

CITY OF PHILOMATH CLIMATE FRIENDLY AREAS

Phase 1: Study of Potential Climate Friendly Areas



Acknowledgements

This report was prepared to meet the requirements of OAR 660-012-0315(4), which requires local governments to submit a study to identify potential CFAs by December 31, 2023.

Oregon's Department of Land Conservation and Development (DLCD) provided funding to the Oregon Cascades West Council of Governments (OCWCOG) to provide technical assistance to the cities of Corvallis, Albany and Philomath in this effort.

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Climate-Friendly and Equitable Communities Rulemaking Background

In September 2020, the Land Conservation and Development Commission (LCDC) launched the Climate-Friendly and Equitable Communities (CFEC) rulemaking in response to Governor Brown’s Executive Order 20-04 directing state agencies to take urgent action to meet Oregon’s climate pollution reduction targets while ensuring equitable outcomes for underserved populations. Executive Order 20-04 directed state agencies to reduce climate pollution. In response, the Land Conservation and Development Commission (LCDC) directed the Department of Land Conservation and Development (DLCD) to draft updates to Oregon’s transportation and housing planning rules, and to convene a rulemaking advisory committee. The adopted rules include amendments to the rules governing Oregon’s planning system for communities in Oregon’s eight most populated areas.

What is a Climate-Friendly Area?

A Climate Friendly Area (CFA) is an area where residents, workers, and visitors can meet most of their daily needs without having to drive. They are urban mixed-use areas that contain, or are planned to contain, a greater mix and supply of housing, jobs, businesses, and services. These areas are served, or planned to be served, by high quality pedestrian, bicycle, and transit infrastructure to provide frequent, comfortable, and convenient connections to key destinations within the city and region.

Cities and urbanized county areas within these metropolitan areas (outside of the Portland metropolitan area) with a population of more than 5,000 and within an urban growth boundary (UGB) are required to designate a 25-acre CFA.

CFA Study Process

The designation of CFAs is the process of studying potential CFAs (Phase 1: Study of Potential Climate Friendly Areas), for which DLCD partnered with OCWCOG to provide technical assistance to cities. Adopting land use requirements and identifying climate-friendly area(s) on the comprehensive plan map is Phase 2: Adoption. While local governments are required to use the CFA study process to identify the most promising area or areas, they are *not required* to adopt and zone areas studied as CFAs. In summary, the CFA Candidate areas discussed in this study are not the final CFAs for Philomath and the city will finalize the CFA locations in Phase 2.

Implementation Timeline

The CFA Implementation is one part of the broader CFEC rulemaking. The table below outlines the full scope of the CFEC implementation efforts in Philomath. As discussed above, COG’s role is assisting Philomath with the CFA study (Phase 1).

- June 30, 2023 – CFA Study Submitted to cities by OCWCOG
- December 31, 2023 – CFA Studies Due to DLCD from cities
- December 31, 2024 – Cities adopt CFA Land Use Standards and any map changes

Exhibit 1: CFEC Timeline

Compliance date for tasks in italics can be modified per OAR 660-012-0012(3)

	2022	2023	2024	2025	2026-2028	2029
Corvallis Area			TPR major report (5/31)	TPR minor report (5/31)	TPR minor report (5/31) (major in 2028)	TPR minor report (5/31)
Adair Village	Parking A	EV Conduit Parking B	Transportation Modeling	Performance Standards		
Corvallis Philomath	Parking A	CFA Study EV Conduit Parking B	CFA Codes Transportation Modeling	Performance Standards	Corvallis 2027 HNA Additional CFA for UGB expansions after June 2027	TSP TPR Dev. Regs.
Benton County (fewer than 5,000 population inside UGB)			Transportation Modeling	Performance Standards		

Roles and Responsibilities

The CFA Candidate Study was a joint effort of 3J Consulting, OCWCOG, the City of Philomath and DLCDC. The project partners each had a defined role and coordination was key throughout the project.

- 3J Consulting – Public engagement support, implementing community engagement plans, interviews, focus groups, and community engagement expertise.
- OCWCOG – Maps, technical analysis, anti-displacement spatial analysis, and the Climate-Friendly Study Report
- City of Albany – Provide local knowledge and expertise, public notices, anti-displacement planning analysis.
- DLCDC – Technical assistance about the rules (Oregon Administrative Rules – “OARs”, Chapter 660, Divisions 8, 12, and 14)

Public Engagement

The City of Philomath developed a community engagement plan for the designation of CFAs that included a process to study potential CFA areas and to later adopt associated amendments to the comprehensive plan and zoning code. The city worked closely with 3J consulting to complete the engagement tasks outlined in the community engagement plan. More information is available in the engagement summary (Provided by 3J).

The city hosted three public meetings to discuss CFAs. The meetings were designed to inform the public about the rules and get feedback on candidate areas. The goal of each meeting is listed below:

Meeting 1 (November 2022): Focused on education and awareness.

Meeting 2 (March 2023): Candidate Area Presentation and Open House.

Meeting 3 (June 2023): Anti-Displacement Analysis and final CFA candidates.

Local Context and Candidate Area Approach

While the CFEC rules are new, the general intent aligns with some work the City of Philomath has completed over the last few years. Specifically, the City of Philomath completed a 2020 Main Street Plan. The goal is to align with what Philomath is already doing to create mixed use areas. The downtown areas were used as a starting point.

Philomath is required to adopt one CFA that is at least 25 acres in size. Three candidate areas were presented at the Philomath Public Meeting #2 on March 21, 2023. Based on public input from the meeting and the updated DLCDC interpretation of the 750-foot rule, City Staff asked to amend the candidate areas for the survey. The city moved away from including most of the Office Residential area to the north and east due to displacement concerns. The final outcome was two candidate areas that were included in the survey and presented and Public Meeting #3.

Other ongoing work that aligns with the CFEC rules includes the Philomath Downtown Safety and Streetscape Project. This project is intended to improve pedestrian and bicycle access to and safety in downtown, to improve connectivity between Main Street and Applegate Street, to create a people friendly and pedestrian-oriented downtown, and to revitalize the downtown core. Investments will include curb extensions, widened sidewalks, decorative stormwater planters, lighting fixtures, bicycle racks, and benches.

Zoning and Development Standards Summary

CFAs are subject to land use requirements established in OAR 660-012-0320. Cities and counties must incorporate all requirements into policies and development regulations that apply in all CFAs. All CFAs are subject to the following land use requirements:

- Development regulations for a CFA shall allow single-use and mixed-use development within individual buildings or on development sites, including the following outright permitted uses:
 - Multifamily (multi-unit) residential and attached single-family (single-unit) residential
Note: Other residential building types may be allowed, subject to compliance with applicable minimum density requirements or performance standards.
 - Office-type uses
 - Non-Auto dependent retail, services, and other commercial uses
 - Childcare, schools, and other public uses, including public-serving government facilities
- Local governments shall prioritize locating government facilities that provide direct service to the public within CFAs and shall prioritize locating parks, open space, plazas, and similar public amenities in or near CFAs without sufficient access to these amenities.
- Streetscape requirements in CFAs shall also include street trees and other landscaping, where feasible.
- Local governments shall establish maximum block length standards.
- Development regulations may not include a maximum residential density limitation.

The City of Philomath is following the prescriptive path in the rules (OAR 660-012-0320(8)). Local governments opting to follow the prescriptive path through the rule must adopt the following standards into their development code:

Exhibit 2: Prescriptive Path Rules

Population	Minimum Residential Density	Allowed Building Height
5,001-24,999	15 dwelling units/net acre	No less than 50 ft
25,000-49,999	20 dwelling units/net acre	No less than 60 ft
50,000 or more	25 dwelling units/net acre	No less than 85 ft

*Note that not all development will be built to the maximum allowed. Cities are required to allow development up to the allowed height and not all development will be built to the maximum allowed.

As mentioned above, the City of Philomath has completed some work to promote mixed use development. The anticipated changes to the C-1 zone are described in the “Zoning and Development Code Amendments”. Understanding the goal of this initial step is to identify as many CFA candidates as possible, there are some areas that require rezoning or a CFA overlay. Based on staff and public input, these areas may not be selected.

The zoning analysis tables describe the code updates that will be required as part of Phase 2.

Dimensional Standards

CFAs are subject to the following dimensional standards.

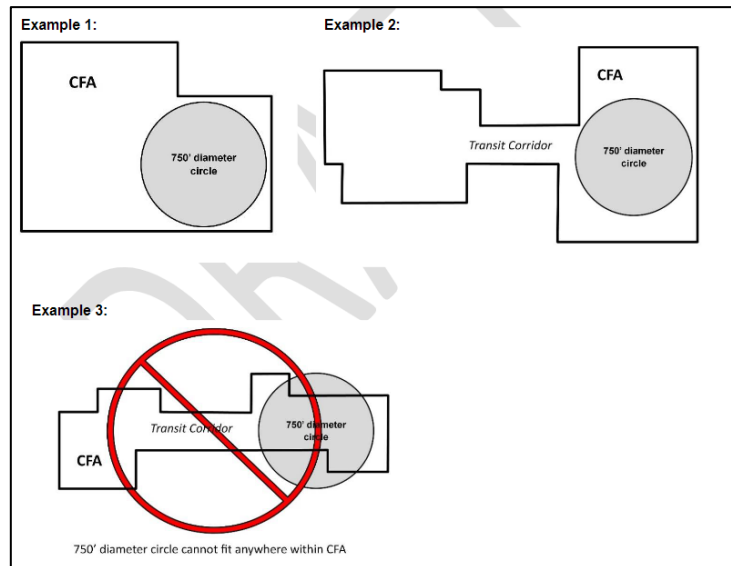
Minimum Size (OAR 660-012-0320(8)(b))

Local governments with a population greater than 5,000 must adopt at least one CFA with a minimum size of 25 acres. The Philomath candidate areas are all 25 acres in size.

Minimum Width (OAR 660-012-310(2)(f))

OAR 660-012-0310(2)(f) requires CFAs to have a minimum width of 750 feet, with a few exceptions. The CFA dimensional standard includes allowed exceptions to the minimum width requirement, including natural barriers, barriers in the built environment (such as freeways), and areas planned and zoned to meet industrial needs. The minimum width dimension is intended to result in a necessary concentration of uses within a proximate area to facilitate pedestrian, bicycle, and transit convenience. Another goal is to avoid over-reliance on narrow, linear corridors that would serve to sharply separate CFA areas from abutting zones. Linear corridors are less likely to foster a synergy of uses and could result in economic segregation from abutting zones. However, these considerations may be balanced with ongoing planning efforts to support transit-served corridors. Optimally, a circle 750 feet in diameter would fit within all portions of a CFA. Parts of CFAs that cannot meet this criterion should be

Exhibit 3: 750-Foot Width Requirement



relatively limited, and such corridors should be provided with high-quality pedestrian, bicycle, and transit infrastructure.

The original interpretation of the 750-foot width requirement was that if any direction of the CFA was 750-feet long this standard was met. DLCD released additional guidance in March 2023 that is described above.

Zoning and Development Code Amendments*

The Philomath Development Code will need to be updated to meet the land use requirements in OAR 660-012-0320. The analysis in this section identifies the required code updates. The City of Philomath will be required to make the development code updates in Phase 2.

City of Philomath – Zoning Analysis – C-1				
Rule Component	OAR Ref. No. 660-	Rule Synopsis	Complies? Y/N	Existing Philomath Development Code
Single-Use Development	012-320(2)	Single-use development must be allowed, except that ground floor commercial and office uses within otherwise single use multifamily residential buildings can be required.	Y	-Bottom Floor commercial is required (18.040.090(A)(1)) -Other floors may be commercial too
Mixed-Use Development	012-320(2)	Must allow mixed-use development, including residential, office, retail, services, & public uses as outright permitted uses	Y	-Bottom Floor commercial is required -Other floors may be commercial too
Multi-family	012-320(2)(a)	Multifamily (multi-unit) residential and attached single-family (single-unit) residential	N (Amendment required)*	-Multi-Family allowed in conjunction with another allowed use -Row houses allowed – clarification required
Office Uses	012-320(2)(b)	Office Type Uses	Y	-Office uses are permitted
Retail Sales	012-320(2)(c)	Non-Auto dependent retail, services, and other commercial uses	Y	-Retail Sales are permitted
Daycare, schools, and public uses	012-320(2)(d)	Childcare, schools, and other public uses, including public-serving government facilities	N (Amendment required)*	-Daycare and public uses allowed. -Schools not allowed.
Minimum Residential Density	012-320(8)(c)(A)	Minimum residential density requirement 15 dwelling units/net acre	N (Amendment required)*	-No minimum residential density. -No Floor Area Ratio minimum.
Height	012-320(8)(c)(B)	Allowed Building Height No less than 50 feet.	N (Amendment required)*	-40' allowed. Mixed-use allows 50'.
No Maximum Residential Density	012-320(6)	No maximum residential density allowed	Y	-No maximum residential density.
Maximum block length	012-320(5)	Sites less than 5.5 acres, a max block length of 500 ft. or less. Ped Path through block requirement. Sites 5.5 acres or more, a block length of 350 ft. or less.	N (clarification required)*	-Maximum length standard. Minor update required.

C-1 Zone already meets the no maximum density requirement, some of the allowed use requirements, and is anticipated to be mixed-use. The bullets below describe the required code amendments that were identified in the C-1 zoning analysis table above and some additional background detail is cited in italics. In Phase 2, the city may choose to amend the C-1 zone or adopt an overlay zone.

Expected code amendments in the C-1 zone.

- Amend the height requirement to 50 feet for all buildings. Current code allows for 40 feet (50 feet if mixed use). The Philomath Fire Department raised concerns about development at 50 feet. These concerns will need to be addressed prior to any development of 50 feet. The height requirement is an allowed height standard, not all development will be built to the maximum allowed.
- Amend the code to allow schools. The existing code does not allow schools.
- Clarify Code to allow Single Attached Dwellings with no ground floor commercial requirement. The existing code allows for “Residences, provided they are in conjunction with another use that is allowed or allowed by an approved conditional use permit. Residences must be located above the allowed use.” Townhomes would need to meet the minimum density standard (15 units/acre). DLCDC provided additional guidance about single-family attached dwellings in March 2023:

We are concerned that attached single-family dwellings could be very popular in CFAs in our city. Is it possible to require ground floor commercial and office uses in conjunction with attached single-family dwellings, as is allowed for multifamily buildings in OAR 660-012-0320(2)(a)?

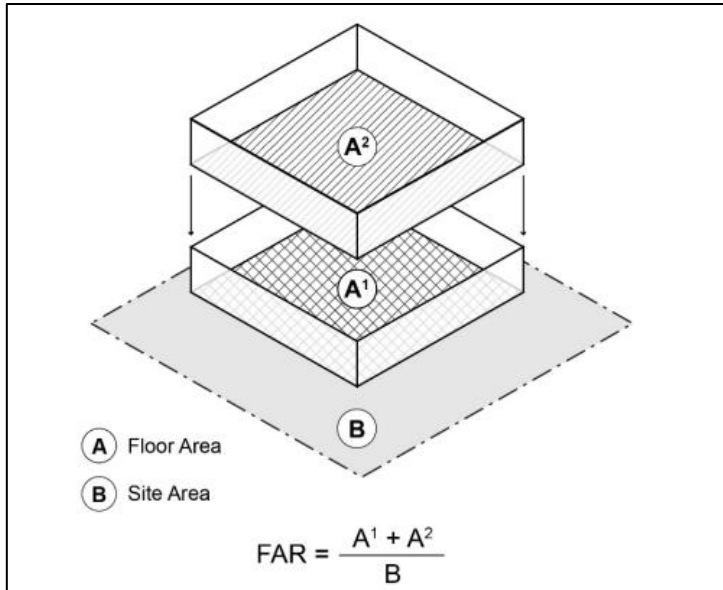
No, because OAR 660-012-0320(2)(a) requires local governments to allow attached single-family residential as an outright permitted use, and there is no allowance for local governments to require ground floor commercial and office uses in conjunction with attached single-family dwellings, as there is in conjunction with multi-family development, the rules effectively prohibit such a requirement.

During the rulemaking process, there was a robust conversation on the types of housing that should be allowed within CFAs. Many opined that because it is difficult to develop or convert multifamily units into condominiums, there would be little ability for wealth-building through owner-occupied units in CFAs, which would run counter to our equity goals. After some analysis of achievable densities for attached single-family and other “middle housing” types, which found that these housing types could comply with minimum density requirements, additional housing types were allowed within CFAs, and allowance for attached single-family dwellings was required. Regardless, we believe it is unlikely that attached single-family dwellings will “overwhelm” other allowed development types in climate-friendly areas.

- Adopt a minimum Floor Area Ratio of 2.0 for mixed use buildings or a minimum residential density requirement. The DLCDC CFA rules allow for single-use commercial development to be one story. The city may adopt a second story requirement for single-use commercial development.

Floor area ratio (FAR)— A floor area ratio is the ratio of the gross floor area of all buildings on a development site, excluding areas within buildings that are dedicated to vehicular parking and circulation, in proportion to the gross area of the development site on which the buildings are located. A floor area ratio of 2.0 would indicate that the total leasable floor area of all buildings was twice the gross area of the site. [OAR 660-012-0320(8)]

Exhibit 4: Floor Area Ratio Diagram



Source: DLCD Middle Housing Model Code

- The current code has a block length standard that will need to be updated. “Block Layout Standard. New land divisions and developments that are subject to site design review shall be configured to provide an alley or interior parking court. Blocks (areas bound by public street right-of-way) shall have a length not exceeding 400 feet and a depth not exceeding 400 feet. Pedestrian pathways shall be provided from the street right-of-way to interior parking courts between buildings, as necessary, to ensure reasonably safe, direct, and convenient access to building entrances and off-street parking. Exceptions to this standard may be approved when all of the provisions of subsection (C) of this section, Superblock Developments, are met.” (18.40.050(B)).

Block— All of the property bounded by streets, rights-of-way (pedestrian or vehicle ways), water features, or any combination thereof, but is not divided or separated in any way by streets or water features.

Block Face / Street Frontage— All of the property fronting on one side of a street that is between intersecting or intercepting streets, or that is between a street and a water feature, or end of a dead-end street. An intercepting street determines the boundary of the block frontage only on the side of the street that it intercepts.

Local governments shall establish maximum block length standards as follows:

- *Development sites < 5.5 acres: maximum block length = 500 feet or less*

- *Note: If block length is over 350 feet, a public pedestrian through-block easement shall be provided to facilitate safe and convenient pedestrian connectivity. This requirement is triggered with new development or substantial redevelopment of sites two acres or more within an existing block that does not meet the standard.*
 - *Development sites > 5.5 acres: maximum block length = 350 feet or less*
 - Vehicle Parking Standards will need to be updated (See DLCD’s parking guidance documents)

Candidate areas include areas that are not zoned C-1. Parcels currently zoned industrial, C-2, O-R, or R-2 would require a rezone to C-1, or an overlay district would need to be established.

Existing Development and Redevelopment

The candidate areas include a mix of downtown areas and vacant areas. To be clear, this does not mean the city is proposing to tear down buildings in CFAs. Redevelopment that supports a mixed-use environment may happen over time. In some CFAs this could occur in the next 5 years, for other sites redevelopment may take 20 years or longer, and some sites may never be redeveloped.

Parking

The City of Philomath will need to amend the parking standards to meet the requirements in the CFEC rules. More information about the parking standards is available on the DLCD website. Most builders in communities without parking mandates still provide some parking with new developments. Some of them provide less than previously mandated or provide it off-site. Others provide more than previously mandated, as their market analysis or lenders indicate that’s what their customers want.

Infrastructure Analysis

OAR 660-012-0310(2)(a) states that climate-friendly areas should be “able to support development consistent with the land use requirements of OAR 660-012-0320.” No specific test is required, but the following guidance is provided:

- As local governments study CFA candidates, it is important to identify if any potential candidate areas have significant bottlenecks in terms of water, sewer, and stormwater capacity.
- The level of analysis required per the rules is not in-depth analysis but is an opportunity to flag potential problems early in the process to help avoid surprises in later phase.
- The rules do not require existing infrastructure to be sized for the maximum build-out of a CFA. Rather, we expect that local governments will continue to implement public improvement requirements, systems development charges, and capital improvement plans, as they typically do, either outside of, or in conjunction with, specific development proposals.
- It is important to note that transportation capacity in CFAs should be evaluated differently than the process provided in OAR 660-012-0060 (sometimes referred to as the “significant effect” test). Instead of the -0060 review process, local governments should follow the requirements of OAR 660-012-0325 for amendments to comprehensive plans or land use regulations pertaining to CFAs. This review is triggered in conjunction with the adoption and zoning of CFAs, not in the

study phase. This process requires a multimodal gap summary, and possibly a highway impacts summary if near specified state transportation facilities, as described in Rule -0325. Although the local government must include a list of proposed projects to fill multimodal network gaps, there is no requirement for mitigation of anticipated automobile traffic.

- Understanding those impacts, if any, may help to prioritize one area over another based on the adequacy of existing infrastructure and/or cost implications.

The City of Philomath Planning Department will engage the Public Works department and consultants to identify any significant bottlenecks.

Bicycle, Pedestrian, and Transit Infrastructure

CFAs must be served by (or planned to be served by) high quality pedestrian, bicycle, and transit services. Furthermore, CFAs must be located in existing or planned urban centers (including downtowns, neighborhood centers, transit-served corridors, or similar districts). The City of Philomath identified three candidate areas. The areas are either urban centers or planned urban centers. The existing development on some of the sites may not have existing high-quality pedestrian, bicycle, and transit services. Moving forward the city would need to prioritize improving the bicycle, pedestrian, and transit infrastructure in the selected areas.

As part of the CFEC rulemaking a multimodal transportation gap summary will be completed. The primary requirement for CFA designation and zoning is a multimodal transportation gap summary within the CFA. The multimodal transportation gap summary must be completed as part of a Transportation System Plan update or as a separate adopted document in coordination with impacted transportation facility and service providers. The multimodal transportation gap summary must include:

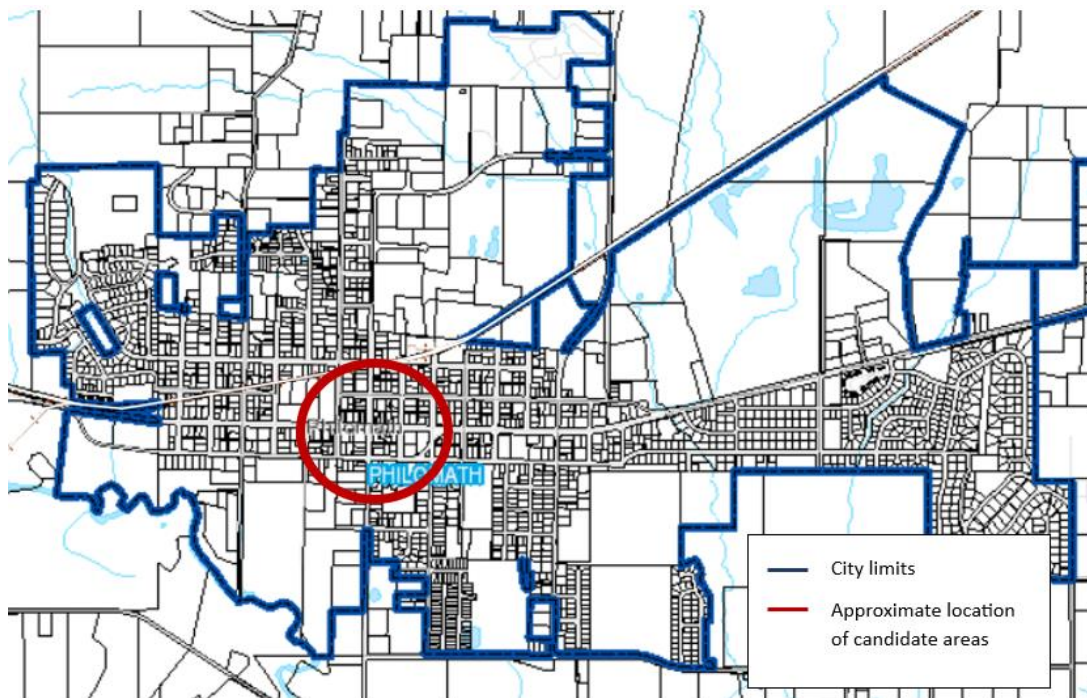
- A summary of the existing multimodal transportation network within the climate-friendly area;
- A summary of the gaps in the pedestrian and bicycle networks in the climate-friendly area, including gaps needed to be filled for people with disabilities, based on the summary of the existing multimodal transportation network;
- A list of proposed projects to fill multimodal network gaps identified; and,
- A highway impacts summary must be included if a highway ramp terminal intersection, state highway, interstate highway, or adopted ODOT Facility Plan is at least partially within a CFA.

