City Council
101 W 10th Ave., Suite 203
Eugene, OR 97401
541-682-5010 • 541-682-5414 Fax
www.eugene-or.gov

EUGENE CITY COUNCIL AGENDA

April 28, 2021

12:00 p.m. CITY COUNCIL WORK SESSION

Due to Governor Kate Brown's Stay Home, Save Lives Executive Order to combat the spread of Covid-19, this meeting will be held remotely using virtual meeting technology. Information about online or other options for access and participation will be available at https://www.eugene-or.gov/3360/Webcasts-and-Meeting-Materials

---

Meeting of April 28, 2021;
Her Honor Mayor Lucy Vinis Presiding

Councilors

Jennifer Yeh, President	Claire Syrett, Vice President
Mike Clark	Greg Evans
Randy Groves	Matt Keating
Emily Semple	Alan Zelenka

12:00 p.m. CITY COUNCIL WORK SESSION

1. **WORK SESSION: Review of 2020 Implementation of Bond Measure to Fix Streets and 2021 Pavement Management Report**

2. **WORK SESSION and POSSIBLE ACTION: 1059 Willamette Redevelopment**

For the hearing impaired, an interpreter can be provided with 48 hours' notice prior to the meeting. Spanish-language interpretation will also be provided with 48 hours' notice. To arrange for these services, contact the receptionist at 541-682-5010. City Council meetings are telecast live on Metro Television, Comcast channel 21, and rebroadcast later in the week.

El consejo de la Ciudad de Eugene agradece su interés en estos asuntos de la agenda. El lugar de la reunión tiene acceso para sillas de ruedas. Se puede proveer a un intérprete para las personas con discapacidad auditiva si avisa con 48 horas de anticipación. También se puede proveer interpretación para español si avisa con 48 horas de anticipación. Para reservar estos servicios llame al 541-682-5010. Las reuniones del consejo de la ciudad se transmiten en vivo por Metro Television, Canal 21 de Comcast y son retransmitidas durante la semana.

For more information, contact the Council Coordinator at 541-682-5010
or visit us online at www.eugene-or.gov.

EUGENE CITY COUNCIL
AGENDA ITEM SUMMARY

Work Session: Review of 2020 Implementation of Bond Measure to Fix Streets and 2021 Pavement Management Report

Meeting Date: April 28, 2021
Department: Public Works
www.eugene-or.gov

Agenda Item Number: 1
Staff Contact: Katie Marwitz
Contact Telephone Number: 541-682-5034

ISSUE STATEMENT

Staff will present the citizen Street Repair Review Panel (SRRP) 2020 Annual Report to the City Council. This report is one of two documents prepared in compliance with the City Council resolution placing Measure 20-275, the 2017 bond measure to fix streets, on the ballot. In addition to the Street Repair Review Panel's annual report, the independent accountant's report by Isler CPA is also included. Staff will also present the 2021 Pavement Management Report.

BACKGROUND

Following considerable study and discussion, including forming a Council Committee on Transportation Funding and convening an ad hoc citizen Street Maintenance Task Force, Council approved Resolution 4953, calling a city election on a measure authorizing the issuance of $35.9 million of general obligation bonds to fund street preservation projects. In November 2008 Eugene voters approved Measure 20-145, the 2008 bond measure to fix streets. In 2012 Eugene voters approved Measure 20-197 that continued the City's road repair program for another five years with $43 million of general obligation bonds to fund street preservation projects, and bicycle and pedestrian projects. In 2017 Eugene voters, for a third time, approved Measured 20-275 and $51.2 million of general obligation bonds to fund street repairs and safety improvements for people who walk and bike. 2020 was the second year of implementation of the 2017 bond measure.

Beginning in April 2010, Council has received annual reports from the Street Repair Review Panel (SRRP) and the independent accountant regarding implementation of the 2008, 2012, and 2017 bond measures.

The 2017 bond measure to fix streets continues the requirements related to accountability included in the 2008 and 2012 measures. The City Council resolution and the information provided to voters specified:

- In order to promote accountability in the use of bond proceeds, the City Manager will contract with an outside auditor to prepare an annual written report on the use of the bond

proceeds. The auditor will ascertain and report on whether the bond proceeds were used for the authorized purposes and in compliance with the restrictions set forth above. The City Manager will provide the report to the Council and make the report publicly available. (Resolution 5204, Section H)

- To further promote accountability and citizen involvement in street preservation projects, the City Manager will convene the citizen street repair review panel. The citizen street repair review panel will prepare an annual report, separate and distinct from the report prepared by the outside auditor, documenting the City's use of the bond proceeds and noting whether the bond proceeds were used in compliance with the terms of this Resolution. The City Manager will provide the SRRP's report to the Council and make the report publicly available. (Resolution 5204, Section I)

PREVIOUS COUNCIL DIRECTION

May 11, 2020 City Council Work Session

Staff presented the Review of 2019 Implementation of Bond Measure to Fix Streets and the 2020 Pavement Management Report.

ATTACHMENTS

A. Citizen Street Repair Review Panel 2020 Report, including Auditor's Report
B. 2021 Pavement Management Report

FOR MORE INFORMATION

Staff Contact: Katie Marwitz, Principal Civil Engineer AIC
Telephone: 541-682-5034
Staff E-Mail: kmarwitz@eugene-or.gov

Eugene Public Works
Street Repair Review Panel

GO Bonds
Fixing Eugene's Streets

Memorandum

Date: March 10, 2021

To: Sarah Medary, City Manager

From: Street Repair Review Panel

Subject: 2020 Report of the Street Repair Review Panel

It is our pleasure to present the 2020 annual report of the Street Repair Review Panel, focusing on the second year of implementing the 2017 bond measure to fix streets. The Street Repair Review Panel was initially formed in 2009 to review the implementation of the 2008 street repair bond. This year's report responds to the accountability provisions in Measure 20-275, the 2017 bond measure to fix streets.

The 10-member panel met three times over a four-month period in preparation of this report. We reviewed and accepted the report prepared by the City's external auditor (Appendix D) with respect to the City's use of the bond proceeds through December 31, 2020.

Based on this limited review and all materials presented to us, we unanimously conclude that the bond proceeds were used for the authorized purposes and in compliance with the limitations and restrictions outlined in Council Resolution 5063. We are also providing a detailed report, prepared at our request and with our approval, from the Public Works staff on the bond projects constructed in 2020.

Highlights from our review of the 2020 street bond projects include the following:

- **Progress** –2020 was the second year of the third 5-year bond measure that will continue to work towards reducing the preservation backlog and remain focused on active transportation and safety.
- **Current Conditions -** The projects funded in 2020 by the 2017 voter-approved bond measure resulted in the reconstruction or resurfacing of 6 streets and approximately $5.4 million dollars in expenditures. The total includes projects started in 2019 and completed in 2020, projects completed in 2020, and 2 large coordination projects started in 2020 scheduled for 2021 completion. The long awaited $8 million South Willamette Street Improvement project started construction in 2020 and will continue through 2021. As noted in previous reports, the 2007 Pavement Management Report projected the anticipated backlog for rehabilitation needs would reach more than $282 million in 2016 if steps were not taken to reduce the backlog. The backlog of street repair projects in 2020 was projected at $82.7 million, an increase from $76.3 million in 2019. Since the implementation of the 2008 bond, more than 190 lane miles of street work has been completed using bond funds.
- **Schedule Update** - 2020 was a challenging year for project planning and implementation. While many business sectors saw a sharp decline in 2020 the construction industry continued to see positive growth. With the rescheduling of major community events, project schedules also needed to be adjusted. Several projects were rescheduled in order to limit disruption to the downtown core due in 2022. The amount of testing and collaboration ahead of project construction makes it difficult to move projects forward for earlier construction and results in projects being shifted to later years. 12 projects have been shifted to 2024 which is one year later than the original bond schedule. Work on Lincoln Street was moved forward from 2022 to 2021. This updated schedule was presented in the annual presentation to City Council on May 11, 2020. The collection of the bond proceeds will terminate as originally scheduled in 2023 and the final year of construction projects will be completed in 2024.
- **Vision Zero –** In recognition of Council's Vision Zero resolution, which calls for eliminating traffic-related deaths or serious injuries on city streets, the improvements funded through the bond enhance safety for all road users. Specific examples include increased buffer zones for bicycle lanes and the use of green bike lanes in conflict zones.

- **Active Transportation -** The 2017 measure allocated funding for bicycle and pedestrian projects guided by the Transportation System Plan (TSP), City staff, and the Active Transportation Committee (ATC). In 2020, significant improvements for people who walk and bike continued, including the installation of sidewalk ramps and improved bicycle lanes. Roughly half of the annual allocation will be used on the off-street path system. The committee encourages increased transparency and consistency with the selection of projects and use of funds for people who walk and bike through implementation of the TSP and coordination with the ATC.
- **Collaborating with Partners and Leveraging Bond Funds –** Eugene's Pavement Preservation Program requires strong coordination with internal and external utility stakeholders to schedule and coordinate the street work with any needed upgrades and repairs to the nearby streets and utility facilities to avoid emergency repairs. The 2020 projects created opportunities to repair underground utilities including the water, wastewater and stormwater systems. We also appreciate the ability to leverage bond funds with other sources of revenue. A 2020 example of this type of fund leveraging includes the rehabilitation of neighboring local street segments using fuel tax funds. We encourage staff to continue to look for these types of opportunities.
- **Communicating with Citizens and Businesses** – Construction, by nature, is disruptive and residents recognize that in a busy construction season it is a challenge to coordinate activities to keep a project on schedule. In the past several projects have been extremely frustrating for neighbors, with streets torn up for extended periods without visible signs of progress. The committee recognizes improvements made in project communication in 2020. We continue to encourage the department to coordinate projects and look for new and better ways to proactively coordinate communications and minimize impact to the public, impacted businesses and residents.
- **Achieving Sustainability Goals** –The City's paving program is designed to extend the life of city streets before they fall into the reconstruct category. This helps to extend the life of the streets, and when combined with recent paving techniques, greatly reduces the City's environmental footprint. Eugene is a leader using reclaimed asphalt materials, reducing the mining and production of virgin rock and asphalt materials. The continued use of warm mix asphalt saves energy, reduces emissions, and is an excellent example of the department's commitment to sustainability efforts, consistent with the City's Climate Recovery Ordinance. The committee encourages staff to continue to be industry leaders in looking for ways to responsibly implement emerging technologies to address climate impacts of construction and help achieve the goals of the Climate Action Plan 2.0. It is important to understand that the real impact on the climate comes not from how we build roads, but how we use them. The amount of active transportation funding in this bond measure has increased, and staff are using these funds strategically to maximize improvement for walking, bicycling, and transit. However, achieving our climate recovery goals will require a far greater commitment of economic and political capital than what staff can achieve through bond measure projects.
- **Understanding the Process for Selecting Projects** – SRRP members often are asked what process is used to select streets for repairs. The streets chosen for bond funding were selected using the criteria listed on page 3 of the attached report. The selection of bicycle and pedestrian projects is guided by the Transportation System Plan, City staff and the Active Transportation Advisory Committee. The memo in Appendix C explains in more detail how these safety improvement projects are selected.
- **Recognizing the Continued Economic Value of Street Bond Projects** – A functioning transportation system is important for the community and economy. The bond is essential to maintaining the City's infrastructure.
- **Bottom Line** – We believe the community is getting a good return for its investment in street repairs, and the bond funds are being used wisely to meet the objectives of Ballot Measure 20-275. An upfront investment in repairing and maintaining Eugene's streets saves the community significant money.

We feel Public Works staff are doing an excellent job designing and constructing bond measure projects. We appreciate the support they have given us in the course of our review. The committee also continues to express its appreciation to the voters and taxpayers of Eugene for their ongoing support of the bond measures that have made our community a better place to live and do business.

Additional information about the Street Repair Review Panel can be found at www.eugene-or.gov/2110/Street-Repair-Review-Panel. Please feel free to contact any of us for additional information.

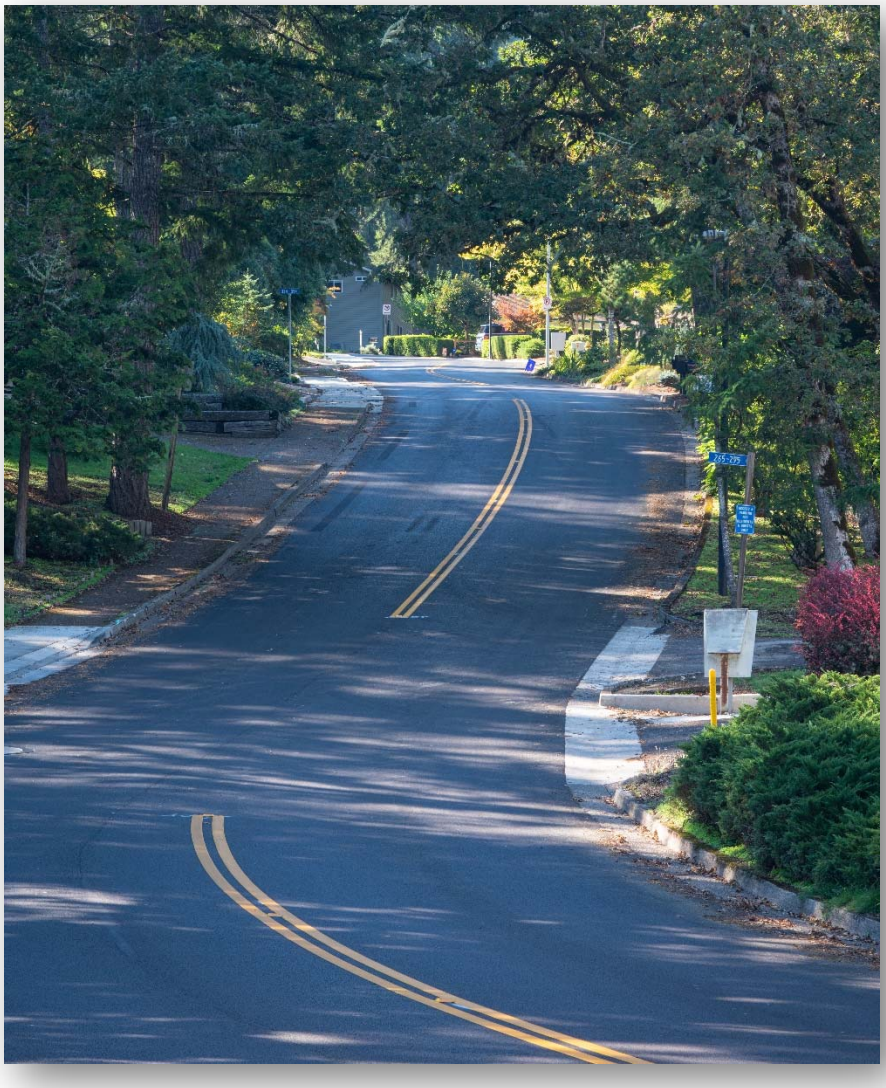
SRRP Members

John Barofsky
Jeannie Parisi
Allen Hancock
Jim Mender
David Starns
John Quilter
Matt Roberts
Ollie Snowden
Gary Wildish
Sue Wolling

City of Eugene Staff

Sarah Medary
Eric Johnson
Katie Marwitz
Scott Milovich
Cathy Mueller
Rachael Love
Brian Richardson
Lacey Risdal
Matt Rodrigues
Tammy Smith
Jenifer Willer

Citizen Street Repair Review Panel
2020 Report
Implementation Update for Measure 20-275 Bonds to Fix Streets



GO Bonds
FIXING EUGENE'S STREETS

Eugene

2020 Report to the Citizen Street Repair Review Panel

TABLE OF CONTENTS

INTRODUCTION 1
CRITERIA FOR PROJECT SELECTION AND SCHEDULING 3
VISION ZERO 4
ADA TRANSITION PLAN 5
SUSTAINABILITY AND GAINS THROUGH TECHNICAL DEVELOPMENTS 5
FUNDING STATUS AND FORECAST 6
PROJECT SCHEDULE UPDATE 7
2020 BOND CONSTRUCTION PROJECTS & PROJECT DEVELOPMENT 8
APPENDIX A (BOND PROJECT COSTS AND FORECAST, BY YEAR) 14
APPENDIX B (MAP OF BOND PROJECTS, BY NUMBER) 16
APPENDIX C (PROJECTS FOR PEOPLE WHO WALK AND BIKE) 19
APPENDIX D (REPORT OF THE INDEPENDENT AUDITOR) 21
APPENDIX E (UPDATED BOND SCHEDULE) 23

Acknowledgements

SRRP Members:

John Barofsky
David Starns
Jeannine Parisi
Allen Hancock
Jim Mender
John Quilter
Matt Roberts
Ollie Snowden
Gary Wildish
Sue Wolling

City of Eugene Staff:

Cathy Mueller
Eric Johnson
Rachael Love
Katie Marwitz
Scott Milovich
Brian Richardson
Lacey Risdal
Matt Rodrigues
Tammy Smith
Jenifer Willer

Cover photo from 2020 projects: Completed paving on Brookside Drive.

INTRODUCTION

BACKGROUND

This report has been compiled for use by the Street Repair Review Panel (SRRP). It is intended to provide background on projects included in the 2017 voter-approved Bond Measure 20-275, the schedule for construction of these projects, and the details of bond projects constructed in 2020. The street repair measure approved $51.2 million in bonding authority over a five-year period, with construction of bond-funded projects starting in 2019 and completing in 2023.

KEY TERMS

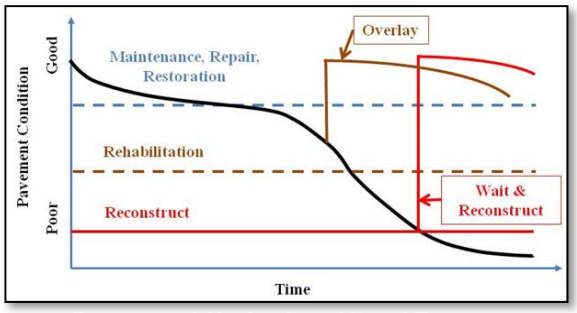
Bond - Bond Measure 20-275, Bonds to Fix Streets, approved by Eugene voters in November 2017.

Inlay – An inlay treatment consisting of removing a specified depth of the existing pavement surface and repaving that same depth with a new pavement surface. This treatment works well where the pavement distress is isolated to the removed portion of the pavement. At times, the inlay treatment needs to be supplemented with an "overlay," which is when an additional thickness of pavement is placed over the inlaid pavement. An overlay is used when engineering analysis shows that the existing structure does not have sufficient strength to accommodate the projected traffic volume. The term "overlay" is commonly used to describe both the inlay and overlay practices.

One of the benefits of performing an inlay treatment is that the new pavement surface will match existing adjacent structures and not increase the street cross grade. Another benefit of an inlay is that in the removal of the existing pavement, contractors grind up the old pavement and stockpile the material to be recycled into new pavement.

Full Depth Reclamation (FDR) – An alternative to a traditional reconstruction treatment that utilizes and reuses existing road base materials. The existing roadway materials are pulverized to a specified depth, mixed with a cement paste for strengthening, and allowed to cure for 18-48 hours. Once cured, the roadway is repaved. Two of the benefits of performing a reclamation treatment are reducing mining and producing new materials by reusing what is on-site and shortening the time the neighborhood is impacted due to lane closures.

Pavement Preservation Program (PPP) - This is the current capital project program to preserve Eugene's improved street system. A priority for this program is to preserve streets that have not yet degraded to a point where reconstruction is required. Preserving a street through inlay or similar treatment is four to five times more cost effective than waiting to repair a street until after it requires reconstruction. This program was initiated in 2003 and, until passage of the 2008, 2012, and 2017 street repair bond measures, was predominately funded with local fuel tax revenue and the reimbursement fee component of transportation system development charges.



Pavement Life Cycle – City of Eugene
Transportation Service Profile Presentation

Reclaimed Asphalt Pavement (RAP) - Reclaimed asphalt pavement is the grindings from the existing pavement during the inlay process, described above. The most common and effective use of this material is to supplement virgin materials used to make new asphalt pavement and reduce the use of costly asphalt binder. In Oregon, it is common to specify up to 30 percent of asphalt pavement can be made up of reclaimed asphalt pavement. The City of Eugene has recently increased that percentage to 35 percent for all paving projects. Other reclaimed asphalt materials, such as shingles, can also be used to replace virgin asphalt binder in pavements. Reclaimed asphalt materials can be used as base rock.

Reconstruction – Once the street has deteriorated to the point that it can no longer be repaired with an inlay or overlay, it is repaired by reconstructing the pavement and underlying base. Traditional reconstruction involves digging up the existing pavement, any existing base rock, and subsurface soils to the depth that will accommodate a new pavement structure. As discussed above, full depth reclamation may sometimes be used as an alternative to traditional reconstruction. Reconstruction may be four to five times more expensive than an inlay treatment, making it the most expensive of the repair options, which is why the City prioritizes preserving streets before they reach the point of needing reconstruction.

Warm Mix Asphalt - Warm mix asphalt pavement is identical to conventional hot mix asphalt pavement, except that through a special mixing process it is produced at a temperature approximately 50 to 100 degrees cooler than conventional hot mix asphalt. In Eugene, all asphalt concrete producers have retrofitted their plants to produce warm mix asphalt using a water-foaming process. The foaming process allows temperature reductions of approximately 50 degrees. This reduction in temperature has several advantages:

Paving on Polk Street

1. It reduces energy consumption to produce asphalt concrete, lowering costs and greenhouse gas emissions.
2. It reduces off-gassing (smoke) of asphalt concrete by keeping the temperature under the boiling point of “light oils” in the liquid asphalt, benefiting construction workers and the public.
3. Because the light oils are not boiled off, the liquid asphalt coating the rock particles is slightly thicker, which slows the aging process of the asphalt.
4. It reduces the oxidation caused during high temperature production that causes premature aging of the asphalt, which should provide a longer life product.

The use of warm mix asphalt pavement is specified for all City of Eugene paving projects.

SRRP Mission

Per Resolution No. 5063 the SRRP “will prepare an annual report, separate and distinct from the report prepared by the outside auditor, documenting the City’s use of the bond proceeds and noting whether the bond proceeds were used in compliance with the terms of this Resolution.”

CRITERIA FOR PROJECT SELECTION AND SCHEDULING

STREET PROJECTS

Street projects to be financed by the bond were specifically listed in the Bond (see Appendix A). All street projects were identified by the Public Works Maintenance Pavement Management System as priorities for repair. In addition, the following criteria were used to select streets for the bond measure:

1. Citizen input with respect to prioritizing major streets in need of reconstruction.
2. Scientific information about needed street rehabilitation and reconstruction from the pavement management system.
3. Geographic distribution throughout the community to ensure all areas of the City receive a benefit from the bond proceeds.

The City has a longstanding policy to use capital preservation funds on the improved street system. An improved street has been designed for the type of soils and traffic use of the street and includes a storm drainage system. Curb and gutter is the traditional mark of a storm drainage system, but can include roadside swales and planters. The bond measure street list consisted of improved streets in need of preservation as identified in the pavement management system.

The list of the street bond projects, with their estimated repair cost from the Pavement Management System and the year constructed or planned year of construction, is included in Appendix A of this report. In scheduling the street repair projects, the priorities were preserving streets prior to their needing reconstruction, grouping projects by location for cost savings, and coordinating with utility work. The list includes a comparison of programmed costs to actual costs with any difference noted. Differences in total project costs on individual projects may affect the funding available for future projects.

BICYCLE AND PEDESTRIAN IMPROVEMENT PROJECTS

Concrete Light Foundations on the West Bank Path

The 2017 bond measure stated that the City will allocate an annual average of $1,000,000 to support bicycle and pedestrian projects, also known as active transportation projects. These projects were not named in the bond measure; rather, the selection of the projects would be guided by the Pedestrian and Bicycle Master Plan, City staff, the Active Transportation Committee, and the City's goals to increase safety on City streets. In 2020, active transportation and safety improvements were added to several projects. These improvements are further described in the project details, below, and included in Appendix C of this report.

Complete Streets and Use of Other Funds in Conjunction with Street Bond Funds

The use of street-repair bond funds is limited to the overlay or reconstruction of the driving surface of streets as well as to preserve existing integral elements of the street such as curbs, gutters, sidewalks, on-street bike lanes, traffic signals, street lights, medians, traffic calming devices, and other integral parts of a street preservation project. In addition, the City will allocate an annual average of $1,000,000 of the bond proceeds over a period of five years to fund bicycle and pedestrian projects.

However, there is often a need or an opportunity to complete additional work as part of the construction contracts for street preservation. The additional work may be funded by wastewater and stormwater utility funds, local gas taxes, transportation system development charges, or state and federal grants.

Stormwater Planter on Garden Avenue

Wastewater and stormwater utility funds are typically used to repair and rehabilitate the existing wastewater and stormwater systems, respectively, that underlie much of the city's street system. Making these repairs in coordination with the street bond projects is a cost-effective way to accomplish the work and precludes emergency repairs in the future that would require cutting new pavement.

Local gas taxes have been used to include adjacent streets in the street bond project contracts.

Transportation system development charges (SDCs) are often used to upgrade existing signal systems during pavement preservation projects. The work typically includes installing new conduit under the pavement to connect the traffic detection loops to the signal controllers and installing audible pedestrian devices for pedestrian crossing signals.

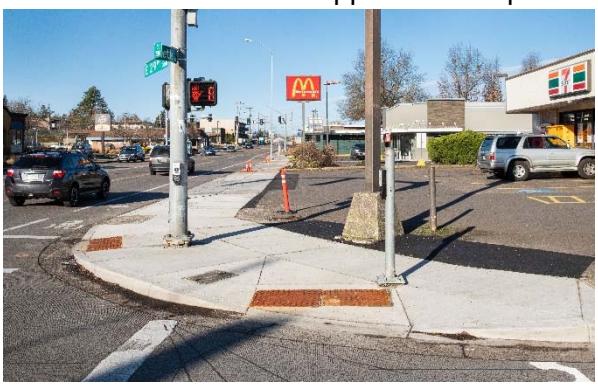
Vision Zero

In November of 2015, the Eugene City Council joined a growing number of cities around the country in adopting a Vision Zero Resolution that states "no loss of life or serious injury on our transportation system is acceptable." Vision Zero is a data-driven approach to educate the community and enable the City to prioritize resources based on evidence of the greatest need and impact.

The City regularly combines Vision Zero principles with ongoing pavement preservation projects. Cost effective intersection enhancements such as countdown pedestrian signals and audible pedestrian signals will continue to be a priority and standard practice on future projects. ODOT has shown that the inclusion of these types of enhancements can significantly reduce fatal and life-changing injury crashes.

ADA Transition Plan

As part of Title II of the Americans with Disabilities Act (ADA) of 1990, the City of Eugene conducted an evaluation of its public rights-of-way and developed a transition plan that outlines in detail how the organization will ensure safe access to all facilities for all individuals. Public Works collected detailed data on over 15,000 ramps and 250 pedestrian signals to develop transition schedules specific to these facilities. The Public Works Director approved an updated supplement to the City's ADA Transition Plan focused on the Public Rights-of-Way by Administrative Order in July 2015. All capital rehabilitation projects are evaluated for access compliance and potential improvements during scoping and preliminary design.



Constructed ADA Ramp on Willamette Street

In 2020, the City constructed and upgraded 178 sidewalk ramps, 138 through capital improvement projects and 40 through private development construction.

This past year, the City initiated an ADA Coordination group to consolidate, share, and respond to ADA issues across other divisions throughout the City to increase awareness.

Sustainability and Gains through Technical Developments

In 2010, Eugene created the Community Climate and Energy Action Plan (CEAP), joining a growing list of forward-thinking cities around the world that are addressing climate change and energy challenges by planning with vision and creativity. The Climate Recovery Ordinance (CRO), adopted in 2014 and updated in 2016, is our community's next step toward fulfilling these efforts. The 2016 update established the goal of reducing the 2010 levels of community fossil fuel use by 50 percent by the year 2030.

The City of Eugene continually strives to improve the quality, environmental footprint, and cost efficiency of its projects. In 2020, Eugene continued to use warm mix asphalt pavement and increased use of reclaimed binder to meet these sustainability criteria.

Warm mix asphalt continued to be specified for all the paving projects in 2020 in place of conventional hot mix asphalt; approximately 8,300 tons of warm mix asphalt pavement was placed on capital paving projects in 2020. Warm mix asphalt provides environmental and human health benefits as well as a potentially longer lasting product. The National Cooperative Highway Research Program (NCHRP) estimates that there is a CO_2 savings of 12 pounds per ton of pavement when using warm mix as compared to traditional hot mix asphalt. The NCHRP also estimates that the use of warm mix asphalt reduces the energy used in the asphalt batch plant by about 30 percent compared to hot mix asphalt.

Additionally, Public Works Engineering and Urban Forestry have collaborated to develop a tree planting program to implement on all capital improvement projects. Trees provide a valuable economic gain to our community through carbon sequestration and storage and the intent is to plant more street trees within the City's right-of-way and City owned properties as part of capital improvement projects to help mitigate the emissions often associated with these enhancements.

As of April 2020, the City of Eugene ROW has 25% canopy coverage, with a vision from the Climate Action Plan (CA) 2.0 to reach 30%. This momentum will help the City move towards a higher City-wide goal for both public and private sectors in the future. Expanded canopy shade make bike and pedestrian travel more appealing thus reducing GHG's and transportation emissions. A contractor has already been obtained and the City dedicated a portion of gas tax funds towards planting 26 trees on 2020 pavement bond projects. Preliminary project designs for 2021 indicate up to 50 trees may be incorporated into 2021 Capital Improvement Projects.

Funding Status and Forecast

Project cost estimates, used in project selection, were based on the overall surface condition of each street as described in the City's Pavement Management System. A unit cost was assigned to each street based on whether the street rehabilitation treatment was assumed to be a reconstruct or an overlay. Approximately 18 months prior to construction, more detailed pavement testing is conducted to determine specific treatments to each street based on the existing pavement structure, subgrade soil conditions, and traffic loading. Actual rehabilitation treatments may be different than the original assumptions, requiring more, less, or a combination of rehabilitation techniques.

2020 Costs reported herein include three categories of projects: Projects started in 2019 with completion in 2020, 2020 construction projects (started and/or completed), and projects with significant public engagement and permitting that were in development in 2020.

Brookside Drive and Sundance Street as well as E 19th Ave were originally included in the 2019 SRRP report but the projects were over-wintered and completed in 2020. The Brookside and Sundance project paid $664,000 in contractor progress payments and E 19th Ave paid $242,000 in contractor progress payments. Both projects were completed in 2020.

2020 Construction projects included $929,300 allocated on two contracts, Garden Avenue/Walnut Street and Polk Street/Chambers Street. The $8.4 million-dollar South Willamette Street Improvements project began in 2020 and to date approximately $3.2 million has been spent on design, permitting, and contractor progress payments. $3.9 million of 2012 bond funds are budgeted for the redevelopment of the roadway.

Two projects originally scheduled for 2020 were shifted to 2021 due to extensive public engagement as part of the Central Eugene in Motion project and resulting community commitments that extended the design phase. 8th Avenue, which will pave Lincoln St to Mill St, received federal grant funds to widen sidewalks, provide protected bike lanes, and convert the street from one-way travel to two-way. The project has spent $513,000 on design and permitting to date. The 20th Avenue, and Oak Street project will include two-way conversion of Willamette St (from 18th Avenue to 20th Avenue), 20th Avenue (from Willamette St to Oak Street), and Oak Street (from 19th Ave to 20th Ave) in addition to bike lanes and on street parking changes. The project spent $245,000 in 2020 on design and permitting.

Details on an annual project-by-project basis are provided in the following pages and summarized in Appendix A. Based on costs to date we are currently projecting underspending the bond total

which facilitates dedicating additional funds to upcoming projects that are over budget at the scoping and preliminary design phase.

The 2017 bond measure also allocated an average of $1,000,000 for pedestrian and bicycle improvements each year. In 2020, the project expenditures on all pedestrian and bicycle improvements funded by the bond were estimated at $1,812,082. After the first two years of construction, the pedestrian and bicycle expenditures are tracking right at the $1 million annual average. Additional details are provided in Appendix C.

Project Schedule Update

2020 was a challenging year for project planning and this has impacted the schedule for project expenditures. As described in the Funding Forecast section above, with the rescheduling of major community events, project schedules also needed to be adjusted. Due to the lead time in planning and utility collaboration and construction, the adjustments are not as simple as just moving other projects earlier.

Due to the postponement of the Track and Field World Championships to 2022 and the Olympic Trials to 2021, several projects were rescheduled in order to limit disruption to the downtown core due to construction in 2022. In considering the rescheduling of projects, it should be acknowledged that the amount of testing and collaboration ahead of project construction makes it difficult to move projects forward for earlier construction. This rescheduling resulted in projects moving to 2024, which is one year later than the original bond schedule. Work on 12 streets was shifted to 2024 and one street, Lincoln Ave, was moved forward from 2022 to 2021. This updated schedule was presented in the annual presentation to City Council on May 11, 2020. The collection of the bond proceeds will terminate as originally scheduled in 2023 and the final year of construction projects will be completed in 2024. See Appendix E for an updated bond project schedule with the rescheduling projects to 2024.

Additionally as described above in Funding Forecast, two projects originally scheduled for 2020 were delayed to 2021 due to extensive public engagement as part of the Central Eugene in Motion process. 8th Avenue between Lincoln St to Mill St includes extensive coordination with the Eugene Town Square process and will begin construction in 2021. The 19th Avenue and Oak Street project that includes the two-way conversion of Willamette St (from 18th Avenue to 20th Avenue) is currently out for advertisement and construction is scheduled to begin in the spring.

2020 Bond Construction Projects & Project Development

The following pages are reports on individual projects completed in 2020 and large coordination projects in development that include leveraged 2020 bond funds. The total costs for each project listed are estimated as not all of the 2020 construction-related costs have been finalized as of January 14, 2020.

Completed Paving on Garden Avenue

South Willamette Street Enhancement

Project Description: This project includes roadway reconstruction in Council Ward 1, Friendly Area Neighbors.

Project Rendering - South Willamette Street Enhancement Webpage

Treatment Methodology:

- The project will reconstruct Willamette Street and its sidewalks, driveway aprons, street lights, pedestrian signals, and stormwater drainage system from 24th Avenue to 29th Avenue. The roadway will be rebuilt using 14 inches of Portland cement concrete
- The roadway between 23rd Avenue and 24th Ave will be rehabilitated by x and y
- Construction began in 2020 and will continue into 2021

Costs: Total project costs, from all funding sources, are estimated at $8,458,133.20. To date, $3,235,000 has been spent on design, permitting and 2020 construction.

Funding Sources:

2012 Street Repair Bond	$3,900,000
2012 Active Transportation Bond	$240,000
Federal-Aid Transportation Funds	$2,000,000
Local Gas Tax	$1,188,299
Stormwater and Wastewater Utility Fees	$415,700

Project Photo:

Sidewalk construction north of 29th Avenue

8TH AVE STREETSCAPE

ONGOING PROJECT DEVELOPMENT, LEVERAGED BOND FUNDS

Project Background & Description: This project is located in the Downtown Neighborhood Association, Council Ward 1.

Selected Design Alternative for 8th Ave – Engage Eugene

The project was identified in the Central Eugene in Motion Study as a downtown street segment that needed improvements for Eugene's transportation network to have safe and comfortable connections regardless if travel is by car, on foot, bike, bus, or personal mobility device.

The project will repave Lincoln Street to Mill Street, convert the section to a two-way street, construct protected bike lanes from High Street to Lincoln Street, add 4-way and 2-way stops at key intersections, and widen sidewalks and reconstruct sidewalk access ramps. Motor vehicle parking on the south side of 8th Avenue will be removed and parking on the north side will be relocated away from the curb, to allow for the protected bike lanes.

Project Coordination:

- The project will leverage bond funds with $2,025,000 federal funds for the completion of the work.
- This project includes street improvements along 8th Avenue and the Park Blocks in coordination of the Eugene Town Square and Farmers Market project: https://eugenetownsquare.org/the-project

The project development and permitting work is in process and includes:

- Traffic signal design, stormwater study, and right-of-way acquisition.
- National Environmental Protection Action permitting: archeological and historic study, hazardous material study, and biological study.

Project Estimate: Total project costs, from all funding sources, are estimated at $4,100,000. To date, $513,000 has been spent on design and permitting.

Funding Sources:

2017 Street Repair Bond	$834,000
Federal-Aid Transportation Funds	$2,025,000
Transportation SDCs	$550,000
Road Fund (Strain Pole Replacement)	$250,000
Stormwater and Wastewater Utility Fees	$500,000

Project Schedule: Construction will begin in the fall of 2021 and continue into the spring and summer of 2022.

WILLAMETTE STREET, OAK STREET, 20TH AVENUE TWO-WAY CONVERSION

ONGOING PROJECT DEVELOPMENT, LEVERAGED BOND FUNDS

Project Background & Description: This project is located in the Friendly Area Neighbors and Amazon Neighbors Association, Council Ward 1.

The project was identified in the Central Eugene in Motion study and the outcome identified the need for improving bicycling infrastructure, reducing out-of-direction travel, and improved safety and mobility with changes to traffic signal timing and installing crosswalks.

Selected Design Alternative for Willamette Street – Engage Eugene

The project will repave Willamette St. From 18th Ave to 19th Ave, 20th Ave from Willamette St. to Oak St, Oak St from 19th Ave. to 20th Ave Convert these sections to a two-way street, construct bike lanes on Willamette from 18th Ave to 20th Ave, remove bike lanes on Oak St from 17th Ave to 20th Ave, and reconstruct sidewalk access ramps. Parking on this section of Willamette St will be removed and parking on Oak St from 19th Ave to 20th Ave will be added. This project will also replace the traffic signal equipment at the intersection of 18th Ave and Willamette St.

Project Coordination:

- The project will leverage bond funds with a mix of local funds for the completion of the work
- The project is part of the Central Eugene in Motion Study, https://www.eugene-or.gov/4147/Central-Eugene-in-Motion

The project development and permitting work is in process and includes:

- Traffic signal design, stormwater study, archeological clearance, and right-of-way acquisition.

Project Estimate: Total project costs, from all funding sources, are estimated at $1,000,000 to $1,250,000. To date, $244,850 has been spent on design and permitting.

Funding Sources:

2017 Street Repair Bond (20th Ave and Oak St)	$669,000
2017 Active Transportation Bond	$100,000
Local Gas Tax	$143,000
Road Fund (Strain Pole Replacement)	$200,000

Project Schedule: This project is currently advertised for bidding with the bid-opening scheduled for the end of the month. Construction will begin in the spring of this year.

GARDEN AVE & WALNUT STREET PAVING

Project Description: This project consisted of rehabilitation of a street in Fairmount Neighbors neighborhood in Council Ward 3.

- Garden Avenue from Moss Street to Walnut Street
- Walnut Street from Franklin Boulevard to Garden Avenue

Treatment Methodology:

- Garden Avenue and Walnut Street removed 3 to 3.5 inches of pavement and replaced with a total of 6 inches of pavement. The majority of Garden Avenue required full reconstruction with removal of surfacing down to 18 inches and replaced with 12 inches of aggregate and 6 inches of asphalt pavement.

Costs: Total project costs, from all funding sources, are estimated at $1,340,064.

Preliminary Estimate based on Pavement Management System (PMS) Surface Evaluation =	$516,000
Total Projected/Actual Paving Bond Funds Used =	$516,000
Difference =	$0

Additional Sources of Funding: Local Gas Tax, Active Transportation Bond, Transportation SDCs, Stormwater SDCs, EWEB, Wastewater Utility, and Road Fund (Neighborhood Livability)

Active transportation improvement street bond funds were used for the addition of bike sharrows. Other pedestrian improvements included concrete raised intersections, curb extensions, new sidewalk, and speed humps for treatment as a Neighborhood Greenway.

Local gas tax funds were used to include paving on Villard Street (from Franklin Boulevard to Garden Avenue) and Moss Street (from Franklin Boulevard to Garden Avenue). Local gas tax funds were also used to pay for subgrade stabilization on Garden Avenue.

Project Photo:

Concrete Raised Intersection at Garden Avenue & Walnut Street

POLK STREET & CHAMBERS STREET PAVING

Project Description: This project consisted of rehabilitation of two streets in Whiteaker Community Council neighborhood in Council Ward 7.

- Polk Street from 6th Avenue to 7th Avenue.
- Chambers Street from 11th Avenue 13th Avenue.

Treatment Methodology:

- Polk Street was rehabilitated by removing the top 2 inches of asphalt pavement and replaced with a 2-inch pavement layer.
- Chambers Street will use two different rehabilitation techniques. For the travel lanes only, 10.5 inches of roadway structure will be removed and a total of 8 inches will be replaced. In the center lane and bike lanes/street parking 4.5 inches of pavement will be removed and replaced with a 2-inch pavement layer. The total street crown will be lowered by 2.5 inches.

Costs: Total project costs, from all funding sources, are estimated at $456,193.56.

Preliminary Estimate based on Pavement Management System (PMS) Surface Evaluation =	$361,000.00
Total Projected/Actual Paving Bond Funds Used =	$413,334.48
Difference =	($52,334.48)

Additional Sources of Funding: Stormwater utility funds and EWEB funds.

While Polk Street was paved in 2020, paving of Chambers Street was delayed to early 2021 due to weather concerns.

Project Photo:

Completed Paving on Polk Street

5-Year Street Bond Project List - Costs and Forecast

Project Map #	GJB	Street name	From	To	Ward(s)	Proposed Treatment	Programmed Cost (2017) plus inflation	*Projected / Actual Cost*	Difference
Construction Year 2019									
9	900049	11th Ave (A)	Tyinn St	Bertelsen St	8	Overlay	$ 1,874,000	$ 761,039	1,112,961
12	900044	19th Avenue (C) ***(incl 2019 Construction)***	Hilyard St	Agate St	1	Reconstruction	$ 1,146,000	$ 1,457,568	(311,568)
1	900051	3rd Avenue (L)	High St	Pearl St	7	PCC panel replacement	$ 118,000	$ 1,801,438	$ 95,562
65		Mill Street (L)	2nd Ave	3rd Ave		Reconstruction/Overlay	$ 60,000		
3		5th Avenue (L)	Chambers St	Grant St		Reconstruction/Overlay	$ 250,000		
36		Charnelton Street (L)	4th Ave	6th Ave		Reconstruction/Overlay	$ 360,000		
70		Olive Street (L)	5th Ave	6th Ave		Pavement Removal and Replacement	$ 131,000		
60		Lawrence Street (L)	NS Dwy 36	6th Ave		Reconstruction	$ 978,000		
27	900047	Brookside Drive (L) ***(incl 2019 Construction)***	Brae Burn Dr (North)	Address 999	2	Reconstruction	$ -	$ 722,240	$ 84,760
28		Brookside Drive (L)	Brae Burn Dr (South)	Montara Way		Reconstruction	$ 437,000		
83		Sundance Street (L)	Sundial Rd	East End		Pavement Removal and	$ 270,000		
84		Sundance Street CDS (L)	North End	Sundance St		Pavement Removal and Replacement	$ 100,000		
18	900045	Alder Street (L)	24th Ave	27th Ave	3	Reconstruction/Pavement Removal and Replacement	$ 309,000	$ 702,061	$ (393,061)
44	900048	Fair Oaks Drive (L)	Oakway Rd	Fairway Lp	4	Reconstruction	$ 253,000	$ 1,675,831	$ (401,831)
24		Bedford Way (L)	Oakway Rd	Fair Oaks Dr		Reconstruction	$ 200,000		
54		Lariat Drive (L)	Oakway Rd	Lariat Dr		Reconstruction	$ 392,000		
55		Lariat Meadows Drive (L)	Lariat Dr	East End		Pavement Removal and Replacement	$ 300,000		
56		Lariat Mesa (L)	Lariat Dr	East End		Reconstruction/Pavement Removal and Replacement	$ 129,000		
23	900046	Balfour Street (L)	Terresa Ave	North End	5	Reconstruction	$ 150,000	$ 1,237,457	$ (77,457)
29		Calgary Street (L)	Holly Ave	Elanco Ave		Reconstruction	$ 254,000		
43		Elanco Ave + CDS (L)	Norkenzie Rd	North End		Reconstruction	$ 137,000		
87		Terresa Avenue (L)	Montreal Ave	Gilham Rd		Reconstruction	$ 237,000		
76		Quebec Street (L)	Calgary St	Elanco Ave		Reconstruction	$ 224,000		
67		Montreal Avenue (L)	Calgary St	Balfour St		Reconstruction	$ 158,000		
						Projected Construction Year 2019 Totals =	**$ 8,467,000**	**$ 8,357,634**	**$ 109,366**
Construction Year 2020									
73	900135	Polk Street (L)	6th Ave	7th Ave	7	Overlay	$ 120,000	$ 162,253	78,247
34		Chambers Street (C) ***(incl 2020 Construction)***	11th Ave	13th Ave		Pavement Removal and Replacement	$ 120,500		
12	900044	19th Avenue (C) ***(incl 2020 Construction)***	Hilyard St	Agate St	1	Reconstruction	$ 382,000	$ 242,000	$ 140,000
27	900047	Brookside Drive (L) ***(incl 2020 Construction)***	Brae Burn Dr (North)	Address 999	2	Reconstruction	$ 229,000	$ 664,000	$ (435,000)
49	900133	Garden Avenue (L)	Moss St	Walnut St	3	Pavement Removal and Replacement	$ 396,000	$ 516,000	$ -
89		Walnut Street (L)	Garden Ave	Frankling Blvd		Pavement Removal and Replacement	$ 120,000		
5	900070	8th Avenue (L) ***(Design & Permitting)***	Willamette St	Mill St	1	Pavement Removal and Replacement	$ 513,010	$ 513,010	$ -
13	900253	20th Avenue (A) ***(Design & Permitting)***	Willamette St	Oak St	1	Overlay	$ 100,000	$ 244,580	$ 155,420
69		Oak Street (A) ***Design & Permitting)***	18th Ave	20th Ave		Overlay	$ 300,000		
						Projected Construction Year 2020 Totals =	**$ 2,280,510**	**$ 2,341,843**	**$ (61,333)**
Construction Year 2021									
2	900043	4th Avenue (C)	Pearl St	Coburg Rd	7	Overlay	$ 243,000	*$ 363,000*	
65		Mill Street (L)	3rd Ave	4th Ave	7	Overlay	$ 120,000		
20	900244	Arrowsmith Street (L)	Terry St	11th Ave	8	Overlay	$ 211,000	*$ 1,120,400*	
21		Bailey Hill Rd (A)	5th Ave	11th Ave	8	Overlay	$ 583,000		
79		Roosevelt Blvd (A)	Beltline	800' East	8	Overlay	$ 206,400		
88		Terry Street (C)	Royal Ave	Roosvelt Blvd	8	Overlay	$ 120,000		
62	900257	Lincoln Street (C)	13th Ave	22nd Ave	1	Reconstruct	$ 1,590,000	*$ 1,590,000*	
10	900151	17th Avenue (L)	Oak Street	Hilyard St	3	Reconstruct	$ 761,000	*$ 1,181,000*	
11		19th Avenue (C)	Oak Street	High St	1	Overlay	$ 300,000		
64		Mill Street (L)	16th Ave	18th Ave	3	Overlay	$ 120,000		
45	900104	Fairmount Blvd (L)	15th Ave	Columbia St	3	Reconstruct	$ 1,012,000	*$ 2,098,000*	
12		19th Avenue (C)	Agate St	Fairmount Blvd	3	Overlay	$ 886,000		
52	900242	Jessen Drive (L)	Elizabeth St	Hwy 99	6	Overlay	$ 233,000	*$ 1,480,000*	
57		Laurelhurst Drive + 5 CDS (L)	Melrose Lp	Barger Dr	6	Overlay	$ 366,000		
59		Laveta Lane (L)	Barger Dr	South End	6	Overlay	$ 120,000		
75		Primrose Street + 1 CDS (L)	Barger Dr	100' N of Parker Pl	6	Overlay	$ 143,000		
38		Clarey Street (L)	Bean St	1071' South	6	Overlay	$ 150,000		
78		Robin Avenue (L)	200' E of Ruskin St	396' E of Taney St	6	Overlay	$ 168,000		
5	900070	8th Avenue (L) ***(incl 2021 Construction)***	Willamette St	Mill St	1	Pavement Removal and Replacement	$ 620,990	*$ 620,990*	
13	900253	20th Avenue (A) ***(incl 2021 Construction)***	Willamette St	Oak St	1	Overlay	$ 100,000	*$ 425,000*	
69		Oak Street (A) ***(incl 2021 Construction)***	18th Ave	20th Ave		Overlay	$ 325,000		
34	900135	Chambers Street (C) ***(incl 2021 Construction)***	11th Ave	13th Ave	7	Pavement Removal and Replacement	$ 120,500	*$ 120,500*	
91	900240	Windsor Circle East/West (L)	Wilshire Ln	Wilshire Ln	8	Reconstruct	$ 1,155,000	*$ 1,155,000*	
						Projected Construction Year 2021 Totals =	**$ 9,653,890**	**$ 10,153,890**	**$ -**
Construction Year 2022									
39	900103	Coburg Road (A)	Oakway Rd	Ferry Street Bridge	4	Overlay	$ 2,244,000	*$ 2,244,000*	
33		Catalina Street (L)	Juhl St	Willhi St	6	Overlay	$ 150,000		
37		Chase Street + CDS (L)	500' N of Marshall St	North End	6	Overlay	$ 150,000		

5-Year Street Bond Project List - Costs and Forecast

Project Map #	GJB	Street name	From	To	Ward(s)	Proposed Treatment	Programmed Cost (2017) plus inflation	*Projected / Actual Cost*	Difference
40	900246	Concord Street (L)	Berntzen Rd	Jacobs Dr	6	Overlay	$ 224,000	*$ 969,000*	
42		Echo Hollow CDS (L)	West End	Echo Hollow Rd	6	Reconstruct	$ 150,000		
48		Fuller Avenue (L)	Echo Hollow Rd	Jay St	6	Overlay	$ 120,000		
50		Hawthorne Avenue (L)	West End	Fairfield Ave	7	Overlay	$ 175,000		
30	900245	Candlelight Drive (L)	Avalon	Royal Ave	6	Overlay	$ 326,000	*$ 919,000*	
82		Stagecoach Road (L)	Candlelight Dr	Surrey Ln	6	Overlay	$ 100,000		
85		Surry Lane (L)	Stagecoach Rd	Welcome Wy	6	Overlay	$ 120,000		
90		Welcome Way (L)	Candlelight Dr	Royal Ave	6	Overlay	$ 145,000		
80		Royal Ave CDS (L)	Royal Ave	End	6	Overlay	$ 100,000		
58		Laurelhurst Drive + Sheffield Ct CDS (L)	Harriet Ave	Royal Ave	6	Overlay	$ 128,000		
72	900302	Polk Street (C)	W 18th Ave	28th Ave	1	Overlay	$ 668,000	*$ 668,000*	
81	900304	Spyglass Drive (L)	Cal Young Rd	Spyglass Dr	5	Overlay	$ 643,000	*$ 643,000*	
53	900294	Lakevie Drive (C)	207' E of Sarah Ln	Gilham Rd	5	Reconstruct	$ 230,000	*$ 480,000*	
41		Crescent Avenue (A)	Norkenzie Rd	Address 1670	5	Overlay	$ 250,000		
						Projected Construction Year 2022 Totals =	**$ 5,923,000**	***$ 5,923,000***	**$ -**
Construction Year 2023									
15	TBD	46th Avenue (C)	Fox Hollow Rd	Donald St	2	TBD	$ 441,000	*$ 441,000*	
16	TBD	Agate Street (C)	163 Black Oak Rd	Firland St	2	TBD	$ 589,000	*$ 589,000*	
19	TBD	Amazon Parkway (A)	19th Ave	2693 S of E 24th	2	TBD	$ 1,420,000	*$ 1,420,000*	
35	TBD	Chambers Street (C)	18th Ave	24th Ave	1	TBD	$ 908,000	*$ 908,000*	
69	TBD	Oak Street (A)	7th Ave	13th Ave	1	TBD	$ 597,000	*$ 597,000*	
74	TBD	Portland Street (L)	29th Ave	31st Ave	2	TBD	$ 415,000	*$ 415,000*	
77	TBD	River Road (A)	Maxwell Rd	Beltline Rd	7	TBD	$ 677,000	*$ 677,000*	
6	TBD	8th Avenue (C)	Monroe St	Garfield St	1	TBD	$ 1,936,000	*$ 1,936,000*	
26	TBD	Broadway (A)	Mill St	11th Ave	3	TBD	$ 883,000	*$ 883,000*	
69	TBD	Pearl Street (A)	Broadway	17th Ave (Amazon Bridge)	3	TBD	$ 621,000	*$ 621,000*	
						Projected Construction Year 2023 Totals =	**$ 8,487,000**	***$ 8,487,000***	**$ -**
Construction Year 2024									
69	TBD	Oak Street (A)	13th Ave	17th Ave	1	TBD	$ 120,000	*$ 120,000*	
63	TBD	Linnea Avenue + 1 CDS (L)	Norkenzie Rd	Tarpon St	5	TBD	$ 178,000	*$ 178,000*	
25	TBD	Brewer Avenue (L)	Brewer Ave	South End	5	TBD	$ 834,000	*$ 834,000*	
31	TBD	Carmel Avenue (L)	Diane St	Norwood St	4,5	TBD	$ 450,000	*$ 450,000*	
66	TBD	Monterey Avenue (L)	Norkenzie Rd	Larkspur Ave	5	TBD	$ 178,000	*$ 178,000*	
68	TBD	Norwood Street (L)	Monterey St	Marlow St	4	TBD	$ 307,000	*$ 307,000*	
22	TBD	Bailey Lane (C)	Bogart Ln	Luella St	4	TBD	$ 408,000	*$ 408,000*	
14	TBD	24th Avenue (A)	Harris St	Agate St	3	TBD	$ 361,000	*$ 361,000*	
17	TBD	Alder Street (L)	30th Ave	32nd Ave	2	TBD	$ 429,000	*$ 429,000*	
5	TBD	Hilyard Street (C)	W Amazon	40th Ave	2	TBD	$ 726,000	*$ 726,000*	
8	TBD	11th Ave (A)	Charnelton St	Grant St	1	TBD	$ 1,271,000	*$ 1,271,000*	
46	TBD	Franklin Blvd (A)	Walnut	11th Ave	3	TBD	$ 1,423,000	*$ 1,423,000*	
						Projected Construction Year 2024 Totals =	**$ 6,685,000**	***$ 6,685,000***	**$ -**
						Total Programmed Costs =	***$ 41,496,400***	***$ 39,606,524***	***$ 1,889,876***

(x) Street Classification Key: (L) = Local; (C) = Collector; (A) = Arterial

Pedestrian and Bicycle Improvements Project List

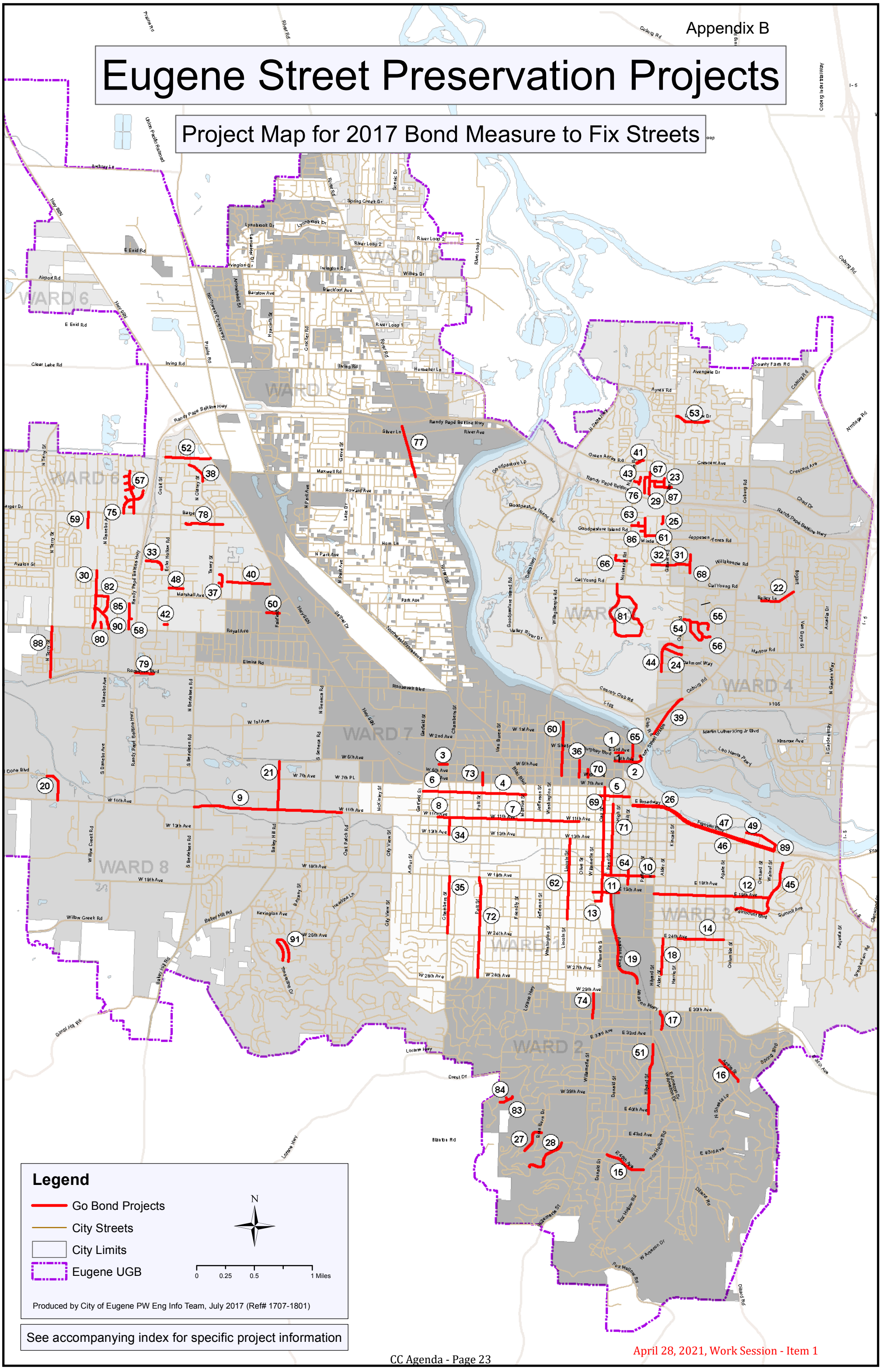
Projects			Average Annual Allocation $1,000,000	*Projected / Actual Cost*	Difference
Construction Year 2019					
Alder Street				$ 140,124	
Lawrence Street				$ 3,988	
W 11th Avenue				$ 4,578	
E 19th Avenue				$ 58,796	
			Construction Year 2019 Pedestrian & Bicycle Repairs Total =	$ 207,486	**$ 792,514**
Construction Year 2020					
Garden Avenue, Walnut Street, Villard St & Moss St Paving				$ 90,665	
West Bank Path Lighting & Resurfacing				$ 539,000	
Roosevelt Path				$ 200,000	
Safe Routes to School: Crosswalk Enhancements & Speed Monitoring				$ 127,519	
Maxwell & Prairie Sidewalks				$ 97,000	
South Bank Shared Use Path Repair & Realignment				$ 83,427	
Alder Street Neighborhood Greenway				$ 116,471	
19th Avenue Diversion at Alder Street				$ 58,000	
Riverfront Park Bike Path				$ 500,000	
			Construction Year 2020 Pedestrian & Bicycle Repairs Total =	**$ 1,812,082**	**$ (812,082)**
			Total Pedestrian and Bicycle Improvement Project Costs =	**$ 5,000,000**	**$ 2,019,568**	**$ 2,980,432**

Summary of Bond Costs

Total Street Projects in 2017 Dollars with inflation = $ 41,496,400
Total Pedestrian & Bicyclist Improvements = $ 2,580,000
Bond Issuance Costs = $ 260,000
Total Bond Costs = $ 44,336,400

Eugene Street Preservation Projects

Project Map for 2017 Bond Measure to Fix Streets



See accompanying index for specific project information

Eugene Public Works
Engineering

March 2021

Street Repair Review Panel,

This memo summarizes walking and bicycling projects built in 2020 using Pavement Bond Measure (PBM) funds and offers a look ahead to projects anticipated for construction in 2021.

Background

The 2017 Pavement Bond Measure stipulates that the city identify and complete improvements that total an average of $1 million for people who bike and walk each year of the bond (2019-2023). Transportation Planning staff works with the Active Transportation Committee (ATC) to develop a list of walking and bicycling projects for review, based on guidance provided by the Transportation System Plan, maintenance needs, and community requests. The projects include additions to scheduled pavement projects as well as stand-alone projects.

Where do the Walking and Biking Projects Come From?

Staff uses the Transportation System Plan (TSP) to identify network improvements for walking and bicycling. The TSP is the city's transportation policy document and long-term vision for transportation improvements.

For pavement preservation projects, city staff consult the TSP to determine what network improvements should be made based on system connectivity needs. Pavement projects present an opportunity to implement some TSP project types, such as bike lane striping, because striping will be entirely replaced as part of the pavement project.

There are also projects developed based on community input (ATC, etc.), coordination with 4j and Bethel Safe Routes to School programs, and through site investigations by city staff. The Vision Zero Action Plan is also used to evaluate project locations to improve safety outcomes for people walking and bicycling.

Through discussions with staff and the Active Transportation Committee, it has been decided that about half of the money should be spent on shared use path maintenance with the other half used for discretionary walking and bicycling projects throughout Eugene.

How Were PBM Walking/Biking Funds Spent in 2020?

Projects developed in 2020 are listed below.

Projects Occurring with Pavement Projects

- Garden Avenue (Walnut to Moss); Walnut Street (Franklin to Garden); Villard Street (Franklin to Garden); Moss Street (Franklin to Garden). These streets located just north of Franklin Boulevard were all bid as one project. Garden Avenue is an important walking and bicycling street because it connects segments of the South Bank Path together. As such, Garden Avenue was developed as a "neighborhood greenway" where all street users feel comfortable sharing the road. The treatments used to create the Garden Avenue Neighborhood Greenway included:
    - Speed Humps: traffic calming is an important component of shared street designs because it slows traffic resulting in less noise, increased comfort for people bicycling, and if a crash does occur it lessens the severity of a crash. Six speed humps were added.
    - Curb Extensions: extending a curb so that it bumps out into the roadway is a form of traffic calming and it decreases the crossing distance for people walking across the street. Curb

extensions were added at the intersections of Garden Avenue at Walnut, Villard, Mill Race, and Moss.

- Raised Intersections: the large apartment building on the corner of Walnut and Garden generates a lot of walking and bicycling traffic and the orientation of the building places the most intuitive crossing within the radius of the intersection. This location presents a conflict between pedestrians crossing the street and traffic operating on Garden Avenue. A raised intersection was installed to slow traffic moving through and around the curve.
- Shared Lane Markings: pavement markings indicating the shared lane environment were added to Garden Avenue and Walnut Street.
- Overhead Lighting: lighting shared streets increases the likelihood that all users will be seen in dark conditions and increases the safety of the neighborhood greenway. Additional overhead lighting was added to ensure consistent lighting throughout Garden Avenue.
- Sidewalks: there were sidewalk gaps on the south side of Garden Avenue, east of Mill Race Drive. Sidewalks were added to fill in the gaps and to ensure a consistent walking environment.

