



JEFFERSON WESTSIDE NEIGHBORS MEETING NOTICE JANUARY 12, 2010

First United Methodist Church, 1376 Olive St.
MEETING INFORMATION ON THE WEB:
jwneugene.org/january

GENERAL MEETING AGENDA 7:00 p.m. to 8:00 p.m.

- General meeting called to order. 7:00 p.m.
- New agenda items from members. If you have a new agenda item, please notify the chair by Noon the day of the meeting.
- Agenda adjustments. By two-thirds vote, the current meeting's agenda topics and allocated times, as well as the scheduled adjournment time may be adjusted.
- Report from chair.
- Neighborhood topics and actions
- General meeting adjourned. 8:00 p.m.

PROGRAM 8:00 p.m. to 9:00 p.m.

Q & A

HOW WILL EUGENE HANDLE GROWTH?

See page 3 for additional details about the program topic and format

Upcoming JWN Meetings

JWN Executive Board Tuesday January 19th

6:45 pm to 8:30 pm
McNail-Riley House
NW corner of 13th and Jefferson

General Membership Meeting Tuesday February 9th

7:00 pm to 9:00 pm
First United Methodist Church
1376 Olive Street

Visit JWN on the Web at jwneugene.org

for more information about meeting agendas, and news and events in the neighborhood.



Jefferson Westside Neighbors

Council adopts strong, flexible infill compatibility standards for large area of JWN

by Paul Conte

Paul Conte served previously as a co-chair of the Jefferson Westside Neighbors, and is currently the JWN liaison to the City for infill compatibility standards and opportunity siting. Paul can be reached at: pconte@picante-soft.com.

JWN gets new infill standards.

On December 14, 2009, the City Council voted unanimously (8-0) to adopt the Jefferson Westside Special Area Zone (S-JW) that implements infill compatibility standards proposed by the JWN. This followed the unanimous recommendation of the Planning Commission on October 26. Commissioners had these comments:

Commissioner Randy Hledik said: "I think this whole effort demonstrates how Growth Management Policy 6 can be implemented – 'increasing density while preserving the character of neighborhoods.' Outstanding job!"

Commissioner John Lawless said: "[This effort] has always had a very high bar set for the outcome, and I think that's been achieved. And, I would love nothing more than to have this be forwarded on to City Council for approval"

The ordinance that City Council adopted established that "[T]he overarching purpose of the S-JW zone is to prevent residential infill that would significantly diminish, and to encourage residential infill that would enhance, the stability, quality, positive character, livability and natural resources of the encompassed residential areas."

The new S-JW zone encompasses most of the JWN area that was formerly zoned R-2 and which allowed new infill development that had significant negative impacts on surrounding households and the neighborhood as a whole. The new standards were developed by an extensive neighborhood community effort, including several workshops and formal votes. The final neighborhood proposal was approved by a 73-6 vote at the February 10, 2009 JWN General Meeting. The proposal was subsequently endorsed unanimously by the City's Infill Compatibility Standards Task Team (14-0) and the S-JW implementation team (6-0) before being considered by the Planning Commission.

(continued on page 2)

13th Avenue and Amazon put EmX on the wrong path

By Ilona Koleszar

This article contains the opinions of its author on behalf of Residents for Responsible Rapid Transit (3RT), and is not intended to reflect the position or opinion of the Jefferson Westside Neighbors Executive Board or its membership.

In November of 2006, several residents of the JWN, including myself, started a group called Residents for Responsible Rapid Transit, also known as 3RT. We formed in direct response to a joint plan by the City of Eugene and LTD to conduct a study for and ultimately construct a west Eugene extension of BRT. We now know BRT as "EmX."

3RT's team purpose is to monitor and respond to bus rapid transit (BRT) issues that affect our neighborhoods. The JWN Executive Board passed its own resolution to track the EmX project in order to better inform this neighborhood on issues affecting all of us. 3RT promised to update the JWN Executive Board and you, the General Membership, about the progress and changes in the west Eugene EmX extension project.

Originally, the west Eugene study corridor spanned only those streets within a third mile of 11th Avenue. In August of 2007 the City agreed that the west Eugene corridor would also include 6th & 7th Avenues between Eugene Station and Garfield Street.

In the Spring of 2008 LTD created a "stakeholder group" which finally began meeting in October of 2008. Garrick Mishaga was designated by the JWN Executive Board as its representative, and LTD appointed him to sit on that committee; and LTD appointed Ilona Koleszar to represent 3RT. In the opinion of 3RT, business owners from the Amazon Channel and W 11th area, as well as the 6th & 7th Avenue area remain under-represented or unrepresented on that committee.

