



DLCD



Source: Bonnie Moreland (Flickr)

Climate-Friendly and Equitable Communities



Source: David Wilson (Flickr)

Bend MPO TAC

April 6, 2022



EXECUTIVE ORDER NO. 20-04

DIRECTING STATE AGENCIES TO TAKE ACTIONS TO REDUCE AND
REGULATE GREENHOUSE GAS EMISSIONS

WHEREAS, climate change and ocean acidification caused by greenhouse gas (GHG) emissions are having significant detrimental effects on public health and on Oregon's economic vitality, natural resources, and environment; and

WHEREAS, climate change has a disproportionate effect on the physical, mental, financial, and cultural wellbeing of impacted communities, such as Native American tribes, communities of color, rural communities, coastal communities, lower-income households, and other communities traditionally underrepresented in public processes, who typically have fewer resources for adapting to climate change and are therefore the most vulnerable to displacement, adverse health effects, job loss, property damage, and other effects of climate change; and

WHEREAS, climate change is contributing to an increase in the frequency and severity of wildfires in Oregon, endangering public health and safety and damaging rural economies; and

WHEREAS, the world's leading climate scientists, including those in the Oregon Climate Change Research Institute, predict that these serious impacts of climate change will worsen if prompt action is not taken to curb emissions; and

WHEREAS, the Intergovernmental Panel on Climate Change has identified that global temperatures should be limited to 1.5 degrees Celsius or less as necessary to avoid the most dangerous impacts of climate change and remaining below this limit will require global emissions to be cut by at least 80 percent by the year 2050.

Governor Brown's Executive Order 20-04

“Exercise any and all authority and discretion”
to meet Oregon’s climate pollution reduction
goals

Prioritize equity, underserved populations,
specifically historically marginalized
communities

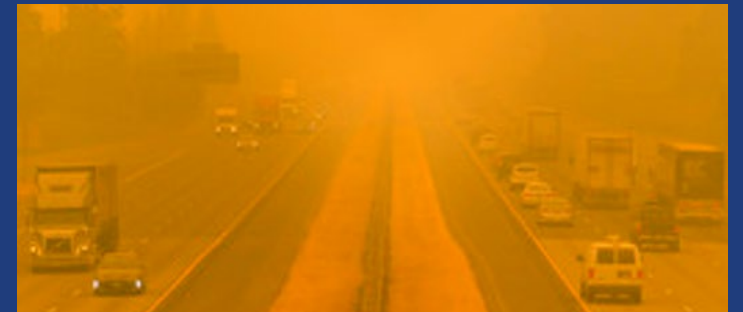
Missing Oregon's Pollution Reduction Targets

