

Cascades West Climate Friendly Areas Study

Community Engagement Report

June 30, 2023

I. Introduction

By the end of 2024, communities – including Albany, Corvallis, and Philomath - are required by state law to study, identify, and designate “Climate-Friendly Areas” (CFAs). CFAs are intended to be places where people can meet most of their daily needs without having to drive. These places may be urban mixed-use areas such as downtowns and main streets.

The CFA process requires centering voices of underserved populations and working towards equitable outcomes. While some may see Climate Friendly Area designation as a benefit, others may fear gentrification-caused displacement. As this planning effort may generate significant public interest, the Oregon Department of Land Conservation and Development (DLCD) enlisted a consultant to provide public engagement assistance to these jurisdictions and help ensure the public is engaged in the decision-making process and the voices of underserved populations are heard.

This report describes the community engagement efforts carried out for the CFAs project by the cities of Albany, Corvallis, and Philomath with support from 3J Consulting. This document outlines the methodologies employed to engage traditionally underserved populations and the broader public, the strategies employed for disseminating information, the channels utilized for gathering feedback, and the plans for integrating the received input into the study.

II. Objectives

The objectives of the study’s community engagement program were to:

- Help the community identify preferred location(s) of climate-friendly areas.
- Center the voices of traditionally underserved populations, particularly those disproportionately harmed by past land use and transportation decisions and engage with those populations to develop key community outcomes.
- Give all potentially affected interests an opportunity for input.
- Actively seek participation of potentially affected and/or interested agencies, individuals, businesses, and organizations.



- Provide meaningful community engagement opportunities and demonstrate through a reporting back process how input has influenced the decisions.
- Clearly articulate the process for decision-making and opportunities for input or influence.
- Explore partnerships between city, county, Council of Governments and other agencies and organizations, for overcoming potential barriers to plan implementation.
- Help the public to understand how this fits into other planning processes local governments are undertaking.
- Comply with Title VI of the Civil Rights Act and Environmental Justice rules and the Climate-Friendly and Equitable Communities community engagement requirements in OAR 660-012-0120 through 0135. The outreach process will promote the fair and meaningful involvement of all people regardless of race, color, national origin, disability, gender, sexual orientation, housing status, primary language, immigration status, age, or income. No person shall be excluded from participation or subjected to discrimination on the basis of these factors.
- Ensure the community engagement process is consistent with applicable state and federal laws and requirements, and is sensitive to local policies, goals, and objectives.

III. Scope and Approach

The project scope outlined the creation of a community engagement plan to guide this first phase of the Climate-Friendly Area study and designation work, and to support the cities in conducting meaningful community involvement.

Outreach Activities and Materials were planned according to a three-round schedule:

Round 1

During Round 1, the key engagement goals revolved around informing the public about CFEC rules and generating interest in the initiative. The focus was on answering important questions such as why these rules were adopted, what exactly is meant by Climate-Friendly and Equitable Communities (CFEC), what the CFEC guidelines are, and understanding the process and timeline involved. Additionally, the aim was to encourage public participation and provide a platform for general feedback on CFA designation. As part of the engagement activities and materials, customized CFA identification handouts were prepared along with draft webpage content and PowerPoint (PPT) presentations. Furthermore, there was a virtual meeting and stakeholder interviews. The intention was to share proposed local goals or guiding principles and, where applicable, introduce local city zones that already met the CFA requirements.



Round 2

During Round 2, the key engagement goals were to share details of the CFA analysis process, present possible areas for CFA designation and explore ways to narrow down the areas. The aim was to compare the goals and guiding principles to the proposed locations, ensuring alignment and suitability. Additionally, the project sought to collect valuable input and feedback from the public regarding these locations. To facilitate the engagement process, in-person public meetings were organized, providing an opportunity for face-to-face discussions and interactions. Furthermore, online questionnaires were made available, enabling wider participation and gathering input from a broader audience. These engagement activities and materials were implemented to ensure comprehensive and inclusive decision-making.



Round 3

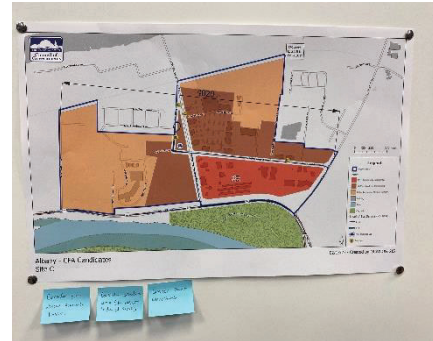
In Round 3, the key engagement goals were to present the narrowed down CFA designations. The focus was on providing the public with an understanding of the potential effects and implications of CFA designation. Moreover, this round aimed to create an opportunity for stakeholders to provide their comments and feedback on the potential designations, ensuring their perspectives were taken into account. To facilitate this engagement process, focus group meetings were conducted, providing a platform for in-depth discussions and exchange of ideas. Additionally, the online questionnaires were continuously available to gather input from a wider audience, making the engagement process more accessible and inclusive. These engagement activities and materials were implemented to foster transparency, collaboration, and informed decision-making.

IV. Key Findings

Round 1

In November 2022, a region-wide virtual meeting was held to inform the public of the recently enacted Climate-Friendly and Equitable Community (CFEC) rules and the related local efforts. The meeting was led by the Oregon Cascades West Council of Governments (OCWCOG), which was responsible for the CFA technical analysis. OCGWOG representatives described roles for the cities, OCWCOG, and consultant, reviewed the project schedule, and listed the ways in which people will be able to participate. Representatives from DLCDC provided an overview of CFEC requirements and timelines.

City-specific discussions were held, where community members could ask City staff questions specific to their community. Questions and concerns raised during the public meeting revolved around development requirements for CFA's, what state funds are available to support these projects, and how this affects the housing supply. These question-and-answer sessions served as a starting point for the community leader and stakeholder interviews and focus groups held soon after this meeting.



Following the virtual meeting, several interviews and focus group meetings were conducted with community leaders and stakeholder groups in order to gather input on how to best engage underserved populations. The interviewees were asked two categories of questions: general engagement and CFA-specific discussion. The following highlights some key findings from these conversations:

- Language inclusive, experience focused, and culturally aware discussions allow for meaningful engagement.
- Equitable events offer childcare, transportation, and monetary incentives.
- A mixture of event types and the opportunity for continuous feedback allows for more successful use of information.
- Visually appealing and easy-to-read project information ensures the intended message is portrayed to the widest possible audience.

Alongside the interviews and focus groups, in-person public meetings were held to:

1. Inform the public of Climate Friendly Areas factors.
2. Vet proposed Climate Friendly Areas.
3. Receive comments and concerns from the public.

Round 2

During the second round of engagement, from January through April 2023, in-person public meetings were held in each city. The purpose of these meetings was to present and get public feedback on CFA candidate areas. OCWCOG representatives provided an overview of how CFEC rules apply to each city, then described each of the CFA candidate areas. Following the presentation, community members participated in an open-house style discussion providing comments on each of the CFA candidate areas.

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An online questionnaire was made available for those who could not attend the in-person meeting or preferred to participate through that tool.

Following the public meetings, smaller focus group meetings were held with a variety of community organization meetings, including the Linn Benton Hispanic Advisory Council, the NAACP of Linn-Benton County and the Office of Institutional Equity, Diversity & Inclusion at Linn-Benton Community College. City staff provided an overview of the CFA rules and how they might apply locally. They also provided information on how to participate in the process going forward. Participants asked questions and gave their preliminary input.



Round 3

The final round of community engagement consisted of hybrid public meetings to present the preferred CFAs that had been modified in consideration of community feedback and to discuss possible anti-displacement strategies. One city elected to administer another online questionnaire to engage a wider audience on the topics discussed at the meeting. The results of the questionnaires for each city provided insight into each of the communities' opportunities and challenges regarding the proposed CFA designations. Specifically, folks expressed concerns including the potential increase of vehicle traffic, the older age of buildings in some areas, and the potential for gentrification while also expressing interest in the potential for revitalization, cohesiveness, and an increase in walkability.

V. Results

As a result of the community feedback, changes were made to the CFA candidate areas in each city. The following is a summary of those changes:

Albany

Community input-based changes were made to Site B, Site C, Site D, and Site G. In Site B, MUR and RM zoned areas were removed to avoid existing residential neighborhoods due to displacement concerns and small lot sizes. In Site C, all RM zoned land was removed due to sewer infrastructure capacity concerns.

Site D was expanded to include the entire Heritage Mall and surrounding area. Community members highlighted that the area is centrally located with access to bus services, groceries, the library, vacant land and large underutilized parking lots.

In Site G, an undeveloped area was removed south and east of Burkhart Creek that is currently zoned RS-5, but will become RM on July 1, 2023, due to concerns over too much land requiring a minimum density of 15 units per acre.

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Corvallis

Community input-based changes were made to Site E and Site I to include the remaining areas that were zoned CMU-2, MUE, and CMU-2. In addition, the city will explore the two additional areas NE Corner of SW 53rd and West Hills, and areas close to OSU campus.

Philomath

Community input-based changes were made to amend the maps to remove most Office Residential areas in the North and East due to displacement concerns. Additionally, during the second public meeting, community members expressed interest in including an area in East Philomath.

VI. Attachments

- A. Cascades West CFA Virtual Forum Notes
- B. Albany Focus Groups Summary
- C. Albany Questionnaire 1 Results
- D. Albany Questionnaire 2 Results

**Cascades West CFA Virtual Forum Notes
November 30, 2022**

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.
- Definition of high-quality ped, bike, and transit
 - 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?
- Does anywhere in 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 areas and WUIs? I did not see that as a consideration, unless it would fall under hazardous areas
 - o Those are hazards, there would need to be protections adopted by the local govt
- 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 roll-backs 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 a 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

- 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?
 - Correct me if I'm wrong, but isn't the funding pool for this coming from the Federal level?
- General comments:
 - The climate costs are constantly being quantified. Look at the insurance industry numbers.
 - I agree with Gary 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 does one 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 re: CF
 - 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).

Corvallis

- I assume we would identify areas that are mostly undeveloped, is that correct?
 - We'd look at existing zones that potentially meet min. requirements, meet mixture of uses, there's a min. density of standards, not all zones and not all greenfield or vacant zones will be the right location unless they are rezoned. First community conversation is around existing areas and existing zones. If that doesn't meet need, move into looking at zone changes.
- There is only south town in Corvallis or SW, but those are getting further from downtown. These are the only areas that seem suitable.
- I have an issue with this concept because it assumes that most areas of Corvallis will be non-climate friendly, why would we want that? Why not extend options city wide.
- The ideal outcome is that everyone capable of walking, riding, and taking the bus would do so. I see lots of walkable and bikeable places in Corvallis now where people still choose to get in their cars. I think a lot of the reluctance to choose something other than SOV is safety. The comment earlier was that DLCD has limited funding, but ODOT will have a lot of funding. Is this just about zoning or will there be funding for implementation? Will there be conversations between community development and public works?

- Could the climate friendly areas have parking maximums? For example, could a shopping center with a huge parking lot be reconfigured to significantly reduce parking and put in housing instead?
 - o Yes, there are provisions mostly on parking but today will mostly focus on CFA's.
- Question about block width in downtown Corvallis
- I think we're in a good place with downtown as it stands based on the allowed building heights and that zone not having a maximum density standard.
- My sense is that this effort is trying to not create new rules to limit things but to create rules and structures that help develop the type of climate friendly areas that we desire, areas similar to what's seen downtown. More residential mixed in for a dynamic environment. SFH throughout the community won't be available especially with the housing crisis we are in.
- My big concern isn't that this is going to limit things but that I's being concentrated in certain areas.
 - o This isn't a cap it's a floor, Corvallis could do this for the entire community.
- I'm curious if Mary's annexation would meet the requirements to be a CFA?
 - o Great question, short answer is that we don't know yet. This site is already identified as a Neighborhood Center, so from that perspective it might be a good candidate, however, right off the bat I don't think it meets all the requirements but if it was an area the community wanted to explore, city could explore amendments.
- My understanding is that a big piece of this is to get housing close to transportation. That means we are not looking at big parts of the community. That means we are redesigning the city to have closeness.
- I don't have a map but I'm wondering if there are areas with significant residential development that would be ideal for these designations.
 - o Generally speaking, yes. The current Comprehensive Plan map shows Neighborhood Centers, but existing surrounding residential zones are often low density residential, and the community might consider ways to better support Neighborhood Centers by looking at the planned densities in those areas.
- Hearing the conversation makes me think that parts of ninth street would be useful for this. It's an ugly place that isn't pleasant to walk in but it's very useful because of business access. It would be great to add density to this area. I like the direction this is going and am choosing to be positive.
- I hear about how we need higher density but that sounds a lot like the arguments for parking minimums. Why not let the developers decide that.
- Another area that could work well is the auto dealerships on north 5th street. They tried to relocate previously. Would be ideal considering proximity to downtown.
- HP began moving operations elsewhere when City wouldn't let them expand.
- What about adding businesses to housing areas? Grand Oaks for example...
 - o That's really a question of where we want the mixture of uses to be located. If you're speaking about more restaurants/commercial uses in residential areas that's a broader community conversation.
- The land use and building code changes are exciting and interesting and moving things in the right direction. We need to make sure these areas are connected to other parts of the city by a network of protected bike lanes that get more people on their bikes and on their feet.
- Development of multi-use paths for micro mobility devices is central to this whole concept.

- It would be wonderful to plan for a CFA in each area of Corvallis: one in South town, one in the NE part of town, one on 9th Street, in SW part of town.
- 9th seems ideal for more residential development. The bus goes by every 30 minutes, too, which is already comparatively good.

Philomath

- Like the idea of safe space for transit and bikes. And the idea of letting kids out of the house and letting them bike places comfortably.
- Our main street is busy but if there was a safer way to cross (i.e., bike bridge) that would be a win.
- Mixed use with retail and offices above would be nice and a lot of people could exist with one car if more of these areas existed.
- One thing Philomath lacks is a good grocery store—that's a major cause of residents driving to other communities.
- We have these big parking lot areas, it's all parking (True Value, etc.) there's no way to walk safely and with small children there's no incentive to walk.
- The city has already taken some steps to move in this direction. The streetscape project for example improves pedestrian comfort (wider sidewalks and crossings), so the timing is good and there's an opportunity to expand amenities like this. In addition, with the recent main street study a consultant has looked at the development code and provided suggestions on how to increase bicycle/pedestrian safety, reduce congestion and parking, etc.
- This should be seen as an opportunity for Philomath to build on the good work currently being done. Should only need some minor tweaks to development code. This brings a chance to have conversation as a community.
- Getting residents downtown, so that there's justification for a grocery store (i.e., a market of more people).
- Grocery stores in Philomath!!
- Broader community conversations about the direction Philomath is heading in and a chance to build some momentum around existing projects and processes.
- Adding services (retail, etc.) that are easily accessible by foot and bike.
- Being able to park in one spot in Philomath and access several stores/services.
- Making the area bigger than 25 acres so more residents have opportunities to live in these areas.
- Money! It's always great to plan things, but how do you execute?
- Is this a mandate? Is this a plan? Do you access additional funds if you complete it?
- Accounting for climate change and the adaptations needed to ensure safety from environmental hazards.
- We're going to build a very walkable community, but will there be enough residents in a small city like Philomath to support the businesses that will locate there?
- Will this new development attract enough new residents to fill the planned housing?
- Will this lead to potential inequity if people with mobility issues can't access services via private car.

Climate-Friendly and Equitable Communities – Albany

Community Leader Focus Group Summary

January 26, 2023

Background and Purpose

The Oregon Land Conservation and Development Commission adopted the Climate-Friendly and Equitable Communities (CFEC) rules on July 21, 2022. As part of these new rules, local governments are required to study, identify, and designate climate-friendly areas by December 31, 2024.

