

Climate-Friendly and Equitable Communities Implementation Guide



This document provides guidance for cities and counties within metropolitan areas that are expected to implement the Climate Friendly and Equitable Communities rules. The information provided in this document is **based on the version of the rules presented to the Land Conservation and Development Commission at the adoption hearing on March 31, 2022**.

This document is provided for discussion purposes only.

The guide consists of:

- 1) Table of Implementation Dates grouped by metropolitan area. Counties will be adopting regulations for the unincorporated areas inside urban growth boundaries, where applicable.
- 2) Major Task Groups (seven major task groups listed below) with a brief summary and rule citation for the associated subtasks.
- 3) Table of CFEC Rules, with brief description, associated major task group, and compliance date.

These sections all present a general overview of the same CFEC rules, with differing focuses to serve the various users of the guide.

Work Program: Cities, counties, or Metro may propose alternative implementation dates through submission of a work program under the draft OAR 660-012-0012(3). Work programs would be reviewed by the DLCD Director and subject to approval by LCDC.

The major task groups are listed below. Specific requirements for the implementation of each task are outlined following the schedule.

CFA Study – Study potential climate-friendly areas (CFA) (660-012-0315).

CFA Codes – Designate and make comprehensive plan, zoning map and code changes to implement climate-friendly areas (660-012-0320).

Parking A – For new development applications, apply reduced parking mandates near frequent transit and for certain development types (code changes not mandatory; may apply 660-012-0430 and 0440 directly).

Parking B – Implement parking regulation improvements, electric vehicle parking requirements, and parking mandate reform (660-012-0400 through 0450).

TSP Updates – These rules only apply at the time of a major update to a transportation system plan (TSP); no mandatory update deadlines unless indicated (660-012-0100, 660-012-0200, 660-012-0500, 660-012-0600, 660-012-0700, 660-012-0800).

TPR Development Regulations – Transportation Planning Rules (TPR) related regulations; required with major transportation systems plan updates, no mandatory update timeline unless indicated. Implement commercial and residential land use regulations (660-012-0330); bicycle parking (660-012-630); maximum parking standards (660-012-0415); transportation performance standards (660-012-0215).

HNA – Housing Needs Analysis (HNA) (Also known as a Housing Capacity Analysis, or HCA). Update required by OAR Chapter 660-008-0045 for cities over 10,000 population. HNA *within* Metro must be updated every 6 years;

outside of Metro must be updated every 8 years.
HNA is an additional task that is not part of Climate-Friendly and Equitable Communities.

TPR Reporting: 660-012-0900 requires cities and counties outside of Metro to submit yearly reports. The reporting requirements are listed in the row of each metropolitan area (light blue background). The reporting requirement applies to each jurisdiction individually, although jurisdictions may coordinate to submit one report for the metropolitan area. Inside Metro, the annual TPR reporting will be completed by the Metro regional government.

Note: **TSP Update** and **TPR Development Regulations** apply to **all** jurisdictions in the table listed below. The proposed rules do not establish an implementation deadline if ‘TSP Update’ and ‘TSP Development Regulations’ are not shown in the schedule. They are **not** exempt from these requirements. A deadline for these tasks may be established through approval of a work program.

Population growth: Climate-Friendly Areas- 660-012-0310(2)(a) and (b) allows two years for jurisdictions that surpass population thresholds of 5,000 or 10,000 to comply with the CFA regulations to which they become subject. Additionally, 660-008-0010(2) requires the designation of additional climate friendly areas as cities over 10,000 grow, in conjunction with required HNA updates. **Parking** - 660-012-0012(8)(b) allows one year for jurisdictions that surpass population thresholds in 660-012-0400 to comply with the parking rules to which they become subject.

	2022	2023	2024	2025	2026 + after
Albany Area	TPR minor report (5/31)		TPR major report (5/31) ¹	TPR minor report (5/31)	TPR minor report (5/31)
Albany	Parking A	CFA Study Parking B	CFA Codes		2028 HNA Additional CFA for UGB expansions after June 2027
Benton, County, Linn County, Marion County (none are more than 5,000 population inside UGB)					
Jefferson, Tangent, and Millersburg	Parking A	Parking B			
Bend Area	TPR minor report (5/31)		TPR minor report (5/31)	TPR minor report (5/31)	TPR major report (5/31)
Bend	Parking A	CFA Study Parking B	CFA Codes HNA		Additional CFA for UGB expansions after June

¹ Next expected RTP updates: 2022: Central Lane, Corvallis; 2023: Albany, Salem-Keizer; 2024: Middle Rogue; 2025: Bend, Rogue Valley. TPR major report expected the year following adoption of RTP update. Future RTP updates expected every 4 years.

