



TO: Tualatin City Council
FROM: Keegan Gulick, Kate Rogers & Jon Pheanis, MIG
RE: Tualatin CFEC Walkable Design Standards – Project Introduction
DATE: January 22, 2025

Introduction

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. 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.

This memo summarizes information about the background and scope of the Walkable Design Standards project, initial findings and recommendations for updates to the City’s regulations, and community input received to-date. At the City Council work session, the project team will provide additional information and seek initial feedback on a few key topics.

Background on CFEC

Oregon has set a policy and goal in law to lower greenhouse emissions by 75% by 2050. CFEC actions are a key element of Oregon’s Statewide Transportation Strategy and meeting climate goals. The CFEC program requires communities within Metro, as well as in metropolitan areas with populations over 50,000 people, to update their local land use and transportation plans to do more to ensure community members have more safe, comfortable ways to get around, and better transportation options to meet their daily needs. Reducing reliance on automobiles and increasing the walkability of the built environment are key outcomes intended to reduce climate pollution.

The Administrative Rules adopted in 2022 provide guidance to local governments on how to conduct land use and transportation planning to meet the state’s climate and equity objectives. The rules address these primary components:

1. **Designate Climate-Friendly Areas** – this is implemented in Tualatin through consistency with the Metro 2040 Growth Concept.
2. **Parking Reform** – the City adopted amendments in 2024 as Ordinance No. 1486-24.
3. **Transportation System Plan (TSP) Update** – Early Summer 2025
4. **Electric Vehicle (EV) Readiness** – requires EV charging infrastructure with new development.
5. **Walkable Design Standards** – currently underway through this project.

Project Scope

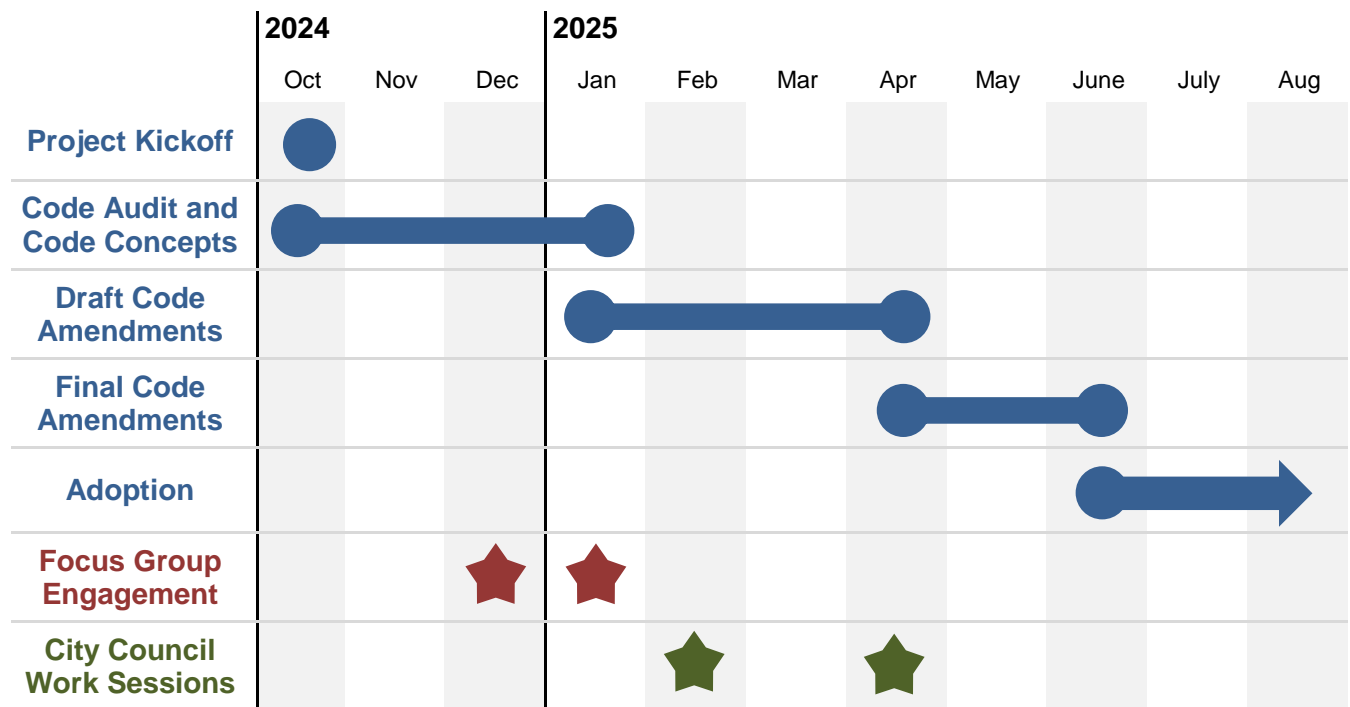
The main objective of this project is to review and update the Tualatin Development Code (TDC) to ensure that the City’s standards support walkable development patterns and comply with the requirements of rule 0330. The City of Tualatin received a technical assistance grant from the Oregon Department of Land Conservation and Development (DLCD) to complete this work, and is being assisted by consulting firm MIG.