“Climate-friendly areas” are intended to be places where people can meet most of their daily needs without having to drive by having housing located near a mix of jobs, businesses, and services. This means that some cities and urban areas across Oregon may see a higher intensity of development over time. This will most likely occur in existing downtowns that have or can implement high-quality pedestrian, bicycle, and transit infrastructure. The first phase of the process is to study and determine potential locations of climate-friendly areas by the end of 2023. The second phase is to adopt development standards for these areas by the end of 2024.

3J Consulting has been employed by the Department of Land Conservation and Development (DLCD) to assist local cities in public outreach for this project. Due to the effects that potential, high-intensity redevelopment may have on gentrification and displacement in certain areas, the project includes a strong focus on ensuring the voices of underserved communities are centered in the engagement process. The first step is conducting interviews with key community leaders to better understand how their community would like to be engaged in this process. These interviews will inform the community engagement plan and activities we conduct with the community over the next two years. These activities will focus on identifying potential locations for these “climate-friendly areas” and discussing the burdens and benefits of each.

Additional Resources

- [Climate-Friendly and Equitable Communities webpage](#)
- [Climate-Friendly Areas summary](#)
- [One-Page Summary of Climate-Friendly and Equitable Communities Rulemaking](#)

Key Themes

The initial round of community engagement offered jurisdictional specific feedback to help inform the upcoming engagement efforts. The stakeholder interviews and focus groups were asked two categories of questions: general engagement and Climate Friendly Area specific discussion. The following highlights some key findings from these conversations:

- **Language inclusive, experience focused, and culturally aware discussions allow for meaningful engagement.**
- **Equitable events offer childcare, transportation, and monetary incentives.**
- **A mixture of event types and the opportunity for continuous feedback allows for more successful use of information.**
- **Visually appealing and easy-to-read project information ensures the intended message is portrayed to the widest possible audience.**

How would your local community like to engage in the Statewide process for identifying “Climate-Friendly Areas” in Albany?

General engagement

- **When there is an opportunity for your community to engage in a local project or process, what makes them feel like their participation was meaningful?**
 - All income levels being able to participate without missing work or pay for childcare. The virtual options help with this, but public comment can be limited in that.
 - Communication; get the notice of the engagement activities to community members beyond online forums. Making sure people have access to the internet.
 - To engage with younger folks, you need social media skills, but on the flip side, there are older folks do not/won't have social media. There are dangers in switching fully to online engagement.
 - Important to recognize that we live in a culturally linguistic time and space, and as we invite folks it's very important that we use culturally relevant language, especially language that is translatable.
 - Higher level folks in the room to make participants feel like the conversation is more important, such as appointed/elected officials.
 - There will be people for and against this, so making sure you have the knowledge to answer questions well.

- **What can we do to have a larger number of community members participate in this process? Ideas or solutions could include food and childcare during activities, for example.**
 - Childcare.
 - Coordinate with NAACP, CASA, multi-cultural center, and rotary club.
 - Incentivizing these opportunities.
 - Partner with churches.
 - Partner with HS and college students taking child development classes to offer free childcare at city meetings.
 - Ensure ways to help people see the results beyond a report - so many people in Albany care about local issues but told me they weren't going to bother completing a survey because "it won't actually change things meaningfully".
 - Ability to network.
 - Employer incentivizing the time to participate.
 - Working in small groups, connecting with organizations.
 - Interpretation services.
 - Prizes, themes, décor, and highlighting the space.
 - Food and gift cards.

- **What challenges/problems have you and your community experienced engaging in projects?**
 - Lack of cell service/internet.
 - More public transit service for those evening meetings (no personal vehicle).
 - There is a level of fatigue in over-engagement and the lack of seeing results from these activities.
 - By the time the changes come, there is a new team of leadership.
 - Fear of not being heard.

- Just checking the engagement box, and when that happens repeatedly that starts to feel intentional “pretending to care”.
 - Community Action Orgs that provide housing assistance, utility assistance, etc. must be funded more effectively *now* to meet immediate housing insecurity and safety while longer systems work like this is rolling along for hopeful benefit in future years.
 - Time of meeting is difficult for some no matter what time of day.
 - Bureaucratic issues.
 - Significance of the topic.
 - Methodology, and asking questions in a way that connects to people’s lives.
- **What has worked well?**
 - Apps.
 - Keeping people engaged through a continuing process.
 - Engaging PTA/PTO – collaboration.
 - Going to existing groups and their meetings.
 - Promptness of these changes.
- **How do you go to your community to share information and receive their input? What methods/channels work best for informing people about community projects?**
 - Social media, newspaper, radio advertising, satellite radio, strategic advertisement on billboards and highly trafficked windows of businesses where people are.
 - City of Albany electronic board notices.
 - YouTube ads – this was very apparent in the recent midterms.
 - Working with the large business community and organizations.
 - Surveys, forums, and in-person meetings.
 - Newsletters.
 - Email list.
 - City specific media accounts.
 - Personal contacts and make phone calls.
 - Community workers.
 - HOA’s.
 - Targeting multi-family housing.
 - Group-specific messaging for each population.
 - Housing vouchers/subsidies programs.
 - QR Codes.
- **Are there any specific types of activities that work well?**
 - All the different options; having people at standing meetings. Inviting people to your table to exchange information.
 - Go to the people.
 - Benevolent bribery – you show up to this meeting, there is a raffle for pool passes, etc.
 - Hybrid options are needed, but in-person options are good.
 - Having an online representative at hybrid meetings.
 - Imploring collaboration and coordination with specific communities like Latinx.

- **Online or in-person?**
 - There are benefits to people being able to type in their thoughts in somewhere like Facebook and Next-door.
 - Have a combination of both.

- **(If applicable) – Translation or interpretation needed?**
 - Upon request, some Spanish wording, or the ability to contact them for further information.

Climate Friendly Areas

- **From the information we have shared today, are there any questions that you have, or your community might have, about the climate-friendly area process?**
 - Why, this is just another state forced thing?
 - How does it affect me?
 - What does climate-friendly mean?

- **How can we make sure we have information that is easy to understand and easy for your community to provide comments about?**
 - Let your 3rd graders read it.
 - Accessibility review for disabilities.
 - Imagery is very important, graphic design to bring those words to life.
 - Make the timeline very apparent.
 - In-person delivery; someone with the right mood to portray the message – keep in engaging and high energy.
 - Keeping it simple.
 - Speaking to Oregon issues.

- **What elements of this process might your community be interested in engaging around? What are some key topics of concern for your community?**
 - Some people will have concerns about where these areas will be located, like if its only downtown.
 - People will want to understand how these areas will work, if there is less use of cars, is there transit?

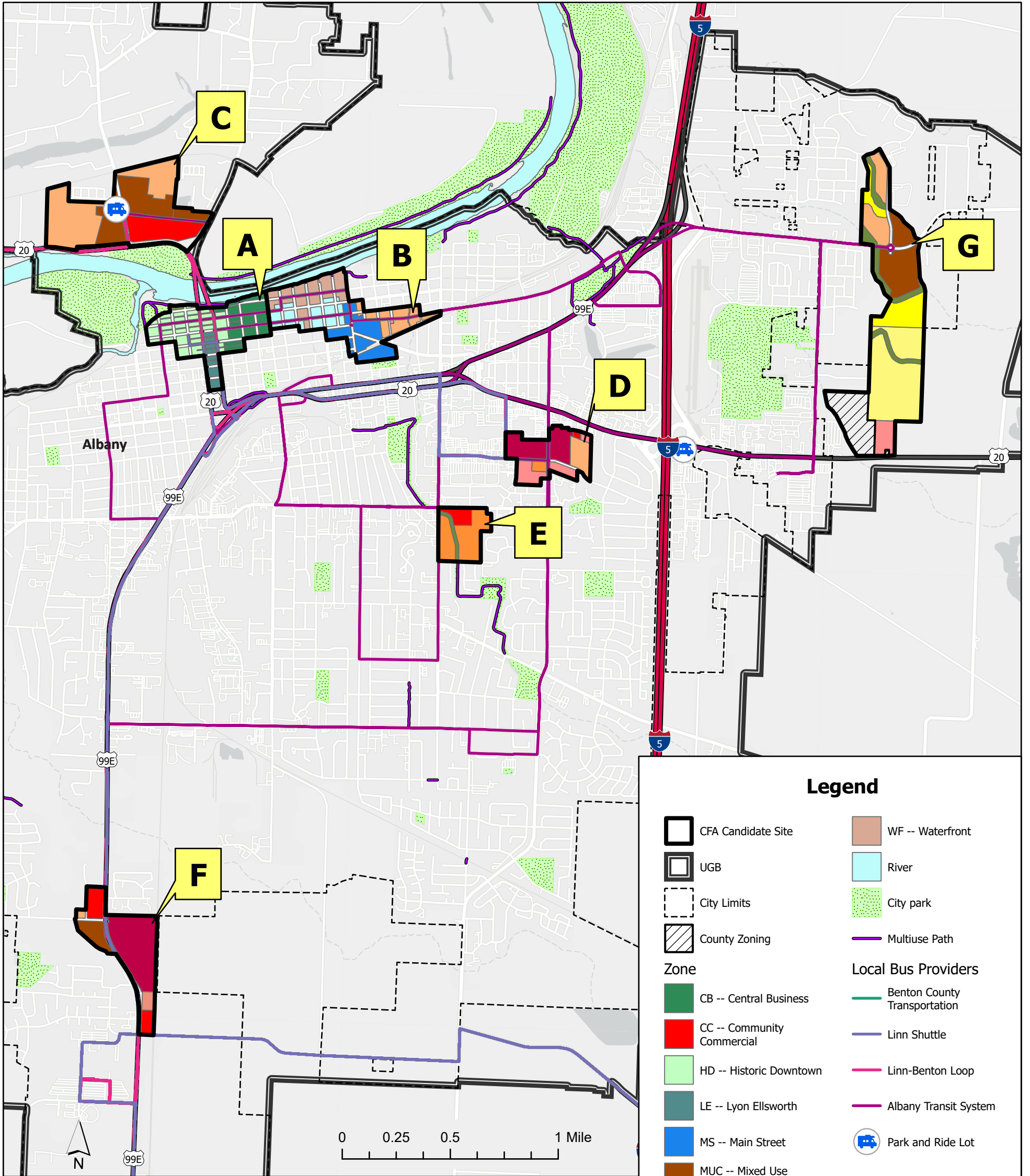
- **Any red flags or major concerns that you see in this overall process? How do those concerns affect your sense of community, safety, and belonging to this place?**
 - People’s lack of belief in the process.
 - How to communicate these efforts without the use of climate.
 - Frank acknowledgement of this politically charged process, and the history of why we’re here.

Next Steps

- **Any other ideas, suggestions, or recommendations as we plan for engagement on climate-friendly areas?**
 - Talk to Whitney Randall, a teacher.

- An area near LBCC.
- Infrastructure support for development is important and the city is trying to do that with water/sewer, but transportation is the easiest for folks to dismiss because it is so incredibly inadequate now. Anything that is happening with the change to increase from three buses to four is considered a huge change when we really need ten buses.
- Work commute is the biggest VMT, hundreds of teachers drive to and from Albany-Corvallis. Workplaces need to be localized, as well as food access.
- NAACP housing committee have tried to educate the BIPOC on housing issues, however we can create a streamlined info for people of color.
 - Looking into cultural experiences on how the CFA process personally affects people *specifically*
- Be careful encouraging people to live in multi-generation housing because then the Latinx community feels unheard because they have been doing that and still have affordability issues.
- Make sure people see themselves in these processes.
- Inform, but seek that input and value that input.
- Listen.

Survey 1: Albany CFA Candidates Map



*Acres Net – Nets out the ROWs, Historic Properties, Parks, Public Building Lots. The calculation in this column does not net out the setback area.

Site	Site Name	Acres Total	Acres Net	Low Estimate (Units)	High Estimate (Units)
Site A	Downtown Area	79.4	25.0	1,358	1,940
Site B	East Downtown Area	99.7	59.8	2,083	3,471
Site C	North Albany Area	129.0	59.3	2,065	3,442
Site D	14th/Waverly Area	50.4	21.4	747	1,244
Site E	Queen/Geary Area	34.4	12.7	444	740
Site F	South Albany Area	69.9	22.9	798	1,329
Site G	East Albany Area	197.9	72.8	2,911	4,851
			Totals	10,406	17,017

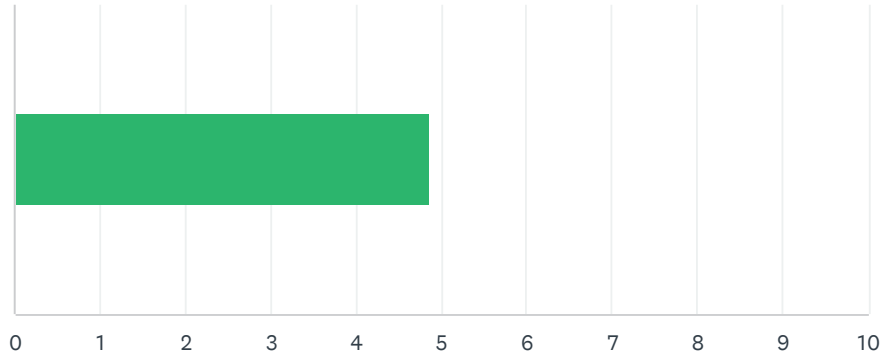
Legend

- CFA Candidate Site
- UGB
- City Limits
- County Zoning
- Zone: CB -- Central Business
- Zone: CC -- Community Commercial
- Zone: HD -- Historic Downtown
- Zone: LE -- Lyon Ellsworth
- Zone: MS -- Main Street
- Zone: MUC -- Mixed Use Commercial
- Zone: MUR -- Mixed Use Residential
- Zone: NC -- Neighborhood Commercial
- Zone: OP -- Office Professional
- Zone: OS -- Open Space
- Zone: RC -- Regional Commercial
- Zone: RM -- Residential Medium Density
- Zone: RMA -- Residential Medium Density Attached
- Zone: RS-5 -- Residential Single Family
- Zone: RS-6.5 -- Residential Single Family
- WF -- Waterfront
- River
- City park
- Multiuse Path
- Local Bus Providers: Benton County Transportation
- Local Bus Providers: Linn Shuttle
- Local Bus Providers: Linn-Benton Loop
- Local Bus Providers: Albany Transit System
- Park and Ride Lot



Q1 On a scale from 'Do Not Support' to 'Strongly Support' how do you feel about candidate area A-Downtown?

Answered: 64 Skipped: 2



ANSWER CHOICES	AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
	5	311	64
Total Respondents: 64			

#		DATE
1	10	4/14/2023 9:07 AM
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4	7	3/30/2023 4:31 PM
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7	10	3/29/2023 1:21 PM
8	6	3/29/2023 12:53 PM
9	0	3/29/2023 12:17 PM
10	0	3/29/2023 10:07 AM
11	2	3/26/2023 6:24 PM
12	7	3/22/2023 9:35 PM
13	5	3/15/2023 9:30 AM
14	10	3/14/2023 11:39 AM
15	1	3/14/2023 8:42 AM
16	2	3/10/2023 5:36 PM
17	1	3/10/2023 5:04 PM
18	0	3/10/2023 7:06 AM
19	8	3/10/2023 6:14 AM

Climate Friendly & Equitable Communities - City of Albany Climate Friendly Areas

20	0	3/9/2023 5:56 PM
21	8	3/9/2023 5:18 PM
22	1	3/9/2023 4:56 PM
23	10	3/9/2023 4:21 PM
24	10	3/9/2023 4:19 PM
25	5	3/9/2023 3:25 PM
26	8	3/9/2023 3:20 PM
27	0	3/9/2023 3:10 PM
28	10	3/9/2023 3:06 PM
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42	5	2/28/2023 8:26 AM
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49	5	2/22/2023 8:01 PM
50	8	2/22/2023 5:29 PM
51	10	2/21/2023 8:05 PM
52	1	2/21/2023 4:36 PM
53	10	2/21/2023 1:28 PM
54	5	2/21/2023 10:52 AM
55	9	2/21/2023 8:36 AM
56	0	2/21/2023 8:32 AM
57	10	2/21/2023 8:29 AM

Climate Friendly & Equitable Communities - City of Albany Climate Friendly Areas

58	1	2/21/2023 8:19 AM
59	0	2/21/2023 8:07 AM
60	10	2/21/2023 8:07 AM
61	5	2/21/2023 6:48 AM
62	5	2/20/2023 3:11 PM
63	5	2/20/2023 3:10 PM
64	0	2/17/2023 8:41 AM

Q2 What are the challenges and opportunities you see for candidate area A Downtown?

