



# CITY OF TUALATIN

## *Staff Report*

**TO:** Honorable Mayor and Members of the City Council

**THROUGH:** Sherilyn Lombos, City Manager

**FROM:** Aquilla Hurd-Ravich, Community Development Director  
Erin Engman, AICP, Senior Planner

**DATE:** November 24, 2025

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### **SUBJECT:**

Consideration of Ordinance 1454-25, adoption of a city-initiated code amendment to comply with state-mandated rulemaking known as Climate Friendly and Equitable Communities (CFEC) Walkable Design Standards under PTA 25-0002.

### **BACKGROUND:**

The legislative code amendment will meet state requirements and further the goals of the Climate-Friendly and Equitable Communities (CFEC) program. Requirements in Oregon Administrative Rules (OAR) 660-012-0330 (referred to as “Rule 0330”) are intended to 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. Successful outcomes of walkable design standards would include:

- **Comfortable, direct, and convenient access** for pedestrians, cyclists, and transit riders equitably provided throughout areas, and reduced reliance on the automobile;
- **Neighborhoods that are comfortable** for families (people young and old), inclusive, sociable, and that offer safe, direct connections to surrounding destinations; and
- **Mixed-use districts that orient activity and entrances to the pedestrian realm** and that are designed for climate resilience and better health outcomes.

Rule 0330 is a part of the larger Transportation Planning Rule (TPR) that regulates Transportation System Plan (TSP) requirements. The TPR requires that -0330 Walkable Design Standards be adopted as part of a TSP update. The 2045 TSP update was adopted on August 11, 2025. While some elements of Rule 0330 were included under the TSP ordinance, staff had requested an alternative date to adopt the remaining Walkable Design Project standards from DLCD. This extension provided staff with an opportunity to seek additional policy direction from Council on the appropriateness of drive-through facilities in pedestrian-oriented districts. The approved request is included as Exhibit 7 and extends the adoption deadline to December 2025.

### **EXECUTIVE SUMMARY:**

The City of Tualatin received a technical assistance grant from the Oregon Department of Land Conservation and Development (DLCD) to complete this work with the consulting firm MIG. MIG first introduced the project and code concepts to Council at a work session held on February 10, 2025. They then conducted an audit of the Tualatin Development Code (Exhibit 5) using the requirements laid out in Rule 0330 and the

Walkable Design Standards Guidebook and Model Code (Exhibit 4). MIG also met with community stakeholders (Exhibit 6) and drafted code amendments to implement Rule 0330 (Exhibits 2 and 3). A project update was presented to Council at a work session held on May 27, 2025. During this discussion, staff sought direction from Council on the appropriateness of drive-through facilities in pedestrian-oriented districts. This discussion was continued to a work session held on September 15, 2025 so that staff could present more details specific to the Mixed Use Commercial (MUC) zone for Council consideration. At the September work session, Council directed staff to prohibit drive through uses in the MUC zone under this project.

Below is a detailed summary of the code amendments, organized by sections from Rule 0330. Many of the proposed amendments draw on examples and code language provided in DLCD's *Climate-Friendly and Equitable Communities Walkable Design Standards Guidebook*, and the accompanying *Model Code*.

### ***Neighborhood Connectivity***

This section of Rule 0330 applies to land divisions which include new streets. The rule requires a connected network of streets, paths, and accessways that provide pedestrian and bicycle connectivity within the neighborhood and to adjacent districts.

These requirements were included under Ordinance No. 1451-25 and adoption of the 2045 TSP:

- TDC 74.030 reduced maximum block length for local streets from 530 feet to 400 feet and established a maximum block perimeter standard that is consistent with four times the block length. These standards can be met with public streets, alleys, or a mid-block pedestrian and bicycle accessways.
- TDC 74.030 requires redevelopment of existing sites that are larger than 2 acres to add connections that meet the block length standards, when the improvements are proportional to the development's impacts.
- TDC 74.030 adds a requirement to provide pedestrian/bicycle connectivity when cul-de-sacs and closed-end streets are near a public pedestrian facility.
- TDC 74.060 adds private street standards.
- TDC 74.070 adds public alley standards.
- TDC 74.100 expands mid-block accessway standards for pedestrian comfort and safety.
- PTA 25-0002 includes minor revisions and corrections to amendments included under the TSP.

### ***Residential Neighborhoods***

This section of Rule 0330 applies to new residential construction in residential and mixed-use zoning districts and call for "efficient and sociable development patterns." The rules specifically require local regulations to address building setbacks, building orientation, and access.

These requirements are addressed under this ordinance and include:

- TDC 41-44 reduces minimum setback requirements for RML, RMH, RH, RH-HR zones. Large minimum setback requirements limit how much of a site can be built on and inhibit the relationship between the sidewalk and the building.
- TDC 43-44 adds maximum setback requirements for RH, RH-HR zones. Maximum setback requirements promote development that is oriented towards the street.
- TDC 73A.100 requires multi-family development with local street frontage to provide building entries oriented to the street. Orientation to lower-traffic streets promotes a pedestrian-friendly environment.