Summary of Candidate Area Descriptions

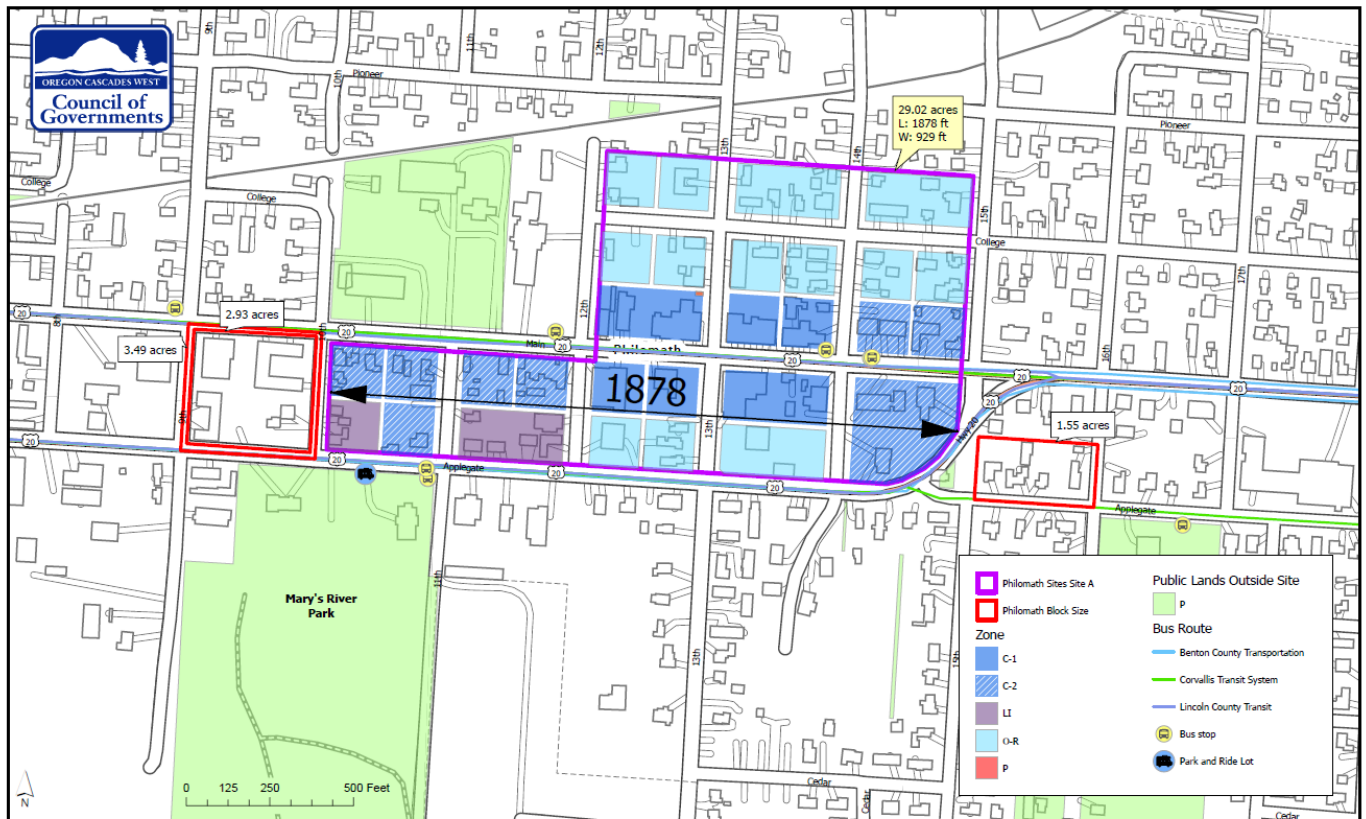
The following pages are a summary of each candidate area. The summary is intended to outline the current zoning, allowed building height, key destinations, and describe the current conditions.

City of Philomath – CFA Candidate Sites				
Rule Component	OAR Ref. No. 660-	Rule Synopsis	Complies? Y/N	Strengths and Weaknesses of Potential Candidate
Allowed Land Uses	012-315(2)(a) 012-320(2)	Development Code/zone is to allow uses shown in (2) of 320	N (amendments required)	-See the Zoning Analysis
Parks, Plazas & Streetscape	012-320(4)	Prioritize locating parks, open space, plazas – in or near CFAs that do not contain sufficient areas. In part, rules refer to streetscape and landscape.	Y	-Sidewalk areas require a planting strip. -Parks located near candidate areas. -Pedestrian and Transit Amenities (18.40.080)
Parking Requirements	012-435	Area shall comply with the parking requirements.	N	-Philomath will need to update its parking code.

Exhibit 5: Overview Map



CFA Candidate Site A Summary



Philomath - CFA Candidates - Site A

05/18/23 - Created by OCVOWIG GIS

Central Commercial (C-1), General Commercial (C-2), Light Industrial (LI) and Office Residential (O-R) Zoning

Building Height – C-1, C-2 and O-R: 40 feet (50 feet if mixed use). Amendment to 50 feet required. LI – Base building height of no more than 50 feet.

Approximately 29.0 acres

Key Destinations

Philomath Downtown core, restaurants, and shopping. Nearby destinations include city hall, the library, the fire station, and Mary's River Park.

Existing Land Use

Downtown development pattern, some vacant area, and some residential development.

City of Philomath – CFA Candidate Site A				
Rule Component	OAR Ref. No. 660-	Rule Synopsis	Complies? Y/N	Strengths and Weaknesses of Potential Candidate
Urban Water, sewer, storm & Transportation	012-0315(2)(e) (B)	Utilities – Readily Serviceable – nearby to allow construction in one year.	Y	-All urban utilities exist -Future capacity increase may be required
Existing or Planned Urban Center	012-310(2)(b)	Must be an existing or planned urban center.	Y	-Downtown -Multi-modal area -Some existing development is compact
Compact development	012-330(4)	Regulations that provide for a compact development pattern, easy ability to walk.		
Pedestrian, bicycle and transit services	012-330	Must be served (or planned to be served) by high quality pedestrian, bicycle and transit services.	Y	-Downtown -Some bicycle and pedestrian facilities
Non-Hazard/ Goal 7 Review	012-310(2)(d)	Shall not be in areas limited or disallowed pursuant to Goal 7.	Y	-Floodplain on western portion of site (between 10 th and 11 th)
Minimum Width	012-0310(2)(f)	Minimum width of 750 feet	Y	-750-foot diameter circle fits in the area

Downtown Philomath

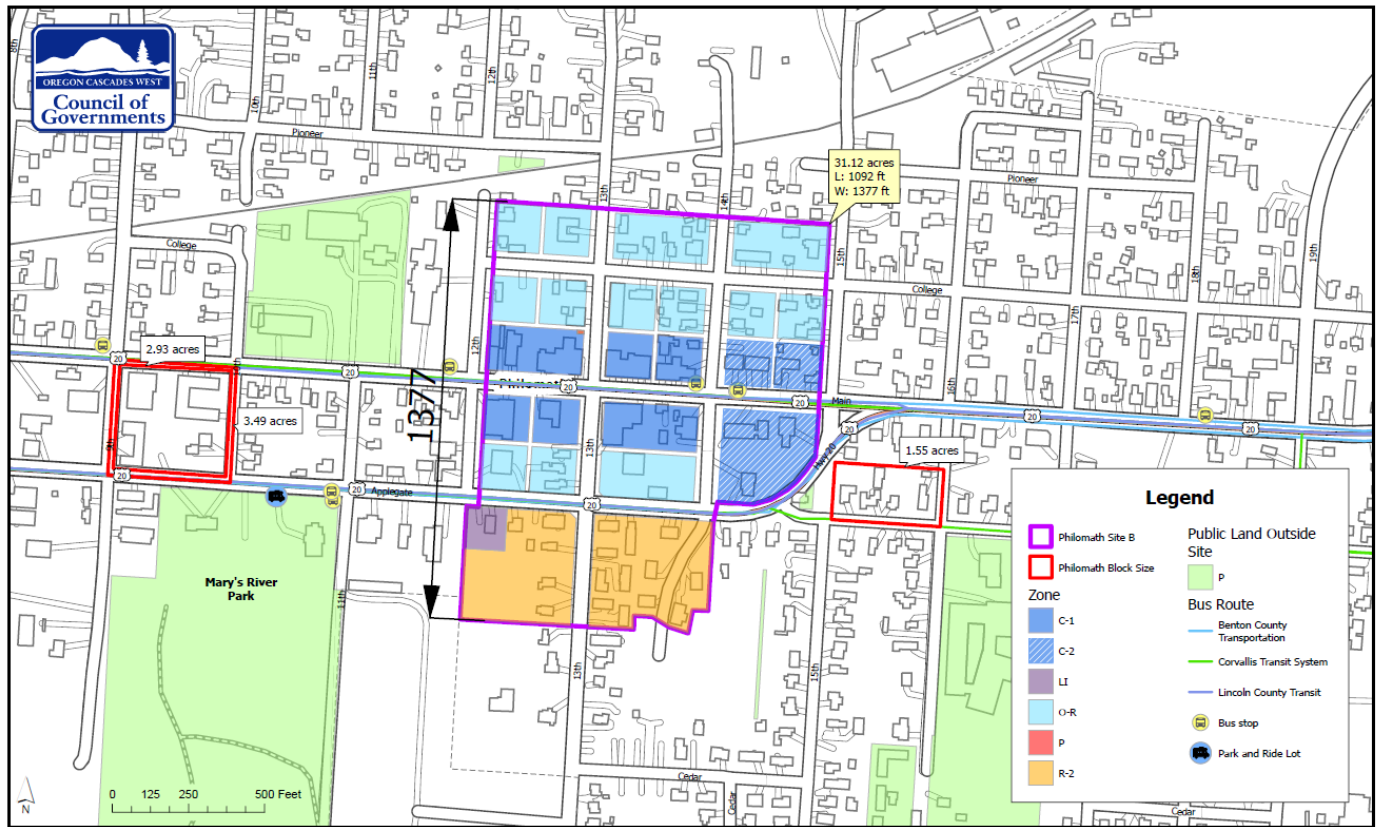


Source: Philomath Main Street Plan



Source: Philomath Main Street Plan

CFA Candidate Site B Summary



Philomath - CFA Candidates - Site B

Central Commercial (C-1), General Commercial (C-2), Duplex Residential (R-2), and Office/Residential (O-R) Zoning

Building Height – C-1, C-2 and O-R: 40 feet (50 feet if mixed use). Amendment to 50 feet required. R-2 Buildings within the residential districts shall be no more than 30 feet in height; except buildings within the multifamily subdistrict may be up to 40 feet.

Approximately 31.1 acres

Key Destinations

Philomath Downtown core, restaurants, and shopping. Nearby destinations include city hall, the library, the fire station, and Mary's River Park.

Existing Land Use

Downtown development pattern, some vacant area, and some residential development.

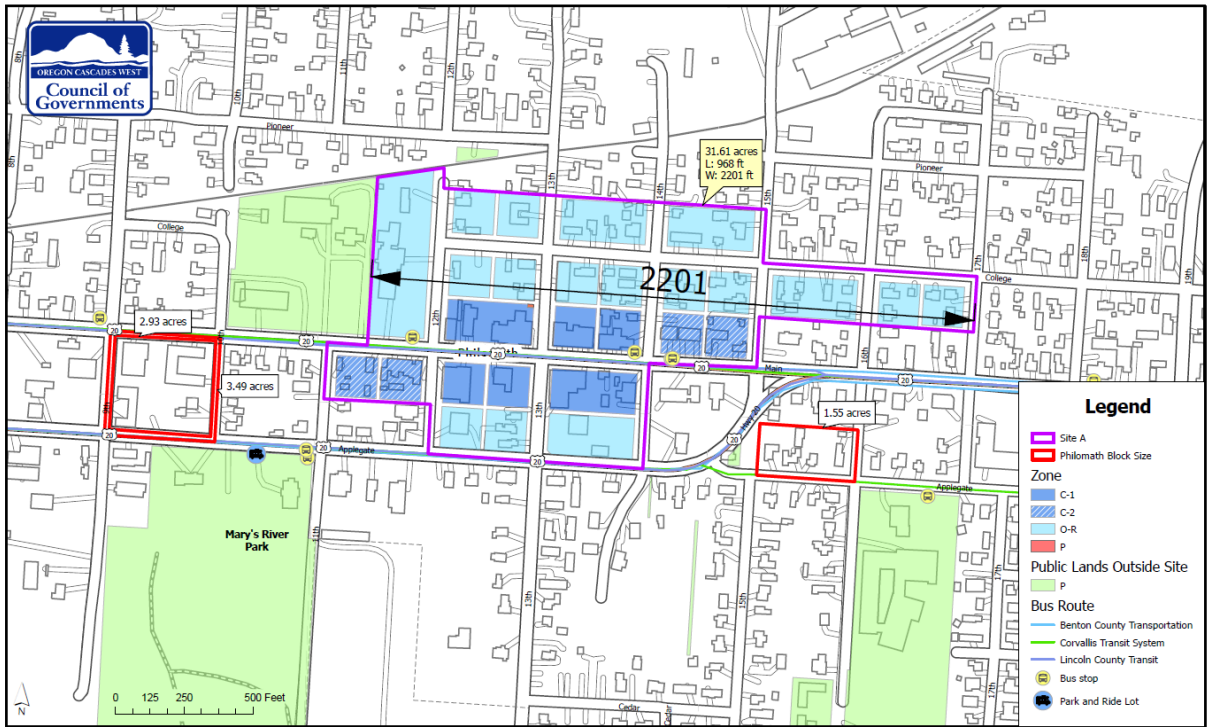
City of Philomath – CFA Candidate Site B				
Rule Component	OAR Ref. No. 660-	Rule Synopsis	Complies? Y/N	Strengths and Weaknesses of Potential Candidate
Urban Water, sewer, storm & Transportation	012-0315(2)(e) (B)	Utilities – Readily Serviceable – nearby to allow construction in one year.	Y	-All urban utilities exist -Future capacity increase may be required
Existing or Planned Urban Center	012-310(2)(b)	Must be an existing or planned urban center.	Y	-Downtown -Multi-modal area
Compact development	012-330(4)	Regulations that provide for a compact development pattern, easy ability to walk.		-Some existing development is compact
Pedestrian, bicycle and transit services	012-330	Must be served (or planned to be served) by high quality pedestrian, bicycle and transit services.	Y	-Downtown -Some bicycle and pedestrian facilities
Non-Hazard/ Goal 7 Review	012-310(2)(d)	Shall not be in areas limited or disallowed pursuant to Goal 7.	Y	-Floodplain on southern portion of site (south of Applegate)
Minimum Width	012-0310(2)(f)	Minimum width of 750 feet	Y	-750-foot diameter circle fits in the area

Other Candidate Areas

Based on input provided by community members as part of the public engagement sessions for this study, the city may consider other candidate areas. An area in East Philomath was mentioned at Public Meeting #2; however, after further discussion this area is envisioned as a strip mall or big box store style development. This area is currently zoned Industrial Park and north of Main Street.

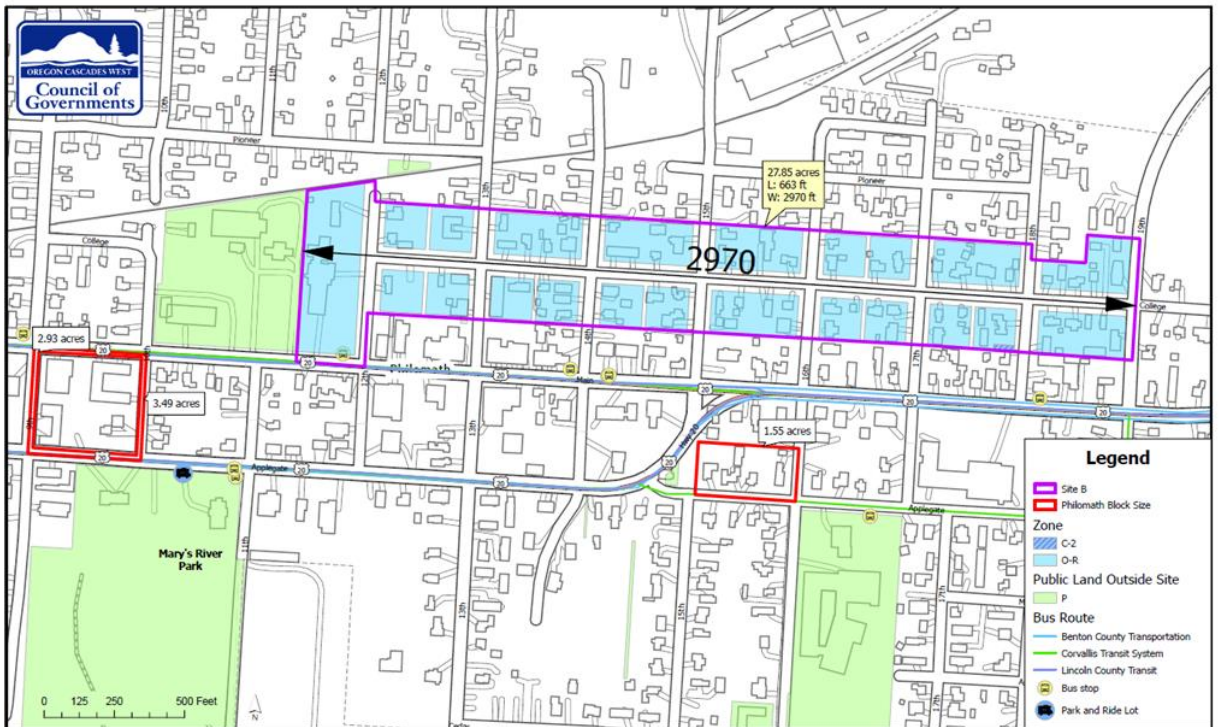
Maps Presented at Public Meeting #2

The maps below were presented at Public Meeting #2 and are included in this report for reference.



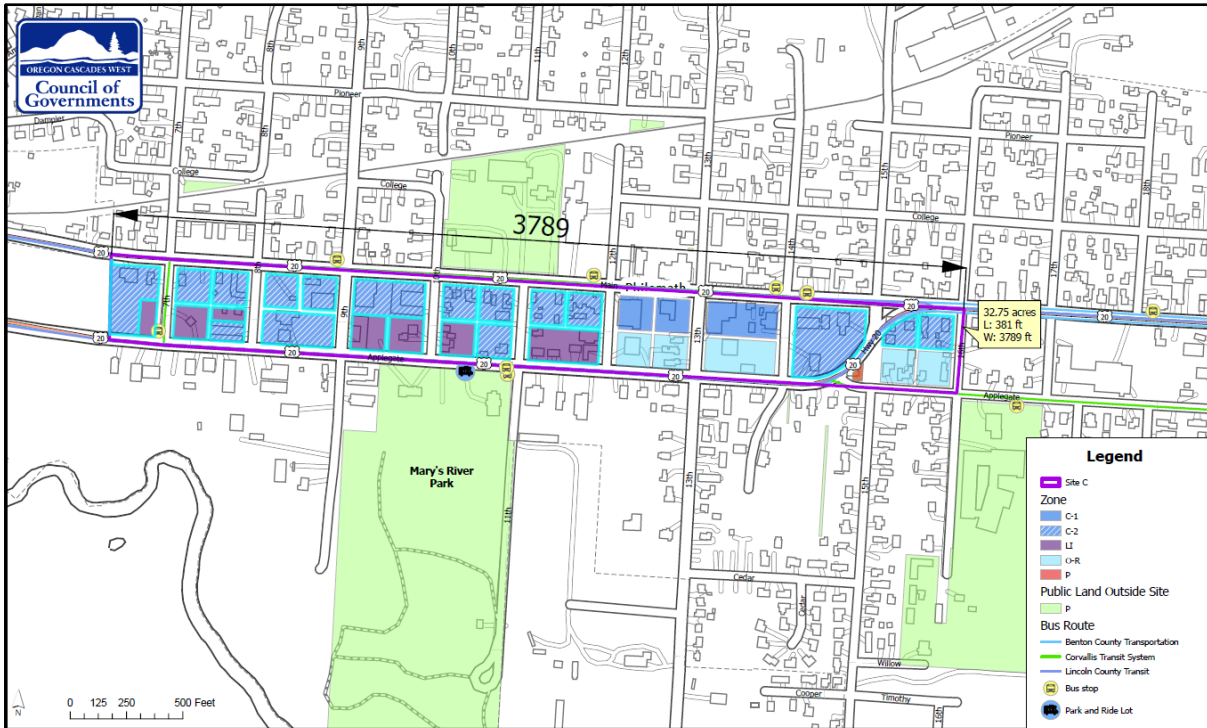
Philomath - CFA Candidates (DRAFT) - Site A

01/25/23 - Created by OCWCOG GIS



Philomath - CFA Candidates (DRAFT) - Site B

01/25/23 - Created by OCWCOG GIS



Equity Spatial Analysis

The CFA study requires the inclusion of plans to achieve fair and equitable housing outcomes within climate-friendly areas. OAR 660-012-0315(4)(f):

Plans for achieving fair and equitable housing outcomes within climate-friendly areas, as identified in OAR 660-008-0050(4)(a)-(f). Analysis of OAR 660-008-0050(4)(f) shall include analysis of spatial and other data to determine if the rezoning of potential climate-friendly areas would be likely to displace residents who are members of state and federal protected classes. The local government shall also identify actions that may be employed to mitigate or avoid potential displacement.

Step 1 is the Spatial Analysis and Step 2 is the Planning Analysis of the Anti-Displacement Study. COG is responsible for the Spatial Analysis, and the City of Philomath is responsible for the Planning Analysis. The Portland State University (PSU) Anti-Displacement Toolkit defines neighborhood typologies by census tract and provides housing production strategies (Exhibit 6). The neighborhood typologies represent different stages of gentrification and different levels of displacement pressures for key populations, BIPOC, low-income, and renters (17 indicators are used). Use of this tool involves overlaying the Neighborhood Typologies with candidate CFAs to identify areas that have displacement risk. In Philomath the areas are left “unassigned” by this methodology and any strategy may be used in these areas.

Exhibit 6: Tract Level Neighborhood Typology

Tract Level Neighborhood Typology Representing Different Characteristics and Risks of Displacement

	Income Profile	Vulnerable People	Precarious Housing	Housing Market Activity	Neighborhood Demographic Change
(Green) Affordable and vulnerable	Low	Yes	Yes	No	-
(Yellow) Early gentrification	Low	Yes	Yes	Yes	No
(Orange) Active gentrification	Low	Yes	Yes	Yes	Yes
(Red) Late gentrification	High	Yes	No	Yes	Yes
(Blue) Becoming Exclusive	High	No	No	Yes	Yes
(Purple) Advanced Exclusive	High	No	No	Has higher home value and rent	No
(Grey) Unassigned	-	-	-	-	-

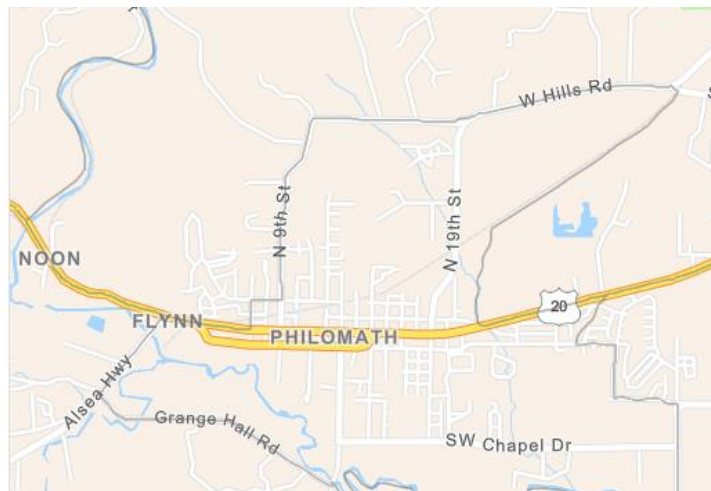
This analysis uses the methodology developed by PSU and the associated Neighborhood Typology maps. The typology map is described in the DLCDC “Implementation Guidance OAR 660-012-0315 CFA Anti-Displacement Analysis”.

[CFA Anti-Displacement Map \(arcgis.com\)](https://arcgis.com)

Exhibit 7: Philomath Neighborhood Typologies Map

Anti_Displacement_Typologies_2022

-  Affordable and vulnerable
-  Early gentrification
-  Active gentrification
-  Late gentrification
-  Becoming exclusive
-  Advanced exclusive
-  <Null>
-  others



The PSU toolkit identifies a set of housing production strategies that work to address, remedy, and mitigate, or reverse displacement. Some housing production strategies are better suited for some neighborhood types. The City of Philomath has some strategies outlined in the Comprehensive Plan, as shown in Exhibit 7.

Housing - Comprehensive Plan– updated November 2022

- Policy 5.2 Evaluate the use of tools such as:
 - Urban Renewal to support development of infrastructure necessary to support housing development;
 - Construction Excise Tax (CET) on new development to pay for developer incentives, such as fee and SDC waivers, tax abatements, or finance-based incentives;
 - Transient Lodging Taxes, General Obligation Bonds, Bancroft Bonds (for infrastructure projects), or marijuana taxes to fund affordable housing projects.

Exhibit 6: Philomath Housing Production Strategies

Strategy	Neighborhood Typology	Strategy Location	Equity Impact
Urban Renewal (Tax Increment Financing)	Affordable & Vulnerable – use caution Early Gentrification and Active Gentrification – stop and plan	Comprehensive Plan	Direct
Construction Excise Tax (CED)	All	Comprehensive Plan	Direct
Lodging Taxes	All	Comprehensive Plan	Direct
General Obligation Bonds	All	Comprehensive Plan	Direct

During review of PSU’s Anti-Displacement Map, OCWCOG observed a lack of detail for many of the neighborhoods in Philomath. To address this and in an effort to provide the City of Philomath another tool for their analysis, COG developed a regional vulnerability index. This index focused on Block Group level data, which covers the entirety of Philomath and surrounding areas (Corvallis, Adair Village, portions of Benton County). This index can be found in Attachment 2, with more specific information on it’s the map’s development available in a separate technical memorandum.

Phase 2 Adoption

Following submission of the CFA study report, cities and counties will be required to adopt land use requirements for CFAs and add a climate-friendly comprehensive plan element by December 31, 2024, as provided in OAR 660-012-0315(6). Following is a brief overview of these requirements for context so local governments know what the next Step in this process will be. DLCD will provide additional guidance to local governments as the need arises.

Phase 2 Requirements

Following submission of the CFA study report, cities and counties will be required to adopt land use requirements for CFAs and illustrate climate-friendly areas on the comprehensive plan by December 31, 2024, as provided in OAR 660-012-0315(6). Following is a brief overview of these requirements for context so local governments know what the next Step in this process will be.

1. Maps showing the location of all CFAs, including findings containing information and analysis required in the study report for any CFAs that were not included in the initial study.
2. Documentation of the number of total existing, accessible, and income-restricted dwelling units within all CFAs.

Note: where precise data are not available, local governments may provide estimates based on best available information.