Answered: 49 Skipped: 17

#	RESPONSES	DATE
1	Using "historic" aesthetic preferences to blockade critical adaptations for the present and future	4/14/2023 9:07 AM
2	Expanding the bridges for traffic for both the people who commute and those who live in that area. Have different paths for cars and people to go across the main roads and bridges. Possibly need an underground parking garage.	4/13/2023 7:20 PM
3	Too much traffic	4/1/2023 12:31 PM
4	parking, distance from train station, close to riverfront so good park/green areas. We need a hotel in this area.	3/30/2023 4:31 PM
5	Area is already highly developed, could negatively affect historic properties, infill is a better approach here, building height over 40 feet undesirable	3/29/2023 4:21 PM
6	This is insane to think that many units could or should be added to downtown Albany. Also 85 ft buildings would either stick out like a sore thumb or completely change the feel of the area, not in a good way.	3/29/2023 1:41 PM
7	The historic nature of downtown and being a designated historic district will add cost and challenges to development when trying to meet the new capacity. Particularly in terms of building larger buildings. Not that it can't be done but is it cost effective in terms of the goals of this legislation.	3/29/2023 12:53 PM
8	This area is already developed as a National Historic District.	3/29/2023 12:17 PM
9	Absolutely do not support. Why is this even on here? Has the city completely given up on our historic districts? This is truly disappointing. This shouldn't even be an option, and you know darn well most people don't realize how special this area is, they just think "I guess downtown is a good place for walkable stuff"	3/29/2023 10:07 AM
10	This area has been victimized by planning fads since the post-WWII era but has not enjoyed commensurate infrastructure improvements. If you overload this zone with new residents, systems will break down. And unless you are willing to impose substantial SDCs on developers Albany residents will be stuck footing the bill.	3/26/2023 6:24 PM
11	I'm looking forward to the riverfront upgrades, and okay with the rest of this area, but disappointed in how unaccessible it is for people from the other parts of town where most of us live	3/22/2023 9:35 PM
12	lack of food shopping, parking	3/15/2023 9:30 AM
13	Parking for residences	3/14/2023 11:39 AM
14	I see no use for any areas for this plan! No all the way around. This is ridiculous!	3/14/2023 8:42 AM
15	Mostly commercial area, very little housing. What housing does exist is high price and currently owned/occupied by residents with higher than average incomes and higher than average chances of being white.	3/10/2023 5:36 PM
16	No shopping for food, expensive small parcels. Almost impossible to consolidate enough ownerships to make it happen	3/10/2023 5:04 PM
17	I am entirely opposed to this initiative. It is massive government overreach, like most government meddling in housing it will not increase stock or reduce prices. It will also not achieve any meaningful effect on climate change.	3/10/2023 7:06 AM
18	Older buildings is a challenge. Increasing the number of people who live downtown will help out	3/9/2023 5:18 PM

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the local businesses and encourage others to come downtown because the area will seem more vibrant.

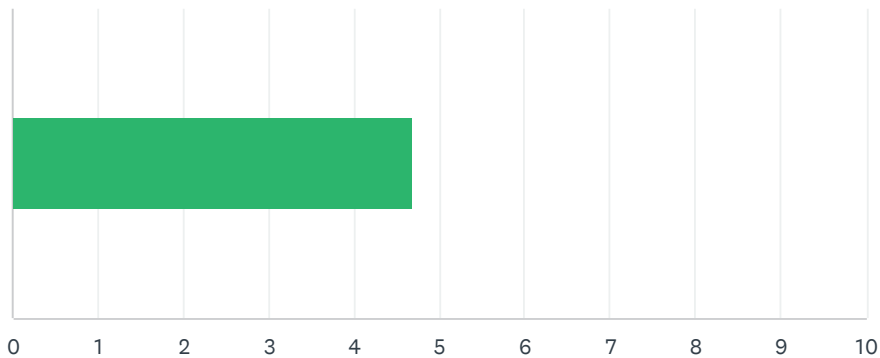
19	Protect the historic district.	3/9/2023 4:56 PM
20	Parking and noise may be issues for the residents in and around this area. But I can see this being a fabulous opportunity for the local bars, restaurants, stores, and businesses downtown. As someone who lives in West Albany, I would be interested in living downtown if I could as there are many businesses my husband and I frequent there.	3/9/2023 4:21 PM
21	Business owners may be reluctant to support rules/policies that further restrict them or cost money. In support, this is an area so many people spend time in. I think it is important to have areas that have a lot of foot traffic treated as climate-friendly.	3/9/2023 4:19 PM
22	No major retail, affordable grocery options, or pharmacies exist in this area.	3/9/2023 3:10 PM
23	Opportunities: Fill in parking lots, grid layout, well defined regular parcels. Increased residential will increase foot traffic, and economic opportunities for businesses. Challenges: Initial development interest, regulatory barriers, gentrification of existing low income neighborhoods	3/9/2023 3:06 PM
24	Employment opportunities would be limited by virtue of lack of an accommodating area for future business to be built.	3/9/2023 2:57 PM
25	No good options for grocery shopping	3/9/2023 2:44 PM
26	The downtown area is a hub for the city and would be a great CFA.	3/8/2023 6:22 PM
27	I see great potential for downtown Albany. Making it more walkable and bike friendly would be a great benefit and encourage people to spend more time there.	3/7/2023 10:54 AM
28	We don't need this agenda in Albany	3/5/2023 7:09 AM
29	This area is close to the historic district and also to the undergoing waterfront project, both of which will contribute to the tourist attraction of Albany. The presence of tall buildings in the vicinity would detract from the effect of those positive attractions. I would not object to less building height, multiple unit housing being added in empty spaces if it is kept generally in the look of the historic buildings and their grounds.	3/2/2023 8:18 PM
30	Dont support any of this all this does is increase cost with no "Climate saving measures"	2/28/2023 8:14 PM
31	Over population, renters voting in measures that home owners have to pay for that are ridiculous. LA like living. More homeless. More trash. Tax payer money going to our governor and her ridiculous woke ideas.	2/28/2023 8:52 AM
32	Where are people going to work?	2/28/2023 8:26 AM
33	Challenges of restoring buildings to maintain their historical story while providing comfortable, modern apartments. Encouraging businesses to move into vacant storefronts. I do not think additional retail space should be built, as once proposed for the property at Fourth and Calypsoia.	2/27/2023 11:03 AM
34	Not as much residential, so by definition, will be harder to make walking friendly, without driving to get there.	2/25/2023 1:14 PM
35	Potential opportunities are access to transit and lots of storefronts, as well as walkability along Dave Clark and across the bridge to North Albany Plaza. Challenges could be public attitude toward changing historic neighborhoods as well as crowding. How will this area do with increased density?	2/24/2023 5:49 PM
36	Loss of historic ambience in these neighborhoods. Loss of affordable housing in these neighborhoods, gentrification issue. Increased congestion, pollution, crime. Stress the capacity of educational and healthcare services. On the plus side: more jobs, more shopping choices, more transportation options, increased access to community services, more housing choices.	2/23/2023 9:27 PM
37	What are the current number of units? Where will this increase take place?	2/22/2023 8:01 PM
38	Would help revitalize downtown. No large employers or groceries in zone.	2/22/2023 5:29 PM
39	Waterfront project will help bring development to this area	2/21/2023 8:05 PM
40	down town far for community	2/21/2023 4:36 PM

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41	No grocery store.	2/21/2023 1:28 PM
42	I think the layout is good and I do not oppose the zone change but the reality is that the downtown area in Albany is not a hub for businesses and people that the city government wants it to be compared to what the other areas in the study are or have already become. I am fine with a change to try and help this but for actual investments, the other areas are the best to focus time and resources on.	2/21/2023 10:52 AM
43	Affordable rent and lack of grocery and variety stores.	2/21/2023 8:36 AM
44	This will destroy our small town community. And there's no room for big trees to grow..only dwarf varieties. Our "City of Trees" is already starting to disappear. Has the state forgotten that trees take in CO2 and then creates oxygen? And BTW..this effort will have no effect on global temperature and only seems to be a way to acquire more tax money!	2/21/2023 8:32 AM
45	Affordable rent, lack of grocery and variety stores.	2/21/2023 8:29 AM
46	It does not fit the downtown area nor the historic commission.	2/21/2023 8:07 AM
47	I would like to see a small grocery store within walking distance, not just convenience stores with junk food and expensive restaurants. People need access to affordable healthy food and affordable housing. Also, there is a lot of vandalism starting to creep into this area and that's not good for business or residents. Another thing that would be climate friendly is community gardens. Gardens are good for people and good for pollinators, every neighborhood should have access to a community garden.	2/21/2023 6:48 AM
48	No designated off-street parking.	2/20/2023 3:11 PM
49	No off-stree	2/20/2023 3:10 PM

Q3 On a scale from 'Do Not Support' to 'Strongly Support' how do you feel about candidate area B - East Downtown?

Answered: 58 Skipped: 8



ANSWER CHOICES	AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
	5	272	58
Total Respondents: 58			

#		DATE
1	10	4/14/2023 9:08 AM
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9	0	3/29/2023 12:18 PM
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11	4	3/26/2023 6:30 PM
12	6	3/22/2023 9:41 PM
13	5	3/15/2023 9:31 AM
14	7	3/14/2023 11:40 AM
15	1	3/14/2023 8:42 AM
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17	1	3/10/2023 5:05 PM
18	0	3/10/2023 7:07 AM
19	8	3/10/2023 6:16 AM

Climate Friendly & Equitable Communities - City of Albany Climate Friendly Areas

20	0	3/9/2023 5:57 PM
21	3	3/9/2023 5:19 PM
22	7	3/9/2023 4:56 PM
23	10	3/9/2023 4:23 PM
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27	0	3/9/2023 3:10 PM
28	10	3/9/2023 3:06 PM
29	0	3/9/2023 2:58 PM
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31	5	3/9/2023 2:45 PM
32	8	3/8/2023 6:23 PM
33	10	3/7/2023 10:56 AM
34	0	3/5/2023 7:09 AM
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39	5	2/28/2023 12:13 PM
40	0	2/28/2023 8:52 AM
41	7	2/28/2023 8:27 AM
42	9	2/27/2023 11:04 AM
43	7	2/25/2023 1:15 PM
44	9	2/24/2023 5:54 PM
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50	1	2/21/2023 4:36 PM
51	8	2/21/2023 1:30 PM
52	8	2/21/2023 11:01 AM
53	10	2/21/2023 8:37 AM
54	0	2/21/2023 8:33 AM
55	1	2/21/2023 8:21 AM
56	5	2/21/2023 6:49 AM
57	5	2/20/2023 3:12 PM

Q4 What are the challenges and opportunities you see for candidate area B - East Downtown?

Answered: 46 Skipped: 20

#	RESPONSES	DATE
1	Using "historic" aesthetic preferences to blockade critical adaptations for the present and future	4/14/2023 9:08 AM
2	Increase of public transportation. Possibly redirect larger trucks away from the area.	4/13/2023 7:22 PM
3	Too much traffic cutting through neighborhoods to get around traffic	4/1/2023 12:33 PM
4	no/few restaurants, distance from train station, could use a closer park and school	3/30/2023 4:34 PM
5	Risk of losing much older and affordable housing. Transit options currently are absurdly awful. An awkward assemblage with little chance of resulting in a coherent community.	3/29/2023 4:30 PM
6	This area already has a lot of mixed use housing. Adding a ton more will greatly challenge the livability and honestly parking/traffic. Just because you don't like cars, doesn't mean people don't own and drive them.	3/29/2023 1:42 PM
7	This is another historic district but with more office space and mixed use already in place from my understanding. I think this area of the downtown could really benefit from this focus. More high density housing here with a grocery store would be ideal as it has relatively easy access to the entertainment and business in the other part of the historic downtown core.	3/29/2023 12:56 PM
8	This area is full of low income housing that will be displaced if re-developed.	3/29/2023 12:18 PM
9	Again, this is a historic part of our town and residents in this area have made clear they want the city to back off. "challenges and opportunities" shouldn't be up to everybody when a neighborhood has made clear they don't want that kind of change.	3/29/2023 10:09 AM
10	Some of the current and former industrial zones may be appropriate for this kind of development. I'm concerned about the existing infrastructure's capacity as well as potential soil contamination and who will foot the bill for improvement/remediation.	3/26/2023 6:30 PM
11	lots of potential with opportunities for innovative projects	3/22/2023 9:41 PM
12	Lack of grocery shopping, crossing railroad tracks.	3/15/2023 9:31 AM
13	Same for every area. Why?	3/14/2023 8:42 AM
14	This area is already pretty walkable and bikeable to downtown businesses.	3/10/2023 5:37 PM
15	Even worse. No decent grocery store will ever go there. Too many small parcels	3/10/2023 5:05 PM
16	I am entirely opposed to this initiative. It is massive government overreach, like most government meddling in housing it will not increase stock or reduce prices. It will also not achieve any meaningful effect on climate change.	3/10/2023 7:07 AM
17	I see this area not as a good candidate because it includes traditional neighborhoods which I assume would push against this change.	3/9/2023 5:19 PM
18	It's a neglected area.	3/9/2023 4:56 PM
19	Again, I think the parking and traffic would be the bigger hurdles - mostly for folks who commute out of town for work. But the proximity to parks and shops would be a huge plus for locals and business owners.	3/9/2023 4:23 PM
20	This is where many people live, and it feels invasive to force people to abide by policies that restrict what they can do or that require them to do things differently. One benefit is that it could improve the aesthetics of this area.	3/9/2023 4:20 PM
21	No affordable groceries, retail or pharmacies exist in this area.	3/9/2023 3:10 PM