CLIMATE & ENVIRONMENT >

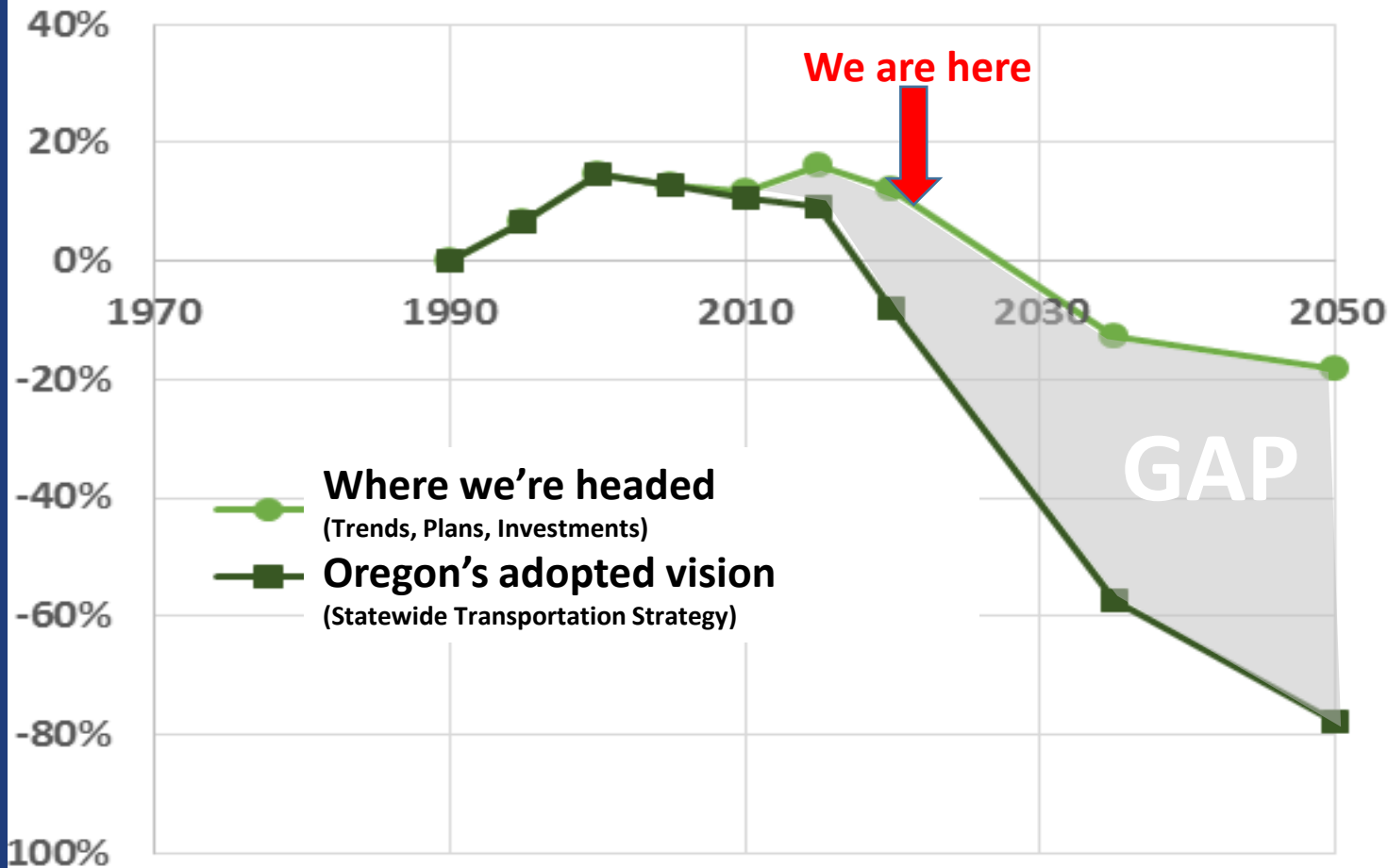
The world needs to cut its emissions seven times as fast to hit climate goals, U.N. report finds

"We're just so far off track," says one co-author, calling for bolder and more urgent action from major emitters.