3. Documentation that all adopted and applicable land use requirements for CFAs are consistent with OAR 660-012-0320.
4. Demonstrate compliance with the provisions of OAR 660-012-0310 through 660-012-0325, and adopt findings that:
 - Summarize the CFA designation decision process
 - Identify all ongoing and newly added housing production strategies the local government will use to:
 - Promote the development of affordable housing in CFAs
 - Prevent the displacement of members of state and federal protected classes in CFAs

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

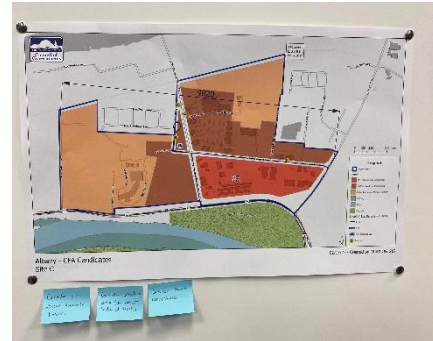
In Round 3, the key engagement goals were to present the narrowed down CFA designations. The focus was on providing the public with an understanding of the potential effects and implications of CFA designation. Moreover, this round aimed to create an opportunity for stakeholders to provide their comments 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.

Cascades West CFA Engagement Report

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.

Cascades West CFA Engagement Report

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
- E. Corvallis Interviews Summary
- F. Corvallis Questionnaire Results
- G. Philomath Questionnaire 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.

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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

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.

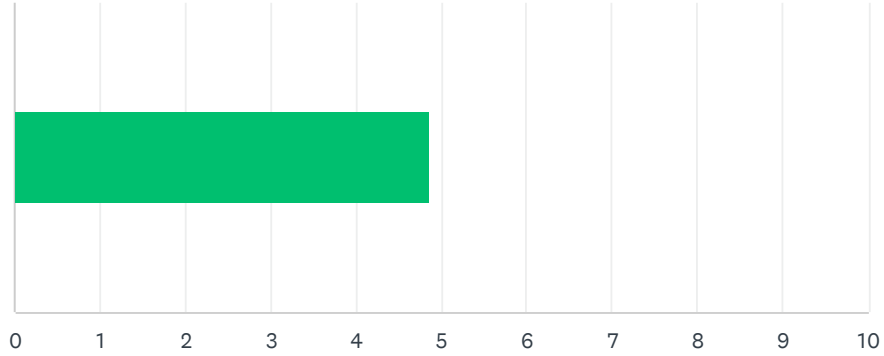
Next Steps

- **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.

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

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
2	7	4/13/2023 7:20 PM
3	0	4/1/2023 12:31 PM
4	7	3/30/2023 4:31 PM
5	1	3/29/2023 4:21 PM
6	0	3/29/2023 1:41 PM
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
29	5	3/9/2023 2:57 PM
30	6	3/9/2023 2:47 PM
31	0	3/9/2023 2:44 PM
32	10	3/8/2023 6:22 PM
33	10	3/7/2023 10:54 AM
34	0	3/5/2023 7:09 AM
35	0	3/2/2023 8:18 PM
36	10	2/28/2023 9:40 PM
37	0	2/28/2023 8:14 PM
38	0	2/28/2023 5:46 PM
39	5	2/28/2023 12:12 PM
40	5	2/28/2023 9:28 AM
41	0	2/28/2023 8:52 AM
42	5	2/28/2023 8:26 AM
43	9	2/27/2023 11:03 AM
44	10	2/25/2023 1:14 PM
45	8	2/24/2023 5:49 PM
46	0	2/23/2023 9:27 PM
47	5	2/23/2023 4:49 PM
48	10	2/23/2023 12:00 PM
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 this candidate area?

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

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

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

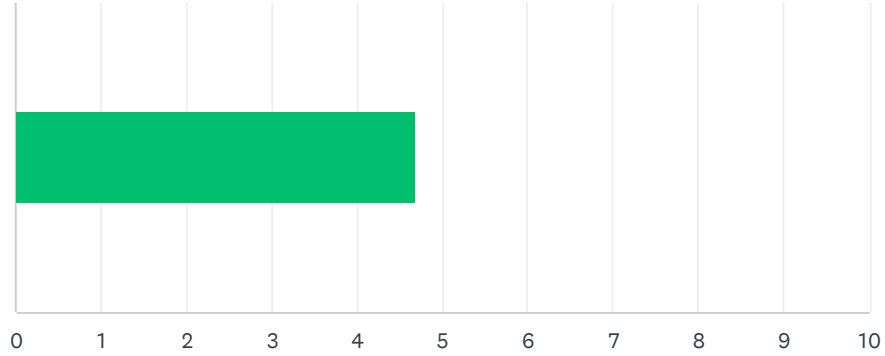
19	Protect the historic district.	3/9/2023 4:56 PM
20	Parking and noise may be issues for the residents in and around this area. But I can see this being a fabulous opportunity for the local bars, restaurants, stores, and businesses downtown. As someone who lives in West Albany, I would be interested 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

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

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 this candidate area?

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
2	8	4/13/2023 7:22 PM
3	0	4/1/2023 12:33 PM
4	2	3/30/2023 4:34 PM
5	1	3/29/2023 4:30 PM
6	0	3/29/2023 1:42 PM
7	10	3/29/2023 1:22 PM
8	10	3/29/2023 12:56 PM
9	0	3/29/2023 12:18 PM
10	0	3/29/2023 10:09 AM
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
16	5	3/10/2023 5:37 PM
17	1	3/10/2023 5:05 PM
18	0	3/10/2023 7:07 AM
19	8	3/10/2023 6:16 AM

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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
24	2	3/9/2023 4:20 PM
25	5	3/9/2023 3:26 PM
26	7	3/9/2023 3:24 PM
27	0	3/9/2023 3:10 PM
28	10	3/9/2023 3:06 PM
29	0	3/9/2023 2:58 PM
30	6	3/9/2023 2:47 PM
31	5	3/9/2023 2:45 PM
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44	9	2/24/2023 5:54 PM
45	0	2/23/2023 9:29 PM
46	7	2/23/2023 4:51 PM
47	8	2/23/2023 12:00 PM
48	4	2/22/2023 5:30 PM
49	9	2/21/2023 8:06 PM
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 this candidate area?

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

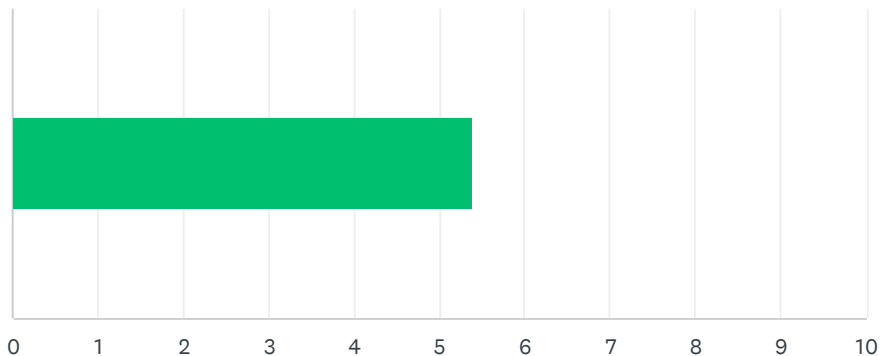
Climate Friendly & Equitable Communities - City of Albany Climate Friendly Areas

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 this candidate area?

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
2	7	4/13/2023 7:29 PM
3	0	4/1/2023 12:33 PM
4	9	3/30/2023 4:35 PM
5	2	3/29/2023 4:34 PM
6	3	3/29/2023 1:43 PM
7	1	3/29/2023 1:22 PM
8	10	3/29/2023 12:59 PM
9	5	3/29/2023 12:19 PM
10	7	3/29/2023 10:11 AM
11	5	3/26/2023 6:34 PM
12	7	3/22/2023 9:41 PM
13	5	3/15/2023 9:32 AM
14	8	3/14/2023 11:41 AM
15	1	3/14/2023 8:43 AM
16	1	3/10/2023 5:06 PM
17	0	3/10/2023 7:07 AM
18	8	3/10/2023 6:16 AM
19	0	3/9/2023 5:57 PM

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

20	9	3/9/2023 5:20 PM
21	7	3/9/2023 4:57 PM
22	10	3/9/2023 4:24 PM
23	6	3/9/2023 4:22 PM
24	10	3/9/2023 3:33 PM
25	9	3/9/2023 3:25 PM
26	5	3/9/2023 3:11 PM
27	7	3/9/2023 3:08 PM
28	9	3/9/2023 3:00 PM
29	9	3/9/2023 2:53 PM
30	6	3/9/2023 2:48 PM
31	2	3/8/2023 6:24 PM
32	10	3/7/2023 11:01 AM
33	0	3/5/2023 7:10 AM
34	5	3/2/2023 8:28 PM
35	10	2/28/2023 9:40 PM
36	0	2/28/2023 8:15 PM
37	0	2/28/2023 5:46 PM
38	0	2/28/2023 12:13 PM
39	0	2/28/2023 8:52 AM
40	10	2/28/2023 8:29 AM
41	6	2/27/2023 11:07 AM
42	10	2/24/2023 5:58 PM
43	3	2/23/2023 9:31 PM
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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 this candidate area?

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.

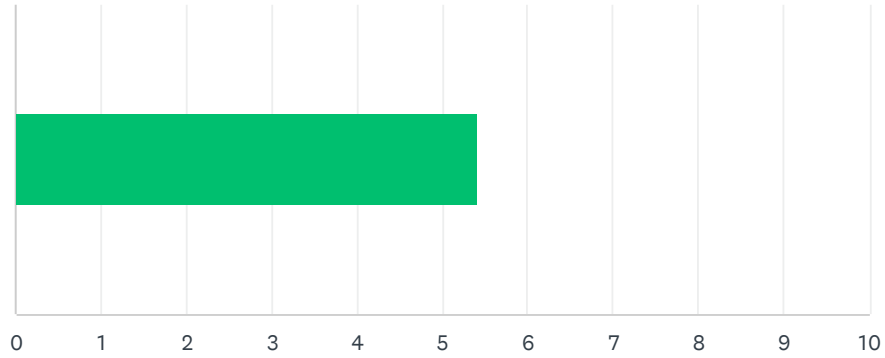
21	Just crossing the bridge... and the cost of groceries in N. Albany. Might not be conducive for folks who might be lower income. Part of why I support this development so much is to increase socio-economic diversity in this area.	3/9/2023 3:25 PM
22	While this is better than the prior two categories, 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 Takena 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 this candidate area?

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
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20	0	3/9/2023 5:57 PM
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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
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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
48	6	2/22/2023 8:03 PM
49	9	2/22/2023 5:34 PM
50	7	2/21/2023 8:07 PM
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 this candidate area?

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

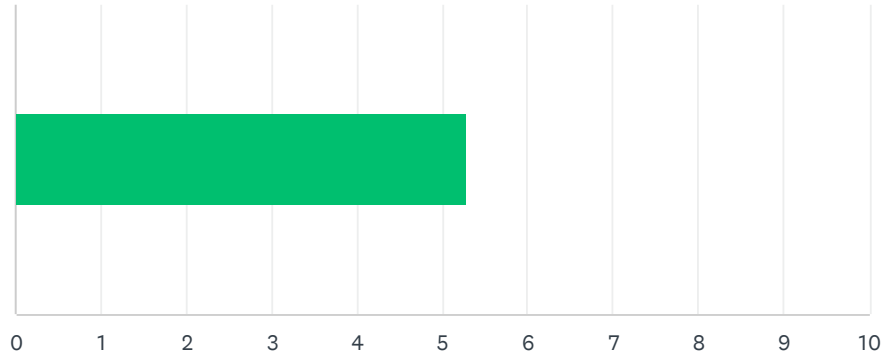
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considering the customer base would remain so. Not conducive to what the state wishes to accomplish.

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 this candidate area?

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
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55	0	2/21/2023 8:35 AM
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 this candidate area?

Answered: 40 Skipped: 26

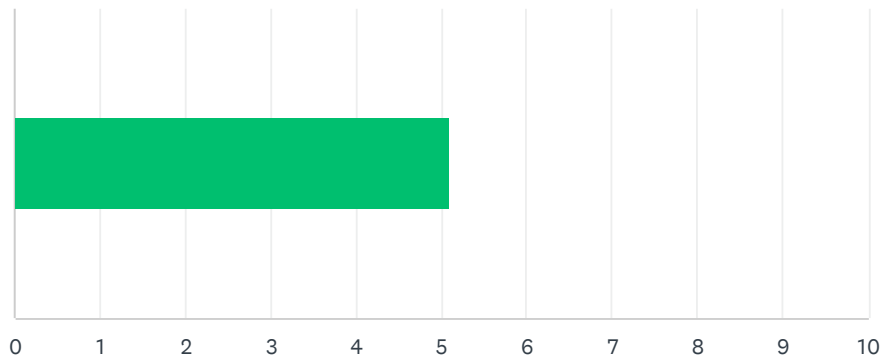
#	RESPONSES	DATE
1	Expand and protect the waterway. Allow bike paths away from the roads. Housing should be supportive for low income and section 8 housing.	4/13/2023 7:35 PM
2	elementary school at southern edge, park a bit away, not many commercial business choices	3/30/2023 4:39 PM
3	No retail extant. 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 this candidate area?

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

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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 this candidate area?

Answered: 40 Skipped: 26

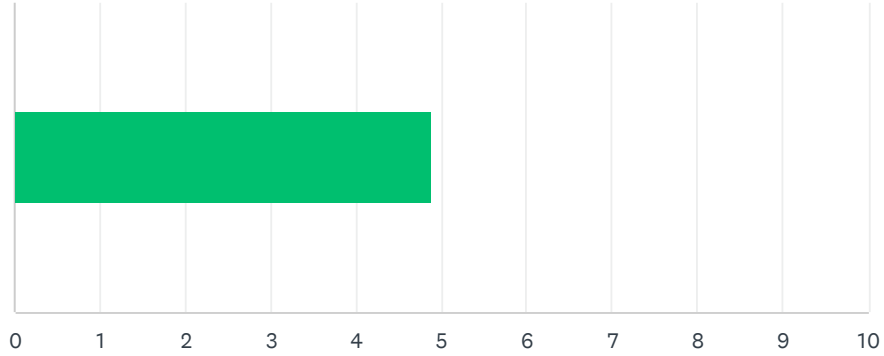
#	RESPONSES	DATE
1	Same as I said before, bike paths that are separate from the roads that cars use, have paths and access where cars can't get to. Add parks and social gathering space within walking distance of the mixed use commercial and housing.	4/13/2023 7:39 PM
2	this location seems to require 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 this candidate area?

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

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20	5	3/9/2023 5:23 PM
21	8	3/9/2023 4:58 PM
22	5	3/9/2023 4:31 PM
23	7	3/9/2023 4:27 PM
24	5	3/9/2023 3:34 PM
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
44	6	2/23/2023 9:39 PM
45	8	2/23/2023 4:57 PM
46	8	2/23/2023 12:02 PM
47	1	2/22/2023 5:36 PM
48	10	2/21/2023 8:10 PM
49	7	2/21/2023 1:39 PM
50	4	2/21/2023 11:40 AM
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 this candidate area?

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

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

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

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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

Q16 If you would like to be added to the City of Albany's email list for updates on this project, please add your name and email below.

Answered: 26 Skipped: 40

ANSWER CHOICES	RESPONSES	
Name	100.00%	26
Company	0.00%	0
Address	0.00%	0
Address 2	0.00%	0
City/Town	0.00%	0
State/Province	0.00%	0
ZIP/Postal Code	0.00%	0
Country	0.00%	0
Email Address	100.00%	26
Phone Number	0.00%	0

#	NAME	DATE
1	Stephanie	4/14/2023 9:10 AM
2	Richard Engeman	3/29/2023 4:50 PM
3	Bernadette Niederer	3/26/2023 6:55 PM
4	Susan Heath	3/22/2023 9:55 PM
5	Brent Stutzman	3/14/2023 11:44 AM
6	Bill MacHugh	3/10/2023 5:10 PM
7	Shawnn Hartley	3/10/2023 7:08 AM
8	Steve Gress	3/10/2023 6:20 AM
9	Nathan Conroy	3/9/2023 5:25 PM
10	Josiah Blaisdell	3/9/2023 4:29 PM
11	Billy McGregor	3/9/2023 3:23 PM
12	Ben Roche	3/9/2023 3:19 PM
13	Kyle Tyler	3/7/2023 11:16 AM
14	Edie Koenig	3/2/2023 8:56 PM
15	Edith Lawrence	2/28/2023 9:43 PM
16	Dave Leverich	2/28/2023 9:32 AM
17	Jen Johnson	2/28/2023 8:53 AM
18	Leslie Wells	2/28/2023 8:35 AM
19	Gail Langellotto	2/25/2023 1:19 PM

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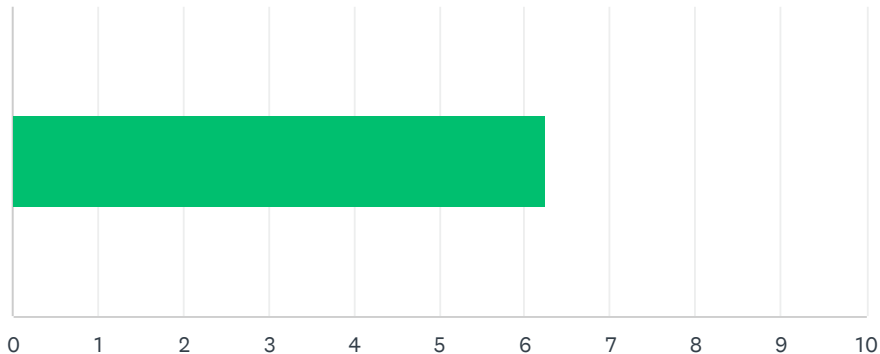
20	Aaron Pierce	2/24/2023 6:41 PM
21	Gary House	2/23/2023 9:41 PM
22	Larae	2/23/2023 12:02 PM
23	Jackie Montague	2/21/2023 8:30 PM
24	Steve Anderson	2/21/2023 9:03 AM
25	Jane doe	2/21/2023 8:11 AM
26	Anne Shelley	2/21/2023 7:01 AM
#	COMPANY	DATE
	There are no responses.	
#	ADDRESS	DATE
	There are no responses.	
#	ADDRESS 2	DATE
	There are no responses.	
#	CITY/TOWN	DATE
	There are no responses.	
#	STATE/PROVINCE	DATE
	There are no responses.	
#	ZIP/POSTAL CODE	DATE
	There are no responses.	
#	COUNTRY	DATE
	There are no responses.	
#	EMAIL ADDRESS	DATE
1	Stephyr103@gmail.com	4/14/2023 9:10 AM
2	info@oregonrediviva.com	3/29/2023 4:50 PM
3	bpniederer@gmail.com	3/26/2023 6:55 PM
4	forbux@hotmail.com	3/22/2023 9:55 PM
5	brent@stutzmanservices.com	3/14/2023 11:44 AM
6	bill@billmachugh.com	3/10/2023 5:10 PM
7	shawnn.hartley@protonmail.com	3/10/2023 7:08 AM
8	stevegress19@gmail.com	3/10/2023 6:20 AM
9	conroy.nathan@gmail.com	3/9/2023 5:25 PM
10	josiahblaisdell@gmail.com	3/9/2023 4:29 PM
11	bmcgregor@ocwcog.org	3/9/2023 3:23 PM
12	themud@gmail.com	3/9/2023 3:19 PM
13	kyletyler17@gmail.com	3/7/2023 11:16 AM
14	elkkoen@gmail.com	3/2/2023 8:56 PM
15	edith.realestate.or@gmail.com	2/28/2023 9:43 PM
16	dsleverich@gmail.com	2/28/2023 9:32 AM
17	jayjjeni@gmail.com	2/28/2023 8:53 AM

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18	lwells@valleybrokers.com	2/28/2023 8:35 AM
19	langello@gmail.com	2/25/2023 1:19 PM
20	aaron.pierce351@gmail.com	2/24/2023 6:41 PM
21	garyhouseone@yahoo.com	2/23/2023 9:41 PM
22	laraehurley1996@gmail.com	2/23/2023 12:02 PM
23	jackie.montague@cityofalbany.net	2/21/2023 8:30 PM
24	steve55anderson@gmail.com	2/21/2023 9:03 AM
25	janedoe@gmail.com	2/21/2023 8:11 AM
26	bigorangehouse@hotmail.com	2/21/2023 7:01 AM
#	PHONE NUMBER	DATE
	There are no responses.	

Q1 Indicate your level of support for the primary CFA 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

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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

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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

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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

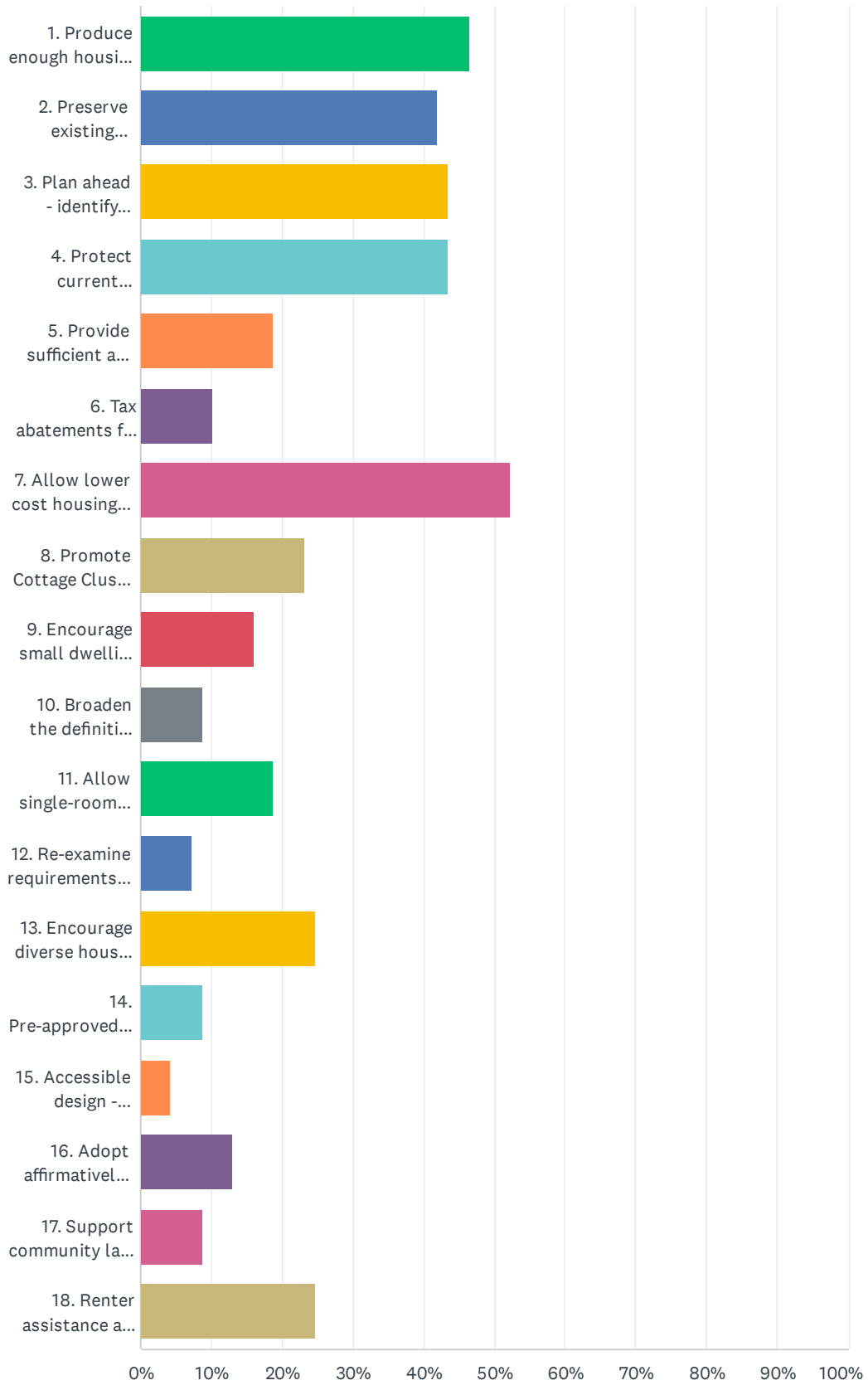
Albany Climate Friendly Areas

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

Q6 If you would like to be added to the City of Albany's email list for updates on this project, please add your name and email below.

Answered: 25 Skipped: 76

ANSWER CHOICES	RESPONSES	
Name	96.00%	24
Company	0.00%	0
Address	0.00%	0
Address 2	0.00%	0
City/Town	0.00%	0
State/Province	0.00%	0
ZIP/Postal Code	0.00%	0
Country	0.00%	0
Email Address	96.00%	24
Phone Number	0.00%	0

#	NAME	DATE
1	Paul Westerman	6/13/2023 11:57 AM
2	Lydia Fraser	6/10/2023 8:52 PM
3	Heather Perue	6/8/2023 10:12 PM
4	Lisa Cenotto	6/8/2023 12:02 PM
5	suzzane cawthra	6/8/2023 9:57 AM
6	Annie Neves	6/7/2023 7:26 PM
7	Billy McGregor	6/7/2023 9:32 AM
8	Jannee Morley	6/7/2023 8:20 AM
9	Charles Abernathy	6/7/2023 8:18 AM
10	Ben	6/7/2023 7:51 AM
11	Susan Comer	6/7/2023 6:37 AM
12	Brandon Michael Eaker	6/6/2023 9:29 PM
13	Brian	6/6/2023 8:37 PM
14	Nick Anderson	6/6/2023 8:34 PM
15	Miranda Tasker	6/6/2023 8:33 PM
16	Rebecca Blair	6/6/2023 6:32 PM
17	Monica Weber	6/6/2023 5:42 PM
18	Susan Heath	6/6/2023 5:15 PM
19	Sandy Halliburton	6/6/2023 3:06 PM

Albany Climate Friendly Areas

20	Ben Roche	6/6/2023 2:51 PM
21	Jay davis	6/6/2023 2:10 PM
22	Sandra D Roth	6/6/2023 2:05 PM
23	Kathy	6/6/2023 11:20 AM
24	Lindsey	6/6/2023 8:30 AM
#	COMPANY	DATE
	There are no responses.	
#	ADDRESS	DATE
	There are no responses.	
#	ADDRESS 2	DATE
	There are no responses.	
#	CITY/TOWN	DATE
	There are no responses.	
#	STATE/PROVINCE	DATE
	There are no responses.	
#	ZIP/POSTAL CODE	DATE
	There are no responses.	
#	COUNTRY	DATE
	There are no responses.	
#	EMAIL ADDRESS	DATE
1	pkwesterman@yahoo.com	6/13/2023 11:57 AM
2	lydiafraserelliott@gmail.com	6/10/2023 8:52 PM
3	heatherperue@gmail.com	6/8/2023 10:12 PM
4	lisadawnpdx@gmail.com	6/8/2023 12:02 PM
5	suzzanecawthra@gmail.com	6/8/2023 9:57 AM
6	annieneves55@gmail.com	6/7/2023 7:26 PM
7	bmcgregor@ocwcog.org	6/7/2023 9:32 AM
8	janneem3@gmail.com	6/7/2023 8:20 AM
9	dnabern@gmail.com	6/7/2023 8:18 AM
10	benandsierra16@gmail.com	6/7/2023 7:51 AM
11	jhokur1@comcast.net	6/7/2023 6:37 AM
12	hpgalactis@gmail.com	6/6/2023 9:29 PM
13	lotr1419@gmail.com	6/6/2023 8:34 PM
14	taskermiranda@gmail.com	6/6/2023 8:33 PM
15	fullsphere321@gmail.com	6/6/2023 8:17 PM
16	rebeccalynnblair@gmail.com	6/6/2023 6:32 PM
17	monicaweber5@gmail.com	6/6/2023 5:42 PM
18	forbux@hotmail.com	6/6/2023 5:15 PM
19	sandyha@comcast.net	6/6/2023 3:06 PM

Albany Climate Friendly Areas

20	themud@gmail.com	6/6/2023 2:51 PM
21	jayomega1962@gmail.com	6/6/2023 2:10 PM
22	sdroth1132@aol.com	6/6/2023 2:05 PM
23	katgardenia@comcast.net	6/6/2023 11:20 AM
24	lindseyhall@live.com	6/6/2023 8:30 AM
#	PHONE NUMBER	DATE
	There are no responses.	

