



CITY OF TUALATIN

Staff Report

TO: Tualatin Planning Commissioners

THROUGH: Aquilla Hurd-Ravich, Community Development Director

FROM: Erin Engman, AICP, Senior Planner

DATE: October 15, 2025

SUBJECT:

The Tualatin Planning Commission is being asked to provide a recommendation to the City Council on 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 5 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 4) using the requirements laid out in Rule 0330 and the Walkable Design Standards Guidebook and Model Code (Exhibit 3). MIG also met with community

stakeholders (Exhibit 5) and drafted code amendments to implement Rule 0330 (Exhibit 2). 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 PTA 25-0002 and include:

- TDC 41-44 reduces minimum setback requirements for RML, RMH, RH, RH-C 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-C 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 PTA 25-0002 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.

OUTCOMES OF DECISION:

The state rulemaking provides development regulations for pedestrian-friendly and connected neighborhoods. An urban form that focuses on walkability reduces dependence on driving, lowers transportation pollution, and promotes more active lifestyles.

A recommendation of adoption of PTA 25-0002 to City Council would:

- Update regulations in the Development Code to comply with state rulemaking for compact urban development.

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.

RECOMMENDATION

Staff recommends that the Planning Commission review and consider the analysis and findings and proposed code amendments.

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 660-012-0330.

ALTERNATIVES TO RECOMMENDATION:

The state rulemaking is mandatory for metropolitan areas in Oregon. However, the Planning Commission can recommend approval with specific modifications.

ATTACHMENTS:

- Presentation

Exhibit 1 – PTA 25-0002 Findings and Analysis

Exhibit 2 – PTA 25-0002 Text Amendment

Exhibit 3 –Walkable Design Standards Guidebook and Model Code

Exhibit 4 – Tualatin Development Code Audit

Exhibit 5 – Stakeholder Summary

Exhibit 6 – DLCD Alternative Date Approval -0330

Exhibit 7 – Public Comments