



CFEC Walkable Design Standards

February 10, 2025 – Work Session



Agenda



- CFEC summary
- Project objectives and limits
- Overview of model code concepts
- Stakeholder outreach & feedback
- Questions / Next Steps



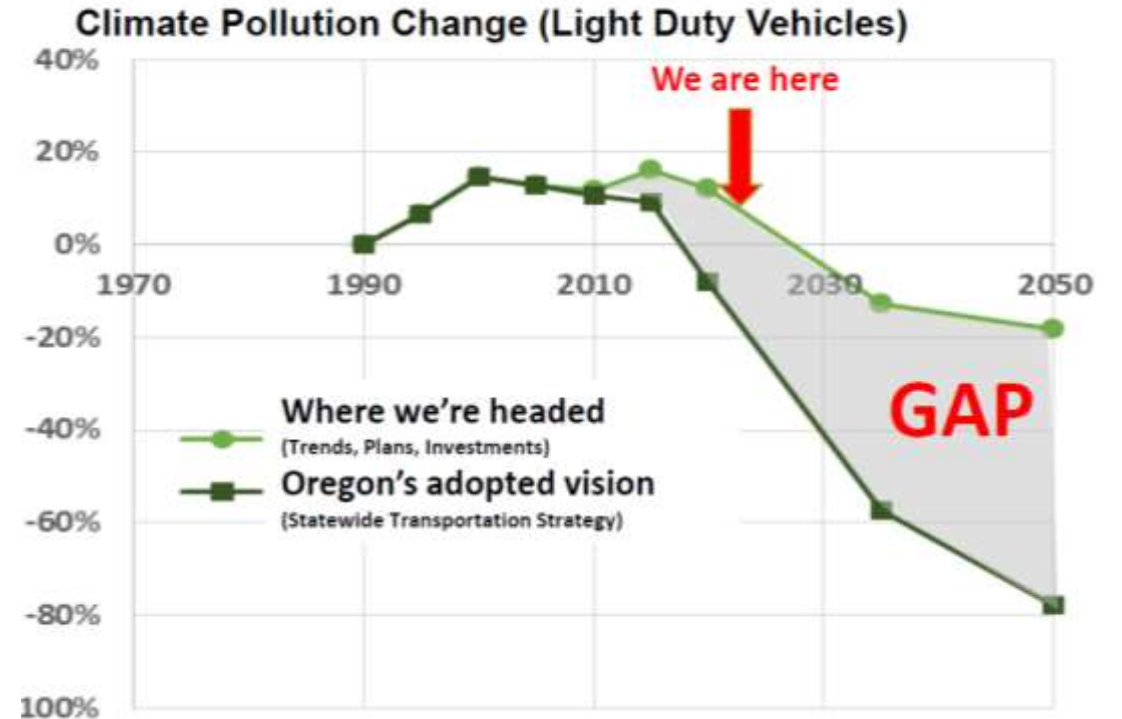
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CFEC Summary

What is CFEC?

Climate-Friendly and Equitable Communities

- Response to Executive Order No. 20-04 and Oregon Revised Statute 468A.205
- State mandate to reduce greenhouse gas emissions from transportation
- Walkable Design Standards are implemented through Oregon Administrative Rules 660-012-0330