A great number of decisions have been made by LTD since, resulting in a much-narrowed set of route alternatives for the west Eugene EmX extension. For instance, the residential portion of W 11th Avenue as well as 8th Avenue were removed from the list of route alternatives. The routes that remain under consideration are described below, split into 3 sections typically referred to as Segment A, Segment B and Segment C.

(continued on page 4)

Council adopts strong, flexible infill compatibility standards for large area of JWN (cont'd)

"I think this whole effort demonstrates how Growth Management Policy 6 can be implemented – 'increasing density while preserving the character of neighborhoods.' Outstanding job!"

– Planning Commissione Randy Hledik

The S-JW standards set standards in several areas:

- **Use.** How a lot and structures on the lot can be used.

The only changes in this area are to prohibit correctional facilities and some commercial uses.

(This change does not affect the two lots zoned C-1 on which small stores are currently located.)

- **Development standards.** What can be built on a lot, including dwellings and other structures, driveways, parking areas and so forth.

These standards apply whenever an owner proposes to do any form of development, including building or modifying structures, driveways, parking, etc.

- **Creation of new lots or changes to lot boundaries.**

These standards apply only when an owner proposes to divide a lot to create two or more lots or when the owner(s) of two adjacent lots propose to move a common portion of the lots' boundaries. Otherwise, these standards do not affect current lots or what can be built on these lots.

Development standards control what can be done with a lot, including building size and features, the number of dwellings allowed, driveways, parking, open space, fences, etc. The S-JW development standards are intended to assure new residential development is compatible with the form, scale and intensity of the established neighborhood character. Under the S-JW zone, most lots will allow one or two dwellings up to two stories high. Buildings in the rear of a lot and adjacent to a neighboring property have lower height limits.

The S-JW zone allows creation of new alley-access-only lots on which a single, one- to one-and-half story dwelling is allowed. So-called "small lots" (down to 2,250 square feet) can also be created for a single dwelling. The S-JW zone also allows additional, "bonus" dwellings on a lot, as long as the new development follows a "cottage" form. All three provisions are intended to preserve and encourage smaller, relatively more affordable homes.

The development standards limit the "vehicle use areas" (driveways and parking) to no more than twenty percent of the lot so that new development doesn't over-emphasize vehicle use in the S-JW area.

While protecting the character of the neighborhood, the S-JW standards still allow new development and satisfy all City density goals.

The S-JW standards were the result of many dedicated and hard-working JWN members, and JWN residents will enjoy the legacy of this work for many years to come.

For more information, visit the JWN Web site at: <http://jwneugene.org/infillstds.html>. Additional information is available on the City's Infill Compatibility Standards Web site at <http://www.eugene-or.gov/infill>.

Holiday Party

The annual Jefferson Westside Neighbors holiday party was held at McNail-Riley House on the evening of December 15th. Volunteers decorated the rooms with a profusion of tiny white lights, small tables and greenery—transforming the space into something more like a quaint cabaret.

There was live music, plenty of good food and great fun. Neighbors mingled, drank hot cider and enjoyed a variety of potluck favorites. Many thanks to everyone for making it such a terrific experience. Let's do it again next year!

We were especially delighted to have so many of our neighbors from nearby Uhlhorn Apartments join in celebrating this great neighborhood community we have ... we hope to see you at *more* JWN events in the future!

Happy New Year to everyone!



Lend a hand...

