

**Climate Friendly Areas (CFAs) Rules Introduction - Virtual Public Meeting**  
**Wednesday, November 30, 2022, 6 p.m. via Zoom**

**CFA Overview Questions and Comments:**

- Could we get more detail on "minimum dimension of 750'"?
  - o The minimum dimension within an area is 750 ft. Albany and Corvallis will be required to have one (primary) CFA of at least 25 acres.
- What is the definition of high-quality ped, bike, and transit?
  - o The definition of high quality will vary depending on how local governments define high quality – essentially well designed sidewalks, with street trees, bike facilities (paths, protected lanes, etc.), and local transit facilities' frequency of service.
  - o "High quality" bike transit should mean protected bike paths and not painted bike lanes or "sharrows".
  - o Very disappointing to hear there is no true definition of "high quality" bike/ped facilities because there are huge differences in what cities do and will do... if you do NOT define 'high quality,' and you do NOT create the biking/walking infrastructure that ensures safety, people will be much less likely to walk and bike. Please consider developing a standard definition for "high quality." Do not leave it up to each place to define. That is asking for failure.
    - For the purposes of zoning, it is not detailed defined, but the rules direct transportation plans to be updated which could house more specific definition
  - o Maybe use Bicycle Level of Stress?
- Do the development-level requirements encourage condos & townhouses versus apartments?
  - o "Allow for" language.
- Homeownership/wealth is dependent on homeownership
- Yes, but definitionally, the difference between condos and apartments is typically the difference between owning and renting. They usually have similar or identical floorplans/sq footage
- Do CFAs need to avoid areas like flood prone and wildfire hazard areas? I did not see that as a consideration, unless it would fall under hazardous areas
  - o Flood prone areas are considered hazards, and protections are in place at the local level
- At the Climate Action Advisory Board meeting yesterday in Corvallis, the topic of reducing and eliminating natural gas infrastructure was discussed. There was discussion on setting limits and rollbacks for natural gas infrastructure in the franchise agreement and/or in the land development code. Where does natural gas infrastructure fit in the Climate Friendly Area program, if at all?
  - o This work is part of larger efforts, but this is focused on the transportation sector aka reducing vehicle miles travelled and its associated GHG
- Will there be any special state funds available for planning or implementation? In Corvallis, we have bike-friendly elements in our TSP, but funding never seems to be available for implementation.
  - o Funds are being employed currently, but funding is not there for "brick and mortar" improvements.
- This all sounds like it requires a lot of staff work over many years. What's the likely cost, and what is the calculated benefit for the climate?
  - o They have reached out to governments to get a feel for budgets, which vary, but there is funding requests for the next biennium. There has been work to analyze the benefits.
- Regarding benefit, it should not just be climate that is considered. Such housing development that is within safe and easy reach of non-single occupancy vehicle is also beneficial to parents

who can't drive their kids everywhere, blind people who can't drive, people with seizures who can't drive, people in wheelchairs who can't drive, people who can't afford a car, etc. etc.

- Yes Kris-- massive quality of life benefits to walkable communities where folks don't have to travel several miles to any medical services or groceries
- Are these new requirements being legally challenged by any municipalities?
  - Yes, but it doesn't stop the current work
- Would love to see transit prioritized - if bike/ped and buses/trains are priority shouldn't funding reflect that? If \$X spent on car infrastructure, then more should be allocated to bike/ped and buses/trains.
- Sorry, I neglected to mention that mentally challenged people and older people who might be best avoiding driving, would benefit from these communities.

### **Albany Breakout Room Discussion Notes**

- What opportunities do you see?
  - Small business growth
  - East Albany business plan
  - Little nodes of downtowns
  - More equitable living conditions and access to services for people with disabilities
  - Reduction of natural gas infrastructure
  - Better building materials
  - More green projects
  - Opportunities for downtown improvements
  - East Albany opportunities for growth
  - Continue to expand transportation
- What constraints do you see?
  - Encouraging and creating infrastructure for more bike travel will not have great buy-in at current levels of bicycle theft.
  - Public acceptance of "change" especially for climate. A better pitch is lower cost of living and improved quality of life.
- What are your concerns?
  - Resident buy-in/trust that these changes will actually benefit them and be functional. If you can't clearly show a 30-something old mom of an infant and a toddler a feasible view of how she can drop off the kids at childcare, go to work, stop at the grocery store on the way home, pick up the kids from childcare, then get home, all on a rainy day without total misery and 3 hours of commute, then you've already lost the game.
  - Community buy-in, for both re: constraints and concerns. Community engagement a crucial part.
  - What about zero emission vehicles? Wouldn't that solve these problems?
- Questions:
  - When can we expect to see this work make changes on the ground?
  - Isn't the funding pool for this coming from the Federal level? No.
- General comments:
  - The climate costs are constantly being quantified. Look at the insurance industry numbers.
  - I agree in that we need to show how both climate and people will benefit.
  - There is no "zero impact" cars. Even with electric cars, we have to mine and produce 5,000 lbs of steel and battery to move a person around. It doesn't make sense.

