TUALATIN CITY PLANNING COMMISSION MEETING

WEDNESDAY, OCTOBER 15, 2025
6:30 PM

TUALATIN CITY SERVICES
10699 SW HERMAN ROAD
TUALATIN, OR 97062

OR

JOIN ZOOM MEETING
HTTPS://US02WEB.ZOOM.US/J/84150520501?PWD=IZEVLJYLC54A8ECNZ5LZHS6SLY8BBG.1

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MEETING ID: 841 5052 0501
PASSCODE: 169179

CALL TO ORDER & ROLL CALL

ANNOUNCEMENTS & PLANNING COMMISSION COMMUNICATION

APPROVAL OF MINUTES

COMMUNICATION FROM THE PUBLIC (NOT ON THE AGENDA)
Limited to 3 minutes

ACTION ITEMS

1. 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.

2. Presentation to introduce a project to update the Tualatin Development Code (TDC) to comply with Oregon Revised Statutes (ORS) 197A.400 requirements related to clear and objective standards for housing.

COMMUNICATION FROM CITY STAFF

FUTURE ACTION ITEMS

ADJOURNMENT

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

CITY of TUALATIN

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

CITY of TUALATIN

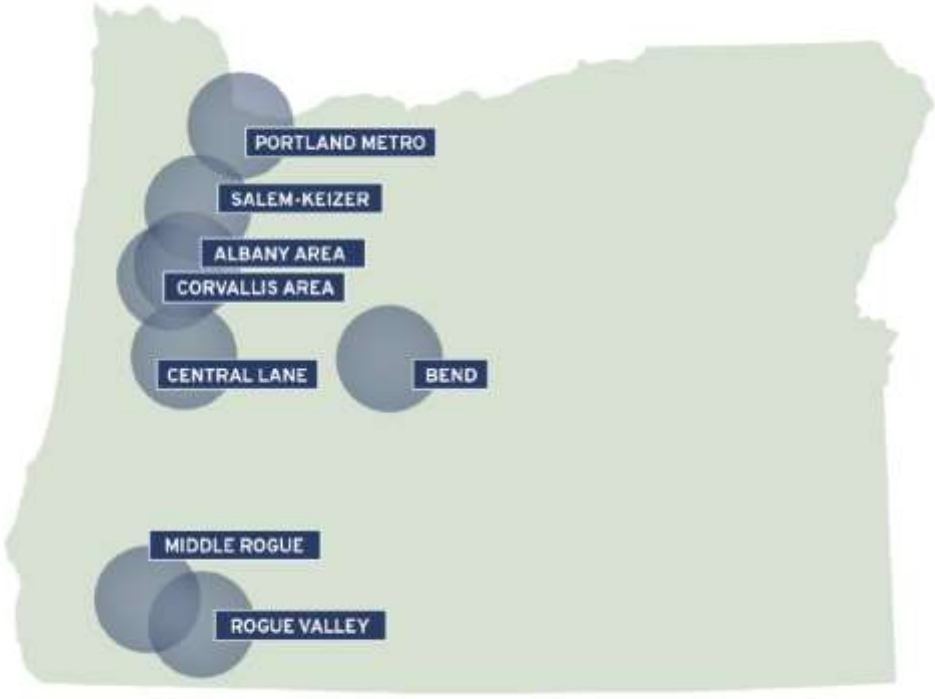
CFEC Summary

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

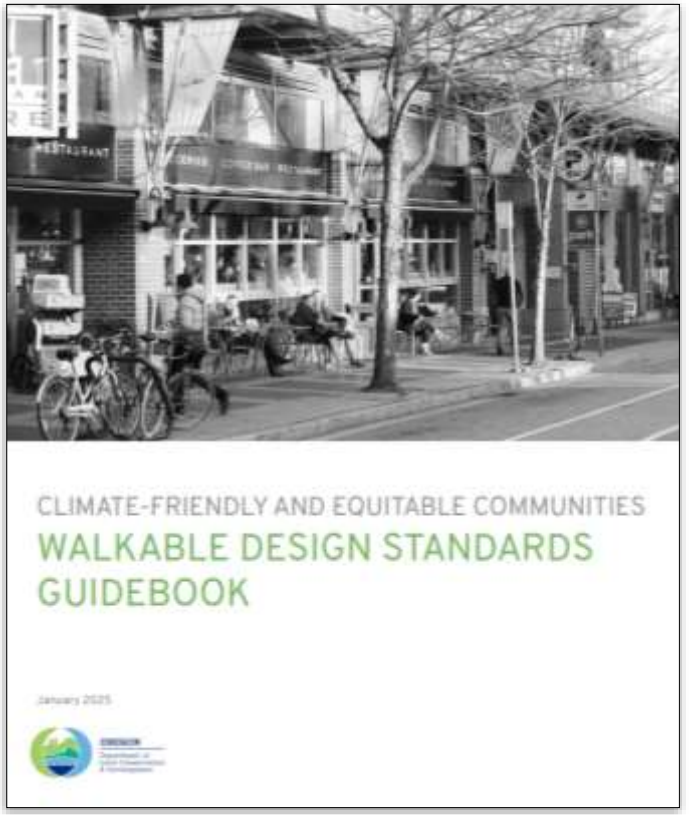
Proposed Code Updates

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:

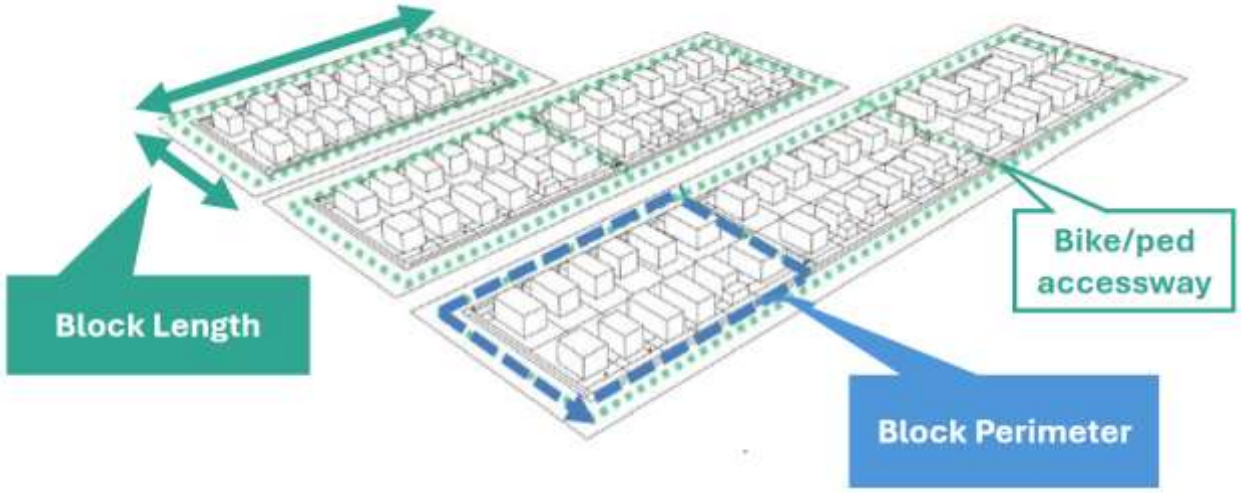
- Stakeholder meetings held in December 2024 & January 2025 which confirmed general project support – Exhibit 5;
- Council work sessions held February 10, May 27, and September 15 of 2025 provided project acceptance and general policy direction;
- Project highlighted on Tualatin Planning website and includes informational flyer;
- Public noticing requirements will be addressed for this legislative amendment.

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

CITY of TUALATIN

ANALYSIS AND FINDINGS

CFEC WALKABLE DESIGN STANDARDS

October 15, 2025

Case #:	PTA 25-0002
Project:	CFEC Walkable Design Standards Implementation
Procedure:	Type IV-B, Legislative

TABLE OF CONTENTS

I. INTRODUCTION

A. Applicable Criteria

Applicable Statewide Planning Goals; Oregon Administrative Rules 660-012-0330; Tualatin Comprehensive Plan Chapters 8 and 10; and Tualatin Development Code Chapters 32 and 33.

B. Project Description

The City of Tualatin proposes legislative amendments to the Tualatin Development Code (TDC) in order to comply with the Climate Friendly and Equitable Communities (CFEC) Rules adopted by the State of Oregon's Land Conservation and Development Commission in July 2022. Executive Order 20-04 directed state agencies to take urgent action to meet Oregon's climate pollution reduction targets while ensuring equitable outcomes for underserved populations. Following two years of public input and rulemaking, state legislators adopted the CFEC rules within the Transportation Planning Rules (Oregon Administrative Rules chapter 600, division 12; OAR 660-012).

While the CFEC mandates involve several components, the proposed amendments to Tualatin's Development Code are limited to the requirements related to Walkable Design Standards in OAR 660-012-0330. These requirements are intended to promote walkable and bike-friendly design in residential, commercial, and mixed-use development throughout the city by promoting pedestrian-oriented site design and access, neighborhood connectivity, and compact development.

Table 1—Summary of proposed code amendments

CHAPTER	TITLE	PROPOSED AMENDMENT
31	General Provisions	• High Density Residential- High Rise has been renamed to better reflect purpose of the designation. • Updates code definitions in support of proposed amendments.
32	Procedures	• Corrects an error from the TSP update, specific to the Driveway Approach Permit.
33	Applications and Approval Criteria	• Corrects code citations under Architectural Review. • Corrects an error from the TSP update, specific to the Driveway Approach Permit.
36	Land Divisions	• TDC 36.040: Adds new submittal requirement to reflect the block length and perimeter requirements in TDC 74. • TDC 36.110 and 36.120: Adds or revises criteria to reflect OAR requirements for connections to key destinations. • TDC 36.115, 36.125, and 36.140: Updates criteria to clarify that the requirements for pedestrian, bicycle and transit circulation improvements are limited to the boundaries of the site. Corrects typos.
39	Use Categories	• Replaces the term "drive-up use" with "drive-through facility."

41	Medium Low Density Residential	• Reduces minimum front setback requirements to further promote walkable design in residential areas.
42	Medium High Density Residential	• Reduces minimum front setback requirements to further promote walkable design in residential areas. • Corrects an error from a previous code update.
43	High Density Residential	• Reduces minimum front setback requirements and adds new maximum setback requirements to further promote walkable design in residential areas. • Adds provisions for minimum frontage requirements, which support the maximum setback standards. • Corrects an error from a previous code update.
44	High Density High Rise	• Changes the name of this zone to "High Density – Corridor." • Reduces minimum front setback requirements and adds new maximum setback requirements to further promote walkable design in residential areas. • Adds provisions for minimum frontage requirements, which support the maximum setback standards. • Corrects an error from a previous code update.
51	Neighborhood Commercial	• Adds new maximum setback requirements to further promote walkable design in this zone. • Adds provisions for minimum frontage requirements, which support the maximum setback standards.
53	Central Commercial Zone	• Adds new maximum setback requirements to further promote walkable design in this zone. • Adds provisions for minimum frontage requirements, which support the maximum setback standards.
56	Medical Center	• Replaces the term "drive-up" with "drive-through facility."
57	Mixed Use Commercial	• Prohibits new drive-through facilities in the MUC zone. • Minor amendments to support consistent language throughout code.
58	Central Tualatin Overlay Zone	• Clarifies how existing drive-through facilities are treated in the CC zone.
65	Basalt Creek Employment	• Replaces the term "drive-up" with "drive-through facility."
73A	Site Design Standards	• 73A.020: Corrects an error from a previous code update. • 73A.030: Amends the walkway standards for single-family dwellings, duplexes, triplexes, quadplexes, and townhouses to add a requirement for a walkway connection from the sidewalk to main entrances. • 73A.060: Adds a requirement for a walkway connection from the sidewalk to main entrances. • 73A.070: Corrects an error from a previous code update.

		• 73A.090: Corrects an error from a previous code update. • 73A.100: Adds new entry orientation standards for multi-family development with frontage on a local street. • 73A.110: Extends applicability to expansions over a certain size; adds exceptions allowing alternative approaches if meeting the standards is not practical or if the proposed design equally or better meets the purpose of the standard; adds or amends standards for walkways, entry orientation, parking location, and drive-through facilities for consistency with the OAR requirements. • 73A.120: Adds or amends standards for walkways, entry orientation, and drive-through facilities for consistency with the OAR requirements. • 73A.130: Section renumbered.
73C	Parking Standards	• 73C.040: Makes minor updates to the use of terms. • 73C.090: Limits driveway widths to 24 feet for all single-family and middle housing types, regardless of garage size.
74	Public and Private Transportation, Facilities, and Utilities	• Corrects minor errors from the TSP code update.
75	Access Management	• Corrects minor errors from the TSP code update.

C. Attachments

Exhibit 2. PTA 25-0002 Walkable Design Standards Text Amendments

II. PLANNING FINDINGS

A. Oregon Statewide Planning Goals

State planning regulations require cities to adopt and amend Comprehensive Plans and land use regulations in compliance with state land use goals. Because the proposed code amendments have a limited scope, their impact to Statewide Planning Goals is limited to those goals addressed below.

Goal 1 – Citizen Involvement
To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.

Finding:
The Department of Land Conservation and Development (DLCD) conducted a comprehensive public engagement process for the amendments to the Transportation Planning Rules (Oregon Administrative Rules chapter 600, division 12). This legislative amendment will bring Tualatin's Development Code into compliance with those administrative rules and the associated state law.

The following opportunities for community engagement were provided:

- *The City held three work sessions with the City Council to receive input on the project on February 10, May 27, 2025, and September 22, 2025.*
- *The City conducted three meetings with community stakeholders in December 2024 and January 2025 to discuss the project objectives and to receive initial input on draft code concepts. Participants included community residents, transportation and accessibility advocates, and those involved in local real estate development.*
- *The City maintained a project website throughout the project with public meeting information and project documents.*
- *The City created and distributed a project flyer to inform the public on the purpose and goals of the walkable design standards project. The flyer describes the project background and objectives, potential code concepts, and where they can learn more about the project. The flyer was made available on the project website.*

Additionally, the amendments are subject to the public notification requirements specified in TDC 32.250. The City will send notice to DCLD as required, and a notice will be published in the Tualatin Times as required. A minimum of two public hearings will be held. A public meeting before the Planning Commission will be held on October 15, 2025 and the hearing will be held before the City Council on November 24, 2025. Any comments submitted by the community will be included in the City Council hearing packet. The proposed amendments conform to Goal 1.

Goal 2 – Land Use Planning
To establish a land use planning process and policy framework as a basis for all decision and actions related to use of land and to assure an adequate factual base for such decisions and actions.

Finding:
DLCD has acknowledged the City's Comprehensive Plan as being consistent with the statewide planning goals. And the Development Code provides a policy framework which service as the basis for all decisions and actions related to land use. The proposed text amendments to the Tualatin Development Code have been processed in accordance with these procedures. The proposed text amendments are needed to comply with state administrative rules. The proposed amendments conform to Goal 2.

Goal 6 – Air, Water, and Land Resources Quality
To maintain and improve the quality of the air, water and land resources of the state.

Finding:
The proposed text amendments related to walkable design will support compact and efficient land use patterns that will contribute to reduced vehicle miles traveled and reduced air pollution and sprawl. The proposed amendments do not affect the City's compliance with local, state, and federal regulation of air, water, and land resources. The proposed amendments conform to Goal 6.

Goal 10 – Housing
To provide for the housing needs of residents of Oregon.

Finding:
The proposed text amendments reduce minimum setbacks in the following residential zones: Medium Low Density Residential (RML), Medium High Density Residential (RMH), High Density Residential (RH), and High Density – High Rise (RH-HR) (proposed to be renamed as High Density – Corridor [RH-C]). While the primary intent of these amendments is to promote walkability by encouraging efficient and sociable development patterns, in compliance with OAR 660-012-0330(5), the proposed amendments also will reduce potential impediments to housing development. The current TDC requires relatively large minimum front setbacks in the City's residential zones. Taller buildings are subject to stricter setbacks. Larger minimum setback standards limit the feasibility of housing development and limit the number of housing units achievable within a given area. Therefore, reducing these minimum setback standards will enhance development opportunities for housing. The proposed amendments conform to Goal 10.

Goal 12 – Transportation
To provide and encourage a safe, convenient, and economic transportation system.

Finding:
A primary purpose of the proposed text amendments and the Transportation Planning Rules is to foster a built environment that supports a broader range of transportation options, including walking, biking, and public transit. The proposed text amendments related to walkable design are intended to enhance both site-scale and neighborhood-scale connectivity and create a safer and friendlier environment for pedestrians. This contributes to the City's efforts to enhance the safety of the local transportation system, and to make it easier for community members to meet their daily needs without driving. Reducing dependence on the private automobile contributes to lower vehicle trips and reduced traffic congestion.

In addition, the Transportation Planning Rules in OAR 660-012 implement Goal 12, and the proposed text amendments respond directly to the requirements of those rules, as described in Section II-B of the findings, Oregon Administrative Rules Findings. The proposed amendments conform to Goal 12.

Goal 13 – Energy Conservation
Land and uses developed on the land shall be managed and controlled so as to maximize the conservation of all forms of energy, based upon sound economic principles.

Finding:
As described in the findings under Goal 12, the proposed text amendments will help reduce dependence on the private automobile, thereby contributing to reduced energy usage by reducing fossil fuel consumption. The proposed amendments conform to Goal 13.

Goal 14 – Urbanization
To provide for an orderly and efficient transition from rural to urban land use, to accommodate urban population and urban employment inside urban growth boundaries, to ensure efficient use of land, and to provide for livable communities.

Finding:
The proposed text amendments will promote walkable design and ensure safe non-vehicular connectivity is provided in new development within the urban growth boundary, which will provide more opportunities for people to meet their daily needs without needing to drive, which promotes community livability. The proposed amendments conform to Goal 14.

B. Oregon Administrative Rules

660-012-0330
Land Use Requirements
(1) Cities and counties shall implement plans and land use regulations to support compact, pedestrian-friendly, mixed-use land use development patterns in urban areas. Land use development patterns must support access by people using pedestrian, bicycle, and public transportation networks.

Finding:
This is a general rule that is further elaborated in the subsequent, more specific, rules in OAR 660-012-0330 (2) through (8). Findings related to the subsequent rules are provided below.

(2) Cities and counties may allow exemptions to provisions in this rule when conditions on a site or class of sites would make those provisions prohibitively costly or impossible to implement. Cities or counties may adopt land use regulations that provide for exemptions as provided in this section. Any allowed exemption shall advance the purposes of this rule to the extent practical. Conditions that may provide for an exemption include, but are not limited to:
(a) Topography or natural features;
(b) Railroads, highways, or other permanent barriers;
(c) Lot or parcel size, orientation, or shape;
(d) Available access;
(e) Existing or nonconforming development;
(f) To provide for accessibility for people with disabilities; or
(g) Other site constraints.

Finding:
The proposed text amendments comply with this rule as follows:

- *Exceptions to General Building Design Standards for nonresidential buildings (TDC 73A.110) have been added to mirror the existing language in the Mixed-Use Commercial (MUC) zone (73A.130 renumbered 73A.120). This includes exceptions to the building entry and parking location standards. Exceptions to the standards may be allowed if the applicant demonstrates that the physical characteristics of the site (including but not limited to steep slopes, wetlands, other bodies of water, trees or other natural features of the site, buildings or other existing development, utility*

lines and easements, etc.) make meeting the requirements impractical. This aligns with the conditions listed in OAR 660-012-0330(2)(a)-(g). Additionally, the applicant can demonstrate that the proposed design equally or better meets the purpose of the standard.

- *Exceptions to the maximum block length and perimeter standards were incorporated under Ordinance 1451-25 in TDC 74.030 are allowed "where prevented by barriers." "Barriers" are defined in the TDC to include many of the same conditions listed in OAR 660-012-0330(2)(a)-(g). Exceptions were also be granted for the Mid-Block Accessway requirements under Ordinance 1451-25 in TDC 74.040 in circumstances where the applicant demonstrates that the physical characteristics of the site make compliance impractical.*
- *Variances may also be allowed to provide relief from the development standards that implement this rule by TDC 33.120. The approval criteria for a variance include consideration for conditions listed in OAR 660-012-0330(2)(a)-(g). The approval criteria for a variance advance the purposes of this rule to the extent practical by requiring the applicant demonstrate minimum necessary to address the special or unique physical circumstances related to the subject site.*

(3) Cities and counties shall have land use regulations that provide for pedestrian-friendly and connected neighborhoods. Land use regulations must meet the following requirements for neighborhood design and access:

(a) Neighborhoods shall be designed with connected networks of streets, paths, accessways, and other facilities to provide circulation within the neighborhood and pedestrian and bicycle system connectivity to adjacent districts. A connected street network is desirable for motor vehicle traffic but may be discontinuous where necessary to limit excessive through-travel, or to protect a safe environment for walking, using mobility devices, and bicycling in the neighborhood.

(b) Neighborhoods shall be designed with direct pedestrian access to key destinations identified in OAR 660-012-0360 via pedestrian facilities.

(c) Cities and counties shall set block length and block perimeter standards at distances that will provide for pedestrian network connectivity. Cities and counties may allow alleys or public pedestrian facilities through a block to be used to meet a block length or perimeter standard.

(d) Cities and counties shall set standards to reduce out-of-direction travel for people using the pedestrian or bicycle networks.

Finding:

The proposed text amendments comply with this rule as follows:

- *The existing development code requires residential and mixed-use developments to meet street connectivity requirements in TDC 74.030 (Street Standards). These provisions require new streets to give access to, or permit future development of adjoining land; provide for additional direct and convenient pedestrian, bicycle and vehicle circulation; and implement street connections that are shown in the Transportation System Plan.*
- *The existing street connectivity requirements in TDC 74.030 also limit the use of dead-end streets or cul-de-sacs by requiring proposals for a dead-end/cul-de-sac street to meet certain criteria established in TDC 74.030(2)(a)(ii).*
- *The street connectivity requirements in TDC 74.030(2)(a)(i)(B) allow for pedestrian/bicycle accessways to be proposed in lieu of a full street connection when a full street connection is not feasible. Accessways that are proposed must meet minimum improvement standards in TDC 74.100*

to ensure they are accessible, safe, comfortable, and provide direct connections for all users.

- *The street connectivity criteria for land divisions in TDC 36.110 through 36.140 require that developments provide connections to key destinations listed in OAR 660-012-0360. Separately, on-site pedestrian/bicycle circulation requirements in TDC 73A.100(8) and TDC 73A.110(3-4), and 73A.120(3-4), which apply to multi-family and non-residential developments, require developments to provide internal site walkways or accessways that connect to those key destinations where adjacent to the site.*
- *Ordinance 1451-25 established maximum block length of 400 feet and maximum block perimeter standards of 1,600 feet in TDC 74.030 Blocks of this size or smaller allow for a high degree of pedestrian network connectivity and reduce out-of-direction travel for people walking, bicycling, or using a mobility device. The code allows for pedestrian/bicycle accessways to be used to satisfy the maximum block length and perimeter standards.*
- *The on-site pedestrian/bicycle circulation standards in various sections of Chapter 73A Site Design Standards, require developments to provide reasonably direct connections between the street, main entrances, and other on-site destinations, reducing out-of-direction travel.*

(4) Cities and counties shall have land use regulations in commercial and mixed-use districts that provide for a compact development pattern, easy ability to walk or use mobility devices, and allow direct access on the pedestrian, bicycle, and public transportation networks. Commercial or mixed-use site design land use regulations must meet the following requirements:

(a) Primary pedestrian entrances to buildings must be oriented to a public pedestrian facility and be accessible to people with mobility disabilities. An uninterrupted accessway, courtyard, plaza, or other pedestrian-oriented space must be provided between primary pedestrian entrances and the public pedestrian facility, except where the entrance opens directly to the pedestrian facility. All pedestrian entrances must be designed to be barrier-free.

(b) Motor vehicle parking, circulation, access, and loading may be located on site beside or behind buildings. Motor vehicle parking, circulation, access, and loading must not be located on site between buildings and public pedestrian facilities on or along the primary facing street. Bicycle parking may be permitted.

(c) On-site accessways must be provided to directly connect key pedestrian entrances to public pedestrian facilities, to any on-site parking, and to adjacent properties, as applicable.

(d) Any pedestrian entrances facing an on-site parking lot must be secondary to primary pedestrian entrances as required in this section. Primary pedestrian entrances for uses open to the public must be open during business hours.

(e) Large sites must be designed with a connected network of public pedestrian facilities to meet the requirements of this section.

(f) Development on sites adjacent to a transit stop or station on a priority transit corridor must be oriented to the transit stop or station. The site design must provide a high level of pedestrian connectivity and amenities adjacent to the stop or station. If there is inadequate space in the existing right of way for transit infrastructure, then the infrastructure must be accommodated on site.

(g) Development standards must be consistent with bicycle parking requirements in OAR 660-012-0630.

(h) These site design land use regulations need not apply to districts with a predominantly industrial or agricultural character.

Finding:
The existing development code and proposed amendments comply with this rule as follows:

- *The regulations of TDC 73A.110 and TDC 73A.120 require that non-residential developments provide primary ("main") building entrances that are oriented to the street and provide pedestrian connections between the main building entrance and the street. Main entrances are required to either face the street or be within 25 feet of the public sidewalk. Main entrances are defined in TDC 31.060 to ensure that entrances that are used most frequently are subject to these standards. Main entrances are required to be unlocked during business hours by TDC 73A.110(10) and TDC 73A.120(8).*
- *The regulations of TDC 73A.110(5) and TDC 73A.120(5) require that parking and vehicle circulation areas not be located between the building and the street. Additionally, standards of TDC 51.300 (CN Zone), TDC 53.300 (CC Zone), and TDC 57.300 (MUC Zone) require that buildings meet a maximum setback standard, which ensures the building is placed within a close proximity of the street, is convenient to access for pedestrians, and contributes to a pedestrian-friendly streetscape.*
- *The on-site pedestrian/bicycle circulation standards in TDC 73A.110(3) and TDC 73A.120(3), require developments provide walkway connections between the street, main entrances, and other on-site destinations.*
- *Sites adjacent to a transit street are subject to additional requirements in TDC 73A.110(9) and TDC 73A.120(6). These standards require developments to provide either a transit stop pad on-site, or an on-site or public sidewalk connection to a transit stop along the street frontage. The standards also require sites abutting major transit stops to locate buildings or pedestrian plazas near the transit stop and to provide walkway connections, a landing pad, and lighting.*
- *Minimum bicycle parking ratios and bike parking design standards for multifamily residential and non-residential uses in TDC 73C.040 are consistent with OAR 660-012-0630. Bike parking must be located near regularly used entrances with access from the right-of-way, and spaces and maneuvering areas must meet minimum dimensional, illumination, and surface standards.*
- *The land use regulations above are required in all commercial and mixed-use zones. The City does not apply these relevant standards to the ML, MG, MP, MBP, or BCE zones that have predominantly industrial or agricultural character.*

(5) Cities and counties shall have land use regulations in residential neighborhoods that provide for slow neighborhood streets comfortable for families, efficient and sociable development patterns, and provide for connectivity within the neighborhood and to adjacent districts. Cities and counties must adopt land use regulations to meet these objectives, including but not limited to those related to setbacks, lot size and coverage, building orientation, and access.

Finding:
The existing development code and proposed amendments comply with this rule as follows:

- *The street design standards of TDC 74.070(5) require that lots with access to an alley take vehicular access from the alley in order to limit conflict points with pedestrians on the public sidewalk. Alleys are allowed to be included in new developments by TDC 74.070 (Public Alleys).*
- *The driveway standards of TDC 73C.090 comply with this rule by regulating the number of*

driveways on residential lots and limiting the width of driveways to reduce crossing distance for pedestrians. The driveway approach requirements of TDC 75.020 require sufficient separation between driveways to create space for landscaping and street trees. These standards are consistent with the intent of the rule to create comfortable neighborhood streets.

- *The Residential Design Standards in TDC 73A.100(3) require multi-family developments on local streets to have entrances the orient to the street. The standards in TDC 73A.030(4) and TDC 73A.100(7) require walkways to connect main building entrances to the sidewalk. These standards work together to promote a sociable development pattern.*
- *The current Residential Design Standards of TDC 73A.050 also require that the ground floor of residential dwellings contribute to a sociable, pedestrian-friendly environment by including a minimum amount of windows on the façade and creating transition areas between the street and the dwelling for dwellings that are placed close to the street.*

(6) Cities and counties shall have land use regulations that ensure auto-oriented land uses are compatible with a community where it is easy to walk or use a mobility device. Auto-oriented land uses include uses related to the operation, sale, maintenance, or fueling of motor vehicles, and uses where the use of a motor vehicle is accessory to the primary use, including drive-through uses. Land use regulations must meet the following requirements:

(a) Auto-oriented land uses must provide safe and convenient access opportunities for people walking, using a mobility device, or riding a bicycle. Ease of access to goods and services must be equivalent to or better than access for people driving a motor vehicle.

(b) Outside of climate-friendly areas, cities and counties may provide for exemptions to this rule in cases where an auto-oriented land use cannot reasonably meet the standards of this rule. Standards developed in cases of an exemption must protect pedestrian facilities.

Finding:

The existing Development Code and proposed text amendments comply with these rules as follows:

- *The existing code prohibits new drive-through facilities in the Community Commercial (CC) zone within the Central Tualatin Overlay Zone. The proposed amendments also prohibit new drive-through facilities in the Mixed Use Commercial (MUC) zone.*
- *The proposed amendments in TDC 73A.110(6) include new and revised design standards for drive-through facilities that improve pedestrian access to drive-through uses by addressing walk-up service areas, pedestrian paths to walk-up windows, location of service areas and stacking lanes, and spacing of drive-through entrances from street intersections. These standards will ensure that access to drive-through businesses for people walking, using a mobility device, or riding a bicycle will be equivalent to or better than access for people driving a motor vehicle.*
- *As allowed by OAR 660-012-0330(6)(b), vehicle service uses such as gas stations and oil change businesses are exempt from the drive-through facility standards.*

(7) Cities and counties with an urban area over 100,000 in population must have reasonable land use regulations that allow for development of low-car districts. These districts must be developed with no-car or low-car streets, where walking or using mobility devices are the primary methods of travel within the district. Cities and counties must make provisions for emergency vehicle access and local freight delivery. Low-car districts must be allowed in locations where residential or mixed-use development is authorized.

Finding:
This requirement is not applicable based on urban population.

(8) Cities and counties must implement land use regulations to protect transportation facilities, corridors, and sites for their identified functions. These regulations must include, but are not limited to:

(a) Access control actions consistent with the function of the transportation facility, including but not limited to driveway spacing, median control, and signal spacing;

(b) Standards to protect future construction and operation of streets, transitways, paths, and other transportation facilities;

(c) Standards to protect public use airports as provided in OAR 660-013-0080;

(d) Processes to make a coordinated review of future land use decisions affecting transportation facilities, corridors, or sites;

(e) Processes to apply conditions to development proposals in order to minimize impacts and protect transportation facilities, corridors, or sites for all transportation modes;

(f) Regulations to provide notice to public agencies providing transportation facilities and services, railroads, Metropolitan Planning Organizations, the Oregon Department of Transportation, and the Oregon Department of Aviation of:

(A) Land use applications that require public hearings;

(B) Subdivision and partition applications;

(C) Other applications that affect private access to roads; and

(D) Other applications within airport noise corridors and imaginary surfaces that affect airport operations.

(g) Regulations ensuring that amendments to land use designations, densities, and design standards are consistent with the functions, capacities, and performance standards of facilities identified in the TSP.

Finding:
The existing Development Code and proposed text amendments comply with these rules as follows:

- *The existing code contains access management requirements for new driveway and street connections in Chapter 75 (Access Management). These include spacing requirements and vision clearance areas. The code complies with this rule by regulating driveway spacing based on classification of the street, size, and location of the site. TDC 73C.090 also provides minimum requirements for parking lot driveways and walkways for residential uses such as single-family, duplex, and multi-family developments. Parking lot driveways and walkways for other residential uses are detailed under TDC Chapter 73A (Site Design Standards).*
- *The existing code protects future construction and operation of streets, transitways, paths, and other transportation facilities by requiring consistency with the Transportation System Plan (TSP). The code requires the following to be consistent with the TSP (Comprehensive Plan, Chapter 8): street systems for tentative partition and subdivision plans (TDC 36.110 through TDC 36.125); street improvements for streets within and abutting new development (TDC 74.030); pedestrian and bikeway facilities (TDC 74.090); and transit facilities (TDC 73A.110(10) and TDC 73A.120(6)).*
- *Tualatin does not have an airport in their city limits; therefore, this requirement is not applicable.*
- *The proposed amendments contain standards to ensure that land use decisions affecting transportation facilities will consider adequate capacity and consistency with adopted plans, as described below:*

  - *TDC 33.020(6) allows for Architectural Review that conditions of approval be applied to ensure adequate public facilities, including transportation facilities.*
  - *TDC 33.040(5) requirements for Conditional Use Permit review include adequacy of transportation systems.*
  - *TDC 36.110 through 36.125 requires the street system for tentative partition and subdivision plans to be consistent with the TSP and TDC Chapters 74 (Public and Private Transportation, Facilities, and Utilities) and 75 (Access Management).*
  - *TDC 74.030(1)(e) requires developments to comply with the requirements of the Oregon Department of Transportation (ODOT), Tri-Met, Washington County, and Clackamas County (as applicable) when a proposed development site is adjacent to a roadway under any of their jurisdictions.*
  - *TDC 74.050 states that the City Manager may require a traffic study when necessary to assure that transportation facilities can accommodate expected traffic and/or assure that internal traffic circulation of the proposed development will not result in conflicts with on-site traffic, parking, or loading or impact traffic on adjacent streets.*
- *TDC Chapters 32 (Procedures) and 33 (Applications and Approval Criteria) allow the City to require conditions of approval for a land use decision. While transportation facilities are not specifically mentioned, this may include conditions that ensure compliance with transportation standards, to protect transportation facilities for all modes.*
- *TDC 32.220 states that where a project either adjoins or directly affects a state highway, then the Oregon Department of Transportation (ODOT) shall be notified; where the project site would access a County Road or otherwise be subject to review by the County, then the County shall be notified. Similar requirements are provided in TDC 32.230 for Type III procedures and TDC 32.240 for Type IV procedures.*
- *TDC 33.070(5) lists the approval criteria for amendments to the TDC and comprehensive plan text or maps. Amendments must be consistent with the comprehensive plan, applicable State of Oregon Planning Goals and applicable Oregon Administrative Rules, including compliance with the Transportation Planning Rule TPR (OAR 660-012-0060).*

The state administrative rule requirements are met.

C. Metro Code

Regional Transportation Functional Plan (RTFP)

Finding:

The current Regional Transportation Functional Plan (RTFP) was adopted in 2012 and has not been updated for consistency with the CFEC Transportation Planning Rule updates. Metro anticipates beginning the update process for the RTFP in 2025, with adoption planned for 2026 or 2027. The 2023 Regional Transportation Plan (RTP) identifies the RTFP update as a near-term implementation action (pgs. 8-37 – 8-

38).[1] In addition, a recent Metro report on CFEC implementation outlines needed RTFP updates:[2]

- *Align the functional plan language and requirements with recent statewide rulemaking and policy development to implement the Climate-Friendly and Equitable Communities Program.*
- *Define how the updated mobility policy will be implemented in local TSPs and local comprehensive plan amendments in coordination with local governments and the statewide CFEC implementation program and Oregon Highway Plan update.*

Because the RTFP does not reflect the CFEC requirements, the proposed amendments have not been evaluated for consistency with the RTFP.

Urban Growth Management Functional Plan
Title 6: Centers, Corridors, Station Communities, and Main Streets
3.07.620 Actions and Investments in Centers, Corridors, Station Communities and Main Streets

[…]

(d) A plan of actions and investments to enhance the Center, Corridor, Station Community or Main Street must consider the assessment completed under Subsection 3.07.620(c) and include at least the following elements:

(1) Actions to eliminate, overcome or reduce regulatory and other barriers to mixed-use, pedestrian-friendly and transit-supportive development;

(2) Revisions to its comprehensive plan and land use regulations, if necessary, to allow:

(A) In Regional Centers, Town Centers, Station Communities and Main Streets, the mix and intensity of uses specified in Section 3.07.640; and

[…]

(4) A plan to achieve the non-SOV mode share targets, adopted by the city or county pursuant to Subsections 3.08.230(a) and (b) of the RTFP, that includes:

(A) The transportation system designs for streets, transit, bicycles and pedestrians consistent with Title 1 of the RTFP;

(B) A transportation system or demand management plan consistent with Section 3.08.160 of the RTFP; and

(C) A parking management program for the Center, Corridor, Station Community or Main Street, or portion thereof, consistent with Section 3.08.410 of the RTFP.

Finding:

Central Tualatin is shown on Metro's Title 6 Centers, Corridors, Station Communities, and Main Streets Adopted Boundaries map as an Adopted Town Center. The purpose of the proposed amendments is to update code requirements to facilitate pedestrian-friendly, transit-supportive, and compact development.

[1] Metro Regional Transportation Plan (RTP, 2023).
https://www.oregonmetro.gov/sites/default/files/2024/08/19/2023-Regional-Transportation-Plan-all-chapters.pdf
[2] 2023 Major Report on CFEC Implementation – Portland Metropolitan Area.
https://www.oregon.gov/lcd/CL/Documents/MetroReport2023.pdf

Amendments enable site designs that support walkability, provide pedestrian and bicycle connections, and support access to transit. Drive-through facilities are regulated to ensure safety and access for those using non-vehicular modes. The amendments promote somewhat higher intensity of uses by reducing minimum setbacks in residential zones. The proposed amendments are consistent with the requirements of Title 6.

Title 7: Housing Choice
3.07.730 Requirements for Comprehensive Plan and Implementing Ordinance Changes Cities and counties within the Metro region shall ensure that their comprehensive plans and implementing ordinances:

(a) Include strategies to ensure a diverse range of housing types within their jurisdictional boundaries.

(b) Include in their plans actions and implementation measures designed to maintain the existing supply of affordable housing as well as increase the opportunities for new dispersed affordable housing within their boundaries.

(c) Include plan policies, actions, and implementation measures aimed at increasing opportunities for households of all income levels to live within their individual jurisdictions in affordable housing. [Ord. 97-715B, Sec. 1. Ord. 00-882, Sec. 2. Ord. 03-1005A, Sec. 1. Ord. 06-1129B, Sec. 2.]

Finding:
The proposed amendments do not affect allowable densities or housing types allowed in different zoning districts. While the primary intent of these amendments is to promote walkability by encouraging efficient and sociable development patterns, the proposed amendments also will reduce potential impediments to housing development. As described in the findings for Statewide Planning Goal 10 in Section II-A of the findings, this includes reducing minimum setbacks in several residential zones. Reducing these minimum setback standards will enhance development opportunities for housing. The proposed amendments are consistent with the requirements of Title 7.

E. Tualatin Development Code

Chapter 32: Procedures
TDC 32.010. - Purpose and Applicability.
(2) Applicability of Review Procedures. All land use and development permit applications and decisions, will be made by using the procedures contained in this Chapter. The procedure "type" assigned to each application governs the decision-making process for that permit or application. There are five types of permit/application procedures as described in subsections (a) through (e) below. Table 32-1 lists the City's land use and development applications and corresponding review procedure(s).
(e) Type IV-B Procedure (Legislative Review). The Type IV-B procedure is used to review proposals to amend the Tualatin Comprehensive Plan, the City's land use regulations, and large-scale changes to the Comprehensive Plan or Plan Maps, and involve the creation, revision, or implementation of broad public policy. Type IV-B reviews are first considered by the Planning Commission, which makes a recommendation to City Council. City Council makes the final decision on a legislative proposal through the enactment of an ordinance. Appeals of Type IV-B decisions are heard by the Land Use Board of Appeals (LUBA).

(3) Determination of Review Type. Unless specified in Table 32-1, the City Manager will determine whether a permit or application is processed as Type I, II, III, IV-A or IV-B based on the descriptions above. Questions regarding the appropriate procedure will be resolved in favor of the review type providing the widest notice and opportunity to participate. An applicant may choose to elevate a Type I or II application to a higher numbered review type, provided the applicant pays the appropriate fee for the selected review type.

Table 32-1—Applications Types and Review Procedures

Application/Action	Procedure Type	Decision Body*	Appeal Body*	Pre-Application Conference Required	Neighborhood/ Developer Mtg Required	Applicable Code Chapter
Plan Amendments						
• Legislative Map or Text Amendments	IV-B	CC	LUBA	No	No	TDC 33.070

*** City Council (CC); Planning Commission (PC); Architectural Review Board (ARB); City Manager or designee (CM); Land Use Board of Appeals (LUBA).**

Finding:
The proposed application is a text amendment to the Tualatin Development Code. The proposed amendments are legislative in nature as they apply to broad areas of the City, as opposed to specific properties. The proposed application is being processed in accordance with the Type IV-B procedures. These criteria are met.

TDC 32.250. - Type IV-B (Legislative Decisions).
Type IV-B decisions are legislative land use decisions made by the City Council. Legislative land use proceedings include proposals to amend the Tualatin Comprehensive Plan and zoning maps, and involve the creation, revision, or implementation of broad public policy generally impacting more than one property owner or a large number of individual properties. The City Council may initiate its own legislative proposals at any time. Legislative requests are not subject to the 120-day review period under ORS 227.178. In most cases a public hearing is required. However, no public hearing is required in a legislative land use proceeding if the purpose of the amendment is to conform to new requirements in state land use statutes, Statewide Land Use Planning Goals, or administrative rules of the Oregon Land Conservation and Development Commission implementing state land use statutes or Statewide Land Use Planning Goals, if the Oregon Department of Land Conservation and Development confirms in writing that the only effect of the proposed change is to conform the City's Comprehensive Plan or land use regulations to the new state requirements. The Council may, in its discretion, hold a public hearing although one is not required.
(1) *Submittal Requirements—Type IV-B.* Legislative land use proceedings may be initiated by the City Council or City staff.

(2) *Notice of Public Hearing—Type IV-B.* Hearings on Legislative Land Use requests must conform to state land use laws (ORS 227.175), as follows:
(a) *DLCD Pre-Adoption Notice.* The City Manager will notify in writing the Oregon Department of Land Conservation and Development (DLCD) of legislative amendments (zone change, rezoning with annexation, or comprehensive plan amendment) in accordance with the minimum number of days required by ORS Chapter 197.
[…]
(c) *Other Public Notice.* In addition to any other notice required, at least 14 calendar days before the scheduled City Council public hearing date, the City must mail by regular first class mail Notice of a Public Hearing to the following individuals and agencies.
(i) Any affected governmental agency;
(ii) Any person who requests notice in writing;
(iii) For a zone change affecting a manufactured home or mobile home park, all mailing addresses within the park, in accordance with ORS 227.175;
(iv) Designated representatives of recognized Citizen Involvement Organizations;
(v) For an amendment which affects the transportation system, ODOT and Metro; and
(vi) For a plan amendment or land use regulation amendment that significantly impacts school capacity, the Tigard-Tualatin School District.
(d) At least 14 calendar days before the scheduled City Council public hearing date, public notice must be provided by publication in a newspaper of general circulation in the city.
(e) At least 14 calendar days before the scheduled City Council public hearing date, public notice must be posted in two public and conspicuous places within the City.
[…]

Finding:
As discussed in response to the previous criterion, the proposed amendments are legislative in nature and have been processed consistent with the Type IV-B requirements. The amendments will bring the City into compliance with the mandatory Climate Friendly and Equitable Communities (CFEC) Rules adopted by the State of Oregon's Land Conservation and Development Commission through OAR 660-012-0330. These rules are the result of Executive Order No.20-04 which directs state agencies to take action to reduce and regulate greenhouse gas emissions from transportation. City staff will follow the appropriate notification procedures including DLCD notice, agency notice, newspaper notice, and posted notice. These criteria are met.

(4) *Conduct of the Hearing—Type IV-B.* A Type IV-B land use hearing will follow the City's legislative hearing procedures. There can be pre-hearing contact between citizens and the decision makers on legislative matters. "Ex parte contact" is not a concern.
(5) *Notice of Adoption and Effective Date of a Type IV-B Decision.*
(a) Notice of Adoption must be mailed to the applicant, all participants of record, and the Department of Land Conservation and Development within 20 business days after the City Council decision is filed with the City Manager. The City must also provide notice to all persons as required by other applicable laws.
(b) A Legislative Land Use decision, if approved, takes effect and becomes final as specified in the enacting ordinance or, if not approved, upon mailing of the Notice of Adoption to the applicant.

Finding:
The City Council public hearing is scheduled for November 24, 2025 and will be conducted following legislative hearing procedures. If adopted, a notice of adoption will be mailed and effective consistent with the above provisions. These criteria can be met.

Chapter 33: Applications and Approval Criteria
Section 33.070 Plan Amendments
[…]
(2) Applicability. [...] Legislative amendments may only be initiated by the City Council.
(3) Procedure Type.
(b) Map or text amendment applications which are legislative in nature are subject to Type IV-B Review in accordance with TDC Chapter 32.

Finding:
The proposed amendments are legislative in nature, in that they apply broadly across the city. The application will be processed consistent with the Type IV-B Review requirements in accordance with Chapter 32, which include publishing a newspaper notice at least 14 days prior to the City Council hearing, sending notice to the state DLCD. These criteria will be satisfied.

(5) Approval Criteria.
(a) Granting the amendment is in the public interest.

Finding:
Executive Order No.20-04 directs state agencies to take action to reduce and regulate greenhouse gas emissions from transportation. In response, the Department of Land Conservation and Development adopted Climate Friendly and Equitable Communities rulemaking in the Transportation Planning Rules (Oregon Administrative Rules chapter 600, division 12). As part of this effort, OAR 660-012-0330(1) requires cities and counties to implement plans and land use regulations to support compact, pedestrian-friendly, mixed-use land use development patterns in urban areas. Development patterns must support access by people using pedestrian, bicycle, and public transportation networks.

The proposed amendments meet the objectives of the OAR requirements and support the public interest by promoting transportation choices; promoting safer and more convenient access for pedestrians, those using mobility devices, bicyclists, and transit riders; and making it easier for community members to meet their daily needs without driving.

Additionally, the amendments are subject to the public notification requirements specified in TDC 32.250. A notice will be published in the Tualatin Times as required. A minimum of two public hearings will be held. The first hearing before the Planning Commission was held on October 15, 2025 and the second hearing will be held before the City Council on November 24, 2025. Any comments submitted by the community will be included in the City Council hearing packet. The City also sought input from the City Council at three work sessions, and with various community stakeholders, as described in the findings under Statewide Planning Goal 1 in Section II-A of the findings. Both the City Council and stakeholders generally expressed support for the code concepts and amendments. Therefore, granting the proposed amendments is in the public interest. This criterion is met.

(b) The public interest is best protected by granting the amendment at this time.

Finding:
The public interest is best protected by complying with state mandates to reduce greenhouse gas emissions from transportation. This criterion is met.

(c) The proposed amendment is in conformity with the applicable objectives of the Tualatin Community Plan.

Finding:
The proposed amendments are in response to state rulemaking to reduce greenhouse emissions from transportation, and are in conformity with the following applicable objectives of the Tualatin Comprehensive Plan:

- *POLICY 1.1.1 Support community advisory committees to provide recommendations on planning matters.*
- *POLICY 2.1.3 Promote design that fosters a sense of place and community identity through the Central Design District.*
- *POLICY 4.1.1 Locate and design areas that allow commercial development in a manner that increases access to goods and services while minimizing traffic impacts, including the location of commercial services where accessible through transit and active transportation modes, the encouragement of mixed use development, and small neighborhood commercial nodes.*
- *POLICY 4.1.3 Encourage functional and attractive commercial development through standards for site design and landscaping.*
- *POLICY 8.1.8 Develop connectivity standards that improve access to destinations, by limiting block lengths, unconnected streets, cul-de-sacs, and other non-through connections.*
- *POLICY 8.3.3 Require development adjacent to transit routes to provide direct pedestrian accessibility.*
- *POLICY 8.4.2 Support land use patterns that reduce vehicle fuel consumption and greenhouse gas emissions and preserve the function of the transportation system.*

The Tualatin Planning Commission, which serves as an advisory committee will have an opportunity to provide a recommendation to City Council on October 15, 2025 in support of Policy 1.1.1. The amendments also implement Policies 2.1.3 and 8.1.8 by requiring compact and sociable development patterns, pedestrian connectivity, and site design standards which help create a sense of place and community. The updates to site and building design standards for commercial and mixed-use development help implement Policies 4.1.1, 4.1.3, and 8.4.2 by designing new developments to be more walkable and accessible to other modes of transportation, which promotes economic activity in these areas. Policy 8.3.8 is also implemented by improving pedestrian connectivity to transit stops. Therefore, the proposed amendments are in conformity with the Tualatin Comprehensive Plan and this criterion is met.

(d) The following factors were consciously considered:
(i) The various characteristics of the areas in the City;
(ii) The suitability of the areas for particular land uses and improvements in the areas;

Finding:
The proposed amendments implement state rulemaking which include requirements for compact and sociable development, pedestrian connectivity, and site design standards more conducive to walking, biking, and taking transit. Different standards apply to different types of development and in different areas of the city (e.g., residential zones versus the Mixed Use Commercial zone or other commercial zones). These standards have some flexibility built-in for situations where meeting the standards may not be practical. This will encourage more walkable design outcomes in new development which in turn will support non-auto transportation options like walking and biking in commercial and residential areas. These criteria are met.

(iii) Trends in land improvement and development;

Finding:
The state mandates promote compact development, pedestrian connectivity, and site design standards more conducive to walking, biking, and taking transit within mixed use, commercial, and residential areas. This creates development patterns that encourage walkability and reduce greenhouse gas emissions from transportation. This type of development can also lead to greater economic activity in downtown areas and city centers. The amendments include new standards for pedestrian connections to main building entrances and other neighborhood destinations; making walking safer, convenient, and pleasant. Encouraging more destinations within close proximity to one another supports current trends in land improvement and development. This criterion is met.

(iv) Property values;

Finding:
The amendments include standards that will encourage more pedestrian friendly outcomes in the built environment. This can lead to more sociable neighborhoods and greater economic activity in commercial areas. Exceptions have also been added to allow for flexibility in cases where meeting the standards may not be practical. Therefore, the proposed amendments support property values and the criterion is met.

(v) The needs of economic enterprises and the future development of the area; needed right- of-way and access for and to particular sites in the area;

Finding:
The proposed amendments support the needs of economic enterprise by requiring better site and building design for pedestrians, which encourages economic activity in those areas. The proposed amendments also support better transportation connectivity and access to sites in the city. This criterion is met.

(vi) Natural resources of the City and the protection and conservation of said resources;
(vii) Prospective requirements for the development of natural resources in the City;

Finding:
The proposed amendments do not impact natural resource protection nor application of requirements to

future development, which would fully apply to any new development. Therefore, this criterion is met.

(viii)The public need for healthful, safe, esthetic surroundings and conditions;

Finding:
The proposed amendments implement state rulemaking to reduce greenhouse gas emissions from transportation by supporting compact and sociable development, pedestrian connectivity, and site design standards that take into consideration people who are walking, biking, or taking transit. Creating better pedestrian connections in new developments will give people more opportunities to walk and be active which improves overall public health. This also helps reduce greenhouse gas emissions and improves air quality. By creating better outcomes in building design for pedestrians and providing more pedestrian connections, walking trips will become more available, attractive, and pleasant. Therefore, the amendments support the public need for healthful, safe, and esthetic surroundings. The criterion is met.

(ix) Proof of change in a neighborhood or area, or a mistake in the Plan Text or Plan Map for the property under consideration are additional relevant factors to consider.

Finding:
The proposed amendments do not apply to a specific property or neighborhood. Therefore, this criterion is not applicable.

(e) If the amendment involves residential uses, then the appropriate school district or districts must be able to reasonably accommodate additional residential capacity by means determined by any affected school district.

Finding:
The proposed amendments do not create a direct impact to residential capacity for school districts, and therefore this criterion is not applicable.

(f) Granting the amendment is consistent with the applicable State of Oregon Planning Goals and applicable Oregon Administrative Rules, including compliance with the Transportation Planning Rule TPR (OAR 660-012-0060).

Finding:
The proposed amendments comply with the mandatory Climate Friendly and Equitable Communities (CFEC) Rules adopted by the State of Oregon's Land Conservation and Development Commission through OAR 660-012-0330. These rules are the result of Executive Order No.20-04 which directs state agencies to take action to reduce and regulate greenhouse gas emissions from transportation. While the CFEC mandates also require updates to our land use regulation and Transportation System Plan, this amendment is limited to the implementation of walkable design standards.

The proposed amendments are limited to compliance with CFEC walkable design mandates and address requirements for compact, pedestrian-friendly, mixed-use land use development patterns in urban areas. Discussion of State of Oregon Planning Goals and applicable Oregon Administrative Rules is found in Sections II-A and B of these findings, which finds consistency. This criterion is met.

(g) Granting the amendment is consistent with the Metropolitan Service District's Urban Growth Management Functional Plan.

Finding:
Discussion of the Urban Growth Management Functional Plan is found in Section II-C of the findings, which finds consistency. Therefore, this criterion is met.

(h) Granting the amendment is consistent with Level of Service F for the p.m. peak hour and E for the one-half hour before and after the p.m. peak hour for the Town Center 2040 Design Type (TDC Map 10-4), and E/E for the rest of the 2040 Design Types in the City's planning area.

Finding:
The proposed amendments do not include changes to the functional classification of transportation facilities, nor the standards implementing the functional classification system. The proposed amendments also will not result in types or levels of travel or access that are inconsistent with adopted functional classifications. These factors were consciously considered but this criterion is not applicable.

(i) Granting the amendment is consistent with the objectives and policies regarding potable water, sanitary sewer, and surface water management pursuant to TDC 12.020, water management issues are adequately addressed during development or redevelopment anticipated to follow the granting of a plan amendment.
[…]

Finding:
The proposed changes do not impact objectives and policies regarding the above referenced utilities. These factors were consciously considered but this criterion is not applicable.

CHAPTER 31 GENERAL PROVISIONS

[…]

TDC 31.020. Classification of Planning District (Zones).

Commentary: Staff proposes to rename the High Density Residential – High Rise (RH-HR) zone as the High Density Corridor (RH-C) zone to better reflect the purpose and location of this designation.

In order to carry out the objectives of the Tualatin Comprehensive Plan, land within the City is divided into planning districts or zones. The established planning districts are designated on the Plan Map. The planning district (zone) designations are as follows:

Planning District/Zone	Abbreviated Designation
Low Density Residential	RL
Medium-Low Density Residential	RML
Medium-High Density Residential	RMH
High Density Residential	RH
High Density Residential — ~~High Rise~~ Corridor	RH- ~~HR~~C
Institutional	IN
Office Commercial	CO
Neighborhood Commercial	CN
Recreational Commercial	CR
Central Commercial	CC
General Commercial	CG
Mid-Rise/Office Commercial Medical Center Light Manufacturing	CO/MR MC ML
General Manufacturing	MG
Manufacturing Park Manufacturing Business Park	MP MBP

(Ord. 590-83 §1, 4-11.83; Ord. 592-83, 6-13-83; Ord. 1216-06, 7-24-06;Ord. 1414-18, 12-10-18; Ord. No. 1450-20, § 3, 12-14-20)

[…]

TDC 31.060. Definitions.

Commentary: Definitions

The following definitions are proposed to be added or revised to support the other proposed code amendments:

- Accessway: Revised to account for the use of accessways in the connectivity standards in TDC 74.410.
- Block Length: New definition based on the *Walkable Design Standards Model Code* specifies how block length is measured, as used in TDC 74.410.
- Drive-Through Facility: The TDC uses both of the terms "drive-up use" and "drive-through facility." For consistency, the term "drive-through facility" is proposed to be used throughout the code. This change is reflected in multiple sections of the TDC.
- Main Entrance or Main Entry: The current TDC uses this term, but does not define it. New and updated standards for main entry orientation/location are proposed in various sections of Chapter 73A.
- Neighborhood Activity Center: The current TDC uses this term, but does not define it. The land division approval criteria in TDC 36.110 through 36.125 require partitions and subdivisions to provide for *pedestrian, bicycle and transit circulation to adjacent and nearby residential areas, transit stops,* ***neighborhood activity centers****, office parks, and industrial parks*. Oregon Administrative Rules (OAR) require pedestrian connections to a variety of "key destinations." The proposed definition of "neighborhood activity center" includes all the key destinations not already addressed in the TDC's list.
- Pedestrian Amenity Space: New definition based on the *Walkable Design Standards Model Code.* This term is included as an option to meet the maximum setback and building frontage requirements in various zones.
- Stacking Area: New definition based on the *Walkable Design Standards Model Code.* This term is used in the standards for drive-through facilities in Chapter 73A.

References to the Transportation System Plan (Comprehensive Plan Chapter 8) have also been updated throughout the Code.

As used in this Code, the masculine includes the feminine and the neuter, and the singular includes the plural. For the purposes of the TDC, the following words and phrases, unless the context otherwise requires, mean:

[…]

Accessway. A non-vehicular, paved pathway designed for pedestrian and bicycle use. ~~and~~ Accessways may provide mid-block connectivity where such routes are not otherwise provided by the street system. Accessways may also provide~~ing~~ convenient linkages between a development and adjacent residential and commercial properties and areas intended for public use, which includes, but is not limited to, schools, parks, and adjacent collector and arterial streets where transit stops or bike lanes are provided or designated. An accessway is not a sidewalk.

[…]

Block Length. The distance along a public or private street between intersecting public or private streets, as measured from nearest right of way edge to nearest right of way edge along the primary street's right of way edge, including "T" intersections but excluding cul-de-sacs.

[…]

Main Entrance or Main Entry. The entrance to a building that is designed to facilitate ingress and egress for the highest volume of building users. Generally, each building has one main entrance, but if design features do not make it possible to determine which entrance is the main entrance, all entrances providing the same capacity of ingress and egress shall be treated as main entrances.

[…]

Neighborhood Activity Centers. A land use which draws high levels of daily pedestrian usage, and which functions as a destination for pedestrian, bicycle, and transit trips. Examples of neighborhood activity centers include existing or planned parks and recreation facilities, schools, shopping areas, employment centers, theaters, and museums, and other destinations listed in OAR 660-012-0360(2).

[…]

Pedestrian Amenity Space. Publicly accessible space such as plaza, terrace, courtyard, or small park, which is intended for pedestrian use, abuts or is connected to the street, and is provided and maintained by a private party. The amenity space must not be used for vehicle parking or circulation.

[…]

Stacking Area. The space occupied by vehicles queueing on the development site and behind any public sidewalk for a service to be provided at a drive-through facility.

[…]

Transit Stop. A location where regularly scheduled transit service stops (includes but is not limited to bus stop) to load and unload passengers. For purpose of measuring, the transit stop is the location of a sign denoting the transit stop. See also Transit Stop, Major.

> *Major Transit Stop.* Existing and planned light rail stations, commuter rail stations and transit transfer stations, except for temporary facilities; other planned stops designated as major transit stops in ~~TDC Chapter 11 (Figure 11-5)~~ Comprehensive Plan Map 8-5; and existing stops which have or are planned for frequently scheduled fixed-route service.