Discretionary Projects

- West Bank Path Lighting and Resurfacing. As stated earlier in the memo, about half of the annual $1M allocation of walking and bicycling bond money is to be used on repaving shared use paths, in this case, that includes the West Bank Path from Stephens Drive to Copping Street. In addition to resurfacing the path, overhead lighting will also be installed. In 2020, the entire project was bid and work on the lighting was started. Lighting and paving will be completed in early 2021.
- South Bank Path (Riverfront Park). Bond funding was budgeted for reconstruction and improvements of the South Bank Path as part of the ongoing Riverfront Park and Riverfront Development process. The improved path will help provide a connection between the EWEB headquarters building and the South Bank Path project that will be constructed in 2021 using funding from the Central Lane MPO.
- Roosevelt Path. The Roosevelt Path, north of Roosevelt Boulevard was extended from Maple Street to HWY 99 in 2020 primarily using grant funds. However, the project bid came in higher than anticipated so a portion of the PBM funds were used to finish the project.
- Safe Routes to School. A state SRTS grant was used to install school speed zone flashers, enhanced pedestrian crossings, and speed feedback signs throughout Eugene.
- Donald Street Stormwater. A stormwater project near Donald Street at 39th Avenue presented an opportunity to align the sidewalk access ramps with the accessway connecting Donald Street to 39th Avenue. Ramp relocation was paid for using PBM Walking/Bicycling funds.

<u>What Projects are you Exploring for 2021?</u>

A large number of walking and bicycling projects planned for delivery citywide in 2021. Planned projects include for the following: (additional funding source identified in parentheses.)

- Northeast Livable Streets (ODOT funded)
- West Bank Path (2017 PBM, started in 2020)
- 8th Avenue Protected Bike Lanes (2017 PBM, ODOT funded)
- South Bank Path (2017 PBM, Parks Bond, ODOT funded)
- Enhanced Walking Network (ODOT funded)

As a result of this lengthy 2021 project list, discretionary expenditures of 2017 PBM walking and bicycling monies may be limited. However, PBM funded projects may include the following.

- Riverbank Path Wayfinding. Adding bicycle wayfinding signs to the Riverbank Path system.
- 4th Avenue (Pearl to Coburg). Add buffers to existing bike lanes; develop a protected bikeway from the DeFazio Bridge to Mill Street.
- Willamette Street Two-Way Conversion. Redesigning Willamette Street between 18th Avenue and 20th Avenue for two-way travel, with bike lanes in each direction.
- 19th Avenue Crossing. In preparation for the High Street Protected Bikeway project in 2022, the segment of 19th Avenue at the Amazon Path will be redesigned to make the transition from High Street

to the Amazon Path safer. Changes will likely include a pedestrian refuge island, a raised crosswalk, and overhead lighting in addition to marking a crosswalk.

If you have any questions about planning for walking and bicycling projects, or use of PBM funds to deliver these projects, please contact me: RDunbar@eugene-or.gov, (541) 682-5727.

Sincerely,
Reed Dunbar, AICP
Senior Transportation Planner (Bicycle and Pedestrian Planner)

ISLER CPA
CERTIFIED PUBLIC ACCOUNTANTS & BUSINESS ADVISORS

1976 Garden Ave.
Eugene, OR 97403
541.342.5161
www.islercpa.com

INDEPENDENT ACCOUNTANT'S REPORT ON APPLYING AGREED-UPON PROCEDURES

To Sarah Medary, City Manager
City of Eugene
Eugene, Oregon

We have performed the procedures enumerated below, which were agreed to by the City of Eugene ("City"), solely to assist you in connection with the determination of whether expenditure of the 2017 general obligation bond funds approved for issuance through voter's approval of Ballot Measure 20-275 were expended in accordance with the purposes and limitations outlined in City Council Resolution No. 5204; namely that such expenditures were: a) used only for costs related to street preservation projects, fund bicycle and pedestrian projects and payment of bond issuance costs and not to expand the motor vehicle capacity of the street system; and, b) limited to projects included in Exhibit A to the Resolution unless upon completion of all of the projects listed in Exhibit A the Council adds other street preservation projects to the list in order to utilize unspent bond proceeds. Management is responsible for the accounting records pertaining to the use of the bond proceeds. This agreed-upon procedures engagement was conducted in accordance with attestation standards established by the American Institute of Certified Public Accountants. The sufficiency of these procedures is solely the responsibility of those parties specified in this report. Consequently, we make no representation regarding the sufficiency of the procedures described below either for the purpose for which this report has been requested or for any other purpose.

The City provided the following documents and information in connection with our agreed-upon procedures testing:

- An Excel spreadsheet detailing all charges allocated and/or invoices received by the City for expenditures related to the use of the bond proceeds;
- Copies of Resolution No. 5204 and Ballot Measure 20-275;
- Copies of bids and contracts issued by the City for any projects to be completed using the bond proceeds;
- Copies of supporting documentation including, but not limited to, invoices, cancelled checks, payroll records, certifications of payments and bank statements; and
- Copies of the City's general ledger detail for the bond fund accounts.

The procedures we performed and the related findings are as follows:

(1) *Expenditure testing*. From January 1, 2020 through December 31, 2020, total expenditures for the projects funded by the 2017 bond proceeds were $3,543,899 per the City's general ledger. We tested $1,192,399 or 33.65% of those expenditures. All tested expenditures were supported by appropriate documentation such as vendor invoices, certifications of payment, payroll records, signed contracts, and/or photographs of the work in progress. All tested expenditures were recorded in the proper account, fund and period and were spent on street projects included in Exhibit A of City Council Resolution No. 5204 or other street preservation projects approved by City Council, as permitted under Resolution 5204. No exceptions were noted.

RSM US Alliance member firms are separate and independent businesses and legal entities that are responsible for their own acts and omissions, and each are separate and independent from RSM US LLP. RSM US LLP is the U.S. member firm of RSM International, a global network of independent audit, tax, and consulting firms. Members of RSM US Alliance have access to RSM International resources through RSM US LLP but are not member firms of RSM International.

An independently owned member
RSM US Alliance

RSM

(2) We reviewed the bid and contract related to the one new construction project during 2020. The bidding and contracting process for the project was in accordance the City's procurement policies and procedures.

(3) We recalculated the amount of unspent bond proceeds and compared that amount to the actual amount of bond proceeds remaining. The following is a summary of the 2017 bond proceeds and project expenditures from inception of the Street Bond projects to December 31, 2020:

	From Issuance to 12/31/2020
Bond proceeds	$ 11,676,000
Project expenditures	$ 11,899,635

As of December 31, 2020, the City had $300,000 outstanding on the line of credit for the facility. From January 1, 2020 through December 31, 2020, the City received $1,876,000 in bond proceeds and was charged interest of $34,083; the City repaid $6,110,083 during the same period, including $34,083 of interest. At December 31, 2020, the City had $39,524,000 in authorized borrowing remaining on the bonds ($51,200,000 authorized less $11,676,000 in proceeds received to date).

We were not engaged to and did not conduct an audit, the objective of which would be the expression of an opinion on the financial records. Accordingly, we do not express such an opinion. Had we performed additional procedures, other matters might have come to our attention that would have been reported to you.

This report is intended solely for the information and use of the City Manager of the City of Eugene, and is not intended to be and should not be used by anyone other than the City Manager.

Isler CPA

Isler CPA

Eugene, Oregon
January 27, 2021

City of Eugene - Pavement Preservation List
2020 - 2024

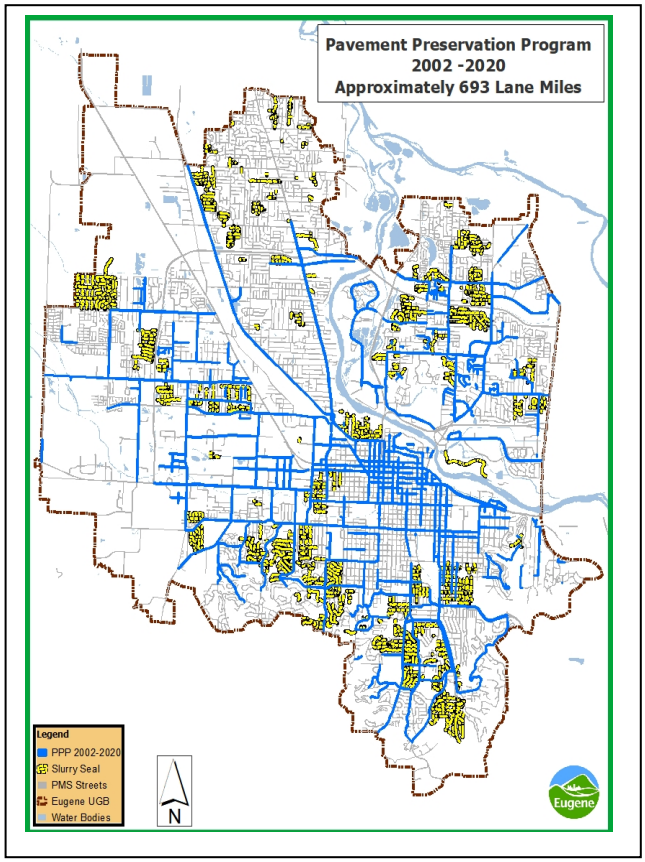
CONST_YEAR	FUNDING	ST_NAME	FROM	TO	PRES_METHOD	GJN	PROJ_MGR	LANE_MILES
2020	Bond	GARDEN AVENUE	MOSS ST	WALNUT ST	OVERLAY	900133	Rachael L	0.52
		WALNUT STREET	GARDEN AVE	FRANKLIN BLVD	OVERLAY			0.12
		POLK STREET	67' N OF 6TH AVE	72' S OF 7TH AVE	OVERLAY	900135	Ryan E	0.26
		CHAMBERS STREET	SS 11TH AVE	NS 13TH AVE	OVERLAY			0.50
		WILLAMETTE STREET	23RD AVE	29TH AVE	RECONSTRUCT	975804	Bryan R	1.36
	Bond Total						Bond Total	2.76
	Fuel Tax	VILLARD ST	GARDEN AVE	FRANKLIN BLVD	OVERLAY	900133	Rachel L	0.21
		MOSS ST	GARDEN AVE	FRANKLIN BLVD	OVERLAY			0.19
	Fuel Tax Total						Fuel Tax Total	0.60
2020 TOTAL								3.36
2021	Bond	04TH AVENUE	ES PEARL ST	ES COBURG RD	OVERLAY	900043	Rachael L	0.89
		MILL STREET	3RD AVE	NS 4TH AVE	OVERLAY			0.20
		ARROWSMITH STREET	ES TERRY ST	NS 11TH AVE	OVERLAY	900244	Rachael L	0.95
		BAILEY HILL ROAD	SS 5TH AVE	NS 11TH AVE	OVERLAY			1.88
		ROOSEVELT BLVD	BELTLINE	APPROX 800' EAST OF BELTLINE	OVERLAY			0.54
		TERRY STREET	SS ROYAL AVE	NS ROOSEVELT BLVD	OVERLAY			1.10
		LINCOLN STREET	SS 13TH AVE	NS 18TH AVE	RECONSTRUCT	900257	Mike Cook	1.01
		LINCOLN STREET	SS 18TH AVE	SS 22ND AVE	RECONSTRUCT			0.84
		17TH AVENUE	OAK ST	HILYARD ST	RECONSTRUCT	900151	Jordan V	1.36
		19TH AVENUE	OAK ST	HIGH ST	OVERLAY			0.30
		MILL STREET	16TH AVE	18TH AVE	OVERLAY			0.41
		FAIRMOUNT BLVD	15TH AVE	COLUMBIA ST	RECONSTRUCT	900104	Ryan E	2.00
		19TH AVENUE	AGATE	FAIRMOUNT BLVD	OVERLAY			0.93
		OAK STREET	SS 17TH AVE	20TH AVE	OVERLAY	900253	Ryan E	0.44
		19TH AVENUE	WILLAMETTE ST	OAK ST	OVERLAY			0.30
		20TH AVENUE	WILLAMETTE ST	OAK ST	OVERLAY			0.15
		08TH AVENUE	ES WILLAMETTE ST	WS MILL ST	RECONSTRUCT	900070	Rachael L	0.88
		JESSEN DRIVE	ELIZABETH ST	HWY 99	OVERLAY	900242	Ryan E	0.92
		LAURELHURST DRIVE + 5 CDS	SS MELROSE LP	NS BARGER DR	OVERLAY			1.44
		LAVETA LANE	SS BARGER DR	SOUTH END	OVERLAY			0.30
		PRIMROSE STREET + 1 CDS	NS BARGER RD	100' N OF PARKER PL (S)	OVERLAY			0.58
		CLAREY STREET	WS BEAN ST	1071' S OF BEAN ST	OVERLAY			0.56
		ROBIN AVENUE	200' EAST OF RUSKIN ST	396' EAST OF TANEY ST	OVERLAY			0.68
		WINDSOR CIRCLE EAST/WEST	NS WILSHIRE LN	NS WILSHIRE LN	RECONSTRUCT	900240	Josh P	1.24
	Bond Total						Bond Total	19.90
	Fuel Tax	17TH AVENUE	HILYARD ST	ALDER STREET	OVERLAY	900151	Jordan V	0.19
		WILLAMETTE STREET	19TH AVE	20TH AVE	OVERLAY	900253	Ryan E	0.20
	Fuel Tax Total						Fuel Tax Total	0.39
2021 TOTAL								20.29
2022	Bond	COBURG ROAD	OAKWAY RD	FERRY STREET BRIDGE	OVERLAY	900103	Mike C	2.36
		CATALINA STREET	JUHL ST	WILLHI ST	OVERLAY	900246	Jordan V	0.39
		CHASE STREET + CDS	500' NORTH OF MARSH	NORTH END	OVERLAY			0.35
		CONCORD STREET	ES BERNTZEN RD	WS JACOBS DR	OVERLAY			1.01
		ECHO HOLLOW CDS	WEST END (CDS) (880-9	WS ECHO HOLLOW RD	RECONSTRUCT			0.06
		FULLER AVENUE	ES ECHO HOLLOW RD	WS JAY ST	OVERLAY			0.33
		HAWTHORNE AVENUE	WEST END	WS FAIRFIELD AVE	OVERLAY			0.25
		CANDLELIGHT DRIVE	NS AVALON	NS ROYAL	OVERLAY	900245	Ryan E	1.39
		STAGECOACH ROAD	ES CANDLELIGHT DR	WS SURREY LN	OVERLAY			0.20
		SURRY LANE	NS STAGECOACH	NS WELCOME WY	OVERLAY			0.34
		WELCOME WAY	ES CANDLELIGHT DR	NS ROYAL AVE	OVERLAY			0.62
		ROYAL AVENUE CUL DE SAC	NS ROYAL AVE	N END CDS	OVERLAY			0.11
		LAURELHURST DRIVE + SHEFFIEL	SS HARRIET AVE	NS ROYAL AVE	OVERLAY			0.52
		POLK STREET	SS W 18TH AVE	NS 28TH AVE	OVERLAY	900302	TBD	2.34
		SPYGLASS DRIVE	SS CAL YOUNG RD	LOOP BACK TO SPYGLASS DR	OVERLAY	900304	TBD	2.54
		LAKEVIEW DRIVE	207' E OF SARAH LN	ES GILHAM RD	RECONSTRUCT	900294	TBD	0.81
		CRESCENT AVENUE	NORKENZIE RD	ES ADDRESS 1670	OVERLAY			0.19
	Bond Total						Bond Total	11.45
	Fuel Tax							
	Fuel Tax Total						Fuel Tax Total	0.00
2022 TOTAL								11.45
Grand Total								34.90
2023	Bond	46TH AVENUE	WS FOX HOLLOW RD	WS DONALD ST		TBD	TBD	1.55
		AGATE STREET	N 163 BLACK OAK RD	SS FIRLAND ST		TBD	TBD	0.69
		AMAZON PARKWAY	19TH AVE	2693 S OF E 24TH		TBD	TBD	2.46
		CHAMBERS STREET	SS 18TH AVE	NS 24TH AVE		TBD	TBD	0.48
		OAK STREET	11TH AVE	13TH AVE		TBD	TBD	0.38
		OAK STREET	7TH AVE	11TH AVE		TBD	TBD	0.97
		PORTLAND ST	29TH AVE	31ST AVE		TBD	TBD	0.43
		RIVER ROAD	MAXWELL RD	BELTLINE RD		TBD	TBD	2.14
		08TH AVENUE	MONROE ST	GARFIELD ST		TBD	TBD	2.55
		BROADWAY	MILL ST	11TH AVE		TBD	TBD	2.79
		PEARL STREET	NS BROADWAY	NS 17TH AVE (AMAZON BRIDGE)		TBD	TBD	2.00
							Bond Total	16.44
	Fuel Tax							
	Fuel Tax Total						Fuel Tax Total	0.00
2023 TOTAL								16.44

2024	Bond	**OAK STREET**	13TH AVE	SS 17TH AVE		TBD	TBD	1.00
		LINNEA AVENUE + 1 CDS	NORKENZIE RD	TARPON ST		TBD	TBD	0.28
		BREWER AVENUE	BREWER AVENUE	SOUTH END		TBD	TBD	0.13
		CARMEL AVENUE	GILHAM RD	NORWOOD ST		TBD	TBD	0.34
		CARMEL AVENUE	ES DIANE ST	WS GILHAM RD		TBD	TBD	0.34
		MONTEREY AVENUE	WS NORKENZIE RD	SS LARKSPUR AVE		TBD	TBD	0.28
		NORWOOD STREET	MONTEREY ST	MARLOW ST		TBD	TBD	0.44
		BAILEY LANE	WS BOGART LN	ES LUELLA ST		TBD	TBD	1.43
		24TH AVENUE	ES HARRIS ST	WS AGATE ST		TBD	TBD	1.14
		ALDER STREET	30TH AVE	32ND AVE				0.43
		HILYARD STREET	SS W AMAZON	SS 40TH AVE				1.66
		11TH AVENUE	ES CHARNELTON ST	ES CHAMBERS		TBD	TBD	3.75
		11TH AVENUE	WS CHAMBERS	WS GRANT ST				0.38
		FRANKLIN BOULEVARD EB	AGATE ST	11TH AVE		TBD	TBD	0.98
		FRANKLIN BOULEVARD EB	WS WALNUT	ES AGATE				1.22
		FRANKLIN BOULEVARD WB	AGATE ST	11TH AVE				0.91
		FRANKLIN BOULEVARD WB	WS WALNUT	ES AGATE				1.39
							Bond Total	**16.1**
	Fuel Tax							
	Fuel Tax Total						**Fuel Tax Total**	**0.00**
2024 TOTAL								16.10

2021 PAVEMENT MANAGEMENT REPORT

An Update on Asphalt Pavement Conditions and Programs
(2020 Rating & Inventory Data)

GO Bonds
FIXING EUGENE'S STREETS



Prepared by:
Public Works Maintenance
Surface Technical Team
1820 Roosevelt Blvd.
Eugene, OR 97402

ACCREDITED AGENCY A•P•W•A

Eugene

Cover Photos (top left – clockwise): GO BONDS, Map of Pavement Preservation Program, Artist Conception of EWEB Plaza "Where the City Meets the River".

EXECUTIVE SUMMARY

The annual Pavement Management Report is generated to provide updated information and data regarding the City of Eugene's transportation system including improved streets, unimproved streets and off-street shared-use paths. This report provides surface descriptions and associated mileage, reviews current treatment programs and costs, and projects future treatment needs based on several funding scenarios.

The transportation system is a significant public asset which requires continued maintenance and management. The asset is described in lane miles and/or centerline miles. Currently, Public Works manages 1408 lane miles (563 centerline miles) of streets and approximately 46 centerline miles of off-street shared-use paths within the City limits. This report includes a breakdown of the street transportation system in terms of pavement type, level of improvement, and functional classification.

Street, improved alley, and off-street shared-use path condition data is collected by Public Works Maintenance staff through on-site inspections. Utilizing this data, a Pavement Condition Index (PCI) score is generated. Formulas and methodology within the software help establish resourceful treatment recommendations and identify the financial implications of various response strategies. The Pavement Management System (PMS) also provides a detailed street inventory and condition trends using street condition data collected since 1987.

A local gas tax was established in 2003 for a Pavement Preservation Program (PPP) because street repair funding was not adequate to keep pace with rehabilitation needs. Even with the local gas tax in place, it was reported in 2007, the anticipated backlog for rehabilitation needs would reach more than $282 million by 2016 (2007 Pavement Management Report). In 2008, a $35.9 million five-year bond measure was approved by voters, and an additional five-year bond for $43 million was approved by voters in 2012. The 2017 Bond measure ($51.2 M) addresses 91 street projects with 5 million going toward pedestrian and bicycle infrastructure improvements. With these funding sources, more than 204 streets in Eugene have been or are identified to be repaired by 2023. The revenues from the local gas tax and the bond measures have helped reduce the backlog of street repair projects over the last 18 years. The current calculated backlog for repairs on improved asphalt streets at the end of 2020 is $82.7 million, in 2019 the reported backlog was $76.3 million.

In addition to funding from the current street repair bond, which ends in 2023 and rising construction costs, other factors contribute to current and future backlogs:

- Since the beginning of the Pavement Preservation Program (PPP) in 2002 the primary focus for preservation has been arterial and collector streets. Now these formerly rehabilitated streets are now showing signs of deterioration beyond what can be addressed using standard maintenance practices.

- Residential streets account for the majority of the street backlog while receiving minimal preservation funds.

- It is anticipated that costs will continue to increase at a steady rate. Changes in costs for construction materials and labor will affect long-term backlog estimates.

EXECUTIVE SUMMARY – (*continued*)

- New construction techniques such as in-place recycling (also known as in-place cement treated base, ICTB) which strengthens existing roadbed materials for reuse and lowers impacts to the environment have been successfully used in place of conventional reconstruction techniques and resulted in additional cost savings.

- In 2018, Public Works hired a third party consultant to review pavement data, confirming accuracy.

- In 2019, State of Oregon transferred approximately 34 lane miles of Hwy 99 to the City of Eugene.

The backlog estimate does not take into account the repair needs for concrete streets, unimproved streets, sidewalks, off-street shared-used paths, or other elements of the transportation system.

The report utilizes three funding scenarios to project treatment needs and costs over a 10-year period. The analyses uses bi-annually updated costs provided by Public Works Engineering, which are adjusted to include a 2 percent inflation factor. Following is a summary of the analyses:

- Based on the projected funding (Table 3, pg. 14), a $283 million backlog is projected in 10 years. Last year the projected backlog was $242 million. In 2023, current bond funding will end, decreasing pavement preservation funds from an average of $11.9 million to $3.3 million annually.

- Based on current and projected funding of $3.3 million, an additional $9.6 million is needed annually to prevent arterial and collector streets from falling into the reconstruct range and to eliminate the reconstruct backlog for arterial and collector streets in 10 years.

- In addition to the above mentioned need, $1.6 million annually is also needed to prevent residential streets from falling into the reconstruct category, and to eliminate the residential reconstruct backlog in 10 years.

SCOPE OF REPORT

This report is comprised of four primary sections:

Street Inventory: The street inventory is discussed, including improvement status and functional classification definitions.

*Pavement Management System (PMS)***:** A brief history and description of the Pavement Management System used by the City, and the selection process including conversion to the Paver system is discussed. Included in this section are: the rating methodology, pavement inspection frequency, pavement conditions described by the Pavement Condition Index (PCI), and specific distress definitions and the resulting reports.

Pavement Preservation Program (PPP): The Pavement Preservation Program is highlighted in this report, including Maintenance and Engineering Division roles, treatment types and estimated unit costs, project prioritization, sustainable construction, current treatment costs, projected funding, historical and projected funding graphs, unimproved streets, and off-street shared-use paths.

*Project*s: This section includes both completed and future project lists and maps, including a map of the projects identified in the 2017 bond.

EUGENE'S STREET INVENTORY

The City of Eugene has jurisdictional responsibility for many types and classifications of transportation facilities. Many factors such as age, development type, traffic loads, use, and future transportation needs affect the maintenance and rehabilitation planning for the system. The section inventory component of the PMS allows a reporting of both centerline miles (intersection to intersection) and lane miles of each section of the system. While commonly used in reporting distance, centerline miles do not relate equally across streets of different widths or number of lanes. For this report, comparisons typically are shown both in centerline and 12 foot-wide lane miles unless otherwise noted.

Improvement Status

For purposes of establishing budget allocations and rehabilitation priorities, and performing maintenance activities based on established maintenance policies, the City of Eugene divides the street inventory into two distinct categories:

Improved Streets are streets that are engineered for structural adequacy, have storm drainage facilities which typically include curbs and gutters, and have either an asphalt concrete (AC) or a Portland cement concrete (PCC) surface. Improved streets are either fully improved at the time of development, at the developer's expense or were improved through a local improvement district (LID) and paid for in part by the abutting property owners. In some cases, a street may have been fully improved while under state or county jurisdiction and then surrendered to the City. Improved streets receive the highest level of ongoing maintenance and are eligible for rehabilitation funding through Eugene's Capital Improvement Program (CIP) and Pavement Preservation Program.

Unimproved Streets are streets with soil, gravel, or asphalt mat surfaces, have not been structurally designed, and have no curbs or gutters. Typically, an unimproved street must be fully improved through a LID and funded in part by the abutting property owners before a higher level of service will be provided (see "City of Eugene Street Maintenance Policy and Procedure Manual" for levels of maintenance service). These streets receive a low level of ongoing maintenance, limited primarily to emergency pothole patching (three inches or greater in depth), and minimal roadside ditch maintenance. To address the deterioration of these streets, Public Works is currently allocating more than $200,000 annually from the Road Fund for the Enhanced Street Repair Program. Since 2008, 136 unimproved streets, totaling 55 lane miles, have been resurfaced as a temporary treatment. In addition, several unimproved streets have been upgraded to engineered street standards through assessment projects.

The following table (Table 1) categorizes Eugene's Improved and Unimproved Street System in centerline miles and 12-foot lane-miles by pavement type and by functional class.

IMPROVED SYSTEM	Asphalt (ACP)		Asphalt over Concrete (APC)		Concrete (PCC)		Gravel		Undeveloped		Total	
	Miles	12' Lane Miles	Miles	12' Lane Miles	Miles	12' Lane Miles	Miles	12' Lane Miles	Miles	12' Lane Miles	Miles	12' Lane Miles
Major Arterial	21.26	98.48	0.14	0.43	6.68	7.86	0.00	0.00	0.00	0.00	28.07	106.77
Minor Arterial	64.26	216.31	2.25	7.49	3.60	12.35	0.00	0.00	0.00	0.00	70.11	236.14
Major Collector	31.19	94.60	1.48	3.59	2.36	6.63	0.00	0.00	0.00	0.00	35.03	104.82
Neighborhood Collector	24.63	64.00	0.57	1.58	2.12	6.04	0.00	0.00	0.00	0.00	27.32	71.62
Residential	313.70	722.22	1.93	4.98	21.28	54.32	0.00	0.00	0.00	0.00	336.92	781.52
Total	455.03	1195.60	6.37	18.07	36.05	87.20	0.00	0.00	0.00	0.00	497.45	1300.87

UNIMPROVED SYSTEM	Asphalt (ACP)		Bituminous Surface-Oil Mats (BST)		Concrete (PCC)		Gravel		Undeveloped		Total	
	Miles	12' Lane Miles	Miles	12' Lane Miles	Miles	12' Lane Miles	Miles	12' Lane Miles	Miles	12' Lane Miles	Miles	12' Lane Miles
Major Arterial	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Minor Arterial	1.37	2.49	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.37	2.49
Major Collector	2.44	5.30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.44	5.30
Neighborhood Collector	4.44	8.86	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4.44	8.86
Residential	43.21	71.16	1.36	1.85	0.03	0.03	8.60	12.61	4.16	4.34	57.37	89.99
Total	51.46	87.80	1.36	1.85	0.03	0.03	8.60	12.61	4.16	4.34	65.62	106.63

Table 1 *Miles and Lane Miles of Street System by Classification and Pavement Type*

Functional Classifications

The quantity and associated vehicle weight of traffic using streets is a critical factor affecting the rate at which pavement and roadbeds deteriorate. Eugene divides streets into five categories called functional classifications (FC), each representing a different volume and type of vehicular usage. The Paver terminology for functional classification/section rank is identified as follows:

Major Arterial (FC-1) - (A): Major Arterials are usually four or more lanes and generally connect various parts of the region with one another within the city and with the "outside world". They serve as major access routes to regional destinations such as downtowns, universities, airports, and similar major focal points within the urban area. Major Arterials typically carry an average of more than 20,000 vehicles per day. Major Arterials receive high priority maintenance.

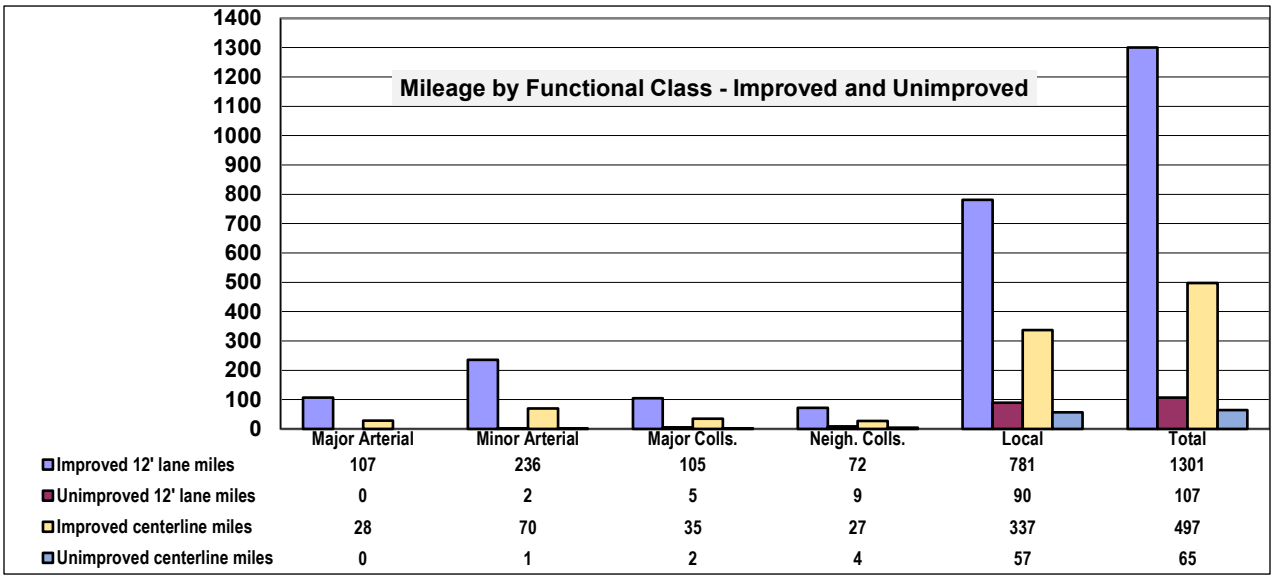
Minor Arterial (FC 2) - (B): Minor Arterials are typically two or three lanes. These streets provide the next level of urban connectivity below major arterials. In most cases, their main role tends to be serving intra-city mobility. Minor Arterials carry between 7,500 and 20,000 vehicles per day. Minor Arterials receive priority maintenance.

Major Collector (FC-3) - (C): Major Collectors can be found in residential, commercial, and industrial areas. They typically carry between 2,500 and 7,500 vehicles per day. Major Collectors have a higher priority for maintenance than local streets.

Neighborhood Collector (FC-4) - (D): Neighborhood Collectors are found only in residential neighborhoods and provide a high degree of access to individual properties in a neighborhood. They typically carry between 1,500 and 2,500 vehicles per day.

Local (FC-5 - (E): Local streets provide access to individual properties along the roadway. They are narrow, slow-speed, and low-volume service facilities. They typically carry fewer than 1,500 vehicles per day and receive low priority maintenance. Local streets are also referred to as Residential streets.

The following graph (Fig.1) illustrates both centerline miles and lane miles by improvement type and functional classes for 2020.



	Major Arterial	Minor Arterial	Major Colls.	Neigh. Colls.	Local	Total
Improved 12' lane miles	107	236	105	72	781	1301
Unimproved 12' lane miles	0	2	5	9	90	107
Improved centerline miles	28	70	35	27	337	497
Unimproved centerline miles	0	1	2	4	57	65

Figure 1 *Mileage by Functional Class – Improved and Unimproved*

PAVEMENT MANAGEMENT SYSTEM

Public Works has used Paver since 2013 as its pavement management system. Pavement Management System (PMS) programs analyze collected rating data to provide reports on the current and projected conditions of the street system. In addition, the program is used to evaluate the effectiveness of planning and funding priorities and provides guidance in the decision-making process. A primary goal, through judicious maintenance, is to prevent pavement failures in the most efficient means based on selected parameters.

Pavement Inspection Frequency

Two predominant work efforts required to maintain the PMS are; updating the street inventory and performing the annual inspection of surface conditions.

City streets are divided into sections based on their Functional Classification (FC), pavement type, and geometric design. Sections are the basic unit for evaluating streets and surface conditions. A section is defined as a portion of a street with a beginning and ending description. Changes in geometric features are used as a guide for determining sections. Examples of geometric differences are the surface type, section width, surface age, and extent of past rehabilitation. Public Works currently manages over 6200 street sections.

Field inspections are conducted by trained pavement raters who walk each street section evaluating the pavement surface for signs of distress. Arterial and collector streets are inspected annually, residential streets are inspected on a three-year rotating cycle, and off-street shared-use path and improved alley inspections are completed on a two-year rotating cycle.

This year, staff inspected 167 miles of arterial and collector streets, 127 miles of local streets in the University, Bethel/Danebo, River Rd. and Santa Clara areas, plus 13 miles of improved alleys.

Pavement Condition Index (PCI), Deduct Values, and Distresses

Pavement distresses are dependent on pavement type and are rated by severity and extent. Paver provides a numerical value calculated internally based on deduct values for the distresses identified per street section to establish the Pavement Condition Index.

A street with a PCI of 100 represents a new or very recently rehabilitated street. This PCI value is the basis used to analyze the surface treatment needs. Distress data is collected using tablets and then uploaded to the pavement management software. Paver rates severities and all their extents for up to 20 different types of distress. As the condition of a street's surface begins to deteriorate, the PCI decreases. Asphalt distresses typically observed are alligatoring, longitudinal and transverse cracks, rutting, and raveling. Distresses in concrete streets typically observed and rated include cracks per panel, raveling, joint spalling, faulting, and failed crack sealing. Descriptions of some common distresses are shown below:

Alligator Cracking: When the asphalt begins to crack in all directions it is called alligator cracking.

Longitudinal Cracking/Transverse Cracking: These are cracks that run parallel to the roadway centerline (longitudinal) and perpendicular to the roadway centerline (transverse). These distresses usually divide the piece into different sections and are caused by repeated traffic loading. The low-severity cracks are not considered serious to the overall function and safety of the road. Medium to high-severity cracks are usually caused by heavy traffic loads and environmental factors and can become very serious distresses. The picture below shows longitudinal cracking.

Rutting: When the traffic of the street becomes heavy for long periods of times the asphalt begins to sink into the wheel path of the vehicles causing a rut. These ruts are typically along the length of the road and are one to two feet wide. There are almost always two ruts, one for each wheel path of vehicles. The severity of the rut is rated on the average rut depth from ¼" to more than ¾" in depth.

Raveling: The roads, mainly asphalt, over time become worn and rough unlike when they were newly installed. This is often due to age and the effects of UV rays. Raveling measures the severity of the roughness and coarseness of the top layer of the street.

Joint Spalling: Spalling is the deterioration of the edges of a concrete slab within two feet (0.6m) of the joint. The edges get chipped off of concrete slabs causing spalling. Spalling is caused by heavy traffic loads and environmental factors.

Faulting: Faulting is the difference in elevation across the slab. One side may be leaning up more over the other side. Causes are soft foundations, heavy traffic, poor construction, and environmental damage.

How Pavement Management System Information is Used

The primary purpose of maintaining a PMS is to collect and analyze information relating to street system condition and deterioration trends. With this vital information, Public Works managers ensure the most cost-effective maintenance or rehabilitation strategies are identified and performed at the optimum time.

Each year the PMS is used to generate several reports requested by other agencies as well as statistical data requested within our own agency. The following is a sample of reports produced with PMS data:

- Pavement Preservation Project List
- Crack Seal Program
- Five-Year Surface List – five-year moratorium for street cutting
- ODOT Oregon Mileage Report
- City of Eugene Public Infrastructure Table
- Annual Insurance Marketing Report
- Transportation Service Profile
- HB2017 - Keep Oregon Moving

PAVEMENT PRESERVATION PROGRAM

Street preservation and rehabilitation, capital improvements, off-street shared-use path projects, and maintenance efforts make up Eugene's Pavement Preservation Program (PPP). Additionally, Public Works budgets funding for Maintenance Operations to repair portions of the unimproved street system through the Enhanced Street Repair Program. Both PW Maintenance and PW Engineering divisions have important roles within the Pavement Preservation Program.

PW Maintenance Roles

Public Works Maintenance, Surface Technical Team conducts the annual pavement rating, budget and street life analysis, resulting in a list of proposed projects provided to Engineering for field testing and final grouping. Operations staff provides preventative maintenance of all City streets (including concrete streets) and off-street shared-use paths. Preventative maintenance extends the life of the transportation asset and is of the highest priority. Improved streets receive the highest level of maintenance. Preventative maintenance helps prevent a street's PCI from dropping into a more costly treatment category.

PW Engineering Roles

Public Works Engineering receives projects proposed for preservation from the Maintenance Division three years in advance of planned construction. Engineering performs field investigations to confirm treatment needs and reviews historic data on construction and maintenance of streets. Streets are then prioritized for detailed pavement testing and design recommendations based on the available funding and the assessed condition of the streets. Pavement testing and design reports identify whether a street needs to be reconstructed or rehabilitated (overlaid) and the range of treatment options available. If a street requires a full reconstruct, it is typically deferred until funding is identified.

Public Works Engineering is responsible for capital project management including design, stakeholder coordination and communication, contract administration, and construction management. Public Works Maintenance receives updated construction costs from Engineering and utilizes this data for analysis and reporting of projected backlogs. Reports are based on a system-wide approach, not at the project level performed by Engineering.

Treatment Types

Treatments reflected in the backlog analysis are limited to three types: slurry seal, overlay, and reconstruct.

Slurry Seal: The slurry seal option allows for a cost-effective treatment to seal the surface and restore the skid resistance of local streets, which do not carry high traffic loads. This treatment is not used on streets which require strengthening or reconstruction. Typical slurry seal costs include street cleaning, removal of vegetation, minor base repairs (dig-outs), sealing of cracks, and application of an emulsified asphalt-aggregate mixture to the entire paved surface. Associated costs include replacement of striping and pavement markings, and other work needed to return the street to normal operation.

Overlay: Typical overlay rehabilitation costs include milling of existing pavement to a moderate depth to remove existing cracking and increase the strength of the structural section. Isolated areas of severely distressed pavement are removed and replaced including a new aggregate base. Associated costs include replacement of striping and pavement markings, adjustment of manholes, and other work needed to return the street to normal operation.

Reconstruct: Typical street reconstruction costs include removal of the existing pavement and base structural section and replacement with a new structural section which will meet a 20-year design life. Isolated areas of curb and gutter are replaced where they would not be suitable to contain new paving or have severe drainage problems.

The following table (Table 2) identifies the estimated costs for the various treatment types including costs to upgrade curb ramps to comply with the American with Disabilities Act (ADA). The slurry seal treatment is exempt from ADA requirements. Construction costs are typically updated on a bi-annual basis by PW Engineering.

Treatment – Functional Class Improved System	12' Lane Mile Cost				
	Updated Eng. 2006 cost	Updated Eng. 2011 cost	Updated Eng. 2016 cost	Updated Eng. 2018 Cost	Adjusted 2% Increase 2020 Cost
Overlay - FC 1 & 2	$215,000.00	$243,000.00	$336,000.00	$409,000.00	$425,360.00
Overlay - FC 3 & 4	$184,000.00	$214,000.00	$311,000.00	$312,000.00	$324,480.00
Overlay - FC 5	$169,000.00	$195,000.00	$255,000.00	$269,000.00	$279,760.00
Re-Const - FC 1 & 2	$765,000.00	$724,000.00	$892,000.00	$959,000.00	$997,360.00
Re-Const - FC 3 & 4	$677,000.00	$679,000.00	$884,000.00	$902,000.00	$938,080.00
Re-Const - FC 5	$505,000.00	$505,000.00	$649,000.00	$681,000.00	$708,240.00
Slurry Seal - FC 5	$19,000.00	$25,000.00	$44,000.00	$49,000.00	$50,960.00

Table 2 *12' Lane Mile Cost by Treatment and Functional Class (Updated bi-annually)*

The following graph (Fig.2) identifies the trigger points (PCI) for each treatment based on Functional Class.

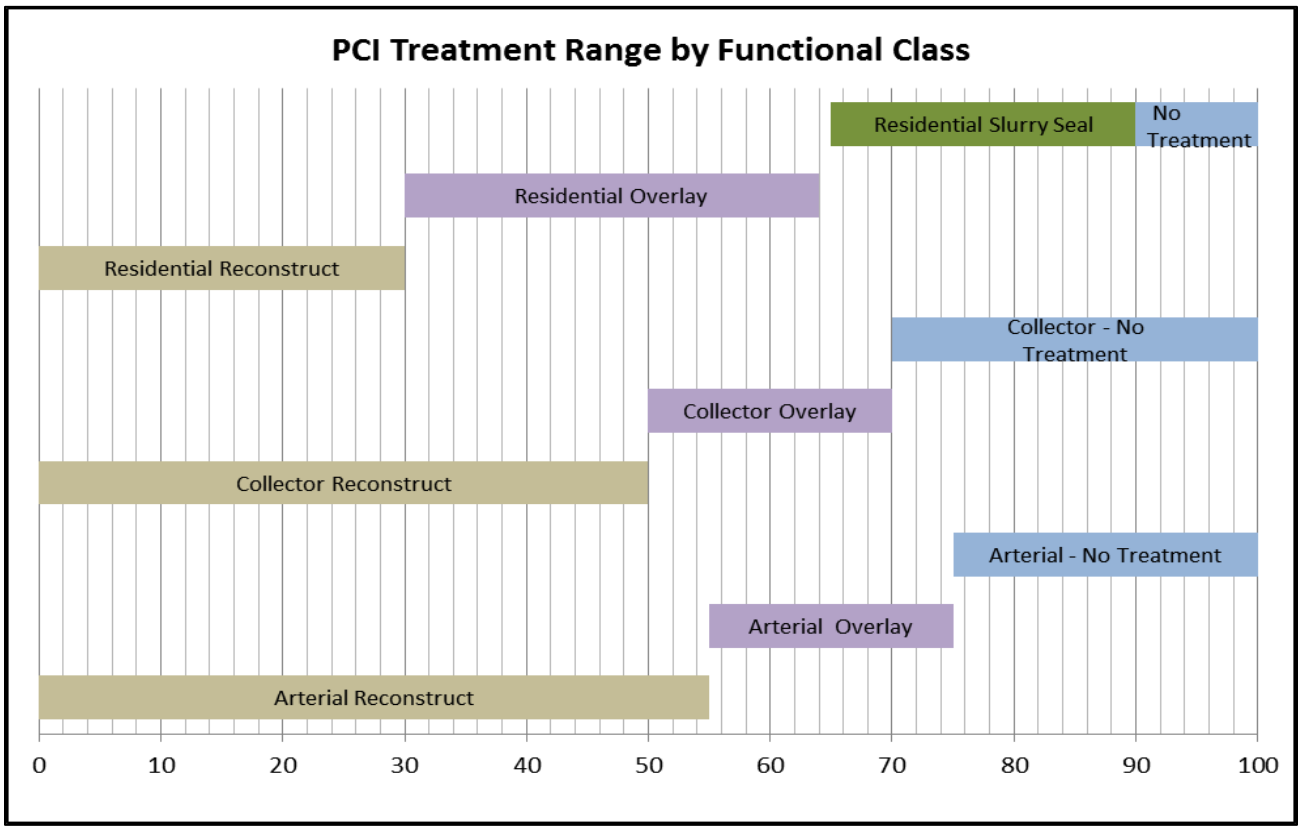


Figure 2 *PCI Treatment Range by Functional Class*

Project Prioritization Methodology

Selecting streets or street sections for treatment is done through a process involving analysis, testing, and staff experience. Using the data produced by Paver, and combining this information with estimated revenues allows staff to approximate backlogs and group potential street sections for consideration for treatment under the Pavement Preservation Program.

As a means of optimizing funding, streets are not prioritized on a "worst first" basis. Rather, Public Works main objective is to keep street sections from slipping into Reconstruct, a more costly category (see 12' Lane Mile chart above). By overlaying a street before it significantly deteriorates, 15 to 20 years of useful life can be added, resulting in substantial cost savings. Once a street has deteriorated to the point that it must be reconstructed, the opportunity for an overlay is lost. As a result, streets that are categorized as overlay projects receive the highest priority for corrective treatment. Street Bond Measures have been the exception, additional criteria such as citizen input and equitable geographic distribution of projects throughout the community are also considered.

Sustainable Construction

Since 2008, Eugene has been in the forefront of sustainable construction and paving practices, some of which include paving with warm mix asphalt (WMA), using reclaimed asphalt pavement (RAP), and full depth reclamation (FDR). Production of warm mix asphalt is a "green" solution for the environment with noticeably reduced energy consumption and greenhouse gas emissions. Exposure to fuel emissions, fumes, and odors are reduced for asphalt producers, construction workers, and the public. Benefits of paving with WMA are the ability to extend the paving season in colder weather, longer haul distances, and better road performance. Warm mix asphalt is identical to conventional hot mix asphalt, except that through a special mixing process it is produced at a temperature approximately 50 to 100 degrees cooler than conventional hot mix asphalt. This mixing process for asphalt has many benefits, it aids in compaction during paving, helps prevent premature aging, and slows the aging process of asphalt. In Eugene, all asphalt producers have retrofitted their plants to produce warm mix asphalt.

Council set goals in 2011 for waste reduction by requiring that the volume of material placed in landfills be reduced. In addition to using WMA, Public Works conducted two pilot projects specifying that reclaimed asphalt shingles (RAS) be used as a binder in the asphalt mix, thereby keeping this material from entering the waste stream. The City continues to use warm mix asphalt and in-place recycling techniques to improve the quality, environmental footprint, and cost efficiency of the street bond projects. Key terms in sustainable construction practices:

In-Place Recycling: A process in which a large piece of equipment called a reclaimer pulverizes and mixes the existing base rock and a portion of subgrade soils with dry cement and water to create a cement-treated base. This process greatly reduces the use of virgin materials and trucking that are needed using conventional remove-and-replace construction techniques.

Full Depth Reclamation: When applicable, partial or full-depth reclamation (FDR) is used as a cost and time-saving alternative to traditional reconstruction. Associated costs include replacement of striping and pavement markings, adjustment of manholes, and other work needed to return the street to normal operation.

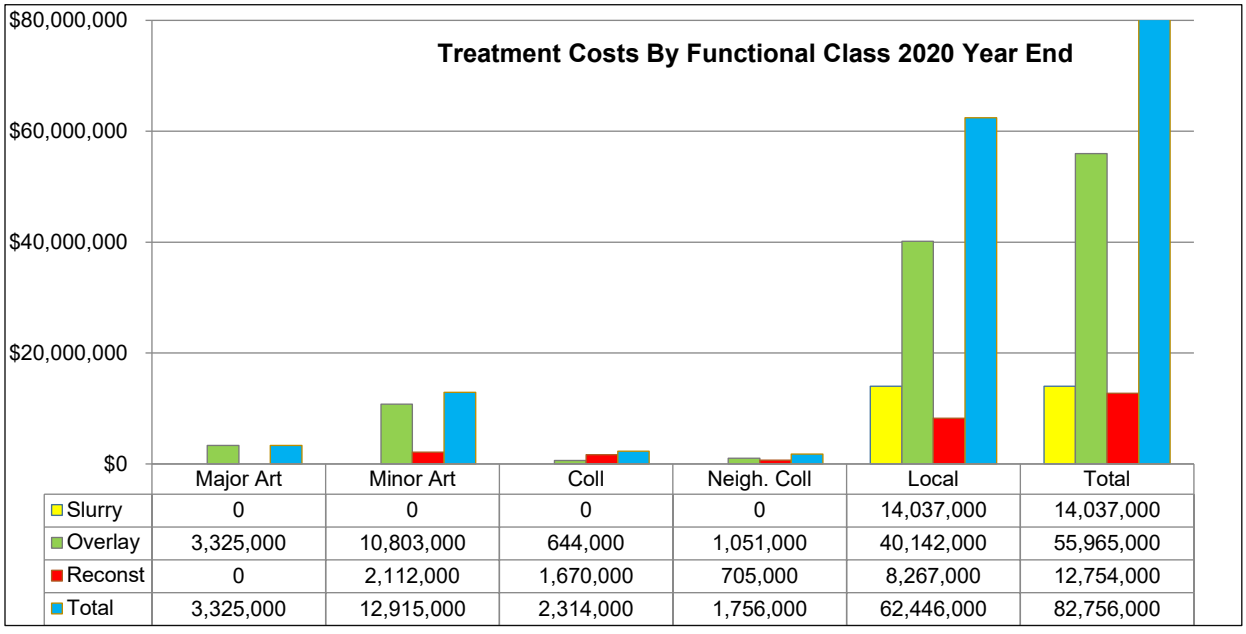
Crack Seal: Placing specialized materials into cracks in unique configurations to keep water and other matter out of the crack and the underlying pavement layers. Crack sealing can be used for two different reasons in pavement maintenance. One is a treatment to seal the cracks in order to prevent moisture intrusion into the pavement. The other is preparatory work for other treatments, such as overlays, and slurry seals.

Reclaimed Asphalt Pavement (RAP): The term given to removed and/or reprocessed pavement materials containing asphalt and aggregates. These materials are generated when asphalt pavements are removed for reconstruction, resurfacing, or to obtain access to buried utilities. When properly crushed and screened, RAP consists of high-quality, well-graded aggregates coated by asphalt cement that can be reused as a substitute for a portion of virgin materials in asphalt and aggregate base.

Recycled Asphalt Shingles (RAS): A primary reason for the high potential value of recycled shingles is that they contain ingredients that hot mix asphalt (HMA) producers purchase to enhance their paving mixtures including asphalt cement (or AC "binder") and mineral aggregate. Asphalt shingles also contain a fibrous mat made from organic felt (cellulose) or fiberglass that can also be valuable as fiber in some asphalt paving mixes.

Current Treatment Costs

This chart (Fig.3) provides detail of the current cost for treatment of the entire improved system excluding concrete streets at the end of the 2020 rating period. The total estimated treatment cost backlog at the end of 2020 is $82.7 million up from $76.3 million reported in 2019.



	Major Art	Minor Art	Coll	Neigh. Coll	Local	Total
Slurry	0	0	0	0	14,037,000	14,037,000
Overlay	3,325,000	10,803,000	644,000	1,051,000	40,142,000	55,965,000
Reconst	0	2,112,000	1,670,000	705,000	8,267,000	12,754,000
Total	3,325,000	12,915,000	2,314,000	1,756,000	62,446,000	82,756,000

Figure 3 *Treatment Costs By Functional Class*

Projected Funding for Pavement Preservation Program FY19 through FY26

From the inception of the Pavement Preservation Program (PPP), Eugene has been faced with the challenge of securing adequate, sustainable funding for this program. There are several sources that contribute funding for pavement rehabilitation and reconstruction projects. The primary source of ongoing revenue is the City's local motor vehicle fuel tax ("gas tax"), which is currently levied at five cents per gallon. The reimbursement component of Transportation System Development Charges (SDCs) have historically generated close to $800,000 per year for PPP projects, but have dropped significantly in recent years. The cumulative effect of these factors is that PPP annual revenues, which were once projected at $4.2 million annually, are now projected to level out at approximately $3.3 million.

Projected Funding Sources Pavement Preservation Projects
FY19 through FY26

Fiscal Year	Local Gas Tax Note 1	SDC Note 2	Bond Note 3	Other Note 4	Total Funding
FY19 (actuals)	$3,156,006	$664,187	$10,724,300	$7,524,798	$22,069,291
FY20 (actuals)	$2,879,183	$245,331	$8,755,000	$542,282	$12,421,796
FY21 (est)	$2,500,000	$127,917	$9,030,000	$346,568	$12,004,485
FY22 (est)	$2,900,000	$127,900	$8,820,000	$346,316	$12,194,216
FY23 (est)	$2,900,000	$127,900	$9,620,000	$340,740	$12,988,640
FY24 (est)	$2,900,000	$127,900	$9,990,000	$340,519	$13,358,419
FY25 (est)	$2,900,000	$127,900	$0	$340,201	$3,368,101
FY26 (est)	$2,900,000	$127,900	$0	$339,879	$3,367,779

Notes:

1) Local Motor Vehicle Fuel Tax (gas tax) revenue is assumed at 5-cent level throughout the forecast period.
Note: FY21 estimate reflects reduced revenues due to COVID. FY22-26 assumes returning to FY20 levels.
2) SDC reimbursement revenue is projected to maintain low level of activity through the forecast period.
Note: Revenue decrease due to the updated methodology which reduced the reimbursement component.
3) November 2017 voters passed a 3rd 5 year bond.
4) "Other" revenue generally includes investment interest, permit fees and other miscellaneous revenue.

Table 3 *Projected Funding Sources PPP FY18-FY25*

Historical and Projected Funding Outcomes

Based on current funding, a ten-year analysis (2020-2030) has been performed using Paver, the current PMS software program. The program evaluates the deterioration of each section based on individual PCI ratings. It then projects when to apply the necessary treatment at the appropriate time. When possible, the program recommends a less expensive treatment earlier in the degradation curve to prevent the street from falling into an overlay or reconstruct range. In the following four graphs (Figs. 4,5,6,7) this projected evaluation includes historical data to present a more comprehensive view of the street system. The graphs show the impact of past and current funding over a 20-year period (2010 to 2030). Each graph indicates the percentage of streets that fall within a specific treatment range (reconstruct, overlay and no treatment). Plotting the percentages of streets within a treatment range over time visually demonstrates the overall condition of streets within that class. This is useful when deciding how to allocate funds in future years.

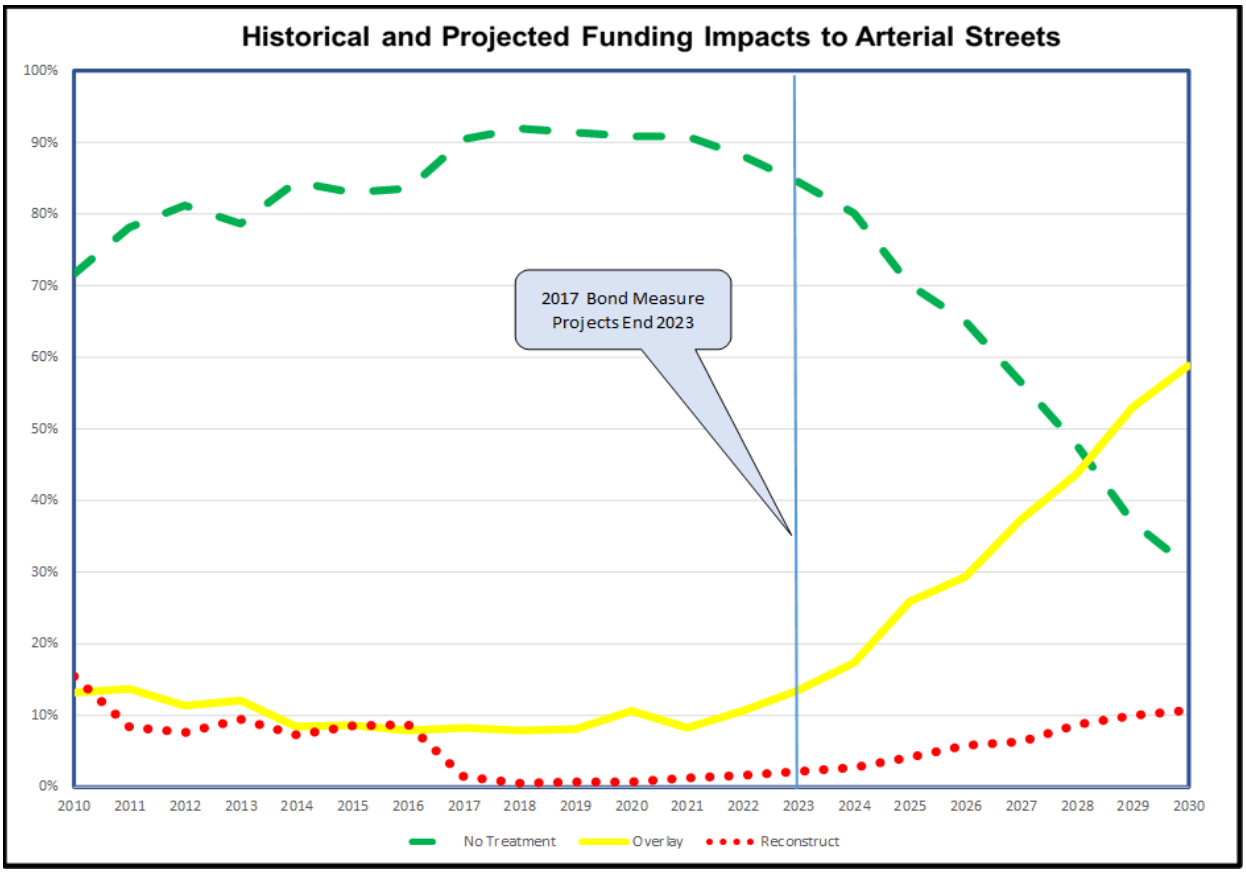


Figure 4 *Historical and Projected Funding Impacts to Arterial Streets*

Arterial streets have been a major focus of the PPP since 2002; as a result, the percentage of arterial streets within the reconstruct treatment range has steadily declined. Roughly 39 lane-miles are planned for treatment through the 2017 Bond Measure. When the Bond Measure ends in 2023, we see an increase in the overlay range due to streets beginning to deteriorate beyond regular maintenance activities, approximately 185 lane miles in 2030. The projected funding of $3.3 million is inadequate to prevent overlays at the bottom end of the range from falling into the reconstruct category, approximately 81 lane miles in 2030. The increased cost for reconstruct treatments as well as a decrease in projected funding furthers the potential for overlays falling into the reconstruct category.

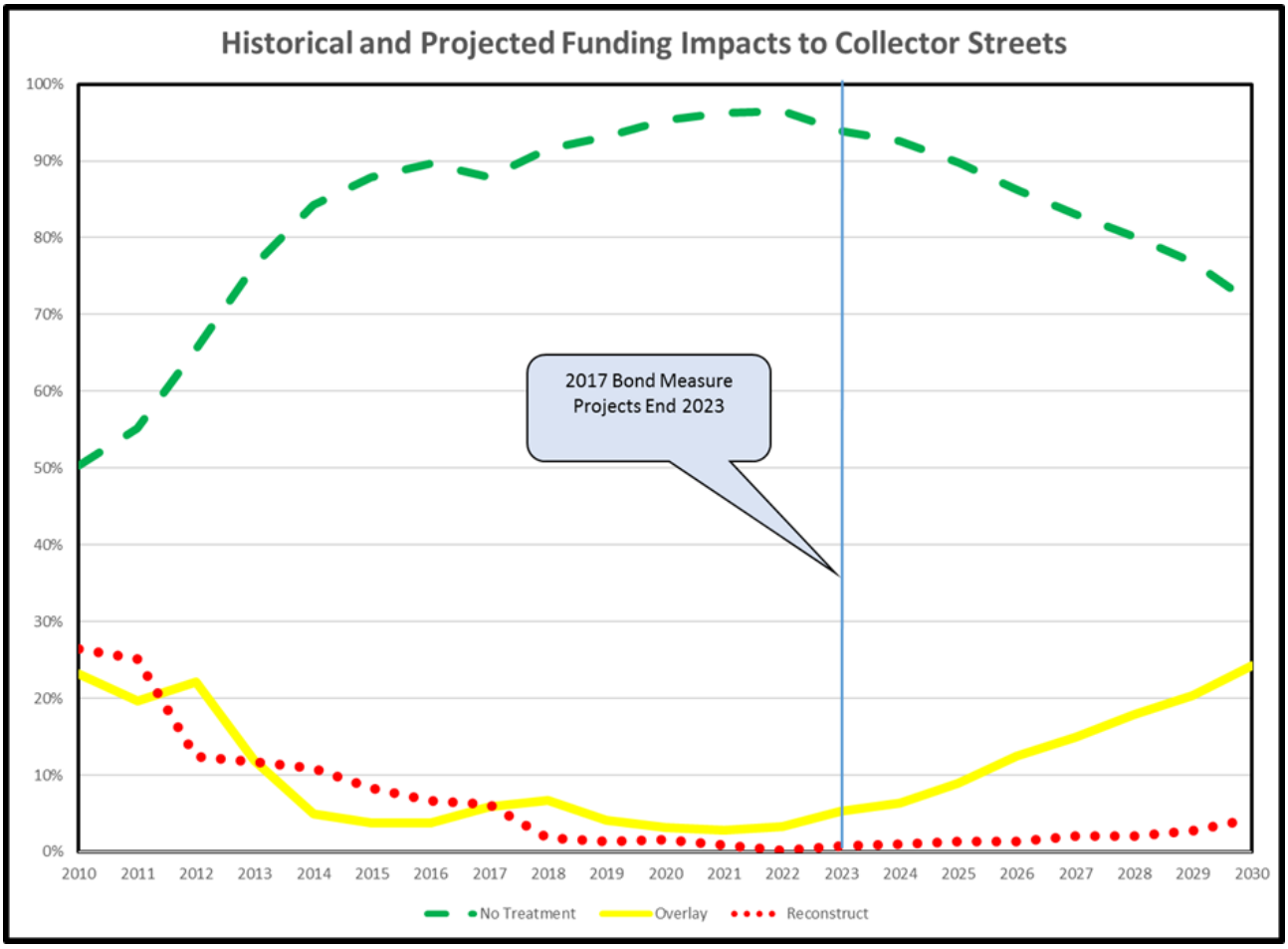


Figure 5 *Historical and Projected Funding Impacts to Collector Streets*

As a result of completed projects, reconstruction and overlay treatment needs have also decreased since 2010. However, analysis indicates overlay treatment needs are increasing such that by 2030 we will be approaching the overlay treatment needs that were required in 2010. After 10 lane miles are treated with funds from 2017 bond funding, analysis indicates an increase in reconstruct needs of approximately 7 lane miles. The previously treated streets in the collector system will begin to show deterioration beyond regular maintenance activities.

