



UNIVERSITY OF
OREGON

University of Oregon

PARKING GARAGE FEASIBILITY STUDY

kpff

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This feasibility study was prepared through collaboration between the University of Oregon, KPFF, Walker Consultants, and Hoffman Construction Company.

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Executive Summary

The University of Oregon is evaluating two potential locations for development of a new structured parking facility: Site A - Franklin Triangle and Site C - PLC Lot. This feasibility study provides a comparative evaluation of both sites to inform University's decision-making regarding site selection, land use, transportation, delivery risk, and preliminary construction cost.

The University intends to select and advance one site within an approximate five-year planning horizon.

Through this study, it was determined that both sites can accommodate a structured parking facility of a minimum of 500 stalls and associated ground-floor mobility program elements.

Development at either location is anticipated to require a Type III Conditional Use Permit under current zoning conditions. Both sites are served by existing public utilities and are located within fully developed transportation networks capable of supporting garage access and operations. A future Traffic Impact Analysis (TIA) will confirm the extent of any required off-site improvements, such as signal and intersection modifications, frontage improvements, and pedestrian and bicycle facility improvements.

Preliminary massing studies indicate that each site can accommodate the University's stall target within a five-level above-grade structure. Order-of-magnitude cost estimates indicate comparable construction costs between the two sites, with cost variability primarily related to frontage improvements, utility connections, traffic control

modifications, and construction access. This general cost similarity reflects the comparable building scale and structural systems anticipated for each site.

Parking structures of this type are typically constructed using steel, cast-in-place or precast concrete systems. All options are feasible for either site; however, cast-in-place and precast concrete are preferred, and both concrete options present different advantages that will be evaluated during later design phases.

Site A presents a prominent gateway location along the Franklin Boulevard corridor but introduces external dependencies associated with Oregon Department of Transportation property control and slip lane modification. The site will also require coordination with the City of Eugene's Franklin Corridor Transformation Project and interfaces directly with Lane Transit District's EmX transit corridor.

Site C is fully owned by the University and presents a more internally controlled implementation pathway but is located within a high-activity pedestrian and bicycle environment adjacent to residential uses. The site also interfaces with the Alder Street bicycle corridor and existing circulation conditions along 13th Avenue.

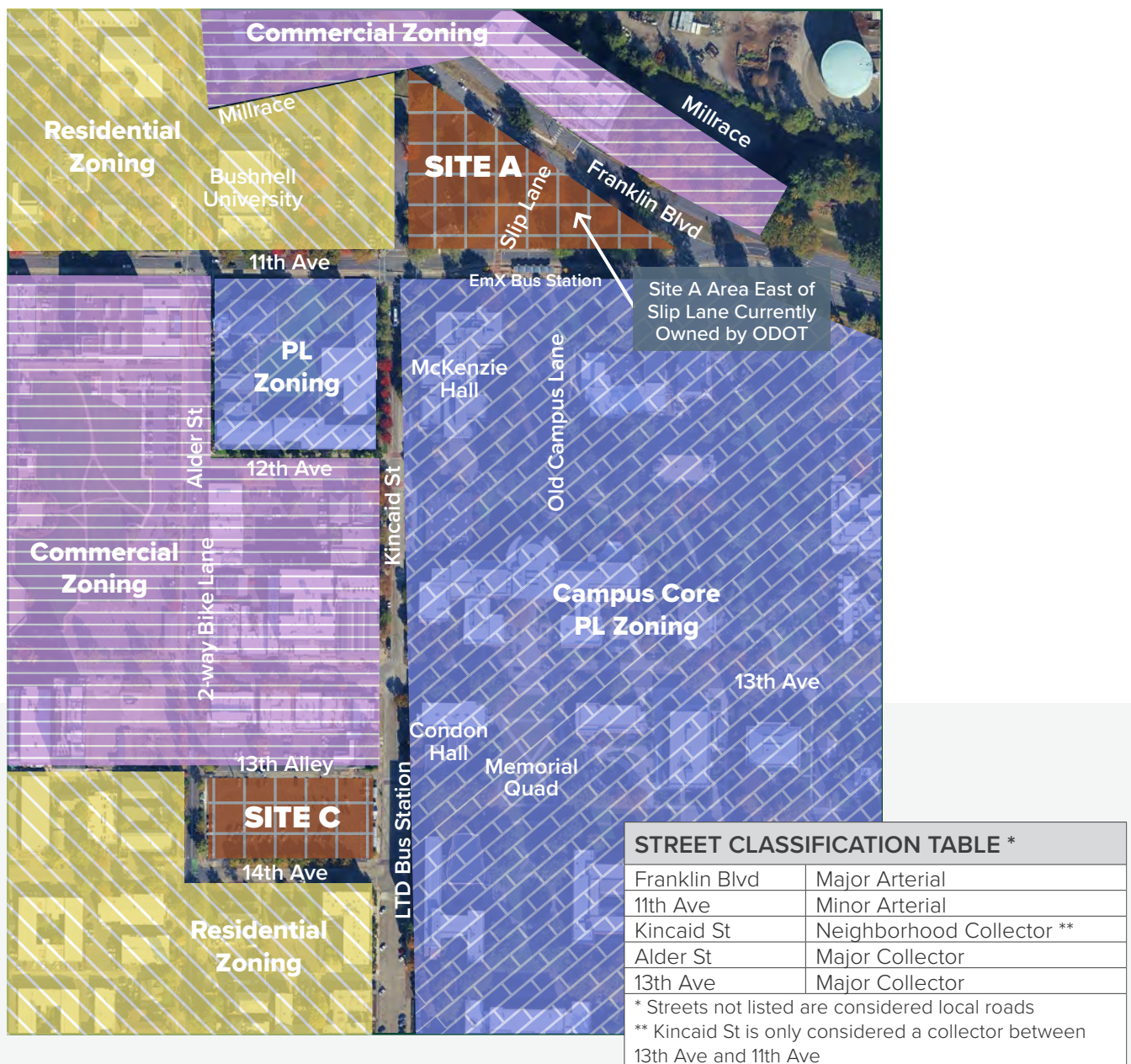
Both sites are technically feasible. Selection between locations will depend primarily on institutional priorities related to campus activity patterns, transportation and neighborhood considerations, and the level of risk associated with approvals outside of the University's control.



SITE A - FRANKLIN TRIANGLE



SITE C - PLC LOT



The aerial graphic above illustrates the relative position of Site A - Franklin Triangle and Site C - PLC Lot within the broader University of Oregon campus and surrounding transportation network. Both sites are located at the western edge of the primary academic core and are positioned to serve the highest concentration of classroom activity on campus. The callouts identify physical, regulatory, and multimodal factors that materially influence feasibility and implementation strategy. These include arterial versus local street frontage, proximity to transit facilities, adjacency to residential zoning, and involvement of third-party agencies. The purpose of highlighting these elements is not to suggest constraint, but to clarify the external conditions that shape access configuration, entitlement exposure, cost sensitivity, and long-term operational performance. While both sites are geographically proximate, their surrounding infrastructure, jurisdictional interfaces, and transportation contexts differ in ways that meaningfully influence project delivery and risk profile.

1. Study Background and Purpose

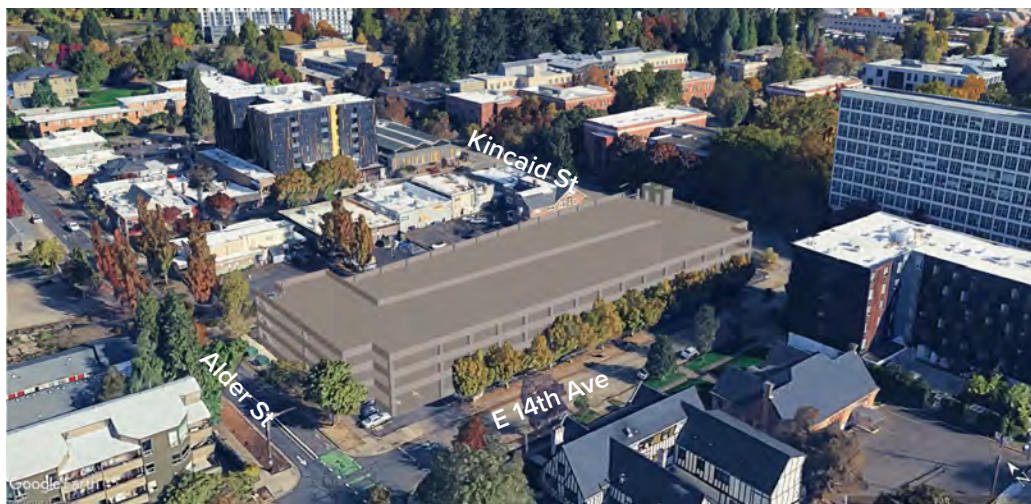
The University of Oregon is evaluating potential locations for development of a new structured parking facility intended to serve the campus. Two sites have been identified for feasibility-level evaluation: Site A - Franklin Triangle and Site C - PLC Lot.

Both locations are capable of accommodating a structured parking facility of approximately 500 stalls and associated ground-floor mobility program elements. While the physical development potential of the two sites is generally comparable, they differ in surrounding transportation context, ownership structure, and implementation considerations.

This study provides a comparative feasibility evaluation of the two locations, focusing on key factors influencing site selection including land use considerations, transportation context, implementation dependencies, structural feasibility, preliminary massing, and conceptual construction cost implications. Detailed site-specific analyses are provided in Appendix A and Appendix B. Supporting technical discussions are provided in Appendices C through G.



SITE A - FRANKLIN TRIANGLE



SITE C - PLC LOT

The massing images shown are conceptual and are intended only to illustrate potential building scale and configuration. They do not represent final design or architectural intent.

2. Key Site Comparison Factors

Both Site A and Site C are capable of accommodating the University's target parking program. However, the sites differ in several important ways relative to transportation context, ownership structure, land use considerations, and implementation dependencies.

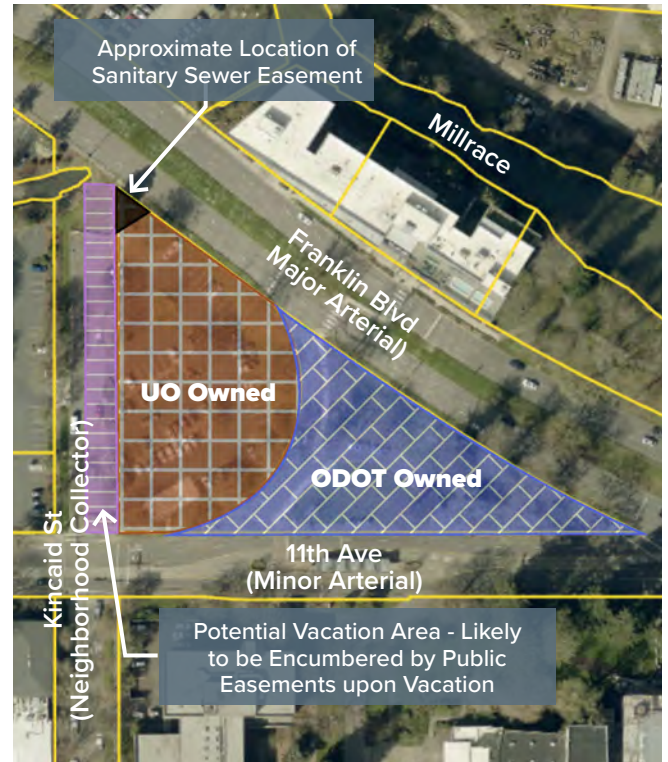
The following sections outline key factors that differentiate development feasibility between the two locations. Detailed supporting analyses are included in Appendices A through G.

2.1 Ownership and Implementation Control

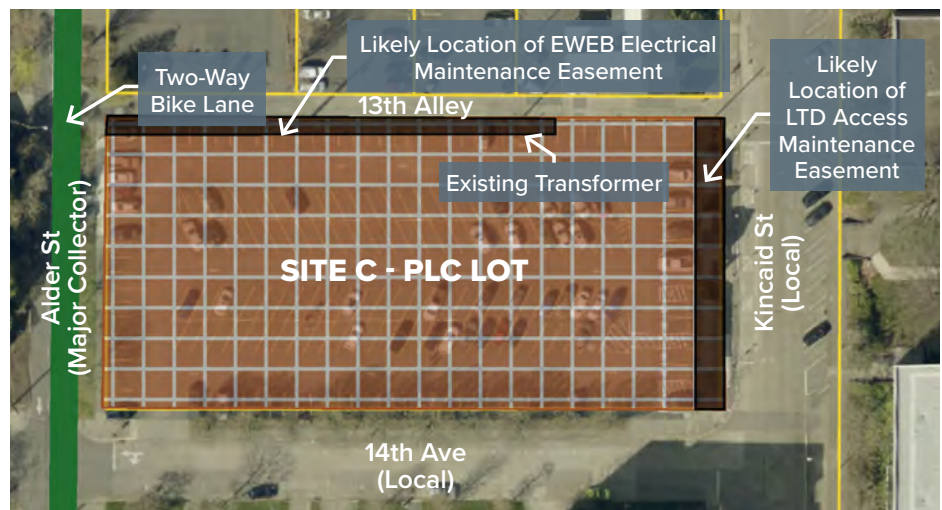
Site ownership and external agency coordination represent a key distinction between the sites.

Site A is partially influenced by infrastructure under the jurisdiction of the Oregon Department of Transportation (ODOT), including the on-site slip lane and the Franklin Corridor Transformation Project. (See page 14 for the City of Eugene's preliminary plan for the Franklin Corridor Transformation Project). Implementation at this location would therefore require coordination with ODOT and with corridor planning initiatives affecting Franklin Boulevard. Site A is not viable unless the eastern, ODOT-owned, portion of the site is purchased or obtained and the slip lane is relocated. The vacation of Kincaid Street is not required for the site to be viable.

Site C is fully owned and controlled by the University of Oregon. However, the site interfaces directly with surrounding neighborhood streets, bicycle facilities, and public transit stations which introduces a different set of planning considerations related to circulation and neighborhood compatibility. The site provides an opportunity to coordinate with LTD on possible relocation of the existing bus station, although the site is viable even if the bus station were to remain in its current location. The area occupied by the existing bus station is likely subject to easements related to station access and maintenance.



SITE A - FRANKLIN TRIANGLE: OWNERSHIP



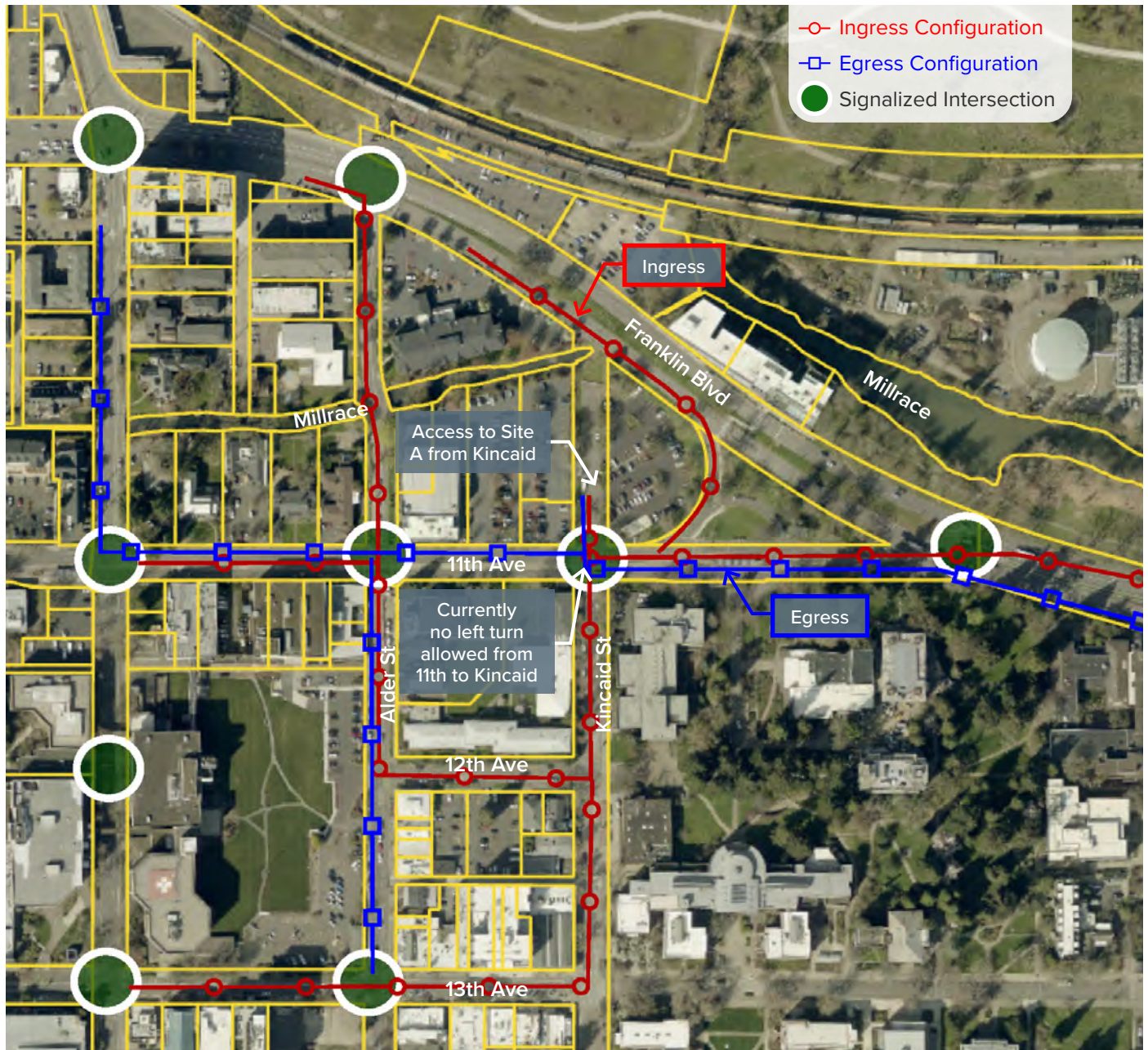
SITE C - PLC LOT: OWNERSHIP

2.2 Transportation Context

The surrounding transportation environment differs significantly between the two sites.