- any significant change to development in our communities based on these requirements is going to be on a decades-long scale, in the meantime it's essential that cities work to inspire more trust in the reliability of public services like transit by improving frequency and quality of that service.
- Adding to my comment, with the reality that any significant change to development in our communities based on these requirements is going to be on a decades-long scale, in the meantime it's essential that cities work to inspire more trust in the reliability of public services like transit by improving frequency and quality of that service.
- Street trees are wonderful for the walking environment and reduction of heat island effects. Passive cooling through shade and evapotranspiration is incredibly potent and more important than ever!
- Rhetorically, I ask, how do you measure the economic benefit to the human population for PROLONGING the effects of climate change ... Climate change is here and only going to get worse if we don't continue to do something; this is just one more SMALL step towards address climate change.
- Free transit should stay! Electric vans are getting cheaper, and this will allow lower costs and more routes with greater flexibility (see GEM cars for 8 - passenger vehicles).

# Cascades West – Climate Friendly Areas

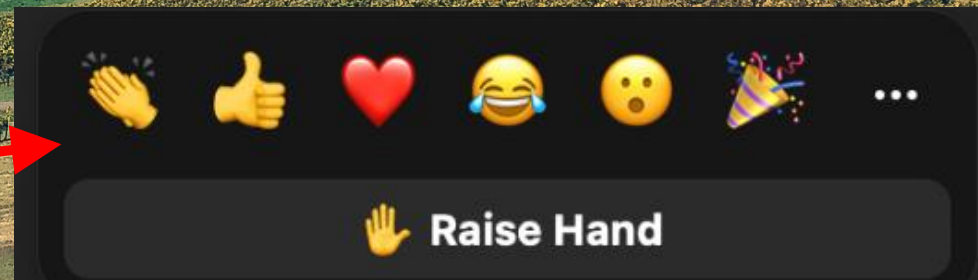
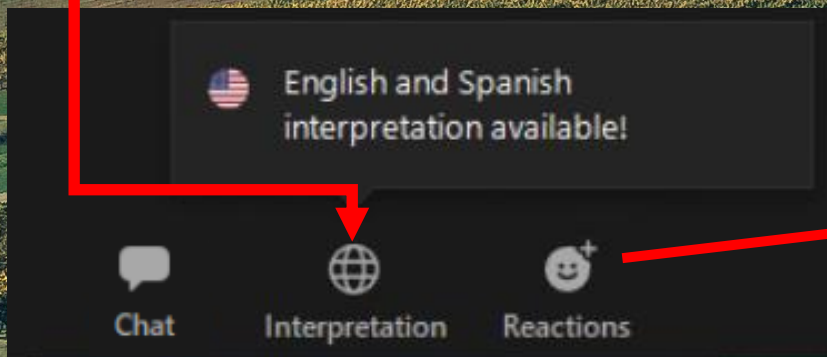


Public Engagement Meeting #1

November 30, 2022

# Meeting Logistics

- The meeting will be recorded
- Mute yourself when not talking
- Select the correct interpretation channel: English or Spanish
- When prompted to participate, use the “raise hand” function or submit questions and comments using the “chat” feature



# Meeting Schedule

- Welcome, Introductions, and Overview – **15 minutes**
- Climate Friendly Areas Presentation – **20 minutes**
- Questions & Answers – **10 minutes**
- Breakouts by City – **30 minutes**
- Summary, Next Steps, and Wrap-up – **15 minutes**



# Welcome and Introductions

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*City Staff, 3J Consulting Staff, OCWCOG Staff and DLCD Staff*

