Program Overview

August 2022

Climate-Friendly and Equitable Communities

Source: DLCD

Source: Metro
Oregon’s land use and transportation planning system

- Legislature launched land use planning program, passes land use laws
- Legislature created Department (DLCD) and Commission to implement planning program
- Commission adopts goals and rules local plans must meet
- Local governments adopt unique comprehensive plans, development codes, and transportation system plans
Why these Rules?
Missing Oregon’s Pollution Reduction Targets Has Real Costs

Climate Pollution Change (Light Duty Vehicles)

We are here

Where we’re headed
(Trends, Plans, Investments)

Oregon’s adopted vision
(Statewide Transportation Strategy)

The world needs to cut its emissions seven times as fast to hit climate goals, U.N. report finds
Why these Rules?
Inequity from Land Use and Transportation Policies, Practice

Intergenerational wealth transfers through homes, thus:
71.9% of white households own homes
41.8% of Black households own homes

The homeownership gap is wider than when race-based discrimination against homebuyers was legal.
Rules Apply in Oregon’s Metropolitan Areas

These contain over 60% of Oregon’s population and 70% of jobs
Two Categories of Rulemaking

Performance monitoring and reporting under both

Regional plans to achieve pollution reduction targets

Land use and transportation rules reducing pollution and promoting equity
Meeting Oregon’s Pollution Reduction Goals

Legislative Climate Goals and Policy
ORS 468A.205

Transportation – largest source
38% of all climate pollution

Statewide Transportation Strategy

Regional Scenario Plans
for metro areas to meet specific targets

Local Transportation System Plans, Development Codes, and Comprehensive Plans

Other actions: cleaner fuel, vehicles, transit, state networks, pricing, etc.

Other sectors 62%
DEQ rules
Building efficiency
Power sources
etc.
## Meeting Oregon’s Climate Pollution Reduction Targets

### 2050 GHG targets for Oregon metropolitan areas

Per capita light vehicle GHG emissions reduction¹

<table>
<thead>
<tr>
<th>Adopted target</th>
<th>Metropolitan area</th>
</tr>
</thead>
<tbody>
<tr>
<td>35%</td>
<td>Portland Metro</td>
</tr>
<tr>
<td></td>
<td>Albany</td>
</tr>
<tr>
<td></td>
<td>Bend</td>
</tr>
<tr>
<td></td>
<td>Corvallis</td>
</tr>
<tr>
<td>30%</td>
<td>Eugene-Springfield</td>
</tr>
<tr>
<td></td>
<td>Middle Rogue</td>
</tr>
<tr>
<td></td>
<td>Rogue Valley</td>
</tr>
<tr>
<td></td>
<td>Salem-Keizer</td>
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</tbody>
</table>

¹ Reductions beyond expected vehicle and fuel improvements
Planning to Meet Climate Pollution Reduction Targets
Regional Scenario Planning

Local governments develop regional plans to meet pollution reduction targets.

Adopt actions into local plans.

Salem/Keizer and Eugene/Springfield.

Others as resources allow.
Measuring Progress and Taking Action

Four Year Cycle

Assess

Identify Gaps Between Plans and Performance Targets

Identify Corrective Actions

Implement
Overview: A balanced approach

- Active Transportation
- Fleet and Fuels
- Transit
- Pricing
- Parking Management
- Education and Marketing
- Roads

How much does the preferred scenario reduce greenhouse gas emissions?

Reference Scenario (current plans): -3%
PREFERRED SCENARIO: -20%
Updated Land Use and Transportation Rules

Focus Areas

Land Use/Building
- Designate walkable climate-friendly areas
- Reform parking management
- Support electric vehicle charging

Transportation
- Plan for high quality pedestrian, bicycle, and transit infrastructure
- Go beyond sole focus on motor vehicle congestion standards
- Prioritize and select projects meeting climate/equity outcomes
What is a Climate Friendly Area?

