



Frequently Asked Questions

about Climate Friendly Equitable Communities

1. What is CFEC all about?

In response to an executive order issued by Governor Kate Brown in March of 2022 that directed state agencies to reduce climate pollution, the Oregon Land Use Conservation and Development Commission (LCDC) developed updates to Oregon's transportation and land use planning rules. The state adopted these rules, and they went into effect on January 1, 2023. These new rules are called Climate Friendly Equitable Communities (CFEC), and were developed in an effort to reduce climate pollution. They include updated rules for reducing minimum required parking, prioritizing ride-sharing/carpooling parking, requiring electric vehicle charging in some situations, and so on.

2. Does CFEC apply to all Oregon communities?

No. These rules apply to all Oregon regions with populations over 50,000 people, including Albany, Bend, Corvallis, Eugene/Springfield, Grants Pass, Medford/Ashland, Salem/Keizer, and the Portland Metro area, which includes Sherwood.

3. Are these rules already part of Sherwood Municipal Code?

No. The City of Sherwood is implementing the CFEC standards that are clear and objective without codifying these standards at this time within Sherwood's Zoning and Community Development Code (SZDCD). The City received a one-year extension from the Department of Land Use and Development (DLCD) to codify new parking regulations. Ultimately, the SZDCD will need to be amended to incorporate these reforms. This must be completed by June 30, 2024.

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4. What are the new CFEC rules that Sherwood is implementing and enforcing now?

Effective January 1, 2023, the City of Sherwood is enforcing parking reforms as mandated by the CFEC changes as adopted into the Oregon Administrative Rules (OARs). All development applications received will be reviewed under the new parking mandates outlined below:

- 1. OAR 660-012-0430 Reduction of Parking Mandates for Development Types - effective January 1, 2023, the City of Sherwood through administrative policy will not require the following:*
 - a. The City may not require more than one parking space per unit in residential developments with more than one dwelling unit on a single legally established property.*
 - b. The City may not require parking for the following development types:*
 - i. Facilities and homes designed to serve people with psychological, physical, intellectual, or developmental disabilities, including but not limited to a: residential care facility, residential training facility, residential treatment facility, residential training home, residential treatment home, and conversion facility as defined in ORS 443.440;*
 - ii. Childcare facility as defined in ORS 329A.250;*
 - iii. Single-room occupancy housing;*
 - iv. Residential units smaller than 750 square feet;*
 - v. Affordable housing as defined in OAR 660-039-0010;*
 - vi. Publicly supported housing as defined in ORS 456.250;*
 - vii. Emergency and transitional shelters for people experiencing homelessness; and*
 - viii. Domestic violence shelters.*
- 2. OAR 660-012-0440 Parking Reform Near Transit Corridors - effective January 1, 2023, the City of Sherwood through administrative policy will not require parking within ½ mile of TriMet's 94 line that qualifies as "frequent service" under OAR 660-012-0400.*
- 3. OAR 660-012-0410 Electric Vehicle Charging - effective April 1, 2023, the City of Sherwood, through administrative policy will require 40% of the parking spaces developed in conjunction with new multi-family (5+ housing units) buildings and multi-use buildings with private commercial space to have conduit to serve electric vehicle charging stations.*

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5. What about the rest of CFEC?

The Oregon Department of Land Conservation and Development (DLCD) has granted the City of Sherwood a one-year extension to the following regulatory requirements. Sherwood will need to codify the standards outlined below no later than June 30, 2024.

1. OAR 660-012-0405 Parking Regulation Improvements
 - a. Preferential placement of carpool/vanpool parking
 - b. Allow redevelopment of any portion of a parking lot for bike or transit uses
 - c. Allow and encourage redevelopment of underutilized parking for other uses
 - d. Allow and facilitate shared parking
 - e. New parking lots more than ½ acre in size must install 40% tree canopy or solar panels, solar/wind fee-in lieu or green energy
 - f. Adopt parking maximums in locations such as downtowns, regional or community center, and transit-oriented development
2. OAR 660-012-0425 Reducing the Burden of Parking Mandates
 - a. Garages and carports may not be required for residential developments
 - b. Garage parking spaces shall count towards off-street parking mandates
 - c. Provision of shared parking shall be allowed to meet parking mandates
 - d. Required parking may be provided off-site, within 2,000 feet pedestrian travel of a site
 - e. Reduce parking mandates if providing solar panels or wind power capacity, car-sharing parking space, EV parking spaces, units that are fully accessible to people with mobility disabilities.
3. OAR 660-012-0445(1)(a) Fair Pricing by Reducing Parking Mandates for Certain Types of Development in Key Areas; and Adopting Fair Parking Policies
 - a. Require parking spaces serving leased commercial developments to be unbundled; and
 - b. Require a tax on the revenue from commercial parking lots collecting no less than 10 percent of income, with revenues dedicated to improving transportation alternatives to drive-alone travel.

6. Does this mean that people building new multi-family homes in Sherwood are not allowed to include more than one parking space per unit? Or that new single-family homes are not allowed to have a garage?

No. Home builders are allowed to include more than one parking space per unit, but the City of Sherwood cannot require them to have more than one parking space per unit. And new single-family homes (or duplexes, etc.) are allowed to have garages, but the City cannot require them to have garages.

Additionally, while the City cannot require parking for shelters or childcare facilities, etc., this does not mean such facilities cannot have parking.

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7. Does this mean that I'll have to pay for parking at commercial centers in Sherwood?

No. OAR 006-0445(1)(a) applies to pay-to-park lots. At present, there are no such lots in Sherwood.

8. Our city is smaller than 50,000 people. Why does Sherwood have to do this?

Sherwood is part of the Portland Metro area, and as such, is required to abide by these new rules. That said, the visible outcome of these new rules will likely look much different in Sherwood than it does in more walkable urban areas, like downtown Portland, for example.

9. What happens now?

City of Sherwood Planning Staff will conduct an audit of Sherwood Municipal Codes in the Fall of 2023 to determine what changes need to be made to ensure compliance with CFEC. The code audit and proposed development code amendments will be presented to the Sherwood Planning Commission for review and refinement. A draft of the code audit and proposed development code amendments will be available on this project in late Fall/early Winter 2023. Sherwood Planning Staff will hold a Community Open House in early Spring 2024 to review this project with the Sherwood Community. The Planning Commission will make a recommendation to the City Council on proposed code amendments in late Spring 2024.

10. Who can I contact with questions?

Please contact City of Sherwood Planning Department Staff via phone at 503-925-2308 or by email at planning@sherwoodoregon.gov with questions about CFEC in Sherwood.

To stay updated on this project, please email Joy Chang, Senior Planner at changj@sherwoodoregon.gov to be placed on the project mailing list.

For more information on Climate Family Equitable Communities, please visit the Department of Land Conservation and Development project page at: <https://www.oregon.gov/lcd/cl/pages/cfec.aspx>