Site A is located along Franklin Boulevard, a major arterial corridor that carries high vehicle volumes and serves as a primary east-west connection

through the city. The site is also located adjacent to the EmX bus rapid transit corridor and an EmX station and experiences high levels of pedestrian activity associated with transit access and campus entry points.



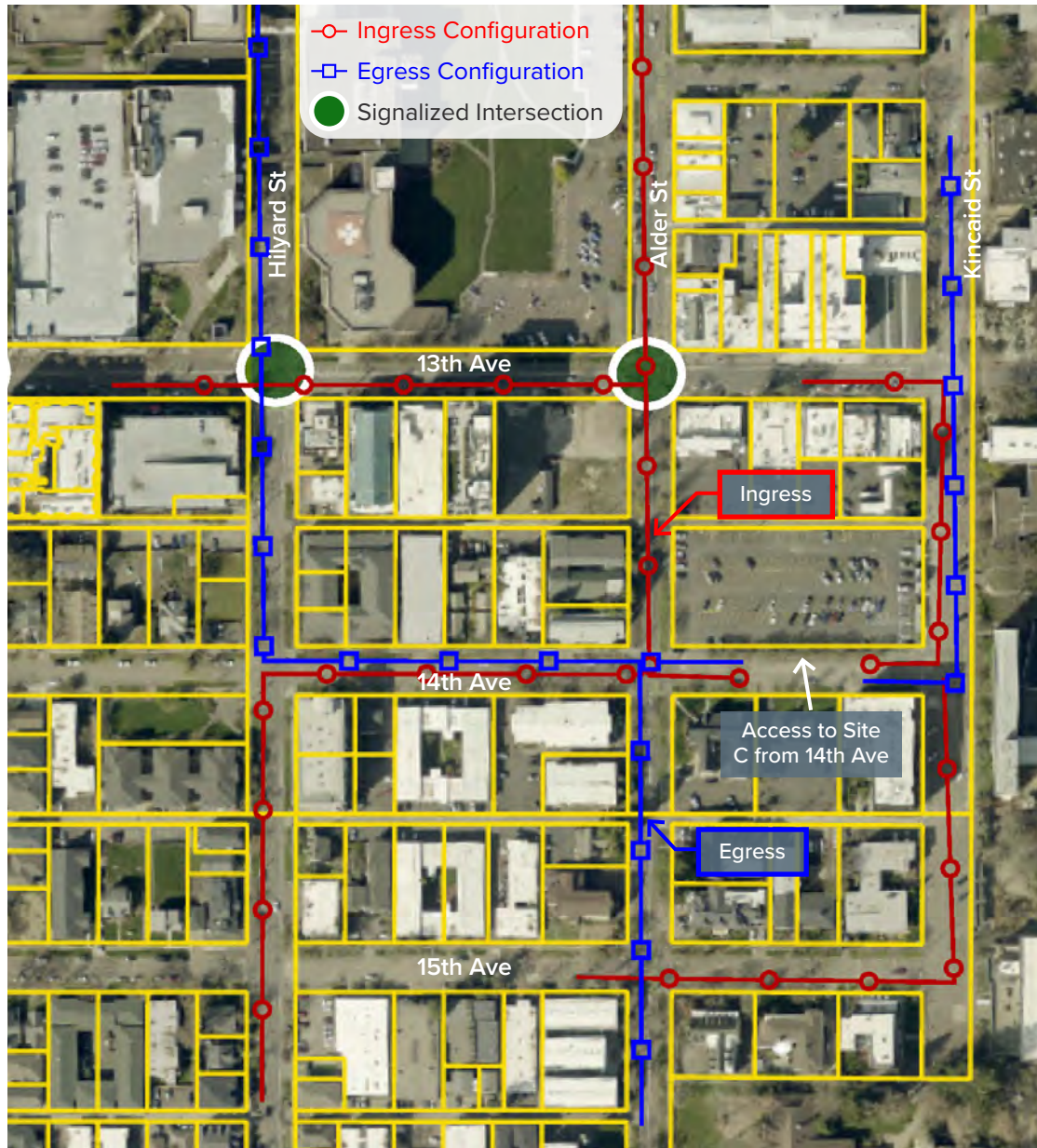
SITE A - FRANKLIN TRIANGLE: INGRESS AND EGRESS

2.2 Transportation Context (continued)

Site C is located along the western edge of the campus within a local street network environment. The site interfaces with the Alder Street bicycle corridor and is located near residential areas and existing campus circulation routes. Development at this location will require careful consideration of bicycle movements, pedestrian crossings, and

existing congestion patterns along nearby streets including 13th Avenue.

Additional discussion of traffic, transportation, and multimodal conditions is provided in Appendix D.



SITE C - PLC LOT: INGRESS AND EGRESS

2.3 Land Use Considerations

Development of a structured parking facility at either location is expected to require a Type III Conditional Use Permit under City of Eugene zoning regulations due to adjacent residential zoned properties.

Because both sites are zoned Public Land, the land use approval process is expected to follow a similar procedural pathway. However, the surrounding urban context of each site may influence the types of issues raised during review.

At Site A, land use considerations are likely to focus on corridor design, frontage improvements, and coordination with ongoing planning initiatives affecting Franklin Boulevard.

A potential pathway to remove the Conditional Use Permit requirement at Site A may exist through coordination with Bushnell University to rezone the adjacent R4 property to Commercial zoning, consistent with the Metro Plan designation for the area.



SITE A - FRANKLIN TRIANGLE: ZONING

2.3 Land Use Considerations (continued)

At Site C, land use review may place greater emphasis on neighborhood interface considerations, bicycle infrastructure integration, and compatibility with surrounding residential uses. Several large housing developments are located in the immediate vicinity of the site, and land use review is therefore expected to focus significantly

on local transportation circulation, including vehicle access, bicycle movements, and pedestrian safety within the surrounding neighborhood.

Additional discussion of Conditional Use Permit requirements, entitlement pathways, and related schedule implications is provided in Appendix C.

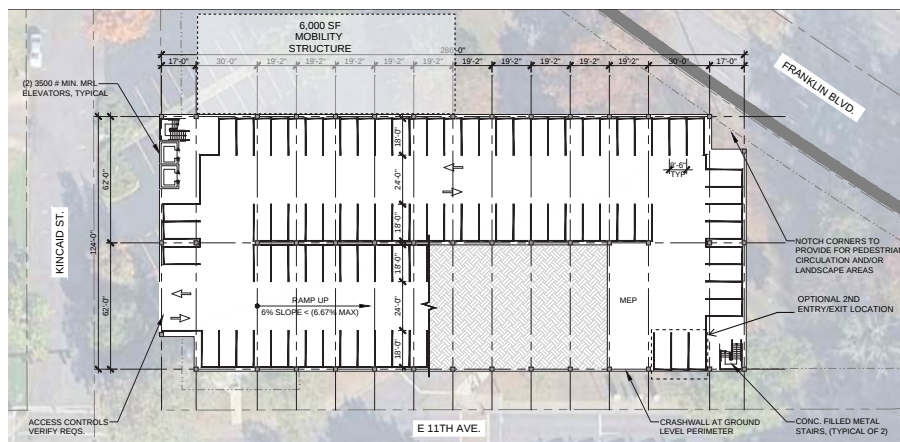


SITE C - PLC LOT: ZONING

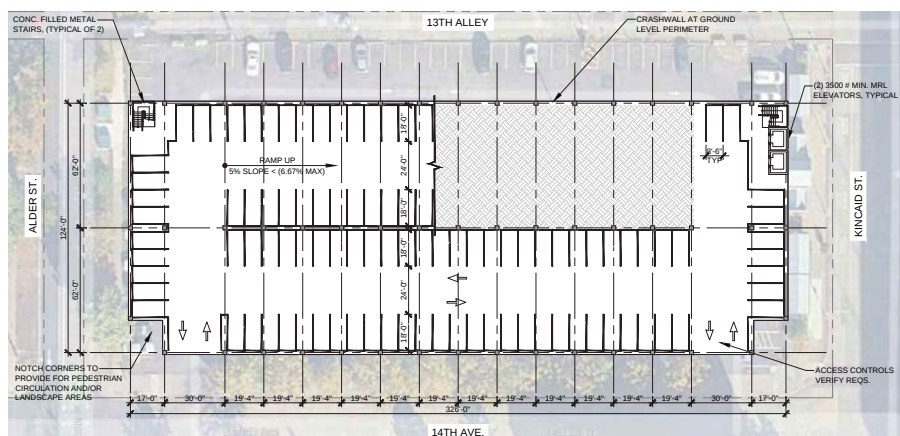
2.4 Structural Feasibility

Preliminary massing studies indicate that both sites are capable of accommodating the University's target parking program within a four- or five-level above-grade structure. Parking structures of this scale are typically constructed using cast-in-place or precast concrete structural systems. Both structural approaches are considered feasible for

either site and present different advantages related to constructability, schedule, and cost that will be evaluated during future design phases. Additional discussion of structural system considerations is provided in Appendix E, and preliminary massing information is provided in Appendix F.



SITE A - FRANKLIN TRIANGLE



SITE C - PLC LOT

2.5 Cost Considerations

Order-of-magnitude cost estimates indicate that the construction cost per stall for a structured parking facility is expected to be generally comparable between the two sites. This similarity reflects the comparable building programs anticipated at each location, including similar garage heights and level counts, structural systems, architectural treatments, parking layouts, and building service requirements. Although Site C is anticipated to have a higher overall project cost due to its larger footprint and greater stall count, the underlying construction costs remain generally consistent on a per-stall basis. Variations in total project cost are expected to be driven primarily by site-specific conditions, including frontage improvements, utility

connections, traffic control modifications identified through future traffic analysis, and other sitework-related improvements. A summary of conceptual cost estimates and estimating assumptions is provided in Appendix G.

Site A includes two separate cost estimate scenarios reflecting alternative access configurations: Concept 1A (above), which assumes modification of the existing slip lane, and Concept 1C (below), which assumes extension of Kincaid Street to Franklin Boulevard. These alternatives represent differing approaches to site access and associated frontage improvements.

TOTAL	SITE A-1A 178,602 SF CIP	SITE A-1A 178,602 SF STEEL	SITE A-1A 178,602 SF PRECAST
Total	\$43,550,458	\$45,394,803	\$43,182,310
Stalls	543	543	543
Cost Per Stall	\$80,203	\$83,600	\$79,525
Levels	5	5	5
Cost Per Level	\$8,710,092	\$9,078,961	\$8,636,462
Cost Per GSF	\$244	\$254	\$242

TOTAL	SITE A-1C 178,302 SF CIP	SITE A-1C 178,602 SF STEEL	SITE A-1C 178,602 SF PRECAST
Total	\$43,708,035	\$45,552,380	\$43,339,887
Stalls	543	543	543
Cost Per Stall	\$80,494	\$83,890	\$79,816
Levels	5	5	5
Cost Per Level	\$8,741,607	\$9,110,476	\$8,667,977
Cost Per GSF	\$245	\$255	\$243

Site C requires limited public improvements, and only one site configuration was analyzed for the cost estimate. The selected option assumes a parking structure footprint extending across the full east-west width of the site, utilizing the entirety of the property. As a result, any ground-floor activation would need to be accommodated within the footprint of the parking structure.

TOTAL	SITE C-1A 203,994 SF CIP	SITE C-1A 203,994 SF STEEL	SITE C-1A 203,994 SF PRECAST
Total	\$47,263,392	\$49,301,892	\$46,777,208
Stalls	615	615	615
Cost Per Stall	\$76,851	\$80,166	\$76,061
Levels	5	5	5
Cost Per Level	\$9,452,678	\$9,860,378	\$9,355,442
Cost Per GSF	\$232	\$242	\$229



UO MILLRACE DRIVE PARKING GARAGE
(KPFF AND HOFFMAN)



PORT OF PORTLAND HEADQUARTERS AND
PARKING (KPFF AND HOFFMAN)

3. Implementation Dependencies and Risk Factors

While both Site A and Site C are technically feasible for development of a structured parking facility, implementation at each location will be influenced by several external dependencies and future technical studies. These factors may affect project timing, design requirements, and coordination needs as the project advances into subsequent planning and design phases. Related discussions of entitlement, transportation, and cost considerations are provided in Appendices C, D, and G.

3.1 External Agency Coordination

External agency coordination represents one of the primary implementation variables for Site A. Development at Site A will require coordination with multiple agencies related to ownership,

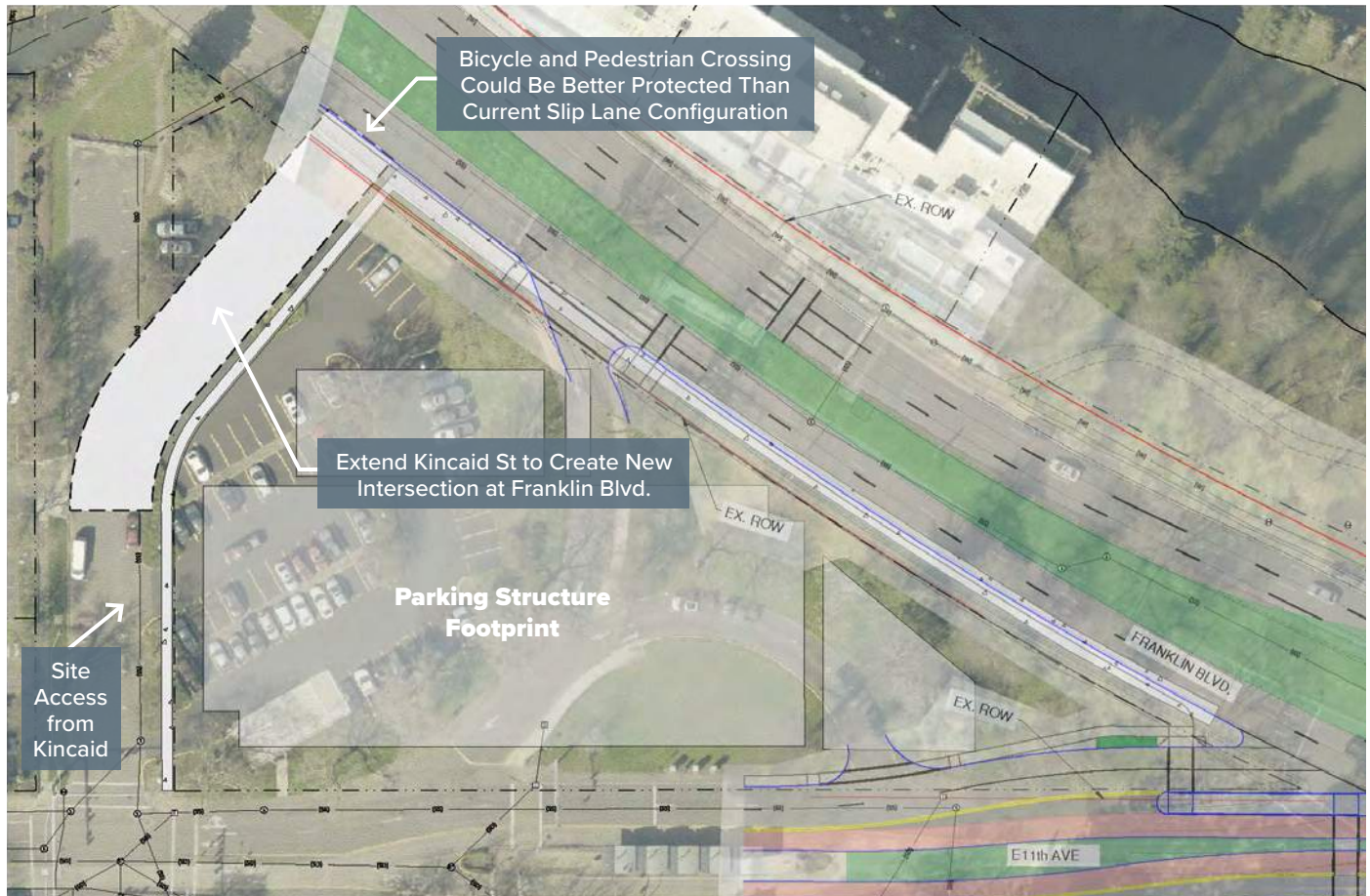
transportation infrastructure, and transit facilities. Implementation of the preferred development scenario will require coordination with the Oregon Department of Transportation and the City of Eugene regarding ownership and control of the eastern portion of the Franklin Triangle site and will require UO to acquire interest in the property. Development of Site A will also require coordination with the City of Eugene regarding modifications to the Franklin Boulevard slip lane adjacent to the site. Changes to the slip lane configuration, corridor access patterns, or frontage improvements would require agency coordination and approval. These coordination efforts will influence project cost and implementation timing depending on the extent of property, frontage or transportation, as reflected in the conceptual cost considerations summarized in Appendix G.



SITE A - FRANKLIN TRIANGLE: CONCEPT

3.1 External Agency Coordination (continued)

Site A may also be influenced by the City of Eugene's ongoing Franklin Corridor Transformation Project, which could affect frontage conditions, pedestrian facilities, and long-term access configurations along the corridor.



SITE A - FRANKLIN TRIANGLE: CONCEPT WITH FCTP OVERLAY

Conceptual coordination between Site A garage layout Concept EX-1C and the City of Eugene's preliminary Franklin Corridor Transformation Project (FCTP). The EX-1C layout has been overlaid with the proposed Franklin corridor cross section to illustrate potential interaction between the garage access configuration and planned corridor improvements, including EmX transit lanes and a multimodal path along the site frontage. The concept illustrates a potential modification to the existing slip lane by extending Kincaid Street north to Franklin Boulevard to provide a right-turn-only access point to the garage. This conceptual arrangement demonstrates one potential approach for integrating garage access with the proposed corridor improvements while improving bicycle and pedestrian conditions along Franklin Boulevard.

3.1 External Agency Coordination (continued)

Site C is fully owned by the University. As a result, implementation at this location is expected to involve fewer external agency dependencies. However, coordination with the City of Eugene will still be required as part of the land use review and transportation evaluation process.