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22	Opportunities: Fill in parking lots, grid layout, well defined regular parcels. Increased residential will increase foot traffic, and economic opportunities for businesses. Challenges: Initial development interest, regulatory barriers, gentrification of existing low income neighborhoods	3/9/2023 3:06 PM
23	Once again, locations for hopeful businesses is limited.	3/9/2023 2:58 PM
24	This area is closer to grocery shopping, but employment oppotunities seem limited	3/9/2023 2:45 PM
25	This area does need a re-vamp and I think would make a great CFA with the right upgrades.	3/8/2023 6:23 PM
26	This area could use some attention with regards to cycling infrastructure, as the roads are quite rough. Great potential here.	3/7/2023 10:56 AM
27	We don't need this agenda in Albany	3/5/2023 7:09 AM
28	This area is a generally somewhat run-down area. The part between 1st and 3rd Streets might be a reasonable candidate. However, at the newly improved Dave Clark trail's area on Water St. only carefully landscaped buildings with little off street parking should be added.	3/2/2023 8:26 PM
29	Dont support any of this all this does is increase cost with no "Climate saving measures"	2/28/2023 8:14 PM
30	Over population, renters voting in measures that home owners have to pay for that are ridiculous. LA like living. More homeless. More trash. Tax payer money going to our governor and her ridiculous woke ideas.	2/28/2023 8:52 AM
31	Where are the jobs here in Albany to support the individuals living here?	2/28/2023 8:27 AM
32	Fix up existing homes so they look better. Fix the "cobblestone" streets.	2/27/2023 11:04 AM
33	Good opportunity to connect with downtown, via Dave Clark path. Not many shops nearby. Also, roads are not great, as is.	2/25/2023 1:15 PM
34	Challenges are walking distances to popular areas. I support this because the space seems under-utilised and has potential to expand upon the popularity of adjacent downtown. Will this area be safe for people who aren't driving?	2/24/2023 5:54 PM
35	Same as above	2/23/2023 9:29 PM
36	Many streets are in terrible condition. Area could benefit from additional housing and retail (grocery store), provided new development included upgrading shared infrastructure.	2/23/2023 4:51 PM
37	No large employers or groceries in zone.	2/22/2023 5:30 PM
38	Waterfront project will help bring development to this area	2/21/2023 8:06 PM
39	down town area	2/21/2023 4:36 PM
40	No grocery store, high speed and one-way streets.	2/21/2023 1:30 PM
41	I think the obvious challenge would be the displacement of in general lower income homes but the RM zone in the same area helps remedy this. I think this area zoned in this way would provide opportunity for future businesses to build and develop in a spot that is convenient to already highly trafficked routes and help connect already developed areas to the waterfront. Another major challenge would be developing the road, sidewalk, bike paths in this area. There would need to be improved traffic flow, safety for pedestrians, and more public transportation access than what currently exists.	2/21/2023 11:01 AM
42	Existing historic buildings and home owners.	2/21/2023 8:37 AM
43	This will destroy our small town community. And there's no room for big trees to grow..only dwarf varieties. Our "City of Trees" is already starting to disappear. Has the state forgotten that trees take in CO2 and then creates oxygen? And BTW..this effort will have no effect on global temperature and only seems to be a way to acquire more tax money!	2/21/2023 8:33 AM
44	Fox the roads first. Poor roads with no parking parking or no parking with poor roads.... Hmhhh	2/21/2023 8:08 AM
45	I would like to see a small grocery store within walking distance, not just convenience stores with junk food and expensive restaurants. People need access to affordable healthy food and affordable housing. Also, there is a lot of vandalism starting to creep into this area and that's not good for business or residents. Another thing that would be climate friendly is community	2/21/2023 6:49 AM

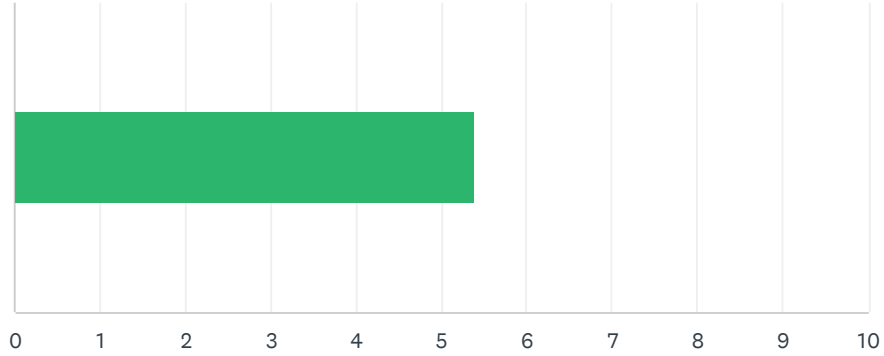
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gardens. Gardens are good for people and good for pollinators, every neighborhood should have access to a community garden.

46	No large commercial shopping center that is convenient to people living in the area	2/20/2023 3:12 PM
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Q5 On a scale from 'Do Not Support' to 'Strongly Support' how do you feel about candidate area C - North Albany?

Answered: 56 Skipped: 10



ANSWER CHOICES	AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
	5	302	56
Total Respondents: 56			

#		DATE
1	10	4/14/2023 9:08 AM
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14	8	3/14/2023 11:41 AM
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21	7	3/9/2023 4:57 PM
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43	3	2/23/2023 9:31 PM
44	7	2/23/2023 4:53 PM
45	8	2/23/2023 12:00 PM
46	2	2/22/2023 5:32 PM
47	3	2/21/2023 8:06 PM
48	5	2/21/2023 1:32 PM
49	5	2/21/2023 11:07 AM
50	10	2/21/2023 8:38 AM
51	0	2/21/2023 8:34 AM
52	1	2/21/2023 8:21 AM
53	4	2/21/2023 8:08 AM
54	10	2/21/2023 6:51 AM
55	5	2/20/2023 3:13 PM
56	10	2/16/2023 2:54 PM

Q6 What are the challenges and opportunities you see for candidate area C - North Albany?

Answered: 44 Skipped: 22

#	RESPONSES	DATE
1	Located in a difficult to get to location for the rest of the city. Makes the intersection of that area even more difficult to get in, out, or through.	4/13/2023 7:29 PM
2	close to river and park, commercial businesses and medical cover most needs, walk to schools	3/30/2023 4:35 PM
3	This is Autoville. Another awkward assemblage that is impossible to envision as a pedestrian/ bicycle/transit neighborhood.	3/29/2023 4:34 PM
4	This area already has some taller buildings, so it might fit better. Also large streets for additional traffic.	3/29/2023 1:43 PM
5	I think this area is already well on its way to being the kind of neighborhood this initiative is looking for. With amenities like the IGA/hardware, Samaratin, and the multiple eateries. It also has open space for expansion. A short quick turnaround bus route would allow North Albany to connect with the downtown businesses and transit center while reducing bridge congestion.	3/29/2023 12:59 PM
6	This area has a grocery store but existing bridges will not support traffic to rest of Albany	3/29/2023 12:19 PM
7	North Albany is the best place for upward growth, as they have the footprint and resources available to take on new projects.	3/29/2023 10:11 AM
8	What do you mean by "big box" development? Will this mean a substantial investment in the bridges? Is this area large enough to support live/work, or will 8 am/5 pm just be horrendous gridlock?	3/26/2023 6:34 PM
9	good mix, with higher density space	3/22/2023 9:41 PM
10	lack of possible housing sites due to flood plain, long walks (more bike friendly, but high vehicle speeds).	3/15/2023 9:32 AM
11	Established marketplace area	3/14/2023 11:41 AM
12	No opportunities. This is a crazy concept.	3/14/2023 8:43 AM
13	I'm tired of the wealthiest area of our community getting special treatment.	3/10/2023 5:38 PM
14	The best of the list but this is a bad idea	3/10/2023 5:06 PM
15	I am entirely opposed to this initiative. It is massive government overreach, like most government meddling in housing it will not increase stock or reduce prices. It will also not achieve any meaningful effect on climate change.	3/10/2023 7:07 AM
16	This area has existing retail destinations, employment, park access and land available for development. I think it would be an excellent candidate.	3/9/2023 5:20 PM
17	Overcome resident feelings on density	3/9/2023 4:57 PM
18	This area needs more walkability, there are already some lovely businesses in the area and the natural beauty abounds as well. Folks may be upset to see more housing populate this area, but we are in need of expanded, affordable housing. I do worry about increased litter with more people, especially with the proximity to the river.	3/9/2023 4:24 PM
19	The Barn is here, and a lot of folks in Albany go to the Barn, it would be nice to have that area seen as Climate friendly since it gets a lot of exposure from Albany residents. On the downside, it is also where there are businesses that might be worried about additional expenses incurred by having to follow more rules related to climate action.	3/9/2023 4:22 PM
20	This area has great potential for new development and more thoughtful ground up development	3/9/2023 3:33 PM

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that would achieve the goals of the Climate Friendly Areas program. The undeveloped and low density portions of this area are of top potential. The downtown area is already developed and walkable, and the CFA designation wouldn't have as great an impact in either of those downtown candidates. But, this location is also better suited to be part of a climate friendly lifestyle than say the East Albany candidate area that will always been more remote and less connected to other mixed-use and activated parts of town.

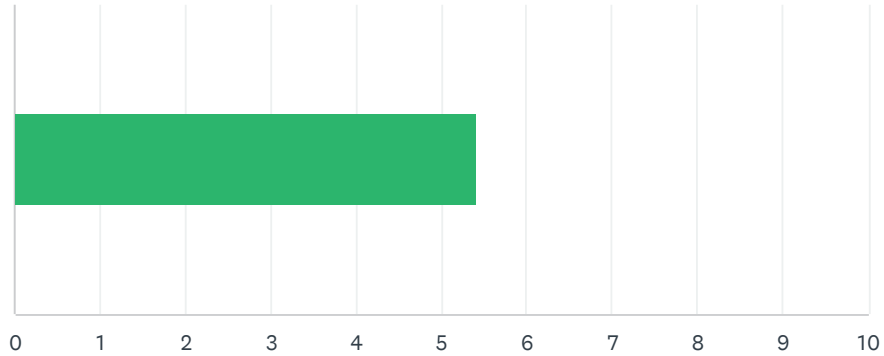
21	Just crossing the bridge... and the cost of groceries in N. Albany. Might not be conducive for folks who might be lower income. Part of why I support this development so much is to increase socio-economic diversity in this area.	3/9/2023 3:25 PM
22	While this is better than the prior two categories, the area I would define as high-end retail. Most affordable options are on the south side of town.	3/9/2023 3:11 PM
23	Opportunities: Room for added density, bike/ped bridge between Bryant/Monteith River Park and Tadena Landing Park Challenges: Auto-centric, minimal bus service, NIMBYism, No connective street network	3/9/2023 3:08 PM
24	There is already established businesses and room for more. Also, areas for mini parks and there are already established roadways with walking paths.	3/9/2023 3:00 PM
25	Seems like most resources are available but employment opportunities may be limited and pedestrian river crossing is limited and dangerous	3/9/2023 2:53 PM
26	This area is a more wealthy area than majority of Albany, and with more wealth the residents of this area have more accessibility to more areas. I think this is a low priority CFA.	3/8/2023 6:24 PM
27	Increased frequency of transit would encourage people to use the park and ride to get into town. Good are for CFA development.	3/7/2023 11:01 AM
28	We don't need this agenda in Albany	3/5/2023 7:10 AM
29	I would hope that big box development would be kept out of this area which currently has a more small town feel.	3/2/2023 8:28 PM
30	Dont support any of this all this does is increase cost with no "Climate saving measures"	2/28/2023 8:15 PM
31	Over population, renters voting in measures that home owners have to pay for that are ridiculous. LA like living. More homeless. More trash. Tax payer money going to our governor and her ridiculous woke ideas.	2/28/2023 8:52 AM
32	Least congested area	2/28/2023 8:29 AM
33	Private developers seem to have their eye on this area already. Let them do it as long as they follow the rules. May need more infrastructure (water, sewer).	2/27/2023 11:07 AM
34	Sorry, North Albany. You're too inaccessible to the rest of Albany. Your demographics suggest you will be too tied to your cars.	2/25/2023 1:16 PM
35	Opportunities are an existing mix of businesses and transit in close proximity to housing. Focal points like the barn could be a great engine to encourage walking traffic from nearby, and this may already be the case.	2/24/2023 5:58 PM
36	Same as above	2/23/2023 9:31 PM
37	Area could benefit from some diversity in housing types and expanded encouragement to walk and bike for daily activities and needs while reducing (wishful thinking!) traffic crossing the bridges.	2/23/2023 4:53 PM
38	No large employers in zone. Separated from city and not in walking distance.	2/22/2023 5:32 PM
39	I don't see local support for this	2/21/2023 8:06 PM
40	Car-scale rather than people-scale.	2/21/2023 1:32 PM
41	This already seems to be what is taking place in this area. This area is challenging because the difficulty of walking and accessing public transportation here is limited. This also continues to increase traffic demand on a stretch of HWY20 that already is not able to handle current demands.	2/21/2023 11:07 AM
42	High land prices and high taxes	2/21/2023 8:38 AM

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43	This will destroy our small town community. And there's no room for big trees to grow..only dwarf varieties. Our "City of Trees" is already starting to disappear. Has the state forgotten that trees take in CO2 and then creates oxygen? And BTW..this effort will have no effect on global temperature and only seems to be a way to acquire more tax money!	2/21/2023 8:34 AM
44	Not within walking distance of the majority of the residential uses in the area.	2/20/2023 3:13 PM

Q7 On a scale from 'Do Not Support' to 'Strongly Support' how do you feel about candidate area D - Heritage Mall/14th & Waverly?

Answered: 58 Skipped: 8



ANSWER CHOICES	AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
	5	314	58
Total Respondents: 58			

#		DATE
1	10	4/14/2023 9:08 AM
2	8	4/13/2023 7:34 PM
3	0	4/1/2023 12:34 PM
4	6	3/30/2023 4:37 PM
5	6	3/29/2023 4:37 PM
6	1	3/29/2023 1:45 PM
7	7	3/29/2023 1:22 PM
8	5	3/29/2023 1:02 PM
9	5	3/29/2023 12:21 PM
10	6	3/29/2023 10:12 AM
11	7	3/26/2023 6:43 PM
12	6	3/22/2023 9:44 PM
13	5	3/15/2023 9:33 AM
14	2	3/14/2023 11:41 AM
15	1	3/14/2023 8:43 AM
16	8	3/10/2023 5:41 PM
17	1	3/10/2023 5:07 PM
18	0	3/10/2023 7:07 AM
19	8	3/10/2023 6:17 AM

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20	0	3/9/2023 5:57 PM
21	3	3/9/2023 5:21 PM
22	7	3/9/2023 4:58 PM
23	10	3/9/2023 4:26 PM
24	10	3/9/2023 4:23 PM
25	5	3/9/2023 3:33 PM
26	10	3/9/2023 3:26 PM
27	7	3/9/2023 3:13 PM
28	8	3/9/2023 3:10 PM
29	5	3/9/2023 3:03 PM
30	1	3/9/2023 2:54 PM
31	0	3/9/2023 2:48 PM
32	2	3/8/2023 6:25 PM
33	10	3/7/2023 11:05 AM
34	0	3/5/2023 7:10 AM
35	10	3/2/2023 8:32 PM
36	10	2/28/2023 9:41 PM
37	0	2/28/2023 8:15 PM
38	0	2/28/2023 5:46 PM
39	0	2/28/2023 12:13 PM
40	0	2/28/2023 8:52 AM
41	5	2/28/2023 8:29 AM
42	8	2/27/2023 11:09 AM
43	10	2/25/2023 1:17 PM
44	7	2/24/2023 6:10 PM
45	8	2/23/2023 9:33 PM
46	5	2/23/2023 4:54 PM
47	8	2/23/2023 12:00 PM
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51	6	2/21/2023 1:33 PM
52	9	2/21/2023 11:15 AM
53	10	2/21/2023 8:39 AM
54	0	2/21/2023 8:34 AM
55	5	2/21/2023 8:22 AM
56	5	2/21/2023 8:09 AM
57	7	2/21/2023 6:53 AM

Q8 What are the challenges and opportunities you see for candidate area D - Heritage Mall/14th & Waverly?

