



Phone: 541-682-5481
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AGENDA

Meeting Location:
Virtual Meeting (Via Zoom)

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For the hearing impaired, assistive-listening devices or an interpreter can be provided with 72-hour notice prior to the meeting. Spanish-language interpretation may also be provided with 72-hour notice. These services may not be available during the Planning Commission meeting based on service availability but may occur as a follow up service. To arrange for these services, contact the Planning Division at 541-682-5675.

TUESDAY, August 23, 2022 – Regular Meeting 5:30 pm – 7:00 pm

Commissioners: Ken Beeson (Chair); Diane Behling; Tiffany Edwards; Lisa Fragala; Dan Isaacson (Vice Chair); Jason Lear, Chris Ramey

The Commission will begin the meeting with the City's Land Acknowledgement statement:

Since time immemorial the Kalapuya people have been the Indigenous stewards to our region, building dynamic communities, maintaining balance with wildlife, and enacting sustainable land practices. This land acknowledgement is a way of resisting the erasure of Indigenous histories and to honor Native communities by inviting truth and reconciliation. Following treaties between 1851 and 1855, Kalapuya people were dispossessed of their Indigenous homeland by the United States government and forcibly removed to the Coast Reservation in Western Oregon. As we consider the impacts of colonization, we also acknowledge the strength and resiliency of displaced Indigenous people. The City of Eugene is built within the traditional homelands known as Kalapuya Ilihi. Kalapuya descendants are citizens of the Confederated Tribes of Grand Ronde Community of Oregon and the Confederated Tribes of the Siletz Indians of Oregon, they continue to make contributions in our communities here and across the lands. We express our respect for the inherent political sovereignty of all federally recognized Tribal Nations and Indigenous people who live in the State of Oregon and across the nation. Therefore, the Planning Commission recognizes that what we do today will affect the many generations who will come after us.

A. PUBLIC COMMENT

The Planning Commission reserves 10 minutes at the beginning of this meeting for public comment. The public may comment on any matter, except for items scheduled for public hearing or public hearing items for which the record has already closed. Generally, the time limit for public comment is three minutes; however, the Planning commission reserves the option to reduce the time allowed each speaker based on the number of people requesting to speak.

B. WORK SESSION: CLIMATE FRIENDLY & EQUITABLE COMMUNITIES RULE OVERVIEW

Staff: Heather O'Donnell, 541-682-5488, HODonnell@eugene-or.gov

C. ITEMS FROM COMMISSION AND STAFF

1. Other Items from Staff
2. Other Items from Commission
3. Learning: How are we doing

HOW TO ACCESS THE MEETING

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+1 888-475-4499 (Toll Free);

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Sign up to speak by dialing *9 (Star-9)

AGENDA ITEM SUMMARY
August 23, 2022

To: Eugene Planning Commission

From: Heather O'Donnell, City of Eugene Planning Division
Rob Inerfeld, City of Eugene Transportation Planning
Reid Verner, City of Eugene Building and Permit Services

Subject: Overview of new State rules- Climate Friendly and Equitable Communities

ISSUE STATEMENT

This work session is an opportunity to provide the Planning Commission with a high-level overview of the State's recently adopted Climate Friendly and Equitable Communities rules. No action is requested.

BACKGROUND

Based on current trends, the Oregon is projected to fall well short of its adopted goal of reducing greenhouse gas emissions 75 percent below 1990 levels by 2050. Oregon also has a long history of discrimination and racism, including in land use and transportation planning decisions. To address these vexing challenges, Governor Kate Brown issued [Executive Order 20-04](#) in March 2020 directing state agencies to take actions to reduce and regulate greenhouse gas emissions and mitigate the impacts of climate change while also centering the needs of Oregon's most vulnerable communities (see Attachment A for an overview). In response, the Oregon Land Conservation and Development Commission (LCDC) directed the Department of Land Conservation and Development (DLCD) to draft updates to Oregon's transportation and land use planning rules, and to convene a rulemaking advisory committee to help guide rule development.

The rulemaking's focus was reducing pollution while also increasing housing choices and creating more equitable outcomes for all Oregonians. Rob Inerfeld with the City's Public Works Transportation Planning Division represented the City of Eugene as a member of the rulemaking advisory committee (RAC), and Heather O'Donnell with the City's Planning Division became an alternate member (replacing Chelsea Clinton after she left her role with the City's Sustainability program). In addition to participation on the RAC, City staff were active in providing detailed comments on the rules, participating in work groups, collaborating with other jurisdictions and the League of Oregon Cities on comments, and providing written and spoken public testimony to LCDC as part of the rules public hearing and adoption process.

