

CFEC Walkable Design Standards

May 27, 2025 - Work Session





Agenda

- Project purpose & background
- Overview of draft code updates
- Questions & discussion



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

Standards 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")







COMPACT DEVELOPMENT

Walkable Design Standards

Project 2024 2025 Feb Oct Nov Dec Jan Mar Apr May June July Aug **Timeline** Project Kickoff Code Audit and **Code Concepts Draft Code** Amendments Final Code Amendments Adoption **Focus Group** Engagement City Council Work Sessions

Proposed Code Updates

Respond to:

- Rule 0330 requirements
- Findings and direction from the Walkable Design Standards Code Audit and Code Concepts (reviewed with City Council in February 2025)
- Input from community stakeholders
- Input from City Council at February work
 session
- Examples and code language in DLCD's CFEC Walkable Design Standards Guidebook and Model Code

Key Topic Areas:

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

Neighborhood Connectivity

Rules apply to neighborhood-scale development (creation of new streets)

BLOCK LENGTH / CONNECTIVITY:

- Reduce max. block length from 530 feet to 400 feet.
- Add 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 if a public pedestrian facility is close by.



Neighborhood Connectivity

ALLEYS:

- Create a new set of design standards for alleys to promote predictable and functional designs.
- Residential development can provide driveway access from alleys.
- Alleys can also be used to meet block length standards.

MID-BLOCK ACCESSWAYS:

- Pedestrian and bicycle accessways can be provided in lieu of full street connections.
- City Council members shared concerns about adequate lighting and other safety measures for accessways.
- Updates to accessway design standards account for adequate width, lighting, and accessibility.





Residential Neighborhoods

Rules apply to new residential construction and call for "efficient and sociable development patterns." Local regulations must address building setbacks, lot size and lot coverage, building orientation, and access.

(No changes to lot size or lot coverage standards are proposed.)

MINIMUM SETBACKS:

• Reduce front setback requirements in most residential zones to promote walkable design and support development flexibility.

MAXIMUM SETBACKS:

- Add maximum setback requirements in the two highdensity zones to promote orientation to the street.
- Include flexibility by allowing a pedestrian plaza or other amenity space to meet some of the requirement.



Residential Neighborhoods

BUILDING ORIENTATION:

- Add new entry orientation standards focused on multi-family development.
- Only apply to sites with frontage on local streets (i.e., lower traffic streets).
- Require 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

MAXIMUM SETBACKS:

- Similar approach as for residential setback standards.
- Mixed Use Commercial (MUC) zone already has maximum setback provisions. Add provisions to Neighborhood Commercial (CN) and Central Commercial (CC).



MUC buildings close to streets

Commercial and Mixed-use Districts

BUILDING ORIENTATION AND PARKING LOCATION:

- Require main entry to orient towards the street or be within 25 feet of the street.
- Require a safe and convenient pedestrian connection to the sidewalk.
- Prohibit parking areas between the building and the street. (Mirror the MUC standards in other commercial districts.)
- Add flexibility by allowing exceptions 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

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.

DRIVE-THROUGH STANDARDS:

- Drive-through facilities can create uncomfortable spaces for pedestrians and can make it difficult to access businesses' services without a vehicle.
- Additions to existing drive-through standards are proposed 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



Policy Question

How should drive-through facilities be treated in the MUC zone?

- Walkable Design Standards Model Code prohibits new drive-through facilities in the "downtown" and "main street" districts i.e., the priority pedestrian districts.
- Drive-throughs are already restricted in the Central Tualatin Overlay Zone. Should they also be restricted in MUC?

TWO MAIN OPTIONS:

- **Option 1:** Prohibit new drive-through facilities in the MUC zone.
- **Option 2:** Allow drive-through facilities with new standards and restrictions as required by Rule 0330.



Conclusion

Any other questions or discussion?

Next Steps

- Revised, adoption-ready draft code amendments
- City staff will take the amendments through adoption later this year