	2022	2023	2024	2025	2026 + after
					2027, and with HNA Updates
Deschutes County (not more than 5,000 population inside UGB)					

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	2022	2023	2024	2025	2026 + after
Central Lane	Scenario planning work program by Dec 31	Regional Scenario Plan by June 30 TPR minor report (5/31)	TPR major report (5/31)	TPR minor report (5/31)	Scenario planning code amendments and TSP by Dec 31 TPR minor report (5/31)
Coburg	Parking A	Parking B			TSP TPR Dev. Regs.
Eugene Springfield	Parking A	CFA Study Parking B	CFA Codes	Springfield HNA	TSP TPR Dev. Regs. Eugene 2026 HNA Additional CFA for UGB expansions after June 2027
Lane County	Parking A	Parking B			TSP TPR Dev. Regs.
Corvallis Area		TPR minor report (5/31)	TPR major report (5/31)	TPR minor report (5/31)	TPR minor report (5/31)
Adair Village	Parking A	Parking B			
Corvallis Philomath	Parking A	CFA Study Parking B	CFA Codes		Corvallis 2027 HNA Additional CFA for UGB expansions after June 2027
Benton County (under 5,000 population inside UGB)					
Middle Rogue		TPR minor report (5/31)	TPR minor report (5/31)	TPR major report (5/31)	TPR minor report (5/31)
Gold Hill Rogue River	Parking A	Parking B			
Grants Pass	Parking A HNA	CFA Study Parking B	CFA Codes		Additional CFA for UGB expansions after June 2027
Josephine County (under 5,000 population inside UGB)					

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	2022	2023	2024	2025	2026 + after
Rogue Valley		TPR minor report (5/31)	TPR minor report (5/31)	TPR minor report (5/31)	TPR major report (5/31)
Ashland Central Point Eagle Point Medford Talent	Parking A	CFA Study Parking B Medford HNA	CFA Codes		Central Pt 2027 HNA Ashland 2029 HNA Additional CFA for UGB expansions after June 2027
Jacksonville Phoenix	Parking A	Parking B			
Jackson County Josephine County (under 5,000 population inside UGB)					
Salem/Keizer		Scenario Plan work program by June 30 TPR minor report (5/31)	Regional scenario plan by June 30 TPR major report (5/31)	Scenario planning code amendments and TSP by June 30 TPR minor report (5/31)	TPR minor report (5/31)
Salem Keizer	Parking A	CFA Study Parking B	CFA Codes Salem and Keizer HNA	TSP TPR Dev. Regs.	Additional CFA for UGB expansions after June 2027
Marion County	Parking A	CFA Study Parking B	CFA Codes	TSP TPR Dev. Regs.	
Polk County (under 5,000 population inside UGB)				TSP TPR Dev. Regs.	
Turner ²	Parking A	Parking B		TSP TPR Dev. Regs.	
Portland Metro		TPR minor report (5/31)	TPR major report (5/31)	TPR minor report (5/31)	TPR minor report (5/31)

² City of Turner TSP update expected in 2023.

	2022	2023	2024	2025	2026 + after
TPR Rules specific to Metro: 660-012-0140, Transportation System Planning in the Portland Metropolitan Area; 660-012-0012(6), Climate-Friendly Area implementation within Metro; 660-012-0900(2), TPR Reporting; some parking provisions in 660-012-0400 series					
Metro UGMFP Region 2040 Centers <i>[various jurisdictions]</i>			Metro to establish requirements for adoption of Centers	Non-adopters to adopt Center boundaries and zoning	
Durham, Johnson City, Maywood Park, Rivergrove, King City, Wood Village	Parking A	Parking B			
Beaverton, Cornelius, Fairview, Forest Grove, Gladstone, Gresham ³ , Happy Valley, Hillsboro ⁴ , Lake Oswego, Milwaukie ⁵ , Oregon City, Portland, Sherwood, Tigard, Troutdale, Tualatin, West Linn, Wilsonville (10k-100k)	Parking A	Parking B Beaverton, Fairview, Gresham, Happy Valley, Hillsboro Lake Oswego, Milwaukie, Portland, West Linn, Wilsonville HNA		Forest Grove HNA	HNA 2026: Sherwood, Troutdale, Tualatin; 2027: Gladstone, Cornelius, Tigard, Oregon City
Clackamas County, Multnomah County, Washington County (150k+)	Parking A	Parking B			

³ City of Gresham TSP update expected in 2023.

⁴ City of Hillsboro TSP update expected in 2022.