Rulemaking for the Climate Friendly and Equitable Communities (CFEC) project is now complete; LCDC adopted temporary rules in May 2022 and then adopted permanent rules on

July 21, 2022. According to DLCD staff, the permanent rules are still being processed with the Secretary of State, and until the permanent rules are published, the temporary rules are in effect; therefore, they are the basis of the information in this memo. DLCD staff indicate that only minor amendments to the temporary rules were made by LCDC in July and are expected from the current legal review (see Attachment B weblinks).

Overlap with Current City Efforts

While these rules are a directive of the State, Eugene has a long history of supporting efforts to address climate change. There is overlap between the CFEC goals and rules in several City plans and projects that support compact development, climate resiliency, increasing the share of trips made by non-auto modes, and removing barriers to housing affordability. Examples include:

- The [Eugene Community Climate Action Plan 2.0](#) and [Climate Recovery Ordinance](#)
- Mixed-use development/corridor planning
- Coordinated land use/transportation planning (including the [Eugene 2035 Transportation System Plan](#) and [Moving Ahead](#))
- The [Envision Eugene Recommendation](#) and [Community Vision](#) (including to “provide housing affordability for all income levels,” “plan for climate change and energy resiliency” and “promote compact urban development and efficient transportation options” as three of its seven pillars).
- The [Housing Implementation Pipeline](#)
- The [Middle Housing Code Amendments](#)
- A strong focus on facilitating [downtown development](#) through a coordinated and comprehensive approach that includes regulatory, financial and facilitatory incentives.

CFEC Main Components

The following summarizes the main components of the CFEC rules applicable to Eugene. Staff will provide a high-level overview of these topics at the work session. Most of the components will require changes to local land use and transportation plans and/or Eugene’s land use code. Some of the rules include new provisions for engaging underserved communities, centering their voices in decision making, and completing an equity analysis on projects and policies. Implementation of the rules has the potential to affect a wide variety of ongoing City efforts, staff availability for other projects, and future development in Eugene related to transportation, climate, land use, buildings, and both on-street and off-street parking management.

Given the complexity of the rules and since the final rules were not published as of the writing of this memo, staff are still reviewing the rules. Therefore, this work session will not include staff recommendations or significant detail. That level of detail is anticipated for future meetings with the Planning Commission focused on the specific items below.

- **Adopt Parking Regulation Improvements and Maximums:** The rules require Eugene to adopt land use code changes to improve how parking areas are developed and cap

parking in certain areas for certain uses. The rules specifically require adopting standards for redeveloping parking areas and to address heat island effects and walkability. Eugene must also adopt parking maximums in certain locations, such as climate-friendly areas, for certain uses such as apartments (by June 30, 2023).

- **Remove Parking Mandates:** The rules require Eugene to adopt land use code changes to eliminate all minimum parking requirements citywide, or, take a multifaceted approach to adopt land use code changes to eliminate parking requirements for certain uses and in certain locations and adopt changes to parking programs, policies and pricing to increase on-street parking management, including pricing at least 10 percent of on-street spaces. Eugene must also adopt land use code changes to eliminate minimum parking requirements in climate friendly areas and within one-quarter mile, or, take a multifaceted approach to adopt land use code changes to eliminate minimum parking requirements for certain uses and adopt changes to parking programs in these areas. While most of the parking changes must be adopted locally by June 30, 2023, depending on the path selected a few requirements are due after this date and a few become effective earlier. Note that some of the parking changes also apply Urban Growth Boundary (UGB) wide and will require Lane County participation.
- **Require Electric Vehicle Charging Infrastructure:** The rules require Eugene to require the installation of electrical capacity and conduit for electric vehicle-ready charging infrastructure for 40% of parking spaces in new multi-unit residential buildings of five or more dwellings and mixed-use developments of commercial with five or more dwellings. This is an increase from similar requirements previously added to the state building code which took effect July 1, 2022. These rules must be implemented starting March 31, 2023, even if not yet adopted locally.
- **Adopt Climate-friendly Areas:** The rules require Eugene to identify and adopt “climate-friendly areas” such as downtown and possibly other areas, where high levels of housing and jobs must be allowed. Eugene must first study and then designate, through comprehensive plan and land use code changes, sufficient climate-friendly areas to accommodate 30 percent of the total housing units needed to serve Eugene’s existing and future housing needs. In addition, Eugene must adopt land use code changes for these areas that allow dense housing and mixed-use development, limit auto-centric land uses, increase density and building height minimums and require a high level of pedestrian-oriented design standards, and investments in walking, cycling, and transit infrastructure. Climate-friendly areas must also be incorporated into UGB housing needs analyses and UGB expansion planning. Climate-friendly areas must be identified by June 30, 2023, and adopted locally, along with land use code changes to implement the climate-friendly areas, by December 31, 2024.
- **Adopt a Preferred Scenario Plan:** The rules require the jurisdictions within the metropolitan area (Eugene, Springfield, Coburg, and Lane County) to develop, adopt, and implement a preferred scenario plan. A preferred scenario plan is the chosen regional transportation and land use plan (or scenario) that describes a future set of desired transportation facilities, alternative future land use patterns, and policies that