*Elected Officials – Chat Introduction*



# Roles

- **Cities – Provide Local Knowledge and Expertise, public notices, anti-displacement planning analysis.**
- **3J Consulting – Public Engagement Support, Implementing Community Engagement Plans, Interviews, Focus Groups, etc.**
- **OCWCOG – Maps, Technical Analysis, Anti-displacement spatial analysis, Climate Friendly Study Report**
- **DLCD – Technical Assistance about Rules**



# Project Schedule

- CFA Study Phase – December 31, 2023
  - Identify potential Climate Friendly Areas
  - Public Engagement Round 1 - November/December 2023
  - Public Engagement Round 2 – February/March 2023
  - Public Engagement Round 3 – April/May 2023
  - OCWCOG CFA Study – June 30, 2023
- CFA Adoption Phase – December 31, 2024
  - Make and adopt all necessary zoning map and development code changes
  - Provide documentation of all adopted land use requirements.

# How to Engage?

- Contact your local City Staff
- Sign up for the mailing list
- Attend public meetings
- Take online surveys
- Volunteer for a focus group discussion
- Other activities will focus on underrepresented populations.

# What the meeting is for

- The purpose of this meeting is to:
  - Learn about Climate Friendly Area rules.
  - Ask questions about the rules.
  - Discuss local implementation of the rules.

CFAs (OAR 660-012-0310)

