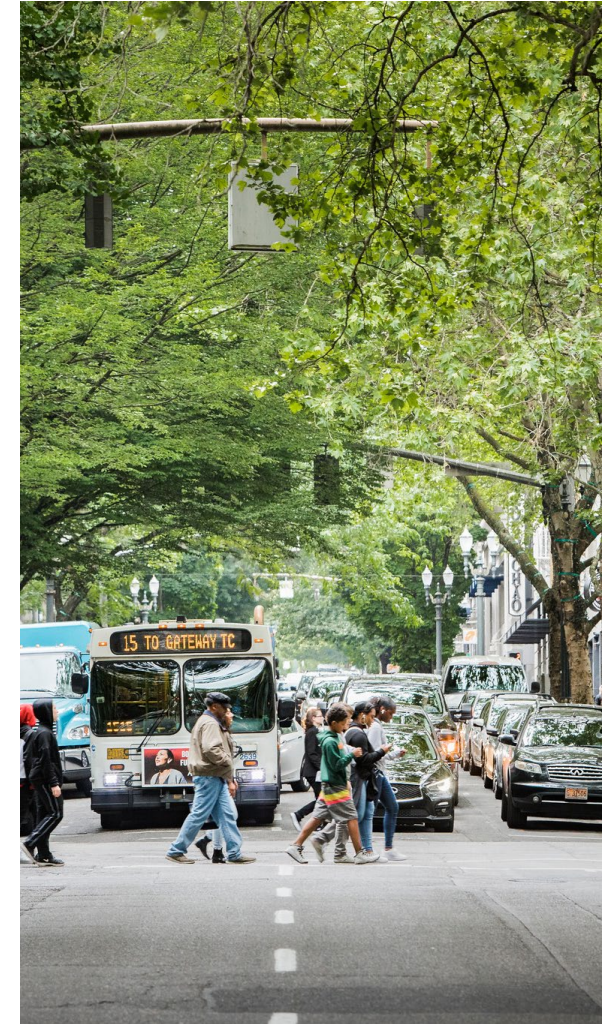




DLCD



Climate-Friendly and Equitable Communities



Program Update

Alexis Hammer, Evan Manvel, Eunice Kim
December 2024



CFEC is designed to:

- Meet Oregon's climate policy and goals
- Increase housing options
- Foster vibrant downtowns and centers
- Improve transportation choices
- Promote equitable outcomes

Applies in Eight Regions

Other communities
not impacted

Legislature directed
LCDC to set climate
pollution reduction
targets here





Land Use

Walkable, mixed-use areas
("climate-friendly areas")

Reduce parking mandates

Electric vehicle charging

Walkable design standards



Stronger planning for:

- Walking/rolling
- Bicycling
- Transit

Connected, safe, and complete networks

Measure success for all travel modes

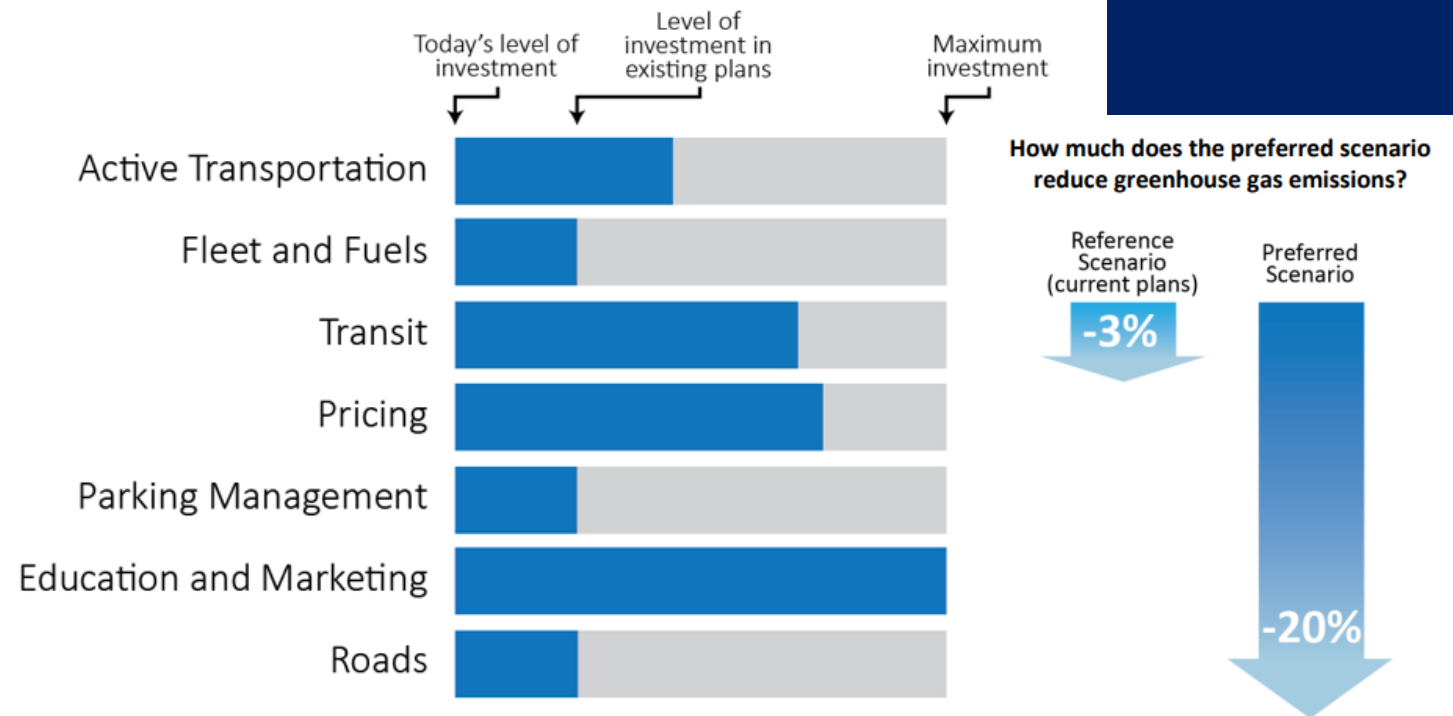


Transportation

Regional Scenario Planning To Meet Greenhouse Gas Reduction Targets

Portland Metro, Salem-Keizer, and Eugene-Springfield

Overview: A balanced approach





City/County Assistance

46 Projects

\$3 million 2023-25

\$18.5 million from ODOT

Albany

Ashland

Beaverton

Bend

Central Point

**Clackamas
County**

Coburg

Cornelius

Corvallis

Eagle Point

Eugene

Gladstone

Grants Pass

Gresham

Keizer

Medford

Oregon City

Philomath

Portland

Rogue River

Salem

Springfield

Talent

Tualatin

West Linn

Wilsonville



Assistance: Zoning Climate- Friendly Areas

Ashland

Central Point

Eagle Point

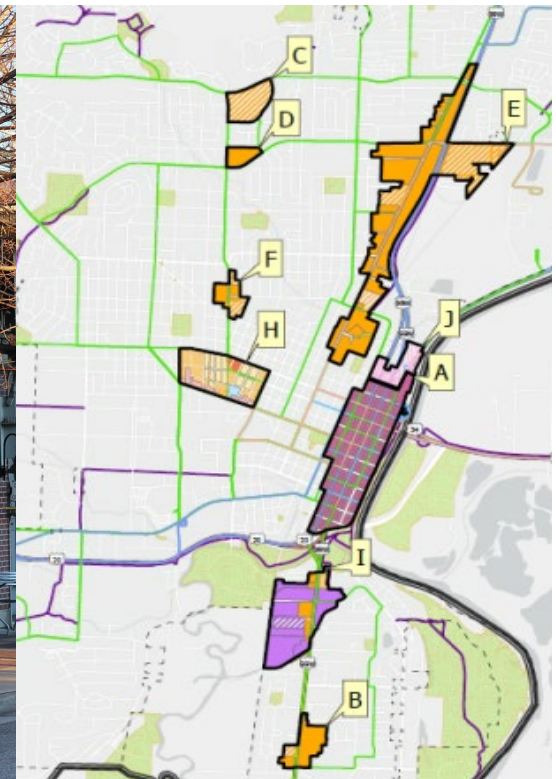
Eugene

Keizer

Philomath

Salem

Springfield





Assistance: Code Audits and Draft Amendments

Walkability

Parking

Town centers

Albany
Ashland
Beaverton
Bend
Central Point
Coburg
Cornelius
Eagle Point
Grants Pass
Gresham

Keizer
Medford
Oregon City
Philomath
Rogue River
Salem
Tualatin
West Linn
Wilsonville