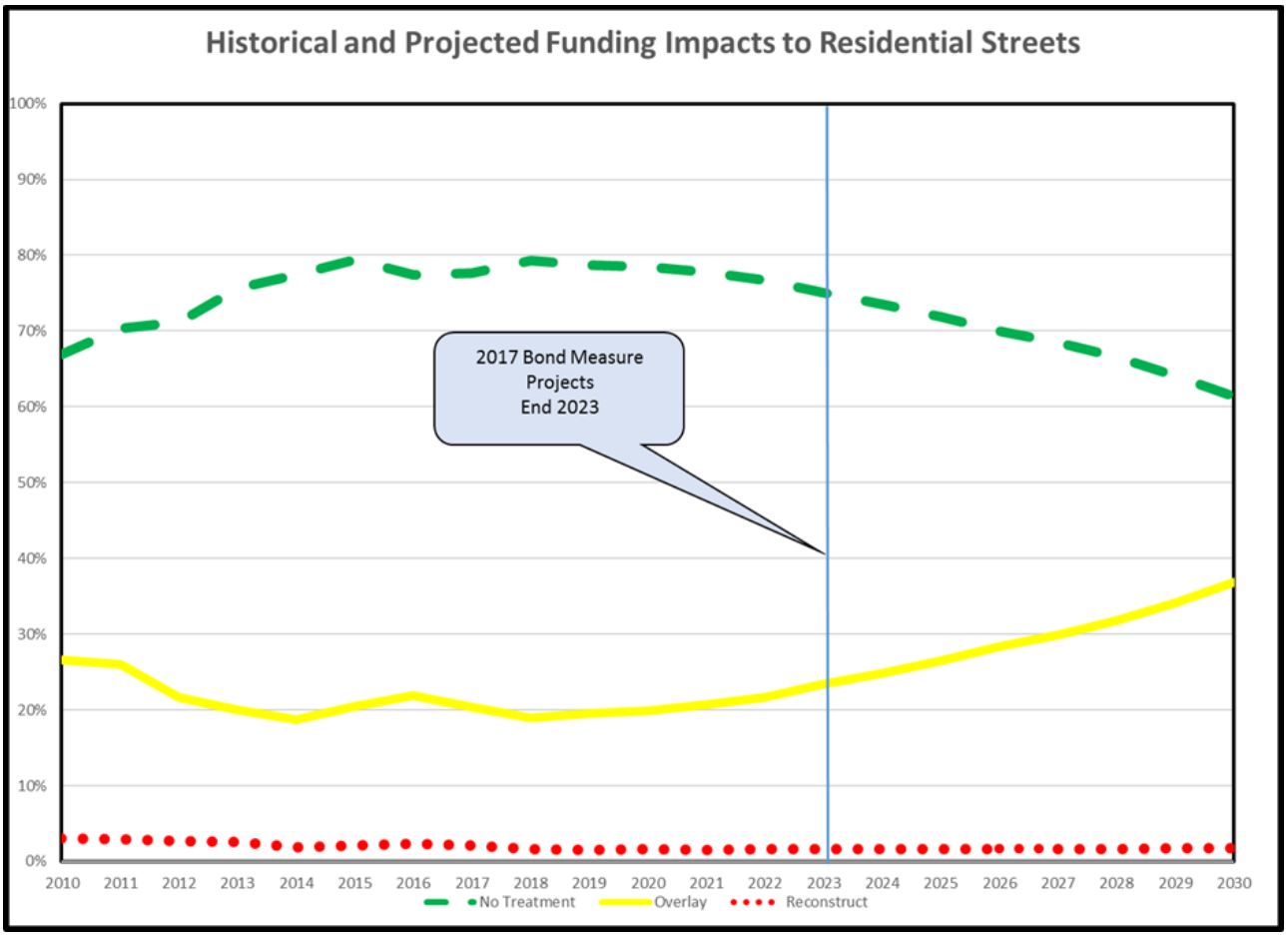


Figure 6 *Historical and Projected Funding Impacts to Residential Streets*

Residential (Local) streets will make up 50 percent of the transportation system, and 43 percent of the $283 million-dollar total street system backlog in 10 years.

Approximately 31 centerline miles either have or are slated to receive repair by the end of the current bond. This does not include slurry seal treatment on the residential streets.

The primary treatment for residential streets has been slurry seals. This treatment includes about 320 lane miles or 44% of the residential system. Slurry seal treatment may increase the life by five to seven years, and increase the PCI. Following this 5-7 year time period, these same streets will typically fall into the mid to low end overlay treatment category.

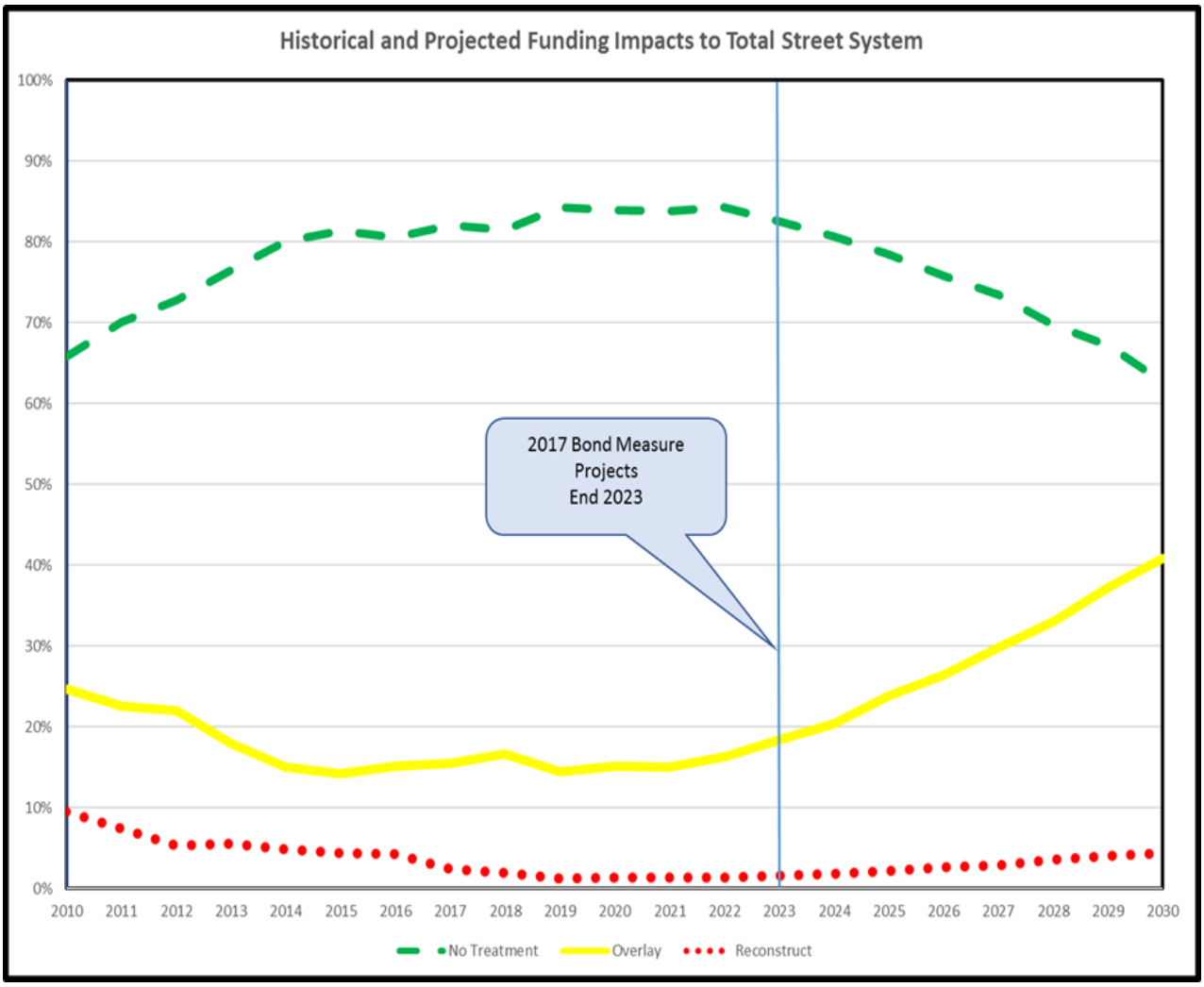


Figure 7 *Historical and Projected Funding Impacts to Total Street System*

The graph (Fig.7) of the combined arterial, collector and residential streets reflects the recommended treatment needs for the overall street system and indicates the insufficient funding for residential streets. The percentage of streets needing "no treatment" declines, while streets requiring both reconstruction and overlay treatments increase.

The projected $283 million backlog in 10 years represents a majority of streets in the high-end overlay ranges. Arterial, collector, and residential streets benefitting from past rehabilitations may require a less expensive treatment in the future.

Concrete Improved Street System

Of the 563 centerline miles of streets 37 centerline miles (90 lane miles) are concrete. In 2015 staff were able to refine concrete street inventory data so condition inspections could be completed. Unlike asphalt streets, concrete streets require panel counts plus an average width and length of the panels for the calculation of PCIs. Concrete sections are best evaluated when defined as a city block. Historical concrete designs for typical city blocks contained 66 panels, three columns of panels within a block length, or 33 panels with two columns.

Concrete streets, like bike paths, are built for a life of 50 or more years before requiring complete reconstruction. Deterioration of concrete streets initially occurs within individual panels, with many panels not requiring repair. Due to these unique factors for concrete streets, analyses which predict future needs of this system tend to be less accurate than asphalt surfaces. However, like unimproved streets and bike paths, we collect data and provide a current condition of the system.

Past repair of these streets was provided primarily by City maintenance crews which consisted of individual panel replacements for the most deteriorated panels. Historical construction data indicates that 60 percent of concrete streets in Eugene are over 70 years in age. Based on past maintenance repairs some of these streets over time may have had a majority of panels replaced.

By the end of the 2017 Bond Measure (2023), approximately 17 lane miles (six centerline miles) of concrete streets will have been rehabilitated from past and current funding sources. Through the new bond measure, an estimated $5 million will be spent on approximately seven lane miles of concrete streets.

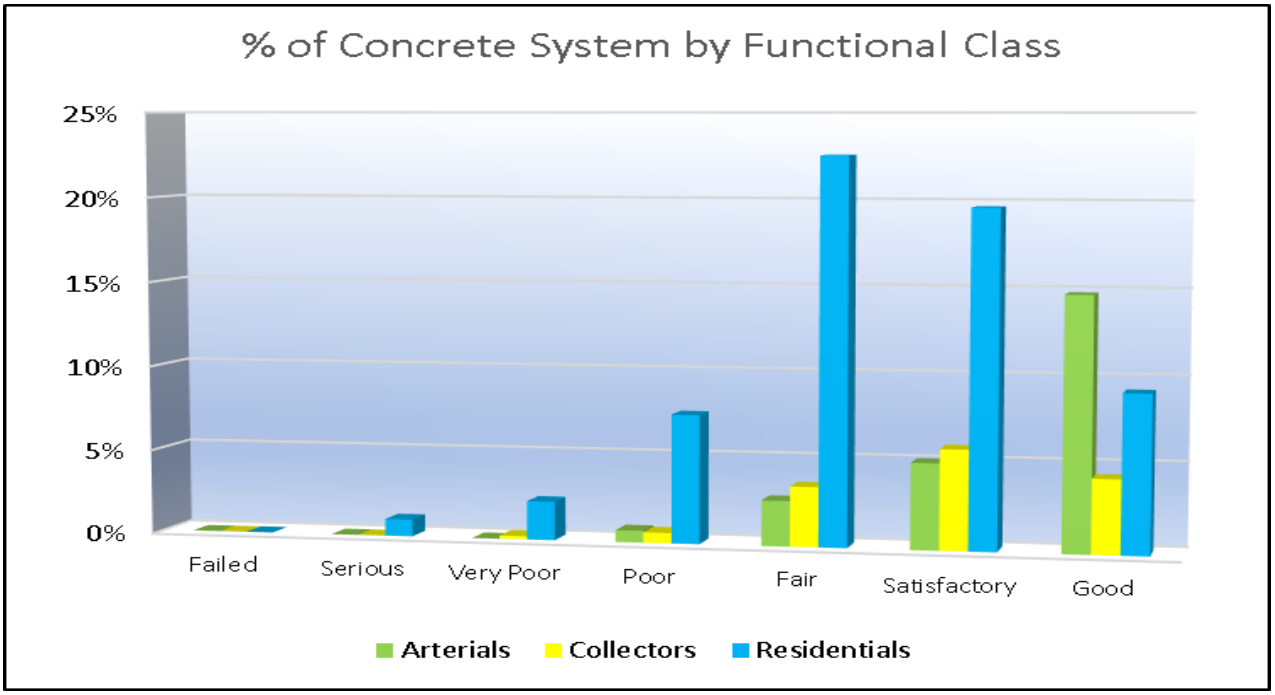


Figure 8 *Percentage of Concrete System by Functional Class*

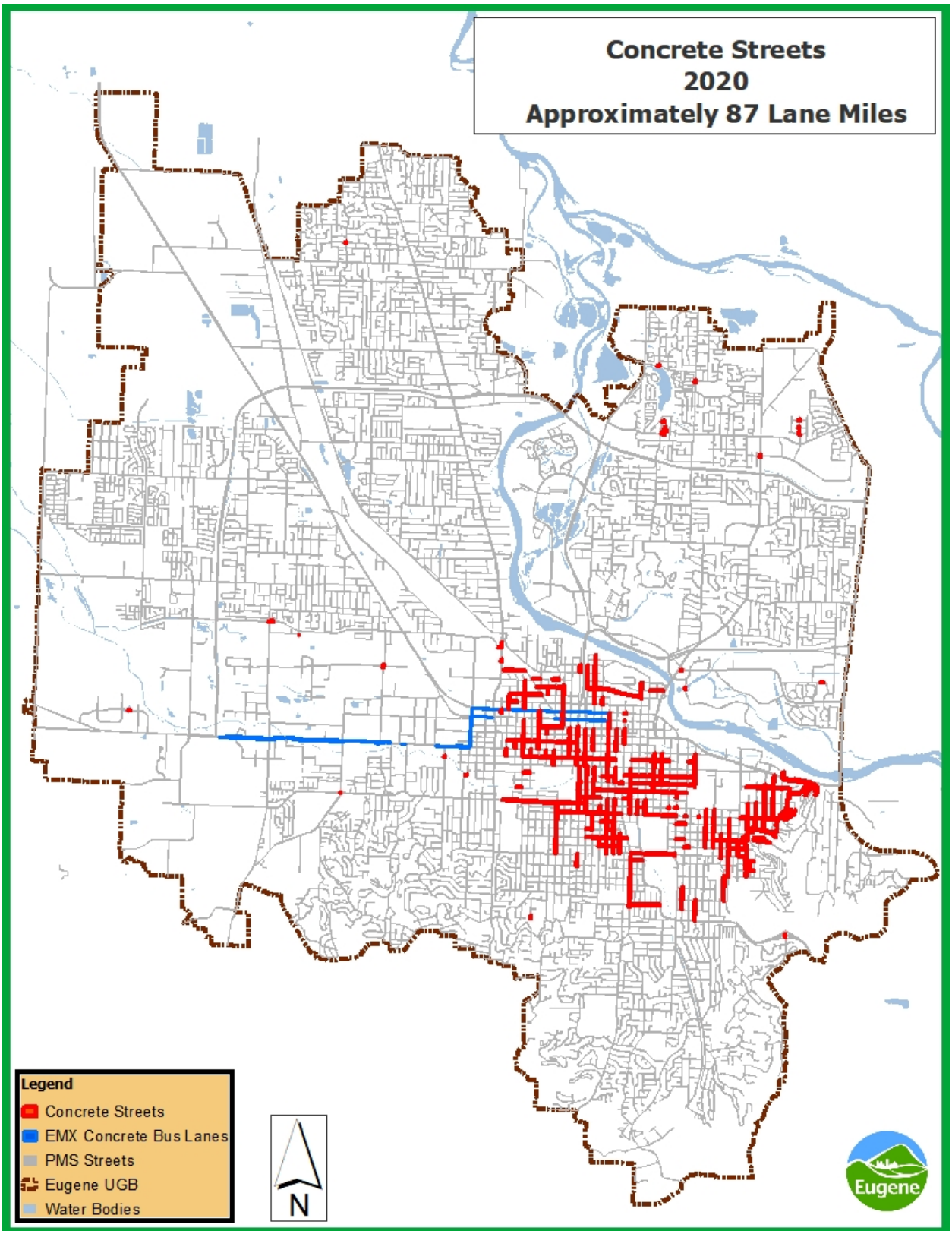


Figure 9 *Map of Concrete Streets*

Unimproved Street System

The City's transportation system consists of 563 centerline miles of improved and unimproved streets. The unimproved portion of this total includes 53 centerline miles (91 lane miles) of asphalt and bituminous surface streets. The intent of this section is to describe the overall condition of unimproved asphalt streets, highlight potential treatment needs, display associated rehabilitation costs, and indicate the projected backlog repair cost for addressing the street classification. It is important to note that any treatment short of being brought up to full urban street standards should be considered temporary. The estimated cost to improve this classification to meet the current urban street standards is approximately $60 million. In addition, the following backlog figure is separate from the improved street backlog figure.

Based on 2020 rating data of the unimproved street system, there is a backlog of temporary repair projects, totaling an estimated $3.2 million, the same as reported in 2019. The following charts and graphs indicate that 70 percent of the system falls into a no treatment category. Approximately 136 unimproved streets have benefited from full or partial treatment since 2008, though 11% of the system falls into the "poor" category. Public Works Maintenance plans to spend more than $200,000 annually to address a portion of these streets when funding allows.

2020 Unimproved Asphalt Street Condition and Rehabilitation Report (2020 Rating Data)						
PCI	Lane Miles	% of System	Condition	Rehabilitation Cost	Unit Cost/SQFT *	Treatment **
0-10	0.03	0.03%	Poor	$6,653	$3.50	FDR
11-20	3.8	4.3%	Poor	668,286	$2.75	FDR or 2"AC
21-30	3.9	4.4%	Poor	$435,955	$1.75	1.5"-2" AC
31-40	4.6	5.1%	Fair	$507,830	$1.75	1.5"-2" AC
41-50	3.7	4.1%	Fair	$409,147	$1.75	1.5"-2" AC
51-60	2.8	3.1%	Fair	$307,138	$1.75	1.5"-2" AC
61-65	2.0	2.3%	Fair	$225,086	$1.75	1.5"-2" AC
66-70	1.6	1.8%	Good	$0	$0.00	No Treatment
71-80	16.1	18.0%	Good	$0	$0.00	No Treatment
81-85	7.7	8.5%	Good	$0	$0.00	No Treatment
86-90	13.9	15.5%	Excellent	$0	$0.00	No Treatment
91-100	29.5	32.9%	Excellent	$0	$0.00	No Treatment
			Total Rehabilitation	$2,560,095	* Unit cost based on recent project costs	** Example treatments. Actual treatment would need further analysis.
	89.7	100.00%				

Table 4 *Unimproved Asphalt Street Condition and Rehabilitation*

The following graphs (Fig.10, 11) are a visual representation of the information provided in (Table 4), above.

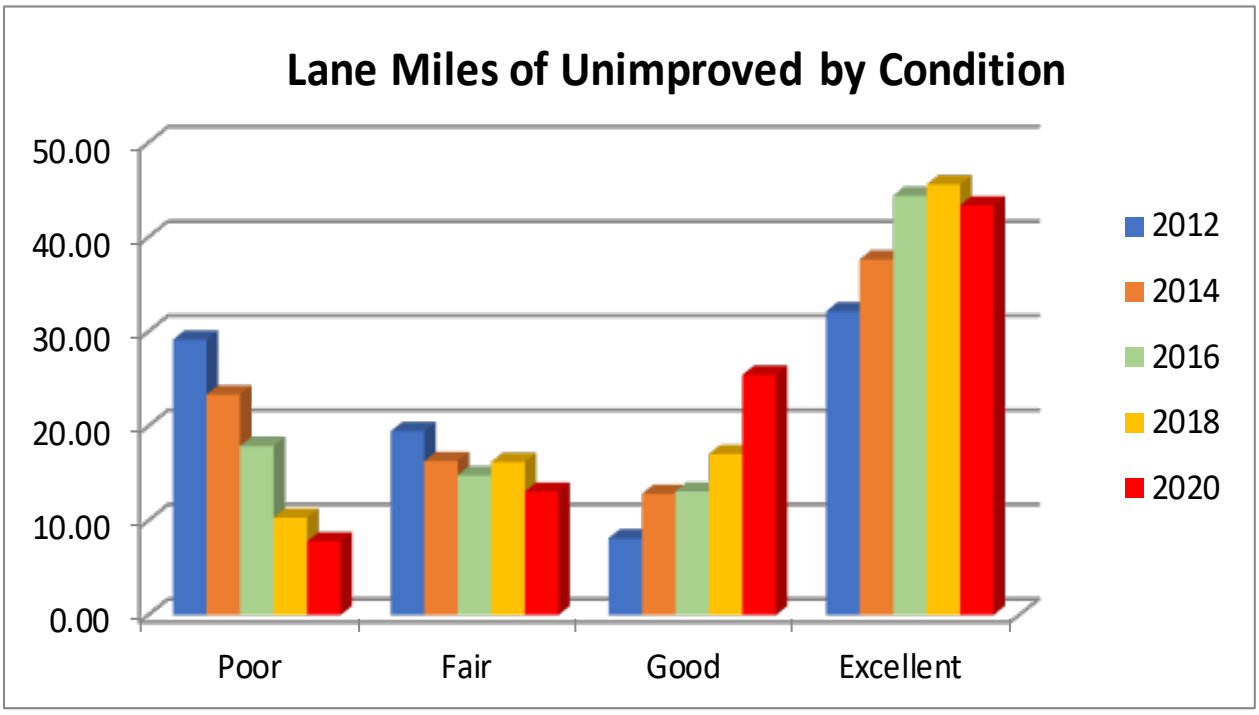


Figure 10 *Lane Miles of Unimproved Streets by Condition*

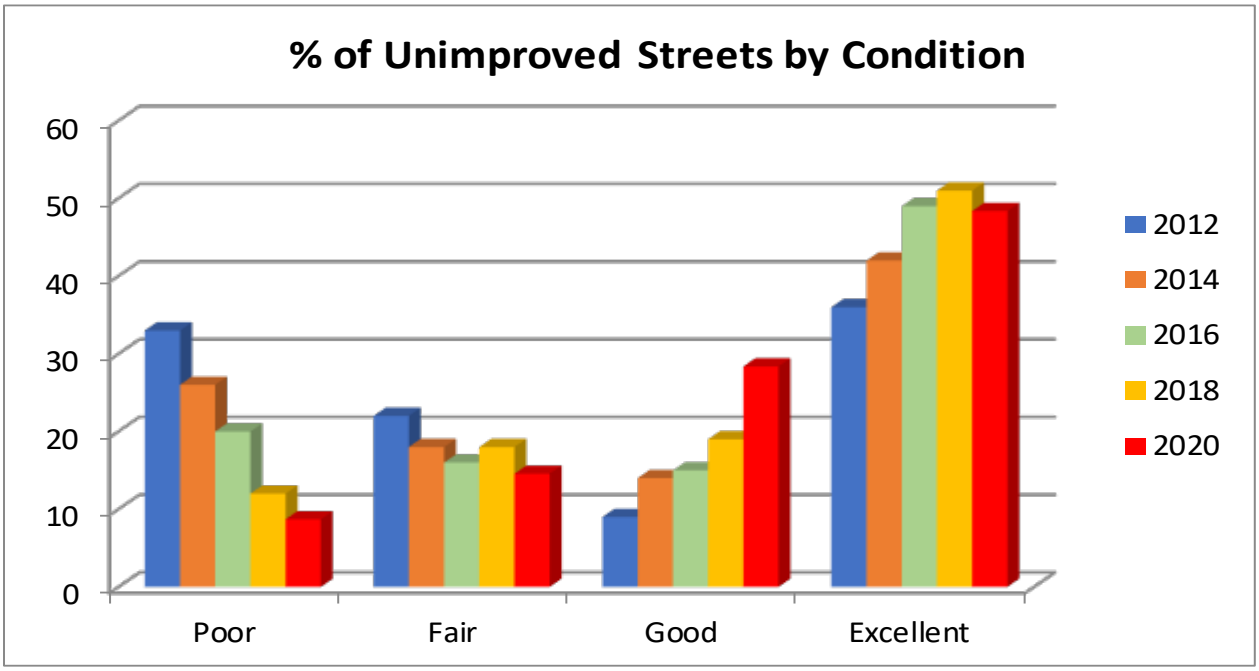


Figure 11 *Percentage of Unimproved Streets by Condition*

Off-Street Shared-Use Paths

Shared-use paths are utilized by a variety of non-motorized users including; pedestrians, cyclists, skaters, and runners. Shared-use paths are typically wider than an average sidewalk and paved with asphalt or concrete.

There are approximately 46 miles of shared-use paths. In 2020 approximately 24 miles of shared-use paths are in a PCI condition of 90 or better. This is down two miles from 2018.

The City standards for shared-use paths require a concrete structure no less than six inches thick and 12 feet wide. Paths designed, constructed or reconstructed to current standards are expected to have a 50-year life. Of the $51.2 million 2017 bond, $5 million will go toward safety improvements for pedestrian and bicycle infrastructure.

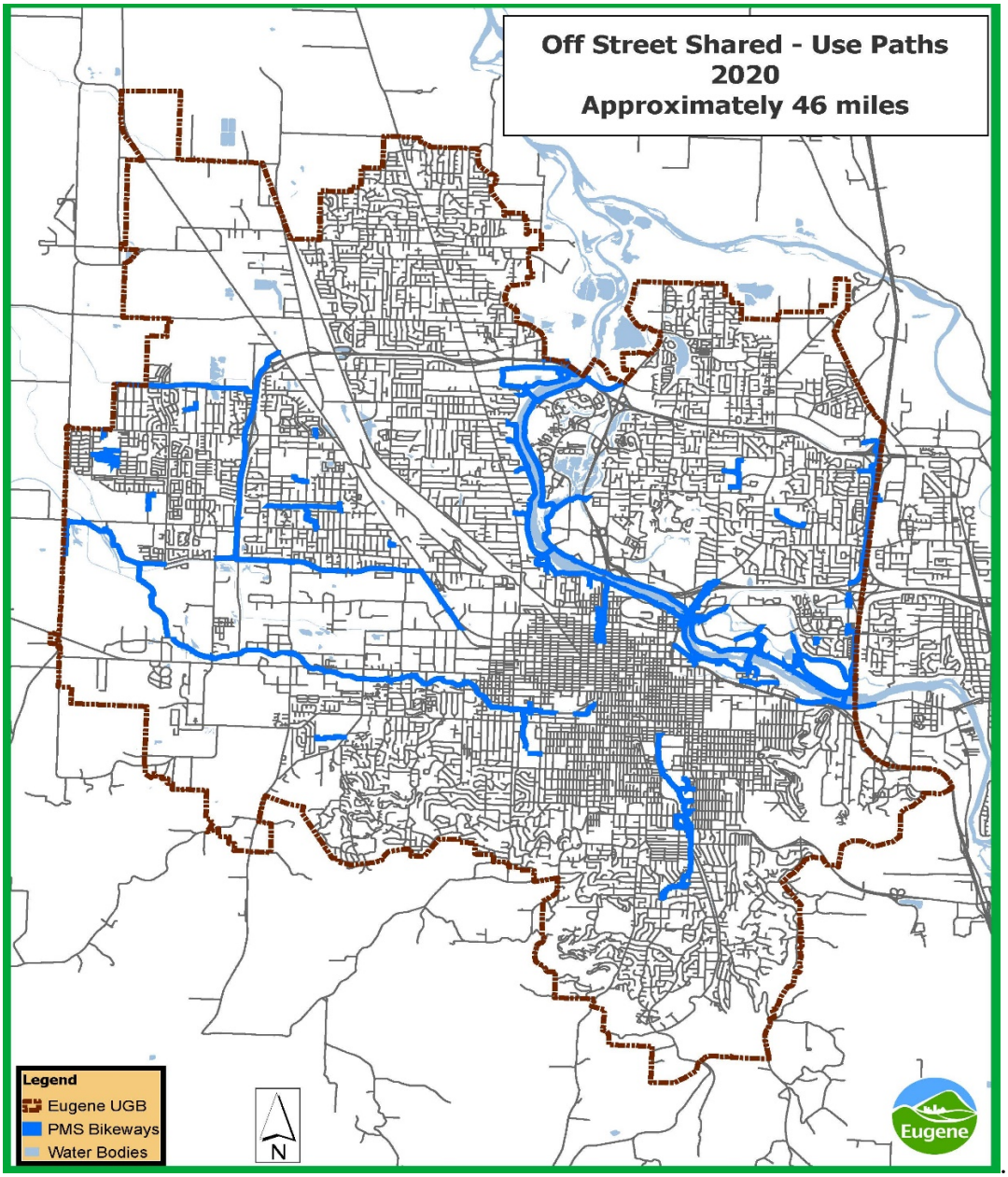


Figure 12 *Map of Off-Street Shared Use Paths*

The following graphs (Fig 13,14) show the division of surface types and widths within the system as of 2020.

Off-Street Shared-Use Path Surface Type:

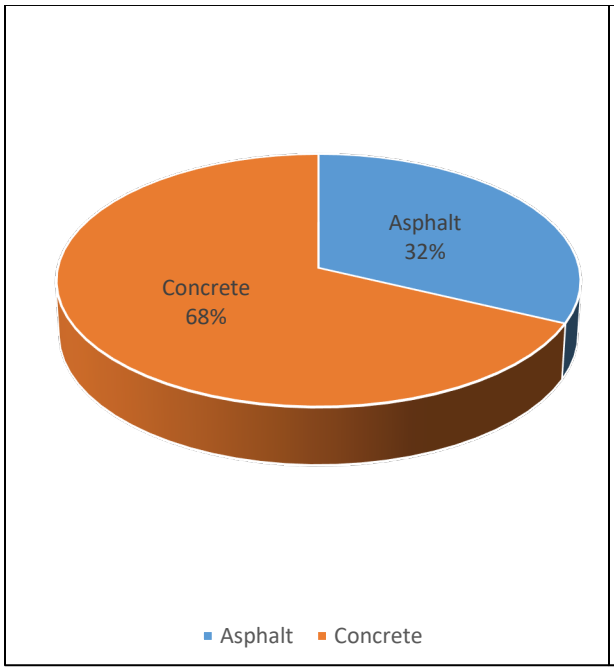


Figure 13 *Path Type Percentage*

Off-Street Shared-Use Path Existing Widths:

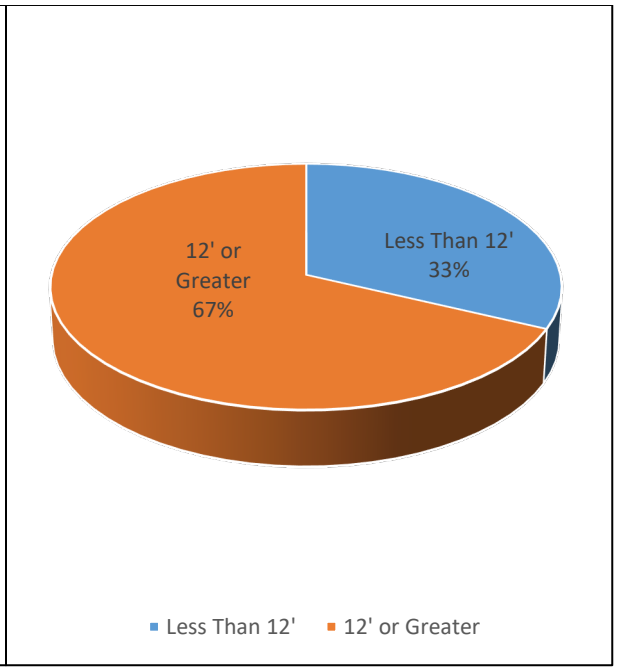


Figure 14 *Path Widths Percentage*

The following graph (Fig.15) shows the path condition in 2020 for the system.

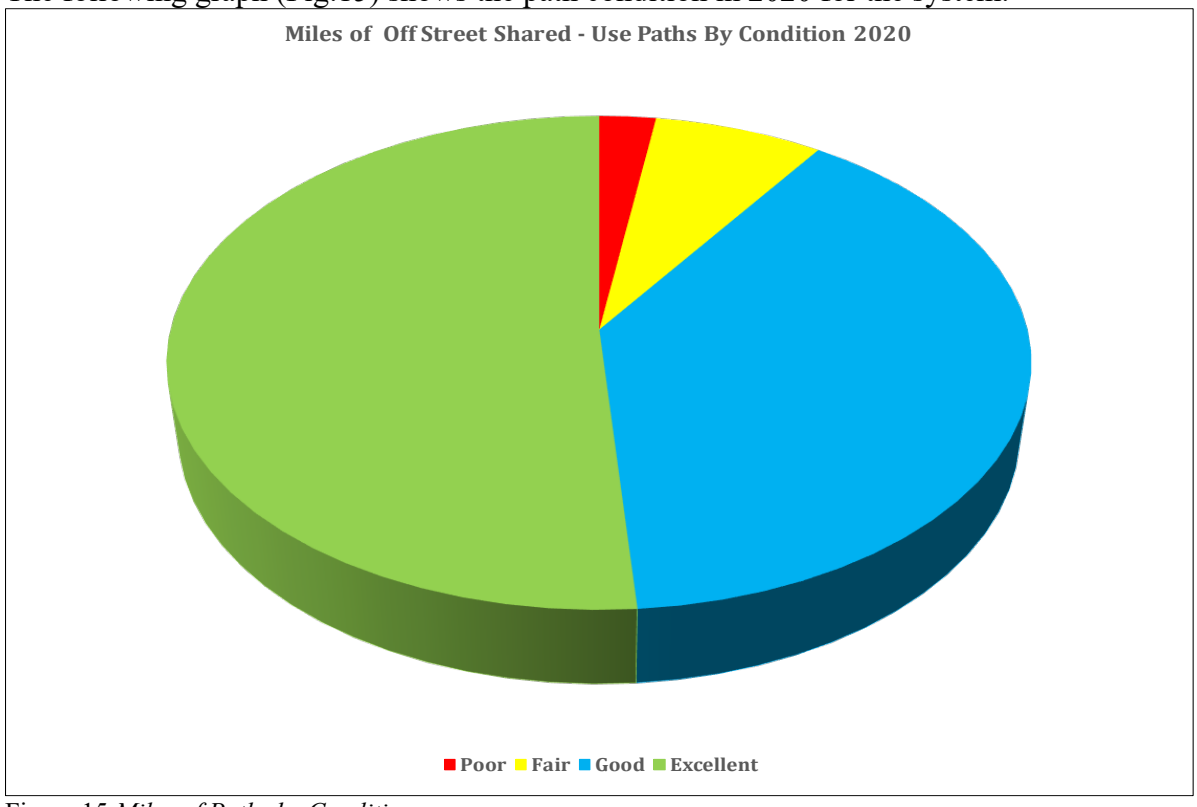


Figure 15 *Miles of Paths by Condition*

Shared-use path projects have been historically funded by state and federal grants and more recently by voter-approved bond measures. There is currently no long-term funding identified specifically for shared-use paths. The following is a list of completed and current projects, including shared-use paths funded by the bond measures.

Name	Fiscal Year	Funding
Fern Ridge Path Rehabilitation - Chambers to City View	2004	(TE) Funds
Garden Way Bike Path Rehabilitation	2005	(TE) Funds
N Bank Path Rehabilitation - Club Rd to 3000' West	2006	(TE) Funds
West Bank Path Rehabilitation	2007	(TE) Funds
Amazon Path Rehabilitation – 19th - 31st	2009	PBM
Delta Ponds Bridge New Construction	2010	Various Federal and Local Funds
Fern Ridge Path /Westmoreland Connector Rehabilitation	2010	PBM
South Bank Path Rehabilitation	2011	PBM
West Bank Path New Construction	2011	(TE) Funds
Fern Ridge Path Rehabilitation - Chambers to Arthur	2012	(TE) Funds
West Bank Path Rehabilitation - Greenway to Copping	2012	PBM
Amazon/Willamette River Path Connectors New Construction	2012	(TE) Funds
North Bank Path Rehabilitation - DeFazio Bridge to Leisure Ln.	2012	(TE) Funds
Fern Ridge Path New Construction - Terry to Greenhill	2013	(TE) Funds
South Bank Path Rehabilitation - Riverplay to DeFazio Bridge	2013	PBM
South Bank Path Rehabilitation - Knickerbocker Bridge to Franklin Blvd	2015	(TE) Funds
Fern Ridge Path New Construction - Commerce to Connector Path	2016	LGT
I-5 @ Beltline Interchange New Construction	2017	(TE) Funds
Jessen Multi-Use Path New Construction - BeltLine Hwy to Ohio St.	2018	(TE) Funds
Roosevelt Multi-Use Path – Maple St. to Hwy 99	2020	(TE) Funds
West Bank Path Rehabilitation - Maurie Jacobs to Copping	2021	POS/PBM
South Bank Path Rehabilitation – EWEB Plaza to Autzen Connector	2021	PBM

Table 5 *List of Shared-Use Path Projects*

Project Funding Abbreviations
PBM – Paving Bond Measure
LGT – Local Gas Tax/SDC/Other
TE – Transportation Enhancement (Federal)
POS – Parks Bond Measure

Scheduled Street Projects for 2021

2021 Project Name and Limits	Lane Miles	Funding
•4th Avenue (Pearl St to Coburg Rd)	0.89	PBM
•17th Avenue (Oak St to Hilyard St)	1.36	PBM
•19th Avenue (Oak St to High St)	0.30	PBM
•19th Avenue (Agate St to Fairmount Blvd)	0.93	PBM
•Arrowsmith Street (Terry St to 11th Ave)	0.95	PBM
•Bailey Hill Road (5th Ave to 11th Ave)	1.88	PBM
•Clarey Street (Bean St to 1,000 feet south of Bean St)	0.56	PBM
•Fairmount Blvd (15th Ave to Columbia St)	0.93	PBM
•Jessen Drive (Elizabeth St to Highway 99)	0.92	PBM
•Laurelhurst Drive & 5 Cul-De-Sacs (Melrose Lp to Barger Dr)	1.44	PBM
•Laveta Lane (Barger Dr to the South End)	0.30	PBM
•Lincoln Street (13th Ave to 18th Ave)	1.01	PBM
•Lincoln Street (18th Ave to 22nd Ave)	0.84	PBM
•Mill Street (3rd Avenue to 4th Avenue)	0.20	PBM
•Mill Street (16th Ave to 18th Avenue)	0.41	PBM
•Primrose Street & 1 Cul-De-Sac (Barger Dr to Parker Pl)	0.58	PBM
•Robin Avenue (Ruskin St to Taney St)	0.68	PBM
•Roosevelt Boulevard (Beltline to 800 feet East of Beltline)	0.54	PBM
•Terry Street (Royal Ave to Roosevelt Blvd)	1.1	PBM
•Windsor Circle East/West (Wilshire Ln to Wilshire Ln)	1.24	PBM
•17th Avenue (Hilyard St to Alder St)	0.19	LGT

Table 6 *2021 Street Projects*

Project Funding Abbreviations

PBM – Paving Bond Measure

LGT – Local Gas Tax

The following map (Fig.16) illustrates the Pavement Projects scheduled for 2021.

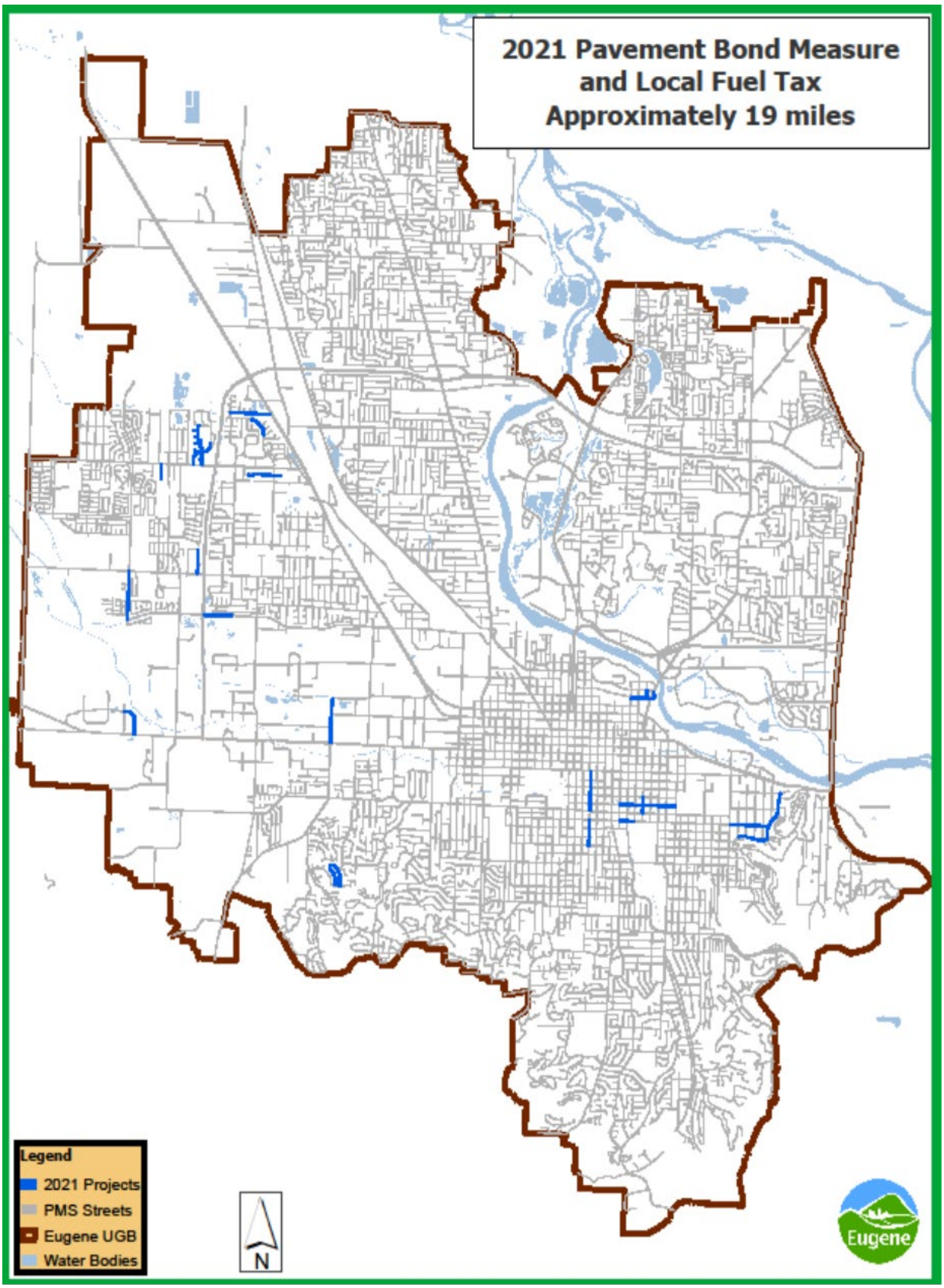


Figure 16 *Map of 2021 Street Projects*

The following map (Fig.18) illustrates Pavement Preservation Projects since inception of the program 2002 - 2020.

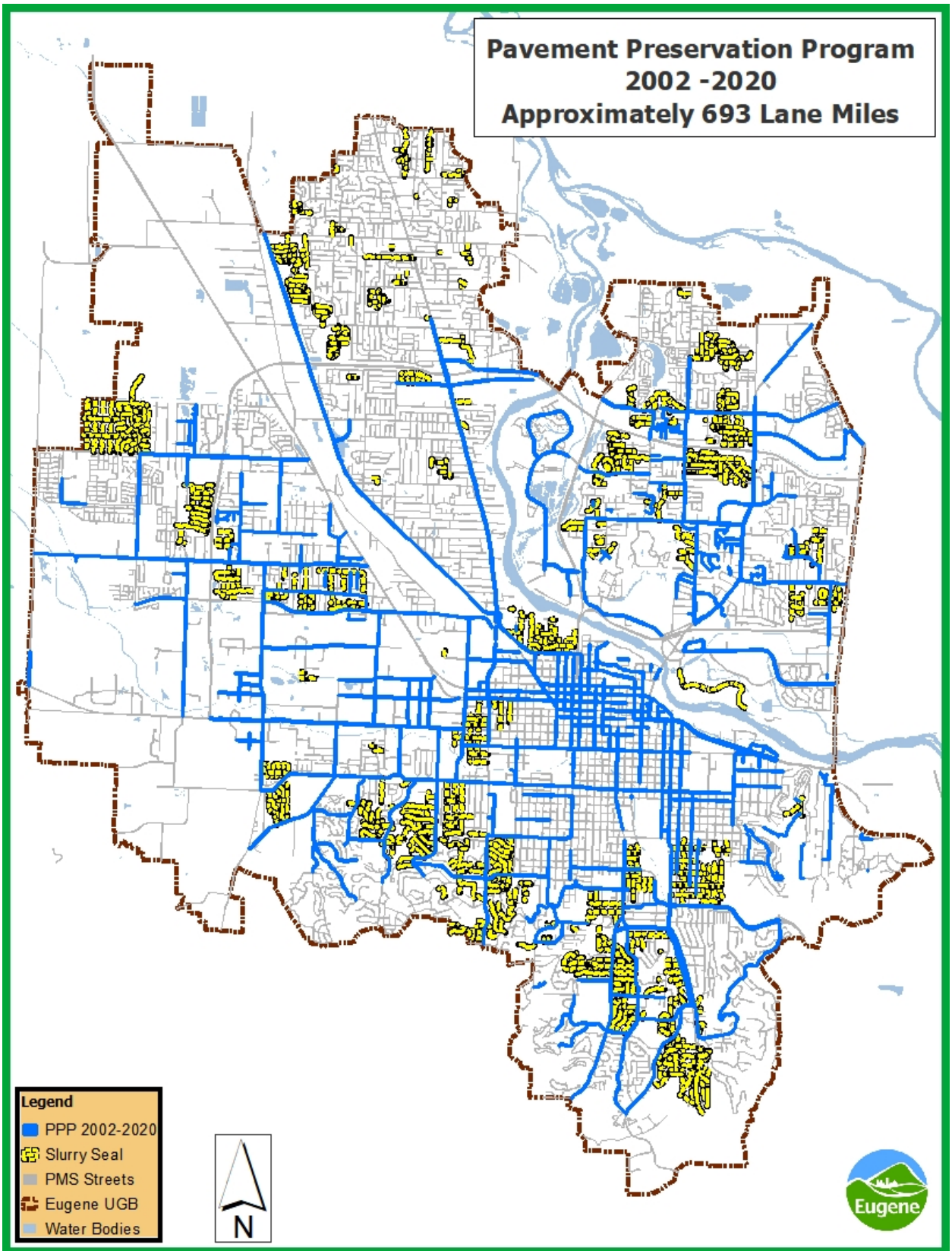


Figure 18 *Projects Since PPP Inception*

The following map (Fig.19) illustrates the Enhanced Street Repair Program 2008-2020.

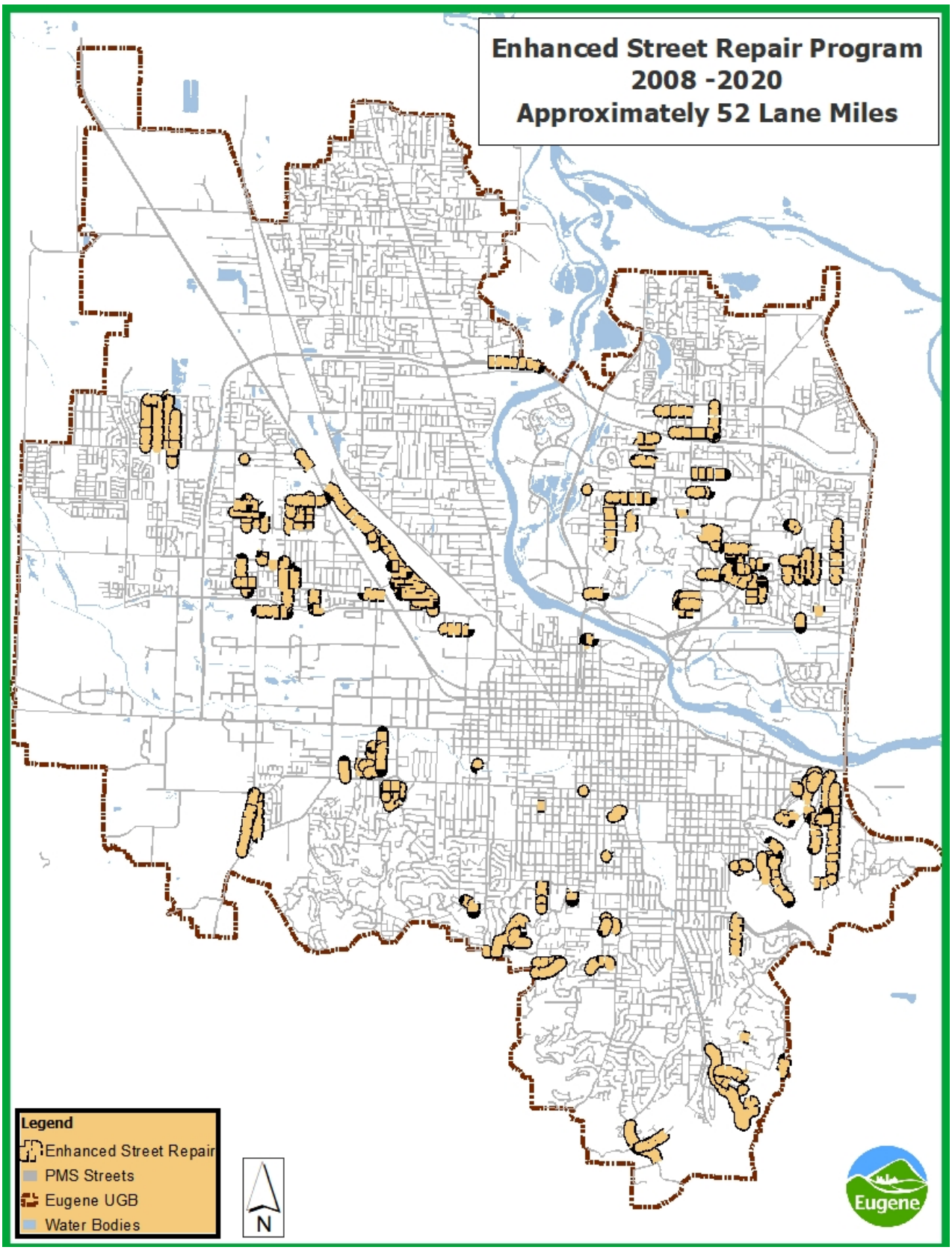


Figure 19 *Enhanced Street Repair Program*

The following map (Fig.20) illustrates Pavement Preservation Projects and Enhanced Street Repair Program since inception of the programs 2002 – 2020.

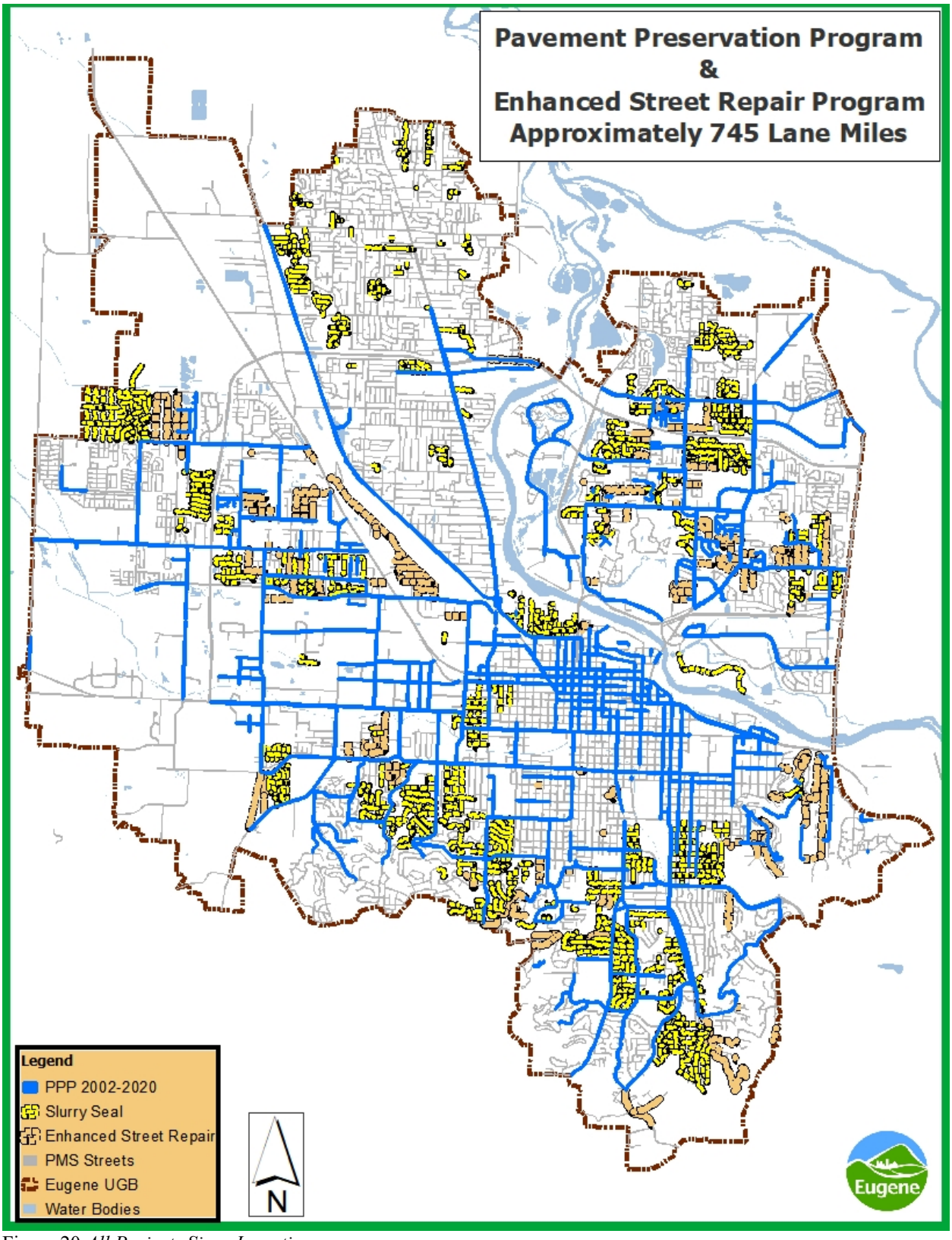


Figure 20 *All Projects Since Inception*

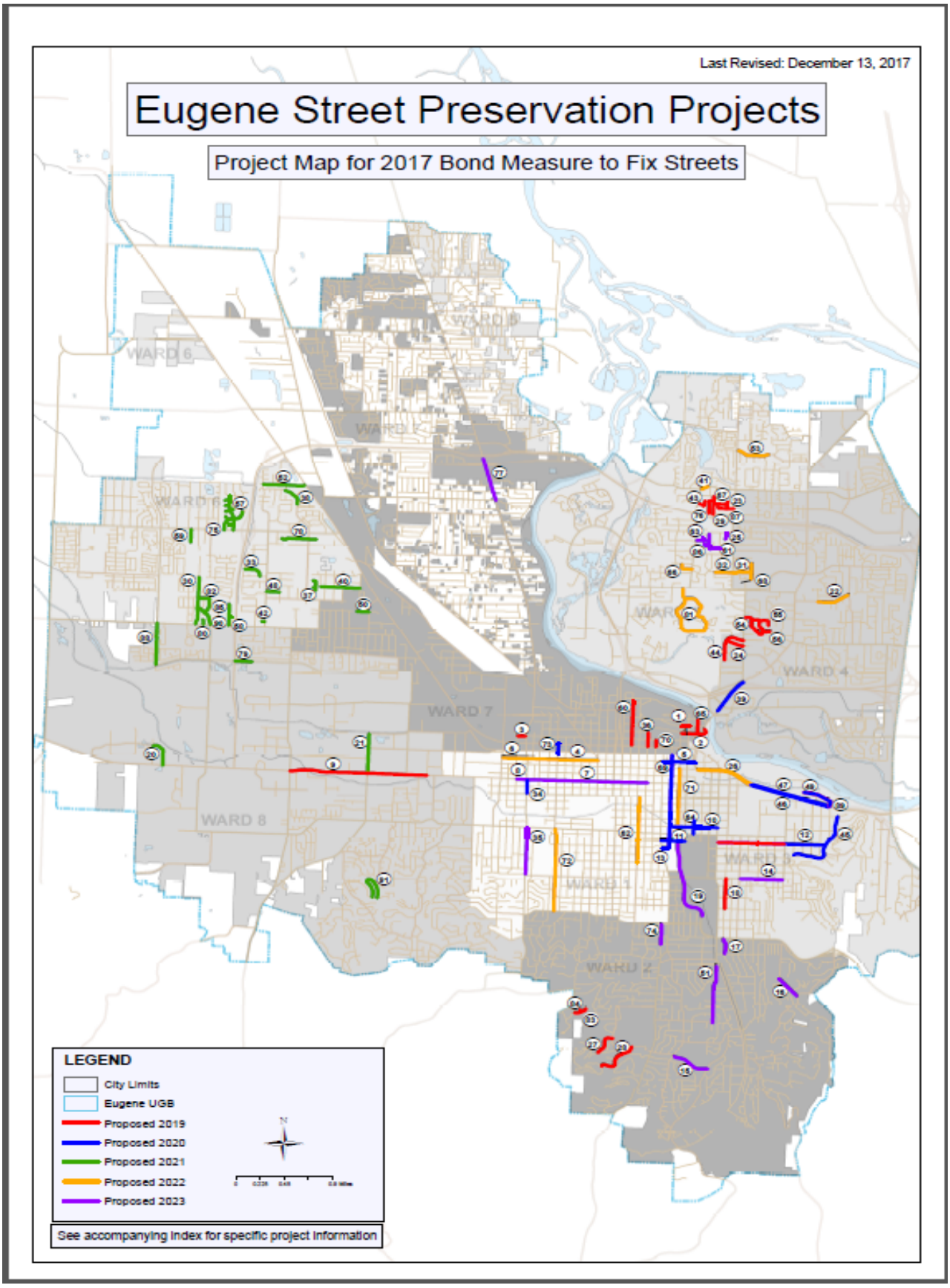


Figure 21 *2017 Bond Projects*

Project List (Table 7) for 2017 Bond Measure to Fix Streets

MAP #	Street Name	From	To
1	03RD AVENUE	HIGH ST	PEARL ST
2	04TH AVENUE	COBURG RD	PEARL ST
3	05TH AVENUE	CHAMBERS ST	GRANT ST
4	08TH AVENUE	CHAMBERS ST	MONROE ST
5	08TH AVENUE	WILLAMETTE ST	MILL ST
6	08TH AVENUE	GARFIELD ST	CHAMBERS ST
7	11TH AVENUE	CHARNELTON ST	CHAMBERS ST
8	11TH AVENUE	CHAMBERS ST	GRANT ST
9	11TH AVENUE	TYINN ST	BERTELSEN RD
10	17TH AVENUE	HILYARD ST	OAK ST
11	19TH AVENUE	WILLAMETTE ST	HIGH ST
12	19TH AVENUE	HILYARD ST	FAIRMOUNT BLVD
13	20TH AVENUE	WILLAMETTE ST	OAK ST
14	24TH AVENUE	HARRIS ST	AGATE ST
15	46TH AVENUE	FOX HOLLOW RD	DONALD ST
16	AGATE STREET	N 163 BLACK OAK RD	FIRLAND ST
17	ALDER STREET	30TH AVE	32ND AVE
18	ALDER STREET	24TH AVE	27TH AVE
19	AMAZON PARKWAY	19TH AVE	2693 S OF E 24TH
20	ARROWSMITH STREET	TERRY ST	11TH AVE
21	BAILEY HILL ROAD	5TH AVE	11TH AVE
22	BAILEY LANE	BOGART LN	LUELLA ST
23	BALFOUR STREET	TERRA AVE	NORTH END
24	BEDFORD WAY	OAKWAY RD	FAIR OAKS DR
25	BREWER AVENUE	BREWER AVENUE	SOUTH END
26	BROADWAY	MILL ST	11TH AVE
27	BROOKSIDE DRIVE	BRAE BURN DR (NORTH)	ADDR 999
28	BROOKSIDE DRIVE	BRAE BURN DR (SOUTH)	MONTARA WAY
29	CALGARY STREET	HOLLY AVE	ELANCO AVE
30	CANDLELIGHT DRIVE	AVALON	ROYAL
31	CARMEL AVENUE	GILHAM RD	NORWOOD ST
32	CARMEL AVENUE	DIANE ST	GILHAM RD
33	CATALINA STREET	JUHL ST	WILLHI ST
34	CHAMBERS STREET	11TH AVE	13TH AVE
35	CHAMBERS STREET	18TH AVE	24TH AVE
36	CHARNELTON STREET	4TH AVE	6TH AVE
37	CHASE STREET + CDS	500' NORTH OF MARSHALL	NORTH END
38	CLAREY STREET	BEAN ST	1071' S OF BEAN ST
39	COBURG ROAD	FERRY STREET BRIDGE	OAKWAY RD
40	CONCORD STREET	BERNTZEN RD	JACOBS DR
41	CRCENT AVENUE	NORKENZIE RD	ADDRS 1670
42	ECHO HOLLOW CDS	WEST END (CDS) (880-960)	ECHO HOLLOW RD
43	ELANCO AVENUE + 1 CDS (NORTH)	NORKENZIE RD	END OF NORTHERLY CDS
44	FAIR OAKS DRIVE	OAKWAY RD	FAIRWAY LP

MAP #	Street Name	From	To
45	FAIRMOUNT BOULEVARD	15TH AVE	COLUMBIA ST
46	FRANKLIN BOULEVARD EB	WALNUT ST	11TH AVE
47	FRANKLIN BOULEVARD WB	WALNUT ST	11TH AVE
48	FULLER AVENUE	ECHO HOLLOW RD	JAY ST
49	GARDEN AVENUE	MOSS ST	WALNUT ST
50	HAWTHORNE AVENUE	WEST END	FAIRFIELD AVE
51	HILYARD STREET	W AMAZON DR	40TH AVE
52	JESSEN DRIVE	ELIZABETH ST	HWY 99
53	LAKEVIEW DRIVE	207' E OF SARAH LN	GILHAM RD
54	LARIAT DRIVE	OAKWAY RD	LARIAT DR
55	LARIAT MEADOWS DRIVE	LARIAT DR	EAST END
56	LARIAT MESA	LARIAT DR	EAST END
57	LAURELHURST DRIVE + 5 CDS	MELROSE LP	BARGER DR
58	LAURELHURST DRIVE + SHEFFIELD CT CDS	HARRIET AVE	ROYAL AVE
59	LAVETA LANE	BARGER DR	SOUTH END
60	LAWRENCE STREET	DRWY 36	6TH AVE
61	LEMMING AVENUE	TARPON ST	SHILO ST
62	LINCOLN STREET	13TH AVE	22ND AVE
63	LINNEA AVENUE + 1 CDS	NORKENZIE RD	TARPON ST
64	MILL STREET	16TH AVE	18TH AVE
65	MILL STREET	2ND AVE	4TH AVE
66	MONTEREY AVENUE	NORKENZIE RD	LARKSPUR AVE
67	MONTREAL AVENUE	CALGARY ST	BALFOUR ST
68	NORWOOD STREET	MONTEREY ST	MARLOW ST
69	OAK STREET	7TH AVE	20TH AVE
70	OLIVE STREET	5TH AVE	6TH AVE
71	PEARL STREET	BROADWAY	17TH AVE (AMAZON BRIDGE)
72	POLK STREET	18TH AVE	28TH AVE
73	POLK STREET	67' N OF 6TH AVE	72' S OF 7TH AVE
74	PORTLAND ST	29TH AVE	31ST AVE
75	PRIMROSE STREET + 1 CDS	BARGER RD	100' N OF PARKER PL (S)
76	QUEBEC STREET	CALGARY ST	ELANCO ST
77	RIVER ROAD	MAXWELL RD	BELTLINE RD
78	ROBIN AVENUE	200' EAST OF RUSKIN ST	396' EAST OF TANEY ST
79	ROOSEVELT BLVD	BELTLINE	APPROX 800' EAST OF BELTLINE
80	ROYAL AVENUE CUL DE SAC	ROYAL AVE	N END CDS
81	SPYGLASS DRIVE	CAL YOUNG RD	LOOP AROUND BACK TO SPYGLASS DR
82	STAGECOACH ROAD	CANDLELIGHT DR	SURREY LN
83	SUNDANCE STREET	SUNDIAL RD	EAST END
84	SUNDANCE STREET CDS	NORTH END	SUNDANCE ST
85	SURRY LANE	STAGECOACH	WELCOME WY
86	TARPON STREET + CUL-DE-SAC	BREWER AVE	LEMMING AVE
87	TERRA AVENUE	MONTREAL AVE	GILHAM RD
88	TERRY STREET	ROYAL AVE	ROOSEVELT BLVD
89	WALNUT STREET	FRANKLIN BLVD	GARDEN AVE
90	WELCOME WAY	CANDLELIGHT DR	ROYAL AVE
91	WINDSOR CIRCLE EAST/WT	WILSHIRE LN	WILSHIRE LN

Table 7 *List of 2017 Bond Projects*

EUGENE CITY COUNCIL
AGENDA ITEM SUMMARY

Work Session and Possible Action: 1059 Willamette Redevelopment

Meeting Date: April 28, 2021 | Agenda Item Number: 2
Department: Planning and Development | Staff Contact: Amanda D'Souza
www.eugene-or.gov | Contact Telephone Number: 541-682-5540

ISSUE STATEMENT

In September 2020, City Council approved a Request for Proposals (RFP) process and criteria for redevelopment of the property located at 1059 Willamette Street (the former Lane Community College Downtown Center). The City released the RFP and received one proposal from a development team led by deChase Miksis and Edlen & Company. The team's proposal is included in Attachment A. The purpose of this work session is for Council to consider the proposal and provide direction on next steps for disposition and redevelopment of 1059 Willamette.