together will reduce greenhouse gas pollution from light vehicles. The plan must be designed to meet the State's greenhouse gas emission reduction targets and prioritize underserved populations so that the actions that reduce pollution also reduce historical inequities from prior transportation and land use development. The region's voluntary 2015 scenario plan may be used as a foundation. The jurisdictions must submit a work program to the State by June 30, 2023, prepare a scenario plan by December 31, 2023 and adopt local comprehensive plan, transportation system plan and land use code changes to implement the preferred scenario by December 31, 2026.

- **Update Transportation System Plan and Land Use Code for Compact, Pedestrian-friendly, Mixed-use Development:** The rules require high quality pedestrian, bicycle, and transit infrastructure planning through an update of Eugene's 2035 Transportation System Plan, as well as the adoption of associated land use code changes. The rules require planning for complete networks in climate-friendly areas and access to transit, schools, and other services for pedestrians and for a connected network of neighborhood greenways and protected bikeways on major corridors. The rules also require a focus on priority transit corridors, with investments to improve travel time, improve access to stops and stations, and promote compact, mixed-use development patterns near stops and stations. An updated Transportation System Plan will need to be adopted in conjunction with adoption of scenario plan implementation (by December 31, 2026).
- **Update Transportation System Plan Project Prioritization for GHG Reduction Targets:** The rules require Eugene to prioritize and select capital projects within the Transportation System Plan that generally support achievement of greenhouse gas (GHG) reduction targets. Rules will require plans to have a "financially constrained" list of planned projects based on estimated project costs and projected revenue. Pedestrian, bicycle, and transit projects will be given relatively high level of priority. In metropolitan jurisdictions that have an adopted plan to reduce climate pollution, investments and actions must be aligned with the adopted plan when updating a prioritized project list. An updated Transportation System Plan will need to be adopted in conjunction with adoption of scenario plan implementation (by December 31, 2026).
- **Adopt Transportation Performance Standards:** The rules require Eugene to adopt new performance standards for use when planning for or reviewing the impact of development on transportation facilities, replacing the current motor vehicle congestion performance standards. New performance standards take effect on June 30, 2025 and must be adopted in conjunction with adoption of a major transportation system plan update. An updated Transportation System Plan will need to be adopted in conjunction with adoption of scenario plan implementation (by December 31, 2026).
- **Adopt Bicycle Parking Standards:** The rules require Eugene to adopt additional bicycle parking standards for certain types of uses such as multi-unit and in certain locations such as climate-friendly areas. Additional requirements include provisions for covered parking, shared bicycles, other small-scale mobility devices, large bicycles, security and adequate space. The amendments also require bicycle parking at twice the amount of

required vehicle parking. An updated Transportation System Plan will need to be adopted in conjunction with adoption of scenario plan implementation (by December 31, 2026)

- **Engaging Underserved Communities and Equity Analysis:** The rules direct how cities engage the public, specifically underserved communities, in the development and approval of transportation system plans and related land use planning. The provisions place an increased emphasis on centering the voices of underserved populations to ensure equitable participation in decision-making and work towards equitable outcomes. In addition, some CFEC components must demonstrate that they improve outcomes for underserved communities by using an equity analysis to identify impacts from proposed projects and policies and potentially inequitable consequences or burdens on impacted communities.
- **Ongoing Monitoring and Reporting:** The rules require Eugene to undertake ongoing monitoring on the above items and produce an annual report to DLCD on progress, with the first report due May 31, 2024.

The deadlines identified above and detailed further in Attachment C reflect the initial deadlines in the rules. The rules also include provisions allowing jurisdictions to request alternative deadlines for some but not all components, subject to certain provisions, by January 31, 2023. One of the first items due is adoption of the parking regulation improvements and parking mandate rules which are also eligible for requesting an alternative deadline. However, during adoption of the permanent rules, the deadlines LCDC adopted were identified as the “more urgent” deadlines and it is not certain that an alternative deadline will be approved or approved as requested. Therefore, the parking rules will be the first CFEC implementation component to come to the Planning Commission.