0330 Land Use Requirement	Implementation Concepts	Assessment/Recommendation
(3) Cities and counties shall have land use regulations that provide for pedestrian-friendly and connected neighborhoods. Land use regulations must meet the following requirements for neighborhood design and access:		
a) Neighborhoods shall be designed with connected networks of streets, paths, accessways, and other facilities to provide circulation within the neighborhood and pedestrian and bicycle system connectivity to adjacent districts. A connected street network is desirable for	<ul style="list-style-type: none"> o Max. block length of 350' (up to 500' with midblock path). o Midblock path (accessway) design standards. o Prohibit cul-de-sac and dead-end streets (unless future street is planned). o Require rectilinear street grid system (with exceptions). o Require new internal streets to connect to all existing or planned stubbed streets that abut the site. o Require street connections identified in the TSP. 	Relevant Code Sections: <ul style="list-style-type: none"> o ADC 11.090(5) block length standards – see -0330(3)(c), below. o ADC 9.133 See -0330(3)(b) below. o ADC 11.090 sets block and lot arrangement standards for single-unit and middle housing developments. o ADC 11.090(6) “Off-street pedestrian pathways shall be connected to the street network and used to provide pedestrian and bicycle access in situations where a public street connection is not feasible.” o ADC 12.040 includes provisions for conditions of approval to ensure safe and convenient pedestrian and bicycle access within and from new subdivisions, multiple dwelling unit developments, planned developments, shopping centers and commercial districts to residential areas, transit stops, and neighborhood



**Assistance:
Equitable
Community
Engagement**

Beaverton

**Clackamas
County**

Eugene

Keizer

Portland

Tualatin

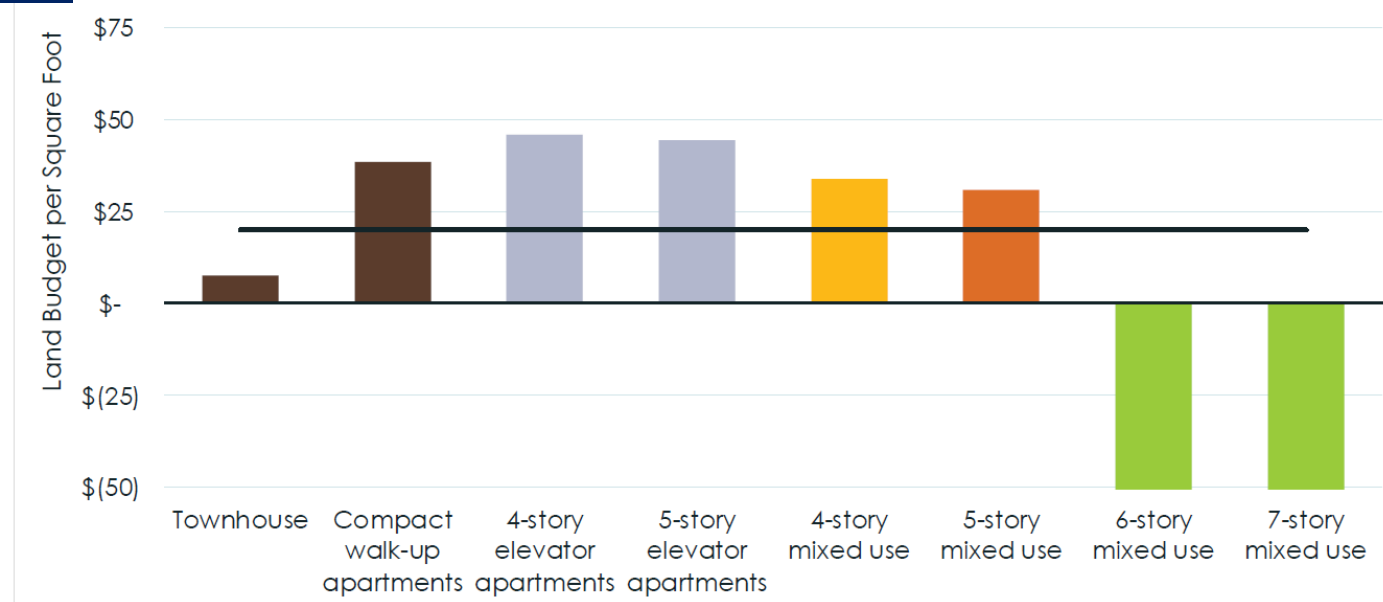
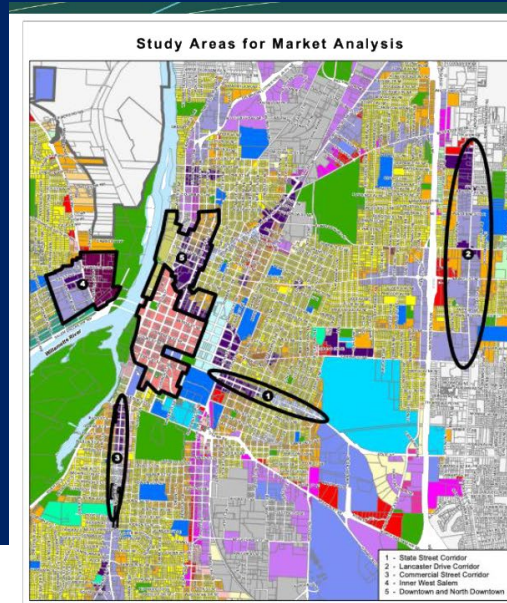