• Imagine downtowns and neighborhood centers
• Walkable area with a mix of residential, office, retail, services, and public uses
• High-quality pedestrian, bicycle, and transit services
• Parking is well-managed
• Sized so zoned building capacity in combined Climate-Friendly Area(s) can accommodate 30+% of community housing needs (or 25 acres for cities 5,000-10,000 population)

• May include abutting high density residential or employment areas

• Local governments may choose prescriptive or outcome-based standards (next slide)
<table>
<thead>
<tr>
<th>Population</th>
<th>Climate Friendly Area Size</th>
<th>Minimum Density (for single-use residential)</th>
<th>Maximum Allowed Building Height No Less Than (for at least one CFA per community if multiple CFAs)</th>
<th>Target Development Level</th>
</tr>
</thead>
<tbody>
<tr>
<td>5,001 – 9,999</td>
<td>25+ acres</td>
<td>15 dwelling units/net acre</td>
<td>50 feet</td>
<td>20 homes and jobs/net acre</td>
</tr>
<tr>
<td>10,000 – 24,999</td>
<td>Could fit 30% of housing</td>
<td>15 dwelling units/net acre</td>
<td>50 feet</td>
<td>20 homes and jobs/net acre</td>
</tr>
<tr>
<td>25,000 – 49,999</td>
<td>Could fit 30% of housing</td>
<td>20 dwelling units/net acre</td>
<td>60 feet</td>
<td>30 homes and jobs/net acre</td>
</tr>
<tr>
<td>50,000+</td>
<td>Could fit 30% of housing</td>
<td>25 dwelling units/net acre</td>
<td>85 feet</td>
<td>40 homes and jobs/net acre</td>
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</tbody>
</table>
Reforming Costly Parking Mandates

Mandates can prevent housing from being built; parking is a significant cost and displaces housing footprint.

People with no cars or few cars are subsidizing parking for those with many.

Source: Sightline Institute using Census data
Reforming Costly Parking Mandates

Corvallis data

<table>
<thead>
<tr>
<th>Use</th>
<th>% of all city area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Driveways</td>
<td>3.3%</td>
</tr>
<tr>
<td>Parking lots</td>
<td>7.2%</td>
</tr>
<tr>
<td>On-street parking</td>
<td>Some part of 9.7%</td>
</tr>
</tbody>
</table>

Parking uses huge amount of land, making areas less walkable

Parking mandates can lead to more car ownership and driving
Improving Parking Management

- No parking mandates near frequent transit
- No mandates for shelters, small units, affordable or public housing, childcare, facilities for people with disabilities
- Mandates no higher than one space/unit multifamily
- Cities choose an approach:

1. **Repeal parking mandates**
2. **Adopt at least three fair parking policies** (e.g. unbundling, flexible commute benefit)
3. **Remove mandates for more dev’t types and near climate-friendly areas**
Other Parking Provisions

Best Practices

- Facilitate shared parking
- Convert underused parking
- Larger parking lots provide tree canopy or solar panels
- No garage requirements
- Incentives for car share, EV charging, accessible housing units
- Some parking maximums

Over 100,000 population

- If retaining mandates, price 5% of on-street parking spaces at least 50 cents/day by Sept 30, 2023 and 10% of spaces by Sept 30, 2025
New multifamily and multi-use development must include electrical conduit to serve 40% of parking spaces.

Minimum five residential units
Charging stations, wiring, and power not required.

Source: State of California
Transportation Planning

Stronger planning for:
- Pedestrian
- Bicycle
- Public Transportation
Also plan for freight, car travel

Connected, safe, and complete networks

Prioritize:
- Climate friendly areas
- Neighborhoods with underserved populations
- Access to key destinations
Inventory existing conditions, key destinations, and gaps

Plan for a complete, low stress network, prioritized projects

Require bicycle parking

Identify priority transit corridors
Project selection is based on a variety of factors

- Projects across a city must work to meet climate goals

Measuring success

- Look at two or more measures, not only moving cars

Significant street expansions

- Review alternatives
- Engage the public
Implementation Timeline

### Regional Scenario Plans, TSPs, and Performance Measures

- **2022** Salem-Keizer
- **2023** Eugene-Springfield
- **2024** Portland Metro Regional Transportation Plan
- **2025** Performance measures

### Climate-Friendly Areas

- **2022** Study
- **2024** Zoning
- **2025** Multi-modal inventories

### Parking Reform and EV Conduit

### Transportation Systems Plan Updates

- **Ongoing** Multi-modal inventory
- **Ongoing** Transportation System Plan Updates
A Broad Base of Support

Over 1,600 organizations, businesses, and Oregonians
Learn More Online
Search “DLCD CFEC”

Local Staff Contacts
[Fill this in]

Sign up for email updates
oregon.gov/LCD/LAR/Pages/CFEC.aspx