NEXT STEPS

The Planning Commission will be involved with local implementation of these rules, given their dual roles as Eugene’s Citizen Involvement Committee, and in advising, reviewing, holding public hearings and providing recommendations on land use and on transportation plan and land use code amendments. In addition, staff anticipate convening the Planning Commission resource group to advise on various components of the rules. At this time, the members assigned to the CFEC resource group are Commissioners Fragala, Edwards, and Beeson.

Regarding upcoming meetings, two work sessions are anticipated with City Council in the fall. The first is currently scheduled for September 28, 2022, to provide the Council with a high-level overview of the rules similar to this Planning Commission meeting. A subsequent City Council work session will be held to review the parking mandate options in detail and request initiation of a yet to be determined approach to implement the parking mandates rules. At this point, regardless of the approach selected, it is anticipated that the Planning Commission would need to hold the first public hearing on the amendments for the parking regulation improvements and the parking mandate approach by the end of the year to meet the adoption deadline of June 2023.

Staff will continue to review the temporary rules and permanent rules (upon publication) for general scoping of implications and costs for the different components and options, including coordination with regional partners. Future meetings with the Planning Commission and City Council are anticipated to discuss the other components. Staff are also continuing to advocate for, and monitor funding opportunities made available from the State for implementation of these rules.

ATTACHMENTS

- A.** DLCD's CFEC Six Page Overview of the Rulemaking, July 2022
- B.** Attachments from LCDC's [July 21, 2022 meeting materials](#) (weblinks only for Attachments B, and a-e)
 - a.** [CFEC Rules Correction Memo, 7-14-2022](#)
 - b.** [Summary of Proposed Amendments](#) [LCDC's Attachment C]
 - c.** [Proposed Amendments to Division 8 \(Housing\)](#) [LCDC's Attachment D]
 - d.** [Proposed Amendments to Division 12 \(Transportation Planning\)](#) [LCDC's Attachment E]
 - e.** [Proposed Amendments to Division 44 \(Metropolitan Greenhouse Gas Targets\)](#) [LCDC's Attachment F]
- C.** CFEC Implementation Deadlines (based on LCDC's July 21, 2022 meeting materials)

FOR MORE INFORMATION

Contact Heather O'Donnell at 541-682-5488 or at hodonnell@eugene-or.gov



Climate-Friendly and Equitable Communities

Why this Rulemaking

In 2007, Oregon legislators adopted a goal to reduce Oregon's climate pollution by 75% by 2050. That's what the science calls for, if we're going to avoid catastrophic impacts to our environment, communities, and economy.

Fifteen years later, we're far off track in our efforts to meet those goals – and we're already experiencing real-world impacts of climate disruption, with increasing wildfires, in size, severity, and timing, and record heat waves that have cost Oregonians their homes, and their lives.

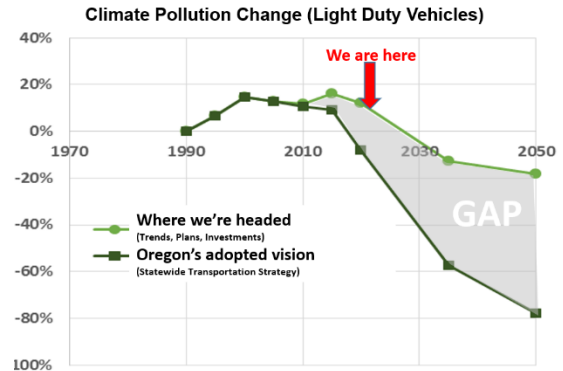
We're particularly off-track in reducing pollution from transportation, responsible for about 38% of Oregon's climate pollution. On our current path, Oregon will only reduce transportation pollution by about 20% by 2050. That means we're polluting far more than we hoped, meaning more extreme weather events, more wildfires, more ocean acidification, and more record heat waves. In response, Governor Brown directed state agencies to promote cleaner vehicles, cleaner fuels, and less driving.

Meanwhile, the State of Oregon is grappling with a troubling history and current patterns of inequity and discrimination, including in our land use, zoning, and transportation investment (and disinvestment) decisions. Wealth and health have been concentrated in the privileged, at the expense of others. This rulemaking aims to take some steps in redressing past harms.

Rulemaking Overview and Desired Outcomes

The Land Conservation and Development Commission launched the Climate-Friendly and Equitable Communities rulemaking in response to Governor Brown's order. It directed the Department of Land Conservation and Development (DLCD), Oregon's land use planning agency, to draft changes in Oregon's planning system for communities in Oregon's eight most populated areas (see map at right).