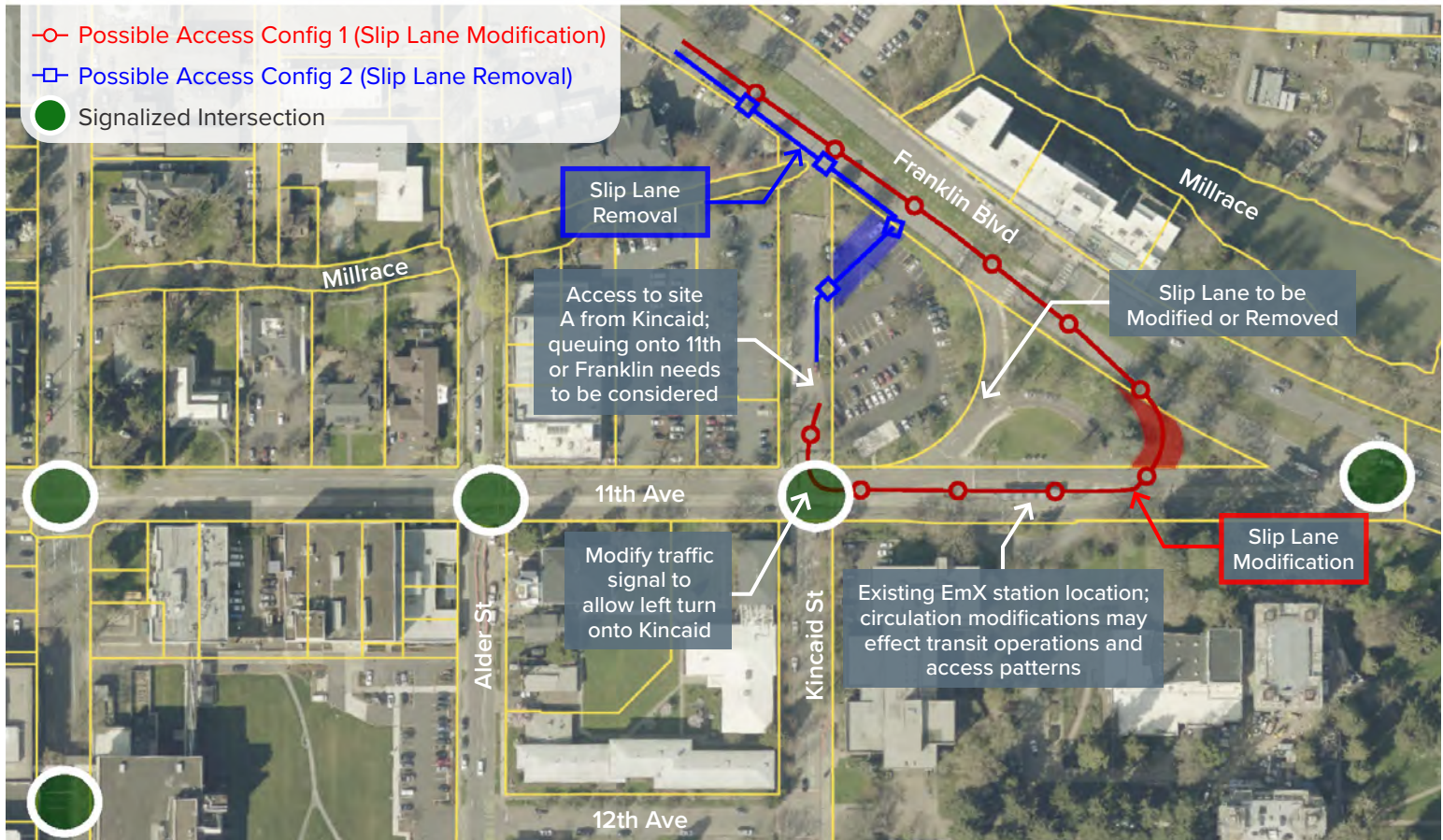
SITE C - PLC LOT: CONCEPT

3.2 Transportation Study Outcomes

A detailed Traffic Impact Analysis has not yet been completed for either site.

Future transportation analysis will be required to evaluate intersection operations, access configurations, and potential signalization improvements associated with garage access. Depending on the results of this analysis, improvements such as signal modifications, lane adjustments, or intersection control changes may be required. Transportation analysis will also evaluate garage ingress queuing and potential vehicle stacking impacts associated with constrained access conditions and adjacent arterial operations.

Because Site A interfaces directly with a major arterial corridor, transportation analysis may place greater emphasis on arterial traffic operations and transit integration. For Site C, transportation analysis is expected to focus more heavily on bicycle circulation, pedestrian safety, and local street operations. These potential improvements represent one of the primary variables influencing site-specific cost differences. Additional transportation discussion is provided in Appendix D, and related conceptual cost implications are summarized in Appendix G.



CONCEPTUAL SITE A INGRESS CONSIDERATIONS ILLUSTRATING EXISTING AND POTENTIAL FUTURE ACCESS CONFIGURATIONS.

The figure illustrates conceptual transportation modifications associated with Site A, including potential slip lane relocation or removal scenarios, extension of Kincaid Street, and access modifications supporting garage implementation. Queue management is a key consideration for Site A, as garage ingress operations may result in vehicle stacking along Kincaid Street with potential spillback to East 11th Avenue under slip lane relocation scenarios, and to both Franklin Boulevard and East 11th Avenue under slip lane removal scenarios.

4. Summary of Findings

This feasibility study evaluated two potential locations for development of a structured parking facility intended to serve the University of Oregon Campus: Site A - Franklin Triangle and Site C - PLC Lot. Both sites are proximate to where parking demand is greatest near the academic core. Based on the analyses completed to date, both sites are capable of accommodating the University's target parking program and are considered technically feasible locations for development of a structured parking facility.

Order-of-magnitude cost estimates prepared as part of this feasibility evaluation indicate that the overall construction cost of the parking facility is expected to be generally comparable between the two sites due to similar building scale and structural systems. Variability in total project cost is driven primarily by differences in overall parking capacity and associated building scale, with additional variation related to site-specific frontage improvements, utility connections, and transportation infrastructure modifications. Additional cost information is provided in Appendix G.

The primary distinctions between the two sites relate to ownership and implementation considerations, transportation context, and external coordination requirements rather than physical development capacity.

Site A - Franklin Triangle provides a highly visible gateway location along the Franklin Boulevard corridor and benefits from direct access to a major arterial transportation route. However,

development at this location introduces a higher degree of coordination with external agencies, particularly related to the on-site slip lane, potential corridor planning initiatives, and lack of property ownership needed for the project.

Site C - PLC Lot is fully owned and controlled by the University and therefore presents a more internally controlled implementation pathway. Development at this location is expected to involve fewer external ownership constraints, although the site requires careful integration with the surrounding bicycle corridor, pedestrian routes, and nearby residential areas.

Overall, both sites present viable development opportunities. Selection between the two locations will depend primarily on institutional priorities related to implementation control, campus interface character, and tolerance for external coordination and corridor-level transportation considerations.

The comparative characteristics and feasibility considerations discussed throughout this report are summarized in the matrix on the next page. The matrix highlights key physical, regulatory, and transportation-related factors associated with each site, including ownership conditions, roadway context, land use considerations, and implementation dependencies. This summary is intended to provide a concise comparison of the two locations and support high-level evaluation of their relative advantages and constraints. Detailed supporting analyses for these findings are provided in Appendices A through G.



CENTER STREET GARAGE, BERKELEY, CA
(KPFF)



LAX ECONOMY PARKING STRUCTURE, LOS
ANGELES, CA (KPFF)

COMPARATIVE CHARACTERISTICS AND FEASIBILITY CONSIDERATIONS

CATEGORY	SITE A – FRANKLIN TRIANGLE	SITE C – PLC LOT
Acreage	Approximately 2.0 acres	Approximately 1.2 acres
Geometry	Triangular	Rectangular
Ownership	University + ODOT (slip lane and land to the east)	Fully University-owned
Primary Road Frontage	Franklin Boulevard (arterial)	East 14th Avenue (local street)
Access Assumption	Kincaid Street	East 14th Avenue (two access points modeled)
Roadway Context	Signalized arterial corridor	Unsignalized local street network
Slip Lane Presence	Yes – occupies portion of parcel	No
Transit Facilities	EmX station adjacent along East 11th Avenue	LTD station along Kincaid Street frontage
Bicycle Infrastructure	No dedicated facilities currently present	Two-way bicycle facility along Alder Street
Zoning	Public Land (PL)	Public Land (PL)
Residential Adjacency	Adjacent to R4 (Bushnell property)	Directly adjacent to R4 properties
Conditional Use Permit	Required under current zoning; potential pathway to eliminate	Required; no elimination pathway
State Agency Involvement	Yes (ODOT property control)	No
Ground-Level Program	Cascadia Mobility	Cascadia Mobility + Mobility Hub; potentially unviable based on size
Utility Complexity	Public options; EmX coordination may be required	Public and University options; overhead electric present
Drainage Pattern	Discharges toward Kincaid; downstream routing to be confirmed	Sheet flow to 14th Alley catch basin
Implementation Control	Dependent on external agency coordination	More internally controlled
Impacts of Site Trees	Mature trees	No trees present

APPENDICES

Appendix A:

SITE A - FRANKLIN TRIANGLE

Site Overview and Context

Site A - Franklin Triangle is located at the northern edge of the University of Oregon campus at the intersection of Franklin Boulevard and East 11th Avenue. The site functions as a primary visual and physical gateway into campus along the Franklin Boulevard corridor and is highly visible from both Franklin Boulevard and East 11th Avenue.

The site is triangular in geometry and encompasses approximately 2 acres. It is bounded by Franklin Boulevard to the north, East 11th Avenue to the south, and Kincaid Street to the west. Adjacent land uses include Bushnell University to the west, campus facilities to the south, and the Franklin Boulevard corridor to the north. The site's location positions it within a sensitive urban interface where institutional, major arterial streets, and multimodal priorities converge. The site has excellent vehicular access since it is located on the primary roadway serving the campus.

The Franklin Triangle has been identified through prior campus planning study as a potential location for a structured parking facility that could serve the primary academic core of campus. In addition to accommodating structured parking, preliminary assumptions include incorporation of Cascadia Mobility space at the ground level of the facility.

Given its arterial frontage and gateway condition, development at this site carries elevated architectural and urban design expectations. Building massing, façade articulation, and frontage treatment will be important considerations in reinforcing campus identity and ensuring multimodal compatibility along the corridor.

EXISTING CONDITIONS

The site is currently developed as surface parking and includes an on-site slip lane occupying a portion of the parcel and providing a direct connection between Franklin Boulevard and East

11th Avenue. The site also contains existing mature trees and pedestrian pathways.

The site is generally flat. Circulation is influenced by adjacent right-of-way grades and the existing slip lane. No drainage structures are currently located within Kincaid Street adjacent to the site, and the ultimate downstream flow direction has not yet been confirmed. Verification of downstream discharge routing and capacity will be required during subsequent phases.

A recorded sanitary sewer easement is located near the northern portion of the property. Based on preliminary mapping and record review, the easement appears to occupy approximately the northern 35 feet of the triangular parcel.

The site is bounded by Franklin Boulevard, East 11th Avenue, and Kincaid Street. Vehicular is from Franklin Boulevard and 11th Avenue. An on-site slip lane provides a direct vehicular connection between Franklin Boulevard and East 11th Avenue and occupies a portion of the parcel, materially influencing site circulation patterns and available frontage.

Pedestrian movement across Franklin Boulevard and along East 11th Avenue is active, particularly during academic periods. An EmX transit station is located along East 11th Avenue adjacent to the site. No dedicated bicycle facilities are currently present along the Franklin Boulevard or East 11th Avenue frontages of the property.

A diagram illustrating existing site conditions, property boundaries, adjacent uses, and primary circulation routes is included at the beginning of this section for reference.

Ownership and Right-of-Way

Site A – Franklin Triangle study area is owned by both the University of Oregon and the Oregon

Department of Transportation (ODOT). The portion of the site located west of the existing on-site slip lane is owned by the University. The portion of the triangular parcel encompassing the slip lane and extending eastward is currently owned by ODOT.

The site is bounded by Franklin Boulevard, East 11th Avenue, and Kincaid Street, all of which are public rights-of-way under the jurisdiction of the City of Eugene.

Any modification or removal of the slip lane would require coordination with ODOT and the City of Eugene through the applicable land use and public works processes.

Preliminary discussions between the City and University have indicated conceptual support for potential right-of-way vacations associated with future site development. These discussions have included:

- Potential vacation of unused width within Franklin Boulevard following the City's future corridor reconfiguration
- Potential vacation of Kincaid Street along the property frontage

The extent of additional buildable area that could result from the vacation of Kincaid Street is dependent on the location of existing public infrastructure that must remain within the vacated right-of-way.

The site includes a recorded sanitary sewer easement near the northern portion of the property. Structural encroachment into the easement area is anticipated to be restricted; however, preliminary mapping suggests it is located outside the currently anticipated building footprint.

Development of a structured parking facility at this location would require acquisition or control of the ODOT-owned portion of the site. This represents a significant external dependency and may influence project timing, coordination requirements, and overall feasibility. If the property cannot be acquired by the University, the development of a new structured parking facility will not be feasible on the Franklin Triangle site.

Utilities

STORMWATER AND SANITARY CONNECTIONS

Stormwater discharge is anticipated to the public stormwater system within 11th Avenue.

Sanitary sewer service is anticipated to connect within Kincaid Street or East 11th Avenue.

Off-site utility extensions, beyond connections to the public mains, is not expected.

ELECTRICAL AND WATER SERVICE

Two primary connection strategies are being considered.

CONNECTION TO PUBLIC INFRASTRUCTURE

Connection to public water within 11th Avenue, subject to approval by the Eugene Water and Electric Board (EWEB). The anticipated primary connection point is the 8-inch water main that crosses the Franklin Boulevard and East 11th Avenue intersection near the eastern corner of the property

EWEB electric service already exists for the site. Available mapping indicates that three-phase underground electrical service extends to the property.

CONNECTION TO UNIVERSITY-OWNED INFRASTRUCTURE

Connection to existing University-owned infrastructure would require extension of services approximately 400 feet south of the site near the south entrance of McKenzie Hall. Key considerations include:

- Crossing East 11th Avenue right-of-way
- An Encroachment Permit
- Coordination related to the existing EmX transit stop
- Directional boring beneath the roadway or potential temporary impacts to the transit stop
- Potential impacts to Dads' Gate Axis (which is on the National Register of Historic Places) or the surrounding landscape along the eastern

side of McKenzie Hall

- Alternatively, impacts to the sidewalk or other public infrastructure within the Kincaid Street right-of-way

The relative cost, schedule, and permitting implications of these alternatives will require further evaluation, but connecting to campus power will most likely be more expensive than utilizing EWEB power.

Planning and Land Use

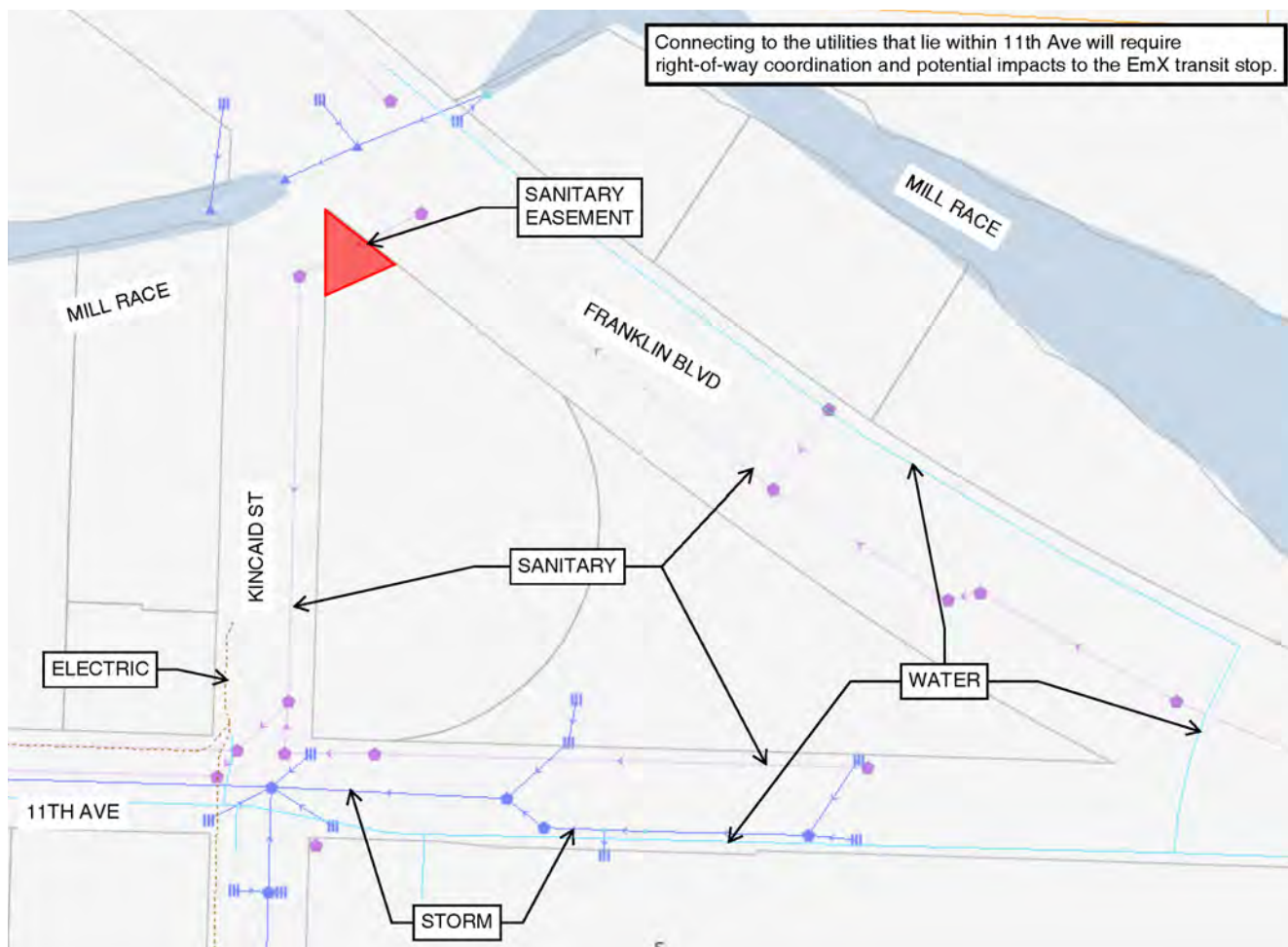
Site A is zoned Public Land (PL) under the City of Eugene zoning code. Surrounding properties are zoned either Public Land (PL) or Commercial, with the exception of the Bushnell University property immediately west of the site, which is currently

zoned R4 (High-Density Residential).