Climate-Friendly &  
Equitable  
Communities

CFAs

FOCUS



# Break Out Sessions

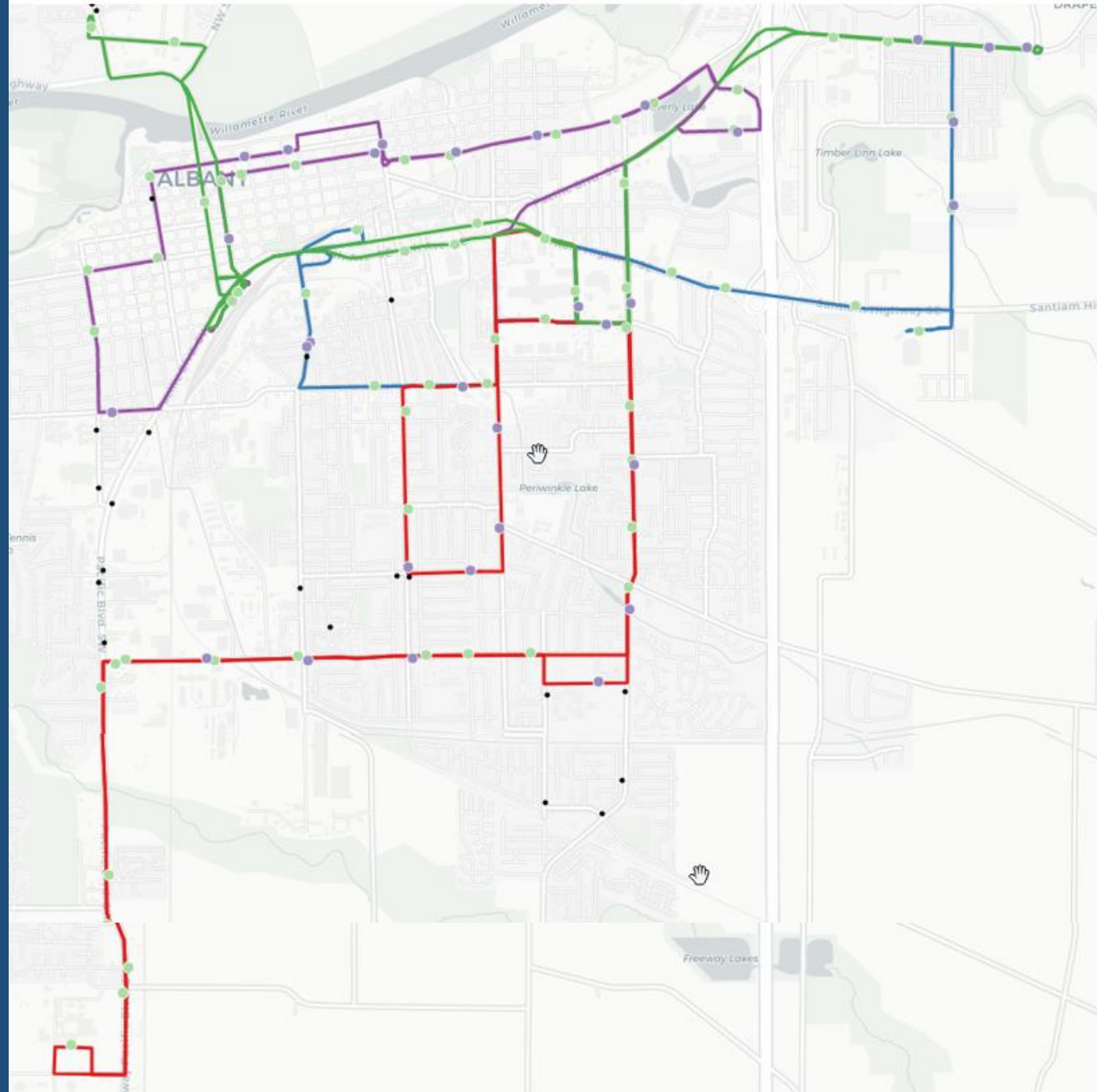
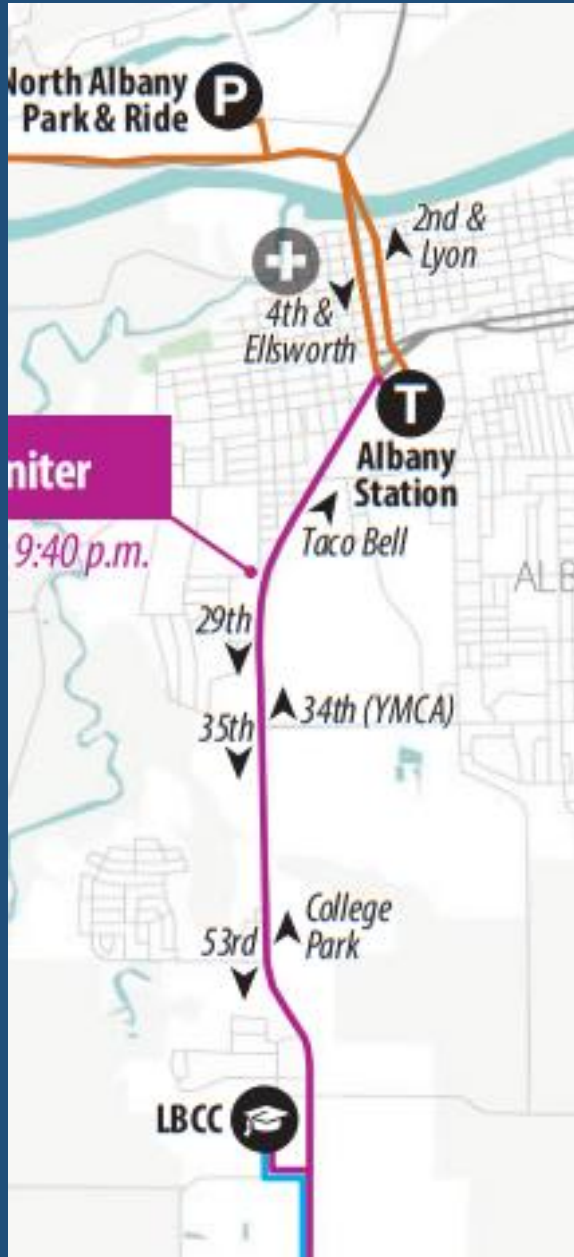
- A short presentation from city staff
- Discussion about local implementation
- What's your ideal outcome of the process?
- What opportunities do you see?
- What constraints do you see?
- What are your concerns?

# Albany: Climate Friendly & Equitable Communities

- CFAs will be in existing or new urban centers with capacity to accommodate a portion of needed housing units to 2040
- Looking at areas along transit corridors where zoning allows residential and commercial uses and minimum heights
- CFAs will be based on the public input received, existing transit routes, staff input, and other factors
- Candidate climate friendly areas will be identified and presented at the second public engagement meeting

	<u>At least one CFA:</u>	<u>Other CFAs:</u>
<b>Size:</b>	25 acres in size	No size minimum
<b>Height Max:</b>	Not less than 85 ft	Not less than 50 ft
<b>Min. density:</b>	25 units/net acre	15 units/net acre

# Albany Transit Corridors, starting January 2023



# CFA Discussion Questions

- What's your ideal outcome of the process?
- What opportunities do you see?
- What constraints do you see?
- What are your concerns?

