



Oregon Walkable Design Standards

Oregon Active Transportation Summit
23 April, 2026



MODERATOR

Cody Meyer

Land Use and Transportation Planner,
Oregon Department of Land Conservation and Development

PANELISTS

Pauline Ruegg

Senior Associate, Cascadia Partners

Jamin Kimmell

Principal, Cascadia Partners

Fiona Lyon

TOD Program/Design Manager, Trimet

WALKABLE DESIGN IN OREGON

Climate-Friendly and Equitable Communities

Land use elements increase transportation options, reduce climate pollution, and increase equitable outcomes.

1

CLIMATE-FRIENDLY-AREAS

Designate 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).

“Rule 0330”

WALKABLE DESIGN IN OREGON

WHERE

Required within Oregon's 8 metropolitan areas



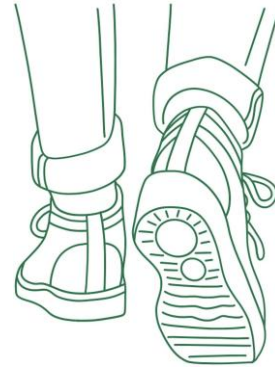
HOW

Walkable Design Standards **only apply to the land use regulations**

- private realm not the public realm



WHAT IS WALKABLE DESIGN?



YOU KNOW IT WHEN YOU SEE IT



YOU KNOW IT WHEN YOU SEE IT



YOU KNOW IT WHEN YOU SEE IT



YOU KNOW IT WHEN YOU SEE IT



AND WHEN YOU DON'T



AND WHEN YOU DON'T



AND WHEN YOU DON'T

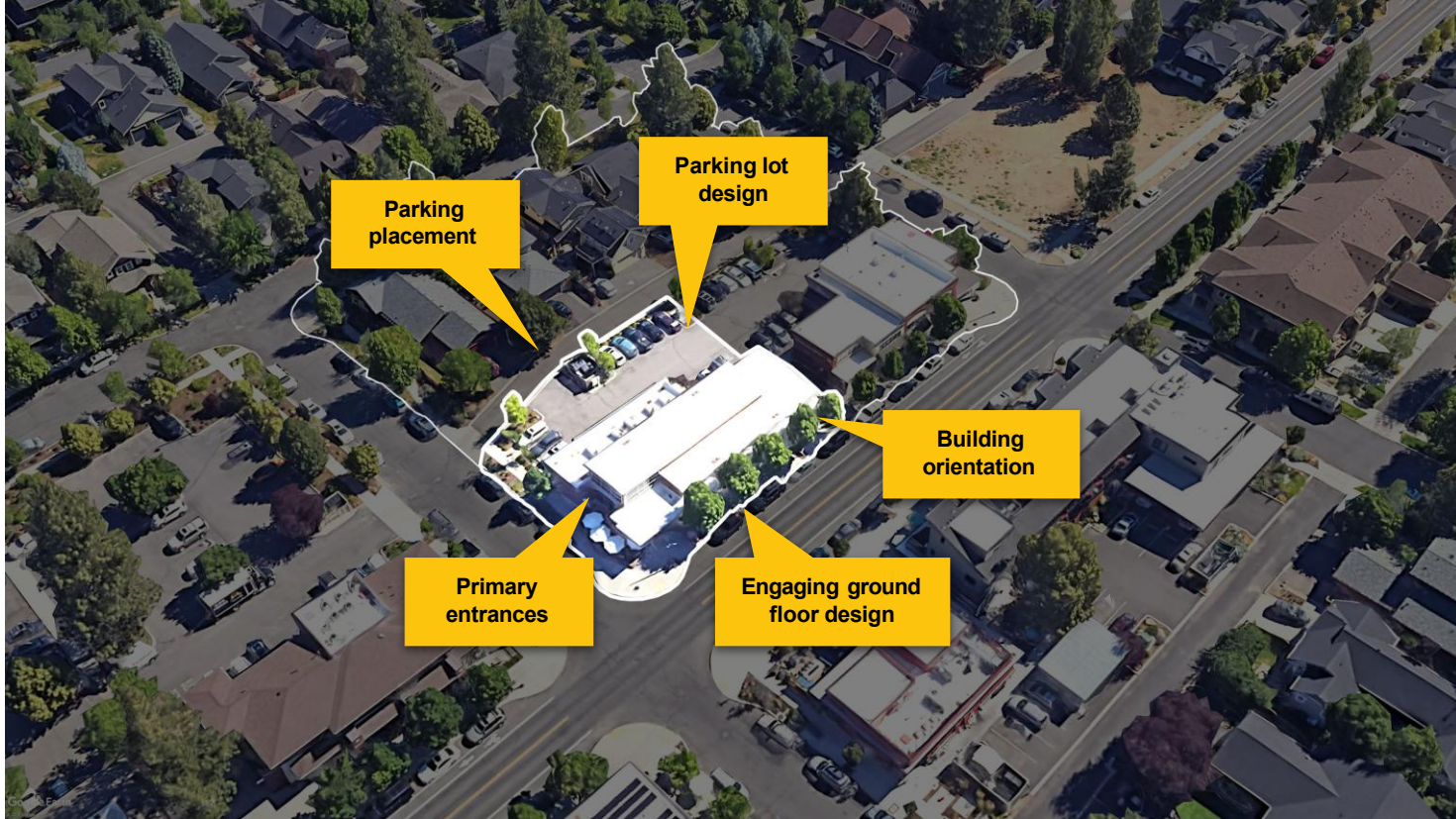




AT
THE
DISTRICT
SCALE



AT
THE
BLOCK
SCALE



AT
THE
SITE
SCALE

IT'S REALLY ABOUT LEMONADE STANDS...



vs.