Answered: 39 Skipped: 27

#	RESPONSES	DATE
1	Lots of opportunity to make more bike paths and parks with the housing. Could be multiuse (business downstairs, housing upstairs).	4/13/2023 7:34 PM
2	some schools close by - park a bit away - really busy roads	3/30/2023 4:37 PM
3	It's a mess, and this might improve it a bit. Transit useless in current layout.	3/29/2023 4:37 PM
4	Traffic is already very busy in this area. There are some underused lots, but I'm not sure this area could handle 1000 more people.	3/29/2023 1:45 PM
5	If I understand the challenge of this initiative correctly I worry about greenspace opportunity more than anything. It has low returns in terms of estimated capacity compared to some of the others. But this section of town is near lots of apartments and does have the library as a major resource so I am neutral. I can see the benefits but I think other areas may be better suited.	3/29/2023 1:02 PM
6	The mall and surrounding parking lot could be redeveloped into something more useful if area includes land to west.	3/29/2023 12:21 PM
7	This is already a very dense area, especially as far as vehicle traffic. There will need to be serious mitigation to protect an influx of pedestrians.	3/29/2023 10:12 AM
8	With more connections to existing retail and a re-envisioned mall, this could work. But, right now this isn't an area I'd want to walk.	3/26/2023 6:43 PM
9	needs more green space and it needs to be more pedestrian friendly	3/22/2023 9:44 PM
10	Not much for housing in the area, unless new apartments are built.	3/15/2023 9:33 AM
11	There is a huge opportunity for construction of affordable housing on the multi-acre vacant lot near the corner of 14th and Waverly, on the west side of Waverly. It would be in walking distance of the library, multiple grocery stores, medical offices, banks, restaurants, etc.	3/10/2023 5:41 PM
12	Redevelopment costs would be crazy high	3/10/2023 5:07 PM
13	I am entirely opposed to this initiative. It is massive government overreach, like most government meddling in housing it will not increase stock or reduce prices. It will also not achieve any meaningful effect on climate change.	3/10/2023 7:07 AM
14	This area already seems perhaps too dependent on car travel and would be difficult to redevelop	3/9/2023 5:21 PM
15	More accessibility to the library will be absolutely wonderful! Especially if public transport is available for those who may be further out. This area is already pretty busy, so again, traffic and parking may be the main issues current residents will be concerned about.	3/9/2023 4:26 PM
16	There are a lot of lower-income people that live in this area that would benefit from having better access to services. I also think it could dramatically improve the appeal of this area.	3/9/2023 4:23 PM
17	This is so central to so many businesses.	3/9/2023 3:26 PM
18	This is better, affordable shopping, and the hub of most activity is in this area. Opportunity would be to take another look at the capacity you propose. This area does have some unused land, it might not be developed for reasons that could and should be addressed.	3/9/2023 3:13 PM
19	Opportunities: Lots of room to fill in density (unused parking), many commercial services, overlapping bus route service Challenges: Auto-centric, potential push-back from mall owners, unsafe walking environment (more than norm)	3/9/2023 3:10 PM
20	This area already has businesses established. However, the roads are often congested and	3/9/2023 3:03 PM

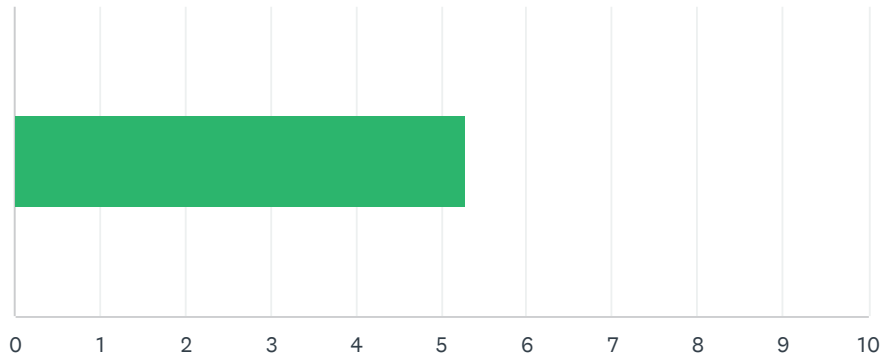
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considering the customer base would remain so. Not conducive to what the state wishes to accomplish.

21	No employment opportunity and far away from grocery shopping	3/9/2023 2:54 PM
22	I think this area is fine the way it is.	3/8/2023 6:25 PM
23	The library and surrounding area is a great place to focus on improving walkability and cycling infrastructure. There are busy roads in this area that make non-drivers feel unsafe, accounting for other road users is important here.	3/7/2023 11:05 AM
24	We don't need this agenda in Albany	3/5/2023 7:10 AM
25	This is an excellent area as it already has the stores and library within walking distance, and a Quick Care as well.	3/2/2023 8:32 PM
26	Dont support any of this all this does is increase cost with no "Climate saving measures"	2/28/2023 8:15 PM
27	Over population, renters voting in measures that home owners have to pay for that are ridiculous. LA like living. More homeless. More trash. Tax payer money going to our governor and her ridiculous woke ideas.	2/28/2023 8:52 AM
28	Close to shopping, close to library. Seems could easily live here without a car. A few of the older apartment complexes look a little ragged and could use some care.	2/27/2023 11:09 AM
29	Great mix of nearby residential and shops, including grocery.	2/25/2023 1:17 PM
30	Opportunities are a better use of vacant space. Challenges may be lots of car traffic, and the tendency for people to use a car to transport big purchases from these businesses, like Fred Meyer or Sportsman's. The library could serve as a focal point, but isn't central, and the area also lacks green space, making it somewhat unpleasant to walk in when combined with traffic noise.	2/24/2023 6:10 PM
31	Probably the best are in Albany for high density development. Traffic congestion concerns.	2/23/2023 9:33 PM
32	At least this area has nice tree cover which makes walking more pleasant and is attractive.	2/22/2023 8:03 PM
33	Lots of employers and groceries in zone.	2/22/2023 5:34 PM
34	Wide travel lanes, excessive parking.	2/21/2023 1:33 PM
35	This is a clear and obvious area that this type of zoning proposal should address. The opportunity of this location is one of the best in the city. The biggest challenges will be reconstructing the intersection of 14th and Waverly, improving driveway access off Waverly, and creating better pedestrian access in this area around the library.	2/21/2023 11:15 AM
36	Traffic, otherwise pretty good because a lot of services in this area.	2/21/2023 8:39 AM
37	This will destroy our small town community. And there's no room for big trees to grow..only dwarf varieties. Our "City of Trees" is already starting to disappear. Has the state forgotten that trees take in CO2 and then creates oxygen? And BTW..this effort will have no effect on global temperature and only seems to be a way to acquire more tax money!	2/21/2023 8:34 AM
38	The only think missing in this area is a park and garden	2/21/2023 6:53 AM
39	On-site parking. People don't just sit in their homes. Many people fish, hunt, snow or water ski. Many residents work in one city and live in another. If no off-street parking is provided no one will feel safe about their living situation.	2/20/2023 3:16 PM

Q9 On a scale from 'Do Not Support' to 'Strongly Support' how do you feel about candidate area E - Queen/Geary?

Answered: 59 Skipped: 7



ANSWER CHOICES	AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
	5	312	59
Total Respondents: 59			

#		DATE
1	10	4/14/2023 9:08 AM
2	10	4/13/2023 7:35 PM
3	0	4/1/2023 12:34 PM
4	5	3/30/2023 4:39 PM
5	6	3/29/2023 4:42 PM
6	5	3/29/2023 1:45 PM
7	5	3/29/2023 1:23 PM
8	9	3/29/2023 1:05 PM
9	5	3/29/2023 12:21 PM
10	6	3/29/2023 10:14 AM
11	5	3/26/2023 6:45 PM
12	6	3/22/2023 9:47 PM
13	5	3/15/2023 9:34 AM
14	2	3/14/2023 11:42 AM
15	1	3/14/2023 8:44 AM
16	7	3/10/2023 5:44 PM
17	1	3/10/2023 5:07 PM
18	0	3/10/2023 7:07 AM
19	8	3/10/2023 6:18 AM

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20	0	3/9/2023 5:57 PM
21	6	3/9/2023 5:22 PM
22	8	3/9/2023 4:58 PM
23	10	3/9/2023 4:28 PM
24	10	3/9/2023 4:25 PM
25	5	3/9/2023 3:34 PM
26	8	3/9/2023 3:26 PM
27	7	3/9/2023 3:14 PM
28	7	3/9/2023 3:14 PM
29	5	3/9/2023 3:06 PM
30	10	3/9/2023 2:58 PM
31	5	3/9/2023 2:48 PM
32	9	3/8/2023 6:27 PM
33	10	3/7/2023 11:08 AM
34	0	3/5/2023 7:10 AM
35	7	3/2/2023 8:37 PM
36	10	2/28/2023 9:41 PM
37	0	2/28/2023 8:15 PM
38	0	2/28/2023 5:46 PM
39	0	2/28/2023 12:13 PM
40	5	2/28/2023 9:30 AM
41	0	2/28/2023 8:52 AM
42	1	2/28/2023 8:29 AM
43	8	2/27/2023 11:11 AM
44	10	2/25/2023 1:17 PM
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56	1	2/21/2023 8:23 AM
57	1	2/21/2023 8:09 AM

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58	10	2/21/2023 6:56 AM
59	5	2/20/2023 3:18 PM

Q10 What are the challenges and opportunities you see for candidate area E - Queen/Geary?

Answered: 40 Skipped: 26

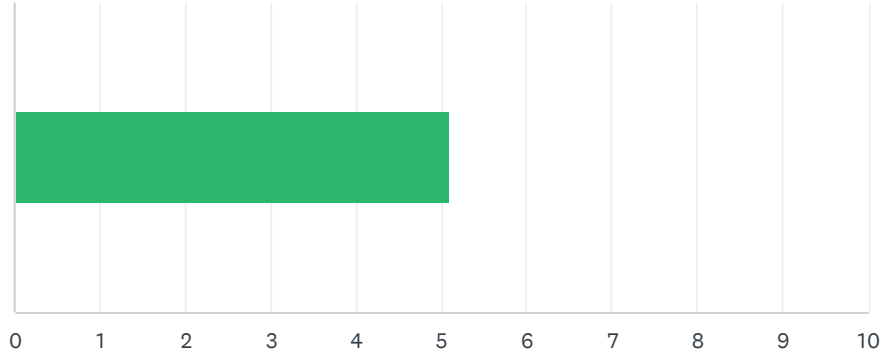
#	RESPONSES	DATE
1	Expand and protect the waterway. Allow bike paths away from the roads. Housing should be supportive for low income and section 8 housing.	4/13/2023 7:35 PM
2	elementary school at southern edge, park a bit away, not many commercial business choices	3/30/2023 4:39 PM
3	No retail extant. No transit. Nothing but warehoused residents. Delightful. Perhaps it can be improved?	3/29/2023 4:42 PM
4	This area would benefit both this section of town and the surrounding residential if it could provide more walkable commercial. The limited space for commercial is a concern but if possible would make this area better. Focusing on trails like periwinkle is nice.	3/29/2023 1:05 PM
5	Concerned for the displacement of low income residents here. On paper it looks good, but what about the many low income folks who live here? I feel there is nowhere in any of these neighborhoods where we are taking displacement of low income residents into consideration.	3/29/2023 10:14 AM
6	Even with a dense core, I don't think this area could support mixed use.	3/26/2023 6:45 PM
7	needs more green space and bike friendly routes to and from it ... including routes to commercial areas	3/22/2023 9:47 PM
8	Already full of apartments and bike/walking paths. Limited commercial availability.	3/15/2023 9:34 AM
9	Same as other areas. I'm not against progress but come on!	3/14/2023 8:44 AM
10	Please turn the vacant lot next to the periwinkle path, and across from wheeler dealer, into a park! I would also like to see this proposed area cover more acreage. Why can't this proposed area include a few more blocks of the housing located further east and south?	3/10/2023 5:44 PM
11	Once again, way too many small parcel to ever get it done	3/10/2023 5:07 PM
12	I am entirely opposed to this initiative. It is massive government overreach, like most government meddling in housing it will not increase stock or reduce prices. It will also not achieve any meaningful effect on climate change.	3/10/2023 7:07 AM
13	It would be really nice if more people in this area could accomplish their daily goals without needing to get in a car especially with the high density already there	3/9/2023 5:22 PM
14	I think there is a lot of hesitation for folks to use periwinkle path currently as it can be a little dangerous at night, but this area could use more affordable housing and opportunities for businesses and shopping. Some better grocery options sprinkled around Albany would be nice in these areas too - especially on the west side of Albany.	3/9/2023 4:28 PM
15	The opportunity here is immense because it is on periwinkle path. Kids and families often walk and play in this area and encouraging kids to think about climate friendly-ness and enjoying public spaces is so important to me. I would also love to see the periwinkle creek better maintained and looking pristine. I also think that it is unlikely to receive much push-back since the density here is not as high as it is in some of the other proposed locations.	3/9/2023 4:25 PM
16	Same as my prior comment, best area, but the capacity estimate I feel is low.	3/9/2023 3:14 PM
17	Opportunities: Located within the southern Albany sprawl, Multi-use path integration Challenges: No road network, dangerous intersection/street, mostly developed with little free space	3/9/2023 3:14 PM
18	This might require the least of changes as the area has close proximity to shopping and parks with multiple green areas.	3/9/2023 3:06 PM

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19	seems like a lot of land available to create all the aspects needed for a CFA	3/9/2023 2:58 PM
20	I enjoy that this area has access to the periwinkle path, which could use more attention. The path often doesn't feel safe in this area because of the aggressive houseless people who camp in the parking lot of the old store here.	3/8/2023 6:27 PM
21	Periwinkle path and the surrounding area is one of the few long car free biking/walking paths in town and deserves attention. The vacant lot here isn't doing any good, reclaiming some of that space would be worthwhile.	3/7/2023 11:08 AM
22	We don't need this agenda in Albany	3/5/2023 7:10 AM
23	This is a good area as there is a lot of current vacant area. Buildings and parking lots need to be kept at least a half block from the Periwinkle pathway.	3/2/2023 8:37 PM
24	Dont support any of this all this does is increase cost with no "Climate saving measures"	2/28/2023 8:15 PM
25	Over population, renters voting in measures that home owners have to pay for that are ridiculous. LA like living. More homeless. More trash. Tax payer money going to our governor and her ridiculous woke ideas.	2/28/2023 8:52 AM
26	Too congested	2/28/2023 8:29 AM
27	Close to shopping, medical and library. All positive things. Wonder about the sense of community since it is has so many apartments, maybe temporary housing. More low-cost apartments should be encouraged.	2/27/2023 11:11 AM
28	This is the closest proposed area to where we live. I would love more walking-friendlu destinations.	2/25/2023 1:17 PM
29	Minimal public transportation, or attractions for people to walk/bike to. The bike path could connect residential to the Geary/Queen intersection while avoiding traffic, which is a plus. I'm sure many would be happy to see Mega foods be used for something, but without grocery or entertainment in the area I don't see the draw for people to travel here. If that incentive could be made, there are plenty of people within to use it.	2/24/2023 6:20 PM
30	The Periwinkle Path is so nice! There's also coffee and restaurants across the street that are within walking distance. Along with health care!	2/23/2023 12:02 PM
31	This area needs positive development. But with a preservation of green space, open spaces and plenty of plants and trees.	2/22/2023 8:04 PM
32	No large employers or groceries in zone.	2/22/2023 5:35 PM
33	Concerned about runoff going to to a creek that is known to already exceed capacity	2/21/2023 8:08 PM
34	Chance for slowing traffic within entire are.	2/21/2023 1:36 PM
35	That's a lot of housing with very few access options for public transportation. This seems to also in general make for a more car dependent city with the location and size of the "CC" area. I think this area needs rezoning and development but I don't see how this meets the goal of a CFA based on the literature provided in the brochure.	2/21/2023 11:31 AM
36	Farther to walk to stores. High crime area.	2/21/2023 8:42 AM
37	This will destroy our small town community. And there's no room for big trees to grow..only dwarf varieties. Our "City of Trees" is already starting to disappear. Has the state forgotten that trees take in CO2 and then creates oxygen? And BTW..this effort will have no effect on global temperature and only seems to be a way to acquire more tax money!	2/21/2023 8:35 AM
38	Why should the city be proving parking for apartment complexes? That's the builders responsibility.	2/21/2023 8:09 AM
39	Please include a park and community garden and grocery store. Housing should be affordable too.	2/21/2023 6:56 AM
40	Off-street parking is still a necessity.	2/20/2023 3:18 PM

Q11 On a scale from 'Do Not Support' to 'Strongly Support' how do you feel about candidate area F- South Albany / 53rd?