Climate-Friendly and Equitable Communities – Corvallis Community Leader Interview Summary

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 Corvallis?

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?**
 - The trust of leaders that speak English, and that leader speaks the native language of the group. Being able to express those deeper feelings in their language.
 - Doesn't necessarily come from a meeting, it depends on each person and their knowledge of their community and how they work. Activities that create those relationships, which opens conversation to accessing those struggles and needs.
 - Ways to bring people together that are natural; less transactional.
 - We are a largely mixed community of different perspectives. Making sure there is a certain level of trust, that something will happen from this input.
 - Multiple languages; Spanish and Arabic at least.
 - Latino specific events.
 - When folks feeling like their cultural values can be brought into the conversation.
 - Follow-up, in an approachable way.

- **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.**
 - Going to where people are.
 - Childcare, translation, and transportation is necessary not just solutions.
 - Food.
 - Monetary incentives: specially to reach homeless people, families, and otherwise difficult to reach groups.
 - Different times to accommodate work schedules.
 - Kid involvement in the event.
 - Grocery gift cards.
 - Having an event at a place that is accessible.

- **What challenges/problems have you and your community experienced engaging in projects?**
 - Lack of responses.
 - Needing something in return.
 - Political and financial barriers.
 - Diversity one way doesn't work for all.
 - People's lack of available time and resources.
 - Scheduling.
 - The more people that you are trying to cater to can create logistical challenges.
 - Ways to dismantle information across cultures.

- **What has worked well?**
 - Focusing on the voice of our community as the outcome.
 - Shared goals.
 - Inclusivity.
 - We notice buy-in to the community.

- Being able to share feedback after the experience.
- Go to the heart of the community.
- Corvallis community center.
- **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, word of mouth, and local organization partnerships; people that come to initial events tell others about the project.
 - Weekly newsletter.
 - Schools.
 - Mailing list.
 - Google surveys: offering information in ways that are as quick as possible.
 - Alternative texting applications.
 - Flyers.
 - Community partners.
 - OSU organizations; HB Greek, cultural centers.
 - Tabling.
- **Are there any specific types of activities that work well?**
 - Survey using Spanish speaking liaison to help gain feedback.
 - Surveys are easy and get a wide variety of response.
 - Large meetings at schools.
 - Ways for community members to get feedback from each other.
 - Focus groups or family visits can be helpful to access groups of non-traditional groups (homeless).
 - Spaces in the community that are inherently welcoming.
 - Focus groups with similar interests/cultural comforts.
 - Leaders being approachable.
- **Online or in-person?**
 - During events, talking with people throughout the process.
 - Hybrid models are good if you have the hands-on deck.
- **(If applicable) – Translation or interpretation needed?**
 - Yes, Spanish and Arabic.
 - Spanish, Arabic, Mandarin, and Korean.
 - Making sure to offer services pre-meeting on flyers and posts.

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?**
 - Not sure how this will come back around and affect communities.
 - What is the vision in the next few years, timeline?
 - When will we see changes?

- How are people being engaged during the whole timeline?
- How this aligns with City of Corvallis' plans to relocate/redevelop.
- How this fuels this economy.
- How development offers a welcoming community to refugees.
- How does this affect the rental housing market?
- How are we ensuring all voices all heard?

- **How can we make sure we have information that is easy to understand and easy for your community to provide comments about?**
 - Having people look at it that have near zero knowledge of the project.
 - A way to get in touch with questions.
 - Engaging and inclusive elements.
 - Enough information but reducing jargon.
 - What do I need to do?
 - Having a community insider look at your materials to increase trust and enhance equity.

- **What elements of this process might your community be interested in engaging around? What are some key topics of concern for your community?**
 - Prioritization of how the work is approached.

- **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?**
 - There are no bike lanes, and high traffic levels can cause safety issues. The main thing is the housing pricing.
 - I have concerns about creating this hugely dense area that isn't conducive to certain activities.
 - The engagement might not be fulfilling enough, only hearing from those who are open to speaking.
 - The historic issues of redevelopment and how it benefits some and disbenefits others.
 - Corvallis has a tendency to have white male dominance in these conversations.

Next Steps

- **Any other ideas, suggestions, or recommendations as we plan for engagement on climate-friendly areas?**
 - Some families live around the schools that they go to, there is a huge Guatemalan community in the Garfield area.
 - Important to set aside land for POC to access food, green space, and the ability to celebrate tradition.
 - Jehan would be happy to assist in a school related function.

Q1 Do you have any questions or comments regarding CFA sites A-G?

Answered: 85 Skipped: 107

#	RESPONSES	DATE
1	"A" is the best because it's right next to the bus station AND there should be population density living downtown to support the local businesses. Also, with people living downtown, there will be "eyes on the street" at many hours of the day/night, and thus it'll be safer for everyone walking around. "B" and "G" are stupid locations because they are far from grocery stores and other services, no services are likely to locate in such remote areas, and "B" and "G" are also far from good bus service. Population density belongs downtown, not in far-flung "bedroom communities." "C" and "D" are bad because they aren't close to downtown and have poor bus service -- who wants to wait forever for the bus and then still have to take it downtown in order to transfer to another location? They're better than putting people in southtown, but not much. "F" is a really good idea because it's by Fred Meyer and Kings and a pharmacy and lots of restaurants and other services. It makes sense to increase the bus route on Kings. "E" on 9th is okay, but it's really ugly to walk on and very noisy, but there is the grocery outlet there and it makes sense to increase bus service on 9th. "G" is the most ridiculous of all the ideas, because it is soooo far from city services and the bus ride to get to the bus station will take forever, and then a person still has to transfer. "G" is the worst idea; please don't do it if you care about driving pollution.	4/17/2023 10:56 PM
2	Alternative transportation is a necessity for these locations to be competitive with locations that people are willing to drive from (e.g., Albany, Philomath). Please make sure these zones connect to places of interest like the OSU campus or the hospital or the HP campus.	4/17/2023 10:51 PM
3	Prioritize those closest to OSU.	4/17/2023 11:43 AM
4	no	4/16/2023 9:05 AM
5	Just that they are not truly climate friendly as long as cars are the dominant means of transportation. Downtown comes close, but 9th Street? No. Just no.	4/14/2023 10:10 AM
6	I bike to & through site B frequently but I don't feel safe except on the Austin bike path. 99W is a nightmare. Downtown, with diagonal parking occupied by extended length pickup trucks and congested traffic, is also scary for walkers, bikers and boarders.	4/14/2023 10:01 AM
7	Please make sure biking and walking are fully planned out (including place to lock up bikes) and that plans are made to allow movement between CFA sites without cars. Biking/walking infrastructure is important!	3/29/2023 8:44 PM
8	I think that including them would be a good idea, as they're highly trafficked areas that would double as attractive and hopefully cheap places to live for the people who also currently work retail or other jobs in this area. I would hope that Site A especially, or even C will have lessened height restrictions so that taller and more apartments or condos can be accommodated. If I were to move to one of these places I wouldn't mind having my car parked in a garage somewhere else as long as I could get to it easily by bus or a bike I could easily secure. This would also make transit so much more sustainable.	3/28/2023 9:20 PM
9	I think rezoning of site B would strengthen an underserved part of south town, making it more attractive to live there. Site E would also provide a great deal of benefit to the 9th street area since it is primarily commercial.	3/28/2023 9:11 PM
10	It would have been very helpful to have the areas identified for the viewer. For example, Site A - Downtown, Site B - South Corvallis, etc. I know the City of Corvallis pretty well, but I had trouble identifying these areas without going back to the previous page.	3/27/2023 8:21 PM
11	Is there vacant land to build or would buildings need to be demolished to provide space for housing development? Is there sufficient space for commercial growth to provide services for the proposed population? Are green areas (parks) being planned for these areas?	3/27/2023 2:41 PM
12	no	3/26/2023 9:20 PM

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

13	No	3/24/2023 10:21 AM
14	Why does Site B in South Corvallis end NORTH of the extensive new housing to be built?	3/20/2023 9:31 AM
15	I think we should make them ALL CFAs	3/19/2023 1:13 PM
16	Site D appears to be one of the very best opportunities. The site is WAY underdeveloped. This commercial site has struggled for years and really adds very little to the community as it exists today. Yet is within walking or biking distance of many services, parks, schools etc. Talking about a good site....this is the very very best. Move on it. An ideal location for mixed use with housing above and commercial below. It is on multiple transit routes. Bike lanes galore. Handicapped ramps all over the place. Safe crossings of arterial streets. Talking about an accessible site, this is it. A person in a wheelchair or bike can reach multiple services with ease.....no need to "fix" accesses to town or shopping areas. It is a small enough site with a single property owner that moving it forward might actually be achievable- unlike many of the others. It has no significant environmental issues or impediments (unlike G which has many impediments). Top of the list.	3/19/2023 10:52 AM
17	No	3/7/2023 6:29 AM
18	Better maps with larger text would be helpful. I can't figure out where some of these places are, and I've lived here nearly 20 years. These maps are terrible.	3/6/2023 7:46 PM
19	Site "G" is dissected by a unimproved rural highway in an urban setting and subject to historic flooding to the north of that. Adding extensive impervious surfaces and rooflines will pose undeniable risk to existing sub grade housing	3/6/2023 12:12 PM
20	I don't like C or D. I don't see these ever changing from the current commercial use.	3/6/2023 12:10 PM
21	I would like to see better/safer bicycle infrastructure at sites B, E, and G	3/6/2023 9:37 AM
22	Is this going to eliminate stores currently on those sites?	3/6/2023 7:51 AM
23	what PMI monitoring is done on the smoke emitting restaurant at the corner of Kings and Walnut in the Timberhill shopping area. I find the air quality there as unacceptable	3/6/2023 6:27 AM
24	I hope that the City will work to connect these CFA hubs via a modern human-friendly transportation system with safe system design. This would benefit the whole city.	3/5/2023 7:49 PM
25	I do not understand the purpose of rezoning these areas. Is Corvallis planning on building residential housing within the highlighted areas and removing our retail space? That would be a disaster.	3/5/2023 8:06 AM
26	Sites A, B, E, G suck. Sites C, D, F are OK.	3/4/2023 4:20 PM
27	Site C should be extended across Walnut	3/4/2023 4:04 PM
28	Site B proposes dense development in an area already considered a "food desert." 3rd Street is currently dangerous for school kids, pedestrians and bicyclists. Can't imagine this development improving the situation. How about siting developments like this in Timberhill or similar neighborhoods?	3/4/2023 3:11 PM
29	Its all just areas	3/3/2023 4:56 PM
30	Prefer not to see this type of development in sires C & D	3/3/2023 4:56 PM
31	Site F includes Fred Meyer and Rice's Pharmacy	3/3/2023 1:16 PM
32	It appears you are targeting existing shopping center sites. So from the legend how many "housing" stories or floors are we talking about adding over commercial space?	3/2/2023 3:59 PM
33	Not a lot of bus service to some areas...?	3/2/2023 2:04 PM
34	I favor the areas that have the greatest places of employment within walking and biking distance.	3/2/2023 1:29 PM
35	Concerned about the increase in traffic. Southtown needs a grocery store	3/2/2023 9:26 AM
36	No, like them all!	3/1/2023 5:05 PM
37	The proposed developments will further reduce the livability for existing residents who don't live in the self contained neighborhoods. Some planning should be put into blending the old	3/1/2023 4:39 PM

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

with the new. I also believe developers should bear the cost of the infrastructure required for new developments.

38	Only whether the development includes affordable housing.	3/1/2023 3:44 PM
39	Affordable apartments above all buildings downtown should be the required norm. Street level business, 2-3 floor parking, 4-5 floor apartments subsidized to have fixed or low rent for workforce housing. Rooftop gardens for food access.	3/1/2023 11:56 AM
40	I appreciate the opportunity to provide input, but I don't understand this.	2/28/2023 8:58 PM
41	Most do not have bike or pedestrian friendly access. Corvallis already has too many high speed, high traffic roads that are dangerous to other travel. Will the sites limit traffic? If not the access will remain mainly be car.	2/28/2023 4:33 PM
42	No, but I love them.	2/28/2023 2:08 PM
43	density of people traveling around 9th and circle is already at max adding housing to the area will make it worse	2/28/2023 12:10 PM
44	All look good	2/28/2023 11:39 AM
45	As a Corvallis resident of 47 years, I support continued growth of housing in the downtown area, Site A. Large buildings along First and Second Streets with shops and services at street level makes our downtown more cosmopolitan and increases the quality of our nightlife. Site B and other parts of 'Southtown' along Highway 99 need to be developed. A community center, decent grocery store, and improved shopping and eateries are necessary. I am strongly opposed to rezoning Sites C&D for high density in residential Northwest Corvallis. Site E is a logical area to increase density after Sites A&B have been rezoned and developed. Site F - again I'm opposed to high-rise buildings and high density in this residential area. Medium density apartments are okay. Site G has great potential for higher density residential development. I actually built 3 affordable houses in that area and I expect to see Corvallis expanding to the southwest of campus.	2/28/2023 10:35 AM
46	I don't understand the proposal as most of these sites seem to be already developed.	2/28/2023 10:29 AM
47	Site G: I think it should be greatly expanded. Right now the mapped area is primarily area that has already been developed. West Hills has large areas that are either undeveloped, or are in the process of development (53rd and West Hills Road area). Now is the time to include the undeveloped areas so that climate friendly infrastructure (e.g. transportation) can be imposed as part of the design process. Bicycle, pedestrian, and transit along West Hills Road and 53rd are either deficient or non-existent. Why would you not incorporate a large sector of undeveloped West Hills as a climate friendly area?	2/28/2023 10:28 AM
48	Not at this time.	2/28/2023 10:23 AM
49	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 8:53 AM
50	No	2/28/2023 8:42 AM
51	No	2/28/2023 8:08 AM
52	Spending money on things like this is why our roads, bridges, sidewalks, are falling apart.	2/28/2023 8:07 AM
53	How many HDA are being sought? What are proposed heights of buildings in each area? How many units (and people) are currently in each area and how many would be in that same HDA? If these are "low car use," how many vehicles will be allowed per unit in each area? Where will the parking be? Each HDA will involve more people driving into and out of the area. How would feeder streets that surround each HDA be widened or traffic speed limits changed to allow for increase in traffic? What other changes (for example, lighting, other services, additional ADU, or zoning changes) would be applied to areas surrounding each HDA?	2/28/2023 3:03 AM
54	E. Why are not all 4 corners of Walnut & 9th included? G. Should locations along Research Way from Technology Loop to Ashbrook Independent School be included?	2/28/2023 1:30 AM
55	Lovely idea, but completely impractical. Corvallis bus service is marginal at best and there is no weekend service. Corvallis is considered a "wasteland" by people 25-35, there is no local entertainment. People can sleep and do some local shopping, but most restaurants,	2/27/2023 9:50 PM

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

entertainment, doctors etc. still require the use of cars. People choose to live in this part of Oregon because of the access to ocean, mountains, wineries, etc. all require a car. This requires a better infrastructure planning than just designating an specific areas a CFA site.

56	Why are any sites other than the downtown core even being considered? A vibrant downtown - that's what I've heard the City is trying to do. Build more residential opportunities there with retail on the main floor. Close first street to cars. It's as simple as that.	2/27/2023 8:58 PM
57	How will residents get to these areas?	2/27/2023 8:08 PM
58	Sites along Hwy 99, Hwy 20 and 9th streets seem more appropriate locations for the proposed high density structures	2/27/2023 6:18 PM
59	I think sites along 9th, Hwy 99 and Hwy 20 are more appropriate sites for this kind of high density development, especially given the height of proposed development	2/27/2023 6:14 PM
60	None of them are applicable to my location.	2/27/2023 5:56 PM
61	no	2/27/2023 5:24 PM
62	No.	2/27/2023 3:42 PM
63	I don't understand any of this	2/27/2023 3:17 PM
64	area c Walnut/Kings - there are already over 1,000 units planned for near here, and the roads may not accommodate that many more vehicles. Plus, it is too far from town. Also the transit map shows a bus going into Timberhill - that service no longer exists so is inaccurate. The route 9 corridor makes a lot more sense from a "what already exists there" as well as transportation perspective, IMO	2/27/2023 12:42 PM
65	1. What are the upsides and downsides of having these friendly areas? 2. How will they impact local residents? 3. Are you replacing the existing ones? 4. Budgets?	2/27/2023 12:07 PM
66	All of these seem basically fine.	2/27/2023 10:50 AM
67	In sites B & C traffic on Kings has increased substantially due to development north of the sites.	2/26/2023 12:00 PM
68	What happens to existing residences and businesses? Do they remain until redevelopment occurs, presumably?	2/26/2023 10:35 AM
69	This is stupid	2/26/2023 7:39 AM
70	Regarding sites A, B, and E, bringing them into compliance will destroy local businesses and economies due to high retirement age groups in Corvallis and weather. People already avoid downtown due to lack of parking ability. Reducing parking and moving parking further from businesses will further impact local businesses in a negative way.	2/25/2023 2:02 PM
71	These sites all make good sense to me, with downtown, 9th and south Corvallis (B) being the highest priority.	2/24/2023 4:56 PM
72	Most of these areas make good sense to me. I have a lot of questions about why borders were chosen specifically but I suspect technical answers. I so appreciate having the old Albertsons area get some attention! Many of these areas do not include or are not near open green space; this makes them good candidates for at least concerted green work-ups such as rain gardens, mini-parks, street tree additions etc. Are the south town areas clear of flood potential?	2/24/2023 11:39 AM
73	E... why not include the South side of Cornell. It has an apartment complex in the works already to add housing along 9th street (also a commercial / hotel).	2/24/2023 11:20 AM
74	looking forward to seeing some home friendly neighborhoods!	2/24/2023 9:26 AM
75	The downtown CFA (Site A) makes total sense as a climate-friendly area and hopefully some of the large parking lots there could be redeveloped into new higher density buildings. The 9th street area (Site E) also makes a lot of sense with the amount of activity and retail already there.	2/24/2023 8:44 AM
76	All the areas are viable except site A north of Downtown. This area is not likely to get good transit service. The three Kings areas could be connected by transit, but Kings between Harrison and Buchanan would need some corridor revision for transit. South Corvallis and Ninth	2/23/2023 8:41 PM

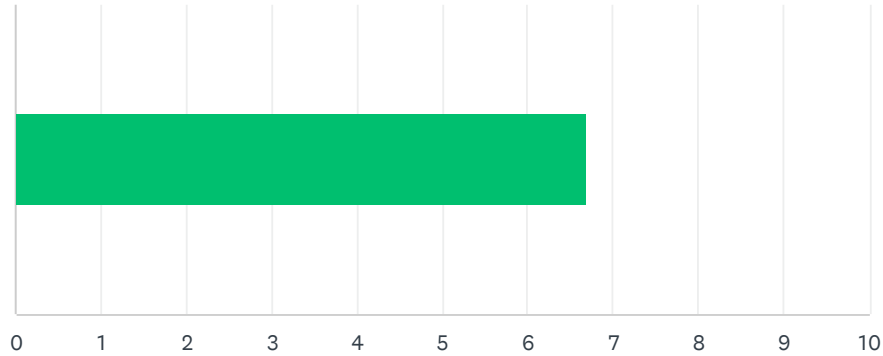
Climate Friendly & Equitable Communities - City of Corvallis Climate Friendly Areas

Street could be developed as one linear transit corridor servicing South Town, Downtown, and 9th to the Hospital.

77	They all look reasonable for this.	2/23/2023 8:11 PM
78	<p>These areas are already developed, mostly for commercial use without residences. Why would a zoning change cause any developer to add housing? Could shopping center parking lots be turned into housing units? It seems like changes would only occur when an existing shopping center ages out and needs to be torn down - this could take decades to happen. Where are the opportunities for in-fill and density? These charts show potential density, but I am left wondering what is the current density and therefore what density gain could be achieved? Does zoning in other parts of the city prevent commercial development, or should the whole city be designated CFA, so that not only must residential units be added to commercial areas, but also commercial units must be added to residential areas? Maybe some basic background on how zoning works would be helpful for someone like me who is not familiar at all with how development works. I do support an entire city where anyone can function without a car, not just people in these particularly identified CFA areas. New transit options need to be studied, thinking beyond the business-as-usual idea of large city buses to smaller, more nimble transit opportunities, for example. Regarding the rule allowing at least 15 dwelling units per acre and buildings no less than 50 feet tall, is there direction on how many of these buildings in the CFA would be built at the maximum height, or could they all be? Could there be rules that taller buildings must be located on the north side of a block, to avoid interfering with solar access? Also, what about walkable services being made available in non-commercial locations, like schools or public offices? Is an idea like that a zoning issue or something else?</p>	2/23/2023 6:02 PM
79	what are the implications of CFAs for current residents - will they see this as "a good thing" or?	2/23/2023 4:51 PM
80	No.	2/23/2023 2:24 PM
81	I don't see growth of population or increased density as desirable. Require OSU to provide housing for students when they increase enrollment. Provide electric commuter rail transportation. They seem to prefer to live in Lebanon Albany Salem Adair in sprawling suburbs.	2/23/2023 2:23 PM
82	Most of these areas are excellent choices: they either already have a good start for walking/biking to amenities such as shopping and dining and entertainment, or easily could transition to such. Will this change include prioritizing safety for vulnerable road users? in other words, if an area gets this CFA designation, will it also get protected crossings for pedestrians, and protected bike lanes for users of scooters, bikes, skateboards? Paint (green paint or white paint) is not good enough protection, and bikes should not be on the sidewalks with people walking.	2/23/2023 12:32 PM
83	We will need to have some setbacks for height if we bump up against existing housing.	2/23/2023 12:24 PM
84	What is the true potential given that most of these sites are already built out? They're all excellent locations but not if it's on paper only.	2/23/2023 12:19 PM
85	Why are the areas so small and disjoint. Why not allow the same climate-friendly development in larger areas, or even the entire city?	2/23/2023 12:14 PM

Q2 On a scale from 'Do Not Support' to 'Strongly Support' how do you feel about this candidate area?