[…]

Transportation Facility or Improvement. Any physical facility constructed for the movement of people or goods, excluding electricity, sewage and water systems; the operation, maintenance, repair and preservation activities of existing facilities including, but not limited to, road, bicycle, pedestrian and rail facilities; the installation of improvements including, but not limited to, culverts, fencing, guardrails, landscaping, lighting, medians and pathways within the existing right-of-way; emergency measures necessary for the safety and protection of people and property; acquisition of right-of-way for public roads, highways and other transportation improvements designated in the Transportation System Plan ~~TDC Chapter 11~~and Comprehensive Plan Chapter 8, Transportation; and construction of a street or road as part of an approved subdivision, land partition, architectural review or other land use decision consistent with the TDC.

[…]

CHAPTER 32 PROCEDURES

[…]

Commentary: Table updated consistent with Chapter 33.030.

Table 32-1—Applications Types and Review Procedures

Application/Action	Procedure Type	Decision Body*	Appeal Body*	Pre-Application Conference Required	Neighborhood/ Developer Mtg Required	Applicable Code Chapter
[…]						
Driveway Approach Permits						
~~**Driveway Approach Permits (limited land use)**~~	~~II~~	~~CM~~	~~CC~~	~~No~~	~~No~~	~~TDC 33.030~~
• Residential Review • Limited Review	I	CM	CC	No	No	TDC 33.030
• General Review	II	CM	CC	No	No	TDC 33.030

CHAPTER 33 APPLICATIONS AND APPROVAL CRITERIA

[…]

TDC 33.020. Architectural Review.

Commentary: Just a typo fix is proposed in this section.

[…]

(3) *Types of Architectural Review Applications—Procedure Type.*

(a) *Single Family Dwelling and Duplex, Clear and Objective.* Development applications submitted for a single family dwelling or duplex in compliance with the Clear and Objective Standards in TDC 73A.~~110~~020 through 73A.~~130~~050 are subject to Type I review.

(b) *Townhouse, Clear and Objective.* Development applications submitted for a townhouse in compliance with the Clear and Objective Standards in TDC 73A.~~110~~020 through 73A.~~130~~050 are subject to Type I review.

(c) *Triplex and Quadplex, Clear and Objective.* Development applications submitted for a triplex or quadplex in compliance with the Clear and Objective Standards in 73A.~~110~~020 through 73A.~~130~~050 are subject to Type I review.

(d) *Cottage Cluster, Clear and Objective.* Development applications submitted for a cottage cluster in compliance with the Clear and Objective Standards in TDC 73A.~~150~~070 are subject to Type I review.

(e) *Accessory Dwelling Unit.* Development applications submitted for an accessory dwelling unit incompliance with the Clear and Objective Standards in TDC 73A.~~170~~090 (Accessory Dwelling Units Standards) are subject to Type I review.

(f) *General Development.* All development applications, (except Single Family Dwelling, duplex, townhouse, triplex, quadplex, or cottage cluster, Clear and Objective and Large Commercial, Industrial, and Multifamily Development) are subject to Type II Review.

[…]

TDC 33.030. Driveway Approach Permit.

Commentary: Driveway Approach Permit Requirements

Minor amendments are proposed to expand procedure types and keep formatting consistent with other application requirements in the Chapter.

(1) *Applicability.* A driveway approach permit must be obtained prior to constructing, relocating, reconstructing, enlarging, or altering any driveway approach.

(a) Exceptions. The following do not require a driveway approach permit:

(i) The construction, relocation, reconstruction, enlargement, or alteration of any driveway approach that requires a state highway access permit; or

(ii) The construction, relocation, reconstruction, enlargement, or alteration of any driveway approach that is part of the construction of a publicly or privately engineered public improvement project for which the developer has obtained a Public Works Permit.

(2) *Procedure Type.* ~~A Driveway Approach Permit is processed as a Type II procedure under TDC 32.220 (Type II).~~

(a) *Residential Review*. Driveway approach permits submitted for residential uses that take access from a street with a Local classification are subject to a Type I Review in accordance with TDC Chapter 32.

(b) *Limited Review*. Driveway approach permits submitted to reconstruct or alter an existing driveway are subject to a Type I Review in accordance with TDC Chapter 32.

(c) *General Review.* All other driveway approach permits are subject to Type II Review in accordance with TDC Chapter 32. Driveway approach permits submitted with an Architectural Review, Subdivision, or Partition application will be processed in conjunction with the Architectural Review, Subdivision, or Partition decision.

(3) *Specific Submittal Requirements.* In addition to the application materials required by TDC 32.140 (Application Submittal), the following application materials are also required:

(a) A site plan, of a size, and form meeting the standards established by the City Manager and containing the following information:

(i) The location and dimensions of the proposed driveway approach;

(ii) The relationship to nearest street intersection and adjacent driveway approaches;

(iii) Topographic conditions;

(iv) The location of all utilities;

(v) The location of any existing or proposed buildings, structures, or vehicular use areas;

(vi) The location of any trees and vegetation adjacent to the location of the proposed driveway approach that are required to be protected pursuant to TDC Chapter 73B or 73C; and

(vii) The location of any street trees adjacent to the location of the proposed driveway approach.

(b) Identification of the uses or activities served, or proposed to be served, by the driveway approach; and

(c) Any other information, as determined by the City Manager, which may be required to adequately review and analyze the proposed driveway approach for conformance with the applicable criteria.

(4) *Approval Criteria.* A Driveway Approach Permit must be granted if:

(a) The proposed driveway approach meets the standards of Chapter 75 and the Public Works Construction Code;

(b) No site conditions prevent placing the driveway approach in the required location;

(c) The number of driveway approaches onto an arterial are minimized;

(d) The proposed driveway approach, where possible:

(i) Takes access from the lowest classification of street abutting the property; or

(ii) Is shared with an adjacent property.

(e) The proposed driveway approach meets vision clearance standards and sight distance standards;

(f) The proposed driveway approach does not create traffic hazards and provides for safe turning movements and access;

(g) The proposed driveway approach does not result in significant adverse impacts to the vicinity;

(h) The proposed driveway approach minimizes impact to the functionality of adjacent streets and intersections; and

(i) The proposed driveway approach balances the adverse impacts to residentially zoned property and the functionality of adjacent streets.

(5) *Effective Date.* The effective date of a Driveway Approach Permit approval is the date the notice of decision is mailed.

(6) *Permit Expiration.* A Driveway Approach Permit approval expires one year from the effective date, unless the driveway approach is constructed within the one-year period in accordance with the approval decision and City standards.

(7) *Driveway Approach Closure***.**

(a) The City Manager may require the closure of a driveway approach where:

(~~a~~i) The driveway approach is not constructed in conformance with the Tualatin Development Code and the Public Works Construction Code;

(~~b~~ii) The driveway approach is not maintained in a safe manner;

(~~c~~iii) A public street improvement project is being constructed, and closure of the driveway approach will more closely conform to the current driveway approach standards;

(~~d~~iv) The driveway approach has been abandoned; or

(~~e~~v) There is a demonstrated safety issue.

(~~i~~b) *Notice.* Notice of the driveway approach closure must be given in writing to the property owner and any affected tenants stating the grounds for closure, the date upon which the closure becomes effective, and the right to appeal.

(~~ii~~c) *Appeals.* Any person entitled to notice under subsection (i) of this section may appeal the decision to the City Council pursuant to the provisions of TDC 32.310.

(~~iii~~d) *Effect.* Closure is effective immediately upon the mailing of notice of the decision. Unless otherwise provided in the notice, closure terminates all rights to continue the use of the driveway approach for which the notice of closure has been issued.

(~~iv~~e) *Failure to Close Driveway.* If the owner fails to close the driveway approach to conform to the notice within 90 days, the City Manager may cause the closure to be completed, and all expenses assessed against the property owner.

[…]

CHAPTER 36 SUBDIVIDING, PARTITIONS, AND PROPERTY LINE ADJUSTMENTS

[…]

TDC 36.040. Applications and Submittal Requirements.

> **Commentary:** Land Division Submittal Requirements
>
> A new submittal requirement (2)(q) is proposed to reflect the block length and block perimeter requirements in TDC 74.410.

(1) Applications subject to this Chapter must follow the procedures specified in TDC Chapter 32; however, in case of conflict the procedures specified in TDC Chapter 36 prevail.

(2) Additional Submittal Requirements. In addition to the application materials required by TDC 32.140 (Application Submittal), the following application materials are also required to subdivide, partition, or replat land:

(a) Subdivision or partition plan map;

(b) Proposed plat name, approved by the County Surveyor;

(c) The names, addresses, and contact information of the design engineer and surveyor;

(d) The date the plan was prepared;

(e) North arrow;

(f) Scale of drawing;

(g) Location of the subdivision or partition by 1-4 Section, Township and Range;

(h) Preliminary utility plans for existing and proposed water, sanitary sewer and storm drainage, including the size and grade;

(i) A street plan showing all existing streets, proposed streets (public and private), and accessways on the subject property and extending 1,000 feet in all directions from the site, including location, centerline, right-of-way and pavement width, approximate radius of curves and approximate grades of proposed streets;

(j) An outline plan demonstrating that the adjacent property can be divided in the future in a manner that is consistent with the subdivision plan, and illustrating the connections to transit routes, pedestrian and bike facilities, and accessways to adjacent properties;

(k) Easements, including location, width and purpose of all recorded and proposed easements in or abutting the site;

(l) Flood areas, including the location of any flood plain, drainage hazard areas and other areas subject to flooding or ponding;

(m) Natural resources, including the location of natural features, such as rock outcroppings, wetlands, water courses, creeks, wooded areas and trees having a trunk diameter of eight inches or greater, as measured at a point four feet above ground level, proposed to be removed and to be retained on site;

(n) Approximate lot dimensions, including all existing property lines and their lengths and the approximate location and dimensions of all proposed lots;

(o) Approximate area of each lot;

(p) Proposed lot numbers;

(q) Approximate block dimensions;

(~~q~~r) Existing structures, including the location and present use of all structures, wells and septic tanks on the site and an indication of which structures, wells and septic tanks are to remain after platting; indicate all City-designated historic landmarks;

(~~r~~s) All lots intended to be dedicated or reserved for public use;

(~~s~~t) A vicinity map showing a minimum one-mile radius;

(~~t~~u) Contour lines with intervals at a minimum of two feet for slopes up to five percent and five feet for slopes over five percent;

(~~u~~v) For subdivisions and phased subdivisions, a completed trip generation estimate on forms provided by the City and a Traffic Study~~Impact Analysis~~;

(~~v~~w) If a variance or minor variance is requested to the dimensional standards of the lots, or the minimum lot size, adequate information to show compliance with the approval criteria in TDC 33.120(5) for a minor variance or TDC 33.120(6) for a variance;

(~~w~~x) A "Service Provider Letter" from Clean Water Services;

(~~x~~y) If a railroad-highway grade crossing provides or will provide the only access to the subject property, the applicant must indicate that fact in the application, and the City must notify the ODOT Rail Division and the railroad company that the application has been received;

~~(y) A completed City fact sheet;~~

(z) A title report for the property(ies) subject to the application;

(aa) Other supplementary material as may be required, such as deed restrictions, a statement of ownership, use, covenants, conditions, limitations, and responsibility for maintenance; and

(bb) Other information required by the City Manager.

[…]

TDC 36.110. Tentative Partition Plan.

Commentary: Tentative Partition Plan Criteria

A new criterion (4)(f) is added to mirror the criterion in the parallel section, TDC 36.115. Housing Clear and Objective Tentative Partition Plan Approval Criteria.

OAR 660-012-0330(3)(b) requires the following: *Neighborhoods shall be designed with direct pedestrian access to key destinations identified in OAR 660-012-0360 via pedestrian facilities.*

The new proposed definition for “neighborhood activity centers” in TDC 31.060 captures all the “key destinations” not already included here.

[…]

(4) *Approval Criteria.* A Tentative Partition Plan must be approved if all of the following criteria are met:

(a) The Tentative Partition Plan complies with the standards of this Chapter and with all applicable provisions of the TDC, including, but not limited to, the following:

(i) Lot standards, including, but not limited to, standards for lot area, lot width and depth, lot frontage, and designation of front and rear lot lines;

(ii) Street connectivity and block length standards;

(iii) City infrastructure standards; and

(iv~~ii~~) Any special development standards, including, but not limited to, floodplain development, special setbacks, geological or geotechnical analysis, and vision clearance.

(b) The Tentative Partition Plan does not impede the future use or development of the property or adjacent land.

(c) Development within the Tentative Partition Plan can be adequately served by City infrastructure.

(d) The street system in and adjacent to the Tentative Partition Plan conforms to the requirements of TDC Chapter 74, TDC Chapter 75, and Tualatin Transportation System Plan.

(e) The street system in and adjacent to the Tentative Partition Plan is designed so as to provide for the safe, orderly, and efficient circulation of traffic into, through, and out of the partition area.

(f) The proposed partition provides for pedestrian, bicycle and transit circulation among buildings located within the development site, as well as to adjacent and nearby residential areas, transit stops, neighborhood activity centers, office parks, and industrial parks.

(~~f~~g) The Tentative Partition Plan takes into account the topography and vegetation of the site so the need for variances is minimized to the greatest extent practicable.

(~~g~~h) The layout, size, and dimensions of the parcels within the Tentative Partition Plan take into account the topography and vegetation of the site, such that the least disruption of the site, topography, and vegetation will occur from the reasonable development of the parcels.

(5) *Effective Date.* The effective date of a Tentative Partition Plan approval is the date the notice of decision is mailed.

(6) *Permit Expiration.* Tentative Partition Plan approval expire in two years of the effective date, unless an application for final plat is submitted within two years of the effective date, or an extension is granted under TDC 36.210 (Extension of Approval Decision).

(Ord. No. 1463-21, § 8, 12-13-21)

TDC 36.115. Housing Clear and Objective Tentative Partition Plan Approval Criteria.

Commentary: Tentative Partition Plan Criteria

The partition criterion in subsection (4) is proposed to be updated to clarify that the requirements for pedestrian, bicycle and transit circulation improvements are only required within the boundaries of the site, not off-site areas.

Unless the applicant elects to use the discretionary criteria contained in TDC 36.110, for housing applications entitled to clear and objective review pursuant to state statute, the City Manager must approve, conditionally approve, or deny the partition application based on the following criteria:

(1) The proposed land uses ~~is~~are consistent with the land use zone.

(2) The proposed partition complies with all of the following, unless specifically exempt from compliance through a code provision applicable to a special area zone or overlay zone:

(a) The applicable lot dimensions, setbacks, and density requirements for the subject zone and any applicable overlay zones;

(b) The Residential Design Standards in TDC 73A.~~100~~020 through 73A.~~130~~050; or Cottage Cluster Design Standards in 73A.~~150~~070;

[…]

(4) The proposed partition provides for the provision of pedestrian, bicycle and transit circulation among buildings located within the development site, as well as connections to adjacent and nearby residential areas, transit stops, neighborhood activity centers, office parks, and industrial parks. "Nearby" means uses within ¼ mile that can reasonably be expected to be used by pedestrians, and uses within two miles that can reasonably be expected to be used by bicyclists. However, the partition is only required to provide for pedestrian, bicycle and transit circulation within the boundaries of the project site.

(5) The partition complies with development standards explicitly addressed in the application.

TDC 36.120. Tentative Subdivision Plan.

Commentary: Tentative Subdivision Plan Criteria

See commentary about the new proposed definition for "neighborhood activity centers." The term is defined to include schools, parks, and shopping areas, as well as other key destinations addressed in the OAR. Therefore, those individual destinations do not need to be listed separately.

[…]

(4) *Approval Criteria.* A Tentative Subdivision Plan must be approved if all of the following criteria are met:

(a) The Tentative Subdivision Plan complies with the standards of this Chapter and with all applicable provisions of the TDC, including, but not limited to, the following:

(i) Lot standards, including, but not limited to, standards for lot area, lot width and depth, lot frontage and designation of front and rear lot lines.

(ii) City infrastructure standards; and

(iii) Any special development standards, including, but not limited to, floodplain development, special setbacks, geological or geotechnical analysis, and vision clearance.

(b) The Tentative Subdivision Plan does not impede the future use or development of the property or adjacent land.

(c) Development within the Tentative Subdivision Plan can be adequately served by City infrastructure.

(d) The street system in and adjacent to the Tentative Subdivision Plan conforms to the requirements of TDC Chapter 74, TDC Chapter 75, and the Tualatin Transportation System Plan.

(e) The street system in and adjacent to the Tentative Subdivision Plan is designed so as to provide for the safe, orderly, and efficient circulation of traffic into, through, and out of the subdivision.

(f) The Tentative Subdivision Plan provides safe and convenient bicycle and pedestrian access from within the subdivision to adjacent residential areas and transit stops, ~~existing or planned schools, parks, shopping areas, transit stops~~ neighborhood activity centers, and employment centers~~, and other neighborhood amenities~~.

(g) The Tentative Subdivision Plan mitigates impacts to the transportation system consistent with the approved Traffic Study~~Impact Analysis~~, in TDC Chapters 74 and Chapter 75, and the Tualatin Transportation System Plan.

(h) The Tentative Subdivision Plan takes into account the topography and vegetation of the site so the need for variances is minimized to the greatest extent practicable.

(i) The Tentative Subdivision Plan takes into account the topography and vegetation of the site, such that the least disruption of the site, topography, and vegetation will result from the reasonable development of the lots.

(j) All transportation improvements are designed to comply with the requirements in TDC Chapters 74 and 75, and the Tualatin Transportation System Plan.

[…]

TDC 36.125. Housing Clear and Objective Tentative Subdivision Plan Approval Criteria.

Commentary: Tentative Subdivision Plan Criteria

The same clarification is proposed to subdivision criterion (4) as the partition criteria (TDC 36.115).

Unless the applicant elects to use the discretionary criteria contained in TDC 36.120, for housing applications entitled to clear and objective review pursuant to state statute, the City Manager must approve, conditionally approve, or deny the subdivision application based on the following criteria:

(1) The proposed land uses ~~is~~are consistent with the land use zone.

(2) The proposed partition complies with all of the following, unless specifically exempt from compliance through a code provision applicable to a special area zone or overlay zone:

(a) The applicable lot dimensions, setbacks, and density requirements for the subject zone and any applicable overlay zones;

(b) The Residential Design Standards in TDC 73A.~~100~~020 through 73A.~~130~~050; or Cottage Cluster Design Standards in 73A.~~150~~070;

[…]

(4) The proposed subdivision provides for the provision of pedestrian, bicycle and transit circulation among buildings located within the development site, as well as to adjacent and nearby residential areas, transit stops, neighborhood activity centers, office parks, and industrial parks. "Nearby" means uses within ¼ mile that can reasonably be expected to be used by pedestrians, and uses within two miles that can reasonably be expected to be used by bicyclists. However, the subdivision is only required to provide for pedestrian, bicycle and transit circulation within the boundaries of the project site.

(5) The subdivision complies with development standards explicitly addressed in the application.

[…]

TDC 36.140. Manufactured Dwelling Park Tentative Subdivision Plan.

Commentary: Manufactured Dwelling Park Subdivision Plan Criteria

The same language requiring safe and convenient pedestrian and bicycle access that is required in the partition and subdivision criteria is proposed to be added to the manufactured dwelling park subdivision criteria, for consistency across land division types.

[…]

(4) *Approval Criteria.* A Manufactured Dwelling Park Tentative Subdivision Plan must be approved if all of the following criteria are met:

(a) The proposed area to be subdivided is in compliance with the development standards for manufactured dwelling parks or mobile home parks applicable at the time the park was approved, or

the park is a nonconforming use. For purposes of this subsection, a park is in compliance if the City did not issue a written notice of noncompliance prior to before July 2, 2001;

(b) The Manufactured Dwelling Park Tentative Subdivision Plan does not increase or decrease the number of lots, as defined in ORS 446.003, approved for the park, change the external boundary lines or setback requirements, or make other development changes; provided, however, the tentative manufactured dwelling park subdivision plan may provide for a reduction in the number of lots if the reduction involves only lots that have never been used for the placement of manufactured dwellings;

(c) The Manufactured Dwelling Park Tentative Subdivision Plan restricts the use of lots in the subdivision to the installation of manufactured dwellings, and restricts any other property in the subdivision to use as common property, as defined in ORS 94.550, or for public purposes;

(d) The applicant has recorded with the county the waiver of right to remonstrance required under ORS 92.835; and

(e) The Manufactured Dwelling Park Tentative Subdivision Plan is in compliance with the applicable requirements of ORS 92.010 to 92.179.

(f) The Manufactured Dwelling Park Tentative Subdivision Plan provides safe and convenient bicycle and pedestrian access from within the subdivision to adjacent residential areas and transit stops, neighborhood activity centers, and employment centers. The improvements that are required to provide for pedestrian, bicycle and transit circulation must only be provided within the boundaries of the project site.

[…]

CHAPTER 39 USE CATEGORIES

[…]

TDC 39.115 Use Definitions.

> **Commentary:** Use Definitions
>
> As mentioned, the current TDC uses both the terms “drive-up use” and “drive-through facility.” For consistency, the term “drive-through facility” is proposed to be used throughout the code. This change is reflected below.

[…]

~~*Drive-up Uses.* Any establishment which by design, physical facilities, service, or by packaging procedures encourages or permits customers to receive services or obtain goods while remaining in their motor vehicles. Drive up uses do not include automobile service stations.~~

[…]

Restaurant, Take-Out. An establishment where some of the meals are prepared and served to the public for consumption on the premises; others are prepared and packaged for customers to take off the premises for consumption. A take-out restaurant may or may not include a ~~drive-up window~~ drive-through facility where customers order through a speaker, drive around and pick up food, then leave premises for consumption.

[…]

CHAPTER 41 MEDIUM LOW DENSITY RESIDENTIAL ZONE (RML)

[…]

TDC 41.300. Development Standards.

(1) Development standards in the RML zone are listed in Table 41-3. Additional standards may apply to some uses and situations, see TDC 41.310 and TDC 41.330. The standards in Table 41-3 may be modified for greenway and natural area dedications as provided in TDC 36.420. The standards for lot size, lot width, building coverage, and setbacks that apply to single-family dwellings in small lot subdivisions are provided in TDC 36.410(2)(b).

(2) *Exceptions.* Existing non-conforming situations may be developed according to the provisions of TDC Chapter 35.

Commentary: Front Setbacks in the RML Zone

OAR 0660-012-0330(5): *Cities and counties shall have land use regulations in residential neighborhoods that provide for slow neighborhood streets comfortable for families, efficient and sociable development patterns, and provide for connectivity within the neighborhood and to adjacent districts. Cities and counties must adopt land use regulations to meet these objectives, including but not limited to those related to* ***setbacks****, lot size and coverage, building orientation, and access.*

Minimum setbacks limit how much of a site can be built on, and larger setbacks can inhibit the relationship between the sidewalk and the building.

The TDC requires relatively large minimum front setbacks throughout residential zones. Structures with taller building heights are subject to stricter setbacks. It is recommended to reduce front setback requirements to further promote walkable design in residential areas. This is reflected in the development standards table below.

Table 41-3
Development Standards in the RML Zone

STANDARD	REQUIREMENT	LIMITATIONS AND CODE REFERENCES
MAXIMUM DENSITY		
Single Family Dwellings	10 units per acre	
Duplex	None	
Townhouse	25 units per acre	
Triplex	None	
Quadplex	None	
Cottage Cluster	None	Minimum density of 4 units per acre.
Multi-Family (5 or more units)	10 units per acre	
Manufactured Dwelling Parks	12 units per acre	Limited to single-wide dwelling parks or any part of a single-wide dwelling park.
Retirement Housing Facility, or Congregate Care Facility	15 units per acre	
Nursing Facility	15 units per acre	

Group Living Uses	15 units per acre	
MINIMUM LOT SIZE		
Single Family Dwelling	3,000 square feet	Only in a Flexible Lot Subdivisions, subject to TDC 36.410
Duplex	4,500 square feet	May be reduced for Flexible Lot Subdivisions, subject to TDC 36.410.
Townhouse	1,400 square feet	
Triplex	4,500 square feet	May be reduced for Flexible Lot Subdivisions, subject to TDC 36.410.
Quadplex	4,500 square feet	May be reduced for Flexible Lot Subdivisions, subject to TDC 36.410.
Cottage Cluster	4,500 square feet	May be reduced for Flexible Lot Subdivisions, subject to TDC 36.410.
Multi-Family Structure (5 or more units)	20,000 square feet	
Multi-Family Structure under Condominium Ownership	20,000 square feet	Limited to the primary condominium lot.
All Other Permitted Uses	10,000 square feet	
Conditional Uses	20,000 square feet	
Infrastructure and Utilities Uses	—	As determined through the Subdivision, Partition, or Lot Line Adjustment process
MINIMUM AVERAGE LOT WIDTH		
Single Family Detached	~~26~~25 feet	Only allowed for Flexible Lot Subdivisions, subject to TDC 36.410.
Townhouse	14 feet	
Duplex, Triplex, Quadplex, and Cottage Clusters	50 feet	May be reduced to 30 feet if on a cul-de-sac. May be reduced to 26 feet for Flexible Lot Subdivisions, subject to TDC 36.410.
Multi-Family Structure	75 feet	May be 40 feet on a cul-de-sac street.
Multi-Family Structure under Condominium Ownership	100 feet	Limited to the primary condominium lot. Minimum lot width at street is 40 feet.
All Other Permitted Uses	75 feet	
Conditional Uses	100 feet	Minimum lot width at street is 40 feet.
Flag Lots	—	Must be sufficient to comply with minimum access requirements of TDC 73C.
MINIMUM SETBACKS		
Single Family Detached, Duplex, Townhouse, Triplex, or Quadplex		Single Family Detached only in Flexible Lot Subdivisions, subject to TDC 36.410.
Front	10 feet	
Garage Door	20 feet	
Side	5 feet	Zero-foot side setbacks permitted for lot or parcel lines where Townhouse units are attached.
Rear	10 feet	
Multi-family (5 or more units), Conditional Uses, and Other Permitted Uses Not Listed		
Front (based on structure height)		

~~<12 feet~~	~~20 feet~~	
~~12 —~~<25 feet	~~25~~10 feet	
25—<30 feet	~~30~~15 feet	
30+ feet	~~35~~ 20 feet	
Side	5 feet	
Corner Lots	—	On corner lots, the setback is the same as the front yard setback on any side facing a street other than an alley except for duplexes, triplexes, and quadplexes where the setback is 10 feet.
Other Development Types		
Cottage Cluster	10 feet on all sides	Minimum distance of 10 feet between units in a cottage cluster.
Minimum Distance Between Buildings within One Development	10 feet	
Parking and Vehicle Circulation Areas	10 feet	For Townhouses, determined through the Architectural Review process
Conditional Uses	—	As determined through Architectural Review process, no greater than 50 feet
Any Yard Area Adjacent to Basalt Creek Parkway	50 feet	
MAXIMUM STRUCTURE HEIGHT		
All Uses	35 feet	If all setbacks are equal to or greater than 1½ times the height of the building, the height may be increased to a maximum of 50 feet with a conditional use permit.
MAXIMUM LOT COVERAGE		
Duplex	60%	
Townhouse	75%	
Triplex	60%	
Quadplex	60%	
Cottage Cluster	75%	
All Other Permitted Uses	40%	
Conditional Uses	45%	

[…]

CHAPTER 42 MEDIUM HIGH DENSITY RESIDENTIAL ZONE (RMH)

[…]

TDC 42.220. Housing Types.

> **Commentary:** Housing Types in the RMH Zone
>
> In Table 42-2, "duplex" was added in error in a previous code update, so it has been stricken.

Table 42-2 lists Housing Types permitted in the RMH zone. Housing types may be Permitted Outright (P), Conditionally Permitted (C), or Not Permitted (N) in the RMH zone.

Table 42-2
Housing Types in the RMH Zone

HOUSING TYPE	STATUS	LIMITATIONS AND CODE REFERENCES
Single-Family Dwelling	N	
Accessory Dwelling Unit	N	
~~Duplex~~ Townhouse (or Rowhouse)	P	See TDC definition in 31.060.
Multi-Family Structure	P	See TDC definition in 31.060.
Manufactured Dwelling	N	
Manufactured Dwelling Park	N	
Retirement Housing Facility	C	Subject to TDC 34.400.
Residential Home	P	See TDC definition in 31.060.

TDC 42.300. Development Standards.

Development standards in the RMH zone are listed in Table 42-3. Additional standards may apply to some uses and situations, see TDC 42.310.

> **Commentary:** Front Setbacks in the RMH Zone
>
> As noted in the RML Zone chapter, it is recommended to reduce front setback requirements to further promote walkable design in residential areas. This is reflected in the development standards table below.

Table 42-3
Development Standards in the RMH Zone

STANDARD	REQUIREMENT	LIMITATIONS AND CODE REFERENCES
MAXIMUM DENSITY		
Household Living Uses	Maximum: 15 units per acre Minimum: 11 units per acre	
Retirement Housing Facility, Congregate Care Facility, or Nursing Facility	22.5 units per acre	

Group Living Uses	15 units per acre	Does not apply to Congregate Care Facility.
MINIMUM LOT SIZE		
Townhouse (or Rowhouse)	1,400 square feet	
Multi-Family Structure and Duplex		
• Development on Less than One Acre	10,000 square feet	For up to two units, plus an additional 2,581 square feet for each unit exceeding two.
• Development on More than One Acre	2,904 square feet per unit	
Multi-Family Structure under Condominium Ownership	20,000 square feet	Limited to the primary condominium lot.
All Other Permitted Uses	10,000 square feet	
Conditional Uses	20,000 square feet	
Infrastructure and Utilities Uses	—	As determined through the Subdivision, Partition, or Lot Line Adjustment process.
MINIMUM AVERAGE LOT WIDTH		
Townhouse (or Rowhouse)	14 feet	
Multi-Family Structure	75 feet	May be 40 feet on a cul-de-sac street.
Multi-Family Structure under Condominium Ownership	75 feet	Limited to the primary condominium lot. Minimum lot width at street is 40 feet.
All Other Permitted Uses	75 feet	
Conditional Uses	100 feet	Minimum lot width at street is 40 feet.
Flag Lots	—	Must be sufficient to comply with minimum access requirements of TDC 73C.
MINIMUM SETBACKS		
Front Setback (based on structure height)		Minimum setback to a garage door must be 20 feet.
~~• 1 story structure~~	~~20 feet~~	
~~• 1.5 story structure~~	~~25 feet~~	
• ~~2 story structure~~<25 feet	~~30~~ 10 feet	
• ~~2.5 story structure~~25+ feet	~~35~~ 15 feet	
• Townhouse (or Rowhouse)	0-~~20~~ 10 feet	As determined through Architectural Review process.
Side and Rear Setback (based on structure height)		~~Where living spaces face a side yard, the minimum setback must be 20 feet~~
• ~~1 story structure~~<12 feet	5 feet	
• ~~1.5 story structure~~12-<20 feet	7 feet	
• ~~2 story structure~~20-<25 feet	10 feet	
• ~~2.5 story structure~~25+ feet	12 feet	
Corner Lots	—	On corner lots, the setback is the same as the front yard setback on any side facing a street other than an alley.

Minimum Distance Between Buildings within One Development	10 feet	For Townhouses (or Rowhouse), determined through the Architectural Review process.
Parking and Vehicle Circulation Areas	10 feet	For Townhouses (or Rowhouse), determined through the Architectural Review process.
Conditional Uses	—	As determined through Architectural Review process. A minimum setback must not be greater than 50 feet.
Any Yard Area Adjacent to Basalt Creek Parkway	50 feet	
MAXIMUM STRUCTURE HEIGHT		
All Uses	35 feet	May be increased to a maximum of 50 feet with a conditional use permit, if all setbacks are not less than 1½ times the height of the building.
MAXIMUM LOT COVERAGE		
Townhouse (or Rowhouse)	90%	
All Other Permitted Uses	40%	
Conditional Uses	45%	

[…]

CHAPTER 43 HIGH DENSITY RESIDENTIAL ZONE (RH)

[…]

TDC 43.220. Housing Types.

> **Commentary:** Housing Types in the RH Zone
>
> Similar to the RMH zone, in Table 43-2, "duplex" was added in error in a previous code update, so it has been stricken.

Table 43-2 lists Housing Types permitted in the RH zone. Housing types may be Permitted Outright (P), Conditionally Permitted (C), or Not Permitted (N) in the RH zone.

Table 43-2
Housing Types in the RH Zone

HOUSING TYPE	STATUS	LIMITATIONS AND CODE REFERENCES
Single-Family Dwelling	N	
Accessory Dwelling Unit	N	
~~Duplex~~ Townhouse (or Rowhouse)	P	See TDC definition in 31.060.
Multi-Family Structure	P	See TDC definition in 31.060.
Manufacturing Dwelling	N	
Manufactured Dwelling Park	N	
Retirement Housing Facility	C	Subject to TDC 34.400.
Residential Home	P	See TDC definition in 31.060.

TDC 43.300. Development Standards.

Development standards in the RH zone are listed in Table 43-3. Additional standards may apply to some uses and situations, see TDC 43.310.

> **Commentary:** Front Setbacks in the RH Zone
>
> As noted in the RML Zone chapter, it is recommended to reduce front setback requirements to further promote walkable design in residential areas. This is reflected in the development standards table below.
>
> In addition, it is recommended to add maximum setback requirements in higher-density zones, including the RH zone, to promote development that is oriented towards the street and that promotes a pedestrian-friendly street environment.

Table 43-3
Development Standards in the RH Zone

STANDARD	REQUIREMENT	LIMITATIONS AND CODE REFERENCES
Maximum density		
Household Living Uses	Maximum: 25 units per acre Minimum: 16 units per acre	

Retirement Housing or Congregate Care Facility	45 units per acre	
Nursing Facility	45 units per acre	
Group Living Uses	25 units per acre	Does not apply to Nursing Facility or Congregate Care Facility.
MINIMUM LOT SIZE		
Townhouse, or Rowhouse	1,400 square feet	
Multi-Family Structure		
• Development on Less than One Acre	10,000 square feet	For up to two units, plus an additional 1,459 square feet for each unit exceeding two.
• Development on More than One Acre	1,742 square feet per unit	
Multi-Family Structure under Condominium Ownership	20,000 square feet	Limited to the primary condominium lot.
All Other Permitted Uses	10,000 square feet	
Conditional Uses	20,000 square feet	
Infrastructure and Utilities Uses	—	As determined through the Subdivision, Partition, or Lot Line Adjustment process.
MINIMUM AVERAGE LOT WIDTH		
Townhouses (or Rowhouses)	14 feet	
Multi-Family Structure	75 feet	May be 40 feet on a cul-de-sac street.
Multi-Family Structure under Condominium Ownership	75 feet	Limited to the primary condominium lot. Minimum lot width at street is 40 feet.
All Other Permitted Uses	75 feet	
Conditional Uses	100 feet	Minimum lot width at street is 40 feet.
Flag Lots	—	Must be sufficient to comply with minimum access requirements of TDC 73C.
MINIMUM SETBACKS		
Front Setback (based on structure height)		Minimum setback to a garage door must be 20 feet.
~~• 1 story structure~~	~~20 feet~~	
~~• 1.5 story structure~~	~~25 feet~~	
• ~~2 story structure~~<25 feet	~~30~~10 feet	
• ~~2.5 story structure~~25+ feet	~~35~~15 feet	
• Townhouse (or Rowhouses)	0-~~20~~ 10 feet	As determined through Architectural Review process.
Side and Rear Setback (based on structure height)		~~Where living spaces face a side yard, the minimum setback must be ten feet~~
• ~~1 story structure~~<12 feet	5 feet	
• ~~1.5 story structure~~12-<20 feet	7 feet	
• ~~2 story structure~~20-<25 feet	10 feet	
• ~~2.5 story structure~~25+ feet	12 feet	
Corner Lots	—	On corner lots, the setback is the same as the front yard setback on any side facing a street other than an alley.
Minimum Distance Between Buildings within One Development	10 feet	For Townhouses, determined through the Architectural Review process.

Parking and Vehicle Circulation Areas	10 feet	For Townhouses, determined through the Architectural Review process.
Conditional Uses	—	As determined through Architectural Review process. No minimum setback must be greater than 50 feet.
Any Yard Area Adjacent to Basalt Creek Parkway	50 feet	
MAXIMUM SETBACKS		
Front Setback	20 feet	See standards in TDC 43.315.
MAXIMUM STRUCTURE HEIGHT		
All Uses	35 feet	May be increased to a maximum of 50 feet with a conditional use permit, if all setbacks are not less than 1½ times the height of the building.
MAXIMUM LOT COVERAGE		
Townhouse (or Rowhouse)	90%	
All Other Permitted Uses	45%	
Conditional Uses	45%	

[…]

Commentary: Maximum Setbacks and Building Frontage

The new proposed section below is intended to explain how the maximum setback standards are implemented – specifically, what percentage of the site frontage must be occupied by a building. The recommended approach is to scale the standards by the width of the site frontage (higher requirement for smaller sites; lower requirement for larger sites). The standards would also allow a pedestrian plaza or other amenity space to meet a portion of the building frontage requirement. A definition for "pedestrian amenity space" is proposed in TDC 31.060.

TDC 43.315. Maximum Setbacks and Building Frontage.

The percentage of a site frontage that must meet maximum building setback requirement in Table 43-3 is based on the width of the site frontage, as follows:

(1) On sites with 100 feet or more of street frontage, at least 50 percent of the site width must be occupied by a building(s) meeting the maximum setback standard.

(2) On sites with less than 100 feet of frontage, at least 40 percent of the site width must be occupied by a building(s) meeting the maximum setback standard.

(3) A publicly accessible plaza or other pedestrian amenity space may be used to meet up to 20 percent of the frontage requirement, provided the following standards are met. These amenities may count toward meeting the shared outdoor area standards for multifamily development in TDC 73A.100(4).

(a) The space must abut the sidewalk of a public street and must be hardscaped for pedestrian use.

(b) The space must include benches or seating that provide at least 5 linear feet of seats. The seating surface must be at least 15 inches deep and between 16 and 24 inches above the grade upon which the seating or bench sits.

(c) A minimum of 10 percent of the pedestrian amenity space must be landscaped.

(d) A minimum of one tree is required for each 500 square feet of pedestrian amenity space.

[…]

CHAPTER 44 HIGH DENSITY ~~HIGH RISE~~ CORRIDOR ZONE (RH-~~HR~~C)

Commentary: As mentioned, staff proposes to rename this zone as the High Density Corridor (RH-C) zone to better reflect the purpose and location of this designation.

TDC 44.100. Purpose.

The purpose of the High Density ~~High Rise~~ Corridor (RH-~~HR~~C) zone is to provide areas of the City within the City's collector and arterial corridor areas that support a wide range of housing types at the greatest density of household living.~~Central Urban Renewal area, an area west of the Central Urban Renewal area, north of the wetlands, and south of the Tualatin Country Club that are suitable for high density apartment or condominium towers.~~

TDC 44.200. Use Categories.

(1) *Use Categories.* Table 44-1 lists use categories Permitted Outright (P) or Conditionally Permitted (C) in the RH-~~HR~~C zone. Use categories may also be designated as Limited (L) and subject to the limitations listed in Table 44-1 and restrictions identified in TDC 44.210. Limitations may restrict the specific type of use, location, size, or other characteristics of the use category. Use categories which are not listed are prohibited within the zone, except for uses which are found by the City Manager or appointee to be of a similar character and to meet the purpose of this zone, as provided in TDC 31.070.

(2) *Overlay Zones.* Additional uses may be allowed in a particular overlay zone. See the overlay zone Chapters for additional uses.

Table 44-1
Use Categories in the RH-~~HR~~C Zone

[…]

TDC 44.220. Housing Types.

Commentary: Housing Types in the RH-C Zone

Similar to the RMH and RH zones, in Table 44-2, "duplex" was added in error in a previous code update, so it has been stricken.

Table 44-2 lists Housing Types permitted in the RH-~~HR~~C zone. Housing types may be Permitted Outright (P), Conditionally Permitted (C), or Not Permitted (N) in the RH-~~HR~~C zone.

Table 44-2
Housing Types in the RH-~~HR~~C Zone

HOUSING TYPE	STATUS	LIMITATIONS AND CODE REFERENCES
Single-Family Dwelling	N	
Accessory Dwelling Unit	N	
~~Duplex~~ Townhouse (or Rowhouse)	P	See definition in TDC 31.060.
Multi-Family Structure	P	See definition in TDC 31.060.

Manufacturing Dwelling	N	
Manufactured Dwelling Park	N	
Retirement Housing Facility	C	Subject to TDC 34.400.
Residential Home	P	See definition in TDC 31.060.

TDC 44.300. Development Standards.

Development standards in the RH-~~HR~~C zone are listed in Table 44-3. Additional standards may apply to some uses and situations, see TDC 44.310.

> **Commentary:** Front Setbacks in the RH-C Zone
>
> As noted in the RML Zone chapter, it is recommended to reduce front setback requirements to further promote walkable design in residential areas. This is reflected in the development standards table below.
>
> In addition, it is recommended to add maximum setback requirements in higher-density zones, including the RH-C zone, to promote development that is oriented towards the street and that promotes a pedestrian-friendly street environment.

Table 44-3
Development Standards in the RH-~~HR~~C Zone

STANDARD	REQUIREMENT	LIMITATIONS AND CODE REFERENCES
MAXIMUM DENSITY		
Household Living Uses	Maximum: 30 units per acre Minimum: 26 units per acre	
Retirement Housing or Congregate Care Facility	45 units per acre	
Nursing Facility	45 units per acre	
Group Living Uses	30 units per acre	Does not apply to Nursing Facility or Congregate Care Facility.
MINIMUM LOT SIZE		
Multi-Family Structure		
• Development on Less than One Acre	10,000 square feet	For up to two units, plus an additional 1,198 square feet for each unit exceeding two.
• Development on More than One Acre	1,452 square feet per unit	
Multi-Family Structure under Condominium Ownership	20,000 square feet	Limited to the primary condominium lot.
All Other Permitted Uses	10,000 square feet	
Conditional Uses	20,000 square feet	
Infrastructure and Utilities Uses	—	As determined through the Subdivision, Partition, or Lot Line Adjustment process.
MINIMUM AVERAGE LOT WIDTH		
Townhouses (Rowhouses)	14 feet	
Multi-Family Structure	75 feet	May be 40 feet on a cul-de-sac street.
Multi-Family Structure under Condominium Ownership	75 feet	Limited to the primary condominium lot. Minimum lot width at street is 40 feet.

All Other Permitted Uses	75 feet	
Conditional Uses	100 feet	Minimum lot width at street is 40 feet.
Flag Lots	—	Must be sufficient to comply with minimum access requirements of TDC 73C.
MINIMUM SETBACKS		
Front Setback (based on structure height)		Minimum setback to a garage door must be 20 feet.
~~• 1 story structure~~	~~20 feet~~	
~~• 1.5 story structure~~	~~25 feet~~	
• ~~2 story structure~~<25 feet	~~30~~ 10 feet	
• ~~2.5 story structure~~25-30 feet	~~35~~ 15feet	
• ~~Over 2.5 story structure~~ 30+ feet	—	As determined through Architectural Review process. No setback must be required which is greater than the height of the structure.
Side and Rear Setback (based on structure height)		~~Where living spaces face a side yard, the minimum setback must be 10 feet.~~
~~• 1 story structure~~<12 feet	5 feet	
~~• 1.5 story structure~~ 12-<20 feet	7 feet	
~~• 2 story structure~~20-<25 feet	10 feet	
~~• 2.5 story structure~~25-<30 feet	12 feet	
~~• Over 2.5 story structure~~ 30+ feet	—	As determined through Architectural Review process. No setback must be required which is greater than the height of the structure.
Corner Lots	—	On corner lots, the setback is the same as the front yard setback on any side facing a street other than an alley.
Minimum Distance Between Buildings within One Development	10 feet	
Parking and Vehicle Circulation Areas	10 feet	
Conditional Uses	—	As determined through Architectural Review process. No minimum setback must be greater than 50 feet.
Any Yard Adjacent to a Wetland Protected Area	100 feet	As defined in TDC Chapter 71.
Any Yard Area Adjacent to Basalt Creek Parkway	50 feet	
MAXIMUM SETBACKS		
Front Setback	20 feet	See standards in TDC 44.315.
STRUCTURE HEIGHT		
Minimum Height, Multi-Family and Condominium Developments	~~4 stories~~ 45 feet	
Maximum Height	64 feet	~~If structure does not include underground parking, maximum height is 5 stories. If the~~

		~~first story includes underground parking, maximum height is 6 stories. Regardless of the number of stories, structure height must not exceed 64 feet.~~
MAXIMUM LOT COVERAGE		
All Uses	45%	

[…]

> **Commentary:** Maximum Setbacks and Building Frontage
>
> See commentary for TDC 43.315.

TDC 44.315. Maximum Setbacks and Building Frontage.

The percentage of a site frontage that must meet maximum building setback requirement in Table 43-3 is based on the width of the site frontage, as follows:

(1) On sites with 100 feet or more of street frontage, at least 50 percent of the site width must be occupied by a building(s) meeting the maximum setback standard.

(2) On sites with less than 100 feet of frontage, at least 40 percent of the site width must be occupied by a building(s) meeting the maximum setback standard.

(3) A publicly accessible plaza or other pedestrian amenity space may be used to meet up to 20 percent of the frontage requirement, provided the following standards are met. These amenities may count toward meeting the shared outdoor area standards for multi-family development in TDC 73A.100(4).

(a) The space must abut the sidewalk of a public street and must be hardscaped for pedestrian use.

(b) The space must include benches or seating that provide at least 5 linear feet of seats. The seating surface must be at least 15 inches deep and between 16 and 24 inches above the grade upon which the seating or bench sits.

(c) A minimum of 10 percent of the pedestrian amenity space must be landscaped.

(d) A minimum of one tree is required for each 500 square feet of pedestrian amenity space.

[…]

CHAPTER 51 NEIGHBORHOOD COMMERCIAL ZONE (CN)

[…]

TDC 51.300. Development Standards.

Development standards in the CN zone are listed in Table 51-2. Additional standards may apply to some uses and situations, see TDC 51.310.

> **Commentary:** Maximum Setbacks in the CN Zone
>
> *OAR 660-012-0330(4): Cities and counties shall have land use regulations in commercial and mixed-use districts that provide for a compact development pattern, easy ability to walk or use mobility devices, and allow direct access on the pedestrian, bicycle, and public transportation networks. Commercial or mixed-use site design land use regulations must meet the following requirements:*
>
> *(a) Primary pedestrian entrances to buildings must be oriented to a public pedestrian facility and be accessible to people with mobility disabilities.*
>
> While maximum setback standards are not strictly required by the OAR, the *Walkable Design Standards Model Code* includes maximum setbacks as part of its approach to building orientation and pedestrian-friendly design. Therefore, it is recommended to add maximum setback standards in certain commercial zones, including the CN zone. This is reflected in the development standards table below and in the supporting standards in TDC 51.310.

Table 51-2
Development Standards in the CN Zone

STANDARD	REQUIREMENT	LIMITATIONS AND CODE REFERENCES
MINIMUM LOT SIZE		
All Uses	20,000 square feet	—
MINIMUM LOT WIDTH		
Minimum Average Lot Width	100 feet	When lot has frontage on public street, minimum lot width is 100 feet.
Minimum Lot Width at the Building Line	100 feet	—
Infrastructure and Utilities Uses	—	As determined through the Subdivision, Partition, or Lot Line Adjustment process
MINIMUM SETBACKS		
Front	~~20~~10 feet	
Side and Rear	0— 15 feet	As determined through Architectural Review Process.
Corner Lots	0—10 feet along each frontage	Must be a sufficient distance to provide adequate sight distance for vehicular and pedestrian traffic at an intersection, as determined through the Architectural Review process.
Parking and Vehicle Circulation Areas	5 feet	Except as approved through Architectural Review process.

Fences	5 feet	From public right-of-way.
MAXIMUM SETBACK		
Front	20 feet	See standards in TDC 51.310(3).
MAXIMUM LOT COVERAGE		
All Uses	75 percent	Includes both building and parking areas. All land not covered by buildings or parking must be landscaped.
MAXIMUM STRUCTURE HEIGHT		
All Uses	25 feet	In addition to meeting the maximum height limit, where a property line or alley separates CN land from land in a residential district, a building must not be greater than 20 feet in height at the setback line; and a building or structure must not extend above a plane beginning at 20 feet in height above that setback line and extending inward and upward at a slope of 45 degrees.

TDC 51.310. Additional Development Standards.

(1) *Building and Driveway Orientation.* All commercial uses in CN District must be oriented and have primary driveway access to an arterial or collector street. No more than one driveway may access a neighborhood route or ~~local~~ street with a Local classification.

(2) *Building Design.* All commercial buildings must be of a general residential character, including the following design elements:

(a) *Facade Design.* All building facades must be of wood or brick and, if painted, must be in muted, earth tone colors.

(b) *Roof Forms.* All roofs must be compatible with the surrounding residential area as determined through the Architectural Review process.

(3) *Frontage Requirements*. Commercial buildings must meet the following frontage requirements:

(a) On sites with 100 feet or more of street frontage, at least 50 percent of the site width must be occupied by a building(s) meeting the maximum setback standard.

(b) On sites with less than 100 feet of frontage, at least 40 percent of the site width must be occupied by a building(s) meeting the maximum setback standard.

(c) A publicly accessible plaza or other pedestrian amenity space may be used to meet up to 20 percent of the frontage requirement, provided the following standards are met.

(i) The space must abut the sidewalk of a public street and must be hardscaped for pedestrian use.

(ii) The space must include benches or seating that provide at least 5 linear feet of seats. The seating surface must be at least 15 inches deep and between 16 and 24 inches above the grade upon which the seating or bench sits.

(iii) A minimum of 10 percent of the pedestrian amenity space must be landscaped.

(iv) A minimum of one tree is required for each 500 square feet of pedestrian amenity space.

(4~~3~~) *Setback Reduction for Developments Adjacent to Greenways and Natural Areas.* To preserve natural areas and habitat for fish and wildlife, the decision-making authority may provide a front yard setback reduction for developments that are adjacent to Greenways or Natural Areas that dedicate land for conservation or public recreational purposes, in accordance with the following standards.

(a) *Setback Reduction.* All permitted uses may be allowed a reduction of up to 35 percent of the front yard setbacks, as determined through the Architectural Review process, if as a result the buildings are farther away from fish and wildlife habitat areas.

(b) *Location of Greenway or Natural Area Lot.* A portion of the parcel must be located in one of the following conservation or protection areas:

(i) Natural Resource Protection Overlay (NRPO) District (TDC Chapter 72); or

(ii) Clean Water Services Vegetated Corridor.

(c) *Ownership of Greenway or Natural Area Lot.* The ownership of each Greenway or Natural Area Lot must be one of the following:

(i) Dedicated to the City at the City's option;

(ii) Dedicated in a manner approved by the City to a non-profit conservation organization; or

(iii) Retained in private ownership.

(d) *Ownership Considerations.* The decision-making authority must consider, but not limited to, the following factors when determining the appropriate ownership of the Greenway or Natural Area Lot:

(i) Does the Park and Recreation Master Plan designate the lot for a greenway, pedestrian or bike path, public park, recreation, overlook or interpretive facility, or other public facility;

(ii) Does the lot include one or more designated Heritage Trees, or one or more significant trees;

(iii) Does the lot provide a significant view or esthetic element, or does it include a unique or intrinsically valuable element;

(iv) Does the lot connect publicly owned or publicly accessible properties;

(v) Does the lot abut an existing park, greenway, natural area or other public facility;

(vi) Does the lot provide a public benefit or serve a public need;

(vii) Does the lot contain environmental hazards;

(viii) Geologic stability of the lot; and

(ix) Future maintenance costs for the lot.

(Ord. 1414-18, 12-10-18; Ord. 1427-19, § 25, 11-25-19)

[…]

CHAPTER 53 CENTRAL COMMERCIAL ZONE (CC)

[…]

TDC 53.300. Development Standards.

Development standards in the CC zone are listed in Table 53-2. Additional standards may apply to some uses and situations, see TDC 53.310.

> **Commentary:** Maximum Setbacks in the CC Zone
>
> As noted in the CN zone chapter, is recommended to add maximum setback standards in certain commercial and zones, including the CC zone. This is reflected in the development standards table below and in the supporting standards in TDC 53.310. Also, the minimum setback is currently shown as a range from 0-20 feet and is proposed to be reduced to zero ("none").

Table 53-2
Development Standards in the CC Zone

STANDARD	REQUIREMENT	LIMITATIONS AND CODE REFERENCES
MINIMUM LOT SIZE		
All Uses	5,000 square feet	
MINIMUM LOT WIDTH		
Minimum Average Lot Width	75 feet	When lot has frontage on public street or is located on a cul-de-sac street, minimum lot width at the street must be 40 feet.
Infrastructure and Utilities Uses	—	As determined through the Subdivision, Partition, or Lot Line Adjustment process
Flag Lots	—	Must be sufficient to comply with minimum access requirements of TDC 73C.
MINIMUM SETBACKS		
Front	~~0 — 20 feet~~ None	Determined through Architectural Review Process. Buildings over 45 feet in height are subject to TDC 53.~~410~~310(1). Residential garage doors facing public street must be set back 20 feet from public right-of-way.
Side and Rear	0 - 20 feet	Determined through Architectural Review Process.
Rear	0 - 15 feet	Determined through Architectural Review Process.
Corner Lots	0 - 20 feet along each frontage	Must be a sufficient distance to provide adequate sight distance for vehicular and pedestrian traffic at

		an intersection, as determined through the Architectural Review process.
Parking and Vehicle Circulation Areas	5 feet	Except as approved through Architectural Review process.
Fences	5 feet	From public right-of-way.
MAXIMUM SETBACK		
Front	20 feet	See standards in TDC 53.310(2).
MAXIMUM STRUCTURE HEIGHT		
All Uses	45 feet	Flagpoles may extend up to 100 feet. Height bonus available in limited locations, see TDC 53.410(1).

(Ord. No. 1486-24, § 7, 6-10-24)

TDC 53.310. Additional Development Standards.

(1) *Height Bonus.* In the CC zone, north of SW Boones Ferry Road and south of the Tualatin River, the maximum height for a structure is 125 feet, when approved with a conditional use permit and subject to the following setback requirements:

(a) *Front yard.* Any structure south of Hedges Creek must comply with the CC District setbacks and any structure north of Hedges Creek must comply with the TDC Chapter 72 setbacks for Hedges Creek.

(b) *Side yard.* The minimum side yard setback is:

(i) For structures 45 feet or less in height, zero to 15 feet as determined through the Architectural Review process;

(ii) For structures greater than 45 feet, but less than 84 feet, the side yard setback must be 30 feet for that portion of the structure greater than 45 feet and less than 84 feet in height; and

(iii) For structures greater than 84 feet but less than or equal to 125 feet in height, the side yard setback must be 45 feet for that portion of the building greater than 84 feet in height.

(2) *Frontage Requirements*. Commercial buildings must meet the following frontage requirements:

(a) On sites with 100 feet or more of street frontage, at least 50 percent of the site width must be occupied by a building(s) meeting the maximum setback standard.

(b) On sites with less than 100 feet of frontage, at least 40 percent of the site width must be occupied by a building(s) meeting the maximum setback standard.

(c) A publicly accessible plaza or other pedestrian amenity space may be used to meet up to 20 percent of the frontage requirement, provided the following standards are met.

(i) The space must abut the sidewalk of a public street and must be hardscaped for pedestrian use.

(ii) The space must include benches or seating that provide at least 5 linear feet of seats. The seating surface must be at least 15 inches deep and between 16 and 24 inches above the grade upon which the seating or bench sits.

(iii) A minimum of 10 percent of the pedestrian amenity space must be landscaped.

(iv) A minimum of one tree is required for each 500 square feet of pedestrian amenity space.

[…]

CHAPTER 56 MEDICAL CENTER ZONE (MC)

[…]

TDC 56.210. Additional Limitations on Uses.

> **Commentary:** Use Limitations in the MC Zone
>
> Changes in this section are needed for consistent use of the term "drive-through facility," and to fix a typo.

[…]

(2) *Additional Limitations on Retail Sales and Service and Eating and Drinking Establishments.* Supporting retail and services and eating and drinking establishments are limited uses for the convenience of patients, patient visitors, and on-site employees, and are subject to the following standards and limitations:

[…]

(c) *Drive-Through Facility ~~up~~ and Drive-Through Service.* Drive-through facilities ~~up windows~~ and drive-through services are not ~~be~~ permitted. Loading and unloading at the vehicle entrance to the emergency room is not a drive-through service.

[…]

CHAPTER 57 MIXED USE COMMERCIAL ZONE (MUC)[1]

[…]

TDC 57.200. Use Categories.

[…]

Commentary: Drive-Through Facilities in the MUC zone

OAR 660-012-0330(6): Cities and counties shall have land use regulations that ensure auto-oriented land uses are compatible with a community where it is easy to walk or use a mobility device. Auto-oriented land uses include uses related to the operation, sale, maintenance, or fueling of motor vehicles, and uses where the use of a motor vehicle is accessory to the primary use, ***including drive-through uses****.*

Drive-through facilities can conflict with walkability by creating uncomfortable spaces for pedestrians. They can also make it difficult to access a business's services without a vehicle.

The OAR does not require cities to prohibit drive-through uses. However, the *Walkable Design Standards Guidebook and Model Code* recommends prohibiting new drive-through facilities in a jurisdiction's priority pedestrian districts. Therefore, it is recommended to prohibit new drive-throughs in the MUC zone, which is one of Tualatin's pedestrian-oriented districts.

On September 22, 2025 City Council Direction directed staff to:

- **Prohibit new drive-through facilities** in the MUC district (as shown in the current draft, below). (Note: There are no existing drive-throughs in this zone.)

Table 57-1
Use Categories in the MUC

USE CATEGORY	STATUS	LIMITATIONS AND CODE REFERENCES
RESIDENTIAL USE CATEGORIES		
Household Living	P/C	Permitted housing types subject to TDC 57.220
COMMERCIAL USE CATEGORIES		
Commercial Lodging	P	—
Commercial Recreation	P	—

[1]Editor's note(s)—Ord. No. 1438-20, §§ 13, 14, adopted June 22, 2020, repealed ch. 57, §§ 57.005—57.900 and enacted a new ch. 57 as set out herein. Former ch. 57 pertained to mixed use commercial overlay district and derived from Ord. 1062.00, § 9, adopted December 11, 2000; Ord. 1062-00, adopted January 3, 2001; Ord. 1103-02, adopted March 25, 2002; Ord. 1246-07, § 1, adopted September 10, 2007; Ord. 1247-07, adopted October 22, 2007; and Ord. 1427-19, § 28, adopted November 25, 2019.

Commercial Parking	P	—
Durable Goods Sales	P/C (L)	Permitted uses limited to: • Retail sale of furniture and large appliances, pursuant to TDC 57.210; and • Battery electric vehicle showroom subject to TDC 57.210 Conditional uses limited to: • Outdoor sales subject to TDC 57.210.
Eating and Drinking Establishments	P (L)	~~P~~ Drive-through facilities prohibited. All other uses permitted outright.
Medical Office	P (L)	Accessory research and development square footage must be less than the primary office use square footage.
Office	P (L)	Accessory research and development square footage must be less than the primary office use square footage.
Other Educational and Vocational Servicing	P	—
Quick Vehicle Servicing	C (L)	Conditional uses limited to: • Automobile service station subject to TDC 57.210.
Retail Sales and Services	P/C (L)	Pet day care without outdoor activity area is permitted outright. Mortuaries prohibited ~~not permitted~~. Drive-through facilities prohibited. Conditional uses limited to: • Outdoor sales subject to TDC 57.210. All other retail sales and service uses permitted outright.
INSTITUTIONAL USE CATEGORIES		
Assembly Facilities	C (L)	Conditional uses limited to: • Religious institutions or major event entertainment.
Colleges, Universities, and Private Career Schools	C	—
Community Services	P	—

Medical Centers	C	—
Schools	C	—
INFRASTRUCTURE AND UTILITIES CATEGORIES		
Basic Utilities	P (L)	Permitted uses limited to: • Sewer and water pump stations; • Pressure reading stations.
Greenways and Natural Areas	P	P
Parks and Open Space	P (L)	Golf courses and country clubs prohibited. All other uses permitted outright.
Public Safety Facilities	P/C (L)	Conditional uses limited to: • Fire stations; and publicly- and privately-operated ambulance facilities. All other uses permitted outright.
Transportation Facilities	P	—
Wireless Communication Facility	P (L)	Permitted uses limited to: • Wireless communication facility attached.

