



PTA 25-0002

CFEC Walkable Design Standards

October 15, 2025 – Planning Commission

Agenda



- Project purpose & background
- Overview of code amendments
- Approval criteria
- Questions & discussion
- City Council recommendation



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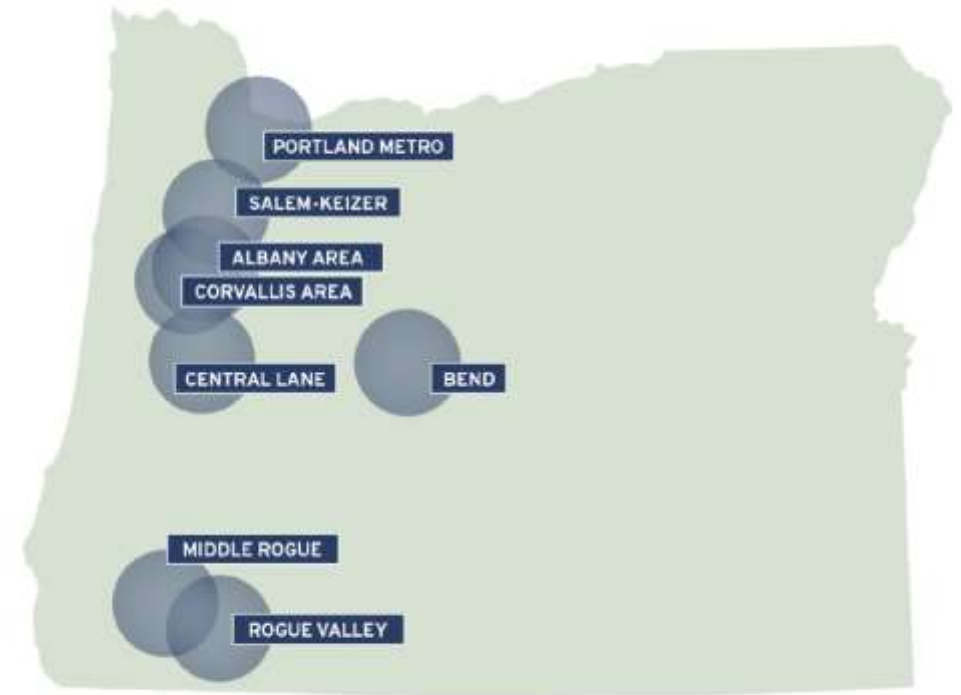
CFEC Summary

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.

Walkable Design Standards



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.

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



PEDESTRIAN-
ORIENTED
DEVELOPMENT



CONNECTIVITY
AND ACCESS



COMPACT
DEVELOPMENT

Proposed Code Updates

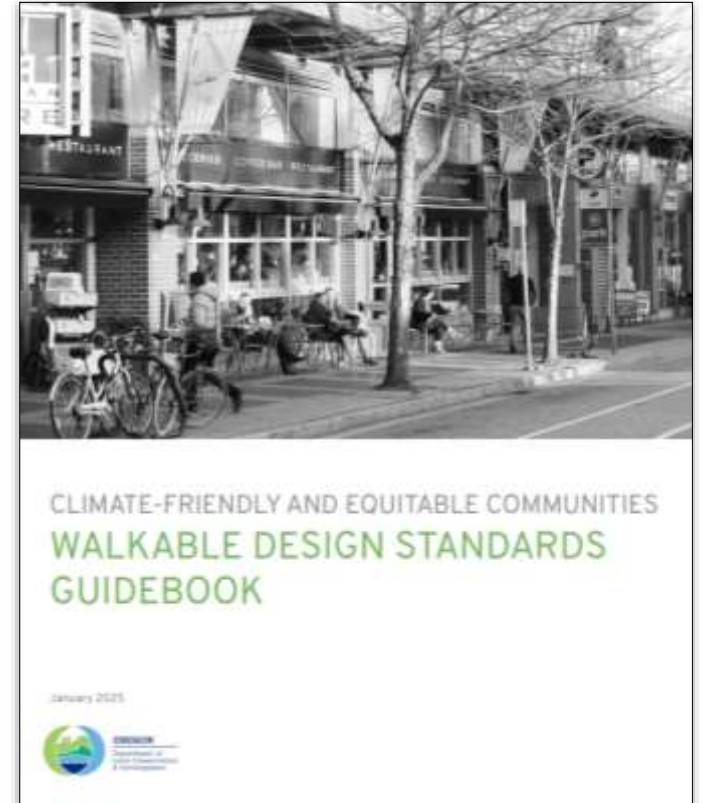


Respond to:

- Rule 0330 requirements
- Amendments align with DLCD's *CFEC Walkable Design Standards Guidebook and Model Code*
- Considers input from City Council and community stakeholders

Key Topic Areas:

- Neighborhood connectivity
- Residential neighborhoods
- Commercial and mixed-use districts
- Auto oriented uses



Engagement Process

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 5;
- 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 will be addressed for this legislative amendment.



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?