Answered: 173 Skipped: 19



ANSWER CHOICES	AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
	7	1,160	173
Total Respondents: 173			

#		DATE
1	10	4/17/2023 10:59 PM
2	10	4/17/2023 10:56 PM
3	10	4/17/2023 11:44 AM
4	4	4/16/2023 9:08 AM
5	9	4/14/2023 4:18 PM
6	8	4/14/2023 10:14 AM
7	9	4/14/2023 10:07 AM
8	10	4/14/2023 8:43 AM
9	10	4/10/2023 8:41 PM
10	10	3/29/2023 8:46 PM
11	10	3/28/2023 9:24 PM
12	10	3/28/2023 9:15 PM
13	7	3/28/2023 12:08 PM
14	10	3/28/2023 8:15 AM
15	9	3/28/2023 8:05 AM
16	10	3/27/2023 9:45 PM
17	8	3/27/2023 9:40 PM
18	10	3/27/2023 8:47 PM
19	7	3/27/2023 8:27 PM

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20	6	3/27/2023 8:26 PM
21	1	3/27/2023 2:58 PM
22	8	3/27/2023 1:43 PM
23	3	3/26/2023 9:21 PM
24	10	3/19/2023 1:15 PM
25	3	3/19/2023 10:58 AM
26	10	3/13/2023 2:05 PM
27	5	3/10/2023 8:46 AM
28	7	3/9/2023 1:13 PM
29	10	3/9/2023 11:26 AM
30	0	3/8/2023 11:30 AM
31	7	3/8/2023 9:39 AM
32	7	3/8/2023 8:45 AM
33	9	3/7/2023 7:39 PM
34	3	3/7/2023 4:17 PM
35	10	3/7/2023 11:07 AM
36	8	3/7/2023 6:31 AM
37	5	3/6/2023 7:47 PM
38	5	3/6/2023 4:31 PM
39	10	3/6/2023 2:12 PM
40	3	3/6/2023 12:15 PM
41	9	3/6/2023 12:12 PM
42	8	3/6/2023 10:40 AM
43	6	3/6/2023 10:27 AM
44	7	3/6/2023 9:40 AM
45	10	3/6/2023 7:53 AM
46	7	3/6/2023 6:28 AM
47	7	3/5/2023 9:12 PM
48	10	3/5/2023 7:51 PM
49	5	3/5/2023 6:34 PM
50	10	3/5/2023 5:46 PM
51	5	3/5/2023 4:32 PM
52	9	3/5/2023 11:17 AM
53	5	3/5/2023 8:06 AM
54	10	3/4/2023 4:25 PM
55	9	3/4/2023 4:06 PM
56	7	3/4/2023 3:56 PM
57	5	3/4/2023 3:41 PM

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58	7	3/4/2023 12:50 PM
59	5	3/4/2023 10:06 AM
60	10	3/4/2023 7:42 AM
61	6	3/3/2023 4:58 PM
62	10	3/3/2023 4:56 PM
63	6	3/3/2023 1:17 PM
64	8	3/3/2023 12:23 PM
65	6	3/2/2023 7:30 PM
66	4	3/2/2023 7:05 PM
67	5	3/2/2023 4:00 PM
68	4	3/2/2023 3:33 PM
69	10	3/2/2023 2:52 PM
70	2	3/2/2023 2:07 PM
71	10	3/2/2023 11:48 AM
72	1	3/2/2023 9:27 AM
73	9	3/2/2023 8:54 AM
74	8	3/1/2023 11:20 PM
75	5	3/1/2023 8:43 PM
76	3	3/1/2023 7:42 PM
77	8	3/1/2023 7:10 PM
78	5	3/1/2023 7:03 PM
79	10	3/1/2023 6:20 PM
80	9	3/1/2023 5:48 PM
81	2	3/1/2023 5:12 PM
82	10	3/1/2023 5:05 PM
83	8	3/1/2023 4:56 PM
84	5	3/1/2023 3:45 PM
85	9	3/1/2023 1:06 PM
86	10	3/1/2023 12:45 PM
87	10	3/1/2023 11:57 AM
88	10	2/28/2023 9:44 PM
89	7	2/28/2023 8:16 PM
90	0	2/28/2023 5:45 PM
91	7	2/28/2023 4:34 PM
92	6	2/28/2023 4:33 PM
93	8	2/28/2023 2:09 PM
94	10	2/28/2023 1:21 PM
95	7	2/28/2023 1:04 PM

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96	5	2/28/2023 12:22 PM
97	10	2/28/2023 12:17 PM
98	5	2/28/2023 12:10 PM
99	3	2/28/2023 10:36 AM
100	7	2/28/2023 10:30 AM
101	0	2/28/2023 10:29 AM
102	7	2/28/2023 10:25 AM
103	7	2/28/2023 9:01 AM
104	0	2/28/2023 8:54 AM
105	8	2/28/2023 8:44 AM
106	0	2/28/2023 8:36 AM
107	8	2/28/2023 8:09 AM
108	10	2/28/2023 7:37 AM
109	10	2/28/2023 5:11 AM
110	5	2/28/2023 3:06 AM
111	10	2/28/2023 1:44 AM
112	0	2/27/2023 11:01 PM
113	10	2/27/2023 10:59 PM
114	10	2/27/2023 10:48 PM
115	0	2/27/2023 9:53 PM
116	2	2/27/2023 9:00 PM
117	5	2/27/2023 8:09 PM
118	6	2/27/2023 7:59 PM
119	0	2/27/2023 7:01 PM
120	3	2/27/2023 6:20 PM
121	8	2/27/2023 6:00 PM
122	10	2/27/2023 4:29 PM
123	9	2/27/2023 4:04 PM
124	2	2/27/2023 3:43 PM
125	10	2/27/2023 3:18 PM
126	1	2/27/2023 2:59 PM
127	3	2/27/2023 2:18 PM
128	5	2/27/2023 1:00 PM
129	10	2/27/2023 12:42 PM
130	4	2/27/2023 12:41 PM
131	6	2/27/2023 12:21 PM
132	5	2/27/2023 12:10 PM
133	10	2/27/2023 11:32 AM

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134	6	2/27/2023 11:14 AM
135	10	2/27/2023 11:12 AM
136	7	2/27/2023 10:51 AM
137	7	2/27/2023 10:29 AM
138	6	2/27/2023 9:39 AM
139	5	2/27/2023 8:02 AM
140	10	2/27/2023 1:33 AM
141	0	2/26/2023 1:40 PM
142	0	2/26/2023 12:04 PM
143	5	2/26/2023 10:37 AM
144	8	2/26/2023 8:49 AM
145	0	2/26/2023 7:45 AM
146	0	2/26/2023 7:40 AM
147	1	2/26/2023 7:25 AM
148	5	2/25/2023 2:08 PM
149	3	2/24/2023 4:56 PM
150	10	2/24/2023 12:28 PM
151	10	2/24/2023 11:46 AM
152	9	2/24/2023 11:22 AM
153	9	2/24/2023 9:27 AM
154	10	2/24/2023 8:45 AM
155	10	2/24/2023 8:18 AM
156	10	2/23/2023 8:43 PM
157	7	2/23/2023 8:15 PM
158	10	2/23/2023 6:02 PM
159	0	2/23/2023 2:53 PM
160	9	2/23/2023 2:27 PM
161	1	2/23/2023 2:26 PM
162	5	2/23/2023 2:25 PM
163	5	2/23/2023 2:19 PM
164	5	2/23/2023 2:13 PM
165	10	2/23/2023 2:10 PM
166	10	2/23/2023 1:23 PM
167	10	2/23/2023 12:37 PM
168	7	2/23/2023 12:27 PM
169	0	2/23/2023 12:26 PM
170	10	2/23/2023 12:17 PM
171	9	2/23/2023 10:50 AM

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172	10	2/22/2023 2:53 PM
173	7	2/21/2023 4:20 PM

Q3 What are the challenges and opportunities you see for this candidate area?

Answered: 110 Skipped: 82

#	RESPONSES	DATE
1	It is very smart to increase housing density near OSU, since students and employees comprise a huge amount of the people needing housing and traveling around town. Also, students have different lifestyles than more mature adults, so it is good to have lots of housing near campus, so they can have their loud parties amongst each other, and people who aren't interested in that can get an apartment farther away. I think this is the best idea I've seen so far of the 8 or so.	4/17/2023 10:59 PM
2	Alternative transportation is a necessity for these locations to be competitive with cheaper locations that people are willing to drive from (e.g., Albany, Philomath). Please make sure this zone connect to places of interest like grocery stores.	4/17/2023 10:56 PM
3	Close to OSU makes it a high priority. If you don't want students to bring cars to town then they need easy walking and biking access to a full range of amenities.	4/17/2023 11:44 AM
4	raises interesting questions about who would live here besides students. But maybe that's the point; it is important to have student housing in CFA context.	4/16/2023 9:08 AM
5	Opportunity: This area is walkable. Could design to actively reduce "car convenience" and make walking and biking a priority. Challenge: Resistance to reduced car use.	4/14/2023 10:14 AM
6	Harrison and Van Buren often seem to be drag racing strips. Kings & Harrison needs to be revamped to reduce the number of cars turning east on 1-way Harrison, which occurs multiple times weekly. I see it from my apartment.	4/14/2023 10:07 AM
7	None of the CFAs have "high quality" bike lanes or pedestrian infrastructure and there is no safe, comfortable, attractive network connecting these areas. To make these CFAs work and reduce car dependency, you have to attract the average person to use active transportation (walk, bike, transit). To get the average person to use a bicycle or walk, the entire route must be safe and comfortable. The communities that have done this have invested in much higher standards than paint for protection of bicyclists. They use protected or separated bike lanes and make them attractive by shading them with trees, and they build a dense convenient network. To make these CFAs work, Corvallis should adopt much higher standards of safety, comfort, and beauty for its active transportation network.	4/14/2023 8:43 AM
8	Near campus should definitely have lots of high density housing. Too many students end up taking up single family homes and adding to the housing shortage. I think this area is the ideal place for CFAs.	3/29/2023 8:46 PM
9	I think this is an excellent opportune space with lots of foot traffic from the college and an already highly active commercial section. The biggest opportunities I imagine are a lot of possible interest for dense residential spaces especially so close to college, and one of the places of town that is already a visually interesting place to be on foot be further made busier with more people living nearby and patroning.	3/28/2023 9:24 PM
10	I think this area has a lot of opportunity for multi family housing. I'm on the fence about whether public transit would also need to be bolstered to help residents travel between different areas of town without being dependent on personal automobiles	3/28/2023 9:15 PM
11	Proximity to campus is a great benefit of this area. More walkable units for campus employees would be a win.	3/27/2023 9:40 PM
12	More dense housing adjacent to employment and education opportunities.	3/27/2023 8:47 PM
13	Traffic and parking	3/27/2023 8:27 PM
14	High rises in this area would be out of scale and character with the adjacent historic district. On the other hand, this area is also adjacent to the university, which makes it a convenient	3/27/2023 8:26 PM

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place for students to live without a car.

15	This residential area would need to be redeveloped, displacing the current residents.	3/27/2023 2:58 PM
16	The proximity to the university makes it an already dense area.	3/26/2023 9:21 PM
17	Traffic in this area, if housing density is increased and driving isn't de-incentivized. If we are increasing housing, we need to limit driving and strongly encourage active and alternative modes of transportation.	3/19/2023 1:15 PM
18	Few real opportunities. You would likely make it worse than improve it or provide a long lasting, vital neighborhood. Too many owners, too many small lots, too expensive to aggregate. Implementation would be a nightmare. Why be stupid? Why not focus on what is achievable in the short term, go after it, get it done, demonstrate success, develop a success that serves as a good example.....then look to other areas. The reason the "State of the City" is in such abismal shape is that the City can't focus and can't achieve success incrementally.	3/19/2023 10:58 AM
19	Can Buren and Harrison carry lots of traffic. How can the area be made more safe for pedestrians and bikers?	3/7/2023 6:31 AM
20	If I could tell from this map where exactly this is I might be able to formulate an opinion.	3/6/2023 7:47 PM
21	Traffic and parking, No-car zone would be great - with dedicated delivery areas	3/6/2023 4:31 PM
22	OSU impacts exist and will exponentially increase with no ROW to expand infrastructure to support it	3/6/2023 12:15 PM
23	parking will be a challenge with the limited transit and other transportation options	3/6/2023 12:12 PM
24	I see an opportunity to change that section of Monroe street into an entirely car-free zone	3/6/2023 9:40 AM
25	Undoubtedly going to be a student area, and it will be a law enforcement challenge because of the large amount of opportunistic theft that occurs here.	3/6/2023 7:53 AM
26	This makes a lot of sense to create housing for OSU students that makes campus easily walkable and bikeable. Perhaps the biggest challenge are the older homes and neighborhoods - change can be hard for people.	3/5/2023 7:51 PM
27	Seems out of character for the area and unless the goal is for students to reside here, it's close to campus	3/5/2023 6:34 PM
28	Creates a ghetto for students and gets them out of permanent residence areas where they are often disruptive and unwelcome.	3/4/2023 4:25 PM
29	Historic fraternity and sorority houses	3/4/2023 4:06 PM
30	Existing buildings, uses Concentrates student housing adjacent to campus	3/4/2023 3:56 PM
31	parking	3/4/2023 12:50 PM
32	Over building; too many people in a small area. However, this is one of the better locations for this type of development. Easily walkable.	3/3/2023 4:58 PM
33	Already developed with older (some historic) structures. Fraternities and sororities. All streets surrounding this location are narrow, single lane configuration.	3/2/2023 7:05 PM
34	Since this is near the university and the university is the main user of housing for students this makes more sense than most of the other areas.	3/2/2023 4:00 PM
35	Important transportation issues as most disabled and low-income residents have no reliable personal transportation in low-cost housing areas..	3/2/2023 2:07 PM
36	I like its location but there are too many homes and too many zones making it difficult and most likely too contentious to change.	3/2/2023 1:35 PM
37	Good use of existing demographics in this established neighborhood already.	3/2/2023 11:48 AM
38	Students/high rent	3/2/2023 9:27 AM
39	Affordable rent, parking (for those of us who are required to drive for work), consistent public transportation	3/2/2023 8:54 AM

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40	Who would want to live around students? This means it will be more 5 BR / 5 BA monstrosities that do nothing to really address housing for adults	3/1/2023 7:42 PM
41	High student population without need for yards or parking	3/1/2023 7:10 PM
42	Area of plenty of mixed business and residential and fairly dense already. Doesn't seem like it would have major impact on character of the area or quality of life for current residents. Very bikeable to all commercial parts of town.	3/1/2023 5:48 PM
43	Traffic! It is unrealistic to think that residents of these densely packed living areas won't drive cars.	3/1/2023 5:12 PM
44	Parking	3/1/2023 4:56 PM
45	Congestion/traffic	3/1/2023 3:45 PM
46	Opportunity- more students can live closer to campus. Challenge - even more limited parking than already exists near OSU	3/1/2023 12:45 PM
47	More student housing and parking above all those restaurants would be great. The challenge will be old building needing to be torn down to build up.	3/1/2023 11:57 AM
48	challenges where will all the cars go? it's already crowded parking. Adding more apartments will only make it worse	2/28/2023 1:04 PM
49	UNO FAR Policy - How will we achieve high density with Max FAR in UNO? Why do we want to limit FAR in the areas closest to the University? This should be the most dense, ped and bike friendly areas in Corvallis.	2/28/2023 12:17 PM
50	A lot of historic student housing - fraternities, sororities, church-related student services/housing would disappear.	2/28/2023 10:36 AM
51	Focus on undeveloped areas.	2/28/2023 10:29 AM
52	None at the present.	2/28/2023 10:25 AM
53	traffic would be a problem with increased population in this area. Pedestrian bridges may be necessary. Or maybe diverting the main streets to a different route. Students are so dumb about crossing the street, we would want to avoid an increase in accidents.	2/28/2023 9:01 AM
54	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 8:54 AM
55	Near OSU, near parks, near some eateries, already dense housing....all opportunities.	2/28/2023 8:44 AM
56	Many people work on campus. Why would you increase the density, and get rid of single family residences? Is that so people could drive to OSU for work? Parking is an issue also these streets are narrow. it is already a walking neighborhood.	2/28/2023 8:36 AM
57	I see many opportunities.	2/28/2023 8:09 AM
58	This is a ridiculous waste of my tax dollars.	2/28/2023 8:08 AM
59	Because of its proximity to campus, it needs designated cycling paths and lanes.	2/28/2023 7:37 AM
60	Traffic. It's already a challenge navigating this area during major school events — parent week, graduation, etc. the streets cannot manage additional traffic without some reconfiguration	2/28/2023 3:06 AM
61	More vehicle traffic and more difficulty parking for visitors. Exponential increase in ambient noise due to density and height of buildings. Protection of solar rights for energy production and vegetation. Historic district architectural restrictions and change approval process. Inadequate street widths on Jackson between 25th and Kings due to onstreet parking. Comcast Internet bandwidth inadequate for current users 4:30-7pm weekdays.	2/28/2023 1:44 AM
62	This looks like the disastrous California Stack and Pack that has led people to flee the Bay Area and Sacramento. Do Not Support - the selection drag bar above does not work.	2/28/2023 12:13 AM
63	No need. Why ruin more of this ugly, trashed little town. Clean up the current space. Use all the currently vacant space. Corvallis is a crap hole.	2/27/2023 11:01 PM

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64	Excellent transit, walkable and bikeable area. Proximity to OSU is ideal and close to downtown.	2/27/2023 10:59 PM
65	The City's failure to build protected bike lanes, reduce automobile use of the right-of-way, and build safe pedestrian corridors (pedestrian crossings without stop signs or unmarked crosswalks are unsafe). If all private, non-commercial vehicles should be removed from this area entirely, it would boost foot traffic and bring an economic boost.	2/27/2023 10:48 PM
66	This area is primarily student housing, a transient population, many from outside Corvallis. Traffic and parking is a problem because these people bring cars with them so they can commute home.	2/27/2023 9:53 PM
67	There are existing neighborhoods here.	2/27/2023 9:00 PM
68	How do residents get to this area?	2/27/2023 8:09 PM
69	Traffic and parking. Harrison Blvd is already a mess after all the apartments built on Circle. All students seem to arrive in cars even though they don't need them. The city needs to plan for their cars and not hope that they will take the bus, walk or ride bikes.	2/27/2023 7:01 PM
70	I think it would only attract students as a living location.	2/27/2023 6:20 PM
71	This area makes sense because of its proximity to OSU campus and a lot of student housing, whether apartments or Greek houses.	2/27/2023 6:00 PM
72	I see this as advantageous to the community if this area becomes more densely populated by students other parts of town will be available for young families.	2/27/2023 4:29 PM
73	Too crowded. Wouldn't want to live there.	2/27/2023 3:43 PM
74	There's no guarantee that people living there will give up their cars, regardless of the intentions or design, which could mean a lot of extra traffic in the area.	2/27/2023 2:59 PM
75	You need to add at least a couple of street names, like the bounding roads	2/27/2023 2:35 PM
76	This area seems to be much too student-centric to support anything but student housing and student and campus-related businesses and activities. So it is a possible candidate but only if that is kept in mind.	2/27/2023 2:18 PM
77	Congestion and additional parking problems. It will discourage those not living in the prescribed area who need/want to drive in to the area to use shops and restaurants from doing so.	2/27/2023 1:00 PM
78	+close to town and university, on transit line. Already some mixed use -lots of smaller homes already exist here	2/27/2023 12:42 PM
79	Already too crowded.	2/27/2023 12:41 PM
80	Redevelopment and more housing near campus and downtown	2/27/2023 12:21 PM
81	Need more info.	2/27/2023 12:10 PM
82	It's close to campus, which will be both a challenge and an opportunity. But safe convenient living spaces for students to be car-free will benefit EVERYONE	2/27/2023 11:32 AM
83	This survey really demands too much technical comprehension from everyday residents.	2/27/2023 10:51 AM
84	Not really sure what the purpose of the CFA designation is. Makes it hard to comment	2/26/2023 12:04 PM
85	That's where the students are. But there are also residences owned by people who have lived there for many years, and to be suddenly hemmed in by very tall buildings takes away the ability to get sunlight into smaller houses and their backyards. People grow food in those yards. How do we address one need while still being fair to others?	2/26/2023 10:37 AM
86	Impact on remaining single family units being lived in by single families.	2/26/2023 8:49 AM
87	You are ruining Corvallis	2/26/2023 7:40 AM
88	It's ridiculous	2/26/2023 7:25 AM
89	Concerns for existing owner-occupied homes in area and how the changes would effect them, their property values, and livability.	2/25/2023 2:08 PM

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

90	There are a lot of existing single family home-scale units in this area that would be incompatible with the climate friendly development standards. Seems a shame to create such incompatibilities so I don't feel this site should be a priority candidate.	2/24/2023 4:56 PM
91	increase in traffic, already very limited parking due to OSU, and general livability issues for homeowners/residents. The expected removal of more OSU parking lots will make parking even worse in these areas even without additional housing.	2/24/2023 12:28 PM
92	Concentrate student housing, a good thing! Get students out of their cars, and give them all the shopping/food/entertainment/transportation links etc they need. Support car-less living! There are some nice older homes that will likely come down but it's a fair trade to increase total occupancy where it's needed. There should be plenty of walkable/bike-able connectivity from here to downtown.	2/24/2023 11:46 AM
93	challenges - existing long term home owners... opportunity - so close to campus, easy commute for workers/students.	2/24/2023 11:22 AM
94	like to see it connected to Buchanan/Beca area down Kings. Close to OSU more students walking/biking to school, already has some multiple housing could support more, as well as more commercial.	2/24/2023 9:27 AM
95	This area makes a lot of sense for a mixture of high density residential units and commercial uses to serve OSU students. More students can live directly adjacent to the campus and it may also provide more housing options for employees of the university as well.	2/24/2023 8:45 AM
96	Students need hosting close to campus, decreases pressure on other neighborhoods. Harder for nimbys to argue developments don't fit "the character of the neighborhood" as there are already developments of this type	2/24/2023 8:18 AM
97	This could be part of the transit link to Kings and Buchanan, Circle, and Walnut.	2/23/2023 8:43 PM
98	This close to campus, it would be good for student and transitional housing. There are already some multi-story units there, so it would fit in better than places with single story buildings.	2/23/2023 8:15 PM
99	Convenient and more frequent transit close to this area would help reach the goal of reducing single occupancy vehicles. Transit should connect to downtown, the hospital, southtown and other high trafficked areas. The low cost housing in this area provides residential space for many low income and underserved people. It is important to recognize that current condition and require that the same percentage of low cost housing be made available in this area if there is redevelopment which affects that low cost housing. Avoid gentrification.	2/23/2023 6:02 PM
100	Already too crowded in this area. Parking is already an issue.	2/23/2023 2:53 PM
101	Overdependence on car transportation in an area that is bike/ped friendly.	2/23/2023 2:27 PM
102	50 ft tall buildings will create an unfriendly urban canyon and ruin the quality of life for occupants of older, smaller scale structures. This idea is shitty.	2/23/2023 2:26 PM
103	No comment.	2/23/2023 2:25 PM
104	People will drive to grocery stores so parking will remain an issue. Will need to tear down older housing.	2/23/2023 1:23 PM
105	Positives: Increased building height and density would mean more choices for students and faculty at OSU who might want to live in apartments/condos/townhomes without a large yard, and might want to live car-free or car-light. Close to existing bicycle infrastructure and easy walking/rolling distance to downtown. Challenges: tearing down bungalows and other buildings that add character to the neighborhood is a trade off for improvements and it might be hard to say goodbye to some of those types of housing. People will complain about lack of parking but the builders/developers can build parking if they see fit to build it.	2/23/2023 12:37 PM
106	I see only the blocks near Monroe as being viable given opposition to converting so many smaller units on the north side to higher density. I'd like to see blocks along Monroe upzoned but not necessarily CFAs.	2/23/2023 12:27 PM
107	This is an existing neighborhood with historic houses, small block faces, and walkable design already. It is already a sacrifice zone for OSU with parking challenges. This would only make it worse.	2/23/2023 12:26 PM
108	The opportunities would be greater if more area were included in the CFA zone. This is densely	2/23/2023 12:17 PM

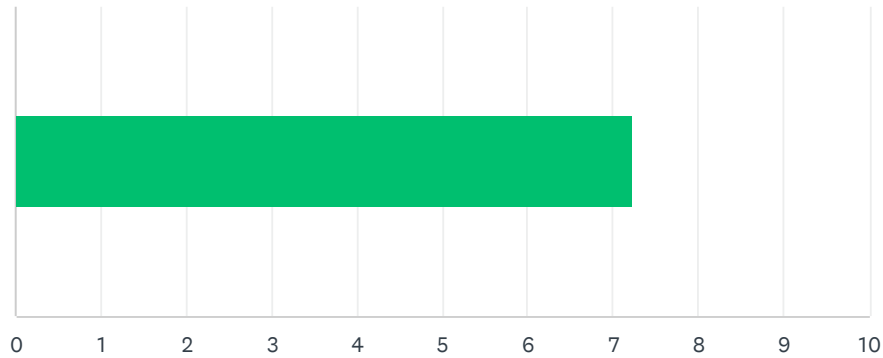
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populated at the moment, so there shouldn't be much opposition to continued dense development.

109	This already has high density housing. It needs more variety in commercial. Maybe expand it to include the area around Fred Meyer and Rice's. It also has good mass transit service and is walkable.	2/23/2023 10:50 AM
110	Street widths are substandard for the intensity of that area and redevelopment could help provide options for more complete streets. The Campustown area has not been allowed to grow with the population of OSU and so this could create a more lively district retail experience and not just a single linear, one story street commercial development pattern. Also, the proximity to OSU means that students would likely not need the number of automobiles that they would in less convenient locations.	2/22/2023 2:53 PM

Q4 On a scale from 'Do Not Support' to 'Strongly Support' how do you feel about this candidate area?

