



CFEC Walkable Design Standards

September 22, 2025 – Work Session

Agenda



- Project purpose & background
- Revisit mandated code concepts
- Review existing land use conditions
- Policy discussion for auto-oriented uses
- Council direction



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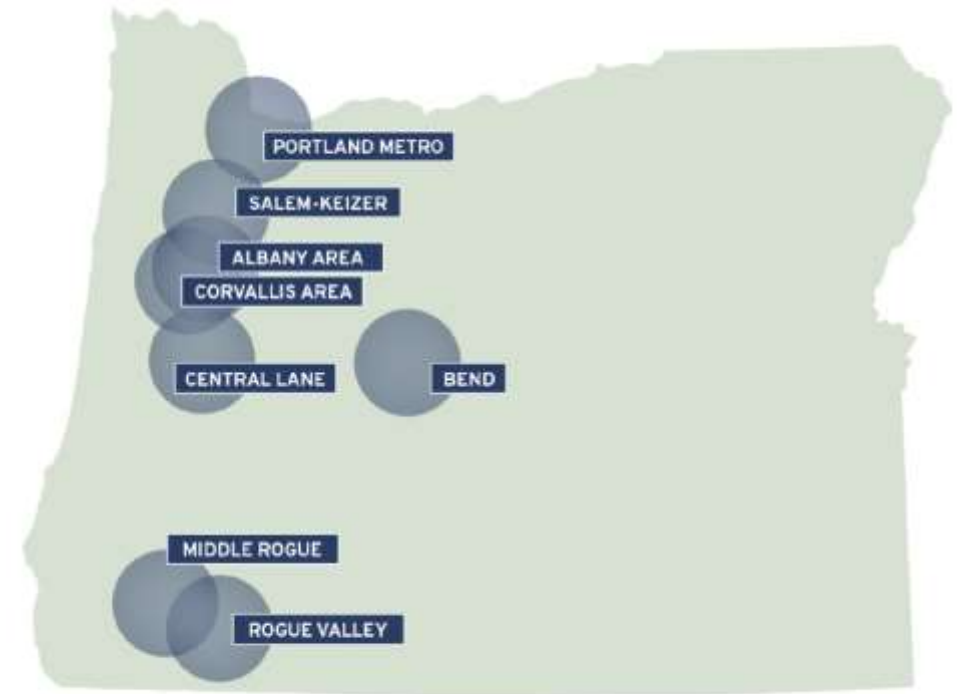
CFEC Summary

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



Oregon Administrative Rules 660-012-0330 ("Rule 0330")

Project Purpose: Implement land use regulations that support compact, pedestrian-friendly, mixed-use land use development patterns in urban areas, as well as support access by people using pedestrian, bicycle, and public transportation networks.



PEDESTRIAN-
ORIENTED
DEVELOPMENT



CONNECTIVITY
AND ACCESS



COMPACT
DEVELOPMENT

Mandated Code Amendments



Respond to:

- Rule 0330
- Direction and examples of code language provided in DLCD's *CFEC Walkable Design Standards Guidebook and Model Code*
- Input from community stakeholders
- Input from City Council work sessions in February and May

Key Topic Areas:

- Neighborhood connectivity
 - Adopted under Ordinance 1451-25 (2045 TSP)
- Residential neighborhoods
 - Reduce front yard setback requirements for residential development
 - Building orientation standards for multi-family development
- Commercial and mixed-use districts
 - Include maximum setback provisions
- Auto oriented uses
 - Continued policy discussion...

Auto Oriented Uses



Drive-through facilities can create uncomfortable spaces for pedestrians and can make it difficult to access businesses' services without a vehicle.



Auto Oriented Uses



Rules apply to drive-through facilities and other uses that allow drivers to remain in their vehicles before and during an activity on the site. Intended to ensure auto-oriented uses are compatible with walkability and the use of mobility devices.

STATE RULE-MAKING

- Auto-oriented uses must provide safe and convenient access for people walking, using a mobility device, or riding a bicycle.
- Access to goods and services must be equivalent to or better than access for people driving a vehicle.



Auto Oriented Uses



MODEL CODE GUIDANCE

- New drive-through facilities should be prohibited in pedestrian-oriented districts (like downtown or the mixed-use district).

When drive-throughs are allowed:

- Require drive-through facilities to provide one walk-up service area or window.
- Prohibit service areas and stacking lanes between the building and a street lot line.
- Stacking lanes designed so that they do not prevent access to parking stalls.
- Require driveway entrances and stacking lane entrances to be at least 50 feet from any street intersection.