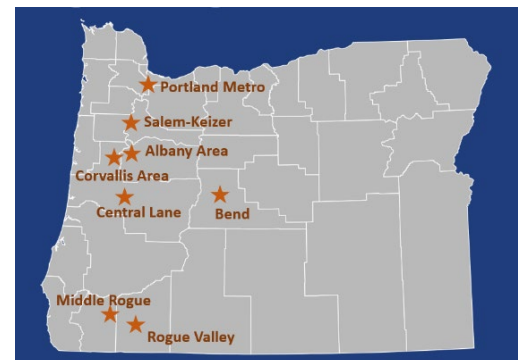
The rules require those communities to change their local transportation and land use plans to do more to ensure Oregonians have more safe, comfortable ways to get around, and don't have to drive long distances just to meet their daily needs. The rules also aim to improve equity, and help community transportation, housing, and



Oregon is dramatically off-track. If current trends continue, Oregon will release more than 4 times more transportation pollution than our goal by 2050.



Thousands of Oregonians have lost their homes in recent wildfires. Missing our climate goals will mean more extreme and more frequent weather events such as heat bombs, droughts, and wildfires.



The rules apply in Oregon's eight metropolitan areas shown above.

planning serve all Oregonians, particularly those traditionally underserved and discriminated against.

What does that mean on the ground? It means having some areas where rules don't get in the way of more walkable neighborhoods. The draft rules ask cities to designate climate-friendly areas, and to allow people to build taller buildings providing more housing. The rules don't *require* taller buildings, but make sure those buildings are *allowed*. In climate-friendly areas, a minimum density standard would help ensure transit can serve the neighborhood.

Other provisions of the rulemaking call for new buildings to support the growing electric vehicle transformation, reduce one-size-fits-all parking mandates, and increase local planning requirements to address critical gaps in our walking, biking, and transit networks. The rules ask communities to identify transportation projects needed so our climate goals could be met.

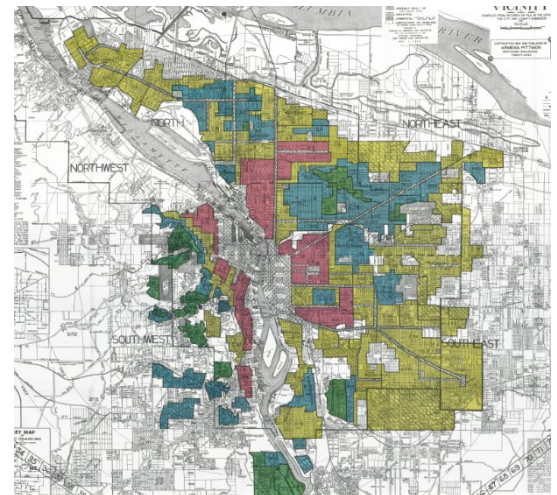
The rulemaking is mainly about letting climate-friendly development happen where people want to build it and the market calls for it. There's a lot of demand for housing where people can walk to where they want to go. While single-family homes will continue to be allowed and provide most housing, Oregonians have a diverse set of housing desires and deserve more affordable and climate-friendly choices. Those could better meet the changing shape of American households, as nearly a third of homes hold just one person. But again, people can choose what best meets their needs.

Equitable Mapping, Engagement and Decision-Making

One central outcome of this rulemaking is an increased emphasis on equity. The rulemaking has worked to integrate equity, starting with the rulemaking charge and title. Equity was key as DLCD attempted to have the composition of the advisory committee reflect the diversity of Oregon's communities, and equity was one of the first tasks tackled by the group.

The rulemaking advisory committee spent significant time at many of its meetings discussing equity, and developed an [Equitable Outcomes Statement](#) to guide the rulemaking drafting and implementation. The rulemaking conducted a racial equity analysis of the rules and an analysis on how the rules could be improved to serve people with disabilities. The committee subsequently reviewed a table listing how each item in the Equitable Outcomes Statement was or was not brought forth into the draft rules, and what next steps might be.

The rules define traditionally underserved populations to include Black and African American people, Indigenous people, People of Color, people with limited English proficiency, people with disabilities, low-income Oregonians, youth and seniors, and more. They require mapping of traditionally underserved populations, local consideration of a set of anti-displacement actions should decisions contribute toward displacement, centering the voices of underserved populations in decision-making, and regular reporting on efforts to engage traditionally underserved populations.



