

Council Business Meeting

July 20, 2021

Agenda Item	Feedback on State Rulemaking related to Climate-Friendly and Equitable Communities from the Climate Policy Commission	
From	Stu Green	Climate and Energy Analyst
Contact	Stu.Green@ashland.or.us ; 541-552-2085	

SUMMARY

The Oregon Land Conservation and Development Commission (LCDC) is developing amendments to the Oregon Administrative Rules (OARs) to require local governments and other jurisdictions to implement “climate-friendly and equitable land use and transportation planning and land use regulations.” Draft amendments are expected to be published in Fall 2021. LCDC has requested input from local governments and others that will be impacted by these amendments.

The Climate Policy Commission (CPC) has drafted recommended amendments to send to LCDC aimed at strengthening alignment of the OARs with existing city goals and plans, especially Ashland’s Climate & Energy Action Plan. The Climate Policy Commission requests that the City Council direct staff to forward the attached feedback to appropriate State office, in support of advancing Ashland’s adopted climate goals.

POLICIES, PLANS & GOALS SUPPORTED

The CPC feedback presented in the attached memo broadly supports the goals and strategies outlined in the City of Ashland’s 2017 Climate and Energy Action Plan (CEAP).

CEAP Goals Supported

- Overall Goal 1. Reduce Community GHG Emissions.
- Overall Goal 2. Prepare Ashland to be more resilient to climate change.
- Urban form, Land use, and Transportation (ULT) Goal 1. Reduce transportation GHG emissions.
- ULT Goal 2. Reduce community & City employee vehicle miles travelled.
- ULT Goal 3. Improve vehicle efficiency and expand low-carbon transport, including within the City’s fleet.
- ULT Goal 4. Support local and regional sustainable growth.
- ULT Goal 5. Protect transportation infrastructure from climate impacts.

CEAP Strategies Supported

- Strategy ULT-2. Make Ashland more bike- and pedestrian-friendly.

CEAP Actions Supported

- Action ULT-2-2. Explore opportunities to convert to shared streets where appropriate to provide multimodal connectivity.
- Action ULT-4-2. Further revise community development plans to favor walkable neighborhoods and infill density.

PREVIOUS COUNCIL ACTION

March 7, 2017 [Climate and Energy Action Plan](#)

September 19, 2017 [Climate Recovery Ordinance](#)

BACKGROUND AND ADDITIONAL INFORMATION

On July 8, 2021, CPC moved to forward to the City Council the following recommended amendments to the Oregon Administrative Rule 660-12 and 660-8 to forward to the Department of Land Conservation and Development. See Attachment 1 for CPC feedback on LCDC Climate friendly communities rulemaking.

FISCAL IMPACTS

N/A

STAFF RECOMMENDATION

N/A

ACTIONS, OPTIONS & POTENTIAL MOTIONS

- I move to direct City Staff to forward the attached recommendations to the Land Conservation and Development Commission in order to advance statewide efforts to reduce climate pollution from the transportation sector, and reduce the cost of living for residents of Ashland and communities throughout the State.
- I move to not direct City Staff to forward the attached recommendations to the Land Conservation and Development Commission.

REFERENCES & ATTACHMENTS

Attachment 1: CPC feedback on LCDC Climate friendly communities rulemaking

To: City Council
From: Climate Policy Commission
Date: July 8, 2021
RE: Climate-Friendly and Equitable Communities Rulemaking Recommendations

As a response to the Governor Brown’s March 2020 Executive Order on Climate Action ([EO20-04](#)), the Oregon Land Conservation and Development Commission (LCDC) is developing amendments to the Oregon Administrative Rules (OARs) to require local governments and other jurisdictions to implement “climate-friendly and equitable land use and transportation planning and land use regulations.” Draft amendments are expected to be published in fall 2021.

LCDC has requested input from local governments and others that will be impacted by these amendments. The Climate Policy Commission has drafted recommended amendments to send to LCDC aimed at strengthening alignment of the OARs with existing city goals and plans, especially Ashland’s Climate & Energy Action Plan.

We seek council’s authorization to forward these recommendations to the Department of Land Conservation and Development so that they may be considered by LCDC in the development of climate-friendly rules.