Assistance: Market Studies

Albany
Ashland
Bend
Central Point
Gladstone

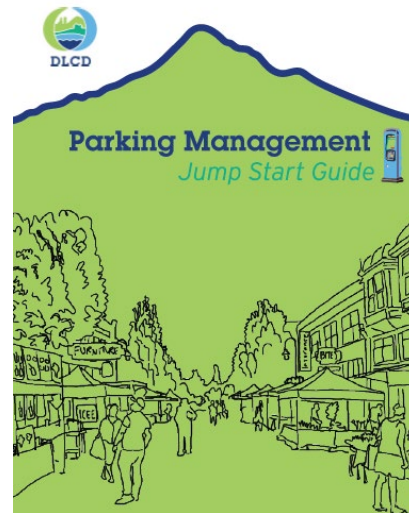
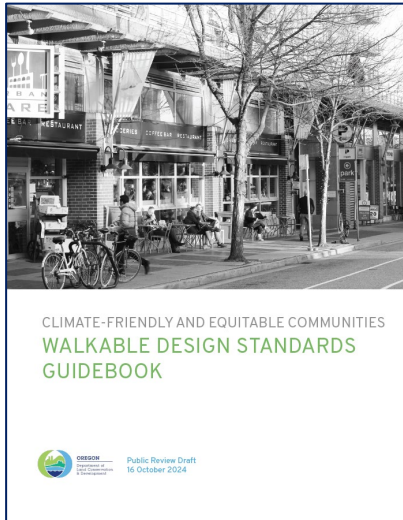
Grants Pass
Medford
Salem
Springfield



- Engagement
- Walkable Design Standards
- Climate-Friendly Areas
- Parking Management
- Low-pollution housing development book
- 10 more guidance publications



**Climate-Friendly Areas
Methods Guide**



Assistance: Publications and Guides



ODOT Assistance partial list



Scenario Planning

Performance Measures

Albany area, Bend, Corvallis area,
Middle Rogue, Rogue Valley

Transportation Plan Assessments

**Walking, Biking, Driving, Transit
Network Inventory**

Analytical and Modeling Guidance

Transportation System Plan Guidelines

Highway Impact Summaries



Results Thus Far





Challenges

- Local capacity, technical details
- Desire for local control
- Magnitude of climate challenge
- Funding for local transportation plans

Responses

- Funding and consultants
- 34 Alternative dates
- 12 Exemptions from rules
- Rules adjustments
- Program choices and options
- Integrated with local housing work
- One-on-one assistance
- Published guidance
- Regular office hours/webinars



Challenges and Responses



What's Next

partial list

- Complete scenario plans
- Adopt zoning changes
- Adopt development codes
- Update transportation system plans (2025-29)

Albany	Medford	Springfield
Keizer	Bend	Eagle Point
Salem	Corvallis	Central Point
Ashland	Eugene	Grants Pass

- Continue program adjustments

Learn More Online

Search "DLCD CFEC"



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



Implementation in Salem

Salem Snapshot

- **2nd largest city in Oregon:**
≈180,000 people
- **Growing community**
- **Diverse population**
>23% identify as Hispanic or Latino



Implementing CFEC



Challenges

- Staff capacity
- Coordination with local projects and priorities
- Community engagement

Implementing CFEC



Challenges

- Staff capacity
- Coordination with local projects and priorities
- Community engagement



Approach

- Incorporate into projects but not duplicate work
- State funding and support
- Focused engagement