Answered: 58 Skipped: 8



ANSWER CHOICES	AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
	5	295	58
Total Respondents: 58			

#		DATE
1	10	4/14/2023 9:09 AM
2	10	4/13/2023 7:39 PM
3	0	4/1/2023 12:34 PM
4	2	3/30/2023 4:40 PM
5	5	3/29/2023 4:46 PM
6	7	3/29/2023 1:46 PM
7	1	3/29/2023 1:23 PM
8	5	3/29/2023 1:08 PM
9	6	3/29/2023 12:23 PM
10	7	3/29/2023 10:17 AM
11	5	3/26/2023 6:47 PM
12	5	3/22/2023 9:49 PM
13	5	3/15/2023 9:36 AM
14	2	3/14/2023 11:42 AM
15	1	3/14/2023 8:46 AM
16	5	3/10/2023 5:08 PM
17	0	3/10/2023 7:07 AM
18	8	3/10/2023 6:19 AM
19	0	3/9/2023 5:57 PM

Climate Friendly & Equitable Communities - City of Albany Climate Friendly Areas

20	5	3/9/2023 5:23 PM
21	8	3/9/2023 4:58 PM
22	3	3/9/2023 4:29 PM
23	7	3/9/2023 4:26 PM
24	5	3/9/2023 3:34 PM
25	9	3/9/2023 3:26 PM
26	7	3/9/2023 3:17 PM
27	10	3/9/2023 3:16 PM
28	5	3/9/2023 3:07 PM
29	10	3/9/2023 3:00 PM
30	3	3/9/2023 2:49 PM
31	10	3/8/2023 6:28 PM
32	10	3/7/2023 11:12 AM
33	0	3/5/2023 7:10 AM
34	5	3/2/2023 8:44 PM
35	10	2/28/2023 9:41 PM
36	0	2/28/2023 8:15 PM
37	0	2/28/2023 5:46 PM
38	10	2/28/2023 12:13 PM
39	7	2/28/2023 9:30 AM
40	0	2/28/2023 8:52 AM
41	9	2/28/2023 8:30 AM
42	10	2/27/2023 11:15 AM
43	8	2/24/2023 6:30 PM
44	5	2/23/2023 9:38 PM
45	0	2/23/2023 4:55 PM
46	8	2/23/2023 12:02 PM
47	5	2/22/2023 8:05 PM
48	1	2/22/2023 5:35 PM
49	10	2/21/2023 8:10 PM
50	7	2/21/2023 1:37 PM
51	2	2/21/2023 11:36 AM
52	5	2/21/2023 8:44 AM
53	0	2/21/2023 8:36 AM
54	1	2/21/2023 8:23 AM
55	5	2/21/2023 8:09 AM
56	0	2/21/2023 8:08 AM
57	6	2/21/2023 6:59 AM

Q12 What are the challenges and opportunities you see for candidate area F- South Albany / 53rd?

Answered: 40 Skipped: 26

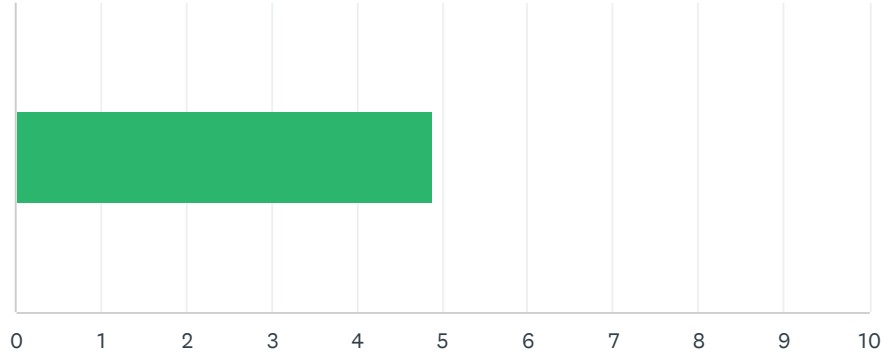
#	RESPONSES	DATE
1	Same as I said before, bike paths that are separate from the roads that cars use, have paths and access where cars can't get to. Add parks and social gathering space within walking distance of the mixed use commercial and housing.	4/13/2023 7:39 PM
2	this location seems to require a car to access. No elementary school, few businesses.	3/30/2023 4:40 PM
3	Another very awkward assemblage. No retail. Transit, but only because of LBCC. Somebody going to walk around this place? I would not want to live here.	3/29/2023 4:46 PM
4	This could be designed to fit the traffic	3/29/2023 1:46 PM
5	Great opportunity for student housing to be built up. Seems to have a fair bit of opportunity for development and would probably benefit from community commercial space to support city growth. I'm just less familiar with this area so going to be neutral on it.	3/29/2023 1:08 PM
6	This is more logical as it would cause the least amount of displacement. But it needs supporting items like grocery stores. Also requires a new connection to I-5 via Ellingston.	3/29/2023 12:23 PM
7	With quick walking access to LBCC and the bus line, this seems like a better option than many.	3/29/2023 10:17 AM
8	too isolated from services without pedestrian or bike friendly routes	3/22/2023 9:49 PM
9	Crossing hwy 99 on foot or bike is pretty hazardous right now. Mostly empty area on East side, railway creates both limitations and opportunities.	3/15/2023 9:36 AM
10	We don't want Albany becoming like a big city.	3/14/2023 8:46 AM
11	Please include the College Park apartments area, and more of the area around LBCC.	3/10/2023 5:45 PM
12	Probably the best of those presented. Very little redevelopment and fewer property owners	3/10/2023 5:08 PM
13	I am entirely opposed to this initiative. It is massive government overreach, like most government meddling in housing it will not increase stock or reduce prices. It will also not achieve any meaningful effect on climate change.	3/10/2023 7:07 AM
14	This area could be somewhat of a blank slate but the major road going through it and distance from downtown or other retail make it seem like a less desirable location for someone to live and not need a car	3/9/2023 5:23 PM
15	I am not keen on building on or near wetlands, personally. But this would be a good place for more natural areas.	3/9/2023 4:29 PM
16	One challenge is that this area is near to or within the East Albany Plan zone, it could complicate planning. However, a benefit is that it is not as developed as some of the other proposed locations, and will see a lot of growth in the near future.	3/9/2023 4:26 PM
17	Lots of opportunities for development	3/9/2023 3:26 PM
18	Opportunities: Green field projects, proximity to major route Challenges: Auto-centric (will generate additional traffic), no existing road network, unlikely to develop pedestrian supportive infrastructure	3/9/2023 3:17 PM
19	Lost of opportunity for housing, deal with wetland issues, build housing and forget about the "Climate Friendly" part. Albany will not make a dent in any carbon goals.	3/9/2023 3:16 PM
20	If a market could be established here it would greatly improve the southwest sector of Albany.	3/9/2023 3:07 PM
21	Being close to the LBCC, I think this area could actually serve well as a CFA, but will need	3/9/2023 3:00 PM

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	more shopping	
22	South Albany desperately needs a grocery store in this area. Living in this area requires residents to travel to the central areas of Albany for everything. There needs to be more shopping and businesses here.	3/8/2023 6:28 PM
23	Pacific is a high speed road with narrow bike lanes and sidewalks. It feels dangerous to bike here, but it's the main way to get from town center to the college. Some way of making this more friendly would help.	3/7/2023 11:12 AM
24	We don't need or want this agenda in Albany	3/5/2023 7:10 AM
25	High density housing in this area would not spoil the existing character of neighborhoods that are not yet there. The south end of town sorely lacks basic businesses such as food stores and pharmacies, so unless those can also be attracted the area doesn't seem to qualify well in that regard. I would favor the city offering incentives to those basic businesses if this area is selected.	3/2/2023 8:44 PM
26	Dont support any of this all this does is increase cost with no "Climate saving measures"	2/28/2023 8:15 PM
27	Over population, renters voting in measures that home owners have to pay for that are ridiculous. LA like living. More homeless. More trash. Tax payer money going to our governor and her ridiculous woke ideas.	2/28/2023 8:52 AM
28	Jobs to support?	2/28/2023 8:30 AM
29	Needs big grocery store and some retail so driving is not required. Would like to have a more pleasant bike path between this area and downtown. Riding on Pacific Hwy is unpleasant and doesn't feel safe.	2/27/2023 11:15 AM
30	Current infrastructure makes this a low priority area, for me.	2/25/2023 1:18 PM
31	The field east of pacific is the majority of the land, could that be used for grocery or public gathering space? The main draw in this region is LBCC, and public transit is good. I would like to see 53rd used first as that would be more accessible to all the neighbourhoods than anything across 99. The wetland in that area could make its development more difficult.	2/24/2023 6:30 PM
32	I don't understand what this proposal would entail.	2/22/2023 8:05 PM
33	No large employers or groceries in zone.	2/22/2023 5:35 PM
34	More mixed use here could help support the DC and future manufacturing in this area	2/21/2023 8:10 PM
35	Rejecting car dependency possible, but not likely.	2/21/2023 1:37 PM
36	Once again, I'm all for this development proposed but it doesn't seem to be meeting the CFA goal. Nobody is going to walk clear through that neighborhood and across HWY99 to go to the store. And there is so little housing proposed here that it's essentially just creating a commercial district in the corner of Albany that needs to be accessed by car. But it's proposed that there will be less parking in this far off area of Albany that is very unfriendly to bikes, walking, and public transportation. This should be completely rethought.	2/21/2023 11:36 AM
37	So far out that one needs to drive to do anything except go to college.	2/21/2023 8:44 AM
38	This will destroy our small town community. And there's no room for big trees to grow..only dwarf varieties. Our "City of Trees" is already starting to disappear. Has the state forgotten that trees take in CO2 and then creates oxygen? And BTW..this effort will have no effect on global temperature and only seems to be a way to acquire more tax money!	2/21/2023 8:36 AM
39	There is a sea of houses surrounding this site and there are no local grocery stores within walking distance.	2/21/2023 6:59 AM
40	off-street parking needs to be provided. the option of walking to shops is great but will not provide for situations when vehicles are needed on a daily basis.	2/20/2023 3:20 PM

Q13 On a scale from 'Do Not Support' to 'Strongly Support' how do you feel about candidate area G - East Albany?

Answered: 55 Skipped: 11



ANSWER CHOICES	AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
	5	269	55
Total Respondents: 55			

#		DATE
1	10	4/14/2023 9:09 AM
2	7	4/13/2023 7:41 PM
3	0	4/1/2023 12:34 PM
4	2	3/30/2023 4:41 PM
5	4	3/29/2023 4:47 PM
6	5	3/29/2023 1:47 PM
7	4	3/29/2023 1:23 PM
8	7	3/29/2023 1:15 PM
9	8	3/29/2023 12:23 PM
10	5	3/26/2023 6:48 PM
11	6	3/22/2023 9:50 PM
12	5	3/15/2023 9:37 AM
13	2	3/14/2023 11:43 AM
14	1	3/14/2023 8:48 AM
15	1	3/10/2023 5:46 PM
16	1	3/10/2023 5:09 PM
17	0	3/10/2023 7:08 AM
18	10	3/10/2023 6:20 AM
19	0	3/9/2023 5:57 PM

Climate Friendly & Equitable Communities - City of Albany Climate Friendly Areas

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25	9	3/9/2023 3:27 PM
26	8	3/9/2023 3:21 PM
27	10	3/9/2023 3:17 PM
28	5	3/9/2023 3:14 PM
29	5	3/9/2023 3:05 PM
30	3	3/9/2023 2:49 PM
31	2	3/8/2023 6:30 PM
32	10	3/7/2023 11:14 AM
33	0	3/5/2023 7:11 AM
34	5	3/2/2023 8:48 PM
35	10	2/28/2023 9:41 PM
36	0	2/28/2023 8:15 PM
37	0	2/28/2023 5:46 PM
38	5	2/28/2023 12:15 PM
39	8	2/28/2023 9:31 AM
40	0	2/28/2023 8:52 AM
41	0	2/28/2023 8:32 AM
42	8	2/27/2023 11:17 AM
43	10	2/24/2023 6:40 PM
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45	8	2/23/2023 4:57 PM
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47	1	2/22/2023 5:36 PM
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51	10	2/21/2023 8:46 AM
52	0	2/21/2023 8:37 AM
53	1	2/21/2023 8:24 AM
54	5	2/21/2023 7:00 AM
55	3	2/20/2023 3:20 PM

Q14 What are the challenges and opportunities you see for candidate area G - East Albany?

Answered: 37 Skipped: 29

#	RESPONSES	DATE
1	Single family should still be medium sized and have communal space where people's homes aren't isolated by roads.	4/13/2023 7:41 PM
2	No businesses, no developed parks, schools close, too far from the city.	3/30/2023 4:41 PM
3	Ideal urban sprawl.	3/29/2023 4:47 PM
4	This side of town needs so much development to be a walkable neighborhood. I would think focusing on more multi-family out here and building a more intentional high density mixed use set of properties would be better in the long run. There is already a lot of single family residential on this side of town and it would be nice to make this higher density to reduce sprawl. The east side desperately needs more community commercial options or more regular public transit for the growth it is seeing. If the proposed areas were changed from residential single to more multi family and community commercial then I would support this area strongly.	3/29/2023 1:15 PM
5	The most logical of the proposed candidates as if this area is going to be developed, it should be done so densely.	3/29/2023 12:23 PM
6	Do the neighbors want this? All I see is a vociferous "no".	3/29/2023 10:18 AM
7	Feels like it's too far east. Also, why does none of the extensive new development in this area not conform to CFA standards already?	3/26/2023 6:48 PM
8	tons of potential, needs more pedestrian and bike friendly access	3/22/2023 9:50 PM
9	Flooding potential is a challenge, land use challenges, limited arterial access.	3/15/2023 9:37 AM
10	Challenges-Albany is not made for this. We are still a small town. This would be more like a big city feel.	3/14/2023 8:48 AM
11	This choice would encourage sprawl.	3/10/2023 5:46 PM
12	Wetlands will very likely be a huge factor here	3/10/2023 5:09 PM
13	I am entirely opposed to this initiative. It is massive government overreach, like most government meddling in housing it will not increase stock or reduce prices. It will also not achieve any meaningful effect on climate change.	3/10/2023 7:08 AM
14	Seems far away from existing retail and employment attractions which would make traveling to such attractions by transit a less attractive option	3/9/2023 5:23 PM
15	There is quite a bit of new development around this area already, I would like to see more shops, grocery options around here. Also the traffic can be dicey on 20 and Knox Butte, so ensuring safety of pedestrians, bikers, and drivers would be top on my list here.	3/9/2023 4:31 PM
16	The downside to this area is that it is within the East Albany Planned Zone, and it could complicate planning and execution. A benefit is that it is largely undeveloped and should see strong growth in the near future. However, that growth is only planned, it is not actually done yet, and so there is some risk if plans change.	3/9/2023 4:27 PM
17	Lots of opportunities for development	3/9/2023 3:27 PM
18	Opportunities: Part of East Albany Plan, proximity to primary education, developable land, potential raised boardwalk wetland park and bike/ped multiuse path Challenges: Auto-Centric, Wetlands, NIMBYism, poor road network for pedestrians	3/9/2023 3:21 PM
19	Best candidate with the best opportunity for home ownership.	3/9/2023 3:17 PM
20	To me a homeowner in this area, I am less enamoured with proposed changes. I already have	3/9/2023 3:14 PM

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the ability to bike for groceries(WinCo& Costco). We have parks close by. Unfortunately, we have many apartments and more coming. I fear that our area will be chosen by virtue that we could build further east if desired.