Auto Oriented Uses



MODEL CODE GUIDANCE

- Drive-throughs are defined as a facility or structure that is designed to allow drivers to remain in their vehicles before and during an activity on the site.
- Examples of such uses include but are not limited to:
 - Drive-through restaurants and bank tellers,
 - Gas stations,
 - Car wash facilities,
 - Quick-oil change facilities, and
 - Drive-in theaters.



Auto Oriented Uses



CURRENT CODE REQUIREMENTS – PEDESTRIAN ORIENTED ZONES

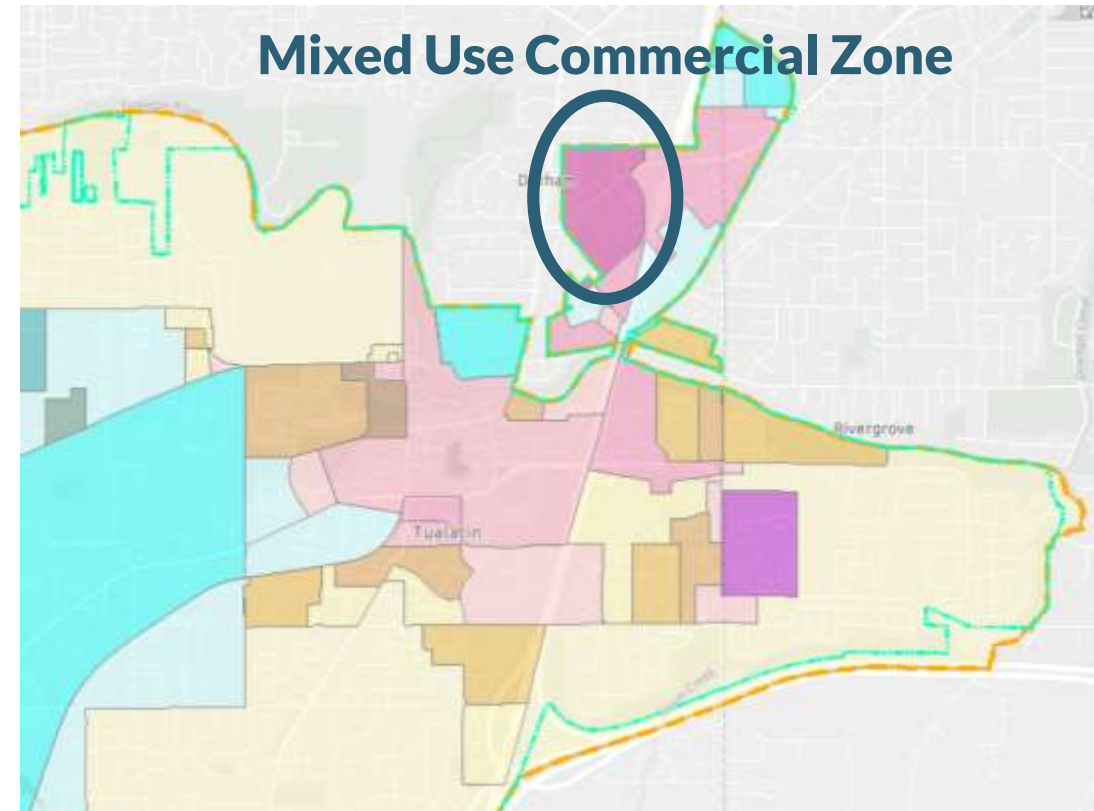


Auto Oriented Uses	Central Overlay (Downtown)	Mixed Use Commercial (MUC)
Drive-throughs	Prohibited (restaurant)	Allowed (restaurant/bank)
Quick Vehicle Servicing	Prohibited	Prohibited
Conditionally Permitted	Bank drive-through	Gas station