Answered: 169 Skipped: 23



ANSWER CHOICES	AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
	7	1,220	169
Total Respondents: 169			

#		DATE
1	6	4/17/2023 10:59 PM
2	10	4/17/2023 12:00 PM
3	6	4/16/2023 9:09 AM
4	9	4/14/2023 4:18 PM
5	8	4/14/2023 10:16 AM
6	10	4/14/2023 10:12 AM
7	10	4/14/2023 8:44 AM
8	10	3/29/2023 8:47 PM
9	9	3/28/2023 9:29 PM
10	10	3/28/2023 9:20 PM
11	6	3/28/2023 12:08 PM
12	10	3/28/2023 8:15 AM
13	4	3/28/2023 8:06 AM
14	10	3/27/2023 9:45 PM
15	3	3/27/2023 9:42 PM
16	10	3/27/2023 8:48 PM
17	8	3/27/2023 8:34 PM
18	10	3/27/2023 8:28 PM
19	1	3/27/2023 2:58 PM

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20	8	3/27/2023 1:44 PM
21	7	3/26/2023 9:23 PM
22	7	3/20/2023 9:34 AM
23	10	3/19/2023 1:17 PM
24	4	3/19/2023 11:06 AM
25	10	3/13/2023 2:05 PM
26	6	3/10/2023 8:48 AM
27	7	3/9/2023 1:13 PM
28	5	3/9/2023 11:28 AM
29	10	3/8/2023 9:40 AM
30	8	3/8/2023 8:46 AM
31	9	3/7/2023 7:39 PM
32	7	3/7/2023 4:18 PM
33	8	3/7/2023 11:07 AM
34	7	3/7/2023 6:33 AM
35	5	3/6/2023 7:47 PM
36	7	3/6/2023 4:34 PM
37	8	3/6/2023 2:12 PM
38	10	3/6/2023 12:15 PM
39	10	3/6/2023 12:13 PM
40	8	3/6/2023 10:40 AM
41	8	3/6/2023 10:28 AM
42	9	3/6/2023 9:40 AM
43	0	3/6/2023 8:07 AM
44	10	3/6/2023 7:55 AM
45	9	3/6/2023 6:28 AM
46	9	3/5/2023 9:13 PM
47	10	3/5/2023 7:53 PM
48	9	3/5/2023 6:40 PM
49	10	3/5/2023 5:46 PM
50	5	3/5/2023 4:32 PM
51	9	3/5/2023 11:17 AM
52	5	3/5/2023 8:07 AM
53	10	3/4/2023 4:29 PM
54	5	3/4/2023 4:07 PM
55	7	3/4/2023 3:59 PM
56	3	3/4/2023 3:42 PM
57	2	3/4/2023 3:14 PM

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58	10	3/4/2023 2:35 PM
59	7	3/4/2023 12:51 PM
60	8	3/4/2023 10:06 AM
61	10	3/4/2023 7:42 AM
62	5	3/3/2023 4:58 PM
63	10	3/3/2023 4:56 PM
64	8	3/3/2023 12:23 PM
65	6	3/2/2023 7:32 PM
66	10	3/2/2023 7:08 PM
67	7	3/2/2023 4:21 PM
68	3	3/2/2023 3:33 PM
69	10	3/2/2023 2:53 PM
70	9	3/2/2023 1:44 PM
71	10	3/2/2023 11:52 AM
72	10	3/2/2023 9:27 AM
73	9	3/2/2023 8:55 AM
74	7	3/1/2023 11:21 PM
75	5	3/1/2023 8:45 PM
76	5	3/1/2023 7:43 PM
77	7	3/1/2023 7:11 PM
78	5	3/1/2023 7:03 PM
79	10	3/1/2023 6:20 PM
80	0	3/1/2023 5:52 PM
81	7	3/1/2023 5:15 PM
82	10	3/1/2023 5:05 PM
83	8	3/1/2023 4:57 PM
84	8	3/1/2023 3:47 PM
85	10	3/1/2023 1:06 PM
86	10	3/1/2023 12:46 PM
87	10	3/1/2023 11:58 AM
88	10	2/28/2023 9:44 PM
89	10	2/28/2023 8:17 PM
90	8	2/28/2023 4:35 PM
91	6	2/28/2023 4:33 PM
92	10	2/28/2023 1:21 PM
93	0	2/28/2023 1:14 PM
94	6	2/28/2023 12:23 PM
95	5	2/28/2023 12:18 PM

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96	10	2/28/2023 12:10 PM
97	5	2/28/2023 10:55 AM
98	7	2/28/2023 10:37 AM
99	7	2/28/2023 10:30 AM
100	10	2/28/2023 10:27 AM
101	3	2/28/2023 9:02 AM
102	0	2/28/2023 8:54 AM
103	7	2/28/2023 8:46 AM
104	5	2/28/2023 8:37 AM
105	10	2/28/2023 8:10 AM
106	10	2/28/2023 7:40 AM
107	10	2/28/2023 5:12 AM
108	8	2/28/2023 3:08 AM
109	10	2/28/2023 1:57 AM
110	10	2/27/2023 11:30 PM
111	10	2/27/2023 11:08 PM
112	9	2/27/2023 11:05 PM
113	7	2/27/2023 11:05 PM
114	0	2/27/2023 9:54 PM
115	0	2/27/2023 9:03 PM
116	5	2/27/2023 8:10 PM
117	6	2/27/2023 8:00 PM
118	6	2/27/2023 7:01 PM
119	8	2/27/2023 6:21 PM
120	5	2/27/2023 6:01 PM
121	5	2/27/2023 4:31 PM
122	3	2/27/2023 3:43 PM
123	10	2/27/2023 3:18 PM
124	4	2/27/2023 3:03 PM
125	5	2/27/2023 2:36 PM
126	5	2/27/2023 2:20 PM
127	5	2/27/2023 1:01 PM
128	9	2/27/2023 12:43 PM
129	7	2/27/2023 12:41 PM
130	10	2/27/2023 12:22 PM
131	5	2/27/2023 12:11 PM
132	10	2/27/2023 11:33 AM
133	10	2/27/2023 11:14 AM

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134	7	2/27/2023 11:12 AM
135	7	2/27/2023 10:51 AM
136	10	2/27/2023 10:29 AM
137	10	2/27/2023 9:40 AM
138	6	2/27/2023 8:02 AM
139	10	2/27/2023 1:34 AM
140	0	2/26/2023 1:40 PM
141	5	2/26/2023 10:39 AM
142	2	2/26/2023 8:49 AM
143	0	2/26/2023 7:45 AM
144	0	2/26/2023 7:40 AM
145	1	2/26/2023 7:25 AM
146	1	2/25/2023 2:11 PM
147	9	2/24/2023 4:56 PM
148	10	2/24/2023 12:30 PM
149	9	2/24/2023 11:52 AM
150	9	2/24/2023 11:23 AM
151	9	2/24/2023 9:28 AM
152	10	2/24/2023 8:47 AM
153	4	2/24/2023 8:21 AM
154	10	2/23/2023 8:44 PM
155	5	2/23/2023 8:15 PM
156	10	2/23/2023 6:02 PM
157	1	2/23/2023 2:53 PM
158	10	2/23/2023 2:27 PM
159	1	2/23/2023 2:26 PM
160	5	2/23/2023 2:25 PM
161	10	2/23/2023 2:19 PM
162	10	2/23/2023 2:10 PM
163	5	2/23/2023 1:28 PM
164	10	2/23/2023 12:41 PM
165	10	2/23/2023 12:29 PM
166	9	2/23/2023 12:28 PM
167	10	2/23/2023 12:19 PM
168	9	2/23/2023 10:52 AM
169	10	2/22/2023 2:55 PM

Q5 What are the challenges and opportunities you see for this candidate area?

Answered: 99 Skipped: 93

#	RESPONSES	DATE
1	Are you crazy for saying key destinations are "Benton County Public works yard, Heartland Humane"? Are you saying there are basically no services for the common person in southtown? Because there aren't any services to speak of, so it's bad to put people in southtown and claim it's good for reducing driving air pollution. The only service in this area is the coop, and they are freaking expensive so nobody except rich people or enviro people will want to shop there. Please don't add any more housing to southtown -- you are making people drive more if you put them here. And highway 99 is ugly, loud, and dangerous for biking, and I don't see how a bike path could work without going seriously out of the way and who wants to bike extra if they're commuting?	4/17/2023 11:07 PM
2	Southtown seems too spread out and the highway too unsafe to walk or bike across regularly. Maybe lower speed limits would help. Alternative transportation is a necessity for these locations to be competitive with locations that people are willing to drive from (e.g., Albany, Philomath). Please make sure these zones connect to places of interest like the OSU campus or the hospital.	4/17/2023 10:59 PM
3	Wetland areas may be a challenge. No net loss of wetlands - man-made wetlands are not as good as natural wetlands.	4/17/2023 12:00 PM
4	Hwy 99 is an abomination. It should be redesigned and landscaped as an urban arterial, with narrower lanes and slower speeds for motorized traffic. Need improved connectivity for residents.	4/14/2023 10:16 AM
5	Anything would help - giving everyone safe access while minimizing the need to use 99W is the big challenge, IMO.	4/14/2023 10:12 AM
6	Same comment as before: None of the CFAs have "high quality" bike lanes or pedestrian infrastructure and there is no safe, comfortable, attractive network connecting these areas. To make these CFAs work and reduce car dependency, you have to attract the average person to use active transportation (walk, bike, transit). To get the average person to use a bicycle or walk, the entire route must be safe and comfortable. The communities that have done this have invested in much higher standards than paint for protection of bicyclists. They use protected or separated bike lanes and make them attractive by shading them with trees, and they build a dense convenient network. To make these CFAs work, Corvallis should adopt much higher standards of safety, comfort, and beauty for its active transportation network.	4/14/2023 8:44 AM
7	It's a more affordable place to live comparatively speaking and very close to Avery park which is really nice to have. There's not any place close or closer to downtown with also great park access. The area has a very industrial feel and also has the very busy Hwy 99 so effort must be taken to make sure people feel safe walking in and near the area. Having to cross the road to catch the bus going northbound musn't feel like a deadly challenge.	3/28/2023 9:29 PM
8	Pedestrian safety around Highway 99 is a concern of mine, possibly could be helped by raised crossings, but that is most likely ODOTs jurisdiction. This area could revitalize Southtown and encourage more residents to live south of the Mary's river	3/28/2023 9:20 PM
9	Unhoused people	3/27/2023 9:42 PM
10	Would need better active transportation facilities on 3rd.	3/27/2023 8:48 PM
11	All of South Corvallis is in danger of becoming an inaccessible island in the event of flooding - a likely scenario, given climate change. ODOT and the City need to work together to mitigate this impending emergency. This area is in great need of redevelopment and would benefit from being designated as a Climate Friendly Area, but only if the potential flooding issue is addressed.	3/27/2023 8:34 PM

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12	Large site for planning	3/27/2023 8:28 PM
13	Potential need to relocate Benton County Public Works. No supermarkets in the area for residents. Limited number of shops in the area. How do we ensure affordable housing?	3/27/2023 2:58 PM
14	This area could use development that actually improves the area and makes it more livable and less of a dead zone.	3/26/2023 9:23 PM
15	South Corvallis has limited general services, lacking a major grocery store and virtually all medical facilities. This is well recognized and yet nothing happens; and now new housing will bring many more people.	3/20/2023 9:34 AM
16	I love the idea of making this a CFA. This area is really underdeveloped and has ample land for more density. Like the previous site, though, it needs to be created with a disincentivization to drive and a more comfortable and friendly walkable and bikeable environment. Right now, biking in southtown on the west side of 99 is taking your life in your own hands.	3/19/2023 1:17 PM
17	Makes more sense than the previous area near campus. But not easily achieved. Hard to transform. There are larger lots, but the owners are not likely to want to transform in the near future. Is the City going to chip in and provide \$\$\$Million to underwrite it? I think you would get hodge podge unless the City helped aggregate properties to achieve a viable footprint. The area also doesn't have good access for bikes and walkers. The only easy access would be to a park. I like this site only if the City is getting a lot of federal or state dollars to underwrite it.	3/19/2023 11:06 AM
18	Urban renewal district allows for some creative ways to make this area fit CFA requirements	3/13/2023 2:05 PM
19	South town isn't as well connected to the rest of Corvallis. I'd love to see that change, but unless the CFA includes improved connectivity for bikes, pedestrians, and public transit, it would create a patchy mosaic of pleasant areas to be outside of a vehicle, not a cohesive Corvallis.	3/9/2023 11:28 AM
20	Highway 99 Carrie's lots of traffic. This makes things difficult for walkers and bikers	3/7/2023 6:33 AM
21	Find a space for a large transit ParknRide.	3/6/2023 4:34 PM
22	Improvements parallel with ODOT enhancements show future promise and the area clearly needs overall improvements	3/6/2023 12:15 PM
23	YES! Great spot!	3/6/2023 12:13 PM
24	Decreasing car traffic along the 99w section would be ideal	3/6/2023 9:40 AM
25	99W is very hazardous to bicyclist and pedestrians. Another law enforcement challenge due to the proximity to the unregulated homeless camps in the area.	3/6/2023 7:55 AM
26	This would provide housing fairly near OSU and downtown, which is great. One challenge to this area is the obstacle that is 99W. This is an unpleasant and uncomfortable road to need to walk or bike along or across. People need to be able to get around easily without a car.	3/5/2023 7:53 PM
27	This area needs shopping and some clean up. The property could look great with some plain - like the Vet Clinic there always looks good.	3/5/2023 6:40 PM
28	Currently a wasteland, close to shopping & downtown .	3/4/2023 4:29 PM
29	The key will be a true commercial node which will have to be established essentially from scratch. The strip development along 99 doesn't provide the desired support.	3/4/2023 4:07 PM
30	Existing uses Ease of siting, influencing climate friendly transportation amenities	3/4/2023 3:59 PM
31	Flood area. Historic industrial use with probable toxic clean-up required. Continues Corvallis' longtime practice of siting least attractive developments South of Marys River. Neighborhood is already overburdened by highway traffic and underserved by grocery and other retail.	3/4/2023 3:14 PM
32	traffic flow	3/4/2023 12:51 PM
33	Closer to OSU and park	3/3/2023 4:58 PM
34	One of the most underutilized areas of Corvallis. Fair amount of bare land to develop (less demo work to be done. Close to a park, adjacent to Hwy 99. Fire station already nearby. Maybe challenging to develop due to wetlands in the mix .	3/2/2023 7:08 PM
35	This seems a far better use of the land than what is currently there. This is also an area of fill	3/2/2023 4:21 PM

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along with flooding.

36	Once again, public transportation issues..	3/2/2023 2:07 PM
37	Having only 99w and the road through Avery Park as the only way to access downtown, the university and the hospital could pose problems.	3/2/2023 1:44 PM
38	Biggest opportunity for Corvallis to increase affordable housing. Needs to be done correctly vs. current "trends". Keep commercial on 99W, multifamily then behind. Avoid residential front facing 99W	3/2/2023 11:52 AM
39	An affordable grocery is needed	3/2/2023 9:27 AM
40	Definitely the space is a great opportunity	3/2/2023 8:55 AM
41	Flooding because of millrace design and connection to the rivers.	3/1/2023 8:45 PM
42	How about we develop existing infrastructure to have shopping in south Corvallis before we add more housing?	3/1/2023 7:43 PM
43	Increased traffic flow thru Avery Park is dangerous	3/1/2023 7:11 PM
44	Too much new development already happening in South Corvallis without appropriate actions taken to deal with traffic, road noise, and safety for cyclists and pedestrians. With a CFA already identified in South Corvallis coupled with the development currently underway this would be way too much for this area to absorb without seriously impacting quality of life for current and incoming residents.	3/1/2023 5:52 PM
45	Building denser housing in south Corvallis makes more sense to me, as long as the roadways are developed to handle the traffic.	3/1/2023 5:15 PM
46	Flooding	3/1/2023 4:57 PM
47	It's an area that can handle development & offer affordable housing.	3/1/2023 3:47 PM
48	Opportunities - easy bicycle access to downtown and surrounding areas due to proximity to Avery park bike path	3/1/2023 12:46 PM
49	We need more safe street crossings for residents and a 99 bypass to finally get done by ODOT for all the through traffic.	3/1/2023 11:58 AM
50	The single family residential character here faces disproportionate challenges already. That's hat needs support here. It's also historically a less well to do area and residential, quality here needs to be protected.	2/28/2023 1:14 PM
51	I like the bicycle and ped connections here. Traffic speed on 99 is too high and road is too wide.	2/28/2023 12:18 PM
52	A lot of vehicle traffic, and not enough pedestrian safeguards.	2/28/2023 10:27 AM
53	Air pollution may be a problem in that area due to the factory. Also it feels disconnected from the rest of town.	2/28/2023 9:02 AM
54	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 8:54 AM
55	Challenges...shopping at the Co-op is expensive. Otherwise, this neighborhood has it all/	2/28/2023 8:46 AM
56	Transportation to work, where the largest employer is OSU in town. Lack of shopping facilities.	2/28/2023 8:37 AM
57	Much needed, has the space & can accommodate the parking.	2/28/2023 8:10 AM
58	Waste of taxpayer money. Fix potholes	2/28/2023 8:09 AM
59	It needs a multi-use path along S. 3rd. S. 3rd is very dangerous so bikes and peds, need physically separate travel lanes/paths	2/28/2023 7:40 AM
60	How would traffic flow across the bridge be affected? The bridge speed limit is currently 15 and backs up with much traffic at all.	2/28/2023 3:08 AM
61	Much less expensive land. Cooler temperatures and better sundown winds during summer.	2/28/2023 1:57 AM

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Somewhat higher crime rate. Needs safer ped-bike access to downtown. Needs a grocery store besides Coop. Stack exhaust from manufacturing plants when wind blows the wrong direction. Increased traffic through Avery Park to access US 20 westbound and OSU.

62	Multiple obstacles here: The City's and ODOT's failure to care at all about the lives of pedestrians and cyclists have led to multiple deaths in this area. It's been years and we're still waiting on road paint changes. There is no enforcement of the speed limit because no one really cares about children dying unless they're from a wealthy neighborhood. On top of that, the City has targeted this area for use as a campground for violent drug addicts. Fires, used needles, and trash have been deliberately concentrated in the Marys River corridor so that rich people who oppose construction of any new housing in northwest Corvallis don't have to see the consequences of their NIMBYism. As a result, people do not feel safe walking or biking through this area. The primary obstacle to any improvement coming to Southtown is the hostility of city staff to investment here. If we can get over this engrained hostility, this area presents a tremendous opportunity. The confluence of the Marys and Willamette should be the centerpiece of the City's park system. There was a report provided to the City arguing something to that effect 15 years or so ago. This area could function to absorb a significant amount of housing demand that NIMBYs in every other neighborhood will not tolerate. In Southtown we will welcome it and all we ask for in exchange is that you actually do something about homelessness.	2/27/2023 11:08 PM
63	Add street lights, make it nice like other towns, add sidewalks, LIGHT the area, not just add more unkept crap to this ugly town. No food trucks- bring in REAL business like Target. Add park that isn't ruined by homeless. Update Avery Park with lit walkways. Add dog park. Clean up this town!!!!	2/27/2023 11:05 PM
64	South Corvallis could benefit from mixed use redevelopment. It's more isolated from the rest of the community though, and not very walk friendly. Bicycling is a challenge without better separation from the highway.	2/27/2023 11:05 PM
65	Same comments	2/27/2023 9:54 PM
66	Stop pushing this kind of thing on South Corvallis. Just like the men's shelter and the conversion of the hotel - it shouldn't all be in south Corvallis. By the way, south Corvallis already IS climate friendly. Residents can get anywhere without driving, and there's good neighborhoods. Adding more units will decrease the quality of life for people who already live here and have lived here for decades.	2/27/2023 9:03 PM
67	Seems like more opportunities for higher density would help bring more services to south Corvallis, such as a more convenient grocery store	2/27/2023 6:21 PM
68	This area needs additional restaurants and other businesses, especially a second grocery store.	2/27/2023 6:01 PM
69	What happens to low income owners and renters in this area? Until they are thought about and not left to fend on their own, I would be against this.	2/27/2023 4:31 PM
70	Too crowded.	2/27/2023 3:43 PM
71	As long as people don't need to reach the university or their work location it's fine. Public transit might cover university needs (if people use it) but a lot of jobs aren't conveniently close to bus routes, so we'd see more traffic routed through downtown, which is already strained.	2/27/2023 3:03 PM
72	Doesn't seem ideal - not the greatest transit or shopping opportunities. Most people living there would need cars for most of their activities, defeating the purpose.	2/27/2023 2:20 PM
73	+close to town, mostly flat and open, on bus lines and multi-use paths exit -Floodplain?	2/27/2023 12:43 PM
74	Revitalization and add housing and make safer from the unhoused	2/27/2023 12:22 PM
75	Need more info.	2/27/2023 12:11 PM
76	Make new development affordable is a challenge for all your projects, but especially in this zone. Denser, accessible living spaces are needed for EVERYONE	2/27/2023 11:33 AM
77	But consider fixing the very poor access to southtown to and from the West side of Corvallis/Philomath direction	2/27/2023 9:40 AM
78	Along Hwy 99 is not a pleasant place to be a pedestrian—traffic noise, smell, and historic safety issues at crosswalks.	2/26/2023 12:10 PM

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79	I don't know this area well, I believe it is mostly commercial. I have fewer reservations about rezoning commercial areas as the impacts to residences is much less. If there are existing small businesses, will there be financial assistance or other incentives to help them transition into new locations, perhaps temporary, and they are encouraged to come back if appropriate? Will new commercial space be priced so small businesses that exist in this area now can still afford rents?	2/26/2023 10:39 AM
80	My understanding is that the new CFA requirements would make this area less dependent on cars. This seems totally backward for this part of town, not to mention the incredible costs to meet requirements. Inclement weather makes this model unrealistic for our area.	2/25/2023 2:11 PM
81	This seems like a good candidate site and would serve south Corvallis well.	2/24/2023 4:56 PM
82	I think this is a prime area and could influence another grocery store to be built (badly needed from what I understand). Biggest challenge are the safety issues surrounding 99, especially when it comes to pedestrians. Would also need to consider additional bus service.	2/24/2023 12:30 PM
83	I worry about water issues here as I've seen floods in this area in past years. Why not extend this area further? This seems to be not as many acres as it could be. There will have to be much more robust non-car connectivity to downtown from here, and easier non-car access to the east side of the highway.	2/24/2023 11:52 AM
84	Opportunities - open land for mobile home parks, housing communities, businesses to employ local folks and near school and already existing (though not frequent enough) public transit.	2/24/2023 11:23 AM
85	Will be more development in S. Town, Urban renewal, etc. hopefully more 'mobile home' parks and better transit support, looking forward to ODOT remake of S.3rd/99w - that it be a safe bike/pedestrian/traffic corridor	2/24/2023 9:28 AM
86	This area of Corvallis is underdeveloped and has a lot of potential with access to nearby parks. With better trail connections to downtown, this area of South Corvallis could really blossom into a more dense, urban center.	2/24/2023 8:47 AM
87	Worried about long term traffic bottlenecks (between railroad and Willamette, there is basically nowhere else for traffic to go). Definitely flood potential for a high density area between the millrace and marys	2/24/2023 8:21 AM
88	South Town can be linked with Downtown, 9th, and the Hospital,	2/23/2023 8:44 PM
89	This area is so close to downtown and to OSU that it has potential as a great residential area where personal cars would not be needed. Special care must be given to redesigning transportation features that provide extreme safety and comfort for active transportation in and out of this area, given the traffic carried on Hwy 99, including freight traffic. This would mean narrowing the highway, designing the roadway to cause drivers to slow down, and specifically designing intersection and crossings safety. Designing safety is not about miles per hour signage or flashing lights. It is built-in curbsings, vegetation plantings, visual cues and other applications that physically cause drivers to be uncomfortable going too fast. Any development of this area must be done in conjunction with the installation of a multiuse non-motorized vehicle pathway that connects from north to south, which is off Hwy 99. It would also be helpful for this path to connect with crossing pathways over the railroad track to Allen Street at the south end and also mid-way between the north and south ends. Construction of taller buildings should be allowed toward the north end of blocks in block by block configurations such that solar access is maximized for all buildings on the block.	2/23/2023 6:02 PM
90	Lack of grocery stores and essential services.	2/23/2023 2:53 PM
91	Hwy. 99 "behaves" like a freeway, when it should be redesigned as an urban arterial.	2/23/2023 2:27 PM
92	No comment.	2/23/2023 2:25 PM
93	There is limited grocery and other services so people will still drive. This is a great area for affordable housing intermixed with commercial/industrial uses.	2/23/2023 1:28 PM
94	Challenges: lack of good multi-use path, no protected bicycle infrastructure, lack of choices for grocery shopping. Opportunities: a great place to improve mixed use development and with increase density here surely someone will build a new grocery store? IF there was good biking/walking/rolling path connection into town, many many people would use it because it is	2/23/2023 12:41 PM

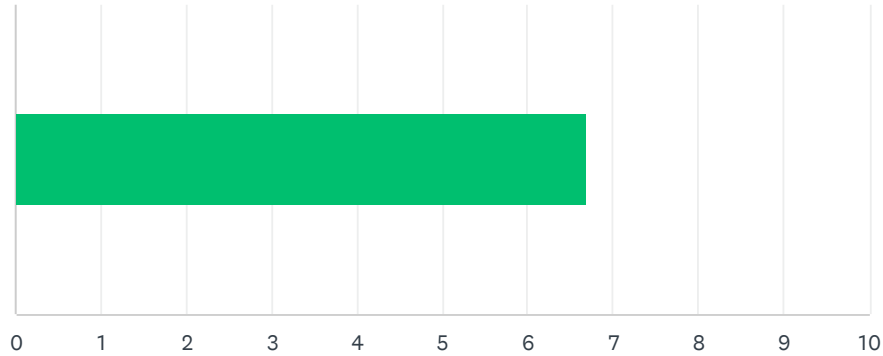
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so close however currently very unpleasant and dangerous place to walk/bike as we all know from crashes and injuries along Hwy 99 in past years.

95	Industrial-like uses and low density residential should be on the periphery, not in the core, of the city. Area needs improved street/path network. Excellent location for CFA if challenges can be addressed.	2/23/2023 12:29 PM
96	We could slow traffic down here with thoughtful redevelopment.	2/23/2023 12:28 PM
97	Again, much more area should be included. Most future growth in Corvallis will probably be in southtown, so the whole area should be zoned in a way that is climate-friendly.	2/23/2023 12:19 PM
98	This makes sense. Its walkable to downtown and already has some commercial. There are several housing areas that are ripe for redevelopment. It might need more transit service. Neighborhood to the east is walkable and the extension of the multi-use path from downtown is helpful. It need to be extended.	2/23/2023 10:52 AM
99	The area north of Avery and the 4 corners of Avery make a lot of sense for CMU-2 and would provide much needed mixed use to South Corvallis. It would also fill a stretch of hostile industrial development that would complete the connection between Avery and Willamette Parks. Very convenient to Downtown and OSU.	2/22/2023 2:55 PM

Q6 On a scale from 'Do Not Support' to 'Strongly Support' how do you feel about this candidate area?