BACKGROUND

The building located at 1059 Willamette served as the Lane Community College (LCC) Downtown Center until 2012 and has been vacant since the new Mary Spilde Center opened at 10th Avenue and Olive Street. Council identified the 1059 Willamette property in the 2016 Downtown Urban Renewal Plan as one of four projects eligible for urban renewal resources to assist in the property's redevelopment. In April 2019, the City submitted a letter of interest to LCC for purchase of the site. In May 2019, the LCC Board approved the sale of the site to the City.

At the January 29, 2020 work session, Council discussed the redevelopment, including the option to create a mixed-income housing development on the site. At that work session, Council approved the use of $500,000 of federal Community Development Block Grant (CDBG) funds to acquire the site in order to develop multi-family housing through the Land Acquisition for Affordable Housing Program, also called the land bank program. The City acquired the site in April 2020.

The planned redevelopment project is a mix of income-qualified units and market-rate units, where 51 percent of the units are targeted to households earning up to 80 percent of Area Median Income (AMI), and 49 percent of the units are market-rate. The proposed income-qualified housing in this project will support an underserved population. There are very few housing options for households earning between 60 percent and 80 percent AMI, and in most cases, they would not qualify for other affordable housing options. (See Attachment B for more information on mixed-income developments, including current CDBG income limits based on household size.)

Request for Proposals (RFP)

On January 29, 2020, Council approved the use of an RFP process for disposition of the site and approved the RFP timeline in Attachment C on July 15, 2020. On September 30, 2020, Council approved the RFP criteria included in Attachment D. The RFP was released in November of 2020 and was open for three months.

Redevelopment Proposal

The City received one submission: a proposal from a development team led by deChase Miksis and Edlen & Company (see Attachment A for the full proposal). The development team is proposing a new mixed-use, mixed-income building, called the Montgomery. The proposed project would have 129 units, 66 of which would be for households with incomes up to 80 percent of AMI. The other 63 units would be rented at market-rate without income qualifications. Other project features include:

- Providing support services to meet needs of all residents;
- Providing 10 set-aside units for victims of domestic violence (in partnership with Womenspace);
- Design that builds on historic main street character of Willamette Street;
- Ground-floor incubator retail spaces;
- Opportunities for art, including a public gallery in the lobby and a mural wall; and
- Using cost-effective green building measures to be certified under the LEED Multifamily program.

Income-Qualified Rents

The affordability requirements for this project are established due to use of CDBG funds to acquire the building. The City's CDBG land acquisition policy states that at least 51 percent of the units must have monthly housing costs (including utilities) that are no more than 30 percent of the HUD-published income limits for households at 80 percent AMI. This is the threshold of affordability.[a] The RFP stated that proposals should use CDBG Fair Market Rents. Fair Market Rents are typically used when land acquisition sites are paired with federal HOME funds (which is not applicable to 1059 Willamette). Fair Market Rents are based on a calculation of affordability to 60 percent AMI households.

The submitted proposal includes rents that are affordable to households earning 80 percent of AMI. They were calculated using 2020 CDBG income limits and were reduced by a utility allowance to account for tenant-paid utility costs. This method is acceptable under the City's CDBG land acquisition policies. The developer indicated that using the lower CDBG Fair Market Rents would increase their project gap by about $2 million.

As an example, 80 percent AMI for a 1-person household is $39,200.[b] In order to meet the threshold of affordability, the rent *and* utilities should be no more than $980 per month. This is the gross monthly rent proposed for the studio apartments. After subtracting a utility allowance

[a] A household is considered housing cost burdened when 30 percent or more of its monthly gross income is dedicated to housing. People whose housing costs exceed this threshold of affordability are likely to struggle to pay for other basic needs, forcing difficult trade-offs.

[b] Based on 2020 CDBG income limits, the most recently published.

of $86, the maximum net rents for the income-qualified studio apartments in the proposed project are $894 (see Attachment B for more information on income qualification).

Households that earn just over the 60 percent AMI limit of subsidized affordable housing have few rental options in the community. In addition, households that live in subsidized affordable housing and earn more than 60 percent AMI have difficulty relocating because market rate rents are too high. The proposed project would provide a housing opportunity that is currently rare in the community, targeted to households earning up to 80 percent AMI.

Use of Public Funds
On September 30, 2020, Council and the Agency Board approved making $1.1M of funding available in the RFP to reduce the anticipated financial feasibility gap. This consists of $700K of Downtown Urban Renewal Funds and $400K of the Multi-Unit Property Tax Exemption (MUPTE) Moderate-Income Housing Fee (see Attachment B for additional information on the funding sources).

The RFP required that prospective developers identify which of the listed public incentives they would need to use to make their proposed project feasible. The submitted proposal requests use of $1.1M for system development charges, permits/other fees, and the EWEB downtown electric-system connection fee. Should Council choose to move forward with the development team, more information on the specific use of these funds would be included as part of proposed terms brought back to Council for approval. The development team also stated their intent to apply for a MUPTE should it move forward, which would entail the standard MUPTE application process.

Evaluation Committee
On March 18, 2021, an Evaluation Committee scored the proposal based on the approved criteria in Attachment D. The Committee included Councilor Semple (Council representative on the Housing Policy Board), Chris Looney (developer representative), Nicole Desch (Friends of Downtown and Onward Eugene/Chamber of Commerce representative), Pete Knox (Downtown Neighborhood Association representative) and 3 members of City staff [Ellen Meyi-Galloway (Housing Finance Analyst), Allie Camp (Development Investment Liaison), and Eric Brown (Downtown Manager)].

Typically, Evaluation Committees for landbank sites score and rank proposals. Because we only received one proposal, only the Committee's scores and comments were collected. Overall, the Committee felt the proposal was strong and would benefit Downtown Eugene. They expressed concerns with the high construction costs, however, they noted that this is a very experienced development team. More information about their discussion will be provided at the April 28 work session.

Community Survey
To get public feedback on the proposal, the City released a community survey in March 2021. The survey was sent to stakeholder groups, including the Downtown Neighborhood Association, Downtown Eugene, Inc., Downtown Eugene Merchants, Friends of Downtown, and affordable housing providers and was also shared via social media. In addition, the survey was promoted by the Register Guard, KEZI, and KLCC. The survey was open for 3 weeks and received 327 responses. See Attachment E for more information on survey responses.

As a reminder, prior community engagement on this mixed-income redevelopment site included outreach with a variety of stakeholders prior to propose the concept of a mixed-income residential development prior to acquisition of the site and the RFP process. This included outreach with Downtown Neighborhood Association, Downtown Eugene, Inc., Downtown Eugene Merchants, Friends of Downtown, housing providers, service providers, and adjacent neighbors. Staff also sought feedback from these groups on the RFP criteria. Council also held a public hearing on September 21, 2020 for the project seeking comments on whether the project should move forward and if so, how it should be funded, and on the RFP criteria.

Next Steps
If Council provides direction to enter into exclusive negotiations, the next steps will be:

A. Staff works with development team to generate deal points.
B. *Work Session:* Approval of deal points, including terms related to specific public assistance being provided to the selected project.
C. *Budget Action.*
D. *MUPTE Application process, including public engagement and Council action.*

PREVIOUS COUNCIL DIRECTION

September 30, 2020 City Council and Agency Board Work Sessions

Council/Agency Board discussed next steps for the disposition and redevelopment of 1059 Willamette, approved criteria for the RFP, and took action to make an incentives package available in the RFP to close the financial feasibility gap.

> **COUNCIL MOTION AND VOTE:** Councilor Semple, seconded by Councilor Yeh moved to direct the City Manager to release the RFP for disposition of the 1059 Willamette site using the RFP criteria in Attachment C, and direct the City Manager to identify the Gordon Lofts MUPTE Moderate Income Housing fee (an estimated $400K) as available funding in the RFP to support the 1059 Willamette project. **PASSED** 8:0
>
> **AGENCY BOARD MOTION AND VOTE:** Councilor Semple, seconded by Councilor Yeh, moved to direct the Agency Director to identify $700K of Downtown Urban Renewal tax increment funds as available funding in the City RFP to support the 1059 Willamette project. **PASSED** 8:0

September 21, 2020 Public Hearing

The public was invited to comment on a) whether the 1059 Willamette project should move forward, b) if so, how it should be funded, and c) draft criteria to be used in the RFP.

July 27, 2020 City Council Meeting

The Agency Board directed the Agency Director to commence the Park Blocks & Open Space and Farmers Market projects using Urban Renewal funds to fully fund the Farmers Market pavilion/plaza, fund Park Block improvements (including a free-standing restroom and right of way improvements around the northwest Park Block), and specified that a "minimal" amount of the estimated remaining $1.1M of tax increment funds should be spent on Open Space projects.

July 15, 2020 Work Session
Council directed staff to move forward with the proposed RFP timeline, including implementing a public engagement plan, and to bring back updated criteria and a financial incentives package for Council consideration. Council also directed staff to schedule a Public Hearing to solicit public comment on whether the project should move forward and the appropriate funding mechanisms for the project.

> **MOTION AND VOTE:** Councilor Semple, seconded by Councilor Yeh moved to direct the City Manager to schedule a Public Hearing on the 1059 Willamette project in order to solicit public feedback on whether the project should move forward, as well as the appropriate funding mechanisms for the project. The City Manager is further directed to implement the proposed public engagement process. **PASSED** 8:0

January 29, 2020 Work Session
Council authorized the purchase of the property at 1059 Willamette using CDBG funds. Council also approved the Land Acquisition for Affordable Housing property disposition process for the site's redevelopment.

May 29, 2018 City Council Meeting
Council approved the *Eugene-Springfield One-Year Action Plan, the One-Year Supplemental Plan for the 2015 Consolidated Plan.* This plan identified a strategy of increasing the supply of affordable housing using land acquisition. The plan identified sources and uses of funding to implement these strategies, including the funds that were used to purchase 1059 Willamette.

June 13, 2016 City Council Work Session
Council adopted Ordinance 20564 adopting an amended Urban Renewal Plan for the Downtown Urban Renewal District. In this plan, 1059 Willamette (formerly "Old LCC") was identified as a project eligible to receive Urban Renewal funds, with housing as a potential use.

COUNCIL OPTIONS

1. Direct the City Manager to a) enter into an exclusive negotiation period with the deChase Miksis/Edlen & Company development team for disposition and redevelopment of 1059 Willamette and b) return to Council with the terms of the sale and development for approval.
2. Do not move forward with this development team and direct the City Manager to pursue an alternative path for disposition and development of 1059 Willamette.

CITY MANAGER'S RECOMMENDATION

The City Manager recommends option 1.

SUGGESTED MOTIONS

Move to direct the City Manager to a) enter into exclusive negotiations with the deChase Miksis/Edlen & Company development team for the disposition and redevelopment of 1059 Willamette and b) return to Council with the proposed terms for approval.

ATTACHMENTS

A. deChase Miksis/Edlen & Company proposal for the Montgomery
B. Additional Project Background
C. Approved 1059 Willamette RFP Process and Timeline
D. Approved 1059 Willamette Disposition Criteria
E. 1059 Willamette Community Survey Results

FOR MORE INFORMATION

Staff Contact: Amanda D'Souza
Telephone: 541-682-5540
Staff E-Mail: Adsouza@eugene-or.gov

CITY OF EUGENE

1059 WILLAMETTE STREET HOUSING INFILL DEVELOPMENT

CHASE MIKSIS + EDLEN & CO. EDLEN KRAGE SHERMAN IMPACT REAL ESTATE

ROWELL BROKAW + CORNERSTONE COMMUNITY HOUSING + AFFINITY PROPERTY MANAGEMENT

Proposal for Development Services

February 2, 2021

Appendix A
PROPOSAL REQUIREMENTS FOR 1059 WILLAMETTE RFP
General Instructions

Proposal Components:
Proposals must be composed of **three** parts, all of which must be submitted for the proposal to be reviewed:

1. **Narrative Questions (Appendix A)**
   This WORD document contains the Narrative Questions portion of the application. The Narrative Questions are divided into Sections.

2. **Project Pro Forma (Appendix B)**
   The Project Pro Forma portion of the application is an EXCEL document.

3. **Attachments**
   Required attachments are indicated with this symbol: A list of required attachments are summarized at the end of each Section.

Submission Assembly:

- Materials should be organized in the following manner:
  - First, insert the responses to the narrative questions in this document.
  - Second, insert pro forma and other forms from Appendix B.
  - Third, insert required attachments labeled with the name of the Attachment.
- Please print double-sided whenever possible.

Submit Your Proposal by 5:00pm (PST) on February 2, 2021.
Submit one (1) original proposal using 8 ½" x 11" size paper (postmarked by the above date) and an electronic copy (submitted by 5:00pm). Responses can be submitted to City of Eugene, Attn: Amanda D'Souza, 99 W. 10th Avenue, Eugene, OR 97401, Adsouza@eugene-or.gov

SECTION 1
Project Concept and Design

Project Title: The Montgomery

Project Narrative

1. Please provide a brief summary of the vision for the proposed project including any unique project characteristics, how it generally meets the RFP criteria, and whether you plan to demolish or rehab the existing building. If rehabbing the existing building, please describe your re-use plan. Please describe any unique project characteristics.

Response:

We are excited to present to the selection committee our team's vision for The Montgomery Building, a new ground up building that will build on many of the recent successes in Eugene's downtown. The team we have assembled brings the best of the local development community in partnership with one of the premiere regional, urban housing developers. Our key concepts are outlined below:

- *We plan a mixed income project targeted to downtown residents with the support services that address the needs of all residents of the building. 51% of the units will be income restricted to 80% of AMI and we plan to maintain the affordability period for a minimum of 35 years.*
- *We have partnered with Womenspace to provide 10 set aside units for victims of domestic violence and will provided targeted support services for these set aside units.*
- *The project building builds on the historic main street character of Willamette Street with a design that responds to scale and character of the adjacent historic buildings.*
- *The ground floor of the building builds on the thriving entrepreneurial community in the downtown core by offering incubator retail spaces with shared common areas at below market rent.*
- *Opportunities for art and community creativity will be generated with a public gallery in the lobby of the building and a mural wall to build on the City's hugely successful mural project.*
- *The project will be designed to be certified under the LEED Multifamily program by employing cost effective green building measures that reduce the environmental impact of the building while maximizing the living and working environment of the tenants and visitors of the building.*
- *The project will build with prevailing wage rates that ensure a quality living wage is provided to all the workers who will help to build this vision.*
- *The proposed timeline will deliver the project well in advance of the April 2025 deadline.*

Affordable Units

2. At least 51% of the project's units must be affordable to households earning up to 80% of Area Median Income (AMI). Respondents may include lower thresholds for the income-qualified units. Describe the make-up of the project's units, including total number of units and number of income-qualified units (including income qualification level). Please also describe whether there will be a unit set aside for an on-site manager.

Response:
The project has a total of 129 units consisting of 65 studios, 59 one bed and 5 two bed units. Of these 129 units 66 units (51%) will be income qualified and 63 will be market rate. We anticipate a full-time manager but do not plan to set aside a unit.

3. The minimum affordability period for this project is 20 years. Additional points will be given to proposals that demonstrate a commitment to an affordability period longer than 20 years. Please indicate below the affordability period for the proposed project:

Response:
We plan to commit to an affordability period of 30 years on the income qualified units.

Project Design

4. *Please provide a site plan/first floor plan, at least one perspective rendering and/or rendered elevation of the Willamette Street façade, an elevation of the 11th Street façade, and example floor plans of the proposed project.*

Provide a detailed description of the proposed design, construction, rehabilitation, and/or other improvements. Include a description of how the design of the project is suitable for the targeted population(s) and project location: The City will be involved in the design review process and will use the Community Development Handbook during this process.

Response:

Our design approach is to amplify the historic context and the positive local surroundings. Nearby are some of Eugene's most significant historic buildings, many have been historically renovated, and well maintained. Most contextually significant for 1059 Willamette is the Schaeffer building, at the other end of the block, lovingly renovated by a team led by Architect Ray Dodson a couple of decades ago. The Shaeffer Building shares an intersection with three of our historic downtown jewels, the McDonald Theatre and the Ax Billy building, saved and renovated into the Downtown Athletic Club by the Bennett Family. Willamette Street in this area, and the high representation of historic buildings, feels rich, whole, and embedded in history. Parts of Willamette in these couple of blocks form the model of what we are collectively working to achieve throughout downtown Eugene, safe active sidewalks and streets, buildings at a scale that have facades at less than one quarter block, and a variety and richness of styles, materials, and eras represented.

For this new project, the number one goal for the Willamette façade is to echo the scale, craft, and material weight and quality of the original Montgomery Ward building and create a modern companion to the other historic buildings nearby. Our Willamette façade is proposed to be brick, probably in a lighter color to echo the original building, dark windows to reinforce the deep shadows, and a vertical and horizontal rhythm and fenestration very close in character to the original building. The South façade facing 11th we think should have an entirely different feel. The historic context along 11th is less legible in the fabric of the streetscape and gives us the opportunity to celebrate our own times and that

something "new" is happening in downtown. We also see 11th as a significant automobile, bus, and bicycle street; thus, the building presents itself as fresh, lively, and is meant to be read while moving through the streetscape. The retail and street level of our proposed building address the scale and vitality that we see across the street with the new Civic Winery, Lion and Owl, and Eugene Toy & Hobby.

We believe it is important to break this building into at least two components that are read quite differently. Buildings in the past did not typically create large 'L' shapes through a block. Buildings today are necessarily larger, due to economics of construction and development efficiencies, but at a certain size, we need to read them as smaller parts of a greater whole, the city, than just themed as one large monolithic new development, thus our design presents two quite different faces and building masses to each street.

This project is suitable for the population served as the unit mix and amenities focus on the needs of residents in the downtown core. We anticipate many of the residents of this building to be young professionals and seniors, often single, who either work or rely on the services offered by the central location. While there may be residents who will choose the larger 2-bedroom units we anticipate the demand to be primarily for the studio and one-bedroom units to match the smaller household size and match the rent level that is acceptable to this demographic. We will also provide amenity spaces that will serve the anticipated population such as pet services for singles and elderly who may have pets for companionship, a common conference room for young professionals in the work force looking for training/networking opportunities or the club room and patio that will serve as a space for the residents to socialize.

5. Please describe any unique design components or characteristics of the Project.

Response:

Unique Design Components or Characteristics:

Historically resonant new façade along Willamette. In the question above we outlined our approach to the new façade along Willamette. Taking it one step further, we are embracing the challenge of creating a high-quality façade in brick, with the depth, relief, proportions, and material quality that echo the historic character of the neighborhood. We need to do this on a budget that supports cost effective housing, so we will be using materials, detailing, and methods, that are commonly used, but in a way that speaks to past that we have lost in this location. We were faced with a similar goal with the new housing we designed on the University of Oregon campus along Agate Street. The brick is going up as we write this proposal, and we encourage you to look at how it is turning out.

Internal Ground Level Courtyard. We have created an unusual space within the building that is a byproduct of the south and west setback from the adjacent corner property. Because of the post-tensioned slab on the second floor and this setback, we can create a significant private open space that will receive south and west sun, provide shelter from rain, and be a place that people can gather, tenants can visit, and bring their dogs down day or night. We will create a pet area, with a washroom, and place for them to relieve themselves, while the owners can stay within the apartment security

perimeter, especially at night. We are looking forward to developing this unique outdoor space that we have not seen in an urban project like this before.

<u>Incubator Office/Retail along Willamette, 11th Street and alley.</u> Along Willamette Street and the ground floor at the highly visible corner along 11th we have inserted small retail/office suits with large garage doors and a conference room shared with the residents of the building. This space is intended to be incubator space for the thriving retail and office starts-ups in the downtown core. The space will be offered at below market rent with flexible terms and will have shared common spaces to foster collaboration between tenants. This active ground floor will also build on the current retail and restaurant trends that have developed along this stretch of 11th.

<u>Alley art/mural wall.</u> Along the north façade of the building and wrapping the corner along the west alley we propose to commission a mural to tie into the City of Eugene's highly successful mural project. This mural will enliven the pedestrian alley along the north edge of the building and will catch the eye of the passer by driving or walking west along 11th.

<u>Lobby art Gallery.</u> Building on the tradition of the downtown as a center for the arts we are proposing to place a public art gallery in the main lobby of the building. We have reached out to the Lane Arts Council to assist and partner in curation and management of this gallery. The intent is that this space will be open to the public and host a rotation of local artists. The gallery will be a featured stop on the First Friday Art Walk acting as an anchor for the arts at the south end of downtown.

6. Does the Project meet Section 504 (Rehabilitation Act of 1973) accessibility standards? For new construction and major rehabilitation projects with 5 or more units, 5% of units must be accessible to persons with physical disabilities and 2% must be accessible to persons with sensory disabilities. For small projects or minor rehabilitation, accessibility improvements must be made to the maximum extent feasible. Please make a statement about your plan for accessible units.

<u>Response:</u>
The design will meet the Section 504 requirements. Most of our projects in recent years have exceeded the minimum requirements to meet the actual higher demand for accessible units.

Populations Served and On-Site Amenities

7. Will this project serve Special Needs[1] populations? Yes ☒ No ☐

- If yes, describe Special Needs served:

<u>Response:</u>
Special Needs populations listed in the Eugene-Springfield Consolidated Plan that will be served at this project are Victims of Domestic Violence (referred to in this document as Survivors of Domestic Violence) and Seniors.

[1] Examples of Special Needs populations are: Homeless, Families with children, Seniors, Ex-offenders, People with HIV/AIDS, Victims of Domestic Violence, People with Drug and Alcohol Addictions, People who are Evicted/Foreclosed, People with Physical Disabilities, People with Mental Disabilities, Veterans, Youth

Survivors of Domestic Violence will be served through a partnership with Womenspace, who will refer clients for a targeted goal of 10% of the units and provide onsite case management for each client for up to two years.

Based on the team's experience at WestTown on 8th, there is a great demand for affordable units located near downtown Eugene amongst Seniors. The proximity of 1059 Willamette to public transit and to Lane County Senior & Disability Services (among other downtown amenities) make it an ideal location for seniors aging in place.

8. Please describe any on-site amenities, including any project characteristics that address special needs of the population you intend to serve:

Response:
All tenants referred for units prioritized for survivors of domestic violence will be offered on-going voluntary case management services through Womenspace that includes access to education, resources, and economic empowerment.

Our Resident Services staff has a wealth of experience in supporting the needs of seniors and connecting seniors to supportive services such as Senior and Disability Services, the Social Security Administration, and healthcare partners. The Resident Services team will leverage these existing partnerships to cater to the needs of seniors at this property.

The project will have full time on-site management with a dedicated office that will act the primary contact point for residents about the community events and services in the building. There will be a shared conference/community room that will provide a space for onsite services and community events for residents. The building will also be pet friendly with a dog grooming/washroom and dog run. We believe these amenities will serve well the many single and elderly residents who rely on pets as companions.

9. Will this project provide services for residents? (e.g. Child Care, Case Management, Counseling, Job Training, Transportation etc.) Yes ☒ No ☐

- If yes, describe:

Response:
The focus of Resident Services at 1059 Willamette is to increase self-sufficiency by providing opportunities for networking, professional development, education, and asset building. Since this property will serve a range of income levels, Resident Services staff will work to ensure a cohesive community where all residents are encouraged to connect, collaborate, and build on their own strengths.

At 1059 Willamette, Cornerstone will provide services through the Healthy Homes program. This program is designed to support a variety of residents, ranging from young professionals just starting

out to seniors who may be downsizing and "aging in place." Residents will enjoy easy access to alternative transportation options, services located downtown, and employment opportunities.

Cornerstone has a 29-year history of delivering programs and revitalizing communities. We know safe, quality housing is the bedrock of success and we are uniquely positioned to deliver services at the front doors of income constrained households. In addition to experience developing and managing affordable housing, we are a leader in designing and delivering resident services programs to support household stability and build resiliency. We currently offer services at 16 locations across Oregon, reaching 1,242 households monthly. To reduce barriers, programs and services are offered on-site, at no cost. In 2019, we had an estimated 20,000 visits to programs.

The Healthy Homes program is designed specifically to support a wide range of needs, cultures, and backgrounds. Healthy Homes has five focus areas: Food Security, Youth Development, Health and Wellness, Community Building, and Economic Stability. Services are adapted to meet the specific needs of each community and a Resident Services Coordinator (RSC) is available to plan events and work with key partners. RSC's also provide referral services for tenants who may need assistance with accessing outside services.

On-site events: To connect neighbors with one another and younger generations to the seniors living at this site, we will host community building events that may include movie nights, sushi making, or art exploration classes throughout the year. Through partnerships as available, flu shot clinics, yoga classes, or dental screenings will promote overall health and wellness. On-site community building will connect tenants to local arts and artists through events like "First Friday Artwalk" or other community-based arts programs and collaboratives available through Lane Arts Council and ArtCity.

Key Partnerships: To connect residents with opportunities for professional development, continuing education, or asset building, the RSC will work with key partners like Lane Workforce Partnership, DevNW, and local colleges and Universities like Lane Community College, UO, and Bushnell University. Letters of support are available from partners upon request.

Cornerstone is also known for our collaborative approach and partnering in the community to reduce barriers and coordinate services with a network of partners. We partner locally with a team of both public and private businesses and non-profit organizations to help coordinate a variety of programs and services throughout the year. In addition to partners mentioned above, we work closely with Food for Lane County, City of Eugene Library and Recreation Services, YMCA, PeaceHealth, United Way of Lane County, Advantage Dental, Capital Dental, Senior and Disability Services, Centro Latino Americano, PacificSource Health Plans, and Trillium Community Partners.

Zoning

10. Is the proposed project consistent with the zoning status of the site? Yes ☒ No ☐
Please provide documentation that the projects meets local zoning and land use laws.

- If current zoning is not consistent, please explain:

Response:
The project we envision in this proposal meets the current Zoning and Land Use requirements as we understand their applicability at this stage of concept design. The property is zoned C-3 with a TD Overlay (Transit Oriented Development). Minimum Floor Area Ratio (FAR) requirement is 2.0. The building exceeds the 2.0 FAR. Housing and retail are allowed subject to development standards in 9.5500, However multi-family standards do not apply within this area. Building height is permitted to be 150'. Our building is designed to top out at less than 70ft. Setbacks are to be no greater than 15 ft at streets, we are well under. The downtown area is parking exempt; however, we are providing some onsite parking. Bike parking will be accommodated on the ground floor, with possible accommodations in other parts of the building as we further develop the design.

- Please outline the steps that will be taken to address zoning issues and include the time frame needed to resolve these issues:

Response:
Any zoning or land use issues that need to be resolved would be addressed early in design and the applications for approval would run concurrent with the design timeframe outlined in the schedule and not impact the overall delivery of the project.

Potential Development Obstacles

11. Are there any known issues or circumstances that may delay the project? Yes ☐ No ☒

- If yes, list issues below, including an outline of steps that will be taken and the time frame needed to resolve these issues:

Response:
We have developed a clear plan and built the appropriate timeframes into the schedule to address the typical issues that occur with project of this size and complexity.

- Do you anticipate applying for any Adjustment Reviews through the land use application process? Please outline the adjustments that would potentially be requested, if known.

Response:
We do not anticipate any adjustment reviews at this time.

12. Describe your plan to accommodate parking for the proposed project.

Response:
We are showing approximately 18 spaces on the ground level under the building. The project is located just across the alley from the Overpark parking structure. Other parking structures are just two and three blocks away north and south of the site, including the underutilized garages at 13th and Olive. We plan to work with the city's parking services department to arrange for resident parking in these facilities if parking demand outpaces supply.

In many of our recent urban projects we have found less demand than originally planned for. In this location we expect a significant portion of tenants to be less dependent on cars and rely heavily on biking, walking, and transit. By limiting the high development costs for parking we can reduce rents and invest in other resident amenities.

Environmental Review Issues

13. The federal environmental review identified issues that would need to be mitigated by the redevelopment proposal (see RFP document for more details). Please describe how your proposal will mitigate the following environmental issues:

- Toxic materials

Response:

As with all our projects that have existing structures that are planned for renovation or demolition, we engage a licensed professional to complete a hazardous material survey for the property. Once we have detailed survey a complete abatement plan is generated to ensure the proper measures are followed to protect the workers and the public for the hazard. Proper workplace safety and disposal measures are designed to exceed all EPA requirements for the abatement of hazardous materials.

- Noise/Residential setback from 11th Ave

Response:

The design sets the south building face back a minimum of five feet from the south property line. Rowell Brokaw has worked on several projects in Oregon and California with strict noise requirements and challenges. Crosswood, here in Eugene, a HUD financed project, required that we show how the building can maintain livable and compliant noise levels due to the proximity of the train. We were able to manipulate the glazing, wall assemblies, and use compliant HVAC units to achieve the standards. In Santa Rosa, California we have a project now under construction, Sage Commons, a homeless supportive living project that required special HVAC units, and specialized window and glazing design to mitigate the sound from the nearly by commuter rail line. Working with our acoustic engineers, we have a toolbox of approaches to mitigate interior noise levels at our disposal. These include using distance, mass and insulation, special window and glazing systems, acoustic HVAC and venting measures among others, depending on the specific needs.

- Stormwater

Response:

We do have a ground floor garden amenity space that we may be able to use for partial filtration and storage of stormwater. This will take further investigation and design to determine, but most of the stormwater will have to leave the site, since the building occupies nearly all the lot area. On-site mechanical treatment is an option to be investigated further as well, along with the paying fees.

- Historic buildings in the area

Response:

The historic façade and even the historic bones of the existing building are mostly gone, not buried under the façade we see today. Members of our team (Miksis and Brokaw) who investigated this building in previous years determined that there was little to nothing remaining of the façade that we see in the gorgeous historic photographs. As stated earlier our design approach is the amply the historic context and the positive local surroundings.

Other Federal Regulations

14. For projects using federal HUD funds[2], developers are required to make a good faith effort to provide employment and/or job training opportunities for low-income individuals in the development of your project, per HUD Section 3 requirements. How would you ensure a good faith effort to hire and/or train low-income individuals or businesses?

Response:

Our development team has extensive experience on prior projects that included HUD funding and Section 3 requirements. We are committed to increasing economic opportunities for low-income individuals and recognize the importance of inclusive hiring and contracting practices in all stages of development. We understand that such practices are key to ensuring that low-income individuals have access to economic opportunities. Through our commitment, Cornerstone has modeled an internal program shared with partners that is based on the Good Faith Efforts (GFE) program utilized by the City of Portland in their contracting practices to ensure adherence to Section 3 requirements.

Federal funding also requires a good faith effort to contract with businesses that are registered with the State of Oregon as Minority Business Enterprises (MBE) or Women's Business Enterprises (WBE) firms. What steps will you take to hire MBE/WBE businesses for your project including subcontractors?

Response:

Collectively our team has extensive experience implementing programs that ensure the equity and diversity within their own companies and in connection to the projects we develop. We have a strong commitment to diversity and hiring equity in both internal practices and with external partnerships in the development and management of affordable housing. Drawing from our teams' experience and with the leadership of Cornerstone Community Housing we plan to implement a program that is based on the Good Faith Efforts (GFE) program utilized by the City of Portland in their contracting practices. Working with our partners, we develop a project specific program that targets a MWESB utilization rate that exceeds the availability rate and track these metrics to determine the success of our strategies.

The goals for the design professionals and construction partners vendors of the project will include:

- *A target MWESB firm utilization rate between 10% and 20%*
- *Including minority and women business, and other diverse groups in all contracting opportunities throughout the design, construction and operations phases of the project*

[2] The City acquired this property using U.S. Department of Housing and Urban Development (HUD) Community Development Block Grant funds (CDBG).

- *Extensive outreach that ensures all qualified vendors are given equal access to bid on business*
- *Fostering an inclusive work environment that results in both personal and business success.*
- *Supporting our community as responsible corporate citizens*

During design and construction our team will draw on the extensive track record set by Edlen & Co. in achieving meaningful MWESB participation for construction as well as professional services on its projects. The firm has a depth of experience implementing successful programs in its extensive development portfolio as outlined in the experience section of the RFP response.

Once in operations Affinity's Woman Owned, Minority Owned, Small Businesses (WMSEB) and Equity procedures will require that any work performed by a 3rd party vendor in excess of $1,000 include at least one out of the three bids from a minority-owned, women-owned vendor, and emerging small businesses. In addition, as part of Affinity's on-going equity training the Portfolio Manager along with the site staff will attended regular social equity trainings to ensure all staff are aware of the importance of social equity in the operational practices of the building.

Additional Public Benefits

15. Preference will be given to proposals that:
    - Integrate art or opportunities for public creativity;
    - Demonstrate intention or plan to solicit services from local contractors and/or Minority and Women-owned business enterprises;
    - Use cost effective green building measures; and/or
    - Provide services promoting self-sufficiency and independent living that are available to residents in affordable housing units.

Describe whether your proposed project incorporates any of the additional public benefits listed above:

Response:

We plan to integrate art and provide opportunities for public creativity. Refer to the response in Section 1/question 5.

We will implement a vigorous program to solicit services from Minority and Women-owned business enterprises. Our approach and experience is outlined in Section 1 question 14 and Section 3 question 3.

We will seek LEED certification for multi-family. Our approach will include cost effective measures that have a direct impact on the living experience of the residents and visitors to the building. Our approach and experience on green building measures are outlined in Section 3, question 4.

We have outlined a robust program that will serve all residents in the building. We have outlined these services in Section 1, questions 7, 8 and 9.

Section 1 Attachments

☒ Site plans, architectural renderings, and example floor plans
☒ Documentation that proposed project meets Zoning and Land Use laws

SECTION 2
Timeliness and Feasibility

Project Schedule

1. *Please attach a project schedule* and provide a narrative description below to accompany the attachment. Please be specific about how the timelines were determined for obtaining commitments for leveraged project financing, forming legal ownership entities, property acquisition, design and preparation of plans, construction commencement, construction completion, lease-up, etc. The schedule should provide for development in a logical and expeditious manner and demonstrate completion and lease-up no later than April 30, 2025.

Response:

Upon award we would begin immediate negotiations with the City of Eugene to establish an Exclusive Negotiation Agreement (ENA). Upon execution of the ENA we anticipate that we would work towards a Development and Disposition Agreement (DDA) outlining the terms of the transaction. We anticipate that we will have this complete within the first six months of award of the RFP.

Once we have a signed DDA we will immediately engage our lender to start securing the HUD 221(D)(4) sponsored loan. The underwriting process for securing this financing is extensive and can take up to 12 months to close on the loan.

Concurrent with the HUD underwriting process we will engage the design team and begin community outreach and schematic design working toward design approval from the City. We anticipate that this process will parallel the HUD preapplication process and lead to design approval and an invitation to Firm Application with HUD by the end of the 4th quarter of 2021.

We will kick off Construction Documentation and HUD Firm Submittal the first quarter of 2022 with the goal of permit approval and HUD loan closing at the end of the 2nd quarter of 2022 allowing construction to start.

We anticipate a 15–16-month construction schedule with pre-leasing starting mid-summer of 2023, construction completion at the end of the 3rd quarter of 2023 and a fully occupied and stabilized building by the end of the 1st quarter of 2024 well ahead of the City's completion goal of April 30, 2025.

Development Budget Narrative

2. Please provide a thorough narrative description regarding the development budget in Attachment B (specifically related to the Sources and Uses of Funds tabs in the pro forma). Please provide justifications of all costs and assumptions. Describe any identified resources the development team will leverage to implement this project. Describe any choices the development team has made related to long-term affordability and cost savings. *Please attach any funding commitment letters and/or a description of the status of investor negotiations, if applicable.*

Response:

Project uses include site costs, hard costs, soft costs and financing costs. For site cost, the land is assumed to be contributed to the project at no cost. The budget includes the cost (based on information provided by the City as well as input from Hyland) for hazardous material abatement and demolition of

the existing building. The hard cost estimate was provided by Hyland based on similar projects they are currently bidding and constructing, escalated for a construction start at the end of the 2nd quarter of 2022. The hard cost estimate includes a premium for Davis Bacon wages as well as a performance and payment bond (both of which are requirements of the HUD loan). Additional hard costs include signage (unit numbers, wayfinding and building identity), FF&E (furniture, fixtures and equipment for the residential lobby and amenity spaces), security equipment (security cameras and access control), $500 per unit for unit upgrades and a tenant improvement allowance of $35 per rentable square foot for the retail space.

Soft cost estimates are based on recent experience with similar projects in Eugene as well as input from consultants. Soft costs include site due diligence (geotechnical study, environmental studies and site survey), architecture and engineering fees, permits and systems development charges, marketing, legal, geotechnical and materials testing and inspection during construction, property taxes during construction and builder's risk and general liability insurance. A development fee of 4% of site, hard and soft costs is included. Owner contingency of 5% of all site, hard and soft costs is included.

Financing costs were provided by Greystone and include all costs required for the HUD 221(d)(4) loan program: application and loan fees, HUD inspection fees, market study, appraisal, title insurance and construction and lease up period interest. The assumed interest rate of 3.65% is based on today's interest rate plus a cushion of .25% and a mortgage insurance premium of .25%. The interest rate is fixed at close of financing and the amortization period for the loan is 40 years. Greystone is the country's leading FHA lender and has partnered with DeChase Miksis to successfully close loans on prior projects. A letter of interest from Greystone is included in the appendix.

The sources for funding for the project include debt, equity and public funds. The debt is a construction to permanent loan anticipated to be provided by the HUD 221(d)(4) program. Loan sizing was provided by Greystone. The equity requirement for the project is approximately $5.2 million. Edlen & Co has a long and successful track record of raising equity from multiple sources including high net worth individuals and institutional investors for projects ranging in size from $5 million to $200 million. Should our team be selected, once we are further along in the design process, we will put together an Offering Memorandum to solicit equity commitments for the project. Based on the projected returns, investor risk mitigation provided by below-market rents for half of the units, and relatively modest amount of equity required, we are confident that we will secure the equity required for the project. The $1.1M in public funds help to bridge the financial gap so that we can achieve a return that will attract the equity required for the project. We have flexibility in the specific uses of these funds.

3. Total Project cost: $29,045,000

City Incentives

4. The City/Urban Renewal Agency has made $1.1M of public funds available to support the 1059 Willamette redevelopment. The funds can be used to cover pre-development costs, such as the potential uses below, to reduce the project's anticipated financial gap. Please indicate specifically which project costs you are requesting public funds for and estimated amounts*:

Response:

Potential Uses	Estimated Amount
System Development Charges	**$650,000**
Permits & Other Fees	**$350,000**
EWEB Downtown Connection Fee	**$100,000**
Other* (describe:)	$0.00
Other* (describe:)	$0.00
Total	**$1,100,000**

*Using public funds to cover other pre-development costs may make this a prevailing wage rate (PWR) project.

5. Do you plan to apply for a Multi-Unit Property Tax Exemption (MUPTE)? Yes ☒ No ☐
(visit www.eugene-or.gov/MUPTE for more information on the MUPTE program)

Response:
Yes.

Unique Financing Circumstances

6. Please describe any unique financing details or structures as they pertain to this project. Discuss the timing of obtaining other funding commitments prior to receiving City/Agency Funds.

While the loan underwriting process takes longer and the fees are higher than typical bank debt, the HUD loan program has a number of advantages which contribute to the financial feasibility of the project. Specifically, the program provides a very attractive long-term fixed interest rate, a maximum loan to eligible costs of 85% and a longer amortization period, all of which contribute to achieving the return required to attract equity investment in the project.

In addition, the site is located in an Opportunity Zone (OZ) and we anticipate that some, if not all, of the investment will be through an OZ fund, allowing the investors to take advantage of significant tax benefits. Edlen & Co and DeChase Miksis have both used OZ investments in prior projects.

We do not anticipate any City funds would be spent prior to obtaining the other funding commitments required to build the project.

Operations Narrative

7. Please provide a narrative description of the long-term operations (specifically related to the Income and Expenses tabs in your pro forma). Please justify all costs and assumptions. Describe how the projected revenue was determined. Please describe why the rents were selected and why they are appropriate to the long term viability of the project.

The below-market rents have been set to be affordable to households that earn 80% of area median income (AMI). For these units, gross rents were calculated using 2020 AMI and reduced by a utility allowance to account for all tenant-paid utilities to determine net rent. For the market-rent units, the rents are based on today's market rents for comparable projects escalated 3% per year to the beginning of lease up. Other income includes utility billbacks (for the market-rate units only), miscellaneous income such as application fees and pet rent (for the market-rate units only). Retail income (1.50 per rentable

square foot per month) is set below retail rents at similar locations to attract small startup tenants. Parking income ($120 per space per month) is based on what comparable residential properties are currently charging for onsite, covered parking.

With the below-market rents at 80%, we are able to achieve returns required to secure equity for the project without needing additional gap funds from the City (above the property contribution and $1.1M) Note that if the below-market rents were set at CDBG fair market rent levels instead of 80% AMI, the project gap would increase by approximately $2M.

Operating expenses were provided by Affinity based on their experience operating similar properties and escalated at 3% annually to the beginning of lease up. A detailed estimated operating budget is included in the proforma attachment.

8. Utility allowances must factor into the affordability of housing for low-income households. HUD defines affordability as 30% of household income, and utility payments are included in that calculation as a part of overall housing costs. The HUD defined rent limits are gross rent limits that include a calculated Utility Allowance. Utility Allowances are calculated annually by the Public Housing Authority (Homes for Good). UA's must be subtracted from gross rent limits to calculate the net rent limits that can be charged for each unit size. Please see Homes for Good's website to calculate UA's by unit size for electricity/gas and water/sewer/trash: https://www.homesforgood.org/services-for-residents/resident-toolkit/downloads-and-resources

   Please explain how you calculated the UA's used in your pro forma:

   Response:
   Utility allowances included within the pro forma are calculated using the Homes for Good utility allowance schedule for 2021 specific to Lane County. Utilities that are tenant-paid are as follows: electricity (service charge, heating, cooking, lights/appliances, and water heating), and trash. The allowances for our unit types are $86, $94 and $110 per month for studios, one-bedroom and two-bedroom units respectively. Water and sewer charges are owner-paid.

Section 2 Attachments

- ☒ Project schedule
- ☒ Pro forma and other forms (Appendix B)
- ☒ Funding commitment letters
- ☐ Description of status of investor negotiations *(included in narrative above)*

SECTION 3
Experience and Qualifications

Respondent Information

Lead Organization:	Joint Venture: deChase Miksis Development and Edlen & Company.
Primary Contact Person:	Mark Miksis
Phone:	541-232-2508 Fax: N/A
Email:	mark@dechase.com

List the names of principal person(s) of the development team, their contact information, and their organization.

Name	Contact Info (phone number and email)	Organization
Mark Miksis	541-232-2508; mark@dechase.com	deChase Miksis Development
Dean Pape	208-830-7071; dean@dechase.com	deChase Miksis Development
Jill Sherman	503-956-7210; jill.sherman@edlenandco.com	Edlen & Company
Mark Edlen	503-201-2800; mark.edlen@edlenandco.com	Edlen & Company

Lead Development Organization/Applicant Type *(check only one):*

- ☐ Corporation
- ☐ Nonprofit Community, Neighborhood, State, or Regional Organization
- ☐ Public Entity
- ☐ Partnership (describe: ☐)
- ☒ Other (please specify): Edlen & Company. and deChase Miksis Development are both Oregon limited liability companies (LLC). The project owner will be a new special purpose entity (LLC) with the deChase Miksis Development and Edlen & Company joint venture as the Manager.

Experience

1. Please describe experience, if any, members of the development team have with similar projects, including high quality redevelopment in urban areas and public/private developments. Please include information about project costs. *Please submit examples and images of prior projects (maximum 5) that demonstrate high-quality urban design and use*.

Response:

This project will be a Joint Venture between deChase Miksis Development and Edlen & Company as co-developers of the project. This partnership has successfully completed a recent workforce housing project, Ash & River, in Boise with additional partnership projects in the pipeline in Oregon, Washington, and Idaho. deChase Miksis Development will bring the local knowledge of the entitlement process and construction management expertise to the project while Edlen & Company will coordinate the financing, development structure and bring extensive affordable housing experience to the project.

The design team will be led by Rowell Brokaw Architects. Rowell Brokaw have worked with Mark Miksis of deChase Miksis Development continuously for over 16 years. Significant projects include the Crescent Village Mixed-Use development, Northwest Community Credit Union Headquarters, 1203 Willamette and neighboring 1235 Willamette adaptive reuse. We are currently working with deChase Miksis Development on Crosswood Apartments, a Cross Laminated Timber housing project in Eugene, set to begin construction in June 2021.

The contractor will be Hyland Construction. deChase Miksis and Rowell Brokaw are currently working on the Crosswood Apartments. Rowell Brokaw has partnered with Hyland on several recent public construction projects.

Resident services and our social equity and inclusion programs including the HUD Section 3 requirements and the Good Faith Efforts program will be led by Cornerstone Community Housing. deChase Miksis and Cornerstone have worked together for the last 6 years. Together they completed the renovation of Cornerstone's WestTown on 8th affordable housing project. That renovation was made possible by the successful application and an award of $1.2 million from Oregon Housing and Community Services GHAP Construction Defects NOFA. Their continued partnership has grown to also include Rowell Brokaw as they have collaborated on phase II of Delta Court, a property owned by Cornerstone. This collaboration is currently in the predevelopment stage and will create 36 additional units of affordable multifamily housing.

Day to day management of the property will be led by Affinity Property Management. Affinity Property management has extensive experience in leasing and management in the Eugene market, including the recently completed Gordon Lofts, and is currently working with deChase Miksis and Rowell Brokaw on the development of the Crosswood Apartments.

5 project examples have been included featuring the strength of the above partnerships in the delivery of high-quality urban housing. These projects serve a range of income levels from affordable, workforce to market rate with many achieving significant sustainability certifications. Additionally, a more comprehensive list of relevant projects of the key development partners has also been included to show the depth of background of the assembled team.

2. Please describe experience, if any, members of the development team have with developing affordable housing and/or serving the targeted population(s).

Response:

Edlen & Company's portfolio includes over 800 units of affordable housing (0-60% of area medium income, AMI) completed, under construction, or in predevelopment. Most of these projects are partnerships with nonprofits and serve low-wage workers as well as populations with special needs, including individuals with persistent mental illness, families in recovery, addiction treatment, formerly homeless households, and individuals with intellectual and developmental disabilities. Typically, these projects were funded with Low-Income Housing Tax Credits, tax-exempt bonds, and local gap funds including urban renewal funds specifically set aside for the production of affordable housing.

Edlen & Company is focused on providing housing for all income levels. In addition to subsidized affordable housing, Edlen & Company serve workforce or middle-income households through their development projects. Workforce housing or middle-income housing generally provides housing for those earning between approximately 80% to 120% of AMI such as our teachers, hourly workers, and many others. Edlen & Company's 38 Davis project includes mixed income housing with 65 units at 80-120% AMI. It integrates office, housing, and higher education in one building and was built to be a central hub for the neighborhood to foster community and creativity. Additionally, The Civic Condos and Morrison Apartments, a 400-unit urban renewal project, combines deeply affordable for-rent housing for the Housing Authority of Portland (HAP) with market rate condos. These two buildings sit above 40,000 sq. ft. of ground retail space and a 400-stall underground parking garage. Finally, The Nick Fish, which is set to be complete in March of 2021, is a 75-unit mixed-use development consisting of mixed income housing, office space, and ground floor commercial retail. The 75 rental apartment units include 52 affordable units for households earning between 30% and 60% AMI, and 23 market rate units. These three examples of mixed-income and mixed-use projects were design and financed thoughtfully and have or are set to achieve LEED Gold Status.

Recently Edlen & Company created a partnership with deChase Miksis to focus on the development of workforce housing in secondary markets throughout the intermountain west. The first of these projects to be completed is the Ash & River project providing 34 units of workforce housing to the Boise downtown core. Additional projects are in the predevelopment stages in Oregon, Washington, Idaho and Utah. These projects are predominantly Public Private Partnerships that leverage public resources and assets to help fill the 'missing middle' housing pipeline that is currently severely underserved.

Cornerstone Community Housing is a leading housing provider in Lane County and best known for building exceptionally high-quality housing and ultimately revitalizing communities. This year we celebrate a 29-year commitment to building affordable housing communities for people on limited incomes and providing support services designed for personal growth and economic independence. Cornerstone has developed 483 affordable homes in Eugene and Springfield and currently own a portfolio of 336 units.

3. Please describe experience, if any, with using local contractors and/or Minority-owned business (MBE) or Women-owned business (WBE) enterprises in previous projects.

Response:

Both Cornerstone and Affinity Property management have existing programs in place that ensure opportunities for MWESB are expanded in all their ongoing operations contracts with vendors and project partners. These programs are the basis for the program that is outlined in Section 1 of the RFP response.

In addition, Edlen & Co has extensive experience and a successful track record in MWESB participation in their development portfolio. Examples of successful program development and metric tracking can be found in the following projects:

- *38 Davis, completed in 2017, (80,000 square feet office, 5,000 square feet retail, 12,000 square feet academic space, 65 middle income units), 26% MWESB participation.*

- *Hill Park Apartments, completed in 2017, (40 units of affordable housing), general contractor and architect both minority-owned, 20% MWESB participation.*

- *The Beatrice Morrow, completed in 2018, general contractor and architect both minority-owned (80 units of affordable housing, ground floor affordable commercial space and community meeting space), 59% MWESB participation.*

- *The South Waterfront redevelopment, a 38-acre sustainable urban community that includes OHSU Center for Health and Healing and four residential towers met participation goals cross multiple projects, with MWESB participation from 16% to 43.2%.*

4. Please describe experience, if any, with incorporating cost-effective green building measures in previous projects.

Response:

Collectively, Edlen & Company and principals have over 147 years of experience in the design, construction, and operation of sustainable, high-performance buildings. Edlen & Company is the nation's leader in developing LEED-certified buildings with 78 projects certified or registered, including 23 Platinum, 50 Gold, and 5 Silver. Edlen & Company has pioneered and implemented various cutting edge sustainable design strategies, from our first project where ice generation storage machines were used for generating building cooling capacity, to solar and wind installations, rainwater harvesting and reuse, and on-site wastewater treatment to full biophilic design and construction. Along the way, some of our ideas have ended up in the recycling bin; however, we continue to challenge ourselves, our designers, our engineers, and our contractors to raise the bar to achieve the most environmentally responsible projects while adhering to budgetary objectives. Much like design excellence, we believe the environmental footprint of our buildings is a lasting legacy to our community.

Edlen & Company is currently developing the PAE Living Building project which is pursuing certification as a Living Building. The Living Building Challenge is the most aspirational green building certification in existence: Living Buildings are net-zero energy, water, and waste. The building is currently under construction and when completed will be the largest Living Building in the world and the first developer led Living Building anywhere. In December Edlen & Company will break ground on the Albertina Kerr Workforce and Accessible Housing project which will be net-zero energy. Features such as improved insulation, triple pane windows, a highly efficient heat pump system for water and space heating, 100% LED lighting with advanced controls, and top-rated Energy Star appliances, result in a building that uses 43% less energy than a typical building. And a large integrated on-site solar array will offset 105% of the electricity used by the building on an annual basis. Quite often what others may view as financially unfeasible, with our 25-plus-year history of leading sustainable development in the US we view it as attainable through innovative engineering and financing techniques along with hard work.

deChase Miksis was an early leader in the Eugene area in the development of highly efficient and sustainable projects. Mark Miksis was one of the original members of the Mayor's Sustainability Commission and sat on the City's Green Building Task force. The principals of deChase Miksis were involved in many of the first LEED projects in the community from The Inkwell Building at Crescent Village (Gold), Arlie & Company's Headquarters (Platinum), Northwest Community Credit Union (Gold) and Kendall Toyota the first Platinum car dealership in the county. In all of these projects tight budget

constraints led to the selection of green building measures that provided economic benefit to the project through reduced operational costs, increased occupant comfort and performance, and implementing passive strategies such as daylighting and natural ventilation. The development approach in these projects was never to buy our way into reaching a specific certification with expensive systems or construction techniques but to instead to have a whole building approach that uses simple low-cost measures that decreased the environmental footprint of development while improving the occupant's environment.

5. Please describe current projects underway and their status. How will you manage additional projects?

Response:
Edlen & Company is currently developing six projects, of which five are set to be complete by the end of 2021. The completion of 80% of our construction portfolio by 2022 generates great capacity among our development management and project management team.

deChase Miksis is in active development of four projects with two set to be complete at the end of 2021 and two set to be complete by the end of 2022 or early 2023. 50% of our active development projects are scheduled to be complete prior to the scheduled construction of this proposed project.

The combined management staff of Edlen & Company and deChase Miksis has adequate capacity to ensure the City of Eugene will be well supported through every step of the development process including design, financing, construction, and budget management.

Financial Capacity

6. Please describe and *provide evidence* of prior ability to finance and complete similar projects.

Response:
Our team specializes in identifying, securing, and integrating both traditional and non-traditional sources of financing. Experience with non-traditional sources includes tax credits (New Markets Tax Credits, Historic Tax Credits, Low-Income Housing Tax Credits, Solar Investment Tax Credit), taxable and tax-exempt bonds, capital campaigns, program-related Investments (PRIs), HOME Funds, and Tax Increment Financing through urban renewal districts. Many of our projects include more than one of these sources, increasing complexity but maximizing the benefit to our nonprofit partner. Our team is also expert at securing traditional debt and equity. Over the years, Edlen & Company and its predecessor firm have successfully capitalized approximately $5B of real estate projects providing confidence around the ability to deliver an excellent inclusive housing project for the City of Eugene.

7. Identify and describe any relationship the respondent may have with subsidiaries, joint venture partners, or others who are significant to the project.

Response:
As described in Section 1 deChase Miksis and Edlen and Co are joint venture partners in the project.

Ownership Entity

8. What is the legal status of the anticipated Ownership Entity for the project?
   - ☐ Currently Exists (please describe: Overwrite this text with your answer)
   - ☒ To Be Formed prior to development: Estimated formation date 6/1/2021

9. If a new entity, indicate the anticipated Ownership Structure: *(check all that apply)*
   - ☐ Nonprofit or Nonprofit Single Asset Entity
   - ☒ Limited Liability Corporation (LLC)
   - ☐ Limited Liability Partnership (LLP)
   - ☐ Limited Partnership (LP)
   - ☐ Other Corporation
   - ☐ Joint Venture
   - ☐ Cooperative
   - ☐ Other, Describe:

Property Management

10. Briefly summarize the management plan for this project. Be sure to address facility maintenance, on-site management, and services provided.

Response:

Affinity has the experience and capacity to effectively manage the complexity and diversity of the reporting, financing, and compliance requirements of the ownership. We have managed affordable housing since our inception in 2003. Affinity has extensive experience managing various types of affordable housing. Our affordable portfolio has consisted of LIHTC, HOME financing, PSH units, PHB financed projects, Project-Based Section 8, B2H, HUD, farm worker housing, and low-barrier housing in addition to market rate units.

Affinity management has a Management Agent's Certification from HUD to manage projects with HUD-held mortgages or insured multifamily projects. We have staff members that have extensive experience with HUD compliance documents and our staff continues to receive training on all tax credit certifications including the Spectrum C3P Tax Credit Certification Seminar. This training seminar includes extensive case studies of HUD properties with detailed discussion of IRS regulations, income limits, recapture issues and continuing compliance.

The best practices in managing affordable housing can be broken down into six sections. These individual sections need to be managed separately while at the same time nurturing a symbiotic relationship which makes a successful project. These six areas include financial management, physical plant management, tenant services, compliance, human resources, and communication management.

Financial Management

Affinity has a policy and procedures manual which schedules out the day-to-day operations at a property and sets expectations for all onsite personnel from the appearance of the office to record keeping, and from expense control to identification theft protection. Affinity has some of the most tenured and knowledgeable staff in the industry. Our onsite Community Managers go through continual training to improve their abilities and incorporate the best practices from other Managers throughout our portfolio. Affinity's Portfolio Managers all have extensive experience in multi-family management, tenant

relations, resident services, and direct profit-and-loss responsibilities. Our Portfolio Managers are hands-on trainers, confidants, and mentors for the onsite staff. The onsite teams are supported with an extensive accounting department spearheaded by our Controller who has a CPA background.

Physical Plant Management

Affinity has procedures in place which systematizes daily, monthly, quarterly, and yearly maintenance and capital replacement schedules. Our Portfolio Managers continually audit the property for the completeness of tenant files, record keeping, and maintenance. Open communication between the onsite staff and tenants help Affinity take care of any physical issues as they happen. During any third party physical and file inspections Affinity will make available the necessary personnel to help complete the inspections as quickly and efficiently as possible, including notifying tenants of the upcoming physical inspection at least 24 hours in advance, and earlier if possible. If any follow-up is necessary Affinity will immediately take action and the Community Manager, Maintenance Manager, compliance manager and Portfolio Manager will all verify that the necessary changes, improvements, fixes, and follow-up have occurred. Affinity staff also walk each unit twice a year to look for any outstanding maintenance issues that may not have been reported by the resident.

Tenant Customer Service

Affinity believes that tenant customer service is at the heart of any successful community. We have written systems and procedures for tenant selection, tenant rights and responsibilities, evictions, marketing, and directing residents to tenant supportive services.

Compliance

Affinity uses a system for compliance that leverages the property manager's time and knowledge as well as a double check system to make sure the property remains in compliance at all time.

Human Resources

Affinity uses written job descriptions and reviews an employee's rights and responsibilities with every staff member during their new hire training, 90-day reviews, and yearly performance evaluations. In addition, we have a full time HR department that serves our current employees needs as well as constantly recruits for new positions so that we are ready to grow when opportunity arises.

Communication Management

It is extremely important at Affinity to keep the lines of communications open with the property owner. Affinity sets up a one-point-of contact system which allows owners to contact one person at the corporate office who will answer all questions from operation to maintenance, and from compliance to accounting. However, Affinity also has an "open door" policy which gives the owner direct access to anybody in the company if they wish to communicate directly with any Affinity employee involved in their project.

Affinity takes pride in the longevity and experience of its employees. Many of our Managers have been awarded Manager of the Year awards through the Multi-Family Housing Association and we are event sponsors for many non-profit groups in Oregon. Affinity is a member of the Streamlining Compliance Initiative. We have had no major findings on any of our audits throughout the years. We have had no verifiable fair housing claims or material litigation in the last three years. We continually train our on-site and off-site staff in affordable housing management including the annual Miller-Nash conference in Portland and like conferences in our service area, the Oregon Opportunity Network conferences, Spectrum and Prism conferences, and as many Oregon Affordable Housing Management Association

trainings as we can fit into our schedules. We also go through twice yearly fair housing training with our law firm.

11. Describe your tenant selection process, and how you will market the units to be offered, particularly to those least likely to apply (such as protected classes under the Fair Housing Act), ensuring they are provided information about the housing opportunity. Describe any experience members of your development team have with income verification.

Response:

During the initial lease up period, residents will be placed on an initial waitlist obtained through various marketing and outreach efforts identified in Affinity's Affirmative Fair Housing Marketing Plan. Applicants are selected on a first come first serve basis determined by the time/date stamp from the waitlist application. Upon an applicant coming up on the waitlist, the application will be screened for criteria noted in the Screening Criteria as well as for affordable program requirements which will be outlined in the Tenant Selection Plan and based off Land use Regulatory agreements specific to the property.

Marketing of the affordable units will be based on the Affordable Fair Housing Marketing Plan. Affinity will incorporate Census information for the target area to identify those least likely to apply. Upon identification, the determination is made on agency and marketing sources for outreach and marketing. This process is closely followed to ensure that we are targeting those identified on our marketing plan as least likely to apply. On select projects, Affinity has hired an equity navigator in efforts to ensure we are removing all barriers for our target population.

Cornerstone will work with Affinity to support and supplement marketing efforts. We employ Affirmatively Furthering Fair Housing marketing best practices, including but not limited to the following:

- ***Analysis of neighborhood-level and regional demographics:*** *Analysis of demographics including race/ethnicity, national origin, disability, language spoken at home, literacy, familial status, and occupation type (a protected class in Eugene) for income eligible households helps us characterize the market and determine who is least likely to apply. We assume that people who already live in the neighborhood are more likely to apply than those who do not.*

- ***Selection of appropriate marketing strategies:*** *Cornerstone cultivates relationships with local social service agencies, employers, and culturally specific organizations such as Centro Latino Americano, Downtown Languages, Latino Business Network, NAACP, Eugene/Springfield Asian Council, Eugene 4J School District Natives Program, and Springfield Public Schools Office of Indian Education. At times, input is requested to develop marketing strategies for specific population groups and for support disseminating information.*

- ***Ongoing evaluation of marketing and outreach:*** *Success of marketing is evaluated by comparing resident demographics to regional demographics for households with qualifying incomes. Resident demographics should closely mirror regional demographics. Property management and asset*

management staff consult with community contacts to identify marketing strategies to reach underrepresented groups.

Additionally, 10 units have been set aside for victims of domestic violence. Cornerstone will work with Affinity and Womenspace to manage these set aside to ensure that they are serving the populations they are designated for.

Fair Housing and Cultural Competency

12. Explain how your development team and property management staff stay educated about fair housing issues and are working to broaden staff/board knowledge around cultural competency.