Using the requirements laid out in rule 0330, and the [Walkable Design Standards Guidebook and Model Code](#), MIG conducted an audit of existing land use regulations in the TDC to ensure compliance with the rules and to consider code concepts for encouraging walkable urban design. The MIG team also met with community members to discuss walkability in Tualatin and to get feedback on some of the code audit findings. The next steps in the project include drafting initial and final code amendments to implement recommendations from the code audit. City Council will have more opportunities to provide input on this project after a draft set of code amendments is available this spring, and later during the adoption process.

The scope of topics being addressed by this project is further detailed in the Code Audit and Code Concepts Summary below.

Project Timeline

This project kicked off in October of 2024 and final code amendments are expected to be completed in June 2025. City staff intends to take the TDC amendments through the adoption process during the second half of 2025.



Code Audit and Code Concepts Summary

The project team has completed a comprehensive review (Code Audit) of the TDC looking for the issues described in the Project Scope above. Below is a summary of key findings and recommendations (Code Concepts) from the code audit, organized by the sections from rule 0330. Overall, the TDC already complies with many of the Walkable Design Standards requirements. However, the summary table below focuses on the notable gaps in the code where modifications are needed. The next major step of the project will be to begin drafting code amendments to address these issues, as well as some additional minor fixes needed for compliance.

Audit Findings	Code Concepts
<p>Part 1: Neighborhood Connectivity</p>	
<p>Rules in this section apply to neighborhood-scale development (land divisions which include new streets) in all land use districts except industrial, and call for pedestrian-friendly and connected neighborhoods.</p>	
<ul style="list-style-type: none"> The TDC block length standards for subdivisions and other large developments exceed those in the Model Code (530 feet vs. 350 feet). The TDC does not provide standards for block perimeter, which is inconsistent with the OAR. 	<ul style="list-style-type: none"> Reduce the maximum block length for residential areas to be closer to 350 ft. Consider separate block length standards for commercial areas. Establish block perimeter standards. Establish enhanced design standards for bike/ped accessways used to meet connectivity standards.
<p>Part 2: Residential Neighborhoods</p>	
<p>Rules in this section apply to new residential construction in residential and mixed-use zoning districts and calls for “efficient and sociable development patterns,” with requirements to address setbacks, lot size and coverage, building orientation, and access.</p>	
<ul style="list-style-type: none"> Consider reducing minimum front setback requirements to further promote walkable design. Consider whether maximum setbacks would be appropriate in certain higher-density residential zones. Consider increasing maximum lot coverage standards in higher-density zones. 	<ul style="list-style-type: none"> Reduce minimum setbacks to no more than 15 or 20 feet in most residential zones. Establish maximum setbacks of 15-20 feet for residential development in higher-density zones. Require a minimum percentage of a site’s frontage to meet the maximum building setback. In higher-density zones, increase maximum lot coverage for multi-family housing to 60% or 70%.
<p>Part 3: Site Design Standards for Commercial and Mixed-use Districts</p>	
<p>Rules in this section apply to new development in commercial and mixed-use districts and call for compact development patterns, easy ability to walk or use mobility devices, and direct access to pedestrian, bicycle, and public transportation networks.</p>	
<ul style="list-style-type: none"> Consider establishing maximum setbacks in commercial zones. 	<ul style="list-style-type: none"> Amend the standards to require nonresidential development to have primary ground-floor entries oriented to the