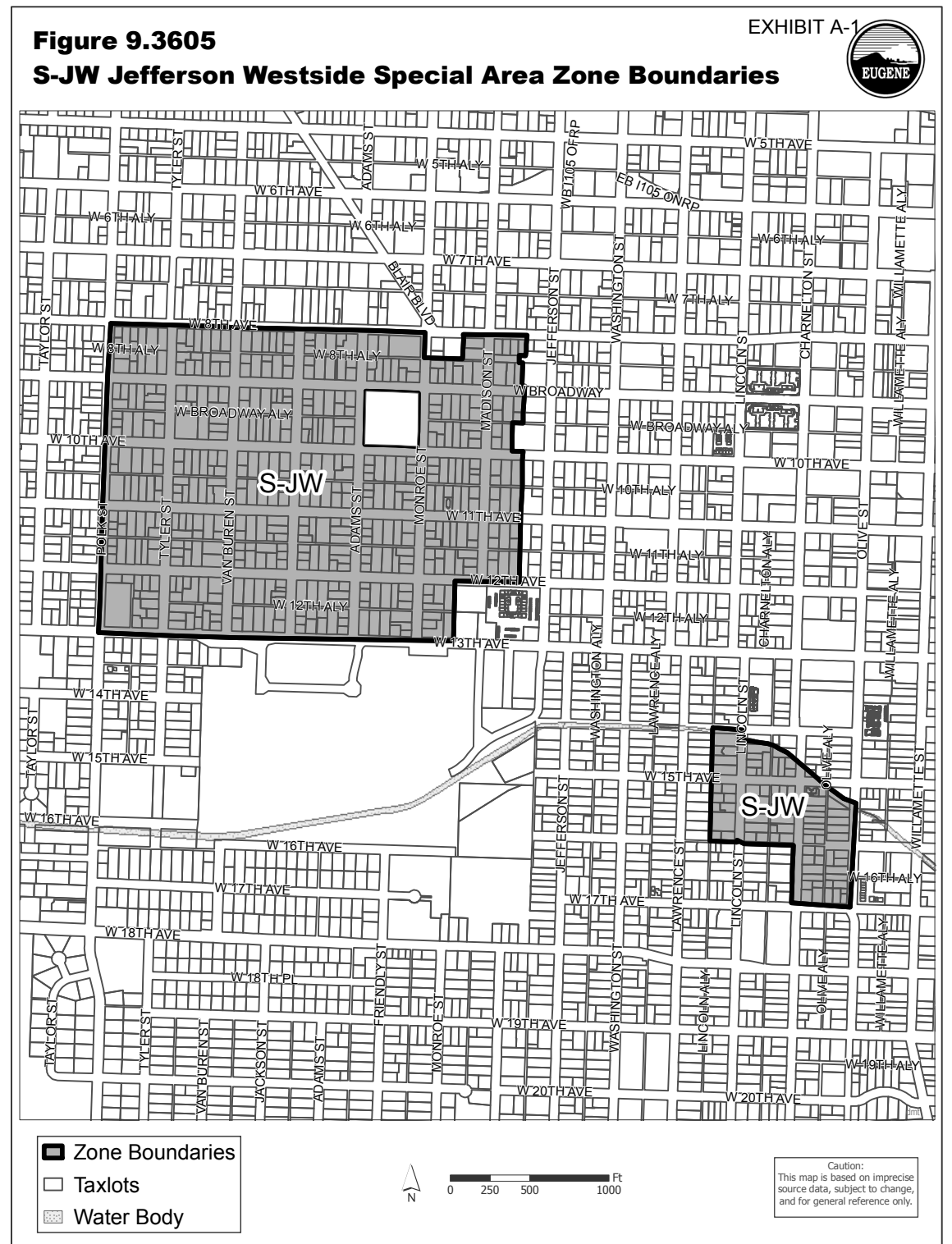
Give a little time and talent and gain a lot in return. Great neighborhoods happen because people who live in them care.

Come join your neighbors and help maintain the Jefferson and Westside neighborhoods as safe, vital places to live.

Some of the volunteer spots that are available include: help with events (picnic, neighborhood cleanup, National Night Out), attorney, publication distribution, working on land use issues, Web wizard, fund raiser, outreach activist, business relations developer.

For a description of these and other volunteer openings, please see: jwneugene.org/volunteer or contact the Chair (info on page 6).

Remember, YOU are the Jefferson Westside Neighbors!



Major decisions loom this year on the Urban Growth Boundary and future development standards - Comprehensive land analysis may lock in Eugene's development plans for decades.

By Paul Conte

Paul Conte is an "at large" member of the Community Advisory Committee for ECLA and served previously as a co-chair of the Jefferson Westside Neighbors. Paul can be reached at: pconte@picante-soft.com.

In the next several months, you and other Eugene residents will have a chance to weigh in on the Eugene Comprehensive Lands Assessment (ECLA), a City process that may cast the die for decades in terms of Eugene's residential and industrial development. By April 2010, City Council will make decisions on whether Eugene has enough suitable land within the current Urban Growth Boundary (UGB) to accommodate twenty years of projected housing and industrial development. The UGB assessment is almost certain to be followed by pivotal Council decisions on development policies that will affect established residential neighborhoods, as well as natural areas, inside the UGB.

Council's action in April won't be the final word on the issues – a subsequent process to amend the Eugene-Springfield Metropolitan Plan will be where decisions that govern future development are locked into place legally. Council action on Metro Plan amendments is currently planned for early 2011. With the rapid pace at which these complex issues will be addressed, right now is the pivotal time to learn what ECLA's all about and to weigh in with your initial opinions.

What's at stake?

Ultimately, the Metro Plan amendments adopted by City Council will determine two major outcomes:

- Whether Eugene's UGB is expanded; and, if so, where and under what conditions.
- What limits are imposed on future developments that might affect compatibility and residential density.