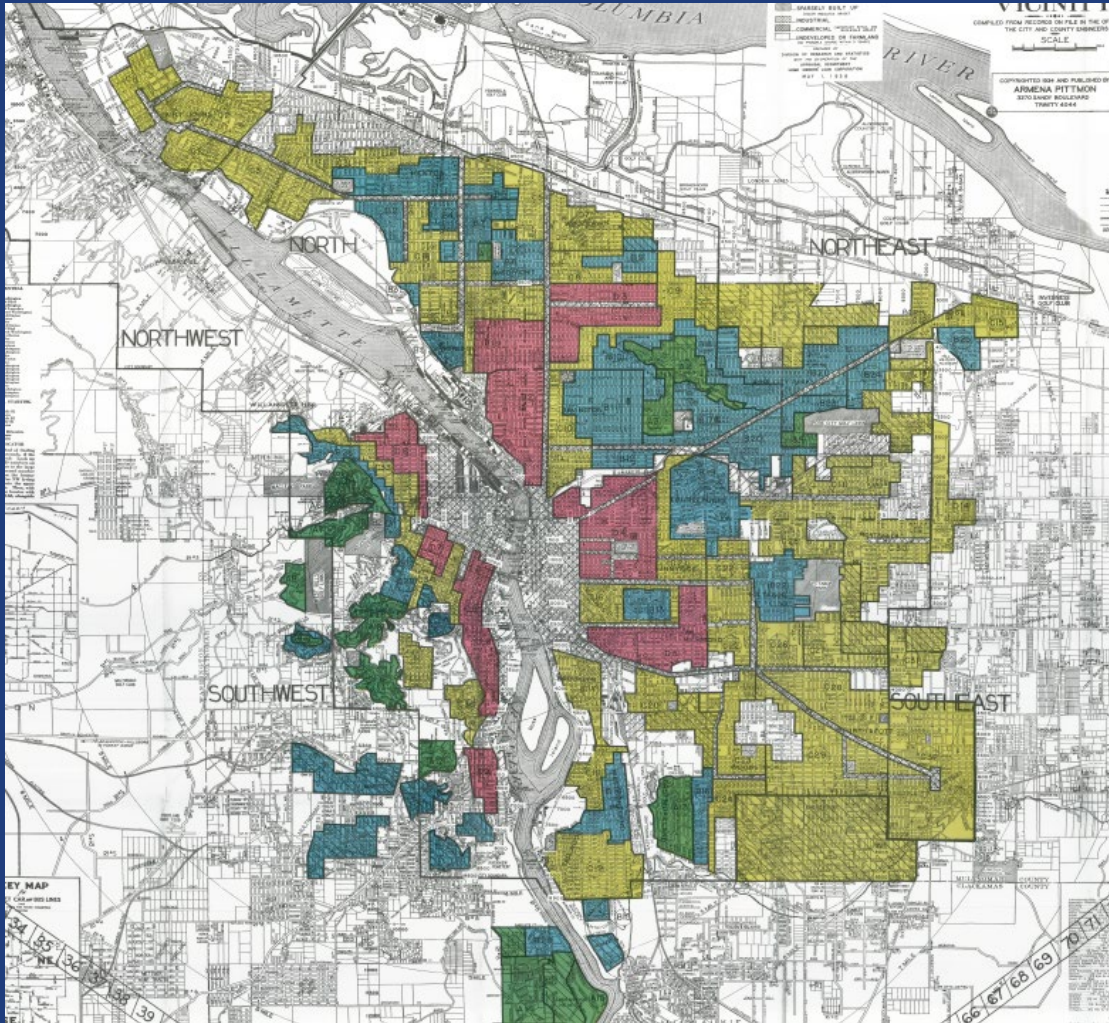
By Brady Dennis



Climate Pollution Change (Light Duty Vehicles)



Inequity and Generational Wealth



1938 federal Home Owners' Loan Corporation redlining map

Green = best, Blue = "still desirable" Yellow = "Definitely declining" Red = "hazardous"

dsl.richmond.edu/panorama/redlining

Homeownership Rate by Household Income, 2017



Source: 2017 American Community Survey.