Under EC 9.2682(2)(l), a structured parking facility within the PL zone does not require a Type III Conditional Use Permit provided that:

- The site is not adjacent to residential zoning
- The site is not within a Special Area Zone
- The site is not within a historic district
- The site is not subject to a corridor overlay
- No other site-specific conditions apply

Based on current zoning conditions, the adjacency of the Bushnell University property (R4) to the west introduces residential zoning adjacency, which would trigger a Conditional Use Permit for the construction of a structured parking facility under the PL zone provisions.



SITE A - FRANKLIN TRIANGLE: UTILITIES

BUSHNELL UNIVERSITY ZONING CONTEXT

Although Bushnell University is currently zoned R4, the City of Eugene Metro Plan designates that property as Commercial. A zone change to align the property's zoning with its Metro Plan designation would be consistent with adopted planning policy.

If Bushnell's property were rezoned from R4 to a Commercial designation, Site A would no longer be adjacent to residential zoning. Under that condition, and assuming no other overlay triggers apply, development of a structured parking facility within the PL zone would not require a Type III Conditional Use Permit.

Elimination of the Conditional Use Permit requirement would materially reduce discretionary land use risk and associated schedule uncertainty.

A zone change for the Bushnell property would constitute a separate legislative action requiring its own City review process. No such application is currently pending.

Access and Circulation

Site A's access and circulation feasibility is materially influenced by its triangular geometry, millrace channel at the northern end of Kincaid Street, adjacency to Franklin Boulevard, and the existing slip lane configuration.

VEHICULAR ACCESS CONSIDERATIONS

Preliminary test fits assume primary vehicular access would be provided from Kincaid Street. Direct full-access driveway connections to Franklin Boulevard are not assumed at this stage; however, potential full access from Franklin Boulevard should be revisited as the Franklin Corridor Transformation Project advances.

Current City planning discussions indicate a potential reduction of Franklin Boulevard from six travel lanes to four. Such a modification could create the opportunity for a designated turn lane providing direct site access from Franklin Boulevard. This potential configuration would

require further analysis as part of a future traffic impact study.

Modification or removal of the existing Franklin Boulevard slip lane is required for a garage to be feasible on this site and materially influences available access options. Any such modification would require acquisition of ODOT property and coordination with the City of Eugene.

Driveway placement must comply with City access spacing standards and avoid conflicts with existing pedestrian crossings and signalized intersections. The site's triangular shape limits the length available for vehicle stacking and queuing, particularly during peak periods.

If access is taken from Kincaid Street, current circulation constraints must be considered. Eastbound traffic on East 11th Avenue is not currently permitted to turn left onto Kincaid Street. As a result, eastbound vehicles must either:

- Travel along Franklin Boulevard and utilize the existing slip lane to access East 11th Avenue, or
- Travel south on Alder Street, turn east onto East 12th Avenue, and proceed north on Kincaid Street to reach the site.

These routing limitations may influence circulation patterns and peak-hour queuing conditions.

Alternatively, coordination with LTD and the City of Eugene to modify signalization at the East 11th Avenue and Kincaid Street intersection to allow a left-turn movement for eastbound traffic on East 11th Avenue would provide full access to Kincaid Street from 11th Avenue. Any such modification would require traffic analysis, signal warrant evaluation, and City approval.

QUEUING AND INTERSECTION OPERATIONS

The proximity of the site to the Franklin Boulevard and East 11th Avenue intersection introduces potential queuing considerations. Garage ingress and egress operations must avoid:

- Backups extending into East 11th Avenue or Franklin Boulevard
- Conflicts with signalized intersection movements

- Interference with transit operations

A formal traffic impact analysis has not yet been completed and will be required to evaluate:

- Peak hour trip generation
- Intersection level of service
- Signal timing impacts
- Queuing length requirements

Pedestrian and Multimodal Considerations

Site A occupies a highly visible campus entry and is located within an area characterized by concentrated pedestrian activity, transit presence, and anticipated enhancements to bicycle infrastructure.

PEDESTRIAN ENVIRONMENT

East 11th Avenue and the Franklin Boulevard crossings serve as primary pedestrian routes between academic buildings, residence halls, and transit stops. Pedestrian volumes increase significantly during class transitions and campus events. Any garage development at this location must preserve and enhance:

- Safe pedestrian crossings
- ADA-compliant sidewalk connectivity
- Clear sightlines at driveway crossings
- Separation between pedestrian paths and vehicle queuing areas

Given the site's gateway condition, ground-level interface design will play a critical role in maintaining pedestrian comfort and safety. Under future conditions, increased pedestrian crossings of East 11th Avenue between campus and the garage during peak periods may occur. Additional pedestrian signalization or crossing enhancements may be required based on findings from a future traffic impact study.

BICYCLE INFRASTRUCTURE

No existing bicycle facilities are present along the Franklin Boulevard corridor adjacent to the site. Future corridor planning efforts may introduce enhanced or modified bicycle facilities that could influence driveway placement, curb geometry, and

turning radii.

Driveway design must ensure:

- Minimization of bicycle-vehicle conflict points
- Clear pavement markings and signage
- Adequate sight distance for turning movements
- Compliance with City multimodal standards

TRANSIT CONSIDERATIONS

The proximity of the EmX transit stop along East 11th Avenue introduces an additional operational variable. Construction activities, utility connections, or roadway modifications associated with garage development may require coordination to avoid disruption to transit operations.

Preservation of uninterrupted and safe pedestrian access to transit stops will be a design priority.

MULTIMODAL SUMMARY

Due to its location along a major transportation corridor and at a campus gateway, Site A presents elevated multimodal sensitivity relative to interior campus locations and may introduce additional design, coordination, and review considerations during any required land use review. Pedestrian, bicycle, and transit considerations will materially influence driveway configuration, frontage treatment, and overall design approach.

Constraints and Opportunities

CONSTRAINTS

The following constraints materially influence feasibility at Site A:

- Acquisition or control of the ODOT-owned portion of the site is required prior to development
- Modification or removal of the existing Franklin Boulevard slip lane is necessary to accommodate a feasible garage footprint and access configuration
- Modification of signalization to allow for eastbound left-turn access from East 11th Avenue to Kincaid Street may be required to support efficient site access

- Residential zoning adjacency created by the Bushnell University property (R4) triggers Conditional Use Permit review under current zoning conditions
- Limited vehicle stacking and queuing length due to the site's triangular geometry
- High pedestrian activity levels along East 11th Avenue and Franklin Boulevard during peak periods
- Proximity to the EmX transit stop, which introduces construction and operational coordination requirements
- Potential future Franklin Corridor cross-section modifications that may alter driveway feasibility or frontage configuration

OPPORTUNITIES

The site also presents notable advantages:

- Immediate proximity to the primary academic core, where the highest concentration of activity occurs
- Gateway visibility along Franklin Boulevard, which may support enhanced architectural expression and institutional identity
- Potential future Franklin Boulevard lane reconfiguration that could introduce a dedicated turn lane for site access
- Ability to integrate Cascadia Mobility space at ground level in a highly visible campus location
- Opportunity to eliminate the Conditional Use Permit requirement if the adjacent Bushnell University property is rezoned consistent with the Metro Plan designation

FEASIBILITY IMPLICATIONS

Site A is physically capable of accommodating a structured parking facility of approximately 500 stalls; however, feasibility is closely tied to:

- ODOT coordination and property acquisition
- Slip lane modification
- Signalization and access configuration decisions
- Land use process risk under current zoning adjacency conditions

Relative to interior campus locations, Site A presents elevated transportation coordination and potential public review sensitivity due to its gateway condition and corridor interface.

Preliminary Massing Models

Preliminary massing models for Site A were developed to evaluate achievable stall yield, overall building height, and integration of ground-level program elements within the triangular parcel configuration.

OVERALL CAPACITY AND HEIGHT ASSUMPTIONS

Concept-level modeling assumes an overall stall yield of approximately 550 spaces, subject to refinement through detailed layout validation. The structure is assumed to consist of five levels, with approximately 100 to 110 spaces per level depending on ramp placement and structural grid orientation.

Overall height is anticipated to be consistent with a typical five-level above-grade parking structure. Final height will depend on structural system selection, floor-to-floor requirements, architectural screening, and life safety requirements.

GROUND-LEVEL PROGRAM INTEGRATION

Preliminary assumptions include allocation of approximately 6,000 square feet of Cascadia Mobility space at the ground level. Test fits position this program outboard of the primary parking structure footprint along the site frontage to preserve stall efficiency within the structural grid.

In addition to parking and Cascadia Mobility space, ground-level area must also accommodate required stormwater treatment infrastructure. A planning-level allocation of approximately 10 percent of the building footprint has been assumed to accommodate stormwater quality facilities, which will include surface treatment facilities.

The overall building footprint and frontage configurations are influenced by the combined spatial requirements of:

- Cascadia Mobility program space
- Stormwater treatment infrastructure
- Vertical circulation cores

- Vehicular access and ramp placement

Preliminary layout diagrams are being developed to evaluate alternative configurations and confirm functional integration while maintaining stall yield targets.

FOOTPRINT AND CIRCULATION EFFICIENCY

The site is capable of accommodating a two-bay parking configuration with a single-thread helix ramp system. Test fits assume a parked-on ramp configuration with an approximate 6 percent slope, below maximum allowable slope thresholds.

The triangular geometry requires careful alignment of structural bays along the longest legs of the parcel. Orientation relative to East 11th Avenue and Franklin Boulevard influences stall efficiency, ramp placement, and frontage articulation. Preliminary modeling confirms that acceptable stall yield can be achieved within the site constraints.

GATEWAY INTERFACE CONSIDERATIONS

Given the arterial frontage and gateway condition, massing studies evaluate how the garage envelope addresses Franklin Boulevard. Façade articulation, screening strategies, and potential modulation of the structure will influence perceived scale and integration with corridor expectations.

These massing studies confirm physical feasibility and approximate yield and do not represent final architectural design.

Garage Planning and Layout Assumptions

Preliminary garage planning assumptions for Site A are based on conventional parking structure efficiency metrics and life safety requirements.

STALL COUNT AND EFFICIENCY

Test fits assume an efficiency ratio of approximately 3.2 parking spaces per 1,000 square feet of gross structured area. This ratio reflects a two-bay configuration with a parked-on ramp and accounts

for structural columns, circulation aisles, and vertical cores.

BAY AND MODULE ASSUMPTIONS

The garage is modeled using conventional parking bay dimensions consistent with applicable code and institutional standards. Structural grid spacing will vary depending on selected structural system but is assumed to support efficient double-loaded parking bays.

RAMP CONFIGURATION

A single helix ramp configuration is proposed and integrated within the parking footprint. Ramp slopes are modeled to enhance user comfort, circulation safety and based on the available site area to accommodate the ramp's length. Ramp slopes are at 6 percent maximum which is less than the code maximum allowed of 6.67% for parked-on ramps.

VERTICAL CIRCULATION

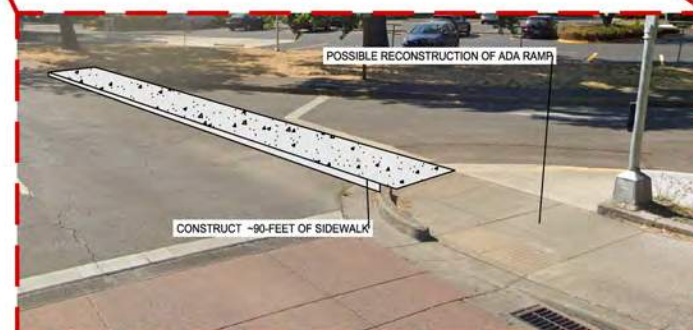
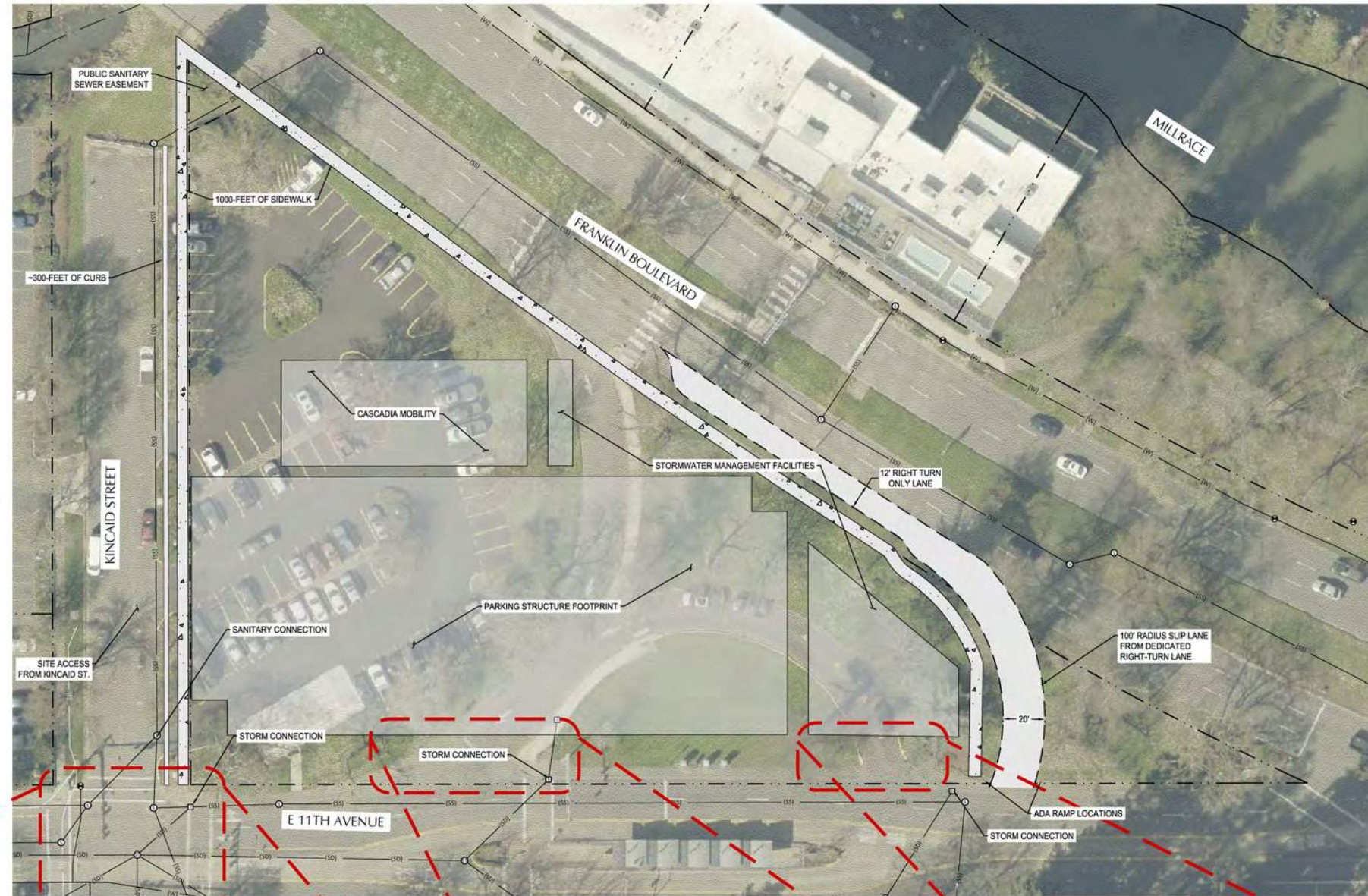
Preliminary life safety assumptions include two open stairs and elevator tower with two elevators serving all levels. Final stair and elevator counts will be confirmed through code analysis during subsequent design phases.

ACCESS INTEGRATION

Garage access is assumed to integrate primarily with Kincaid Street. Potential future coordination related to Franklin Boulevard access may influence ramp alignment depending on corridor outcomes and traffic analysis findings.