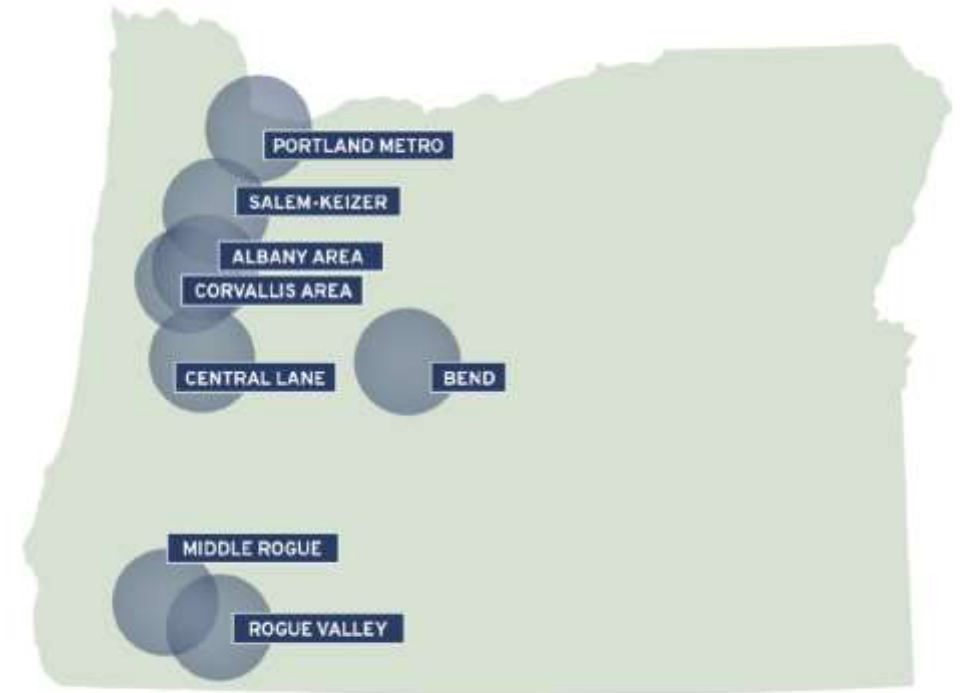
CFEC Summary

Where does CFEC apply?

- Applies to 8 metropolitan regions in Oregon

What are the components of CFEC?

- ✓ 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.

CFEC Summary



Why include walkable design standards?



PEDESTRIAN-ORIENTED DEVELOPMENT

Design that focuses on pedestrians reduces dependence on driving, lowering transportation pollution.



CONNECTIVITY AND ACCESS

Design that integrates multiple transportation modes on an efficient network reduces travel times and encourages walking, bicycling, and transit use.



COMPACT DEVELOPMENT

Design that concentrates development and density reduces distances between homes, workplaces, shops and services.

CFEC Summary



WHAT DOES A WALKABLE COMMUNITY LOOK LIKE?



1/4 Mile Walk Radius

-  Multi-Modal Connections
-  Connected Street Grid
-  Compact Development
-  Parking Oriented Behind Buildings
-  Public Transportation

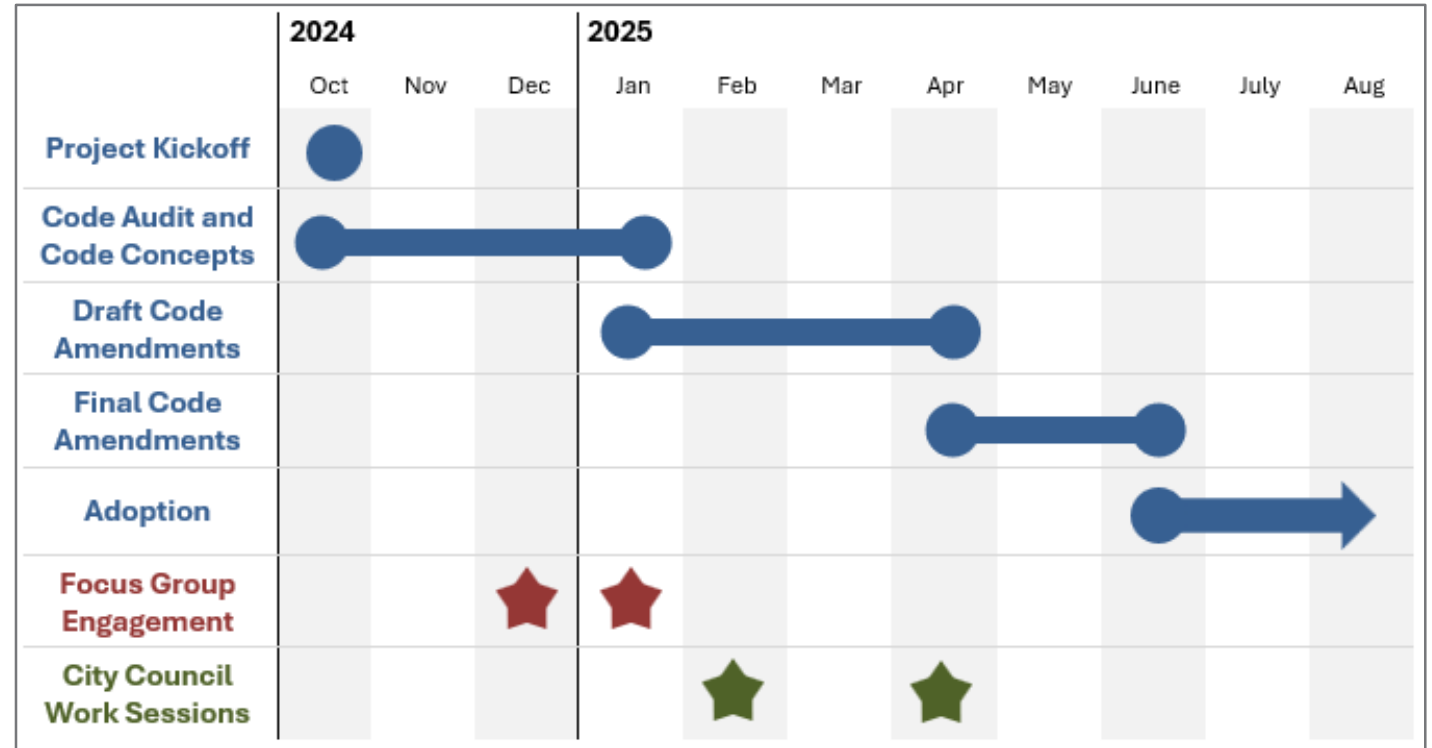
Source: Oregon CFEC Walkable Design Standards Guidebook (Draft)