POLICIES, PLANS & GOALS SUPPORTED

The Ashland Climate & Energy Action Plan (CEAP), approved by the City Council in March 2017 and codified in Ordinance 9.40, establishes an overarching goal of reducing greenhouse gas emissions (GHGs) associated with City, residential, commercial, and industrial activities. Specific overarching targets include reducing overall Ashland community GHGs by 8%, on average, every year to 2050, attaining carbon neutrality in City operations by 2030, and reducing fossil fuel consumption in City operations 50% by 2030 and 100% by 2050.

The CEAP includes a chapter focused on Urban Form, Land Use, and Transportation, which sets a goal of reducing community and City employee vehicle miles traveled and GHGs associated with transportation greenhouse gas emissions. One strategy to achieve this goal is to “Make Ashland more bike- and pedestrian-friendly” (Strategy ULT-2). Priority Actions for this strategy include:

- Exploring opportunities to convert to shared streets, where appropriate, to provide multimodal connectivity. (ULT-2-2), and
- Revising community development plans to favor walkable neighborhoods and infill density. (ULT-4-2).

PREVIOUS COUNCIL ACTION

Ashland Climate & Energy Action Plan (CEAP), adopted by City Council, March, 2017, and Ordinance 9.40.

BACKGROUND AND ADDITIONAL INFORMATION

In March 2020, Governor Brown issued an Executive Order on Climate Action ([20-04](#)), “Directing State Agencies to Take Actions to Reduce and Regulate Greenhouse Gas Emissions.” In response, [the Land Conservation and Development Commission \(LCDC\) directed the Department of Land Conservation and Development](#) to develop amendments to the Oregon Administrative Rules (OARs) including: [Transportation Planning Rules](#) (OAR Chapter 660, Division 12); the Metropolitan Greenhouse Gas Reduction Target Rules (OAR Chapter 660, Division 44); the Metropolitan Housing Rules (OAR Chapter 660, Division 7); and [Interpretation of Goal 10 Housing Rules](#) (OAR Chapter 660, Division 8).

Such amendments are intended to require local governments and other jurisdictions to implement “climate-friendly and equitable land use and transportation planning and land use regulations.” Requirements will include:

1. Requiring jurisdictions to allow high levels of development in climate-friendly areas, including city and town centers, and corridors with high levels of transit
2. Requiring high-quality pedestrian, bicycle, and transit infrastructure planning
3. Limiting minimum off-street parking mandates
4. Limiting use of motor vehicle congestion standards
5. Prioritizing and selecting projects within transportation system plans that generally support achievement of GHG reduction targets
6. Supporting electric vehicle charging facilities.

(More details on the requirements are available at <https://www.oregon.gov/lcd/LAR/Documents/CFEC-Rulemaking-Charge.pdf>, page 3).

Opportunities for Input

The Department of Land Conservation and Development has convened a Rule-making Advisory Committee to assist in managing the amendment process, including soliciting recommended rule changes from jurisdictions that will be impacted by the changes. We understand that input will be most effective if it is received earlier rather than later in the process. The draft rule is expected to be forwarded to LCDC for adoption in fall 2021.

The LCDC rules apply to all cities, counties, and metropolitan planning organizations in Oregon. As an affected jurisdiction, Ashland has a keen interest in providing input on amendments to the OARs. Our interest is further amplified because these rules will impact how Ashland can implement its own climate policy strategies laid out in the CEAP to achieve our established GHG reduction targets.

Ashland Climate Policy Commission (CPC) Recommendations

We are asking that the City Council to endorse the following recommendations, as attached, and to forward them to the LCDC.

The CPC's recommendations address both transportation and housing. Due to the complexity and broad scope of the [Transportation Planning Rule](#) (OAR Chapter 660, Division 12), the bulk of the CPC's recommendations address this issue.

Transportation - "Goal 12 requires cities, counties, and the state to create a transportation system plan that takes into account all relevant modes of transportation: mass transit, air, water, rail, highway, bicycle and pedestrian. The resulting plan should support a variety of transportation modes so residents are not limited in the ways they can access the jobs, goods, or services available in different parts of their community. A well designed transportation plan conserves energy while also minimizing adverse social and economic impacts for disadvantaged areas." (source: <https://www.oregon.gov/lcd/OP/Pages/Goal-12.aspx>).