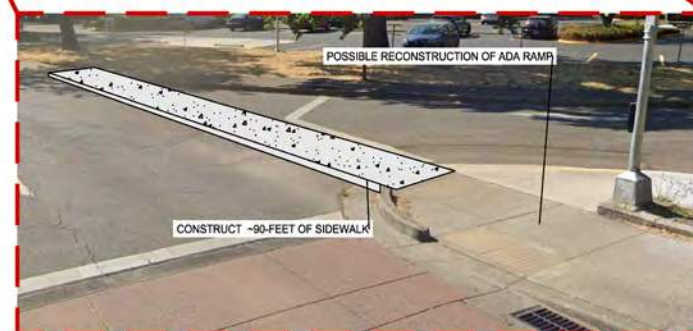
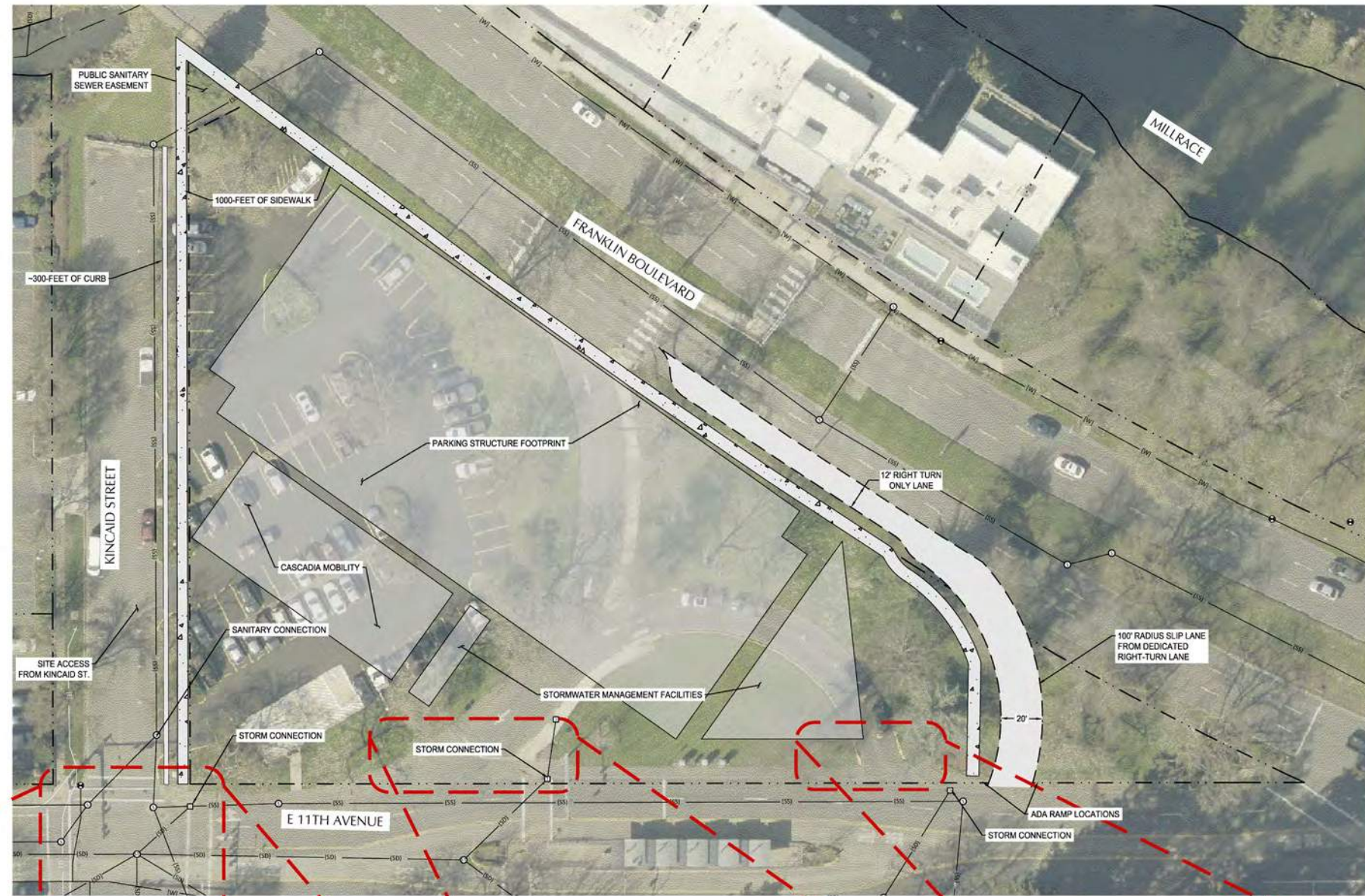
GEOMETRY IMPLICATIONS

The triangular configuration influences ramp orientation, stall distribution, and structural grid alignment. Preliminary layouts confirm that required stall yield can be achieved while accommodating required program components and stormwater infrastructure.



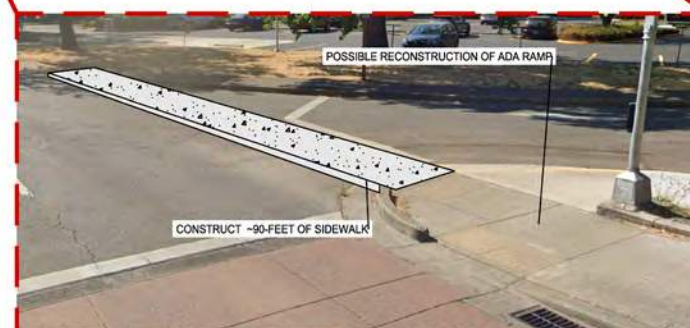
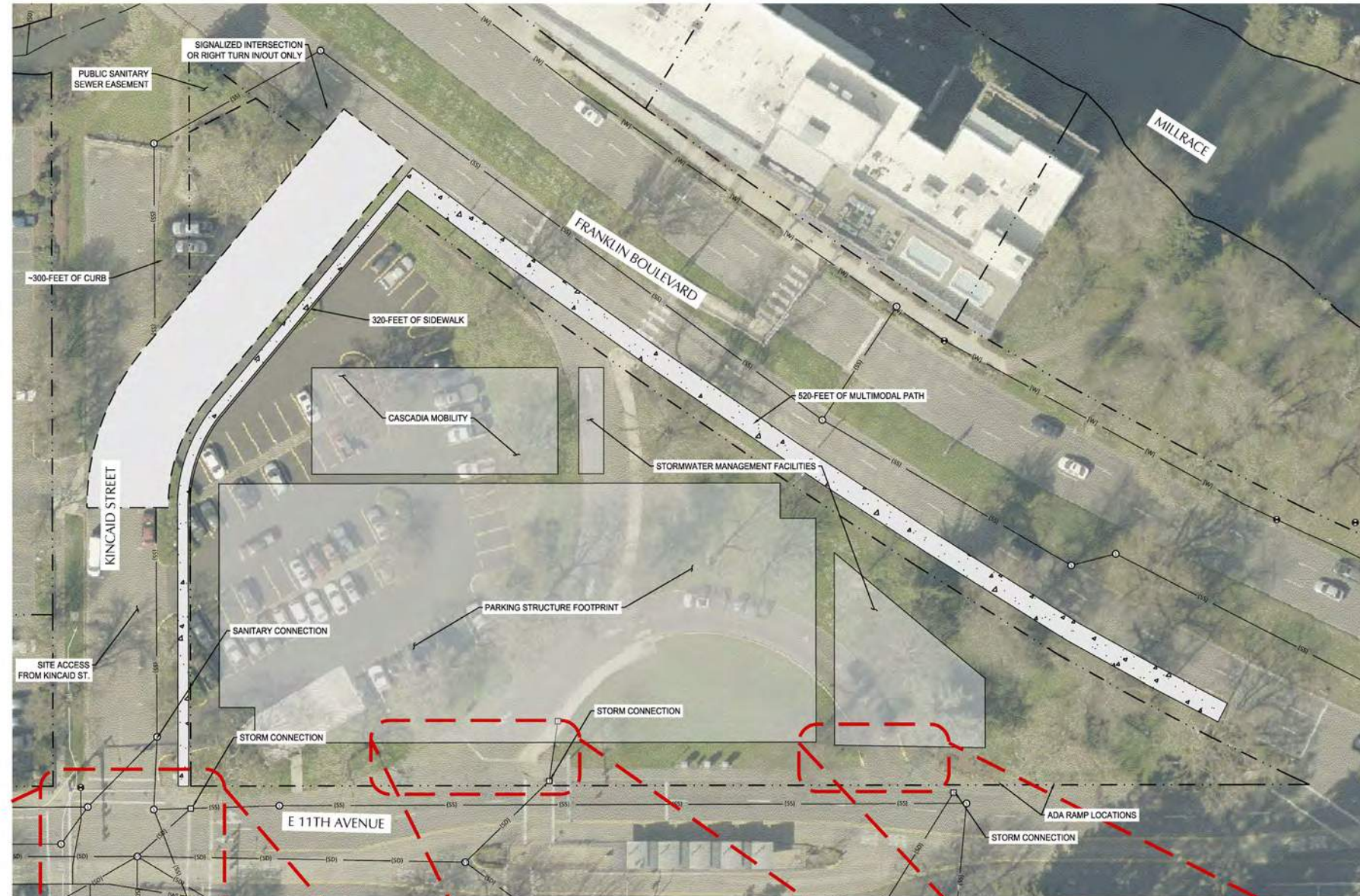
SITE A - OFFSITE IMPROVEMENTS
 SCALE: 1"=60'
 0 60' 120'

EX-1A



SITE A - OFFSITE IMPROVEMENTS
 SCALE: 1"=30'

EX-1B



SITE A - OFFSITE IMPROVEMENTS
 SCALE: 1"=30'
 0 30' 60'

EX-1C

Franklin Triangle/ Parking Structure Feasibility Study Campus Planning Requirements Diagram, July 2025

LEGEND

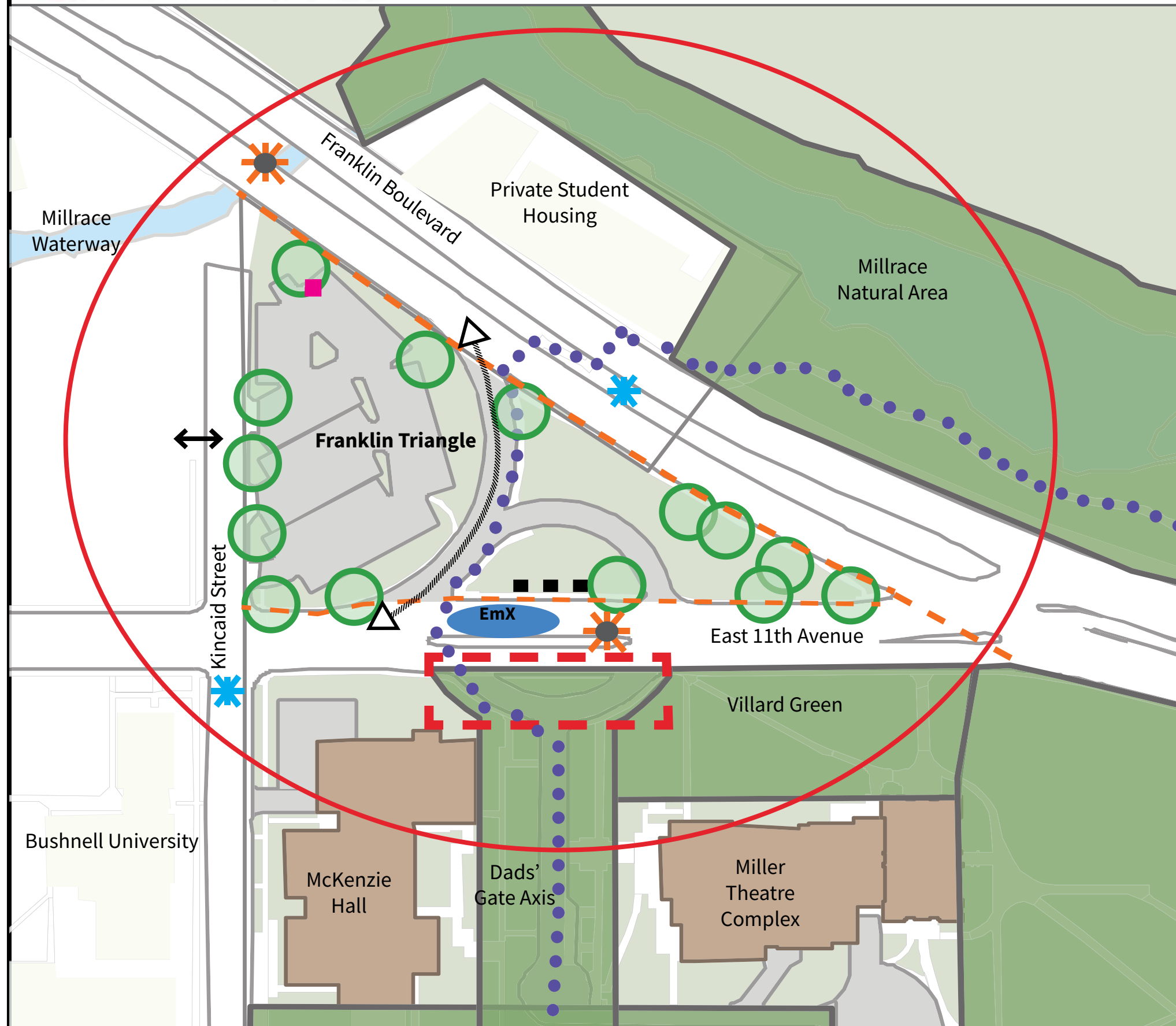
-  **Planning Context Area**
-  **Campus Plan Designated Open Space**
Enhance pedestrian character of the north end of Dads' Gate Axis. Any new development in the Franklin Triangle Design Area should act as a terminus for the Dads' Gate Axis..
-  **Primary**  **Secondary** **Campus Gateway**
Consider how this building serves as a campus gateway for people moving through and arriving to campus. Refer to the Framework Vision Plan
-  **Pedestrian** **Campus Plan Pathways**
Consider the important pedestrian connection between Dads' Gate, EmX and the crossing at Franklin Blvd.
-  **Path Along 11th & Franklin**
Consider pedestrian movement in the right-of-way. Currently there is no sidewalk along Franklin Blvd. Coordinate with Franklin Blvd. Transformation Project.
-  **Historic Gate**
Preserve historic Dads' Gate and consider opportunities to enhance the pedestrian environment of the Dads' Gate Axis. Review historic assessment of Dads' Gate
-  **Street Trees**
Preserve street trees to the greatest extent possible
-  **11th Avenue Connection**
Maintain connection between Franklin Blvd and 11th Ave. Further research needed to determine if changes to this access is allowed.
-  **EmX** **EmX**
EmX rapid transit stop. Consider maintaining and/or improving pedestrian crossings and circulation to this site.
-  **Parking / Circulation**
Maintain and/or consider access to adjacent parking lots
-  **Electrical Utility Boxes**
Integrate and preserve existing utilities (3 large boxes) and traffic signal
-  **EWB Utility Meter**

Architectural Style

Consider how this building serves as a gateway to campus and reinforce the campus aesthetic, for example using brick. Consider non-parking uses for the ground level of the structure

Densities

Maximum allowed sf is 179,400 (parking), FAR of 1.8 (parking), 30% max coverage





Franklin Triangle/ Parking Structure
Feasibility Study
City of Eugene Considerations,
July 2025

LEGEND

- Planning Context Area**
- R-4 Zoned Property**
Parking structures within 300 feet of residential category properties require a Conditional Use Permit (Type III) land use application. This site is currently used as surface parking.
- Approximately 300 Feet from R-4 Zone Property**
- Public Lands (PL)**
PL zoned lands, not owned by UO - Bushnell University
- Commercially Zoned Property (C-2)**
- Adjacent Surface Parking**
Properties currently used as surface parking.
 - R-4 zoned property (west) is owned by Bushnell
 - 901 Franklin Blvd. (north) is owned by UO - used as public parking
- Signalized Pedestrian Crossing**
Maintain and enhance pedestrian street crossings at 11t Ave and Franklin Blvd.
- Signalized Vehicular Intersection**
Signalized vehicular intersections are present at east bound East 11th Ave/ Franklin Blvd intersection and the Kincaid St/East 11th Ave Intersection
- EmX**
EmX rapid transit stop. Consider maintaining and/or improving pedestrian crossings and circulation to this site.
- Electrical Utility Boxes**
Integrate and preserve existing utilities (3 large boxes) and traffic signal

Conditional Use Permit

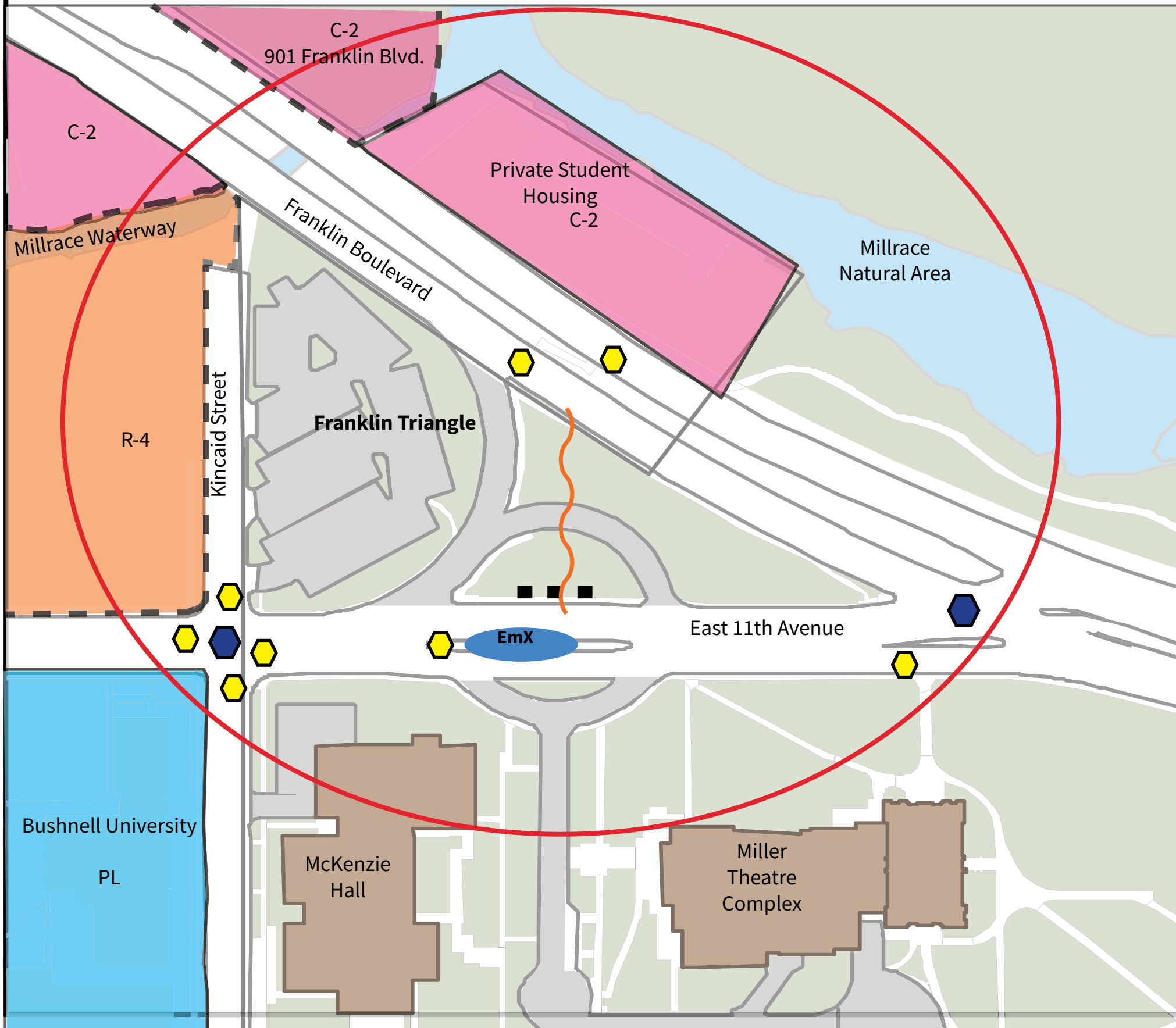
- Development of a parking structure within 300 feet of the adjacent R-4 property will require a Conditional Use Permit (Type III) land use application CUP
- Development site defined by [EC 9.2683\(4\)](#)

Kincaid Street Terminus

- Kincaid Street has a dead end terminus at Franklin Blvd (not a through street) and metered parking on both the east and west sides of the street between 11th Ave and Franklin Blvd.
- 3 hour limit

Street Frontage Improvements

- No sidewalks are present on Kincaid St (west) or Franklin Blvd (north).
- Coordinate with Franklin Blvd. Transformation Project.
 - Sidewalk/street frontage improvements along Kincaid St may be required per [EC 7.385](#)



Appendix B:

SITE C - PLC LOT

Site Overview and Context

Site C, commonly referred to as PLC Lot or the PLC Lot, is located along the western edge of the University of Oregon campus and occupies a visible campus-edge condition along Kincaid Street. The site provides a direct connection from the Kincaid Street corridor to the Memorial Quad and the primary academic core.