1938 Redlining map of Portland. Redlining allowed white people to build wealth through homeownership.

Climate-Friendly Areas

A climate-friendly area is an area where residents, workers, and visitors can meet most of their daily needs without having to drive. They are urban mixed-use areas that contain, or are planned to contain, a greater mix and supply of housing, jobs, businesses, and services. These areas are served, or planned to be served, by high quality pedestrian, bicycle, and transit infrastructure to provide frequent, comfortable, and convenient connections to key destinations within the city and region.

Why are climate-friendly areas important? A key component of Oregon's plan to meet our climate pollution reduction and equity goals is facilitating development of urban areas in which residents are less dependent upon the single occupant vehicle. Before the automobile became common in American life, cities grew more efficiently, with a variety of uses in city centers and other areas that allowed for working, living, and shopping within a walkable or transit accessible area. Over the last 100 years, the automobile and planning practices have served to separate activities, creating greater inequities within cities and widespread dependence upon climate-polluting vehicles to meet daily needs. Climate-friendly areas will help to reverse these negative trends, with some actions taking place in the short term, and others that will occur with development and redevelopment over time.

The rules require cities, and some urbanized county areas, with a population over 5,000 within the seven metropolitan areas outside of Portland Metro to adopt regulations allowing walkable mixed-use development in defined areas within urban growth boundaries. The rules for the Portland Metro area support implementation of the region's 2040 Growth Concept. Areas will be sized to accommodate a portion of the community's housing, jobs, and services. Local governments will determine where these areas will be located, but many of these areas will likely be established in existing downtowns that may currently allow for mixed uses and higher densities.

Associated requirements will ensure high quality pedestrian, bicycle, and transit infrastructure is available within these areas to provide convenient transportation options. The rules provide a process for local governments to first identify potential climate-friendly areas, then later to adopt development standards for the areas best-suited for this purpose. The rules provide some minimum requirements for climate-friendly areas, with a set of clear and objective standards that may be adopted, or a process for local governments to craft their own standards. Cities of more than 10,000 will monitor housing production within these areas over time and develop strategies to facilitate desired development.

Reforming Costly Parking Mandates

Excess parking has a significant negative impact on housing costs, business costs, the feasibility of housing development and business redevelopment, walkability, air and water pollution, climate pollution, and general community character. Parking mandates force people who don't own or use cars to pay indirectly for other people's parking. Carless households tend to be the poorest households. Parking demand varies significantly



Oregon already has some climate-friendly areas, pleasant places to meet one's needs without needing to drive.



Parking uses a huge amount of high-value land. Off-street parking in downtown Corvallis in red.

from development to development, and about one-sixth of Oregon renter households own zero vehicles. Planning practices of the past have imposed a one-size-fits-all requirement everywhere, creating incentives to own more cars and drive more.

The rules encourage the diversity of parking needs to be met by the diversity of development. The rules would reduce or remove costly parking mandates for desired types of development, such as smaller housing types, small businesses, childcare facilities, multi-family housing, and historic buildings. The rules would completely remove parking mandates within one-half mile of frequent transit and three-quarters of a mile of rail stops, where parking demand is lower per unit.

The rules give communities options to improve parking management. Those who adopt best practice parking policies would get more flexibility. The rules require cities with over 100,000 population that choose to continue to mandate off-street parking to eventually charge at least 50 cents per day for 10% of on-street parking spots.

Getting Ready for Oregon's Electric Vehicle Future

Making our vehicles cleaner is a key part in meeting Oregon's climate goals. Oregon has a vision where 90% of new vehicles will be electric by 2035. To meet that goal, we need to ensure people can charge their vehicles. The most convenient place to do so is at home, but many Oregonians live in older multi-family homes that would be very expensive to retrofit.

Thus, the rules require *new* housing and mixed-use development with at least five units would include electrical conduit (pipes) to 40% of spots, ready for adding wiring and charging stations to support electric vehicles as the market expands.



Building a complete network of EV charging stations at commercial and multi-family housing locations could cut up to 11.9% of climate pollution

Planning for a Future of Transportation Options

DLCD and other state agency partners including the Oregon Department of Transportation will provide a range of new and amplified services to help meet greenhouse gas reduction goals, including grants, technical assistance, tools, and publications, to help local governments adopt plans that meet or exceed the state's greenhouse gas reduction goals.

Local governments in Oregon have been required to make coordinated land use and transportation plans for decades. The updated rules would require local governments in metropolitan areas to:

- Plan for greater development in transit corridors and downtowns, where services are located and less driving is necessary;
- Prioritize system performance measures that achieve community livability goals;
- Prioritize investments for reaching destinations without dependency on single occupancy vehicles, including in walking, bicycling, and transit;
- Plan for needed infrastructure for electric vehicle charging; and
- Regularly monitor and report progress.