21	Lots of bare land for to develop infrastructure for a CFA	3/9/2023 3:05 PM
22	I'm a supporter of farmland, and this would remove farmland from our area. However, it is a good place in the city to build new homes. I just think we need to upgrade our current city rather than expand outwards.	3/8/2023 6:30 PM
23	Could be a good area for a new bike/walking path	3/7/2023 11:14 AM
24	We don't want or need this agenda in Albany	3/5/2023 7:11 AM
25	The services and stores that would serve to qualify this otherwise excellent choice are lacking. There are K - 8 schools in the area, which is a plus.	3/2/2023 8:48 PM
26	Dont support any of this all this does is increase cost with no "Climate saving measures"	2/28/2023 8:15 PM
27	Over population, renters voting in measures that home owners have to pay for that are ridiculous. LA like living. More homeless. More trash. Tax payer money going to our governor and her ridiculous woke ideas.	2/28/2023 8:52 AM
28	This area has too many apartments already, maybe if you just add a shopping area.	2/28/2023 8:32 AM
29	Some open land areas need to be reserved for low-cost housing.	2/27/2023 11:17 AM
30	Outside of city limits.	2/25/2023 1:18 PM
31	Crossing Hwy 20 to Walmart would be a severe limitation, but this is a fantastic opportunity to make the area designed equitably and efficiently instead of adapting an existing area. Generally I find density superior to sprawl, but since these residential areas exist it would be good to provide localised services on their side of I5. Walk and bike options would strengthen the school district. Residents here likely drive further to work or city center, so this is an opportunity to reduce that transit considerably. Walk and bike are also better options as many living in this area are not homeowners, so local services could help community members meet one another while saving on routine travel costs.	2/24/2023 6:40 PM
32	The greatest potential for starting almost from scratch are in this area — employment, daily needs, walking and biking, open space.	2/23/2023 4:57 PM
33	Lots of RS zoning will bring "just another suburb."	2/21/2023 1:39 PM
34	Well that mixed use commercial area south of Knox Butte just got developed with apartments... So that leaves just the north section for "MUC". There really should be more "MUC" added beyond the current development south as well to offset what was just developed. Otherwise this will create another island that is just housing for an area to far to walk or bike. Also, the lack of any new parks based on the amount of housing shown is concerning. People need public places they can be outside. The "Open Spaces" are basically just to look at but not be in.	2/21/2023 11:40 AM
35	Needs stores built to support that area, possibly a library branch, Dr offices, fast food.	2/21/2023 8:46 AM
36	This will destroy our small town community. And there's no room for big trees to grow..only dwarf varieties. Our "City of Trees" is already starting to disappear. Has the state forgotten that trees take in CO2 and then creates oxygen? And BTW..this effort will have no effect on global temperature and only seems to be a way to acquire more tax money!	2/21/2023 8:37 AM
37	Not realistic.	2/20/2023 3:20 PM

Q15 Did we miss any areas you think should be considered?

Answered: 35 Skipped: 31

#	RESPONSES	DATE
1	Reinforce this investment in our community that it should come from and be supported by the whole community. Don't let the single family homes become rentals from major companies, or allow HOAs segregate people. There's going to be a large influx of people coming to Oregon in the next few years, so don't allow racist or profit focused people hurt our new neighbors, which would stifle our growth. Sharing a third space (aka, not work or home) is good for every person long term.	4/13/2023 7:52 PM
2	Stop expanding and adding to the population. Albany was never designed for this amount of people or traffic. It has lost it's small town appeal.	4/1/2023 12:38 PM
3	If you want to add this many more housing units and people, you have to do it outside of existing developed areas. Over building in central Albany will lead to lower livability through congestion, parking, traffic, general personal space.	3/29/2023 1:48 PM
4	B & C feel like amazing opportunities for this project because they are already shaping up similar to the goals and with some more intentionality in development could really create enviable neighborhoods. G has so much potential but the current designations would need to change, with so much growth happening out there this would be a good way to focus things. The other areas would be best served by strong public transit in my opinion.	3/29/2023 1:23 PM
5	Any sight not already developed within the urban growth boundary should be considered over any site already developed. Tearing down existing structures is not green nor equitable.	3/29/2023 12:25 PM
6	We aren't Portland. I know this comes from the state and not the city, but at some point you could push back. All this will do is bring more people into Albany and does nothing the alleviate the current housing crisis. I care about the environment but care more about the homeless mom and kids sleeping in their car because we want to turn Albany into a hipster destination.	3/29/2023 10:20 AM
7	Why is the vast mall/shopping wasteland not a more active part of this discussion? The unconnected Safeway/Heritage Mall/BiMart Plaza/Fred Meyer deserts are a waste of space and do nothing to limit auto use.	3/26/2023 6:55 PM
8	I think it's a pretty good mix of areas geographically, with varying amounts of potential. The routes in between are also crucial ... I know that's not part of this project, but needs to be a priority. Also, any new projects should be built with a "smart from the start" outlook: no new gas lines, plenty of green energy opportunities, pedestrian and bike friendly paths, and as much green space as possible.	3/22/2023 9:55 PM
9	It frustrates me when governments, local and large, tell property owners that the government has changed their mind about what the "highest and best use" of a property is. A real reduction in property rights occurs.	3/15/2023 9:38 AM
10	Here's the deal.....I get the concept behind this....make people walk & ride bikes instead of driving but this is not the town for this as we are a industrial and farming community. The apartments that are being built everywhere aren't enough? Progress is sometimes good but not always great. This is neither.	3/14/2023 8:53 AM
11	Yes. Boundary area of hwy 20 at the north edge, 34th on the south edge, Geary on the east edge, Marion on the West edge.	3/10/2023 5:48 PM
12	This is an idea that simply will not happen. too many impediments	3/10/2023 5:10 PM
13	I am entirely opposed to this initiative. It is massive government overreach, like most government meddling in housing it will not increase stock or reduce prices. It will also not achieve any meaningful effect on climate change.	3/10/2023 7:08 AM
14	No	3/9/2023 5:24 PM
15	West Albany seems to have been a little forgotten, I am not sure if there were any good, viable	3/9/2023 4:32 PM

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spots in that area, but after Queen it becomes pretty industrial and the folks living closer to Tangent have to travel an awfully long way to reach shopping, entertainment, groceries, doctors, etc.

16	I think one area I would like to see considered is the Kinder Park area and the path that runs behind the Lowes. I would like to be able to open that area up for people and see it get more foot traffic. Some people are afraid to walk behind the Lowes. It is also frequented by houseless people who might benefit from better access to services.	3/9/2023 4:29 PM
17	The Kohl's/WinCo/Costco area could be considered for many of the same reasons as Heritage Mall	3/9/2023 3:23 PM
18	Forget equal outcomes and focus on equal opportunity. Put the emphasis on single family housing so Albany residents have more opportunity to become homeowners.	3/9/2023 3:18 PM
19	What I really wonder is why with so many things in the city and state that need to be fixed, why we would spend funds on this.	3/9/2023 3:15 PM
20	I'm excited for this to move forward. I hope that some real steps to reduce car dependency can be taken here. Serious investment in alternate transportation methods is necessary. One thing I'd like to see is more cycling infrastructure. The main roads in town feel unsafe to share with car users, and the back roads through neighborhoods can be rough. Protected bike lanes would be amazing. Looking forward to seeing where this goes!	3/7/2023 11:16 AM
21	We don't want or need this kind of agenda in Albany!	3/5/2023 7:11 AM
22	Consider perhaps several smaller areas near the Heritage Mall area. There are commercial blocks with too much parking lot, for instance. Where are there commercial buildings no longer in use and standing empty? Does the law require large tracts of land? Filling in on already pre-used land in areas where services already exist seems more sensible.	3/2/2023 8:56 PM
23	I love love love that this is happening. It should have been planned a long time ago. This will bring people outside again, talking to each other, and becoming community minded again!	2/28/2023 9:42 PM
24	Dont support any of this all this does is increase cost with no "Climate saving measures"	2/28/2023 8:15 PM
25	No.	2/28/2023 8:53 AM
26	No, but what is the local government doing to bring new jobs to the area. In addition are our tax dollars supporting this in any way? What about the current condition of our existing infrastructure?	2/28/2023 8:35 AM
27	Climate Friendly also must include ecological principles, esp with an eye to climate change, fires, etc - low impact building practices, preservation and cultivation of green spaces, tree cover, pathways and resting benches.	2/22/2023 8:08 PM
28	East of I5 Walmart area and north along Gold fish farm rd	2/22/2023 5:38 PM
29	Southwest Albany north of Queen could be nice with lots of ADUs and a grocery.	2/21/2023 1:43 PM
30	The areas are fine, but the actually zoning showed will only work against the supposed set goal in my opinion.	2/21/2023 11:41 AM
31	People are leaving this State because of how the Oregon government has been handling things. Also, there are now more deaths than births in Oregon which seems to actually be the desire of our current leaders to reduce our population and thus reduce our carbon footprint. While the concept of connecting bike and walkway paths is good and can actually be accomplished, building hi-rise buildings throughout the city will only make us look and feel like Portland.	2/21/2023 9:02 AM
32	Albany Evangelical on east 1st St is an acre and the congregation wants to sell the church and move to North Albany. This land would be a good location for stores with apartments or offices above. Please consider. You can move your downtown boundaries to include this parcel.	2/21/2023 8:51 AM
33	This whole project is a dumb idea! Our entire city was laid out for vehicle transportation. We can not go back a correct it! I also find it interesting the the city of albany says we have a "parking problem" downtown and now this is the solution?! Hmmm? Let's not fix the problem but let's ban cars? How stupid! My family have been albany residents for well over 150 years and is NOT in support of this project! You all are ruining our town!	2/21/2023 8:11 AM

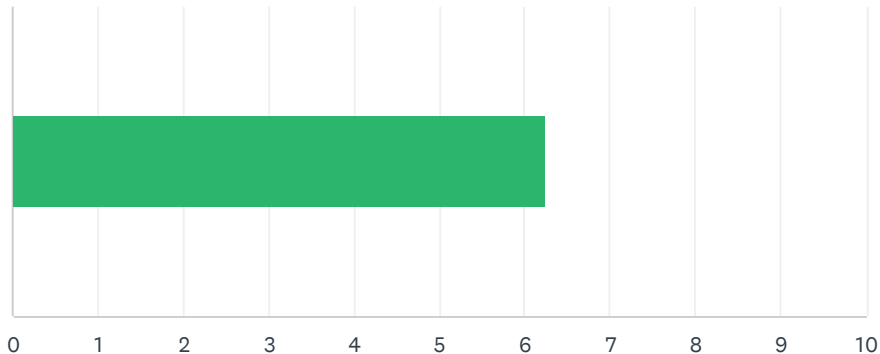
Climate Friendly & Equitable Communities - City of Albany Climate Friendly Areas

34	The city needs to focus on improving the roads and quit wasting tax dollars. You can't park a car in a building if you can't get to the building first... the roads downtown are horrible.	2/21/2023 8:10 AM
35	Yes, the area west of 'E' and north of 'F'.	2/20/2023 3:22 PM

Survey 2 - June 2023

Q1 Indicate your level of support for the primary CFA (Heritage Mall area - site D) on a scale from 'Do Not Support' to 'Strongly Support'.

Answered: 99 Skipped: 2



ANSWER CHOICES	AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
	6	618	99
Total Respondents: 99			

#		DATE
1	0	6/13/2023 7:08 PM
2	9	6/13/2023 5:57 PM
3	5	6/13/2023 4:52 PM
4	10	6/13/2023 11:33 AM
5	10	6/13/2023 8:49 AM
6	5	6/12/2023 7:43 PM
7	5	6/12/2023 6:22 PM
8	10	6/10/2023 8:45 PM
9	10	6/10/2023 5:28 AM
10	3	6/9/2023 9:09 PM
11	0	6/9/2023 4:00 PM
12	1	6/9/2023 9:50 AM
13	2	6/9/2023 9:48 AM
14	5	6/8/2023 10:08 PM
15	7	6/8/2023 8:14 PM
16	7	6/8/2023 8:12 PM
17	8	6/8/2023 11:57 AM
18	8	6/8/2023 9:51 AM
19	10	6/8/2023 7:19 AM

Albany Climate Friendly Areas

20	2	6/8/2023 5:20 AM
21	10	6/7/2023 10:13 PM
22	10	6/7/2023 10:01 PM
23	10	6/7/2023 8:03 PM
24	0	6/7/2023 7:51 PM
25	0	6/7/2023 6:23 PM
26	8	6/7/2023 5:30 PM
27	8	6/7/2023 5:19 PM
28	10	6/7/2023 4:32 PM
29	6	6/7/2023 3:09 PM
30	10	6/7/2023 1:18 PM
31	0	6/7/2023 12:42 PM
32	6	6/7/2023 11:53 AM
33	10	6/7/2023 11:28 AM
34	10	6/7/2023 11:24 AM
35	10	6/7/2023 10:09 AM
36	10	6/7/2023 9:20 AM
37	10	6/7/2023 8:38 AM
38	0	6/7/2023 8:13 AM
39	5	6/7/2023 8:08 AM
40	10	6/7/2023 8:03 AM
41	0	6/7/2023 8:01 AM
42	0	6/7/2023 7:54 AM
43	7	6/7/2023 7:47 AM
44	10	6/7/2023 7:33 AM
45	0	6/7/2023 6:32 AM
46	5	6/7/2023 6:01 AM
47	7	6/7/2023 4:42 AM
48	10	6/6/2023 10:02 PM
49	5	6/6/2023 9:40 PM
50	9	6/6/2023 9:35 PM
51	10	6/6/2023 9:27 PM
52	0	6/6/2023 8:31 PM
53	10	6/6/2023 8:30 PM
54	7	6/6/2023 8:29 PM
55	4	6/6/2023 8:13 PM
56	0	6/6/2023 8:12 PM
57	8	6/6/2023 7:56 PM

Albany Climate Friendly Areas

58	0	6/6/2023 7:38 PM
59	5	6/6/2023 7:25 PM
60	5	6/6/2023 6:53 PM
61	4	6/6/2023 6:45 PM
62	10	6/6/2023 6:40 PM
63	5	6/6/2023 6:26 PM
64	8	6/6/2023 5:50 PM
65	7	6/6/2023 5:48 PM
66	2	6/6/2023 5:26 PM
67	5	6/6/2023 5:24 PM
68	7	6/6/2023 5:12 PM
69	5	6/6/2023 5:06 PM
70	0	6/6/2023 4:36 PM
71	10	6/6/2023 4:17 PM
72	6	6/6/2023 4:04 PM
73	0	6/6/2023 3:49 PM
74	10	6/6/2023 3:27 PM
75	10	6/6/2023 3:21 PM
76	10	6/6/2023 3:05 PM
77	10	6/6/2023 3:01 PM
78	5	6/6/2023 2:45 PM
79	6	6/6/2023 2:32 PM
80	6	6/6/2023 2:30 PM
81	10	6/6/2023 1:59 PM
82	10	6/6/2023 1:51 PM
83	0	6/6/2023 1:50 PM
84	6	6/6/2023 1:10 PM
85	8	6/6/2023 12:59 PM
86	7	6/6/2023 11:39 AM
87	5	6/6/2023 11:15 AM
88	5	6/6/2023 11:10 AM
89	10	6/6/2023 10:59 AM
90	8	6/6/2023 10:27 AM
91	0	6/6/2023 10:03 AM
92	10	6/6/2023 8:32 AM
93	5	6/6/2023 8:26 AM
94	10	6/6/2023 8:25 AM
95	10	6/6/2023 8:20 AM

Albany Climate Friendly Areas

96	5	6/6/2023 8:07 AM
97	10	6/6/2023 8:06 AM
98	6	6/6/2023 7:47 AM
99	5	6/6/2023 7:33 AM

Q2 Do you have any comments regarding the proposed secondary CFAs?