"The purpose of the Transportation Planning Rule (TPR) is to guide jurisdictions in meeting the broad objectives of the Transportation Goal. "The Rule," as adopted in 1991, "had as a specific objective that metropolitan areas (such as the Rogue Valley Metropolitan Organizations [RVMPO]) and other MPOs throughout the state) reduce per capita vehicle miles traveled by 10 percent over 20 years and by 20 percent over 30 years after a plan is adopted." (source: https://pdxscholar.library.pdx.edu/cgi/viewcontent.cgi?article=1021&context=cus_pubs&httpsredir=1&referer=)

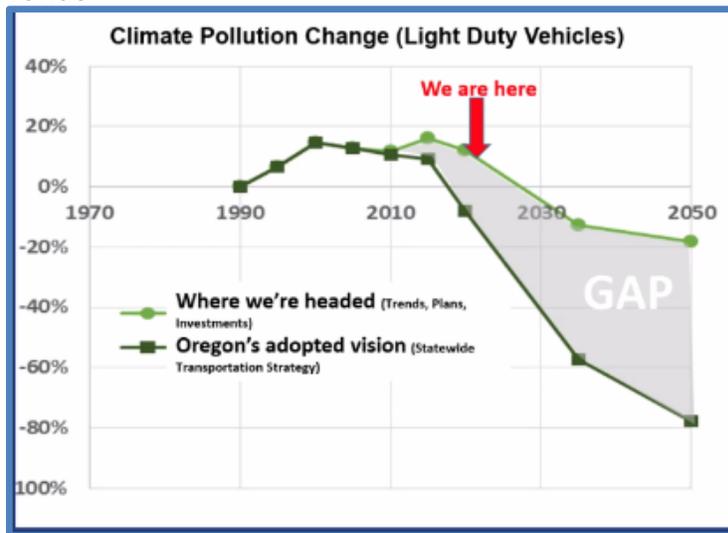
Reducing per capita vehicle miles of travel (VMT) can be achieved in several ways;

- Residents driving their automobiles less frequently (i.e. consolidating trips or making shorter auto trips by shopping locally),
- Residents choosing to walk, bicycle, or using public transit instead of traveling by automobile, or
- Residents using mobility substitutes (telecommunications and delivery services).

Through the efforts of the state's MPOs and others, the Rule was amended in 1995 to allow MPOs to use "alternative standards" to measure reduction in reliance upon the automobile rather than the specific VMT reductions specified in the original 1991 Rule.

Regrettably, the “alternative standards” have not led to a reduction in reliance upon the automobile (as evidenced in Ashland and virtually all other communities in Oregon). Consequently, Oregon is not on a path to reach our state pollution reduction targets for light duty vehicles. (see Figure 1).

Figure 1. Oregon’s Pollution Reduction Targets for Light Duty Vehicles vs. Current Trends



Source: DLCD, Community Conversation Presentation, April 13, 2021

Rationale

The city of Ashland approved a Climate & Energy Action Plan in 2017, which set specific targets for greenhouse gas emission reductions to mitigate our contribution to global warming and climate change. Reducing VMTs is a key strategy of the plan. Policy alignment between different levels of government and organizations, which an amended rule would provide, will support our ability to achieve our goal and statewide targets.

The CPC’s recommended amendments will help Ashland become a city that is more child-friendly, connected, trusting, quiet, accessible, prosperous, resilient, and open to everyone. Specifically, reducing VMTs would provide the following co-benefits for our community:

- Reduced congestion, which will save everyone time and frustration
- Reduced city transportation budget, by making the construction of additional vehicular roadway capacity expansion unnecessary
- Reduced transportation costs for residents, leading to consumer savings (especially among essential workers) which will serve to make Ashland more affordable. (Note: [The Economic Policy Institute estimates](#) that Ashland households spend approximately \$10,305 a year, or 20 percent of the median household income on transportation. As a percent of household income, this expenditure is second only to the cost of housing.

- Greater equity among diverse community members
- Investment fairness between drivers and non-drivers, thus providing residents with modal choice (and not, as it is now, a choice between a “safe” mode of travel [by auto] and an “unsafe” mode [bicycling or walking])
- Increased public well-being, quality of life, and better health as more residents rely on or more frequently use, active transportation modes
- Improved traffic safety
- Improved mobility for non-drivers through investments in bicycling and pedestrian facilities
- Enhanced energy conservation through reductions in the use of fossil fuels
- Respond to growing demands for non-automobility and accessibility options.