⁵ City of Milwaukie TSP update expected in 2023.

Task Summaries

Parking A

Reduced Mandates – OAR 660-012-0430 and 660-012-0440

Effective date December 31, 2022 per OAR 660-012-0012(14)– applies to development applications submitted after that date; either directly apply state administrative rules or amend local development standards

- Reduced mandates for specific developments – cannot mandate more than 1 space/unit for residential developments with more than 1 unit
- No mandates for small units, affordable units, childcare, facilities for people with disabilities, shelters
- Reform near transit - no parking mandates allowed within $\frac{3}{4}$ mile of light or heavy rail stations or $\frac{1}{2}$ mile of frequent transit corridors

Parking B

Parking Regulation Improvement - 660-012-0405

By March 31, 2023 per OAR 660-012-0012(8) - amend development standards

- Preferential placement of carpool/vanpool parking
- Allow redevelopment of any portion of a parking lot for bike or transit uses
- Within specified vicinity of transit service, allow redevelopment of any portion of a parking lot for transit-oriented development
- Allow and facilitate shared parking
- Parking lots more than $\frac{1}{4}$ acre in size must install 50% tree canopy OR solar panels; requires street trees and street-like facilities along driveways
- Adopt parking maximums in locations such as downtowns, regional or community center, and transit-oriented developments.

Electric Vehicle Charging Infrastructure - 660-012-0410

By March 31, 2023 - either directly apply state administrative rules or amend development standards

- New private commercial, mixed-use and multifamily developments install conduit

More Populous Cities – 660-012-0415

- Cities >25,000 population in metro or >100,000 outside set certain parking maximums in specified areas
- Cities >150,000 population implement parking management before authorizing new 100+ stall parking garages
- Cities >150,000 population implement TDM management strategies before authorizing new 300+ stall garages
- Cities >150,000 design requirements so ground floor of parking garage convertible to other uses

Parking B (continued)

Parking Mandate Reform (*adopt by March 31, 2023*)

Effective date March 31, 2023 per OAR 660-012-0012(8) - amend development standards

Option 1 660-012-0420	Options 2 and 3 660-012-0425 through 0450	
Repeal all parking mandates within the jurisdiction	Reduce parking burdens – adopt 8 land use regulations related to reduced mandates based on factors such as shared parking, solar panels, parking space accessibility, on-street parking; unbundling of parking from rent for multifamily units near transit (660-012-0425)	
	Cities pop. 100,000+ adopt on-street parking prices for 5/10% of total on-street parking supply by September 30, 2023/25 (660-012-0450; effective dates per OAR 660-012-0012(9))	
	<p align="center">Parking Management Alternative Approaches Choose ONE of the following (Option 2 -or- 3).</p> <p align="center"><i>Policies to take effect no later than June 30, 2023 (effective date per OAR 660-012-0012(8)(C))</i></p>	
no additional action needed	<p align="center">Option 2 660-012-0445(1)(a) - Adopt at least 3 of 5 policies below</p>	<p align="center">Option 3 660-012-0445(1)(b) - Adopt regulations minimizing or exempting required parking for 14 development types (summarized below)</p>
	<ol style="list-style-type: none"> 1. Unbundle parking for residential units 2. Unbundle leased commercial parking 3. Flexible commute benefit for businesses with more than 50 employees 4. Tax on parking lot revenue 5. No more than ½ space/unit mandated for multifamily development 	<p>No mandates for a variety of specific uses, small sites, vacant buildings, studio/one bedrooms, historic properties, LEED or Oregon Reach Code developments, etc.</p> <p>No additional parking for redevelopments/additions. Adopt parking maximums.</p> <p>No parking mandates within ½ mile walking distance of Climate-Friendly Areas.</p> <p>Designate district to manage on-street residential parking.</p>