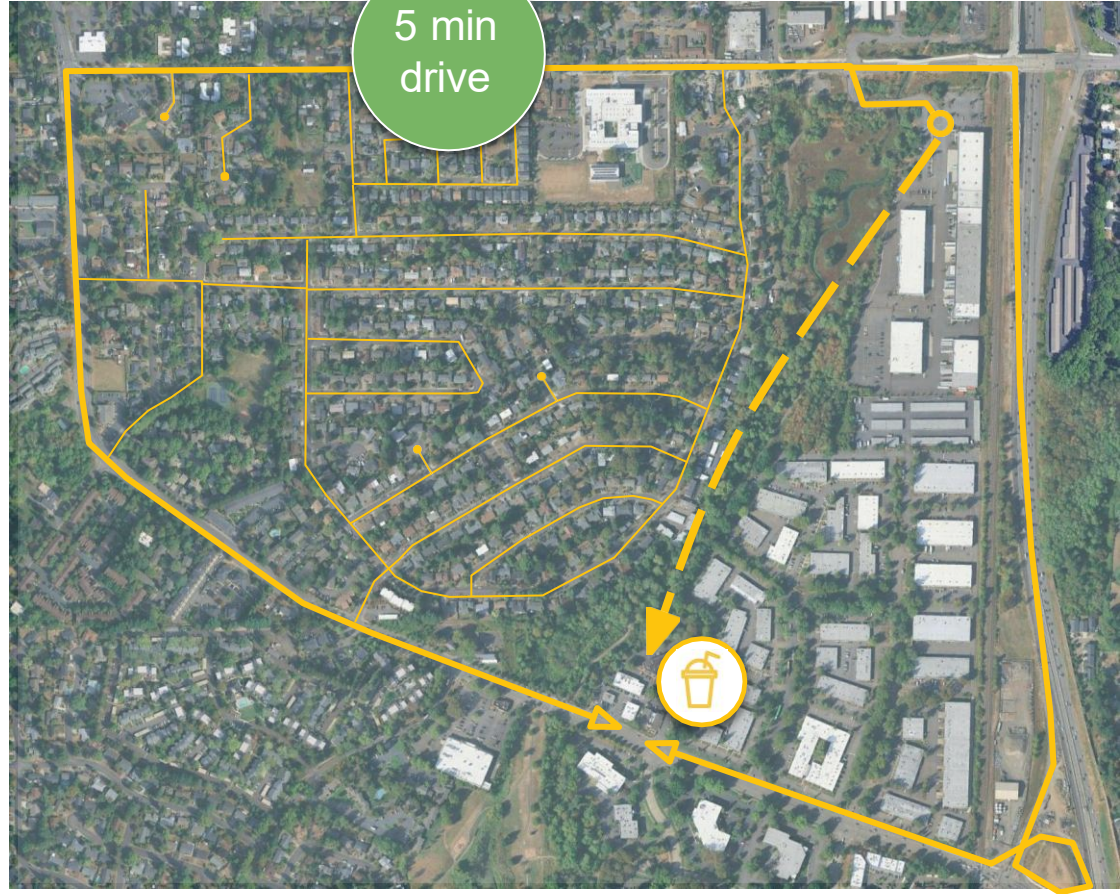


AND SLUSHIES...

30 min
walk



5 min
drive



WE ARE ALL PEDESTRIANS

Whether we are walking to our destination, to transit, or only to where we parked our car, we are all pedestrians. Even if we are not walking, someone is.

We all deserve a safe, comfortable, and inviting pedestrian experience.



HOW DOES THIS WORK SUPPORT TRANSIT?



TriMet's Transit-Oriented Development (TOD) Program

Our goal is to create **compact, walkable, pedestrian-oriented, mixed-use communities around transit** to create shorter trips, better lifestyles and more efficient use of resources.