Examples from Other Jurisdictions

Policies requiring reductions in VMT have been adopted in other states. These include:

- California state law requires that per capita vehicle travel be reduced 15% by 2050 (GOPR 2018).
- Washington state requires 30% reductions by 2035 and 50% by 2050 (WSL 2008).
- Minnesota has established a goal to reduce state vehicle travel by 20% by 2050 (Bellis 2021).

Many cities have also adopted VMT reduction strategies:

- Minneapolis: reduce VMT 40% by 2040 through TOD, cycling, walking and public transit.
- Orlando: most local trips are done on foot, bike, carpooling, or transit.
- Phoenix: Ensure that 90% of residents live within one-half mile of transit and 40% commute by walking, biking, or transit by 2050.
- San Antonio: reduce average daily vehicle-miles per capita from 24 now to 19 by 2040.

(Source: https://www.vtpi.org/vmt_red.pdf)

Similar policies will be necessary in Ashland if we are to achieve the CEAP 2050 net zero emissions goal.

COMMISSION RECOMMENDATION

The Climate Policy Commission recommends that Council submit the attached recommendations to the Land Conservation and Development Commission.

POTENTIAL MOTIONS

I move to authorize the City Manager Pro Tem to forward the attached recommendations to the Land Conservation and Development Commission in order to advance statewide efforts to reduce climate pollution from the transportation sector, and reduce the cost of living for residents of Ashland and communities throughout the State.

REFERENCES & ATTACHMENTS

Attachment 1: Oregon Administrative Rule (OAR), Climate-Friendly and Equitable Communities Rulemaking Amendment Recommendations as approved by the Climate Policy Commission

Oregon Administrative Rule (OAR)

- Climate-Friendly and Equitable Communities Rulemaking -

Ashland Climate Policy Committee - Amendment Recommendations (as updated 7/08/2021)

Deletions are shown with ~~strike-through~~ and new language is shown in **bold**.

OAR 660-12 (Transportation Planning Rule)

- 1) Amend OAR 660-12-0000(3) to read: The extent of planning required by this division and the outcome of individual transportation plans will vary depending on community size, needs and circumstances. Generally, larger and faster growing communities and regions will need to prepare more comprehensive and detailed plans, while smaller communities and rural areas will have more general plans. For all communities, the mix of planned **and programmed** transportation facilities and services should be sufficient to ensure **the transformation of a largely monomodal transportation system into a truly multi-modal system of transportation which ensures Oregonians who don't own an automobile can safely and conveniently travel within urban areas or urban fringe with equivalent or better access than those driving motor vehicles. The planned transportation system should also be** economic, sustainable and environmentally sound mobility and accessibility **and when combined with transportation plans of all other communities throughout Oregon achieve the State Transportation Strategy 2050 target** ~~for all Oregonians~~. Coordinating land use and transportation planning will also complement efforts to meet other state and local objectives, including containing urban development, reducing the cost of public services, protecting farm and forest land, reducing air, water and noise pollution, conserving energy and reducing emissions of greenhouse gases that contribute to global climate change.
- 2) Amend OAR 660-12-0000(3)c to read: (c) Within metropolitan areas, coordinated land use and transportation plans are intended to improve livability and accessibility by promoting changes in the transportation system and land use patterns. A key outcome of this effort is a reduction in reliance on single occupant automobile use, particularly during peak periods. To accomplish this outcome, this division promotes increased planning **and improvements** for alternative modes and street connectivity and encourages land use patterns throughout urban areas that make it more convenient for people to walk, bicycle, use transit, use automobile travel more efficiently, and drive less to meet their daily needs. The result of applying these portions of the division will vary within metropolitan areas. Some parts of urban areas, such as downtowns, pedestrian districts, transit-oriented developments, **transit corridors** and other mixed-use, pedestrian-friendly centers, will be highly convenient for a variety of modes, including walking, bicycling and transit, while other **parts of the urban areas** ~~may will be auto-oriented and~~ include more modest measures to ~~accommodate~~ ensure access and circulation by other modes. **In all instances, alternative modes shall be designed and constructed to ensure the safety and convenience of all ages and abilities.**
- 3) Amend OAR 660-12-0005 to include the following definitions:
“Bicycle facilities, within an urban area or urban fringe,” means transportation improvements that:

- a) Are designed and constructed consistent with the National Association of City Transportation Officials' [Designing for All Ages and Abilities Designs, Contextual Guidance for High-Comfort Bicycle Facilities](#) (see Figure 2), and
- b) Are suitable for use by all ages and abilities.