Answered: 42 Skipped: 59

#	RESPONSES	DATE
1	Split city in 2 and evade state regulations	6/13/2023 7:09 PM
2	I live in the downtown historical area and am happy to see it included.	6/13/2023 11:34 AM
3	No comments	6/10/2023 8:49 PM
4	CFA's are unnecessary and an over-reach by our state government.	6/9/2023 4:01 PM
5	Do we have the infrastructure to support this many people? Do we have the public transportation? It seems to me that making sure the infrastructure is in place first is most important.	6/9/2023 9:52 AM
6	Looks good	6/8/2023 12:00 PM
7	areas "A" and "B" have a large amount of existing green space, parks, bike lanes and consistent bike lanes, why not expand the CFAs to other communities with high densities of people of color that are surrounded by large busy streets by expanding area "D" north of highway 20	6/8/2023 9:53 AM
8	Stop all of this CRAP You are buying into insanity	6/7/2023 7:53 PM
9	No	6/7/2023 1:18 PM
10	Comments made during previous outreach	6/7/2023 9:23 AM
11	No other than as much of the city as can be brought in should be.	6/7/2023 8:39 AM
12	Drop this whole misguided business.	6/7/2023 8:15 AM
13	No looks like progress	6/7/2023 8:07 AM
14	I'm not in favor of this.	6/7/2023 8:02 AM
15	A little few and far between, will this be accessible to all residents?	6/7/2023 7:48 AM
16	I am so happy to see the City considering making our city less car-dependent and focusing on a citizen-friendly city!	6/7/2023 7:34 AM
17	I don't want businesses, offices, stores in my residential area. My area is near E. You should spend your time dealing with crime in our town.	6/7/2023 6:35 AM
18	They look good.	6/6/2023 10:02 PM
19	nope	6/6/2023 9:27 PM
20	This state law should have push back from the city and an injunction should be sought-after until it can be removed entirely.	6/6/2023 8:33 PM
21	Love it	6/6/2023 8:31 PM
22	It would be helpful if there was some sort of transit between this areas	6/6/2023 8:31 PM
23	Too confusing, as Items A through G are not explained in the Legend.	6/6/2023 8:14 PM
24	You have not thoroughly studied & equally applied what individuals need to live in a cost effective way. Instead, you have created more money raising prospects for albany city management to have higher incomes than we minions can physically provide. Not eccentric, just sick & tired of CONSTANT price increases for less & less.	6/6/2023 7:45 PM
25	Looks good.	6/6/2023 5:51 PM
26	No	6/6/2023 5:49 PM

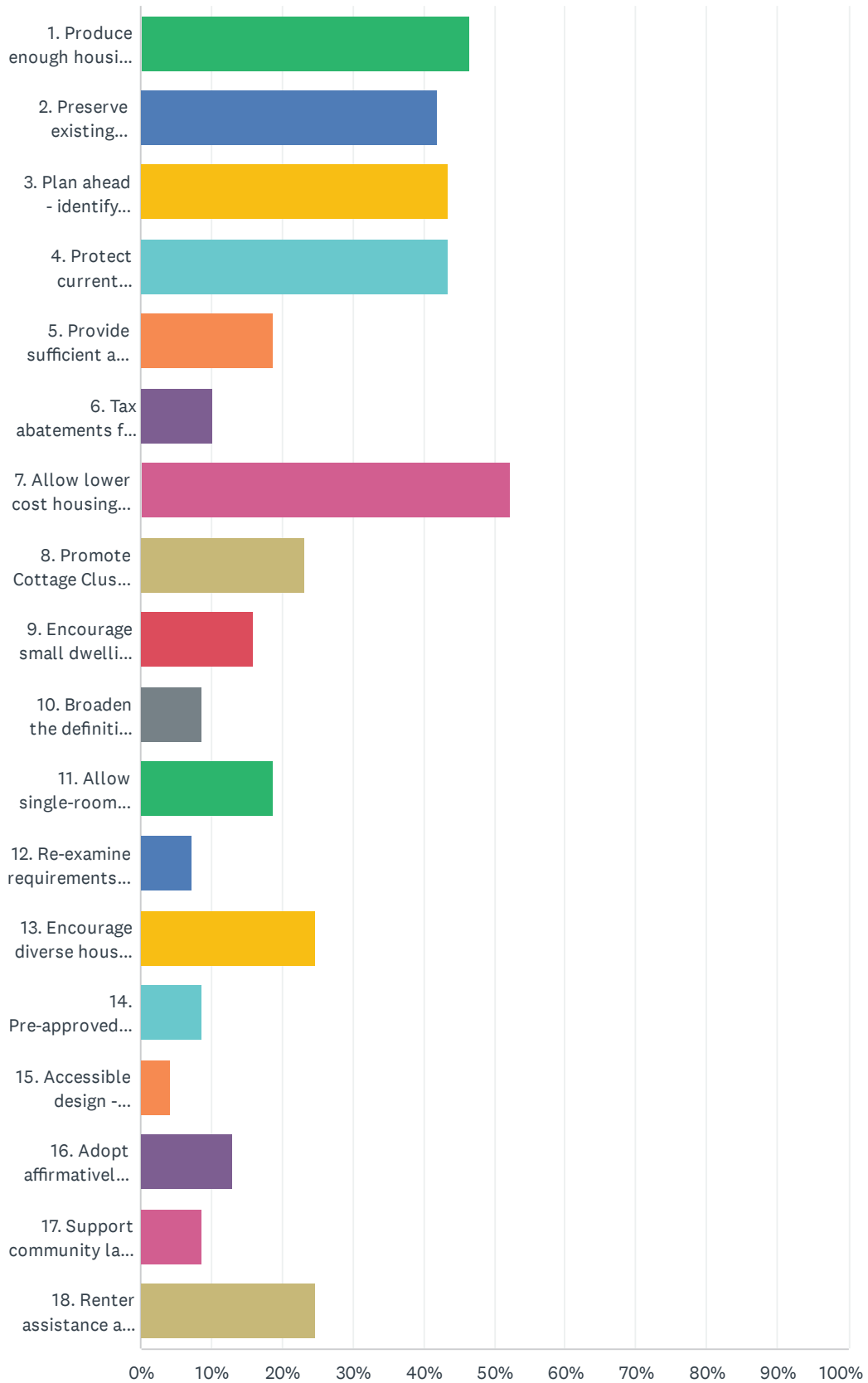
Albany Climate Friendly Areas

27	I do wonder what most Americans define as "walkable". I highly recommend promoting small grocery stores - NOT convenience stores. They should have bread, fresh produce, fresh meat, and prepared foods other than deep fried Jo-Jos. That kind of store will anchor a neighborhood and help people who work long hours to conveniently shop for just a few items.	6/6/2023 5:29 PM
28	F and G are too far from the city center. C looks ideal	6/6/2023 5:27 PM
29	Would not support changes that are not explicitly spelled out. Do they want to ban all cars in these areas. What exactly does it mean to an individual. Someone in a wheelchair?	6/6/2023 4:38 PM
30	Turning areas A, B, C into CFA's will drive people away.	6/6/2023 4:18 PM
31	I think all CFA's are very much an afront to our constutational rights to life, liberty, and property.	6/6/2023 3:57 PM
32	Outside of areas A-D Albany should preserve RS-5 Single Family to allow for more home ownership. CFA's are pointless in our small community have a deminumus effect on climate.	6/6/2023 2:49 PM
33	Do not do this to the historic district. It draws visitors to the community, which supports business. It's also the most beautiful part of town. We don't all want to live in crowded urban apartments.	6/6/2023 2:36 PM
34	Reasonably priced grocery options are necessary to be located near housing centers, especially lower income housing!	6/6/2023 2:32 PM
35	No	6/6/2023 2:02 PM
36	I don't believe any of this is going to have any effect on emproving the climate. And could make things difficult for those that difficult to walk do to medical reasons	6/6/2023 1:56 PM
37	This is unreadable. Do you hv a written description as well?	6/6/2023 1:24 PM
38	It would be interesting to think about if/where any additional CFAs would be located should growth occur.	6/6/2023 1:18 PM
39	A, B, and C are too close together. Should just combine them and add a couple others to an area like near hwy 99 and 34th ave or along Waverly	6/6/2023 11:13 AM
40	greatly needed	6/6/2023 10:59 AM
41	I do not like the development of the farm land in F or the further clogging of north Albany in C.	6/6/2023 8:28 AM
42	Its hard to see what is going on in this map	6/6/2023 8:26 AM

Q3 Please select up to five strategies you think will be most effective in addressing potential displacement.

Answered: 69 Skipped: 32

Albany Climate Friendly Areas



Albany Climate Friendly Areas

ANSWER CHOICES	RESPONSES	
1. Produce enough housing for residents at all income levels including long-term/permanent affordable housing.	46.38%	32
2. Preserve existing affordable housing.	42.03%	29
3. Plan ahead - identify neighborhoods/areas where action may be needed to preserve affordable housing opportunities for low- and moderate-income households.	43.48%	30
4. Protect current residents from displacement where neighborhoods are changing rapidly.	43.48%	30
5. Provide sufficient and affordable commercial space to support new, small, and locally owned businesses.	18.84%	13
6. Tax abatements for long term affordable housing.	10.14%	7
7. Allow lower cost housing types – ADUs, middle housing, tiny housing, micro housing, etc.	52.17%	36
8. Promote Cottage Cluster housing, incentivize tiny homes.	23.19%	16
9. Encourage small dwelling unit developments.	15.94%	11
10. Broaden the definition of housing types and allow more housing types in more zones.	8.70%	6
11. Allow single-room occupancy, cohousing, and adult dorms in residential zones.	18.84%	13
12. Re-examine requirements for ground-floor commercial.	7.25%	5
13. Encourage diverse housing types in high opportunity areas and near transit.	24.64%	17
14. Pre-approved plan sets for ADUs and middle housing types.	8.70%	6
15. Accessible design - encourage units to meet Universal Design standards, develop manual.	4.35%	3
16. Adopt affirmatively affirming fair housing policies.	13.04%	9
17. Support community land trusts.	8.70%	6
18. Renter assistance and protections.	24.64%	17
Total Respondents: 69		

Q4 Are there any other anti-displacement strategies the City should consider?

Answered: 25 Skipped: 76

#	RESPONSES	DATE
1	For homeowners, watch the property tax. We are considering selling and leaving the community because property tax is starting to price us out of homeownership.	6/13/2023 4:55 PM
2	Unfortunately, Albany cannot control the purchase of homes by investment firms which contributes to increased prices of homes and rents.	6/13/2023 11:57 AM
3	Our property taxes are very high for low income home owners. And utilities are too high. If you want to keep people in their homes, then don't price them out.	6/9/2023 9:56 AM
4	Rent control #1 priority	6/8/2023 8:17 PM
5	Stop the crazy crap. You are going to have one giant slum, or is that the goal?	6/7/2023 7:58 PM
6	Place limits/discourage single family detached housing. Encouraging multiple story residential buildings in central urban areas close to commercial. The ultimate goal is to increase density of residential homes near commercial urban centers.	6/7/2023 3:18 PM
7	N/A	6/7/2023 1:20 PM
8	Ensure that the codes compliance process does not force developers to only build high density multi-family or detached single. Remove regulatory bottlenecks for building other housing types.	6/7/2023 9:32 AM
9	Protect historic districts	6/7/2023 8:34 AM
10	Don't forget the green spaces for us and the animals.	6/7/2023 8:20 AM
11	Drop this type of planning.	6/7/2023 8:18 AM
12	More like Hub City / affordable housing for everyone	6/7/2023 7:51 AM
13	Please consider how out-of-state rental companies may be purchasing homes to rent and permanently remove them from the local market, thus increasing demand for homes in the area. As an aspiring homeowner, it's very discouraging to be outbid by a large company that can pay in cash when I am simply trying to find a home for my family and build equity in my community. Property management companies can easily take over the market and drive up prices for rentals and for home purchases. This drives out many lower to middle income families as we can't afford to outbid to buy or pay exorbitant rents imposed by these companies.	6/7/2023 7:40 AM
14	11. Was just the least bad option, still bad. All of these ideas are bad just build new housing I'm general. More houses lowers the cost of all housing across the board.	6/6/2023 8:36 PM
15	Reduce Albany's ad valorem tax rate. Hard stop.	6/6/2023 8:17 PM
16	No displacement should happen to anyone. Stop STOP STOP!	6/6/2023 7:49 PM
17	No	6/6/2023 5:51 PM
18	Establish and enforce rent caps. Make it easier and create incentives for developers to build government subsidized housing.	6/6/2023 5:41 PM
19	Allowing/ promoting cottage cluster housing or tiny homes does not mean promote homeless camps. Tiny homes can be a beautiful modern thing that has the potential to make Albany an example for other cities to follow. But it can make Albany look worse if it means allowing homeless camps to be considered "tiny homes"	6/6/2023 4:21 PM
20	Stop re-zoning for multi-family that incentivizes investors to displace affordable single family units.	6/6/2023 2:51 PM

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21	Consider replacing existing apartment complexes with taller buildings that have more apartments. Build up and we don't have to use as much new land.	6/6/2023 2:40 PM
22	Grandfather longer term resident taxes at a rate before housing problem, apply for hud grants for city, hire grant writer , bond assistance for home buyers	6/6/2023 1:29 PM
23	Invest in education, minimize future homelessness issues	6/6/2023 11:20 AM
24	Stop building "luxury" apartments that cost average \$1100 for a studio!	6/6/2023 11:17 AM
25	Encourage builders of low income to build housing by eliminating system development fees, taxes and other barriers	6/6/2023 8:09 AM

Q5 Do you have any other questions or comments about Albany's proposed Climate Friendly Areas?

Answered: 24 Skipped: 77

#	RESPONSES	DATE
1	Glad to see it happening!	6/13/2023 11:57 AM
2	In theory, Climate-friendly areas will create higher density residential in certain areas of the City. Natural Areas and Parks should be considered for the future so that there is a balance between new development and wildlife and recreational areas.	6/10/2023 5:35 AM
3	Regarding limiting parking downtown, there's already limited parking. Reducing that even more will impact businesses. Albany is the county seat where folks from rural communities are coming to do business. There's limited public transit between cities, which means the primary mode of transportation is cars.	6/8/2023 10:12 PM
4	safe active transportation access (sidewalks and bike lanes) must be prioritized city-wide rather than creating islands of safety. Islands of "climate friendly areas" are of nearly no use if it is not possible to access them safely without driving.	6/8/2023 9:56 AM
5	You guys haven't managed the city well, I highly doubt you will improve with this	6/7/2023 7:58 PM
6	A general push towards filling in empty lots/land already within city limits. Less low density urban sprawl. More high density urban planning within current urban growth boundaries.	6/7/2023 3:18 PM
7	N/A	6/7/2023 1:20 PM
8	1) Seriously consider road improvements such as Road Diets on major corridors such as Queen and Waverly. 2) Improve bike lanes on major roads to have low cost buffers and flexible bollards. 3) Consider Bus Rapid Transit routes and Bus Lanes, both in Albany and paired with Loop. Transit Oriented Development needs stable and improved transit, and both to varying degrees need little more than road treatments and paint.	6/7/2023 9:32 AM
9	How do we get landlords to keep properties livable. No slum lords.	6/7/2023 8:34 AM
10	Also please allow pets for everyone. With requirements annual exams, vaccines and home inspections and consequences.	6/7/2023 8:20 AM
11	Albany cannot change climate trend.	6/7/2023 8:18 AM
12	Let the mayor or other city counsel people speak up on the changes that we can expect!! Don't keep us in the dark once plans are finalized please!	6/7/2023 7:51 AM
13	Next survey, can you please label the areas a little more to make it very clear where these areas are? I noticed the second map only had the highways labeled, while the first map had streets labeled and that was helpful. Thank you!	6/7/2023 7:40 AM
14	Yes please stop following portland and salem laws blindly.	6/6/2023 8:36 PM
15	None.	6/6/2023 8:17 PM
16	DON'T.	6/6/2023 7:49 PM
17	No	6/6/2023 5:51 PM
18	Create protective barriers for some bike lanes. Paint green lanes for bikes in congested areas. Require all businesses to provide bike racks. Provide more pedestrian crossings between intersections. Require these near parks and schools. Disallow barriers on sidewalks such as power poles and mail boxes. Widen sidewalks that have existing barriers such as power poles and sidewalks. In the initial area that includes Heritage Mall, I don't understand what will change that will make it more pedestrian friendly.	6/6/2023 5:41 PM
19	I just hope that there are more green areas included, with better access, especially for	6/6/2023 5:15 PM

Albany Climate Friendly Areas

bicycles. The greener and shadier, the better.

20	How many degrees with this plan reduce the global temperature?	6/6/2023 2:51 PM
21	Please, please, please don't wreck the historic district.	6/6/2023 2:40 PM
22	They are doing this in community in Europe, this gives the government too much control where you can live and how you travel. And will have no effect on climate change.	6/6/2023 2:09 PM
23	I cannot read your maps to comment on the project	6/6/2023 1:29 PM
24	Take care of Albany's drug problems to make these climate friendly areas legitimately safe	6/6/2023 11:17 AM