CFEC Summary

When do CFEC rules apply?

- On or before any major update to the Transportation System Plan
TSP adoption is anticipated in late spring/early summer
- An extension for this project will be requested through DLCD

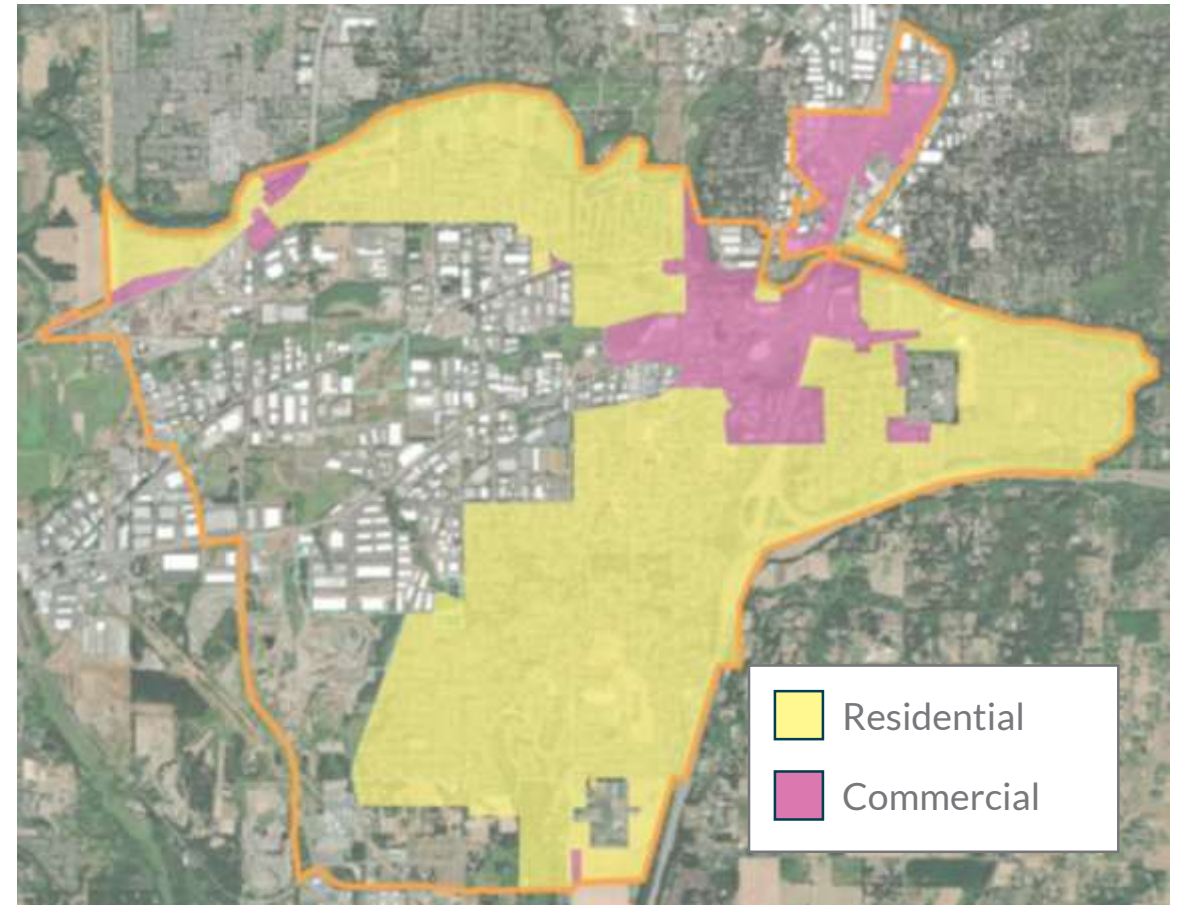
Walkable Design Standards Project Timeline