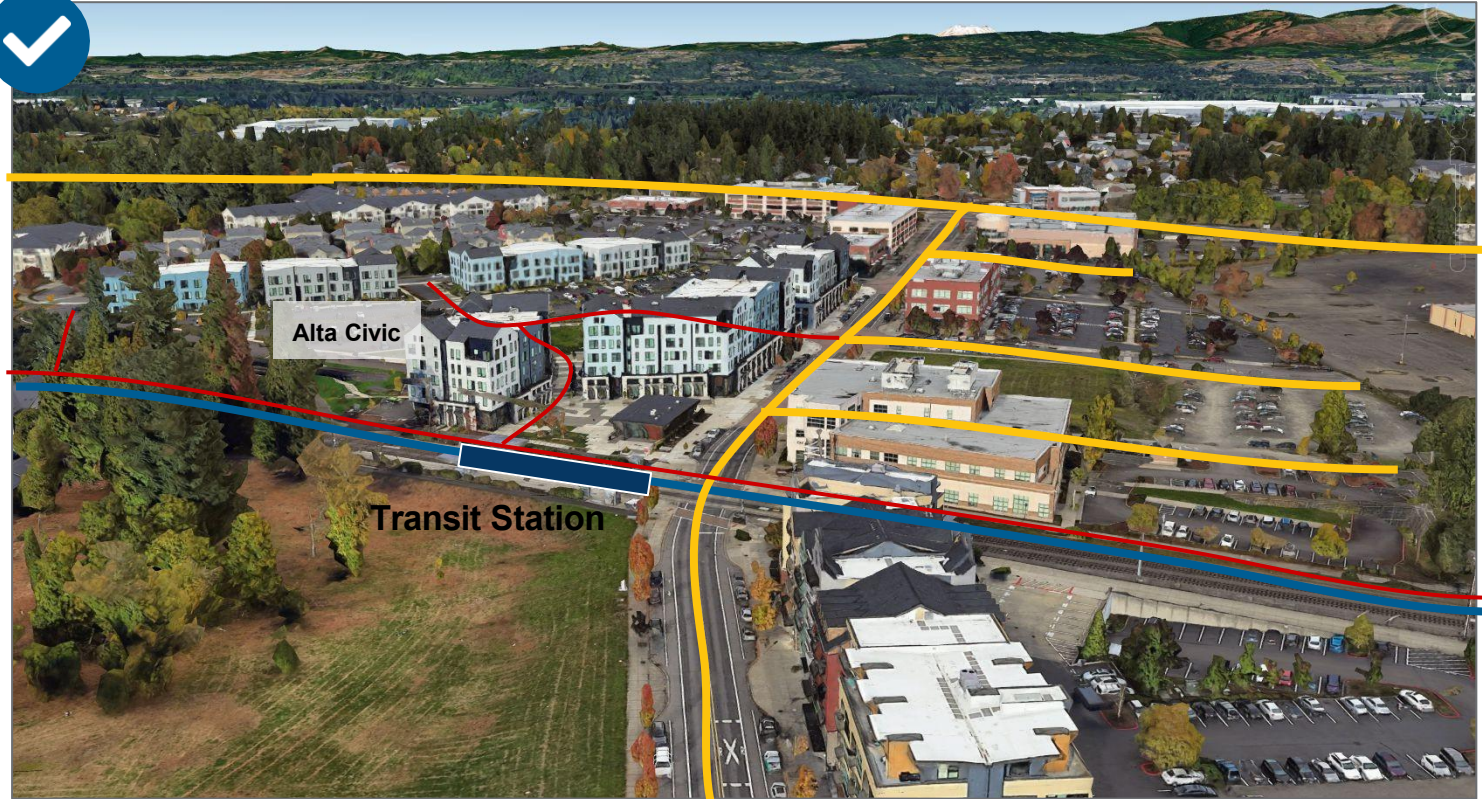
GOOD PLACES DON'T HAPPEN BY ACCIDENT



THEY REQUIRE MANY INGREDIENTS



ALTA CIVIC, GRESHAM



Alta Civic

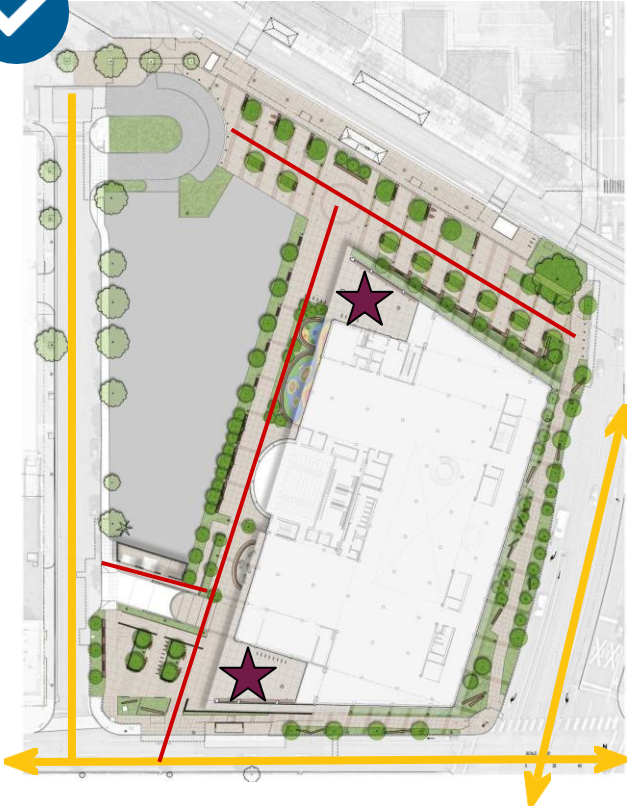
Transit Station

MAX Tracks

ALTA CIVIC, GRESHAM



EAST COUNTY LIBRARY, GRESHAM



EAST COUNTY LIBRARY, GRESHAM



DEVELOPMENT SITE NEAR TRANSIT



DEVELOPMENT SITE NEAR TRANSIT



WALKABLE DESIGN - FIELD OBSERVATIONS



- **Pre-apps are key** to transit provider early involvement
- Development proposals near transit should **look different** than those not near transit
- **Site design** and orientation has a huge impact on transit/ station areas
- **Misalignment** of what developers think market/community wants vs reality
- Walkable design principles **make or break** a development
- This state-led work is **really important** to the physical form of communities!

HOW DO WE SET UP TRANSIT TO BE SUCCESSFUL?