The "UGB" question is already the focus of various development and land use advocacy groups and will no doubt be what you read and hear most about. In simple terms, if the ECLA process determines there isn't enough "buildable" residential land within the UGB for the projected twenty-year housing needs, then Eugene will have two options:

- Expand the UGB to provide more land; and/or
- Increase the housing capacity of lands within the UGB. This could be done by allowing greater density, loosening development standards, "upzoning," increasing development incentives or any combination of actions that would realistically increase the number of housing units that can be accommodated within the UGB.

If ECLA determines there's sufficient buildable residential land, the City can sit pat with the current UGB and development policies and standards. During the Metro Plan amendment process to follow ECLA, however, City Council could potentially decide to revise policies (for example, to increase the amount of land dedicated to parks), which might or might not have an effect on whether the buildable land supply was still adequate. In the final analysis, State land use planning goals and rules require Eugene to have adequate land supply for projected population and economic growth.

(The same concepts and requirements apply to land supply for commercial and industrial use, but I focus in this article only on the residential side.)

Potential restrictions on infill compatibility standards

Many Eugene neighborhoods, including the JWN, have been, and remain, concerned about the negative impacts on their communities by incompatible infill development. Among the documented problems are out-of-scale structures, inadequate parking, traffic overload and others. In response, City Council initiated the Infill Compatibility Standards (ICS) process to come up with new development standards that will protect neighborhood livability while allowing additional, compatible housing to be built. (For more on this subject, see: "Council adopts strong, flexible infill compatibility standards for large area of JWN" on page 1.)

Infill compatibility standards must be adopted as amendments to Eugene's land use code, and State rules require any new or revised standards be consistent with local and State land use policies and goals. In particular, development standards must not directly or indirectly reduce density to a degree that would cause Eugene to be out of compliance with its Metro Plan provisions for providing an adequate supply of buildable residential land. If challenged, the City has the burden to prove that new or revised development standards will not violate these requirements.

Now comes the not-so-obvious, but critical, linkage between ECLA and infill compatibility standards. The ECLA process incorporates a

"If you're generally opposed to expanding the UGB, don't assume that the best strategy is to support all assumptions that increase housing capacity on land within the UGB."

plethora of assumptions about the housing capacity of both bare land and "redevelopable" land, including land within established residential neighborhood areas. Assumptions are based on a parcel's Metro Plan density designation (low, medium or high), zoning and potentially other characteristics, such as size, slope, value of existing development, etc.

So, for example, if ECLA assumes that all vacant lots in an R-3 zone will develop at thirty-five dwelling units per acre (35 du/a), and this assumption becomes part of the adopted Metro Plan amendments, then for any future infill compatibility standards applicable to one or more R-3 parcels, the City must demonstrate the proposed standards will not lower the practicable density in a way that would reduce the 35 du/a assumption – and therefore the total housing capacity of residential land – to a degree that drops housing capacity below what's needed.

The JWN has extensive R-3 and R-4 areas, which aren't yet covered by infill compatibility standards. Thus, what happens with ECLA will have a direct, and potentially substantial, impact on our neighborhood's future.

Eugene's future is largely determined by ECLA's structure and assumptions

Now let's bring this all together and see how you can help ensure ECLA produces a positive outcome. First, and most obviously, the determination of whether Eugene has sufficient land or needs to look at expanding its UGB is driven by the assumptions used. These include projected population growth, average household size, the demand for various housing types (e.g., detached single-family, apartments, etc.), estimated development densities, physical and policy constraints on dwelling capacity, likelihood and extent of redevelopment on sites that already have some development, and so forth.

Every one of the assumptions can have an effect on the results. Some assumptions influence the results more than others. And, the range of reasonable values for each assumption can be narrow or wide. The ECLA work has not yet been completed. However, from my perspective, the overall effect of the assumptions is likely to produce a wide range of plausible outcomes. This shouldn't be surprising because estimating housing demand and development activity with any degree of certainty over a twenty year period is impossible.

So here's my cardinal advice:

- Don't think of ECLA as a purely technical analysis to discover THE ANSWER to whether Eugene has sufficient buildable residential lands. ECLA is a "best guess," based on assumptions. City Council will make the decisions based on which assumptions to use, and that will determine the outcome.
- Don't take the ECLA assumptions for granted. Either examine them closely for yourself or listen carefully to the individuals and organizations on all sides of the debate that's sure to arise. Although I believe the ECLA staff and consultants have made a conscientious effort to present their best judgments, even they will acknowledge that some recommended assumptions could be way off what eventually happens over the next twenty years.
- Look deeper than just the obvious assumptions, such as population growth. Assumptions that may seem minor, such as the estimate of how much and where redevelopment will occur, can have a major impact on whether neighborhoods have the opportunity to propose suitable standards for new development down the road.
- If you're generally opposed to expanding the UGB, don't assume that the best strategy is to support all assumptions that increase housing capacity on land within the UGB. While this strategy technically would reduce the projected need for land beyond the UGB, some assumptions that increase capacity may also end up reducing or eliminating the possibility of implementing reasonable development standards for the JWN and other Eugene neighborhoods.

