

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).