NOTE: LCDC and the Department cannot continue to rely upon FHWA or ODOT bicycle facility standards. Oregon has to choose to follow the "best in the nation" design standards for bicycle facilities (or preferably in the world – like those used in Copenhagen) or allow for the construction of bicycle facilities that serve that purpose in name only. Existing ODOT designs standards are ill suited for all ages and abilities. Consequently, bicycling, as a mode of travel, has not become a viable, safe and convenient mode of travel as required pursuant to the Transportation Planning Rule and the [Statewide Transportation Land Use Goal](#), adopted in 1991 and 1974, respectively. ODOT's standards will never serve to attract the majority of the public (more than 50 percent of the residents living in urban areas of the State) whom are "interested in cycling but concerned for their safety" (see Figure 1) These people are afraid to share the roadway with autos.

Figure 1.

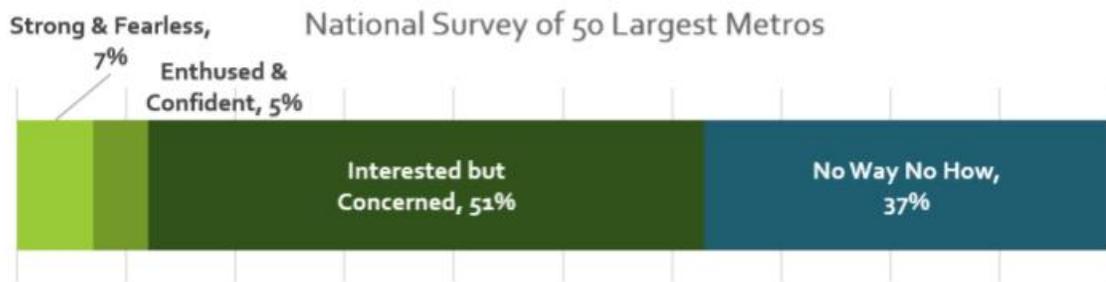
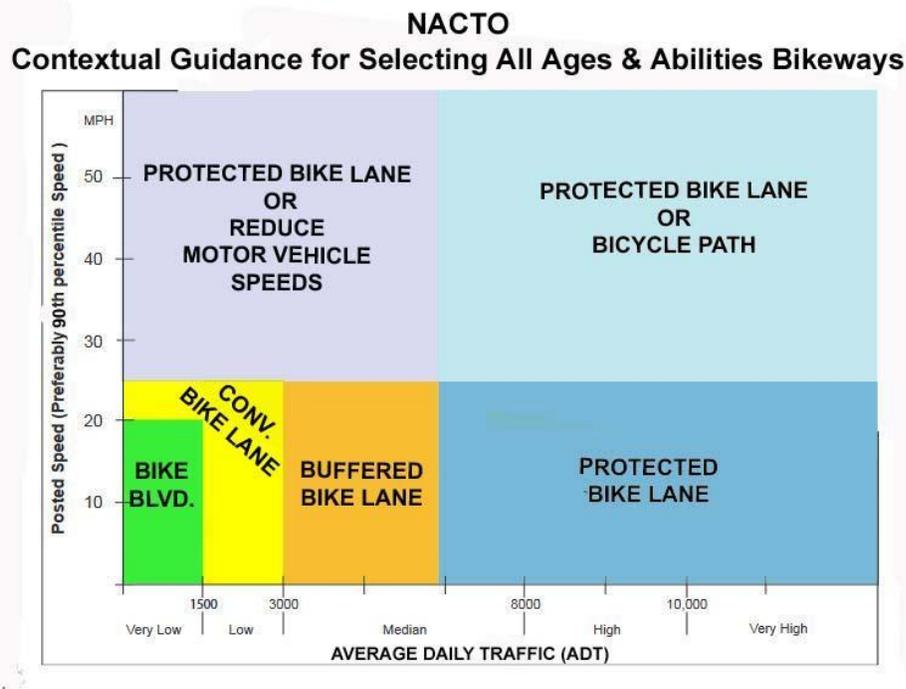


Figure 2



“Convenient bicycle and pedestrian networks,” within an urban area or urban fringe, means that residents and visitors to such areas of all ages and abilities are served by a bicycle and pedestrian system that allows safe and efficient travel, from anywhere to everywhere, and with minimal out of direction travel.