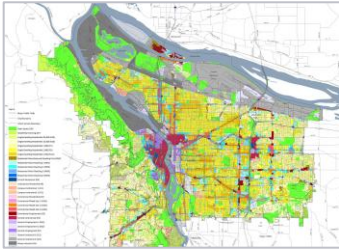
- Public partners are essential to **shape the long-term vision** and community goals
- **Coordinate** land use & development code with new transit investments
- **Build upon** best practices, design guidance, resources, and precedents
- Good design doesn't necessarily cost more and has **lasting impacts** on physical form and connectedness
- Help us **champion this work!**



THE HIDDEN RULES THAT SHAPE THE BUILT ENVIRONMENT

Perception: "Zoning Code"

Zone Districts

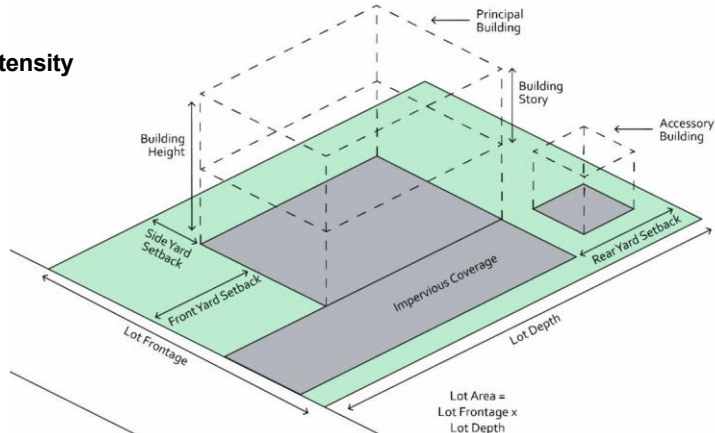


Allowed Uses/Housing Types

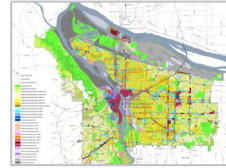
**Table 110-1
Single-Dwelling Zone Primary Uses**

Use Categories	R7	R20	R10	R7	R5	R2.5
Residential Categories						
Household Living	Y	Y	Y	Y	Y	Y
Group Living	L/UCU [1]	L/UCU [1]	L/UCU [1]	L/UCU [1]	L/UCU [1]	L/UCU [1]
Commercial Categories						
Retail Sales And Service	CU [2]	CU [2]	CU [2]	CU [2]	CU [2]	CU [2]
Office	N	N	N	N	N	N
Quick Vehicle Servicing	N	N	N	N	N	N
Vehicle Repair	N	N	N	N	N	N
Commercial Parking	N	N	N	N	N	N
Self-Service Storage	N	N	N	N	N	N
Commercial Outdoor Recreation	N	N	N	N	N	N
Major Event Entertainment	N	N	N	N	N	N

Intensity

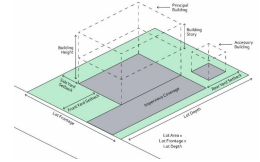


Reality: "Development Code"



**Table 110-1
Single-Dwelling Zone Primary Uses**

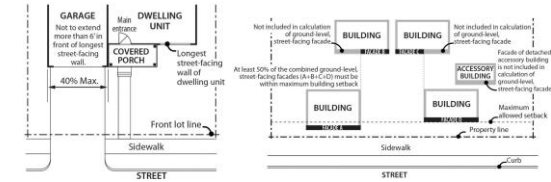
Use Categories	R7	R20	R10	R7	R5	R2.5
Residential Categories						
Household Living	Y	Y	Y	Y	Y	Y
Group Living	L/UCU [1]	L/UCU [1]	L/UCU [1]	L/UCU [1]	L/UCU [1]	L/UCU [1]
Commercial Categories						
Retail Sales And Service	CU [2]	CU [2]	CU [2]	CU [2]	CU [2]	CU [2]
Office	N	N	N	N	N	N
Quick Vehicle Servicing	N	N	N	N	N	N
Vehicle Repair	N	N	N	N	N	N
Commercial Parking	N	N	N	N	N	N
Self-Service Storage	N	N	N	N	N	N
Commercial Outdoor Recreation	N	N	N	N	N	N
Major Event Entertainment	N	N	N	N	N	N



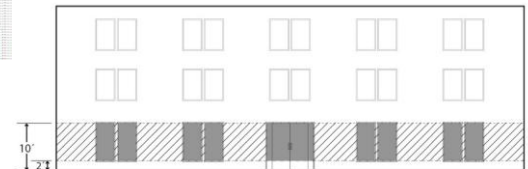
Blocks and Lots



Building Orientation



Building Design



☐ Area of ground level building facade subject to a 40% window coverage requirement.