[…]

CHAPTER 58 CENTRAL TUALATIN OVERLAY ZONE

[…]

TDC 58.200 Use Categories in the CC Zone.

Commentary: Use Categories in the CC Zone

New drive-through facilities are currently prohibited in the CC Zone within the Central Tualatin Overlay Zone. A new footnote to Table 58-1 is proposed to clarify that any existing drive-through facilities may be rebuilt, expanded, or relocated on the site but must meet the design standards in TDC 73A.110(6). The footnote also states that if the use is discontinued for one year, it cannot be re-established.

[…]

Table 58-1
Modifications to Use Regulations in the CC Zone

USE CATEGORY	STATUS	LIMITATIONS AND CODE REFERENCES
RESIDENTIAL USE CATEGORIES		
Household Living	P (L)	Residential Sub-District: Permitted housing types limited to: • Townhouses; • Duplexes; • Triplexes; • Quadplexes; • Cottage Clusters; • Multi-Family Structure; • Retirement Housing Facility, subject to Subject to TDC 58.210(1); and • Residential Homes.
Group Living	P (L)	Residential Sub-District: Permitted uses limited to: • Residential Facilities; and • Congregate Care Facility, subject to 58.210(1)
COMMERCIAL USE CATEGORIES		
All uses permitted in the CG zone	P (L)	Commercial Sub-District: All uses permitted in the CG zone, pursuant to TDC 54.200, are permitted.
Eating and Drinking Establishments	N	Central Design District: Take-out restaurant and ~~drive-up uses are prohibited.~~ drive-through facilities are prohibited.[1]
Retail Sales and Service	C/N	Central Design District: • Photo service drive-~~up uses~~ through facilities are prohibited.[1] • Bank drive-~~up uses~~ through facilities and other drive-~~up uses~~ through facilities are permitted as

		a conditional use.
Notes: 1. New drive-through restaurant and photo service facilities are prohibited in the Central Tualatin Overlay Zone. Drive-through facilities existing as of November 24, 2025 may be rebuilt, expanded, or relocated on the site but must meet the standards in TDC 73A.110(6). If the existing use with the drive-through facility is discontinued for one year, reestablishment of the drive-through facility is prohibited. If the use ceases operation, even if the structure or materials related to the use remain, the use has been discontinued. This provision prevails over any allowance in the nonconforming use and development chapter regarding discontinuation and reestablishment of a nonconformity.		

[…]

TDC 58.510 Additional Standards in the ML Zone.

[…]

(2) *Eating and Drinking Establishments.* Eating and Drinking Establishments are subject to the following provisions:

(a) Drive-through facilities are prohibited; and

(b) Take-out restaurants must be smaller than 1,500 square feet, seat no more than 50 people, and be located at least 200 feet away from a public street right-of-way, unless the right-of-way is separated from the restaurant by railroad right-of-way, in which case the restaurant must be at least 100 feet away from a public street right-of-way.

[…]

TDC 58.700 Use Categories in the RH-~~HR~~C Zone.

Within the Central Tualatin Overlay Zone, the uses permitted in the RH-~~HR~~C zone are not modified. The RH-~~HR~~C zone allows for high-density development in the Central Tualatin Overlay Zone. Some development standards, including density and minimum lot size, for sites within the RH-~~HR~~C zone in the Central Tualatin Overlay are subject to TDC 58.800.

TDC 58.800 Central Tualatin Overlay Development Standards.

(1) Development standards in the Central Tualatin Overlay Zone are listed in Table 58-7 by zone and by block. Where no standard is listed, the standards of the base zone apply.

(2) *Exceptions.* Existing nonconforming situations may be developed according to the provisions of TDC Chapter 35.

Table 58-7
Development Standards in the Central Tualatin Overlay District

STANDARD	REQUIREMENT	LIMITATIONS AND CODE REFERENCES
CENTRAL COMMERCIAL (CC)		
Density within the Residential Sub-District	16-25 dwelling units per acre	

Minimum Lot Width	40 feet	For mixed use developments, and multi-family dwellings on separate lots, lot areas, widths and frontages are determined through the Architectural Review Process.
Minimum Lot Width at the Street	40 feet	
Minimum Lot Width at the Street on a Cul-De-Sac Street	35 feet	
GENERAL COMMERCIAL (CG)		
Minimum Lot Size	25,000 square feet	—
Minimum Lot Width	100 feet	—
Minimum Lot Width at the Street	40 feet	—
Minimum Lot Width at the Street on a Cul-De-Sac Street	40 feet	—
COMMERCIAL OFFICE (CO)		
Density	16-25 dwelling unit per acre	
Minimum Lot Size	25,000 square feet	Lot sizes for townhouses must conform to the lot size standards of the RH District.
LIGHT MANUFACTURING (ML)		
Minimum Lot Size, Block 28	20,000 square feet	—
Minimum Lot Size, Block 29	25,000 square feet	—
GENERAL MANUFACTURING (MG)		
Minimum Lot Size, Block 24	25,000 square feet	
RESIDENTIAL HIGH DENSITY (RH)		
Density	16—25 dwelling units per acre	
Minimum Lot Size, Block 25	40,000 square feet	When permitted uses are mixed with the uses permitted in the CC zone, lot sizes are determined through the Architectural Review Process.
Minimum Setbacks, Block 25	—	When permitted uses are mixed with the uses permitted in the CC zone, setbacks are determined through the Architectural Review Process.
Maximum Structure Height	45 feet	When permitted uses are mixed with the uses permitted in the CC zone.
RESIDENTIAL HIGH DENSITY ~~HIGH RISE~~CORRIDOR (RH/~~HR~~C)		
Density	26-30 dwelling units per acre	
Minimum Lot Size, Blocks 31 and 33	40,000 square feet	—
Minimum Lot Size, Block 26	25,000 square feet	—

[…]

CHAPTER 65 BASALT CREEK EMPLOYMENT ZONE (BCE)

[…]

Commentary: Uses in the BCE Zone

Changes in this section are needed for consistent use of the term "drive-through facility."

TDC 65.200. Use Categories.

(1) *Use Categories.* Table 65-1 lists use categories Permitted Outright (P) or Conditionally Permitted (C) in the BCE zone. Use categories may also be designated as Limited (L) and subject to the limitations listed in Table 65-1 and restrictions identified in TDC 65.210. Limitations may restrict the specific type of use, location, size, or other characteristics of the use category. Use categories which are not listed are prohibited within the zone, except for uses which are found by the City Manager or appointee to be of a similar character and to meet the purpose of this zone, as provided in TDC 31.070.

Table 65-1
Use Categories in the BCE Zone

USE CATEGORY	STATUS	LIMITATIONS AND CODE REFERENCES
RESIDENTIAL USE CATEGORIES		
Household Living	C (L)	Conditional uses limited to a caretaker residence when necessary for security purposes.
COMMERCIAL USE CATEGORIES		
Commercial Recreation	P (L)	Permitted uses limited to a health or fitness facility subject to TDC 65.210(1).
Eating and Drinking Establishments	P (L)	~~Permitted uses limited to eating and drinking establishments without drive-up or d~~Drive-through facilities prohibited. All other uses subject to TDC 65.210(1).
Mobile Food Unit Development	P (L)	Permitted uses limited subject to TDC 65.210(2).
Medical Office	P (L)	Permitted uses limited subject to TDC 65.210(1).
Office	P (L)	Permitted uses limited subject to TDC 65.210(3).
Other Educational and Vocational Services	P (L)	Permitted uses limited to: • Correspondence, trade, or vocational schools; and • Job training or related services subject to TDC 65.210(1).
Retail Sales and Services	P (L)	Drive-through facilities prohibited. Permitted uses limited to:

		• Child day care center permitted subject to TDC 34.200. • Retail Sales and Services uses ~~without drive-up or drive-through facilities~~ subject to TDC 65.210(1) and (4).
INDUSTRIAL USE CATEGORIES		
Heavy Manufacturing	P (L)	Permitted uses limited to: • Casting or fabrication of metals, including electroplating; • Manufacture, assembly, processing, or packaging of the following types of products: batteries; bicycles; boilers; bottles; brick, tile or terra cotta; cans; chainsaws; dryers; electric generators; electric motors; electric transformers; engines, larger gasoline or diesel; freezers; heating and cooling equipment; ladders; lawnmowers; manufactured dwellings; marine pleasure craft; motor vehicles; paint; prefabricated building or structural members for buildings; sashes and doors; signs and display structures; refrigerators; rototillers; vending machines; washing machines; and windows; • Other similar advanced manufacturing uses as determined by application of TDC 31.070.
Light Manufacturing	P/C (L)	Conditional uses limited to trade and industrial school or training center. Truck driving schools are prohibited. All other uses Permitted outright except: Building, heating, plumbing and electrical contractor's offices, with on-site storage of equipment or materials are prohibited.
Warehouse and Freight Movement	P/C (L)	Permitted and Conditional uses limited subject to TDC 65.210(5).
Wholesale Sales	P (L)	Permitted uses limited to: • Sales of industrial products primarily sold wholesale to other industrial firms or industrial workers, subject to TDC 65.210(6).
INFRASTRUCTURE AND UTILITIES USE CATEGORIES		
Basic Utilities	P	—
Greenways and Natural Areas	P	—
Public Safety Facilities	C (L)	Conditional uses limited to a fire station.

Transportation Facilities	P	—
Wireless Communication Facility	P (L)	Subject to maximum height and minimum setback standards defined by TDC Chapter 73F.

[…]

CHAPTER 73A SITE DESIGN STANDARDS[2]

[…]

Commentary: Just a typo fix is proposed in this section.

TDC 73A.020. Residential Design Standards Applicability; Exceptions.

(1) *Applicability.* The Residential Design Standards apply to:

(a) New single-family dwelling;

(b) Duplex; Triplex, or Quadplex;

(c) Townhouses;

(d) An addition or alteration to an existing single-family dwelling, duplex, triplex, quadplex, or townhouse when it results in:

(i) A 35 percent or more expansion of the structure's existing footprint.

(ii) An increase in building height of 35 percent or more.

(iii) A 35 percent or more alteration of an existing wall plane.

(e) The creation of a new dwelling unit or units through conversion of an existing residential structure, resulting in a duplex, triplex, or quadplex.

(2) *Exceptions.*

(a) The Residential Design Standards in subsection (1) do not apply to a side wall plane that abuts the side yard of an adjacent dwelling.

(b) Façades of dwellings that are separated from a street by another dwelling ~~adjacent to a street~~ are exempt from meeting the standards in TDC 73A.~~110~~030(1) and (2).

(Ord. No. 1486-24, § 11, 6-10-24)

TDC 73A.030. Clear and Objective Residential (Type I) Design Standards.

Commentary: Residential Design Standards

The proposed amendments to the walkway standards for single-family dwellings, duplexes, triplexes, quadplexes, and townhouses include a new requirement for a walkway connection from the sidewalk to main entrances. Flexibility is included by allowing the walkway requirement to be met by a driveway.

[2]Ord. No. 1486-24, § 11, adopted June 10, 2024, repealed ch. 73A, §§ 73A-010, 73A-100—73A-170, 73A-200, 73A-300, 73A-400, 73A-410, 73A-500, 73A-600 and 73A-700 and enacted a new ch. 73A as set out herein. Former ch. 73A pertained to similar subject matter and derived from Ord. 1414-18, adopted December 10, 2018; Ord. No. 1438-20, §§ 15—19, 6-22-20; Ord. No. 1463-21, §§ 23—28, 31—34, adopted December 13, 2021; Ord. No. 1480-23, § 10, adopted August 28, 2023.

These changes are reflected in the clear and objective standards in this section as well as in the discretionary standards in TDC 73A.060.

Residential housing types using the Clear and Objective (Type I) standards must comply with the following:

[…]

(4) *Walkways.* Walkways must be provided for single-family dwellings, duplexes, triplexes, quadplexes, and townhouses as follows:

(a) A walkway is required to connect main entrances to sidewalks along the adjacent public right-of-way, in accordance with the following:

(i) For single-family dwellings, duplexes, triplexes, quadplexes, at least one main entrance of each residential structure must have a connection to the sidewalk.

(ii) For townhouses, the main entrance of each townhouse must have a connection to the sidewalk.

(~~a~~b) Walkways must be a minimum of three feet in width;

(~~b~~c) Walkways must be constructed of asphalt, concrete, pervious concrete, pavers, or grasscrete; and

(~~c~~d) The walkways must meet ADA standards applicable at time of construction or alteration.

(e) For single-family dwellings, duplexes, triplexes, quadplexes, this standard may be met by a driveway that has a walkway connection to the main entrance and that connects to the public right-of-way.

(Ord. No. 1486-24, § 11, 6-10-24)

[…]

TDC 73A.060. Discretionary (Type II) Residential Development Design Standards.

As an alternative to the clear and objective Type I standards, residential housing (including detached single-family dwellings, duplexes, triplexes, quadplexes, and townhomes), may be reviewed under Type II discretionary standards. Such applications must demonstrate compliance with the following discretionary standards:

(1) All roofs must be pitched or sloping and articulated by use of such elements as dormers, gables, overhangs or eaves, and must have variations in roof pitch, height of roof planes, or roof orientation to create visual interest and avoid monotony in appearance;

(2) Architectural articulation and other design elements, such as balconies, porches, dormers, bay windows, vertical or horizontal offsets, variations in cladding, or moldings must be used on all sides of the dwelling (except for the side of a dwelling adjacent to another dwelling) to avoid stark unarticulated building façades (elevations), to minimize the scale and visual impact of a continuous flat wall surface, and to create a sense of visual interest for passersby and neighboring property owners;

(3) The architectural character (i.e., exterior materials, architectural articulation, design elements, etc.) of the front façade (elevation) of the dwelling must be utilized on all sides of the structure to create a unified appearance and to avoid a single block or box appearance;

(4) New dwellings must be designed and situated on a property in order to create and maintain a visual sense of harmony with surrounding development and must not overwhelm the scale of surrounding development; and

(5) The overall architectural design of the dwelling must foster a compatible, positive relationship with the scale and character of the street, and the scale and character of surrounding existing development.

(6) Pedestrian connections must be provided from main entrances to the sidewalk in the public right-of-way. Connections should be reasonably direct and constructed of sufficient width and material for safe and convenient access.

(Ord. No. 1486-24, § 11, 6-10-24)

TDC 73A.070. Clear and Objective (Type I) Cottage Cluster Design Standards.

Commentary: Just a typo fix is proposed in this section.

[…]

(9) *Existing Structures.* On a lot or parcel to be used for a cottage cluster project, an existing detached single-family dwelling on the same lot at the time of proposed development of the cottage cluster may remain within the cottage cluster project area under the following provisions:

(a) The existing dwelling may be nonconforming with respect to the requirements of this Code.

(b) The existing dwelling may be expanded up to the maximum height permitted in the base zone.

(c) The floor area of the existing dwelling does not count towards the maximum average floor area of a cottage cluster.

(d) The existing dwelling may optionally be excluded from the count of cottages that must be oriented to the common courtyard under TDC 73A.~~2~~100(1)(b).

[…]

TDC 73A.090. - Accessory Dwelling Unit Design Standards.

Commentary: Just a typo fix is proposed in this section.

(1) The purpose of accessory dwelling units, as defined in TDC 31.060, is to increase the variety and availability of housing with the goal of increasing housing affordability.

(2) Accessory Dwelling Units are allowed on lots or parcels with one or more primary dwelling units and must comply with the following standards:

(a) An accessory dwelling unit is allowed in the RL and RML Zones.

(b) There must be no more than one accessory dwelling unit per lot or parcel;

(c) An accessory dwelling unit must not exceed 800 square feet of gross floor area;

(d) The accessory dwelling unit must be served by the same water meter, electric meter, and natural gas meter as the primary dwelling, except if prohibited by State building code requirements;

(e) An accessory dwelling unit must provide at least two Residential Roof Design Elements in TDC 73A.040~~120 (Site Design),~~ and at least four Residential Wall Design Elements in TDC 73A.050~~130 (Site Design)~~; and

(f) An accessory dwelling unit must be set back at least one foot from a line parallel to the main entrance of the primary dwelling.

TDC 73A.100. Multi-Family Design Standards.

Commentary: Entry Orientation Standards for Multi-Family Development

As noted, rule 0330 requires cities to address building orientation in residential areas to promote "sociable development patterns." It is recommended to focus entry orientation standards on multi-family development – specifically those with frontage on local streets. Developments on higher-traffic streets may benefit from being set back from the street with trees and landscaping providing privacy and noise buffering. However, orientation to lower-traffic, local streets would promote a pedestrian-friendly environment on those streets.

The entry orientation standards below are adapted from the *Walkable Design Standards Model Code*.

The following standards are the minimum requirements for multi-family development in all zones, except the Central Design District and Mixed Use Commercial (MUC) zones, which have separate standards and may be less than the minimums provided below.

(1) *Private Outdoor Areas.* Multi-family uses must provide private outdoor area features as follows:

(a) A separate outdoor area of not less than 80 square feet must be attached to each ground level dwelling unit; and

(b) The private outdoor area must be separated from common outdoor areas with walls, fences or shrubs.

(2) *Balconies, Terraces, and Loggias.* Multi-family uses must provide balconies, terraces, and loggias features as follows:

(a) A separate outdoor area of not less than 48 square feet in the form of balconies, terraces, or loggias must be provided for each unit located above the ground level.

(3) *Entry Areas.* Multi-family uses must provide entry area features as follows:

(a) A private main entry area must be provided as a private extension of each dwelling unit;

(b) The entry area must be separated from on-site parking areas and public streets with landscaping, change of grade, low fences, or walls;

(c) The entry area must be a minimum of 24 square feet in area for each dwelling unit; and

(d) The entry area may be combined to serve more than one unit as determined by the City.

(e) If the site has frontage on a street with a Local classification, the following standards must be met:

(i) At least one main entry must meet one of the following standards, as applied to the frontage along the Local street:

(1) Street Option. The main entry must be within 8 feet of the building façade that faces the street. The main entry must either face the street; be at an angle of up to 45 degrees from the street; or open onto a covered porch that is at least 25 square feet in area.

(2) Courtyard Option. The main entry must face a courtyard that abuts the Local street and that is no less than 15 feet in width.

(ii) At least 25 percent of ground floor dwelling units that have individual entries must have at least one main entry that meets the standards in subsection (i).

(4) *Shared Outdoor Areas.* Multi-family uses must provide shared outdoor area features as follows:

(a) Must provide year round shared outdoor areas for both active and passive recreation;

(b) The shared outdoor area must be a minimum of:

(i) Three hundred square feet per dwelling unit; or

(ii) Four hundred fifty square feet per dwelling unit for 55 and older communities.

(c) Gazebos and other covered spaces are encouraged to satisfy this requirement;

(d) The shared outdoor area must be separated from all entryway and parking areas with a landscaped transition area measuring a minimum of ten feet wide;

(e) The shared outdoor area must have controlled access from off-site as well as from on-site parking and entrance areas with a minimum 4-foot high fence, wall, or landscaping; and

(f) The shared outdoor area standard does not apply to any development with less than 12 dwelling units.

(g) Publicly accessible plazas or other pedestrian amenity spaces provided pursuant to TDC 43.315(3) or 43.315(3) shall count toward meeting the shared outdoor area requirements in this subsection.

[…]

TDC 73A.110. General Design Standards.

Commentary: Design Standards for Nonresidential Development

Applicability: Currently the design standards in TDC 73A.110 are limited to new development. It is recommended to mirror the applicability of design standards in the MUC zone (TDC 73A.130), so the standards also apply to building expansions over a certain size. Additionally, the "Exceptions" language from the MUC section is also proposed to be mirrored below, allowing alternative approaches if meeting the standards is not practical given site constraints or if the proposed design equally or better meets the purpose of the standard.

The following standards are the minimum requirements for nonresidential development in all zones, except the Mixed-Use Commercial (MUC) and Basalt Creek Employment (BCE) zones, which have separate standards:

(1) *Applicability*. The General Design Standards apply to:

(a) New buildings.

(b) Expansion or substantial exterior remodeling of existing development which is greater than 50 percent of the building's gross floor area or alters any façade which abuts a public or private street frontage by more than 50 percent.

(2) *Exceptions.* The City Manager may allow exceptions to these standards without the need to obtain a formal variance pursuant to Chapter 33.120 provided at least one of the following circumstances is met:

(a) The applicant demonstrates that the physical characteristics of the site or existing structure make compliance impractical (e.g., they include, but are not limited to, steep slopes, wetlands, other bodies of water, trees or other natural features of the site, buildings or other existing development, utility lines and easements, etc.); or

(b) The applicant demonstrates that the alternative design is exceptional in the quality of detailing, appearance or materials and/or creates a positive unique relationship to other structures, views or open space in a manner that accomplishes the purpose of this section.

Commentary: Design Standards for Nonresidential Development

Walkways: The walkway standards are proposed to be clarified.

Entry Orientation: As noted, rule 0330 requires cities to have entry orientation regulations in commercial and mixed-use districts:

OAR 660-012-0330(4): Cities and counties shall have land use regulations in commercial and mixed-use districts that provide for a compact development pattern, easy ability to walk or use mobility devices, and allow direct access on the pedestrian, bicycle, and public transportation networks. Commercial or mixed-use site design land use regulations must meet the following requirements:

(a) Primary pedestrian entrances to buildings must be oriented to a public pedestrian facility and be accessible to people with mobility disabilities.

(d) Any pedestrian entrances facing an on-site parking lot must be secondary to primary pedestrian entrances as required in this section. Primary pedestrian entrances for uses open to the public must be open during business hours.

The entry orientation standards below are intended to provide a certain amount of flexibility. The new proposed exception language in 73A.110(1), above, will allow exceptions for site conditions that make meeting the standards impractical.

Parking Location: Rule 0330 also requires parking lots to be regulated in commercial and mixed-use districts:

(b) Motor vehicle parking, circulation, access, and loading may be located on site beside or behind buildings. Motor vehicle parking, circulation, access, and loading must not be located on site between buildings and public pedestrian facilities on or along the primary facing street. Bicycle parking may be permitted.

The parking location standards below are copied from the MUC design standards in 73A.120. The one addition is to offer exceptions using same language as for entry orientation.

(~~1~~3) *Walkways.* Development must provide walkways as follows:

(a) Walkways must have a minimum width of;

(i) Six feet for commercial and institutional uses; and

(ii) Five feet for industrial uses.

(b) Walkways must be constructed of asphalt, concrete, pervious concrete, pavers, or grasscrete;

(c) Walkways must meet ADA standards applicable at time of construction or alteration;

(d) Walkways must be provided between the main building entrances and other on-site buildings, accessways, and sidewalks along the public right-of-way;

(e) Walkways that cross vehicle areas, including parking areas, driveways, and drive-through stacking areas, must be clearly identifiable through the use of elevation changes, a different paving material, or other similar method. Striping does not meet this requirement ~~Walkways through parking areas must be visibly raised and of a different appearance than the adjacent paved vehicular areas~~;

(f) Bikeways must be provided that link building entrances and bike facilities on the site with adjoining public right-of-way and accessways; and

(g) Outdoor Recreation Access Routes must be provided between the development's walkway and bikeway circulation system and parks, bikeways and greenways where a bike or pedestrian path is designated.

(~~2~~4) *Accessways.*

(a) *When Required.* Accessways are required to be constructed when a ~~multi-family~~ development is adjacent to any of the following:

(i) Residential property;

(ii) Commercial property;

(iii) Areas intended for public use, such as schools and parks; and

(iv) Collector or arterial streets where transit stops or bike lanes are provided or designated.

(b) *Design Standard.* Accessways must meet the following design standards:

(i) Accessways must be a minimum of eight feet in width;

(ii) Public accessways must be constructed in accordance with the Public Works Construction Code;

(iii) Private accessways must be constructed of asphalt, concrete or a pervious surface such as pervious asphalt or concrete, pavers or grasscrete;

(iv) Accessways must meet ADA standards applicable at time of construction or alteration;

(v) Accessways must be provided as a connection between the development's walkway and bikeway circulation system;

(vi) Accessways must not be gated to prevent pedestrian or bike access;

(vii) Outdoor Recreation Access Routes must be provided between the development's walkway and bikeway circulation system and parks, bikeways, and greenways where a bike or pedestrian path is designated; and

(viii) Must be constructed, owned and maintained by the property owner.

(c) *Exceptions.* The Accessway standard does not apply to the following:

(i) Where a bridge or culvert would be necessary to span a designated greenway or wetland to provide a connection, the City may limit the number and location of accessways to reduce the impact on the greenway or wetland; and

(ii) Accessways to undeveloped parcels or undeveloped transit facilities need not be constructed at the time the subject property is developed. In such cases the applicant for development must enter into a written agreement with the City guaranteeing future performance by the applicant and any successors in interest of the property being developed to construct an accessway when the adjacent undeveloped parcel is developed. The agreement recorded is subject to the City's review and approval.

(5) *Parking Location in Commercial Zones.* When provided, parking must be provided within garages or parking lots as follows:

(a) Parking and loading areas are prohibited between the public street and proposed building(s);

(b) Parking is allowed on the side or rear of proposed building(s). If located on the side, the parking area may not exceed 50 percent of the total frontage of the site; and

(c) Parking must be setback a minimum of 50 feet from the front property line.

Commentary: Design Standards for Nonresidential Development

Drive-Through Facilities: As noted, rule 0330 requires cities to regulate drive-through facilities to ensure safe access for pedestrians.

> *OAR 660-012-0330(6)(a): Auto-oriented land uses must provide safe and convenient access opportunities for people walking, using a mobility device, or riding a bicycle. Ease of access to goods and services must be equivalent to or better than access for people driving a motor vehicle.*

It is recommended to update the TDC to improve pedestrian access to drive-through uses. The standards below are adapted from the *Walkable Design Standards Model Code*, and address walk-up service, location of service areas and stacking lanes, and spacing of drive-through entrances from street intersections.

(~~3~~6) *Drive-Through Facilities ~~up Uses~~.* When permitted, drive-~~up~~ through facilities ~~uses~~ must comply with the following:

(a) Provide a minimum stacking area clear of the public right-of-way and parking lot aisles from the window serving the vehicles as follows:

(i) Banks—Each lane must be 100 feet long;

(ii) Restaurants—Each lane must be 160 feet long; and

(iii) Other uses—Each lane must be between 80 and 160 feet long, as determined by the City.

(b) Stacking area must not interfere with safe and efficient access to other parking areas on the property.

(c) Drive- through ~~up~~ aisles and windows must be a minimum of 50 feet from residential zones.

(d) The width and turning radius of drive-through ~~up~~ aisles must be approved by the City.

(e) A wall or other visual or acoustic screen may be required by the City.

(f) At least one walk-up service area must be provided that meets the following standards. Examples of a walk-up service area include an indoor service area directly accessible from a public street or an outdoor walk-up service window.

(i) Walk-up service areas must be accessible by customers arriving on foot, using a mobility device, or by bicycle. Customers using a walk-up service area must have the same or better access to goods and services as customers using the drive-through.

(ii) If the walk-up service area is limited to an outdoor service window, it must meet the following standards:

(1) The walk-up service area must not also be used by vehicles. Walk-up service may be provided by facility staff or by automatic teller-style machines.

(2) The walk-up service area may abut or be connected to the street by a walkway or a pedestrian amenity space.

(iii) Walk-up service areas must be connected to the street by a direct and convenient walkway that meets the standards in TDC 73A.110(4).

(g) Driveway entrances, including stacking area entrances, must be at least 50 feet from any street intersection. If a drive-through use has frontage on two streets, it must receive access from the street with the lower classification.

(~~4~~7) *Safety and Security.* Development must provide safety and security features as follows:

(a) Locate windows and provide lighting in a manner that enables tenants, employees, and police to watch over pedestrian, parking, and loading areas;

(b) Locate windows and interior lighting to enable surveillance of interior activity from the public right-of-way;

(c) Locate, orient, and select exterior lighting to facilitate surveillance of on-site activities from the public right-of-way without shining into public rights-of-way or fish and wildlife habitat areas;

(d) Provide an identification system which clearly locates buildings and their entries for patrons and emergency services; and

(e) Above ground sewer or water pumping stations, pressure reading stations, water reservoirs, electrical substations, and above ground natural gas pumping stations must provide a minimum six foot tall security fence or wall.

(~~5~~8) *Service, Delivery, and Screening.* Development must provide service, delivery, and screening features as follows:

(a) Above grade and on-grade electrical and mechanical equipment such as transformers, heat pumps and air conditioners must be screened with sight obscuring fences, walls or landscaping;

(b) Outdoor storage must be screened with a sight obscuring fence, wall, berm or dense evergreen landscaping; and

(c) Above ground pumping stations, pressure reading stations, water reservoirs; electrical substations, and above ground natural gas pumping stations must be screened with sight-obscuring fences or walls and landscaping.

(~~6~~9) *Adjacent to Transit.* Development adjacent to transit must comply with the following:

(a) Development on a transit street illustrated on Comprehensive Plan Map 8-5 must provide either a transit stop pad on-site, or an on-site or public sidewalk connection to a transit stop along the subject property's frontage on the transit street.

(b) Development abutting major transit stops as illustrated on Comprehensive Plan Map 8-5 must:

(i) Locate any portion of a building within 20 feet of the major transit stop or provide a pedestrian plaza at the transit stop;

(ii) Provide a reasonably direct pedestrian connection between the major transit stop and a building entrance on the site;

(iii) Provide a transit passenger landing pad accessible to disabled persons;

(iv) Provide an easement or dedication for a passenger shelter as determined by the City; and

(v) Provide lighting at the major transit stop.

(10) *Building Entries in Commercial Zones.* At least one main entrance must meet the following orientation standards:

(a) The main entrance must either face the street or be located within 25 feet of the public sidewalk.

(b) The main entrance must include at least three of the following architectural features to distinguish it as the main entrance: canopy, portico, arcade, arch, wing wall, planters, recessed doorway, transom windows, ornamental light fixtures, larger or more prominent doors, pilasters or columns that frame the doorway, or other similar features that increase the visibility of the entrance for pedestrians.

(c) The main entrance must be unlocked during regular business hours, unless impractical for the operations of the proposed use.

(d) There must be a direct and convenient walkway from the street sidewalk to the main entrance in conformance with TDC 73A.110(4).

(e) For buildings with multiple tenant spaces or multiple entrances, only one entrance must meet the standards.

(Ord. No. 1486-24, § 11, 6-10-24)

Commentary: TDC 73A.120 is duplicative of TDC 73A.130(1) and (2), so it has been stricken.

~~**TDC 73A.120 Mixed Use Commercial Design Applicability; Exceptions.**~~

~~(1) *Applicability*. The mixed-use design standards apply to:~~

~~(a) New buildings in the Mixed-Use Commercial (MUC) zone.~~

~~(b) Expansion or substantial exterior remodeling of existing non-residential development in the Mixed-Use Commercial (MUC) zone which is greater than 50 percent of the building's gross floor area or alters any façade visible from a public or private street frontage by more than 50 percent.~~

~~(2) *Exceptions:* The City Manager may allow exceptions to these standards as determined through the Architectural Review process, if the physical characteristics of the site or existing structure (e.g., steep slopes, wetlands, other bodies of water, trees or other significant natural features of the site, buildings or other existing development, utility lines and easements, etc.) make compliance with the standard impractical.~~

~~(Ord. No. 1486-24, § 11, 6-10-24)~~

TDC 73A.120~~130~~ Mixed Use Commercial Design Standards.

Commentary: Design Standards for Nonresidential Development in MUC Zone

Similar walkway, entry orientation, and drive-through standards are proposed in the MUC zone as in the General Design Standards in TDC 73A.110. The current MUC standards already address parking location and provide exceptions for site characteristics and superior design.

(1) *Applicability*. The Mixed Use Commercial (MUC) design standards apply to:

(a) New buildings in the Mixed Use Commercial (MUC) zone.

(b) Expansion or substantial exterior remodeling of existing development in the Mixed Use Commercial (MUC) zone which is greater than 50 percent of the building's gross floor area or alters any façade which abuts a public or private street frontage by more than 50 percent.

(2) Exceptions: The City Manager may allow exceptions to these standards without the need to obtain a formal variance pursuant to Chapter 33.120 provided at least one of the following circumstance is met:

(a) The applicant demonstrates that the physical characteristics of the site or existing structure make compliance impractical (e.g., they include, but are not limited to, steep slopes, wetlands, other bodies of water, trees or other natural features of the site, buildings or other existing development, utility lines and easements, etc.); or

(b) The applicant demonstrates that the alternative design is exceptional in the quality of detailing, appearance or materials and/or creates a positive unique relationship to other structures, views or open space in a manner that accomplishes the purpose of this section.

(3) *Walkways.* Development must provide walkways as follows:

(a) Walkways must be a minimum of six feet in width;

(b) Walkways must be constructed with scored concrete or modular paving materials;

(c) Walkways must meet ADA standards applicable at time of construction or alteration;

(d) Walkways must be continuous and connect all building entrances within the development to one another and to: all public streets or private access abutting the site: all parking areas, storage areas, recreational facilities and common areas associated with the development; and adjacent development, transit stops, and public greenways and parks; ~~and~~

(e) Walkways that cross vehicle areas, including parking areas, driveways, and drive-through stacking areas, must be clearly identifiable through the use of elevation changes, a different paving material, or other similar method. Striping does not meet this requirement; and

(~~e~~f) Walkways must provide connection to an abutting street every 200 linear feet of frontage.

(4) *Accessways.*

(a) *When Required.* Accessways are required to be constructed when a development is adjacent to any of the following:

(i) Residential property;

(ii) Commercial property;

(iii) Areas intended for public use, such as schools and parks; and

(iv) Collector or arterial streets where transit stops or bike lanes are provided or designated.

(b) *Design Standard.* Accessways must meet the following design standards:

(i) Accessways must be a minimum of eight feet in width;

(ii) Public accessways must be constructed in accordance with the Public Works Construction Code;

(iii) Private accessways must be constructed of asphalt, concrete or a pervious surface such as pervious asphalt or concrete, pavers or grasscrete;

(iv) Accessways must meet ADA standards applicable at time of construction or alteration;

(v) Accessways must be provided as a connection between the development's walkway and bikeway circulation system;

(vi) Accessways must not be gated to prevent pedestrian or bike access;

(vii) Outdoor Recreation Access Routes must be provided between the development's walkway and bikeway circulation system and parks, bikeways, and greenways where a bike or pedestrian path is designated; and

(viii) Must be constructed, owned and maintained by the property owner.

(c) *Exceptions.* The Accessway standard does not apply to the following:

(i) Where a bridge or culvert would be necessary to span a designated greenway or wetland to provide a connection, the City may limit the number and location of accessways to reduce the impact on the greenway or wetland; and

(ii) Accessways to undeveloped parcels or undeveloped transit facilities need not be constructed at the time the subject property is developed. In such cases the applicant for development must enter into a written agreement with the City guaranteeing future performance by the applicant and any successors in interest of the property being developed to construct an accessway when

the adjacent undeveloped parcel is developed. The agreement recorded is subject to the City's review and approval.

(45) *Parking Location.* When provided, parking must be provided within garages or parking lots as follows:

(a) Parking and loading areas are prohibited between the public street and proposed building(s);

(b) Parking is allowed on the side or rear of proposed building(s). If located on the side, the parking area may not exceed 50 percent of the total frontage of the site; and

(c) Parking must be setback a minimum of 50 feet from the front property line.

Commentary: Drive-Through Design Standards in MUC Zone

As discussed in TDC 57.200, City Council chose to prohibit new drive-throughs in the MUC zone, and thus drive-through standards are removed.

~~(5) *Drive-up Uses.* When permitted, drive-up uses must comply with the following:~~

~~(a) Provide a minimum stacking area clear of the public right-of-way and parking lot aisles from the window serving the vehicles as follows:~~

~~(i) Banks—Each lane must be 100 feet long;~~

~~(ii) Restaurants—Each lane must be 160 feet long; and~~

~~(iii) Other uses—Each lane must be between 80 and 160 feet long, as determined by the City.~~

~~(b) Stacking area must not interfere with safe and efficient access to other parking areas on the property.~~

~~(c) Drive-up aisles and windows must be a minimum of 50 feet from residential zones.~~

~~(d) The width and turning radius of drive-up aisles must be approved by the City.~~

~~(e) A wall or other visual or acoustic may be required by the City.~~

(6) *Adjacent to Transit.* Development adjacent to transit must comply with the following:

(a) Development on a transit street illustrated on Comprehensive Plan Map 8-5 must provide either a transit stop pad on-site, or an on-site or public sidewalk connection to a transit stop along the subject property's frontage on the transit street.

(b) Development abutting major transit stops as illustrated on Comprehensive Plan Map 8-5 must:

(i) Locate any portion of a building within 20 feet of the major transit stop or provide a pedestrian plaza at the transit stop;

(ii) Provide a reasonably direct pedestrian connection between the major transit stop and a building entrance on the site;

(iii) Provide a transit passenger landing pad accessible to disabled persons;

(iv) Provide an easement or dedication for a passenger shelter as determined by the City; and

(v) Provide lighting at the major transit stop.

(7) *Building Location.* Buildings must occupy a minimum of 50 percent of arterial and collector street frontages. Buildings must be located at public street intersections on arterials and collectors.

(8) *Building Entries.* At least one main entrance must meet the following orientation standards:

(a) The main entrance must either face the street or be located within 25 feet of the public sidewalk.

(b) The main entrance must include at least three of the following architectural features to distinguish it as the main entrance: canopy, portico, arcade, arch, wing wall, planters, recessed doorway, transom windows, ornamental light fixtures, larger or more prominent doors, pilasters or columns that frame the doorway, or other similar features that increase the visibility of the entrance for pedestrians.

(c) The main entrance must be unlocked during regular business hours, unless impractical for the operations of the proposed use.

(d) There must be a direct and convenient walkway from the street sidewalk to the main entrance in conformance with TDC 73A.120(4).

(e) For buildings with multiple tenant spaces or multiple entrances, only one entrance must meet the standards.

(~~8~~9) *Building Design Standards.* Development must meet the following building design standards.

(a) Non-residential buildings and mixed-use buildings where 50 percent or less of the gross floor area of the building is residential must comply with the following:

(i) *Ground floor windows.* Street-facing elevations must include a minimum of 50 percent of the wall area with windows that allow views into working areas or lobbies, pedestrian entrances, or display windows set into the wall. The ground floor wall area shall be measured from three feet above grade to nine feet above grade the entire width of the street-facing elevation. Up to 50 percent of the ground floor window requirement may be met on an adjoining elevation as long as all of the requirement is located at a building corner.

(ii) *Building Façade.* Street-facing façades must extend no more than 50 feet without providing at least one of the following features:

(A) A variation in building materials;

(B) A building offset of at least one foot;

(C) A wall area that is entirely separated from other wall areas by a projection, such as an arcade; or

(D) By other design features that reflect the building's structural system.

(iii) *Weather Protection.* Weather protection for pedestrians, such as awnings, canopies and arcades, must be provided at building entrances and extend a minimum of six feet over the sidewalk connection and must not obstruct or prevent the placement of street trees, tree canopies or other improvements within the public right-of-way. Weather protection is encouraged along building frontages abutting a public sidewalk.

(iv) *Building Materials.* The following are not permitted as exterior finish materials for building walls: plain concrete block, plain concrete, corrugated metal, plywood, sheet pressboard or vinyl siding.

(A) *Exceptions.* Foundation material may be plain concrete or plain concrete block where the foundation material is not revealed for more than two feet above grade.

(v) *Roof Lines.* Except in the case of a building entrance feature, roofs must be designed as an extension of the primary materials used for the building and should respect the building's structural system and architectural style. False fronts and false roofs are not permitted.

(vi) *Roof-mounted Equipment.* Roof-mounted equipment must be screened from view from adjacent public streets. Screening shall be integrated with exterior building design. Satellite dishes and other communication equipment must be set back or positioned on a roof so that exposure from adjacent public streets is minimized.

(b) *Residential-only, and mixed-use buildings where 50.1* percent or more of the gross floor area of the building is residential, must comply with the following:

(i) *Front Façades.* All primary ground-floor common entries or individual unit entries must be oriented to the street, not to the interior or to a parking lot. The front façade of large structures must be divided into smaller areas or planes of 500 square feet or less. Trim must be used to mark all building roof lines, porches, windows and doors. Projecting features such as porches, balconies, bays and dormer windows and roof pediments are encouraged, to create visual interest.

(ii) *Main Entrance.* Primary structures must be oriented with their main entrance facing the street upon which the project fronts. If the site is on a corner, it may have its main entrance oriented to either street or at the corner.

(iii) *Unit Definition.* Each dwelling unit must be emphasized with a roof dormer or bay windows on the street-facing elevation, or by providing a roof gable or porch that faces the street. Ground-level dwelling units must include porches with no dimension less than six feet and an area of at least 48 square feet.

(iv) *Building Materials.* The following are not permitted as exterior finish materials for building walls: plain concrete block, plain concrete, corrugated metal, plywood, sheet pressboard or vinyl siding.

(A) *Exceptions.* Foundation material may be plain concrete or plain concrete block where the foundation material is not revealed for more than two feet above grade.

(v) *Roof Lines.* Roofline offsets must be provided at intervals of 40 feet or less to create variety in the massing of structures and to relieve the effect of a single, long roof. Offsets must be a minimum four foot variation, either vertically or horizontally, from the gutter line.

(vi) *Roof-mounted Equipment.* Roof-mounted equipment must be screened from view from adjacent public streets. Screening shall be integrated with exterior building design. Satellite dishes and other communication equipment must be set back or positioned on a roof so that exposure from adjacent public streets is minimized.

(Ord. No. 1486-24, § 11, 6-10-24)

TDC 73A.<u>130</u>~~140~~. - Basalt Creek Employment (BCE) Design Standards.

Commentary: Section renumbered to account for previous section being stricken.

(1) *Applicability.* The Basalt Creek Employment (BCE) design standards apply to:

(a) New buildings in the Basalt Creek Employment (BCE) zone.

(b) Expansion or substantial exterior remodeling of existing non-residential development in the Basalt Creek Employment (BCE) zone which is greater than 50 percent of the building's gross floor area or alters any façade which abuts a public or private street frontage or property within a residential planning district by more than 50 percent.

(2) *Exceptions*: The City Manager may allow exceptions to these standards without the need to obtain a formal variance pursuant to Chapter 33.120 provided at least one of the following circumstance is met:

(a) The applicant demonstrates that the physical characteristics of the site or existing structure make compliance impractical (e.g., they include, but are not limited to, steep slopes, wetlands, other bodies of water, trees or other natural features of the site, buildings or other existing development, utility lines and easements, etc.); or

(b) The applicant demonstrates that the alternative design is exceptional in the quality of detailing, appearance or materials and/or creates a positive unique relationship to other structures, views or open space in a manner that accomplishes the purpose of this section.

[…]

CHAPTER 73C PARKING STANDARDS[3]

[…]

TDC 73C.040. Off-Street Vehicle and Bicycle Parking Quantity Requirements.

Commentary: Changes in this section are needed for consistent use of the term "drive-through facility."

[…]

TABLE 73C-1: Off-Street Vehicle and Bicycle Parking Quantity Requirements

USE	MAXIMUM PERMITTED VEHICLE PARKING		MINIMUM PERMITTED BICYCLE PARKING	PERCENTAGE OF BICYCLE PARKING TO BE COVERED
	Zone A	Zone B		
(a) Residential Uses				
(i) Single-family dwellings and accessory dwelling units	None	None	None Required	N/A
(ii) Middle Housing: a. Duplexes b. Triplexes c. Quadplexes d. Townhouses e. Cottage Clusters	None	None	None Required	N/A
(iii) Multi-family dwellings: a. studio units b. non-studio units	a. 1.2 spaces per unit b. 2.0 spaces per unit	None	1.0 space per unit	100
(iv) Retirement housing facility	None	None	0.50 space per unit	50
(v) Congregate care, assisted living and	None	None	2, or 0.20 spaces per dwelling unit; whichever is greater	50
(vi) Residential facilities	None	None	2, or 1.0 space for every six beds;	50

[3]Ord. No. 1486-24, § 13, adopted June 10, 2024, repealed ch. 73C, §§ 73C-010—73C-250 and enacted a new ch. 73C as set out herein. Former ch. 73C pertained to similar subject matter and derived from Ord. 1427-19, § 40, adopted November 25, 2019; Ord. No. 1438-20, §§ 27, 29, 30, adopted June 22, 2020; Ord. No. 1463-21, §§ 37—42, adopted December 13, 2021.

			whichever is greater	
(b) Institutions				
(i) Convalescent home, or nursing home	None	None	2, or 1.0 space for every six beds; whichever is greater	50
(ii) Hospital	None	None	1 space per 1,000 gross square feet	10 spaces or 40 percent whichever is greater
(c) Places of Public Assembly				
(i) Library, reading room	None	None	2, or 1.5 spaces per 1,000 gross square feet; whichever is greater	10
(ii) Nursery, primary, elementary or middle school, child day care center	None	None	4, or 1.0 space per five students based on the design capacity of the facility; whichever is greater	75
(iii) Senior high school	0.3 spaces per student and staff	0.3 spaces per student and staff	4, or 1.0 space per five students based on the design capacity of	25
(iv) Other places of public assembly, including churches	0.6 spaces per seat	0.8 spaces per seat	1.0 space per 40 seats or 80 feet of bench length	35
(d) Commercial Amusements				
(i) Theater	0.4 spaces per seat	0.5 spaces per seat	1.0 space per 30 seats	10
(ii) Bowling alley	5.4 spaces per 1,000 square feet of gross floor area	6.5 spaces per 1,000 square feet of gross floor area	4 spaces, or 0.5 spaces per lane; whichever is greater	40
(iii) Dance hall, skating rink	5.4 spaces per 1,000 square feet of gross floor area	6.5 spaces per 1,000 square feet of gross floor area	2.0 spaces per 1,000 square feet of floor area	50

(iv) Racquet court, health club	1.3 spaces per 1,000 square feet of gross floor area	1.5 spaces per 1,000 square feet of gross floor area	2.0 spaces per 1,000 square feet of exercise area	50
(e) Commercial				
(i) General retail—grocery stores, convenience stores, specialty retail and shops	5.0 spaces per 1,000 square feet of gross floor area	6.2 spaces per 1,000 square feet of gross floor area	0.5 space per 1,000 square feet of gross floor area	50
(ii) Bulk retail—furniture and home furnishings, appliances, building materials, and similar large items	5.0 spaces per 1,000 square feet of gross floor area	6.2 spaces per 1,000 square feet of gross floor area	2 spaces, or 0.2 space per 1,000 square feet of sales floor area; whichever is greater	50
(iii) Banks/Savings and loans	5.0 spaces per 1,000 square feet of gross floor area	6.5 spaces per 1,000 square feet of gross floor area	2 spaces, or 0.33 spaces per 1,000 square feet; whichever is greater	10
(iv) Medical & dental offices	4.9 spaces per 1,000 square feet of gross floor area	5.9 spaces per 1,000 square feet of gross floor area	2 spaces, or 0.33 spaces per 1,000 gross square feet; whichever is greater	10 spaces or 40 percent; whichever is greater
(vi) General office	3.4 spaces per 1,000 square feet of gross floor area	4.1 spaces per 1,000 square feet of gross floor area	2 spaces, or 0.5 spaces per 1,000 gross square feet; whichever is greater	10 spaces or 40 percent; whichever is greater
(vii) Restaurant	19.1 spaces per 1,000 square feet of gross floor area	23.0 spaces per 1,000 square feet of gross floor area	2 spaces per 1,000 gross square feet	25
(viii) Drive-<u>through</u> ~~up~~ restaurant	12.4 spaces per 1,000 square feet of gross floor area	14.9 spaces per 1,000 square feet of gross floor area	2 spaces per 1,000 gross square feet	25
(viii) Motel	None	None	0.2 space per room	10
(ix) Mortuary	None	None	1.0 space per 40 seats or 80 feet of bench length	10

(x) Park and ride lots	None	None	5 percent of auto spaces	100
(xi) Major transit stops (not Park and Ride lots)	None	None	4	100
(f) Industrial				
(i) Manufacturing	None	None	2 spaces, or 0.1 spaces per 1,000 gross square feet; whichever is greater	5 spaces or 30 percent; whichever is greater
(ii) Warehousing	0.4 spaces per 1,000 square feet of gross floor area	0.5 spaces per 1,000 square feet of gross floor area	2 spaces, or 0.1 spaces per 1,000 gross square feet; whichever is greater	5 spaces or 30 percent; whichever is greater
(iii) Wholesale establishment	None	None	2 spaces, or 0.5 spaces per 1,000 gross square feet; whichever is greater	5 spaces or 30 percent; whichever is greater
(g) Exempt Uses				
(i) Commercial Parking Structures	Exempt	Exempt	Exempt	Exempt
(ii) Fleet Parking	Exempt	Exempt	Exempt	Exempt

(Ord. No. 1486-24, § 13, 6-10-24)

[…]

TDC 73C.090. Parking Lot Driveway and Walkway Requirements.

Commentary: Driveway Widths for Single-Family and Middle Housing

Rule 0330 requires cities to have standards – including access standards – that promote "efficient and sociable development patterns, and provide for connectivity within the neighborhood and to adjacent districts." The TDC's current access standards are generally consistent with these requirements. However, the driveway width standards are noted as allowing overly wide driveways that may conflict with a safe and comfortable pedestrian experience along the sidewalk. The recommended approach is to limit driveway widths to 24 feet for all single-family and middle housing types, regardless of garage size.

Parking lot driveways and walkways must comply with the following requirements:

(1) *Residential Use.* Minimum requirements for residential uses:

(a) Ingress and egress for single-family residential uses and middle housing types (duplexes, triplexes quadplexes, townhouses, and cottage clusters) must be paved to a minimum width of ten feet.

Maximum ~~driveway~~ widths for new or expanded driveways must not exceed ~~26~~24 feet ~~for one and two car garages, and 37 feet for three or more car garages~~. For the purposes of this section, driveway widths must be measured at the right-of-way line.

~~(b) Parking lots driveways and walkways for townhouses, triplexes, quadplexes, and cottage clusters must be provided consistent with the provisions of Chapter 73A.~~

(b~~c~~) Ingress and egress for multi-family residential uses must not be less than the following:

Dwelling Units	**Minimum Number Required**	**Minimum Width**	**Walkways, etc.**
5—19	1	24 feet	No walkways or curbs required
20—49	1 or 2	24 feet 16 feet (one way)	6-foot walkway, 1 side only; curbs required
50—499	1 or 2	32 feet 24 feet	6-foot walkway, 1 side only; curbs required
Over 500	As required by City Manager	As required by City Manager	As required by City Manager

[…]

CHAPTER 74 PUBLIC AND PRIVATE TRANSPORTATION, FACILITIES, AND UTILITIES

Commentary: Just a typo fix is proposed in this section.

[…]

TDC 74.020. Applicability.

(1) Unless otherwise provided, construction, reconstruction or repair of public and private ~~transportation~~ facilities and utilities must comply with the provisions of this chapter. No development may occur and no land use application may be approved unless the public and private facilities related to development comply with the requirements established in this chapter and adequate public facilities are available. Applicants may be required to dedicate land and build required improvements only when the required exaction is directly related to and roughly proportional to the impact of the development.

(2) Development must also comply with the applicable requirements of the Tualatin Municipal Code, Tualatin Public Works Construction Code, and Clean Water Services Design and Construction Standards.

(3) Adjustments to the provisions in this chapter related to transportation facility and utility improvements ~~shall~~must be requested as an exception in conjunction with an Architectural Review, Subdivision, Partition, or Driveway Approach Permit application consistent with the requirements of 74.040. Adjustment to the provisions in this chapter requested under 74.040 may also be requested as a separate application through a Type II procedure.

TDC 74.030. Street Standards.

[…]

(2) *Street Connectivity and Future Street Extensions*. Streets must be extended to the proposed development site boundary and must comply with the minimum location, orientation, and spacing identified in the Functional Classification Plan (Comprehensive Plan Map 8-1), Local Streets Plan (Comprehensive Plan Map 8-3), Typical Street Design Standards (Figures 74-1A through 74-1B), Access Management (Chapter 75), and the following standards:

(a) ~~Local s~~Streets with a Local classification and major driveways, as defined in TDC 31.060, proposed as part of new residential or mixed residential/commercial developments must comply with the following standards:

(i) Maximum Block Length and Perimeter.

(A) The block length must~~shall~~ not exceed 400 feet, and the block perimeter must~~shall~~ not exceed 1,600 feet, except where prevented by barriers.

(B) The maximum block length and perimeter standard may be met with a full street connection, an alley that conforms with the standards in TDC 74.070, or a mid-block pedestrian and bicycle accessway that conforms with the standards in TDC 74.100.

(ii) Cul-de-sacs.

(A) Where provided, cul-de-sacs and closed-end streets must be no longer than 200 feet and shall provide access to no more than 25 dwelling units, except for streets stubbed to future developable areas.

(B) If the end of a proposed cul-de-sac or other closed-end street is within 150 feet of a street or other public pedestrian facility, a bicycle and pedestrian accessway must~~shall~~ connect the cul-de-sac/closed-end street to the pedestrian facility, unless prevented by barriers. The accessway connection must meet the standards in TDC 74.100.

(b) For residential or mixed residential/commercial redevelopments of a site over 2 acres that does not meet the block length or connectivity standards in TDC 74.030(2)(a), new connections meeting these standards must~~shall~~ be required, provided ~~the City Manager makes findings that~~ the required improvements have a clear nexus with, and are roughly proportional to, the development's impacts.

(c) Streets proposed as part of new industrial or commercial development must comply with the Functional Classification Plan (Comprehensive Plan Map 8-1).

[…]

Commentary: Clarifications proposed for private street requirements.

TDC 74.060. Private Streets.

In new residential or mixed residential/commercial developments, private streets may be used to provide vehicular access to a site, provided they comply with the following standards:

(1) The private street must be created within a private tract with a public access easement and is limited to 150 feet in length;

(2) Private streets must comply with minimum block length, public street spacing standards, and local street connectivity as shown on the Local Streets Plan (Comprehensive Plan Map 8-3);

(3) If the terminus of the private street is within 150 feet of a street or other public pedestrian facility, a bicycle and pedestrian accessway must~~shall~~ connect the private street to the pedestrian facility, unless prevented by barriers. The accessway connection must meet the standards in TDC 74.100; ~~and~~

(4) Be constructed in accordance with the Typical Street Design Standards (Figures 74-1A through 74-1B) and in accordance with all federal ADA standards and regulations~~.~~; and

(5) An operations and maintenance agreement must be recorded that specifically requires present and future property owners to provide for liability and maintenance of the private street to City standards.

Commentary: Just a typo fix is proposed in this section.

TDC 74.070. Public Alleys.

In new residential or mixed residential/commercial developments, public alleys may be used to provide vehicular access to a site, provided they comply with the following standards:

(1) Alleys with a single access point must be limited to 150 feet;

(2) The alley must be at least 25 feet wide, with a paved width of at least 20 feet;

(3) Mountable curbs must~~shall~~ be installed with a minimum width of 6 inches;

(4) The alley must meet minimum fire access requirements;

(5) Each lot abutting an alley must also have frontage on a public street. Vehicle access must be derived from the alley; and

(6) The alley must be dedicated as public right-of-way and be constructed in accordance with the Typical Street Design Standards (Figures 74-1A through 74-1B) and in accordance with all federal ADA standards and regulations.

TDC 74.080. Easements.

(1) Easements ~~shall be~~are required for the following:

(a) Greenways, natural areas, ~~and~~ bikeways, ~~and~~ pedestrian paths, and/or multi-use paths outside of the public right-of-way;

(b) Slope areas necessary to support street improvements, accessways, or utility improvements;

(c) Public utilities, such as water, sanitary sewer, storm drainage, electric lines, cable, and gas;

(d) Watercourse or drainage way areas that traverse development; and

(e) Public improvement maintenance.

(2) For subdivision and partition applications, easement areas must be dedicated to the City on the final subdivision or partition plat, prior to approval of the plat by the City.

(3) For all other development applications, easement dedications must be submitted to the City Manager. The applicant must obtain City acceptance of the easement dedication prior to issuance of building permits or release of construction improvement bonds, whichever comes first.

(4) When off-site public utility easements are required to serve the proposed development, the public utility easement must have an 8-foot width adjacent to the street.

(5) When storm water easements are required, the easement must be sized to accommodate the existing water course and all future improvements in the drainage basin. There may be additional requirements as set forth in TDC Chapter 72, Greenway and Riverbank Protection District.

(6) All easements dedicated to the City during the development application process must be surveyed, staked, and marked with a City approved boundary marker~~,~~ and recorded, prior to acceptance by the City.

TDC 74.090. Bikeways and Pedestrian Paths.

(1) Where proposed development abuts or contains an existing or proposed bikeway, pedestrian path, or multi-use path identified in the Bicycle and Pedestrian Plan (Comprehensive Plan Map 8-4), it must be constructed within an easement or dedication provided to the City.

(2) Where required, bikeways ~~and~~, pedestrian paths, and multi-use paths must be provided as follows:

(a) Bikeway, ~~and~~ pedestrian paths, and multi-use paths must be constructed and surfaced in accordance with the Public Works Construction Code.

(b) The applicant must install the striping and signing of the bike lanes and shared roadway facilities, where designated.

TDC 74.100. Mid-Block Accessways.

Mid-block accessways in residential, commercial and industrial subdivisions and partitions may be provided~~used~~ in-lieu of full street connections and must meet the following standards.

(1) Accessways must be constructed by the applicant and created within public rights-of-way, public tracts, or private tracts with public access easements. If created within a public right-of-way or tract, the accessway must be dedicated to the City on the final residential, commercial or industrial subdivision or partition plat, and accepted by the City.

(2) Accessways must be provided between the proposed subdivision or partition and all of the following locations that apply:

(a) Adjoining publicly-owned land intended for public use, including schools and parks. Where a bridge or culvert would be necessary to span a designated greenway or wetland to provide a connection, the City may limit the number and location of accessways to reduce the impact on the greenway or wetland;

(b) Adjoining arterial or collector streets upon which transit stops, sidewalks, or bike lanes are provided or designated;

(c) Adjoining undeveloped residential, commercial or industrial properties;

(d) Adjoining neighborhood activity centers;

(e) Adjoining developed sites where an accessway is planned or provided.

(3) In designing residential, commercial and industrial subdivisions and partitions, the applicant is expected to design and locate accessways in a manner which does not restrict or inhibit opportunities for developers of adjacent property to connect with an accessway. The applicant is to have reasonable flexibility to locate the required accessways. When developing a parcel which adjoins parcels where accessways have been constructed or approved for construction, the applicant must connect at the same points to provide system continuity and enhance opportunities for pedestrians and bicyclists to use the completed accessway.