The site is rectangular in geometry and encompasses approximately 1.2 acres. It is bounded by East 14th Avenue to the south, 13th Alley to the north, Kincaid Street to the east, and Alder Street to the west. Adjacent land uses include campus facilities to the east, commercial properties to the north and residentially zoned properties to the south and west. The site sits at the transition between campus activity and surrounding neighborhood context.

Site C has been identified as a potential location for a structured parking facility serving the primary academic core, where the highest concentration of classroom activity occurs. In addition to accommodating structured parking, preliminary assumptions include incorporation of both Cascadia Mobility space and a separate Mobility Hub component at the ground level of the facility.

Given its adjacency to residential zoning and its position along a campus-edge condition, development at this site will require careful attention to massing transitions, lighting control, operational impacts, and neighborhood interface compatibility while maintaining safe pedestrian access to the Memorial Quad.

EXISTING CONDITIONS

The site is currently developed as surface parking. The block is fully urbanized and bordered by public right-of-way on all four sides, including 13th Alley.

The site is generally flat. Existing drainage patterns travel toward the northwest corner of the site, where stormwater discharges via overland sheet

flow into 13th Alley and ultimately enters a catch basin located at the western edge of the alley.

An electrical transformer is located near the northern portion of the property, and an associated maintenance easement may exist along the north property line. The eastern portion of the site contains an existing transit facility operated by Lane Transit District (LTD), which may include operational or access easements. Confirmation of recorded easements will require title review and survey documentation.

Vehicular circulation in the vicinity is governed primarily by local street operations and unsignalized intersections. The surrounding street network includes one-way circulation patterns north of the site, which influence approach routing. East 14th Avenue currently serves as the primary vehicular access point.

The eastern edge of the site contains an existing LTD transit station. Pedestrian activity along East 14th Avenue and Kincaid Street increases during academic periods. A two-way bicycle facility is located along the east side of Alder Street adjacent to the site.

A diagram illustrating existing site conditions, property boundaries, adjacent uses, transit facilities, and primary circulation routes is included at the beginning of this section for reference.

Ownership and Right-of-Way

Site C - PLC Lot is fully owned in fee by the University of Oregon. The site occupies a complete urban block bounded by public right-of-way on all four sides:

- East 14th Avenue to the south
- 13th Alley to the north
- Kincaid Street to the east
- Alder Street to the west

13th Alley is a public right-of-way and will require coordination with the City of Eugene for any access modifications, utility work, or frontage improvements.

Unlike Site A, no portion of the site is owned by ODOT. There are no known third-party property acquisition requirements associated with development of this parcel. This represents a reduced ownership-related dependency relative to Site A.

KNOWN AND POTENTIAL EASEMENTS

Formal title verification has not yet been completed; however, based on existing site conditions, the following potential easements are anticipated:

- An electrical easement associated with the transformer located centrally along the northern portion of the site
- An easement or operational agreement associated with the existing Lane Transit District (LTD) transit station along the eastern edge of the property

The precise alignment, width, and restrictions associated with these easements will require confirmation through title review and survey documentation. Relocation or modification of the transformer or transit facilities, if required, may introduce coordination, cost, and schedule considerations.

At this stage of analysis, no off-site property acquisition is assumed. However, frontage modifications, curb adjustments, or utility relocation within adjacent public right-of-way may be required as part of garage development.

Easements and Utilities

STORMWATER AND SANITARY CONNECTIONS

The site currently drains via overland sheet flow toward the northwest corner of the property and into a catch basin located at the west end of 13th Alley. There are no known private storm drainage structures currently located on the site.

A future structured parking facility would require installation of a private stormwater collection system with discharge anticipated to connect to the public system within 13th Alley. Based on current understanding, connection to the existing catch basin system within the alley appears feasible; however, downstream capacity and City discharge requirements will require confirmation during subsequent design phases.

Sanitary sewer service is available within the public right-of-way. An existing sanitary main is located along the south side of the East 14th Avenue right-of-way. A sanitary main also exists within the Kincaid Street right-of-way. Based on current mapping, sanitary connection at either location appears feasible and does not require off-site extensions beyond adjacent public rights-of-way.

ELECTRICAL AND WATER SERVICE

Electrical service is present in the vicinity of the site in the form of three-phase overhead lines located within the 13th Alley corridor. Utility poles are located along the south side of the alley. It is anticipated that an electrical maintenance easement may exist along the northern edge of the property; confirmation through title review will be required.

Conversion from overhead to underground service, or coordination for new underground service to the garage, will require consultation with the Eugene Water and Electric Board (EWEB). While electrical capacity appears available in proximity to the site, service configuration and upgrade requirements will require further evaluation.

Public water service is available within adjacent rights-of-way. A six-inch water main is located within the East 14th Avenue and Kincaid Street rights-of-way, with the line nearest the site located within public right-of-way. In addition, a 16-inch water main is located along the westerly edge of Alder Street.

Connection to public water infrastructure within the adjacent right-of-way appears feasible. Final connection strategy will depend on fire flow requirements, service sizing, and coordination with EWEB.

CONNECTION TO UNIVERSITY-OWNED INFRASTRUCTURE

As with Site A, connection to University-owned water and electric infrastructure is an alternative strategy. This would require trenching or directional boring beneath Kincaid Street and extending services approximately 175 feet east to connect to utilities in front of Condon Hall.

Key considerations associated with this strategy include:

- Crossing the Kincaid Street right-of-way
- Traffic control and pedestrian protection during installation
- Potential impacts to sidewalk and landscape infrastructure
- Encroachment Permitting requirements

Relative cost, schedule, and permitting implications between public utility connection and University-

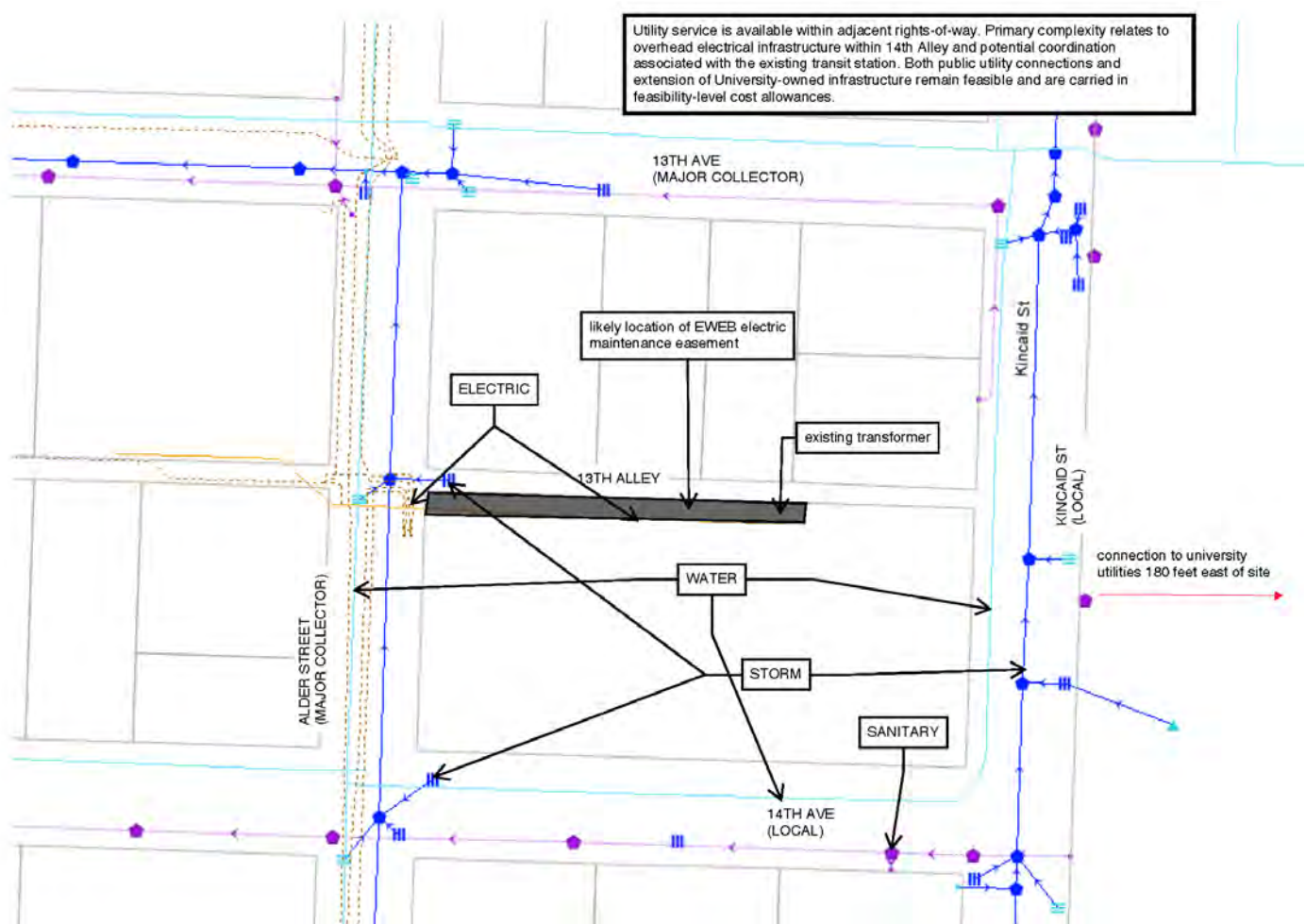
owned infrastructure extension will require further evaluation. Feasibility-level allowances for both strategies are carried in the preliminary cost estimates for comparative purposes.

UTILITY CONFLICT RISK

Although no comprehensive utility conflict analysis has yet been completed, preliminary understanding indicates that the primary utility complexity at Site C relates to:

- Overhead electrical infrastructure within 13th Alley
- Potential electrical maintenance easement along the north property line
- Coordination associated with the existing LTD transit facility

Subsurface utility verification and provider coordination will be required during subsequent phases to confirm capacity, alignment, and permitting requirements.



SITE C - PLC LOT: UTILITIES

Planning and Land Use Considerations

Site C is zoned Public Land (PL) under the City of Eugene zoning code. Surrounding properties include Public Land (PL), Commercial, and Residential High-Density (R4) zoning designations.

Due to direct adjacency to residential zoning that cannot be modified, development of a structured parking facility at this location will require approval through the City's Type III Conditional Use Permit process.

Unlike Site A, there is no ownership dependency or zoning reconfiguration pathway that would eliminate the Conditional Use Permit requirement. As such, discretionary land use review is assumed as part of project implementation at this site.

Within the PL zone, the maximum building height allowance of 120 feet significantly exceeds the anticipated height of a structured parking facility and is not considered a limiting factor for massing or stall yield.

No Special Area Zones, corridor overlays, or historic district designations are known to apply to the site.

Land use review at this location is expected to focus primarily on:

- Compatibility with adjacent residentially zoned properties
- Building massing and height transitions
- Lighting control and glare mitigation
- Noise and operational impacts
- Traffic circulation and driveway placement

Given the site's proximity to residential properties, careful attention to façade articulation, screening, and operational management will be important components of the land use review process.

Access and Circulation

Site C's access feasibility is influenced by the surrounding local street network, one-way circulation patterns, adjacent bicycle infrastructure,

and the presence of a transit facility along the eastern property line.

VEHICULAR ACCESS CONSIDERATIONS

Preliminary assumptions provide primary vehicular access from East 14th Avenue. Two access points along East 14th Avenue are currently modeled, consistent with the existing surface parking lot configuration.

Access from Alder Street is not assumed due to the presence of a single vehicular travel lane and a two-way bicycle facility located along the east side of Alder Street adjacent to the site. Introduction of a driveway at this location would materially conflict with the bicycle facility and is therefore not considered feasible.

Access from Kincaid Street is also not assumed. The eastern edge of the site is occupied by an existing Lane Transit District (LTD) station. While preliminary discussions indicate potential willingness to abandon or relocate this facility, confirmation from LTD is required. Even if the transit station were removed, Kincaid Street functions as a significant pedestrian crossing corridor. In addition, Kincaid operates as a one-way northbound facility north of 13th Avenue, which complicates approach routing from the north.

Under current circulation conditions, primary approach to the site occurs via:

- Southbound Alder Street, turning eastbound onto East 14th Avenue
- Northbound Hilyard Street, turning westbound onto East 14th Avenue
- Alternative routing via 15th Avenue and Kincaid Street depending on origin

These routing constraints may influence peak-hour distribution and approach queuing patterns.

QUEUING AND INTERSECTION OPERATIONS

Because access is assumed from East 14th Avenue, garage ingress and egress must be designed to avoid vehicle stacking that extends into the Alder Street intersection.

The intersections surrounding the site currently operate without signal control. Circulation performance is therefore governed by stop-controlled conditions and gap acceptance along East 14th Avenue and Alder Street.

The proximity of the East 14th Avenue and Alder Street intersection introduces potential queue sensitivity. During peak class transitions and event periods, garage ingress volumes must be accommodated within on-site stacking areas to prevent spillback onto Alder Street.

A formal traffic impact analysis has not yet been completed and will be required to evaluate:

- Peak hour trip generation
- Intersection level of service under unsignalized conditions
- Required on-site queuing length
- Distribution of approach traffic by direction
- Whether projected traffic volumes warrant installation of signal control

If traffic volumes meet signal warrant thresholds, the traffic impact analysis may recommend installation of signalization or alternative traffic control measures. Such recommendations would require City approval and introduce additional design and cost considerations.

TRANSIT COORDINATION

The eastern edge of the site contains an existing LTD transit station. While preliminary discussions indicate potential willingness to abandon or relocate this facility, confirmation from LTD is required.

Even if the transit station is removed, the Kincaid Street frontage is expected to remain a high pedestrian crossing area. Any modification to frontage or driveway configuration will require coordination with LTD and the City of Eugene.

CIRCULATION SUMMARY

Access feasibility at Site C is achievable and benefits from full University ownership of the parcel; however, circulation performance is closely tied to:

- East 14th Avenue approach capacity
- Queue management to avoid spillback onto

Alder Street

- Protection of the two-way bicycle facility along Alder Street
- Transit coordination along Kincaid Street
- Potential traffic control upgrades depending on traffic impact analysis findings

Relative to Site A, Site C presents fewer ownership and arterial coordination dependencies but introduces localized queue management and neighborhood interface considerations.

Pedestrian and Multimodal Considerations

Site C is located along the western edge of campus and directly interfaces with residentially zoned properties. The surrounding street network is characterized by local traffic conditions, on-street parking, bicycle infrastructure, and frequent pedestrian crossings associated with campus activity.

PEDESTRIAN ENVIRONMENT

East 14th Avenue and Kincaid Street function as key pedestrian routes between campus buildings and adjacent residential areas. Pedestrian volumes increase during class transition periods and campus events. Development of a structured parking facility at this location must maintain:

- Safe and clearly defined pedestrian crossings
- ADA-compliant sidewalk connectivity
- Clear sightlines at driveway locations
- Separation between pedestrian paths and vehicle queuing areas
- Lack of ADA access to UO Campus at Memorial Quad requires entrance to UO at 13th Avenue

Because the site directly abuts residential zoning, pedestrian comfort, lighting control, and nighttime visibility will be important design considerations.

BICYCLE INFRASTRUCTURE

A two-way bicycle facility is located along the east side of Alder Street adjacent to the site. As discussed in Section 5.5, introduction of vehicular access from Alder Street would materially conflict with this facility and is not assumed.

Protection of the existing bicycle infrastructure along Alder Street will be a design priority. Driveway placement along East 14th Avenue must also ensure safe bicycle-vehicle interaction consistent with City standards.

TRANSIT CONSIDERATIONS

The existing LTD transit station along Kincaid Street introduces multimodal coordination considerations. While removal or relocation of the station may be possible, confirmation from LTD is required.

Even if the station is removed, pedestrian crossing activity along Kincaid Street is expected to remain significant. Preservation of uninterrupted and safe pedestrian access across Kincaid will be necessary.

MULTIMODAL SUMMARY

Relative to Site A, Site C presents lower arterial traffic exposure but increased adjacency to residential uses and neighborhood-scale circulation conditions. Multimodal sensitivity at this location is primarily related to:

- Protection of the two-way bicycle facility along Alder Street
- Pedestrian crossing concentration along Kincaid Street
- Potential traffic control upgrades at unsignalized intersections

These factors will influence driveway configuration, lighting design, and frontage treatment during future design and land use review.

Constraints and Opportunities

CONSTRAINTS

The following constraints materially influence feasibility at Site C:

- Direct adjacency to residential zoning that cannot be modified, triggering a Type III Conditional Use Permit.
- Limited block size, approximately 60 percent of the area of Site A, reducing flexibility for open space, setbacks, and external circulation.
- Required incorporation of both Cascadia

Mobility and a separate Mobility Hub component at ground level, which reduces available footprint for parking stalls.

- Two-way bicycle facility along Alder Street, which precludes driveway access from that frontage.
- Unsignalized intersection conditions at East 14th Avenue and Alder Street, introducing potential queue management sensitivity.
- Existing LTD transit station along the eastern edge of the site, requiring coordination and potential relocation.
- Residential proximity along Alder Street and 14th Alley, requiring careful lighting, screening, and operational controls.

OPPORTUNITIES

The site also presents notable advantages:

- Full University ownership with no third-party property acquisition required.
- No ODOT involvement or slip lane modification dependency.
- Rectangular geometry that may support more efficient structural layout and internal circulation relative to a triangular footprint.
- Availability of public utilities within adjacent rights-of-way, reducing the need for long off-site extensions.
- Ability to consolidate both Cascadia Mobility and Mobility Hub components within a single facility serving the western campus edge.
- Reduced exposure to arterial traffic volumes relative to Site A.