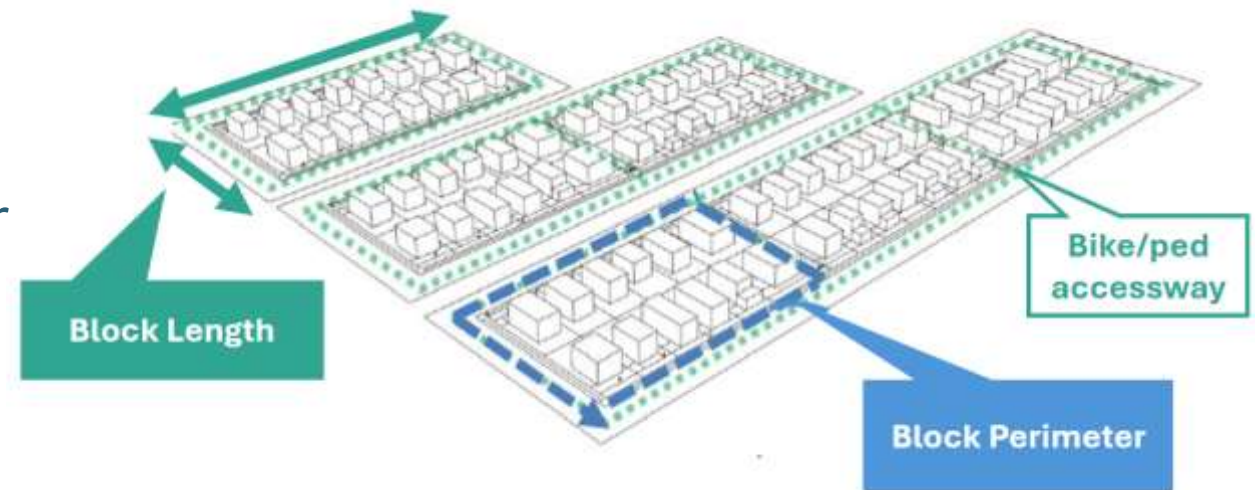
- » Updating the Tualatin Development Code to ensure that the City's standards support walkable development patterns and comply with the requirements in Oregon Administrative Rules 660-012-0330 (CFEC rules).
- » Updating design standards in residential, commercial, and mixed-use areas; primarily applicable 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.

Neighborhood Connectivity

Rules apply to land divisions and creation of new streets

Requirements were met under the TSP adoption:

- Reduced maximum block length from 530 feet to 400 feet, while adding block perimeter standard.
- Block length can be met with public streets, pedestrian/bicycle accessways, or alley.
- Require cul-de-sacs to provide pedestrian/bicycle connection when a public pedestrian facility is close by.



Neighborhood Connectivity



Requirements were met under the TSP adoption:

- Addition of design standards for public alleys and private streets to promote predictable and functional designs.
- Flexibility for residential development to provide driveway access from alleys.
- Expands mid-block accessways standards for pedestrian comfort and safety.



Residential Neighborhoods



Rules apply to new residential construction and call for “efficient and sociable development patterns.” Local regulations must address building setbacks, building orientation, and access.

Requirements are addressed under PTA 25-0002:

- Reduces front setback requirements in most residential zones to promote walkable design and support development flexibility.
- Adds maximum setback requirements in high-density zones to promote orientation toward the street. Includes flexibility to allow a pedestrian plaza space to meet some of the requirement.
- Adds building orientation standards focused on multi-family development on local streets.
- Requires entry to face the street or open onto a porch or courtyard that faces the street.



Commercial and Mixed-Use Districts

Rules call for compact development patterns, easy ability to walk or use mobility devices, and direct access to pedestrian, bicycle, and public transportation networks.

Requirements are addressed under PTA 25-0002:

- Reduces minimum setback standards for Neighborhood Commercial (CN) and Central Commercial (CC).
- Adds maximum setback requirements to CN and CC, similar to Mixed Use Commercial (MUC).
- Require main building entry to orient towards the street or be within 25 feet of the street.



MUC buildings close to streets

Commercial and Mixed-use Districts



Requirements are addressed under PTA 25-0002:

- Require a safe and convenient pedestrian connection to the sidewalk.
- Prohibit parking areas between the building and the street, similar to MUC standards,
- Provides flexibility to address building orientation and parking location standards. These exceptions allow alternative design approaches when it is not practical to meet the standards, or when the proposal would equally or better meet the purpose of the standard.



Auto Oriented Uses



Rules apply to drive-through facilities and other uses related to the operation, sale, maintenance, or fueling of motor vehicles. Intended to ensure auto-oriented uses are compatible with walkability and the use of mobility devices.

Requirements are addressed under PTA 25-0002:

- Expands drive-through standards to improve pedestrian access and safety.
- Standards address walk-up service areas, location of service areas and stacking lanes, and spacing of drive-through entrances from street intersections
- Prohibits drive-through facilities in Mixed Use Commercial (MUC) zone, which is considered a pedestrian-oriented district.

