects between sidewalk, building entrance, parking, adjacent properties, and transit facilities.



MUC buildings close to streets

Commercial and Mixed-Use Districts

Code amendments to address rules

- Existing MUC standards largely comply with the rulemaking.
- Amend CN & CC Chapters to require a maximum front setback and lessen minimum front setback. Add street frontage standard that requires a building to occupy a percentage of the frontage to the maximum setback standard.
- Add parking location standards in commercial zones, that prohibits parking between the public street and building.
- Add requirement that buildings in commercial zones provide a main entrance facing the street.



Residential Neighborhoods

What do the State Rules require?

- Apply to new residential construction
- Regulations provide for slow neighborhood streets and efficient and sociable development patterns.
- Revisit local regulations to meet these objectives including:
 - Setback;
 - Lot size and coverage;
 - Building orientation; and
 - Access.



Residential Neighborhoods



Code amendments to address rules

- Reduce front setback requirements for multi-family development in residential zones. Add maximum front setback to RH and RH-HR.
- Add requirement that multi-family housing with frontage on a street with local classification, provide at least one main entrance facing the street.
- Clarifies walkway standards for single-family dwellings and middle housing.
- Limit driveway widths for single-family dwellings and middle housing.



Auto Oriented Uses



What do the State Rules require?

- Apply to drive-through facilities and other uses related to the operation, sale, maintenance, or fueling of motor vehicles.
- Ensure auto-oriented uses are compatible with walkability and the use of mobility devices.
- Must provide safe and convenient access for people walking, using mobility devices, or riding a bike. Access to service must be equivalent or better than access for people driving.



Auto Oriented Uses



Code amendments to address rules

- Require walk up service windows for new drive-through uses.
- Require driveway access to be provided off lowest classification street at least 50 ft from nearest intersection.
- Prohibit drive-through uses in pedestrian-oriented zones.
- Require elevation change or different material when walkways cross vehicle areas.



Supporting Amendments

CHAPTER / TITLE		PROPOSED AMENDMENT
31	General Provisions	<ul style="list-style-type: none"> • Updates definitions in support of code amendments
32	Procedures	<ul style="list-style-type: none"> • Updates Table 32-1 consistent with Chapter 33.030
33	Applications & Approval Criteria	<ul style="list-style-type: none"> • Corrects code citations under Architectural Review • Expands Driveway Approach Permit procedures • Formatting corrections
36	Land Divisions	<ul style="list-style-type: none"> • Adds submittal requirement to support block length & perimeter requirements in TDC 74 • Updates to reflect OAR requirements for connections to key destinations • Clarifies requirements for pedestrian, bicycle, and transit circulation improvements are limited to site boundaries • Corrects typos
39, 56, 65	Various	<ul style="list-style-type: none"> • Replaces the term “drive-up use” with “drive-through facility”
41, 42	Medium Low/ Medium High Density	<ul style="list-style-type: none"> • Reduces minimum front setback requirements
43, 44	High Density & High Rise Residential	<ul style="list-style-type: none"> • Reduces minimum front setback and adds new maximum setback requirement • Adds provisions for minimum frontage requirements • Corrects an error from a previous code update

Supporting Amendments

CHAPTER / TITLE		PROPOSED AMENDMENT
51, 53	Neighborhood/ Central Commercial	<ul style="list-style-type: none">• Adds new maximum setback requirement• Adds provisions for minimum frontage requirements
57	Mixed Use Commercial	<ul style="list-style-type: none">• Prohibits new drive-through facilities• Amendments for consistent language throughout code
58	Central Tualatin Overlay	<ul style="list-style-type: none">• Clarifies how existing drive-through facilities are treated in the overlay
73A	Site Design	<ul style="list-style-type: none">• Corrects errors from a previous code update• Amends the walkway standards for single-family dwellings and middle housing• Adds entry standards for multi-family development w/ frontage on local street classification• Adds or amends commercial standards for walkways, entry orientation, parking location, and drive-through facilities
73B, 73G, 74, 75	Various	<ul style="list-style-type: none">• Corrects errors from a previous code update
73C	Parking	<ul style="list-style-type: none">• Makes minor updates to the use of terms• Limits driveway widths for all single-family and middle housing types

Engagement Summary

While the project responds to a state mandate, the following public engagement activities were included:

- Stakeholder meetings held in December 2024 & January 2025 which confirmed general project support – Exhibit 6;
- Council work sessions held February 10, May 27, and September 15 of 2025 provided project acceptance and general policy direction;
- Project highlighted on Tualatin Planning website and includes informational flyer;
- Public noticing requirements fulfilled under Exhibit 9.