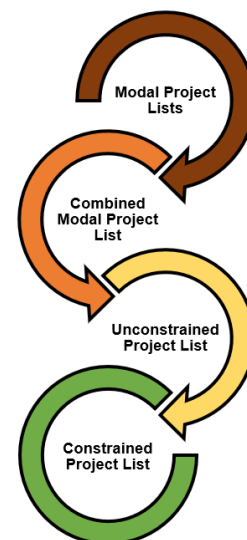


Transportation options are critical for everyone, but particularly the roughly one-in-three Oregonians who cannot drive.

Planning to Meet Our Climate Goals

DLCD's regional greenhouse gas reduction program allows areas to work together to consider statewide, regional, and local needs and issues. The flexible regional planning process allows communities to study economic development, fiscal impacts, resource use, pollution impacts, and the effects of different choices on the state, region, community, or households. The results are intended to help local government community members, elected and appointed leaders better understand issues and quantify the effect of potential policies as they review and update the area's long-range plans and make investment decisions.

The rules would expand requirements for regional plans to meet the state's climate pollution reduction targets from the Portland metropolitan area to the next largest metropolitan areas in the state (Eugene-Springfield and Salem-Keizer) initially. Other metropolitan areas will be required to evaluate their local plans towards meeting the state's climate pollution reduction targets and amend their local plans towards meeting the target.



Community Engagement

We've heard from lots of Oregonians over the past eighteen months. We've heard from a 40-person advisory committee including representatives from all of Oregon's impacted eight urban areas, several people who are home builders, realtors, representatives of the trucking industry, affordable housing advocates, land use advocates, community-based and other community-serving organizations.

To supplement those deliberations, staff held two separate series of virtual community conversations in 2021 – five in the spring, and four in the fall. Staff have hosted a series of nine technical work group meetings on specific topics, a series of practitioner meetings with local government staff in each region, and dozens of additional meetings with local elected officials, planning staff, and interest groups.



Some members of the rulemaking advisory committee

Upcoming conversations include events focused on what will be needed at the community level to support implementation and ongoing engagement strategies.

We've heard from hundreds of Oregonians who have attended one or more of the scores of meetings, community conversations, work groups, or practitioner meetings, and from hundreds of people who've submitted comments ([summary here](#)). Our rules are better for it, having continued to evolve and improve.

But the engagement won't end there – the rules require local governments to engage their communities as they make key decisions on how the rules apply locally. If you're interested in these issues, we encourage you to stay engaged.

Implementing the Rules: Resources and Timelines

Local governments are responsible for implementing the rules. Many of the rules take effect when a community next conducts a major update of its Transportation System Plan (TSP), a community's core document describing its transportation needs and future plans. The rules state most plans should be updated by December 31, 2029. The rules have Salem-Keizer and Eugene-Springfield areas on a schedule to do regional scenario plans and update their TSPs by the end of 2027.

The land use components of the rules have specific deadlines. Communities are asked to study potential Climate-Friendly Areas by December 31, 2023, and adopt Areas by December 31, 2024. Parking reform is scheduled to happen in two phases - the first at the end of 2022, and the second by June 30, 2023. Communities may ask for some flexibility around most of these dates.

DLCD is providing or working to find resources for local governments to do this work, along with our agency partners at the Oregon Department of Transportation (ODOT) and the Oregon Housing and Community Services Department. The Oregon Legislature provided \$768,000 to assist with implementation on land use, and ODOT has identified another \$18 million to assist with transportation plan updates.

Learn More

Information on how to get implementation updates via email and many additional materials can be found at www.oregon.gov/lcd/CL/Pages/CFEC.aspx

Contact Information

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503-602-0238

July 2022

Climate Friendly & Equitable Communities Implementation Deadlines

These are the deadlines or effective dates for implementation of the main components of the Climate Friendly and Equitable Communities rules, summarized below. The dates are compiled from the temporary rules and the “urgent” timeline adopted by the Land Conservation and Development Commission as reflected in their 7/21/22 meeting materials. The rules allow some dates or deadlines to be adjusted if eligible for adjustment and approved through an “alternative dates” proposal.