Climate-Friendly Areas

<p style="text-align: center;">CFA Study</p> <p style="text-align: center;">660-012-0315</p> <p style="text-align: center;">Effective Date June 30, 2023 per 660-012-0012(11)</p>	<p style="text-align: center;">CFA Codes</p> <p style="text-align: center;">660-012-0320 via 660-012-0315(6)</p> <p style="text-align: center;">Effective Date June 30, 2024 per 660-012-0012(5)</p>	
<ul style="list-style-type: none"> • CFA location and size standards per 660-012-0310(1) • <u>>10,000 population</u> Dwelling Unit Capacity of at least 30% of current housing needs analysis (660-012-0315(1); capacity calculated per methodology in 660-012-0315(2)) • <u>Population 5,000 -10,000</u> Designate at least 25 acres of CFA (660-012-0315(3)) • Displacement analysis, fair and equitable outcomes plan, and narrative summary of public engagement (660-012-0315(4)) 	<p><i>Required for all CFAs:</i></p> <ul style="list-style-type: none"> • Allowed uses per 660-012-0320(2) • Inclusion of existing residential and employment zones without zoning amendments per 660-012-0320(3) • Prioritization of public buildings, open spaces per 660-012-0320(4) • Block length maximums per 660-012-0320(5) • Address other requirements per 660-012-0320(7) • Eliminate mandates in and near climate-friendly areas or adopt parking management policies; unbundle parking for multifamily units (660-012-0435) 	
	<p>Housing and Employment Targets 660-012-0320(8) or (9)</p>	
	<p>Option A Residential minimum density standards and allowed building height not less than specified by OAR 660-012-0320(8)</p>	<p>Option B Standards other than Option A proposed by jurisdiction that achieve target dwelling unit and employment per acre</p>

Transportation System Plan Update

Generalized Scope and Process

- Overall TSP update requirements (660-012-0100 and 0105)
- Public Engagement and Equity
 - TSP Planning Engagement generally (660-012-0120)
 - Equity and Underserved Populations (660-012-0125, identifying underserved populations; 660-012-0130, Decision-Making; 660-012-0135, Equity Analysis)
- System Inventories and Existing Conditions
 - General inventory requirements (660-012-0150)
 - Planning Area (660-012-0110)
 - Land use assumptions (660-012-0340) - future land use assumptions at approximately a block-by-block level of detail
 - Modal inventory requirements: Pedestrian (660-012-0505); Bicycle (660-012-0605); Transit (660-012-705); Streets and Highways (660-012-0805)
 - Funding projections (660-012-0115)
- Goals, Targets, and Project Prioritization
 - VMT Targets – base year and horizon year (660-012-0160)
 - Adoption of Transportation Performance Standards (660-012-0215)
- TSP Contents

- Modal design and planning requirements: Pedestrian (660-012-0510); Bicycle (660-012-0610); Transit (660-012-710); Streets and Highways (660-012-0810)

Transportation System Plan Update (continued)

- TSP Contents (continued)
 - Modal projects: Pedestrian (660-012-0520); Bicycle (660-012-0620); Transit (660-012-720); Streets and Highways (660-012-0820)
 - Transportation Options Planning (660-012-0145) – transportation demand management, transit options and incentives
 - Enhanced review of select roadway projects (660-012-0830) – for facilities that may increase driving capacity
 - Unconstrained Project List (660-012-0170) – combination of modal projects; must meet VMT per capita targets from 660-012-0160; Project Prioritization Framework (660-012-0155)
 - Financially-Constrained Project List (660-012-0180)
 - Created from unconstrained list per procedures in 660-012-0180(3)
 - Sum of projects on list not to exceed 125% of funding available from 660-012-0115

Transportation Planning Rule Development Regulations

Land use requirements (660-012-0330)

Effective date per 660-012-0012(7) - TSP Adoption

- Neighborhood circulation (660-012-0330(2))
- Mixed use districts (660-012-0330(3))
- Slow streets for neighborhoods ((660-012-0330(4))
- Auto-oriented land uses ((660-012-0330(5))
- Low car districts (cities of 100k+, 660-012-0330(6))
- Protection of transportation facilities ((660-012-0330(7))

Bicycle Parking (660-012-0630)

Effective date - TSP Adoption

Transportation Performance Standards for zone changes and development review (660-012-0215)

Effective date per 660-012-0012(4)- TSP Adoption

Parking Maximums (660-012-0415)(1)- Population >100,000 (>25,000 within Metro)

Effective date per 660-012-0012(8)(a) - TSP Adoption. Earlier deadline of March 31, 2023 if choosing parking reform option 3 (per OAR 660-012-0445(1)(b)(M))

- Adopt maximum parking regulations for residential and commercial uses
- Additional limits for uses with more than 65,000 sq ft floor area
- Allow households to rent or lease up to 2 off street spaces (applies only to population >100,000 in Metro)

Parking management for large jurisdictions (660-012-0415(2) and (3)) - population >150,000

Effective date per 660-012-0012(8)(a) - TSP Adoption

- Prior to any new structured parking on city-owned land, use time limits or pricing to manage on-street parking for at least one year
- Transportation demand management required for at least 6 months prior to approval of construction of >300 parking spaces that serves existing uses
- Demonstrate ground floor of structured parking with >100 spaces can be converted to other uses

- *Cities with populations >200,000 only* - study priced parking in CFAs and transit corridors at least every 3 years and adjust pricing to ensure availability

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