Response:

Diversity, equity, and inclusion (DEI) is a key priority in Cornerstone's 5-year Strategic Plan (2018-2022). Cornerstone is committed to building a multicultural organization and continually challenging ourselves to learn and improve. Cornerstone's DEI Steering Committee will continue to meet bi-monthly in 2021 to discuss and lead the implementation of various DEI initiatives, while staff work to develop and implement changes on the off months.

Some of Cornerstone's current efforts and goals include:

- *Fostering an organizational culture that honors difference. Shifting the organizational culture through DEI training, intentional conversations, and operational changes.*
- *Revamping recruitment practices. Recruiting a diverse staff and board of directors.*
- *Investing in professional development and leadership development for residents and staff at all levels. Providing pathways for individuals with under-represented identities to advance their careers.*
- *Using an equity lens tool to analyze and improve the way that we respond to the needs of populations facing disparities.*

Affinity's Woman Owned, Minority Owned, Small Businesses (WMSEB) and Equity procedures require that any work performed by a 3rd party vendor in excess of $1,000 include at least one out of the three bids from a minority-owned, women-owned vendor, and emerging small businesses. Additionally, the Portfolio Manager along with the Affordable site staff have attended several social equity trainings. Continued social equity training is key to understanding and overcoming all factors which create barriers of any kind to individuals of a specific society or isolated group.

Affinity has a proven track record of working with and housing resident populations who face many social and economic challenges. We take pride in our history and rapport working with multiple program partners throughout the area. To maintain these working relationships, we attend housing partnership workgroups as well as regular meetings with property specific programs in effort to ensure we have the most up to date contact list and that we can work together to overcome any challenges in effort to benefit the program, the clients, and the properties.

Trainings include but not limited to:

- *Fair Housing Training*
- *Landlord Tenant Training*
- *Low Income Housing Tax Credit (LIHTC) Compliance Training*

- *Housing Credit Certified Professional (HCCP) Training*
- *LIHTC Seminars offered by OHCS*
- *Public Housing Agency waitlist trainings*
- *Various AHMA multi-family continuing education trainings throughout the year*

Affinity has managed lease-up of three tax credit buildings; a 51-unit community in Woodland, Washington which consisted of farm-worker tax credits, and a 240-unit community in Eugene, Oregon and a 50-unit mixed SE project in Rockwood, Gresham, Oregon. All three completed the lease up on time and within budget. This experience gives Affinity the background needed to work collaboratively to successfully lease up and manage 1059 Willamette.

We usually start building the marketing material and strategic plan which includes outreach to local program partners for purposes to build waitlists up to six months in advance of opening a new lease up. As we get closer to the 90-day period, Affinity would start to identify and approve prospective residents who have been identified through waitlists and PBVs. This will ensure that we will be able to open the building with as many residents as possible. We will continue this process as efficiently and effectively as possible to ensure that we meet the required lease up occupancy goal.

13. Describe how you will ensure property management staff will provide culturally competent services in working with protected classes.

Response:

Since 2018, Cornerstone has hosted semi-annual cross training events with property management and resident services staff. Training topics have included crisis de-escalation, self-awareness and self-care, bed bugs / pest management, and cultural humility. Training and team building efforts support more collaborative, effective, and equitable frontline service for residents. Providing ongoing professional development opportunities related to cultural competency and inclusion are of the highest priority for Cornerstone. Cornerstone will work with Affinity to provide this ongoing professional development for property management staff.

Third Party Support Experience

Affinity and its managers have a well-versed history working with program partners in our local industry such as Rent Well and Fresh Start programs. We understand that many of our diverse clientele have barriers that will often prevent them from obtaining stable housing. Our policy allows for the acceptance of the above-mentioned certificates of completion in effort to overturn denials and offer permanent stable housing. In addition, Affinity is accustomed to developing tailored screening criteria for each specific property which allows specific target populations to be housed in coordination with agency referrals and supportive services.

Community Outreach

Affinity uses many approaches for outreach and marketing which depends on the specific property, its location, and target demographic. Aside from our standard marketing approaches, Affinity relies greatly on leveraging our connections with our community service providers and partner agencies for outreach purposes. Most of Affinity's Affordable portfolio utilizes specific program referrals to build waitlists and house our target populations. Affinity utilizes both digital and print marketing in demographic specific publications to reach a diverse group of prospective tenants.

On/Off Site Resident Services Personnel

It is Affinity's policy to have site managers work directly with resident service personnel. This can be through weekly in person interaction, email communication, or phone calls. Site managers discuss all facets of lease compliance with the resident service personnel prior to issuing any notices as well as any concerns for the resident. When notices are issued, resident services is copied in on that notice and the details. This practice is used in efforts to help our residents remain successful in their housing.

While the overall U.S economy is in an economic expansion, poverty remains a daily reality for many. The need for affordable housing has grown significantly and requires community-minded individuals and institutions to face the challenge head-on. Affinity wants to be part of helping the community by operating the 1059 Willamette to its fullest potential. We are well equipped to successfully operate the 1059 Willamette and serve its residential clients. By putting in place effective systems and investing in on-site staff, the property will continue to operate successfully.

Section 3 Attachments

- ☒ Examples/images of prior projects that demonstrate high-quality urban design and use
- ☐ Evidence of financial capacity *(included in Section 2 and 3 narratives)*

Appendix B. Pro Forma Instructions

This excel workbook is an independent, stand-alone series of worksheets.
Do not link this workbook to any other workbooks!

This workbook was created by the City of Eugene in Excel **2010; th**ough efforts have been made to ensure compatibilty with previous versions, it is not guaranteed.

Each worksheet has identified cells that need to be completed; identified in green.

Individual worksheet notes and directions are listed to the right of the primary tables.

To Start: Begin on the Summary Worksheet, and fill in the Project Name, Date, type of project, and Pro Forma type. These selections will carry over to all of the other worksheets; if you have any changes to make to these criteria you will need to make them here.

After these elements are completed, you should proceed through all of the remaining green worksheet tabs and complete the needed information in green cells.

Calculations won't work until all of the needed information has been entered in the workbook.

All worksheets are locked, in order to preserve the integrity of the internal calculations. To unlock a sheet, right click on the tab and select "unprotect"; there is no password on these sheets though it is important to note that any adjustments made improperly may result in errors throughout the workbook.

cell colors indicate:
Worksheet guidance
to complete by applicant
calculated in worksheet
value imported from other worksheet
white cells are fixed fields and can not be over-written

Project Summary

Project Name: The Montgomery **Date:** 2/2/2021

Project Square Feet

	Total	% of Total
Residential (leasable)	64,107	68.5%
Common Space	25,976	27.8%
Commercial	3,438	3.7%
Total Res Sq Ft	90,083	96.3%
Total	93,521	--

Number of Housing Units

	Income Qualified	Market Rate	Total
Studio	65	0	65
1 bedroom	1	58	59
2 bedroom	0	5	5
3 bedroom	0	0	0
4 bedroom	0	0	0
5 bedroom	0	0	0
Total	66	63	129

Overall Costs

	Total	Acquisition	Construction	Development
Total Costs	$29,045,132	-	$22,246,137	$6,758,995
% of Total Costs	100%	0%	77%	23%
Total Cost / Res. Unit	$225,156	$0	$172,451	$52,395
Total Cost / Res. SF	$322	$0	$247	$75
Residential Only Costs	$27,803,231	$0	$21,430,392	$6,372,839
Res. Only Cost / Unit	$215,529	$0	$166,127	$49,402
Res. Only Cost / Res. SF	$309	$0	$238	$71

Financial Factors

Developer Fee Percent	5%
Contractor Profit, Overhead & GC as % of	0%

Debt Coverage Ratio

	Year 1	Year 3
Primary Debt	1.29	1.33
Total Debt	1.29	1.33

SOURCES OF FUNDING

Project Name: **The Montgomery**

Date: **2/2/2021**

Funding Source	
Cash	$5,184,632
Permanent Bank Loan-primary	$22,710,500
Permanent Bank Loan-secondary	$0
City of Eugene-Urban Renewal	$1,100,000
Utility Efficiency Incentive	$50,000
TOTAL FUND SOURCES	$29,045,132

Surplus or Gap $0

USES OF FUNDS

Project Name: The Montgomery **Date:** 2/2/2021

Number of Units:	129
Square Footage Summary:	
Residential Unit Square Footage:	64,107
Residential Common Areas:	25,976
Commercial/other	3,438
Total Residential Square Footage:	90,083
Total Square Footage:	93,521

Summary of Costs

	Total	Acquisition	Construction	Development
Total Costs	$29,045,132	$40,000	$22,246,137	$6,758,995
% of Total Costs	100%	0%	77%	23%
Total Cost / Res. Unit	$225,156	$310	$172,451	$52,395
Total Cost / Res. Sq Ft	$322	$0	$247	$75
Residential Only Costs	$27,803,231	$0	$21,430,392	$6,372,839
Res. Only Cost / Unit	$215,529	$0	$166,127	$49,402

Costs	Total Costs (Residential + Commercial)	Residential	Commerical	Total Cost per Unit
Acquisition Costs				
Purchase Price:				
Land	$0			-
Improvements	$0			-
Liens and Other Taxes	$0			-
Closing/Recording	$40,000			$310
Extension Fees	$0	$0	$0	-
Other (list below):				
	$0			-
	$0			-
	$0			-
Acquisition Costs Subtotal:	**$40,000**	**$0**	**$0**	$310
Construction Costs				
Off-site Work	$0			-
On-site Work	$0			-
Hazardous Materials Abatement	$300,000	$288,900	$11,100	$2,326
Demolition	$375,000	$361,125	$13,875	$2,907
Residential Building	$19,498,147	$19,498,147		$151,148
Commercial Space/Building	$749,150		$749,150	$5,807
Common Use Facilities	$0			-
FF&E (Common Area Furnishings)	$125,000	$125,000		$969
Internet Wiring & Equipment	$0			-
Landscaping	$0			-
Elevator	$0			-
Laundry Facilities	$0			-
Storage/Garages	$0			-
Builder's Risk Insurance	$0			-
Performance Bond	$0			-
3rd Party Const. Management	$0			-
Contingency	$1,059,340	$1,020,495	$38,845	$8,212
General Conditions	$0			-
Contractor Overhead	$0			-
Contractor Profit	$0			-
Other (list below):				
Unit Upgrades	$64,500	$64,500		$500
Signage, Security & Access Control	$75,000	$72,225	$2,775	$581
	$0			-
Construction Costs Subtotal:	**$22,246,137**	**$21,430,392**	**$815,745**	$172,451

worksheet guidance

cell colors indicate:

to complete by applicant

calculated in worksheet

value imported from other worksheet

USES OF FUNDS

Project Name: The Montgomery **Date:** 2/2/2021

Development Costs				
Land Use Approvals	$0			-
Building Permits/Fees	$417,736	$402,280	$15,456	$3,238
System Development Charges	$731,038	$703,990	$27,048	$5,667
Market Study	$12,500	$12,500		$97
Environmental Report	$20,000	$19,260	$740	$155
Lead Based Paint Report	$0			-
Asbestos Report	$0			-
Soils Report (Geotechnical)	$20,000	$19,260	$740	$155
Survey	$15,000	$14,445	$555	$116
Capital Needs Assessment	$0			-
Marketing/Advertising	$100,000	$100,000		$775
Insurance	$150,000	$144,450	$5,550	$1,163
Other (list below):				
Utilities	$225,750	$217,397	$8,353	$1,750
Tenant Improvement Allowance	$120,330		$120,330	$933
	$0			-
General Fees				
Architectural	$1,535,180	$1,478,378	$56,802	$11,901
Engineering	$0			-
Legal/Accounting	$50,000	$48,150	$1,850	$388
Cost Certification	$12,000	$11,556	$444	$93
Appraisals	$10,000	$9,630	$370	$78
Special Inspections/Testing	$65,000	$62,595	$2,405	$504
Developer Fee	$1,073,946	$1,034,210	$39,736	$8,325
Consultant Fee	$252,000	$242,676	$9,324	$1,953
Rate Lock Fee	$0			-
Other (list below):				
LEED	$80,000	$77,040	$2,960	$620
Retail Leasing Commission	$18,565		$18,565	$144
	$0			-
Construction Loan Costs/Fees				
Lender Inspection Fees	$113,553	$109,352	$4,201	$880
Lender Title Insurance	$60,000	$57,780	$2,220	$465
Lender Legal Fees	$100,000	$96,300	$3,700	$775
Loan Fees	$329,303	$317,119	$12,184	$2,553
Loan Closing Fees	$32,350	$31,153	$1,197	$251
Property Taxes (Constr Period)	$25,000	$24,075	$925	$194
Insurance	$0			-
Bridge Loan Fees				
Bridge Loan Legal	$0			-
Bridge Loan Trustee	$0			-
Bridge Loan Underwriting	$0			-
Permanent Loan Fees				
Perm. Loan Fee	$0			-
Perm. Loan Closing Fees	$0			-

USES OF FUNDS

Project Name: The Montgomery **Date:** 2/2/2021

Bond Issuance Fees				
Cost of Bond Issuance	$0			-
Negative Arbitrage (1.50%)	$0			-
Bond Cost Certification	$0			-
Other (list below):				
	$0			-
Interest				
Construction Period	$580,253	$558,784	$21,469	$4,498
Construction Bridge Loan	$0			-
Other (list below):				
	$0			-
	$0			-
Development Contingency				
Development Contingency	$191,755	$178,180	$13,575	$1,486
Contingency Escrow Account (3%)	$0			-
Lease Up / Tenant Relocation				
Lease Up	$0			-
Tenant Relocation	$0			-
Reserves/Cash Accounts				
Operating Reserve	$0			-
Deposit to Replacement Reserves	$0			-
Other (list below):				
Lease Up Reserve	$417,736	$402,280	$15,456	$3,238
	$0			-
	$0			-
	$0			-
Development Costs Subtotal:	**$6,758,995**	**$6,372,839**	**$386,156**	$52,395
TOTAL PROJECT COST	**$29,045,132**	**$27,803,231**	**$1,201,901**	$225,156
Surplus or Gap	**$0**			

Summary of Fees and Contingencies		**Preferred Rates**
Developer Fee Percent	4.9%	No more than 15% of total project costs net of developer fee, reserves and cash accounts.
Project Development Percentage	23.3%	No more than 30% of total project costs.
Development Contingency	2.9%	No more than 5%.
Construction Contingency	5.0%	No more than 5% for new construction, 10% for rehabilitation.
Contractor Profit, Overhead & GC	0.0%	Contractor Profit (8%), Overhead (2%) and General Conditions (6%), with combined no more than 14% of construction costs.
Construction less Contractor P & O & GC	$22,246,137	

Project costs net of developer fee, reserves and cash accounts	$26,883,713.8
Development and Construction Costs, total	$29,005,131.8

HOUSING OPERATING BUDGET - INCOME

Project Name: The Montgomery **Date:** 2/2/2021

Income Inflation Rate: 2.00%

Type	Unit Size	Unit Type (BDR /MGR)	# of Baths	Square Feet / Unit	Median Income %	Gross Monthly Rent /Unit		Tenant Paid Utility Allow		Net Monthly Rent / Unit		# of Units		Year 1	Year 2	Year 3	Year 4	Year 5	Year 10	Year 15	Year 20	Year 30
Income Qualified	Studio		1.0	477	80%	$980	-	$86	=	894	X 12	15	=	$160,920	$164,138	$167,421	$170,770	$174,185	$192,314	$212,331	$234,430	$285,769
Income Qualified	Studio		1.0	369	80%	$980	-	$86	=	894	X 12	15	=	$160,920	$164,138	$167,421	$170,770	$174,185	$192,314	$212,331	$234,430	$285,769
Income Qualified	Studio		1.0	391	80%	$980	-	$86	=	894	X 12	30	=	$321,840	$328,277	$334,842	$341,539	$348,370	$384,629	$424,661	$468,860	$571,538
Income Qualified	Studio		1.0	352	80%	$980	-	$86	=	894	X 12	5	=	$53,640	$54,713	$55,807	$56,923	$58,062	$64,105	$70,777	$78,143	$95,256
Income Qualified	1 bedroom		1.0	568	80%	$1,050	-	$94	=	956	X 12	1	=	$11,472	$11,701	$11,935	$12,174	$12,418	$13,710	$15,137	$16,713	$20,372
Market Rate	1 bedroom		1.0	491		$1,530	-	$0	=	1,530	X 12	5	=	$91,800	$93,636	$95,509	$97,419	$99,367	$109,709	$121,128	$133,735	$163,023
Market Rate	1 bedroom		1.0	576		$1,530	-	$0	=	1,530	X 12	5	=	$91,800	$93,636	$95,509	$97,419	$99,367	$109,709	$121,128	$133,735	$163,023
Market Rate	1 bedroom		1.0	581		$1,565	-	$0	=	1,565	X 12	20	=	$375,600	$383,112	$390,774	$398,590	$406,562	$448,877	$495,596	$547,178	$667,007
Market Rate	1 bedroom		1.0	666		$1,590	-	$0	=	1,590	X 12	5	=	$95,400	$97,308	$99,254	$101,239	$103,264	$114,012	$125,878	$138,980	$169,416
Market Rate	1 bedroom		1.0	568		$1,530	-	$0	=	1,530	X 12	23	=	$422,280	$430,726	$439,340	$448,127	$457,089	$504,664	$557,189	$615,182	$749,904
Market Rate	2 bedroom		2.0	802		$2,300	-	$0	=	2,300	X 12	5	=	$138,000	$140,760	$143,575	$146,447	$149,376	$164,923	$182,088	$201,040	$245,067
							-		=	0	X 12		=	$0	$0	$0	$0	$0	$0	$0	$0	$0
							-		=	0	X 12		=	$0	$0	$0	$0	$0	$0	$0	$0	$0
							-		=	0	X 12		=	$0	$0	$0	$0	$0	$0	$0	$0	$0
SUB-TOTALS												**129**	=	**$1,923,672**	**$1,962,145**	**$2,001,388**	**$2,041,416**	**$2,082,244**	**$2,298,966**	**$2,538,244**	**$2,802,427**	**$3,416,143**

Total Residential Leasable Square Feet
64,107

See Appendix C of RFP for allowed rents in income-qualified units

Total Annual Income

	Year 1	Year 2	Year 3	Year 4	Year 5	Year 10	Year 15	Year 20	Year 30
Site-based rental assistance:									
Site-based rental assistance:		$0	$0	$0	$0	$0	$0	$0	$0
Other Revenue:									
Laundry		$0	$0	$0	$0	$0	$0	$0	$0
Garage/Parking	$25,920	$26,438	$26,967	$27,507	$28,057	$30,977	$34,201	$37,761	$46,030
Deposits on Turnover		$0	$0	$0	$0	$0	$0	$0	$0
Cable TV		$0	$0	$0	$0	$0	$0	$0	$0
Interest Income		$0	$0	$0	$0	$0	$0	$0	$0
Application Fees		$0	$0	$0	$0	$0	$0	$0	$0
Internet Access Fees		$0	$0	$0	$0	$0	$0	$0	$0
RUBS	$26,460	$26,989	$27,529	$28,080	$28,641	$31,622	$34,913	$38,547	$46,989
Other Income	$32,250	$32,895	$33,553	$34,224	$34,908	$38,542	$42,553	$46,982	$57,271
SUB-TOTAL OTHER REVENUE	**$84,630**	**$86,323**	**$88,049**	**$89,810**	**$91,606**	**$101,141**	**$111,667**	**$123,290**	**$150,290**
Gross Residential Income:	$2,008,302	$2,048,468	$2,089,437	$2,131,226	$2,173,851	$2,400,107	$2,649,912	$2,925,717	$3,566,432
Annual Vacancy Rate (stable at Yr 3)	**5.0%**	**5.0%**	**5.0%**	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%
Less Vacancy	($100,415)	($102,423)	($104,472)	($106,561)	($108,693)	($120,005)	($132,496)	($146,286)	($178,322)
Effective Res. Gross Income:	**$1,907,887**	**$1,946,045**	**$1,984,966**	**$2,024,665**	**$2,065,158**	**$2,280,101**	**$2,517,416**	**$2,779,431**	**$3,388,111**

HOUSING OPERATING BUDGET - INCOME

Project Name: The Montgomery | **Date:** 2/2/2021 | **Income Inflation Rate:** 2.00%

Type	Unit Size	Unit Type (BDR /MGR)	# of Baths	Square Feet / Unit	Median Income %	Gross Monthly Rent /Unit	Tenant Paid Utility Allow	Net Monthly Rent / Unit	# of Units	Year 1	2	3	4	5	10	15	20	30
									years	1	2	3	4	5	10	15	20	30
					Commercial Income:		Retail		=	$61,884	$63,122	$64,384	$65,672	$66,985	$73,957	$81,655	$90,153	$109,896
					Other:				=		$0	$0	$0	$0	$0	$0	$0	$0
					Other:				=		$0	$0	$0	$0	$0	$0	$0	$0
					Other:				=		$0	$0	$0	$0	$0	$0	$0	$0
					Other:				=		$0	$0	$0	$0	$0	$0	$0	$0
					Other:				=		$0	$0	$0	$0	$0	$0	$0	$0
					Other:				=		$0	$0	$0	$0	$0	$0	$0	$0
					Other:				=		$0	$0	$0	$0	$0	$0	$0	$0
										$61,884	$63,122	$64,384	$65,672	$66,985	$73,957	$81,655	$90,153	$109,896
								Annual Vacancy Rate (stable at Yr 3)		**5.0%**	**5.0%**	**5.0%**	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%
								Less Vacancy		($3,094)	($3,156)	($3,219)	($3,284)	($3,349)	($3,698)	($4,083)	($4,508)	($5,495)
								Effective Comm. Gross Income:		**$58,790**	**$59,966**	**$61,165**	**$62,388**	**$63,636**	**$70,259**	**$77,572**	**$85,646**	**$104,402**
								Effective Total Gross Income:		**$1,966,677**	**$2,006,010**	**$2,046,130**	**$2,087,053**	**$2,128,794**	**$2,350,361**	**$2,594,988**	**$2,865,077**	**$3,492,512**

HOUSING OPERATING BUDGET - EXPENSES

Project Name: The Montgomery **Date:** 2/2/2021

Expense Inflation Rate: 3.00% if you change this expense inflation rate from it's default (3%) you must support it in your narrative

Annual Operating Expenses	Annual per Unit	Enter annual expense for ALL units below Year 1	2	3	4	5	10	20	30
Insurance	$179	$23,145	$23,839	$24,555	$25,291	$26,050	$30,199	$40,585	$54,543
Utilities:(common areas)									
Gas/Oil	$0	$0	$0	$0	$0	$0	$0	$0	$0
Electric	$191	$24,665	$25,405	$26,167	$26,952	$27,761	$32,182	$43,250	$58,125
Water & Sewer	$226	$29,210	$30,086	$30,989	$31,919	$32,876	$38,112	$51,220	$68,835
Garbage Removal	$121	$15,600	$16,068	$16,550	$17,047	$17,558	$20,354	$27,355	$36,762
Cable TV	$17	$2,165	$2,230	$2,297	$2,366	$2,437	$2,825	$3,796	$5,102
Repairs & Maintenance	$785	$101,210	$104,246	$107,374	$110,595	$113,913	$132,056	$177,472	$238,508
Landscape Maintenance	$54	$6,910	$7,117	$7,331	$7,551	$7,777	$9,016	$12,117	$16,284
Replacement Reserve	$250	$32,250	$33,218	$34,214	$35,240	$36,298	$42,079	$56,551	$75,999
Property Management:									
On-site	$633	$81,690	$84,141	$86,665	$89,265	$91,943	$106,587	$143,244	$192,508
Contracted (Off-Site)	$0		$0	$0	$0	$0	$0	$0	$0
Professional Services:									
Resident Services	$47	$6,050	$6,232	$6,418	$6,611	$6,809	$7,894	$10,609	$14,257
Case Management	$50	$6,470	$6,664	$6,864	$7,070	$7,282	$8,442	$11,345	$15,247
Legal	$8	$1,060	$1,092	$1,125	$1,158	$1,193	$1,383	$1,859	$2,498
Accounting	$16	$2,120	$2,184	$2,249	$2,317	$2,386	$2,766	$3,717	$4,996
Compliance Monitoring Fees	$89	$11,495	$11,840	$12,195	$12,561	$12,938	$14,998	$20,157	$27,089
Office & Administration	$773	$99,730	$102,722	$105,804	$108,978	$112,247	$130,125	$174,877	$235,020
Advertising/Marketing & Promotion	$164	$21,220	$21,857	$22,512	$23,188	$23,883	$27,687	$37,209	$50,006
Unit Turnover	$79	$10,190	$10,496	$10,811	$11,135	$11,469	$13,296	$17,868	$24,013
Taxes(non-real estate)	$0		$0	$0	$0	$0	$0	$0	$0
Property Taxes	$1,284	$165,615	$170,583	$175,701	$180,972	$186,401	$216,090	$290,407	$390,283
MUPTE Exemption: Yr 1 - Yr 10	($1,155)	($149,055)	($153,527)	($158,132)	($162,876)	($167,763)	($194,483)	$0	$0
Payroll Taxes	$50	$6,435	$6,628	$6,827	$7,032	$7,243	$8,396	$11,284	$15,164
Downtown Service District Fee	$109	$14,056	$14,478	$14,913	$15,360	$15,821	$18,341	$24,648	$33,125
Occupied Square Feet		87,853							
Internet Connection Fee	$0	$0	$0	$0	$0	$0	$0	$0	$0
Other: (list below)									
Asset Management Fee	$414	$53,350	$54,951	$56,599	$58,297	$60,046	$69,610	$93,550	$125,723
	$0		$0	$0	$0	$0	$0	$0	$0
Total Annual Operating Expenses:	**$4,384**	**$565,581**	**$582,549**	**$600,025**	**$618,026**	**$636,567**	**$737,956**	**$1,253,119**	**$1,684,088**

HOUSING OPERATING BUDGET - EXPENSES

Project Name: The Montgomery **Date:** 2/2/2021

Expense Inflation Rate: 3.00% if you change this expense inflation rate from it's default (3%) you must support it in your narrative

Annual Operating Expenses	Annual per Unit	Enter annual expense for ALL units below: Year 1	2	3	4	5	10	20	30
Less Debt Service:									
Permanent Bank Loan-primary									
Rate / Amortization (Years) / Loan Amount: 3.65% / 40 / $22,710,500	$90,696	$1,088,349	$1,088,349	$1,088,349	$1,088,349	$1,088,349	$1,088,349	$1,088,349	$1,088,349
Permanent Bank Loan-secondary									
Rate / Amortization (Years) / Loan Amount: / / $0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Other Loans / Deferred Fee									
Deferred Developer Fee									
Rate / Amortization (Years) / Loan Amount: / /	$0	$0	$0	$0	$0	$0	$0	$0	$0
Other Loans									
Rate / Amortization (Years) / Loan Amount: / /	$0	$0	$0	$0	$0	$0	$0	$0	$0
	$0	$0	$0	$0	$0	$0	$0	$0	$0
	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Debt Service	**$90,696**	**$1,088,349**	**$1,088,349**	**$1,088,349**	**$1,088,349**	**$1,088,349**	**$1,088,349**	**$1,088,349**	**$1,088,349**

HOUSING OPERATING BUDGET - EXPENSES

Project Name: The Montgomery **Date:** 2/2/2021

Expense Inflation Rate: 3.00% if you change this expense inflation rate from it's default (3%) you must support it in your narrative

Annual Operating Expenses	Annual per Unit	Enter annual expense for ALL units below Year 1	2	3	4	5	10	20	30
	Annual per Unit	1	2	3	4	5	10	20	30
Effective Gross Income:	*$15,246*	*$1,966,677*	*$2,006,010*	*$2,046,130*	*$2,087,053*	*$2,128,794*	*$2,350,361*	*$2,865,077*	*$3,492,512*
Total Annual Operating Expenses:	*$4,384*	*$565,581*	*$582,549*	*$600,025*	*$618,026*	*$636,567*	*$737,956*	*$1,253,119*	*$1,684,088*
Net Operating Income:	*$10,861*	*$1,401,095*	*$1,423,461*	*$1,446,105*	*$1,469,027*	*$1,492,227*	*$1,612,405*	*$1,611,957*	*$1,808,425*
Primary Debt Service	*$90,696*	*$1,088,349*	*$1,088,349*	*$1,088,349*	*$1,088,349*	*$1,088,349*	*$1,088,349*	*$1,088,349*	*$1,088,349*
Total Debt Service	*$90,696*	*$1,088,349*	*$1,088,349*	*$1,088,349*	*$1,088,349*	*$1,088,349*	*$1,088,349*	*$1,088,349*	*$1,088,349*
Cash Flow Per Year Primary:	***($79,835)***	***$312,747***	***$335,113***	***$357,756***	***$380,678***	***$403,878***	***$524,056***	***$523,609***	***$720,076***
Cash Flow Per Year Total:	***($79,835)***	***$312,747***	***$335,113***	***$357,756***	***$380,678***	***$403,878***	***$524,056***	***$523,609***	***$720,076***
Primary Debt Coverage Ratio		*1.29*	*1.31*	*1.33*	*1.35*	*1.37*	*1.48*	*1.48*	*1.66*
Total Debt Coverage Ratio		*1.29*	*1.31*	*1.33*	*1.35*	*1.37*	*1.48*	*1.48*	*1.66*

Utility Allowance

Project Name: **The Montgomery** **Date:** **2/2/2021**

Utilities	Specify **Type of Utility (Gas, elec., Oil, etc.)**	choose from drop down menu **Owner or Tenant Paid**	fill in the dollar amounts in cells below **0 BDRM**	**1 BDRM**	**2 BDRM**	**3 BDRM**	**4 BDRM**	**5 BDRM**
Heating	Electric	Tenant Paid	$34	$37	$42			
Lighting	Electric	Tenant Paid	$14	$17	$23			
Air Conditioning								
Cooking	Electric	Tenant Paid	$4	$4	$6			
Hot Water	Electric	Tenant Paid	$9	$11	$14			
Water		Owner Paid						
Sewer		Owner Paid						
Trash Removal		Tenant Paid	$25	$25	$25			
Total Utility Allowance			**$86**	**$94**	**$110**	**$0**	**$0**	**$0**

If allowances are calculated by other methods, attach the appropriate schedule and include unit rents, number of bedrooms, and allowances

View of Proposed Willamette Street Facade

ROWELL BROKAW

Section 1 attachment: Site plans, architectural renderings, and example floor plans

View of Proposed Corner on 11th Avenue and Oak Alley

ROWELL BROKAW

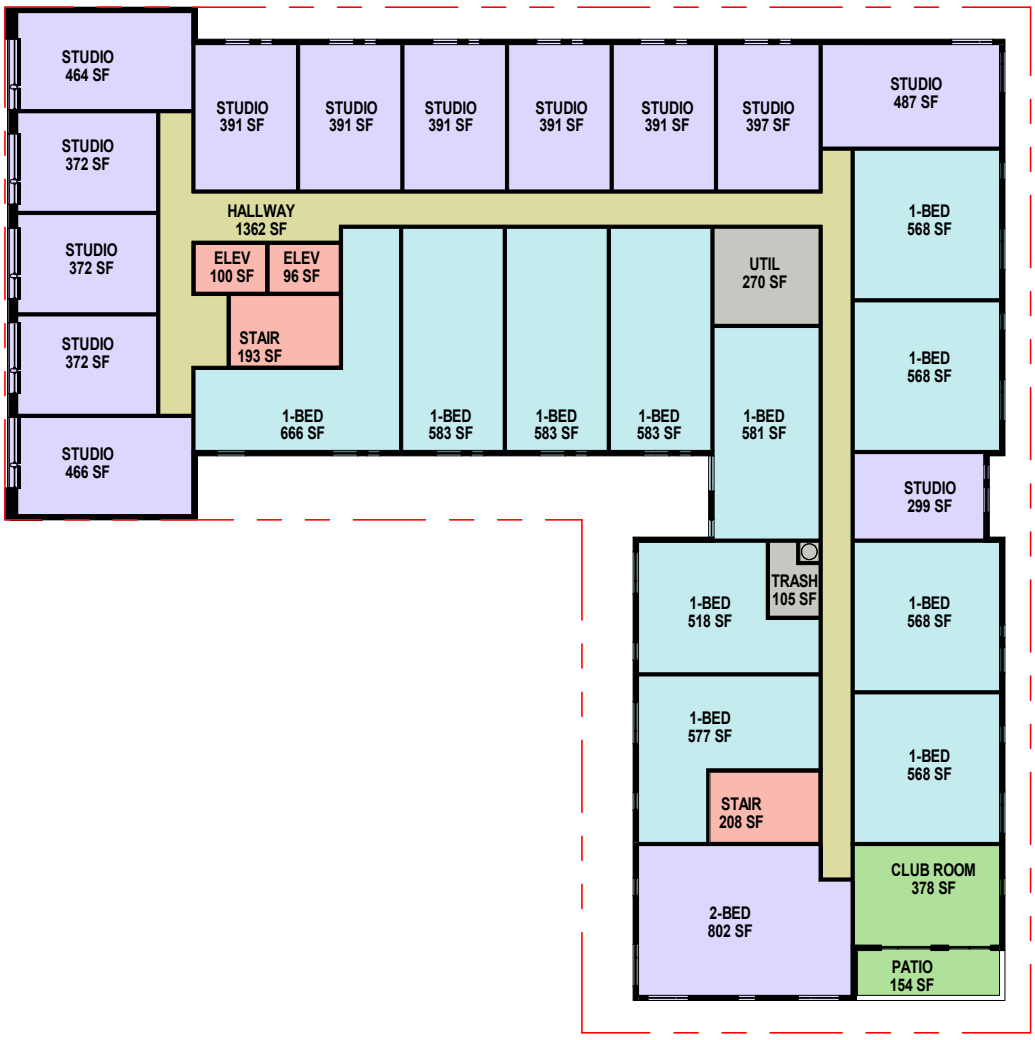
Aerial Composite with Proposed Building Massing

ROWELL BROKAW

1 TYPICAL FLOOR PLAN (2-5)

1" = 30'-0"

ROWELL BROKAW



0' 10' 20' 40'

1 6TH FLOOR PLAN

1" = 30'-0"

ROWELL BROKAW

1 1ST FLOOR

1" = 30'-0"

ROWELL BROKAW

ROWELL
BROKAW

1203 Willamette
Suite 210
Eugene, Oregon 97401
541 485 1003
rowellbrokaw.com

Architecture. Design. Strategy

2 February 2021

City of Eugene

1059 Willamette Street Project

RE: Request for Proposals – Zoning and Land Use Documentation

Dear Reviewer,

The project we envision in this proposal meets the current Zoning and Land Use requirements as we understand their applicability at this stage of concept design. The property is zoned C-3 with a TD Overlay (Transit Oriented Development). Minimum Floor Area Ratio (FAR) requirement is 2.0. The building exceeds the 2.0 FAR. Housing and retail are allowed subject to development standards in 9.5500, However multi-family standards do not apply within this area. Building height is permitted to be 150'. Our building is designed to top out at less than 70ft. Setbacks are to be no greater than 15 ft at streets, we are well under. The downtown area is parking exempt; however, we are providing some onsite parking. Bike parking will be accommodated on the ground floor, with possible accommodations in other parts of the building as we further develop the design.

Any zoning or land use issues that need to be resolved would be addressed early in design and the applications for approval would run concurrent with the design timeframe outlined in the schedule and not impact the overall delivery of the project.

Sincerely,

Gregory Brokaw, Architect

Rowell Brokaw Architects, PC

Greystone & Co., Inc.
111 Rockville Pike Suite 1150
Rockville, MD 20850
https://www.greystone.com/

GREYSTONE

January 27, 2021

Mr. Mark Miksis
DeChase Miksis Development
PO Box 11943
Eugene OR 97440

RE: **MAP 221(D)(4) NEW CONSTRUCTION LOAN FOR 1059 WILLAMETE**

Dear Mr. Miksis,

I'm writing to express my support for the proposed multifamily project located at 1059 Willamete Street, Eugene OR 9740. Upon receiving your loan inquiry, my team at Greystone has conducted an initial loan screening, which produced an estimated loan amount of $22,710,500. This loan will be insured under Section 221(d)(4) new construction program of the National Housing Act. The estimated interest rate of the loan is 3.25% plus 0.25% for Mortgage Insurance Premium, which will be fixed during construction and for 40 years thereafter.

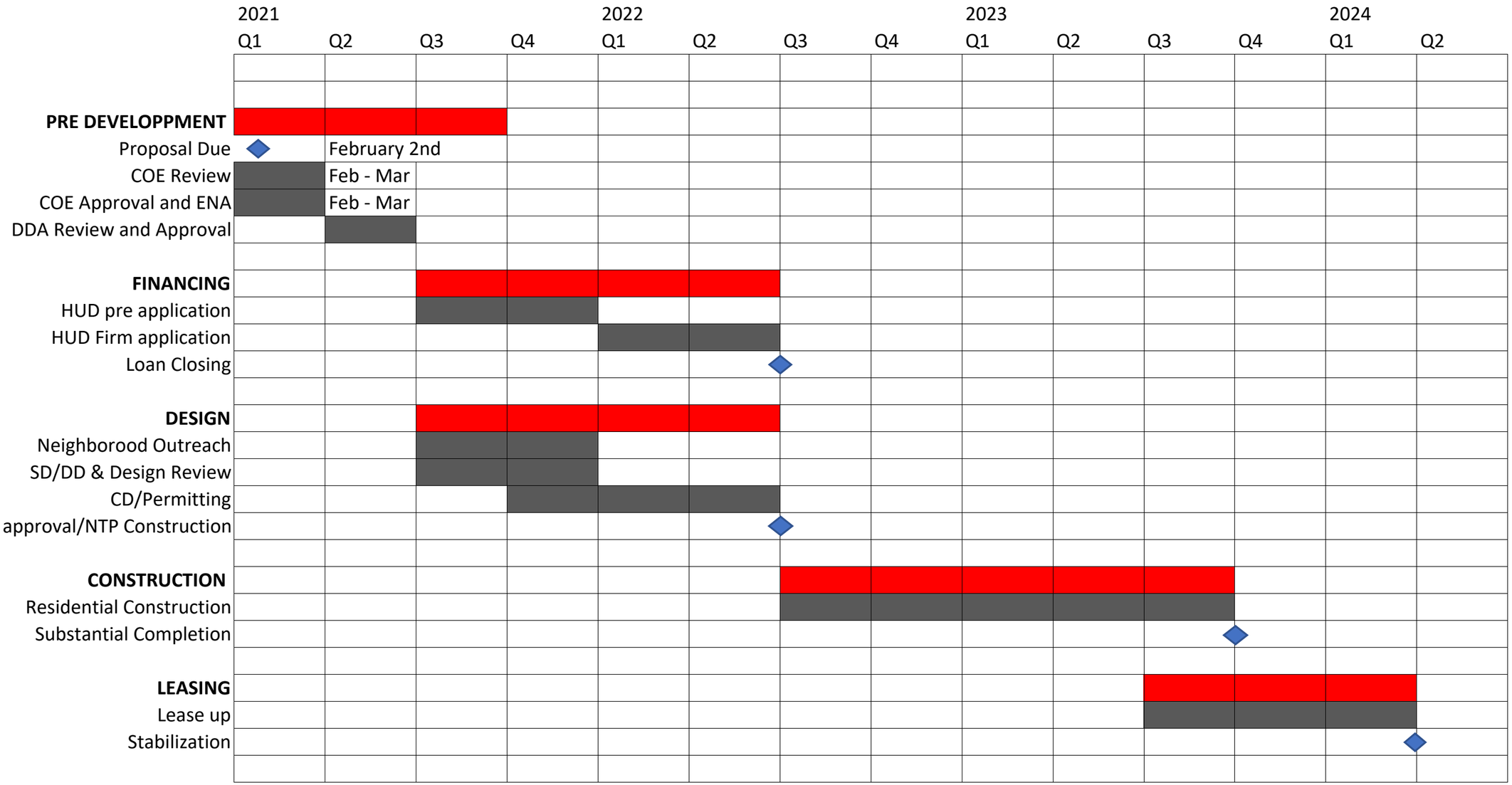
The proposed project is located in an opportunity zone with 51% of the unit designated to workforce housing with tenants earning 80% of Area Median Income. The US Housing and Urban Development (HUD) will find both features attractive to their mission during their review of the loan application.

Greystone is the #1 Lender in the HUD loans business with roughly 15% of the market share. Upon our initial research and underwriting of the proposed project, we believe this is a viable project and would like to have the opportunity to work with you on this project in the near future. Please let me know if you have any questions.

Sincerely,

Phiet Nguyen
Managing Director – FHA Finance

The Montomery Project Timeline



Section 2 attachment: Project Schedule

DECHASE MIKSIS + EDLEN & CO.

ASH + RIVER WORKFORCE HOUSING

BOISE, IDAHO

DETAILS: 34-Unit Mixed-Use Workforce Housing
47,000 Gross Sq Ft
500 Sq Ft Retail
Project Cost: $9.9MM
Covered Parking
Public-Private Partnership
Urban Renewal
Catalyst Project
LEED Gold Certified
Completion: 2019

Ash + River Workforce Housing was a collaboration between CCDC and the Development Team. A catalyst for the emerging neighborhood, the project fronts on the Pioneer Pathway, nestled in between a City Park and the Historic Hayman House.

In response to its context, townhomes front the street and park frontages, with parking tucked between the two bays of buildings and under a small structure. Views from the public realm are of a locally inspired landscape, warm overhead soffits and quality building materials.

An incubator retail space holds the corner, fronting the Pioneer Pathway and drawing pedestrians and cyclists through the project and down toward the Boise River.

38 DAVIS

PORTLAND, OREGON

DETAILS: 65-Unit Mixed-Use Middle-Income Housing
124,000 Gross Sq Ft
5,400 Sq Ft Retail
80,000 Sq Ft Office Space
Project Cost: $45.3MM
Public-Private Partnership
Urban Renewal
LEED Gold Certified
Completion: 2016

Located in Portland's Old Town/Chinatown neighborhood, 38 Davis was the area's first new construction project in 10 years as of 2016. This critical development contains dynamic office space, market-rate and middle-income housing, and higher education classrooms for the University of Oregon's Executive MBA program. The L shape structure is designed to create a harmony between the old and the new. The historical façade integrates well into the neighborhood while the warehouse-like interior compliments modern demands for flexible and open office space featuring exposed wood beams. 38 Davis was completely new construction but the commitment to historical authenticity gives tenants the true feel of a repurposed historic building.

Retail and the University of Oregon's classrooms sit on the first floor, followed by 3 floors of office, and finished off with 2 floors of apartments, more than half of which are affordable at 80% to 100% of area median income. Financed through a combination of debt and equity, Edlen & Co. (formerly Gerding Edlen) acquired the right to develop the site from a competitive Request for Intent process with Prosper Portland. The building was able to achieve below-market rents through a 10-year property tax abatement on residential improvements, SDC waivers on 2/3 of the units, and no structured parking.
The property tax abatement required a minimum of 20% of the units to be at 80% AMI, the SDC waivers require units to stay at 100% AMI for 10 years and then 120% AMI for another 5 years.

Finally, to supplement the lack of structured parking, access was granted to a city-owned garage across the street. To pay tribute to the neighborhood's historic roots, the building features a cast iron grove constructed out of iron columns from eight demolished Old Town Buildings. A greywater reclamation system is used to recycle shower water from upper residential units to flush the toilets in the office space. To preserve energy on heating and cooling, the office space utilizes large fans, operable windows, and software to measure optimal times to open windows to decrease the use of HVAC. 38 Davis achieved the LEED Gold certification through sustainability elements such as a greywater treatment system, green roof, solar hot water system, and photovoltaic solar array. 38 Davis focused on marrying thoughtful design and creative financing to deliver much-needed housing and economic stimulus to the area.

CROSSWOOD

EUGENE, OREGON

DETAILS: 127-Unit Market-Rate Housing
112,554 Gross Sq Ft
Project Cost: $37.5MM
Urban Renewal
Earth-Advantage Certification Anticipated
Anticipated Completion: 2021

This contemporary apartment building will be adjacent to the University of Oregon's Riverfront Research Park and the Willamette River. This sophisticated project will be built with cross-laminated timber and will provide the ideal living space for professionals. Close to everything and yet a step off the beaten path, it will be at the nexus of innovation and inquiry, conveniently located near the Phil and Penny Knight Campus for Accelerating Scientific Impact and the University of Oregon.

Crosswood will feature dynamic living spaces including large windows providing ample natural light, a community room for residents, desirable amenities, and a rooftop patio that provides views to the north. Units will be a mix of studios, one-bedrooms, and two-bedrooms, offering the finest amenities and features of modern living.

The project will be financed using federally backed HUD financing through the 221(d)(4) program for market rate housing. This program required extensive federal environmental review along with complicated underwriting and prevailing wage requirements.

CORNERSTONE COMMUNITY HOUSING

WEST TOWN ON 8TH

EUGENE, OREGON

DETAILS: 102-Unit Mixed-Use, Affordable Housing
127,342 Gross Sq Ft
1,340 Sq Ft Retail
Project Cost: $22.9MM
Public-Private Partnership
Low-Income Housing Tax Credits
Completion: 2008

WestTown on 8th is a mixed-use project consisting of 102 Affordable Housing units marketed to residents making 60% area median income or less. This development showcases the addition of 8 live/work retail spaces and commercial office space.

The intentional design resembled the established streetscape resulting in the appearance of a 2-story development on 8th Avenue with the bulk of the 6-story build placed on the backside alley. Residential amenities include a rooftop terrace between the north and south towers that provide outdoor seating and community space. There is an additional 1,326 square feet of interior community space with a full kitchen offered to residents for various uses. The 57 parking spaces are secured and include 8 double spaces and 9 garages.

ROWELL BROKAW

AMAZON CORNER

EUGENE, OREGON

DETAILS: Mixed-Use Housing
125,600 Gross Sq Ft
8,810 Retail Sq Ft
Project Cost: $24.5MM
Completion: 2019

Amazon Corner is a 125,000 sf mixed-use apartment building at 32nd Avenue and Hilyard Street in South Eugene. The building is wood framed over a concrete framed first floor and basement. The ground floor contains a mix of housing units, retail, and services, including Provisions South Café and Restaurant. Housing units range from studios to two-bedroom units. The developer is Mike Coughlin, whose Burley bike trailer company is a well-known local business, is a long-term Eugene resident.

An important goal of the project is to create a durable building with high-quality materials. The exterior of the building uses brick, metal panels, a drained exterior insulation finish system, and wood cladding for accents. A southwest-facing plaza with ground-floor retail invites the larger community of Eugene to intermingle with residents and enjoy a lively outdoor space.

The retail focus in the plaza is toward food and beverage providers anchored by Provisions Cafe. Public spaces ancillary to food and beverage retailers include a mix of covered and uncovered outdoor dining areas. Private balconies are provided for most residents and the building exterior form attempts to maximize available views and stimulate urban vibrancy. From the upper floors, there are views of Spencer Butte.

Amazon Corner fits in with community goals of smart growth along transit corridors. Particular attention is given to creating convenient access and welcoming spaces for pedestrians and cyclists, as well as motorists.

COMPLETED PROJECTS	Project Type	Location	deChase Miksis	Edlen & Co.	Rowell Brokaw Architects	New Market Tax Credits	Historic Tax Credits	Low Income Housing Tax Credit	Public-Private Partnership	Sustainability Certification	Mixed-Use	Urban Renewal	Affordable Housing	Workforce Housing
Ash + River Townhomes	Mixed-Use Workforce Housing	Boise, ID	✓	✓					✓	✓	✓	✓		✓
The Gibson	Mixed-Use Market-Rate Housing	Boise, ID	✓						✓	✓	✓	✓		
6th & Front Parking Garage	Parking Garage	Boise, ID	✓						✓		✓	✓		
The Hixon	Mixed-Use Market-Rate Housing	Bend, OR	✓							✓	✓			
1203 Willamette	Mixed-Use Retail/Office	Eugene, OR	✓		✓						✓			
The Andy	Student Housing	Eugene, OR	✓											
Northwest Community Credit Union	Financial Institution	Eugene, OR	✓		✓					✓	✓			
K-14	Student Housing	Eugene, OR	✓							✓				
Crescent Village *	Mixed-Use Residential/Retail	Eugene, OR	✓		✓					✓	✓			
Courtside	Student Housing	Eugene, OR	✓							✓				
The Janey *	Mixed-Use Residential/Retail	Portland, OR	✓							✓	✓			
Brewery Blocks	Mixed-Use	Portland, OR		✓		✓	✓		✓	✓	✓	✓		
BB1: Whole Foods	Mixed-Use Retail/Office	Portland, OR		✓						✓		✓		
BB2: Brewhouse and Cellar	Mixed-Use Retail/Office	Portland, OR		✓			✓			✓		✓		
BB3: The Gerding Theater	Performing Arts Center	Portland, OR		✓		✓	✓		✓	✓		✓		
BB3: The Henry	Mixed-Use Condos/Retail	Portland, OR		✓						✓		✓		
BB4: M Financial	Mixed-Use Retail/Office	Portland, OR		✓						✓		✓		
BB5: The Louisa	Apartments & Retail	Portland, OR		✓						✓		✓		
South Waterfront	Mixed-Use	Portland, OR		✓					✓	✓	✓	✓		
OHSU Center for Health and Healing	Medical	Portland, OR		✓					✓	✓	✓	✓		
The Meriwether	Mixed-Use Condos/Retail	Portland, OR		✓					✓	✓	✓	✓		
The John Ross	Mixed-Use Condos/Retail	Portland, OR		✓					✓	✓	✓	✓		
Atwater Place	Mixed-Use Condos/Retail	Portland, OR		✓					✓	✓	✓	✓		
The Ardea	Mixed-Use Affordable Housing	Portland, OR		✓					✓	✓	✓	✓		
The Civic	Condos	Portland, OR		✓		✓		✓	✓	✓	✓		✓	
Indigo @ 12 West	Apartments	Portland, OR		✓		✓				✓	✓	✓		
38 Davis	Mixed-Use	Portland, OR		✓					✓	✓	✓	✓		
Life Works NW	Medical & Apartments	Portland, OR		✓		✓		✓	✓	✓	✓		✓	
Beatrice Morrow	Mixed-Use Affordable Housing	Portland, OR		✓				✓	✓	✓	✓		✓	
City of Beaverton City Hall	Office	Portland, OR		✓					✓	✓		✓		
Old Town Recovery Clinic	Medical	Portland, OR		✓		✓			✓	✓		✓		
Hill Park Apartments	Apartments	Portland, OR		✓				✓	✓	✓		✓	✓	
Meier & Frank Delivery Depot	Office	Portland, OR		✓			✓		✓	✓		✓		
Lane Community College Titan Court & Downtown Campus	Student Housing & Academic	Eugene, OR		✓		✓			✓	✓	✓	✓		
PNCA Arlene & Harold Schnitzer Center for Art and Design	Academic	Portland, OR		✓		✓	✓		✓	✓	✓	✓		
Amazon Corner Apartments	Mixed-Use	Eugene, OR			✓						✓			
UO Hamilton Walton Student Housing	MIxed-Use Student Housing	Eugene, OR			✓						✓			
Bayview Heights Veterans and Homeless Housing	Apartments	Eureka, CA			✓			✓	✓	✓	✓		✓	
O Town Student Housing	Apartments	Eugene, OR			✓									
Woodmansee Supportive Housing	Apartments	Eugene, OR			✓								✓	
Edwards Center and Supportive Housing	Community Center and Housing	Aloha, OR			✓									
First on Broadway Mixed-Use	Apartments and Retail	Eugene, OR			✓					✓	✓	✓		
PROJECTS UNDER DEVELOPMENT														
The Lucy (Eugene - Delta Court)	Affordable Housing	Eugene, OR	✓		✓								✓	
The Lucy (Boise - 5th & Grove)	Mixed-Use Market-Rate Housing	Boise, ID	✓						✓	✓	✓	✓		
Thomas Logan	Mixed-Use Affordable Housing	Boise, ID	✓					✓	✓	✓	✓	✓	✓	
Murray Master Plan	Mixed-Use Market-Rate Housing	Murry, UT	✓	✓					✓	✓	✓	✓		
Eugene YMCA	Recreation Center	Eugene, OR	✓						✓					
Crosswood (Garden Avenue)	Market-Rate Housing	Eugene, OR	✓		✓	✓				✓				
5th & Grove Office Building	Office Building	Boise, ID	✓									✓		
Steam Plant Adaptive Reuse	Mixed-Use Office/Retail	Eugene, OR	✓		✓		✓		✓		✓			
De Paul Treatment Center	Mixed-Use	Portland, OR		✓		✓			✓		✓	✓	✓	
The Nick Fish	Mixed-Use Housing/Retail/Office	Portland, OR		✓		✓		✓	✓	✓	✓	✓	✓	
Patricia Reser Center for the Arts (PRCA)	Civic & Cultural	Portland, OR		✓					✓	✓		✓		
Beaverton Central Parking Garage	Mixed-Use Parking/Retail	Beaverton, OR		✓					✓	✓	✓	✓		
PAE Living Building	Mixed-Use Retail/Office	Portland, OR		✓					✓	✓	✓	✓		
Sage Commons Supportive Housing	Apartments	Santa Rosa, CA			✓			✓	✓	✓			✓	
Meridian Corona Station	Apartments and Services	Petaluma, CA			✓			✓	✓	✓			✓	✓

* Project completed while lead developer was at another firm

1059 Willamette Request for Proposal – Additional Questions

This document includes questions the City sent to the development team in response to their submitted proposal. The Developer's responses are in ***italic Bold.***

General Questions

1. In Section 1, #1, you say the affordability period will be 35 years. In #3, you say it will be 30 years. Could you clarify the intended affordability period?

   The affordability period will be 35 years.

2. *Section 1, #5* - You say you have reached out to Lane Arts Council but we don't see any commitment or interest from LAC. Could you please elaborate on any conversations you've had with LAC?

   Please find attached letters of support from both Lane Workforce Partnership and Lane Arts Council.

3. *Section 3, #11* - The proposal describes how you will market the affordable units, but it doesn't provide information on the marketing of market rate units. Can the team provide a summary of that marketing effort?

   Our marketing team will provide a comprehensive action plan outlining strategies and tactics to achieve occupancy goals. This property specific plan will use various digital, social, print and traditional marketing to achieve occupancy results.

4. *Section 3, #11* - The proposal describes the Fair Housing marketing best practices that it employs. One item is 'analysis of neighborhood-level' demographics. Can you describe what geographic area will comprise the 'neighborhood'?

   We would utilize the Census Tract 16 for the geographic area in which this project is located. The housing and expanded housing market area utilized would be Eugene and Springfield.

Financials

5. *Section 2, Assumed interest rate on loan* – The narrative says the assumed interest rate is 3.65%, based on today's rate, plus a mortgage insurance premium of 0.25%, and a cushion of 0.25%. The letter from Greystone quotes 3.25%. Adding the mortgage insurance premium and cushion to that, brings the rate to 3.75% (3.25+0.25+0.25 = 3.75) compared to the assumed rate of 3.65% in the pro forma. Does the proposed project pencil if the interest rate increases to 3.75%?

   The 10 basis points will not have a significant impact on the proforma. The actual interest rate will be locked in at the time of closing the loan.

6. *Section 2, Budget narrative* - The narrative says there is a 4% development fee and 5% owner contingency. Could you point these figures out in the provided pro forma?

   Under "General Fees, Developer Fee," 1,073,946 (4% of hard and soft costs) is included. We have also included under "General Fees, Consultant Fee" 252,000 that covers Cornerstone's program management for resident services as well as construction management. Together, the developer fee and consultant fee are 4.9% of total project cost less reserves and cash accounts. Under "Construction Costs, Contingency," 1,059,340 (5% of hard costs) is included; under "Development Contingency, Development Contingency" 191,755 (5% of soft costs) is included.

7. In Section 3, we asked for evidence of financial capacity, which you briefly addressed in the narrative. Our goal with this requirement was to see evidence that shows your team has capital available, so that the project will continue to progress if unexpected problems arise. Some examples of the documents we've asked for in other RFPs are: a most recent audited financial statement and current operating budget OR two years of tax returns and an annual operating budget. Could you either a) provide documents similar to the above to demonstrate financial capacity OR b) submit a statement explaining your contingency plan or risk plan?

   Both deChase Miksis and Edlen and Co have a strong balance sheet with adequate liquidity to support the predevelopment phase of this project. In addition, we have a broad group of equity investors that can provide additional capital to fund the project until the debt is put in place. We understand the risks that are inherent in development projects and we are willing to put our funds at risk as we scope the early stages of the project. During development we partner with strong equity partners that provide the necessary capital to execute projects of this size and scope. We also build into our project budget the necessary contingencies to ensure that adequate capital is on hand to bring the project to a successful completion.

8. From our understanding, Edlen & Company is a different company than Gerding and Edlen. Can the team explain how the new company will access equity investors, and how it is different from the previous company?

   Edlen & Company is one of two successor companies to Gerding Edlen. Edlen & Company retained Gerding Edlen's 25+ year development business along with its long standing mission-based business focusing on public-private partnerships along with middle income and affordable housing projects. Mark Edlen, Roger Krage and Jill Sherman are all founding partners of Edlen & Company. Mark Edlen co-founded and Roger Krage and Jill Sherman were partners in Gerding Edlen. Roger Krage was responsible for raising equity (for projects not funded with Green Cities Funds I, II and III) and debt at Gerding Edlen and continues that function for Edlen and Company. Since its formation, Elden & Company has capitalized $136 million of development ($51 million of equity and $85 million of debt).

9. *Pro Forma, Sources of Funding* - Please explain what is the "utility efficiency incentive".

   We have assumed that the project will receive a EWEB utility incentive based on its energy performance.

10. *Uses of Funds* - Is hazardous abatement costs part of the overall demo costs?

    $300,000 is included for abatement and $375,000 is included for demolition as separate line items.

11. *Engineering* - You show $0 for engineering. Can you explain?

    Engineering is included under Architectural. We have estimated 7% of the construction cost plus reimbursable expenses which would be sufficient to cover architecture and engineering as well as other specialty design consultants.

12. *Income* - Your mix of units in the pro forma does not equal the mix of units in your drawings. Which is the correct mix?

    Floors 2, 3, 4 and 5 include 13 studios, 12 1-bedrooms, and 1 2-bedroom. Floor 6 includes 13 studios, 11 1-bedrooms, and 1 2-bedroom for a total of 65 studios, 59 1-bedrooms, and 5 2-bedrooms.

13. *Income* - The drawing shows 20 parking spaces but the pro forma includes revenue for 18 spaces. Is there a reason for the discrepancy?

    This is an oversight on our part. The proforma should include revenue for 20 parking spaces.

14. *Income* - You show a 5% vacancy rate for the residential and commercial portions in Year 1. That seems optimistic (especially for the commercial). What are your plans to manage a higher vacancy rate?

    We assumed that Year 1 in the City proforma was the first stabilized year. We would assume an approximately seven month lease up period (20 units per month) for residential and that the retail would be leased by six months after construction completion.

15. *Expenses* - Is Oregon's CAT tax included in the costs?

    CAT Tax is included in the overall construction cost of the project.

16. *Expenses* - Do you plan to connect to the Downtown fiber network (EUGNet)? It has a $10k connection fee.

    Yes, we plan to connect to EUgNet. We have assumed this in our budget.

17. *Miscellaneous* - What return do you expect to provide your equity investors?

    We are targeting a year 10 IRR (internal rate of return) of 12%.

Urban Design

Our Urban Design team will be preparing a memo summarizing their review of the project. They had a couple of follow-up questions based on your proposal. You aren't required to answer these, but if you did, they could speak to them in their memo:

- The development team is not required to indicate a ground floor height but as the Urban Design team we have interest in a generous ground floor height in the Downtown Core for flexibility of use and harmony within the context. Could you provide information on any consideration you've given to the ground floor height? If they are willing to answer this question we can highlight it in the memo.

The Concepts Design currently assumes 14-foot floor-to-floor for the ground floor, which is typical for retail/commercial ground floors in generously proportioned mixed-use projects. With open ceilings and tall windows along the streets, this will convey a tall ground floor presence to the street.

- Are there any historic interior features or fixtures that they plan to utilize or salvage? It sounds like everything is gone although I do seem to remember some remnants of a "grand" stairway and cornice mouldings but I haven't been inside the building for years.

Several years ago, members of our team did investigative work to determine if any of the original historic character of the exterior of the building was preserved. Unfortunately, it was not. If there are some artifacts in the interior of the building that are worth preserving, we will consider how to incorporate them into the new design.

Lane Arts Council
1590 Willamette Street, Suite 200, Eugene, OR 97401
541.485.2278 | lanearts.org

Board of Directors

Noah Woodward
President

Sherry Schaefers
Vice-President

Becky Schwarzkopf
Treasurer

Julie Bailey
Secretary

Laura Illig

John Park

Michael Jones

Tina Rinaldi

Joe Moore

Staff

Stacey Ray
Executive Director

Eric Braman
Arts Education Program Manager

Jessica Watson
ArtWalk and Events Coordinator

Kari Welch
Development and Communications Coordinator

Becca Schaefer
Program Coordinator

Melanie Martin
Finance Coordinator

February 2, 2021

To Whom It May Concern,

I am writing to express Lane Arts Council's support of the proposal submitted by Cornerstone Community Housing to the City of Eugene for the mixed-use housing project to be located at 1059 Willamette Street.

Cornerstone Community Housing has a rich history of building quality affordable housing and a deep understanding surrounding the need for workforce housing in our community. They partner with multiple agencies that promote personal improvement and economic independence for the residents they serve. We appreciate the benefits they bring to our community and their vision to integrate affordable and market-rate housing, space for small businesses, opportunities for local artists, and pathways for personal growth and economic independence for residents.

Lane Arts Council's mission is to cultivate strong and creative arts communities through arts education, arts experiences, supporting artists, and building community partnerships. We understand the need for affordable housing and space for artists and creative entrepreneurs to share their work and build their businesses.

Lane Arts Council is excited to support Cornerstone Community Housing's desire to promote financial stability, economic wellbeing, career growth, and opportunities for artists that creates upward mobility in our community. Thank you for considering their proposal.

Sincerely,

Stacey Ray
Executive Director

LANE WORKFORCE PARTNERSHIP

January 20, 2021

To Whom it May Concern:

This letter is to express Lane Workforce Partnership's support of Cornerstone Community Housing's proposal to the City of Eugene for the mixed-use housing project to be located at 1059 Willamette Street.

The work that Cornerstone Community Housing is engaged in to develop the property at 1059 Willamette Street in Eugene, Oregon presents an important benefit to the community. This site will integrate workforce housing with market rate housing and create a place to spark opportunities for people at all stages of their lives.

Cornerstone Community Housing has a rich history of building quality affordable housing and a deep understanding surrounding the need for workforce housing in our community. They are partnering with DE Chase Miksis and Elden & Company, which rounds out the team to ensure expertise for a successful project that promotes personal growth and economic independence for the residents of this community.

Lane Workforce Partnership, the designated local Workforce Development Board for Lane County, Oregon, funds and delivers programs that empower job seekers to meet the current and future workforce needs of employers in Lane County. Programs and services are delivered through a network of local partners including employers, labor groups, government, community colleges, high schools, community-based organizations, and economic development.

Lane Workforce Partnership is pleased to support the vision of this project at 1059 Willamette and the development team's desire to promote financial stability, economic wellbeing, and career growth designed to create upward mobility for those this project will serve over the years.

Sincerely,

Kristina Payne

Kristina Payne
Executive Director

Additional Project Background

This attachment provides additional information related to the redevelopment of 1059 Willamette Street, including mixed-income housing, public funding support, and Downtown Urban Renewal.