■ Example of required window coverage on ground level.

Smaller blocks mean shorter walks

Avoid

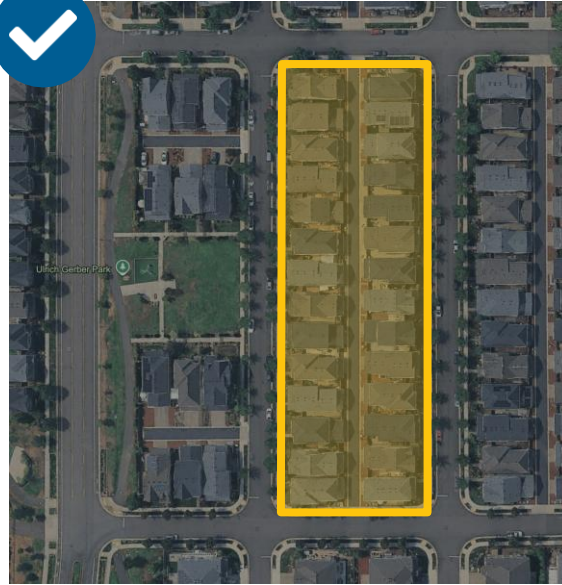
Block length > 600 ft



Hillsboro, OR

Good

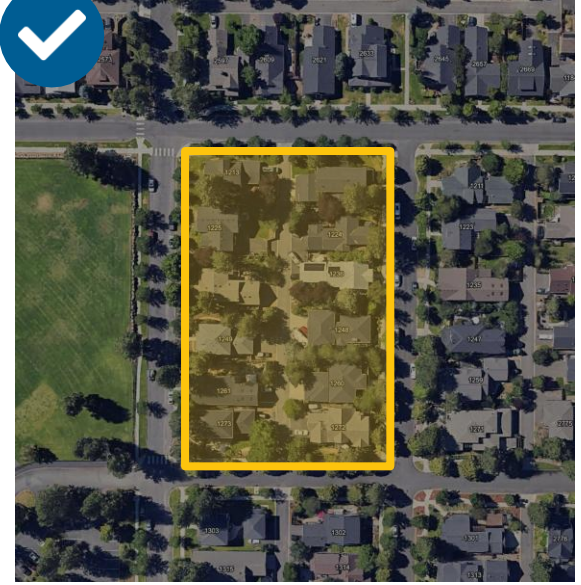
Block lengths of 400 - 600 ft



North Bethany, Portland OR

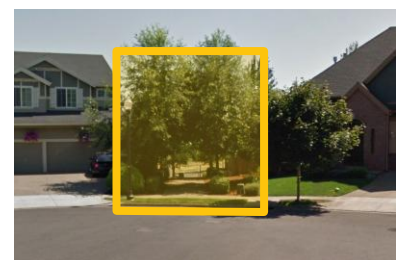
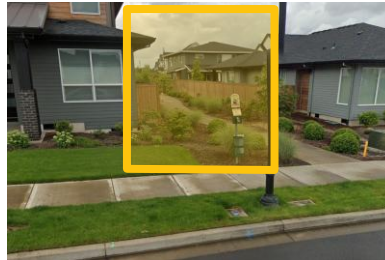
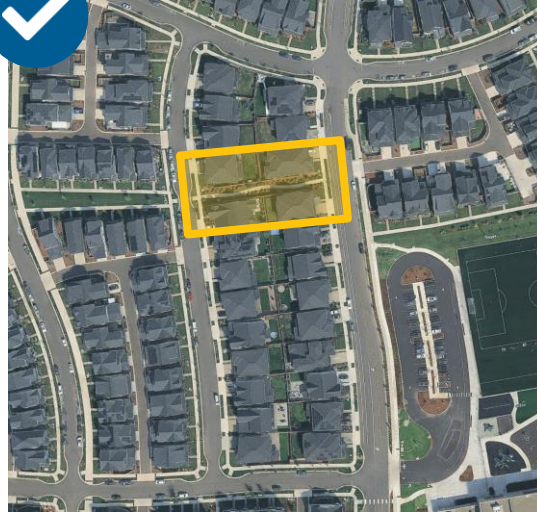
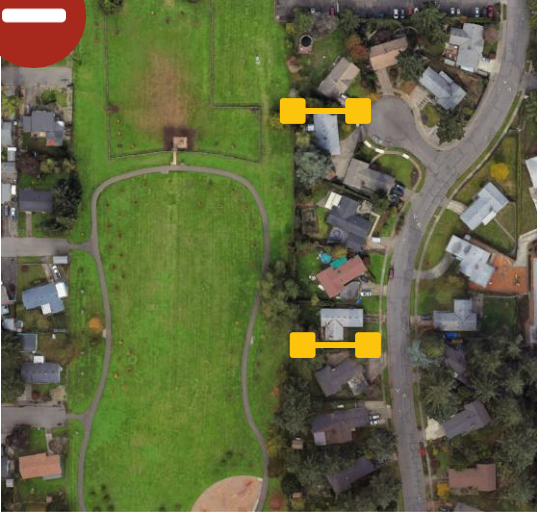
Great