Deadlines or Effective Dates

*Oregon Administrative Rule (OAR)

12/31/22	Notify of comprehensive plan amendment for interim Transportation System Plan (TSP) updates to meet requirements in OAR* 660-012-0015; only required if City chooses to do interim amendments to TSP
12/31/22	Implement: Stop parking mandates for certain development types and near transit corridors per OAR 660-012-0430 and -0440 for development applications submitted after this date
1/31/2023	Submit alternative dates proposal for alternative effective dates or deadlines elsewhere in this table; eligible dates/items are listed in OAR 660-012-0012(4)(a-g) and OAR 660-012-0012(3)(e) for 660-044-0015 [not eligible items are listed in OAR 660-012-0012(5)(a-e)]
3/31/23	Implement: Start electric vehicle charging infrastructure regulations for multi-unit permits and mixed use permits of multi-unit with commercial, per OAR 660-012-0410 [local adoption not required but is assumed]
6/30/23	Submit Scenario Plan work plan in OAR 660-044-0100, including scope of work, engagement plan, funding, timeline, etc.
6/30/23	Adopt city-wide parking amendments to comprehensive plan, land use regulations, and parking programs per OAR 660-012-0400, -0405 and -0415 through -0450:
	<ul style="list-style-type: none"> Parking regulation improvements per OAR 660-012-0405 (e.g., employee parking areas, parking lot redevelopment, shared parking, surface parking, parking area trees and standards)
	<ul style="list-style-type: none"> Parking maximums in CFAs/centers/transit corridors for certain uses per OAR 660-012-0415
	<ul style="list-style-type: none"> Parking mandates (minimums) options:
	A. Option A: Eliminate parking mandates citywide < <u>OR</u> >
	B. Option B: If not eliminating parking mandates, then also:
	<ul style="list-style-type: none"> Parking minimum credits per OAR 660-012-0425
	<ul style="list-style-type: none"> No parking mandates for certain development types per -0430 or near transit corridors, per OAR 660-012-0440
	<ul style="list-style-type: none"> Fair parking policy approach of unbundled parking costs, employer subsidized parking, revenue tax, additional parking mandate repeals, per OAR 660-012-0445.

12/31/23	Submit Scenario Plan land use and transportation plan in OAR 660-044-110; scenario plan analysis, equity performance measures, identify needed amendments, performance measures, etc.
12/31/23	Submit Climate Friendly Area (CFA) study of potential CFAs including technical analysis and engagement process, per OAR 660-012-0315(4) and (5)
9/30/23	Demonstrate 5% on-street parking is priced <u>if</u> doing OAR 660-012-0450(1)
5/31/24	Submit first monitoring report for year 2022 per OAR 660-012-0900
6/30/24	Start: Vehicle Miles Traveled (VMT) transportation modeling for land use decisions per OAR 660-012-0210
12/31/24	Adopt CFA comprehensive plan and land use regulations per OAR 660-012-0315, including land use regulations in -0330, bicycle parking in -0630, and either amending the TSP per a multi-modal transportation gap summary or developing a standalone gap summary per -0325(2)
12/31/24	Adopt CFA parking regulations and parking program amendments with adoption of CFAs <u>if</u> not eliminating parking mandates, including: <ul style="list-style-type: none"> No parking mandates in CFAs and within ¼ mile or reduced parking mandates and parking program amendments, per OAR 660-012-0435
6/30/25	Takes effect: rules requiring adoption of performance standards at OAR 660-012-0215, TSP update after this date must include these performance measures
9/30/25	Demonstrate 10% on-street parking is priced <u>if</u> doing OAR 660-012-0450(1)
By major TSP update [12/31/26]	Adopt TSP update and adopt citywide walkability/mixed use/parking land use regulations in OAR 660-012-0330, including bicycle parking in OAR 660-012-0630 [assumed to be no later than the TSP update to adopt the Scenario Plan]
12/31/26	Adopt TSP update prioritizing projects for greenhouse gas reduction targets , per OAR 660-012-0100, and -0105 through -0200 [assumed to be no later than the TSP update to adopt the Scenario Plan]
12/31/26	Adopt Scenario Plan comprehensive plan, land use regulations, TSP amendments in OAR 660-044-0130
12/31/26	Adopt major TSP update in OAR 660-012-0105, including -0100(2) and all other elements in -0100 (which includes adoption of performance measures at OAR -0215), and engagement in -0120 [assumed to be no later than the TSP update to adopt the Scenario Plan]
12/31/26	Adopt Housing Capacity Analysis (HCA) including a 20-year buildable lands inventory and identification of any housing deficit, now includes planning for 30% of housing in CFAs per OAR 660-008-0010 [starting June 30, 2027, CFAs must be incorporated into UGB expansion planning]
Within one year from HCA adoption	Adopt Housing Production Strategies report , now includes additional provisions fair and equitable housing, housing location, housing choice, homelessness, affordable housing, and gentrification, displacement and housing stability, per OAR 660-008-0050