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AMAZON

Continued from Page 1

versity still hopes to meet its original goal — to complete demolition by the end of August. About 12 more buildings remain to be razed.

The University intends to have 280 new apartments completed by fall 1996.

The students, who will remain in the complex until the end of March, must learn to survive without some of the resources they previously had used — including a local office and laundry facilities.

"Taking the laundromat is a major inconvenience for those without a car," said Jencina Butler, a resident of Amazon.

But Shine wanted to remind everyone of the University's stated reason for getting rid of Amazon — safety.

Creating safe housing for families and their children is the number one concern, Shine said.

Although safety is an issue for University staff, affordable housing is still a big issue for some of

the residents who live in the complex.

"[The University] is destroying low-income student housing," said Almar Millman, a member of the Amazon Tenants' Council. "They are tearing down housing that could have been renovated, and they don't have a good plan to replace it."

Millman said he wonders how many families are living in the new apartments that were built on 18th Avenue and Agate Street.

"[The University] has built housing only a certain segment of the population can afford," he said. "They just want to see this place torn down, and something new in its place — regardless of the consequences."

Zupan believes that the University now has an opportunity to show themselves as a good neighbor, even though they have refused to compromise with the coalition in the past.

"Phase One of the demolition is almost done," he said. "One way the University can send a good message to the community is to allow the rest of the buildings to be recycled."

HYUNDAI

Continued from Page 1

plans to hire most of its employees — between 90 and 100 percent — from the Eugene-Springfield area, "as long as we can identify qualified people locally."

In another new announcement, Mike Sullivan, project manager for the City of Eugene, said the number of employees at the factory could reach 2,500 if the company expands to full capacity. The plant plans to open with about 800 employees.

The city projects that about 80 percent of the traffic created by employees of the factory will be focused on Willow Creek Road and West 11th Avenue — which will both be improved with money from the county road fund — rather than West 18th.

Citizens at the Tuesday meeting, which drew a crowd of more than 500 people, were divided into 30 groups that gathered around tables to form questions to ask a panel of local government officials.

A large portion of the questions focused on environmental issues including the use, transportation and disposal of toxic chemicals. Hyundai must follow all federal, state and local regulations for environmental safety, said Steve Greenwood, regional administrator for the Department of Environmental Quality. Shyn affirmed that idea, saying that the company will commit to environmental protection.

At this point, however, it is not clear what chemicals the company will use or how it plans to dispose of them.

Many citizens said they attended the meeting because

they were interested in getting more information; others wanted to voice their opinions.

Randall Klein, a Eugene resident, said he attended the forum because he doesn't want this area to turn into another San Francisco. He came here from the Bay Area eight years ago, looking for a quieter lifestyle.

"I don't want the area to become a large business center," he said. "We don't need the jobs that bad, that we are going to tolerate that action from a company that is irresponsible."

Some citizens came to the forum to show their approval of the proposed plant.

Gretchen Pierce, a Eugene resident, went to support the Hyundai project because she said Eugene needs the jobs. She also said she was interested in finding out what other people have on their minds.

While those attending the Tuesday forum were somewhat evenly divided between supporters and opponents of the plant, the crowd was not so equally balanced at the town hall meeting on Monday. Most who spoke were opposed to the Hyundai project.

More than 300 people packed Harris Hall, near the Lane County Courthouse, Monday night at a town hall meeting to give their opinions about the Hyundai plan. Lane County Commissioner Jerry Rust said the forum was the largest he had ever seen in Harris Hall. People were standing and sitting in the aisles and hallways to try to hear the speakers.

Rust began the forum by saying that there is a "feeling that the plan happened without a lot

of public discussion." He said the \$32 million in tax credits — given to Hyundai as an incentive for building in Eugene — was as much of a surprise as the project itself, when it was announced three weeks ago.

The group that sponsored the forum, Citizens for Public Accountability, recorded questions the public had concerning the negotiations and the proposed plan. Representatives from the group said they will publish answers to the questions and send them to interested parties.

Paul Engelking, a chemistry professor at the University, demonstrated the etching process used to make computer chips on microscope slides, warning that the chemicals used in the manufacturing of computer chips are poisonous.

Mary O'Brien, an environmental consultant, concurred, saying most of the gases and chemicals are dangerous to people and to wildlife. She said most companies treat their employees as free waste depositories when they are required to work with hazardous chemicals.

She called for a covenant with Hyundai that would ask the company to pledge to reach a "zero discharge" of pollutants, guarantee job protection to whistle blowers and work with a citizens' committee in monitoring the company's environmental impact.

Most citizens at the forum voiced concerns about environmental impacts and low wages at the factory. A few supported the computer chip plant, saying that it would bring jobs to Eugene.

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