“Safe bicycle networks, within an urban area or urban fringe,” means the accident rate involving people riding bicycles, measured by using the number of accidents per year per mile of travel, is equal to or lower than the rate of accidents involving only motorized vehicles.

"Transportation Needs" means estimates of the movement of people and goods, **explicitly considering people riding bicycles and walking**, consistent with acknowledged comprehensive plan and the requirements of this rule. Needs are typically ~~shall be~~ based on projections of future travel demand ~~resulting from a continuation of current trends~~ as modified by policy objectives, including those expressed in Goal 12, and this rule, **and attaining the State Transportation Strategy Target for 2050 with explicit adjustments in order to reflect especially those for avoiding principal reliance on any one mode of transportation.**

Vision Zero means a plan and a discrete set of transportation improvements and transportation management measures that, when combined, will serve to ensure that every urban area and urban fringe will experience no traffic deaths and no serious injuries.

4) **Amend OAR 660-12-0020, Elements of Transportation System Plans,**

2(d) A bicycle and pedestrian plan for a network of bicycle and pedestrian routes throughout the planning area **servicing all ages and abilities, and facilitating travel between anywhere to everywhere while minimizing out of direction travel.**

2(j) A Vision Zero plan.

3(C) The transportation facility condition analysis shall describe the general physical and operational condition of each transportation facility (e.g., very good, good, fair, poor, very poor) **and include the width (excluding the drain pan) of bicycle facilities.**

5) **Amend OAR 660-12-0035(3) to read: The following standards shall be used to evaluate and select alternatives:**

(a) The transportation system shall support urban and rural development by providing types and levels of transportation facilities and services appropriate to serve the land uses identified in the acknowledged comprehensive plan;

(b) The transportation system shall be consistent with state and federal standards for protection of air, land and water quality including the State Implementation Plan under the Federal Clean Air Act and the State Water Quality Management Plan, **and the State Transportation Strategy 2050 Target;**

(c) The transportation system shall minimize adverse economic, social, environmental and energy consequences **and avoid disproportionate impact on minority, economically disadvantaged or culturally unique neighborhoods or communities;**

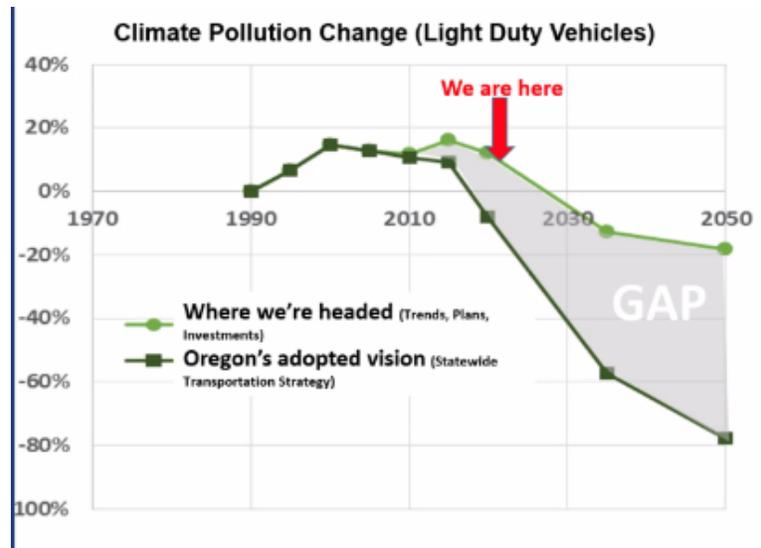
(d) The transportation system shall minimize conflicts and facilitate connections between modes of transportation; and

(e) The transportation system shall avoid principal reliance on any one mode of transportation by increasing transportation choices to reduce principal reliance on the automobile. In MPO areas, **including the cities within such boundaries**, this shall be accomplished by selecting transportation alternatives which meet the requirements in section (4) **and shift planned transportation investments away from motorized transport and focus on the improvement, safety, convenience, and quality of bicycle and pedestrian infrastructure within urban area or urban fringe.**