WALKABLE DESIGN STANDARDS PROJECT

WHAT IS THIS PROJECT ABOUT?

- » The City of Tualatin is updating its Development Code to meet state requirements and further the goals of the Climate-Friendly and Equitable Communities (CFEC) program.
- » CFEC is an initiative led by the State of Oregon to reduce climate pollution, provide more transportation choices, and promote more equitable land use planning outcomes.
- » The Walkable Design Standards project will combine CFEC goals with community values to support:



Comfortable, direct, and convenient access for pedestrians, cyclists, and transit riders.



Neighborhoods that are comfortable for families (people young and old), inclusive, and sociable.



Mixed-use districts that are designed for climate resilience and better public health outcomes.

WHAT'S CHANGING?

- » Updating the Tualatin Development Code to ensure that the City's standards support walkable development patterns and comply with the requirements in Oregon Administrative Rules 660-012-0330 (CFEC rules).
- » Updating design standards in residential, commercial, and mixed-use areas; primarily applicable to new development and redevelopment.
- » The project does not address design of the public right-of-way. See Tualatin's [Transportation System Plan update](#) for discussion of street design standards.

Public Comments



Included as Exhibit 9:

- Many comments were directed at the amendments proposed to the Driveway Approach Permit procedures.
 - Staff clarified which permits would be eligible for a Type I review. Limited to:
Residential uses that take access from a street with Local classification; or
Reconstruction of an existing driveway approach.
 - Driveway approaches with greater impact considerations will still be subject to a Type II review.
- One comment directed at the reduced front setbacks proposed in the RML zone.
 - Staff clarified that amendments to RML setbacks are limited to multi-family development. Anticipated that amendments will have a de minimis impact to neighborhood character.

Driveway Approach Permits



TDC 33.030. Driveway Approach Permit.

- (1) *Applicability.* A driveway approach permit must be obtained prior to constructing, relocating, reconstructing, or enlarging, ~~or altering~~ any driveway approach.
 - (a) Exceptions. The following do not require a driveway approach permit:
 - (i) The construction, relocation, reconstruction, or enlargement, ~~or alteration~~ of any driveway approach that requires a state highway access permit; or
 - (ii) The construction, relocation, reconstruction, or enlargement ~~or alteration~~ of any driveway approach that is part of the construction of a publicly or privately engineered public improvement project for which the developer has obtained a Public Works Permit.
- (2) *Procedure Type.* ~~A Driveway Approach Permit is processed as a Type II procedure under TDC 32.220 (Type II).~~
 - (a) Residential Review. Driveway approach permits submitted for residential uses that take access from a street with a Local classification are subject to a Type I Review in accordance with TDC Chapter 32.
 - (b) Limited Review. Driveway approach permits submitted to reconstruct an existing driveway approach are subject to a Type I Review in accordance with TDC Chapter 32.
 - (c) General Review. All other driveway approach permits are subject to Type II Review in accordance with TDC Chapter 32. Driveway approach permits submitted with an Architectural Review, Subdivision, or Partition application will be processed in conjunction with the Architectural Review, Subdivision, or Partition decision.

RML Setbacks



MINIMUM SETBACKS		
Multi-family (5 or more units), Conditional Uses, and Other Permitted Uses Not Listed		
Front (based on structure height)		
<12 feet	20 feet	
12—<25 feet	25 <u>10</u> feet	
25—<30 feet	30 <u>15</u> feet	
30+ feet	35 <u>20</u> feet	
Side	5 feet	

Approval Criteria



- Statewide Planning Goals
- Oregon Administrative Rules
 - OAR 660-012-03330
- Metro Code
- Tualatin Development Code:
 - Chapter 32.250 Type IV-B
 - Chapter 33.070 Plan Amendments



Recommendation



The Planning Commission unanimously forwarded a recommendation to release the amendments proposed under PTA25-0002 for public review with the following caveats:

1. That the members of the two focus groups be included in the notification of the public hearing; and
2. That the proposed changes to the title and purpose of TDC Chapter 44 be tabled, and the application of the RH-HR zone be evaluated for appropriate areas of the city at a later date.

In response, staff have shared a notice of hearing with the stakeholder focus groups, included under Exhibit 8. Staff have also updated the amendments to address the Planning Commission's desire to keep the existing High Density-High Rise zone title and purpose statement. This will not affect ability to comply with CFEC rules.

Conclusion

Any other questions or discussion?





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