Block lengths of 300 - 400 ft

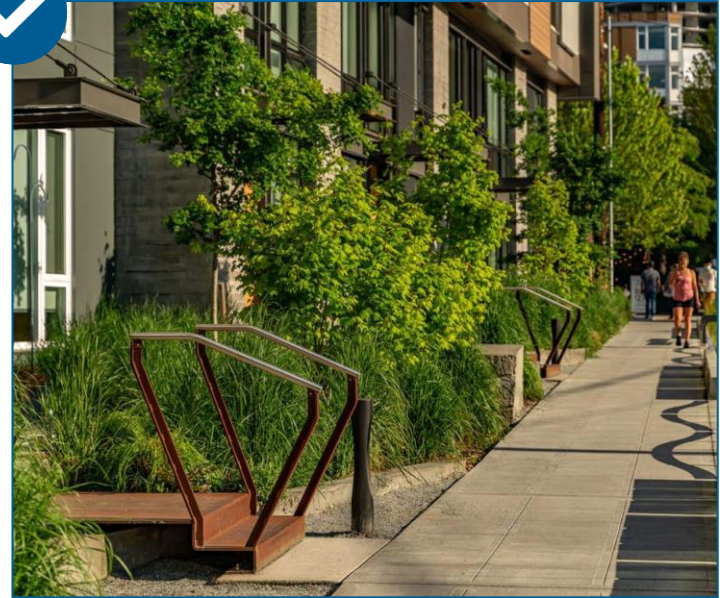


Northwest Crossing, Bend OR

Permeate large blocks with ped/bike accessways

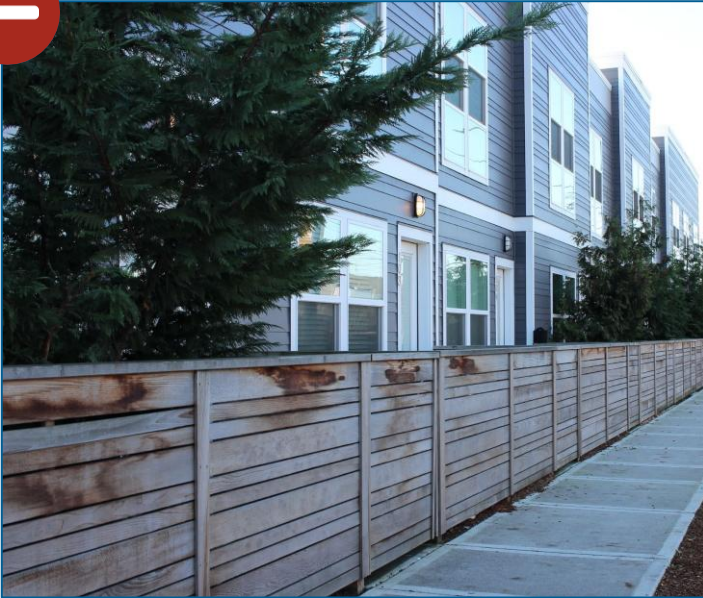


Windows on the ground floor do not guarantee an inviting sidewalk



- Orient entry to street with highest transit service
- 20 - 50% of ground floor units must have individual entries