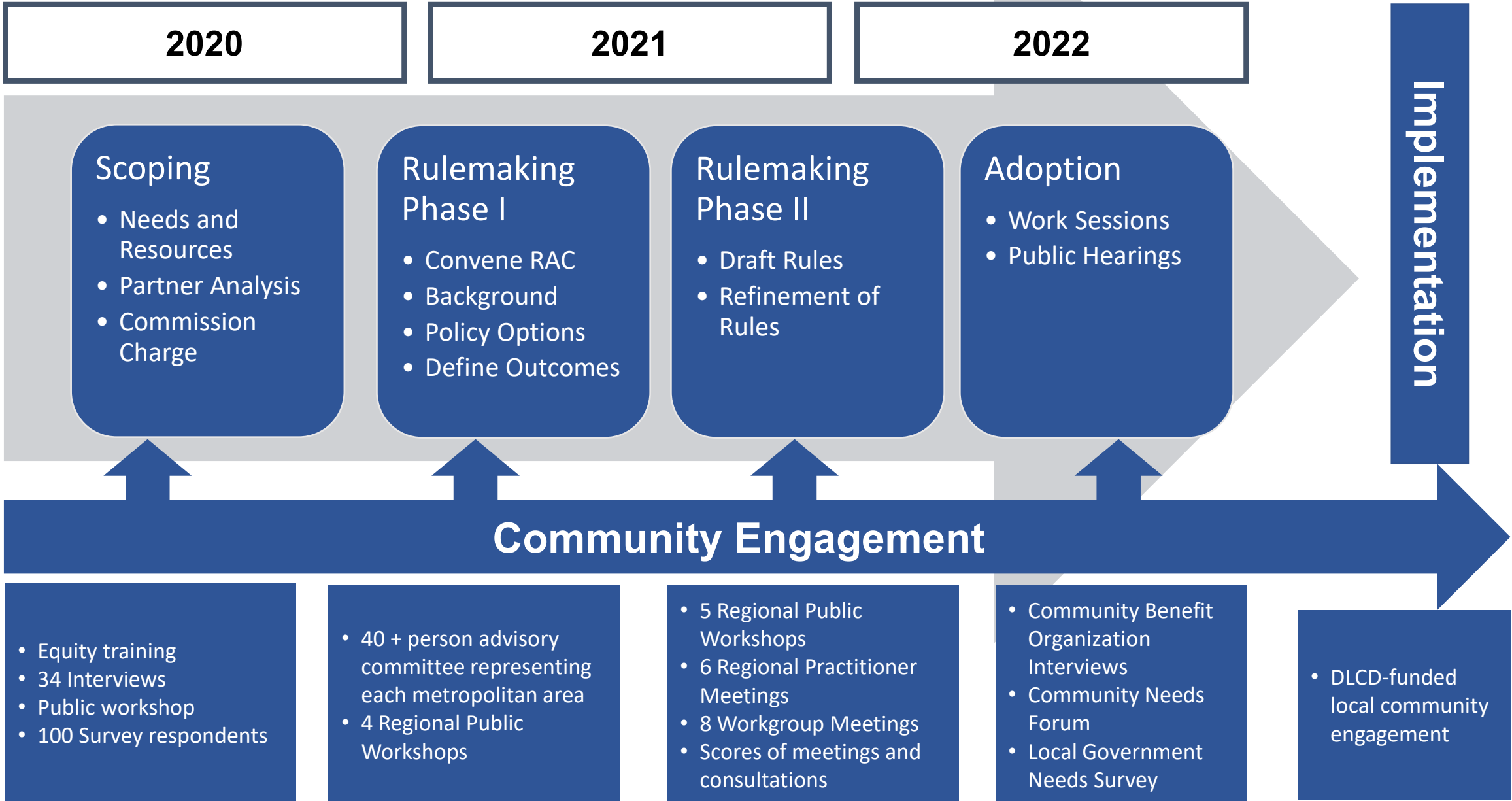
URBAN INSTITUTE

71.9% of white households own homes
41.8% of Black households own homes

The 30.1% gap is wider than it was when race-based discrimination against homebuyers was legal.
(2017, Urban Institute)