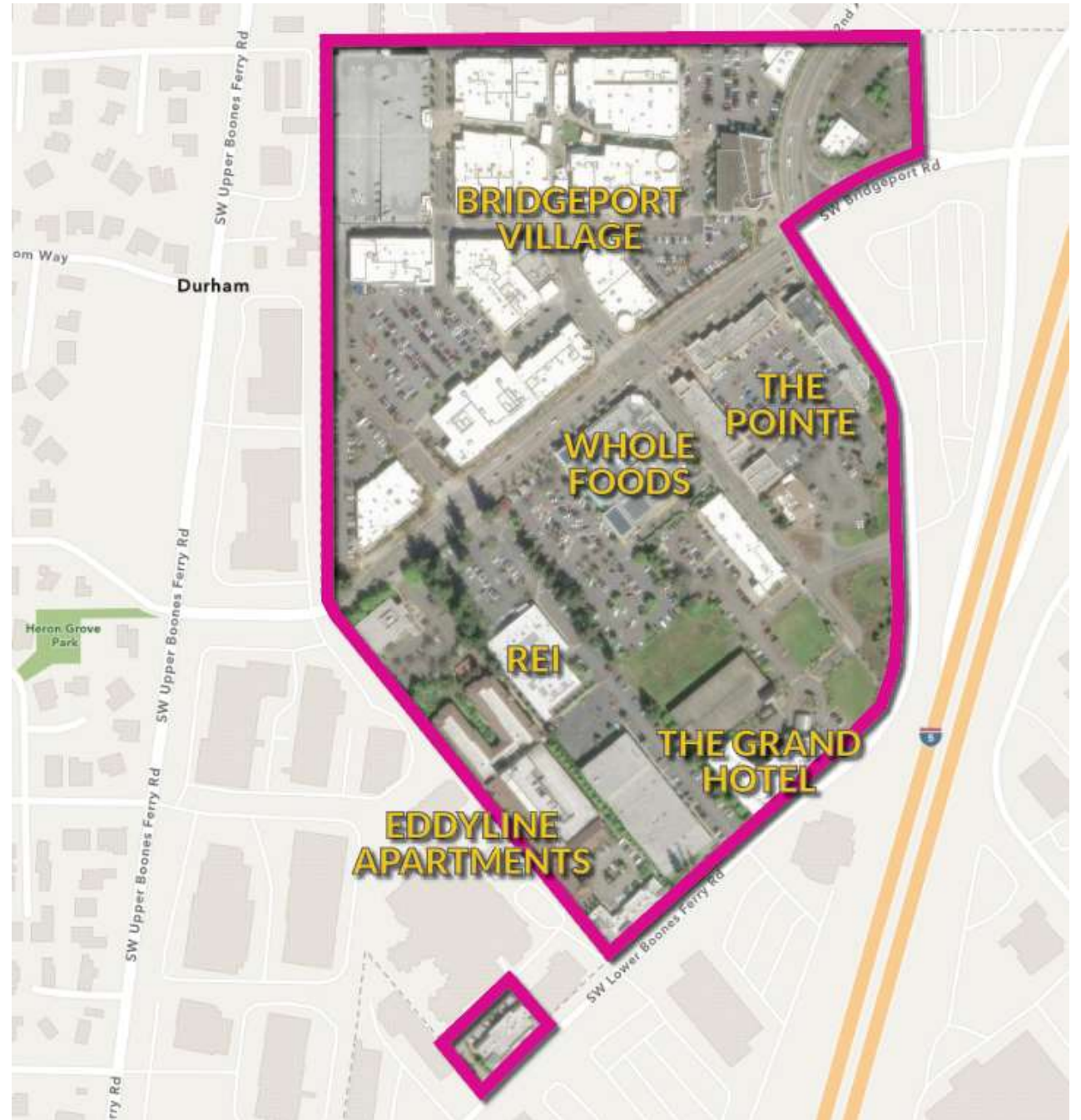
Policy Question

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?



MUC Zone



MUC Zone



MUC Zone



Auto Oriented Uses



Typical lot size need to accommodate a drive-through use varies

McDonalds

- 8395 SW Tonka St – 1.12 Acres

Wells Fargo

- 18975 SW Martinazzi Ave – 0.8 Acres

Dutch Brothers

- 8675 SW Old Tualatin-Sherwood Rd – 0.38 Acres



Policy Question

OPTIONS FOR CONSIDERATION:

- **Option 1:** Prohibit new drive-through facilities in the MUC zone.
- **Option 2:** Allow drive-through in the MUC zone with new standards and restrictions as required by Rule 0330.
- **Option 3:** Consider new drive-through and gas station facilities in the MUC zone under a Conditional Use Permit, subject to new standards and restrictions as required by Rule 0330.
- **Option 4:** A combination of the above options. An example may include allowing some drive-through facilities, such as bank teller uses with new standards and restrictions while considering drive-through restaurants and gas stations under a Conditional Use Permit.



Conclusion

Any other questions or discussion?

Next Steps

- Revised, adoption-ready draft code amendments
- Planning Commission recommendation – October 15
- Council consideration of ordinance adoption later this year ~ November 24





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