Land Use: Climate-Friendly Areas

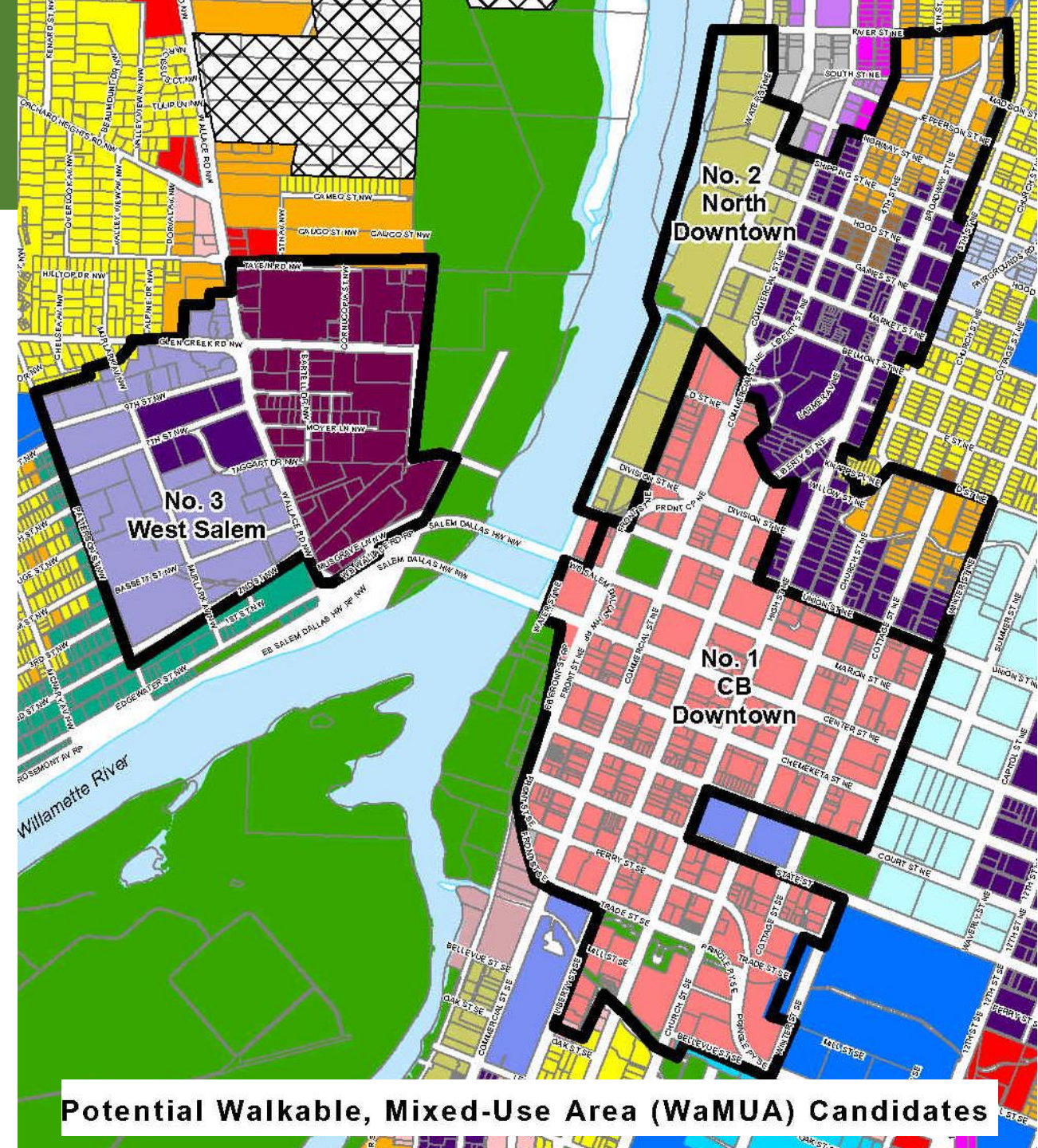
Comprehensive Plan Update (2022)

- Rezoned >1,500 acres to mixed use
- Allowed multifamily housing
- Increased densities *in line with CFEC*

Climate-Friendly Area Study (2022-2023)

- Rebranded CFAs as “Walkable, Mixed-Use Areas”

★ Supported by State funding



Potential Walkable, Mixed-Use Area (WaMUA) Candidates



Land Use: Climate-Friendly Areas

Community Engagement

- Formed an equity roundtable
- Focused on anti-displacement

CFA Market Study

- Incorporating into Housing Production Strategy

CFA Designation

- Incorporating into future Transportation System Plan update

★ Supported by State funding and flexibility



More Land Use: Code Amendments

Electric Vehicle Charging

December 2022

Parking Reform

May 2023

Parking Lot Regulations

December 2023

Climate-Friendly Area Densities

October 2024

Walkability Code Updates

Just kicked off



Supported by State funding



Transportation

Regional Scenario Planning

- Ongoing with Keizer and Marion County
- Building on Comprehensive Plan update
- Focusing on transportation changes to reduce emissions

Transportation System Plan

- Delayed project until 2025
- Will build on scenario planning

★ Supported by State funding



Regional Scenario
Planning Open House

Outcomes: Long Range

Some projects with less parking

Example: Mixed-use project with 22 units and ground-floor retail, 19 parking spaces

Additional trees in large parking lots



Existing Site on Broadway Street NE



Mixed Use Project on Broadway Street NE

CBTwo Architects



Implementation in Salem