(4) Accessways must not exceed 300 feet in length.

(5) Accessways must be sufficiently straight that both end points are visible from any point on the accessway.

(6) Accessways must be located and improved within a right-of-way, tract, or easement of no less than 15 feet.

(7) Where possible, accessways must be combined with utility easements.

(8) Accessway must have a paved width of at least 10 feet, constructed of asphalt or concrete, unless pervious pavement has been approved by the City Engineer based on usage and site conditions. The slope must~~shall~~ not exceed 5 percent.

(9) Accessways must be constructed in accordance with the Public Works Construction Code.

(10) Curb ramps must be provided wherever the accessway crosses a curb and must be constructed in accordance with the Public Works Construction Code.

(11) The Federal Americans With Disabilities Act (ADA) and Public Right of Way Accessibility Guidelines (PROWAG) apply to development in the City of Tualatin. Accessways must comply with the Oregon Structural Specialty Code's (OSSC) accessibility standards.

(12) Lighting must be provided in an accessway to achieve a minimum lighting level of 0.5 foot-candles and a maximum of 2 foot-candles. Lighting must be shielded to minimize glare on abutting properties.

(13) Fences and gates which prevent pedestrian and bike access must not be allowed at the entrance to or exit from any accessway. Removable bollards are permitted to allow emergency vehicle access.

(14) The developer must obtain City approval of final design and location of accessways.

(15) If an accessway is not dedicated as public right-of-way, to ensure accessway maintenance over time, a maintenance agreement must be recorded that specifically requires present and future property owners to provide for liability and maintenance of the accessways to City standards.

(16) Outdoor Recreation Access Routes must be provided between a subdivision or partition and parks, bikeways and greenways where a bike or pedestrian path is designated.

[…]

CHAPTER 75 - ACCESS MANAGEMENT

[…]

Commentary: Changes in this section are needed for consistent distance measurements and to fix typos.

TDC 75.020. Driveway Approach Requirements.

The standards set forth in this Code are minimum driveway approach standards, the purpose of which are to protect the public health, safety, and general welfare.

(1) *Public Access*. No development shall occur unless the development has frontage or approved access to a public street. Lots that front on more than one street must locate motor vehicle access on the street with the lower functional classification, or as required by the City Manager.

(2) *Driveway Width*. Minimum driveway approach widths are as provided in TDC 73C-090.

(3) *Driveway Approach Separation.* There must be a minimum distance of 40 feet between any two adjacent driveways on a single property unless a lesser distance is approved by the City Manager.

(4) *Distance between Driveways and Intersections.* Driveways must~~shall~~ be outside the stopping queue or storage length of intersections. Except for single-family dwellings, duplexes, townhouses, triplexes, quadplexes, and cottage clusters, the minimum distance between driveways and intersections must be as provided below. Distances listed must be measured from centerline to centerline~~the stop bar at the intersection (or crosswalk if no stop bar)~~.

(a) At an intersection with a collector or arterial street, driveways must be located a minimum of 200~~150~~ feet from the intersection and must be outside marked turn lanes or areas where vehicles regularly queue to get through the intersection as may be determined by a traffic study.

(b) At an intersection with a connector, neighborhood route, and local street, driveways must be located a minimum of 100~~30~~ feet from the intersection.

(c) If the subject property is not of sufficient width to allow for the separation between driveway and intersection as provided, the driveway must be constructed as far from the intersection as possible, while still maintaining the 5-foot setback between the driveway and property line. In these cases turning movements into and out of the driveway may be limited for safety reasons.

[…]

(8) *Vision Clearance Area.*

(a) *Connectors, Neighborhood Routes, and Local Streets.* A vision clearance area for all local street intersections, local street and driveway intersections, and local street or driveway and railroad intersections must be that triangular area formed by the right-of-way lines along such lots and a straight line joining the right-of-way lines at points which are ten feet from the intersection point of the right-of-way lines, as measured along such lines (see Figure 75~~3~~-2 for illustration).

(b) *Collector Streets.* A vision clearance area for all collector/arterial street intersections, collector/arterial street and local street intersections, and collector/arterial street and railroad intersections must be that triangular area formed by the right-of-way lines along such lots and a straight line joining the right-of-way lines at points which are 25 feet from the intersection point of the right-of-way lines, as measured along such lines. Where a driveway intersects with a collector/arterial street, the distance measured along the driveway line for the triangular area must be ten feet (see Figure 75~~3~~-2 for illustration).

(c) *Vertical Height Restriction.* Except for items associated with utilities or publicly owned structures such as poles and signs and existing street trees, no vehicular parking, hedge, planting, fence, wall structure, or temporary or permanent physical obstruction must be permitted between 30 inches and eight feet above the established height of the curb in the clear vision area (see Figure 75~~3~~-2 for illustration).

[…]

TDC 75.030. Access Spacing Standards.

(1) Future streets are shown in Functional Classification Plan (Comprehensive Plan Map 8-1) and Local Streets Plan (Comprehensive Plan Map 8-3). These streets are shown as corridors with the exact location determined through the partition, subdivision, public works permit or Architectural Review process.

(2) New access points connecting to the public street network must meet the spacing standards summarized in Table 75-1. Access points include public streets, private streets, and private driveways, and must meet the following standards:

(a) Intersection and driveway spacing is measured from centerline of the first access to centerline of the second access.

(b) Limited access intersections are restricted to right-in/right-out turn movements. In some cases, left-in turn movements may be permitted.

(c) The following are access limited roadways:

(i) Basalt Creek Parkway

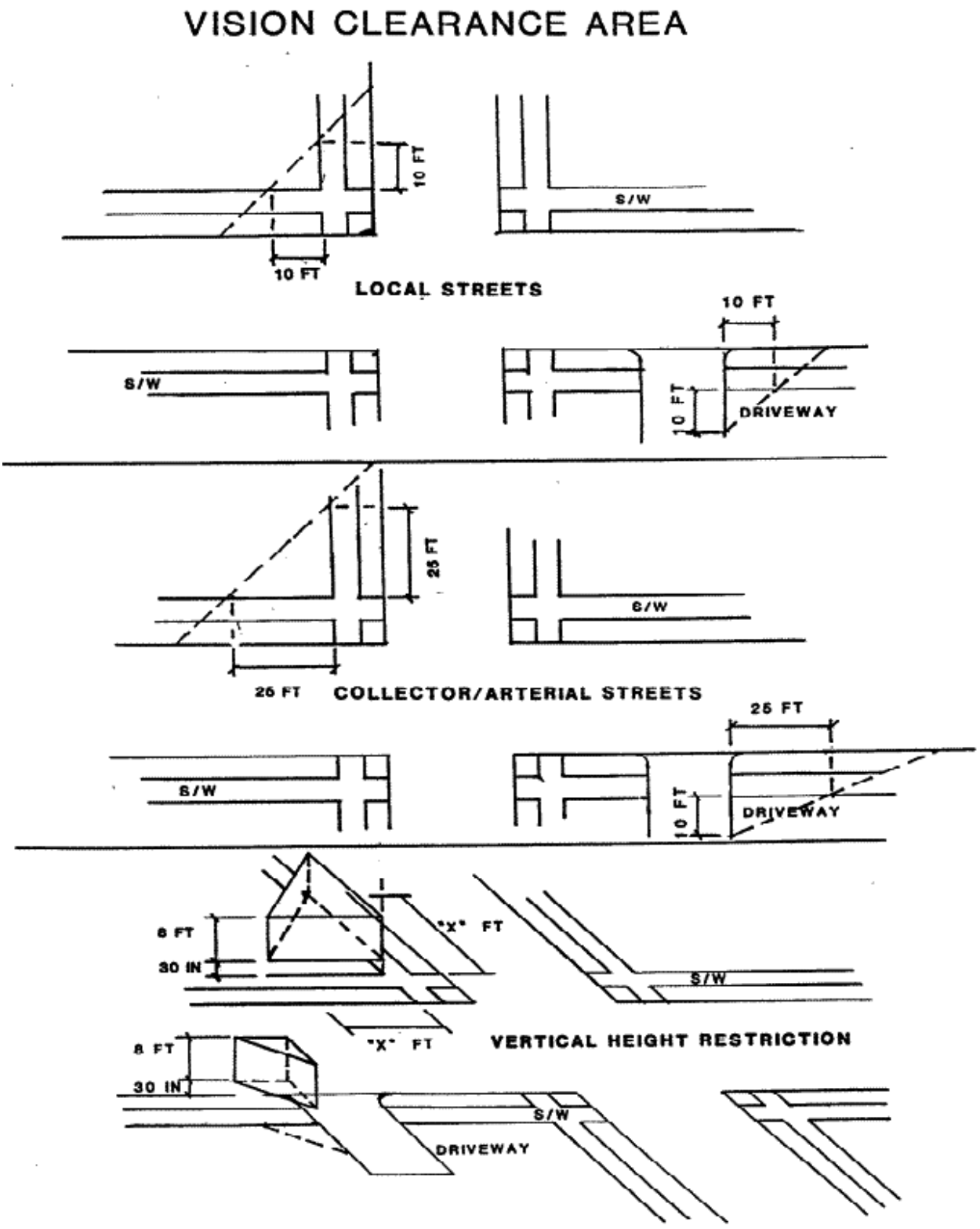
(A) 124th Avenue to Boones Ferry Road: Access must~~shall~~ be limited to Grahams Ferry Road and Boones Ferry Road.

(3) A variation to the access spacing standards may be granted in areas with limited property frontage and/or environmental constraints. Variation to these spacing standards will require an access management plan to be approved by the City Manager.

Table 75-1: Access Spacing Standards

Functional Classification	Minimum Access Spacing: Unrestricted	Minimum Access Spacing: Limited
Primary Arterial	800 feet	400 feet
Arterial	400 feet	200 feet
Collector	200 feet	100 feet
Connector	200~~150~~ feet from an intersection with an Arterial or Collector; 100 feet from other street intersections.	-
Neighborhood Route	200~~150~~ feet from an intersection with an Arterial or Collector; 100 feet from other street intersections.	-
Local	200~~100~~ feet from an intersection with an Arterial or Collector	-

Figure 7~~5~~3-2


VISION CLEARANCE AREA
10 FT
10 FT
S/W
LOCAL STREETS
10 FT
S/W
10 FT
DRIVEWAY
25 FT
S/W
25 FT
COLLECTOR/ARTERIAL STREETS
25 FT
S/W
10 FT
DRIVEWAY
6 FT
30 IN
"X" FT
S/W
"X" FT
VERTICAL HEIGHT RESTRICTION
8 FT
30 IN
S/W
DRIVEWAY

CLIMATE-FRIENDLY AND EQUITABLE COMMUNITIES

WALKABLE DESIGN STANDARDS GUIDEBOOK

January 2025

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Department of
Land Conservation
& Development

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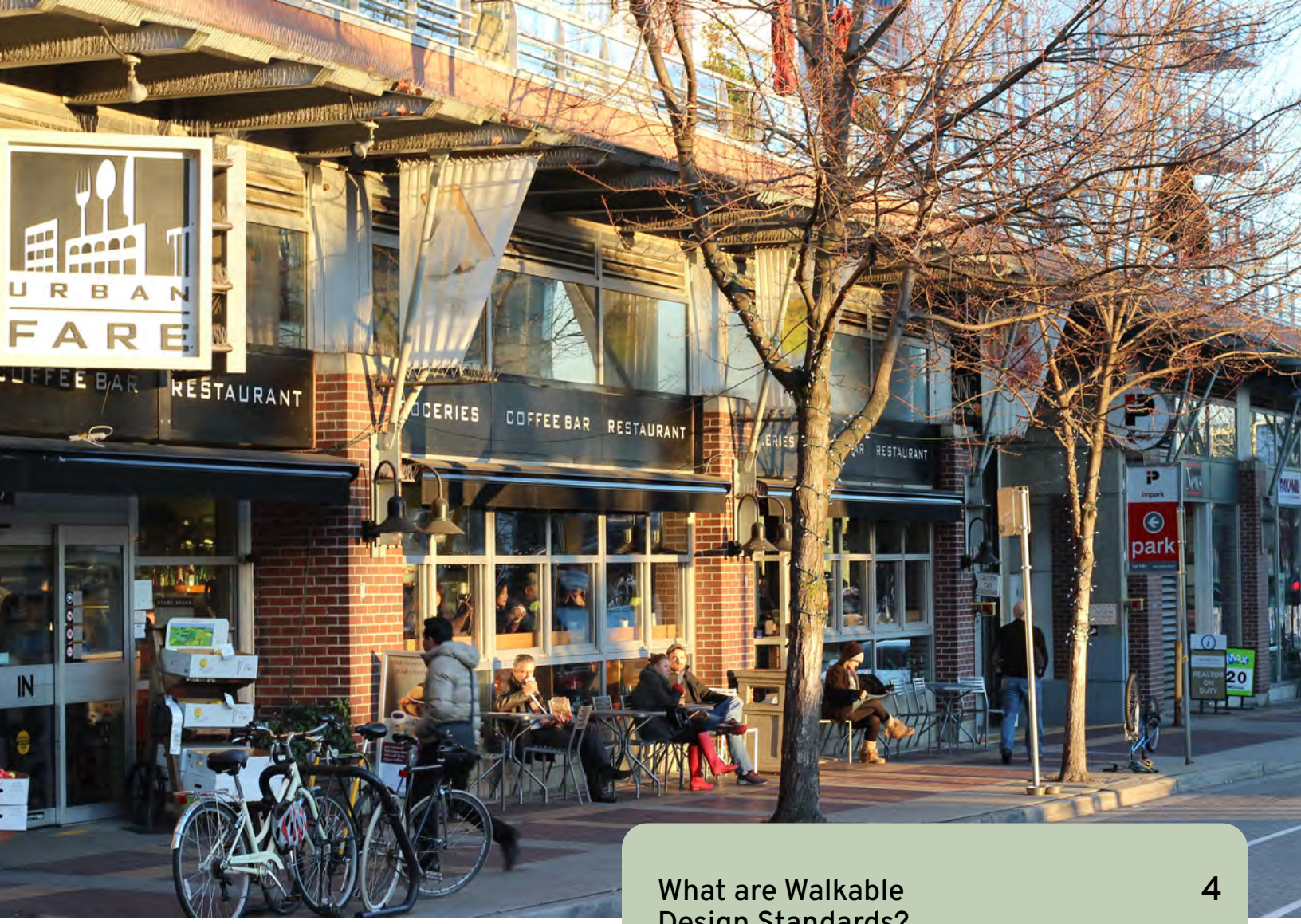

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What are Walkable Design Standards?

GOALS OF CLIMATE-FRIENDLY AND EQUITABLE COMMUNITIES PROGRAM

- → Compact, pedestrian-friendly, mixed-use development patterns
- → Comfortable, direct, and convenient access for people walking, biking, and riding transit
- → Neighborhoods that are comfortable for families (people young and old), inclusive, sociable, and healthy
- → Engaging, vibrant, mixed-use districts with an active street life

GOALS OF THIS GUIDEBOOK

- → Provide resources and guidance to update land use regulations for jurisdictions required to comply with OAR 660-012-0330
- → Clarify the process and steps for compliance

WALKABLE LAND USE STANDARDS

Cities – their form and function–are one of the most significant opportunity areas for achieving climate goals. The Climate-Friendly and Equitable Communities (CFEC) program is a coordinated set of planning initiatives and requirements designed to accelerate the creation of more sustainable and equitable communities. Critical to these efforts is advancing walkable design.

Many cities have taken the first steps required by the CFEC program and have designated infill growth areas known as climate-friendly-areas (CFAs). The requirements in OAR 660-012-0330 (rule 0330) are intended to strengthen walkability in those areas and for the rest of the city – specifically the main streets and neighborhoods surrounding CFAs that will support these growing centers of activity. True climate friendliness requires improving the walkability of the entire city, not just creating islands of walkability within each CFA.

The Walkable Design Standards Guidebook is a resource to help local communities across Oregon implement more walkable development and site design standards. As used in this Guidebook "walking" is an inclusive term that includes all forms of mobility devices, including using a wheelchair, cane, walker, or other mobility device that allows people to travel at human speed.

This Guidebook provides local jurisdictions with a recommended process for evaluating walkability in their zoning code and guidance on standards and approaches in a variety of contexts. Contained within this Guidebook are a series of tools and resources to help planners better understand the goals of CFEC and think critically about existing land use regulations. These tools are a valuable resource both for cities required to update land use regulations to meet rule 0330 and those not subject to that rule. When adopted, walkable design standards will advance a healthier, more equitable, less resource-intensive development pattern.

HOW IS WALKABLE DESIGN DEFINED?

Walkable land uses are pedestrian oriented, connected, and compact. The presence of these characteristics enhance climate and equity goals. Land use regulations related to these topics are the primary focus of OAR 660-012-0330. The resources in this Guidebook are organized into these three priority topic areas.

1

PEDESTRIAN ORIENTATION

A pedestrian oriented environment prioritizes the experience and safety of those on foot by creating an engaging, accessible, and walkable public space. This outcome includes elements such as building entrances facing the street, ground floor windows, and features that encourage foot traffic such as sidewalks and benches. Design that focuses on pedestrians reduces dependence on driving, which in turn lowers transportation pollution and promotes more active lifestyles. Pedestrian-oriented design supports diverse housing options close to essential services, making it easier for people of all income levels to live without depending on driving for every trip, thereby improving access to jobs, education, and healthcare.

2

CONNECTIVITY AND ACCESS

Connectivity and access focus on integrating multiple transportation modes to enhance the ease with which people can move from one place to another. This includes well-connected street networks, pedestrian paths, bike lanes, and public transit options. Better connectivity reduces travel times and encourages walking, bicycling, and transit use. As travel distances shrink and more useful and convenient travel options become available, emissions from personal vehicles decline, contributing to lower overall greenhouse gas emissions. Improved connectivity means households of all incomes have better access to opportunities and supports the development of affordable housing near transit hubs. By making transit a viable option for more people, connected communities can significantly reduce the environmental impact of daily commutes.

3

COMPACT DEVELOPMENT

Compact development refers to the efficient use of land by concentrating development and involves higher-density housing, mixed-use development, and the preservation of open space. Compact development reduces distances between homes, workplaces, shops, and services, and lessens the need for long car trips. Compact development supports more affordable housing options by making better use of available land, which can help reduce housing costs. Compact development also makes more efficient use of land and infrastructure, preserving natural landscapes that help sequester carbon and maintain biodiversity. By reducing land consumption, compact communities can support more sustainable lifestyles that contribute to climate resilience.

SUMMARY OF WALKABLE DESIGN STANDARDS

Below is a summary of the standards provided for the three priority topics that together support compact, walkable, pedestrian-friendly communities.

PEDESTRIAN-ORIENTED DEVELOPMENT

Building Orientation and Frontage Design. How to place and design buildings to provide context-appropriate transitions between the building and the public realm.

Ground Floor Design for Nonresidential and Mixed-Use Buildings. How to design the ground floor of nonresidential and mixed-use buildings to engage with the public realm.

Ground Floor Design for Residential Buildings. How to design the ground floor of residential buildings to engage with the public realm.

Driveways and Garages. How to minimize the visual impacts of garages, driveways, and parking areas to support a pedestrian-oriented and sociable street environment.

Drive-Through Facilities. How to design drive-through facilities that support pedestrian-oriented site design and limit the negative impact of facilities oriented to vehicles.

CONNECTIVITY AND ACCESS

Street Connectivity, Blocks, and Accessways. How to facilitate safe, convenient, and efficient movement of people that are walking, biking, using transit, or driving.

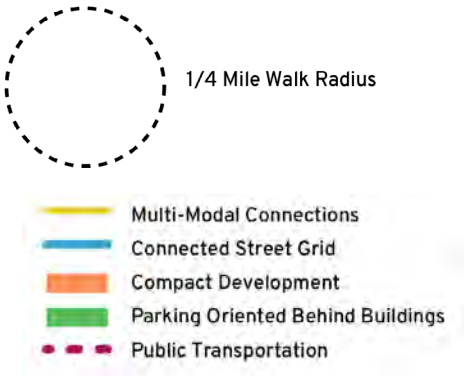
Pedestrian and Bicycle Circulation. How to provide connections that minimize out-of-direction travel between buildings and existing public rights-of-way, pedestrian/bicycle accessways, and other on-site pedestrian facilities.

Transit Facilities. How to orient developments and sites to transit corridors to make it easier and more comfortable to access and use transit.

COMPACT DEVELOPMENT

Building Types. How to calibrate zoning standards based on desired built outcomes and compact building types.

WHAT DOES A **WALKABLE COMMUNITY** LOOK LIKE?



Compact Development
promotes efficient land use

Parking Behind Buildings
reinforces active, engaging streets

Multi-Modal Connections
provide equitable, safe access

A Connected Grid
presents choices and improves access

Transit
reduces pollution and advances equity

THREE SCALES OF WALKABILITY

Walkable design standards influence development patterns at different scales. Some standards, like street connectivity, influence the district or neighborhood scale. Other standards, like access and driveway spacing, influence blocks. Finally, other standards, like building orientation, influence individual lots and their buildings. These three scales - the district, the block, and the lot - are helpful to keep in mind when considering which standards are relevant to walkable communities. The standards that influence walkability can be in different parts of your code depending on the scale at which they are relevant. Pedestrian orientation, connectivity, and compact development come together at all three scales to create more climate friendly outcomes.

Communities that are more compact, walkable, and connected offer many benefits:

- → reduced greenhouse gas pollution
- → cleaner air
- → better health outcomes
- → more equitable access
- → increased quality housing supply
- → more transportation choices

Chapter 1: CFEC Overview

WHAT IS CFEC?

The Climate-Friendly and Equitable Communities (CFEC) program, launched in 2020, aims to meet Oregon's climate policy and goals, provide more transportation and housing options, and promote more equitable land use planning outcomes. Oregon set a policy and goal in law to lower greenhouse emissions by 75% by 2050. CFEC actions are a key element of Oregon's Statewide Transportation Strategy. By strengthening Oregon's transportation and housing planning in regions with populations over 50,000, the state is targeting changes in transportation and land use planning to further reduce climate pollution.

Transportation-related climate pollution has increased; today it accounts for roughly 38% of the state's climate pollution. Reducing driving is an important way to reduce pollution. By bringing land uses closer together, increasing the walkability of the built environment, and mixing land uses, communities can reduce the number and length of driving trips and have a meaningful impact on climate goals. If current land use patterns and vehicle use trends continue, Oregon will fall short of its 2050 climate goals.

In response, the Department of Land Conservation and Development (DLCD) drafted updates to transportation and land use planning rules. The Land Conservation and Development Commission adopted the updated Oregon Administrative Rules (OARs) related to the CFEC program on July 21, 2022.

Oregon's land use planning system is a partnership between the state and local governments. The updated rules guide how local governments conduct land use and transportation planning to meet the state's climate and equity objectives. The updated rules underscore the commitment to increasing equity in land use and transportation planning decisions while increasing housing choices, employment options, and creating more equitable outcomes for all Oregonians.

Climate-Friendly and Equitable Communities prioritize use of facilities for all ages and ability.

CFEC LAND USE

The rules related to land use planning can be broken down into major task groups that advance the state's transportation and land use planning goals

1 CLIMATE-FRIENDLY-AREAS

Designated areas that allow for dense, urban mixed-use centers with jobs, homes, and services and high-quality pedestrian, bicycle and transit infrastructure. Support with comprehensive plan, zoning map, and code changes to implement (OAR 660-012-0310 through 0320).

2 PARKING REFORM

Reduce required parking near frequent transit and for certain development types. Reform how parking is regulated to reduce impact of parking on climate, housing, and equity outcomes (OAR 660-012-0400 through 0660-012-0450).

3 LAND USE REGULATIONS

Implement land use regulations and bicycle parking requirements in commercial and residential zones to support walkable, climate-friendly communities (OAR 660-012-0330).

The OARs instruct regions with populations over 50,000 people (Albany, Bend, Corvallis, Eugene/Springfield, Grants Pass, Medford/Ashland, Portland Metro, and Salem/Keizer) to implement land use and transportation planning that supports compact, pedestrian-friendly, mixed-use land use development patterns in urban areas. Areas outside of these designated areas are not impacted.

Within the OARs related to CFEC there are numerous rules related to:

- → Meeting climate policy and goals
- → Increasing housing and employment options
- → Fostering vibrant downtowns and centers
- → Improving transportation options
- → Promoting equitable outcomes

There are also portions of the OARs that address key aspects of transportation planning. Local governments will prioritize system performance measures that achieve community livability goals; prioritize investments in transit, biking, and walking; let parking be determined by market demand; and plan for needed electric vehicle charging infrastructure. To learn more about the other elements of the CFEC program and relevant tools, visit the DLCD CFEC website.

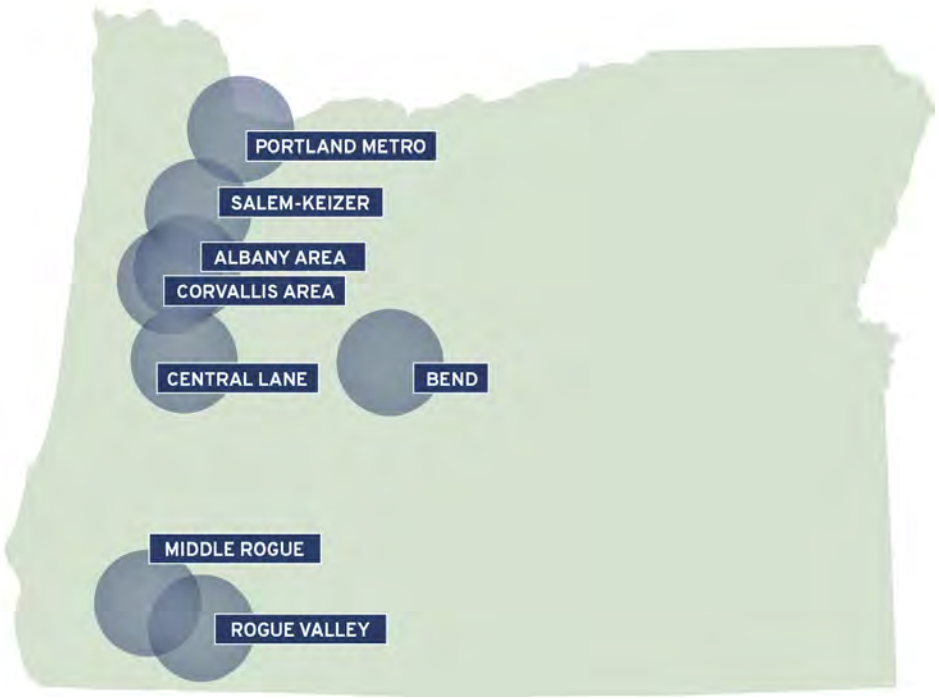
WHERE DOES RULE 0330 APPLY?

Land use regulations required by OAR 660-12-0330 apply to the entire planning area of a jurisdiction within the urban growth boundary. This includes all commercial and residential zone districts. Cities are not required to update site design regulations in zones with a predominantly industrial or rural character (OAR 660-012-0330 (4)(h)).

Walkable design standards apply both within and outside of climate-friendly areas (CFAs). There will be some overlap between land use regulations changes related to OAR 660-012-0330 and those related to land use requirements in CFAs as required by 660-012-0320. The intent is that CFEC standards cover additional areas that are not designated as CFAs, for example a highway commercial zone or small area of neighborhood commercial and/or downtowns or corridors.

Adopted or amended land use regulations will apply to new development and not impact existing development, therefore, the impact of these changes will be incremental over time.

The focus of OAR 660-012-0330, and this Guidebook, are land use regulations related to the private lot. While regulations governing the public realm are highly consequential for outcomes, this Guidebook does not include guidance on regulations related to the public realm, e.g. the right-of-way. This will be covered under guidance issued related to Transportation System Plans. For walkable design to be successful, cities will need to collaborate with other agencies and transit authorities to advance shared vision and common policies advancing walkable design.



The CFEC program applies to regions with populations over 50,000 people.

The core of this work aims to both reduce climate pollution and increase equity by reducing driving, improving transportation choices, and creating communities where daily needs can be met by walking, biking, remote access, or taking transit.

CFEC SUPPORTS OREGON'S OTHER PLANNING GOALS

By updating local land use regulations, cities can advance key climate objectives, while also advancing **housing, transportation, and equity** goals. Changes in zoning enable development of more housing units, expand transportation options, and increase access to services and community amenities. These outcomes will improve greater housing and transportation options for all residents. Standards will reduce barriers to development in walkable, mixed-use areas, where essential services and amenities are more accessible. Focusing housing development in these areas promotes equitable access to opportunities by lowering transportation costs and providing diverse housing options. Residents benefit from living closer to employment centers, schools, and community resources, enhancing both quality of life and economic mobility. Easy access to these essential community elements will also reduce household spending on transportation and support growing transit use. By prioritizing walkable, amenity-rich areas, these outcomes support inclusive growth and sustainable communities, advancing broader goals of equity, affordability, and accessibility in housing.

HOW TO MEET WALKABLE DESIGN STANDARDS

To help communities to implement these requirements, DLCD developed the CFEC Walkable Design Standards Guidebook. **This Guidebook focuses on the site design requirements portion of the CFEC program related to land use regulations**, which is implemented through Oregon Administrative Rule 660-012-0330. This Guidebook can assist in the interpretation of an administrative rule but does not itself have the force of rule. This document includes recommendations that may go beyond the minimum necessary to comply with the rule.

Contained within this Guidebook are standards that comply with portions of rule 0330. The Guidebook also includes recommendations related to rule 660-012-0405(4)(c) about improved pedestrian connections through large parking lots. Not addressed in this Guidebook are how to meet OAR 660-012-0330(7) Low-Car Districts, which applies to cities over 100,000 in population, and OAR 660-012-0330(8) related to transportation facilities, corridors, and sites. For the full text of rule 0330 see Appendix 1.

IMPLEMENTATION

PARKING REFORM

Apply reduced parking mandates and implement parking regulation and mandate improvements.

CLIMATE FRIENDLY AREAS (CFAS)

Study and designate CFAs and support with comprehensive plan, zoning map, and code changes.

YOU ARE HERE

TRANSPORTATION SYSTEM PLAN (TSP) UPDATES

On or before a major update to the TSP, commercial and residential land use regulations are updated using the CFEC Walkable Design Guidebook to comply with OAR 660-012-0330.

This Guidebook provides City staff with the tools needed to complete a code audit and write amendments to implement land use requirements in rule 0330.

WHEN DO YOU NEED TO COMPLY?

Jurisdictions must adopt walkable land use regulations (consistent with OAR 660-12-0330) with or before a major update to their Transportation System Plans (TSP). The objective of this timing is to coordinate land use and transportation planning efforts. This Guidebook is a resource for jurisdictions to audit and/or update their regulations. The resources within the Guidebook will help planners review their code to identify relevant sections, determine whether or not they are in compliance with CFEC standards, and provide insights and tools for how to update them.

At a minimum, when updating a TSP, jurisdictions must conduct a critical thinking exercise to evaluate all commercial, residential, and mixed-use zones within their urban growth boundary (UGB) and demonstrate how current regulations support OAR intent or will be amended to do so.

There is flexibility for how communities meet CFEC OAR requirements and support from DLCD to make updates to come into compliance:

- → **Timeline:** Cities and counties can propose alternative dates to meet the updated requirements.
- → **Support options:** Jurisdictions can either receive support from consultants or manage work internally.
- → **Local values:** Jurisdictions can implement the requirement to best suit their local values. Rules such as 0330 are outcome oriented, providing for flexibility in local implementation.

A FLEXIBLE PROCESS

The land use requirements in the rules are designed to be flexible, allowing city staff to adapt to local conditions and make context-specific amendments. Rule 0330 applies broadly across multiple priority topic standards in this Guidebook, and there is no direct crosswalk between each rule section and each design standard, as some standards apply to multiple sections of the rule.

GETTING STARTED

The recommended pathway to compliance is laid out in the figure on Page 16. The process involves the following steps:

- → **Step 1: Gather** – Collect all Municipal Code sections which the CFEC rules are applicable to.
- → **Step 2: Flag** – Use the summary table on Page 15 to identify the standards within these code sections that address each of the sections within rule 0330.
- → **Step 3: Assess** – Perform a code audit to determine if existing standards and approaches align with the intent detailed under the priority topics (Pedestrian Orientation, Connectivity and Access, Compact Development) found in this Guidebook in Chapters 2, 3, and 4.
- → **Step 4: Consider** – Compare existing standards and approaches to the Model Code and Compact Building Types. Consider possible modifications to existing standards that better support walkable design outcomes.
- → **Step 5: Solicit** – Seek input from impacted stakeholders and conduct an equity analysis of proposed code and plan amendments.
- → **Step 6: Prepare** – Draft final amendments, including findings demonstrating how the city is meeting the intent of the standards in rule 0330.

HOW WILL THE MODEL CODE ADDRESS RULE REQUIREMENTS?

See below for a reference detailing which standards covered in the Guidebook address OAR 600-012-0330.

OAR Section	Related Guidebook Standards
660-012-0330(3) Cities and counties shall have land use regulations that provide for pedestrian-friendly and connected neighborhoods.	
660-012-0330(3)(a)	3.1 Street Connectivity, Blocks, and Accessways 3.2 Pedestrian and Bicycle Circulation
660-012-0330(3)(b)	
660-012-0330(3)(c)	
660-012-0330(3)(d)	
660-012-0330(4) Cities and counties shall have land use regulations in commercial and mixed-use districts that provide for a compact development pattern, easy ability to walk or use mobility devices, and allow direct access on the pedestrian, bicycle, and public transportation networks.	
660-012-0330(4)(a)	2.1 Building Orientation and Frontage Design 2.3 Ground Floor Design (Residential) 2.4 Driveways and Garages 3.1 Street Connectivity, Blocks, and Accessways 3.2 Pedestrian and Bicycle Circulation Chapter 3. Compact Development
660-012-0330(4)(b)	
660-012-0330(4)(c)	
660-012-0330(4)(d)	
660-012-0330(4)(e)	
660-012-0330(4)(f)	
660-012-0330(4)(g)	
660-012-0330(4)(h)	
660-012-0330(6) Cities and counties shall have land use regulations that ensure auto-oriented land uses are compatible with a community where it is easy to walk or use a mobility device. Auto-oriented land uses include uses related to the operation, sale, maintenance, or fueling of motor vehicles, and uses where the use of a motor vehicle is accessory to the primary use, including drive-through uses.	
660-012-0330(6)(a)	2.5 Drive Through Standards 3.2 Pedestrian and Bicycle Circulation
660-012-0330(6)(b)	
660-012-0405(4)(c) Developments must provide pedestrian connections throughout the parking lot.	
660-012-0405(4)(c)	3.2 Pedestrian and Bicycle Circulation

BEST PRACTICES

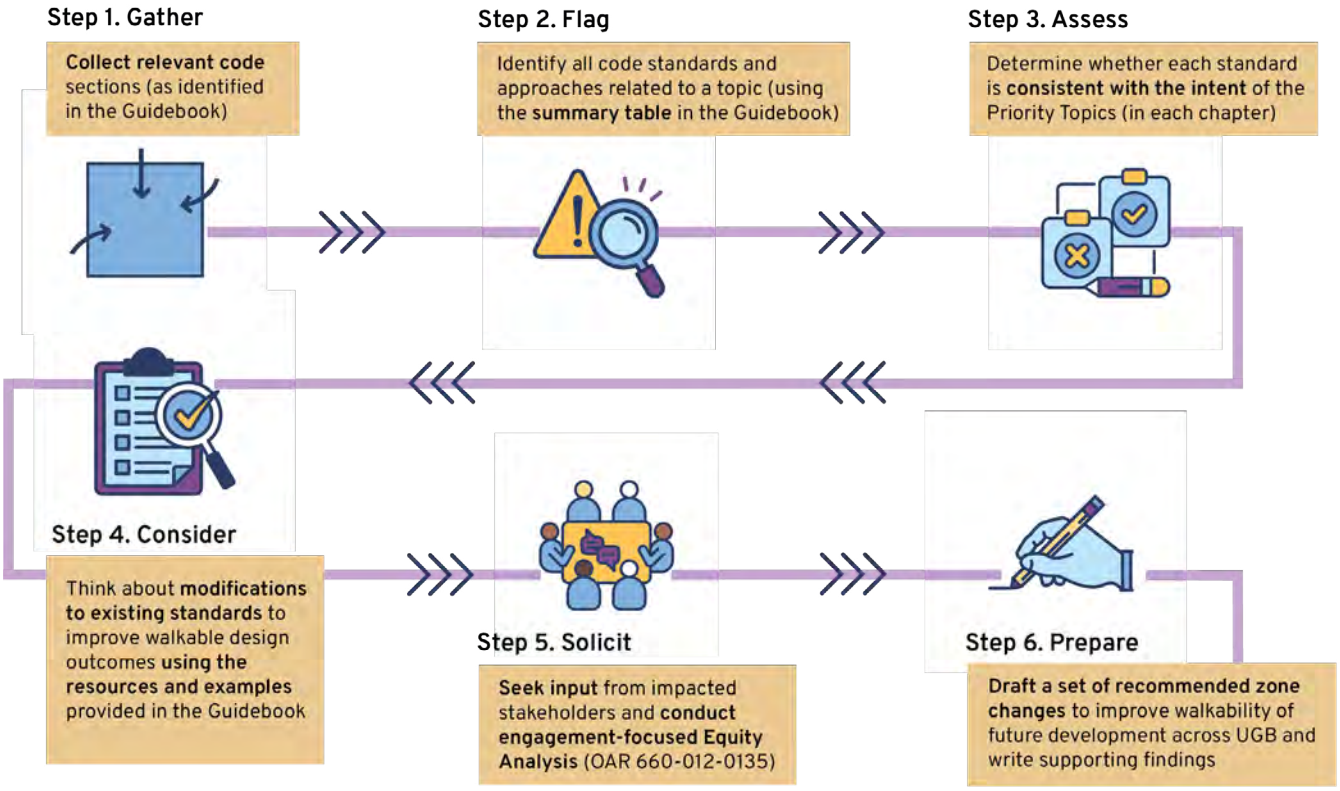
When using the process and resources laid out in the Guidebook, cities should consider the following best practices. These are helpful to consider whether conducting the audit, outreach, or preparing amendments in-house or when putting together a scope and managing a process to be run by consultants.

As part of Steps 1 and 2 (Gather and Flag), planning staff should collect all existing relevant standards across multiple areas of the code. This may include portions of code that are typically not found in land use zoning regulations but in public works or engineering design standards. This may also include related sections of the comprehensive plan, climate-friendly-area plans, transportation system plans, specific area plans, engineering and public works design standards, and transit agency design guidelines. Part of the challenge is compiling all these related standards and policies to allow for a comparison of existing standards to recommended approaches and standards.

Specific land use zones are not identified in the Guidebook. Instead district types are used as proxy for land use zones. When compiling relevant standards, if you need help to clarify which zones are most important to assess, review the explanation of district types and how to use them found on Page 19.

As part of Steps 3 and 4 (Assess and Consider), planning staff should make use of the Guidebook tools to evaluate how well current standards and approaches are meeting the objectives of rule 0330. As an initial step, relevant standards should be carefully reviewed to determine if they are consistent with the intent statements of both the priority topics and for each design standard in the Model Code. If an existing standard is consistent with this intent, staff may still evaluate opportunities to improve it to better support walkable design outcomes.

To inform this assessment, cities should convene a broader group of city planning staff who administer the code, including representatives across relevant



city bureaus or departments, to facilitate a discussion about existing requirements of the code that are barriers to compact, pedestrian-oriented, walkable places.

It is critical to undertake this analysis with input from a variety of disciplines to build support for code updates that cut across various agency purviews. For example, a city cannot determine if it will be possible to require alleys without identifying any concerns that may arise from the fire marshal. Likewise when evaluating driveway spacing standards, input should be sought from city engineers.

This cross-discipline coordination should be included in the initial stages of analysis and discussion. This approach will facilitate collaboration across different land use and transportation departments. To advance walkable design standards and to implement land use requirements in rule 0330 it will take coordination and working in tandem.

After identifying and assessing relevant barriers and gaps within the existing code, planners should use several important tools presented in the Guidebook to develop concepts for potential modifications to existing standards or adoption of new standards. These include:

- **Compare** existing city zoning standards to Model Code language. This comparison should include the applicability of standards (both in terms of thresholds and in terms of applicability to certain use types), the exceptions and discretionary review option, key definitions, and individual design standards contained within each set of Model Code standards.
- **Review** key considerations in the Guidebook to determine potential modifications to the Model Code standards that may be important given local conditions and specific context(s), e.g.,

EQUITY IN OUTREACH TIPS FOR SUCESS

As part of the implementation process, communities need to think through how to underscore equity both in terms of their analysis of land use regulations but also in working with impacted communities. When conducting community engagement, keep in mind the following tips.

- **Prioritize Accessibility and Inclusivity:** Ensure all materials and events are accessible to everyone, including people with disabilities. This can include offering translations, accessible venues, and alternative formats like Braille or large print, but also means translating the complexities of zoning code for a general audience. The planner's role is to translate the desired outcomes of the community into the regulations that will help achieve this outcome.
- **Build Long-Term Relationships:** Engage with community members beyond one-time events. Appoint trusted community liaisons, offer staff time to volunteer at culturally significant events, and foster partnerships with local organizations. This helps build trust and encourages sustained participation.
- **Offer Multiple Ways to Engage:** Use a variety of engagement methods, from interactive in-person activities to virtual platforms. Options like tabling at community events, online surveys, or focus groups can help reach a wider audience. Tailor activities to different learning styles and cultural preferences for deeper, more meaningful engagement.
- **Compensate Participants:** Acknowledge the time and expertise of community members by providing compensation. This can be through stipends for event participation, transportation, or honoraria for guest speakers and community leaders. Compensation shows respect and encourages diverse participation.
- **Ensure Continuous Feedback Loops:** Make engagement a two-way street by regularly seeking feedback and sharing how input influences decisions. Ongoing updates and transparent reporting build accountability and demonstrate that community voices are valued throughout the process.

additional design standard elements to add, not include, make optional, and/or variations in the numerical values.

→ **Consider** the best practices included in the Guidebook and debate the potential for new approaches as relevant.

→ **Explore** compact building types to determine if any are desired in key zones. If so, compare and contrast the desired building characteristics against existing development standards in those zones to assess what changes would be needed to permit these desired outcomes.

Key to concluding Step 4 (Consider) is to continue to engage across various city departments to resolve potentially conflicting viewpoints and document a clear record of input and resolution.

When considering Step 5 (Solicit), planning staff should consider how to clearly and simply distill the key objectives of the 0330 rule and communicate code changes in terms of tangible, physical changes to the city environment. Staff can use the design principles, images, and intent as laid out in the Guidebook to communicate what walkable design looks and feels like, rather than presenting more abstract concepts of reductions in greenhouse gas emissions and shifts in travel mode. Language and graphics from the guidebook can be used to communicate the land use requirements in rule 0330 and the intent of code changes into clear language and graphics. Also important is to be aware of any engagement fatigue. Staff should coordinate outreach with other related planning processes, including updates to the TSP or on-going CFA work or other related code updates. See additional tips for success in the sidebar Equity in Outreach.

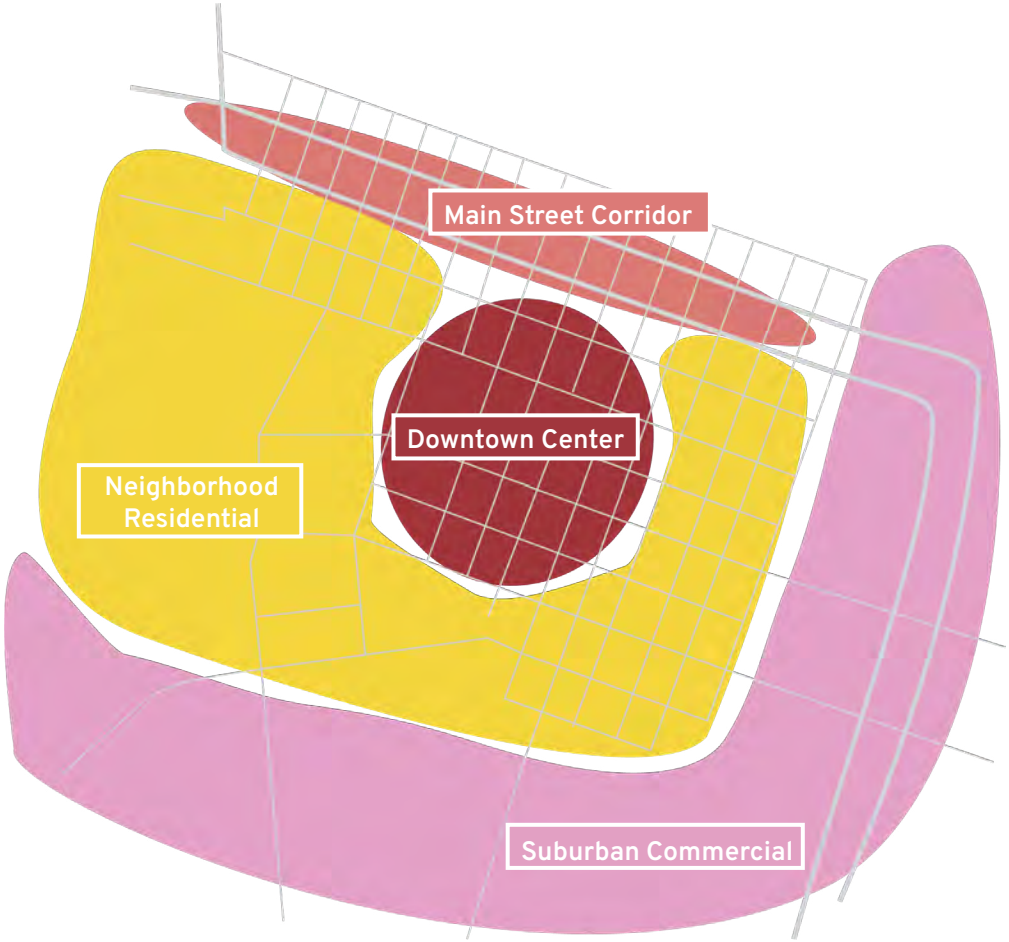
As part of Steps 5 and 6 (Solicit and Prepare), staff should work closely with the Planning Commission and City Council to reconcile what is feasible to pursue in terms of land use code updates identified for consideration during Step 4. Given the latitude to adopt a broad range of standards that meet 0330 rule requirements within the existing structure of local codes and land use districts, progress will look different within each community. The important part of the process is building support and working collaboratively to incrementally advancing climate, transportation, and housing goals.

WHAT DOES SUCCESS LOOK LIKE?

Cities have broad latitude to adopt standards as they meet the existing structure of local codes and land use districts and their intent. The code update process is an opportunity for jurisdictions to continue making progress toward larger goals related to climate, transportation, housing, and equity. How this is implemented will vary across cities, but these efforts will advance Oregon's goals related to compact, walkable places. Compliance ultimately will be determined by the findings, which justify proposed amendments or existing standards as compliant.

The requirements in rule 0330 allow local governments to decide how exactly to calibrate their development and site design standards to achieve walkability. Given the wide range of contexts that exist from city to city, and even within each city, there are not one size fits all answers to how to achieve walkable outcomes.

This Guidebook is intended as a resource rather than a prescribed set of approaches. For each of the code topic areas discussed, the Guidebook provides ideas, inspiration, examples, and model code language. The next step is for local communities to do the work of evaluating their existing standards to identify where modifications may be necessary to achieve more walkable outcomes using this Guidebook as a helpful resource.



OAR 660-012-0330 land use regulation updates will need to be applied across the different districts and land use zones of jurisdictions. There will be variation in the standards across zones based on their intended urban form and pedestrian-orientation.

WHAT ARE DISTRICT TYPES?

District types represent various kinds of physical settings within a city or region that have distinct characteristics, functions, and challenges. District types are often categorized based on their land use but also have distinct built forms, densities, etc. Because the guidance in the Walkable Design Standards is for a wide range of places with varying degrees of these characteristics, using district types can help a planner to narrow in on standards that can be applied appropriately in different districts.

The district types included in this Guidebook were identified by looking at the form of buildings, the scale of blocks, land use, lot size, and transit access in applicable Oregon cities. The four district types that are significant for achieving community walkability goals are:

- → Suburban Commercial
- → Neighborhood Residential
- → Main Street Corridor
- → Downtown Center

HOW TO USE DISTRICT TYPES?

This Guidebook provides guidance based on several common districts found in cities across Oregon. Rule 0330 applies to nearly all zones within the urban growth boundaries of the eight metropolitan areas of the state. Together, these communities have dozens of different zone districts. District types are used as a proxy for the many different zoning districts. The district types are broad enough to be applicable to both small and large cities. For instance, a Main Street district type might represent a downtown scale in a small community or a neighborhood commercial street in a larger community. There may be some zones in your jurisdiction that do not have every characteristic nor may require every standard from a particular district type, but the district types serve as a way to find standards that align with the intents of your zoning districts.

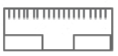
Zone districts have intent statements that describe the types of places that they intend to create. Users of this Guidebook can cross reference the intent of their zone districts with the district type-specific resources in this Guidebook to assess walkability. In this way, the specific standards in a zone can be calibrated to respond to the different conditions, use mixes, and intensities found in different parts of each community.

To use district types as a framework for applying rule 0330 to your jurisdiction:

- → Review the overview of district types;
- → Pick one that is representative of the zone or district type in your jurisdiction for which you are amending the code;
- → Review the Table of Relevant Standards (page 16) and the Table of Standards by District Types (page 21) to identify the relevant set of standards to consider; and
- → Read the guidance for each standard contained in Chapters 2 and 3 of the Guidebook. Review the Walkable Design Standards and take a closer look at the tips and tricks to understand how to apply the standard to a specific context.

TABLE OF STANDARDS BY DISTRICT TYPE

The table below will help planners understand which standards are relevant to flag when reviewing their code. It serves as a reference for the types of standards and the types of zones that may be relevant for assessment with the Walkable Design Standards.

Standards		District Types					
		 Suburban Commercial	 Neighborhood Residential	 Main Street	 Downtown / Center/CFA	 Industrial*	 Agricultural*
1.1	Building Orientation and Frontage Design	●	●	●	●	○	○
1.2	Ground Floor Design for Non-Residential/Mixed-Use	●	◒	●	●	○	○
1.3	Ground Floor Design for Residential	●	◒	●	●	○	○
1.4	Driveways and Garages	◒	●	●	●	○	○
1.5	Drive-Throughs	●	◒	◒	◒	○	○
2.1	Street Connectivity, Blocks, and Accessways	●	◒	●	●	○	○
2.2	Pedestrian and Bicycle Circulation	●	◒	●	●	○	○
2.3	Transit Facilities	●	●	●	●	○	○

** OAR 660-012-0330 (4) (h)*
"These site design land use regulations need not apply to districts with a predominantly industrial or agricultural character."

Legend

- ● Applies (all uses)
- ◒ Applies (most uses)
- ○ Not Applicable

Suburban Commercial

LOW TO MEDIUM INTENSITY AREAS WITH LARGE LOTS AND SINGLE USES

- → Large blocks (800 - 1,200 feet in length)
- → Large lot sizes often with lot size being the same as block size
- → Commonly lack connected grid of blocks and/or may include dead-end streets
- → Typically along highways, arterials, and collectors
- → Primarily commercial uses with little to no mixed-use
- → Residential only in multi-unit buildings served by surface parking
- → Detached buildings
- → Building height 1 to 2 stories
- → Limited transit service or access to pedestrian/bicycle facilities, incomplete sidewalk connections

Neighborhood Residential

PRIMARILY RESIDENTIAL WITH A RANGE OF INTENSITIES AND SMALLER LOTS

- → Variety of block sizes (200 - 600 feet in length)
- → Range of lot sizes ranging from 25 to 75 feet in width
- → Combination of connected grid pattern of streets and cul-de-sacs
- → Primarily residential uses with a mix of housing types including middle housing
- → May include small pockets of commercial and mixed-use
- → Mostly detached buildings, some attached
- → Building heights 1 to 3 stories
- → Limited transit supportiveness; access to bus and/or light rail lines, some bike lanes/paths, range of complete sidewalk network

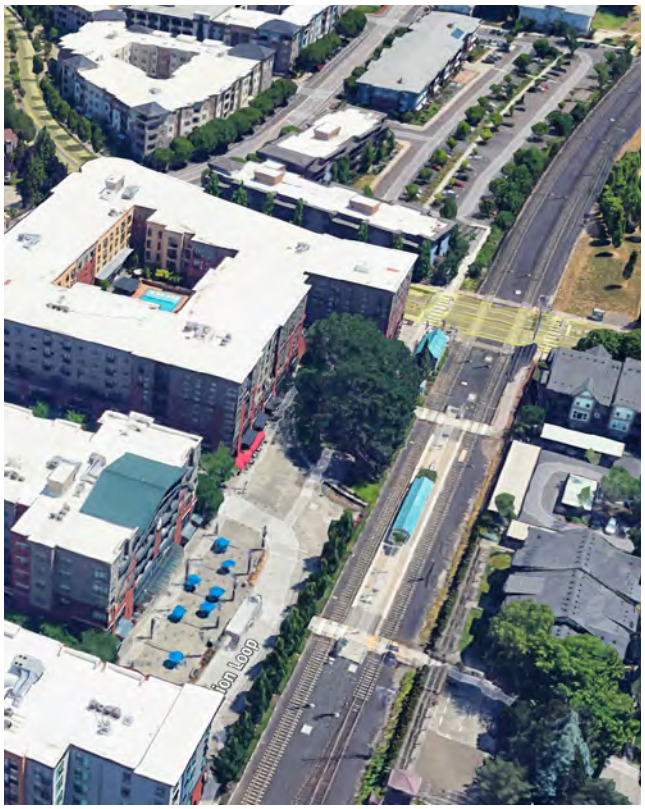
Main Street Corridor

MEDIUM TO HIGH INTENSITY TRANSIT-FRIENDLY AREAS WITH A MIX OF USES

- → Walkable block sizes (200 - 300 feet in length)
- → Range of lot sizes, some half block to whole block development
- → Grid of regularly spaced streets
- → Mix of uses including ground floor commercial and upper story residential uses
- → May include mix of uses and intensities on a single block and transition to adjacent lower density residential use
- → Mostly attached buildings, some detached
- → Building height 2 to 6 stories, older single story buildings
- → Transit supportive, bicycle infrastructure available, connected sidewalks/pedestrian and transit amenities

Downtown Center

HIGH INTENSITY AREAS WITH A MIX OF USES (CFAS)



- → Walkable block sizes (200 - 400 feet in length)
- → Range of lot sizes, frequent half block to whole block development
- → Grid of regularly spaced streets
- → Mix of uses including ground floor commercial and upper story residential uses
- → Primarily attached buildings
- → Building height 4+ stories
- → Very well served by transit
- → Highly transit supportive, light-rail and/or street car, bus lines, bicycle infrastructure available, connected sidewalks/pedestrian and transit amenities

HOW TO USE THE GUIDEBOOK

The Walkable Design Standards Guidebook is a resource to support a critical thinking exercise by local communities. It is flexibly designed to support planners exploring a wide range of topics and different zones across the entire city.

Tools within the Guidebook include:

- → Identification of priority topics and relevant standards to evaluate
- → Model code language for relevant design standards
- → Guidance on key considerations for jurisdictions including where to adopt standards, how to go further, and relevant exceptions
- → Concepts for different approaches and best practices for compact, walkable, urban development

ORGANIZATION OF CHAPTERS

The Guidebook provides three chapters of guidance for priority topics related to walkable design standards. These topics are further detailed in the following pages. Each chapter addresses key standards identified as essential to the objectives of the updated rules. Chapters provide resources to planners seeking to assess and update local land use regulations to meet rule 0330. An overview of the CFEC program and the compliance process is provided in the Introduction.

Each chapter includes the following sections:

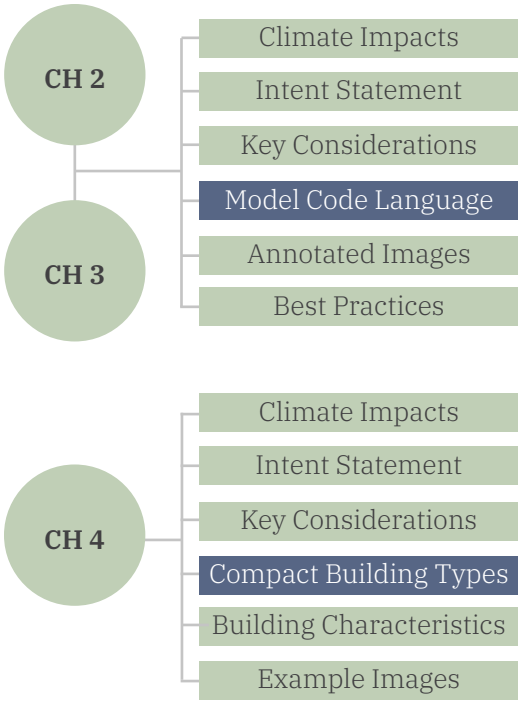
- → **Introduction:** An overview of the importance of the topic and how it relates to achieving more compact, walkable, climate-friendly outcomes. This includes qualitative discussion of the intent and principles related to the objectives of the updated rules and what is achieved by regulating the topic.
- → **Guidance:** Insights on key aspects to consider when preparing related standards including issues of applicability and how and when to scale a standard up or down and why.
- → **Best Practices:** Focused case studies of different locally and nationally used approaches that represent a new and different way than current commonly used practices to achieve walkable, compact outcomes for planners to consider.

Chapters 2 and Chapters 3 include:

→ **Model Code Standards:** Recommended standards including clear and objective language and a range of dimensional standards and supporting diagrams and annotated images provide guidance on how to meet the intent of OAR 660-012-0330.

Chapter 4 includes:

→ **Compact Development Building Types:** Models of building types that represent how the market has provided compact forms in walkable areas across the state including a range of physical built outcomes as a benchmark to compare to a jurisdiction's



HOW TO USE THE MODEL CODE?

Given the wide range of zone district types and existing conditions across the cities, the Model Code is provided as a reference tool for jurisdictions as they seek to meet the provisions of rule 0330. The Model Code provides users with a clear benchmark for how to address the essential elements necessary to comply with rule 0330. It is not required that communities adopt all parts of the Model Code, rather the Model Code is a measuring stick against which planners can compare their existing code standards.

Some key information about the Model Code:

→ The Model Code matches the structure and format of the TGM Model Code for Small Cities.

→ Definitions are included for certain terms but not for terms commonly found in zoning codes so as not to contradict existing city regulations.

→ Numeric values are captured as a range in brackets that can be adjusted up or down. Jurisdictions should consider values within this range and adjust as is necessary to match local goals and context. Some discussion of these values is included in key considerations for planners' review.

→ Also captured in brackets are references that will need to be made to other existing code sections. Jurisdictions should fill in the appropriate references and terms within the brackets to ensure any amendments are comprehensive across the whole code and include references.

→ All standards for residential uses must be clear and objective ((ORS) 197.307(4)). Every attempt was made to write standards applying to non-residential uses as clear and objective for ease of use by reviewers and applicants.