Mixed-Income Housing

The site is ideally suited for redevelopment as housing, given the property's strategic location across from the Lane Transit District (LTD) Eugene Station, and the identified need through Envision Eugene and the Housing Tools and Strategies process for a range of affordable housing options and more compact urban development in the core of downtown. The use of Community Development Block Grant (CDBG) funds requires that the site be used for housing and that at least 51% of the units must be affordable to households earning no more than 80% of Area Median Income (AMI). (See below for information on income requirements.) The City is pursuing redevelopment of the site into a mixed-income housing project, where 51% of the units would meet the CDBG income requirements, and the other 49% could be rented at market rates.

As part of project scoping, staff interviewed local housing developers to better understand the financial feasibility of this type of mixed-income development and conducted a financial 'pro forma' evaluation. A financial gap is anticipated because:

1. Rents are limited for over half of the units, so they are affordable for households earning no more than 80% AMI. Those rents are substantially lower than market-rate rents for a new housing development.
2. Traditional tools available to support Affordable Housing, such as HOME funds, Low Income Housing Tax Credits (LIHTC), and Low-Income Rental Housing Property Tax Exemptions (LIRHPTE), require rents to be affordable to households earning 60% AMI and below. These traditional resources would not be available for a project targeting households up to 80% of AMI.

The approach is to pilot a new mixed-income residential development. By adding new, more affordable options, housing mobility is encouraged, which can relieve pressure on the stock of lowest income housing options that have the highest demand in our community. Additionally, the project provides a more affordable option for rent-burdened residents paying more than 30% of their income on housing, allowing them to reduce costs, save money, and work towards greater financial stability and the potential of home ownership.

Income Requirements

Households at 80% of AMI are underserved - there are very few options for households earning between 60% and 80% AMI, and in most cases, they would not qualify for other affordable housing options. Table A below shows the CDBG income limits based on household size. The CDBG land acquisition program requires that rents be affordable to households at these income levels. To meet the threshold of affordability[1], affordable rents plus utility costs (gross rents) are targeted to be no more than 30% of household income.

[1] A household is considered housing cost burdened when 30 percent or more of its monthly gross income is dedicated to housing. People whose housing costs exceed this threshold of affordability are likely to struggle to pay for other basic needs, forcing difficult trade-offs.

Table A. 2020 CDBG Income Limits, effective July 1, 2020

Persons in Household	1	2	3	4	5	6	7
Low Income - 80% AMI	$39,200	$44,800	$50,400	$56,000	$60,500	$65,000	$69,450

Table B shows HUD Fair Market Rents for the area. Fair Market Rents are based on a calculation of affordability to 60% AMI households, and are desirable since they are more affordable to more low-income households. The 1059 Willamette Request for Proposals stated that proposals should use CDBG Fair Market Rents. However, CDBG regulations allow gross rents to be calculated based on affordability to households earning up to 80% AMI. Table C shows the 2020 land acquisition program 80% AMI rent limits, calculated by Oregon Housing and Community Services using HUD 80% AMI income limits for Lane County.

Table B. 2020 CDBG Fair Market Rents for Eugene-Springfield MSA

Unit Size	Studio	1-Bedroom	2-Bedroom	3-Bedroom	4-Bedroom
Fair Market Rent	$773	$893	$1,176	$1,696	$1,989

Table C. 2020 Land Acquisition Program 80% AMI Rent Limits

Unit Size	Studio	1-Bedroom	2-Bedroom	3-Bedroom	4-Bedroom
Rents affordable to 80% AMI Households	$980	$1,050	$1,260	$1,456	$1,624

The proposal submitted for 1059 Willamette has gross rents that are allowable under CDBG regulations and based off the rents in Table C, but did not achieve Fair Market Rents. The difference in rent over time would result in increased project gap cost of $2 million.

Potential Uses of Public Funds

Mixed-income housing projects generally face a financial gap due to the limited rental income and inability to access traditional affordable housing resources. During discussions in 2020, the City identified several incentives that would reduce the anticipated financial feasibility gap and support a mixed-income housing development at 1059 Willamette. Staff estimated the cost of these incentives at about $2.2M. The identified incentives included:

- Provide the property at no cost, which is typical of the land bank program.
- Demolish the building and make the site 'shovel-ready.'
- Cover System Development Charges and other permit fees.
- Cover EWEB's downtown electric-network connection fee.
- Multi-Unit Property Tax Exemption (MUPTE).

On September 30, 2020, Council and the Agency Board approved making $1.1M of funding available in the RFP to partially fund these development assistance incentives. This funding package is made up of the following funding sources:

Funding Name/Source	Amount	Notes
Downtown Urban Renewal	$700,000	Funds must be used in the Downtown Urban Renewal District, in accordance with the Plan. Per the Agency Board's July 27 direction, a "minimal" amount of the estimated remaining tax increment ($1.1M) is for Open Space projects.
MUPTE-Moderate Income Housing Fee	$400,000 (estimated)	Will be paid by Gordon Lofts multi-family development in FY22. City ordinance states that funds are to be used for moderate-income housing. A mixed-income housing project at 1059 Willamette is eligible for these funds.
Total	$1,100,000	

The RFP required that prospective developers identify which of the listed public incentives they would need to use to make their proposed project feasible. The submitted proposal requests use of the full $1.1M for system development charges, permits/other fees, and the EWEB downtown connection fee. Should Council choose to move forward with the development team, more information on the specific use of these funds would be included as part of proposed terms brought back to Council for approval.

The development team indicated they would intend to apply for a MUPTE. Should Council choose to move forward with this proposal, the project would follow the standard MUPTE application process.

Downtown Urban Renewal

In the 2016 Downtown Urban Renewal Plan, Council identified four projects eligible for the use of Downtown Urban Renewal Funds: Downtown Fiber, Farmers Market, Park Blocks & Open Space, and 1059 Willamette. At the time of the amendment, elements of each project were yet to occur (e.g. public engagement, design engineering for fiber, project negotiations and scoping for Farmers Market, and project scoping for Park Blocks & Open Space and 1059 Willamette redevelopment).

The Plan outlines a number of community engagement activities that must be completed before the Agency Board can authorize the use of tax increment funds on this project.

1) An opportunity for the community to share aspirations and vision for the project.
2) A presentation by staff summarizing the public engagement, cost estimates, and funding mechanisms.
3) A public hearing on whether the project should move forward and how it should be funded.
4) Agency Board deliberation about using Urban Renewal funds for the project and subsequent action.

For the 1059 Willamette redevelopment, the public engagement conducted in January 2020 prior to acquisition fulfilled Step #1. The July 15, 2020 Work Session fulfilled Step #2. Council held a public hearing on September 21, 2020 (Step #3). The Agency Board took action on September 30, 2020 to include $700K of Downtown Urban Renewal funds in the RFP (Step #4). The FY22 Proposed Budget includes this funding (with spending subject to Agency Board approval of a project and deal points).

RFP Process and Timeline

The timeline below combines the 3 related process required for 1) disposing of the property, 2) utilizing Urban Renewal funds, and 3) Land Banking.
This timeline was approved at the July 15, 2020 work session.

Public Engagement ✓

Council WS ⇨*Approval to buy property* ✓

Council ✓ *July 15*

- Mixed income project scope & funding options
- Present draft incentives package
- Review draft RFP criteria
- Approval of public engagement process

Public Engagement ✓ *Aug-Sep*

- Re-engage with previous channels
- Input incorporated into RFP criteria

Council PH - Project Scope & Funding Options ✓ *Sep 21*

Council ✓ *Sep 30*

- Review public engagement feedback
- Finalize incentives package to offer (including amount of City/UR $)
- Approval of final RFP criteria & launch

RFP released – 3 months ✓ *Nov-Feb*

Public Engagement ✓ *March-April*

Evaluation Committee - Input on proposals ✓ *March 18*

Today

Council - Proposal selection *April 28*

Council - Deal pts action *Fall 2021*

Agreement Signed & Due Diligence

Council – MUPTE Review (If applicable)

Public Engagement

Both the Council-approved property disposition process and the Downtown Urban Renewal Plan amendment require public engagement opportunities. The public has had several opportunities to participate in the disposition process. Prior to the City Council work session in January 2020 to approve acquisition of the site and the RFP process, staff performed public outreach to propose the concept of a mixed income residential development. A variety of community stakeholders participated in a public meeting to provide input about the proposed development concept, including members of the Downtown Neighborhood Association, Downtown Eugene, Inc., Downtown Eugene Merchants, and Friends of Downtown. Individual outreach was provided to housing providers, service providers, and adjacent neighbors. The overarching comment received prior to acquisition was that workforce housing was an appropriate use for the property.

Staff also sought feedback from the above groups on the draft RFP criteria. Council held a public hearing on September 21, 2020 for the project seeking comments on the RFP criteria and on whether the project should move forward and if so, how it should be funded.

The City released a community survey in March seeking comments on the proposal. The survey was open for 3 weeks and received 327 responses. See Attachment E for more information on the survey and responses.

The development team indicated they intend to apply for a Multi-Unit Property Tax Exemption (MUPTE). The MUPTE application process includes several opportunities for additional public comment on the project.

Evaluation Committee

The Evaluation Committee for land bank sites typically includes the Council representative on the Housing Policy Board, community member representatives with development or housing expertise, and a member of the respective neighborhood association.

On March 18, 2021, an Evaluation Committee scored the proposal based on the approved criteria in Attachment D. The Committee included Councilor Semple (Council representative on the Housing Policy Board), Chris Looney (developer representative), Nicole Desch (a Friends of Downtown and Onward Eugene/Chamber of Commerce representative), Pete Knox (Downtown Neighborhood Association representative) and 3 members of City staff [Ellen Meyi-Galloway (Housing Finance Analyst), Allie Camp (Development Investment Liaison), and Eric Brown (Downtown Manager)].

Approved 1059 Willamette RFP Criteria

On January 29, 2020, Council approved the use of a Request for Proposals (RFP) process for disposition of the 1059 Willamette property. On September 30, 2020, Council finalized the following RFP criteria which will be used to evaluate responses to the 1059 Willamette RFP.

Experience and Qualifications
Preferred applicants or teams will have:

- A proven track record of completing successful, high quality redevelopment projects in urban settings (including information about project costs);
- Demonstrated preference for use of local contractors and/or Minority and Women-owned businesses enterprises;
- Demonstrate use of cost-effective green building measures;
- Demonstrated experience in serving the targeted population(s) and with the proposed form of development.; and
- Evidence of financial capacity.

Project Concept and Design
Required:

- 51% of the units must be affordable to households earning up to 80% AMI. The remaining units may be offered at market-rate rents;
- Present site plans and renderings that show the project is suitable for the target population(s) and project location;
- Must comply with City code for C-3 zoning; and
- Comply with the federal environmental review requirements.

Preferred concepts will:

- Incorporate elements that contribute to an active, inviting, and safe pedestrian environment;
- Demonstrate appropriate integration and relational elements with neighborhood context and existing and future development; and
- Provide a parking assessment and a financeable plan to accommodate the parking and transportation needs of the proposed uses.

Timeliness & Feasibility
Required:

- Development timeline must demonstrate completion and lease up no later than April 30, 2025;
- Demonstrate understanding of market potential for the proposed concept(s); and
- Provide a reasonable project budget that minimizes need for public assistance.

Preferred concepts will:

- Demonstrate completion significantly earlier than April 30, 2025 deadline; and
- Demonstrate leveraging of other resources in project budget.

Additional Public Benefits
Preference will be given to proposals that:

- Integrate art or opportunities for public creativity;
- Demonstrate intention or plan to solicit services from local contractors and/or Minority and Women-owned business enterprises;
- Use cost effective green building measures; and
- Provide services promoting self-sufficiency and independent living that are available to residents in affordable housing units.

Consistency with City Policies and Goals.
The Downtown Urban Renewal Plan and the Downtown Plan are the primary policy documents that guide public and private redevelopment in the Downtown Eugene area. Other plans and policy documents also provide guidance including 2020-2025 Consolidated Plan, Envision Eugene, and the Climate Action Plan 2.0. Any proposed development concept must be consistent with the policies and goals for Downtown Eugene as reflected in these documents.

1059 Willamette Community Survey Results

The City released a survey in March to gather community feedback on the 1059 Willamette proposed project, the Montgomery. The survey was open for three weeks and received 327 responses. This attachment includes a summary of the survey, as well as an anonymized copy of all responses. In addition, emails received with comments on the project during and after the survey (through April 12) are also included in this attachment. Below is information on which ward respondents were from, and whether they live or work downtown.

Ward	Respondents	%
Ward 1	86	26%
Ward 2	63	19%
Ward 3	41	13%
Ward 4	23	7%
Ward 5	27	8%
Ward 6	11	3%
Ward 7	35	11%
Ward 8	23	7%
Don't live in Eugene	16	5%

Live or Work Downtown	Respondents	%
Live	28	9%
Work	101	31%
Live and work downtown	15	5%
Neither live nor work downtown	183	56%

The survey asked respondents four open-ended questions. A general summary of responses is included for each question.

1. What do you like most about the project?

Generally, respondents who indicated they liked the project cited the following reasons:

- Creation of more affordable housing units (117);
- Downtown location and the proximity to services and public transportation (78);
- Units dedicated for Womenspace (70);
- Introducing more density and housing (55);
- Mixed-income housing concept (54);
- The building's design (33);
- Redevelopment of the building/property (25);
- Retail component (24) and mixed uses (23);
- Intention to pursue LEED (15);
- Inclusion of social services (12);
- Inclusion of art (12);
- Communal space (3); and
- The development team (2).

Some (14) respondents indicated they did not like anything about the project.

2. Is there something missing that you would have liked to have seen in this project?

Generally, respondents included the following items in response to this question:

- Nothing was missing from the project (47);
- Different affordability components in the project (44), such as more income-qualified units, lower affordability thresholds, units dedicated to unhoused populations, units dedicated to elderly populations (2), units dedicated for employees of social service providers (1), units used for housing vouchers (1);
- More landscaping or green space incorporated into the project (28), including roof amenities, like open or garden space (15), and or balconies (9);
- Parking incorporated into the building (21);
- More bike parking (18); incentives for non-auto use (2), space for electric bike/scooter charging (1); Preservation of building (15) or specific design elements (4);
- Better or different design (15);
- Bigger project (12) vs. smaller project (1);
- More green building features, such as solar panels and stormwater features (8) and electric vehicle charging (3);
- Larger unit sizes (8), more units dedicated to Womenspace (5), or more accessible units (2)
- More social services incorporated into the project design, including a designated area for social services (7);
- The adjacent retail building incorporated into the redevelopment plans (6);
- A pleasant pedestrian experience with building setback and awnings included (6);
- Additional amenities such as childcare (5), public conference room (2), high speed internet (3), fitness/gym space (4), more pet areas (1), laundry (1), security (2), and concierge (1);
- The property should not be privatized (3), public funds should not be used for this project or should be used elsewhere (2), and this should not be subsidized housing (1);
- Commercial space should include including grocery store (3), restaurant (3), low-cost office space (1), or space for art (3);
- Ensuring good construction quality, including advocating for use of cross-laminated timber and earthquake-quality construction (3); and
- Use building as a homeless shelter (2), use building as City hall (1), and use building for job creation (1).

3. Would this project contribute positively to the Downtown Eugene neighborhood? (If no, why?)

249 (76%) respondents provided statements indicating 'yes', the project would contribute positively to downtown Eugene, and 23 responses indicated 'possibly'. Generally, these respondents stated that the project:

- Brings housing (37), affordable housing (28), density (8) to downtown;
- Would bring vibrancy and people to downtown (36);
- Include retail and mixed uses (13), offer social services for targeted populations (9), and include artistic components (3);

- Has a good design, fits within the neighborhood (4) and improves the pedestrian experience and walkability (4); and
- Encouraged downtown infill development (3) and result in the redevelopment of a vacant building (14).

28 (9%) respondents provided statements indicating 'no', the project would not contribute positively, and 20 indicated they were 'unsure'. Generally, these respondents stated that the project:

- Needs to be more affordable (8);
- Would make downtown busier and increase the demand for parking (7);
- Is too big or does not fit in the downtown area (8);
- Does not address the ongoing downtown issues (6), would negatively contribute to the issues (3), or would enable certain individuals (1);
- Should preserve the existing building (3);
- Would be a poor use of public funds (2) and should be preserved for public space (1); and
- Should include owner-occupied units (1) and incorporate trees (1).

4. Is there anything else you'd like City Council or the development team to consider regarding this proposal?

Generally, respondents included the following items in response to this question:

- The project should include more affordable units or lower affordability threshold (31), or have a longer affordability period (1).
- The project should include more parking (12). There should be less parking (1), electric vehicle charging (3), and more bike parking and accessibility (7).
- Council should support the project (8), should get this project going quickly (7), and that there should be more projects like this in Eugene (10).
- The project should incorporate sustainability elements, including focus on natural systems (6), and incorporating more green space (11).
- Safety and security should be prioritized (6) and Council should consider downtown issues when deciding (1).
- The building should have a different proposed design (5).
- There should be a different developer or a different approach to the project (5), including pursuing a community land trust model (1).
- There should be accountability measures to ensure the developer implements the proposed project and service providers follow through (4), and that high-quality construction materials are used (1).
- The ground floor should integrate with the sidewalk (3).
- Varied responses on retail – that there should be an active retail presence (1), the City should support retail tenants (1), there should be a restaurant (1) or that there should be no or minimal commercial uses on the 1st floor (3).
- The project should be bigger (3) and have bigger units (2). The building should have lower density (1) or include only market-rate units (1).
- The existing building should be repurposed (2).
- Council should consider the housing crisis when making a decision on the project (1) and invest in projects that get people housed (1).

- Units should be accessible (1), target seniors/disabled seniors (3), target unhoused populations (1). There was a concern about building being used for student housing (1).
- Amenities should include storage (1), gym (1), fiber (1), communal space (1), public bathroom (1).
- The property should be used for City Hall (1) or a homeless shelter (1).
- The project should be given a MUPTE (1); MUPTE should not be used (1); No public funds should be used to support the project (1).
- The design should have a more open aesthetic (1) and incorporate natural materials (1).

Q1. What do you like most about the project?
That it's mixed use development. And the set aside units for survivors of domestic violence.
That the ground level will have retail space CONNECTED TO THE STREET. The disconnection from the street to buildings in Eugene is a plague and this is by far my #1 concern with all buildings in downtown. So it is promising to see that there is retailed space that can easily flow from the sidewalk into the building. I also like that there is an emphasis on affordable housing.
I appreciate the addition of much-needed affordable housing in downtown Eugene.
LEED certification; consideration for seniors
I like that it adds more and denser housing to the city most.
Dense housing in the urban core.
It provides critically needed housing options. It is a walkable location, it brings commerce to the center of town -away from the suburbs. I also like the attractive design. And I support the addition of taller building heights in the downtown, which takes advantage of the city infrastructure already available in the downtown core, instead of ripping up fertile farmland near or beyond the urban growth boundary.
multi-faceted, sensitive to affordable and market rate, historically sensitive, substantial capacity, great location, different facades, mixed use great for community liveliness - onsite venue space is a bonus as we need more options for that downtown, great collaboration between local and Edlen firm--brings
The merged building with the two facades looks great. Expanding affordable housing downtown is great.
The development team. No one cares more about our community than this team that keeps showing up with ideas & investments to make it better. I've watched the community just butcher this crew for years & their vigor is impressive. Seems they are the real marathoners. Is there a finishline?
A much needed addition to Downtown
targets a needed population group
We simply need more housing in this "city". Building upwards is critically important.
units and services to low income individuals
I think the design and location fit well together.
1. Mixed income 2. Size -- the number of units
There is a large proportion of affordable, 80% AMI and below, studio units. I think studio units is needed in the housing market.
That some of the units are 'affordable'.
It provides badly-needed housing downtown
Re-use of building /restoration aspects
I don't like it. Wrong place without job potential.
Brings needed housing to downtown. Activates vacant storefronts on Willamette and 13th.
We lived in Arlington, VA where this model is widely used around redeveloped subway stations. It brings vitality to the neighborhood and offers opportunities to comingle with families across socio-economic classes. Evidence-based proven success.
It will provide housing units downtown near transit and other services
Recycled use of an existing lot with the focus on providing additional bedrooms in the heart of the city.
People living downtown
Mixed-income housing
Units for victims of domestic violence, some low income units.
I like the idea that it sets aside rooms and services for women's space and has the opportunity to add to the art culture in downtown Eugene.
Residential living in downtown Eugene is much needed to start to revitalize the downtown corridor. I also like the idea of starting to move Eugene vertically.

Appropriate scale, high-density housing in downtown; close to transit station + EmX; looks like it will be constructed with durable materials and thoughtfully designed.
I like that it will be mixed income housing and LEED certified.
Mixed income aspects.
I like that this proposal is designed for variable needs.
What I appreciate most is that the building facade is designed to match the scale and character on
Eugene needs more housing, especially affordable housing. This seems to be a great way to address
The patio. Womenspace units. The mural.
We have partnered with Womenspace to provide 10 set aside units for victims of domestic violence and will provide targeted support services for these set aside units. And the art!
Affordable units, proximity to LTD transit hub
Love that this is multi-story, mixed-use - densifying housing in the downtown core that will provide much-needed "eyes on the street" after hours. And I love that there is an affordable housing
Reasonable building mass.
I like the inclusion of dedicated apartments for women with staff support.
That it at least provides some housing.
Support from WomenSpace and thoughtfulness for seniors and pets. It's designed to be liveable.
That its a mixed unit building and near a bus station
The housing
The collaboration with Womenspace and wall planning for a mural
The fact that once again the taxpayers will be stuck with the bill for your incompetence in making Eugene the gi to place for the jobless and homeless to come to and stay.
SO MANY THINGS! Reserved housing for survivors of domestic violence would be my favorite thing. But also the reserved for lower income, the services, the art.
The income restrictions allowing for a more diverse population in downtown Eugene
Incubator retail spaces
The affordability aspect.
That it will be mixed income—giving more housing opportunities to live downtown
Low income housing and units specifically for domestic violence victims.
That it adds affordable housing in downtown and across from the LTD station. That the proposal addresses the anticipated needs of the people who actually live there.
The rates are based on income.
Downtown affordable housing
Affordable housing
I like the increased urban residential density for the heart of town. I like the historical reference to the Montgomery Ward building.
I don't like this project.
I like that you are trying to do something with the space.
Downtown renewal, expanded housing. ANYTHING is better than what is there now.
LEED sustainability certification
Love it!
Housing. Affordable housing.
This is the type of thoughtful high quality housing we need in downtown. The architecture is exceptional. Too many new projects are of poor quality and design. This projects fits well into Eugene's downtown and will elevate the whole area. This is an excellent proposal from a great local
Of course, I love that a significant portion of the building will be for people who earn a lower income. I think the so-called amenity spaces will be a wonderful asset also.
I like that there will be room reserved for women who are survivors of domestic abuse. And that there will be a mix of low income and median income.

mixed income housing and affordable units which are in desperate supply in town.
I like the idea of helping people out of poverty, but providing government subsidized multi-family housing is not the way to do it.
New construction housing downtown!
Good presence on Willamette Street. New housing in downtown. Replacement of decrepit building.
It has a calm solidity and quality of appearance and materiality like the Woolworth. It looks clean and contemporary without trying to be anything trendy like the absolutely ridiculous monstrosity of the 515 building or the disastrous, shoddily constructed piece of junk that is 13th and Olive. These eyesores
Low income housing opportunities, mixed income. But also the incubator space, the art gallery, the design of the 11th Ave side. Lots of positives.
That it will include housing at an affordable rate.
The masses and articulation work nicely with the neighboring buildings without wasting space. The project provides much needed livable space downtown. The more livable space there is downtown the more people will take ownership of where they live, helping to continue the process of revitalizing downtown Eugene. As a former resident of Eugene who worked downtown it seems to me that a project such as this is a fantastic addition to the urban fabric and downtown community.
Bringing more folks downtown.
Provides access to affordable (I hope) housing for all, without segregating low income from higher income people. That concept of segregation has always bothered me when it comes to low income housing. If higher income people want to live with low income people, why shouldn't they?
I like that it adds more housing for poverty level people
10 units for Womanspace and low-income housing
While we desperately need more low income housing it is also important to provide housing for those that are on the boarder of income limits. I also like that it will work to be environmentally friendly.
That it provides housing for low income individuals, and that it co-exists with those that rent at full
I like the idea of putting the space to use for a change, after a decade as an eyesore.
LEED and all the mixed amenities going in: shopping with living spaces - important to keep a
Using property that is being wasted
More housing
Revitalizing downtown! And bringing residents there not just businesses. The empty office space isn't helpful for making downtown more inviting. Plus love that it fills the gap for people who have "nearly made it". Maybe they are starting out and on their way to a more secure middle class and this helps
I like that the project is focused more towards people who don’t qualify for traditional low-income housing but also don’t quite make enough for market rate units.
exist w/o making it feel oppressive). I like space for retail+ but we have so many vacant spaces DWT how do you envision filling the spaces?
multi-income, multi-use
I like the idea of mixed-income housing.
I like that this will bring a mix of affordable and market rate housing to downtown. Having more residents will make it more vibrant and lively downtown and will support businesses. I like the inclusion
This is exactly the kind of thing downtown Eugene needs. Most important thing is the ground-floor retail. It looks like it will fit will with some of the other new development in the area.
I like that it is a call back to the old Montgomery Ward building and that it is intended to help revitalize downtown with a mixed use design.
I like the combination of mixed use development and affordable housing. I think these are two of the most important things for downtown Eugene.
More housing downtown & next to public transit. Nice % of subsidized housing. Design seems okay too.

Housing downtown.
Anything that brings residents into Downtown is great. The renderings are nice as well.
I love this project! It's long overdue. I only wish that a greater percentage of units went to lower income individuals. 60% maybe?
Actual street level retail design -- unlike the 13th and Olive catastrophe.
Concentrates a lot of housing into a small area, attached to an economic center (downtown).
More housing! Retail on ground floor! Set backs and street appeal!
I live that there will be more affordable housing but from what I have read it still sounds too expensive.
Womenspace connection.
What I like most about this project is the shops and services within walking distance
Nothing its over prices and not affordable at all too low income people.
Dense, mixed use, and mixed income. All of these are sorely needed in Eugene and downtown
Nothing.
Absolutely nothing
I don't know enough yet to comment on the project, other than to say the key concepts sound good. I have one concern - please see #4
Mix of space on the first floor.
Commitment to fitting in with the surrounding area
Below market rate housing; downtown housing
affordability ratio, partnership with WomenSpace, community spaces
There are very little affordable and safe housing options for middle to low income people. I have only seen high end housing and apartments being developed.
Addresses need for more housing downtown, especially affordable housing.
location and that it has low income units
I like the idea of the mixed income building and keeping space for DV survivors.
The remodel of the building and affordable housing
First, that it includes housing for low income people. I also like that it has space for Womenspace, art, and incubator retail space, as well as that it will be LEED certified.
The Womenspace partnership sounds promising, as well as reserving some residential and commercial units for below market rates. I had an opportunity some time ago to speak with Mark Edlen for a project I was working on. I appreciate that he sincerely does seem to consider larger issues like the environment and social problems as he approaches a real estate project, at least more so than many developers. I believe his is also a UO graduate, so he has some history in Eugene as well.
I like that the project will have both low-income and market rate apartments. I think that will ensure that the property is kept up and maintained in a safe and attractive manner. I was happy to see accommodation for pets included (and I assume there will some limit on size/weight).
Seems to have a variety of services for a diverse population. Looks nice enough on the sketches but doesn't seem to really be in line with the "historical" look- just another block building
I live close to downtown and walk there frequently to go to Selco and the Eugene Library . Almost anything would be better than the current situation at this address. Adding 66 units of affordable housing is the best part, but the potential for more shopping opportunities for me is also a real plus.
I like multifamily housing downtown. 5 stories is about the right height.
I like the robust partnerships with local non profits (Cornerstone, WomanSpace, Lane Arts Council etc). I like the mix of seniors, young professionals and income levels provided for. I like the inclusion of art, both inside and outside (mural, gallery). I like that services for WomanSpace clients and seniors are addressed. Allowing, and providing for, companion dogs is a thoughtful touch that will especially appeal to older, single residents. It appears a well thought out proposal.
The mixed use and mixed income uses.

This project sounds fantastic, a zillion times better than typical Eugene developments. I especially appreciate the inclusion of potential meeting space (maybe?) because we really need more free and low-cost spaces for group meetings around town after losing EWEB rooms, RAIN, etc.--especially
Expenses affordable housing Using unused space Modern
Low income and downtown
Affordable housing and domestic violence units.
Nothing! These people need to help them selves
THe diversity of uses and design
More housing is needed,. Housing downtown is good for the downtown and good for people who don't want to rely on cars. Affordable housing is particularly needed
Affordable housing and location to LTD
Affordable housing in the downtown area. The current new buildings are all luxury apartments with rent for a 1b 1b creeping over $1200 a month or more.
The fact that it adds new updated retail areas and rentals that could help folks who make less than the median income. Affordable housing is a major issue.
Bringing more housing and affordable housing downtown.
Mixed occupancy, set aside reasonably priced units and women space help
It allows folks who need affordable housing to live in a centrally located area for services, shopping and
It has a retail element and street front presence that will bring life to a dull dead unfriendly and unsafe
Design
The fact that it's mixed income housing and has units for Women's Space. Mostly just happy that it's not another student only housing building.
It brings life to a building that is currently lifeless and will create affordable housing opportunities across a spectrum of individuals and families.
Affordable housing, woman space use
That it is mixed use and partnering with women's space.
Affordable units & units for Womenspace
I like that it is mixed use and has some amenities such as gallery space, pet accommodations, club room and support services
Helping seniors and displaced family due to domestic violence.
Homes for Women's Space and mixed income
Apts reserved for seniors and low income folks
That it adds badly needed affordable housing downtown.
Affordability to low income persons/families. Proposed building aesthetics.
Population served
• The way the building design recognizes the existing and historical elements of the surrounding structures and appears to be in relationship to them. • The secure ground level outdoor space. • The setback from property line on 11th.
Affordable housing
It is building more housing at affordable rates.
Location, and the fact that it will have low income and market rate apartments.
LEED certified building (hopefully gold or platinum) - a responsible approach to building and providing housing in an era of climate change. Historic design- preserving the character of downtown.
Including low income housing with support, especially for Womenspace's clients.

Includes affordable housing
I like that it will serve populations particularly in need with housing and services. I also appreciate that it looks like the building will be well constructed, enduring, and relatively attractive in contrast to the dismal apartments built on 13th between Charnelton and Olive that are a depressing eyesore. I also am happy that considering the environmental impact is a priority.
The fact that at least half of the units in the project at 1059 Willamette must be affordable to households earning 80% of AMI or less.
puts empty space to use
It helps vulnerable communities in our neighborhood and helps the housing shortage
Partnership with Womenspace to provide housing for victims of domestic violence. Mixed used housing including low income.
The fact that there will be so much good, safe, and convenient low-cost housing in Eugene. It's fantastic. I love the fact that people can have pets and that there are dedicated areas for pets.
mixed housing which will add more residents to downtown
More housing! Multi use building, with both commercial and residential in one place.
I like the idea of having more and better housing for low income people and/or marginalized people. We need systemic solutions for poverty, precariousness, and homelessness and this project at least looks like a good start. Having Womenspace onboard and anticipating the needs of elderly residents
More low income housing
The increased density for both housing and commercial space is welcome, as well as just using a long shuttered site downtown.
That it will have mixed-use housing in the downtown area! After years of the city council approving of high-income/luxury and student accommodations I'm so glad they're finally going to start doing what other cities have been doing for years and have mixed-use housing.
The partnership with womenspace and the supply of affordable housing
It shows that city cares about the people who live in Eugene. Action over words is inspiring.
The concept
I love the affordable housing and women’s space aspect! Lets help our vulnerable community members!
Provides housing close to services such as grocery stores, bus, restaurants, theatre thus promoting use of public transportation/bike/walking.
'Three things: - Maximizes units and unit types where they are needed (downtown). - Creates a couple of new facades in downtown in highly visible locations, creating much needed sense of forward progress in the downtown. - Uses TIF to leverage private dollars into the downtown as the program was designed to do, and also is an innovative way to address other kinds of affordability than just LIHTC.
The presence in downtown, the designation of considerable units for lower income residents, the
'-The sense of community. I like the idea of mixed-income housing along with incubator spaces to hopefully remove some of the stigma associated with subsided housing. I hope that the property disperses the different kinds of housing units around the facility. (Maybe keep the Womenspace rooms
rent control units, mixed with market rate.
That it provides for low income people
Increased housing availability
It means that the LCC building will be removed!
Mixed use and mixed income
I like that it considers the needs of people healing from domestic abuse and the needs of the elderly. I like that it specifies a rate of the median income.
Nothing really. I'm skeptical based on size and likely pricing.

That half of the units will be "affordable." I think the other half, too, should be affordable. I think attracting people to the "market rate" units will be challenging.
Mixed use and inclusion of some affordable housing, of which we are in SUCH great need in our
The affordable apartments
As a former Mayor and City Councilor in Creswell, I especially like the setting aside of 10 units for WomenSpace. I fully support any effort to make sure the victims of domestic violence can be safe.
I like the mixed-income focus as there is a big shortage of affordable housing, while also making it an attractive place to live in. It's not only affordable, the goal is that it's a good place to live. Also, the earmarked spaces for DV survivors is great as well.
Affordable housing for some units. Dedicated units for Womenspace. Attention to architectural details of surrounding blocks and businesses.
Affordable housing, mixed income ranges, spaces set aside for emergency housing (womenspace/victims of domestic violence), and the main floor with shops on Willamette street and
The fact that it exists. We need more affordable housing in Eugene.
Low income housing near services
More downtown housing options
Addresses the needs of low income folks Green building practices Womenspace ART
It's to be built using LEED standards, inside the downtown core, affordable, and serving victims of
we need more mixed-income housing downtown!
Tough to say there is not a lot of detail here about planning amenities etc.. but overall I am in favor of more housing downtown. The allotment for Womenspace is great.
More housing.
It is downtown, and not in less dense neighborhoods.
The affordable housing
The 66 affordable units. I wish the complex went higher so there could be more units.
Amenity space for tenants. Integration of Womenspace with apartments for suvivors of domestic
Mixed income; units for Womenspace, caseworkers on site
More affordable housing for our area.
Units for Womenspace clients
Affordable housing downtown, with appropriate support services for the less fortunate. LEED certified,
More downtown housing and retail is essential!
Reuse of existing space. No sprawl!!!
That it includes "mixed income," but I think it should be used to house low income folks and the Womenspace sites. I think there should be rent help initially so that potentially homeless people who may have jobs or the skills to acquire one can get set up. The ugly microsites around town such as the
Adding density near transit hubs in a walkable urban core and cross-subsidizing affordable housing
Mixed use
The fact that it is AFFORDABLE. The inclusion of safe spaces for victims of domestic violence is
I like the mixed use and mixed income, the connection to women's space and the consideration of how the building visually connects with downtown architecture.
I like that it's a move toward much-needed density in our urban core.
The aspect of affordable housing downtown.
Possibility of downtown rejuvenation and improved architecture
All inclusive
I like that it adds housing, especially low income housing, into the downtown core.

You plan to use the old MontgomeryWard/DowntownCenter building for low income housing. It is convertable without building something new.
I like that the project will fill and old dead space in the city center.
The addition of mixed housing downtown.
that it brings more housing downtown.
Great idea but...I actually think this building is very ugly. Also... Willamette Street is our MAIN St. I feel that if something is done here, it should be shops and a park area... to bring Eugeneans down to the core of our beautiful city.
There are two elements that I like most. I like that they will try to have the Willamette facing side fit into the environment and try to complement the few historic buildings left, and I like that there will be units for women working with Women's Space.
Mixed income levels living together downtown; a welcoming environment for Womenspace clients
Low income housing
I don't I think it should be all affordable housing and no retail spaces.
66 of the units would be restricted to households with incomes up to 80% of Area Median Income (AMI).
More housing...
It brings together a variety of income levels, which adds to the diversity so one can meet new people they wouldn't normally. Services for residents is very useful. Common spaces will keep the area lively.
That it will be a LEED building
That it provides affordable housing, something that is DESPERATELY needed in Eugene
Mixed rental rates
The focus on creating spaces that are affordable, the affordance of space for victims of domestic violence, and the focus on community spaces.
Affordable housing
I like that the project prioritizes the needs of the most vulnerable with its focus on affordable housing and providing services to victims of domestic abuse. As a renter with low income, I can state that there clearly isn't enough decent, modern affordable housing in Eugene. Its convenient location next to the
It is driven by people who really know Eugene and understand our culture. It addresses today's community's needs, providing housing for those whose options are very limited. It is visionary and
It is a nice propsal. Any change to this specific location would be an upgrade.
Dense, mixed-income rentals. Partnering with WomenSpace and providing low income units is highly desirable and needed.
affordability and space for victims of domestic violence
Could possibly add to downtown vibrancy
That it's mixed-income and will have support for domestic abuse victims and seniors.
Its high density and the idea of matching the historic architecture surrounding the building.
We need housing--especially housing that's affordable to the people already living here.
The set aside spaces for Womenspace. This is excellent. Thank you.
Denser metro is always good. More low income is great.
The housing for domestic violence victims
More housing is a plus.
The mix of housing with the social safety net aspects. The street presence and scale of the buildings to add more density to downtown.
I like the partnership with Women's Space and that some of the units will be reserved for the most marginalized communities among us. The design of the building is nice looking. I'm glad the city is addressing the need for more income-focused housing.
It reserves space for women in need
nothing

It is replacing an old, unusable building, with something that can be useful. I appreciate the mix of rental options including the Womenspace units.
that it provides housing and a lot of it in a small footprint. I think we should add another 4 or 5 floors
Adds housing / replaces a blighted building with a new one
I encourage efforts that might help reverse the continued demise of Eugene. However, this projectd as proposed does not even acknowledge much less address the fundamental issues of homelessness, mental illness, and crime that drive businesses and residents away from the downtown community.
The large number of units designated for those making 80% or less of the median income
Trying to bring people back to downtown.
Finally seeing some actual affordable housing in this town (especially something that's conveniently located and not out way in west Eugene). Eugene's "affordable" housing is an absolute joke.
Studio apartments and the single bedrooms. It's a little tough to find single bedrooms in this city close
I like the consideration for companion pets, the secure indoor courtyard for residents.
Affordable (?) housing downtown
The architectural integrity w/surrounding environment. The anticipated diversity of populations that this projects anticipates serving.
I like that it's a "mixed income" project and that Womenspace will benefit with some of the unit
LEED certification, partnering with Womenspace, echoing the character of historic buildings.
Affordable housing
Affordable units and mixed use
architecture
Love it.
I like that the building will no longer be sitting there vacant. Also the low income qualifications and the apartments for WomenSpace.
The set aside units for domestic violence escapees!
The "concept" of affordable housing - though this project does not meet that for most local residents.
It's more housing. I guess there's that.
More people LIVING in downtown Eugene. Cities need a vibrant downtown. Also good that spaces will be reserved for victims of domestic violence.
It's an excellent location for living spaces, and it will be good to have more residents downtown.
The Womenspace units! I also like that the space is being upgraded-that area is a real black hole. I think it will be a great addition to downtown!
That the space won't continue to sit vacant and unused.
The fact that it will help elderly and women who need housing have a stable place to live.
Affordable housing downtown
I hate it!
It's mixed-use and mixed-income.
That it has low income housing
LEED features; Womenspace housing accomodation; ground floor public access/non-living space.
Lower income residents with support services.
It's more housing in an environment where we need more housing
Affordable housing is so important! However I think having this project be 'mixed income' is a good idea, because those paying full price would have the income and incentive to make sure the quality/value of the physical building is preserved. I also appreciate that it seems that thought has been
Provide good housing for low income citizens.
Bringing more housing and retail (and thus people) to downtown.
EUG Intent to provide housing for Low Income Families.
Finally maybe some housing for low to middle income families, not like the Obie giveaway. That was a

the apartments reserved for lower-income renters, and for WomenSpace. and the location, across from the bus station.
Repurposed resources
green building measures
Making housing affordable.
It creates more affordable housing options.
Addition of urban-oriented retail space at ground level; affordable housing mixed with conventional; continued renewal and upgrade of downtown
"We have partnered with Womenspace to provide 10 set aside units for victims of domestic violence and will provide targeted support services for these set aside units." - this is the best part of the project!
That it is mixed use housing
The mixed economic levels.
The fact that many of the units will be rented to people with limited income.
The programming and committed uses
The Montgomery Project is innovative, thoughtful, and suits Eugene. The vision of a mixed use, mixed income building with pertinent support services is forward thinking. When I read about this project in the RG, I felt hopeful and excited. Our City needs The Montgomery.
Mixed use element - ground floor retail with housing above. We need resident in the downtown area to support all the businesses.
Opportunity for those who need it!
The low income housing/mixed income housing with space designated for people fleeing domestic
affordable housing, coordination with Womenspace, matching style of nearby buildings, incubator space for small local business, art gallery, common areas, planned mural
Utilizing a community asset that is currently sitting idle and deteriorating .
My favorite part of the project is the 10 units that will be allocated to victims of domestic violence.
mixed income housing
Common spaces, moderate rent.
Nothing. It is in stolen Kalapuya land and being built for profit.
Collab w womensspace

Mark Miksis, Dean Pape, Mark Edlin, Jill Sherman, John Rowell, and Gregory Brokaw have a predatory relationship with public resources. It is 2021. There has been a call for reckoning with all structures of white supremacy. The City of Eugene's plan to privatize 1059 Willamette should be rejected and rethought. 1059 Willamette presents an opportunity for BIPOC stewardship. The City of Eugene must proactively seek ways to address Indigenous Dispossession and Black Exclusion in all its dealings and most certainly where the transfer of publicly held land is at stake. As an example, the City of Eugene should not proceed with transactions around the land of 1059 Willamette prior to public conciliation with Articles 8, 10, 11, 18, 20, 27, 28, 32, and 43 of the United Nations' Declaration on the Rights of Indigenous Peoples (adopted in 2007). To fail to do this would be a perpetuation of white supremacy. As it is, nothing in the City's RFP, nor in the deChase Miksis/Edlen proposal, addresses historical and current practices of Indigenous dispossession and Black exclusion. That is unacceptable. In concert with the opportunity for BIPOC stewardship, 1059 Willamette presents an opportunity for new economic modeling. The euphemistically-called "public-private partnership" proposed by deChase Miksis/Edlen involves little more than the transfer of the public asset (for free!) to ownership by a corporation, that is, by the deChase Miksis/Edlen LLC. So there's the free transfer of public property to a corporation. What else? 1059 Willamette sits in a Trump Opportunity Zone. Opportunity Zones are the result of a federal tax scheme invented by Donald Trump by which investors, like Mark Miksis and Mark Edlen of the deChase Miksis/Edlen LLC, don't have to pay capital gains. The alleged purpose of Opportunity Zones is to bring jobs and development to impoverished neighborhoods, yet as noted in a report by the Center for American Progress, the Opportunity Zone "incentive is finally being recognized for what it truly is: government-sanctioned gentrification driven by the capital gains of America's wealthiest investors." On top of federal tax avoidance, Miksis deChase seeks a ten-year tax break from the City of Eugene
That it helps low income people
I don't like it. Systemic Racism (and classism) has two faces--one is sticks, as we see in policing an an extensive punishment system that finds its worst representation in consistent economic predation. . And the other is carrots, which are given to rich, white, political insiders, as is the case with this project. This project, pushed through it seems during Covid, when so many were struggling, advances the
Can't think of any besides of socialism for rich people and superficial project of showing post to care
Nothing.
I like the overall differentiation of the Willamette Street and 11th Ave facades. Based on some familiarity with the 32nd and Hilyard project, I am fond of the architectural genetics of where this project

Q2. Is there something missing that you would have liked to have seen in this project?
Not so far.
I think that the city should assist the developer in creating funding for the Montgomery to be LEED certified and adhere to high-level environmental standards.
Balconies or communal garden space
I can't think of anything, I seemed a little vauge in the exerpts, but is there groud floor retail? Also is there going to be an ugly parking lot next to it?
Something on the roof, perhaps?
I think that it ought to have underground, instead of street-level, parking,
EV charging capacity for allocated parking, substantial onsite bike parking
drugstore/hardware store ie an anchor retailer on the ground-floor which will be activated most hours on both sides & to know the classroom/meeting room size...it also seems like this is a space that will house kids/single parents. Boy if there's a way to squeeze in a jungle gym, I bet your neighbors would be able to create community really quick.
No
More affordable housing. Government should not subsidize ANY construction of "at market" rentals. Eugene "market" rates are grossly skewed by the presence of a large university that houses only 25% of its students on campus. Thus there is a large distortion in the overall rental market for the entire town. Morever, inequality in Eugene pushes a significant discrepancy between the median income and the MODAL income. Thus we need the city push for a set aside for apartments that are available to modal families.
A concierge or assistance desk for security, help in case of a lost key or sticky door, or general assistance. The concierge could also call for medical assistance.
I would like to see units that are actually affordable and of a reasonable square footage included in this project. The affordable units rent for almost $900/month, and are studios, most of which are less than 400 sq. ft. I'm not sure what segment of Eugene's population that is meant to serve - single individuals reliant on Social Security/SSI can't afford $900/month, the space isn't large enough for multi-person households, and it's LIHTC, so you can't rent the units to students. We should be building affordable housing that people will want to live in. Eugene's downtown area isn't so neat or exciting with such great public transportation that people are willingly giving up their vehicles and downsizing to tiny home-sized living spaces to be there. These units will be full because of the housing crisis, not because they are livable or desirable.
Nope
Some project based voucher units or some other type of housing choice vouchers attached to it.
Low-income housing, as distinct from affordable housing.
Larger units and more 2 bedrooms specifically; more balconies
Unsure yet preserve/leverage original expansive ground floor AND mezzanine
Use the building for the city hall and develop housing where there can be jobs too.
Some acknowledgement or gesture to its history as the Montgomery Ward building.
Is there any car parking? What about bike storage facilities? - a bike garage and DIY bike repair services?
Personally I believe the building should be taller and accommodate additional units to warrant the MUPTE, but this is great progress for the city.
balconies at rooms (not every room needs one) and/or more operable windows. Solar/roof or other stormwater mitigation
Units for households with incomes up to 60% of Area Median Income (AMI)
More low income units, need for people who are unhoused as well
More multiple bedroom units. One of the big things missing downtown are families.
I am interested in seeing how the commercial spaces on the ground floor turn out. Looking at the recent development at 5th street market the commercial spaces were minimized in order to maximize developers profit. In order to make spaces that will work in the long term space needs to be taken into consideration, especially as we see more and more businesses moving out of downtown.
Pedestrian environment along 11th appears harsh without retail/tenant entries any shown and the building frontage appears to reinforce a hard edge - looks like there is an opportunity to make better use of the small setback area
I would like to have seen details about landscaping and green space.
Amenities for toddler through middle school aged children
This project proposal is fairly inclusive (mixed income, connectes with womenspace, public gallery, a mural, elderly, etc in mind). Perhaps it would benefit from a designated area in the lobby displaying community resources (affordable housing, Willamette Family RAC, Whitebird, Hourglass Community Crisis Center, other social services, etc)

I feel a multi-modal transportation focus is missing. The proposal states "We also see 11th as a significant automobile, bus, and bicycle street project." While it acknowledges that the downtown area is parking exempt, the only commitment to cyclists is that "bike parking will be accommodated on the ground floor, with possible accommodations in other parts of the building as we further develop the design." How much demand for bicycle spaces might the project expect? For residents? For visitors? How many spaces are currently being considered? Is there an estimate yet of the number of spaces that may be possible on the ground floor?
Not anything I can think of right now.
More landscaping.
Nope
No.
The contrasting facades looks goofy. The W. 11th facade looks scarily cheap (i.e. capstone).
Why are only half the apartments designated low income? We have the worst homeless problem in the country here in Eugene and not enough safe living spaces designated to solve the problem.
There is no mention of using any of this space to provide secure bike parking. Eugene's bike modal share has dropped considerably over the past decade and a lack of secure parking is killing our ability to ride the wave of e-bike use as an alternative to wearing cars. Also, I would have preferred that the city convert the existing structure into a transitional housing shelter for those experiencing homelessness in our community.
A grocery store. People who are <80% average area income can't afford the Kiva or Whole Foods
More social services providers having the ability to get clients into units, or having a community room that invites social services providers to hold workshops or classes, enrollments into program etc. Also maybe should of anonymized that womenspace would be a partner for safety of their clients .
Unlimited affordability period for affordable units
Parking for residents
Zero taxpayer funds to be used. You want the money, get donations. If people have to be forced to pay for this then it's theft and extortion. If it can't fly in its own, don't do it.
I can't think of anything
Green energy: ban gas heating, additional wind and solar generation of power and reclamation of rain to flush toilets.
A wider mix of lower income levels defined in the requirements
No
Whitebird clinic satellite branch w/ on-site counselors. Parking garage.
An attractive exterior - the proposed exterior looks downright neosoviet/"big block of concrete".
Rooftop garden for all residents
Grocery
Roof garden access would be nice!
Repurpose the existing building.
I wood like an older look and feel to the building as you are planning on one side, modern is UGLY.
I wish that existing 1 story retail property could be included in the redevelopment.
This is not affordable housing, which is what the city is in dire need of right now. 80% of the AMI for households in Eugene is still making ~$39,000. It should be lowered to 50% of household AMI per best practices in producing affordable housing and industry standards. Further, the domestic violence units should be at least 10% (12 units) of the total and done in addition to the units already set aside for the 80% of household AMI
Living garden or solar panels on rooftop —- or rooftop community space.
Could it have penciled to have more units or different tiers (some @ 60% AMI)?
Can the city purchase the corner lot as well?
I would prefer to have the bottom level devote some space to greenery. Green spaces are so important when so much of downtown is cement and building structures. What about adding a patio type area, or even a community garden in the middle of the unit somehow. Or at the least, a space to plant bushes in front of the building to add some greens.
I firmly believe it should be a higher percentage of low income vs market value. The current market value is unattainable to more people and families I know that it is attainable.
maybe a community accessible space for local artists to exhibit?
I would like to see a multi-family unit built without subsidized housing. If the project must continue the way it has been proposed, I would like to see increased pet areas, otherwise you will end up with pet excrement on the sidewalk out front.
No
Not that I can think of—even pet-sitting is included! 😂
Either all the housing is affordable, or it becomes a shelter for the unhoused with priority given to women and children

Even more affordable livable space!
I would have like to seen an artist incubator that supports all the arts with an emphasis on music.
provide the information about actual numbers, like what IS the number for 80% of area median income? (I looked it up and for Lane County it's $47k)
I really feel like your missing a money piece. Your rent prices are higher Then a mortgage on my Three bedroom house. I was living in apartments once it's almost impossible to rent something at a reasonable place let alone a price that you were asking. Even your low income option still is going to require people to suffer because one person households can't afford to pay that and work and pay taxes especially Oregon taxes!
More units for low-income housing and more units for womanspace
I would like to see 10-15 low income units added to the building. If we are looking to have a mixed income building then some low income units should be added. Please stop isolating us to less desirable areas. We are poor not infected. I would like to see solar panels installed as a supplemental energy source for the building.
I believe that child care services would be of great benefit to the residents.
I would like to see the plans developed locally, perhaps as a project for university architecture students.
restaurant, groceries
Green space
Actual affordable housing
More floors! Go big! Sell some fancy market rate penthouses at the top to help pay for expanded services, etc. I didn't see this but also suggest making the majority of apartments mixed by floor so that the income adjusted ones are scattered somewhat through the building vs. having the low income floors or sections of the building. Certainly make it anonymous, do that you can't tell who is paying reduced rates and who is not. Finally, bike parking that's truly secure should be planned for.
Maybe a bit more parking. 19 spaces doesn't seem like a lot for that many units, but I do understand that the long term goal for Eugene is to get more people on alternate modes of transportation.
More green. We're such a cement & asphalt community. Add green roofing, trees & shrubs at ground level. Would like to see residents have pets if they wish, so there needs space to walk & "potty" them. Parking. This should contain an ample-sized parking garage to handle the housing, retail & support DWT vibrancy. The access to busing will not mitigate lack of parking space (demonstrated by LCC apts. whose residents have vehicles & buy space DWT).
This is not affordable housing. Please stop gentrifying our city with misleading claims and actually create low-income housing. We have swarms of homeless and people on the brink of being homeless and you're making it worse every year with deceitful projects like these.
zero carbon heating system, solar panel, green roof, fitness center, community meeting room.
A better figure for low-income housing.
It would be nice to hear more about incentives for non-auto oriented transportation for residents. Is there covered, secure bike parking? Are there incentives for residents who do not have automobiles (bus passes, etc?)
Will there be ground-floor bike parking for residents and people visiting the retail spaces? We should be designing for car-free residents, and make it as easy as possible for them to live in a way that is compatible with the city's climate and vision zero goals.
Green space
It's not clear if the bike parking room is easily accessible from the outside, and also it isn't clear how the bike workshop and parking will exist in the same space. For a large building like this to accommodate residents who bike even on an occasional basis, there most likely needs to be more bike parking. One approach to that is to add dedicated bike parking outside (ideally covered!). At 129 units, there should be space on the property or nearby to store at least 100 bikes, in addition to bike parking for the retail spaces (which isn't shown in the architectural renderings). Also, the car parking should have electric charging stations.

STREET TREES and other greenery should be required. The on-street parking should be removed in order to allow for large tree canopy on Willamette (two trees) and an additional two largge canopy trees shoudl be required on W 11, where there is just one now. And, the conditions that enable trees to succeed should be required - enough soil volume, no compaction etc.
Vines covering some of the vertical surface could provide addl coverage, heat regulation etc.
Alleys should have narrow planter beds as well (could be raised planters?) for stormwater treatment and/or more greenery. On E 10th alley, this would entail some setback from the property line or planter insets into the building itself; the Oak Alley edge already has setbacks that would allow for this. Stormwater treatment should absolutely not be on Willamette or W 11th - we need the tree canopy more.
Would also like to see the residential units contain small balconies that would allow for plants in containers outside.

I think the label 'Community Open Space' is a bit misleading, as I'd assume it isn't for the general community but for the residents. Should read 'Private Open Space' or similar. Also wonder what that will be like, considering its tucked behind another building. If/when that bldg gets redeveloped the area might become completely enclosed. The illustration shows three small trees tucked back in there, and I really wonder how that could be done considering the building is built out to the property lines.

More levels of "affordable" housing. $1000/month is not particularly affordable. There is only one, one bedroom apartment that is in the affordable. I think the mix should be closer to the same. Essentially the studios are just slightly more affordable than market rate studios that don't exist. The comparison to the affordable one bedroom is unfair since there is only one of them. (Did they make one so that they In addition, none of the two bedroom (which would be attractive to individuals fleeing domestic - their targeted set aside group). Essentially none of the affordable could be used for families in this situation.

read it, though, the median income for a single person household in Eugene is $31,400. 66 of the units will be set aside for individuals earning 80% or less than the median income. That means that the maximum amount a single resident may earn to reside in one of those units is $25,120. That represents a monthly income of $2,093. The 66 affordable units will be rented at $1,059 per month, which means that a single resident earning the maximum amount allowable who is living in one of these units will spend 50.6% of their monthly income on base rent (not including utilities).

According to the US Census Bureau (see here: https://www.census.gov/housing/census/publications/who-can-afford.pdf , I apologize if this info is too dated to serve a useful purpose, but it was what was available online), anyone who spends 30-49.9% of their income on housing faces a "moderate housing-cost burden," while those spending >50% face a "severe housing-cost burden."

As this project is contemplated, this building adds 66 housing units to the economy that will place its residents into a "severe housing-cost burden." When residents spend half of their income on base rent, their ability to live an economically secure life is threatened.

Granted, there are some groups that would do well in the affordable units - retirees living off a blend of personal wealth and fixed income, students who are subsidized by parents, and dual income couples with no children, and it is possible that this is the intended market for such housing.

I guess the ultimate question for these units is around the goal of having "affordable" housing in the downtown core in the first place. Truly affordable housing seems to run in the $600 - 800 range for someone earning 80% or less of the median community income. It doesn't seem practical to offer housing at that price point in the downtown core, and to offer housing at the pricing contemplated appears to be a program designed to lock residents into perpetual poverty, unless they raise their income (at which point they are priced out of the housing units and must find something at market prices).

If we were interested in a housing program that actually set residents up for success, we ought to consider making this housing temporary by design, and building in support structures that actually help the resident "get on their feet" and "move up" out of subsidized housing. I would propose some version of the following program:

- Allow applicants to apply for housing in a lottery system.

I'm hoping that there will be common areas for social service provision. I'd also ask the city to insure that the highest standards of construction are adhered to. It would be scandalous if another Capstone project was allowed that had faulty workmanship.

More units. :-) If you're going to build, why not build bigger? I'm always interested in how the number of units gets determined. Eugene can definitely bear more supply. Lots more supply. It's not clear to me why there aren't more 2 bedroom units, or even a three-bedroom unit here and there. Related to that, it would be good to have a few more of the bigger units be income qualified.
Consideration of our housing affordability problem.
No
The price for the low income units need to be more affordable. A one bedroom apartment shouldn't be more then $800
Yes.. AFFORDABLE MONTHLY RENTS
Yah lower the price
Secure bike parking (if not already in plan)
Affordable housing for the most needy, true community spaces, actual green open space that can be shared with the public.
Yeah, ACTUAL AFFORDABLE HOUSING. The only thing eugene had going for it was cheaper housing compared to the rest of the state, but now that you consider $1,059 per month for a tiny 500sf apartment affordable, there's absolutely nothing keeping people here. Definitely not the trash and meth fueled crime that continues to grow. This isn't even mentioning the market rate you want to charge. Hell, the average apartment in Hagen Germany is 300-500 euros, MARKET RATE for the same size apt (350-590 USD). Why would anyone continue to live here? Even lowly Hagen is nicer than eugene. Let me repeat what you consider to be "affordable". $1,059 for a 1 br, 500sf apartment! All of you are overpaid and delusional. When the homeless crisis continues to be exacerbated by your delusions, you have only yourselves to blame. Eugene is a joke and I can't wait to leave. But the real question is should I get the same priced apartment in Bend where I don't have to worry about methheads stealing everything I own, or Germany, where I can get better healthcare, better wages, cheaper rent, and a mandatory minimum paid 21 days paid vacation, plus everything else? Peace out. I hope all the new Cali transplants enjoy your new "affordable" housing!
Actual family units; more community partners, such has senior services so units would be actually income based on their social security/retirement; St Vincent or another local agency involved.
Green-scaping; parking considerations; secure bicycle storage
More green areas, investment in street trees, emphasis on transportation access (bike/ped facilities)
not that I can see so far
The bike parking seems hidden in the design- down a hallway and tucked away, rather than being visible, up front, and convenient. Being right next door to LTD and so close to the active transportation network for walking/biking the space for bike parking should be easy to see and get to. Place it closer to the elevators and parking area and not tucked away so much.
have them all be low income units
I'm dubious that even the affordable housing component will be actually affordable. I hope these will be further subsidized. I heard somewhere around $1,000/mo for a studio. This isn't in scale with job opportunities in our community.
I hope that it will have more that the minimum required number of fully wheelchair accesible units.
Nothing jumps out
I wish there were open space on each level. I think people are more likely to socialize in small groups and where it is most convenient.
Laundry facilities- too dangerous to go to laundramats at night around here these days.
Is the bike parking secure? Is there an elevator? I can't tell from the bid... No money in the bid for one.
Not sure it is missing at this stage, but charging facilities for electric bikes/scooters should be provided (great for seniors and those young professionals) and above requirement recycling facilities provided, along with assistance in sorting and preparation from the management.
No
Consider making conference room/patio available for public bookings. Does the retail plan include any eateries? We need a coffeeshop downtown that is open into the evening, like until 10pm or later, now that Townshend's closed--someplace quiet enough for conversations, work, or dates, not a bar!
Should have happened years ago
No
Parking underground. Taller buildings (we need to use our limited space better -- build them taller - other cities do).
We are in a climate crisis. Leed is a start, but it's not enough. What can be done to reduce gigs during construction? What features could be included to drive down energy costs further increasing affordability and reducing ghgs? Will secure bike parking be incorporated?
People helping them selves just like normal people have to do
More lower income spaces, if possible
Not yet
More 2 bedroom units

Make it easy to own a bike in this building. Protected bike racks, a locking bike barn or something of the sorts.
No
Vehicle parking. Developing the corner at 11th and Willamette
I would like you to go out if you're way to make it beautiful. I have to drive by that orange eyesore downtown often and I curse that apartment building every time!
no
Parking. there is no additional parking that the city has planned or is willing to get behind
No
No, this sounds great! More apartment buildings like this, please!
A green space on the roof.
Your design seems to focus on the outward facade and not healthy livability for people. All rooms should have natural light and windows that open. Each unit should have a balcony. The building should be environmentally sustainable, breathable. There should be gathering spaces (living rooms) on each floor that encourage people on that floor to get together and chat, play games or watch tv. This way, each low income unit does not need its own tv. There should be a roof top garden, yoga space that help people heal and connect.
Units reserved for even lower income levels or transitional housing
More attractive design — does not add value to "echo" the original ugly building. Needs more parking — it's already hard to park downtown. What about nature? Natural materials, natural light, green spaces, access to outdoors are all important for human health and well-being
More space for domestic abuse victims and families
roof garden and gym space
Rooftop garden for tenants.
No natural open space, no set back from the streets. Where is the parking?
• Parking. I understand the concept and consideration for fewer parking spaces for the tenants; however, this plan allows only 20 spaces for 129 units. • Protection from rain. Along the building that faces W 11th, I believe an awning (especially at stairway entrance) is needed. Perhaps the design plan does include one but it isn't clearly shown.
No. Housing is in critical need and shouldn't require special considerations for art galleries/etc in order to be allowed.
Hi-speed internet at a price people can afford.
Bicycle parking provisions- secure yet artfully provided.
No
I think that the organizations working with the individuals being served, such as Womenspace, should have a large say in the services and facilities design. Also, in the way of environmental impact, I hope consideration and time is allowed for reclaiming what is useful from the demolition of the old buildings.
Some element of green space - maybe on the roof.
not sure about parking situation
Make it taller or bigger, otherwise it's nice
Trees
I notice that, other than the pet areas (which are great), most of the amenity spaces seem to be focused on young, working professionals. This seems to indicate a preference for those with more money. If there is room to have places to socialize and to network, it seems just as important to dedicate part of the building for exercise opportunities, perhaps a small gym, since the units will likely be too small for exercising, and since most lower income people won't be able to afford the DAC. It wouldn't need high-cost machines, but just a few basic areas for people to exercise, which included treadmill(s) and exercise bike(s). If that isn't feasible, since there is going to be a big area for socializing, perhaps weekly classes (such as Tai Chi, Yoga, etc.) could be provided in that area. I'm guessing that that area would otherwise be empty most of the working day. I'm sure teachers would be willing and able to come in to teach the classes, and people could pay a minimal fee (one or two dollars), which the teachers would receive as payment (with no fees or any other reduction taken out by management).
A bigger building
More! Build higher! Build more buildings like this! I don't care about preserving the historic look of Eugene. People come first and people need a place to live.
No
There is the potential for missed development opportunity on the adjacent corner site. As designed, the new building strongly limits much in terms future multi story development there.
Nope, this sounds great.
More affordable units is always better
None.