Answered: 163 Skipped: 29



ANSWER CHOICES	AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
	7	1,093	163
Total Respondents: 163			

#		DATE
1	7	4/17/2023 11:09 PM
2	10	4/17/2023 11:04 PM
3	5	4/17/2023 12:01 PM
4	5	4/16/2023 9:09 AM
5	9	4/14/2023 4:18 PM
6	10	4/14/2023 10:18 AM
7	10	4/14/2023 10:16 AM
8	10	4/14/2023 8:49 AM
9	10	3/29/2023 8:47 PM
10	8	3/28/2023 9:31 PM
11	5	3/28/2023 9:23 PM
12	2	3/28/2023 12:08 PM
13	10	3/28/2023 8:15 AM
14	8	3/28/2023 8:06 AM
15	10	3/27/2023 9:45 PM
16	5	3/27/2023 9:44 PM
17	10	3/27/2023 8:49 PM
18	6	3/27/2023 8:38 PM
19	7	3/27/2023 8:29 PM

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20	1	3/27/2023 2:58 PM
21	8	3/27/2023 1:44 PM
22	9	3/26/2023 9:24 PM
23	10	3/19/2023 1:18 PM
24	1	3/19/2023 11:13 AM
25	10	3/13/2023 2:07 PM
26	9	3/10/2023 8:49 AM
27	7	3/9/2023 1:14 PM
28	10	3/9/2023 11:30 AM
29	8	3/8/2023 8:46 AM
30	9	3/7/2023 7:40 PM
31	10	3/7/2023 4:18 PM
32	10	3/7/2023 11:07 AM
33	6	3/7/2023 6:34 AM
34	0	3/6/2023 7:47 PM
35	8	3/6/2023 4:39 PM
36	0	3/6/2023 2:13 PM
37	4	3/6/2023 12:17 PM
38	8	3/6/2023 10:41 AM
39	8	3/6/2023 10:28 AM
40	8	3/6/2023 9:41 AM
41	0	3/6/2023 8:07 AM
42	10	3/6/2023 7:56 AM
43	9	3/6/2023 6:28 AM
44	10	3/5/2023 7:54 PM
45	10	3/5/2023 6:40 PM
46	10	3/5/2023 5:46 PM
47	10	3/5/2023 4:33 PM
48	1	3/5/2023 11:18 AM
49	5	3/5/2023 8:07 AM
50	10	3/4/2023 4:29 PM
51	10	3/4/2023 4:08 PM
52	9	3/4/2023 4:02 PM
53	6	3/4/2023 3:42 PM
54	5	3/4/2023 3:14 PM
55	10	3/4/2023 2:35 PM
56	8	3/4/2023 12:52 PM
57	7	3/4/2023 10:06 AM

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58	10	3/4/2023 7:43 AM
59	6	3/3/2023 4:59 PM
60	10	3/3/2023 4:56 PM
61	7	3/3/2023 12:24 PM
62	6	3/2/2023 7:33 PM
63	5	3/2/2023 7:09 PM
64	10	3/2/2023 4:21 PM
65	4	3/2/2023 3:33 PM
66	10	3/2/2023 2:53 PM
67	5	3/2/2023 1:49 PM
68	10	3/2/2023 11:53 AM
69	10	3/2/2023 9:28 AM
70	9	3/2/2023 8:55 AM
71	9	3/1/2023 11:21 PM
72	5	3/1/2023 8:46 PM
73	8	3/1/2023 7:44 PM
74	2	3/1/2023 7:12 PM
75	5	3/1/2023 7:03 PM
76	10	3/1/2023 6:20 PM
77	9	3/1/2023 5:54 PM
78	4	3/1/2023 5:18 PM
79	10	3/1/2023 5:05 PM
80	9	3/1/2023 4:57 PM
81	2	3/1/2023 3:48 PM
82	10	3/1/2023 1:06 PM
83	10	2/28/2023 9:44 PM
84	10	2/28/2023 8:17 PM
85	8	2/28/2023 4:35 PM
86	5	2/28/2023 4:34 PM
87	10	2/28/2023 1:22 PM
88	5	2/28/2023 12:24 PM
89	7	2/28/2023 12:19 PM
90	0	2/28/2023 12:10 PM
91	0	2/28/2023 10:56 AM
92	6	2/28/2023 10:37 AM
93	7	2/28/2023 10:30 AM
94	10	2/28/2023 10:27 AM
95	10	2/28/2023 9:03 AM

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96	0	2/28/2023 8:54 AM
97	5	2/28/2023 8:46 AM
98	2	2/28/2023 8:38 AM
99	7	2/28/2023 8:11 AM
100	10	2/28/2023 7:42 AM
101	5	2/28/2023 5:12 AM
102	10	2/28/2023 3:13 AM
103	9	2/28/2023 2:08 AM
104	10	2/27/2023 11:30 PM
105	10	2/27/2023 11:11 PM
106	0	2/27/2023 11:08 PM
107	7	2/27/2023 11:07 PM
108	0	2/27/2023 9:54 PM
109	10	2/27/2023 9:04 PM
110	0	2/27/2023 8:10 PM
111	6	2/27/2023 8:01 PM
112	2	2/27/2023 7:01 PM
113	10	2/27/2023 6:23 PM
114	2	2/27/2023 6:03 PM
115	5	2/27/2023 4:32 PM
116	1	2/27/2023 3:44 PM
117	10	2/27/2023 3:18 PM
118	5	2/27/2023 3:03 PM
119	9	2/27/2023 2:36 PM
120	10	2/27/2023 2:22 PM
121	5	2/27/2023 1:01 PM
122	10	2/27/2023 12:43 PM
123	1	2/27/2023 12:42 PM
124	10	2/27/2023 12:23 PM
125	8	2/27/2023 11:35 AM
126	10	2/27/2023 11:14 AM
127	10	2/27/2023 11:12 AM
128	10	2/27/2023 10:52 AM
129	10	2/27/2023 10:29 AM
130	2	2/27/2023 9:41 AM
131	6	2/27/2023 8:02 AM
132	10	2/27/2023 1:34 AM
133	0	2/26/2023 1:40 PM

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134	5	2/26/2023 10:42 AM
135	3	2/26/2023 8:50 AM
136	0	2/26/2023 7:45 AM
137	0	2/26/2023 7:42 AM
138	1	2/26/2023 7:25 AM
139	1	2/25/2023 2:19 PM
140	2	2/24/2023 4:57 PM
141	5	2/24/2023 12:33 PM
142	10	2/24/2023 12:07 PM
143	10	2/24/2023 11:25 AM
144	10	2/24/2023 9:30 AM
145	5	2/24/2023 8:48 AM
146	6	2/24/2023 8:23 AM
147	0	2/23/2023 8:51 PM
148	6	2/23/2023 8:17 PM
149	10	2/23/2023 6:02 PM
150	5	2/23/2023 2:54 PM
151	10	2/23/2023 2:29 PM
152	1	2/23/2023 2:27 PM
153	5	2/23/2023 2:25 PM
154	10	2/23/2023 2:19 PM
155	10	2/23/2023 2:10 PM
156	2	2/23/2023 1:34 PM
157	7	2/23/2023 12:51 PM
158	5	2/23/2023 12:32 PM
159	9	2/23/2023 12:28 PM
160	10	2/23/2023 12:21 PM
161	2	2/23/2023 10:54 AM
162	7	2/22/2023 2:56 PM
163	5	2/17/2023 3:51 PM

Q7 What are the challenges and opportunities you see for this candidate area?

Answered: 97 Skipped: 95

#	RESPONSES	DATE
1	It's closer to downtown than some of the places, so that's good. Seems bad to have housing next to Hwy 99 and Hwy 20, though. But I guess the County wants to build a prison on the highway, so that's a bad increase in traffic on what's supposed to be a fast/major road. But why add insult to injury and make it worse?	4/17/2023 11:09 PM
2	A drawback is the sandwiching between the highways. Make it easy to get to lower traffic areas. Alternative transportation is a necessity for these locations to be competitive with locations that people are willing to drive from (e.g., Albany, Philomath). Please make sure these zones connect to places of interest like the OSU campus or the hospital.	4/17/2023 11:04 PM
3	Step back farther from the riverfront.	4/17/2023 12:01 PM
4	As an older development, most of this area is more bike and pedestrian friendly than other parts of town. We could work with this. Again, the time has come to actively reduce car convenience.	4/14/2023 10:18 AM
5	extending downtown area to make it an even better green zone, attracting more people to the area without them DRIVING into the area	4/14/2023 10:16 AM
6	For people walking and biking, many of these crossings are stressful. Automobiles are allowed to go too fast and the crossings are often across three travel lanes and two parking lanes. Managing automobile traffic will be very challenging, but it can be done through lane reductions, separated bike lanes, high visibility pedestrian crossings, more street trees. Building safe, comfortable active transportation access to downtown will make this a true CFA and lead to its long-term prosperity.	4/14/2023 8:49 AM
7	It would be nice that it's effectively an expansion of downtown. I think better/easier access going across downtown like bus loops will be needed to help people feel comfortable living there if they don't want to use a car. For example, the map listed shows only one bus stop in the southwest corner of the zone.	3/28/2023 9:31 PM
8	I'm not too familiar with this area, but I think it could alleviate some housing pressure for people who work downtown and currently have to commute	3/28/2023 9:23 PM
9	Grocery shopping in this area without a vehicle could be a challenge.	3/27/2023 9:44 PM
10	With its proximity to Downtown Corvallis, this area could benefit from redevelopment, especially in those sections where there is excessive pavement (parking lots).	3/27/2023 8:38 PM
11	Traffic and parking	3/27/2023 8:29 PM
12	There are multiple businesses and residences that would need to be demolished for redevelopment.	3/27/2023 2:58 PM
13	I am in favor of development in the downtown area that supports and encourages independent, small businesses. If that means high density housing, that would be ok, as long as it's done in an AESTHETIC way that encourages retail (not box stores and chains).	3/26/2023 9:24 PM
14	This is a fantastic opportunity to revitalize this part of downtown, which feels neglected and underutilized. High density housing here would be fantastic. Just concerned about the infrastructure- not streets, but utilities- to support it.	3/19/2023 1:18 PM
15	Right along a state highway? Speeding, traffic jams, hazardous mobility situations? You think that is a good idea? Not really close to anything of interest or destination that a resident would want to get to. Commercial uses on the ground? They likely wouldn't be viable.	3/19/2023 11:13 AM
16	challenges are people want to see Corvallis as a 'small town' with a central downtown.	3/13/2023 2:07 PM

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Opportunities are that I believe there are many in the community who would welcome the opportunity to live in a mixed use area downtown-think the number of older people who want to downsize, including getting rid of car

17	This is an area where climate friendly transit falls through the floor compared to its neighbors to the south and west. Fixing that would expand the ability of residents to travel throughout Corvallis without cars.	3/9/2023 11:30 AM
18	Protection of river, waterways, permeable surfaces. Concern about parking downtown.	3/7/2023 7:40 PM
19	Overcoming "historic" challenges	3/7/2023 11:07 AM
20	3rd, 4th, 99, and 20 run through this area. There will be challenges to make walkers and bikers safe due to traffic on these streets.	3/7/2023 6:34 AM
21	Ban cars. Make delivery areas. Set up a small scale comprehensive downtown transit loop.	3/6/2023 4:39 PM
22	I don't see how change could be constructive in this area	3/6/2023 12:17 PM
23	No comment	3/6/2023 9:41 AM
24	I see this is being extremely important for the health of the downtown area.	3/6/2023 7:56 AM
25	This seems like it would just be an extension of our amazing downtown. I don't see any challenges immediately.	3/5/2023 7:54 PM
26	Downtown Corvallis is pretty dead and getting worse and less attractive. Adding more people and some high-rise living would bring more people and business into the area and would likely improve the downtown for everyone in town.	3/5/2023 6:40 PM
27	Currently a wasteland, close to downtown & shopping.	3/4/2023 4:29 PM
28	Regardless of intentions and goals there will be parking issues Supplanting existing uses and services	3/4/2023 4:02 PM
29	parking and traffic flow	3/4/2023 12:52 PM
30	Downtown is a good area for multi-use buildings. However, I'm concerned buildings will be too high.	3/3/2023 4:59 PM
31	Caters to those who spend money, but don't actually live in the area.	3/2/2023 2:08 PM
32	Flooding?	3/2/2023 1:49 PM
33	Supports a vibrant downtown and long overdue. Pending investments from Obie Group will launch these efforts. City should use all best efforts to support this opportunity.	3/2/2023 11:53 AM
34	Many services available	3/2/2023 9:28 AM
35	difficult to carry purchases without a car	3/1/2023 11:21 PM
36	It's already highly developed, why not finish it off	3/1/2023 7:44 PM
37	Historical buildings cannot be altered. Skyline of small town ruined by high rises.	3/1/2023 7:12 PM
38	Plenty of commercial development in this area and new mixed use development probably wouldn't impact current residents too much. Very walkable and bikeable.	3/1/2023 5:54 PM
39	Consider the wind tunnels caused by the densely packed, high rise buildings. Avoid making the streets into canyons.	3/1/2023 5:18 PM
40	Good bussing already	3/1/2023 4:57 PM
41	More development would take away the charm of downtown. It doesn't need any more growth.	3/1/2023 3:48 PM
42	Challenge - on the side of a busy road that wouldn't be safe to walk or bike on	3/1/2023 12:47 PM
43	The 99 bypass needs to be the priority and I wouldn't develop here until we know what that looks like.	3/1/2023 11:59 AM
44	Business opposition, initially.	2/28/2023 1:22 PM
45	Good luck developing this area. Seems we can't even get anything in our downtown, which is	2/28/2023 12:19 PM

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

mostly dedicated to the movement and storage of single-occupied vehicles.

46	Support less developed areas.	2/28/2023 10:56 AM
47	A vibrant downtown would be awesome. It's also already part-way there.	2/28/2023 9:03 AM
48	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 8:54 AM
49	Close to downtown, good. No real grocery stores in walking distance...for Americans	2/28/2023 8:46 AM
50	Again, you seem convinced single family swellings should be removed. I guess Corvallis is not a family freindly community.	2/28/2023 8:38 AM
51	I like it, however parking & general driving around is already a bit of a nightmare. I'd love to see growth, however I think it's not flowing well currently & this would only compound the current issues.	2/28/2023 8:11 AM
52	Waste of money. Fix sidewalks.	2/28/2023 8:09 AM
53	This area needs a safe connection between the waterfront bike path and the bike path along Hwy. 99 to the north.	2/28/2023 7:42 AM
54	As for any site, the question is traffic flow.	2/28/2023 3:13 AM
55	Best bus access, although more shuttles needed to OSU if more students live in this area. Good access to businesses. Helps support downtown businesses. Closest to city/county govt offices. Higher ambient noise level due to taller buildings. Enhanced wind tunneling. Convenient parking will become much more difficult to find for shoppers and visitors. Most expensive land. Many existing buildings need to be rebuilt or replaced for energy efficiency and seismic safety. Best central location for homeless services.	2/28/2023 2:08 AM
56	As with every other location, this is a terrible place to ride a bike or be a pedestrian because the City and ODOT have deliberately made it that way. Road diets, raised crosswalks, traffic control at every intersection would all be prerequisites to to getting more people to walk or bike through them.	2/27/2023 11:11 PM
57	Why add more crap? Clean up disgusting hotels. Keep cute homes. Everything in this town is vacant. Good businesses leaving like Party City, Bed and Bath. No reason to live here- unless ur homeless	2/27/2023 11:08 PM
58	Good location adjacent to downtown. Very walkable, could be better for cyclists. Transit service isn't as robust as other areas. Good potential for redevelopment.	2/27/2023 11:07 PM
59	Same comments	2/27/2023 9:54 PM
60	This is the clear candidate. A vibrant downtown, right? Build up. Retail on street level and housing above. It works in major cities like San Francisco. Someone will need to add a new grocery, but yeah, this is clearly the right answer. City offices are downtown. Restaurants are downtown. Businesses are downtown. Why look anywhere else?	2/27/2023 9:04 PM
61	Traffic and parking. It's already difficult. What we need is education to get more people to ditch their cars and walk, ride bikes or take the bus. And we need bus service restored on weekends!	2/27/2023 7:01 PM
62	Would it detract from downtown development goals or help support downtown business as more housing would be available close by?	2/27/2023 6:23 PM
63	Probably not a good candidate	2/27/2023 6:03 PM
64	Even more density can be absorbed downtown.	2/27/2023 4:32 PM
65	Too crowde.	2/27/2023 3:44 PM
66	I think this is a clear opportunity. Housing would be most welcome in this area and many services can be accessed in walking distance. The transit options are maximal here, due to the bus terminal, assuming that the transit service returns to and exceeds the previous levels.	2/27/2023 2:22 PM
67	Congestion and additional parking problems. It will discourage those not living in the prescribed area who need/want to drive in to the area to use shops and restaurants from doing so.	2/27/2023 1:01 PM

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68	this is a natural for the same reason downtown is, but the challenge will be creatively designing combining the new with the historic nature of part of that area.this is my #1 choice after, obviously city center	2/27/2023 12:43 PM
69	Already can't park. This will increase problems.	2/27/2023 12:42 PM
70	More housing downtown and would drive economic development and a vibrant downtown and hopefully create a cool waterfront	2/27/2023 12:23 PM
71	Historic houses and NIMBY and homeless are challenges here	2/27/2023 11:35 AM
72	This is a really good one. Lots of tall buildings already.	2/27/2023 10:52 AM
73	The people already living here have a challenge in parking/access	2/27/2023 9:41 AM
74	There are some existing historic structures with some particularly poignant history in this area. They should be preserved. Otherwise I think this is a good area to expand upward and intensify density as it is right next to the downtown core and is largely already commercial. Again, some thought to helping businesses transition into new space would be helpful.	2/26/2023 10:42 AM
75	Not needed.	2/26/2023 8:50 AM
76	Do you seriously think jamming that much into a small space isn't gonna cause a zillion problems??	2/26/2023 7:42 AM
77	The building heights will help address increased capacity. Reducing parking will destroy the downtown core and local businesses. The high retirement population in Corvallis needs close proximity to businesses from their vehicles. The inclement weather in Corvallis does not support a friendly place for year-round walking and biking for downtown businesses. If building heights are to be increased, it makes sense to incorporate parking structures. The Marriott has done a good job of incorporating parking for their facility.	2/25/2023 2:19 PM
78	This site does not seem as compatible with the goals of the CFA objectives. Other sites seem better.	2/24/2023 4:57 PM
79	I put neutral because I am concerned about any dramatic changes to the downtown "character" and the skyline. We like the charm of the older buildings downtown and the limited number of very tall buildings. Don't turn downtown into NYC with skyscrapers blocking us in. I'm also concerned about an increase in traffic. It's already a little dicey in spots as a pedestrian. I would not ride a bike downtown!	2/24/2023 12:33 PM
80	Lots of challenges from those who do not want to see big change. I understand that feeling but we need to build concentrated areas! People need to live where they work, etc. Need to preserve enough open space in small parks etc. The riverfront park supports this area well and could do more, if we build for housing in this area. We also need lots of good non-car connectivity to other parts of town if we house large numbers here. We will need to create good biking options here which means safe lanes. Not sparrows, not paint alone. Will need well-protected bike lanes and covered bike parking. Need to plan for more outdoor dining, street trees, traffic-slowing planning, so that this area remains attractive to walkers and bikers	2/24/2023 12:07 PM
81	Challenge/opportunity - build on top of existing structures, or have to replace some existing buildings to add living areas, more small businesses, So close to many needed services, features of riverfront, skate park, theaters.. food... parks. etc.	2/24/2023 11:25 AM
82	Getting 2 or more floors on top of existing buildings for apartments. Using 'safe streets' model for keeping folks walking in the downtown... better sidewalks, outside eating, etc.	2/24/2023 9:30 AM
83	Historic preservation concerns that also might increase development costs, great place for cfa!	2/24/2023 8:23 AM
84	I don't see the area north of Harrison as particularly viable. It as heavy traffic on 20/34 to the east and south that disconnects it from Downtown. The same is true on HWY 99 to the west. This area is a Downtown orphan.	2/23/2023 8:51 PM
85	Multi-story building already there, reasonable proximity to services.	2/23/2023 8:17 PM
86	This area would benefit from transit service with more local stops and frequent scheduling, especially on the north end along Hwy 20. Connectivity of this area to the rest of the city by active transportation is problematic, due to all the major streets, including Hwy 20, Hwy 99 northbound and Hwy 99 southbound. Development of a protected and signaled westbound multiuse pathway to 9th Street would be very helpful for connectivity without a personal car. In	2/23/2023 6:02 PM

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addition, extension of the north south multiuse pathway which ends at Buchanan should be extended to the south to further connect this part of town to the larger community. There are historic homes in this area, but they are not necessarily in a "protected" historical district. Care should be given to recognizing those historical buildings. This area currently provides affordable housing opportunities to residents who are in need of equity considerations. These affordable residences must not be gentrified and turned into high cost housing. There must be some protection to allow for affordable housing to continue in this area, along with development. With the allowance of 50' tall buildings, consideration must be given for solar access of buildings situated to the north of those tall buildings.

87	Parking	2/23/2023 2:54 PM
88	It's already bike/ped friendly, except for 3rd and 4th Streets. Need to reduce/slow traffic somehow.	2/23/2023 2:29 PM
89	Leave the historic houses alone. Robert Moses much?	2/23/2023 2:27 PM
90	No comment.	2/23/2023 2:25 PM
91	Please don't put housing east of Hwy 20 next to the river, this should be green space. I think access to services by bicycle and walking would be difficult for those living on 99w.	2/23/2023 1:34 PM
92	I'd like to see improvements for growth/mixed use development (and thus walking/biking) focused on other parts of the City because downtown already has a lot going for it. I'd fully support CFA in downtown but might support other areas more strongly, thus give it a 7/10 and other areas a 10/10. More building height in downtown would be good, as would better equity for street use (more area of the street designated for use by biking/rolling/scooting/tansit).	2/23/2023 12:51 PM
93	Not an appealing location compared to all the others proposed. Hard to image this area being a vibrate CFA area.	2/23/2023 12:32 PM
94	Housing downtown!	2/23/2023 12:28 PM
95	Marriott will probably fight any changes that don't directly benefit them. On the other hand, any other opposition will probably come from historical preservationists who are likely to fight any change.	2/23/2023 12:21 PM
96	It has a lot of historical homes, some of which are already commercial. Adding height and density would lose the historical nature of the area. Its divided from downtown by Harrison.	2/23/2023 10:54 AM
97	The current development pattern is underutilized although there are some important historic buildings that should be preserved.	2/22/2023 2:56 PM

Q8 Did we miss any areas you think should be considered?

Answered: 81 Skipped: 111

#	RESPONSES	DATE
1	1. There should be more dense housing, which uses land better, allows housing to be cheaper (because there's more of it AND it's got a smaller footprint), and allows services to be more dense which is good for reducing driving, so thank you for doing this. 2. Mixed use is also smart. 3. The denser housing should be located near OSU and downtown. The farther from OSU and downtown the more people will waste their time driving to services. 4. If people are expected to take the bus, then the bus routes need to be in areas that are already dense so it's more efficient. (This is why San Francisco can have great bus service -- high density housing!) 5. There needs to be housing in areas that are safe for biking -- 9th is NOT safe for biking. Downtown is safe because traffic moves slowly. Corvallis keeps saying it is bike-friendly, but what has Corvallis done to improve biking safety? 6. Southtown is a very bad place for housing and biking and bus riding -- it's so far away and disconnected that everybody there has to drive. This isn't going to change even if you put tons more housing there. Therefore, please don't put any housing in southtown or in far-flung areas. OSU and downtown are the best places. Thank you.	4/17/2023 11:18 PM
2	I like the idea of many different hubs that are self-sufficient (groceries, restaurants, transit to other hubs). Other areas should be transitioned to mixed use to plan for the next expected growth in Corvallis.	4/17/2023 11:08 PM
3	As close as possible to OSU!!!!	4/17/2023 12:02 PM
4	No, but Buchanan/Kings is a good example of a neighborhood commercial area. But traffic is horrible. This area is a good candidate for visual redesign, to reduce and slow motorized traffic and encourage walking and biking.	4/14/2023 10:21 AM
5	I think G could may be expanded northward if one's hoping to get more area that's affordable to develop with but I'm not too sure about the price of land there.	3/28/2023 9:35 PM
6	The rest of the city! The way you state building height requirements is very unclear and probably invalidates this entire survey.	3/27/2023 9:46 PM
7	No	3/27/2023 9:46 PM
8	NO	3/27/2023 8:39 PM
9	I notice an unusual number of churches with huge parking lots. Some may be inactive. It would be worthwhile to survey how much land is used and which churches might be willing to sell.	3/27/2023 8:34 PM
10	It looks more like an attempt to identify potential areas to fulfill a state mandate on paper than to actually try to develop a plan that will fulfill the intent of the mandate.	3/27/2023 3:01 PM
11	Not that I can think of. I can see great opportunity in "beautifying" 3rd St./Hwy 99 in southtown. Making it less of a thruway, with retail, street parking, cycling lanes, traffic slowing measures.	3/26/2023 9:26 PM
12	There are several areas of Corvallis that seem to be Commercial Deserts, especially in the west and northwest. Could an evaluation be done to identify a grid of locations which would be scattered throughout the city where a climate friendly structure could be located, to provide the walkable commercial services hub and dense housing that would be so convenient for leaving the car parked (or getting rid of the car) for every local neighborhood?	3/24/2023 12:34 PM
13	Yes, more of South Corvallis should be included in Site B.	3/20/2023 9:35 AM
14	I don't see why we can't allow this in more areas of the City, as well. There are plenty of neighborhoods that would benefit from higher density and some mixed use. Let's get more small neighborhood stores, cafes, and community gathering spots to be allowed. Even if we implement CFAs in these proposed areas, this leaves large swaths of the City zoned strictly residential and residents there will still be dependent on (or opt for) car travel to get their groceries. The City Manager says that we're in dire straits financially so let's focus on higher	3/19/2023 1:22 PM

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density and a larger population for more tax revenue, rather than asking existing residents to just pay more and more.

