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Environment: Focus was on 'new urbanism'

Continued from Page 1

will be people alive 100 years from now. Our rights to the land do not include claims of use that will prevent future peoples from flourishing," she said.

Marc Poirer, a professor from Seton Hall University said that the issue of property rights is not a matter of personal ownership versus managing environmental resources. He said it is a matter of "who gets what, when and how much." We have to negotiate the resources to include the needs of property owners, the environment and the community at large.

Poirer also said land use values shift depending on the social constructs and values of the people involved and changing technology. For example, people used to perceive their land as going up into the heavens. The advent of the airplane forced litigation that changed that perception as planes flew over personal property.

Much of the symposium focused on the concept of

"new urbanism." Phillip Grillo, an attorney from Portland, Dean Phillips from Portland's Tri-County Metropolitan Transit District, and Keith Bartholomew, the staff attorney of 1000 Friends of Oregon discussed the movement.

Bartholomew said traditional suburban development forces people to drive because it separates residential, commercial and employment destinations. "With most of suburbia, if you don't have a car, you'd better have good cable television." But that is starting to change. He described transit-oriented development which clusters a mixed-use community within an 2,000-foot walking distance of a transit stop and core commercial areas. Such communities make it convenient for residents and employees to travel by transit, bicycle, foot or car.

The symposium was sponsored by the Journal of Environmental Law & Litigation.

Decision: Officials set guidelines for siting committee

Continued from Page 1

place an extra burden on the area's construction companies. These companies are already occupied with projects including building two local fire stations, the University's new Law School and five new schools in the Eugene-Springfield area.

"We have planned an unusually large number of major construction projects," he said. "What our concern is is that these projects, coupled with the Hyundai construction, will exacerbate competition for skilled construction labor and will drive up the price of all construction in the region, including that of the prison facility."

Because of this, Cornacchia, along with representatives from eight other local governments, requested if the Lane County site is selected, construction not start on it until after January 1999.

This condition is one of seven construction conditions local governments are calling for.

In all, the intergovernmental committee proposed 75 conditions, which were presented to the Department of Corrections on Nov. 6 and were presented to the Siting Authority Saturday.

Bob Graham, a local businessman, said he hopes the facility is built outside the Urban Growth Boundary because it will negatively affect the region's tax base if built inside the UGB.

"There are advantages to the community when facilities are located outside the UGB," he said.

Several state agencies asked the

STATE PRISON CONSTRUCTION CONDITION

Lane County, the cities of Eugene and Springfield and six other local governmental agencies worked together to develop 75 conditions for constructing a state prison in the area.

These conditions fall under seven themes:

■ **Build within the Urban Growth Boundary:** State law prohibits extension of water and sewer usage outside the UGB unless approved by a local government boundary commission. In 1977, the Eugene City Council passed a resolution banning use of water and sewer service outside the UGB.

■ **Pay your way:** The state would cover the full cost of implementing and supplying the facility with water, sewer, drainage, transportation and other facilities.

■ **Comply with existing laws:** The committee's main concerns deal with compliance with environmental quality and natural resource laws.

■ **Don't affect our regional airport:** Existing plans call for at least one new runway at the airport. Construction of a new prison must comply with the FAA, airport staff and navigational precautions.

■ **Accommodate our preference for timing of construction and type of facility:** The site should not be built until after 1999. The committee prefers a women's correctional facility and intake center to a men's medium security correctional facility. This preference is subordinate to condition for timing of construction.

■ **Reduce impact on our criminal justice system:** The state must take steps to reduce the burden of in-prison crimes on the district attorney and corrections employees. Building a courtroom and offices at the facility could reduce this burden.

■ **Have a positive impact on our local community:** The state must make every effort to hire local residents for jobs at the correctional facility and should provide funding for job training at Lane Community College.

state to aid them in accommodating prison-worker needs and positively impacting the community.

A Lane Transit District representative said her organization expects a significant increase in local drivers, and it is the duty of the state to develop a cooperative relationship with LTD to service drivers and keep single-driver situations at a minimum.

"It is critical that new development provide new improved transit infrastructure," the representative said.

Garry Oldham, the chairwoman of social science at Lane Community College, said her school wants to provide training to correctional facilities workers and educational support to inmates, but needs state funding to do so.



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