GUIDE TO NAVIGATING MODEL CODE STANDARDS

Below is an explanation of how to navigate the Walkable Design Standards in Chapters 2 and 3 of the Guidebook. Each standard contains several key sources of information for jurisdictions to consider as they examine their existing land use regulations. Model Code language is provided as an example of one pathway to comply with rule 0330. The Model Code language does not represent the only way to meet the intent of rule 0330 but, rather, a benchmark for the types of standards to consider. Planners will need to determine which standards to adopt, how to tailor them to their local context, the specific numerical values that best fit their community, and relevant zones to apply the standards to based on the critical thinking process outlined in Chapter 1 of this Guidebook. See the annotations below for an orientation on how to use the guidebook content.

This number indicates the Design Standard Priority Topic and Specific Standard. See summary of all priority topic standards on page 6.

This is the title of the standard.

Intent statements capture the key objective for a standard and how it relates to updated rules for climate-friendly and equitable communities.

Photographs capture built outcomes that do or do not achieve key objectives. Annotation helps the viewer understand key dimensions or details.

2.1
Building Orientation + Frontage Design

CLIMATE BENEFITS

Encourages walking, biking, and transit use, lowering greenhouse gas emissions from personal vehicles

Improves air quality and health outcomes by decreasing emissions

INTENT

To create a pedestrian-friendly streetscape that encourages walking as an alternative to driving by requiring buildings be oriented to the front of lots facing the street instead of vehicle circulation or parking areas. The siting of buildings and entrances along the front lot line promotes a sense of enclosure and a more comfortable walking environment that is welcoming and more visually interesting. More engaging and attractive streets encourage pedestrian and other forms of non-automotive transportation.

KEY CONSIDERATIONS

- Jurisdictions may want to consider allowing exceptions to the maximum setback upwards of 12 - 15 feet if they want to encourage a wider public realm and generous sidewalk that supports outdoor cafes, seating, etc.
- While it may be more complicated to administer, jurisdictions may want to consider using an averaging approach along corridors with historic development patterns. A setback can be required that is an average of the front yard setbacks on the block, or even a series of blocks. This approach may address concerns about the compatibility of new construction with existing built historic patterns.
- This maximum setback standard when applied to larger lots with large retail buildings allows for deeper street setbacks for some buildings while still requiring that some buildings be placed close to the street.
- Consider either allowing no parking in front of a use and keeping smaller front setback values or increasing the front setback to 20 feet to allow a car to park in front of the building without hanging over the sidewalk.

DO
Establish a higher percentage of frontage along key corridors to promote a highly walkable pedestrian environment

30

2.1
Building Orientation + Frontage Design

MODEL CODE LANGUAGE

Maximum Setback. The standards apply to nonresidential and mixed-use developments and all residential developments except accessory dwelling units. The required maximum setback standard is stated in Table 2-1. At least [50-75%] of the length of the ground-level, street-facing façade must meet the maximum setback standard of the zone district.

1. Applying the standard.
   a. Projections such as eaves, chimneys, bay windows, overhangs, cornices, awnings, canopies, porches, decks, pergolas, and similar architectural features on the façade do not count toward meeting the maximum setback standard.
   b. Where there is more than one building on the site, the standards apply to the combined ground level, street-facing façades of all the buildings.
   c. Where an existing building is being altered, the standards apply to the ground level, street-facing façade of the entire building. Expansions or additions to buildings in zones subject to the maximum setback standard must not increase the length of street-facing façade that does not conform to the standard and must reduce the area dedicated to parking and vehicular circulation between the building and the street.
2. Where the site is adjacent to two or more streets, these standards must be met on the frontage of the street with the [higher transit classification]. If both streets have the same classification, the applicant may choose on which street to meet the standard.

Table 2-1: Maximum Setback Standards

Use Category	Neighborhood	Suburban Commercial	Main Street	Corridor (CPA)	Downtown Center
Residential Developments	[10-20]	[10-15]	[5-10]	[5-10]	[5-10]
Nonresidential and Mixed-Use Developments	[5-10]	[5-15]	[5-15]	[5-15]	[5-15]

DON'T
Allowing a higher front setback (10 feet or greater) for residential uses that do not have vehicle travel in the front façade is not compatible in placetypes promoting the highest level of pedestrian activity. Buildings with a setback greater than 10 feet tend to lose the relationship between the sidewalk and the building.

DO
Allowing a higher maximum setback can encourage a more geometric public realm along key corridors and also support sidewalk cafes and focused areas of higher pedestrian activity.

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Climate benefits that may result from adopting this standard and future development and redevelopment that is compliant.

Additional thoughts are provided to help planners think through the ins and outs of where and how to apply a standard.

Model code language presents an example of one way jurisdictions could meet the provisions of rule 0330. Numerical ranges are highlighted and offered as a choice point for planners.

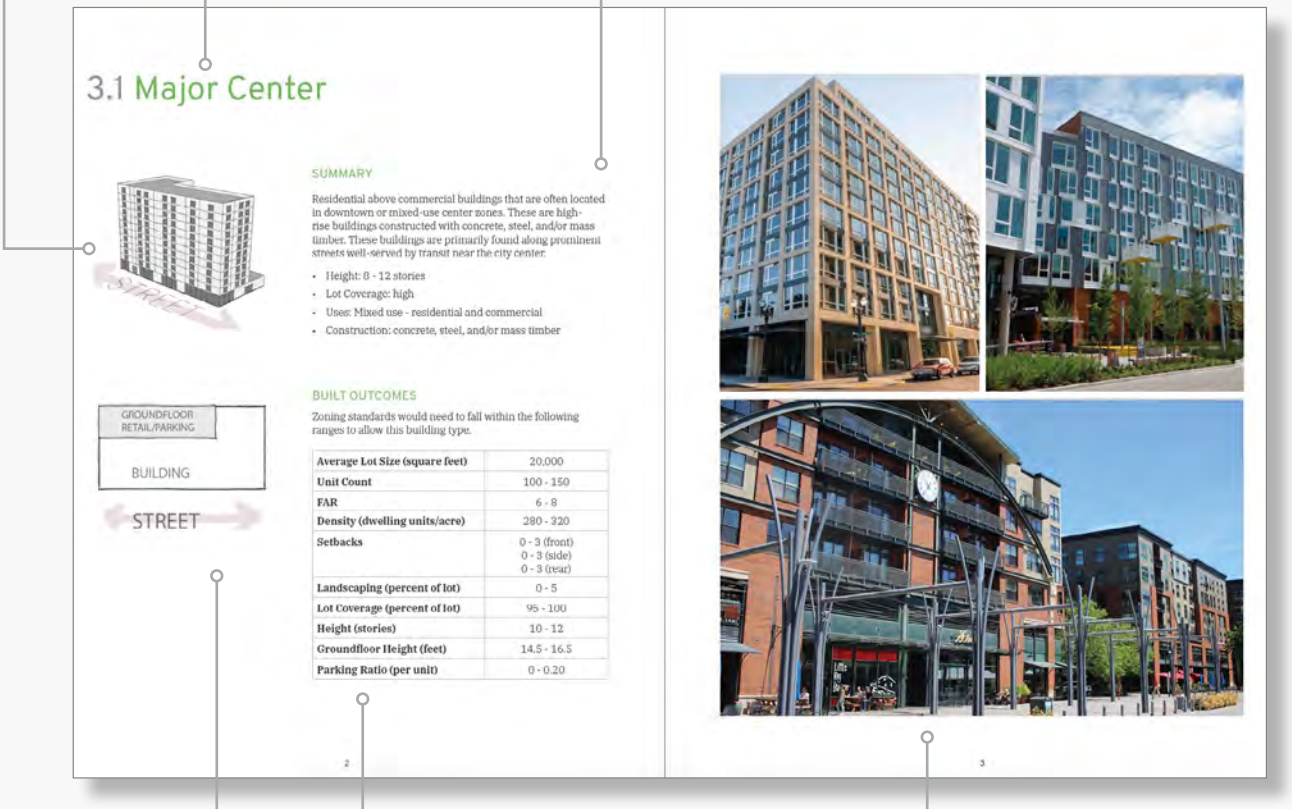
GUIDE TO NAVIGATING COMPACT DEVELOPMENT BUILDING TYPES

Below is an explanation of how to navigate the Compact Development Building Types in Chapter 4 of the Guidebook. Each building type contains key information for jurisdictions to consider as they evaluate their existing development standards. A summary of each building type is provided, detailing the key characteristics of the building type including uses, dimensions, and construction types. To further illustrate the look, feel, and form of each building type, 3D models and images are also provided. Each building type also includes a building characteristics table that outlines site characteristics and ranges of values that capture how the market delivers this building type. This table will help planners assess whether the compact building type align with current zoning standards or if adjustments are needed to better accommodate desired forms of compact development.

3D massing model visualizes the dimensions of the building and lot and aspects including lot coverage, setbacks, location of parking, etc.

This is the name of the building type

A summary captures an overview of the key characteristics of this building type including uses, building and lot dimensions, and construction type



Plan view visualizes the building type as seen from above to visualize how the building sits on the lot.

A range of values are provided that capture how the market delivers this building type if they were only limited by the building code and not the zoning development standards. These are a useful benchmark to compare existing standards to so a jurisdiction can see if they could or could not permit this desired building type.

Photographs capture built outcomes to help users understand the scale and character of the building type.

Pedestrian-Oriented Development

Sites and buildings are organized to frame welcoming, comfortable, safe and attractive spaces that promote sociability and encourage people to walk.

WHY PEDESTRIAN ORIENTATION MATTERS

A pedestrian-oriented built environment prioritizes the experience and safety of those on foot or wheels by creating engaging, accessible, and walkable public spaces. Design that focuses on pedestrians reduces dependence on driving, which in turn lowers greenhouse gas emissions and promotes more active lifestyles. Pedestrian-oriented design supports diverse housing options close to essential services, making it easier for people of all income levels to live without depending on driving long distances for all trips, thereby improving access to jobs, education, and healthcare.

The placement of buildings, building features, and uses promote an engaging and vibrant environment. Site design prioritizes comfort, ease of use, and accessibility. Buildings are oriented toward the street and engage people walking and rolling by through human-scale design details including building entries, storefront windows, open spaces, and stoops, porches, or other semi-public spaces. Buildings and public spaces foster a dynamic street life and sociable development patterns that support economic vitality and enlivens mixed-use districts.

PEDESTRIAN-ORIENTED DESIGN PRINCIPLES

Prioritize People Over Cars

Buildings, sites, and streets should prioritize use and access by people rather than cars.

Vibrant Streets as Public Spaces

Streets are an important part of the public space of the city and are designed to provide a stage for the vibrant life of communities.

Human-Scale Design

Human-scale design details regularly spaced along a lot, building, and block, add to the vibrancy of a neighborhood, encouraging and inviting walking and rolling.

Activated and Engaging Buildings

Activated spaces within buildings have entries and windows allowing for interaction and intrigue between the buildings and the street, so that what happens inside the building spills out and enlivens the public space.

Streets as Public and Private Spaces

Engaging private spaces in front of buildings connect and demarcate the public and private realms, adding benefit to the public experience while preserving a sense of privacy for the residents.

2.1 Building Orientation + Frontage Design

CLIMATE BENEFITS

Encourages walking, biking, and transit use, lowering greenhouse gas emissions from driving

Improves air quality and health outcomes

INTENT

To create a pedestrian-friendly streetscape that encourages walking by requiring buildings to be oriented to the front of lots facing the street instead of vehicle circulation or parking areas. The siting of buildings and entrances along the front lot line promotes a sense of enclosure and a more comfortable walking environment that is welcoming and more visually interesting. More engaging and attractive streets encourage walking, biking, and riding transit.

KEY CONSIDERATIONS

- → Jurisdictions may want to consider allowing exceptions to the maximum setback upwards of 12 - 15 feet if they want to encourage a wider public realm and generous sidewalk that supports outdoor cafes, seating, and adequately size transit facilities.
- → While it may be more complicated to administer, jurisdictions may want to consider using an averaging approach along corridors with historic development patterns. A setback can be required that is an average of the front yard setbacks on the block, or even a series of blocks. This approach may address concerns about the compatibility of new construction with existing built historic patterns.
- → This maximum setback standard when applied to larger lots with large retail buildings allows for deeper street setbacks for some buildings while still requiring that some buildings be placed close to the street.
- → Consider either allowing no parking in front of a use and keeping smaller front setback values or increasing the front setback to 20 feet to allow a car to park in front of the building without hanging over the sidewalk.

DO
Establish a higher percentage of frontage along key corridors to promote a highly walkable

2.1
Building Orientation + Frontage Design

Model Code Language

Maximum Setback. The maximum setback standards apply to nonresidential and mixed-use developments and all residential developments except accessory dwelling units. Unless otherwise specified, the maximum a building can be set back from a street lot line is indicated in Table 2-1. At least [50-75%] of the length of the ground-level, street-facing façade of the building must meet the maximum setback standard of the zone district.

Table 2-1: Maximum Setback Standards

Use Category	Neighborhood	Suburban Commercial	Main Street	Corridor /CFA	Downtown/ Center
Residential Developments	[10-20]'	[10-15]'	[5-10]'	[5-10]'	[5-10]'
Nonresidential and Mixed-Use Developments	[5-15]'	[5-15]'	[0-10]'	[0-10]'	[0-10]'

1. Applying the standard.
   a. Projections such as eaves, chimneys, bay windows, overhangs, cornices, awnings, canopies, porches, decks, and pergolas do not count toward meeting the maximum setback standard.
   b. Where there is more than one building on the site, the standards apply to the combined ground level, street-facing façades of all the buildings along the site's frontage. Once the buildings provided within the maximum setback area cumulatively provide [50-75%] of the linear site's frontage dimension along the primary frontage street, other buildings on the site may be located outside the maximum setback area.
   c. Where an existing building is being altered, the standards apply to the ground level, street-facing façade of the entire building. Expansions or additions to buildings in zones subject to the maximum setback standard must not increase the length of street-facing façade that does not conform to the standard and may not increase the area dedicated to parking and vehicular circulation between the building and the street.
2. Where the site is adjacent to two or more streets, these standards must be met on the frontage of the street with the [higher transit classification]. If both streets have the same classification, the applicant may choose on which street to meet the standard.

DON'T
Do not allow a higher front setback (10 feet or greater) for residential uses that do not have vehicle areas in the front façade Buildings with a setback greater than 10 feet tend to lose the relationship between the sidewalk and the building.

DO
Consider allowing a higher maximum setback to encourage a more generous public realm along key corridors and also support sidewalk cafes, transit

DON'T
Do not allow areas of vehicle parking and circulation between the building and the sidewalk. This promotes an unsafe and unenjoyable

DO
Require any parking and vehicle circulation to be located behind, or to the side, of buildings to emphasize a cohesive, safe, and enjoyable walking experience.

2.1 Building Orientation + Frontage Design

Model Code Language

Frontage Design. The frontage design standards apply to nonresidential and mixed-use developments and any portion of a residential development that includes a multi-unit dwelling, congregate housing facility, or residential facility.

1. Standards for all sites.
   a. No area between the portion of a building that meets the maximum setback standard and the street lot line can be used for vehicle parking or circulation. Vehicle access is allowed through the setback area if it accesses a parking area or structured parking that does not conflict with the maximum setback or frontage design standards.
   b. Vehicle parking and circulation areas within [20 feet] of the street lot line must be limited to no more than [50 percent] of the length of the street lot line.
   c. Any areas within [20 feet] of the street lot line that are not occupied by a building or vehicle area must be landscaped to the [local planting standard] or hardscaped for pedestrian use.
2. Additional standards for sites [adjacent to transit street or in a Main Street, Corridor/CFA, or Downtown district].
   a. No area between the building and the street lot line may be used for vehicle parking or circulation.
   b. If a portion of the building does not meet the maximum setback standard, at least one pedestrian amenity space must be provided between the building and the street lot line. One pedestrian amenity space is required for every 500 square feet of area between the portion building not meeting the maximum setback and the street lot line. The pedestrian amenity space must meet the following standards:
      i. The space must abut the sidewalk of a public street and must be hardscaped for pedestrian use.
      ii. The minimum area of the space must be [5%] of the overall site area with a minimum dimension of [10-15 feet].

2.1 Building Orientation + Frontage Design

Model Code Language

iii. The space must include benches or seating that provide at least [5-10] linear feet of seats. The seating surface must be at least 15 inches deep and between 16 and 24 inches above the grade upon which the seating or bench sits.

iv. A minimum of [10-20%] of the pedestrian amenity space must be landscaped.

v. A minimum of one tree is required for each [500 square feet] of pedestrian space.

c. All other areas between the building and the street lot line not in the pedestrian amenity space must be landscaped. Landscaping must meet the standards [local minimum planting requirements].

3. Screening of surface parking areas. Surface parking must be screened from view of the street at a minimum as follows:

   a. Evergreen shrubs that will grow to a minimum height of 30 inches within two years and form continuous screening. Areas within the vision clearance triangle must include plantings that do not exceed 3 feet; and

   b. One tree for every 30 linear feet; and

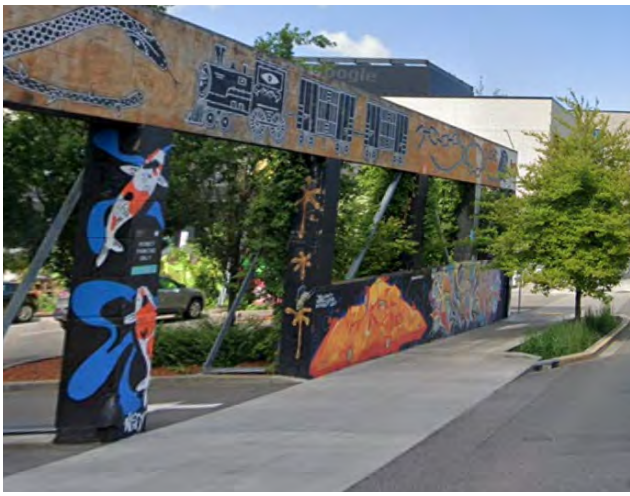
   c. Evergreen ground cover must cover the remaining landscape area.

   d. A minimum 30 inch tall architecturally treated wall may be substituted for evergreen shrubs.

4. Sites with multiple street frontages. Where the site is adjacent to two or more streets, these standards must be met on the frontage of the street with the [higher transit classification]. If both streets have the same classification, the applicant may choose on which street to meet the standard.

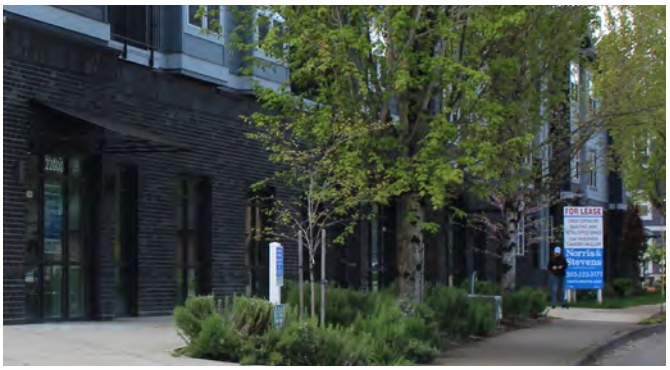
5. Exceptions. Residential facilities, residential treatment homes, residential training homes, and congregate housing facilities may have one driveway located between the main entrance and an adjacent street as required to serve as a drop-off or loading zone, provided the main building entrance must connect to an adjacent street by a pedestrian walkway.

DO
To ensure that spaces in front of buildings that meet the maximum setback contribute to the public realm, provide a menu of clear and objective design treatments and minimum dimensions for these spaces.



DO
Require parking that is adjacent to the sidewalk to be shielded with landscaping or architectural treatments that contribute to an engaging and comfortable pedestrian environment.

In strong markets, active ground floor uses enliven the public realm and create dynamic districts.....



but if the market for retail is not as strong, ground floor spaces can sit empty, detracting from the pedestrian environment

A CLOSER LOOK | SHOULD ACTIVE USES BE REQUIRED?

While design standards address the size, scale, and key elements of building frontages, jurisdictions should also consider the permitted uses. Frequently cities will require active ground floor uses, which may or may not be supported in the short term by the local market. Other strategies to consider include:

- **Residential.** Cities often disallow ground floor residential uses along corridors as they are not perceived as being "active" in use. However if cities adopt design standards for residential uses that require entries for ground floor units (and do not permit driveway access) and/or require that the more active spaces within multi-unit buildings be located along the primary frontage, residential uses may be both market viable and positively contribute to the pedestrian environment.
- **Targeted Activity Areas.** Cities should at a minimum consider a more limited geographic area where active ground floor uses are required. This is preferable to vacant ground floor retail spaces.
- **Flexible Requirements.** Requirements for active uses on the ground floor can also be flexible. Establishing minimum ground floor heights and requiring spaces be built to a commercial standard ensures "retail ready" spaces that can be used for other uses until the market is more supportive. These types of requirements do add cost to development however.
- **Code Users.** Developers, builders, and architects point out that meeting ground floor commercial requirements can be very challenging and support regulations that provide flexibility both in terms of the location and size, e.g., depth, height, etc. of required commercial spaces.
- **Incentives.** The requirement for ground floor commercial uses can also be offset by offering density bonuses. For this to be effective, development standards need to be set to allow for the potential offering of additional density, height, etc.

2.1 Building Orientation + Frontage Design

Model Code Language

Building Entrance. The building entrance standards apply to nonresidential and mixed-use developments and all residential developments except accessory dwelling units. The standards apply as follows:

1. Single-unit-dwellings, manufactured dwellings, residential training homes, and residential treatment homes. At least one main entrance for each building must meet the standards.
2. Middle housing dwelling.
   a. At least one main entrance for each duplex, triplex, or quadplex building must meet the standard.
   b. At least one main entrance for each townhouse must meet the standard.
   c. The standard does not apply to cottage cluster housing. Cottage cluster housing must meet [local cottage cluster design standards].
3. Multi-unit dwelling.
   a. At least one main entrance for each building must meet the standards.
   b. A minimum of [25-50%] of dwelling units on the ground floor must have at least one main entrance that meets the standards.
4. Nonresidential or mixed-use building. Each entrance that meets the definition of a main entrance must meet the standard.
5. Sites with multiple street frontages. Where the site is adjacent to two or more streets, the standards must be met on the frontage of the street with the [higher transit classification].

DO
Require main entrances to face the street to encourage sociable development patterns and add to an interesting and engaging pedestrian

DO
Middle housing building types such as duplexes, triplexes, and quadplexes only need to meet the

2.1 Building Orientation + Frontage Design

DO
Require ground floor units to have individual entries fronting the public realm to add to the urban life of cities. When concerns exist about privacy, this requirement may not be applied,

DON'T
If multi-unit buildings are not required to have individual entries, privacy concerns are not address and buildings do little to activate the street

Model Code Language

6. Entry orientation. All buildings within 40 feet of a street lot line must meet one of the following standards:
   a. The main entrance must be within 8 feet of the longest street-facing façade of the building and must either face the street; be at an angle of up to 45 degrees from the street; or open onto a covered porch that must be at least 25 square feet in area. If the site fronts on more than one street, the building façade containing the main entrance must be located consistent with Section 2.1.D.2.b below. Where abutting streets receive the same level of transit service, the applicant may choose the street-facing façade that will contain the main entrance.
   b. The main entrance must face a courtyard that abuts the street and must be no less than 15 feet in width.

KEY CONSIDERATIONS

→ Even if a jurisdiction defines "Main Entrance" and adopts associated standards, there likely will still be businesses that prioritize entries facing parking lots. This, however, is an enforcement issue that requires coordination with other city departments.

→ If a city is interested in going further in requiring design elements that more clearly define a "main entrance," they may consider incorporating a clear and objective menu of options including the use of canopies, porticos, wall recesses or projections, arches or columns, decorative moldings or trims, covered patio or plaza space, architectural details, or lighting, and/or landscaping planters or seating. Applicants would be required to provide a certain minimum number of these elements for a main entrance.

→ Rather than allowing it as an option, jurisdictions could require buildings located on a corner lot to provide a main entrance at a 45-degree angle. A corner entry is oriented to multiple streets. These types of entries can create a dynamic gathering space where different pathways intersect.

2.1 Building Orientation + Frontage Design

Model Code Language

7. Entry orientation on [higher transit classification] streets. In addition to the general entry orientation standards, nonresidential and mixed-use buildings and multi-dwelling buildings adjacent to one or more [higher transit classification] streets servd by transit must have at least one main entrance that is within [25] feet of the [higher transit classification] street. Access to the main entrance must comply with ADA standards.
8. Unlocked during business hours. Each main entrance to a nonresidential use that is open to the public, which meets the standard, must be unlocked during business hours.
9. Walkways. At least one main entrance and all dwelling unit entrances on the ground floor must be connected to the street by walkways, as required by Pedestrian and Bicycle Circulation Standards (Section 3.2).

DO
Require buildings on higher transit classification streets to have one entrance that is within 25 feet of the street with transit to support walking, bicycling, and transit.

KEY CONSIDERATIONS

- → Key to activating the sidewalk and creating a fine-grained built environment is to have individual entries for residential units connected to the public right-of-way. Ground floor retail is not the only means to activate a street and great human-scale details.
- → Individual entries may pose privacy concerns. If applying standards to residential units along busy streets with minimal set-backs, consider requiring units to meet the ground-floor entry requirements of up to 50% of units being accessed directly from the sidewalk, but allow for inset spaces that meet a minimum depth of at least 3 feet.
- → Grade changes and screening or landscaping can also effectively address privacy concerns.
- → Another option is consider only requiring entries to units on specific corridors where there is a desire to concentrate pedestrian activity.

DON'T
Require buildings located on corner lots to provide entries oriented to the corner, to strengthen pedestrian-oriented environments.

Best Practice:

FORM-BASED APPROACH TO FRONTAGE

Requiring a certain amount of street wall and active ground floor uses does not guarantee a lively or adequately sized public realm and can be difficult to achieve.

Instead allow a range of creative designs that create welcoming, comfortable, safe, and attractive spaces on the ground-floor level.

A CLOSER LOOK

When considering downtowns, corridors, or other designated districts focused on promoting compact development and pedestrian friendly streetscapes, consider a form-based approach. The intent of these requirements is to promote a continuous street wall and limit gaps in pedestrian interest along key corridors. **A form-based frontage standard focuses required building frontages along key designated corridors as identified in a street typology or regulating plan.**

- Use a form-based code element that links site frontage and active use standards to specific street typologies.
- These street types do not replace or supersede the functional classifications described in the TSP; they are a classification tool to regulate primary frontages, parking location, required uses, etc.
- Streets with the highest priority for pedestrian activity are identified on the street typology map. Development on these highest priority streets should provide the largest percentage of building frontage (closer to 100% as opposed to 75% - 50% on lower designated streets) between a minimum and maximum setback.
- Buildings may be set back beyond maximum setbacks to accommodate plazas, outdoor dining, entry forecourts, etc. provided that clear and objective standards are met.
- Active use requirements can also be focused on these higher priority streets, emphasizing uses that are customer-serving with people coming and going.
- **Dig Deeper:**
  The City of Beaverton applies this approach in its designated Downtown Design District.

Best Practice:

MORE FLEXIBLE APPROACH TO FRONTAGE

Add flexibility to support buildings that frame public spaces and create engaging points of interaction along the ground floor.

A CLOSER LOOK

Another challenge jurisdictions may face is a market that is not strong enough to meet frontage requirements. For example, along a more auto-oriented corridor that is redeveloping over time, a frontage standard can be a hurdle for new development. **When seeking to promote a concentration of retail and commercial destinations, consider targeting a more defined storefront district and permit flexibility in meeting frontage standards.**

- Rather than set frontage standards as a blanket approach across commercial zones, define a more focused storefront area to promote pedestrian-oriented development.
- New projects within this designated storefront district are then required to include non-residential uses to activate ground floors, e.g., residential uses are only permitted when part of a mixed-use project.
- While 50% of the ground floor may be required to be commercial uses, additional flexibility is defined for the types and configuration of uses that can meet this requirement. For example, a food cart or micro-retail pod adjacent to the building can be used to meet the 50% requirement even if not within the building footprint.
- Despite concerns about empty spaces, the potential to activate a space sooner and at lower cost outweighs this fear. Vacant retail spaces lining sidewalks detract from a jurisdiction's goals.
- Flexibility in frontage requirements can be supported with elevated design standards that ensure key locations go over and above in their design of pedestrian-focused design elements along the frontage.
- **Dig Deeper:**
  The City of Fairview has adopted a Town Center Commercial District with flexible frontage requirements and a system of design standards with base requirements and additional points-based elements.

2.2 Ground Floor Design of Nonresidential and Mixed-Use Buildings

CLIMATE BENEFITS

Encourages walking, biking, and transit use, lowering greenhouse gas emissions from driving

Facilitates energy-efficiency by maximizing daylighting, reducing the need for artificial lighting

Weather protection shelters people from adverse weather and improves energy efficiency of buildings

DO
Adopt transparency requirements to promote a sense of interaction between the interior of

INTENT

To promote a comfortable and interesting public realm that supports and encourages pedestrian use. The ground floor is where people on the street interact and experience a building. Ground floor design that promotes an active and transparent interface between the interior uses and the street supports an engaging, human-scale experience and connects the building to the street life of the city. Building elements that improve the comfort of pedestrians in a range of weather conditions – from shade in the summer to cover from rain in the winter – encourage people to use active forms of transportation.

KEY CONSIDERATIONS

- → Transparency requirements create an interface between the interior and exterior of buildings, which is engaging for pedestrians and provides a sense of safety for pedestrians as they move along longer street-walls. Any percentage requirement between 50 - 75% promotes this goal, as do limitations on maximum building length.
- → Be aware that a higher transparency requirement, 75% and above, will increase project costs, but may be desired along certain corridors targeted for higher levels of pedestrian activity.
- → Some jurisdictions may consider requiring a transparency percentage for upper story windows as well. This standard can add to the complexity and overall costs of a project, however. If not having a blank expanse on upper stories is a concern, standards that address the orientation and rhythm of windows may be more important.

2.2 Ground Floor Design (Nonresidential/Mixed-Use Buildings)

Model Code Language

Transparency. The transparency standards apply to nonresidential uses on the ground floor of a nonresidential or mixed-use building. The standards apply to ground level, street-facing façades that are within 20 feet of a street lot line or pedestrian amenity space. A minimum of [50-75%] of the area of the ground-level, street-facing façade between [2 and 8 feet] above sidewalk grade must be transparent (a minimum visible transmittance of at least [0.60]).

1. Windows and/or glass within doors may be used to meet this standard. Window area is the aggregate area of the glass within each window, including any interior grids, mullions, or transoms.
2. Required windows must not be mirrored, frosted, reflective, or treated in such a way to block visibility into the building. The following uses are exempt from this standard in order to preserve privacy or meet applicable state or federal laws: [add local use categories for medical office, marijuana dispensary, etc.]
3. Windows into storage areas, vehicle parking areas, mechanical and utility areas, and garbage and recycling areas do not qualify.

KEY CONSIDERATIONS

- → Be aware there may be cultural sensitivities around transparency requirements. For example, some spaces may be designated for use by women and privacy is desirable; or some groceries may want to use window space for advertisements.
- → While these are primarily issues of compliance, if this is of concern in your jurisdiction, you may want to consider allowing exceptions (to be reviewed with any change in use) or allowing glazing that allows light transmission while preserving privacy but no higher than 42 inches from the sidewalk.

DON'T
Do not allow long expanses of blank walls on ground level, street-facing façades as they significantly detract from the quality of the pedestrian environment and can negatively affect the sense of safety.

DO
Allow for exceptions for certain uses that require more privacy that allow limited transparency but only up to 42 inches in height from the sidewalk. Transparency standards should take into account grade changes.

DO
Require weather protection to extend out a minimum depth to provide comfortable coverage that can accommodate higher amounts of foot

2.2 Ground Floor Design (Nonresidential/Mixed-Use Buildings)

Model Code Language

Weather Protection. Weather protection (e.g., permanent awnings, canopies, overhangs, or architectural features providing protection from the rain or shade during periods of hot weather) must be provided along [50-75%] of the length of the ground level façade that that is within [5] feet of a public right-of-way or the hardscaped area within a pedestrian amenity space.

1. The weather protection must project out at least [4 feet] from the adjoining wall.
2. The height of the weather protection must be between [9 feet and 15 feet] above the grade underneath it.

KEY CONSIDERATIONS

- → Weather protection should be required to be designed so that it can accommodate blade signs.
- → Given that weather protection extends out over the public right of way, coordination will often be necessary between building owners and occupants and public works staff or utility providers. Consider the benefits of offering an encroachment permit to allow overhangs into the public right-of-way.
- → Cities should reserve the right to reduce weather protection standards where existing right-of-way dimensions, easements, or other building code requirements preclude them.

DO
Account for blade signs and the extension of weather protection over the public right-of-way in weather protection requirements.

2.3 Ground Floor Design of Residential Buildings

CLIMATE BENEFITS

Encourages walking, biking, and transit use, lowering greenhouse gas emissions from driving

Facilitates energy-efficiency by maximizing daylighting, reducing the need for artificial lighting

Increases area for landscaping and contributes to tree canopy and carbon sequestration

Increases urban biodiversity

INTENT

To encourage walking and sociable development patterns by promoting an interesting and engaging and human-scale sidewalk experience while preserving the privacy of residents. Individual entries and resident spaces are oriented and visually connected to the public realm. Spaces such as porches, stoops, and other semi-public spaces support social interaction and provide a transition from public to private spaces. Design standards are focused both on the experience of someone passing by and someone living within the space.

DO
Transparency requirements provide windows and doors for residential uses that are "eyes on the street." Transparency requirements for residential uses must balance privacy needs with the comfort and experience of pedestrians.

DO
Require transition elements for ground floor units. Main entrances can define a transition between the public and private realm by being set back 5 to 10 feet from the public right-of-way. Several design elements provide privacy for residents whie defining this transition space and improving the sidewalk environment.

2.3 Ground Floor Design (Residential Buildings)

Model Code Language

Transparency. The transparency standards apply to the wall area of the ground-level of any street-facing façades that are within 20 feet of a street lot line or a pedestrian amenity space. A minimum of [15-25%] of the area of the ground-level, street-facing façade between [3 and 12 feet] above sidewalk grade must be transparent. The following standards must be met for an area to be considered transparent (a minimum visible transmittance of at least [0.60]).

1. Windows and/or glass within doors may be used to meet this standard. Window area is the aggregate area of the glass within each window, including any interior grids, mullions, or transoms.
2. Required windows must not be mirrored, frosted, reflective, or treated in such a way to block visibility into the building.
3. Windows into storage areas, mechanical and utility areas, and garbage and recycling areas do not qualify. Windows into garages do qualify.

KEY CONSIDERATIONS

→ Be aware that higher percentage transparency requirements (above 30%), increase not only project costs but also the difficulty of designing a compliant building. Upper story transparency requirements or additional types of requirements related to the orientation of windows, rhythm, etc. also pose challenges to projects and may not result in improved designs. Think carefully about how far to go in requiring transparency for residential projects.

→ Consider allowing windows in garage doors to count toward transparency calculations. They improve the ground floor experience of pedestrians without offering the same types of privacy concerns that ground floor windows into habitable space can create.

2.3 Ground Floor Design (Residential Buildings)

Model Code Language

Transitions to Residential Entrances. The following standard applies to the main entrances that provide direct access to dwelling units that are 10 feet or closer to a street lot line. The main entrance must be set back at least 5 feet from the street lot line and have at least two of the following within the setback:

1. A wall or fence that is 18 to 36 inches high;
2. Landscaping that meets the [local planting standard];
3. One small canopy tree between 1.5 and less than 6 inches in diameter per entrance; or
4. Individual private open space of at least 48 square feet designed so that a 4-foot by 6-foot dimension will fit entirely within it.

DON'T
If individual entries to ground floor units are not required to provide transition elements, the limitations in human-scale elements and landscape and design features will detract from the public realm experience. Requiring transition elements will more clearly define this space.

KEY CONSIDERATIONS

- → Other design approaches to consider in a menu of options for defining ground-floor transitions include: raised landscape planters a minimum of 18 inches in height and a maximum of 30 inches in height with a minimum horizontal depth of 2 feet that contains landscaping; a change in grade (this change in grade could be offered by a ramp, rather than steps); or landscaping such as hedges, vines or other materials as long as they remain below the 36" maximum height.
- → Also consider applying a standard for a minimum amount of transparency, e.g., at least 50% transparent, for any walls or fences to promote visibility while still retaining resident privacy.
- → A setback of five feet or greater is comfortable enough to allow for a porch, patio, or landscaped area at grade (or elevated). However, buildings with a setback greater than 10 feet tend to lose the relationship between the sidewalk and the building.

DO
If ground floor units without individual entries offering access from the street are permitted, require a set back and a certain number of transition elements. These transition elements are still important to create a more engaging building façade if not in front of individual entries.

2.4 Driveways and Garages

CLIMATE BENEFITS

Encourages walkability by reducing interruptions to sidewalks

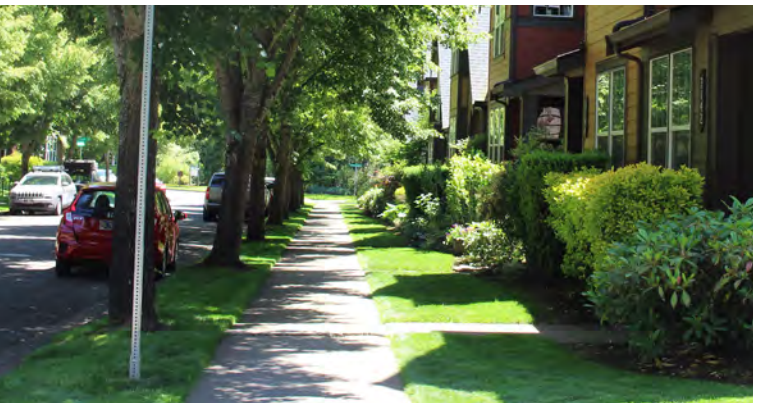
Reduces urban heat island effect by limiting paved surfaces

Supports green infrastructure by preserving space for trees, permeable surfaces, and green landscaping

Facilitates compact, energy-efficient design

INTENT

To encourage an attractive, comfortable, and safe public realm that supports pedestrian movement and social development patterns. The visual prominence of garages, parking, and vehicle circulation areas is minimized. Points of conflict between pedestrians and bicycles and vehicles are reduced. The planting strip along the street is maximized to buffer people using the sidewalk, increase the supply of on-street parking, and support planting street trees.



DO
Require larger planting strips to allow for planting street trees that provide cooling shade and a pleasant walking environment

DO
Require access via alleys to support comfortable and safe sidewalks with the main entrances of homes fronting the sidewalk.

2.4 Driveways and Garages

Model Code Language

Driveway Location.

The driveway and garage standards apply to residential, nonresidential (except for industrial), and mixed-use developments.

1. For sites with frontage on an alley, or in a zone where alleys are required, driveway access is only permitted via the alley, if the alley is improved.
2. For sites with more than one frontage not on an alley, driveway access is permitted only from the street with the lowest classification. Lots with frontages on two streets are not permitted to have a driveway on more than one frontage.

KEY CONSIDERATIONS

→ Taking access from alleys and the configuration and width of alleys will require coordination with the fire marshal. Common cross sections for alleys require 14 feet to 20 feet for access and emergency providers.

→ Consider requiring alley-served garages to be slightly setback from the alley travel lane. This allows space for trash cans and other services or utility needs, and/or informal gathering and socialization spaces. An additional 2 to 5 feet of setback can improve the functionality of alleys.

DON'T
Limit the frequency of driveway spacing to address breaks in the pedestrian walking environment and points of conflict between cars pulling in or backing out and people walking on the sidewalk.

DO
Require additional setbacks in alleys beyond the travel lanes to allow for adequate space to address service needs (garbage, utilities, etc.) and also provide space for residents to personalize and take ownership. This type of design facilitates social development patterns and frequent interactions.

DON'T
If no minimums are adopted for curb cuts in between separate lots, planting strips will not be sufficient to be planted with street trees nor will they provide on-street parking spaces.

2.4 Driveways and Garages

Model Code Language

Driveway Separation on Local Streets.

The following standards apply to driveways on local streets. Driveway separation from intersections and all driveway separations on [collector and arterial] streets are regulated by [public works/engineering standards]. Minimum spacing is measured from the end of the driving aprons.

1. A minimum [18 - 24 feet] full-height curb is required between driveways on the same lot.
2. Unless a driveway is shared between two abutting lots, a minimum [5 foot long] full-height curb is required between driveways on separate lots.

KEY CONSIDERATIONS

→ The minimum spacing standard must account for driveway aprons. These portions of a driveway represent a curb-cut and are areas of the curb that cannot be used for on-street parking, where allowed. Cities may want to measure the separation between driveways from the edge of the apron that is at the same height as the curb and limit the width of wings to slow turning movement and provide more curb space for on-street parking.

→ Jurisdictions looking to go further can include permissions for shared driveways. A city can consider requiring any project with more than two attached units to provide shared driveways using a taper to reduce the maximum driveway width below 20 feet, reducing the impact of the curb cut on the pedestrian environment and on-street parking supply.

→ City traffic engineers may require review and approval of multiple aspects of driveways, including width, location, spacing from intersections, and access points permitted on collector or arterial streets. Requirements should be coordinated with city engineering standards.

DON'T
If maximum driveway widths or separation between curb cuts on the same lot are not adopted, large breaks in the sidewalk detract from the safety and comfort of pedestrians and other users.

2.4 Driveways and Garages

Driveway Width.

The following standards apply to the maximum width of driveways. Driveway width shall be measured lengthwise along the property line, and such measurement shall not include the width of wings connecting the top of the curb to the lowered curb or apron.

1. For a single-width vehicle parking area, the maximum driveway width is [10-12 feet].
2. For a double-width, or larger, vehicle parking area, the maximum driveway width is [20-24 feet].
3. For a double-width vehicle parking area that is shared by two detached units, the maximum driveway width is [10-16 feet]. For a double-width vehicle parking area that is shared by two attached units, driveways are required to be shared using a taper with a maximum driveway width of [14 feet]. There must be a recorded easement guaranteeing reciprocal access and maintenance for all affected properties.

Garage Width and Setback.

1. Garage Width.
    a. The combined width of garage wall(s) facing the street must be less than [50%] of the width of the street-facing building façade. This standard applies only to the street-facing façade on which the main entrance is located.

KEY CONSIDERATIONS

→ One of the key challenges in adopting standards related to driveway widths is how a standard applies to newly platted lots as opposed to existing lots. The intention of the Walkable Design Standards is to require new lots to provide adequate spacing between curb cuts and preserve on-street parking spaces to the extent possible. All land divisions should comply with driveway spacing standards when laying out lots and creating shared easements.

→ Applying this standard in infill scenarios with existing curb cuts on abutting lots is more challenging and will require frequent exceptions. It remains important, however, to codify this important pedestrian-oriented design principle.

DO
Limit the maximum width of driveways and allow for shared driveways that are tapered to consolidate the number of curb cuts and reduce their impact on the pedestrian experience.

DO
Consider the full width of driveways, including aprons, as these portions of the planting strip along the right-of-way that cannot be used for surface parking and/or affect the total area for planting.

DON'T
Don't allow garages that are greater than 50% of the building façade and that project closer to the street than the main entrance. They detract from the pedestrian environment.

DO
Require garages to be less than 50% of the façade and not project in front of the main entrance or a porch to prioritize social development patterns.

2.4 Driveways and Garages

Model Code Language

a. Exception. If the width of the street-facing building façade is less than [30 feet], the width of garage wall(s) may exceed [50%] of the width of the street-facing building façade if the following standards are met:

   i. The width of the garage wall does not exceed [75%] of the street-facing building façade.

   ii. The garage wall is recessed a minimum of [2 feet] behind the front façade that encloses living area or a covered front porch with no horizontal dimension less than [3 - 5 feet].

2. Garage Setback.

   a. The vehicle entrance must be either [1 - 5 feet] or closer to the street lot line, or [18-20 feet] or farther from the street lot line.

   b. A garage entrance must not be closer to the street lot line than a façade that encloses living area along the same street frontage, except the garage entrance may extend up to [2 - 5 feet] in front of a façade that encloses living area if there is a covered front porch with no horizontal dimension less than [3 - 5 feet] and the garage entrance does not extend beyond the roof of the porch.

   c. Where three or more contiguous garage entrances face the same street, the garage opening closest to a side property line must be recessed at least [2 feet] behind the adjacent opening(s). Side-loaded garages are exempt from this requirement.

KEY CONSIDERATIONS

→ Exceptions are important for homes on narrow lots, e.g.,less than 30 feet wide. Given the minimum dimensions of garages, lots under 30 feet in width, will have garages that take up more than 50% of the front facade. Design standards address this unique condition. Cities can also consider requiring shared driveways for residential development on narrow lots with front loaded garages.

→ For townhomes, if the garage has maximum setback of 5 feet, the portion of the building with dwelling units should not be counted toward the façade of the garage to meet the minimum 5 foot setback.

2.5 Drive-Through Facilities

CLIMATE BENEFITS

Encourages a mix of transportation modes, lowering overall greenhouse gas emissions

Improves safety, supporting a more walkable environment

DO
Put pedestrians and bicyclists on equal footing in terms of access.

INTENT

To support pedestrian-oriented site design for drive-through facilities. Buildings are oriented to the sidewalk and offer points of entry and service that can be accessed on foot. Visible, safe, and clearly defined accessible routes are provided on-site. Ease of access to goods and services is equivalent to, or better than, access for people driving a motor vehicle.

KEY CONSIDERATIONS

- → Key to limiting the impact of this vehicle-oriented use is to consider where to permit and where to prohibit this use. Cities should strongly consider disallowing drive through uses in downtown, main street, and residential zones and in CFA-designated areas. Disallowing drive-throughs is a recommendation to create a better pedestrian environment, but is not required in order to be consistent with rule 0330.
- → It may be desirable to prohibit additional auto-oriented uses such as auto sales or rental, fleet storage, or self-storage in these same zones.
- → Jurisdictions looking to more tightly regulate where drive-through uses may locate can choose to limit them within a certain distance of a lot line abutting a residential zone or within a certain distance from other drive-through uses.
- → Certain food and beverage drive-through uses could be permitted on corners provided that they have adequate space from the intersection for entry driveways. Pedestrian service areas oriented to the corner could be required to create gathering spaces.
- → Minimum queueing standards on-site are intended to address situations where traffic from busy drive-throughs impacts traffic flow on surrounding streets.

DON'T
Allow drive through lanes and stacking facilities between the building and street lot lines.

DO
Require some form of pedestrian access that is separate from use by vehicles and includes additional amenities to encourage use. This is not required for vehicle-serving uses such as gas stations, auto-serving uses, or car washes.

2.5 Drive-Through Facilities

Model Code Language

Where Drive-Through Facilities are Prohibited

1. New drive-through facilities are prohibited in the [downtown and main street] districts.
2. Existing drive-through facilities in these districts may be rebuilt, expanded, or relocated on the site but must meet the standards below.
3. If the use with the drive-through facility is discontinued for [one year], reestablishment of the drive-through facility is prohibited. If the use ceases operation, even if the structure or materials related to the use remain, the use has been discontinued. This provision prevails over any allowance in the nonconforming use and development chapter regarding discontinuation and reestablishment of a nonconformity.

Pedestrian Service Areas

1. Drive-through facilities must provide at least one walk-up service area. Examples of a walk-up service area include an indoor service area directly accessible from a public street or an outdoor walk-up service window. Walk-up service areas must be accessible by customers arriving on foot, using a mobility device, or by bicycle. Customers using a walk-up service area must have the same or better access to goods and services as customers using the drive-through. [Vehicle-serving uses] are exempt from this standard.
2. If the walk-up service area is limited to an outdoor service window, it must meet the following standards:
   a. The walk-up service area must not also be used by vehicles. Walk-up service may be provided by facility staff or by automatic teller-style machines.
   b. The walk-up service area may abut or be connected to the street by a walkway or a pedestrian amenity space. This type of pedestrian amenity space may count toward the requirement to provide a pedestrian amenity space that meets the Frontatge Design requirement (Section 2.1).
3. Service access for pedestrians and bicyclists must be connected to the street by a direct and convenient walkway that meets the Pedestrian and Bicycle Circulation Standards (Section 3.2).

2.5 Drive-Through Facilities

Model Code Language

Vehicles Service Areas and Stacking Lanes

1. All driveway entrances, including stacking lane entrances, must be at least 50 feet from any street intersection. If a drive-through facility has frontage on two streets, the drive-through facilities must receive access from the street with the lower classification.
2. Service areas and stacking lanes must not be located between the building and a street lot line. [Vehicle-serving uses] are exempt from this standard.
3. Stacking lanes must be designed so that they do not prevent access to parking stalls, nor block the public right-of-way. The minimum length of stacking lanes must be follows:
   a. Gasoline fuel pumps and electric vehicle chargers. A minimum of 30 feet of stacking lane is required between the stacking lane entrance and the nearest fuel pump or electric vehicle charger.
   b. Other drive-through facilities. A minimum of [150 - 160] feet for a single stacking lane or [75 - 80] feet per lane when there is more than one stacking lane, is required for all other drive-through facilities. A stacking lane is measured between the lane entrance and the service area.

KEY CONSIDERATIONS

→ If a jurisdiction is seeking to balance the request for stacking lanes on-site to reduce traffic impacts while not creating more areas of impervious pavement, consider an approach that requires minimum queuing only for uses with a higher ITE daily trips ratio that would correspond to their intensity of use and its impact on surrounding streets.

→ Consider removing or reducing on-site parking requirements for drive-through uses or establishing a parking maximum. They likely are sufficiently different from general commercial/retail uses that a lower ratio may be in order. Generally, parking requirements hinder walkability and should be removed or parking maximums considered.

→ Minimum lengths for stacking lanes for EV charging may be reduced as charging stations become more efficient and cars are parked for less time.

DO
Require direct pedestrian connections from sidewalks to entrances and pedestrian service areas and do not allow service areas and stacking lanes to be located between the building and street lot line to encourage walking.

DO
Adopt limits on spacing from intersections and minimum stacking lanes to address negative impacts on surrounding streets and sidewalks from high-traffic drive through uses.

Connectivity and Access

Destinations are accessible and linked by a safe and fine-mazed system of people-friendly connections allowing for more convenient movement and minimizing dependence on driving.

WHY CONNECTIVITY AND ACCESS MATTERS

Fundamental to the goals for the Climate-Friendly and Equitable Communities program is supporting and encouraging a shift in travel modes to reduce greenhouse gas emissions and promote equitable access. Key to this is improving connectivity both within existing city fabric and planning for new developments. Street networks and pedestrian and bike systems that are better linked make it easier and safer to travel between key destinations and support transit use.

To support this shift in travel modes, it must be not only safer but more enjoyable and more convenient for a person to get to places on foot, bike, or personal mobility device. Connections are not just a means to reach a destination but a chance to stop, interact, and engage with the urban life of the city. This looks like students being able to walk safely to school, older residents walking to neighborhood activity centers comfortably, or families with children of all ages riding their bikes on a connected network of safe and enjoyable routes.

Improving connectivity fosters new ways of moving through a city's network of routes and also improves the efficiency of providing emergency services, reduces congestion as travel is distributed across a more complete network, and reduces the cost of infrastructure. A connected system of accessible, direct routes is cheaper to build and less costly to maintain. Narrow streets, alleys, pathways, or trails are less expensive to build than large arterials or collectors, and can reduce the costs of housing development.

CONNECTIVITY AND ACCESS DESIGN PRINCIPLES

Walkable

Safe, comfortable, and frequent connections at the walking scale support and encourage accessing destinations by foot and mobility device.

Efficient and Enjoyable

Dense connectivity for pedestrians provides options for efficient but also enjoyable travel.

Balanced Network

Vehicle traffic is distributed across a connected street network, as opposed to a concentrated on collector and arterial streets.

Complete Streets

Pedestrian and bicyclist safety is prioritized over vehicle speed and access to enable comfortable, safe use of the public right of way.

Seamless Connections

Buildings are oriented to the front of lots and clear connection are provided to and through sites to encourage people to access the site from the sidewalk or adjacent destinations.

Robust Network

Existing neighborhoods that lack a fine-mazed network of connections are improved over time through plans that prioritize creating a robust, connected network.

3.1 Street Connectivity, Blocks, and Accessways

CLIMATE BENEFITS

Increase in direct routes for walking, biking, and transit encourages less reliance on driving, reducing greenhouse gas emissions

Decrease in traffic congestion and improvements to overall mobility reduces idling time and air pollution

INTENT

To increase the number of connections to and through neighborhoods and improve the directness of routes to and from key destinations. More connected block networks encourage people to walk, roll, or bike to access destinations and facilitates transit use, as users may take direct and convenient routes. Direct routes encourage movement between destinations and increase the convenience of traveling by foot, bicycle, or mobility device by providing safe and connected routes. Limited-access street designs with only one or two points of entry and exit that rely on arterial streets are discouraged. Smaller block sizes reduce walking distances and out-of-direction travel and promote route and mode choice. Alleys enhance the street network, providing mid-block connections, and provide an alternative for locating utilities outside of public easements in the front of lots.

DO
Allow pedestrian and bicycle accessways in-lieu of full street connections to link key destinations and promote walking, biking, and transit.

3.1 Street Connectivity, Blocks + Accessways

Model Code Language

Street Connections Required.

The street connectivity, blocks, and accessway standards apply to nonresidential or mixed-use developments and all residential developments that meet the thresholds for [site design review] where transportation improvements are required. The standards also apply to any land division application where transportation improvements are required.

1. Development must provide a system of streets and accessways that meets the block length standards below, as applicable, and provides access to the following:
   a. Abutting residential developments;
   b. Abutting undeveloped property;
   c. Abutting transit station or major transit stop;
   d. Abutting parks or schools; and
   e. Abutting Neighborhood Activity Centers.

Street Connectivity and Block Length Standards.

1. New internal streets within a development must connect to all existing or planned stubbed streets that abut the site. Where necessary to give access to or permit a satisfactory

KEY CONSIDERATIONS

→ While generally they should not be permitted, dead-end streets or cul-de-sacs may be permitted if necessary due to topographic or other barriers, or where the streets is planned to connect to a network in the future. Cities should consider allowing these exceptions by way of a discretionary design review to strongly discourage their use.

→ When reviewing development applications, jurisdictions should take into account the following elements when assessing proposed network of connections: existing street grid; proposed streets, trails, or bicycle facilities; and existing and identified future transit routes.

DON'T
Don't focus solely on street network connections. Broken links in the sidewalk and trail network make walking or biking between key destinations untenable.

DO
Require connections, either as streets or pedestrian and bicycle accessways, that link where people live to

DO
Facilitate connections to existing or planned trails and multi-use paths, requiring links throughout new larger projects to the

DO
Plan for future connections to adjacent

3.1
Street Connectivity, Blocks + Accessways

Model Code Language

(continued)
future development of adjoining land, streets must be extended to the boundary of the development and the resulting dead-end street (stub) may be approved with a temporary turnaround as approved by the city engineer

1. Where the locations of planned streets are shown on a local street network plan or within a Transportation System Plan, the development must implement the street connection(s) shown on the plan in addition to meeting the standards of this chapter.
2. Where local street connections are not shown on an adopted plan, or the adopted plan does not designate future streets with sufficient specificity, the development must provide for street connections as required by the standards of this chapter.
3. Maximum Block Length. On development sites [2 acres or greater], street connections or pedestrian/bicycle accessways must be spaced no further than the maximum block length standards stated in Table 3-1. The maximum block length standard may be met with a full street connection or a pedestrian/bicycle accessway that meets pedestrian and bicycle accessway standards. In all cases, where a block exceeds 350 feet in length, a mid-block pedestrian/bicycle accessway is required.

Table 3-1: Maximum Block Length Standards

Site Area	Within [CFA and Downtown/Main Street Areas]	All Other Sites
Less than 5.5 acres	500 feet[1]	500 feet[1]
More than 5.5 acres	350 feet	

[1]If the block length exceeds 350 feet, a mid-block pedestrian/bicycle accessway is required

4. Local streets with a dead end are not permitted unless the street is planned to continue to a connected network in the future. Cul-de-sac streets are not permitted. An applicant may pursue a discretionary review option as detailed in Section 1.2.C for an exemption to this standard.

3.1
Street Connectivity, Blocks + Accessways

KEY CONSIDERATIONS

- → Street standards and cross-sections have a sizable impact on walkability of streets and spacing of the street network. While these Walkable Design Standards support a more connected and walkable network of streets, it is critical that planning staff work with public works and other transportation departments to align supporting engineering standards. These standards, such intersection spacing and limitations on mid-block crossings, may make it challenging to meet maximum block length standards. Jurisdictions should seek to apply connectivity standards as possible, and plan for future connections.
- → Public works standards are critical to support walkable design. Standards should be considered in tandem with land use code changes. Critical to consider are standards related to planter strips, street trees, public utility easements and locations, alley designs, curb radius, and pedestrian crossings.
- → Private streets (if allowed by the jurisdiction) should count toward meeting these standards. It can be advantageous for alleys and streets serving a small number of residences to be private to lower the maintenance responsibilities of the local government. All new streets that are required must meet the standards in the transportation system plan including for sidewalk widths and tree planting strips.
- → Plan for vehicle, pedestrian, and bicycle connections citywide by mapping out future desired links across networks in the TSP down to the level of local streets. By analyzing and documenting missing connections in existing networks, jurisdictions have a road map to improve conditions on a network-scale and coordinate future development and redevelopment with planned public improvements.
- → A smaller scale version of this best practice is to adopt plans and supporting codes for specific areas and/or larger redevelopment sites (1 acre or larger) that note desired mid-block passages and connections that will be required of future development.

DO
Allow pedestrian and bicycle-only connections, not just full street connections, to improve connectivity while encouraging connecting existing auto-oriented areas.

DON'T
Allow long blocks along high-traffic streets with limited points of crossing that discourage use by people on foot and wheel.

DO
Require direct pedestrian connections from sidewalks to ntrances and pedestrian service areas to encourage walking. Reasonably straight connections have end points that are visible from any point on the accessway. Straight lines are not

DON'T
Connections should feel safe and comfortable to encourage all users. Do not permit the use of fencing or landscaping to obscure views into accessways, as this raises security concerns.

3.1
Street Connectivity, Blocks, and Accessways

Model Code Language

OPTIONAL

5. [In downtown, main street, and/or residential] districts blocks must include alleys to allow use of rear-loaded garages and accessory dwelling units and to provide access for utility and garbage services. An applicant may pursue a discretionary review option for an exemption to this standard.]
6. The street grid system must be rectilinear and must avoid curves. An applicant may pursue a discretionary review option for an exemption to this standard.

Pedestrian and Bicycle Accessways. Pedestrian and bicycle accessways may be proposed in-lieu of full street connections for an existing block length of 700 feet or less if they meet the standards listed below.

1. Accessways must be created within public rights-of-way, public tracts, or private tracts with public access easements. Such rights-of-way, tracts, or easements must be at least [10 -15 feet] wide.
2. Accessway entry points must align with pedestrian crossing points on abutting streets and with abutting street intersections.
3. Accessways must be sufficiently straight that both end points are visible from any point on the accessway. An applicant may pursue a discretionary review option for an exemption to this standard.
4. Accessways must have no horizontal obstructions and a 9 foot, 6-inch high vertical clearance.
5. Accessway surface improvements must be at least [8 -10 feet] in width. Improvements must be impervious pavement (asphalt or concrete), unless pervious pavement has been approved by the [city engineer] based on usage and site conditions. Paved surfaces must be separated from potential fenced areas by at least one foot on each side.
6. Accessway surfaces must drain stormwater runoff to the side or sides. Paving materials, storm drainage, shoulder treatment, and landscaping for accessways are subject to [applicable local requirements].