- 6) Amend section OAR 660-12-0030(4): In MPO areas, regional and local TSPs shall be designed to ~~achieve adopted standards for~~ **increase**ing transportation choices and ~~reducing~~ reliance on the automobile **pursuant to standards specified in OAR 660-12-0035(6)**. ~~Adopted standards are intended as means of measuring progress of metropolitan areas towards developing and implementing transportation systems and land use plans that increase transportation choices and reduce reliance on the automobile.~~ It is anticipated that metropolitan areas will accomplish reduced reliance by changing land use patterns and transportation systems so that walking, cycling, and use of transit are highly convenient and so that, on balance, people need to and are likely to drive less than they do today.
- 7) Delete section 660-12-0035(5) which allows MPO's to adopt "alternative measures" as an alternative to reducing VMT per capita.
- 8) Amended OAR 660-12-0035(6) as follows:
A metropolitan area ~~may also~~ shall accomplish compliance with requirements of subsection (3)(e), **and** sections (4) ~~and (5)~~ by demonstrating to the commission that adopted plans and measures are likely to achieve a ~~five~~ **15 percent reduction in light-duty vehicle VMT per capita during every each decade between 2020 and 2050 or an alternative rate of reduction that is demonstrated, in combination with VMT reductions within all MPO's within the state, to meet the State Transportation Strategy 2050 Target.**
~~the 20-year planning period. The commission shall consider and act on metropolitan area requests under this section by order. A metropolitan area that receives approval under this section shall adopt interim benchmarks for VMT reduction and shall evaluate progress in achieving VMT reduction at each update of the regional transportation system plan.~~

Note: It is anticipated, that the electrification of the light duty vehicles will account for a significant share of carbon emissions reductions by 2050 but insufficient to meet the State Transportation Strategy for 2050. VMT per capita reductions will be needed at approximately 15 percent per decade between 2020 and 2050 to meet the goal. Such reductions will largely be met through increasing bicycle and walking mode shares. (see Figure 3)

Figure 3. Oregon's Pollution Reduction Target



Source: DLCD, Community Conversation Presentation, April 13, 2021

- 9) Amended OAR 660-12-0035(7) as follows:
 Regional and local TSPs shall include **five-year** benchmarks to assure satisfactory progress towards meeting the approved standard or standards adopted pursuant to this rule and **set mode share targets for bicycles, pedestrians, and transit.** ~~at regular intervals over the planning period.~~ MPOs and local governments shall evaluate progress, **using the Oregon Household Travel Survey to demonstrate conformance with Section 6.** Where ~~benchmarks~~ **mode share targets** are not met, the relevant TSP shall be amended to include new or additional efforts adequate to meet **such targets** and the requirements of this rule.

Note: The interim targets help to answer the question; "how are MPO's and local governments going to reduce VMT per capita" and would also serve to focus project selection.

- 10) Delete OAR 660-12-0035(9) ~~Where existing and committed transportation facilities and services have adequate capacity to support the land uses in the acknowledged comprehensive plan, the local government shall not be required to evaluate alternatives as provided in this rule.~~
- 11) Amend OAR 660-12-0045(2)g as follows: Regulations assuring that amendments to land use designations, densities, and design standards are consistent with the functions, capacities and performance standards of facilities **and planned high-capacity transit corridors** identified in the TSP.
- 12) Amend OAR 660-12-0045 (3)b(B) as follows: ~~Bikeways~~ **Protected cycle-tracks** shall be required along arterials and major collectors. Sidewalks shall be required along arterials, collectors and most local streets in urban areas, except that sidewalks are not required along controlled access roadways, such as freeways,
- 13) Amend OAR 660-12-0045(d) For purposes of subsection (b) "safe and convenient" means bicycle and pedestrian routes, facilities and improvements which:
 (A) Are reasonably free from hazards, particularly types or levels of automobile traffic which would interfere with or discourage pedestrian or **bicycle** travel for short trips.
Streets with traffic volumes greater than 1,500 vehicles per day or where traffic

speeds are in excess of 20 miles per hour discourage bicycle travel and require bicycle facilities to be separated and, where speeds are greater than 25 MPH and/or volumes greater than 6,500 vehicles per day, protected from adjacent motor vehicle traffic.

(B) Provide a reasonably direct route of travel between destinations such as between a transit stop and a store; and

(C) Meet travel needs of cyclists and pedestrians considering destination and length of trip; and considering that the optimum trip length of pedestrians is generally 1/4 to 1/2 mile **and travel by bicycle is typically three to four miles in length (and further for electric bicycles).**

(D) Safe bicycle and pedestrian systems shall be those where pedestrian and bicycle accidents occur at a rate, when measured in accidents per mile of travel, equal those for motor vehicles collisions.