For additional information, browse the documents available on the City's ECLA Web site at <http://www.eugene-or.gov/ecla>. To get into the details, review the documents available on the "ECLA Community Advisory Committee" page. Attend the January 12th JWN meeting (see pages 1 and 3 for additional details about the meeting).

Thirteenth Avenue and Amazon put EmX on the wrong path (cont'd)

For Segment A (the section of EmX between the Eugene Station and Garfield St), LTD is considering two alternatives:

One westward alternative would leave Eugene Station via 11th Avenue west, turn south onto Jefferson St and then west onto 13th Avenue to the Amazon Channel or to Chambers north to 11th. The return would follow 13th Avenue east, north onto Lincoln St to 10th Avenue and back to the Eugene Station.

The second alternative for Segment A would leave Eugene Station via 11th Avenue, turn north onto Lincoln or Charnelton Street and then west onto 6th Avenue to Garfield. The return would follow W 7th Avenue and Charnelton Street, back to the Eugene Station. In short, EmX would use a Lincoln/Charnelton couplet to and from 6th and 7th Avenues, or Charnelton both ways.

For Segment B (the section of EmX between Garfield and Beltline) LTD is considering three alternatives:

West from 13th Avenue along the Amazon Channel in both directions; or west on W 11th Ave from Garfield both directions; or west from 6th Avenue to W 7th Place to Seneca both directions. The possible termini include Seneca Station at Fred Meyer or Beltline at Commerce St.

For Segment C (the section of EmX west of Beltline) LTD is considering a number of alternatives that would take EmX further west on 11th Avenue, with possible termini at Ed Cone Blvd or alternating service between Ed Cone and Willow Creek near the old Hynix plant.

I strongly encourage you to view the entire range of route alternatives in greater detail on LTD's website at <http://www.ltd.org>. Click on EmX, then West Eugene EmX Extension, then zoom in!

In November of 2007 the JWN General Membership voted to oppose building EmX on 11th or 13th Avenues through the neighborhood, and in favor of building EmX on 6th & 7th Avenues. (This vote was consistent with the neighborhood's vote back in 1999, when the idea of building a BRT system through the JWN first came to light.) The JWN later amended its resolution to oppose building EmX on any street that traversed the neighborhood from 13th to 8th Avenues, after LTD added 8th Avenue from downtown to Blair to its list of route alternatives.

In February 2008 the Whiteaker Community Council passed its own resolution, which supported building any EmX line to west Eugene on W. 6th & 7th Avenues from downtown to Garfield Street, and opposed building EmX on W 11th Avenue and W. 13th Avenue, "in order to maintain the residential quality, livability and character of the surrounding neighborhoods." Further, the WCC preferred an electric light rail system to buses.

In March 2008 the FarWest Neighborhood Association (FarWest), passed a resolution supporting West 6th and 7th Avenues between Eugene Station and Garfield, and opposing the use of West 11th, 13th, 18th and the Amazon Creek areas between Garfield and Seneca.

3RT supports the FarWest, WCC and JWN resolutions and submits that building EmX on 6th & 7th Avenues, between the JWN and Whiteaker neighborhoods, will better serve both neighborhoods.

3RT believes the Amazon Channel is likely to be the choice for Segment B if 13th Avenue is selected for Segment A. All of the route alternatives would require the acquisition of public and/or private property to make room for EmX lanes. However, as to Segment B, the Amazon Channel and 11th Avenue west of Garfield options would, in the opinion of 3RT, be the most invasive and costly options in terms of the voluntary or involuntary (i.e., via eminent domain) purchase of private property, including businesses and residences, to obtain enough right of way for EmX lanes.

3RT believes that building EmX along the Amazon Channel would reduce the amount of riparian habitat, and increase the number of wildlife being hit and killed along the EmX line. We also are concerned about the increase in run-off from impervious surfaces that would allow pollutants such as oil and other wastes from EmX buses to accumulate and run down into the Amazon Creek.

Finally, we worry that pedestrians and bicyclists who use the path along the Amazon creek would be unnecessarily subjected to unwanted noise and exhaust from EmX vehicles. Remember that EmX buses, while technically "hybrid," are primarily diesel-powered.

