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**[www.peakchoice.org/urban-reserves.pdf](http://www.peakchoice.org/urban-reserves.pdf)**

**comments on Urban Reserves plan to expand the City of Eugene to the Junction City urban growth boundary and extend Eugene toward Veneta**

**[www.peakchoice.org/climate.pdf](http://www.peakchoice.org/climate.pdf)**

Peak Energy and Climate Chaos

**[www.peakchoice.org/oil.pdf](http://www.peakchoice.org/oil.pdf)**

conventional oil peaked in the USA in 1970, fracked oil and tar sands mining postponed rationing, Alaskan oil in permanent decline (it powers the motors of Oregon)

**[www.peakchoice.org/limits.pdf](http://www.peakchoice.org/limits.pdf)**

1972 "Limits to Growth" study predicted our predicament

**[www.peakchoice.org/electricity.pdf](http://www.peakchoice.org/electricity.pdf)**

electricity in USA peaked in 2018, on a plateau sustained by fracked gas

**[www.peakchoice.org/gas.pdf](http://www.peakchoice.org/gas.pdf)**

conventional unnatural gas peaked in USA in 1973, fracking is a huge but temporary bubble

**[www.peakchoice.org/traffic.pdf](http://www.peakchoice.org/traffic.pdf)**

Peak Vehicle Miles Traveled sustained by fracked fuels and tar sands, Oregon counties with better public transit (Multnomah, Benton, Lane) had peak VMT on the state highway network during conventional oil, counties with less transit (Washington, Clackamas, Marion, Jackson, Josephine, Deschutes) are at or near a new, higher peak now

**[www.peakchoice.org/beltline-126.pdf](http://www.peakchoice.org/beltline-126.pdf)**

ODOT's plans to expand Beltline and Route 126 (Eugene - Veneta) for over a half billion dollars

**[www.peakchoice.org/portland.pdf](http://www.peakchoice.org/portland.pdf)**

highway plans in Portland, cancelling Mt. Hood freeway enabled start of MAX light rail

**[www.peakchoice.org/clearcut.pdf](http://www.peakchoice.org/clearcut.pdf)**

clearcutting the climate, deforestation causes desertification

**[www.peakchoice.org/wep.pdf](http://www.peakchoice.org/wep.pdf)**

West Eugene Parkway (1951 - 2007)

**[www.peakchoice.org/law.pdf](http://www.peakchoice.org/law.pdf)**

WEP was one of the most illegal highways ever proposed

**Urban Reserves: City of Eugene plan to merge into Junction City and toward Veneta**

**ODOT and Federal Highway deregulated, unpublicized approval of widening Beltline to 10 to 16 lanes at Willamette River for a third of a billion dollars**

**Comments following up on the October 18, 2022 public hearing of the City and County Planning Commissions.**

**Mark Robinowitz [PeakChoice.org](https://peakchoice.org). [PeakTraffic.org](https://peaktraffic.org). [SustainEugene.org](https://sustaineugene.org).**

It's nice that there is a "Kalapuya land acknowledgement" in the City documents about expanding Eugene. But if you really want to honor the Kalapuya, let this land come back into camas fields. Maybe we could give back some lands to them.

Five citizens spoke at your public hearing, all of whom expressed opposition. (100%). Even land use attorney Bill Kloos expressed opposition about incorporating land owned by his client (Wildish) into the UGB, although not for ecological concerns - his clients want to strip mine this area and want to profit from that destruction before it would be urbanized, not afterwards. (I support "sustainable mining" - just mine the ore at the rate it is formed, which could create jobs for eons.)

This minimal participation indicates minimal (at best) public outreach. It's usually a sign of inadequate "public engagement" when a public hearing has more staff participating or observing than citizens / taxpayers / impacted residents.

**At a minimum, the process needs to be revised to provide substantial public discussion about how Urban Reserves would result in a merger of the Eugene and Junction City urban growth boundaries plus an extension of the City of Eugene toward the City of Veneta. Urban Reserves also needs to have public discussions of the plans to widen Beltline highway to 10 to 16 lanes at the Willamette River crossing plus widening of Route 126 across Fern Ridge reservoir to Veneta. These two highway expansions would cost over a half billion dollars and are indispensable for urbanizing farmland and forest currently outside the UGB. Token input from five citizens at a poorly publicized zoom meeting is not a substitute for democratic discussion.**

**It would be easy for Urban Reserves to have a referendum by the County's citizens.** This decision is too important to leave to unelected planning commissioners or even a handful of elected officials (especially those whose election campaigns include donations from real estate speculators). The hearing on October 18 was in front of the unelected planning commissions who have no formal approval of these

expansions. Even discussion by the elected City councilors and County commissioners would be a poor substitute for asking the taxpayers / voters / citizens what they think about these expansions.

### **I don't support creating incentives to destroy agriculture**

**The areas west of Greenhill Road are those that were a primary “purpose and need” West Eugene Parkway plan. This would facilitate that sprawl without having to get that illegal project approved.**

### **Urban Reserves is planning for impossible futures.**

All societies more complex than hunter gatherers are based on agriculture, even if the division of labor becomes more elaborate and some in the society pretend they are no longer agricultural. If you like to eat food, you are dependent on farming. Zoning that keeps farmland in agricultural production is essential for our society, but this is being chipped away by Urban Reserves and other pressures.

At the January 2020 meetings your literature claimed that the Royal Blue Organics farm was supposedly vacant land. Well, it is being used - to feed people. The idea that food can be grown somewhere else instead and shipped over long distances is a huge part of the climate and energy crises. I'm not surprised that the real estate industry has more power over governments than those who keep us fed.