Oregon's Eight Metropolitan Areas







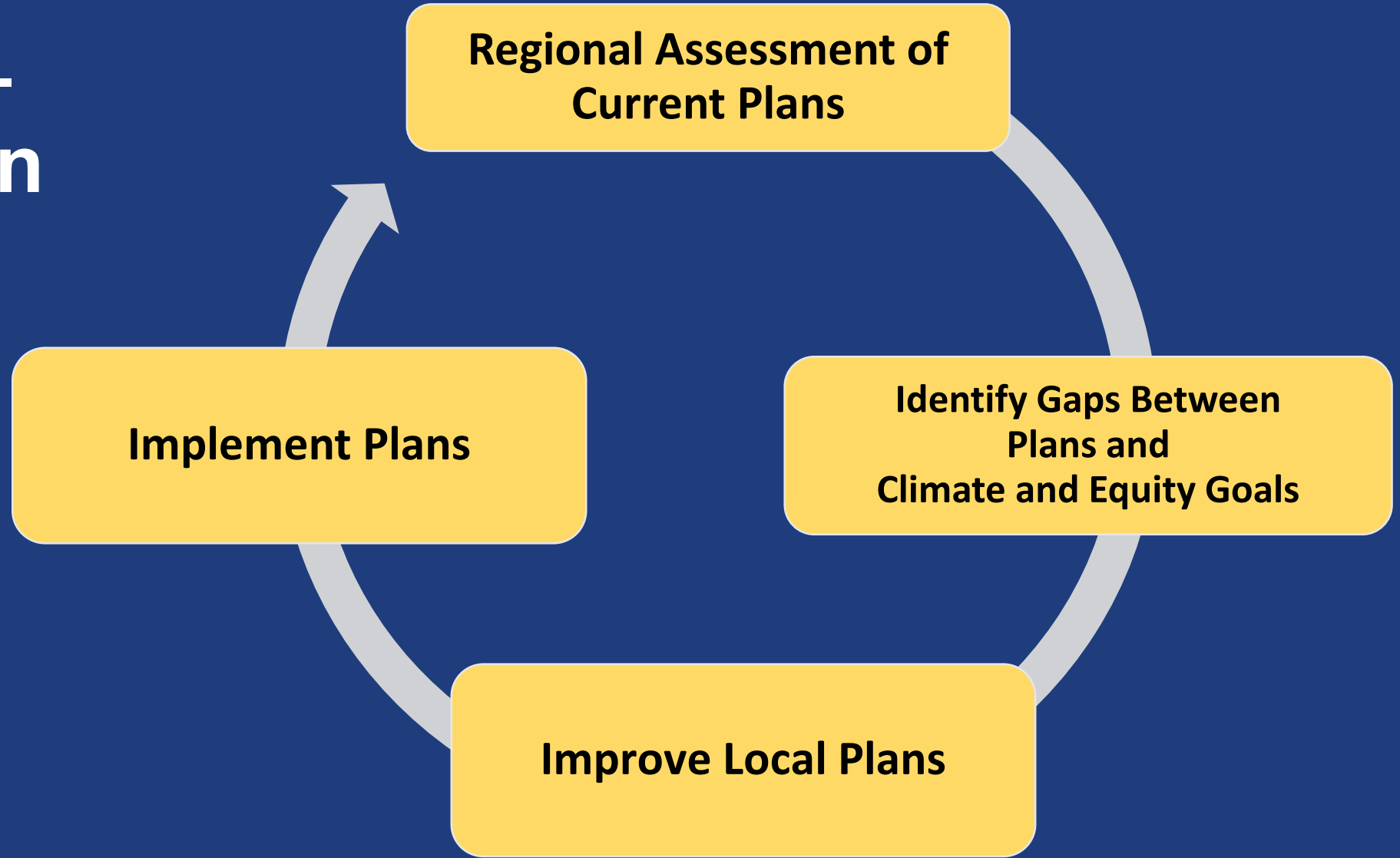
Two Categories of Rulemaking

Performance monitoring
and reporting under both

**Regional Planning to
Meet Pollution
Reduction Targets**

**Updated Land Use and
Transportation Rules**

Regional Reporting – Local Action



4-5 Year Planning Cycle



Updated Planning Rules

Focus Areas

- Climate-friendly areas
- Reform parking management
- Support electric vehicle charging
- High quality pedestrian, bicycle, and transit infrastructure
- Go beyond focus on motor vehicle congestion standards
- Prioritize and select projects meeting climate/equity outcomes



What is a Climate Friendly Area?

- Walkable, mixed-use areas, allowing residential, office, retail, services, and public uses
- Area(s) zoned to accommodate at least 30% of housing needs (pop. > 10,000)
- High-quality pedestrian, bicycle, and transit services
- Parking reform
- Abutting high density residential or employment areas may be included
- Local governments may choose prescriptive or outcome-based standards

Options for Land Use Requirements in Climate Friendly Areas:		Prescriptive Standards		Outcome-Oriented Standards
Cities and Urbanized County Areas (by population)	Sizing of CFA Areas	Minimum Residential Density Requirement	Maximum Building Height No Less Than	Target Development Levels
5,001 – 9,999	At least 25 acres	15 dwelling units/net acre	50 feet	20 homes and jobs/net acre
10,000 – 24,999	Sized to accommodate at least 30% of housing	15 dwelling units/net acre	50 feet	20 homes and jobs/net acre
25,000 – 49,999	Sized to accommodate at least 30% of housing	20 dwelling units/net acre	60 feet	30 homes and jobs/net acre
50,000 and above	Sized to accommodate at least 30% of housing	25 dwelling units/net acre	85 feet	40 homes and jobs/net acre



Local Government Implementation Climate Friendly Areas

- Study potential climate friendly areas by June 30, 2023, along with analysis of equitable housing outcomes
- Adopt zoning and comprehensive plan amendments by June 30, 2024



Housing Rule Amendments

Climate Friendly Areas (OAR 660-008)

- Cities over 10,000 to monitor and report on housing production in climate friendly areas as part of Housing Production Strategy work
- Beginning June 30, 2027, urban growth boundary expansions based on residential needs will trigger additional climate friendly area designation (enough to accommodate the equivalent of half of the additional residential need)

Improving Parking Management

- ✓ Implement best practices for parking code details
- ✓ Cities choose a parking reform approach



- ✓ Populous communities do more parking management



More Populous Communities

Over 100,000

- Implement parking maximums
- If retaining mandates, price 5%/10% of on-street parking spaces at least 50 cents/day by Sept 30, 2023/25

Over 150,000

- Adjust on-street parking prices in town centers and along transit corridors every three years
- Attempt alternatives before approving new parking garages

Electric Vehicle Charging

(*pending review)

By March 31, 2023

For 5+ parking
spaces

New development
must provide space
for **electric capacity**
(HB 2180)

20% of spaces, Level 2+
30% **more** spaces, Level 1+
(residential and mixed use)



GHG Mitigation Potential



Up to 11.9% of GHG
emissions from vehicles
accessing the commercial or
multi-family housing building

- Rules have required coordinated planning for decades
- Need to do more to meet our climate and equity goals
- Build on what we have



Transportation Planning Rules

Focus on planning for:

- Pedestrian   
- Bicycle  
- Public Transportation  

Connected, safe, complete networks

Prioritize:

- Climate friendly areas
- Neighborhoods with underserved populations
- Access to key destinations



Transportation Planning Rules

Selecting projects based on a variety of prioritization factors

- Projects across a city in a plan must work to meet climate goals

How we measure success in the transportation system

- Look at a variety of factors, not only moving cars



Transportation Planning Rules

Rulemaking Schedule

Date	Land Conservation and Development Commission
March 31-April 1	First public hearing
May 19-20	Adoption hearing
approx. June 22	Effective date
	Local actions begin: <ul style="list-style-type: none">• Setting performance measures• Parking reform (two phases)• Climate-friendly area mapping and designation (two phases)

Thank You!

Climate-Friendly and Equitable Communities

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