3.1
Street Connectivity, Blocks + Accessways

Model Code Language

7. Accessways must have a slope of 5% or less. An applicant may pursue a discretionary review option for an exemption to this standard.
8. To prohibit access by motorized vehicles (except motorized mobility devices or emergency vehicles) accessways must be constructed with gates, removable lockable posts, bollards or barriers subject to [applicable local requirements]. Accessways connecting to sidewalks built with a full-height curb do not need to provide additional barriers.
9. If accessway is not dedicated as public right-of-way, to ensure accessway maintenance over time, a maintenance agreement must be recorded that specifically requires present and future property owners to provide for liability and maintenance of the accessways to City standards.

KEY CONSIDERATIONS

→ Minimum dimensions for public accessways are provided as a range. In certain situations, a 10 foot wide path without lighting is thoroughly adequate to provide connectivity through a block provided that this connection does not exceed 300 - 700 feet in length and is not framed by taller buildings that would block light.

→ Where pedestrians and bicyclists share an accessway, the width of the path should be no less than 10 feet, and optimally 12 feet.

→ Consider the impact fencing may have on the experience of walking along a pedestrian connection through a block. If feasible, consider limiting the height or opacity of fencing facing these connecting spaces or adjust setbacks.

→ If there is a desire to ask for a higher standard of design for pedestrian walkways, consider going further by requiring lighting using the jurisdiction's existing lighting standards and shielding requirements. Jurisdictions could also adopt a menu approach requiring applicants pick several design treatments from lighting, to greater width, and/or sustainable features.

DO
If the accessway intersects with a right-of-way and there is concern about access by motorized vehicles, require the use of bollards or other barriers to prevent access.

DO
Topography can be a barrier to making connections but connections should still be

3.2
Pedestrian and Bicycle Circulation

CLIMATE BENEFITS

Increase in direct routes for walking, biking, and rolling encourages less dependence on driving, reducing greenhouse gas emissions

Decrease in traffic congestion and improvements to overall mobility reduces idling time and air pollution

INTENT

To enhance the safety and comfort of people on foot or using biking, rolling, or other non-driving modes of travel. Safe connections to and through sites reduce the scale of larger sites and provide convenient and comfortable access to key destinations.

DO
Require on-site pedestrian and bicycle circulation facilities to provide

3.2
Pedestrian and Bicycle Circulation

Model Code Language

Connections to the Street

The pedestrian and bicycle circulation standards apply to nonresidential and mixed-use developments and all residential developments except single-unit dwellings, accessory dwelling units, middle housing dwellings, manufactured dwellings, residential training homes and residential treatment homes. New development must provide pedestrian and bicycle connections between main entrances of buildings and the street as follows.

1. Main Entrances. All primary buildings located within 100 feet of a street lot line must have a connection between main entrance(s) and the adjacent street. The connection may not be more than 120 percent of the straight-line distance between the entrance and the street, unless a longer distance is necessary to comply with ADA grade requirements. For sites with frontage on a [transit street], the pedestrian connection requirement must be met on the [transit street].
2. Tree Preservation. If a tree that is at least 12 inches in diameter (as measured by the diameter at breast height (DBH)) is proposed for preservation, and the location of the tree or its root protection zone would prevent the standard of this paragraph from being met, the connection may be up to 200 percent of the straight-line distance.
3. Large Parking Areas. Off-street surface parking areas greater than 21,780 square feet in size or including [four or more] consecutive, parallel drive aisles must include pedestrian connections through the parking area to main building entrances, existing or planned pedestrian facilities in adjacent public rights-of-way, transit stops, and accessible parking spaces. Connections to the street must be provided no more than every [250-300 feet]. Where these requirements result in a fractional number, any fractional number greater than 0.5 must be rounded up to require an additional pedestrian connection.

DO
Require connections from main entrances, even buildings set back from the public right-of-way, to provide a direct way to access buildings from the sidewalk. These connections can be used by people within the parking lot

DON'T
There should be ways for people to access large, typically auto-oriented developments not only by

DO
Plan for future potential connections through large existing super blocks (greater than the maximum block length) and require them with

3.2
Pedestrian and Bicycle Circulation

Model Code Language

Connections to Adjacent Properties. This standard applies to multi-unit dwellings, commercial, office, or institutional uses that abut another site that is zoned or developed for multi-unit dwellings, commercial, office, or institutional uses. On-site walkways must connect or be stubbed to allow for an extension to the abutting property when there is an existing or planned walkway on the abutting property, or when the abutting property is undeveloped.

Internal Connections. The walkway system must connect all main entrances on the site that are more than 20 feet from the street, and provide connections to parking areas, bicycle parking, recreational areas, common outdoor areas, and any pedestrian amenities. Internal connections must conform with Walkway Design standards (Section 3.2.F).

DO
Require an internal system of walkways that connects all main entrances to other uses on site (for larger sites), through large parking areas, and to the surrounding area. Direct connections from sites to the public realm should be provided to prioritize pedestrians.

KEY CONSIDERATIONS

- → While requiring connections to adjacent properties poses challenges in terms of sequencing, as some projects on adjacent lots may have already been developed or not yet developed, the intent is to require projects to attempt to consider and plan for linkages. Pedestrian paths can be stubbed similar to how street connections are stubbed.
- → Projects should seek to match existing development patterns and facilitate easy access to key destinations, but this may not be possible given constraints or may be incremental as parcels redevelop.

3.2
Pedestrian and Bicycle Circulation

Model Code Language

Walkway Design.

1. Materials and Width. Walkways must be hard surfaced (paved) and at least 6 feet in unobstructed width. Walkway width must be increased to 8 feet if the walkway abuts perpendicular or angled parking spaces, unless the spaces are equipped with wheel stops.
2. Crossings with Vehicle Areas. Where the walkway crosses driveways, drive aisles, parking areas, and loading areas, the walkway must be clearly identifiable through the use of elevation changes, a different paving material, or other similar method. Striping does not meet this requirement. Elevation changes for crossings must be at least 4 inches high.
3. Walkways Adjacent to Vehicle Areas. Where the walkway is parallel and adjacent to a drive aisle, the walkway must be a raised path or be separated from the drive aisle by a raised curb, bollards, landscaping, or other physical barrier. If a raised path is used, it must be at least 4 inches high. Bollard spacing must be no further apart than 5 feet on center.

KEY CONSIDERATIONS

→ Jurisdictions should consider requiring pedestrian connections to be raised above the travel lane a minimum of 4 - 6 inches in height to slow cars and make them more aware of pedestrians.

→ While a minimum walkway width of 5 feet provides a protected connection for people accessing the front door of commercial spaces through a parking lot, it does not account for the use of shopping carts. A 5-foot wide path is not adequate for someone pushing a shopping cart to pass another on-coming pedestrian. Consider a wider minimum path for projects with higher-intensity uses that attract more pedestrians and/or customers using shopping carts.

DON'T
Allow narrow walkways for uses with high levels of pedestrian activity and/or that have users with shopping carts. These types of uses would be better served with wider walkway minimum widths for a more comfortable and safe

DO
Requiring elevated walkways improves the safety of pedestrians and make drivers more aware of

DO
Require more than just paint striping to demarcate pedestrian walkways.

DO
Define safe crossings for pedestrians with changes in grade, materials, speed bumps, signage, and other means to slow down vehicular traffic.

3.2
Pedestrian and Bicycle Circulation

Model Code Language

OPTIONAL

4. Lighting. The on-site pedestrian circulation system must be illuminated as required in [local lighting standard]. Light fixtures must be full cut-off fixtures as defined by the Illuminating Engineering Society of North America (IESNA).Sustainability.
5. Sustainability. Walkway design must incorporate at least one of the following sustainability features:
    a. At least 30 percent of paving material must be permeable pavement; or
    b. At least 30 percent of the paving material must be made from recycled content; or
    c. At least 50 percent of the pedestrian walkway pavement must have a solar reflective index rating of a least 29; or
    d. Provide shading for at least 50 percent of the total walkway surfaces on the site. Shade can be provided by current or proposed buildings that shade the paving material at 3 p.m. June 21 and current or proposed trees, with the amount of shade included for each planted tree to be measured by the diameter of the mature crown cover stated for the species of the tree.

KEY CONSIDERATIONS

→ If jurisdictions do not want to require lighting or sustainable design features for walkways, these can be made optional.

→ Shading requirements will also be addressed within code amendments related to OAR 660-012-0405 related to shading of drive aisles, etc.

3.3 Transit Facilities

CLIMATE BENEFITS

Supports and encourages public transit use, lowering greenhouse gas emissions from driving

Decreases the number of cars on the road, lowering greenhouse gas emissions from congestion

Promotes compact, transit-oriented development that facilitates higher-density, walkable neighborhoods around transit hubs

DO
Require safe and clear links between entrances of

INTENT

To encourage and support the use of transit and encourage connections and circulation between different modes of travel. Buildings and entries orient to transit routes. Safe and convenient pedestrian connections to transit stops and stations facilitate access. Transit-supportive amenities support the transit system even when the public realm is not adequately sized or the neighborhood is not yet fully developed.

KEY CONSIDERATIONS

- → When requiring transit facilities, consider that a critical amenity for bus stops is shade. Especially in hotter locations, maintaining the quality of shade is important. Make sure to require arborist-approved trees that provide shade without growing too large to encumber buses accessing the stop.
- → When determining if development sites along high-frequency transit streets should be required to increase the maximum setback, consider a minimum sidewalk depth that accounts for both the amount of space needed for transit facilities and for safe, accessible, and convenient pedestrian movement in a higher-activity area.
- → If transit classification is not a term used in your jurisdiction, apply relevant standards to the street with the highest frequency of transit service.
- → Building orientation and ground-floor design standards are related and include key provisions pertaining to uses along transit lines.
- → If transit improvements are minimal, such as a signed stop and on-street parking restrictions, the thresholds in 3.3 should be reduced such that the improvements may be required with less extensive development.
- → Consider how transit providers are involved early in the development review process. Collaborate with local transit providers to adopt standards that are pre-vetted and meet transit goals and requirements.

DO
Require developments to provide direct and convenient connectios to transit to facilitate use.

3.3
Transit Facilities

Model Code Language

Transit Facilities

Projects that meet the following thresholds will be reviewed to determine if transit facilities are required to be provided:

a. Projects on development sites within [100 feet of an existing or planned transit stop] or [located on an existing or planned transit route].

b. Residential developments with more than [25] dwelling units. This includes any development application for any residential building type, including but not limited to, single detached subdivisions, middle housing development, and multi-unit dwellings development.

c. Commercial, office, and institutional developments with more than [50,000] square feet of gross floor area.

d. Industrial developments with more than [100,000] square feet of gross floor area.

Applicable projects may be required to provide additional transit facilities where substantial evidence of projected transit ridership or other transit impacts is presented by the transit provider to conclude both that a nexus exists between the proposed development and public transit and that the degree of impact provides reasonable justification. The City may require the developer to grant a public easement or dedicate a portion of the lot for transit facilities.

3.3
Transit Facilities

Model Code Language

1. Discretionary Standard for Nonresidential Development.
   a. If a [transit agency or other transit service provider], upon review of an application for development meeting, or exceeding, the thresholds recommends [based on adopted transit plan and/or TSP] that a bus stop, bus turnout lane, bus shelter, accessible bus landing pad, lighting, or other transit improvement be constructed, or that an easement or dedication be provided for one of these uses, consistent with an agency adopted or approved plan at the time of development, the [review authority] shall require such improvement, using designs supportive of transit use. Requirements may include existing facilities that are in disrepair or in need of replacement.
   b. Development sites along [high-frequency transit streets] must get approval from relevant City authority to determine if an increase in the maximum setback may be required to accommodate a sidewalk width of a minimum of [12 feet] to ensure adequate spacing for transit facilities and safe and convenient pedestrian movement. This determination will be made by the relevant City authority and the transit agency at the time of development review.
2. Clear and Objective Standard for Residential Development. If a [transit agency or other transit service provider], upon review of an application for development meeting, or exceeding, the thresholds, recommends [based on adopted transit plan and/or TSP] that a bus stop be constructed or that an easement or dedication be provided for a bus stop, consistent with an agency adopted or approved plan at the time of development, the [review authority] shall require such improvement. Requirements may include existing facilities that are in disrepair or in need of replacement.

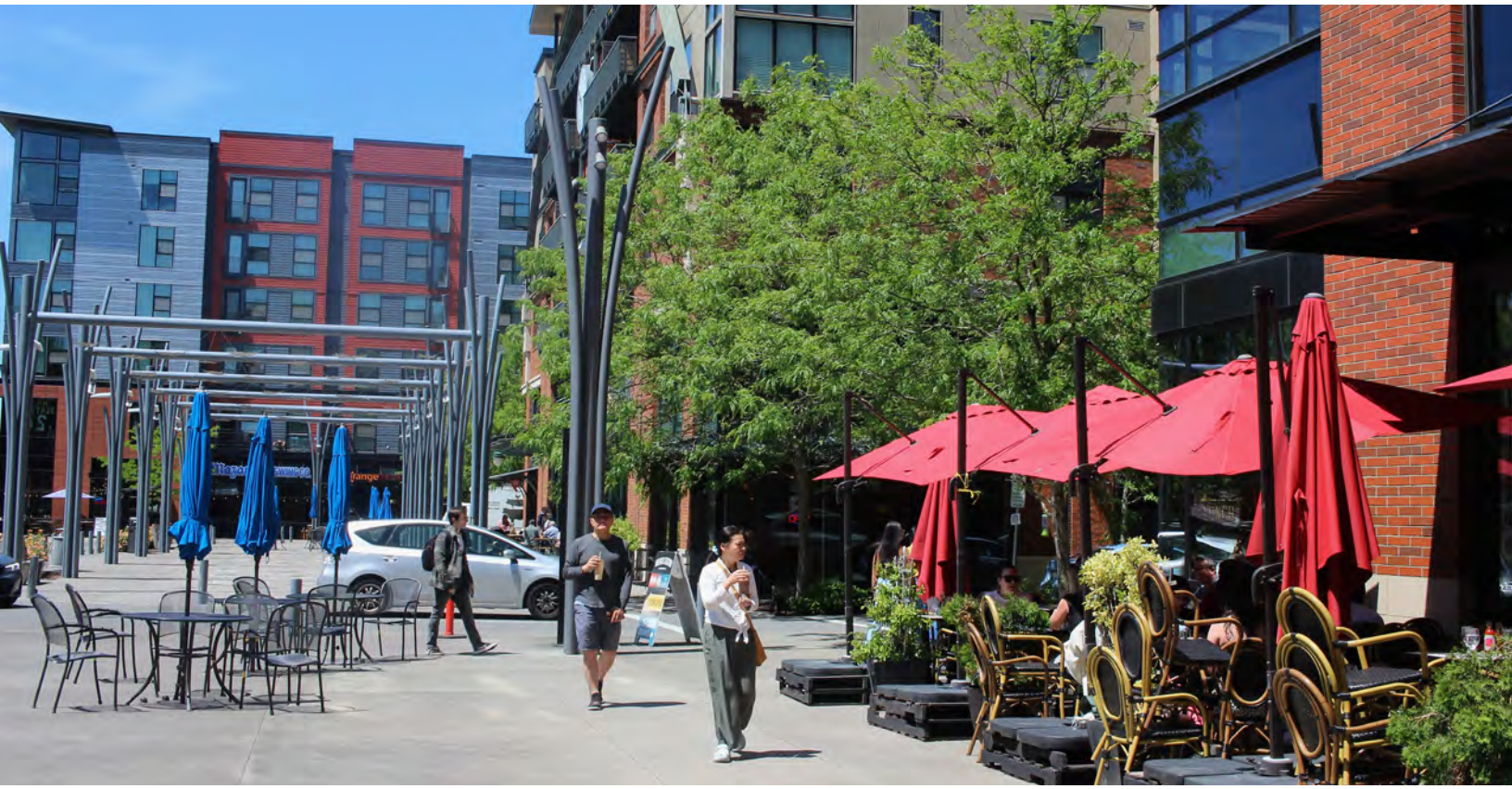
DO
Plan for an adequately sized public realm so that needs of both transit users and pedestrians can be met.

Compact Development

Densely clustered, higher-intensity buildings in commercial and mixed-use districts encourage efficient land development and convenient walking, biking, and transit use.

WHY COMPACT DEVELOPMENT MATTERS

Compact development promotes efficient land use, reducing trip lengths, increasing transportation options, and fostering social equity. By enabling higher-density, mixed-use neighborhoods, compact development reduces car dependency, conserves resources, and makes public transit and amenities more accessible to all residents. It also supports local economies by clustering businesses, residents, and tourists in vibrant, walkable areas. Prioritizing compact development in zoning and planning decisions is crucial for creating livable, sustainable cities that benefit all residents.



COMPACT DEVELOPMENT DESIGN PRINCIPLES

Vibrant Neighborhoods

Compact development patterns concentrate uses and people, adding vibrancy and interest to a neighborhood or block that encourages walking.

Efficient

More compact building forms use less energy and are a more efficient use of land that preserves natural and working lands.

Effective Development

Development standards aligned with building codes and market needs result in more feasible projects and enables construction of more housing.

Lower Cost

Increased residential densities increase the supply of housing while lowering the cost of housing and transportation.

Equitable Access

Compact neighborhoods provide uses and services in a smaller geographic area, providing equitable access to opportunities and resources.

Diversity of Built Form

Different compact building types deliver the same density levels in different built forms to reflect varying neighborhood contexts and character.

COMPACT DEVELOPMENT DESIRED OUTCOMES

This chapter provides planners with a quantified set of physical characteristics for five common building types that represent the compact forms aligned with rule 0330 goals. These building types illustrate the complex ways in which building code, zoning standards, and market factors interact with one another and shape real projects. As the pictures of real world buildings demonstrate, these building types are representative of recently completed buildings in communities where restrictive zoning standards have been eliminated (particularly costly andates to provide large amounts of off-street parking).

Compact building types include:

- → Major Center
- → Corridor Mixed Use
- → Main Street Mixed Use
- → Modern Apartment
- → Main Street Neighborhood

For each compact development building type built outcomes are provided as a reference for planners as they consider alternative zoning standards. Specifically, these building examples can be a useful reference to consider in Step 4 (Consider) of the process described in Chapter 1. By comparing the physical characteristics of these building types to a community's existing zoning standards, planners can critically assess which of their existing zoning standards are barriers to achieving the types of compact development desired in their community.

Multiple zoning standards influence how much building space can be developed on any given lot (i.e.- how compact a building can be). For example, the required setbacks, percent of landscaping, and any limitations on lot coverage establish the maximum footprint that a building can occupy on the site. Height and density limits, for instance, restrict the size of the building that can be constructed on that footprint. On-site parking requirements or market preferences further reduce the amount of building area that can be used for housing or commercial spaces. Careful calibration of the zoning standards that regulate building form will ensure compactness can be achieved within the allowances of your local zoning standards.

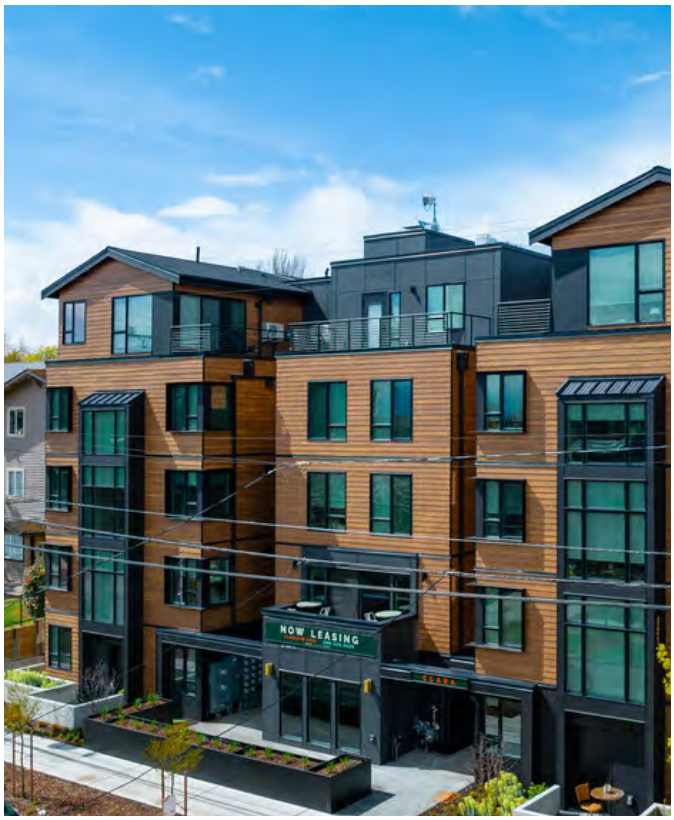
Tips for Calibrating Local Zoning Standards Related to Compactness

MANY STANDARDS INFLUENCE COMPACTNESS

A wide range of common development standards, taken together, regulate compactness. Standards such as setbacks and landscaping requirements limit how much of a site can be built on. Other standards, such as height and density, regulate the scale of buildings that can be built on the remaining buildable area.

ALIGN ZONING STANDARDS WITH MARKET REALITIES

Zoning standards are often misaligned with market needs, which can result in either a lack of financial feasibility and investment, or lower density development with higher rents. Understanding the local market, such as the types and sizes of homes in demand and the price tolerances of renters and buyers, is an important consideration for calibrating zoning standards. When demand for housing increases in an area, the only response the market can offer is by adding more, smaller units in that area. Compact development standards enable the market to respond to demand by adding supply where it is needed.



LESS CAN BE MORE

In many cases, a small number of key standards effectively govern compactness on a site. Common examples include maximum dwelling units per acre or lot area, minimum landscaping requirements, or maximum lot coverage limitations. In the process of evaluating zoning standards, it can be helpful to identify which have the greatest influence and look for opportunities to eliminate standards that are redundant or do not materially impact important development outcomes.

REVERSE ENGINEER STANDARDS TO ACHIEVE DESIRED OUTCOMES

Rather than evaluating what you can build with certain standards, consider identifying what kinds of main street, mixed-use, or housing types you and your community wants and set your standards to allow those types. This simple trick can lead to more predictable outcomes for a community.

Barriers to Compact Development

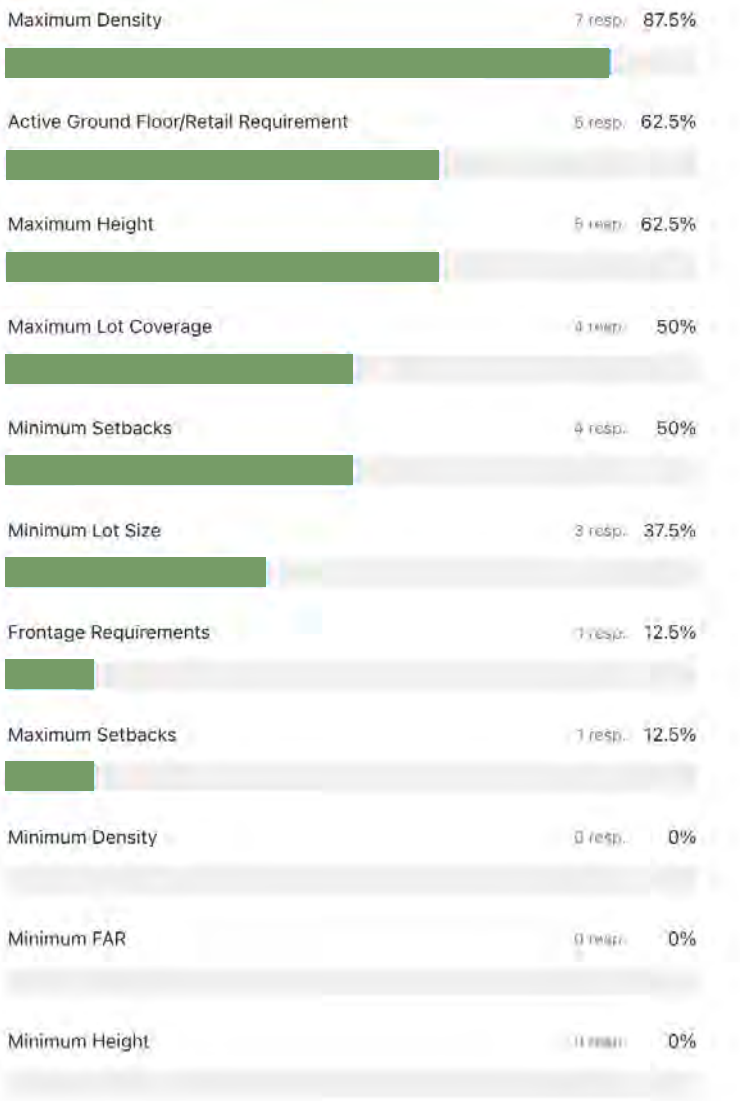
INDUSTRY SURVEY

A survey of practitioners across Oregon, including urban designers, developers, architects, and builders, identified the most common barriers to achieving compact, walkable development. The survey asked respondents to reflect on the regulatory approaches to frontage, connectivity, density, and landscaping discussed in this Guidebook. Their feedback provides valuable insights into which zoning standards present the greatest challenges from the perspective of the end uses of zoning code. These insights were used in the selection of the standards included in this chapter and provide cities with a valuable resource to help identify or mitigate those barriers.

As parking mandates have been dramatically scaled back in Oregon's metropolitan areas, these were not included in this survey. In other contexts across Oregon, parking requirements would likely be ranked high on this list of significant barriers.

The quantity, location and design of on and off-street parking is a major factor in urban form, and whether a community is walkable for its residents and visitors. The best practice for walkability is to not require any off-street parking, but to manage its design where the market provides it.

Which of these zoning standards are often the most significant barriers when you are trying to design or develop walkable, compact development?



Best Practice:

REGULATE BY FORM RATHER THAN UNITS

Focusing on unit counts rather than building form can result in shorter or smaller footprint buildings than would otherwise be allowed within the building envelope set by development standards.

Set a maximum built form based on desired outcomes for compact development. Allow the market flexibility to respond to the number of units that can be built for a project to be financially feasible.

A CLOSER LOOK

Compact, walkable forms of development should be promoted across all district types. There is a range of built forms appropriate based on the desired intent of the district type. **When seeking to require more compact, walkable forms of development, focus on setting a maximum built form as opposed to setting a ceiling on the number of units (density).**

- Cities can set either a maximum building envelope (using height and setbacks) or a more flexible building massing (using FAR). Either approach gives jurisdictions the opportunity to first study the scale of the existing – and planned – district context and then calibrate an acceptable building form.
- Removing any maximum on the number of units (dwelling units per acre) or minimum lot size per unit will allow a wide-ranging number of units to be achieved within a desirable form that is compatible with the area.
- To go further, cities can consider not requiring a minimum lot size or maximum lot coverage, particularly in district types envisioned with a more dense, urban fabric or with a high number of potential infill lots.
- Given the increase in building massing, jurisdictions need to support this change in approach with carefully considered design standards that address primary concerns, such as maximum building length, façade articulation, and step downs.
- Cities should think carefully about what to set as a maximum building envelope to make sure that, if desired, a bonus could also be applied if certain desired public benefits are provided.
- In District Types where the market is likely to build lower-density forms – such as in residential zones with a strong market that can absorb high-cost single detached homes on larger lots, cities should consider establishing a minimum density or FAR to promote the desired intensity of compact forms.
- **Dig Deeper:**
  Vancouver BC applies this approach in its mixed-use zones. The City of Portland also applies this approach in its Commercial/Mixed Use Zones. The City of Portland set FAR limits in residential zones to allow greater building envelopes for middle housing residential types as opposed to single-detached dwellings.

Best Practice:

POINTS-BASED LANDSCAPE REQUIREMENT

Requiring a percentage of open space on a parcel does not translate into outcomes that emphasize usable open spaces that enhance the quality of urban areas and improve walkable outcomes.

A points-based landscape standard assigns different point values using a broad-ranging menu of clear and objective landscape treatments.

A CLOSER LOOK

Landscaping standards are a common zoning standard and appropriate in some residential contexts. When simple minimum landscaping standards are applied in dense areas, however, the outcomes can significantly reduce the buildable area of a lot without necessarily resulting in high-quality open spaces supporting walkable, compact urban places. Pockets of green and usable open space visible from the street define projects and enhance the public realm. Active spaces and functional landscapes improve the livability and the climate impacts of dense, urban projects. **When considering the most compact and urban district types that balance dense built form with pedestrian friendly streetscapes, consider a more flexible approach to landscape requirements.**

- Landscape requirements in the code for certain dense, mixed-use districts set a minimum amount of landscaping that is not a certain percentage of the lot or minimum amount (in square feet) but rather a total points value.
- A menu of landscape credits provides a flexible range of options to meet the minimum score required set for each base land use zone where the standard is applied.
- Points for different landscape treatments are weighted to reflect key desired values. For example, higher points may be assigned to trees with larger canopies, low water usage, layering of plant materials, native plants, and green walls or roofs.
- The score reflects both the aesthetic benefits of landscape treatments that improve the look and feel of a neighborhood *and* the performance aspects that target climate concerns (reducing stormwater run-off, cooling urban heat islands, providing habitat, etc.).
- If landscaping is provided along the sidewalk, bonus points are offered, emphasizing the more visible front-facing aspects of projects.
- **Dig Deeper:**
  Seattle uses a zoning tool called Green Factor that requires projects in certain designated zones to reach a minimum score correlated to the base zone.

3.1 Major Center

Overview

Residential above commercial buildings that are often located in downtown or mixed-use center zones. These are high-rise buildings constructed with concrete, steel, and/or mass timber. These buildings are primarily found along prominent streets well-served by transit near the city center and minimal to no parking is provided on-site.

- Height: 8 - 12 stories, or higher
- Lot Coverage: high
- Uses: Mixed use - residential and commercial
- Construction: concrete, steel, and/or mass timber
- District Types: Downtown Center/CFA

Building Characteristics

Average Lot Size (square feet)	20,000 feet
Unit Count	100 - 150
FAR	6 - 8
Density (dwelling units/acre)	280 - 320
Setbacks	0 - 3 feet (front) 0 - 3 feet (side) 0 - 3 feet (rear)
Landscaping (percent of lot)	0 - 5 %
Lot Coverage (percent of lot)	95 - 100 %
Height (stories)	10 - 12
Ground Floor Height (feet)	14.5 - 16.5 feet
Parking Ratio (per unit)	0 - 0.20

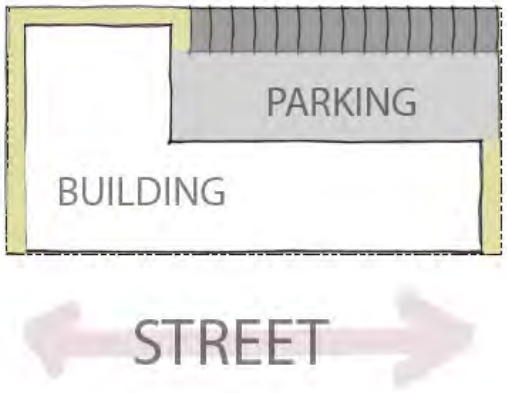

Little
Big

3.2 Corridor Mixed Use

Overview

Residential above commercial buildings that are often located in downtown or mixed-use center/corridor zones. These are often 1 or 2 podium floors that include some off-street parking provided, with wood frame floors above. These buildings are primarily found along prominent streets well-served by transit near the city center.

- Height: 5 - 6 stories
- Lot Coverage: high
- Uses: Mixed use - residential and commercial
- Construction: wood floors over concrete/steel podium
- District Types: Downtown Center/CFA, Main Street



Building Characteristics

Average Lot Size (square feet)	20,000 feet
Unit Count	65 - 80
FAR	4 - 6
Density (dwelling units/acre)	120 - 175
Setbacks	0 - 3 feet (front) 0 - 3 feet (side) 0 - 3 feet (rear)
Landscaping (percent of lot)	0 - 5 %
Lot Coverage (percent of lot)	70 - 100 %
Height (stories)	6 - 7
Ground Floor Height (feet)	14.5 - 16.5 feet
Parking Ratio (per unit)	0 - 0.5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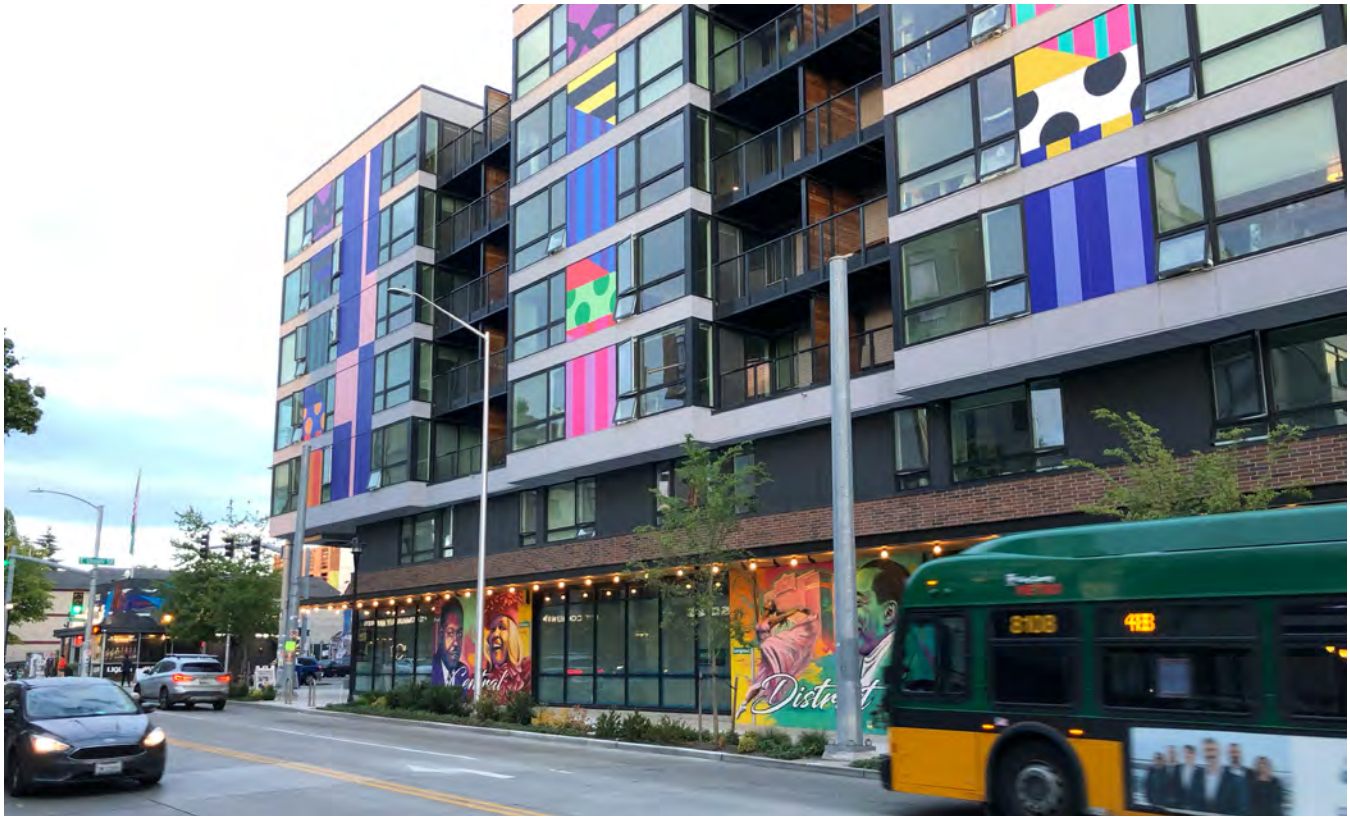
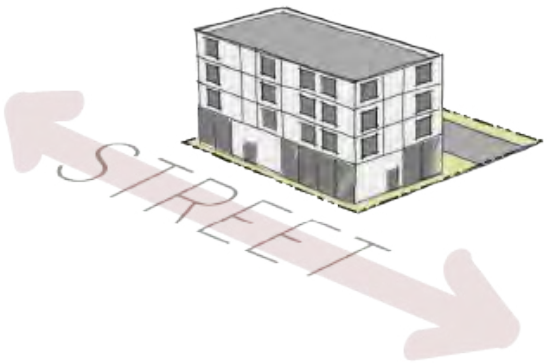


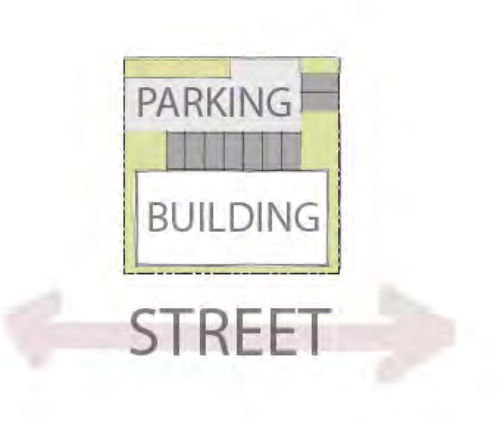
3.3 Main Street Mixed Use



Overview

Mixed use building types often found in neighborhood commercial zones, along corridors or in downtowns within smaller cities. These buildings are side by side along other mixed use buildings with a mix of active ground floor uses and/or older, existing single story commercial uses. They may or may not provide off-street parking based on the lot size (width and depth) and access. Mixed-use building types may back into smaller scale residential uses.

- Height: 3 - 5 stories
- Lot Coverage: medium to high
- Uses: Mixed-use - residential and commercial
- Construction: wood frame or podium
- District Types: Downtown Center/CFA, Main Street



Building Characteristics

Average Lot Size (square feet)	10,000 feet
Unit Count	10 - 25
FAR	1.5 - 3
Density (dwelling units/acre)	40 - 100
Setbacks	0 - 5 feet (front) 0 - 5 feet (side) 0 - 5 feet (rear)
Landscaping (percent of lot)	10 - 15 %
Lot Coverage (percent of lot)	85 - 95 %
Height (stories)	4 - 5
Ground Floor Height (feet)	14.5 - 16.5 feet
Parking Ratio (per unit)	0 - 1


LIBRARY
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SPEED LIMIT
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END SCHOOL SPEED LIMIT


CLARA
PILATES


NOVUS
NOVUS
SPEED LIMIT
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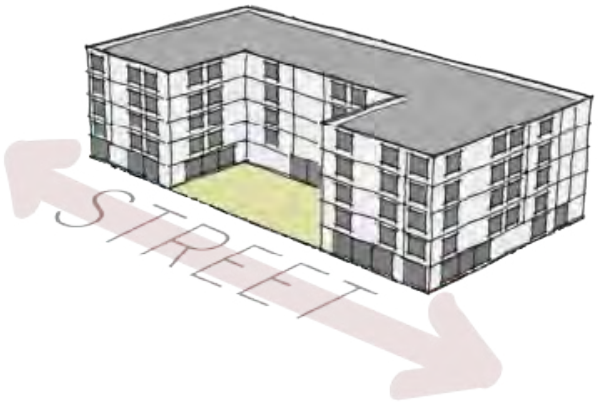
AHEAD

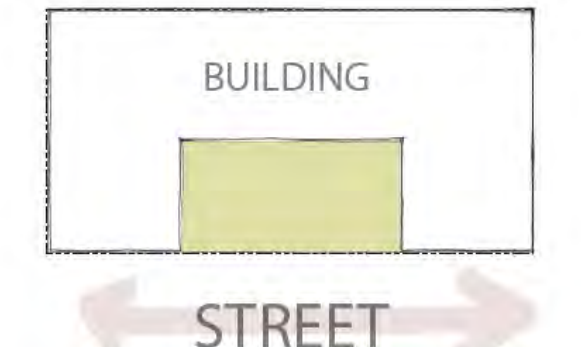
3.4 Modern Apartment



Overview

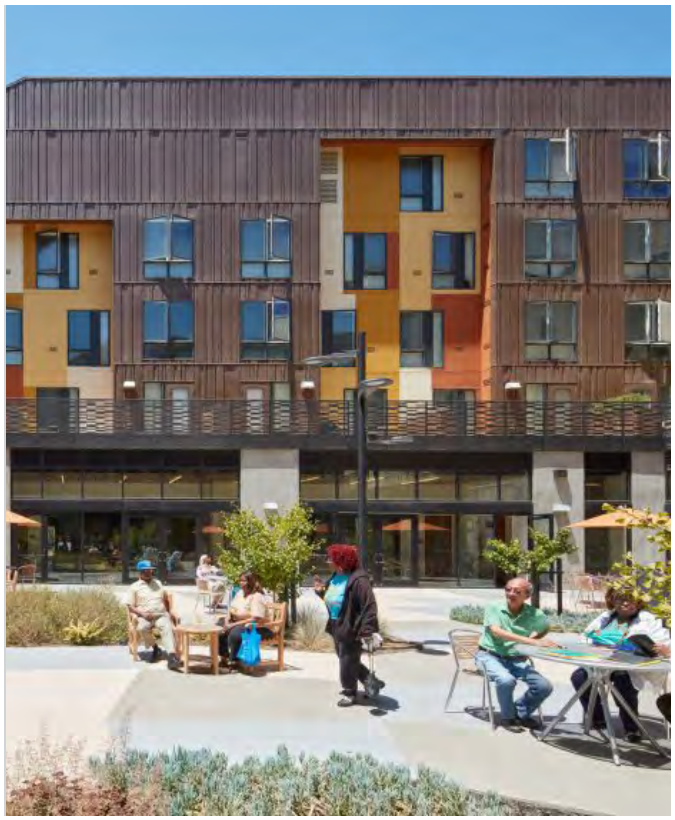
Stacked flats in a single building that are accessed via a shared entry and/or main lobby. Modern apartments are served by elevators. They can include ground-floor units with individual entries onto the street. Modern apartment buildings can be found in high-density residential or center/corridor commercial zones served by high-frequency transit. They may be similar in scale to surrounding uses or as a district or corridor transitions, they may be adjacent to buildings more of a house-scale. They are typically residential use only and do not include off-street parking.

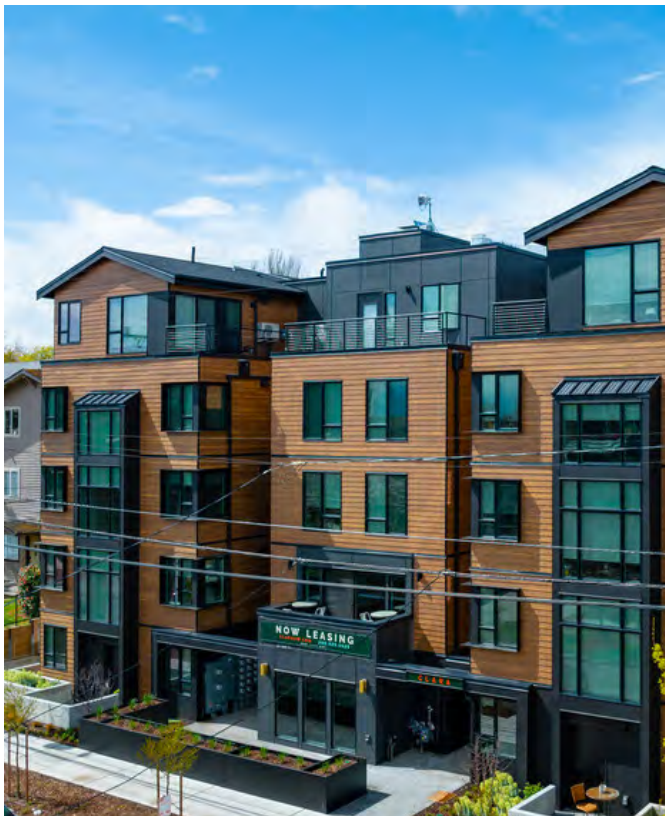
- Height: 5 stories
- Lot Coverage: high
- Uses: Single use - residential
- Construction: wood frame
- District Types: Downtown/CFA, Main Street



Building Characteristics

Average Lot Size (square feet)	20,000 feet
Unit Count	60 - 84
FAR	2.5 - 4
Density (dwelling units/acre)	110 - 180
Setbacks	0 - 5 feet (front) 0 - 5 feet (side) 0 - 5 feet (rear)
Landscaping (percent of lot)	15 - 25 %
Lot Coverage (percent of lot)	75 - 85 %
Height (stories)	4 - 5
Ground Floor Height (feet)	10.5 - 11.5 feet
Parking Ratio (per unit)	0 - 0.5

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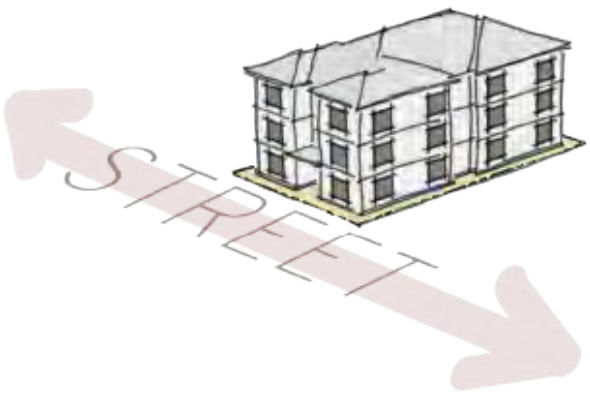
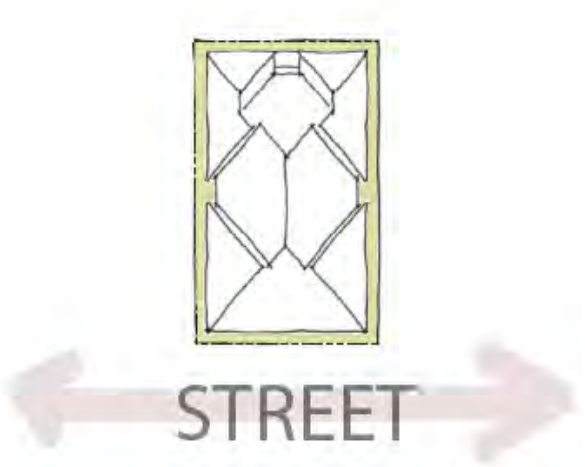
3.5 Main Street Neighborhood





Overview

Stacked flats in a single building or group of buildings that are typically accessed through a single, shared lobby or multiple shared stairways. These smaller-scale multi-unit buildings range from 3 - 5 stories and often do not provide off-street parking. While buildings may vary in size and design, they often are a step up in scale and intensity from house-scale buildings and are found in transition areas between low and medium density residential areas and along corridors served by transit.

- Height: 3 - 5 stories
- Lot Coverage: medium
- Uses: Single use - residential
- Construction: wood frame
- District Types: Main Street, Residential Neighborhood

Building Characteristics

Average Lot Size (square feet)	6,000 feet
Unit Count	6 - 12
FAR	1.5 - 2
Density (dwelling units/acre)	40 - 85
Setbacks	0 - 5 feet (front) 0 -5 feet (side) 5 - 20 feet (rear)
Landscaping (percent of lot)	20 - 25 %
Lot Coverage (percent of lot)	75 - 85 %
Height (stories)	2 - 3
Ground Floor Height (feet)	10.5 - 11.5 feet
Parking Ratio (per unit)	0 - 0.5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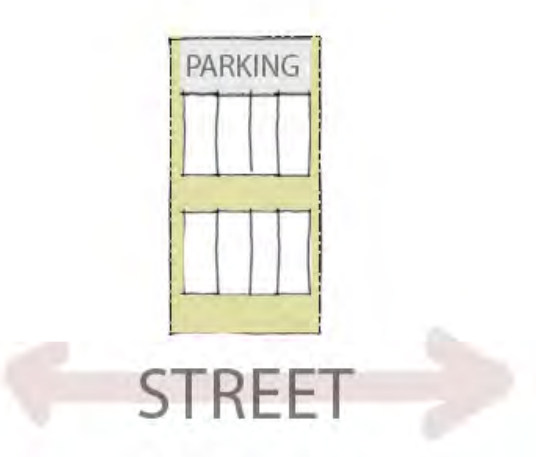
3.6 Compact Neighborhood



Overview

Compact buildings similar in size and height to single detached dwellings with multiple units (2 - 4). These smaller scale buildings typically range from 2 to 3 stories and may have detached units (accessory dwelling units) or multiple units within a single house-scale building. They may or may not provide off-street parking based on the lot size (width and depth) and access. These building types are often found within existing or new low and medium density residential neighborhoods and are interspersed with single detached dwellings on similar sized lots.

- Height: 2 - 3 stories
- Lot Coverage: low
- Uses: single use - residential
- Construction: wood frame
- District Types: Residential Neighborhoods

Building Characteristics

Average Lot Size (square feet)	5,000 feet
Unit Count	3 - 4
FAR	0.5 - 1
Density (dwelling units/acre)	25 - 35
Setbacks	15 - 20 feet (front) 5 - 10 feet (side) 0 - 20 feet (rear)
Landscaping (percent of lot)	15 - 20 %
Lot Coverage (percent of lot)	20 - 35 %
Height (stories)	2 - 3
Ground Floor Height (feet)	10.5 - 11.5 feet
Parking Ratio (per unit)	1 - 1.5

Appendix 1

Oregon Administrative Rules

660-012-0330: Land Use Requirements

(1) Cities and counties shall implement plans and land use regulations to support compact, pedestrian-friendly, mixed-use land use development patterns in urban areas. Land use development patterns must support access by people using pedestrian, bicycle, and public transportation networks.

(2) Cities and counties may allow exemptions to provisions in this rule when conditions on a site or class of sites would make those provisions prohibitively costly or impossible to implement. Cities or counties may adopt land use regulations that provide for exemptions as provided in this section. Any allowed exemption shall advance the purposes of this rule to the extent practical. Conditions that may provide for an exemption include, but are not limited to:

(a) Topography or natural features;
(b) Railroads, highways, or other permanent barriers;
(c) Lot or parcel size, orientation, or shape;
(d) Available access;
(e) Existing or nonconforming development;
(f) To provide for accessibility for people with disabilities; or
(g) Other site constraints.

(3) Cities and counties shall have land use regulations that provide for pedestrian-friendly and connected neighborhoods. Land use regulations must meet the following requirements for neighborhood design and access:

(a) Neighborhoods shall be designed with connected networks of streets, paths, accessways, and other facilities to provide circulation within the neighborhood and pedestrian and bicycle system connectivity to adjacent districts. A connected street network is desirable for motor vehicle traffic but may be discontinuous where necessary to limit excessive through-travel, or to protect a safe environment for walking, using mobility devices, and bicycling in the neighborhood.
(b) Neighborhoods shall be designed with direct pedestrian access to key destinations identified in OAR 660-012-0360 via pedestrian facilities.
(c) Cities and counties shall set block length and block perimeter standards at distances that will provide for pedestrian network connectivity. Cities and counties may allow alleys or public pedestrian facilities through a block to be used to meet a block length or perimeter standard.
(d) Cities and counties shall set standards to reduce out-of-direction travel for people using the pedestrian or bicycle networks.

(4) Cities and counties shall have land use regulations in commercial and mixed-use districts that provide for a compact development pattern, easy ability to walk or use mobility devices, and allow direct access on the pedestrian, bicycle, and public transportation networks. Commercial or mixed-use site design land use regulations must meet the following requirements:

(a) Primary pedestrian entrances to buildings must be oriented to a public pedestrian facility and be accessible to people with mobility disabilities. An uninterrupted accessway, courtyard, plaza, or other pedestrian-oriented space must be provided between primary pedestrian entrances and the public pedestrian facility, except where the entrance opens directly to the pedestrian facility. All pedestrian entrances must be designed to be barrier-free.
(b) Motor vehicle parking, circulation, access, and loading may be located on site beside or behind buildings. Motor vehicle parking, circulation, access, and loading must not be located on site between buildings and public pedestrian facilities on or along the primary facing street. Bicycle parking may be permitted.
(c) On-site accessways must be provided to directly connect key pedestrian entrances to public pedestrian facilities, to any on-site parking, and to adjacent properties, as applicable.
(d) Any pedestrian entrances facing an on-site parking lot must be secondary to primary pedestrian entrances as required in this section. Primary pedestrian entrances for uses open to the public must be open during business hours.
(e) Large sites must be designed with a connected network of public pedestrian facilities to meet the requirements of this section.
(f) Development on sites adjacent to a transit stop or station on a priority transit corridor must be oriented to the transit stop or station. The site design must provide a high level of pedestrian connectivity and amenities adjacent to the stop or station. If there is inadequate space in the existing right of way for transit infrastructure, then the infrastructure must be accommodated on site.

(g) Development standards must be consistent with bicycle parking requirements in OAR 660-012-0630.
(h) These site design land use regulations need not apply to districts with a predominantly industrial or agricultural character.

(5) Cities and counties shall have land use regulations in residential neighborhoods that provide for slow neighborhood streets comfortable for families, efficient and sociable development patterns, and provide for connectivity within the neighborhood and to adjacent districts. Cities and counties must adopt land use regulations to meet these objectives, including but not limited to those related to setbacks, lot size and coverage, building orientation, and access.
(6) Cities and counties shall have land use regulations that ensure auto-oriented land uses are compatible with a community where it is easy to walk or use a mobility device. Auto-oriented land uses include uses related to the operation, sale, maintenance, or fueling of motor vehicles, and uses where the use of a motor vehicle is accessory to the primary use, including drive-through uses. Land use regulations must meet the following requirements:

(a) Auto-oriented land uses must provide safe and convenient access opportunities for people walking, using a mobility device, or riding a bicycle. Ease of access to goods and services must be equivalent to or better than access for people driving a motor vehicle.

660-012-0405: Parking Regulation Improvements

(1) Cities and counties shall adopt land use regulations as provided in this section:

(a) Designated employee parking areas in new developments with more than 50 parking spaces shall provide preferential parking for carpools and vanpools;
(b) Property owners shall be allowed to redevelop any portion of existing off-street parking areas for bicycle-oriented and transit-oriented facilities, including bicycle parking, bus stops and pullouts, bus shelters, park and ride stations, and similar facilities; and
(c) In applying subsections (a) and (b), land use regulations must allow property owners to go below existing mandated minimum parking supply, access for emergency vehicles must be retained, and adequate parking for truck loading should be considered.

(2) Cities and counties shall adopt policies for on-street parking and land use regulations for off-street parking that allow and encourage the conversion of existing underused parking areas to other uses.
(3) Cities and counties shall adopt policies and land use regulations that allow and facilitate shared parking.
(4) Cities and counties shall adopt land use regulations for any new development that includes more than one-half acre of new off-street surface parking on a lot or parcel as provided below. The new surface parking area shall be measured based on the perimeter of all new off-street parking spaces, maneuvering lanes, and maneuvering areas, including driveways and drive aisles.

(a) Developments not required to comply with OAR 330-135-0010 must provide a climate mitigation action. Climate mitigation actions shall include at least one of the following. Cities and counties are not required to offer all these options:

(A) Installation of solar panels with a generation capacity of at least 0.5 kilowatt per new off-street parking space. Panels may be located anywhere on the property. The change to this paragraph sets $1,500 as a floor, allowing cities and counties to index it for inflation, and clarifies it just applies to off-street parking spaces.
(B) Payment of at least $1,500 per new off-street parking space into a city or county fund dedicated to equitable solar or wind energy development or a fund at the Oregon Department of Energy designated for such purpose;
(C) Tree canopy covering at least 40 percent of the new parking lot area at maturity but no more than 15 years after planting; or
(D) A mixture of actions under paragraphs (A) through (C) the city or county deems to meet the purpose of this section.

(b) Developments must provide tree canopy. Developments shall provide either trees along driveways or a minimum of 30 percent tree canopy coverage over new parking areas. Developments are not required to provide

trees along drive aisles. The tree spacing and species planted must be designed to maintain a continuous canopy except when interrupted by driveways, drive aisles, and other site design considerations. Developments providing 40 percent tree canopy to comply with paragraph (a)(C) comply with this subsection.

(c) Developments must provide pedestrian connections throughout the parking lot, connecting at minimum the following, except where not practical due to site-specific conditions:

(A) building entrances;
(B) existing or planned pedestrian facilities in the adjacent public rights-of-way;
(C) transit stops; and
(D) accessible parking spaces.

(d) Development of a tree canopy plan under this section shall be done in coordination with the local electric utility, including pre-design, design, building and maintenance phases.

(e) In providing trees under subsections (a) and (b), the following standards shall be met. Trees must be planted and maintained to maximize their root health and chances for survival, including having ample high-quality soil, space for root growth, and reliable irrigation according to the needs of the species. Trees should be planted in continuous trenches where possible. The city or county shall have minimum standards for tree planting no lower than the 2021 American National Standards Institute A300 standards.

(5) Cities and counties shall establish off-street parking maximums in appropriate locations, such as downtowns, designated regional or community centers, and transit-oriented developments.

Statutory/Other Authority: ORS 197.040
Statutes/Other Implemented: ORS 197.012 & ORS 197.712

Appendix 2

Walkable Design Standards Model Code

Chapter 1 – General Provisions

Sections:

1.1. Purpose

The purpose of the regulations of this code is to create compact, pedestrian-friendly land use development patterns so people can meet their daily needs without needing to take long car trips. The code requires land use development patterns to support access by people using pedestrian, bicycle, and public transportation networks. The code serves this purpose by achieving the following specific objectives:

- Provide for pedestrian-friendly and connected neighborhoods.
- Provide for a compact development pattern.
- Support the ability to walk or use mobility devices via connected and convenient street and accessways linking pedestrian, bicycle, and public transportation networks with main entrances of uses and key destinations.
- Provide for neighborhood streets that encourage slow travel speeds that are comfortable for families, connect within the neighborhood and to adjacent districts, and enable efficient and sociable development patterns.
- Regulate the design of auto-oriented facilities to ensure compatibility with a community where it is easy to walk or use a mobility device.

1.2 Applicability

A. Applicability. This code applies to all new development and exterior modifications to existing development that meet the following thresholds.

1. New buildings. The standards of this chapter apply to all new primary buildings [greater than 200-500 square feet]. The standards do not apply to accessory buildings.
2. Expansions and alterations to existing primary buildings. The standards of this chapter apply to expansions and alterations to existing buildings as follows:

a. Expansions or additions to buildings of over [500-1,000] square feet that are visible from a public street are required to be in conformance with the standards of this code. The standards only apply to the expansion or addition.

b. Exterior alterations or remodels of existing buildings that do not conform to the standards Sections 2.1 Building Orientation and Frontage Design, 2.2 Ground Floor Design for Nonresidential and Mixed-Use Buildings, 2.3 Ground Floor Design for Residential Buildings, and 2.4 Driveways and Garages must improve compliance with these standards where practicable for non-residential development. For alterations or remodels of existing buildings that will include residential units, the requirement is solely to not increase nonconformance.

B. Adjustments. An applicant may request an adjustment to any quantitative standard in this code in accordance with the [local adjustments application/procedure], except where noted as prohibited.

C. Discretionary Review Option.

1. Applicants may request a discretionary review option as an alternative to meeting one or more of the standards of this chapter, except where noted as prohibited. For each standard for which discretionary review is sought, the applicant must demonstrate that one of the following two criteria are met:

   a. The physical conditions of the site or existing structures make compliance with the standard impractical. Conditions on a site include but are not limited to topography or natural features; railroads, highways, or other permanent barriers; lot or parcel size, orientation, or shape; available access; existing or nonconforming development; or to provide accessibility for people with disabilities. Exemptions or reductions to standards may be approved if [decision-maker] concurs with the impact of site constraints and finds that the applicant's proposed design has made the least possible reduction to the standard, or

   b. The applicant is proposing an alternative design. The alternative design equally or better complies with the following:

      i. The overall purpose of code as described in section 1.1.

      ii. The intent of each specific standard, as described in Intent sections for Sections 2.1 through 3.2, for which discretionary review is being sought.