FEASIBILITY IMPLICATIONS

Site C is physically capable of accommodating a structured parking facility of approximately 500 stalls; however, feasibility is closely tied to:

- Effective queue management along East 14th Avenue
- Protection of existing bicycle infrastructure along Alder Street
- Coordination with LTD regarding the transit station
- Land use process risk associated with residential adjacency

Relative to Site A, Site C presents fewer ownership

and state-agency coordination dependencies but introduces reduced site flexibility and fixed Conditional Use Permit requirements due to residential adjacency.

Preliminary Massing Models

Preliminary massing models for Site C were developed to evaluate achievable stall yield, building height, and integration of required ground-level program components within the rectangular parcel.

OVERALL CAPACITY AND HEIGHT ASSUMPTIONS

Concept-level modeling assumes an overall stall yield of approximately 550 spaces. The structure is assumed to consist of five levels, resulting in an approximate building height of 50 feet, subject to refinement based on structural system selection and floor-to-floor requirements.

GROUND-LEVEL PROGRAM INTEGRATION

Preliminary assumptions include incorporation of approximately 6,000 square feet of Cascadia Mobility space and a separate Mobility Hub component at the ground level.

Concept-level modeling confirms that the Cascadia Mobility space can be accommodated within the site footprint; however, available ground-level area is limited once circulation, vertical cores, setbacks, and stormwater treatment infrastructure are accounted for.

As currently modeled, the parking structure may need to abut one or more property lines to preserve stall efficiency while accommodating required program elements. Inclusion of additional mobility-related space beyond the assumed Cascadia Mobility allocation may require:

- Reallocation of area within the Cascadia Mobility footprint
- Integration of Mobility Hub components within the structured parking footprint

As with Site A, a planning-level allocation of

approximately 10 percent of the building footprint has been assumed for stormwater quality facilities. Due to the smaller overall parcel size, allocation of treatment area has a proportionally greater influence on available ground-level program space.

Preliminary layout diagrams are being developed to evaluate alternative configurations and confirm that stall yield targets can be maintained while satisfying program and regulatory requirements.

NEIGHBORHOOD INTERFACE CONSIDERATIONS

Massing studies evaluate building envelope relationships to adjacent residential properties and public rights-of-way. Height transitions, façade articulation, screening strategies, and lighting control will influence compatibility with the surrounding neighborhood context.

These massing models confirm physical feasibility and approximate yield and do not represent final architectural design.

Garage Planning and Layout Assumptions

Preliminary garage planning assumptions for Site C are based on conventional parking structure efficiency metrics and life safety requirements.

STALL COUNT AND EFFICIENCY

Test fits assume an efficiency ratio of approximately 3.2 parking spaces per 1,000 square feet of gross structured area. This reflects a two-bay configuration and accounts for structural, circulation, and vertical core requirements.

BAY AND MODULE ASSUMPTIONS

The garage is modeled using conventional parking bay dimensions consistent with applicable code and institutional standards. Structural grid spacing will be refined based on selected structural system.

RAMP CONFIGURATION

A single helix ramp configuration is proposed and integrated within the parking footprint. Ramp slopes are modeled to enhance user comfort, circulation safety and based on the available

site area to accommodate the ramp's length. Ramp slopes are at 6 percent maximum which is less than the code maximum allowed of 6.67% for parked-on ramps. Final ramp orientation will depend on driveway location along East 14th Avenue and internal circulation priorities.

VERTICAL CIRCULATION

Preliminary life safety assumptions include two open stairs and elevator tower with two elevators serving all levels. Final vertical circulation requirements will be confirmed during subsequent design phases.

ACCESS INTEGRATION

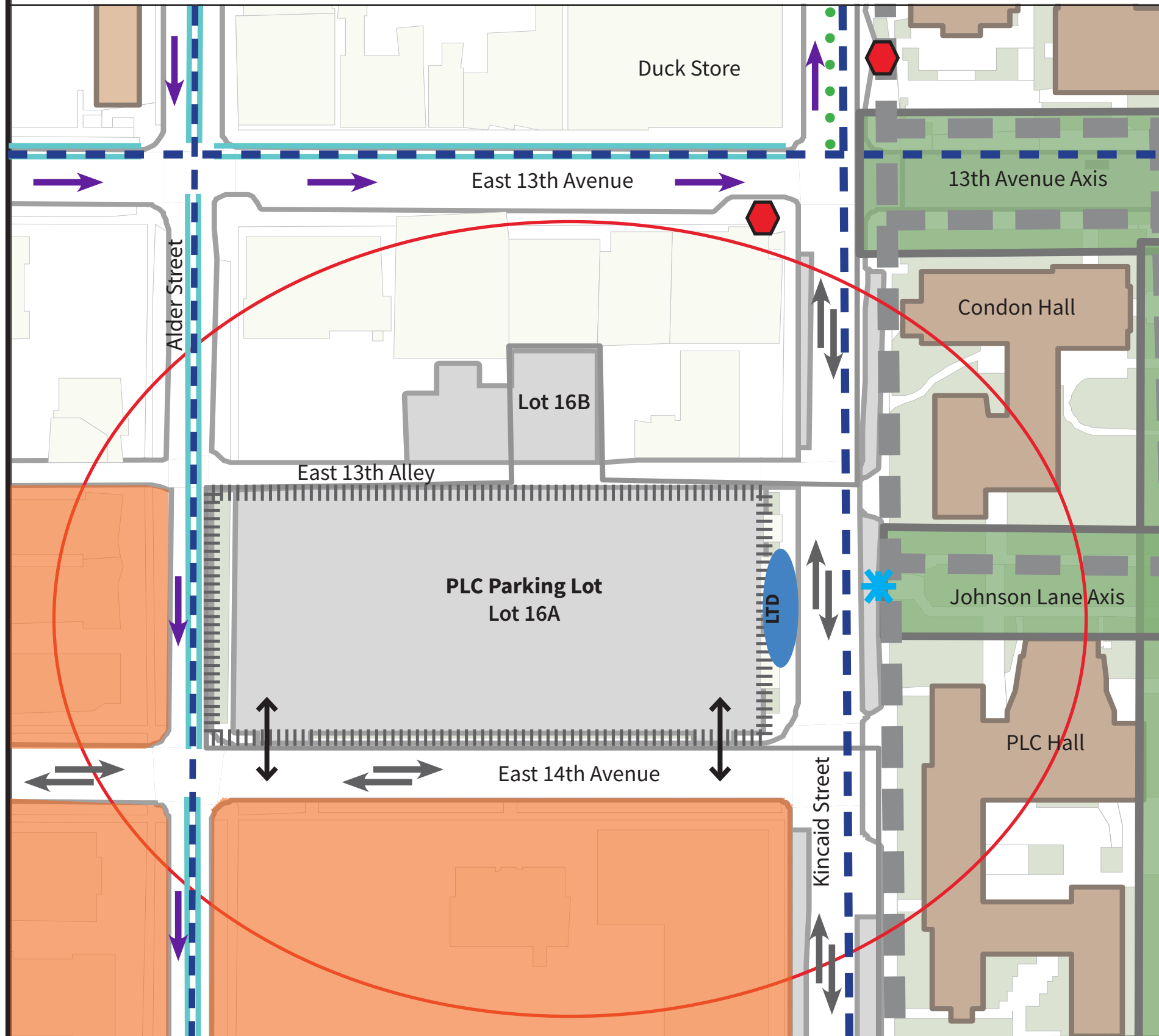
Garage access is assumed to integrate with East 14th Avenue. Driveway placement influences ramp alignment and internal circulation configuration. No alley access is assumed.

GEOMETRY AND PROGRAM IMPLICATIONS

The rectangular configuration supports predictable stall distribution; however, incorporation of Cascadia Mobility space, Mobility Hub components, and stormwater treatment infrastructure reduces available parking footprint at grade and influences ramp and circulation placement.

Preliminary layouts confirm that required stall yield can be achieved within the site constraints.

**PLC Parking Lot/ Parking Structure
Feasibility Study**
*Campus Planning Requirements Diagram,
December 2025*



LEGEND

- **Planning Context Area**
- ||||| **PLC PARKING LOT BOUNDARY**
- — — **Designated Bike Path**
Bike Route
- **LTD**
LTD Transit Stop
Maintain and incorporate LTD transit stop.
- ↔ **Parking / Vehicle Access**
Existing parking lot access.
Prioritize vehicle access from 14th Ave.
- ✱ **Campus Gateway**
Consider how this building serves as a campus gateway for people moving through and arriving to campus.
• *Note: no ADA access to campus at Johnson Lane Axis and Kincaid Street intersection.*
- ➔ **One Way Vehicle Traffic**
 - Alder ST south bound in the west lane only
 - East 13th AVE eastbound only
 - Kincaid Street - one-way northbound only north of 13th AVE
- ↔ **Two Way Vehicle Traffic**
- == **Two-Way Bike Track**
 - Two-way bike track on the east side of Alder ST
 - Two-way bike track on the north side of East 13th AVE
- ● ● **Bus Only Lane**
- ⬡ **PeaceHealth Rides Bike Hub**
- ⬡ **R-4 Residential Zone**
A parking structure within 300 feet of this zone will require a Type III conditional use permit.
• *Note: A CUP will be required.*

Density Allowed for Parking Structures:

75% (.75) or 44,469 sf.
Max Floor Area Ratio: 4.0
Max Gross Square Footage Allowed: 237,168

Densities Allowed for Other Developments

(E.g. Future Academic Support Building)
50% (.50) or 29,646 sf.
Max Floor Area Ratio: 2.0
Max Gross Square Footage Allowed: 118,584

Considerations

- Development of this site should serve as an appropriate terminus of the Johnson Lane Axis and consider this as a campus gateway.
- Potential to review options with Lane Transit District (LTD) to consolidate the existing bus station with the existing bus stop north of 13th AVE.
- *Campus Plan* suggests maintaining and incorporating bus station in concert with LTD (p. 126)
- No notable or significant landscape features.
- Consider improved street improvements including ADA access at Johnson Axis, street crossings at Kincaid Street
- Consider Opportunities to improve street scape of Kincaid St and East 14th Ave, including potentially removing on-street parking.
- Consider ground floor activities that would activate the street and

Appendix C: Conditional Use Permit and Entitlement Considerations

This section summarizes and compares the land use pathways previously described in Sections 4 and 5 and identifies potential schedule implications within a five-year implementation horizon.

Conditional Use Permit Framework and Timeline

Under current zoning conditions, development of a structured parking facility at both Site A (Franklin Triangle) and Site C (PLC Lot) would require approval through the City of Eugene Type III Conditional Use Permit (CUP) process.

SITE A - FRANKLIN TRIANGLE

Site A is zoned Public Land (PL) and is adjacent to residential zoning (R4) associated with the Bushnell University property. As described in Section 4.4, this adjacency triggers the Conditional Use Permit requirement.

However, the Metro Plan designation for the Bushnell property is Commercial. If that property were rezoned to align with the Metro Plan designation, Site A would no longer be adjacent to residential zoning and the Conditional Use Permit requirement could be eliminated.

Accordingly, two potential entitlement pathways exist for Site A:

- Proceed under current zoning and pursue a Type III CUP
- Pursue development after a Bushnell zone change, potentially eliminating the CUP requirement

No rezoning application is currently pending. In addition to zoning review, Site A requires coordination with ODOT regarding acquisition or control of the slip lane property and associated frontage modifications. These inter-agency approvals may influence entitlement sequencing.

SITE C - PLC LOT

Site C is zoned Public Land (PL) and is directly adjacent to residential zoning that cannot be modified. As described in Section 5.4, development at this location will require a Type III Conditional Use Permit with no identified pathway for elimination of discretionary review.

Unlike Site A, Site C does not involve ODOT ownership or arterial slip lane modification. Jurisdictional conditions are more straightforward; however, residential adjacency introduces fixed discretionary review exposure.

CONDITIONAL USE PERMIT TIMELINE CONSIDERATIONS

A Type III Conditional Use Permit in the City of Eugene typically includes:

- Pre-application conference
- Formal application submittal
- Completeness review
- Public notice and comment period
- Public hearing before a hearings official
- Opportunity for appeal

Based on recent City processing durations, a CUP review period may reasonably be anticipated to range from approximately 6 to 9 months from application submittal to final decision, depending on application completeness, technical review complexity, and whether appeals are filed.

Appeals could extend the timeline further. Traffic impact analysis, architectural elevations, lighting studies, and operational descriptions would be required as part of the land use submittal package for either site.

Discretionary Review Risk and Schedule Implications

While both sites are currently assumed to require a Type III Conditional Use Permit, the structure of discretionary exposure differs.

Site A introduces:

- Potential to eliminate the CUP requirement if adjacent zoning conditions change
- Inter-agency coordination with ODOT
- Corridor-level visibility and gateway sensitivity
- Slip lane modification dependency

Site C introduces:

- Fixed CUP requirement
- Direct adjacency to residential properties
- Local street circulation and queue management considerations
- Coordination with LTD regarding the transit station

From a schedule standpoint:

- Site A presents greater external agency coordination complexity but includes a potential pathway to reduce discretionary review exposure.
- Site C presents more predictable jurisdictional control but includes fixed discretionary review and neighborhood adjacency sensitivity.

Within a five-year planning horizon, both sites are considered viable from an entitlement perspective; however, early coordination with the City, ODOT (Site A), and LTD (Site C) would be required to maintain schedule certainty.

Appendix D: Traffic, Transportation, and Multimodal Summary

This section summarizes key transportation and multimodal considerations previously described in Sections 4 and 5 and presents them in a comparative framework to support site selection analysis.

SITE A - FRANKLIN TRIANGLE TRANSPORTATION SUMMARY

Site A is located along Franklin Boulevard, a major arterial corridor, and is directly influenced by:

- High vehicle volumes and signalized intersection proximity
- ODOT ownership of the slip lane portion of the site
- Potential modifications associated with the Franklin Corridor Transformation project
- Concentrated pedestrian activity along Franklin Boulevard and East 11th Avenue. Dads' Gate/ Dads' Gate Axis is a main pedestrian campus entrance, especially for EmX users at this location.
- Proximity to the EmX transit facility

Primary access is currently assumed from Kincaid Street, with potential future access from Franklin Boulevard if corridor modifications could be implemented to introduce a dedicated turn lane. Slip lane removal or reconfiguration is required to accommodate a feasible garage footprint.

Circulation performance at this location is governed by signalized arterial intersection operations. Garage access must avoid vehicle stacking that interferes with Franklin Boulevard or East 11th Avenue operations.

Transportation feasibility at Site A is closely tied to:

- Coordination associated with ODOT-owned property
- Signal modification potential
- Arterial traffic operations
- Corridor planning outcomes
- EmX transit proximity

SITE C - PLC LOT TRANSPORTATION SUMMARY

Site C is located within a local street network characterized by residential adjacency, bicycle infrastructure, and unsignalized intersections.

Primary access is assumed from East 14th Avenue, with two driveway locations modeled. Access from Alder Street is not assumed due to the presence of a two-way bicycle facility. Access from Kincaid Street is constrained by the existing LTD transit station and pedestrian crossing intensity.

Intersections surrounding the site currently operate without signal control. Traffic movement is managed through stop signs and driver yielding behavior rather than coordinated signal timing. As a result, circulation performance is influenced by available gaps in traffic and on-site queue management rather than signal progression.

Transportation feasibility at Site C is closely tied to:

- Queue management along East 14th Avenue
- Protection of bicycle infrastructure along Alder Street
- Potential signal warrant evaluation
- Transit coordination along Kincaid Street
- Nearest campus entrance is not ADA accessible

ARTERIAL VS. LOCAL STREET NETWORK IMPLICATIONS

The most significant transportation distinction between the two sites is their location within different roadway contexts.

Site A – Arterial Context

- Direct interface with a major multi-lane corridor
- Signalized intersection proximity
- Higher traffic volumes
- Slip lane modification requirement
- Corridor-level planning considerations

Arterial locations may provide stronger

regional visibility and potential turn-lane access opportunities; however, they introduce higher traffic exposure and greater coordination complexity.

Site C - Local Street Context

- Access governed by neighborhood-scale streets
- Lower vehicle volumes
- Unsignalized intersection operations
- Increased sensitivity to localized queue spillback
- Direct interface with residential uses

Local street locations reduce arterial exposure but require careful management of neighborhood traffic distribution and intersection performance.

MULTIMODAL AND TRANSIT COORDINATION COMPARISON

Both sites are located within high pedestrian activity areas; however, multimodal considerations differ materially.

Site A

- High pedestrian volumes along Franklin Boulevard and East 11th Avenue
- Potential future bicycle facilities associated with corridor redesign
- Proximity to EmX transit operations
- Gateway-level visibility and safety expectations

Site C

- Two-way bicycle facility directly adjacent to the site along Alder Street
- Existing LTD transit station occupying the eastern frontage
- Concentrated pedestrian crossings along Kincaid Street
- Residential interface requiring lighting and operational sensitivity

Site A's multimodal complexity is corridor-driven and arterial in scale.

Site C's multimodal complexity is localized and neighborhood-focused.

TRAFFIC ANALYSIS REQUIREMENTS AND SIGNALIZATION CONSIDERATIONS

Both sites are anticipated to require preparation of a formal Traffic Impact Analysis (TIA) as part of the Conditional Use Permit review due to projected trip generation associated with a structured parking facility of approximately 500 stalls.

The TIA for Site A will likely focus on:

- Signalized intersection performance
- Slip lane removal impacts
- Arterial queue storage
- Turn lane analysis
- Coordination related to EmX proximity

The TIA for Site C will likely focus on:

- Unsignalized intersection performance
- Gap acceptance analysis
- Required on-site queue storage
- Potential signal warrant evaluation at East 14th Avenue and Alder Street
- Bicycle-vehicle interaction safety

If projected traffic volumes meet signal warrant thresholds at Site C, installation of signal control may be recommended, introducing additional design and cost considerations.

For both sites, the findings of the Traffic Impact Analysis may materially influence final driveway configuration, frontage design, and associated cost allowances.

Appendix E: Structural Systems

This section summarizes the structural systems evaluated for the parking garage at the two sites. Structural systems recommended for parking garages generally consist of cast-in-place concrete, pre-cast concrete, or structural steel frame with concrete over metal deck floor and roof slabs.