14) Amend OAR 660-12-0045(4)b(C) as follows:

In addition to paragraphs (A) and (B) above, on sites at major transit stops **and along high-capacity transit corridors within urban growth boundaries** provide the following:

15) Amend OAR 660-12-0045(5)c as follows:

c) Implements a parking plan which:

- (A) Achieves a 10 percent reduction in the number of parking spaces per capita in the MPO area **each decade between 2020 and 2050** ~~over the planning period.~~ This may be accomplished through a combination of restrictions on development of new parking spaces and requirements that existing parking spaces be redeveloped to other uses;
- (B) Aids in achieving the measurable standards set in the TSP in response to OAR 660-012-0035(4);
- (C) Includes land use and subdivision regulations setting minimum and maximum parking requirements in appropriate locations, such as downtowns, designated regional or community centers, **high-frequency transit corridors**, and transit oriented-developments; and
- (D) Is consistent with demand management programs, transit-oriented development requirements and planned transit service.

16) Amend OAR 660-12-0045(5)d as follows:

d) In addition, the parking plan shall provide for an increasing share of off-street, publicly owned parking spaces to be reserved for electric vehicles (EV) leading to all off-street, publicly owned parking being reserved for EV's by 2050. EV parking spaces shall include vehicle charging stations the cost of which shall be identified in the jurisdiction's capital improvement program and the regional Transportation Improvement Program. As an alternative to (c) above, local governments in an MPO may instead revise ordinance requirements for parking as follows:

- ~~(A) Reduce minimum off-street parking requirements for all non-residential uses from 1990 levels;~~
- ~~(B) Allow provision of on-street parking, long-term lease parking, and shared parking to meet minimum off-street parking requirements;~~
- ~~(C) Establish off-street parking maximums in appropriate locations, such as downtowns, designated regional or community centers, and transit-oriented developments;~~

~~(D) Exempt structured parking and on-street parking from parking maximums;~~

~~(E) Require that parking lots over 3 acres in size provide street-like features along major driveways (including curbs, sidewalks, and street trees or planting strips); and~~

~~(F) Provide for designation of residential parking districts.~~

OAR 660-08 (Interpretation of Goal 10 Housing Rules)

1) Amend OAR 660-08-50(4) as follows:

4) Achieving Fair and Equitable Housing Outcomes – A Housing Production Strategy Report must include a narrative summarizing how the selected Housing Production Strategies, in combination with other city actions, will achieve equitable outcomes with regard to the following factors:

(a) Location of Housing - How the city is striving to meet statewide greenhouse gas emission reduction goals, established under Executive Order No. 20-04, by creating compact, mixed-use neighborhoods available to people part of state and federal protected classes.

(b) Fair Housing - How the city is affirmatively furthering fair housing for all state and federal protected classes. Affirmatively furthering fair housing means addressing disproportionate housing needs, patterns of integration and segregation, racially or ethnically concentrated areas of poverty, and disparities in access to housing opportunity;

(c) Housing Choice – How the city is facilitating access to housing choice for communities of color, low- income communities, people with disabilities, and other state and federal protected classes. Housing choice includes access to existing or new housing that is located in neighborhoods with high-quality community amenities, schooling, employment and business opportunities, and a healthy and safe environment.

(d) Housing options for residents experiencing homelessness – How the city is advocating for and enabling the provision of housing options for residents experiencing homelessness and how the city is partnering with other organizations to promote services that are needed to create permanent supportive housing and other housing options for residents experiencing homelessness;

(e) Affordable Homeownership and Affordable Rental Housing – How the city is supporting and creating opportunities to encourage the production of affordable rental housing and the opportunity for wealth creation via homeownership, primarily for state and federal protected classes that have been disproportionately impacted by past housing policies; and

(f) Gentrification, Displacement, and Housing stability – How the city is increasing housing stability for residents and mitigating the impacts of gentrification, as well as the economic and physical displacement of existing residents resulting from investment or redevelopment;-

(g) Livability and Transportation Choices – How the city, through its transportation planning, is ensuring that all residents have ready access to pedestrian and bicycle networks which provide practical, safe, efficient, convenient and low or no-cost transportation alternatives for all ages and abilities from anywhere to everywhere within the city; and

(h) Minimizing Cost of Living – How the city is ensuring that the cost of heating and cooling residential buildings is minimized, eliminating greenhouse gas emissions in new housing, and contributing to a reduction in emissions, overtime, from the existing housing stock.