A number of businesses in the area of the Amazon and W 11th Avenue have organized to oppose both of those options, to protect their private property from forced purchase and their businesses from loss; and a group of residents in the area of 13th and Garfield has formed to oppose the Amazon Channel option, to protect their neighborhood quality and character. Further, a condominium homeowner association appealed the City's interpretation of a land use code section that would essentially allow the City to move the Amazon Channel south, thereby forcing the purchase of a number of their housing units to build EmX there, and are waiting for a decision on that appeal.

In addition to the route alternatives described above, LTD is required to consider a "no build" alternative as well as a Transportation System Management (TSM) alternative (improvements to existing bus service without major capital). LTD must analyze all of the route alternatives, and the TSM and no-build alternatives as part of the National Environmental Protection Act (NEPA) process and will publish a draft environmental impact statement (DEIS), probably during the fall of 2010.

This process is moving toward a critical time in late 2010, when the Eugene City Council will vote to choose a "locally preferred alternative" (LPA) among the route alternatives described above. Now is a good time to write to your City Councilors – from all wards – to let them know how you feel about the West Eugene EmX Extension, where you think it should be built, if at all. You can email all councilors and the mayor at mayorandcc@ci.eugene.or.us. You can learn more at the February 9th JWN meeting where we'll have presentations and a question and answer session with LTD and 3RT.

West Eugene EmX Extension: Success in Innovation

Prepared by Lane Transit District

Our community has an opportunity to take a meaningful step forward in public transportation through the West Eugene EmX Extension (WEEE project). Below is a summary of our current service, followed by information about the process underway for the WEEE project.

LTD Transit System. Average annual boardings on the LTD system are currently approximately 11.7 million. Service operates seven days a week, serving the greater Eugene-Springfield metropolitan area and rural areas, such as Cottage Grove, Veneta, Junction City, and Coburg.

Background. Bus rapid transit (BRT), now known as EmX in our community, has been identified as our community's preferred high-capacity transit strategy in TransPlan in 2001 and in all subsequent regional transportation plans.

This strategy was a result of discussions and a rigorous engagement process with the community and leaders who recognized a need to address future traffic congestion and the role enhanced, quality transit would play as one solution. Other improvements considered at that time included Enhanced Conventional Bus Service and Light Rail. BRT was the alternative that was chosen as the strategy that provides the best opportunity to capture new transit riders and addresses traffic congestion; it is cost-effective for a community of our size and it provides flexibility for the future.

General goals and performance objectives of EmX include:

- Increase ridership by making transit competitive with the automobile through:
 - Reduced travel time.
 - Increased reliability.
 - Providing convenient neighborhood connections.
- Reduce operating costs.
- Increase the capacity to carry people along the corridors.
- Support planned land-use patterns.
- Incorporate "non-transit" enhancements, such as:
 - Bicycle improvements.
 - New sidewalks.
 - Improved traffic safety and traffic flow.
 - Landscaping.

Franklin EmX

On January 17, 2007, LTD launched the Franklin EmX Corridor, linking downtown Eugene and downtown Springfield. This service incorporated curbed transit lanes, median bi-directional transit lanes, traffic signal priority, median and curbside stations, and higher passenger platforms to facilitate boarding. The EmX vehicle is a 63-foot, hybrid-electric articulated bus with doors on both sides, space for two mobility devices (e.g. wheelchairs), and three bicycles.

Franklin EmX serves a four-mile corridor between downtown Eugene and downtown Springfield. It includes eight stations, operates every 10 minutes during peak travel times, and it takes just under 16 minutes to travel the entire corridor. Ridership along the corridor doubled in its first few months of operation, which exceeded the 20-year ridership projection. Approximately 25 percent of the ridership began using transit after EmX was launched. On a per-rider basis, EmX has a lower cost per passenger than LTD's traditional bus service. *(continued on page 5)*

West Eugene EmX Extension: Success in Innovation (cont'd)

LTD worked with agencies, property owners, residents, businesses, and transit users to design facilities that would enhance their functional and aesthetic value to the community.

Based on the objectives for EmX and the performance of Franklin EmX, LTD and our community leaders consider EmX a success. LTD has hosted numerous organizations from the U.S. and internationally who come to see what our community has been able to accomplish with EmX. It stands as an example of a successful transportation system.

Gateway EmX

This service is currently under construction. It will extend Franklin EmX to serve the busy Gateway area and expanding businesses along International Way. Service is scheduled to begin in January 2011.