# Climate-Friendly and Equitable Communities Project

[www.cityofalbany.net/cd/cfec](http://www.cityofalbany.net/cd/cfec)

About this project

FAQs

Timeline

CFEC Background

## City website:

- More info
- FAQs
- join email list

## What is this project about?

The state passed new Climate-Friendly and Equitable Community (CFEC) rules to help reduce climate pollution, especially from transportation. The new rules require cities over 50,000 to reform parking standards, plan for mixed use “climate-friendly” areas where residents, workers, and visitors can meet most of their daily needs by walking, bicycling or riding transit, and create more equitable and accessible communities, especially for those traditionally underserved and experiencing discrimination.

Summary of CFEC rulemaking (1 page)

## What does this mean for Albany?

**Parking Reform** – Starting January 1, 2023, less parking will be required for several uses and within a half mile of a bus line. More reform will occur on or before June 30. Learn more on the Timeline tab.

**Climate Friendly Areas (CFAs)** – over the next year potential locations for CFAs will be identified and evaluated with community input. In 2024, the city will determine what amendments to the development code and zoning maps may be needed to comply with the rules to establish new CFAs. Learn more on the FAQs tab.

## How do I get involved / stay informed?

- [Join the email list!](#)
- Attend one or more of the public outreach events tentatively scheduled for November 2022, February 2023, and May 2023.

## Where can I get more information?

- Review this [CFEC overview document](#) (6 pages)
- [CFEC overview presentation to City Council and the Planning Commission](#)
- Review the [Frequently Asked Questions](#)
- Visit the [state CFEC page](#)
- Email [cd.customerservice@cityofalbany.net](mailto:cd.customerservice@cityofalbany.net) or call 541-917-7560 to talk with City staff about this project



# Climate-Friendly and Equitable Communities Project

[About this project](#)[FAQs](#)[Timeline](#)[CFEC Background](#)

## Frequently Asked Questions

### What are climate-friendly and equitable communities or areas? -

Climate-friendly areas (CFAs) are existing or planned urban mixed-use areas that contain or are planned to contain, a greater mix and supply of housing, jobs, businesses, and services.

CFAs are served or planned to be served, by pedestrian, bicycle, and transit infrastructure that provides frequent, comfortable, and convenient connections to key destinations within the city and region.

### Where will these areas be and when will they be created? +

### How will the rules impact me and my neighborhood? +

### Where do the new rules apply? +

### Will the rules eliminate single-family zoning and single-family dwellings? +

### Will there be home ownership opportunities and middle housing types? +

### Will the rules result in only or mostly multi-family housing in the future? +

### Will the rules increase housing costs? +

### Will some businesses be prohibited in the new mixed-use areas? +

### Will the rules increase costs for businesses? +

# Climate-Friendly and Equitable Communities Project

[www.cityofalbany.net/cd/cfec](http://www.cityofalbany.net/cd/cfec)

- About this project
- FAQs
- Timeline
- CFEC Background

## Timeline

The first phase is to study and determine potential locations of climate-friendly areas by December 31, 2023. Following this phase, development standards for these areas will be adopted by December 31, 2024.

	2022	2023	2024	2025	2026-2028	2029
Albany Area			Transportation Planning Rule major report (5/31)	Transportation Planning Rule minor report (5/31)	Transportation Planning Rule minor report (5/31/2026) and major report (5/31/2028)	Transportation Planning Rule minor report (5/31)
Albany	<ul style="list-style-type: none"><li>• Parking A</li></ul>	<ul style="list-style-type: none"><li>• Climate Friendly Areas Study</li><li>• Parking B</li><li>• EV Conduit</li></ul>	<ul style="list-style-type: none"><li>• Climate Friendly Areas Codes</li><li>• Transportation Modeling</li></ul>	<ul style="list-style-type: none"><li>• Performance Standards</li></ul>	<ul style="list-style-type: none"><li>• 2028 Housing Needs Analysis</li><li>• Additional Climate Friendly Area for Urban Growth Boundary expansions after June 2027</li></ul>	<ul style="list-style-type: none"><li>• Transportation Systems Plan</li><li>• Transportation Planning Rule Development Regulations</li></ul>

Questions?