Audit Findings	Code Concepts
<ul style="list-style-type: none"> The TDC does not require entry orientation for nonresidential development in commercial zones. Standards are needed for compliance with this rule. The TDC does not limit the location of parking areas in the standard commercial zones, which conflicts with this rule. 	<p>street. Include exceptions for situations where this is not feasible or practical.</p> <ul style="list-style-type: none"> In commercial zones, limit vehicle parking similar to the MUC zone by prohibiting parking areas between the building and the street. Include exceptions for situations where this is not feasible or practical.
<p>Part 4: Auto Oriented Uses</p> <p>Rules in this section apply to auto oriented uses, including drive-through facilities and uses related to the operation, sale, maintenance, or fueling of motor vehicles. Intended to ensure auto-oriented land uses are compatible with a community where it is easy to walk or use a mobility device.</p>	
<ul style="list-style-type: none"> The TDC should be updated to improve pedestrian access to drive-up uses, with standards addressing walk-up service and location of service areas and stacking lanes. Consider exempting drive-up facilities in non-pedestrian oriented zones from the walkability standards. CFEC does not require cities to prohibit drive-through uses. However, the City could consider further restricting drive-up uses within the MUC zone, Central Tualatin Overlay Zone, and/or Central Design District. 	<ul style="list-style-type: none"> Require walk-up service windows where drive-up service windows are proposed and provide standards for walk-up windows. Require pathways that cross drive-up lanes to be raised, marked, or otherwise differentiated from the drive-up stacking area. Require driveway entrances, including stacking lane entrances, to be at least 50 feet from any street intersection. Prohibit drive-up uses in the MUC zone, Central Tualatin Overlay Zone, and/or Central Design District.
<p>Part 5: Applicability and Exemptions</p> <p>Rules in this section allow exemptions to provisions in rule 0330 when conditions on a site or class of sites would make those provisions prohibitively costly or impossible to implement.</p>	
<ul style="list-style-type: none"> The exceptions to MUC design standards, cul-de-sac limits, and block length limits are generally consistent with the exceptions allowed by the rule. 	<ul style="list-style-type: none"> Consider exemptions in certain circumstances, as noted above for commercial and auto-oriented uses.
<p>Part 6: Definitions</p> <p>Definitions for OAR 660-012 are in 660-012-0005 and by reference in ORS 197.015, 197.303, and 197.627.</p>	
<ul style="list-style-type: none"> Consider adding a definition for “Accessible” in the development code, consistent with the ORS. The TDC applies standards for development “abutting major transit stops.” This should be updated to apply “near” a major transit stop, as defined in OAR 660-012-0005(8). Consider adding definitions for “main entrance” and “stacking lane,” similar to the Model Code. 	

Audit Findings	Code Concepts
Part 7: Transportation Facilities	
Rules in this section require local governments to implement land use regulations to protect transportation facilities, corridors, and sites for their identified functions.	
<ul style="list-style-type: none"> • The TDC complies with this rule by regulating driveway spacing based on classification of the street, size, and location of the site. • Development code and map amendments are required to be consistent with the comprehensive plan, which includes the TSP. • No changes are required for compliance with this rule. 	

Community Input

The project team held two focus group meetings and one individual meeting in December 2024 and January 2025. The purpose of the meetings was to provide an overview of the project and get initial input on some of the gaps in Tualatin's code and potential code concepts for standards to support connectivity and walkability. The first focus group included transportation advocates who previously served on the City's Transportation System Plan (TSP) Community Advisory Committee. The second focus group included professionals involved in real estate development in Tualatin. MIG also met with a local developer who was unable to attend the group meeting. Below is a summary of input received at these meetings that will be incorporated into the revised code concepts.

Key Takeaways

- For the TSP Community Advisory Committee members, safety and accessibility for people walking or biking is a top priority. Lighting, pedestrian visibility, and places to sit/rest are especially important. However, some of these priorities are outside the scope of this project, and are more aligned with implementation of the TSP.
- There's general support for shorter block lengths and improved connectivity in neighborhood-scale development.
- There's some interest in midblock pedestrian/bicycle accessways as an alternative to full street connections, but there's concern about their safety, maintenance, and comfort. Participants called for standards to ensure accessways are usable and connect to destinations.
- The development group encouraged flexibility in the code standards. There's support for reducing front setbacks in certain areas, but less support for imposing maximum setbacks.
- Applying standards for the orientation of residential building entries to the street may make sense on low-traffic streets, but less so on collectors or arterials.
- Standards preventing parking from being located between buildings and the street could be applied to new commercial development. However, the City should use caution if applying the improvement requirements to existing development, as it can inhibit development feasibility.