Attractiveness. The building is another block and, to me, ugly. It is difficult to see from the photos what sorts of materials are proposed, but without attractive finishes and details, it is yet another ugly block, like the housing dotting Franklin's University stretch.
Seems great! Love the multi use aspect too
Green space, some parking
Nothing jumps out as missing.
Just expediency in getting it built!
I would like to see a space between the sidewalk and the street and/or between the building and the sidewalk. Th building is just way too close to the street. Also, I don't like that it's shaped like a hiking cube; the shape lacks interest.
Not at this time
Not sure
No
More green space, please.
There are many people working for nonprofit organizations at low pay. High turnover is not good for the work. Maybe we could make the lower income part for those people. White Bird, Looking Glass, Shelter Care and the like are valuable to Eugene.
I think a bigger focus could be to serve the elderly and otherwise people with higher needs. It probably goes into more detail about the accessibility of the design, but that could be made more apparent. I think there should be a cap of what the dollar amount can ever be, or it should be tied to a specific year so that if the median income(MI) raises significantly in several years, the rent will stay low enough for people who aren't gaining from that MI increase.
Not that I can tell. Except TRULY affordable pricing.
The design needs a little more dimension. I know that makes a project more expensive, but everything looks a little flat. Can you fit in a street-side garden respite like Seattle and Portland's little pocket parks that people can escape into? Fountain? Plants? Cobblestones? Quiet?
Vegetation? Anything planned for planting around the perimeter? We are also sorely needing more trees as has been recently reported.
More of the apartments should be dedicated to people with lower than the area income. The biggest problem our area is facing is lack of affordable housing. People need to be able to afford housing AND be able to afford to save money for an emergency fund, medical bills, or possibly future homeownership.
I like all aspects of this plan.
I was going to say parking, but that is accounted for in the full proposal.
More green space, especially on the Willamette St. side. Maybe preserving some of the "original" feel of Montgomery Ward is OK, but with so many more floors, it is looming, not welcoming. I also realize that economics are difficult because of trying to provide affordable housing. Still, some sort of inner courtyard?? Set-back?
fewer studio apartments, double the number of two bedrooms, and double the number allotted for womenspace.
Unclear how the balcony shown on the 2-5 floor plans is accessed. Do only the adjacent units have access? A roof patio accessible to all tenants would be a great addition, if cost allows.
Get a waiver and build it taller.
No
On site bike storage?
Strategize ways to had more natural greenery—trees, planters (at all levels), etc
please make sure the developer actually follows our setback rules (unlike the Capstone project)
I am not sure I understand the dichotomy between the two halves. It seems a bit discordant to me. I really like the South facade and am not sure the Willamette side would not benefit from more of that thinking.
Taller, more housing.
Maybe a green roof? As our population grows we should try to maintain a ratio of green/open space per capita.
More units.
no
Some temporary units for homeless. Give them 2 years to upgrade their situation.
Sounds like these units may be pet friendly, which would be refreshing.
Rooftop access and developed area for tenants. Greenspace, recreation, etc
I did not see anything about secure bike parking with easy street access, and possibly room for trikes.
See above.
A neighborhood analysis of retail (i.e. what is needed to anchor the community-- a supermarket? etc.?)
Need more projects like this. 10 units for victims of domestic violence is far too few. Also, this project is a good step forward, but is only one step.
I suppose this is out of scope, but it would be nice to see that lot in between the two wings of the building redeveloped as well.
Balconies or a rooftop gathering area/bar. The tenants need a way to have community with the outdoor space.
Farther set back from the street, wider sidewalk.

More emphasis on retail, restaurants
Not enough 2 bedroom apartments
While I see LEED certification is being pursued, I hope that solar panels would cover the roof. I don't see that referenced, but I hope it's included.
What's missing is considering use of the existing boondoggle apartment buildings between Willamette and Charnelton and 11th and 13th that seem to have a low occupancy . . instead of a new highrise.
I did not see lots of parking that would also serve the surrounding area. Also adequate quick-park spaces for deliveries and taxi/uber pick ups. I deliver groceries, restaurant orders, prescriptions and such. Gig workers who are delivering or picking up people need a place to park/wait safely. Also, access to outdoor areas for residents without having to leave the building.
depth and dimension to the facade. PLEASE do not repeat the same mistake that is 13th and Olive eyesore
A park... spaces that include people and encourage them to be downtown. Places for children.
I don't see any trees or any mention of trees in this project. Our city is in desperate need of trees and greenery. Eugene was beautiful at one point and it seems few developers care about this issue. Trees don't bring them profits, but the people living and working in these spaces need them. PLEASE figure out a way to add trees to this project.
Will there be a screening process to maximize the chance of building a community of residents?
Mostly low income units
real help for the low income unhoused people in our area.
ALL units would be restricted to households with incomes up to 80% of Area Median Income (AMI).
Affordable housing for single people! It's not affordable if single people need to shack up two to a room! We can't even get our own bedroom?! In fact, it's going to jack up rent for us hardworking adults already renting in the area. It's terrible. I also hate how few trees and green spaces are included. This town is getting hot, dry, grey, and ugly. More green space, more space for large trees!
Any outdoor benches or meeting spots?
Not so far
Increased set back from the street to allow for increase landscaping
This city needs more affordable housing for the working class. All of the spaces should be set to 80% of median income or below.
Nope
Nowhere does the proposal mention earthquake-resistant construction technology that would help it withstand the Pacific Northwest's overdue magnitude 9.0 earthquake. All new building projects need to include this if Oregon is to withstand the Big One, and it's more economical to build using this technology than to retrofit a building after its construction. If the project does intend to make the building earthquake-resistant, it needs to state this intent on its proposal.
I don't think they have missed a thing.
I think all of the units should be reserved for low income/victims of abuse housing.
No. Diverse income housing is what is needed.
LEED certification and/or a green roof
If something isn't done about safety / liveablility issues downtown, this won't be a successful project
I can't think of anything.
The use of cross-laminated timber and recycled building materials.
I don't see mention of cars. I hope it is assumed that residents will get around without cars, considering its perfect location for alternatives to autos. If they own cars, parking should be off-site in some existing location.
Preserving the character of the historic building... Eugene has very few left. One of my favorite things about visiting places like San Francisco is the history and character of the city that can be seen in the architecture. Eugene is lacking this... mostly because it's cheaper to demolish and build a structure with all of the character of a shipping container. If you do remove the old building, please spend the money to include some of the Art Deco styling that makes architecture from this period so beautiful. The renderings provided do not "echo" the character in my opinion. It truly resembles a buildings made out of legos.
Sculptures or murals please. Art makes everything better.
We need to house our homeless population. Make Eugene a trailblazer, and be the first city in Oregon to provide not a shelter, but real housing to help our citizens get back on their feet. This project is a perfect opportunity.
Private, for-profit companies should never be involved in housing projects. This is a consensus, professional class project that every city does that has not even slightly helped the housing crisis. We need radical thinking and to take risks. We should be pushing the boundary of what is legal in order to diminish the profits of landlords. Are we at a crisis point or not? This project assumes the current status quo is acceptable.
No

Ideally, I would prefer that this site be used for unhoused populations instead of mixed income. However, if the city is set on receiving payment for the units, then all of the units should be controlled by income-level instead of half of them (except the units for WomenSpace). The restriction should be set lower than 80% of area median income. The way it's set now does not protect the apartments against a drastic increase in the area median income like we've seen in Portland, Seattle, and San Francisco. Such changes could force out lower income residents. There should be guarantees about rent control, ensuring residents will not be forced out due to market changes. Downtown doesn't need more expensive, "market price" apartment housing - it needs to take care of its most marginalized populations. Furthermore, it would be preferable to guarantee a certain number of units to Indigenous and First Nations peoples, particularly members of the Kalapuuya and Grande Ronde tribes. It would be preferable to see the store-fronts that are being created in the building reserved for local businesses that need community support or are community selected. Finally, it's ridiculous that no parking has been included in the design of the building. There is already such a parking shortage in downtown Eugene - why would you introduce 129 units and multiple business fronts without adding at least one or two levels of parking?
Green space
hard to say. eugene downtown become low income people area.
No - I think it is well done.
Higher density. We have such a shortage of housing here, we could really use doubling the size of this building.
No
A more fundamental PLAN that prioritizes basic living needs rather than misguided archetectural design and services like pet care. Look around the city, under the bridges, in the parks, along the river front. Face the real issues here.
No, as I kept reading more about the project there were amazing things already included in the design that I wouldn't have considered.
Downtown is dying nobody wants to be down there with all the crime and homelessness. Put the money for better use.
Not off the top of my head. Happy to see a place that will be affordable, pet friendly, and environmentally conscious taking shape.
I'd like more specific information on the application process and the costs of living when the project is closer to completion.
I am curious to know how security will be provided for residents, not only for persons accessing the building but for mail and package deliveries, etc.
No
I see that EugNet will be part of this project - think this utility should be provided AT NO CHARGE to residents of the Affordable Housing units.
It'd be neat to see if an early childcare space could be made available, I think this is lacking throughout the area.
Secure Parking? I don't see any parking and with the condition of downtown massively degraded from years ago, how will you protect tenants property? People looking for affordable housing will be crushed by a $500 deductible after break ins.
No
Can we find a way as a community ($$$) to support including a substantial percentage of units for those with incomes at 30 and 50% of AMI? Need for more downtown service workforce housing nearby.
Some office space that is also below market rent to help startups. Having creative terms and below-market rates for a period of time (1-2 years) makes sense. Then have them move out to market-rate space.
Parking. Where will parking be for the tenants?
We do NOT need more "market rate" housing, we need more TRUE affordable housing - the federal "market rate" calculation is anything BUT affordable!
Considerably more affordable units, and lower rates. Stop building luxury housing when local residents cannot afford it.
Yes. Make it either low income or not. Preferably not.
This is basically an architects vision of the project--which is fine for the early planning stage. But in real life, we'll need more detailed consideration of where residents would shop for the necessities of life. What about parking? What about deliveries for business tenants? What about internet access? And what about building security? Especially, will there be protection for the tenants who are victims of domestic violence?
I would have liked to see a few curves, something to recollect the arch over the current building's door.
What is the parking situation like? What is the green space within and surrounding the proposed facility like? Will the developer have the authority to select the management company or will that happen via an outside source or method? As this is sounding like a tax credit property, many variables come into play after the building is complete in order to continue with successful occupancy.

If you are looking to help seniors, will there be adequate facilities including disability-accessible walkways, doors, floors, and most importantly toilets and showers available? The most vulnerable among us are elderly, in wheelchairs living on the street and they NEED a place to properly bathe and use the restroom. Portable shower benches are unstable and often too unreliable for a disabled senior to use in their own. I am not speaking hypothetically, I know an elderly woman who had a room at Valley River Inn and has been on the street, blind and in a wheelchair for over a year now. She is not the only person like this, these people need more options than Eugene is offering. Most assisted living places are awfully negligent and ill-equipped.
Bike parking/storage
Yes! The building shows no respect for the existing Willamette Street buildings character. Don't copy but blend in!
The only thing that comes to mind is trees, though they may not be feasible in this space.
More low income housing and move the project 2 blocks south
More set-back from the curb; minus one story in height. Downtown wind-tunnel of tall building is not ideal
Proposed funding.
no
I was surprised that almost all the units will be studio or 1-bedroom. It seems like families with children would benefit greatly from affordable housing (and considering that several of the units are being set aside for victims of domestic violence, might some of those people have children?).
Parking with electric chargers.
A community room that could be reserved for free by anybody. Perhaps the "common conference room" could be changed into something for everyone, not just young professionals, although I recognize how important this demographic is to downtown development success.
At least 3 competitive and EUG qualified Development Proposals. Failure of EUG to develop 3 competing proposals causes a FATAL FLAW to this planning from BEFORE the start.
Real commitment to affordable housing not so much “market rate” bs
some kind of green space, like a roof garden, or balconies with established plantings on them, maintained by residents or staff. think about keeping the building cooler and healthier in the coming years of global heat, especially downtown with all that concrete around.
No
No
More affordable and low income housing units since this is a significant unmet need in our community.
It would be great if a portion of the income-qualified units could be reserved for households that are at 50% or less (or lower than that) of area median income, to ensure that at least some of the housing is accessible for households in the lowest income brackets.
not at this point
YES! The building looks stark, all uniform, no stylistic variation. Where is the greenery? It needs trees out front to soften the impact. How about a green roof, with shaded lounge areas for use is warm weather? If not, then paint roof white to reflect heat and lighten a/c load.
New projects in Eugene seem to always use household income rather than per-person income. That is unfair to the many single people in Eugene.
Imagination. Decorating a box is not architecture and does not require the skills of an architect. This is a developer box with a lot of marketing statements and no imagination. This building could be anywhere . This will be another addition to the collection of boxes that has become the architecture of Eugene.
too bad about the 1-story corner building. That may look or feel odd.
What are the plans to accommodate the parking needs for the tenets and the general community accessing the building? What green spaces are proposed for residents and any separate areas for pets outside and adjacent to the building?
I think the entire housing development needs to be 'affordable'. We have a huge homelessness crisis, and the only way to fix it is to build unconditional, safe, stable housing for people who are currently unhoused. We need more market-rate housing, too, but first we need to get people off the streets.
pool, exercise room/area, outside space for bbq'ing, gathering, smoking
Parking.
Units dedicated for every single person who is camped in Washington Jefferson Park and on 13th and Chambers and along the Fern Ridge Bike Path and at 11th and Beltline and all the other nooks and crannies people are attempted to seek shelter.
Putting funding towards creating more services and shelters for unhoused folx.
Yes, more community involvement. Having this run by the white moneyed people is not the way to go.
We need less private space in the hands of rich white people. We need public space. If we are to make it private, then we must give priority to Indigenous people who were forced from the land and/or black people who were excluded from Oregon.

The City of Eugene should not facilitate benefit of this "development incentive" tax break, created by Donald Trump should not be used to

The City of Eugene is poised to facilitate the transfer with millions of dollars in tax breaks, and outright cash transfers. In 2021, the City of Eugene should not proceed with any plans by which public resources and unceded Kalapuyan land are privatized. This proposal epitomizes the privatization of public land and resource into the hands of a few white men.
not in the name of "affordable housing," and not for any reason.

white men coming to own a public resource and the city's facilitation of common dispossession. this proposal should be rejected. The

re-engage with the public with an unprecedented degree of outreach to the biopic community and

This land should not be privatized.

In the spirit of keeping a good measure of the historic lineage of the old Montgomery-Ward's, I think it would be cool and meaningful to incorporate, either intact or in some other substantial form, the original staircase that led (still leads?) to the mezzanine.. ..As I used it in taking LCC classes in the late 90's, I appreciated how it well-reflected(s) the substantive character and sense of detail of large department store design of the period.

I'd also like to see more diversity and complexity in the scale, rhythm and design of the windows and an even greater differentiation between the commercial and residential regions of the project, especially on the Willamette Street side.

I'd love to to encourage a roof garden on both the project and atop the corner neighbor which this project wraps.

Q3. Would this project contribute positively to the Downtown Eugene neighborhood? (If no, why?)
Yes. A great way to create a vibrant Downtown is to have housing there so it's not a place that empties out after 5pm.
Yes, because of the semi permeable relationship between foot traffic on the sidewalk and public space on the bottom floor of the building.
Yes! We need more affordable housing and density in downtown, and this project does exactly that. It is a good use of a valuable plot of land in our town's urban core.
Yes
Yes, it will, desner housing is better everywhere.
YES! (1) More urban core housing (2) More lower-income housing (3) I think the Woman Space housing is genius (4) will bring more people downtown to the businesses there.
Yes. It will activate the downtown, and increase liveability
Absolutely
Yes, locating people near all those great downtown businesses like the Kiva and all those food trucks and Broadway restaurants will make the downtown feel lively.
If these units have enough variety to house couples/families/and singles yes. People will contribute positively to the Downtown neighborhood.
This will be a most positive addition to Downtown
Yes. But only because the bar for improvement is incredibly low. Any amount of non-luxury apartment construction is an improvement.
yes! There are a great variety of businesses that use one floor, but few who use two or more. This would help provide more housing for people wanting to live downtown - next to work or business or transportation.
Yes, I think there needs to be more housing and mixed retail space, and upward development in downtown.
Yes. More people downtown. More affordable units.
Yes
I see no reference to parking. If there isn't sufficient parking for residents and guests there could be a large negative impact.
Yes
Yes and will add vitality
No, it would add more helpless/homeless to the downtown area which is already overrun.
Yes. More people living downtown and housing targeted at people working in the downtown is important
Yes, especially if families can live here.
Yes
We need to continue to encourage core downtown development. We are still gravely short of an appropriate number of bedrooms for the area but this is a step in right direction. The more folks that are personally invested in the Downtown neighborhood, the better results we will all see in engagement and civic responsibility.
yes, it would be positive - even if it ended up being as schematic as shown. I live just off mid-town so with this being just up from Capstone, I would forecast a significant opportunity for adjacent developments/community and neighborhoods such as mine. More diversity in these developments is imperative
yes
Yes
Yes - but also see above - would love to see more accommodation for families.
Yes. It is a step in the right direction. Housing for young professionals that have decided to make Eugene home is tough to find with the way the real estate market is right now. This gives people a good option downtown that isn't marketed as "Luxury Apartments".
YES. Brings more people downtown, provides important services to residents, and will offer a visible example of high-quality and affordable infill development.
Yes
Yes.
Yes. Downtown Eugene desperately needs flexible / affordable, mixed-use housing. I like the idea of building up a couple stories on top existing businesses for housing and hopefully the trend will take off elsewhere downtown. To have housing options that meet various needs close to amenities and increase community connections.
Yes
Yes! Downtown Eugene needs more life and less... vagrancy. This will help folks find affordable housing while increasing the value of going downtown. I think this is a phenomenal idea.
Yes.
Yes!
Yes

More housing is needed downtown to provide greater ownership, eyes on the street at all hours and a critical mass of people to support downtown businesses. This type of project will add to the liveliness of the city's core. and well-designed buildings that complement the historic surroundings will create a more visually coherent and interesting streetscape than hideous things like Capstone.
Yes. More opportunities to live downtown. Generally attractive.
Possibly. The addition of downtown living areas is good for Eugene. However, homelessness, drug use and bike theft are also rampant, which may make residents uncomfortable and unsafe.
It's unclear whether this project will be a net positive for Eugene. It's awfully small for such a central location and it's incredibly disappointing to see car storage included in the project. Good grief, if we can't have secure bike parking and skip the car amenities right downtown next to our transit hub, our commitment to reducing our greenhouse gas emissions is just so much wildfire smoke.
YESSSSSS
Probably
Yes
Nothing. Low income people shop at Walmart and trash things.
As a lifelong Eugenean, I am SO THRILLED to hear of this project! A project that combines humanitarianism and art and culture and social progress. Well done!
Definitely, downtown is lacking in affordable rental.
I think it will contribute positively in general.
I believe it could be a major contribution in helping to revitalize the downtown area
Yes
Yes, get the homeless people of downtown off the street and into affordable units.
Yes!
Very much.
Yes
Yes
Yes!
No. Downtown Eugene is beginning to lose it's small independent businesses and community feeling. Giant housing projects like this are not what Eugene needs to thrive and grow. This project would also create more traffic at an already busy intersection. I would like to see more preservation of existing buildings and less destruction. I loved living here for so long because you could actually see the sky, the butte and beautiful sunsets. I have already seen the loss of this to my former home in downtown. Beautiful views blocked by a giant apartment and a parking garage.
I am really not sure. I doubt it will impact me over on river rd except that I will likely have a harder time parking downtown and as a result I am just less likely to go there.
Yes. Having people living there would hopefully change the character of that block. It's not pleasant to walk right now.
Both business and downtown housing
Yes, significantly
Yes! More people will make downtown more vibrant!
Absolutely. It is the right scale that creates appropriate density in the heart of the city. This location next to the transit station, DAC, McDonald Theater deserves quality housing for people in the middle. This type of projects is needed to enliven downtown.
yes, I think it might help. However, I would prefer to see a building like this devoted entirely to low income since there are so many high-end apartments around. And there are boundless numbers of people who can't afford a lot of the apartments around town. It would be nice if at the lobby level, there could be provided some social services, counseling, financial assistance referrals, job search help, etc. I wonder if, the apartments could also be offered to houseless people in the area.
Yes
Yes, affordable units are always welcome and will generate more business for downtown venues.
No, anytime you include subsidized housing in a development plan a few things happen. The development team doesn't have the future income steam of high rent properties so it builds on a shoestring budget and cuts corners whenever possible. Second, every single subsidized multi-family housing building I have ever been in has been surrounded by crime and drugs. You don't not want to introduce that into the downtown area.
Yes, this would be a huge improvement to the downtown core. It is an elegant proposal that will add vibrancy to the street, and much desired housing in this part of Eugene.
YES!

This is a chance for downtown Eugene to continue to build upon the improvements that have been made, most recently and notably by the new 5th Street Market development, and a few years ago with the LCC downtown building, the Woolworth and Broadway Commerce buildings. We are starting to have a desirable downtown and not just a collection of single story dive bars , pot shops, tattoo parlors, and Lazars Bazar type hovels. The area immediately across the from the bus station is especially in need of help and we are in desperate need of both affordable and market rate housing.
Yes, it would add needed population density and new businesses, as well as customers for downtown stores.
Not sure. Downtown is so unpleasant right now with so many unhoused people wandering around, filth, and high rises that produce a canyon effect.
Of course it would! As noted before it provides affordable living options for people to live right down town. To reach it's potential Eugene needs more people living down town not just commuting in and out each day. Additionally, the retail / street level allows for new business to take root and keeps the sidewalk active all day (as opposed to being stagnant in a housing only building).
Yes, it will be a positive contribution to downtown Eugene.
yes! Living downtown is a boon for all! It gives people a real sense of community and engagement. I lived downtown in Salem for 3 years and it was the first and only time in my life I truly loved Salem. A city's downtown has its own special kind of energy and it's not just about business. It's about connectedness.
The only way you're going to clean up downtown Eugene is if you get rid of the homeless so unless you make that a giant homeless shelter I don't think you're going to do downtown any good.
We need more housing, we need more housing in the core and vertically developed housing to conserve space.
Yes
Yes, absolutely. The feeling one gets from having secure housing is immeasurable.
It would get rid of the old LCC eyesore.
yes
Yes. That area is gross
No. It's still not affordable to many. How is a 1 bedroom, 568 square foot home that rents for over $1000/month affordable? I make $96,000/year and I'm always worried about making the mortgage payment. It's $2097/month and we are a family of four.
Oh yes, without a doubt. Thank you for making downtown a better place.
I believe that this would contribute positively to the Downtown neighborhood. It will help bring more people into Downtown which could help change people's minds about it. I think a lot of people just think of downtown as a place to shop or pick up food from good restaurants but I don't think a lot of people think about actually living downtown. More projects like this could change that mindset.
It can but like all new projects must be tended to over time.
YES!
I think it has the potential to.
It would bring a number of people living downtown, frequenting businesses and creating a vibrant space which will help the restaurants and businesses.
Yes! We need more density downtown
Yes, I believe it will.
Oh definitely yes. This project will help downtown to grow and provide affordable housing for the Eugene community more widely.
Yes, but really needs street trees to beautify and soften the aesthetics, freshen and oxygenate the air, reduce pollution, provide cooling shade and reduce the heat island effect, detain & retain stormwater, etc etc. Eugene seems like a super tree friendly place, but in actuality we have been losing tree canopy over recent years.
It seems very big in scale. Much bigger than the building it replaces. I think the current building is only 3 stories. This is double that. There doesn't seem to be any "step back" approach either side of the building that might make it feel less imposing.
The building as a whole would certainly be a positive. I do have some concern for the residents of the WomenSpace units, in that their privacy and security ought to be paramount. How that can be effected so that other residents are unaware of which units house vulnerable and abused women or families seems challenging, but a worthwhile goal.
My take on the architectural plans is that it does a good job of fitting into the environment.
Yes, absolutely. The more mixed use development downtown, the better.
Yes
Yes
Yes! We need more affordable housing!
The rents must be more realistic for everyone and not market value rent. We have enough housing in the city that people cannot afford. Please see the tent communities in the downtown area of Eugene. This must be dealt with and I am unsure why Eugene insists on allowing developers (from out of this region and out of state) to continue to build housing most people can not afford.
No cuz it'll keep em broke.

Yes
No--it adds no amenities, makes parking more difficult and does nothing to alleviate our affordable housing crisis.
Doesn't really matter since the only people who go to downtown eugene are addicts and dealers. I literally watched open heroin deals downtown, which I guess was better than the times I witnessed people openly defecating.
It has the potential to, but it's not addressing what Eugene needs at this time. Also, they point out their involvement in Amazon Corners in south Eugene. I would be curious to know the occupancy of that building in the apartments.
Yes. Because of the wide range of uses of the building.
Yes but would prefer to see condominiums rather than apartments... owner-occupied living spaces bring more engagement and investment in livability than renters.
Yes! More housing! More affordable housing!
Yes, there is not a lot of housing options down town and increasing the amount of housing will help for people who work or frequent the down town area for transportation reasons.
Yes, having more housing downtown is essential to a vibrant city.
maybe
Yes. But I'm concerned that the building massing will be awkward with the buildings next door. Are those also slated for some sort of redevelopment? Also, I'm concerned that we could use some more public open space close to this development.
Yes. It will bring life to a now-dead space. Eugene needs affordable housing.
Yes!
Yes, I think so. More people living downtown will be a good thing for downtown.
Yes. It makes a living space for people conveniently located to transportation, the library, and other downtown amenities.
Yes it opens space for people. I like the WomenSpace units to support that organization. It keeps more people in the downtown core and hopefully will generate pride of place.
Yes
YES! We need more density.
Yes. More people, more services. Good for downtown.
Yes!
Yes!
Yes
Yes
yes
Let’s make sure it does!
Nothing because it’s a bad idea. Stop enabling homeless people
yes... the diversity is good and bringing people there to live is important
Yes. Anything that activates downtown in a positive way is good
Yes
Yes it will bring more working people to the downtown area and enrich our area. As well as fill empty buildings, nothing kills an evening like hitting a portion of downtown that is just empty.
Yes
Yes
If you make it appealing to look at yes- look to the new building on Willamette that has Claim 52 brewery in it. That is a wonderful addition to downtown. Look at the building next to Albertsons on Hilyard st in south Eugene. Wonderful!
yes
Yes - by adding beds. We will be severely short of office space one day soon, but for right now, everyone is jumping on the "build beds" band wagon.
Yes
Absolutely!
Yes. It will benefit the businesses and people who inhabit downtown - and those who want to.
Yes
Only if it is planning on providing long term supportive living options. The building should have a built in counseling / community resource center.
Yes, current building is an eye sore, incubator spaces are a great idea
Yes, definitely, as long as the building is more warm and welcoming and doesn’t make parking worse
It could if it wasn't priced so high for people to actually live there
yes, makes living there walkable and access to bus
Yes I believe so
Yes
I believe it will.
Yes, that building has been vacant forever. We need housing downtown and to keep it poppin.

I believe affordable housing needs (especially for seniors on fixed income) is going to continue to be a concern as our population ages. The location seems like it would have a positive impact to our community as a whole.
Yes
Yes, because it would house people, at a time when we have a massive houseless population and housing crisis.
Yes, having more people living downtown will give people a stake in what happens downtown and an incentive to make things better and it would help downtown businesses.
No - if the majority of units are below market rate. With the already large homeless/transient downtown population, in order to create a truly vital downtown that feels safe to ALL Eugenians, elderly, young families, etc., housing needs to MINIMIZE Section 8 residents in the city center. As a community we need to provide housing for all residents, but we need to be wise about where that housing is provided. Cases abound throughout the west coast and the country of downtowns ruined by affordable (section 8 eligible) housing developments built in, or too near, areas meant to attract community gatherings.
Absolutely! The LCC building has been an eyesore for years. More residents downtown will create more of a neighborhood feel.
Yes
I would think so, both by bringing more residents into downtown, and providing services that are easy and locally accessed, thus reducing car traffic.
Yes because it attract a diverse range of people to live Downtown.
Yes
Yes.
Yes
Absolutely yes.
Yes
Absolutely!
Yes. More community, more people indoors. More/better commercial space.
Yes
Yes.
I sure hope it will. It sounds like it will.
Yes.
It would. Easing stress on the average hardworking person by way of affordable housing and transportation options, makes for more productive output, and reduction of negative forms of stress relief.
Not if it is ugly. Please ask the architects to develop some interesting lines and details that will give it pride of place. The project, of course, can contribute on the basis of bringing people downtown by having them live downtown. It also needs more setback from the street to permit outdoor dining or gathering retail operations, with awnings (again an asset to its beautification) and heaters. This is post-Covid development that should be learning from Covid.
Definitely! Lots of great space to work and shop plus housing is definitely a need right now
Yes. Affordable, brings people closer to services, provides services for Womenspace clients.
Yes, we should have probably 1,000s more housing units in the downtown by now, this project helps.
Absolutely
Yes
Yes
Yes
Yes, the current building has been empty for years and is an eyesore. Anything there will be an improvement, but especially more housing.
Yes.
Yes. There should be people living in the city core. When we moved here twenty years ago, that was a glaring problem. Having only rich folks there makes no sense the way LTD is designed.
I hope it will increase long term relationships between individuals if there's good community building and engagement opportunities.
I think that much housing downtown will create too much people and auto congestion. It looks far too large for downtown.
More people living downtown will help liven thing up downtown. Gotta increase the number of jobs available downtown, too.
YES, absolutely! (Love the echo of the old Monkey Ward!)
Yes
Yes it would. It will help provide a safe and affordable solution to those struggling to make it in this difficult and challenging world that we live in.
Yes. More folks being able to live affordably downtown with support services for populations that need it will help facilitate a more vibrant community.
Yes, especially if more attention is given to pedestrian interaction.

Yes, I believe it would. It's a good place for it, uses the space well, encourages growth in downtown and offers affordable(ish) housing downtown.
ABSOLUTELY! The design and construction teams have experience contributing to local projects. The mixture of tenants and in-house social services will serve downtown Eugene very well.
Yes.
Yes - more downtown residents.
Yes
Yes ... diverse community building
Absolutely
Yes absolutely
Yes. Eugene needs the housing
Yes. It would add housing.
Sure. I don't see why not.
Yes. Would have more people living Downtown
More people stacked in downtown will mean more business for businesses. (Not too fond of the design, though)
Yes, it brings regular people back into downtown
Yes!
Yes! Why have an empty building? Let's utilize it!
Yes
Yes. More people living downtown to make it a more lively place.
Absolutely. Increasing housing downtown will translate into more foot traffic for the area's businesses. I remember when nobody went downtown and shops were all boarded up. Downtown Eugene has come a long way in the last decade, but there is still room for improvement.
Yes. I'm surprised how few apartments appear downtown
I think so. But there still needs to be homes available that are priced comfortably. Instead most efforts are on high end apartment housing (Gordon Lofts and the waterfront project) or college apartments (thrown up quickly all over town (and often substandard such as the ones on Olive and Willamette built by a Southern company). We are not all going to live in apartments. This is at least thoughtfully designed.
Yes.
Yes - Increased housing , good design
Yes. More folks living in the community and thriving is a GOOD thing.
Yes. I think more residential space downtown is helpful for activity and public safety. I also think additional start-up/incubator space is important especially as we emerge from covid protocols. And getting rid of a large vacant building is a plus overall.
Yes. We absolutely need more people living in our city center. A bustling urban core will improve the livability of our entire region.
Yes.
I don't agree with artificially depressing market prices which in the long run helps no one including those it intends to help. I wish the city council would focus on jobs, the economy and generating prosperity which is the only long term solution to the problems we have in Eugene. Without this focus I believe all efforts to support less fortunate are doomed to fail and we'll continue to lead the nation in homelessness and an underachieving economy.
With mix use, businesses on ground floor it has great potential.
Yes! It would be a huge, positive contribution to add this many residents to downtown.
No. Convert the old Downtown Center instead of tearing it down and installing a new building on that site.
Bringing more people to the area outside of normal business hours (8-5 Mon-Fri). Hopefully people will be more invested in taking good care of their home community.
yes
Yes it would. More people living in downtown would help create a more vibrant feel and helps fill a vacuum that is currently being filled by homeless.
No. another high rise building in the downtown area? It's ugly, too big and does not fit in with the ideas of Eugene as a walkable, enjoyable place to spend time.
It will if it ends up actually creating some affordable housing. It will not if it is constructed as another soon-to- be- projects site like the 13th & Olive monster that left no room at the sidewalk and no trees.
Absolutely! This project complements existing buildings like the SVDP and senior housing nearby.
Only if most units are designated low income
no, it adds even more people to the downtown area without mitigating traffic flows.
YES
Not unless the rent was affordable to single people living alone!
Yes. Empty buildings drag the energy down - "broken windows". Any housing is a good thing.

I don't think so. I don't think the affect would necessarily be negative, but it does look like just another big box. A smaller scale Capstone.
I think mixed and low income housing units will be great anywhere in Eugene, downtown seems like a convenient place as well. Although the parking situation might be tricky for some. I know some lower income individuals utilize LTD, but not everyone does and parking downtown is expensive, so I hope you address that in the way of subsidies or dedicated parking for those residents.
Not in favor of high raise contruction
Yes. The working class need to be able to live in the city where they work.
Yep. Eugene needs more affordable multifamily housing.
Yes.
Absolutley.... and I really hope it can go forward. The sooner the better.
Will anybody be able to afford to live here?
Yes. People.
Yes! Affordable housing is important to the city and its citizens. Downtown residences will help businesses. Proximity to LTD will promote ridership and access around town.
Yes
Yes.
Yes, please do more projects like this.
Yes
Yes, the increased housing density helps a thriving downtown. Glad to see there will be retail space below.
Yes.
Depends
More positively than a vacant building, but are we willing to take risks ever?
Yes
I think as written it will only serve to further gentrify the area and create more parking headaches for the city. It's a fantastic start, though!
I think so
no. it should be mixed low and middle income($70000-$100000). in my opinion. it would attract different crowd then it is now.
Bringing housing options to downtown is needed.
absolutely. more people living here would provide some vitality to downtown
Absolutely
No. It doesn't begin to address the reasons why businesses and residents are leaving the area.
Yes I think that it will have a tremendous positive impact in bringing more energy and diversity to downtown. The building is conveniently located to some of the best amenities that Eugene has to offer. I hope that the influx of downtown residents will help the local businesses as well
NO, Not in the least. Continue to add to the problem keep throwing gas on the fire the City Council is Clueless.
Yes, it will offer not only homes but art, retail, business, and opportunity to the area.
I believe it would if the apartments are mixed income. I think it would offer an opportunity for more people to live in downtown who aren't college students. Might be a nice chance for long term housing for single professionals and families to live closer to downtown.
I believe it might create more of a market for the small markets and grocers in the area, which would improve the neighborhood.
Yes, more people living downtown means a more vibrant downtown.
I hope so, though I do have concerns about the proximity of the LTD downtown bus station and the overlapping current issues of homelessness, loitering, drug use, etc. that will tend to detract from the experience for residents (especially families/young children, elderly). Also, parking seems inadequate.
Yes
Yes, that building has stood idle for too long and this could positively contribute to revitalization of downtown.
Only if properly secured. The city needs to take a much harder stance against anarchists and addicts. I would never consider living downtown and rarely go anymore.
Absolutely
Yes, we certainly need more housing in the community.
Definitely. Helping startup companies with below-market rent is really needed as part of the ecosystem development work happening in the community.
Yes! We need more affordable housing in town and this is prime real estate. With all of the commercial improvements downtown it seems very practical to have housing for people downtown to patronize and work at the businesses.
Possibly, but only if you provide adequate parking facilities for all the residents - we don't need more on-street parking!

It could - if it were significantly more affordable. The projection for the price of the "affordable housing" units is outrageously high. I live in an apartment complex down the street and pay considerably less for a nice one-bedroom. I could not afford to live in the "affordable" units, despite having a stable full-time job of many years. As it stands, this project will only further the lack of actually-affordable housing in the area, and contribute to the housing crisis we have been suffering under for many years.
No. Low income housing in the downtown area will further block any attempt at revitalization of the area (in case anyone ever actually attempts that). I'm really not sure why what should be the most vibrant and profitable part of town has been freely handed over to vagrants and vandals already, let alone why we would add to the issue. It's like Eugene is allergic to a middle class and tourism. Visit Eugene-maybe your kid will step on a drug needle! Exciting!
Yes, if planning also consider some of the issues above.
Definitely.
Yes. But there still needs to be better security or ways to keep people safe downtown.
I believe it would, if it is properly managed. But often times the facility is built, handed off to a management company, and the entire operation takes a nose dive because the folks in charge view it as a job and not as a community stewardship.
Yes
Absolutely. There is a dire need for affordable housing for people who do not have kids and are not university students. With increased participation in downtown "life" by residents; local businesses are boosted and opportunities for predatory street behavior will find less traction.
No!!! It is totally out of proportion and shape for the area . Just another anonymous rectangular box.
Yes, it would add a good mix of people and business to downtown.
yes
more people living downtown is good. No information readily available about anticipated traffic (human, bike, auto) for maximum occupancy; and the accommodations for design.
Positively
Yes
Yes!
Yes!
Yes!
No. This project is a dead giveaway of EUG taxpayer moneys and now property to a favored and (assumed) corrupt developer. Why can't EUG manage competitive proposals for development,; like starting with a Replacement City Hall???
It could
definitely, if the apartments are rented and the building managed well. there would need to be an onsite manager.
Yes
Yes.
Yes
Yes9
Yes
Yes, I think so.
yes definitely
Potentially...with changes mentioned above to help attract tenants.
Yes.
Absolutely NOT. Why doesn't include the corner one story building? A way to embellish this important and historic corner within the City? Buildings over 2-3 stories need to make a statement about their height and their relationship with the sky. If the developer is seeking subsitity from the City the City should require imaginative design, a statement and something that speaks to architecture not just another developer building. This proposal is like someone describing a framed poster which is the right color hung behind the couch and calling it ART. Developers love coming to Eugene because if they have a good story Eugene will accept anything. Example might be the large housing project developed a few years back in downtown Eugene. WE CAN DO MUCH BETTER than what has been presented, sell or give this solution to another City.
Yes. The Montgomery Project will contribute positively to the Downtown. We want people to live Downtown, not just work there. Plus-- Affordable housing opens up opportunities for people. Finally, I think The Montgomery will engender a sense of belonging to a community.
Yes, bring more affordable units into downtown as well as activating the pedestrian realm.
Yes, the gentrification in Eugene is out of control
Yes! The art would make it lovely and it Heliodoro house people who need housing
Yes! we desperately need the affordable housing

Not sure if this particular project of another high rise housing development in an area that already has a concentration of other somewhat similar, and other proposed building projects in the downtown core areas would benefit the city
No. There will still be homeless people in downtown. We need to get them off the streets and into safe housing.
unsure-- it depends on the tenants to some extent and the quality of support services that will be provided
No. It's too large.
If profit is the driving force then this is a great bet. If this housing is meant to be a response to the incredibly unaffordable market, or to demonstrate any kind of concern for the un/underhoused, then it is a complete failure. What does it mean to contribute positively to Downtown Eugene? According to the people begging for money to sustain any kind of livelihood? According to business owners? Or consumers and tourists who want a feel good experience? Who are you trying to appeal to? Does it matter in the end? What would the city council actually need to hear in order to turn down this singular offer?
No! Eugene needs public spaces! So many of our unhoused neighbors are criminalized strictly because they are house less!
Yes, if run by a combination of luw income people and BIPOC communities. We do not need more housing for the wealthy run by the wealthy. We need people off the street with their dignity intact!
No. There is little or no return on the public investment. Honestly, it is ridiculous--if the City Council were my money managers--they would be fired. They are giving away assets for no return--a few apartments for 80% of AMI? When the cost of living is going to go up with another high percentage of luxury lofts going into downtown? Give me a break. The City Managers office thinks the people are fools. I hope they are not right.
Not at all.
No.
Yes. We should keep working on the egalitarian truth of populations. Also, the continuing enrichment of life space by developing mixed use environments.

Q4. Is there anything else you'd like City Council or the development team to consider regarding this proposal?
As we move toward a post-Covid world, it is likely that there will be more opportunity for remote work. The conference room is great for this regard. But I do worry that it mght end up facilitating the building to lean more toward student housing (like 13th & Olive nearby, or any of the American Campus Communities apartments) instead of housing for young professionals and older.
Ensure that restaurants or coffee shops may utilize the sidewalk. Eugene is a patchwork of uninviting monolithic buildings that have no relationship to the public expect for the few people who may work in them. Creating a lively space downtown with many things to do and spaces to be is vital for the overall health of the city. Make it easy for people walking by to come and go with shopping or food and drink.
No, but I would like to reiterate my support for this project to be developed as sustainably as possible. If a more environmentally-conscious development comes with a steeper price tag, I'm sure that there is voter support for the city to spend additional money should that be necessary.
No, but please do more of these type of projects!
This is pretty damn exciting!
not at this time
Continue to invest in solutions that get housing to people camping in tents, even if it's transitional housing like conestoga huts.
It seems that we have tried a few versions of the incubator units. The ones across the street from The Dining Room haven't ever taken off. Why? What makes these on Willamette unique and primed for success? How many years will we be piloting those on 8th plus these too letting the vacancy set the tone for downtown? The brand new beautiful micro-units in the Market District expansion are a recent example of this retail concept which shows an extremely blatant example of the best our city has to offer...and unfortunately sit empty. I'd read up more fully on this, because perhaps it's a hole in our system to have incubator units, but on first glance this is a huge missed opportunity to safely light up a very public space, that sounds like a shortcut. When we welcome community members "home" downtown via LTD every day or guests to downtown, the street level of 1059 (Willamette & 11th side) makes a difference. Using this moment to do our best to activate it with vibrant business or activity is
Support and engage the tenants as well as nearby businesses and neighbors to become community supporters. Stressing "buy local", neighborhood pride and opportunity.
Yes. Lower the target income for the set asides, and do away with any amount of "market" rentals. Leave the most expensive rentals for those at 80%, and set aside the rest for those making 50% or less. Then, reduce the police budget and re-invest this money in creating low and mixed income housing. Place a tax on parking lots within city limits to encourage more development.
Please make all areas accessible for all people, wheelchairs, and those with a service companion.
Please make sure that we are building affordable housing that is desirable and what people actually want. The fact that the housing market is a disaster in Eugene doesn't mean that people making 80% of AMI should have to live in a shoebox. If you can go to those folks and get feedback that they are really wanting $900/month studios in downtown, then go ahead and build them, but don't build something no one wants to live in because people need a place to live. These units are meant to last 35 years - I'd rather put fewer units in this building and not have them all vacant in 10 years because
No
No
While this is a step in the right direction, we need low-income housing.
Please consider the city's housing crisis when evaluating this proposal
Ensure equity in units and mix of residents randomly
Either use this building or rent the unused building in the Springfield mall for the Eugene City Hall.
The council should find as many ways to positively support this important downtown project

Let's get it going, we need to push and encourage these opportunities. Delays and set-backs only add to the notion of how unfriendly the city is to development and business.
Less emphasis on LEED - which doesn't mean anything to most people - and more emphasis on natural systems (ventilation/carbon off-sets/solar/stormwater mitigation/etc) or things the community can relate to. How/what is the energy use, do you get an EV service, is there natural ventilation? How
Units for households with incomes up to 60% of Area Median Income (AMI)
We need more transitional and entry level and low income housing for unhoused folks! Please add more units dedicated to low income in this project.
This proposal is great - very thoughtful and I can tell that the proposers care about our community. I'd like the City Council and development team to consider WHY there aren't other similar projects in progress or planned for the still numerous underutilized parcels throughout downtown.
No
I'd like to learn more about what is referred to as "support services" to meet tenants' needs.
No
Please maintain an open, less industrial aesthetic.
Please make sure that "affordable" housing is TRULY affordable. $1400 a month for a one bedroom unit is NOT affordable.
Although only one submission was received, it's wonderful that it is a team of local designers, developers and nonprofit agencies - in comparison to other projects in the recent past, I think this is a team and proposal that truly has the city's best interests at heart.
Specific materials. Should be real, ideally natural materials on facades.
It's ridiculous not to have more parking. I don't believe that the area parking garages are under utilized at all -- I worked nights in that area and had a lot of trouble finding off street parking.
1. Ditch the car storage. 2. Add secure bike parking and make it available to the public. 3. It's too few units. Time for Eugene to grow up. 4. Median income in the next 'hood over from downtown is less than $25k. Consider requiring at least half of the so-called affordable units to reach down to 50% of AMI.
Adding more buildings like this. Also maybe should consult with low income housing institute (lihi) in seattle because they have been doing this for years.
Frankly, having a limit on the time period that the "affordable" units must remain "affordable" is devastating for the city's future livability. So, the affordable units expire after 20, 30, 35 years--then what? Won't we still need affordable housing then? This puts us on a trajectory to continue to need to build more and more affordable housing, elsewhere and otherwise, neverendingly chasing our tail. Just
Are apartments that are for families of 4 appropriate for multi-generational families (young adults caring for elderly parents) - i.e., is the additional room nursery size or appropriate for multiple adults?
Stop wasting my money
I just love it and want more like it! I'd LOVE to see the next project focus on housing for native people like the Nessika Illahee project in Portland.
Yes green green energy and disconnecting from EWEB and NWnatural- making building carbon neutral in their design. Making them less hideous and more as ethically pleasing by making the
Please require a public restroom that does not require purchase to visit inside or adjacent to the retail spaces so that I and others like me will feel comfortable shopping there.
No
Divide the low income housing into tiers, setting aside some for low/no income, <40% of median, and <80% of median income. Social services needed by the people with the lowest income.
I would like to make sure that the homeless residents of Eugene get priority status if they apply.
The city should make this a viable as they can and promote more downtown housing buildings.
Repurpose existing buildings!

Where is everyone going to park? I know when people look to the future they never want to think about cars but REALLY, who wants to never be able to leave town? We don't even have a bus to the airport
Sooner the better
Our housing crisis is severe in part due to lack of truly affordable housing. My partner makes 80% of the AMI and he has a master's degree. Most low-income but essential workers (bus drivers, nurses, bartenders) make below 80% of the household AMI, and therefore would be priced out of this option despite the great location to jobs, transit, services, and entertainment. Poor people deserve to live in places they can enjoy working, living in, and playing in too. Further, because the other units are going for market rate and that will continue to increase until we enact something like a rent cap— we should be setting aside even more truly affordable housing units
Bike parking & e-vehicle charging outside?
Thank you!
Get it done. Please don't delay the decision or second guess, we need city leader ship to swiftly make this project happen.
Has there been thought of including a parking ramp so as to not overwhelm the downtown parking situation? Also it would be good to have bike racks which are locked and secured.
More like this and even more progressive measures measures insure housing security for all.
Some parking will be necessary.
No
Do more of them downtown please!
Please forget about the mixed usage (though I know that is an economic incentive) and provide what we need for the homeless. Too many and more every day due to housing, mental illness.... MIxed use housing should be in neighborhoods not in a sleazy downtown area.
Please focus more on music. Studies have shown that a music city is a very successful city in term of return on investment in increased tourism dollars, increased tax dollars and created jobs. Lets build on our music heritage and existing music infrastructure in this strategic location. Expand your creative
You won't know until you try it! You will probably see more involvement from people who live downtown as more people are doing it.
Yes a homeless shelter would be great get all of these homeless people out of our parks off our sidewalks out of our backyards make our place is safe again without us having to worry about if our kids go to the park or they're going to step on a needle because you let them live in the parks
We need significantly more low income housing.
Please add a few low income units to the building.
I believe that more spaces should be made available to victims of DV.
How will the lower income units differ from the regular priced units?
Make actual affordable housing. Not this joke
I would also suggest some focus or qualifier to eliminate students. Maybe phD candidates make sense but I think you want this building to have community, to have residents who feel invested in Eugene in the long term, to help those who maybe don't have a path through college. This should not be the cheap deal for every undergrad who wants their own one bedroom doesn't want to pay market rent and
I think some green space should be considered for pets. I see there's a pet courtyard in the documents but I'm not sure if that would really be a place where you could take your dog to go to the bathroom. I'm pretty sure the sidewalks on that block don't have any grass either so some sort of grass nearby would
Just the importance of green-spaces (they are disappearing in Eugene, esp. the DWT core) & the value pets can have for people even in the low-income scale & in transition.
Make it actually affordable for Eugene's general population instead of the rich.

Should be developed as a community Land Trust governed by resident cooperative. People should have opportunities to rent-to-own and build equity. What can be adopted from this model? https://web.sas.upenn.edu/sociospatialclimate/events/viaverde/
I think the plan for cost needs to be reevaluated. Doing half at 80% AMI, being $1049 per month for a single bedroom is steep. As a student, there's no way I'd be able to afford living there without taking out even more loans. Even if I was working full-time (which most students can't) at minimum wage, I'd barely be able to afford my other bills or have any money left for myself per month. Students are a massive part of the rental market in and near downtown Eugene, and the market is unaffordable as is. If you're going to have low-income housing options, you need to look at minimum wage to assess what low-income is. Not area median income. I lived downtown as a student and there is nothing affordable
I strongly support investing in redeveloping this space and moving forward to bring more residents to downtown -- and include affordable housing.
Design to add people without cars. The most important thing we can do here is encourage density to meet our climate goals and build a walking culture downtown.
I think the rent needs to be reevaluated. The market value for rent in Eugene is inflated. I make a little less than the median salary in Eugene and $1500 a month for rent would take nearly 1/2 of my paycheck. I get that the rent is supposed to be no more than 1/3 of gross income but gross income should not be used to make rent determinations. It should be net income or a close approximation. That would allow those making 80% of median to pay around $700 per month and those making median to pay around $1100 per month. When rent takes nearly 1/2 of net income, there is hardly
With the current state of the 11th Ave bike lane, it will be quite challenging to enter and exit the building on bike from 11th Ave. If at all possible, there should be a way for cyclists to enter and exit from Willamette (either instead or in addition to an entrance via 11th).
Since the city owns the property I think they should partner with another company or agency that has a more realistic view of what affordable is for current population including seniors and domestic violence survivors. I also then the facade of the building should be built with a more stepped back approach so it
I'd like to see more housing in Downtown Eugene. This is a nice start.
The lede for this survey suggests that only 1 proposal was received during the RFP period. Are we doing something wrong? No one wants to invest in downtown Eugene? Seems that the city should have received more submissions. Is that cause for reflection of some kind? Regardless, it doesn't seem responsible to take the first (only) option that comes to the table. I'd also like to see council/the developers consider how to make rent more reasonable. Maybe I don't understand the math, but I'm not sure how the development team arrived at their $1050 number based on 30% of 80% of AMI. 1050 / (31500 / 12) = 40%, not 30%, and that's individuals at the top end of the low-income cutoff. That percentage only grows for individuals making less than 80% of AMI. Seems like "affordable housing" should be topping out closer to $800. And $2.60+/sqft in rent at market rate is insane compared to other "up and coming mid-sized cities", especially for a space < 600 sqft. Out of state investors and transplants seem to be driving up housing costs while local incomes are priced out, growing our already best-in-the-nation homeless population. I make over six figures myself between running two local businesses, and I could never swallow paying $1600/mo for a single bedroom.
Don't let anything like 18th and Olive ever happen again!
We need more affordable housing!!!!!

When student housing went up downtown, it made it feel cramped and shady. The only access to sunshine during the day is when the sun is directly overhead. I find it to be depressing and claustrophobic to be by thw high rise student housing and always try to avoid those streets.

I am hoping that this project will not be more of the same.

Theoretically the proposed project sounds good. HOWEVER, the plan for the "Affordable" one bedrooms at a cost of $1,059 is NOT affordable for someone earning $31,000! After taxes, someone earning that annual amount has a 2 week paycheck of a little under $1000, so the whole paycheck and then some would go entirely for rent. That is over 50% of someones disposable income. You must understand this simple math equation and stop calculating a persons income by their annual gross income because it does not help someone live month by month. People will still be struggling and most likely be evicted and become homeless because they can't sustain paying that much money

It's great - thank you!

Below are my complete comments:

1. Overall Impression
After a thorough reading of the full proposal, I found the presentation a cynical exercise in how to shape a development proposal for maximum personal profits, rather than maximum civic benefits for the residents of Eugene. I found it very disheartening.

2. Affordable Housing
To obtain the multiple financial benefits--free land, waived fees and taxes, tax benefits from Opportunity Zone designation--the developer has been required to provide 50% of units as affordable housing. The developer has chosen to provide the de minimus to satisfy this requirement: 50% small studios at 80% AMI. As defined in proposal, 80% AMI is affordable to those earning (rounded) $40,000 annually, and described by developers as "middle-income housing" when referencing another development. After the city spent scarce Federal funds to buy the building for the explicit purpose of creating affordable housing--this project of 50% market rate and 50% at 80% AMI, from a poor person's point of view, feels insulting.

According to Eugene's "Housing Affordability Infographics" of 2017, 14% of residents have a household income between $35,000 and $49,999 (approximately 80% AMI), a category that already has a surplus of nearly 5,000 units. But 42% of Eugene households can't afford any rentals. These are folks earning between $0 and $35,000 per year--where there is a lack of at least 13,500 housing units.

These are our neighbors who are the most cost-burdened and likely to become homeless. This is the real affordable housing need that must be our focus: those at 30% AMI or below. None of them--elderly single women, persons living with disabilities, essential workers--could afford the (rounded) $1000 per month rents, because most don't even earn that amount. Why are we not providing for the nearly 50% of our neighbors without adequate housing with all of the benefits being given to developers?

Also, the "affordability" goes away little by little and then all at once with rent raises and a 30 year expiring lease. Let's at least require no rent raises and the affordability in perpetuity.

(continued) 3. Support Services
As a selling point, the developers tout the provision of "support services" that "addresses the need of all residents."

First, let's be clear, persons who are earning, or have access to the approximately $70,000 to $100,000 per year needed for the market rate units, or the $40,000 per year for the "affordable" units, are not in need of support services. They already have jobs/assets, housing, and presumably access to health care.

Second, the discussion of support service inclusion in proposal is shameful gaslighting. According to the proposal, only $6,000 per year will be allocated for "resident services" and a matching $6,000 for "case management"--not even close to the realistic numbers needed. A clear statement as to developers true priorities can be found in the next line item: $21,000 annual expenditures for advertising/marketing.

4. Special Needs Component: Domestic Violence Survivors
Setting aside 10 units for DV survivors is another bit of creative gaslighting.

I am a domestic violence survivor and for almost two years attended a support group at Womenspace. With the exceptions of survivors still living with their abuser, or financially supported by a new partner--not one woman, including myself, would ever be able to afford any of the units being proposed. It is not logically possible to fulfill the "special needs" component of this project by waving the DV flag.

And the "targeted support services" for DV survivors? It's just empty words with no specificity except it will exist for only two years and will be provided by Womenspace (not a favorite of many of us). This is

(continued) 5. Open/Outdoor Space
The downtown area is woefully lacking in open chill space. This project needs to plan for open space--and preferably space that can be shared with the downtown community (think, the Amazon Corner shared space). The inclusion of a pet space and a "pet grooming station" is a non-needed gimmick (and there is a pet grooming business three blocks away). The whole first floor needs to be reconfigured (without some of the money-making commercial spaces) to create an outdoor space that can be an asset both for the neighborhood as well as the occupants of the building. Include benches, a water feature, planter vegetable beds and a BBQ.

6. Meeting Room and Incubator Retail Space
These sound suspiciously like the fraudulent WeWork enterprise. These should be eliminated in the reworking of the first floor. Again, the focus on this development needs to be on the tenants, not profits.

7. Inside Common Spaces
The goal of multiunit buildings is use every opportunity to create a community among the occupants. To do so, three components are needed: a large, sunny lobby for daily greetings and causal pick-up conversations; an adjacent large multi-purpose room for community meetings/movies/celebrations; and smaller spaces tucked away on each floor with patios for more intimate spaces to stretch legs and horizons.
None of these needs are met in the current design: the lobby is too small, there is no multi-purpose space, and the "clubhouse" is ok but too small for any large group activity--but should be replicated on each floor for intimate gatherings and a place to feel a breeze.

8. Parking
Parking is already in short supply in the downtown area. By creating only 20 parking spaces for 129 housing units, the Montgomery will be exacerbating an already difficult urban problem. However, if the

(continued) Final Thoughts
I can hear it already: "But it won't pencil out!" From reading the proposal, this is not believable: written in is a "12% rate of return"(which may be larger) and a rather high cost per unit ($309). A profit margin of 3 or 4% will still be healthy.

Besides, we honestly have no choice but to be in a new era of social responsibility where investors trade a little more social impact for a little less return. Case in point, even though I am a poor person, I spent my own money creating a space in my backyard for a homeless person to live in a Conestoga. I am currently figuring out how to attach a restriction to my deed so my property can be affordable in perpetuity. This may not "pencil out," but this is the least I can do for the privilege of being part of my community.

Yes, consider what the average working class citizen here actually makes for a living. Most people don't make a living wage these days, but at least aren't as detached from reality as you appear to be. Take a pay cut and help the working class for once in your life.

Any construction downtown should have easy, open flow between ground floor and outdoors, inviting public access (retail, food, art). I hate the student housing on Olive (I forget the exact boundaries of that construction, partly because I now choose other streets to walk on)--I had thought it would be a good addition to downtown, but it's bland and unappealing at best.

Please go back to the drawing board. We need to address this differently. My 30 year old couldn't afford that rent level on his full time job. I
I would recommend pulling together community partners and the U of O school of architecture,
Come up with a more creative option that could serve our community in a great manner.