15	How about the trailer park between Highland and satinwood on Walnut? Adjacent to a school with a large open space. Near services. Good transit. Bike lanes and sidewalks continuous throughout area. A little bigger than site D. You might not like to displace trailer units, but the truth is that the site is very underdeveloped for any use.	3/19/2023 11:23 AM
16	no	3/10/2023 8:50 AM
17	All of the single family home areas east and west of the Kings corridor should be considered. Single family homes take up huge amounts of urban space, reduce walkability by spacing destinations out, add vehicles to all roads in town as residents of single family homes have no destinations in walking distance, and produce minimal economic value to a town. At the very least these areas need to be rezoned to allow for higher density housing and mixed use. There is no reason a single family home neighborhood should not have corner stores and other everyday destinations.	3/9/2023 12:14 PM
18	No	3/7/2023 6:35 AM
19	People don't use city transit for many reasons. fix the reasons. Make the busses cleaner and less smelly.	3/6/2023 4:41 PM
20	53rd and West Hills Road intersection. A blank slate awaits	3/6/2023 12:18 PM
21	N/A	3/6/2023 9:41 AM
22	Circle and 99 should be considered as well as the area between the HP campus and the river.	3/6/2023 7:57 AM
23	CFAs in NW Corvallis would provide both more housing and destinations for people already living in NW. People living in NW have a ways to go to get to most retail and services in Corvallis. I also think that putting as many CFAs near campus as possible could help relieve the housing/transportation issues that students and, as a result, the rest of the community faces. I like the idea of having something like a 15-minute city where people can walk/bike to everything they need within 15 minutes. Spacing CFAs throughout the city seems like a great way to start helping this happen.	3/5/2023 8:01 PM
24	Downtown Corvallis would help drive denser population to the area with the need for restaurants and shopping that would be kept busy with foot traffic. The basic layout and with the river and Central Park is already in place. It just needs more people and active businesses and quite a bit cleanup to help the city more attractive and meet more needs.	3/5/2023 6:43 PM
25	Albany & Tangent.	3/4/2023 4:30 PM
26	Central Park!!	3/4/2023 4:04 PM
27	Highland and Lester and areas by CV high school	3/4/2023 7:44 AM
28	No. I do not think you should consider Sites C and D for this type of housing.	3/3/2023 5:00 PM
29	NA	3/2/2023 4:22 PM
30	Harrison blvd needs several safety issues addressed(pedestrians), speeding. i.e.	3/2/2023 2:10 PM
31	No	3/2/2023 1:49 PM
32	C, D and F are more challenged by location to all services needed. I would focus on A, H, I and B for best efforts, returns and wins for these projects. Easily incorporated into existing demographics and neighborhood feel.	3/2/2023 11:56 AM
33	Witham Hill	3/1/2023 7:45 PM
34	Please consider these in the context of other development currently underway and think of the cumulative impacts on current residents. Some neighborhoods in Corvallis continually bear the burden of new development. That burden should be shared by all residents and not just those that happen to live in more 'transitional' neighborhoods.	3/1/2023 5:58 PM
35	Too much housing is being added between 29th and King. As soon as the approved developments north of Walnut are occupied, Walnut Blvd will be constantly clogged. I oppose the proposed denser housing in Sites C and D	3/1/2023 5:25 PM

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36	no	3/1/2023 3:48 PM
37	29th and Grant area is centrally located close to 9th, Kings, and OSU	3/1/2023 12:49 PM
38	Near the Justice system campus - would be great to add MU housing, childcare, gym, food etc for the workforce there.	3/1/2023 12:00 PM
39	You really need to think about all the vehicles that will need places to park. we own several rentals all within a mile of campus. igt is virtually impossible foe us to park near our places to do any work on them because of parking. People are not going to give up their cars. they are just not going to do it.	2/28/2023 1:07 PM
40	None.	2/28/2023 10:28 AM
41	No	2/28/2023 8:54 AM
42	This is really an economic class discrimination CMU study. This is elitist. How many in the people working on this issue live in one of these zones? Do they drive to work? Do they take public transport? This is a very unfamily friendly attempt to place numbers in neighborhoods that I do not think the members of the planning group live in. I live in site H. I like it because I could walk to OSU. I can walk to stores and restaurants. We should be encouraging solar and leaving the cars behind in existing neighborhoods, not making them denser. Restricted parking options are a big issue. People will not give up their cars. One parking spot per bedroom is needed. This is so short sided becasue the factors like infrastructure and parking were not considered. Nor were green zones.	2/28/2023 8:47 AM
43	Southtown would be my top choice for this. The space is there, the demand is there for both residential & commercial, and parking should be available.	2/28/2023 8:13 AM
44	Waste of money. Pick up trash and pull weeds downtown so you don't have to ask "volunteers" to do it.	2/28/2023 8:10 AM
45	The area to the north of West Hills Rd. between 35th and 53 needs to be designated a climate friendly area. It is very close to campus and has and will have many students living in apartments once the Marys Annexation area is developed. It already has a significant student population in the "Retreat by the Creek" development. A multi-use path running along West Hills Rd., then through the Mary's Annexation area connecting to Sagebrush St. in the "Retreat at the Creek" would go a long way in making our area safer, and facilitating student "active transportation" needs in this area. As it is now, cyclists and pedestrians have to traverse "the Knoll" on West Hills Rd, a dangerous proposition at best. Thanks for your time, Ken Pate ikabaud48@gmail.com	2/28/2023 7:54 AM
46	Why is Timberhill not here? A bit question for all of these sites is how will this impact current homeowners in each proposed HDA area? If people there now don't want to live next to a tall hulding, will they be able to sell their home now for full value and move somewhere that is not an HDA? In other words, will the value of their homes be sufficient for them to sell and still buy a comparable home in a non-HDA area if Corvallis?	2/28/2023 3:14 AM
47	Should Windermere Realty and Compounding Pharmacy / Samaritan Express Clinic be included in E? Is Buchanan from 9th St. to Toyota included in E?	2/28/2023 2:23 AM
48	The area between Wake Robin and Deschutes in Southtown remains undeveloped. There's no reason not to zone it for anything anyone wants to build. If the City were to actually invest in Southtown and create a multi-use path linking Avery Park all the way to Deschutes, it would be well positioned for high density, mixed-use development.	2/27/2023 11:17 PM
49	City planning is incompetent. Fix roads, light crosswalks, clean up downtown. Don't add to the problems. u can't manage what u have currently. Add bus routes. Add covered, lit bus stops, pave streets, clean up parks, time traffic lights, landscape SOMETHING in this town, clean up downtown. Pick up garbage/ furniture on every street, clean up current apartments blogs. Looks like Detroit here. HAVE A LITTLE PRIDE	2/27/2023 11:15 PM
50	Probably, but really just look downtown. What maybe we should look at is having a better bus service so nobody has to drive or reducing the way our streets encourage cars over bikes and pedestrians. That's the way to be climate friendly - stop catering to cars, and there won't be as many. It's possible to bike anywhere in Corvallis. The bus system is too fragmented; it needs to provide service without so many transfers, and it needs to run more often. Maybe start charging people to ride it again if it's too expensive to run it without fares and yet provide better	2/27/2023 9:06 PM

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service. Even on holidays. Some people have to work on holidays, and if they rely on the bus it needs to run.

51	no	2/27/2023 8:10 PM
52	no	2/27/2023 7:01 PM
53	No	2/27/2023 6:24 PM
54	The area between 35th and 53rd, along Philomath Blvd. Many housing developments exist or are being added in this area and shopping is already available.	2/27/2023 6:05 PM
55	No.	2/27/2023 3:44 PM
56	A, J, H, E and F in descending make great sense - almost contiguous and all near transit, bigger roads (mostly) and lots of existing mixed use already	2/27/2023 12:47 PM
57	No	2/27/2023 12:42 PM
58	no don't do these areas	2/27/2023 12:23 PM
59	No	2/27/2023 11:35 AM
60	Yes, Walnut near Winco should be examined.	2/27/2023 10:52 AM
61	South of Avery Park area, north of fairgrounds, area roughly between J and E	2/27/2023 9:43 AM
62	No	2/26/2023 8:50 AM
63	How about you start arresting the law breakers.	2/26/2023 7:42 AM
64	Stupid and ridiculous	2/26/2023 7:25 AM
65	The 9th Street corridor, Site E, makes absolutely no sense in creating a walkable area. The safety issues would be enormous. This information needs to be distributed more widely to the local general population. Too many people are unaware of these plans and options for public input.	2/25/2023 2:22 PM
66	These all seem to be logical places to target and to start. I think we first of all need to fix the staffing issues with the bus service and then there needs to be a major ongoing education/marketing of alternative transportation in Corvallis/Benton County. Between the pandemic and cutbacks, bus usage has not rebounded to pre-pandemic levels by my observation. And simply removing parking spaces does not encourage not bringing a car to Corvallis or using it - it just frustrates residents and visitors.	2/24/2023 12:38 PM
67	I would have liked to see something going on in or near the Sunset Park area	2/24/2023 12:12 PM
68	Extension of site F to Site H down Kings to pull in some underused land along Kings... and link 'town and gown' to the North!	2/24/2023 11:27 AM
69	Has the City ever considered utilizing the open space area across the Willamette River from downtown? This area could be connected to downtown via a pedestrian bridge and would incorporate more open space area directly across the river from downtown. As downtown develops with more intensity, it will be important to balance the concrete impervious surfaces with increased park access for the higher population of people who will live here in the future.	2/24/2023 8:52 AM
70	No but I only got asked about a small handful of the areas - w of 99 in Southtown, northern downtown, Monroe area university	2/24/2023 8:24 AM
71	What about West Hills and 53rd. There is potential for a lot of development on the corners at this location. Currently, transit is not adequate. One could imagine a transportation link for HP to Walnut and Kings, to West Hills and 53rd and finally to Sunset Plaza.	2/23/2023 8:54 PM
72	Not that I can think of.	2/23/2023 8:17 PM
73	Many residential areas in Corvallis lack small commercial or community centers which would help keep people get their stuff done without feeling the need to drive a car. Instead of leaving it up to developers to evaluate whether providing such a center would be "profitable" to build - maybe they don't think the density justifies an investment- the city could step in. The city might have a role in incentivizing the construction of such amenities as a small grocery store, a post office service, a library kiosk, a secure parcel delivery space, a neighborhood tool	2/23/2023 6:15 PM

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exchange, a neighborhood bulletin board, a coffee shop, a meeting space, etc. These spaces might be considered a "park" or a "utility" that could be paid for from SDCs, for example?

74	No	2/23/2023 2:54 PM
75	Yes. If you want high density tower housing, have OSU build it on campus for faculty, staff, and students. I resent the Imposition of Big city planning rules on small cities like Corvallis. If OSU provided adequate housing and parking or transportation then there would be plenty of affordable Single Family Housing in Corvallis.	2/23/2023 2:33 PM
76	No.	2/23/2023 2:25 PM
77	None come to mind at this time.	2/23/2023 12:53 PM
78	I don't see the already developed and active Site G as likely to change, but what about a portion of the Marys Annexation at the NE corner of West Hills and 53rd?	2/23/2023 12:36 PM
79	The rest of the city! Why would we choose to prevent any area from developing in a climate-friendly way?	2/23/2023 12:22 PM
80	No	2/23/2023 10:55 AM
81	For the longer term, we should be thinking about CFAs by Crescent Valley High School and up in the Lewisburg corner.	2/22/2023 2:57 PM

Q9 If you would like to be added to the City of Corvallis email list for updates on this project, please add your name and email below.

Answered: 65 Skipped: 127

ANSWER CHOICES	RESPONSES	
Name	98.46%	64
Company	0.00%	0
Address	0.00%	0
Address 2	0.00%	0
City/Town	0.00%	0
State/Province	0.00%	0
ZIP/Postal Code	0.00%	0
Country	0.00%	0
Email Address	100.00%	65
Phone Number	0.00%	0

#	NAME	DATE
1	Susan Morre	4/17/2023 12:02 PM
2	Mike Beilstein	4/14/2023 4:19 PM
3	Steve Starcevich	4/14/2023 8:52 AM
4	Matthew Smith	3/29/2023 8:47 PM
5	Brandon Abbott	3/28/2023 9:36 PM
6	Elijah Ocean	3/28/2023 9:23 PM
7	Biff Traber	3/28/2023 12:09 PM
8	Craig Vassel	3/27/2023 8:34 PM
9	Carol Trueba	3/27/2023 1:45 PM
10	Caleb Mack	3/20/2023 9:36 AM
11	Rolland Baxter	3/19/2023 11:23 AM
12	Kenneth Loonam	3/9/2023 12:14 PM
13	Joe Dody	3/8/2023 1:28 PM
14	Alice Eldridge	3/7/2023 6:36 AM
15	Matt Philpott	3/6/2023 7:48 PM
16	Michelle	3/6/2023 2:13 PM
17	Kevin Johnsrude	3/6/2023 7:58 AM
18	Karen Smith	3/5/2023 8:01 PM
19	Anne Adams	3/5/2023 6:43 PM

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20	Cap Haddock	3/4/2023 4:31 PM
21	Steve Harvey	3/4/2023 4:04 PM
22	herb crew	3/4/2023 3:16 PM
23	David Lerman	3/4/2023 2:36 PM
24	Jill Irwin	3/4/2023 12:53 PM
25	Vicki Wilderman	3/4/2023 10:07 AM
26	Barbara Naimark	3/3/2023 5:01 PM
27	Bob Loewen	3/2/2023 7:09 PM
28	Teresa McGuire	3/2/2023 4:22 PM
29	Shawn L. Taylor	3/2/2023 2:10 PM
30	Shelly Murphy	3/2/2023 1:50 PM
31	Gordon Zimmerman	3/2/2023 11:56 AM
32	Mary Buckman	3/1/2023 11:22 PM
33	Emily antonishen	3/1/2023 6:21 PM
34	P B	3/1/2023 5:26 PM
35	Mark Weeden	3/1/2023 4:58 PM
36	Edith Lawrence	2/28/2023 9:45 PM
37	gerald selberg	2/28/2023 4:36 PM
38	Kate Louden	2/28/2023 1:08 PM
39	Wayne Gibson	2/28/2023 10:56 AM
40	Ann Kimerling	2/28/2023 10:38 AM
41	Judith Rickard	2/28/2023 10:29 AM
42	Jen Johnson	2/28/2023 8:54 AM
43	Heidi Gornik	2/28/2023 8:14 AM
44	Ken Pate	2/28/2023 7:55 AM
45	Steve McLaughlin	2/28/2023 5:13 AM
46	Shannon Mong	2/28/2023 3:15 AM
47	Annette Youngberg	2/27/2023 8:02 PM
48	Keller Kendall	2/27/2023 6:24 PM
49	John H. Detweiler	2/27/2023 3:45 PM
50	Luna Basheve-Singer	2/27/2023 3:18 PM
51	Stephanie Mehlenbacher	2/27/2023 12:42 PM
52	Elisabeth Cerny	2/27/2023 11:36 AM
53	Jennifer Gervais	2/26/2023 10:43 AM
54	Biff Traber	2/26/2023 8:51 AM
55	Debbie Brand	2/25/2023 2:22 PM
56	Kim Callahan	2/24/2023 12:38 PM
57	Alcyon Lord	2/24/2023 12:12 PM

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58	Roberta Smith	2/24/2023 11:28 AM
59	Roberta Smith	2/24/2023 9:32 AM
60	Reed Lacy	2/23/2023 8:18 PM
61	Susan Christie	2/23/2023 2:29 PM
62	Janet McKensey	2/23/2023 2:26 PM
63	Wendy Byrne	2/23/2023 12:53 PM
64	Katherine Bremser	2/23/2023 10:55 AM
#	COMPANY	DATE
	There are no responses.	
#	ADDRESS	DATE
	There are no responses.	
#	ADDRESS 2	DATE
	There are no responses.	
#	CITY/TOWN	DATE
	There are no responses.	
#	STATE/PROVINCE	DATE
	There are no responses.	
#	ZIP/POSTAL CODE	DATE
	There are no responses.	
#	COUNTRY	DATE
	There are no responses.	
#	EMAIL ADDRESS	DATE
1	susanmorre@comcast.net	4/17/2023 12:02 PM
2	mikebeilstein@yahoo.com	4/14/2023 4:19 PM
3	stevenstarcevich@gmail.com	4/14/2023 8:52 AM
4	DMathinator@gmail.com	3/29/2023 8:47 PM
5	BrandonLAbbott@protonmail.com	3/28/2023 9:36 PM
6	elijahdocean@gmail.com	3/28/2023 9:23 PM
7	biff.traber@gmail.com	3/28/2023 12:09 PM
8	cvassel@earthlink.net	3/27/2023 8:34 PM
9	caroltrueba@gmail.com	3/27/2023 1:45 PM
10	calebmack@mac.com	3/20/2023 9:36 AM
11	rolliebaxter@gmail.com	3/19/2023 11:23 AM
12	keloonam@gmail.com	3/9/2023 12:14 PM
13	jwdody@gmail.com	3/8/2023 1:28 PM
14	alicerutheldridge@gmail.com	3/7/2023 6:36 AM
15	philpottms@msn.com	3/6/2023 7:48 PM
16	cbmmam@hotmail.com	3/6/2023 2:13 PM
17	johnsrude@gmail.com	3/6/2023 7:58 AM

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

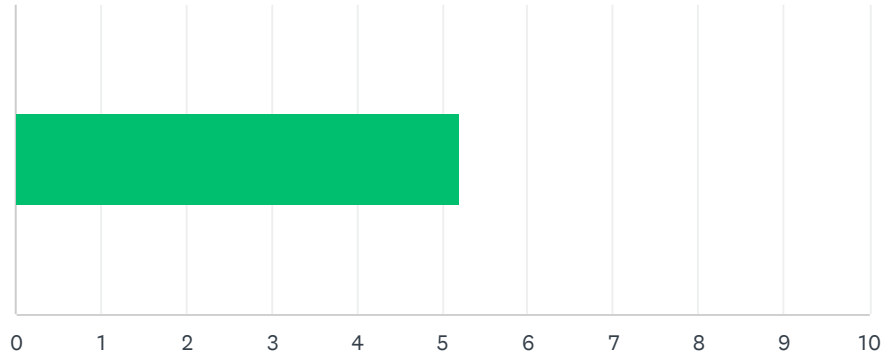
18	kmsmith42@gmail.com	3/5/2023 8:01 PM
19	anne@amadams.com	3/5/2023 6:43 PM
20	bloatmoat@outlook.com	3/4/2023 4:31 PM
21	skharvey8@yahoo.com	3/4/2023 4:04 PM
22	hdcinore@earthlink.net	3/4/2023 3:16 PM
23	djlerman3@yahoo.com	3/4/2023 2:36 PM
24	jdwi@hotmail.com	3/4/2023 12:53 PM
25	vwilderman@gmail.com	3/4/2023 10:07 AM
26	benaimark@gmail.com	3/3/2023 5:01 PM
27	housingbob@gmail.com	3/2/2023 7:09 PM
28	teresacgm78@gmail.com	3/2/2023 4:22 PM
29	shauntebiz2675@gmail.com	3/2/2023 2:10 PM
30	shellym@peak.org	3/2/2023 1:50 PM
31	kgzimman@aol.com	3/2/2023 11:56 AM
32	mbuckman@comcast.net	3/1/2023 11:22 PM
33	emily.antonishen@gmail.com	3/1/2023 6:21 PM
34	p.burnor@att.net	3/1/2023 5:26 PM
35	mweeden15@gmail.com	3/1/2023 4:58 PM
36	edith.realestate.or@gmail.com	2/28/2023 9:45 PM
37	cj.selberg@gmail.com	2/28/2023 4:36 PM
38	andy.kate.louden@gmail.com	2/28/2023 1:08 PM
39	gibsonwp@comcast.net	2/28/2023 10:56 AM
40	ann.kimerling@gmail.com	2/28/2023 10:38 AM
41	jjrickard99@gmail.com	2/28/2023 10:29 AM
42	jayjjeni@gmail.com	2/28/2023 8:54 AM
43	heidigornik4@gmail.com	2/28/2023 8:14 AM
44	ikabaud48@gmail.com	2/28/2023 7:55 AM
45	stevemclaughlin69@gmail.com	2/28/2023 5:13 AM
46	shannon.mong@gmail.com	2/28/2023 3:15 AM
47	san6279@hotmail.com	2/27/2023 11:15 PM
48	annetteyoungberg@msn.com	2/27/2023 8:02 PM
49	KEKendall@comcast.net	2/27/2023 6:24 PM
50	detweij@peak.org	2/27/2023 3:45 PM
51	1016daphne@gmail.com	2/27/2023 3:18 PM
52	oneofthechix@yahoo.com	2/27/2023 12:42 PM
53	elisabeth.cerny@gmail.com	2/27/2023 11:36 AM
54	jenniferagervais@gmail.com	2/26/2023 10:43 AM
55	biff.traber@gmail.com	2/26/2023 8:51 AM

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

56	Debbie@DebbieBrand.com	2/25/2023 2:22 PM
57	kac707@gmail.com	2/24/2023 12:38 PM
58	alcyonlord@gmail.com	2/24/2023 12:12 PM
59	robertasmith2@peak.org	2/24/2023 11:28 AM
60	robertasmith2@peak.org	2/24/2023 9:32 AM
61	reedlacy6@gmail.com	2/23/2023 8:18 PM
62	crypto716@gmail.com	2/23/2023 2:29 PM
63	janet.mckensey@gmail.com	2/23/2023 2:26 PM
64	wendy.bikes.byrne@gmail.com	2/23/2023 12:53 PM
65	kbremser@comcast.net	2/23/2023 10:55 AM
#	PHONE NUMBER	DATE
	There are no responses.	

Q1 Indicate your level of support for CFA Candidate A on a scale from 'Do Not Support' to 'Strongly Support'.

Answered: 10 Skipped: 0



ANSWER CHOICES	AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
	5	52	10
Total Respondents: 10			

#		DATE
1	5	6/4/2023 7:00 AM
2	6	6/2/2023 11:50 AM
3	5	6/2/2023 10:11 AM
4	8	6/1/2023 9:20 AM
5	10	6/1/2023 8:20 AM
6	0	5/31/2023 10:17 PM
7	10	5/31/2023 5:59 PM
8	8	5/31/2023 2:35 PM
9	0	5/31/2023 12:58 PM
10	0	5/31/2023 12:49 PM

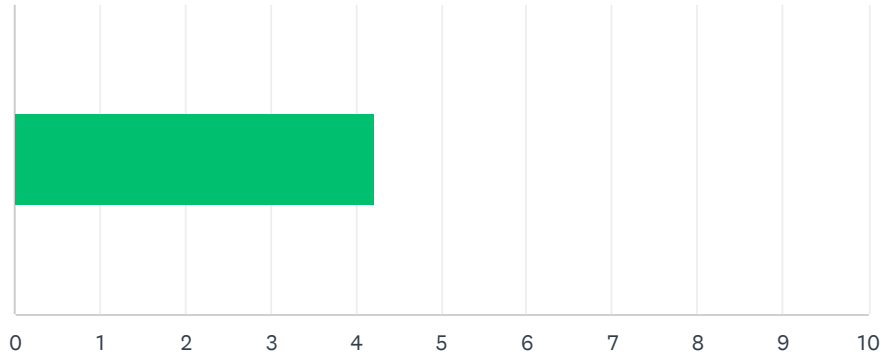
Q2 What are the challenges and opportunities you see for this candidate area?

Answered: 8 Skipped: 2

#	RESPONSES	DATE
1	More commercial than housing and should remain that way to ensure we keep a safe downtown	6/4/2023 7:00 AM
2	The current streetscape plan will provide good pedestrian access. Only grocery store not included is Dollar General. Lots of opportunity for redevelopment. Sufficient size to accommodate a variety of options.	6/2/2023 11:50 AM
3	Heavy traffic and one way streets with cars that speed and do not obey traffic laws	6/2/2023 10:11 AM
4	Community support.	6/1/2023 8:20 AM
5	Limited business infrastructure	5/31/2023 5:59 PM
6	Challenges: Parking is not great; biking is a bit treacherous along the highway. Opportunities: Development near the library (e.g. cafe, ice creamery, senior center) could draw residents to enjoy both.	5/31/2023 2:35 PM
7	This is silly. A feel-good charade from the legislature. This is about as silly as "car free" days communities try and do to try and pat themselves on their backs is all lip service.	5/31/2023 12:58 PM
8	Parking	5/31/2023 12:49 PM

Q3 Indicate your level of support for this CFA Candidate B on a scale from 'Do Not Support' to 'Strongly Support'.

Answered: 9 Skipped: 1



ANSWER CHOICES	AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
	4	38	9
Total Respondents: 9			

#		DATE
1	5	6/4/2023 7:00 AM
2	4	6/2/2023 11:52 AM
3	0	6/2/2023 10:13 AM
4	5	6/1/2023 9:21 AM
5	10	6/1/2023 8:20 AM
6	3	5/31/2023 5:59 PM
7	4	5/31/2023 2:38 PM
8	0	5/31/2023 12:58 PM
9	7	5/31/2023 12:49 PM

Q4 What are the challenges and opportunities you see for this candidate area?

Answered: 5 Skipped: 5

#	RESPONSES	DATE
1	Same as last	6/4/2023 7:00 AM
2	lots of single family homes. Area consistently floods. needs better access to schools	6/2/2023 11:52 AM
3	Too large a swath of our Philomath community for this expirement	6/2/2023 10:13 AM
4	Feels more 'industrial' in the southern part.	5/31/2023 2:38 PM
5	See aforementioned.	5/31/2023 12:58 PM

Q5 Did we miss any areas you think should be considered?

Answered: 4 Skipped: 6

#	RESPONSES	DATE
1	Area north of hwy 20	6/4/2023 7:02 AM
2	Vacant and undeveloped areas should use these guidelines for development, particularly in behind schools and south of applegate and areas to be annexed if cooperative owners can be found	6/2/2023 11:55 AM
3	You should consider not doing it unless voted on by the public, I don't know about this new law or whatever but this sounds forced and expensive and not necessary for our little town. We are not Corvallis, Eugene or Portland, we don't need or want this	6/2/2023 10:15 AM
4	No	5/31/2023 5:59 PM

Q6 If you would like to be added to the City of Philomath's email list for updates on this project, please add your name and email below.

Answered: 3 Skipped: 7

ANSWER CHOICES	RESPONSES	
Name	100.00%	3
Company	0.00%	0
Address	0.00%	0
Address 2	0.00%	0
City/Town	0.00%	0
State/Province	0.00%	0
ZIP/Postal Code	0.00%	0
Country	0.00%	0
Email Address	100.00%	3
Phone Number	0.00%	0

#	NAME	DATE
1	David Zielinski	6/2/2023 11:56 AM
2	Jerilynn Webber	6/1/2023 8:21 AM
3	Teresa Nielson	5/31/2023 6:00 PM

#	COMPANY	DATE
	There are no responses.	

#	ADDRESS	DATE
	There are no responses.	

#	ADDRESS 2	DATE
	There are no responses.	

#	CITY/TOWN	DATE
	There are no responses.	

#	STATE/PROVINCE	DATE
	There are no responses.	

#	ZIP/POSTAL CODE	DATE
	There are no responses.	

#	COUNTRY	DATE
	There are no responses.	

#	EMAIL ADDRESS	DATE
1	davidzielinski1948@gmail.com	6/2/2023 11:56 AM
2	jmwphilomath@gmail.com	6/1/2023 8:21 AM

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

3	tgnielson@gmail.com	5/31/2023 6:00 PM
#	PHONE NUMBER	DATE
	There are no responses.	