Entrances on the ground floor need thoughtful design



- Must be setback 5 ft OR elevated
- Must also provide **at least** 2 design elements to make clear transition from public to private realm

Wide, closely spaced driveways make for a harsh streetscape



MIN
driveway
separation

5 ft
(separate lots)
18 - 24 ft
(same lot)



MAX
driveway width

1 = 10 - 12 ft
2 = 20 - 24 ft

Tapered = 14

- Set minimum separation between driveways on separate lots and on the same lot to prioritize on-street parking and street trees
- Allow for shared and tapered driveways

Make the front door more important than the garage door



- Garage must be less than 50% width of façade
- Garages on narrow lots can be wider (up to 75%) but must be recessed 2 ft behind façade/ covered front porch

The more narrow the home, the more important the alley



- Require new residential development on sites with alleys to take access from alleys
- New blocks must meet maximum length standards and include alleys

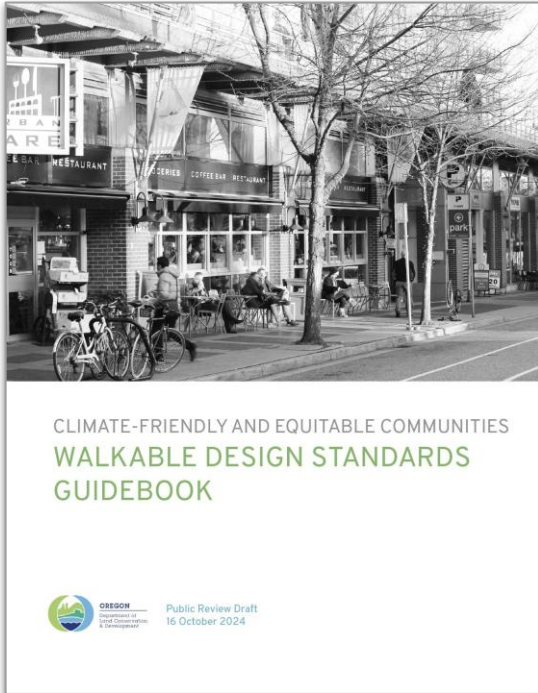
Even drive-throughs can be more inviting for pedestrians



- No vehicle service areas or stacking lanes in front of the building
- At least one walk-up service area (inside or outside + pedestrian amenity space)

It's all in the
guidebook

GOING FURTHER: RESOURCES



Walkable Design Standards Guidebook:

<https://dlcd.app.box.com/s/ly9difbgcxquh1ffofn4ggx49db92dwg>



TriMet TOD Program:

<https://trimet.org/tod/>

THE WORK ISN'T DONE

The work is just beginning....

Jurisdictions must **go beyond updating their land use regulations to address walkable design** in all its facets. We must tackle all the parts of our cities to ensure walking and biking are the most comfortable, safe, and enjoyable way to move through space.



3 PRIORITY TOPICS + STANDARDS

1 Pedestrian- Oriented Development

Buildings are organized to frame welcoming, comfortable, safe and attractive spaces that promote sociability and encourage people to walk.

- Building Orientation / Maximum Setback
- Building Entrances
- Transparency
- Weather Protection
- Separation/Transitions to Residential Entrances
- Driveway Location/ Separation / Width
- Garage Width/Setback
- Drive-Through Facilities

2 Connectivity + Access

Destinations are accessible and linked by a safe and fine-mazed system of people-friendly connections allowing for more convenient movement and minimizing reliance on cars.

- Street Connections
- Maximum Block Length
- Pedestrian / Bicycle Accessways
- Pedestrian / Bicycle Connections
- Walkway Design
- Transit Facilities

3 Compact Development

Densely clustered, higher-intensity buildings in commercial and mixed-use districts encourage efficient land development and convenient walking, biking, and transit use.

- Compact Development Building Types



HOLLYWOOD HUB, PORTLAND

MAKE



HOLLYWOOD HUB, PORTLAND

MAKE

OUTDOOR SPACE ACTIVATION ZONES



23 June 2022



HIGH FLOW



EDDY



PROTECTED



RESTRICTED



RESTRICTED UNTIL SULLIVAN'S GULCH OPENS