Security to protect businesses and residents from street people.
I would love to live down town but there are very little pet friendly and affordable options available
The 19 parking spaces for cars are easy and visible aspects of the project but the bike parking area is hidden away- make bike parking MUCH more central and easy to use, see, and find.
Perhaps can be run by St Vinny's and be strictly low income housing which there is not enough of
If this isn't actually affordable than I'd rather not see it happen.
Please be sure to adequately enforce how things done where the building meets the right-of-way, that is, the sidewalks, bike parking, etc. I'm still confused by the weird plastic sidewalks around the 13th &
My husband and I are looking forward to selling our home and moving to downtown Eugene. We plan to keep one car and so will need to be able to park nearby. Additionally, we will want to be able to easily get groceries; so, this location appears to be a good one for us. I wish there were more two bedroom units because many of our friends are in the same situation; some sleep in separate rooms now and others want to have room for an office and/or hobbies in their downsized space. I think the
For what period of time will the developer maintain the amenities described? How will rent control be enforced? What unit in the city government will be responsible for monitoring the project over an EXTENDED period of time and ensure rent restrictions are enforced? How long can a renter stay-indefinitely???? How do you assume that rent controlled residents will move up and out to release space for others? Are the economics of the buildig sufficient to maintain the physical structure, replacement of appliances/plumbing/electrical/ interior painting? What STRONG STRONG oversight will be provided by the City to ensure that this won't look like the HORRIBLE Capstone blocks with no
need more projects like this to increase housing density - preferably downtown or within 1 mile of city
I have some questions about protection for vulnerable women and seniors in any downtown location. The LTD station and library are both assets to these groups, but also attract a population that can be a
I fully support this project and others that increase housing choices in or near downtown.
Keep it real and accountable on the commitments regarding mixed use, affordability, etc.
Taller buildings, rather than urban spread outward. Better use of acreage.
Stop enabling homeless people to be lazy homeless people !?
As many lower income spaces as possible while still feasible
Don’t require first floor commercial. It’s obviously difficult to fill those spaces these days.
No
Consider a restaurant space or two mixed in instead of just generic retail.
Solicit other developers proposals
Don’t be cheap and do the minimum. Parking underneath for residents.
no
We need additional parking in downtown. It is time to take your head out of the sand and own up to it. if the city has zero parking plans because they are behind the electric car sharing / no one is going to drive in the future, then come out and say it and let the voters decide. Parking is crucial to any and all
No
Just more housing in general downtown that is not student housing.
A park within walking distance for kids and seniors.
Take your time, do it right. Exterior block design does not make or community greener. You should have green space on the ground level and roof top
I personally think the proposed willamette facing facade is ugly. I think the whole thing should look like the proposed facade on 11th
I support denser housing in the city core but there are a lot of creative ways to include more parking and the appearance of this building does not reflect the PNW style that I cherish about Eugene. It looks
More units for the elderly
No more first floor Retail space. Fewer people are shopping in person. Look at the number of empty first floor required retail spaces in the city. Have gym -yoga-pool, recreational room and

Please do similar in west Eugene!
Offices for social services, senior services, mental health. Post office extension as in Hiron's.
Ensure contract with Womenspace has very clear responsibility outlined. My experience is that the service provider flakes out and begins providing less services a couple years into these agreements due to staff turnover and loss of historical knowledge of the agreement. Please have scheduled update meetings monthly to ensure residents are receiving services as required.
Consider the livability of the project as a whole. Thinking about the design, amenities, and location - is this facility a space you'd live in or wish for someone you love to live in? I worked in downtown Eugene off and on for total of 10 years and have lived in Eugene 65 years. I've seen lots of changes. Returning vibrancy to the downtown area is important. Safety is the biggest concern for residents considering living in the downtown area.
The fact that extraneous steps like these are necessary is partly responsible for the housing crisis in which we currently find ourselves.
Revise the project to make the majority of units market rate units.
Try to work with the NIMBYites to show how this will be to their advantage, too. Avoid another us-them confrontation in Eugene.
Build more like this if it succeeds.
I'm curious if this building qualifies for the percent for art requirement. If not, I hope that artists will be
EV charging stations
Nope, other than making it bigger. We need more housing
Just get it done.
Trees, green
Don't take too long to complete the work. Perhaps the work could be completed floor by floor so that as each floor is completed, people could begin to move in. In particular, I'm thinking of very low-income people who don't have affordable housing right now.
Secure bike storage for residents, would be amazing
Build up, not out.
No
Do more of these! Stop approving of any high-income/luxury/student-only housing and start insisting that all housing of over 10 units in size within the city limits be mixed-income. This includes in the neighborhoods. We desperately need more mixed-income, high-density housing.
Would be great if if application approvals weren't automatically denied based on blemishes of renters history, and based more on recent status/history of employment and housing.
Street setback. Architectural variety to set standards of beauty and style, not create ugly blocks.
This would be a great addition to our community! Lots of spaces for work and shopping while making
Off street parking. RG article mentions "garage doors", but article and this website does not mention how many parking spaces will be available.
Not thinking of anything right now.
Thank you for embarking on this important project.
Aesthetics matter!!
One or two rooms in the space available for the public to rent/book for a day. To host things like hack-a-thons, AA, DnD, whatever the community wants.
Safeguards to insure quality of facility is maintained.
A gym and hot tub for the residents.
See abov
I'm very skeptical. Whenever "affordable housing" is mentioned it never really is affordable to the lower and middle income people. I make $60,000, but can't afford over $1000 in rent and still save and recreate properly. I also think that much housing downtown will create too much people and auto

I can't believe Womanspace allowed you to specifically use its name and say 10 units will be dedicated to victims of domestic violence. NOW everyone knows this! How safe will those women and other residents feel if they think the abusers might come into the building to find them?? It would have been better to say "We're partnering with a local social service agency, who will utilize 10 units for its clients."
We need a greater density of less than market rate rental housing
Do your best to clean up the downtown area and make it feel more welcoming. When I attended meetings in the downtown Eugene area, I did not feel safe because of the people lying around on the
I'm curious to see what type of retail applicants apply for the spaces. Downtown isn't lacking for mini marts, but I think a sundries store might do really well in this type of building.
I like the effort to meet LEED guidelines.
The "affordable" part of this proposal is based on the average area income rather than minimum wage or poverty line. It feels like a sneaky way to exclude people who need housing - and can't afford it already. Perhaps that's been addressed in your 63 page document. If so, it needs to be communicated well without needing to read 63 pages of documentation. Part of affordability will be utilities, I would hope that part of the focus on LEED certification and sustainability would include geothermal heating/cooling, solar panels on the roof to assist with
The flat and simple west facade (facing Willamette Street) may have historic precedence for department store construction, but seems cold for residential works. Any way to provide awnings and at least mitigate the direct west window exposure?
Do this. We need more affordable housing.
Not crazy about the cladding on 11th Street.
Grant them MUPTE and Urban Renewal funds - we need more housing, particularly downtown. This will be great for people who want to live near transit. The building is currently unused, so anything is
please no housing units on the ground floor (for the sake of residents' privacy) - first floor should be commercial or social services
Building Height Limits downtown.
Just think about population growth in general. Just how big is too big?
Make it bigger - more units.
no
Thanks for doing it!
Not sure how but it would be great to be able to apply for these apartments as a local before nonlocals as we have been searching for affordable housing for awhile.
More housing is so needed and such a good thing, especially mixed income. Keep up these projects as more housing is sorely needed especially when many projects and policies to aid in additional housing have been blocked by the NIMBY mentality.
No natural gas please! Solar power roof? Rooftop garden?
Ignore the Nimbys and Build Absolutely Nothing Anywhere Near Anyone (BANANA) folk.
Why the 63 units that will be overpriced?
I think we should consider various levels of subsidy - i.e. is there a reason to do 50% of units at 80% or is the subsidy better used to target a smaller number of units at deeper affordability? Should be
Get it done quickly!
It's a shame there isn't another proposal, not because this one is bad, but because two proposals would help highlight opportunities and deficiencies in both. However, with the property vacant as long as it has been, I think it's preferable to move forward than to see additional bids.
Who owns the building currently? If it's the city, we should be able to get a fair market rate for the property and not need to offer a bunch of tax breaks to get this done.
Please see my answer to # 3
Parking

Please move forward! We desperately need new housing, especially lower than market rate housing.
What is the occupancy of that existing, ugly 13th Avenue complex? It would make sense to use that for low income housing instead of letting it stagnate and building something new, yes? Please reply:
Security. Downtown needs to feel safer.
More design elements. This will basically be the gateway to Downtown Eugene if you are coming in from 11th. Make it look welcome and inviting and not cheap and cold.
Give it up...
As I said in #2, find a way to add trees to the area. Even if you don't do it right on the site itself, maybe you can take some of your sweet tax break money and use it to beautify the surrounding areas with
I'd like them to approve it and get going!
If this project is truly. meant to benefit the community then most of the units should be able to be accessed by low income folks; that's what's missing in our community !
Downtown is pretty cheap and gross. If this is done, make it pretty!
Maximize storage in the units. Will there be a manager working in the lobby to deter potential bad
Although the plan is to emulate the old Montgomery Ward building, I don't think the solid tan color of the rendering is very interesting or attractive. I think the south facade is more interesting.
I don't think that the project should get a MUPTE exemption. Those tax exemptions have been abused in the past and developers sell the building before the exemption is over and then the taxes never get collected. We need all the tax revenue we can get to fund important community services (e.g.
Lower density more landscaping
Create more affordable housing. Pricing housing at market rate is heinous when that market rate is inaccessible to the working class.
We need more affordable multifamily housing in many other places in Eugene too.
It is important the the council NOT push for excessive retail. We have a lot of vacant retail space as it is - and will have for some time, until downtown thrives once again. Demanding or requiring too much retail will sink the project for the developer and take with it all of the good that could be provided in
Helping the homeless population should be this cities #1 priority. It is difficult watching new buildings go up while the tent neighborhoods continue to grow.
This kind of mixed income building is exactly what is needed.
More public safety efforts to counteract the increasing amount of crime and related livability issues
The use of cross-laminated timber, recycled building materials.
Certainly this project requires demolition of the current historic structure. Eugene has a pattern of removing these old buildings. Why not build at the old county site downtown next to the booming 5th street market area? Not sure why the city purchased a historic structure just so they can demolish it.
Please refer to question 1
Eliminating any cooperation with private companies.
No
Consider spending the money on creating free, safe housing for the city's unhoused populations.
Green spaces
create some area for $100,000 paycheck people. Looks like in Eugene priority garbage spreading people on street and Low income people.
Adding more units
Adding more housing like this helps make downtown a neighborhood which brings with it intangible benefits it currently lacks — people care about a place differently when they live there rather than only
What is the ROI and value proposition for the tax paying, productive families in the community that represent hope for this city? What has this proposal done for us?
Clean up downtown

Keep it affordable but make sure it's done right. The massive apartments around 11th/13th and Olive proved to be a disaster. Besides being massive eyesores, they were very poorly built (I think to the point that lawsuits were involved barely after people had moved in). Affordability and quality should not
Affordable rent. I hope there's middle ground between high downtown one bedroom/studio rental rates and those of us who fall just above the low income threshold, which is relatively low for singles.
As a domestic violence survivor, I would ask the Council not to underestimate the potential for violent incidents to occur. If it becomes known in the community that victims are housed there, their violent partners may target the building for stalking or other menacing behaviors which could include gun violence or other threats. This could endanger other residents or business owners. Security needs to be a legitimate consideration for this building if these units are used for this type of shelter, which is
No
I believe the city of Oshkosh, Wisconsin has one these buildings that is used on their downtown main street. It'd be interesting to hear from other cities their successes and challenges
Clean up downtown! If you actually care about people, don't let the worst of us have over our economic and entertainment centers.
No,you folks have it covered
Please engage further with the business community on workforce housing.
Parking for sure and communication to community members about this new living opportunity. Oh! No
Consider making all of the units "affordable" and lower the rates considerably so that local residents of average means can actually afford to live there. It is insulting to see the city develop "affordable" housing that is so unaffordable for regular people. Consider designing more housing/buildings in a "brutalist" architectural style. I strongly dislike the number of newer buildings around town that have cheap/unsightly/complex facades, and would prefer to see the city spending money on serving local residents, not decorating buildings with unnecessary
Yes. I would like every member of the City Council to resign.
Will special attention be paid to physical needs of senior citizen tenants? What about the noise from the bus station? Will sound easement technology be needed for tenants in building? Will windows open? How will it be heated/cooled? ***I don't live/work in downtown, but before the pandemic, I frequently spent time in downtown (shops, concerts, library, LCC classes).
I like the mix of different pricing levels. I hope it's not floor by floor, compartmentalizing economic levels, but more distributed.
Careful selection of the developer and management agent, to ensure the property has a chance at successfully integrating into the downtown area.
Please consider including disabled+disabled seniors to have options available for housing. They need it most and are suffering on our streets.
Nuts and Bolts: Laundry and garbage disposal? Bike parking? Cleaning of community areas? Problem
How does the building top meet the sky? How about a little more three-dimensionality?
ADA access.
Do not give an exemption for set back requirement. Require underground parking - do not increase
no exemption to ideal setback.
We need a project like this downtown.
Consider a higher percentage of lower-income slots
Solar panels, electric car charging stations, and rainwater and greywater recycling systems.
People will complain about MUTPE. But even though it is probably not really true that "but for" MUPTE, this development would not happen, I believe that there still is a risk for any developer to develop in downtown, and they should get something for it. MUTPE seems like a good tool.
No more MUPTE giveaways to any single sourced proposals!

How about using some or all of the Comcast settlement and on going taxes (Comcast) for great fiber optic cable a d extend it beyond just the downtown. I suppose my comments will not make it beyond
solar panels on the roof (built into the roof garden!) Yes, it will be built to Leed specs but that is minimal, you can and should do more
No
Great location
Not specifically
not at this time
Is there any green space nearby...a park, for example? (Added selling points for city dwellers...)
No.
If you want to be a partner with the City then the City should become one of the owners and press for
I will be impressed if the development actually achieves all of the social and environmental goals set out in the proposal. I would like the city to hold the developer to these promises if it does receive the
It looks like a great proposal- almost too good - very idealistic. I wonder why there was only 1 proposal?? Is this developer a very unusual socially responsible company that really wants to help our
How do you address the issues of safety for the residents referred by Women's Space and the other residents living in the building? How will the residents be integrated throughout the housing units? Will there be a security system to access the residential portion of the building
Please consider the needs of everyone in the community, not just middle-income earners. We desperately need housing for people who DO NOT HAVE IT.
Don't block the sunshine on the street like the newer LCC buildings do!
Consider housing first policies that provide truly affordable, sustainable and supportive opportunities to house those who are actually homeless rather than giving a token 10 units to people in need. Give the entire building to people who need housing.
I am happy to meet about ALTERNATIVES.
See above
Yes, I'd like them to reject it. This property should be an Indigenous youth center or low income student housing for those working and attending Lane Community College. Honestly, you all at the City Manager's office have to stop giving away my assets, our community assets, in "deals" like this one to your pals. It is gross and people are becoming increasingly upset. I pay Lane taxes--and a lot of them (over 10K)--and that money is going where I do not want it to go--into the pockets of the richest people
he City of Eugene's plan to privatize 1059 Willamette should be rejected and rethought. The City is poised to gift the downtown lot and building, along with millions of dollars in tax breaks and outright cash transfers, to a few wealthy, white men. In 2021, the City of Eugene should not proceed with any plans by which public resources and unceded Kalapuyan land are privatized. This proposal epitomizes and perpetuates settler colonialism and white supremacy, while accelerating gentrification, in the name of so-called "affordable housing," which is not at all affordable (studios starting at $1000 per month), in
This land should remain public.
Please don't consider my not living in Eugene as being unfamiliar with or not loving of Eugene!.... .....I've lived in Eugene over 20 of the 50 years I've lived in Eugene/Springfield and have conceived/created many innovative projects in Eugene for >/than 15 years'-worth more time. I have been very active in Eugene's arts scene and in numerous projects in landscape and building design and remodel. I've always taken a exceedingly keen interest in the import of Eugene's historic and natural places, large and small, and in their continuing adaptation to changing times. Encourage physical opportunities for this project's inhabitants to personalize their dwellings. Explore

(No subject)

5034598607@mms.att.net <5034598607@mms.att.net>
Wed 4/7/2021 12:00 PM
To: D'SOUZA Amanda M <ADSouza@eugene-or.gov>

[EXTERNAL ⚠]

Dear Ms. DeSouza;
Hello.
I'm providing my downtown Eugene 1059 Willamette (former LCC) site survey through you, please.
I vote for 'high rise' office tower development only.
I'm stating 19 to 31 floor high, beautiful architecture.
Good sight lines without blocking the 'sacred' Skinner/Spencer butte views.
A solid corporate supported hotel such as Marriot, at least 11 floors, should be in the mix.
I strongly embrace the for profit development only in the citie's downtown core.
Frankly, I'm beyond mad with Eugene's focus providing unending social welfare housing.
Enough is enough with maintaining Eugene's extreme socialist only model.
This said, being fully aware of city code and back room agreements.
Thank you for the time reading my statement.
I was a resident in Eugene for many years finding it necessary to leave. I found the Seattle community infinitely more willing to truly balance economics with the narrow minded.
Sincerely,
Gershon Pressman
gprebgershon18@gmail.com

Old LCC Center Opportunity

Andrew Zielinski <apzielinski62@gmail.com>
Sat 4/3/2021 9:50 AM
To: D'SOUZA Amanda M <ADSouza@eugene-or.gov>

[EXTERNAL ⚠]

Hey Amanda,

I'm writing after just reading the article mentioning the city's endeavour into the old LCC building for affordable housing and retail space below. I love the idea and also have some creative ideas for the spaces below the housing.

My colleagues and I actually toured the space on Willamette last year, to see about using it for a multi-use creative space for everyone, like a more public service version of a maker space. It feels even better to know that the building will be a healing home for people now, with retail and other spaces below.

What I am suggesting is a community collaboration and creation center as one of the shops or a section of this new building.
People with ideas, mother's and daughters, can go in with an idea and come out with a plan. A hobby or a million dollar idea, either has a space to be facilitated and cultivated. We have a young non profit called Dream Beam with this kind of mission. I would love to chat with you this upcoming week about collaboration and opportunities that would help us build an even more amazing community here in Eugene.

Please let me know what works for you, or give me a call anytime during business hours at (925) 963 2025

Thank you for your time, and have a great weekend!

Best,
Andrew

Montgomery Ward building

Craig Gibons <craig.gibons@multco.us>
Wed 4/7/2021 3:34 PM
To: D'SOUZA Amanda M <ADSouza@eugene-or.gov>

[EXTERNAL ⚠]

I noticed the news about the potential housing project in the old MW building at 11th and Willamette. The project is to be called the Montgomery. Thank you for that nod to the city's history, so much of which was destroyed by urban renewal.

And just for the record, the old Eugene City Hall/fire station was kitty corner from the building on the southwest corner of the intersection.

--
Craig Gibons
Executive Director

Tax Supervising &
Conservation Commission

Cell Phone: 541 520 5445

1059 Willamette

Marty Wilder <martyfwilder@gmail.com>
Sat 4/10/2021 5:18 AM
To: D'SOUZA Amanda M <ADSouza@eugene-or.gov>

[EXTERNAL ⚠]

Hello Amanda,

I just heard about the survey for the redevelopment of the old LCC building downtown. And it is closed. I am really sorry that the outreach for this survey did not reach me as this is something I feel strongly about.

We don't need mixed income housing downtown. Even if ALL the apartments were for 80% AMI, the City is missing the obvious. What we need is shelter for the homeless!!

I am a father and a public school teacher and most of the time, I haven't really had the bandwidth to keep abreast of city matters. During the pandemic, I have devoted what resources I have towards re-imagining policing in Eugene as part of the Ad Hoc Committee on Police Policy. After spending seven months diving deep into local and nationwide policy and learning all I can about public safety, I have found that in Eugene, everything points back to the crisis of unhoused people in Eugene.

There was a point many months ago that I went to the City Council site and looked at the agenda. I laughed when I saw the issue of homeless sweeps alongside the issue of what to do with 1059 Willamette side by side on the agenda. I mean, how obvious can it be?

Think about it without dollar signs blocking the view for a minute. The bus station is a hub for unhoused people. We have a crisis on our hands and the repeated cry is "Where can they go?" Let's say you put a nice new apartment complex right there. To make the apartments sell, what's going to happen? They are going to call the cops to get all those "despicable" homeless people off the front porch. This needs to stop!

We need a shelter. We need a downtown crisis center. We need an ongoing 24/7 resource station. 1059 Willamette is perfectly stationed to be that location. City of Eugene, wake up. Do the right thing by the people who need you most. Keep that public building public. Instead of putting all your money into policing and court systems, invest in CARE.

Can we still put the brakes on this project/deal? We really have to. It's just the wrong thing to do on so many levels.

How do I get on the list for public comment on Monday at the City Council meeting?

Flabbergasted,
Marty Wilder

1059 williamette

ersyla <ersyla@gmail.com>
Sat 4/10/2021 5:48 AM
To: D'SOUZA Amanda M <ADSouza@eugene-or.gov>

[EXTERNAL ⚠]

Amanda D'Souza at adsouza@eugene-or.gov
Dear Ms. D'Souza,
A friend of mine has alerted me to the wrong decision that the city has come up with. This city and the entire country needs much more relief for poor people. Please do what you can to push for a Homeless shelter or affordable housing which to my mind is less than $1000 for a single bedroom. Thanks for your help this important matter during these dire times.
Ersyla nellajoy

1059 Willamette

Otis Haschemeyer <otis.hasch@gmail.com>
Mon 4/12/2021 9:06 AM
To: D'SOUZA Amanda M <ADSouza@eugene-or.gov>

[EXTERNAL ⚠]

To Amanda D'Souza,

I reject the current 1059 Willamette proposal. It epitomizes and perpetuates settler colonialism and white supremacy, while accelerating gentrification.

The city should not give free land and subsidies in the name of so-called "affordable housing" where the proposed units are not at all affordable (studios for nearly $1000 per month), in a city with the highest per capita homeless population in the nation.

The city should reject this process and call a roundtable on projects that support equity and anti-racism. Urban Renewal District Funds, MUPTE, free land, Trump Opportunity Zones, all of these "incentives" should not be used for private development projects, but for the creation of innovative projects with diffuse and lasting community benefit, such as a Community Land Trust with anti-racist covenants.

Thank you,

Otis Haschemeyer
Ward 1

1059 Willamette

Matthew Yook <matthewyook@gmail.com>
Mon 4/12/2021 9:43 AM
To: D'SOUZA Amanda M <ADSouza@eugene-or.gov>

[EXTERNAL ⚠]

To Amanda D'Souza,

I appreciate some of the ideas but reject the current 1059 Willamette proposal. It epitomizes and perpetuates settler colonialism and white supremacy, while accelerating gentrification.

The city should not give free land and subsidies in the name of so-called "affordable housing" where the proposed units are not at all affordable (studios for nearly $1000 per month), in a city with the highest per capita homeless population in the nation.

The city should reject this process and call a roundtable on projects that support equity and anti-racism. Urban Renewal District Funds, MUPTE, free land, Trump Opportunity Zones, all of these "incentives" should not be used for private development projects, but for the creation of innovative projects with diffuse and lasting community benefit, such as a Community Land Trust with anti-racist covenants.

Thank You,
Matthew Yook
He/Him/His

1059 Willamette

Moon <magicmoon458@yahoo.com>

Mon 4/12/2021 9:44 AM

To: D'SOUZA Amanda M <ADSouza@eugene-or.gov>

[EXTERNAL ⚠]

To Amanda D'Souza, I reject the current 1059 Willamette proposal. It epitomizes and perpetuates settler colonialism and white supremacy, while accelerating gentrification. The city should not give free land and subsidies in the name of so-called "affordable housing" where the proposed units are not at all affordable (studios for nearly $1000 per month), in a city with the highest per capita homeless population in the nation. The city should reject this process and call a roundtable on projects that support equity and anti-racism. Urban Renewal District Funds, MUPTE, free land, Trump Opportunity Zones, all of these "incentives" should not be used for private development projects, but for the creation of innovative projects with diffuse and lasting community benefit, such as a Community Land Trust with anti-racist covenants. Thank you,

1059 Willamette

river <riverroars@yahoo.com>
Mon 4/12/2021 9:49 AM
To: D'SOUZA Amanda M <ADSouza@eugene-or.gov>

[EXTERNAL ⚠]

To Amanda D'Souza, I reject the current 1059 Willamette proposal. It epitomizes and perpetuates settler colonialism and white supremacy, while
accelerating gentrification. The city should not give free land and subsidies in the name of so-called "affordable housing" where the proposed units are not at all affordable (studios for nearly $1000 per month), in a city with the highest per capita homeless
population in the nation. The city should reject this process and call a roundtable on projects that support equity and anti-racism. Urban Renewal District Funds, MUPTE, free land, Trump Opportunity Zones, all of these "incentives" should not be used for private
development projects, but for the creation of innovative projects with diffuse and lasting community benefit, such as a Community Land Trust with anti-racist covenants. Thank you,

Sent from Yahoo Mail on Android

1059 Willamette

Audrey Scully <scullya@my.lanecc.edu>
Mon 4/12/2021 9:53 AM
To: D'SOUZA Amanda M <ADSouza@eugene-or.gov>

[EXTERNAL ⚠]

To Amanda D'Souza,

I reject the current 1059 Willamette proposal. It epitomizes and perpetuates settler colonialism and white supremacy, while accelerating gentrification.

The city should not give free land and subsidies in the name of so-called "affordable housing" where the proposed units are not at all affordable (studios for nearly $1000 per month), in a city with the highest per capita homeless population in the nation.

The city should reject this process and call a roundtable on projects that support equity and anti-racism. Urban Renewal District Funds, MUPTE, free land, Trump Opportunity Zones, all of these "incentives" should not be used for private development projects, but for the creation of innovative projects with diffuse and lasting community benefit, such as a Community Land Trust with anti-racist covenants.

Thank you,

1059 Willamette

Mahindra Kumar <kumar303mk@gmail.com>

Mon 4/12/2021 9:54 AM

To: D'SOUZA Amanda M <ADSouza@eugene-or.gov>

[EXTERNAL ⚠]

To Amanda D'Souza,

I reject the current 1059 Willamette proposal. It epitomizes and perpetuates settler colonialism and white supremacy, while accelerating gentrification.

The city should not give free land and subsidies in the name of so-called "affordable housing" where the proposed units are not at all affordable (studios for nearly $1000 per month), in a city with the highest per capita homeless population in the nation.

The city should reject this process and call a roundtable on projects that support equity and anti-racism. Urban Renewal District Funds, MUPTE, free land, Trump Opportunity Zones, all of these "incentives" should not be used for private development projects, but for the creation of innovative projects with diffuse and lasting community benefit, such as a Community Land Trust with anti-racist covenants.

Thank you,

Best,

Mahindra

1059 Willamette St

Vickie M Nelson <vnelson42@gmail.com>
Mon 4/12/2021 9:54 AM
To: D'SOUZA Amanda M <ADSouza@eugene-or.gov>

[EXTERNAL ⚠]

To Amanda D'Souza,

Let's reject the current 1059 Willamette proposal. It will lead to more gentrification in our downtown area.

The city should not give free land and subsidies in the name of so-called "affordable housing" where the proposed units are not at all affordable (studios for nearly $1000 per month), in a city with the highest per capita homeless population in the nation.

The city should reject this process and call a roundtable on projects that support equity and anti-racism. Urban Renewal District Funds, MUPTE, free land, Trump Opportunity Zones, all of these "incentives" should not be used for private development projects, but for the creation of innovative projects with diffuse and lasting community benefit, such as a Community Land Trust with anti-racist covenants.

Thank you,

Vickie Nelson
Ward 1
942 Van Buren St, Eugene, OR 97402

1059 Willamette

Justin Filip <jus_filip@yahoo.com>
Mon 4/12/2021 9:55 AM
To: D'SOUZA Amanda M <ADSouza@eugene-or.gov>

[EXTERNAL ⚠]

To Amanda D'Souza, I reject the current 1059 Willamette proposal. It epitomizes and perpetuates settler colonialism and white supremacy, while
accelerating gentrification. The city should not give free land and subsidies in the name of so-called "affordable housing" where the proposed units are not at all affordable (studios for nearly $1000 per month), in a city with the highest per capita homeless
population in the nation. The city should reject this process and call a roundtable on projects that support equity and anti-racism. Urban Renewal District Funds, MUPTE, free land, Trump Opportunity Zones, all of these "incentives" should not be used for private
development projects, but for the creation of innovative projects with diffuse and lasting community benefit, such as a Community Land Trust with anti-racist covenants. Thank you for your consideration,

Justin Filip
Eugene, OR

Sent from Yahoo Mail on Android

1059 Willamette

Candice Yemaya <raisedplanet@gmail.com>
Mon 4/12/2021 9:56 AM
To: D'SOUZA Amanda M <ADSouza@eugene-or.gov>

[EXTERNAL ⚠]

To Amanda D'Souza,

I reject the current 1059 Willamette proposal. It epitomizes and perpetuates settler colonialism and white supremacy, while accelerating gentrification.

The city should not give free land and subsidies in the name of so-called "affordable housing" where the proposed units are not at all affordable (studios for nearly $1000 per month), in a city with the highest per capita homeless population in the nation.

The city should reject this process and call a roundtable on projects that support equity and anti-racism. Urban Renewal District Funds, MUPTE, free land, Trump Opportunity Zones, all of these "incentives" should not be used for private development projects, but for the creation of innovative projects with diffuse and lasting community benefit, such as a Community Land Trust with anti-racist covenants.

Thank you,

Candice King
Housing Liaison, Homes for Good LC Housing Navigator Meetup
Economic Policy Analyst
Culture Critic

1059 Willamette

Yola Gómez <yolaleligogo@gmail.com>
Mon 4/12/2021 10:00 AM
To: D'SOUZA Amanda M <ADSouza@eugene-or.gov>

[EXTERNAL ⚠]

To Amanda D'Souza,

I reject the current 1059 Willamette proposal. It epitomizes and perpetuates settler colonialism and white supremacy, while accelerating gentrification.

The city should not give free land and subsidies in the name of so-called "affordable housing" where the proposed units are not at all affordable (studios for nearly $1000 per month), in a city with the highest per capita homeless population in the nation.

The city should reject this process and call a roundtable on projects that support equity and anti-racism. Urban Renewal District Funds, MUPTE, free land, Trump Opportunity Zones, all of these "incentives" should not be used for private development projects, but for the creation of innovative projects with diffuse and lasting community benefit, such as a Community Land Trust with anti-racist covenants.

Thank you,

Sent from my iPhone

1059 Willamette

itscolin81 <itscolin81@gmail.com>
Mon 4/12/2021 10:00 AM
To: D'SOUZA Amanda M <ADSouza@eugene-or.gov>

[EXTERNAL ⚠]

To Amanda D'Souza,

I reject the current 1059 Willamette proposal. It epitomizes and perpetuates settler colonialism and white supremacy, while accelerating gentrification.

The city should not give free land and subsidies in the name of so-called "affordable housing" where the proposed units are not at all affordable (studios for nearly $1000 per month), in a city with the highest per capita homeless population in the nation.

The city should reject this process and call a roundtable on projects that support equity and anti-racism. Urban Renewal District Funds, MUPTE, free land, Trump Opportunity Zones, all of these "incentives" should not be used for private development projects, but for the creation of innovative projects with diffuse and lasting community benefit, such as a Community Land Trust with anti-racist covenants.

Thank you,

Colin Moran
Eugene, OR

1059 Willamette

mara mclaine <maggiemclainecares@gmail.com>
Mon 4/12/2021 10:03 AM
To: D'SOUZA Amanda M <ADSouza@eugene-or.gov>

[EXTERNAL ⚠]

To Amanda D'Souza,

I reject the current 1059 Willamette proposal. It epitomizes and perpetuates settler colonialism and white supremacy, while accelerating gentrification.

The city should not give free land and subsidies in the name of so-called "affordable housing" where the proposed units are not at all affordable (studios for nearly $1000 per month), in a city with the highest per capita homeless population in the nation.

The city should reject this process and call a roundtable on projects that support equity and anti-racism. Urban Renewal District Funds, MUPTE, free land, Trump Opportunity Zones, all of these "incentives" should not be used for private development projects, but for the creation of innovative projects with diffuse and lasting community benefit, such as a Community Land Trust with anti-racist covenants.

Thank you,
Mara Lopez McLaine

1059 Willamette

Nicholas Chase <onecallednick@gmail.com>
Mon 4/12/2021 10:06 AM
To: D'SOUZA Amanda M <ADSouza@eugene-or.gov>

[EXTERNAL ⚠]

To Amanda D'Souza,

I reject the current 1059 Willamette proposal. It epitomizes and perpetuates settler colonialism and white supremacy, while accelerating gentrification.

The city should not give free land and subsidies in the name of so-called "affordable housing" where the proposed units are not at all affordable (studios for nearly $1000 per month), in a city with the highest per capita homeless population in the nation.

The city should reject this process and call a roundtable on projects that support equity and anti-racism. Urban Renewal District Funds, MUPTE, free land, Trump Opportunity Zones, all of these "incentives" should not be used for private development projects, but for the creation of innovative projects with diffuse and lasting community benefit, such as a Community Land Trust with anti-racist covenants.

Thank you,

1059 Willamette

Elizabeth Utterback <elizabeth.utterback@gmail.com>

Mon 4/12/2021 10:11 AM

To: D'SOUZA Amanda M <ADSouza@eugene-or.gov>

[EXTERNAL ⚠]

To Amanda D'Souza,

I reject the current 1059 Willamette proposal. It epitomizes and perpetuates settler colonialism and white supremacy, while accelerating gentrification.

The city should not give free land and subsidies in the name of so-called "affordable housing" where the proposed units are not at all affordable (studios for nearly $1000 per month), in a city with the highest per capita homeless population in the nation.

The city should reject this process and call a roundtable on projects that support equity and anti-racism. Urban Renewal District Funds, MUPTE, free land, Trump Opportunity Zones, all of these "incentives" should not be used for private development projects, but for the creation of innovative projects with diffuse and lasting community benefit, such as a Community Land Trust with anti-racist covenants.

Thank you,

Elizabeth

1059 Willamette

rachel pore <racpore@gmail.com>
Mon 4/12/2021 10:14 AM
To: D'SOUZA Amanda M <ADSouza@eugene-or.gov>

[EXTERNAL ⚠]

To Amanda D'Souza,

I reject the current 1059 Willamette proposal. It epitomizes and perpetuates settler colonialism and white supremacy, while accelerating gentrification.

The city should not give free land and subsidies in the name of so-called "affordable housing" where the proposed units are not at all affordable (studios for nearly $1000 per month), in a city with the highest per capita homeless population in the nation.

The city should reject this process and call a roundtable on projects that support equity and anti-racism. Urban Renewal District Funds, MUPTE, free land, Trump Opportunity Zones, all of these "incentives" should not be used for private development projects, but for the creation of innovative projects with diffuse and lasting community benefit, such as a Community Land Trust with anti-racist covenants.

Thank you,

1059 Willamette

Stacie Keen <stacie.keen@gmail.com>
Mon 4/12/2021 10:22 AM
To: D'SOUZA Amanda M <ADSouza@eugene-or.gov>

[EXTERNAL ⚠]

To Amanda D'Souza,

I reject the current 1059 Willamette proposal. It epitomizes and perpetuates settler colonialism and white supremacy, while accelerating gentrification.

The city should not give free land and subsidies in the name of so-called "affordable housing" where the proposed units are not at all affordable (studios for nearly $1000 per month), in a city with the highest per capita homeless population in the nation.

The city should reject this process and call a roundtable on projects that support equity and anti-racism. Urban Renewal District Funds, MUPTE, free land, Trump Opportunity Zones, all of these "incentives" should not be used for private development projects, but for the creation of innovative projects with diffuse and lasting community benefit, such as a Community Land Trust with anti-racist covenants.

Thank you, Stacie keen

1059 Willamette

Andy Darnall <to.andy.darnall@gmail.com>
Mon 4/12/2021 10:41 AM
To: D'SOUZA Amanda M <ADSouza@eugene-or.gov>

[EXTERNAL ⚠]

To Amanda D'Souza,

I reject the current 1059 Willamette proposal. It epitomizes and perpetuates settler colonialism and white supremacy, while accelerating gentrification.

The city should not give free land and subsidies in the name of so-called "affordable housing" where the proposed units are not at all affordable (studios for nearly $1000 per month), in a city with the highest per capita homeless population in the nation.

The city should reject this process and call a roundtable on projects that support equity and anti-racism. Urban Renewal District Funds, MUPTE, free land, Trump Opportunity Zones, all of these "incentives" should not be used for private development projects, but for the creation of innovative projects with diffuse and lasting community benefit, such as a Community Land Trust with anti-racist covenants.

Thank you,

Andy Darnall

Sent from my iPhone

1059 Willamette

Patrick Decelles Jr. <pdecellesjr@gmail.com>
Mon 4/12/2021 10:41 AM
To: D'SOUZA Amanda M <ADSouza@eugene-or.gov>

[EXTERNAL ⚠]

To Amanda D'Souza,

I reject the current 1059 Willamette proposal. It epitomizes and perpetuates settler colonialism and white supremacy, while accelerating gentrification.

The city should not give free land and subsidies in the name of so-called "affordable housing" where the proposed units are not at all affordable (studios for nearly $1000 per month), in a city with the highest per capita homeless population in the nation.

The city should reject this process and call a roundtable on projects that support equity and anti-racism. Urban Renewal District Funds, MUPTE, free land, Trump Opportunity Zones, all of these "incentives" should not be used for private development projects, but for the creation of innovative projects with diffuse and lasting community benefit, such as a Community Land Trust with anti-racist covenants.

Thank you,

Patrick DeCelles Jr.

1059 Willamette Should Remain Public

Rob Fisette <rob.fisette@gmail.com>
Mon 4/12/2021 10:48 AM
To: D'SOUZA Amanda M <ADSouza@eugene-or.gov>
[EXTERNAL ⚠]

To Amanda D'Souza,

I have concerns about the current 1059 Willamette proposal which I was unable to properly reflect in the survey prepared by the city. I understand that the city is pursuing $3.5m in funding through the American Rescue Act for land acquisition for shelter and housing for the unhoused. Here is this publicly owned resource right in our neighborhood. This land should be developed directly into public housing with public ownership maintained for low-income housing.

The city should not give free land and subsidies in the name of so-called "affordable housing" where the proposed units are not at all affordable (studios for nearly $1000 per month with even that modest 'affordability' sunsetting after some number of years to allow maximum profit), in a city with the highest per capita homeless population in the nation.
It epitomizes and perpetuates settler colonialism and white supremacy, while accelerating gentrification. Public resources must remain public, not be transferred to private interests while the public is starved.

The city should reject this process and call a roundtable on projects that support equity and anti-racism. Urban Renewal District Funds, MUPTE, free land, Trump Opportunity Zones, all of these "incentives" should not be used for private development projects, but for the creation of innovative projects with diffuse and lasting community benefit, such as a Community Land Trust with anti-racist covenants.

Thank you,
Rob Fisette, Ward 2

1059 Willamette

Briana Pierce <pierce.briana@gmail.com>
Mon 4/12/2021 10:51 AM
To: D'SOUZA Amanda M <ADSouza@eugene-or.gov>

[EXTERNAL ⚠]

To Amanda D'Souza,

I reject the current 1059 Willamette proposal. It epitomizes and perpetuates settler colonialism and white supremacy, while accelerating gentrification.

The city should not give free land and subsidies in the name of so-called "affordable housing" where the proposed units are not at all affordable (studios for nearly $1000 per month), in a city with the highest per capita homeless population in the nation.

The city should reject this process and call a roundtable on projects that support equity and anti-racism. Urban Renewal District Funds, MUPTE, free land, Trump Opportunity Zones, all of these "incentives" should not be used for private development projects, but for the creation of innovative projects with diffuse and lasting community benefit, such as a Community Land Trust with anti-racist covenants.

Thank you,

Briana Pierce
--

> *For my part I know nothing with any certainty, but the sight of the stars makes me dream.*
>
> *— Vincent Van Gogh*

1059 Willamette

Daniel Liev Williams <citizenliev@gmail.com>

Mon 4/12/2021 10:57 AM

To: D'SOUZA Amanda M <ADSouza@eugene-or.gov>

[EXTERNAL ⚠]

To Amanda D'Souza,

I reject the current 1059 Willamette proposal. It epitomizes and perpetuates settler colonialism and white supremacy, while accelerating gentrification.

The city should not give free land and subsidies in the name of so-called "affordable housing" where the proposed units are not at all affordable (studios for nearly $1000 per month), in a city with the highest per capita homeless population in the nation.

The city should reject this process and call a roundtable on projects that support equity and anti-racism. Urban Renewal District Funds, MUPTE, free land, Trump Opportunity Zones, all of these "incentives" should not be used for private development projects, but for the creation of innovative projects with diffuse and lasting community benefit, such as a Community Land Trust with anti-racist covenants.

Thank you,

Daniel Liev Williams

1059 Willamette

Xia <dreamstar0302@gmail.com>

Mon 4/12/2021 10:57 AM

To: D'SOUZA Amanda M <ADSouza@eugene-or.gov>

[EXTERNAL ⚠]

To Amanda D'Souza,

I reject the current 1059 Willamette proposal. It epitomizes and perpetuates settler colonialism and white supremacy, while accelerating gentrification.

The city should not give free land and subsidies in the name of so-called "affordable housing" where the proposed units are not at all affordable (studios for nearly $1000 per month), in a city with the highest per capita homeless population in the nation.

The city should reject this process and call a roundtable on projects that support equity and anti-racism. Urban Renewal District Funds, MUPTE, free land, Trump Opportunity Zones, all of these "incentives" should not be used for private development projects, but for the creation of innovative projects with diffuse and lasting community benefit, such as a Community Land Trust with anti-racist covenants.

Thank you,
Xia Wang

Equity and housing for lower working class

Mysti Frost <mystifrost@yahoo.com>
Mon 4/12/2021 10:59 AM
To: D'SOUZA Amanda M <ADSouza@eugene-or.gov>
[EXTERNAL ⚠]

To Amanda D'Souza,

Re: 1059 Willamette housing project.

I understand the need for housing in our city. At this point, any housing is better than no housing right? Well, maybe not so right after all. I see the appeal and lure our city planners feel when approached by a developer with a good deal. But I urge you and our city to please negotiate better terms and conditions. I earn 20$ an hours, more than so many folks in our community and I can barely make the rent at $1000. If it's true that these studios are going to "low" income individuals, I ask that you all take a closer look at what low income is and who these studios truly are being built for.

We are all so tired of the same deal being made in the name of "low income housing". When clearly it's not low income! What do we have to do?! What? Please tell me what we have to do to make this right?

I reject the current 1059 Willamette. Please do the same under the current proposal.
Thank you for your time Amanda.

Thank you,
Mysti Frost

Sent from my iPhone

1059 Willamette

Lisa Altonen <alienlisa@hotmail.com>

Mon 4/12/2021 10:59 AM

To: D'SOUZA Amanda M <ADSouza@eugene-or.gov>

[EXTERNAL ⚠]

To Amanda D'Souza, I reject the current 1059 Willamette proposal. It epitomizes and perpetuates settler colonialism and white supremacy, while accelerating gentrification. The city should not give free land and subsidies in the name of so-called "affordable housing" where the proposed units are not at all affordable (studios for nearly $1000 per month), in a city with the highest per capita homeless population in the nation. The city should reject this process and call a roundtable on projects that support equity and anti-racism. Urban Renewal District Funds, MUPTE, free land, Trump Opportunity Zones, all of these "incentives" should not be used for private development projects, but for the creation of innovative projects with diffuse and lasting community benefit, such as a Community Land Trust with anti-racist covenants. Thank you, Lisa Altonen

1059 Willamette

Donald Schneider <dons4th@gmail.com>
Mon 4/12/2021 11:04 AM
To: D'SOUZA Amanda M <ADSouza@eugene-or.gov>

[EXTERNAL ⚠]

To Amanda D'Souza,

I reject the current 1059 Willamette proposal. It epitomizes and perpetuates settler colonialism and white supremacy, while accelerating gentrification.

The city should not give free land and subsidies in the name of so-called "affordable housing" where the proposed units are not at all affordable (studios for nearly $1000 per month), in a city with the highest per capita homeless population in the nation.

The city should reject this process and call a roundtable on projects that support equity and anti-racism. Urban Renewal District Funds, MUPTE, free land, Trump Opportunity Zones, all of these "incentives" should not be used for private development projects, but for the creation of innovative projects with diffuse and lasting community benefit, such as a Community Land Trust with anti-racist covenants.

Thank you,
Donald Schneider
President, Maslow's Mission
CEO, Charles Edward Enterprises, LLC

1059 Willamette

Pamela Krause <pamela_krause5@yahoo.com>
Mon 4/12/2021 11:04 AM

To: D'SOUZA Amanda M <ADSouza@eugene-or.gov>
Cc: P K <pamela_krause5@yahoo.com>

[EXTERNAL ⚠]

.To Amanda D'Souza, I reject the current 1059 Willamette proposal. It epitomizes and perpetuates settler colonialism and white supremacy, while
accelerating gentrification. The city should not give free land and subsidies in the name of so-called "affordable housing" where the proposed units are not at all affordable (studios for nearly $1000 per month), in a city with the highest per capita homeless
population in the nation. The city should reject this process and call a roundtable on projects that support equity and anti-racism. Urban Renewal District Funds, MUPTE, free land, Trump Opportunity Zones, all of these "incentives" should not be used for private
development projects, but for the creation of innovative projects with diffuse and lasting community benefit, such as a Community Land Trust with anti-racist covenants. PLEASE and Thank you,

Look at Our Neighbors in the area...the ones truly visible, most vulnerable and without shelter for so long, and consider: will these dwelling units serve and provide soundly for them?

I dont think so. If you know otherwise, please let me know asap.

Pamela Krause
541 799 8902

Sent from Yahoo Mail on Android

1059 Willamette

Sylvia Titterington <sylviatitterington@gmail.com>
Mon 4/12/2021 11:17 AM
To: D'SOUZA Amanda M <ADSouza@eugene-or.gov>

[EXTERNAL ⚠]

To Amanda D'Souza,

I reject the current 1059 Willamette proposal. It epitomizes and perpetuates settler colonialism and white supremacy, while accelerating gentrification.

The city should not give free land and subsidies in the name of so-called "affordable housing" where the proposed units are not at all affordable (studios for nearly $1000 per month), in a city with the highest per capita homeless population in the nation.

The city should reject this process and call a roundtable on projects that support equity and anti-racism. Urban Renewal District Funds, MUPTE, free land, Trump Opportunity Zones, all of these "incentives" should not be used for private development projects, but for the creation of innovative projects with diffuse and lasting community benefit, such as a Community Land Trust with anti-racist covenants.

Thank you,

Sylvia

Sent from my iPhone

1059 Willamette

D. Riddle <aqua4fun@hotmail.com>

Mon 4/12/2021 11:19 AM

To: D'SOUZA Amanda M <ADSouza@eugene-or.gov>

[EXTERNAL ⚠]

To Amanda D'Souza,

I reject the current 1059 Willamette proposal. It epitomizes and perpetuates settler colonialism and white supremacy, while accelerating gentrification.

The city should not give free land and subsidies in the name of so-called "affordable housing" where the proposed units are not at all affordable (studios for nearly $1000 per month), in a city with the highest per capita homeless population in the nation.

The city should reject this process and call a roundtable on projects that support equity and anti-racism. Urban Renewal District Funds, MUPTE, free land, Trump Opportunity Zones, all of these "incentives" should not be used for private development projects, but for the creation of innovative projects with diffuse and lasting community benefit, such as a Community Land Trust with anti-racist covenants.

Thank you,
Sent from Mail for Windows 10

1059 Willamette

Laoni Davis <fanny.echo1@gmail.com>
Mon 4/12/2021 11:21 AM
To: D'SOUZA Amanda M <ADSouza@eugene-or.gov>
[EXTERNAL ⚠]

To Amanda D'Souza,

I reject the current 1059 Willamette proposal. It epitomizes and perpetuates settler colonialism and white supremacy, while accelerating gentrification.

The city should not give free land and subsidies in the name of so-called "affordable housing" where the proposed units are not at all affordable (studios for nearly $1000 per month), in a city with the highest per capita homeless population in the nation.

The city should reject this process and call a roundtable on projects that support equity and anti-racism. Urban Renewal District Funds, MUPTE, free land, Trump Opportunity Zones, all of these "incentives" should not be used for private development projects, but for the creation of innovative projects with diffuse and lasting community benefit, such as a Community Land Trust with anti-racist covenants.

Thank you,
Laoni Davis

Re: 1059 Willamette proposal

Lin Woodrich <linwoodrich3@outlook.com>

Mon 4/12/2021 11:29 AM

To: D'SOUZA Amanda M <ADSouza@eugene-or.gov>

[EXTERNAL ⚠]

To Amanda D'Souza,

I reject the current 1059 Willamette proposal.

The city should not give free land and subsidies in the name of so-called "affordable housing" where the proposed units are not at all affordable (studios for nearly $1000 per month), in a city with the highest per capita homeless population in the nation.

The city should reject this process and call a roundtable on projects that support equity and anti-racism. Urban Renewal District Funds, MUPTE, free land, Trump Opportunity Zones, all of these "incentives" should not be used for private development projects, but for the creation of innovative projects with diffuse and lasting community benefit, such as a Community Land Trust with anti-racist covenants.

Thank you,
Lin Woodrich
Sent from Mail for Windows 10

1059 Willamette

Sara Lamog <saralamog@gmail.com>
Mon 4/12/2021 11:44 AM
To: D'SOUZA Amanda M <ADSouza@eugene-or.gov>
[EXTERNAL ⚠]

To Amanda D'Souza,

I reject the current 1059 Willamette proposal. It epitomizes and perpetuates settler colonialism and white supremacy, while accelerating gentrification.

The city should not give free land and subsidies in the name of so-called "affordable housing" where the proposed units are not at all affordable (studios for nearly $1000 per month), in a city with the highest per capita homeless population in the nation.

The city should reject this process and call a roundtable on projects that support equity and anti-racism. Urban Renewal District Funds, MUPTE, free land, Trump Opportunity Zones, all of these "incentives" should not be used for private development projects, but for the creation of innovative projects with diffuse and lasting community benefit, such as a Community Land Trust with anti-racist covenants.

Thank you,

sara
(she/her/hers)

enviado desde mi iphone

1059 Willamette

Christian Campos <camposc@uoregon.edu>
Mon 4/12/2021 11:50 AM
To: D'SOUZA Amanda M <ADSouza@eugene-or.gov>

[EXTERNAL ⚠]

To Amanda D'Souza,

I reject the current 1059 Willamette proposal. It epitomizes and perpetuates settler colonialism and white supremacy, while accelerating gentrification. That is not what the Eugene community is about.

The city should not give free land and subsidies in the name of so-called "affordable housing" where the proposed units are not at all affordable (studios for nearly $1000 per month), in a city with the highest per capita homeless population in the nation.

The city should reject this process and call a roundtable on projects that support equity and anti-racism. Urban Renewal District Funds, MUPTE, free land, Trump Opportunity Zones, all of these "incentives" should NOT be used for private development projects, but for the creation of innovative projects with diffuse and lasting community benefit, such as a Community Land Trust with anti-racist covenants.

Thank you,

Campos,Christian.

1059 Willamette

dstrahan <dstrahan@aol.com>
Mon 4/12/2021 11:55 AM
To: D'SOUZA Amanda M <ADSouza@eugene-or.gov>

[EXTERNAL ⚠]

To Amanda D'Souza,

I reject the current 1059 Willamette proposal. It supports overpriced housing while accelerating gentrification.

The city should not give free land and subsidies in the name of so-called "affordable housing" where the proposed units are not at all affordable (studios for nearly $1000 per month), in a city with the highest per capita homeless population in the nation.
Let's talk about truly low income housing rates!

The city should reject this process and call a roundtable on projects that support equity and anti-racism. Urban Renewal District Funds, MUPTE, free land, Trump Opportunity Zones, all of these "incentives" should not be used for private development projects, but for the creation of innovative projects with diffuse and lasting community benefit, such as a Community Land Trust with anti-racist covenants.

Thank you,

David Strahan
Hopeon Wheels Strahan
Nightingale Public Advocacy

Sent via the Samsung Galaxy Note8, an AT&T 5G Evolution capable smartphone

Housing Development

Ryan Moore <ryan.l.m1988@gmail.com>
Mon 4/12/2021 11:55 AM
To: D'SOUZA Amanda M <ADSouza@eugene-or.gov>

[EXTERNAL ⚠]

Hello Amanda,

Happy Monday, I hope you are well. I know you are likely getting several E-mails from concerned community advocates about the 1059 Willamette proposal and I hope the discussion is remaining respectful. I wanted to add my voice to the request to look for any possible alternatives that would create a deeper (and more permanent) level of affordability than the current proposal. I understand if we are already too far along in the process to consider changes but if it is at all possible, I think this is an extremely important issue to the community and that it merits further community input.

Please let me know if I can be at all helpful to you in this process, and thank you for all of your hard work!

-Ryan Moore

Public Comment: 1059 Willamette, Proposal by deChase Miksis +Edlen & Co

Max Rink <mrink@frontier.com>

Mon 4/12/2021 11:57 AM

To: D'SOUZA Amanda M <ADSouza@eugene-or.gov>

[EXTERNAL ⚠]

Dear Amanda D'Souza,

My name is Max Rink and I am a resident of Eugene, Ward 3.

I am writing today to express my opposition to the proposal tendered to the City of Eugene by 'deChase Miksis + Edlen & Co.'.

I believe this proposal amounts to a plan to transfer valuable public land, millions of dollars in tax breaks, and over a million dollars in cash outright to a handful of already wealthy, white men in exchange for little to no benefit for the residents of Eugene.

Despite the claims of the City of Eugene's 1059 Willamette Housing Development Plan, I do not believe this project will have any meaningful impact on the availability of truly affordable housing in Eugene or other vital community resources that are currently lacking.

On October 12th, 2020, Mayor Vinis issued a proclamation on Indigenous Peoples Day which she stated was "… one step on the path to replacing harmful historic untruths with truth about displacement, genocide and loss, resilience and belonging. Indigenous People's Day pushes against erasure …" as well as "… We are inspired by local and regional Indigenous people who continue to fight against the systemic racism and injustices inflicted the United States government. We are committed to improving our City's actions that pursue a higher quality of life and well-being for our Indigenous communities." and "As Mayor, I stand with city leadership for inclusivity and the recognition of past harm and offer our commitment to work towards change…"

I feel strongly that if the City accepts the one private, for profit proposal they received for 1059 Willamette they will be turning their back on their 'commitment to work towards change' in the systemic racism and injustices inflicted not just by the federal government of the US but also the State of Oregon and City of Eugene.

Throughout the protests and other actions for racial justice that took place locally and nationally last year (as well as the innumerable protests that preceded them in the years, decades and centuries before) it was made clear that the type of public to private wealth transfer currently being proposed is nothing more than a continuation of the injustices the City claims it wishes to leave behind. Should this transfer take place it would be yet another contemporary instance of the type of land theft and displacement of marginalized populations that was once excused by the racist, white supremacist principles of Manifest Destiny, and by the Doctrine of Discovery before that.

The City has claimed repeatedly that they want to hear feedback from the community on how they can better promote justice and well-being for our communities Black, Indigenous and People of Color. One of the things that I have heard many times from many BIPOC community members is the wish for a fully functional BIPOC-led, multi-cultural center in Eugene, for which 1059 Willamette seems like an ideal location. Yet there is no mention of this in the City's plans or the current proposal.

The City has claimed repeatedly that homelessness is a problem they wish to solve with urgency and humanity and acknowledged repeatedly that we have an affordable housing crisis here that is a major factor in Eugene having the highest per capita rate of

homelessness in the entire United States. I cannot see how adding 65 housing units, each no larger than a studio or 1 bedroom, at estimated rents of $1000/mo will do anything significant to alleviate these crises.

In sum, I believe this proposal is exactly the type of boilerplate that if enacted will contribute heavily to the same type of de facto racialized gentrification I have already seen unfold first-hand in places such Emeryville and San Francisco, CA, where lofts for a wave of affluent tech workers pushed long-term, poor, low-income, and even mid-income, disproportionately BIPOC community members out of whole neighborhoods or even the entire city, while their developers and financiers made handsome profits at public expense.

Thank you for your attention.

Sincerely,

Max Rink

1059 Willamette

Steve Kimes <stevekimes@gmail.com>
Mon 4/12/2021 11:58 AM
To: D'SOUZA Amanda M <ADSouza@eugene-or.gov>
[EXTERNAL ⚠]

To Amanda D'Souza,

I reject the current 1059 Willamette proposal. It epitomizes and perpetuates settler colonialism and white supremacy, while accelerating gentrification.

The city should not give free land and subsidies in the name of so-called "affordable housing" where the proposed units are not at all affordable (studios for nearly $1000 per month), in a city with the highest per capita homeless population in the nation.

The city should reject this process and call a roundtable on projects that support equity and anti-racism. Urban Renewal District Funds, MUPTE, free land, Trump Opportunity Zones, all of these "incentives" should not be used for private development projects, but for the creation of innovative projects with diffuse and lasting community benefit, such as a Community Land Trust with anti-racist covenants.

Thank you,

Steve Kimes
Eugene Mennonite Church

Sent from my iPad

1059 Willamette

Pam Garrison <pamgarrison13@gmail.com>
Mon 4/12/2021 12:01 PM
To: D'SOUZA Amanda M <ADSouza@eugene-or.gov>
[EXTERNAL ⚠]

To Amanda D'Souza,

I reject the current 1059 Willamette proposal. It epitomizes and perpetuates settler colonialism and white supremacy, while accelerating gentrification.

The city should not give free land and subsidies in the name of so-called "affordable housing" where the proposed units are not at all affordable (studios for nearly $1000 per month), in a city with the highest per capita homeless population in the nation.

The city should reject this process and call a roundtable on projects that support equity and anti-racism. Urban Renewal District Funds, MUPTE, free land, Trump Opportunity Zones, all of these "incentives" should not be used for private development projects, but for the creation of innovative projects with diffuse and lasting community benefit, such as a Community Land Trust with anti-racist covenants.

Thank you,

Pam

1059 Willamette

Elizabeth Grant <beeegrant@gmail.com>

Mon 4/12/2021 12:13 PM

To: D'SOUZA Amanda M <ADSouza@eugene-or.gov>

[EXTERNAL ⚠]

To Amanda D'Souza,

I reject the current 1059 Willamette proposal. It epitomizes and perpetuates settler colonialism and white supremacy, while accelerating gentrification.

The city should not give free land and subsidies in the name of so-called "affordable housing" where the proposed units are not at all affordable (studios for nearly $1000 per month), in a city with the highest per capita homeless population in the nation.

The city should reject this process and call a roundtable on projects that support equity and anti-racism. Urban Renewal District Funds, MUPTE, free land, Trump Opportunity Zones, all of these "incentives" should not be used for private development projects, but for the creation of innovative projects with diffuse and lasting community benefit, such as a Community Land Trust with anti-racist covenants.

Thank you,
Elizabeth Grant

Sent from Mail for Windows 10

1059 Willamette

Thomas Brown <TAWB2007@hotmail.com>
Mon 4/12/2021 12:30 PM
To: D'SOUZA Amanda M <ADSouza@eugene-or.gov>

[EXTERNAL ⚠]

To Amanda D'Souza,

I reject the current 1059 Willamette proposal. It epitomizes and perpetuates settler colonialism and white supremacy, while accelerating gentrification.

The city should not give free land and subsidies in the name of so-called "affordable housing" where the proposed units are not at all affordable (studios for nearly $1000 per month), in a city with the highest per capita homeless population in the nation.

The city should reject this process and call a roundtable on projects that support equity and anti-racism. Urban Renewal District Funds, MUPTE, free land, Trump Opportunity Zones, all of these "incentives" should not be used for private development projects, but for the creation of innovative projects with diffuse and lasting community benefit, such as a Community Land Trust with anti-racist covenants.

Thank you,
Thomas Brown

1059 Willamette

Amanda Brown <amandalynnbb@gmail.com>
Mon 4/12/2021 12:46 PM
To: D'SOUZA Amanda M <ADSouza@eugene-or.gov>

[EXTERNAL ⚠]

To Amanda D'Souza,

I reject the current 1059 Willamette proposal. It epitomizes and perpetuates settler colonialism and white supremacy, while accelerating gentrification.

The city should not give free land and subsidies in the name of so-called "affordable housing" where the proposed units are not at all affordable (studios for nearly $1000 per month), in a city with the highest per capita homeless population in the nation.

The city should reject this process and call a roundtable on projects that support equity and anti-racism. Urban Renewal District Funds, MUPTE, free land, Trump Opportunity Zones, all of these "incentives" should not be used for private development projects, but for the creation of innovative projects with diffuse and lasting community benefit, such as a Community Land Trust with anti-racist covenants.

Thank you,
Amanda Brown

1059 Willamette

Gail Karuna-Vetter <gailatthekaruna@gmail.com>
Mon 4/12/2021 12:55 PM
To: D'SOUZA Amanda M <ADSouza@eugene-or.gov>

[EXTERNAL ⚠]

To Amanda D'Souza,

I reject the current 1059 Willamette proposal. It epitomizes and perpetuates settler colonialism and white supremacy, while accelerating gentrification.

The city should not give free land and subsidies in the name of so-called "affordable housing" where the proposed units are not at all affordable (studios for nearly $1000 per month), in a city with the highest per capita homeless population in the nation.

The city should reject this process and call a roundtable on projects that support equity and anti-racism. Urban Renewal District Funds, MUPTE, free land, Trump Opportunity Zones, all of these "incentives" should not be used for private development projects, but for the creation of innovative projects with diffuse and lasting community benefit, such as a Community Land Trust with anti-racist covenants.

Thank you,
Gail Karuna-Vetter

1059 Willamette

Leo Havens <leohavens@yahoo.com>
Mon 4/12/2021 12:58 PM
To: D'SOUZA Amanda M <ADSouza@eugene-or.gov>

[EXTERNAL ⚠]

To Amanda D'Souza,

I reject the current 1059 Willamette proposal. It epitomizes and perpetuates settler colonialism and white supremacy, while accelerating gentrification.

The city should not give free land and subsidies in the name of so-called "affordable housing" where the proposed units are not at all affordable (studios for nearly $1000 per month), in a city with the highest per capita homeless population in the nation. My rent is 1200 for 800 square foot house!

The city should reject this process and call a roundtable on projects that support equity and anti-racism. Urban Renewal District Funds, MUPTE, free land, Trump Opportunity Zones, all of these "incentives" should not be used for private development projects, but for the creation of innovative projects with diffuse and lasting community benefit, such as a Community Land Trust with anti-racist covenants.

Thank you,

Sent from my iPhone

Sent from Yahoo Mail for iPhone

1059 Willamette

Drea Smith <werkdrea@gmail.com>
Mon 4/12/2021 1:00 PM
To: D'SOUZA Amanda M <ADSouza@eugene-or.gov>
[EXTERNAL ⚠]

To Amanda D'Souza,

I reject the current 1059 Willamette proposal. It epitomizes and perpetuates settler colonialism and white supremacy, while accelerating gentrification.

The city should not give free land and subsidies in the name of so-called "affordable housing" where the proposed units are not at all affordable (studios for nearly $1000 per month), in a city with the highest per capita homeless population in the nation.

The city should reject this process and call a roundtable on projects that support equity and anti-racism. Urban Renewal District Funds, MUPTE, free land, Trump Opportunity Zones, all of these "incentives" should not be used for private development projects, but for the creation of innovative projects with diffuse and lasting community benefit, such as a Community Land Trust with anti-racist covenants.

Thank you,

Sent from my iPhone

1059 Willamette

Robin Edwards <unnecessarychemistry3@gmail.com>
Mon 4/12/2021 1:41 PM
To: D'SOUZA Amanda M <ADSouza@eugene-or.gov>
[EXTERNAL ⚠]

To Amanda D'Souza,

I reject the current 1059 Willamette proposal. It epitomizes and perpetuates settler colonialism and white supremacy, while accelerating gentrification.

The city should not give free land and subsidies in the name of so-called "affordable housing" where the proposed units are not at all affordable (studios for nearly $1000 per month), in a city with the highest per capita homeless population in the nation.

The city should reject this process and call a roundtable on projects that support equity and anti-racism. Urban Renewal District Funds, MUPTE, free land, Trump Opportunity Zones, all of these "incentives" should not be used for private development projects, but for the creation of innovative projects with diffuse and lasting community benefit, such as a Community Land Trust with anti-racist covenants.

Thank you,

Sent from my iPhone

1059 Willamette

Gyl Elliott <yoginigyl@gmail.com>
Mon 4/12/2021 2:20 PM
To: D'SOUZA Amanda M <ADSouza@eugene-or.gov>
[EXTERNAL ⚠]

To Amanda D'Souza,

I reject the current 1059 Willamette proposal. It epitomizes and perpetuates settler colonialism and white supremacy, while accelerating gentrification.

The city should not give free land and subsidies in the name of so-called "affordable housing" where the proposed units are not at all affordable (studios for nearly $1000 per month), in a city with the highest per capita homeless population in the nation.

The city should reject this process and call a roundtable on projects that support equity and anti-racism. Urban Renewal District Funds, MUPTE, free land, Trump Opportunity Zones, all of these "incentives" should not be used for private development projects, but for the creation of innovative projects with diffuse and lasting community benefit, such as a Community Land Trust with anti-racist covenants.

Thank you,
Gyl Elliott
Eugene resident

1059 Willamette

Leigh Galbraith <galbrale@gmail.com>
Mon 4/12/2021 3:11 PM
To: D'SOUZA Amanda M <ADSouza@eugene-or.gov>

[EXTERNAL ⚠]

To Amanda D'Souza,

I reject the current 1059 Willamette proposal. It epitomizes and perpetuates settler colonialism and white supremacy, while accelerating gentrification.

The city should not give free land and subsidies in the name of so-called "affordable housing" where the proposed units are not at all affordable (studios for nearly $1000 per month), in a city with the highest per capita homeless population in the nation.

The city should reject this process and call a roundtable on projects that support equity and anti-racism. Urban Renewal District Funds, MUPTE, free land, Trump Opportunity Zones, all of these "incentives" should not be used for private development projects, but for the creation of innovative projects with diffuse and lasting community benefit, such as a Community Land Trust with anti-racist covenants.

Thank you,
Leigh

1059 Willamette

Eleanor Soleil <eleanorsoleil@icloud.com>
Mon 4/12/2021 3:56 PM
To: D'SOUZA Amanda M <ADSouza@eugene-or.gov>
[EXTERNAL ⚠]

To Amanda D'Souza,

I reject the current 1059 Willamette proposal. It epitomizes and perpetuates settler colonialism and white supremacy, while accelerating gentrification.

The city should not give free land and subsidies in the name of so-called "affordable housing" where the proposed units are not at all affordable (studios for nearly $1000 per month), in a city with the highest per capita homeless population in the nation.

The city should reject this process and call a roundtable on projects that support equity and anti-racism. Urban Renewal District Funds, MUPTE, free land, Trump Opportunity Zones, all of these "incentives" should not be used for private development projects, but for the creation of innovative projects with diffuse and lasting community benefit, such as a Community Land Trust with anti-racist covenants.

Thank you,

Eleanor Soleil

1059 Willamette

Ethan Klein <ejklein12@gmail.com>
Mon 4/12/2021 6:37 PM
To: D'SOUZA Amanda M <ADSouza@eugene-or.gov>
[EXTERNAL ⚠]

To Amanda D'Souza,

I reject the current 1059 Willamette proposal. It epitomizes and perpetuates settler colonialism and white supremacy, while accelerating gentrification.

The city should not give free land and subsidies in the name of so-called "affordable housing" where the proposed units are not at all affordable (studios for nearly $1000 per month), in a city with the highest per capita homeless population in the nation.

The city should reject this process and call a roundtable on projects that support equity and anti-racism. Urban Renewal District Funds, MUPTE, free land, Trump Opportunity Zones, all of these "incentives" should not be used for private development projects, but for the creation of innovative projects with diffuse and lasting community benefit, such as a Community Land Trust with anti-racist covenants.

Thank you,
Ethan Klein

Sent from my iPhone

1059 Willamette

Geoffrey Gordon <ggordon1987@gmail.com>
Mon 4/12/2021 10:02 PM
To: D'SOUZA Amanda M <ADSouza@eugene-or.gov>

[EXTERNAL ⚠]

To Amanda D'Souza,

I reject the current 1059 Willamette proposal. It epitomizes and perpetuates settler colonialism and white supremacy, while accelerating gentrification.

The city should not give free land and subsidies in the name of so-called "affordable housing" where the proposed units are not at all affordable (studios for nearly $1000 per month), in a city with the highest per capita homeless population in the nation.

The city should reject this process and call a roundtable on projects that support equity and anti-racism. Urban Renewal District Funds, MUPTE, free land, Trump Opportunity Zones, all of these "incentives" should not be used for private development projects, but for the creation of innovative projects with diffuse and lasting community benefit, such as a Community Land Trust with anti-racist covenants.

Thank you,

Dr. Geoffrey Gordon, Eugene resident
Sent from my iPad