2. Requests for a discretionary review are subject to Type II review in accordance with the procedures in [local procedures chapter]. The request may be considered as part of the development application.

1.3 Definitions

A. Accessway. Any off-street path or walkway designed and constructed for use by pedestrians and/or bicyclists where such routes are not otherwise provided by the street system.

B. Accessory Building. A building of secondary importance or function on a site. In general, the primary use of the site is not carried on in an accessory building and it is smaller and of secondary importance or function. Examples of accessory buildings include, but are not limited to, garages, workshops, and storage buildings. See also, Primary Structure.

C. Alley. A right-of-way through or partially through a block, intended for secondary vehicular access and shared use by bicyclists and pedestrians, located to the rear or side of properties. However, where vehicle access from the street is not permitted or not possible, an alley may provide primary vehicle access.

D. Block Length. The distance along a public or private street between intersecting public or private streets, as measured from nearest right of way edge to nearest right of way edge along the primary street's right of way edge, including "T" intersections but excluding cul-de-sacs. (90 degree or angle language)

E. Courtyard. A covered or open outdoor pedestrian circulation and gathering area abutting a street, accessible to pedestrians from the sidewalk but not accessible by vehicles, and surrounded on at least two sides by buildings.

F. Development. All improvements on a site, including buildings, other structures, parking and loading areas, landscaping, paved or graveled areas, and areas devoted to exterior display, storage, or activities. Development includes improved open areas such as plazas and walkways, but does not include natural geologic forms or unimproved land.

G. Drive-Through Facility. A facility or structure that is designed to allow drivers to remain in their vehicles before and during an activity on the site. Drive-through facilities also include facilities designed for the rapid servicing of vehicles, where the drivers may or may not remain in their vehicles, but where the drivers usually either perform the service for themselves or wait on the site for the service to be rendered. Drive-through facilities may serve the primary use of the site or may serve accessory uses. Examples are drive-up windows; menu boards; order boards or boxes; gas pump and electric vehicle charging islands; car wash facilities; auto service facilities, such as air compressor, water, and windshield washing stations; quick-lube or quick-oil change facilities; and drive-in theaters. Parking spaces used for customer pick-up or loading of goods or products purchased on-site, on the phone, or on-line from the establishment are not a drive-through facility. Parking spaces that include electric vehicle chargers and equipment are not a drive-through facility.

H. Driveway. A driveway is either: 1) A vehicle lane or lanes that provide access to and from a site from the surrounding streets and connections through a site to buildings and drive aisles; or 2) A vehicle lane or lanes that provide vehicular circulation between two or more noncontiguous parking areas. A driveway may provide direct access to a parking lot, fire access, or serve other vehicle access needs on a site. A driveway does not include a drive aisle(s).

I. Drive Aisle. A drive aisle is a maneuvering space by which vehicles enter and depart adjoining parking spaces. The primary function of a drive aisle is to provide a circulation route through a parking lot or parking area for vehicular traffic seeking to access parking. A drive aisle will have few or no intersections, with the exception of T-intersections.

J. Façade. A plane of a structure as seen from one side or view. For example, the front façade of a building would include all of the wall area that would be shown on the front elevation of the building plans.

K. Frontage. The length of the front lot line of a lot which abuts a public street, or platted private street, usually measured in feet. Lot frontage may be approximately equal to lot width on a regular lot but may differ on other shapes of lots.

L. Garage. Garages are defined as a covered structure that is accessory to a residential use and is designed to provide shelter for vehicles, is connected to a right-of-way by a driveway, and has an opening that is at least 8 feet wide. Carports are considered garages. Structured parking is not.

M. Main Entrance. A main entrance is the entrance to a building that is designed to facilitate ingress and egress for the highest volume of building users. Generally, each building has one main entrance, but if design features do not make it possible to determine which entrance is the main entrance, all entrances providing the same capacity of ingress and egress shall be treated as main entrances.

N. Neighborhood Activity Center. A land use which draws high levels of daily pedestrian usage, and which functions as a destination for pedestrian and vehicle trips. Examples of neighborhood activity centers include existing or planned parks and recreation facilities, schools, shopping areas, employment centers, theaters, and museums.

O. Nonresidential or Mixed-Use Building. A building that includes a non-residential use, such as a commercial, office, industrial, or institutional use, or a building that includes both a residential use and non-residential use.

P. Nonresidential or Mixed-Use Development. A development that includes a non-residential use, such as a commercial, office, industrial, institutional use, or a development that includes both a residential use and non-residential use.

Q. Pedestrian Amenity Space. Publicly accessible space such as plaza, terrace, courtyard, or small park, which abuts or is connected to the street and is provided and maintained by a private party.

R. Pedestrian Connection. A route between two points intended and suitable for pedestrian use. Pedestrian connections include, but are not limited to, accessways, sidewalks, walkways, stairways and pedestrian bridges.

S. Practicable. Capable of being put into practice, done, or accomplished given consideration of available technology and project economics.

T. Primary Building. A building, or combination of buildings, that are of chief importance or function on a site. In general, the primary use on a site is carried out in a primary building or buildings.

U. Residential Building. A category of building that includes only residential uses. The category includes the following defined residential building types.

- **Accessory Dwelling Unit**. An additional dwelling unit created on a lot with a primary dwelling unit. An accessory dwelling unit is typically smaller than the primary dwelling unit. The accessory dwelling unit includes its own independent living facilities including provision for sleeping, cooking, and sanitation.

- **Congregate Housing Facility.** A building, buildings, or portion of a building that includes separate bedrooms and individual or shared bathrooms but does not include a kitchen or if it does include a kitchen the number of kitchens is less than one kitchen per 12 bedrooms.

- **Manufactured Dwelling**. A dwelling unit constructed off of the site which can be moved on the public roadways.

- **Middle Housing Dwelling.** A category of housing types that includes duplexes, triplexes, quadplexes, townhouses, and cottage clusters, as defined in ORS 197A.420.

- **Multi-Unit Dwelling.** A residential structure containing 5 or more dwelling units sharing common walls, floors, or ceilings, built on a single lot. Multi-unit dwellings include apartments and condominiums without regard to ownership status.

- **Residential Facility.** A facility as defined in ORS 443.400.

- **Residential Training Home.** A home as defined in ORS 443.400.

- **Residential Treatment Home.** A home as defined in ORS 443.400.

- **Single-Unit Dwelling.** A detached structure on a lot that is comprised of a single dwelling unit.

V. Residential Development. A development that includes one or more residential building types and does not include non-residential uses.

W. Stacking Lane. The space occupied by vehicles queueing on the development site and behind any public sidewalk for a service to be provided at a drive-through facility.

X. Structured Parking. A covered structure or portion of a covered structure that provides parking areas for motor vehicles. Parking on top of a structure—where there is gross building area below the parking, but nothing above it—is structured parking. The structure can be the primary structure for a Commercial Parking facility or be accessory to multi-unit, commercial, employment, industrial, institutional, or other structures.

Y. Street Lot Line. A lot line, or segment of a lot line, that abuts a street. Street lot line does not include lot lines that abut an alley. On a corner lot or through lot, there are two (or more) street lot lines.

Z. Surface Parking. A parking area for motor vehicles where there is no gross building area below the parking area and no gross building area or roof above it. Area occupied by small, permanent buildings, such as booths used by parking attendants, is not parking area. Temporary vending carts are not gross building area. Surface parking should be measured inclusive of all surface area on which a vehicle is designed to maneuver/on which a vehicle can drive, including all parking stalls, all drives and drive-through lanes within the property regardless of length, and all maneuvering areas regardless of depth. Paved areas not for use by passenger vehicles, such as loading areas or outdoor storage of goods or materials, are not counted as surface parking area.

AA. Tree Canopy. The area within the drip line of trees as measured on a horizontal plane. For trees planted with development, the canopy is calculated based on the drip line anticipated at the time of maturity of the tree by species, or the drip line anticipated 15 years after planting if the species takes longer than 15 years to mature**.** A tree's canopy is considered continuous with another tree if there is 3 feet or less between drip lines.

BB. Vehicle Areas. All the area on a site where vehicles may circulate or park including parking areas, driveways, drive aisles, drive-through lanes, and loading areas.

CC. Vehicle Servicing. Gas stations, unattended card key stations, car washes, commercial vehicle maintenance and/or oil and lubrication services, and similar uses.

DD. Walkway. A transportation facility built for use by pedestrians, usually located outside a street right-of-way or tract.

Chapter 2 – Pedestrian-Oriented Development

Sections:

2.1 Building Orientation and Frontage Design

A. Intent. The following requirements are intended to encourage walking, bicycling, and transit use by contributing to a pedestrian-oriented streetscape. The standards regulate the siting and orientation of buildings to ensure convenient access for pedestrians, promote buildings close to the sidewalk that reinforce a pedestrian orientation, and support a visually interesting and welcoming experience for pedestrians while limiting the negative impacts of vehicle areas adjacent to streets.

B. Maximum Setback. The maximum setback standard applies to nonresidential and mixed-use developments and all residential developments except accessory dwelling units. Unless otherwise specified, the maximum a building can be set back from a street lot line is indicated in Table 2-1. At least [50-75%] of the length of the ground-level, street-facing façade of the building must meet the maximum setback standard of the zone district.

1. Applying the standard.

    a. Projections such as eaves, chimneys, bay windows, overhangs, cornices, awnings, canopies, porches, decks, and pergolas on the façade do not count toward meeting the maximum setback standard.

    b. Where there is more than one building on the site, the standards apply to the combined ground level, street-facing façades of the buildings along the site's frontage. Once the buildings provided within the maximum setback area cumulatively provide [50-75%] of the linear site's frontage dimension along the primary frontage street, other buildings on the site may be located outside the maximum setback area. See Figure 2.1

    c. Where an existing building is being altered, the following standards apply to the ground level, street-facing façade of the entire building: expansions or additions to buildings in zones subject to the maximum setback standard must not increase the length of street-facing façade that does not conform to the standard and may not increase the area dedicated to parking and vehicular circulation between the building and the street. See Figure 2.2.

Figure 2-1: Calculating Maximum Building Setback When More Than One Building On-Site

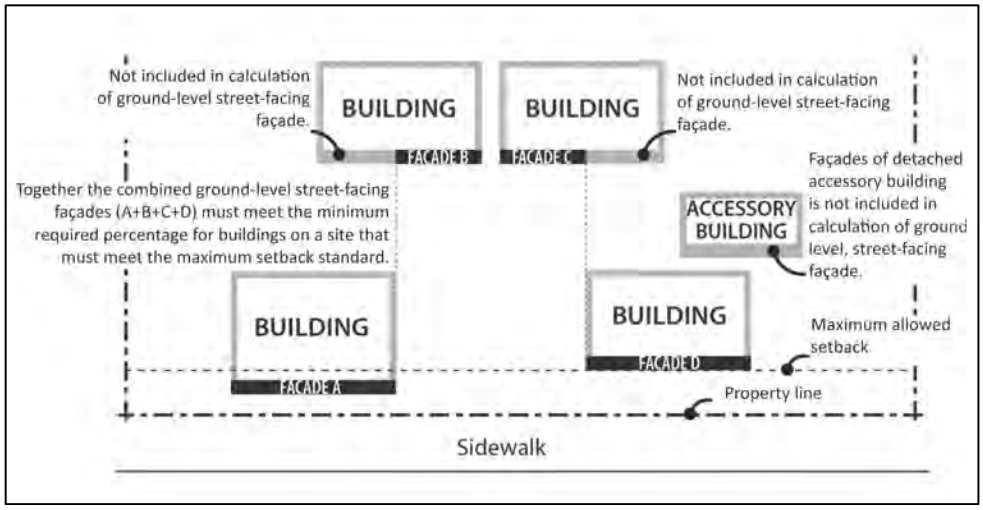
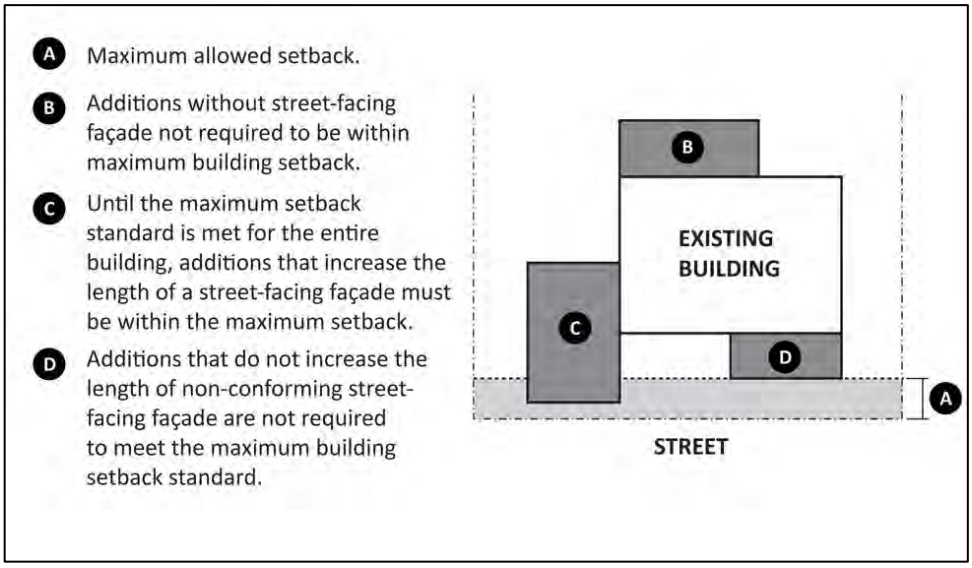


Figure 2-2: Building Orientation and Alterations to Existing Buildings



2. Sites with multiple street frontages. Where the site is adjacent to two or more streets, these standards must be met on the frontage of the street with the [higher transit classification]. If both streets have the same classification, the applicant may choose on which street to meet the standard.

Table 2-1: Maximum Setback Standards					
Use Category	**Neighborhood**	**Suburban Commercial**	**Main Street**	**Corridor /CFA**	**Downtown/ Center**
Residential Developments	[10-20]'	[10-15]'	[5-10]'	[5-10]'	[5-10]'
Nonresidential and Mixed-Use Developments	[5-15]'	[5-15]'	[0-10]'	[0-10]'	[0-10]'

C. Frontage Design. The frontage design standards apply to nonresidential and mixed-use developments and any portion of a residential development that includes a multi-unit dwelling, congregate housing facility, or residential facility.

1. Standards for all sites.

    a. No area between the portion of a building that meets the maximum setback standard and the street lot line can be used for vehicle parking or circulation. Vehicle access is allowed through the setback area if it accesses a parking area or structured parking that does not conflict with the maximum setback (2.1.B) or frontage design (2.1.C) standards.

    b. Vehicle parking and circulation areas within [20 feet] of the street lot line must be limited to no more than [50 percent] of the length of the street lot line.

    c. Any areas within [20 feet] of the street lot line that are not occupied by a building or vehicle area must be landscaped to the [local planting standard] or hardscaped for pedestrian use.

2. Additional standards for sites [adjacent to transit street or in a Main Street, Corridor/Climate-Friendly Area, or Downtown district].

    a. No area between a building and the street lot line may be used for vehicle parking or circulation.

    b. If a portion of the building does not meet the maximum setback standard, at least one pedestrian amenity space must be provided between the building and the street lot line. One pedestrian amenity space is required for every 500 square feet of area between the portion building not meeting the maximum setback and the street lot line. The pedestrian amenity space must meet the following standards:

        i. The space must abut the sidewalk of a public street and must be hardscaped for pedestrian use.

        ii. The minimum area of the space must be [5%] of the overall site area with a minimum dimension of [10-15 feet].

iii. The space must include benches or seating that provide at least [5-10] linear feet of seats. The seating surface must be at least 15 inches deep and between 16 and 24 inches above the grade upon which the seating or bench sits.

iv. A minimum of [10-20%] of the pedestrian amenity space must be landscaped.

v. A minimum of one tree is required for each [500] square feet of pedestrian space.

c. All other areas between the building and the street lot line not in the pedestrian amenity space must be landscaped. Landscaping must meet the standards [local minimum planting requirements].

3. Screening of surface parking areas. Surface parking must be screened from view of the street at a minimum as follows:

a. Evergreen shrubs that will grow to a minimum height of 30 inches within two years and form continuous screening. Areas within the vision clearance triangle must include plantings that do not exceed 3 feet; and

b. One tree for every 30 linear feet; and

c. Evergreen ground cover must cover the remaining landscape area.

d. A minimum 30 inch tall architecturally treated wall may be substituted for evergreen shrubs.

4. Sites with multiple street frontages. Where the site is adjacent to two or more streets, these standards must be met on the frontage of the street with the [higher transit classification]. If both streets have the same classification, the applicant may choose on which street to meet the standard.

5. Exceptions. Residential facilities, residential treatment homes, residential training homes, and congregate housing facilities may have one driveway located between the main entrance and an adjacent street as required to serve as a drop-off or loading zone, provided the main building entrance must connect to an adjacent street by a pedestrian walkway.

D. Building Entrances.

1. Applicability. The building entrance standards apply to nonresidential and mixed-use developments and all residential developments except accessory dwelling units. The standards apply as follows:

a. Single-unit-dwellings, manufactured dwellings, residential training homes, and residential treatment homes. At least one main entrance for each building must meet the standards.

b. Middle housing dwelling.

i. At least one main entrance for each duplex, triplex, or quadplex building must meet the standard.

ii. At least one main entrance for each townhouse must meet the standard.

iii. The standard does not apply to cottage cluster housing. Cottage cluster housing must meet [local cottage cluster design standards].

c. Multi-unit dwelling.

i. At least one main entrance for each building must meet the standards.

ii. A minimum of [25-50%] of dwelling units on the ground floor of must have at least one main entrance that meets the standards.

d. Nonresidential or mixed-use building. Each entrance that meets the definition of a main entrance must meet the standard.

e. Sites with multiple street frontages. Where the site is adjacent to two or more streets, the standards must be met on the frontage of the street with the [higher transit classification].

2. Standards.

a. Entry orientation. All buildings within 40 feet of a street lot line must meet one of the following standards:

i. The main entrance must be within 8 feet of the longest street-facing façade of the building and must either face the street; be at an angle of up to 45 degrees from the street; or open onto a covered porch that must be at least 25 square feet in area. If the site fronts on more than one street, the building façade containing the main entrance must be located consistent with Section 2.1.D.2.b below. Where abutting streets receive the same level of transit service, the applicant may choose the street-facing façade that will contain the main entrance.

ii. The main entrance must face a courtyard that abuts the street and must be no less than 15 feet in width.

b. Entry orientation on [higher transit classification] streets. In addition to the general standards of [2.1.D.2.a], nonresidential and mixed-use buildings and multi-dwelling buildings adjacent to one or more [higher transit classification] streets served by transit must have at least one main entrance that is within [25] feet of the [higher transit classification] street. Access to the main entrance must comply with ADA standards.

c. Unlocked during business hours. Each main entrance to a nonresidential use that is open to the public, which meets the standard, must be unlocked during business hours.

d. Walkways. Each main entrance and all dwelling unit entrances on the ground floor must be connected to the street by walkways, as required by section 3.2.

2.2 Ground Floor Design of Nonresidential and Mixed-Use Buildings.

A. Intent. The following requirements are intended to promote an engaging, comfortable, and interesting public realm that supports walking, bicycling, and transit use. The standards require features that make walking a more comfortable and interesting experience when adjacent to a nonresidential use on the ground floor, such as windows with views into commercial activity and protection from sun and rain.

B. Applicability. The following standards apply to nonresidential uses on the ground floor of a nonresidential or mixed-use building. The standards apply to ground-level, street-facing façades that are within 20 feet of a street lot line or a pedestrian amenity space.

C. Transparency. A minimum of [50-75%] of the area of the ground-level, street-facing façade between [2 and 8 feet] above sidewalk grade must be transparent. For the purposes of this section, "transparent" means a minimum visible transmittance of at least [0.60]. The following standards must be met for an area to be considered transparent. See Figure 2.3.

1. Windows and/or glass within doors may be used to meet this standard. Window area is the aggregate area of the glass within each window, including any interior grids, mullions, or transoms.

2. Required windows must not be mirrored, frosted, reflective, or treated in such a way to block visibility into the building. The following uses are exempt from this standard in order to preserve privacy or meet applicable state or federal laws: [add local use categories for medical office, marijuana dispensary, etc.]

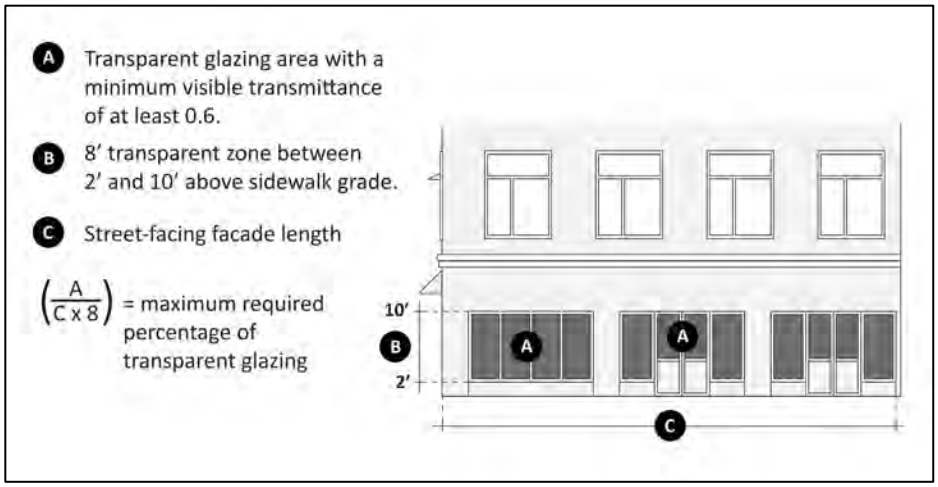
3. Windows into storage areas, vehicle parking areas, mechanical and utility areas, and garbage and recycling areas do not qualify.

D. Weather Protection. Weather protection (e.g., permanent awnings, canopies, overhangs, or architectural features providing protection from the rain or shade during periods of hot weather) must be provided along [50-75%] of the length of the ground level façade that is within [5] feet of a public right-of-way or the hardscaped area within a pedestrian amenity space.

1. The weather protection must project out at least 4 feet from the adjoining wall.

2. The height of the weather protection must be between [9 feet and 15 feet] above the grade underneath it.

Figure 2-3: Ground Floor Design of Non-Residential and Mixed-Use Buildings



2.3 Ground Floor Design of Residential Buildings.

A. Intent. The following requirements are intended to promote an engaging, comfortable, and interesting public realm that supports walking, bicycling, and transit. The standards require features that make walking a more comfortable and interesting experience when adjacent to a residential use on the ground floor, such as such as porches, stoops, and other semi-public spaces that support social interaction, while preserving a sense of privacy for residents and a transition from public to private space.

B. Applicability. The ground floor design standards apply to residential uses on the ground floor of a mixed-use building and all residential buildings except accessory dwelling units and manufactured dwellings.

C. Transparency. The following standards apply to the wall area of the ground-level of any street-facing façades that are within 20 feet of a street lot line or a pedestrian amenity space. A minimum of [15-20%] of the area of the ground-level, street-facing façade between [3 and 12] feet above sidewalk grade must be transparent. For the purposes of this section, "transparent" means a minimum visible transmittance of at least 0.60. The following standards must be met for an area to be considered transparent.

1. Windows and glass within doors may be used to meet this standard. Window area is the aggregate area of the glass within each window, including any interior grids, mullions, or transoms.

2. Required windows must not be mirrored, frosted, reflective, or treated in such a way to block visibility into the building.

3. Windows into storage areas, mechanical and utility areas, and garbage and recycling areas do not qualify. Windows into garages do qualify.

D. Transitions to Residential Entrances. The following standard applies to the main entrances that provide direct access to dwelling units that are 10 feet or closer to a street lot line. The main entrance must be set back at least 5 feet from the street lot line and have at least two of the following within the setback:

1. A wall or fence that is 18 to 36 inches high;

2. Landscaping that meets the [local planting standard];

3. One small canopy tree between 1.5 and less than 6 inches in diameter per entrance;

4. Individual private open space of at least 48 square feet designed so that a 4-foot by 6-foot dimension will fit entirely within it; or

2.4 Driveways and Garages

A. Intent. The following requirements are intended to minimize the visual impacts of garages, driveways, and parking areas to support a pedestrian-oriented and sociable street environment. Limiting the width and prominence of garages minimizes their visual impact and makes entries for pedestrians more prominent. Regulating the frequency and width of driveways reduce points of conflict with vehicles and pedestrians, preserves curb space for on-street parking, and creates space in planting strips for street trees and landscaping.

B. Applicability. The driveway and garage standards apply to residential, nonresidential (except for industrial), and mixed-use developments.

C. Driveway Location.

1. For sites with frontage on an alley, or in a zone where alleys are required, driveway access is only permitted via the alley, [if the alley is improved].

2. For sites with more than one frontage not on an alley, driveway access is permitted only from the street with the lowest classification. Lots with frontages on two streets are not permitted to have a driveway on more than one frontage.

D. Driveway Separation on Local Streets. The following standards apply to driveways on local streets. Driveway separation from intersections and all driveway separations on [collector and arterial] streets are regulated by [public works/engineering standards]. Minimum spacing is measured from the end of the driving aprons.

1. A minimum [18-24 feet] full-height curb is required between driveways on the same lot.

2. Unless a driveway is shared between two abutting lots, a minimum [5 foot long] full-height curb is required between driveways on separate lots.

E. Driveway Width. The following standards apply to the maximum width of driveways. Driveway width shall be measured lengthwise along the property line, and such measurement shall not include the width of wings connecting the top of the curb to the lowered curb or apron.

1. For a single-width vehicle parking area, the maximum driveway width is [10-12 feet].

2. For a double-width, or larger, vehicle parking area, the maximum driveway width is [20-24 feet].

3. For a double-width vehicle parking area that is shared by two detached units, the maximum driveway width is [10-16 feet]. For a double-width vehicle parking area that is shared by two attached units, driveways are required to be shared using a taper with a maximum driveway width of [14 feet]. There must be a recorded easement guaranteeing reciprocal access and maintenance for all affected properties.

F. Garage Width and Setback.

1. Garage Width.

   a. The combined width of garage wall(s) facing the street must be less than [50%] of the width of the street-facing building façade. This standard applies only to the street-facing façade on which the main entrance is located.

   b. Exception. If the width of the street-facing building façade is less than [30 feet], the width of garage wall(s) may exceed [50%] of the width of the street-facing building façade if the following standards are met:

      i. The width of the garage wall does not exceed [75%] of the street-facing building façade.

      ii. The garage wall is recessed a minimum of [2 feet] behind the front façade that encloses living area or a covered front porch with no horizontal dimension less than [3 - 5 feet].

2. Garage Setback.

a. The vehicle entrance must be either [1- 5 feet] or closer to the street lot line, or [18-20 feet] or farther from the street lot line.

b. A garage entrance must not be closer to the street lot line than a façade that encloses living area along the same street frontage, except the garage entrance may extend up to [2-5 feet] in front of a façade that encloses living area if there is a covered front porch with no horizontal dimension less than [3 – 5 feet] and the garage entrance does not extend beyond the roof of the porch.

c. Where three or more contiguous garage entrances face the same street, the garage opening closest to a side property line must be recessed at least [2 feet] behind the adjacent opening(s). Side-loaded garages are exempt from this requirement.

2.5 Drive-Through Facilities

A. Intent. The special regulations for drive-through facilities are intended to support pedestrian-oriented site design where drive-through facilities are proposed and limit the negative impact of facilities oriented to vehicles. The standards require buildings to be oriented to the sidewalk and offer points of entry and service that can be directly accessed on foot. They also require that visible, safe, and clearly defined routes are provided on-site for pedestrians and bicyclists. The standards ensure adequate vehicle queuing space and limit locations and spacing of these facilities.

B. Applicability. The following standards apply to new developments with drive-through facilities, the addition of drive-through facilities to existing developments, and the relocation of an existing drive-through facility.

C. Where Drive-Through Facilities are Prohibited.

1. New drive-through facilities are prohibited in the [downtown and main street] districts.

2. Existing drive-through facilities in these districts may be rebuilt, expanded, or relocated on the site but must meet the standards below.

3. If the use with the drive-through facility is discontinued for [one year], reestablishment of the drive-through facility is prohibited. If the use ceases operation, even if the structure or materials related to the use remain, the use has been discontinued. This provision prevails over any allowance in the nonconforming use and development chapter regarding discontinuation and reestablishment of a nonconformity.

D. Pedestrian Service Areas

1. Drive-through facilities must provide at least one walk-up service area. Examples of a walk-up service area include an indoor service area directly accessible from a public street or an outdoor

walk-up service window. Walk-up service areas must be accessible by customers arriving on foot, using a mobility device, or by bicycle. Customers using a walk-up service area must have the same or better access to goods and services as customers using the drive-through. [Vehicle-servicing uses] are exempt from this standard.

2. If the walk-up service area is limited to an outdoor service window, it must meet the following standards:

    a. The walk-up service area must not also be used by vehicles. Walk-up service may be provided by facility staff or by automatic teller-style machines.

    b. The walk-up service area may abut or be connected to the street by a walkway or a pedestrian amenity space. This type of pedestrian amenity space may count toward the requirement to provide a pedestrian amenity space in 2.1.C(2)(b).

3. Service access for pedestrians and bicyclists must be connected to the street by a direct and convenient walkway that meets the standards of [pedestrian walkway standards 3.2].

E. Vehicle Service Areas and Stacking Lanes

1. All driveway entrances, including stacking lane entrances, must be at least 50 feet from any street intersection. If a drive-through facility has frontage on two streets, the drive-through facilities must receive access from the street with the lower classification.

2. Service areas and stacking lanes must not be located between the building and a street lot line. [Vehicle-servicing uses] are exempt from this standard.

3. Stacking lanes must be designed so that they do not prevent access to parking stalls, nor block the public right-of-way. The minimum length of stacking lanes must be follows:

    a. Gasoline fuel pumps and electric vehicle chargers. A minimum of 30 feet of stacking lane is required between the stacking lane entrance and the nearest fuel pump or electric vehicle charger.

    b. Other drive-through facilities. A minimum of [150-160] feet for a single stacking lane or [75 – 80] feet per lane when there is more than one stacking lane, is required for all other drive-through facilities. A stacking lane is measured between the lane entrance and the service area.

Chapter 3 – Connectivity and Access

Sections:

3.1 Street Connectivity, Blocks, and Accessways

A. Intent. The intent of these standards is to facilitate safe, convenient, and efficient movement of people that are walking, bicycling, using transit, or driving. The standards promote a complete and interconnected network of public and private streets and accessways that provide direct and convenient routes between destinations. The standards also encourage smaller block sizes that reduce walking distances, reduce out-of-direction travel, promote route and mode choice.

B. Applicability. The street connectivity, blocks, and accessway standards apply to nonresidential or mixed-use developments and all residential developments that meet the thresholds for [site design review] where transportation improvements are required. The standards also apply to any land division application where transportation improvements are required.

C. Street Connections Required.

1. Development must provide a system of streets and accessways that meets the block length standards in subsection D, as applicable, and provides access to the following:

    a. Abutting residential developments;

    b. Abutting undeveloped property;

    c. Abutting transit station or major transit stop;

    d. Abutting parks or schools; and

    e. Abutting Neighborhood Activity Centers.

2. Intersection angles, grades, tangents and curves proposed for the internal street system must be consistent with the [public works/engineering standards].

D. Street Connectivity and Block Length Standards.

1. New internal streets within a development must connect to all existing or planned stubbed streets that abut the site. Where necessary to give access to or permit a satisfactory future development of adjoining land, streets must be extended to the boundary of the development and the resulting dead-end street (stub) may be approved with a temporary turnaround as approved by the city engineer.

2. Where the locations of planned streets are shown on a local street network plan or within a Transportation System Plan, the development must implement the street connection(s) shown on the plan in addition to meeting the standards of this chapter.

3. Where local street connections are not shown on an adopted plan, or the adopted plan does not designate future streets with sufficient specificity, the development must provide for street connections as required by the standards of this chapter.

4. Maximum Block Length. On development sites [2 acres or greater], street connections or pedestrian/bicycle accessways must be spaced no further than the maximum block length standards stated in Table 3-1. The maximum block length standard may be met with a full street connection or a pedestrian/bicycle accessway that conforms with section 3.1.E. In all cases, where a block exceeds 350 feet in length, a mid-block pedestrian/bicycle accessway is required.

Table 3-1: Maximum Block Length Standards

Site Area	Within [CFA and Downtown/Main Street Areas]	All Other Sites
Less than 5.5 acres	500 feet[1]	500 feet[1]
More than 5.5 acres	350 feet	
[1]If the block length exceeds 350 feet, a mid-block pedestrian/bicycle accessway is required		

5. Local streets with a dead end are not permitted unless the street is planned to continue to a connected network in the future. Cul-de-sac streets are not permitted. An applicant may pursue a discretionary review option as detailed in Section 1.2.C for an exemption to this standard.

OPTIONAL

6. Alley requirement option: [In downtown, main street, and residential] districts blocks must include alleys to allow use of rear-loaded garages and accessory dwelling units and to provide access for utility and garbage services. An applicant may pursue a discretionary review option as detailed in Section 1.2.C for an exemption to this standard.]

7. Street grid option: [The street grid system must be rectilinear and must avoid curves. An applicant may pursue a discretionary review option as detailed in Section 1.2.C for an exemption to this standard.]

E. Pedestrian and Bicycle Accessways. Pedestrian and bicycle accessways may be proposed in-lieu of full street connections for an existing block length of 700 feet or less. If so, they must meet the standards listed below.

1. Accessways must be created within public rights-of-way, public tracts, or private tracts with public access easements. Such rights-of-way, tracts, or easements must be at least [10-15 feet] wide.

2. Accessway entry points must align with pedestrian crossing points on abutting streets and with abutting street intersections.

3. Accessways must be sufficiently straight that both end points are visible from any point on the accessway. An applicant may pursue a discretionary review option as detailed in Section 1.2.C for an exemption to this standard.

4. Accessways must have no horizontal obstructions and a 9-foot, 6-inch high vertical clearance.

5. Accessway surface improvements must be at least [8 -10 feet] in width. Improvements must be impervious pavement (asphalt or concrete), unless pervious pavement has been approved by the [city engineer] based on usage and site conditions. Paved surfaces must be separated from potential fenced areas by at least one foot on each side.

6. Accessway surfaces must drain stormwater runoff to the side or sides. Paving materials, storm drainage, shoulder treatment, and landscaping for accessways are subject to [applicable local requirements].

7. Accessways must have a slope of 5% or less. An applicant may pursue a discretionary review option as detailed in Section 1.2.C for an exemption to this standard.

8. To prohibit access by motorized vehicles (except motorized mobility devices or emergency vehicles) accessways must be constructed with gates, removable lockable posts, bollards or barriers subject to [applicable local requirements]. Accessways connecting to sidewalks built with a full-height curb do not need to provide additional barriers.

9. If accessway is not dedicated as public right-of-way, to ensure accessway maintenance over time, a maintenance agreement must be recorded that specifically requires present and future property owners to provide for liability and maintenance of the accessways to City standards.

3.2 Pedestrian and Bicycle Circulation

A. Intent. On-site pedestrian and bicycle circulation standards are intended to provide connections which minimize out-of-direction travel between buildings and existing public rights-of-way, pedestrian/bicycle accessways and other on-site pedestrian facilities.

B. Applicability. The pedestrian and bicycle circulation standards apply to nonresidential and mixed-use developments and all residential developments except single-unit dwellings, accessory dwelling units, middle housing dwellings, manufactured dwellings, residential training homes and residential treatment homes.

C. Connections to the Street. New development must provide pedestrian and bicycle connections between main entrances of buildings and the street as follows.

1. Main Entrances. All primary buildings located within 100 feet of a street lot line must have a connection between main entrance(s) and the adjacent street. The connection may not be more than 120 percent of the straight-line distance between the entrance and the street, unless a longer distance is necessary to comply with ADA grade requirements. For sites with frontage on a [transit street], the pedestrian connection requirement must be met on the [transit street].

2. Tree Preservation. If a tree that is at least 12 inches in diameter (as measured by the diameter at breast height (DBH)) is proposed for preservation, and the location of the tree or its root protection zone would prevent the standard of 3.2.C.1 from being met, the connection may be up to 200 percent of the straight-line distance.

D. Connections to Abutting Properties. This standard applies to multi-unit dwellings, commercial, office, or institutional uses that abut another site that is zoned or developed for multi-unit dwellings, commercial, office, or institutional uses. On-site walkways must connect or be stubbed to allow for an extension to the abutting property when there is an existing or planned walkway on the abutting property, or when the abutting property is undeveloped.

E. Internal Connections. The walkway system must connect all main entrances on the site that are more than 20 feet from the street, and provide connections to parking areas, bicycle parking, recreational areas, common outdoor areas, and any pedestrian amenities and must conform with 3.2.F.

F. Walkway Design

1. Materials and Width. Walkways must be hard surfaced (paved) and at least 6 feet in unobstructed width. Walkway width must be increased to 8 feet if the walkway abuts perpendicular or angled parking spaces, unless the spaces are equipped with wheel stops.

2. Crossings with Vehicle Areas. Where the walkway crosses driveways, drive aisles, parking areas, and loading areas, the walkway must be clearly identifiable through the use of elevation changes, a different paving material, or other similar method. Striping does not meet this requirement. Elevation changes for crossings must be at least 4 inches high.

3. Walkways Adjacent to Vehicle Areas. Where the walkway is parallel and adjacent to a parking space, driveway, or drive aisle, the walkway must be a raised path or be separated from the vehicular space by a raised curb, bollards, landscaping, or other physical barrier. If a raised path is used, it must be at least 4 inches high. Bollard spacing must be no further apart than 5 feet on center.

OPTIONAL

4. Lighting. The on-site pedestrian circulation system must be illuminated as required in [local lighting standard]. Light fixtures must be full cut-off fixtures as defined by the Illuminating Engineering Society of North America (IESNA).

5. Sustainability. Walkway and parking lot design must incorporate at least one of the following sustainability features:

    a. At least 30 percent of paving material must be permeable pavement; or

    b. At least 30 percent of the paving material must be made from recycled content; or

    c. At least 50 percent of the pedestrian walkway pavement must have a solar reflective index rating of a least 29; or

    d. Provide shading for at least 50 percent of the total walkway surfaces on the site. Shade can be provided by current or proposed buildings that shade the paving material at 3 p.m. June 21 and current or proposed trees, with the amount of shade included for each planted tree to be measured by the diameter of the mature crown cover stated for the species of the tree.

3.3 Transit Facilities

A. Intent. The intent of the transit connectivity and facilities standards is to encourage the use of transit services and to ensure connections between different modes of travel. The standards require that applicable developments provide essential facilities and amenities that make using transit more convenient, safe, and comfortable.

B. Applicability. Projects that meet the following thresholds will be reviewed to determine if transit facilities are required to be provided:

1. Projects on development sites within [100 feet of an existing or planned transit stop] or [located on an existing or planned transit route].

2. Residential developments with more than [25] dwelling units. This includes any development application for any residential building type, including but not limited to, single detached subdivisions, middle housing development, and multi-unit dwelling development.

3. Commercial, office, and institutional developments with more than [50,000] square feet of gross floor area.

4. Industrial developments with more than [100,000] square feet of gross floor area.

C. Transit Facilities. Applicable projects may be required to provide additional transit facilities where substantial evidence of projected transit ridership or other transit impacts is presented by the transit provider to conclude both that a nexus exists between the proposed development and public transit and that the degree of impact provides reasonable justification. The City may require the developer to grant a public easement or dedicate a portion of the lot for transit facilities.

1. Discretionary Standard for Nonresidential Development.

    a. If a [transit agency or other transit service provider], upon review of an application for development meeting, or exceeding, the thresholds in 3.3.B recommends [based on adopted transit plan and/or TSP] that a bus stop, bus turnout lane, bus shelter, accessible bus landing pad, lighting, or other transit improvement be constructed, or

that an easement or dedication be provided for one of these uses, consistent with an agency adopted or approved plan at the time of development, the [review authority] shall require such improvement, using designs supportive of transit use. Requirements may include existing facilities that are in disrepair or in need of replacement.

b. Development sites along [high-frequency transit streets] must get approval from relevant City authority to determine if an increase in the maximum setback may be required to accommodate a sidewalk width of a minimum of [12 feet] to ensure adequate spacing for transit facilities and safe and convenient pedestrian movement. This determination will be made by the relevant City authority and the transit agency at the time of development review.

2. Clear and Objective Standard for Residential Development. If a [transit agency or other transit service provider], upon review of an application for development meeting, or exceeding, the thresholds in 3.3.B.2, recommends [based on adopted transit plan and/or TSP] that a bus stop be constructed or that an easement or dedication be provided for a bus stop, consistent with an agency adopted or approved plan at the time of development, the [review authority] shall require such improvement. Requirements may include existing facilities that are in disrepair or in need of replacement.

3.4 Large Parking Lots

A. Intent. The intent of the standards for large off-street parking lots is to mitigate the climate impacts of large areas of pavement, improve pedestrian connectivity and circulation within and across such areas, and maximize the survival and health of trees planted in large parking lots. The regulations implement the city's responsibilities under OAR 660-012-0405(4).

B. Applicability. When a total of more than one-half acre (21,780 square feet) of new off-street surface parking is proposed on one or more lots within a development site, the lot(s) proposed for development shall comply with the standards in Sections 3.4. For purposes of these standards, the area of an off-street surface parking area is the sum of all areas within the perimeter of the off-street parking area, including parking spaces, aisles, planting islands, corner areas, and curbed areas, but not including interior driveways and off-street loading areas:

C. Variances and Adjustments Prohibited. Except as noted for pedestrian walkways in Section 3.4.F, adjustments per Section 1.2.B and the Discretionary Review Option per Section 1.2.C are prohibited for the standards of Sections 3.4.

D. Climate Mitigation Measures. The development must provide at least one of the following climate mitigation actions. Multiple actions may be used in combination to meet the total amount of mitigation required. Developments required to comply with the Green Energy Technology in Public Building Construction Contracts per OAR 330-135-0010 are exempt from the requirements for climate mitigation measures.

1. Tree Canopy. Increased on-site tree canopy area shall be provided, in conformance with the standards included under Subsection 3.4.G of this section, covering at least 40 percent of new off-street parking area in no more than 15 years. Compliance with the standards in subsections (n)(4) is required for trees planted to meet this standard.

2. Payment into Equitable Renewable Energy Fund. Tree Canopy. Payment of $1,500 per new off-street parking space into a fund at the Oregon Department of Energy dedicated to equitable solar or wind energy development.

3. Solar power generation. Installation of solar panels with a generation capacity of at least 0.5 kilowatt per new off-street parking space. Panels may be located anywhere on the property.

E. Tree Canopy. Developments must provide one of the following options for tree canopy. Compliance with the standards in Subsection 3.4.G is required for trees planted to meet these requirements.

1. Tree canopy over the parking area. On-site tree canopy area shall be provided covering at least 30 percent of new off-street parking areas. An applicant may count tree canopy provided to meet section A.1 for compliance with this standard.

2. Tree canopy along drive ways. Tree canopy shall be provided along the driveways of the new parking area. The tree spacing and species planted must be designed to maintain a continuous canopy except when interrupted by driveways, drive aisles, and other site design considerations. For purposes of this standard, driveways are vehicular routes through a parking lot that provide access to and from the surrounding streets, and connections through the site to buildings and parking lot drive aisles, and do not provide direct access to parking stalls, or provides access to a limited number of parking stalls.

F. Pedestrian Connections Required. Developments must provide pedestrian connections that meet the standards below.

1. Required connections The site shall have a continuous route for pedestrian travel that connects to the following locations:

   a. Building entrances.

   b. Existing or planned pedestrian facilities in the adjacent public rights-of-way.

   c. Transit stops on or adjacent to the site.

   d. Accessible parking spaces.

2. Connection design standards. The pedestrian connections shall be constructed to meet the standards in Section 3.2.F.

3. Discretionary review. Applicants may request discretionary review under Section 1.2.C for the pedestrian connection standards in this section.

G. Tree Planting and Maintenance. Trees planted for compliance with the standards of Section 3.4 must comply with the following. The intent of these standards is to ensure that trees are planted and maintained to maximize their root health and chances for survival, including having ample high-quality soil, space for root growth, and reliable irrigation according to the needs of the species.

1. The applicant must submit documentation that notice and opportunity for comment to the local electric utility has been provided of the applicant's tree planting plan for the development, including the plans for pre-design, design, building and maintenance phases.

2. Trees shall be planted pursuant to the American National Standards Institute (ANSI) A300 standards for planting [2021]. The applicant shall provide documentation of compliance from a certified arborist prior to receiving a certificate of occupancy or other final approval to commence the proposed use of the site.

CLIMATE-FRIENDLY AND EQUITABLE COMMUNITIES (CFEC) WALKABLE DESIGN STANDARDS (OAR 660-0120 0330)

City of Tualatin Code Audit | FINAL 2/5/2025

Introduction

The City of Tualatin is updating its Development Code to comply with recent state rules related to walkable design. The division of Oregon Administrative Rules (OAR) 660-012 are the Transportation Planning Rules. OAR 660-12-0330 establishes land use requirements which are intended to improve walkability. The overall requirement of these rules is stated in section (1). [1]

> **660-012-0330(1)** *Cities and counties shall implement plans and land use regulations to support compact, pedestrian-friendly, mixed-use land use development patterns in urban areas. Land use development patterns must support access by people using pedestrian, bicycle, and public transportation networks.*

These requirements apply to all areas of a jurisdiction within the urban growth boundary – both within and outside of climate-friendly areas (CFAs). This includes all commercial and residential zone districts. However, cities are not required to update site design regulations in zones with a predominantly industrial or rural character.

As an initial step in this update, the MIG consultant team has developed the following Code Audit that identifies:

- The requirements of OAR 660-12-0330,
- Model Code and Other Approaches (concepts in **bold** are from DLCD's Climate-Friendly and Equitable Communities Walkable Design Standards Guidebook, Final Draft); those noted as "(BP)" are suggested best practices, and
- MIG's initial assessment of the City's current regulations (with recommendations noted in blue text) and potential Code Concepts to address any gaps in walkable design standards.

The Code Audit report includes the following sections:

[1] These requirements apply to regions with populations over 50,000 people (Tualatin, Bend, Corvallis, Eugene/Springfield, Grants Pass, Medford/Ashland, Portland Metro, and Salem/Keizer).

Acronyms and Zoning Districts

Acronym	Meaning
TDC	Tualatin Development Code
CFEC	Climate-Friendly and Equitable Communities
OAR	Oregon Administrative Rule

Zoning Districts

Residential Districts	Mixed-use Districts	Commercial Districts
○ RL – Low Density Residential ○ RML – Medium Low Density Residential ○ RMH – Medium High Density Residential ○ RH – High Density Residential ○ RH-HR – High Density High Rise	○ MUC – Mixed Use Commercial ○ Central Tualatin Overlay Zone	○ CO – Office Commercial ○ CN – Neighborhood Commercial ○ CR – Recreational Commercial ○ CC – Central Commercial ○ CG – General Commercial ○ CO/MR – Mid-Rise/Office Commercial

Part 1: Neighborhood Connectivity

APPLICABILITY: At a minimum these requirements apply to neighborhood-scale development (land divisions which include new streets) in all land use districts.

0330 Land Use Requirement	Model Code and Other Approaches	Assessment/Recommendation
(3) Cities and counties shall have land use regulations that provide for pedestrian-friendly and connected neighborhoods. Land use regulations must meet the following requirements for neighborhood design and access:		
a) Neighborhoods shall be designed with connected networks of streets, paths, accessways, and other facilities to provide circulation within the neighborhood and pedestrian and bicycle system connectivity to adjacent districts. A connected street network is desirable for motor vehicle traffic but may be discontinuous where necessary to limit excessive through-travel, or to protect a safe environment for walking, using mobility devices, and bicycling in the neighborhood.	○ **Max. block length of 350' (up to 500' with midblock path).** ○ **Midblock path (accessway) design standards.** ○ **Prohibit cul-de-sac and dead-end streets (unless future street is planned).** ○ **Optional: Require rectilinear street grid system (with exceptions).** ○ **Require new internal streets to connect to all existing or planned stubbed streets that abut the site.** ○ **Require street connections identified in the TSP.** ○ See Part 5 for exception to street connectivity.	**Relevant Code Sections:** ○ TDC Chapter 74 provides public improvement requirements. ○ TDC 74.410 Future Street Connections: ▪ Requires streets to be extended to the proposed development site boundary and to provide access to adjoining land. ▪ Subsection (1)(d) requires street extension to "eliminate the use of culs-de-sac, except where topography, barriers such as railroads or freeways, existing development, or environmental constraints such as major streams and rivers prevent street extension." ▪ For new residential or mixed residential/commercial developments, subsection (2) provides block length limits of 530 feet between street connections, except where prevented by barriers. Bicycle and pedestrian accessways may be provided where full street connections are not possible, with spacing of no more than 330 feet, except where prevented by barriers. Other development types must provide streets in accordance with the Comprehensive Plan street plan maps. ▪ Subsection (2)(iii) limits cul-de-sacs and other closed-end street systems to situations where barriers prevent full street extensions. Cul-de-sacs are limited to 200 feet or 25 dwelling units, except for stubbed streets. ▪ Subsection (3) requires streets in a subdivision to either provide for the continuation of existing streets

0330 Land Use Requirement	Model Code and Other Approaches	Assessment/Recommendation
		into surrounding areas or to conform to an approved street plan that accounts for topography or other situations that make street continuation impractical. ○ TDC 74.420 Street Improvements requires construction of streets, sidewalks, and bikeways (where designated) in new development. Subsection (18) states that "proposed multi-family residential, commercial, or institutional uses that are adjacent to a major transit stop will be required to comply with the City's Mid-Block Crossing Policy." (However, this policy is not addressed elsewhere.) ○ TDC 74.450 requires bikeways and bike/ped pathway construction when identified the Transportation System Plan (TSP). ○ TDC 74.460(1-13) requires accessways to be constructed and dedicated to the city with final residential, commercial, and industrial subdivision plats. Accessways must connect to: ▪ Public use land including schools and parks. ▪ Arterial or Collector streets with transit stops or bike lanes. ▪ Adjoining undeveloped residential, commercial, or industrial property. ▪ Planned accessways. ○ Land division criteria in TDC Chapter 36 cross-reference the road and bike/ped connectivity standards in TDC Chapter 74. ○ The Public Works Construction Code (PWCC) contains requirements for street design standards, including intersections, cul-de-sacs, and stub streets. The PWCC also addresses design requirements for bicycle and pedestrian paths and accessways. **Assessment and Recommendations:** ○ TDC Chapter 74 contains many standards to require a connected network of streets, accessways, and other facilities to provide circulation within new development.

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		○ See section -0330(3)(c) for a specific assessment of block length standards. ○ TDC 74.420(18) refers to a "Mid-Block Crossing Policy," but there are no other references to this policy. If a mid-block crossing is required with development, that should be clarified. ○ Also, many of the standards in Chapter 74 are not clear and objective, using discretionary terms such as "where impractical." These standards should be made clear and objective, when applied to residential applications.[2]
b) Neighborhoods shall be designed with direct pedestrian access to key destinations identified in OAR 660-012-0360[3] via pedestrian facilities.	○ **Require access to abutting sites: residential developments, undeveloped property, transit stations, parks or schools, neighborhood activity centers.** ○ **Require on-site walkways to connect to walkways on abutting property.**	**Relevant Code Sections:** ○ The land division approval criteria in TDC 36.110 through 36.125 require partitions and subdivisions to provide for pedestrian, bicycle and transit circulation to adjacent and nearby residential areas, transit stops, neighborhood activity centers, office parks, and industrial parks. In the clear and objective criteria, "nearby" is defined as "within ¼ mile that can reasonably be expected to be used by pedestrians, and uses within two miles that can reasonably be expected to be used by bicyclists." ○ TDC 74.450(1) When a development abuts or contains a bikeway, pedestrian path, or multi-use path, the City may require a connecting path to be constructed and an easement or dedication be provided. ○ TDC 74.460 Accessways – See -0330(3)(a) above. **Assessment and Recommendations:**

[2] The City of Tualatin and MIG will be addressing clear and objective code amendments as part of a separate project, expected to begin in early 2025. However, any amendments that are proposed as part of the Walkable Design Standards project should be clear and objective if required for residential development.

[3] Key Destinations per OAR 660-012-0360 are locations expected to attract a higher than average rate of pedestrian, bicycle, and transit trips. These include but are not limited to climate-friendly areas, transit stations, child care facilities, schools, retail and service establishments, major employers, parks, and more.

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		○ The TDC standards ensure that land divisions provide pedestrian connections to some of the key destinations listed in OAR 660-012-0360. However, some of the listed destinations (climate-friendly areas, child care facilities, schools, retail and service establishments, and parks) are not addressed in the TDC. Some of these destinations may be included in "neighborhood activity centers," however, that term is not defined in the code. The standards should be updated to address all the destinations listed in -0360. **Code Concept:** ○ Update the criteria in TDC 36.110-.125 to require connections to all the destinations listed in -0360. Make sure all terms, including "neighborhood activity centers" are defined consistent with the OAR (see Part 6, below).
c) Cities and counties shall set block length and block perimeter standards at distances that will provide for pedestrian network connectivity. Cities and counties may allow alleys or public pedestrian facilities through a block to be used to meet a block length or perimeter standard.	○ **Max. block length of 350' (up to 500' with midblock path).** ○ Max. block perimeter standard. ○ **Optional: Require blocks to include alleys (code should include design standards for alleys).**	**Relevant Code Sections:** ○ TDC 74.410(2) provides block length limits for new residential or mixed residential/commercial developments of 530 feet between street connections, except where prevented by barriers. Bicycle and pedestrian accessways may be provided where full street connections are not possible, with spacing of no more than 330 feet, except where prevented by barriers. ○ Bike/ped accessways are subject to the design standards in TDC 74.460 and Public Works Construction Code Section 203.2.11C. They must be located and improved within a right-of-way or tract of no less than eight feet, and dedicated to the City, per the Public Works standards. ○ The TDC does not address alleys to break up block length. **Assessment and Recommendation:** ○ The TDC sets block length standards for residential/mixed-use subdivisions and other large

0330 Land Use Requirement	Model Code and Other Approaches	Assessment/Recommendation
		developments, and allows accessways to provide bike/ped connectivity when street connections are not possible. However, block length maximums exceed those in the Model Code (530 ft vs. 350 ft). Also, the TDC does not provide standards for block perimeter, which appears to be inconsistent with the OAR. It is recommended to add a block perimeter standard and reduce block length maximums to further support pedestrian connectivity. The block length measurement should also be clearly defined (see Part 6: Definitions for recommendations). ○ It is also recommended to revise design standards for accessways to account for adequate width, lighting, and accessibility. ○ While the Model Code includes an optional requirement for alleys with new blocks, this is not required by the OAR. No changes recommended.

Code Concepts:

- Block length/perimeter: Vary the standards based on the zoning district and/or based on the street classification.

  Option 1 – Vary by zones, apply to all street and development types (except industrial).
  - Residential zones: Maximum length of 400 to 500 feet; maximum perimeter of 1,400 feet.
  - Mixed-Use zones: Maximum length of 350 feet; maximum perimeter of 1,200 feet.
  - Commercial zones: Maximum length of 600 feet; maximum perimeter of 1,600 feet.

  Option 2 – Vary by street type, apply to all zones and development types (except industrial).
  - Local streets: Maximum length of 400 feet.
  - Collector or arterial streets: Maximum length of 600 feet; maximum perimeter of 1,600 feet.
- Accessways:
  - Retain existing accessway option for connectivity and spacing standard of 330 feet.
  - Potential design standards (Model Code and Hillsboro CDC provide example standards):
    - Minimum 15-foot total width.
    - 8-foot asphalt or concrete path with a maximum slope of 5 percent.
    - Landscape plantings between the path and edge of the accessway, subject to landscaping standards in TDC 73B.
    - Maximum length of 300 feet between streets.
    - Minimum and maximum lighting standards (e.g., 2-4 foot-candles).

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▪ Consider allowing the accessway to be privately owned, but with a public access easement (currently must be dedicated to the City). ○ Redevelopment: Consider standards to require a midblock accessway or street with redevelopment, with consideration for proportionality. ▪ For redevelopment of a site over [2 acres] that does not meet the block length or connectivity standards in TDC 74.410, require construction of a street or midblock accessway, provided the City of Tualatin makes findings that the improvements have a clear nexus with, and are roughly proportional to, the development's impacts. ○ Private Alleys: ▪ Consider adding an option to include private alleys in a development to meet connectivity and access standards. ▪ Typical width: 20 foot roadway; 24 foot total width. ▪ 6 inch curbs on both sides. ▪ Must meet minimum fire access requirements. ▪ If alley is provided, vehicle access must be from the alley.		
d) Cities and counties shall set standards to reduce out-of-direction travel for people using the pedestrian or bicycle networks.	○ **Require relatively straight accessways.**	**Relevant Code Sections:** ○ TDC 74.410(1)(e) requires street extensions to "eliminate circuitous routes." ○ TDC 74.460(4) and (5) require accessways to be as short and straight as possible (but no more 600 feet), and constructed in accordance with Public Works Construction Code. **Assessment and Recommendation:** ○ The TDC provides standards for street connections and accessways in new subdivisions and developments that reduce out-of-direction travel. However, it is recommended to reduce the maximum length of accessways for safety and maintenance purposes. The standards in TDC 74.400 should also be updated to be clear and objective.

Part 2: Residential Neighborhoods

APPLICABILITY: In Tualatin these requirements would apply to new construction in the following Residential and Mixed-Use zones:

Residential Zones ○ RL – Low Density Residential ○ RML – Medium Low Density Residential ○ RMH – Medium High Density Residential ○ RH – High Density Residential ○ RH-HR – High Density High Rise	Mixed-use Residential Zones ○ MUC – Mixed Use Commercial ○ Central Tualatin Overlay Zone – Within this overlay, the base zones that allow housing are: ▪ CC – Central Commercial ▪ CO – Office Commercial ▪ RH ▪ RH-HR
The requirements would apply to these development types: ○ Detached single-dwelling ○ Middle housing ○ Multiple unit dwellings ○ Residential portions of mixed-use	

0330 Land Use Requirement	Model Code and Other Approaches	Assessment/Recommendation
(5) Cities and counties shall have land use regulations in residential neighborhoods that provide for slow neighborhood streets comfortable for families, efficient and sociable development patterns, and provide for connectivity within the neighborhood and to adjacent districts. Cities and counties must adopt land use regulations to meet these objectives, including but not limited to those related to:		
○ Setbacks	○ **Maximum setbacks (20' or less depending on the district).** ○ **Garage entrance (less than 5' or more than 18').** ○ **Require the garage entrance to be setback behind the front building frontage.**	**Relevant Code Sections:** ○ TDC Chapter 41 – 44 lists the residential zone development standards by zoning district. Minimum front setbacks are: ▪ RL: 15 feet (Can be reduced to 12 ft with an unenclosed porch) ▪ RML: • Single-family and middle housing: 10 feet • Multi-family: 20-35 feet depending on height (20 ft setback for 1-story structure, up to 35 ft setback for 2.5-story structure). ▪ RMH: 20-35 feet depending on height (similar to RML). Townhomes have a 0-20 foot setback based on architectural review. ▪ RH: Same as RMH.