### ***Site Design Standards for Commercial and Mixed-use Districts***

This section of Rule 0330 applies to new development in commercial and mixed-use districts and calls for compact development patterns, easy ability to walk or use mobility devices, and direct access to pedestrian, bicycle, and public transportation networks.

Similar to the standards discussed above for residential neighborhoods, minimum setback, maximum setback, and entry standards are proposed in for some of the City's pedestrian-oriented commercial zones. These requirements are addressed under this ordinance and include:

- TDC 51, 53 reduces minimum setback requirements for CN, CC zones.
- TDC 51, 53 adds maximum setback requirements for CN, CC zones. Flexibility is proposed that allows pedestrian plaza spaces to count toward the requirements.
- TDC 73A.110-120 requires entry orientation standards for commercial development to promote active streetscapes.
- TDC 73A.110 provides parking location standards for commercial development, similar to those existing in the MUC zone. These standards prohibit parking areas between the building and street, providing for more direct pedestrian access to goods and services.
- TDC 73A.110-120 provides exceptions language to provide flexibility in addressing building orientation and parking location standards for commercial development. These exceptions would allow alternative design approaches if it is not practical to meet the standards given site constraints, or if the proposed design would equally or better meet the purpose of the standard.

### ***Auto Oriented Uses***

This section of Rule 0330 applies to auto oriented uses, including drive-through facilities and uses related to the operation, sale, maintenance, or fueling of motor vehicles. The rules ensure auto-oriented uses are compatible with walkability and the use of mobility devices.

These requirements are addressed under PTA 25-0002 and include:

- TDC 73A.110 expands standards for drive-through facilities to improve access and safety for pedestrians.
- TDC 57 and 73A.120 prohibits drive through uses in the MUC zone, as recommended by the Model Code and Council direction.

### ***Public Comments***

Prior to public noticing and shortly after the Planning Commission meeting packet was published, staff received public comments on the project which are included as Exhibit 9. These comments were directed at the amendments proposed to the Driveway Approach Permit procedures. There were concerns regarding reviewing certain permits under a Type I process. Staff had addressed these comments at the Planning Commission meeting. Staff shared that Driveway Approach Permits that are eligible for a Type I review are limited to residential uses that take access from a street with Local classification or to reconstruct an existing driveway approach. Staff further clarified that driveway approaches with greater impact considerations will still be subject to a Type II review. As an example, new driveway access or relocated driveway access to industrial or commercial sites will be subject to a Type II review. Another comment was directed at the reduced front setbacks proposed in the RML zone. To address this comment, staff explained that amendments to setbacks in the RML zone are limited to multi-family development. It is anticipated that these amendments will have a de minimis impact to established neighborhood character.

### **PLANNING COMMISSION RECOMMENDATION:**

The Planning Commission held a public meeting on October 15<sup>th</sup> and unanimously recommended the release

for public review of PTA 25-0002, to amend the Tualatin Development Code to implement the Climate Friendly and Equitable Communities Walkable Design Standards and comply with OAR 660-012-0330 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 has notified the stakeholder focus groups of the notice of hearing under Exhibit 8. Staff have also updated the proposed amendments to comply with the Planning Commission's desire to keep the existing High Density-High Rise zone title and purpose statement. Retaining the existing zone title and purpose statement will not affect our ability to comply with OAR 660-012-0330.

#### **CLIMATE IMPLICATIONS:**

The amendments support the Tualatin's Climate Action Plan (CAP) and the following strategies:

- **Action 5.1.1** Reduce barriers to compact urban development in the downtown/town center(s), transit corridors.
- **Action 5.1.3** Build walkable neighborhoods where residents can meet most of their daily needs without the use of a car.

#### **OUTCOMES OF DECISION:**

The state rulemaking is mandatory for metropolitan areas in Oregon. Approval of Ordinance 1454-25 will support the state in achieving climate goals related to Executive Order 20-04 and OAR 660-012-0330.

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#### **ATTACHMENTS:**

- Presentation

- Ordinance 1454-25

Exhibit 1 – PTA 25-0002 Findings and Analysis

Exhibit 2 – PTA 25-0002 Text Amendment (Clean)

Exhibit 3 – PTA 25-0002 Text Amendment (Formatted)

Exhibit 4 – Walkable Design Standards Guidebook and Model Code

Exhibit 5 – Tualatin Development Code Audit

Exhibit 6 – Stakeholder Summary

Exhibit 7 – DLCD Alternative Date Approval -0330

Exhibit 8 – Public Notice

Exhibit 9 – Public Comments