Objectives/Limits

Walkable design standards must apply to:

- New development and redevelopment
(*NOT existing development*)
- Private property
(*NOT public right-of-way*)
- Compact development pattern
(*NOT density*)
- All commercial and residential zoning districts
(*NOT industrial zoning districts*)
 - Block length and street grid
 - Setback and lot coverage
 - Building entrances
 - Driveway widths and separation
 - Parking lot location
 - Auto-oriented land uses (drive-through uses)

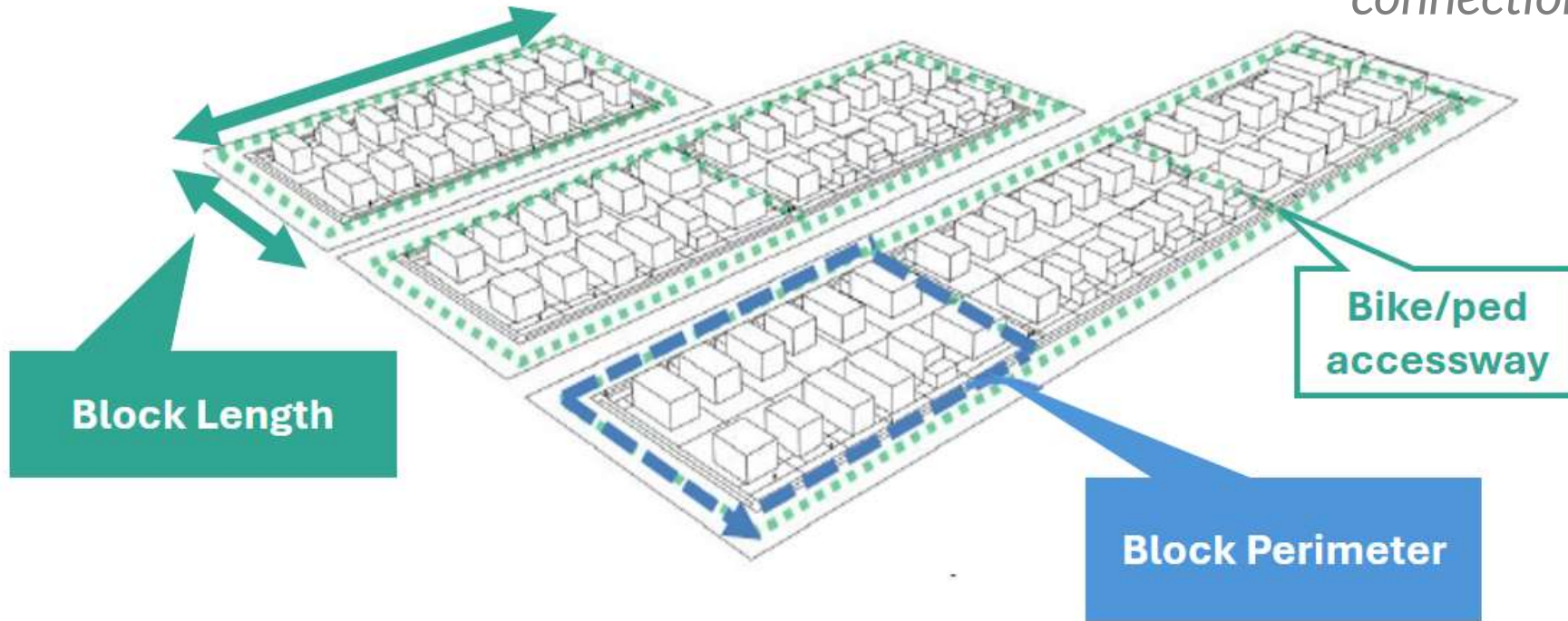


Code Concepts



Block Lengths

Smaller blocks support better walkability and connectivity because you don't have to travel as far out of the direction you want to go. Bike/ped accessways can be used to foster connectivity where a vehicle connection cannot be made.



Code Concepts



Maximum Setback & Building Entrances

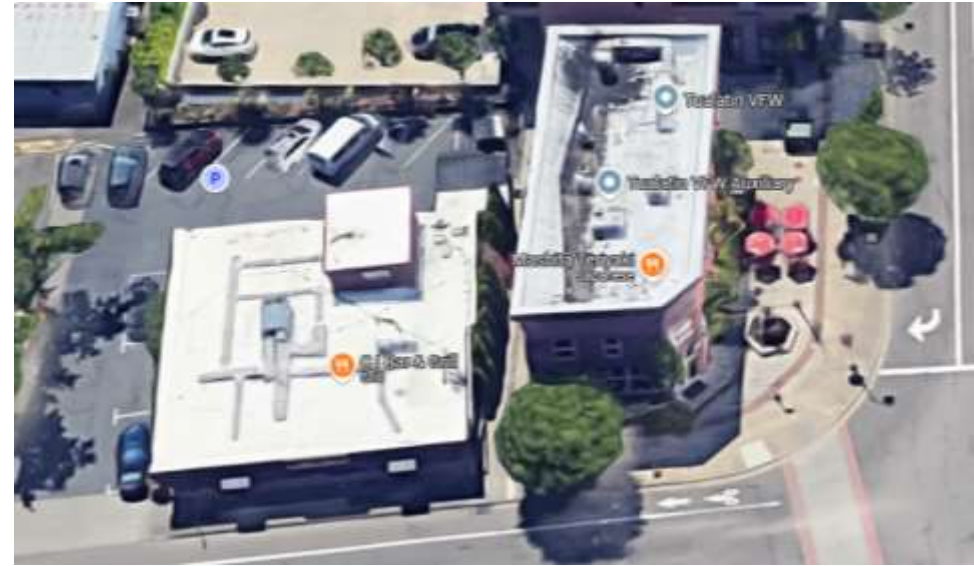


Limiting the distance a building and entrance can be setback from the street, so that the building and its entrance are closer to, and oriented towards the street, promotes a welcoming walking environment that is visually interesting and accessible.

Code Concepts

Parking Lot Locations

Placing vehicle parking and circulation behind, or to the side, of buildings emphasizes a cohesive, safe, and enjoyable walking experience. This orientation also enables the building to be moved closer to the street, creating more visual interest.



Code Concepts



Auto Oriented Uses



The model code requires a walk-up service area, separate from drive-through lanes supports a safer walkable environment. CFEC does not prohibit drive-through uses. However, the City could consider further restricting or prohibiting drive-through uses in the MUC zone, the Central Tualatin Overlay Zone, and/or Central Design District.

Stakeholder Feedback



Two focus groups were held in December to discuss the model code concepts. Members included:

- Members of the TSP Community Advisory Committee
- Real estate and development professionals who work within Tualatin

Key Takeaways

- Development group encouraged flexibility in the code standards
- General support for shorter block lengths and improved connectivity
- Interest in midblock pedestrian access but concern over safety, maintenance, and comfort
- Support for reducing front setbacks
- Support for residential entry orientation on lower traffic streets
- Support for parking location standards for new development



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Conclusion



Recap

- Mandatory rulemaking required with TSP update
- CFEC rules have limited flexibility; the model code provides some guidance

Questions for Council

- Is there general support for the code concepts?
- Are any of the concerns raised by the stakeholder groups shared?
- Are additional clarifications of the code concepts desired?

Next Steps

- Staff plans to present a draft code to Council at a work session in April





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