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		RH-HR: 20-35 feet depending on height. For buildings greater than 2.5 stories, front setbacks are determined through architectural review. ○ In all residential zones, the minimum setback to garage doors is 20 feet. ○ Maximum setbacks are not required in residential zoning districts. ○ TDC Chapters 57 and 58 list the mixed-use development standards. Minimum front setbacks are: ▪ MUC: No minimum front setback. Maximum setback is 20 feet for residential uses. ▪ Central Tualatin Overlay: • CC: Same as base zone – 0-20 feet, determined through Architectural Review Process. No maximum setback. • CO: Same as base zone – 20 feet. No maximum setback. • RH: No minimum or maximum front setback. When mixed with commercial, setbacks are determined by architectural review. • RH-HR: Same as base zone (see above). **Assessment and Recommendations:** ○ The TDC requires relatively large minimum front setbacks throughout residential zones. Structures with taller building heights are subject to stricter setbacks. Townhomes and high-rise structures are subject to architectural review to determine setbacks. Consider reducing front setback requirements to further promote walkable design. Also consider whether maximum setbacks would be appropriate in certain higher-density residential zones. ○ Maximum setbacks in the MUC zone support pedestrian oriented development. No changes recommended. ○ Consider reducing minimum setbacks in the Central Tualatin Overlay Zone and establishing maximum setback standards. **Code Concepts:** ○ Maximum setbacks of 15-20 feet for residential development in higher density zones.

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		○ Require a minimum percentage of the street frontage to be occupied by a building within the maximum setback.
		  ○ On sites with 100 feet or more of street frontage, at least 50 percent of the site width must be occupied by a building(s)
		  ○ On sites with less than 100 feet of frontage, at least 40 percent of the site width must be occupied by a building(s).
		  ○ Allow publicly-accessible plazas or other pedestrian amenity spaces to meet a portion (e.g., up to 20 percent) of the frontage requirements. The Model Code provides specific standard for improvements that could be incorporated.
		○ Reduce minimum setbacks to no more than 15 or 20 feet in most residential zones.

○ Lot size and coverage	○ Standards should not overly limit lot coverage and frontage.
	○ **Do not require a minimum lot size or maximum lot coverage, particularly in more urban areas or those with a high number of potential infill lots. (BP)**
		Relevant Code Sections:
		○ TDC Chapters 41 – 44 contains minimum lot size and coverage requirements in Residential districts.
		○ Minimum lot size standards:
		  ▪ Townhouses in all residential zones where permitted: 1,400 square feet.
		  ▪ RL: Generally 6,500 square feet. 6,000 square feet for multi-family (conditional use).
		  ▪ RML: 3,000 for single-family. 4,500 square feet for plexes and cottage clusters. 1,400 square feet for townhouses. 20,000 square feet for multi-family.
		  ▪ RMH: Multi-family and duplex require 10,000 square feet on less than one acre and 2,904 square feet per unit on more than one acre. 20,000 square feet for multi-family condominiums. 10,000 square feet for other uses.
		  ▪ RH: Multi-family and duplex require 10,000 square feet on less than one acre and 1,742 square feet per unit on more than one acre. 20,000 square feet for multi-family condominiums. 10,000 square feet for other uses.
		  ▪ RH-HR: Multi-family requires 10,000 square feet, plus an additional 1,198 square feet for each unit exceeding two on lots less than one acre. On lots greater than one-acre, minimum lot size is 1,452 square feet per unit. 20,000 square feet for multi-family condominiums.

0330 Land Use Requirement	Model Code and Other Approaches	Assessment/Recommendation
		○ Maximum lot coverage standards: ▪ RL: 45% for single-family and duplex. 60% for triplex and quadplex. 75% for townhouse and cottage cluster. ▪ RML: 60% for duplex, triplex, and quadplex. 75% for townhouse and cottage cluster. 40% for all other permitted uses (including single-family). ▪ RMH: 90% for townhouses. 40% for all other permitted uses. ▪ RH: 90% for townhouses. 45% for all other permitted uses. ▪ RH-HR: 45% for all uses. ○ TDC 57.300 provides development standards for the MUC zone. No minimum lot size standards apply. Maximum lot coverage is 90%. **Assessment and Recommendation:** ○ Lot size: City staff notes that lot sizes are tied directly to maximum density standards. Staff also indicated that changes to lot sizes and density should not be considered with this project, as that would require a larger community conversation. No changes recommended. ○ Lot coverage: The restrictions in the higher-density zones could also be a barrier, especially for multi-family development in the RMH, RH, and RH-HR zones. Consider increasing maximum lot coverage in these zones. **Code Concepts:** ○ In higher-density zones, increase maximum lot coverage for multi-family housing to 60% or 70%.
○ Building orientation	○ **Require main entrance to face the street (or within 45 degrees) or face a courtyard.** ○ **For multi-unit housing, require at least [25-50%] of ground-floor units to have a main entrance that meets the standards.** ○ **Entrance within 25' of transit street.**	**Relevant Code Sections:** ○ TDC 73A.030 provides clear and objective design standards for single-family and middle housing. The front face of a residential building is required to incorporate design elements to create visual and aesthetic interest. The standards do not address building or entry orientation. ○ TDC 73A.100 contains design standards for multi-family developments in all zones except the MUC zone and Central Design District. The standards address design of entry areas, but do not require orientation to the street.

0330 Land Use Requirement	Model Code and Other Approaches	Assessment/Recommendation
		○ TDC 73A.130(8)(b) provides standards for residential and mixed-use residential development in the MUC zone. All primary ground-floor entries must be oriented to the street. Primary structures must be oriented with their main entrance facing the street upon which the project fronts. **Assessment and Recommendation:** ○ The residential design standards (except in the MUC zone) do not meet the OAR requirements to provide building orientation standards that promote sociable development patterns. It is recommended to update the site design standards for single-family, middle housing, and multi-family housing to address building orientation, similar to the Model Code. ○ It is also recommended to require entries to be located close to transit streets, similar to the Model Code. **Code Concepts:** ○ Applicability. ▪ Require at least one main entry for each plex, townhouse, or multi-family building to meet the entry orientation standards. ▪ For multi-family developments with frontage on a local street, require at least [25%] of ground floor dwelling units with individual entries to have at least one main entrance that meets the standards. ○ Entry orientation (from Model Code). All buildings within 40 feet of a street lot line must have at least one main entrance that meets one of the following standards: ▪ The entrance must be within 8 feet of the longest street-facing façade of the building and must either face the street; be at an angle of up to 45 degrees from the street; or open onto a covered porch that must be at least 25 square feet in area. ▪ The entrance must face a courtyard that abuts the street and must be no less than 15 feet in width. ○ Require multi-family buildings adjacent to designated transit streets to have at least one main entrance that is within [25] feet of transit street.
○ Access	○ **Ground floor entries.**	**Relevant Code Sections:**

0330 Land Use Requirement	Model Code and Other Approaches	Assessment/Recommendation
	○ **Require connections from the main building entrance to the adjacent street.** ○ **Driveway separation on local streets.** ○ **Max driveway width.** ○ **Max garage width (50%; up to 75% if recessed).**	○ TDC 73A.030(4) requires that walkways be provided for townhomes. ○ TDC 73A.070 (5) requires pedestrian paths for cottage clusters that connect the main entrance of each cottage to the public right-of-way. ○ TDC 73A.100(7) requires walkways for multi-family development that "provide pedestrian connections between the main building entrances and other on- site buildings, accessways, and sidewalks along the public right-of-way." ○ TDC 73A.100(8) requires accessways to be constructed in multi-family developments when adjacent to other residential or commercial property, schools, parks, and collector or arterial streets where transit stops or bike lanes are provided or designated. The accessways must connect the pedestrian and bike circulation systems. ○ TDC 73C.090 provides minimum and maximum driveway widths for residential uses. ▪ Min. for single-family and duplexes is 10 feet. Max. is 26 feet for 1 and 2 car garages, and 37 feet for 3+ car garages. ▪ Min. for multi-family is 16-32 feet, depending on the number of driveways and whether they are one-way or two-way. ○ TDC 73C.090 also requires pedestrian walkways along multi-family driveways. Must be 6-feet wide and curbed. ○ TDC 75.040 describes driveway approach requirements. ▪ (7) requires sidewalks to be constructed on all street frontages prior to use or occupancy of the building. ▪ (10) requires a minimum separation of 40 feet between driveways on the same property. (Note: TDC 73C.090(6) provides a similar driveway separation standard of 40 feet.) ▪ (11) contains separation requirements between driveways and intersections based on street classifications for single-family and middle housing. **Assessment and Recommendations:**

0330 Land Use Requirement	Model Code and Other Approaches	Assessment/Recommendation
		○ The TDC contains some standards to promote pedestrian access and walkability for residential uses. However, gaps in the standards include: ▪ Walkways for single-family dwellings, duplexes, triplexes, and quadplexes that connect main entries to the street. ▪ Minimum and maximum driveway widths for middle housing other than duplexes. ○ It is recommended to address these gaps in the standards using standards adapted from the Model Code. **Code Concepts:** ○ For sites with frontage on an alley, driveway access is only permitted via the alley, if the alley is improved. ○ For sites with more than one frontage, access must be taken from the lower classification street. ○ Driveway Width. ▪ Reduce the maximum driveway width for all single-family and middle housing driveways to 24 feet, regardless of the garage size. • Clarify that maximum widths apply only to new development, not to modification of an existing driveway. ▪ Add a minimum driveway width standard for middle housing (to correct an inadvertent gap in the code).
Other standards supporting pedestrian-friendly / sociable development patterns	○ **No parking between building and street; limit percentage of parking/ circulation along street frontage (50%).** ○ **Require pedestrian amenities on transit streets / more urban areas.** ○ **Screening of surface parking areas.** ○ **Minimum transparency.** ○ **Transitions to residential entrances.**	**Relevant Code Sections:** ○ TDC 73A.030(1)(a) requires minimum window coverage of 12% for the front face of a single-family dwelling, duplex, triplex, quadplex, or townhouse. 73A.070(6) (cottage clusters) requires 20% window coverage for cottages within 20 feet of a street property line. ○ TDC 73A.030(1)(b) and (c) requires roof design and wall design elements to provide visual interest on the façade. ○ TDC 73A.100(3) requires entry areas for multi-family units to: ▪ Be separated from on-site parking areas and public streets with landscaping, change of grade, low fences, or walls; ▪ Be a minimum of 24 square feet in area for each dwelling unit.

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		○ TDC 73C.210(3) requires perimeter landscaping around all parking areas, including plantings that reach a mature height of 30 inches in 3 years which provide screening of vehicular headlights year round. **Assessment and Recommendations:** ○ The standards listed above support pedestrian-friendly / sociable development patterns consistent with -0330(5). In addition, the TDC provides additional standards that regulate frontage design and articulation to create a more pedestrian-friendly development pattern. The TDC complies with this rule. No changes are recommended.

Part 3: Site Design Standards for Commercial and Mixed-use Districts

APPLICABILITY: In Tualatin these requirements apply to the following Commercial and Mixed-use zoning districts:

Commercial Districts ○ CO – Office Commercial ○ CN – Neighborhood Commercial ○ CR – Recreational Commercial ○ CC – Central Commercial ○ CG – General Commercial ○ CO/MR – Mid-Rise/Office Commercial	Mixed-use Districts ○ MUC – Mixed Use Commercial ○ Central Tualatin Overlay Zone
Development Types: All development types in Commercial and Mixed-Use Districts.	

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(4) Cities and counties shall have land use regulations in commercial and mixed-use districts that provide for a compact development pattern, easy ability to walk or use mobility devices, and allow direct access on the pedestrian, bicycle, and public transportation networks. Commercial or mixed-use site design land use regulations must meet the following requirements:		

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a) Primary pedestrian entrances to buildings must be oriented to a public pedestrian facility and be accessible to people with mobility disabilities. An uninterrupted accessway, courtyard, plaza, or other pedestrian-oriented space must be provided between primary pedestrian entrances and the public pedestrian facility, except where the entrance opens directly to the pedestrian facility. All pedestrian entrances must be designed to be barrier-free.	○ **Maximum setback (0'-10' depending on district / use type).** ○ **Require main entrance to face the street (or within 45 degrees) or face a courtyard.** ○ **Entrance within 25' of transit street.** ○ **Require pedestrian connections to adjacent properties where there is an existing or planned walkway.** ○ Require all pedestrian entrances to be barrier free. ○ Incentivize accessible entrances and universal design amenities.	**Relevant Code Sections:** <u>Setbacks and frontage occupancy:</u> ○ Maximum setbacks are not required in any of the commercial zones. ○ The MUC zone (TDC 57.300) requires maximum setbacks as follows: ▪ Commercial uses: 10 feet ▪ Residential uses: 20 feet ○ MUC design standards in TDC 73A.130(7) require buildings to occupy a minimum of 50% of arterial and collector street frontages. Buildings must be located at public street intersections on arterials and collectors. ○ Utility easement standards are provided in TDC 74.330(5), which requires a 6-foot easement adjacent to streets for land divisions. Other developments are subject to the Public Works Construction Code standards. <u>Building Orientation:</u> ○ TDC 73A.130(8) provides standards for residential and mixed-use residential development in the MUC zone. All primary ground-floor entries must be oriented to the street. Primary structures must be oriented with their main entrance facing the street upon which the project fronts. ○ Entry orientation is not required for nonresidential development, either in the MUC zone (73A.130) or in other zones (73A.110). <u>Pedestrian Access:</u> ○ TDC 73A.110 contains design requirements for nonresidential development except in the MUC zone. Walkways and accessways are required to connect the primary entrance with on-site accessways, plazas, and other pedestrian facilities. ○ TDC 73A.130(3) requires all new buildings in the MUC zone to provide walkways at least 6 feet wide that connect directly to the public ROW.

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		Assessment and Recommendations: ○ The TDC mostly complies with -0330(4)(a) by providing standards to ensure primary pedestrian entrances are oriented to the street and connected to pedestrian facilities. However, gaps in the standards include: ▪ Maximum setbacks are not required in commercial zones (though this is not strictly required). Consider establishing max. setbacks in these zones. ▪ Entry orientation is not required for nonresidential development, either in the MUC zone (73A.130) or in other zones (73A.110). Add requirements for nonresidential development that require main entrances to be oriented to the street. **Code Concepts:** ○ Require maximum setbacks in commercial zones of 10-20 feet. ○ Similar to the recommended residential standards (Part 2), require a minimum percentage of the street frontage to be occupied by a building within the maximum setback. ▪ On sites with 100 feet or more of street frontage, at least 50 percent of the site width must be occupied by a building(s) ▪ On sites with less than 100 feet of frontage, at least 40 percent of the site width must be occupied by a building(s). ▪ Allow publicly-accessible plazas or other pedestrian amenity spaces to meet a portion (e.g., up to 20 percent) of the frontage requirements. The Model Code provides specific standard for improvements that could be incorporated. ○ Amend the General Design Standards and MUC standards to require nonresidential development to have primary ground-floor entries oriented to the street. ▪ Consider a flexible standard that requires primary structures to have their main entrance placed close to

0330 Land Use Requirement	Model Code and Other Approaches	Assessment/Recommendation
		the streets, with a direct pedestrian connection to the sidewalk. ▪ Require the entrance to be emphasized with architectural features to distinguish it as the main entrance. ▪ Provide exceptions for situations that make street orientation impractical, such as site dimensions, topographic constraints, etc.
b) Motor vehicle parking, circulation, access, and loading may be located on site beside or behind buildings. Motor vehicle parking, circulation, access, and loading must not be located on site between buildings and public pedestrian facilities on or along the primary facing street. Bicycle parking may be permitted.	○ **Prohibit vehicle parking areas between the front façade and the public street.** ○ **Limit percentage of parking/ circulation along street frontage (50%).**	**Relevant Code Sections:** ○ TDC 73A.130(4) requires parking areas in the MUC zone to be to the side or rear of a new development, limited to 50% of the street frontage, and setback a minimum of 50 feet from the front property line. **Assessment and Recommendations:** ○ The TDC limits parking location in the MUC zone in compliance with this rule. However, in other commercial zones, parking location is not limited. The TDC should be amended to comply with -0330(4)(b). **Code Concepts:** ○ In commercial zones, limit vehicle parking similar to the MUC zone, or the Model Code. ○ MUC standards: ▪ Parking and loading areas are prohibited between the public street and proposed building(s); ▪ Parking is allowed on the side or rear of proposed building(s). If located on the side, the parking area may not exceed 50 percent of the total frontage of the site; and ▪ Parking must be setback a minimum of 50 feet from the front property line. ▪ Provide exceptions for situations that make locating parking to the side/rear impractical, such as site dimensions, topographic constraints, etc. ○ Model Code:

0330 Land Use Requirement	Model Code and Other Approaches	Assessment/Recommendation
		▪ Vehicle parking and circulation areas within [20 feet] of the street lot line must be limited to no more than 50 percent of the length of the street lot line. ▪ Any areas within [20 feet] of the street lot line that are not occupied by a building or vehicle area must be landscaped or hardscaped for pedestrian use. ▪ No area between the portion of a building that meets the maximum setback standard and the street lot line can be used for vehicle parking or circulation.
c) On-site accessways must be provided to directly connect key pedestrian entrances to public pedestrian facilities, to any on-site parking, and to adjacent properties, as applicable.	○ **Require all primary buildings within 40' feet of a street to have a walkway connecting one main entrance to the street. Connections cannot exceed 120% of straight-line distance.** ○ **Require on-site walkways to connect to walkways on abutting property.**	**Relevant Code Sections:** ○ TDC 73A.100(7-8) See -0330(3)(d) above regarding multi-family walkways and accessways. ○ TDC 73A.110(1) provides walkway standards for nonresidential development except in the MUC zone. Walkways are required to connect main building entrances with other on-site buildings, accessways, and sidewalks along the public right-of-way. ○ TDC 73A.130(3) provides walkway standards for all development in the MUC zone. "Walkways must be continuous and connect all building entrances within the development to one another and to: all public streets or private access abutting the site: all parking areas, storage areas, recreational facilities and common areas associated with the development; and adjacent development, transit stops, and public greenways and parks; and walkways must provide connection to an abutting street every 200 linear feet of frontage." **Assessment and Recommendations:** ○ The TDC complies with -0330(4)(c) by providing design standards that promote pedestrian connectivity by requiring accessways and walkways connecting to key areas on the site, public pedestrian facilities, and adjacent properties. No changes recommended.

0330 Land Use Requirement	Model Code and Other Approaches	Assessment/Recommendation
d) Any pedestrian entrances facing an on-site parking lot must be secondary to primary pedestrian entrances as required in this section. Primary pedestrian entrances for uses open to the public must be open during business hours.	○ **At least one main entrance must meet the standards.** ○ **Primary entrance unlocked during business hours.**	**Relevant Code Sections:** ○ See Building Orientation summary in -0330(4)(a), above. **Assessment and Recommendation:** ○ The MUC zone (73A.130) requires the main entrance of residential and mixed-use developments to face the street. Secondary entrances are not addressed directly, but the effect of the standards is that secondary entrances would be allowed to face the parking lot. No changes recommended. ○ Entry orientation is not required for nonresidential development, either in the MUC zone (73A.130) or in other zones (73A.110). See recommendation in -0330(4)(a), above. ○ No standards in the TDC require the primary pedestrian entrance to be open during business hours. This does not comply with the OAR. Amend the MUC and non-MUC standards for nonresidential development to require primary pedestrian entrances to remain open during business hours. Note, however, that these types of operational requirements can be very challenging to enforce through zoning. **Code Concepts:** ○ For nonresidential or mixed-use buildings. At least one main entrance must meet the standards. For buildings with multiple tenant spaces or multiple entrances, only one entrance must meet the standard. ○ (If appropriate:) Unlocked during business hours. Each main entrance to a nonresidential and mixed-use building that meets the standard must be unlocked during regular business hours.
e) Large sites must be designed with a connected network of public pedestrian facilities to	○ **Require walkway network to connect all main entrances >20' from the street, and provide connections to**	**Relevant Code Sections:** ○ TDC 73A.100(7-8) See -0330(3)(d) above regarding multi-family walkways and accessways.

0330 Land Use Requirement	Model Code and Other Approaches	Assessment/Recommendation
meet the requirements of this section.	**parking areas, bicycle parking, recreational areas, common outdoor areas, and pedestrian amenities.** ○ **Require walkways through large parking lots (>21,780 SF). Require connections to the street every 250-300'.** ○ **Walkway material and width standards. Require differentiation for walkways crossing or parallel to vehicle areas.** ○ **Optional lighting and sustainability standards for walkways.**	○ TDC 73A.110(1) See -0330(4)(c) above for walkway and accessway standards for nonresidential development except for the MUC zone. Also, walkways through parking areas must be visibly raised and of a different appearance than the adjacent paved vehicular areas. ○ TDC 73A.130(3) See -0330(4)(c) above for walkway standards for all development in the MUC zone. **Assessment and Recommendation:** ○ The TDC contains several standards to require an internal pedestrian network in commercial and mixed-use zones that connects the buildings to adjacent uses and destinations. ○ Standards for walkway and accessway design and construction are provided to ensure convenient and barrier-free design. ○ No changes recommended for compliance with this rule.
f) Development on sites adjacent to a transit stop or station on a priority transit corridor must be oriented to the transit stop or station. The site design must provide a high level of pedestrian connectivity and amenities adjacent to the stop or station. If there is inadequate space in the existing right of way for transit infrastructure, then the infrastructure must be accommodated on site.	○ **Orient at least one main entrance within 25 feet of the highest transit classification street.** ○ **Require pedestrian amenity spaces where max building setback not met.** ○ **Require additional transit facilities where evidence of projected transit ridership or other transit impacts is presented.**	**Relevant Code Sections:** ○ TDC 73A.100(8) requires multi-family accessways to connect to transit stops on collector or arterial streets. ○ TDC 73A.110(6) (nonresidential development outside of MUC) and 73A.130(6) (all development in MUC) provide standards for development adjacent to transit. Development on a designated transit street must "provide either a transit stop pad on-site, or an on-site or public sidewalk connection to a transit stop along the subject property's frontage on the transit street." Development abutting a major transit stop must locate buildings within 20 feet of a stop or provide a pedestrian plaza, provide pedestrian connections to the transit stop, and provide transit amenities. **Assessment and Recommendations:** ○ The TDC contains standards that require new commercial, mixed-use, and multi-family developments to provide pedestrian connectivity to transit stops.

0330 Land Use Requirement	Model Code and Other Approaches	Assessment/Recommendation
		○ In the MUC zone and for nonresidential development, new buildings are required to provide improvements for transit stops that abut a site. ○ No changes recommended for compliance with this rule.
g) Development standards must be consistent with bicycle parking requirements in OAR 660-012-0630.[4]	○ Apply in all zones. While OAR 660-012-0330 requires bicycle parking in Commercial and Mixed-use districts, OAR 660-012-0630 requires it for a range of uses in all zones.	**Relevant Code Sections** ○ TDC 73C.040 contains bicycle parking quantity requirements based on land use. ○ TDC 73C.050 Contains bicycle parking design requirements for long-term and short-term parking and their relation to the building and street. **Assessment and Recommendation:** ○ The TDC applies bicycle parking to all commercial and mixed-use districts and appear to be consistent with OAR 660-012-0630. No changes recommended for compliance with this rule.
h) These site design land use regulations need not apply to districts with a predominantly industrial or agricultural character.	○ Do not apply these standards to industrial or agricultural land.	○ The TDC does not apply these standards to industrial or agricultural land and complies with this requirement.

[4] 660-012-0630 Bicycle Parking
(1) Cities and counties shall require and plan for adequate parking to meet the increasing need for travel by bicycle and other small-scale mobility devices.
(2) Cities and counties shall require bicycle parking for the following uses: (a) All new multi-unit development or mixed-use development of five residential units or more as provided in section (3); (b) All new retail development; (c) All new office and institutional developments; (d) All major transit stops, and any park-and-ride lots that require land use approval; and (e) Any land use where off-street motor vehicle parking is mandated.
(3) Cities and counties shall require a minimum of one-half of a covered bicycle parking space per unit for multi-unit and mixed-use residential uses. Cities and counties may: (a) Allow for reductions or exemptions to the minimum parking requirement based on development-specific considerations; and (b) Exempt or reduce the minimum parking requirement for certain types of residential uses that are likely to have less future demand for bicycle parking.
(4) Cities and counties shall adopt development regulations requiring all required bicycle parking provided must: (a) Either allow ways to lock at least two points on a bicycle, or be within a lockable space only available to authorized users; (b) Be installed in a manner to allow space for the bicycle to be maneuvered to a position where it may be secured without conflicts from stairs, other parked bicycles, walls, or other obstructions; (c) Be in a location that is convenient and well-lit; and (d) Include bicycle parking spaces to accommodate large bicycles, including family and cargo bicycles.
(5) Cities and counties shall provide for public bicycle parking and allow and provide for parking and ancillary facilities for shared bicycles or other small-scale mobility devices in climate-friendly areas, Metro Region 2040 centers, and near key destinations identified as provided in OAR 660-012-0360.

0330 Land Use Requirement	Model Code and Other Approaches	Assessment/Recommendation
Other standards supporting pedestrian-friendly / sociable development patterns	**Ground floor of nonresidential and mixed-use buildings:** ○ **Min transparency (50-75%).** ○ **Weather protection along 50-75% of façade within 5' of ROW.** ○ **Driveway separation on local streets.** ○ **Max driveway width and max garage width.** ○ **Screening of surface parking areas.**	**Relevant Code Sections:** ○ TDC 73A.130(8) contains requirements for building design in the MUC zone that support pedestrian-friendly design elements including: ▪ Ground-floor windows ▪ Building façade standards ▪ Weather-protection (awnings, canopies and arcades). ○ TDC 73C.969 Allows any portion of existing off-street parking areas to be redeveloped as bicycle-oriented or transit-oriented facility. **Assessment and Recommendations:** ○ While not required by -0330(4), the TDC standards listed above further promote pedestrian oriented design in commercial and mixed-use districts. No changes recommended for compliance with this rule.

Part 4: Auto Oriented Land Uses

APPLICABILITY: These standards apply in all land use districts, although these uses are primarily found in commercial districts.

0330 Land Use Requirement	Model Code and Other Approaches	Assessment/Recommendation
(6) Cities and counties shall have land use regulations that ensure auto-oriented land uses are compatible with a community where it is easy to walk or use a mobility device. Auto-oriented land uses include uses related to the operation, sale, maintenance, or fueling of motor vehicles, and uses where the use of a motor vehicle is accessory to the primary use, including drive-through uses. Land use regulations must meet the following requirements:		
a) Auto-oriented land uses must provide safe and convenient access opportunities for people walking, using a mobility device, or riding a bicycle. Ease of access to goods and services must be equivalent to	○ **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. (Note: Vehicle Service**	**Relevant Code Sections:** ○ TDC 73A.110(3) (outside MUC) sets standards for "drive-up" uses, which includes drive-through uses except fueling stations. Standards address minimum stacking lane length, preclude interference with access to parking areas, and require a minimum distance of 50 feet from residential zones. The width and turning radius of drive-up aisles must be approved by the City.

0330 Land Use Requirement	Model Code and Other Approaches	Assessment/Recommendation
or better than access for people driving a motor vehicle.	**Uses are exempt, as stated in the Guidebook)** ○ **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.**	○ TDC 73A.130(5) provides the same standards for drive-up uses within the MUC zone. ○ TDC 57.210(4) Automotive Service Stations in the MUC zoning district require conditional use permits and are subject to additional development standards including frontage, setbacks, and access standards. **Assessment and Recommendations:** ○ The TDC contains standards to regulate the size and design of drive-through facilities where they are allowed. ○ Drive-through uses are not required to provide equivalent or better access for people not driving a motor vehicle. However, a new drive-through use would be required to meet the General Design Standards (TDC 73A.110) which contains pedestrian connection requirements. ○ The TDC should be updated to improve pedestrian access to drive-up uses. This should include standards similar to the Model Code, addressing walk-up service and location of service areas and stacking lanes. It could also include spacing of drive-through entrances from street intersections. **Code Concepts:** ○ Require walk-up service windows where drive-up service windows are proposed and provide standards for walk-up windows. ○ Require pathways that cross drive-up lanes to be raised, marked, or otherwise differentiated from the drive-up stacking area. ○ Require driveway entrances, including stacking lane entrances, to be at least 50 feet from any street intersection.
b) Outside of climate-friendly areas, cities and counties may provide for exemptions to this rule in cases where an auto-oriented land use cannot	○ Provide exemptions outside of CFAs, provided pedestrian facilities are protected.	**Relevant Code Sections:** ○ N/A **Assessment and Recommendations:** ○ The TDC does not contain exemptions for drive-up uses.

0330 Land Use Requirement	Model Code and Other Approaches	Assessment/Recommendation
reasonably meet the standards of this rule. Standards developed in cases of an exemption must protect pedestrian facilities.		○ If the suggested code concepts above are implemented, consider exempting drive-up facilities in non-pedestrian oriented zones.
Other Standards.	○ **Prohibit drive-through facilities in downtown and main street districts.**	**Relevant Code Sections:** ○ Drive-up uses are not permitted in the MC or BCE zones. ○ TDC 58.200, Table 58-1: Within the Central Design District, drive-up restaurants and photo service uses are prohibited; bank drive-up uses and other drive-up uses are permitted only as a conditional use. **Assessment and Recommendations:** ○ The rule does not require cities to prohibit drive-through uses. However, the City could consider further restricting drive-up uses within the MUC zone, Central Tualatin Overlay Zone, or specifically within the Central Design District.

Part 5: Applicability and Exemptions

0330 Land Use Requirement	Model Code and Other Approaches	Assessment/Recommendation
(2) Cities and counties may allow exemptions to provisions in this rule when conditions on a site or class of sites would make those provisions prohibitively costly or impossible to implement. Cities or counties may adopt land use regulations that provide for exemptions as provided in this section. Any allowed exemption shall advance the purposes of this rule to the extent practical. Conditions that may provide for an exemption include, but are not limited to:		
a) Topography or natural features; b) Railroads, highways, or other permanent barriers;	○ **Allow exemptions if physical conditions or existing structures make compliance with the standard impractical. Conditions on a site include but are not**	**Relevant Code Sections:** ○ TDC 73A.120(2) allows exceptions to the MUC Design Standards "if the physical characteristics of the site or existing structure (e.g., steep slopes, wetlands, other bodies of water, trees or other significant natural features of the site, buildings or

0330 Land Use Requirement	Model Code and Other Approaches	Assessment/Recommendation
c) Lot or parcel size, orientation, or shape; d) Available access; e) Existing or nonconforming development; f) To provide for accessibility for people with disabilities; or g) Other site constraints.	**limited to the conditions listed in OAR 660-012-0330(a-g).**	other existing development, utility lines and easements, etc.) make compliance with the standard impractical." ○ TDC 74.410(1)(d) precludes cul-de-sacs "except where topography, barriers such as railroads or freeways, existing development, or environmental constraints such as major streams and rivers prevent street extension." ○ TDC 74.410(2)(a) allows exceptions to block length standards "where prevented by barriers." Per TDC 31.060, "barriers" is defined as follows: *Barriers. Physical or topographic conditions that make a street or accessway connection impracticable. Such conditions include but are not limited to freeways; railroads; steep slopes; wetlands or other bodies of water where a connection could not reasonably be provided; where buildings or other existing development on adjacent lands physically preclude a connection now or in the future considering the potential for redevelopment; and where streets or accessways would violate provisions of leases, easements, covenants, restrictions or other agreements existing as of May 1, 1995 which preclude a required street or accessway connection, or the requirements of Titles 3 and 13 of the Metro Urban Growth Management Functional Plan (UGMFP).* **Assessment and Recommendations:** ○ The rule allows, but does not require, cities to provide exemptions to the standards. The list of conditions in -0330(2) that could provide for an exemption "are not limited" to those listed in (a) through (g). ○ The exceptions to MUC design standards, cul-de-sac limits, and block length limits are generally consistent with the exceptions allowed by the rule. ○ No changes are recommended.

Part 6: Definitions

Definitions for OAR 660-012 are in 660-012-0005 and by reference in ORS 197.015, 197.303, and 197.627. Those noted in the table below are of particular relevance to the requirements of OAR 660-012-0330.

Except as noted, the TDC definitions listed in the assessment/recommendation column are from TDC 31.060 Definitions.

0330 Land Use Requirement	Model Code and Other Approaches	Assessment/Recommendation
660-012-0005 Definitions. For the purposes of this division, the definitions contained in ORS 197.015, 197.303, and 197.627 shall apply unless the context requires otherwise. In addition, the following definitions apply:		
(3) "Accessible" means complying with the applicable standards of ORS 447.210 through 447.280, and where applicable, with ORS 447.310.	[not used in model code]	**TDC Definition:** ○ N/A **Assessment and Recommendations:** ○ Consider adding a definition for "Accessible" in the development code. **Code Concept:** ○ Accessible. Complying with the Americans with Disabilities Act.
(4) "Accessway" means a walkway that provides pedestrian and or bicycle passage either between streets or from a street to a building or other destination such as a school, park, or transit stop. Accessways generally include a walkway and additional land on either side of the walkway, often in the form of an easement or right-of-way, to provide clearance and separation between the walkway and adjacent uses. Accessways through parking lots are generally physically separated from adjacent vehicle parking or parallel vehicle traffic by curbs or similar devices and include landscaping, trees, and lighting. Where accessways	○ **Accessway. Any off-street path or walkway designed and constructed for use by pedestrians and/or bicyclists where such routes are not otherwise provided by the street system.**	**TDC Definition:** ○ *Accessway. A non-vehicular, paved pathway designed for pedestrian and bicycle use and providing convenient linkages between a development and adjacent residential and commercial properties and areas intended for public use, which includes, but is not limited to, schools, parks, and adjacent collector and arterial streets where transit stops or bike lanes are provided or designated. An accessway is not a sidewalk.* **Assessment and Recommendations:** ○ No changes are recommended for compliance with this rule.

0330 Land Use Requirement	Model Code and Other Approaches	Assessment/Recommendation
cross driveways, they are generally raised, paved, or marked in a manner that provides convenient access for pedestrians.		
(8) "At or near a major transit stop": [5] "At" means a parcel or ownership that is adjacent to or includes a major transit stop generally including portions of such parcels or ownerships that are within 200 feet of a transit stop. "Near" generally means a parcel or ownership that is within 300 feet of a major transit stop. The term "generally" is intended to allow local governments through their plans and ordinances to adopt more specific definitions of these terms considering local needs and circumstances consistent with the overall objective and requirement to provide convenient pedestrian access to transit.	[not used in Model Code]	**TDC Definition:** ○ *Transit Stop. A location where regularly scheduled transit service stops (includes but is not limited to bus stop) to load and unload passengers. For the purpose of measuring, the transit stop is the location of a sign denoting the transit stop. See also Transit Stop, Major.* ○ *Major Transit Stop. Existing and planned light rail stations, commuter rail stations and transit transfer stations, except for temporary facilities; other planned stops designated as major transit stops in TDC Chapter 11 (Figure 11-5); and existing stops which have or are planned for frequently scheduled fixed-route service.* **Assessment and Recommendations:** ○ TDC 73A.110(6) and 73A.130(6) apply standards for development "abutting major transit stops." This should be updated to apply "near" a major transit stop, as defined in OAR 660-012-0005(8).
(34) "Pedestrian facility" means a continuous, unobstructed, reasonably direct route between two points that is intended and suitable for pedestrian use. Pedestrian facilities include but are not limited to sidewalks, walkways, accessways, stairways and pedestrian bridges. On developed parcels, pedestrian facilities are generally hard surfaced. In parks and	[not used in Model Code]	**TDC Definition:** ○ *Pedestrian Facilities. On and off-street improvements and facilities such as sidewalks, walkways, pedestrian paths, trails, outdoor recreation access routes, accessways, and other amenities designed to accommodate pedestrians.* **Assessment and Recommendations:** ○ No changes are recommended for compliance with this rule.

[5] Note: OAR 660-012-0330(4)(f) uses the phrase "sites adjacent to a transit stop or station," rather than "at or near a major transit stop."

0330 Land Use Requirement	Model Code and Other Approaches	Assessment/Recommendation
natural areas, pedestrian facilities may be soft-surfaced pathways. On undeveloped parcels and parcels intended for redevelopment, pedestrian facilities may also include rights of way or easements for future pedestrian improvements.		
(65) "Walkway" means a hard surfaced area intended and suitable for use by pedestrians, including sidewalks and surfaced portions of accessways.	○ **Pedestrian Connection. A route between two points intended and suitable for pedestrian use. Pedestrian connections include, but are not limited to, accessways, sidewalks, walkways, stairways and pedestrian bridges.** ○ **Walkway. A transportation facility built for use by pedestrians, usually located outside a street right-of-way or tract.**	**TDC Definition:** ○ *Walkway. A pedestrian facility which provides a paved surface for pedestrian circulation within a development. A walkway may be shared with bicycles and may cross vehicle areas.* **Assessment and Recommendations:** ○ No changes are recommended for compliance with this rule.
Other	○ **Alley. A right-of-way through or partially through a block, intended for secondary vehicular access and shared use by bicyclists and pedestrians, located to the rear or side of properties. However, where vehicle access from the street is not permitted or not possible, an alley may provide primary vehicle access.** ○ **Block Length. The distance along a public or private street between intersecting public or private streets, as measured from nearest right of way edge to nearest right of way edge along the primary street's right of way edge, including "T" intersections but excluding cul-de-sacs.**	**TDC Definitions:** ○ *Alley. A narrow street through a block, primarily for vehicular service access to the back or side of properties otherwise abutting on another street.* ○ *Bikeway. Any street, road, path or way open to bicycle travel regardless of whether such facilities are designated for the preferential use of bicycles or are to be shared with other transportation modes.* ○ *Drive-Through Facility. A facility or structure that is designed and intended to allow drivers to remain in their vehicles before and during participation in an activity on the site.* ○ *Multi-Use Path (Trail). A path (trail) accommodating multi-modal active transportation. They serve as routes for recreational, commuter and destination-oriented trips.*

0330 Land Use Requirement	Model Code and Other Approaches	Assessment/Recommendation
	○ **Drive-Through Facility. A facility or structure that is designed to allow drivers to remain in their vehicles before and during an activity on the site. …** ○ **Main Entrance. A main entrance is the entrance to a building that is designed to facilitate ingress and egress for the highest volume of building users. Generally, each building has one main entrance, but if design features do not make it possible to determine which entrance is the main entrance, all entrances providing the same capacity of ingress and egress shall be treated as main entrances.** ○ **Stacking Lane. The space occupied by vehicles queueing on the development site and behind any public sidewalk for a service to be provided at a drive-through facility.**	**Assessment and Recommendations:** ○ Consider adding definitions for “main entrance” and “stacking lane,” similar to the Model Code. ○ Add a definition for “block length” similar to the Model Code that clearly defines how this dimension is measured.

Part 7: Transportation Facilities

Note: The Model Code does not provide implementation concepts for these requirements.

0330 Land Use Requirement	Model Code and Other Approaches	Assessment/Recommendation
(8) Cities and counties must implement land use regulations to protect transportation facilities, corridors, and sites for their identified functions. These regulations must include, but are not limited to:		
(a) Access control actions consistent with the function of the transportation facility, including but not limited to driveway spacing, median control, and signal spacing;	○ Driveway spacing, median control, and signal spacing standards tied to functional classifications. (These may be in the Engineering Design Standards rather than development code).	**Relevant Code Sections:** ○ TDC Chapter 75 contains access management requirements for new driveway and street connections. These include spacing requirements, provisions for sidewalks, and vision clearance areas. ○ TDC 73C.090 provides minimum requirements for parking lot driveways and walkways for residential uses such as single-family, duplex, and multi-family developments. Parking lot driveways and walkways for other residential uses are detailed under TDC Chapter 73A (Site Design Standards). **Assessment and Recommendations:** ○ The TDC complies with this rule by regulating driveway spacing based on classification of the street, size, and location of the site. No changes recommended.
(b) Standards to protect future construction and operation of streets, transitways, paths, and other transportation facilities;	○ Require consistency with the TSP.	**Relevant Code Sections:** ○ The TDC refers to the TSP in different sections as the Transportation System Plan, Transportation Plan, and TDC Chapter 11. ○ TDC 36.110 through 36.125 requires the street system for tentative partition and subdivision plans to be consistent with the TSP. ○ TDC 74.420(11) Street Improvements: streets abutting a development site must be improved in accordance with TDC Chapter 11. ○ TDC 74.450 indicates that the City may require that a bikeway, pedestrian path, or multi-use path be constructed when a site abuts or contains a planned alignment in TDC Chapter 11.

0330 Land Use Requirement	Model Code and Other Approaches	Assessment/Recommendation
		○ Transit facilities are required when abutting transit streets and stops, as shown in Comprehensive Plan Map 8-5 (Tualatin's Transit Plan). **Assessment and Recommendations:** ○ Consistency with the TSP for streets, transitways, and paths is required with development. No changes recommended.
(c) Standards to protect public use airports as provided in OAR 660-013-0080;	○ Airport overlay district standards.	**Relevant Code Sections:** ○ N/A **Assessment and Recommendations:** ○ N/A
(d) Processes to make a coordinated review of future land use decisions affecting transportation facilities, corridors, or sites;	○ Require Public Works / Engineering approval of plans. ○ Require a TIA if substantial impact to transportation facilities is expected.	**Relevant Code Sections:** ○ TDC 33.020(6) allows for Architectural Review that conditions of approval be applied to ensure adequate public facilities. ○ TDC 33.040(5) requirements for Conditional Use Permit review adequacy of transportation systems. ○ TDC 36.110 through 36.125 requires the street system for tentative partition and subdivision plans to be consistent with the TSP and TDC Chapters 74 (Public Improvement Requirements) and 75 (Access Management). ○ TDC 74.420(13): *The applicant must comply with the requirements of the Oregon Department of Transportation (ODOT), Tri-Met, Washington County and Clackamas County when a proposed development site is adjacent to a roadway under any of their jurisdictions, in addition to the requirements of this chapter.* ○ TDC 74.440(1) states that the City Manager may require a traffic study when necessary to assure that transportation facilities can accommodate expected

0330 Land Use Requirement	Model Code and Other Approaches	Assessment/Recommendation
		traffic and/or assure that internal traffic circulation of the proposed development will not result in conflicts with on-site traffic, parking, or loading or impact traffic on adjacent streets. **Assessment and Recommendations:** ○ The TDC includes various requirements to account for the coordinated review of land use decisions affecting transportation facilities. No changes recommended.
(e) Processes to apply conditions to development proposals in order to minimize impacts and protect transportation facilities, corridors, or sites for all transportation modes;	○ Establish regulations for conditions of approval based on impacts to transportation facilities.	**Relevant Code Sections:** ○ TDC Chapters 32 (Procedures) and 33 (Applications and Approval Criteria) allow the City to establish conditions of approval in development applications. **Assessment and Recommendations:** ○ The TDC allows the City to require conditions of approval to a land use decision (although transportation facilities are not specifically mentioned). No changes recommended.
(f) Regulations to provide notice to public agencies providing transportation facilities and services, railroads, Metropolitan Planning Organizations, the Oregon Department of Transportation, and the Oregon Department of Aviation of: (A) Land use applications that require public hearings; (B) Subdivision and partition applications; (C) Other applications that affect private access to roads; and (D) Other applications within airport noise corridors and imaginary surfaces that affect airport operations.	○ Require notice to relevant transportation agencies for the applications listed in OAR 660-012-0330(f)(A-D).	**Relevant Code Sections:** ○ TDC 32.220 states that where a project either adjoins or directly affects a state highway, then ODOT shall be notified; where the project site would access a County Road or otherwise be subject to review by the County, then the County. ○ TDC 32.230 for Type III procedures and TDC 32.240 for Type IV procedures – same as above. **Assessment and Recommendations:** ○ The TDC requires the City to contact ODOT or other relevant agencies when a state transportation facility is affected. No changes recommended.

0330 Land Use Requirement	Model Code and Other Approaches	Assessment/Recommendation
(g) Regulations ensuring that amendments to land use designations, densities, and design standards are consistent with the functions, capacities, and performance standards of facilities identified in the TSP.	○ Require amendments to the Zoning Code, Zoning Map, or Comprehensive Plan to be consistent with the TSP.	**Relevant Code Sections:** ○ TDC 33.070(5) lists the approval criteria for amendments to the TDC and comprehensive plan text or maps. ○ Amendments must be consistent with the comprehensive plan, applicable State of Oregon Planning Goals and applicable Oregon Administrative Rules, including compliance with the Transportation Planning Rule TPR (OAR 660-012-0060). **Assessment and Recommendations:** ○ Development code and map amendments are required to be consistent with the comprehensive plan, which includes the TSP. ○ No changes are required for compliance with this rule.

TO: Tualatin CFEC Project Management Team

FROM: Kate Rogers, MIG, Inc.

RE: Tualatin CFEC Walkable Design Standards – Focus Group Meetings Summary

DATE: January 10, 2025

Introduction

The project team for the Tualatin Walkable Design Standards project held two focus group meetings and one individual meeting in December 2024 and January 2025. The purpose of the meetings was to provide an overview of the project and get initial input on some of the gaps in Tualatin's code and potential code concepts for standards to support connectivity and walkability. The first focus group included transportation advocates who previously served on the City's Transportation System Plan (TSP) Community Advisory Committee. The second focus group included professionals involved in real estate development in Tualatin. The individual meeting was also with a local developer who was unable to attend the group meeting. This memo provides a summary of input received at these meetings.

Key Takeaways

- For the transportation advocates, the quality of the right-of-way and places to walk to are more important than on-site design. Lighting, pedestrian visibility, and places to sit/rest are especially important.
- There's general support for shorter block lengths and improved connectivity.
- There's some interest in midblock accessways, but there's concern about their safety, maintenance, and comfort. There should be standards to ensure they're usable. They should also connect to destinations.
- The development group encouraged flexibility in the code standards. There's support for reducing front setbacks. Less support for imposing maximum setbacks.
- Residential entry orientation may make sense on low-traffic streets.
- Parking location standards make sense for new commercial development. Use caution if applying to improvements to existing development.

Focus Group 1 (TSP Committee Members)

Tuesday, Dec 17 | 2:00 PM – 3:00 PM

General Discussion: Walkability in Tualatin

What's your impression of walkability in Tualatin? What qualities of the built environment would make Tualatin more walkable?

- Fewer parking lots could improve walkability. Parking lots seem to be underused/outdated.
- It is simply too far to walk to stores. Shorter walking distances improve walkability. Accessibility for one group helps accessibility for all groups.
- Walkability is limited due to a lack of public seating, places to rest, and shade.

- Street lighting needs to be improved for safety and visibility.
- Roads have limited availability to cross and can be dangerous to cross in good conditions. Pedestrians can be hard to see.
- Sidewalks can be difficult to navigate with strollers. Easier to use the road.
- ADA ramps/curb cuts have made a major impact on accessibility, for the better.
- Perspective of wheelchair user: need better lighting on corners, smoother sidewalks, functioning crosswalk buttons. Grates around trees to prevent rolling individuals from getting stuck, people from falling.
- There is limited bike parking infrastructure.
- Kate clarified that this project is mainly focused on onsite components of design. However, it is helpful to hear what the concerns are in the right-of-way.

Neighborhood Connectivity: Block Length

Should the maximum block length be reduced so it's closer to the Model Code standard of 350 ft?

How can this be implemented in existing neighborhoods to improve connectivity? How can it be encouraged? If a private space has an informal pathway, how can it be maintained as a pathway in the future?

  - Response: The code standards would be implemented in new development. It may be possible to dedicate private land for paths, but it would require a public access easement, dedication to the City, or other legal means to have this created in existing development.

- How can we create more places to walk to? Encourage people to open coffee shops/restaurants/businesses in neighborhoods?
  - Response: This may be outside of the scope of the walkability standards. If you mean businesses in a residential neighborhood, that may require changes to allowed uses in certain zones.
- To be more walkable, cities need things to walk to. More mixed usage/residential/ commercial.

Block Length Discussion: Midblock accessways

Are midblock accessways a viable alternative to street connections?

- Accessways can make walks shorter, more direct routes.
- Need to be wide enough that two people with walkers/strollers/rollers can pass each other.
- Need to be lit, maybe down on the footpath level. Must be maintained and level.
- Needs to be ADA accessible. Long sidewalk panels can make sidewalks bumpy.
- Neighbors must be ok with the noise that could come with foot traffic. Property owners may not want these access ways next to their properties. Accessways may be uncomfortable if they feel like private spaces.
- Midblock accessways could be more welcoming if surrounded by greenways/native plants/green barrier.

- Infrastructure should be non-hostile.

Pedestrian Oriented Design: Residential Setbacks

For high-density residential zones, should minimum front setbacks be reduced? Should maximum front setbacks be added?

- Tualatin is built out. Where is there room to develop?
    - Response: This is also what we've heard from staff. However, there are infill opportunities – smaller areas that could be filled in or redeveloped. Also, areas where larger single family lots could be converted to duplexes, have ADUs built on the lot, etc.
- Smaller is better – ADUs/duplexes.
- Minimum setbacks could help promote community by physically bringing people closer together.
- Being closer to neighbors and having access to shops/stores and having safer neighborhoods would be incredible.
- Having community surrounding you keeps you healthier and happier.

Focus Group 2 (Developers/Architects)

Tuesday, Dec 19 | 1:00 PM – 2:00 PM

General Discussion

- This is only going to be helpful for development if implemented intelligently. If done poorly, this can make development infeasible.
- Tualatin is frustrating because it lacks a central gathering space. Some trail systems don't connect, there is a lack of a true downtown.

Neighborhood Connectivity: Block Length

Should the maximum block length be reduced so it's closer to the Model Code standard of 350 ft? Are midblock accessways a viable alternative to street connections?

- What can you do about this? If everything is all built out where can this be implemented?
- Meeting reduced block length standards is not always worthwhile to develop financially. Do you want housing to be affordable, or do you want to have walkability?
- These midblock pathways are hard to maintain and expensive to maintain. They can also collect trash and can attract negative attention. Who is responsible to maintain these walkways?
- Can there be an either/or standard? If you have a longer block, have a midway access. If you have a shorter block, don't require it.
- There can be a mixture of block lengths, but it depends on where they go. Do they lead to a destination? Where do the accessways lead and connect to?

Pedestrian Oriented Design: Setbacks

For high-density residential zones, should minimum front setbacks be reduced? Should maximum front setbacks be added?

- When reducing setbacks, you can increase the utilization of land and promote affordability.
- What is around the development? On arterial streets, you may want more of a buffer with a larger setback. Context matters.
- Maximum setbacks reduce flexibility. Removing minimum setbacks improves flexibility.
- Small setbacks may not be a negative experience, but isn't the norm in Tualatin.
- Flexibility in setbacks is crucial, and should be scaled to building height.
- Developers and architects need to be able to prove that they are achieving stated goals, as opposed to blindly following rules/standards.

Residential Entry Orientation

Are there concerns with adding entry orientation standards for multi-unit housing?

- Context matters, you may not want an entry on the street for reasons of privacy/safety.
- Why does this need to be constrained in the code. These regulations could prevent intelligent design.
- However, the regulations may make sense in residential or mixed-use areas on low-traffic streets.

Parking Location in Commercial Areas

Should parking and loading areas be prohibited between the building and the street, and limited to a percentage of the street frontage?

- Do these requirements apply to existing commercial development? Does it apply when improving existing assets?
- These regulations can improve design of new development, but can kill a project if it applies to upgrades to existing development. Misapplied, this could kill off good infill development.
- We need broad language that allows intelligent design to prevail, yet reduce seas of parking lots.
- These standards make much more sense for new development. Existing development needs latitude. Needs to be driven by the goal, not the standard.

Final Thoughts

- Encourage pragmatism.
- Think about goals, not requirements.
- Allow for creative solutions.
- Our goal is to improve our community through quality design and planning.

Individual Meeting (Local Developer)

Friday, Jan 10 | 10:00 AM – 10:30 AM

General Discussion

- Participant does a lot of industrial and suburban office development.
- Main concern is that industrial clients don't want walking paths through their properties. It's a security issue, especially for tech companies. It's also a safety issue with the trucks.
    - MIG clarified that the CFEC rules do not apply to industrial districts, but they do apply to commercial districts. Provided some examples of the types of standards being considered. Also noted that we've heard similar statements from City staff.
- Access standards wouldn't be a concern in commercial districts. For example, we have office properties on Kruse Way in Lake Oswego where people walk by all the time.
- Parking location requirements wouldn't be too much of a concern for office or commercial.
- I've seen issues with road design standards for industrial areas. They need large sites that aren't constrained by small block standards.
    - MIG confirmed that block standards wouldn't apply to industrial districts or development.
- There was some discussion about the viability of mixed-use development. Caution against pushing mixed-use requirements, since they haven't been working in suburban areas. Can add to housing costs.
    - MIG confirmed that this project will not address permitted or required uses. It focuses on development standards and connectivity standards.

Oregon
Tina Kotek, Governor

Department of Land Conservation and Development
Director's Office
635 Capitol Street NE, Suite 150
Salem, Oregon 97301-2540
503-373-0050
www.oregon.gov/LCD

August 20, 2025

Erin Engman, AICP, Senior Planner
10699 SW Herman Rd
Tualatin, OR 97062

By Email: eengman@tualatin.gov

Subject: Alternative Dates Approved as Provided in OAR 660-012-0012(3)

Dear Senior Planner Engman,

I am writing in response to the city's request of July 15, 2025, for an alternative date for compliance with portions of the Oregon Administrative Rules (OAR) chapter 660, division 12, as provided in OAR 660-012-0012(3). The city's request included:

- An alternative date of December 31, 2025 for the requirement in OAR 660-012-0012(4)(e) to adopt certain land use regulations to support efficient transportation, as provided in OAR 660-012-0330.

I have considered each of the criteria in OAR 660-012-0012(3)(e):

> (e) The director shall review the proposed alternative dates to determine whether the proposed alternative dates meet the following criteria:
> (A) Ensures urgent action;
> (B) Coordinates actions across jurisdictions within the metropolitan area;
> (C) Coordinates with work required as provided in OAR 660-044-0100;
> (D) Sequences elements into a logical progression; and
> (E) Considers availability of funding and other resources to complete the work.

I find that the city meets the criteria in OAR 660-012-0012(3)(e); therefore, I **approve** the alternative date. Attachment A includes a summary of this approval, and previously approved alternative dates.

Sincerely,

Brenda Bateman, Ph.D.
Director

CC: Matt Crall, DLCD Planning Services Division Manager
Erik Havig, ODOT Statewide Policy and Planning Manager
Laura Kelly, DLCD Regional Representative
Neelam Dorman, ODOT Region 1 Planning Manager
Theresa Conley, ODOT Transportation Planner
Bill Holmstrom, DLCD Land Use and Transportation Planning Coordinator
Cody Meyer, DLCD Land Use and Transportation Planner

Attachment A
Alternative Dates – City of Tualatin

The city shall use the following alternative dates as provided in OAR 660-012-0012(3).

- An alternative date of December 31, 2025 for OAR 660-012-0012(4)(e) to adopt land use regulations as provided in:
  OAR 660-012-0330: Land Use Requirements

- An alternative date of July 10, 2024 for OAR 660-012-0012(4)(f) to adopt comprehensive plan amendments and land use regulations as provided in:
  OAR 660-012-0400: Parking Management
  OAR 660-012-0405: Parking Regulation Improvements
  OAR 660-012-0415: Parking Maximums and Evaluation in More Populous Communities
  OAR 660-012-0420: Exemption for Communities without Parking Mandates
  OAR 660-012-0425: Reducing the Burden of Parking Mandates
  OAR 660-012-0435: Parking Reform in Climate-Friendly Areas
  OAR 660-012-0445: Parking Management Alternative Approaches
  OAR 660-012-0450: Parking Management in More Populous Communities

CITY OF TUALATIN

Staff Report

TO: Tualatin Planning Commission

THROUGH: Aquilla Hurd-Ravich, Community Development Director

FROM: Madeleine Nelson, Associate Planner

DATE: October 15, 2025

SUBJECT:
Presentation to introduce a project to update the Tualatin Development Code (TDC) to comply with Oregon Revised Statutes (ORS) 197A.400 requirements related to clear and objective standards for housing.

RECOMMENDATION:
No action is required by the Planning Commission at this stage. Staff recommends that the Planning Commission review the presentation and provide feedback related to the project.

EXECUTIVE SUMMARY:
The purpose of this project is to perform a code audit for the City to identify areas of the code that are not in compliance with ORS 197A.400 and draft a package of text amendments to address each issue. The amendments will assist in the preparation of a hearings-ready development code that complies with ORS 197A.400 requirements related to clear and objective standards for housing.

ORS 197A.400 mandates that local governments regulate housing development using clear and objective standards, conditions, and procedures. The statute is intended to reduce discretionary barriers, uncertainty, delay, and cost that discourage housing development.

The objective of this project is to perform a code audit and finalize a hearings-ready code update that will bring City into compliance with ORS 197A.400 requirements related to clear and objective standards for housing.

The Planning Commission will have additional opportunities to provide input on this project after the Tualatin Development Code audit is completed and later during the drafting of the code amendments.

OUTCOMES OF DECISION:
The state rulemaking provides requirements for clear and objective standards for housing. This project will assist in ensuring the Tualatin Development Code is compliant with the state standards.

ALTERNATIVES TO RECOMMENDATION:
The state rulemaking is mandatory for metropolitan areas in Oregon.

FINANCIAL IMPLICATIONS:
The City was awarded direct assistance for this work by DLCD under an Intergovernmental Agreement authorized by DLCD IGA #23152. No direct financial expenditures will be incurred.

ATTACHMENTS:

- A. Presentation

CITY of TUALATIN

Clear & Objective Code Update

October 15, 2025 – Planning Commission

Agenda

- Project Overview
- Timeline
- Next Steps
- Questions

CITY of TUALATIN

Clear & Objective Housing Code Update

Purpose: Audit and Update Tualatin Development Code (TDC) to create an adoptable code that meets Oregon Revised Statutes (ORS) 197A.400/ SB 1564

- Funded by State Planning Grant through Oregon Dept. of Land Conservation and Development (DLCD)
- Partnered with Moore Iacofano Glotsman (MIG)

MIG

CITY of TUALATIN

ORS 197A.400

- ORS 197A.400 mandates that local governments regulate housing development using clear and objective standards, conditions, and procedures.
- The statute is intended to reduce discretionary barriers, uncertainty, delay, and cost that discourage housing development.
- Clear and objective standards are intended to:
  - Reduce barriers including delays, cost and appeals
  - Supporting housing needs
  - Improve accessibility/equity to development

CITY of TUALATIN

Example

Discretionary Language	Clear & Objective Language
"New buildings must be compatible with the character of surrounding development." "Compatible" and "character" are subjective and open to interpretation.	"Building facades must include at least 30% windows or doors on street-facing elevations." Specific, measurable, enforceable.

Project Overview & Timeline

- Tualatin Development Code Audit – January 2026
  - Code Audit Memo, Code Concept Recommendation*
- Draft Code Updates – June 2026
  - Recommendation*
- Final Code Updates – August 2026
  - Revised Based on Feedback, Recommendation*
- Adoption – October 2026
  - Public Hearing & Formal Adoption process

***Anticipated Project Check-In:**

- **Planning Commission**
- **City Council**

Next Steps

- Return in January with Code Audit Memorandum
  - Will seek policy direction based on the findings of the audit

Questions?

CITY of TUALATIN