West Eugene EmX

The Eugene City Council selected West Eugene as the next EmX corridor in Eugene. This service would provide a direct link between West Eugene, downtown Eugene, the University of Oregon, downtown Springfield, and the Gateway area. It would be a convenient "one-seat ride," and it also would serve as a convenient way to move within and through the corridor.

The Options. There currently are five buildable alignment alternatives under consideration, in addition to a Transportation System Management (TSM – defined as relatively minor capital and operating improvements that can be made to existing bus service) and a no-build alternative (which makes assumptions about future changes to existing service. No capital improvements are made beyond those already in existing plans.). As part of the National Environmental Policy Act (NEPA) process, LTD is analyzing each alignment alternative, as well as the TSM and no-build alternative, on a range of natural and built environmental affects (positive or negative). The results of the analyses will be available in the Draft Environmental Impact Statement (DEIS) that is due out Fall 2010. Although the process is long, it is thorough; the combination of comprehensive information and extensive public engagement will yield the right decision for the community.

There is no easy or obvious West Eugene alignment alternative. The implementation of EmX to West Eugene provides significant challenges. All the alignment alternatives are likely to have significant affects (both positive and negative) and will require our community and decision-makers to carefully weigh those benefits and costs in deciding how to move forward.

Public Involvement. Recognizing the value of including as many perspectives and voices in the project as possible, LTD has followed a rigorous public involvement plan. This includes public participation through the WEEE Corridor Committee, open houses, community presentations, one-on-one meetings, website information, etc. The results have yielded design changes, new alternatives, and a better understanding of community priorities.

Timeline. Having identified project goals and objectives, brainstorming and screening potential alignments, and developing preliminary design, LTD currently is in the design analysis phase. The DEIS will be released in Fall 2010. This document will contain a summary of the project process, the results of the in-depth analyses, and provides comparison of the alternatives. When this document is released, the community will have 60 days to comment in order to have those comments captured in the Final EIS documentation.

Making a Decision. The DEIS provides the basis for an informed decision on the project. The final decision will be made late 2010 or early 2011. This will be in the form of a Locally Preferred Alternative (LPA). Decision-makers include the LTD Board of Directors, Eugene City Council, and Metropolitan Policy Committee. These three bodies, made up of community leaders, will select one alignment alternative to carry forward to final engineering.

Get Connected. While it isn't easy or brief, the NEPA process is a good process for making challenging decisions. LTD welcomes all comments and feedback. If you have not yet "plugged-in" to the project, LTD encourages you to take some time to become familiar with the project; we welcome the opportunity to sit down and meet with you in a group or one-on-one. To schedule a time to meet, call 682-6100, or send an e-mail to we.emx@ltd.org.

JWN Work Party on the Amazon

JWN Neighbor Erik Burke organized a work party on Saturday, December 19 to improve habitat along a portion of Amazon Creek that flows through the Jefferson and Westside Neighborhood (between Van Buren and Polk). Fifteen enthusiastic volunteers weeded and mulched around trees and cleared blackberries—leaving the section along the stream looking well-cared for. The City of Eugene's Stream Team and The Eugene Tree Foundation hosted this Jefferson Westside Neighborhood event. The Stream Team generously provided an exceptional array of hand and power tools, gloves, hot drinks and pastries. The young valley pine and Oregon ash trees, planted in 2007, were left weed-free and well-mulched, using 12 yards of wood chips. An enormous amount of invasive blackberries were removed. The ages of the volunteers ranged from 4 to 83, and a good time was had by all.

Work parties along Amazon Creek will continue in the Jefferson Westside Neighborhood on the 4th Saturday of every month from 10am to 12pm. The next event will be January 23. We will meet in the parking lot behind Albertson's Grocers (located at 18th and Chambers). We will weed and mulch trees again, clear blackberries along the Amazon and plant several native trees. We will also discuss several restoration projects planned to beautify the area and to improve the health of this stretch of the stream. Gloves, tools and refreshments will be provided. The event takes place rain or shine. Please bring raingear, boots and gloves if you have them.

For information about how to get involved in this important community work and to learn about future dates, contact Erik Burke at 915-1601 or erikb@eugenetreefoundation.org.

To find out more about the Eugene Tree Foundation, visit www.eugenetreefoundation.org. To learn more about the Stream Team and other City of Eugene volunteer programs, visit <http://www.eugene-or.gov/volunteer>.



HOW WILL EUGENE HANDLE GROWTH? DON'T MISS OUR FIRST MEETING OF 2010! Tuesday, January 12th (see page 1)

How will Eugene Handle Growth?