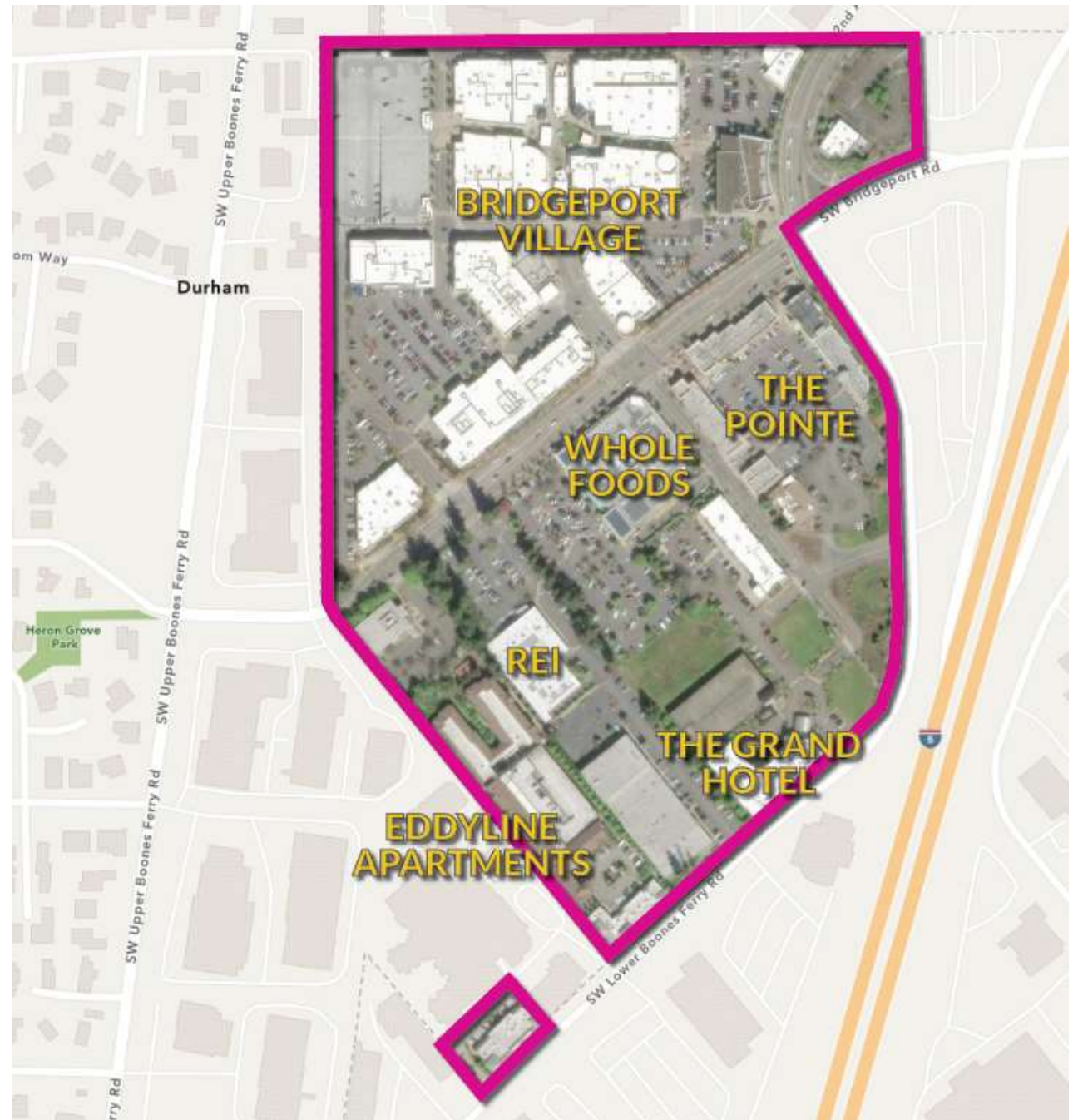


Auto Oriented Uses



Council direction to:

- Prohibit drive-through facilities in Mixed Use Commercial (MUC) zone, which is considered a pedestrian-oriented district.
- Examples of drive-through use include:
 - Drive-through restaurants and bank tellers,
 - Gas stations,
 - Car wash facilities,
 - Quick-oil change facilities, and
 - Drive-in theaters.



Approval Criteria



- Statewide Planning Goals
- Oregon Administrative Rules (OAR)
 - Including OAR 660 Division 12
- Oregon Highway Plan
- Metro Code
- Tualatin Development Code:
 - Chapter 33.250 Type IV-B
 - Chapter 33.070 Plan Amendments



Recommendation



The Planning Commission is being asked to Forward a recommendation of approval to City Council for the amendments proposed under PTA25-0002.

Proposed Motion:

Motion to recommend that City Council adopt PTA25-0002, to amend the Tualatin Development Code to implement Climate Friendly and Equitable Communities Walkable Design Standards and comply with Oregon Administrative Rules 660012-0330.

Conclusion

Any other questions or discussion?

Next Steps

- Public Noticing
- Council Hearing – November 24





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