- Expand the Urban Growth Boundary (UGB)?
- Use tax dollars to promote multi-use center ("nodal") developments?
- Implement "Opportunity Siting"?
- Change zoning code in ways that make infill development more (or less) compatible with surrounding neighborhoods?

These are among the big questions that City Council will decide in 2010.

The outcome will affect JWN members in many ways, including the nature of development in neighborhood areas not yet covered by infill compatibility standards (e.g., the high-density and commercial areas northeast of Amazon Canal along W. 13th Ave. and Olive Street and from downtown (Lincoln St.) to Jefferson St. between W. 8th and W. 13th Aves.).

Our January program will provide you a unique opportunity to learn about the Eugene Comprehensive Lands Assessment (ECLA) process and the decisions that will follow. We've organized a panel with three ECLA experts that have different perspectives on the process:

- Jason Dedrick is the Planning Division staff member who is managing the ECLA Project.
- Laura Potter is the Governmental Affairs Coordinator for the Lane County Home Builders Association and a member of the ECLA Community Advisory Committee (CAC).
- Paul Conte is a former Co-chair of JWN and a long-term neighborhood advocate. Paul is also an ECLA CAC member.

Panel members will make brief introductory presentations, and then there'll be a moderated Q&A session where panel members will respond to your questions. **Don't miss it!**

You probably won't have another opportunity like this to learn so much about ECLA from different viewpoints.

It's a new year for Eugene... are you interested in learning more about city government? LTD's plans for its West Eugene Route? parks? sustainability? homelessness? planning? public safety?

Well, so are we!

So don't miss an opportunity to join your neighbors for lively and interesting meetings, and great neighborhood events!

JWN General Membership Meetings

Second Tuesdays

First United Methodist Church

1376 Olive Street

7:00 p.m. to 9:00 p.m.

(see page 1 for a detailed agenda)

Find out more at jwneugene.org

Jefferson Westside Neighbors Executive Board

Chair:

Della Perry 344-1354, dperry@jwneugene.org

Vice-chair: Ilona Koleszar

Treasurer: Garrick Mishaga

Secretary: rotating

At-large Board Members:

Sue Cummings, Carol DeFazio, Rene Kane,

Garrick Mishaga Jr., Tony Rosta

Newsletter Editor: Rene Kane

JWN meeting minutes, financial information, bylaws, and additional information are available on the JWN Web site at jwneugene.org or by contacting the chair.

Upcoming JWN meetings...

January 12th

ECLA* Expert Panel and Q & A

Learn the inside scoop on ECLA from multiple perspectives.

Get answers to your questions.

Share views with your neighbors at the January 12 JWN meeting.

(See the article "on page 3 and meeting details on page 5.)

*Eugene Comprehensive Lands Assessment

February 9th

EmX Presentations and Q & A

Many neighbors have questions and concerns about the EMX bus line's proposed routes. Learn more at a moderated Q & A with: **Lane Transit District (LTD) and Residents for Responsible Rapid Transit (3RT)**. JWN has offered both groups space in this newsletter to share information so you can come to the meeting prepared with your questions. (See pages 1 and 4.)

Eugene Neighborhood Services Policy Statement: This is the official newsletter of the Jefferson Westside Neighbors. Newsletters are published courtesy of the City of Eugene. Newsletters are produced by neighborhood volunteers and are free to the residents and businesses of the neighborhood. Space is available for letters to the editor with editorial comment from the neighbors. Signed letters will be printed as space permits. Editorials express the author's view and not that of the neighborhood association, the City's elected officials or city staff.



Visit Neighborhoods on the Web:

www.eugene-or.gov

JWN newsletter policy

This is the official newsletter of the Jefferson Westside Neighbors. The newsletter Editor, in conjunction with the JWN Board, is responsible for all content, subject to City approval in City-funded issues. (This issue was printed with City of Eugene funds.) Articles with bylines reflect the opinion of the authors and not necessarily that of the JWN Board, the neighborhood association, or City staff or public officials. We welcome submissions of all types, including articles and letters. All submissions are subject to editing or shortening for publication. All submissions must be accompanied by the author's name, home address, and phone number or e-mail address. (We do not publish authors' addresses, phone numbers, or e-mail addresses unless requested by the author.) To submit an article or letter, or for more information, please contact Rene Kane, JWN newsletter editor at renekane@comcast.net, or 343-4309.

Neighborhood News

The Official Newsletter of Jefferson Westside Neighbors

Learn about important issues that affect you and where you live/work/play! Want to know about the success of JWN's infill standards efforts? EmX in JWN Want to know more about events in the neighborhood, safety, parks, planning and land use... and how YOU can be involved in making the JWN an even better neighborhood??

Open NOW...



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