The structural grid for both project sites is proposed to be approximately 20-ft x 62-ft bays to provide a long-span garage. The building's construction type is proposed to be Type IIB construction which does not require the primary structure to have a fire-resistance rating.

Cast-in-Place Concrete

A cast-in-place concrete parking structure would consist of a cast-in-place post-tensioned (P/T) concrete slab spanning approximately 20-ft between reinforced concrete post-tensioned beams. The P/T concrete beams would span 62-ft and be supported by reinforced concrete columns at the building perimeter and interior. The max structural depth is estimated to be 36 inches deep.

Mild-reinforced concrete slabs and beams are susceptible to long-term deflections, which is why P/T concrete slabs and beams are recommended for this use.

The seismic force-resisting system (SFRS) for the structure is proposed to be reinforced concrete shear walls at the building perimeter and interior.

Pre-Cast Concrete

A pre-cast concrete garage structure would consist of pre-cast double tees spanning 62-ft between precast concrete beams and reinforced concrete columns. The pre-cast double tees would support a 3-inch reinforced concrete topping slab. The max structural depth is estimated to be 36 inches deep.

The seismic force-resisting system (SFRS) for the structure is proposed to be reinforced concrete shear walls at the building perimeter and interior.

Structural Steel

A steel framed parking garage could consist of 3.5-inch concrete topping slab over 3-inch metal deck

spanning approx. 10-ft and supported by composite steel wide-flange (WF) beams. The composite steel beams would span 62-ft and be supported by steel WF girders and WF steel columns. The max structural depth is estimated to be 32 inches deep and is the shallowest of the structural systems.

The seismic force-resisting system (SFRS) for a steel framed parking garage could be reinforced concrete shear walls, steel braced frames, or steel moment frames located at the building perimeter and interior.

OTHER CONSIDERATIONS

Constructability and Schedule

Cast-in-place concrete, pre-cast concrete, and structural steel are common structural materials and systems built in Eugene, Oregon.

Cast-in-place concrete

Cast-in-place is a good option for constrained project sites but generally leads to longer construction schedules.

Pre-cast concrete

A benefit of pre-cast concrete structure is the speed of construction when compared to cast-in-place concrete. When using a pre-cast concrete structure, it is recommended to onboard the precast trade partner during the design-development phase. This early sub-contractor engagement allows for trade partner feedback during the design.

Structural Steel

Structural steel is a good option where a shallower structural system is desired. Similar to pre-cast concrete, a structural steel system can potentially shorten the project's construction timeline.

Site Access

Site access, to the two sites, from the surrounding roads and nearby construction laydown areas could influence the structural system selection and impact project costs.

Site A – Franklin Triangle

Based on conversations with Hoffman Construction, Site A is best suited for a cast-in-place structural system. This is due to the limited laydown area and the challenge of coordinating access for long truck loads on the surrounding streets.

Structural steel could be considered, but it is not recommended to use pre-cast concrete at this project site.

Site C – PLC Lot

Based on conversations with Hoffman Construction, Site C could successfully use any of the structural system options.

Durability

It is recommended that concrete slabs have a high-performance traffic coating on the top floor to provide concrete protection, reduce water penetration, and any resulting moisture-related deterioration. It is recommended that the owner implement a maintenance plan to ensure the coatings are reapplied at the appropriate intervals throughout the building's life.

Spraylock Concrete Protection is recommended at lower (covered) floors to provide water protection without maintenance requirements.

All exposed structural steel to be primed and painted with high performance paint for durability. The University of Oregon has expressed concerns over the long-term durability when considering a structural steel framed parking garage, therefore, a detailed discussion on durability and maintenance is recommended where a structural steel garage is considered.

Construction Cost

See the cost estimates prepared by Hoffman for a cost comparison between the different structural system options.

Construction costs can fluctuate significantly due to evolving local and global market conditions, including material availability, labor supply, transportation constraints, and broader economic pressures. Therefore, the most cost-effective

structural system today may not be the most cost-effective system in the future. It is recommended to closely monitor the construction costs during the parking garage design to ensure the most cost-effective design is selected in the future.

Aesthetics / Finish

Pre-cast concrete can provide a higher level of concrete quality when compared to cast-in-place concrete, since the main concrete structural components are fabricated off-site. Pre-cast concrete manufacturers can also provide a variety of aesthetic options to be considered in their components.

Structural steel framing provides a greater opportunity to provide an aesthetic statement with the structure and/or structural components, if this is desired.

FOUNDATION CONSIDERATIONS AND GROUND CONDITIONS

A geotechnical investigation at either site has not been completed at this time. Based on knowledge of nearby sites, it is anticipated that the parking garage foundations will be spread footings on rammed aggregate piers. Depths of rammed aggregate piers are unknown at this time and would be dependent on the geotechnical investigations and elevation of the sandstone layers.

Appendix F: Massing Models



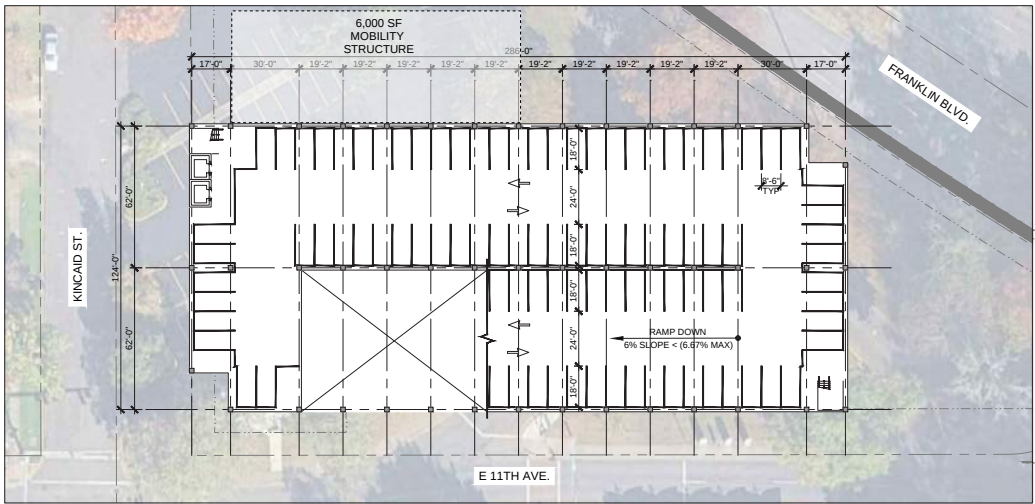
6 SOUTHEAST VIEW



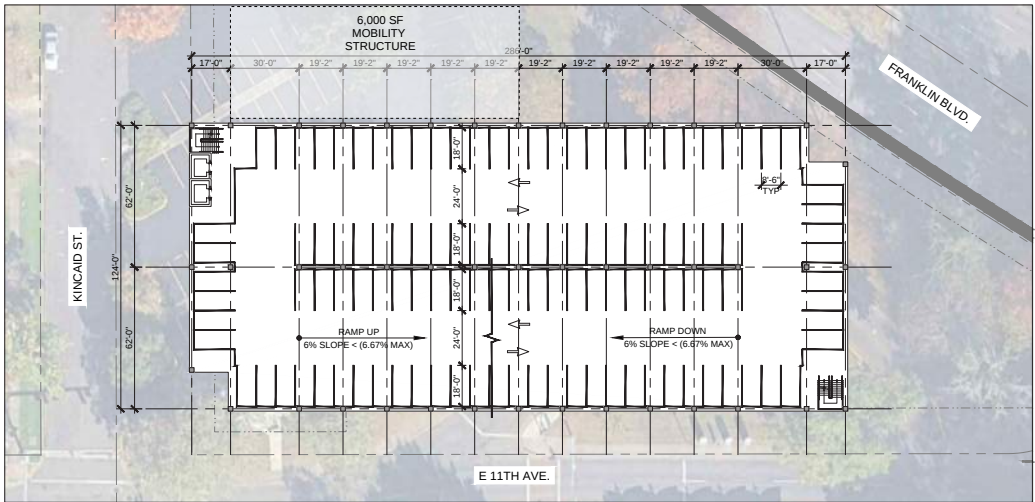
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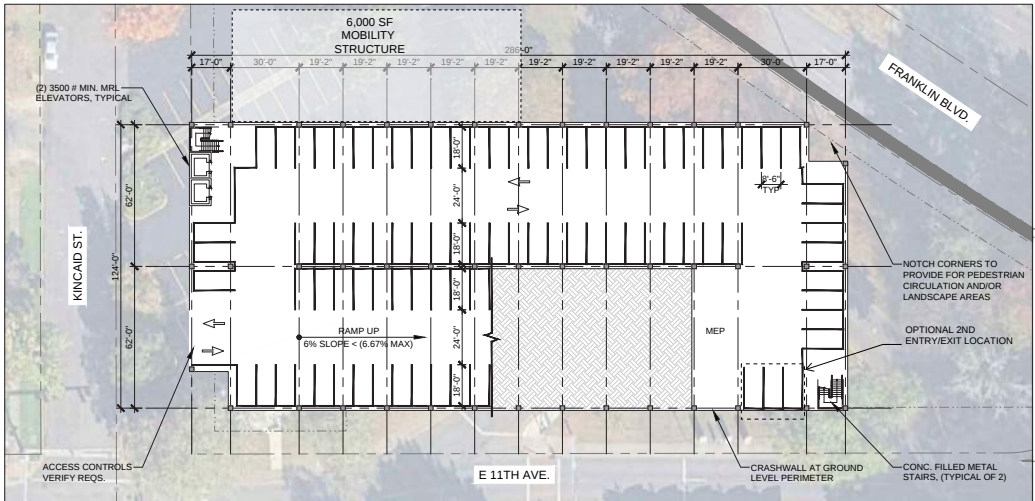
4 SOUTHWEST VIEW



3 TOP LEVEL



2 TYPICAL LEVELS (2 - 4)



1 GROUND LEVEL

SITE A-
FRANKLIN TRIANGLE
OPTION 1A

CAR COUNT			
8'-6" 90" STANDARD SPACE			
LEVEL	STANDARD	CAR ACCESSIBLE	TOTAL
GROUND LEVEL	88	*11	99
SECOND LEVEL	117		117
THIRD LEVEL	117		117
FOURTH LEVEL	117		117
TOP LEVEL	93		93
TOTAL	532	11	**543

* ACCESSIBLE PARKING IS 2% OF OVERALL PARKING PER IBC.

** TOTAL SHOWN IS APPROXIMATE AND DOES NOT INCLUDE AREAS FOR ACCESSIBLE PARKING LOADING AREAS, UTILITY ROOMS, OR EV PARKING IF REQUIRED.

(THE FOLLOWING NOTES ARE PROVIDED FOR PRELIMINARY PRICING PURPOSES ONLY)

- ARCHITECTURAL NOTES:
1. CIP OR PRE-CAST.
 2. PROVIDE PRICING FOR ADDITIONAL LEVEL.
 3. PROVIDE 20% EV READY STALLS PER OREGON STATE CODE (CONFIRM ANY ADDITIONAL REQS.)
 4. PROVIDE FIRE SPRINKLERS PER IBC
 5. CONFIRM SECURITY REQUIREMENTS SUCH AS GRILLES/FENCING AT GROUND TIER AROUND PERIMETER FROM TOP OF GRADE WALL TO CEILING ABOVE.
 6. PROVIDE OVERHEAD PARKING WAYFINDING SIGNAGE AT EACH TIER INCLUDING LEVEL REMINDER SIGNS AND DIRECTIONAL AND CODE REQUIRED EXIT SIGNAGE.
 7. PROVIDE PRICE FOR PAINTING UNDERSIDE OF CEILINGS AND BEAMS WHITE.
 8. EXTERIOR DECORATIVE SCREENING TO BE PROVIDED. EXTENTS TO BE DETERMINED.
 9. PROVIDE HEAVY-DUTY FLUID APPLIED TRAFFIC TOPPING OVER UTILITY ROOMS.
 10. ELEVATORS: (2)
TYPE: MACHINE ROOM LESS (MRL) ELECTRIC TRACTION
RATED LOAD: 3,500 LBS.
INTERIOR: RIGIDIZED STAINLESS
 11. PARKING ACCESS & REVENUE CONTROLS (PARCS) TO BE PROVIDED. GATED OR GATELESS W/ LPR TO BE DETERMINED.

- STRUCTURAL NOTES:
1. POUR STRIPS WILL BE REQUIRED. LOCATIONS AND NUMBERS ARE TBD.
 2. PROVIDE ALLOWANCE FOR GROUND IMPROVEMENT. ASSUME RAMMED AGGREGATE PIERS WITH SPREAD FOOTING FOUNDATION SYSTEM.
 3. LATERAL RESISTING SYSTEM: SPECIAL MOMENT RESISTING FRAMES IN EACH DIRECTION
 4. SEISMIC, PEDESTRIAN-FRIENDLY EXPANSION JOINTS BETWEEN ELEVATOR TOWER AND PARKING SUPERSTRUCTURE.
 5. FLOORS SLOPED FOR DRAINAGE TO FLOOR DRAINS ON EACH TIER. LOCATIONS ARE TBD.
 6. COLUMNS AT TOP TIER EXTEND UP AT LIGHT POLE LOCATIONS.



SITE PLAN

LEGEND



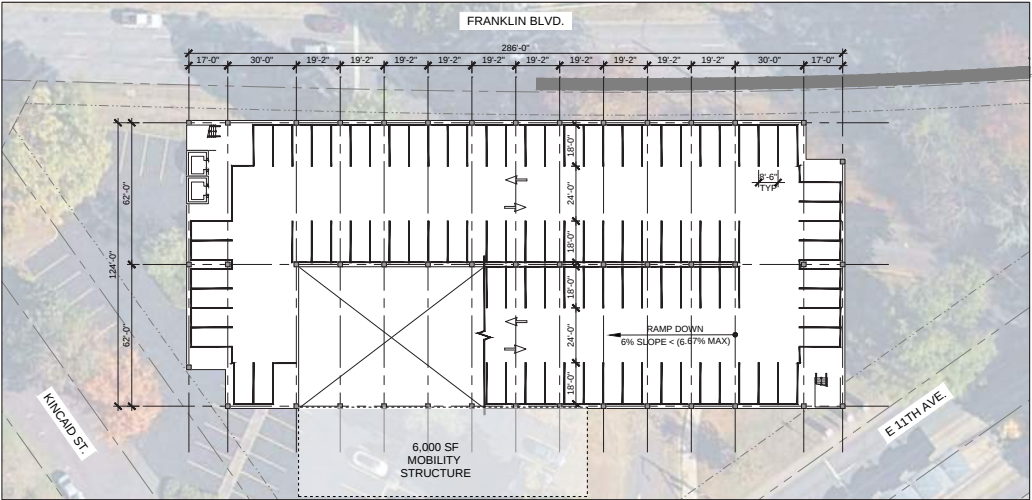
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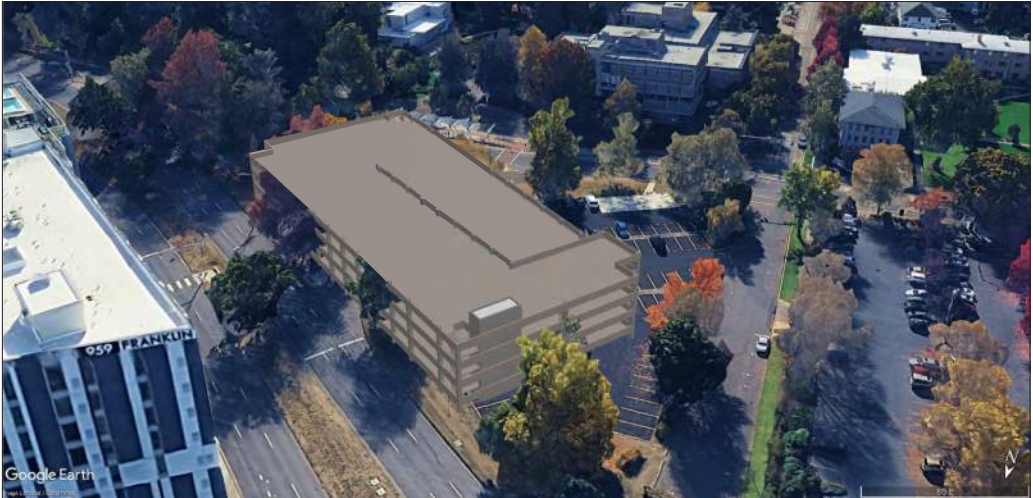
03-11-26 WALKER



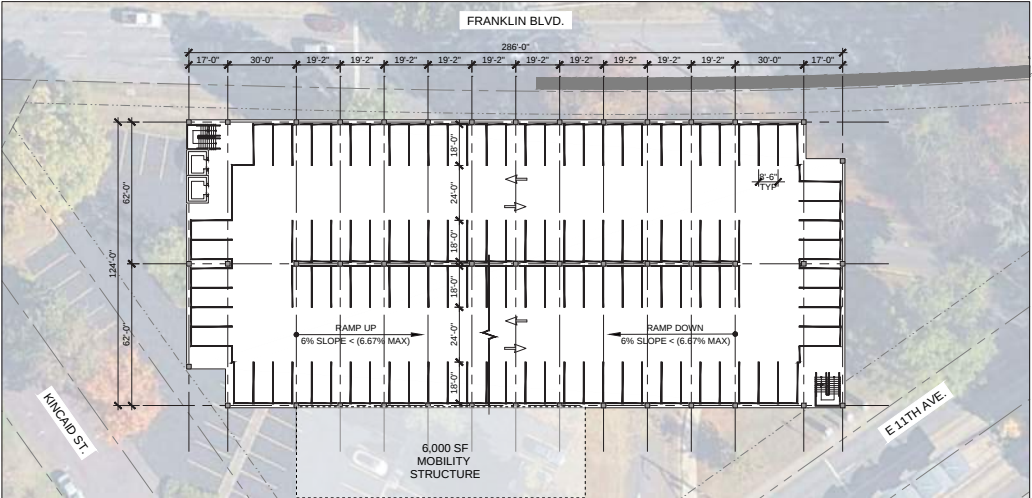
6 SOUTHEAST VIEW



3 TOP LEVEL



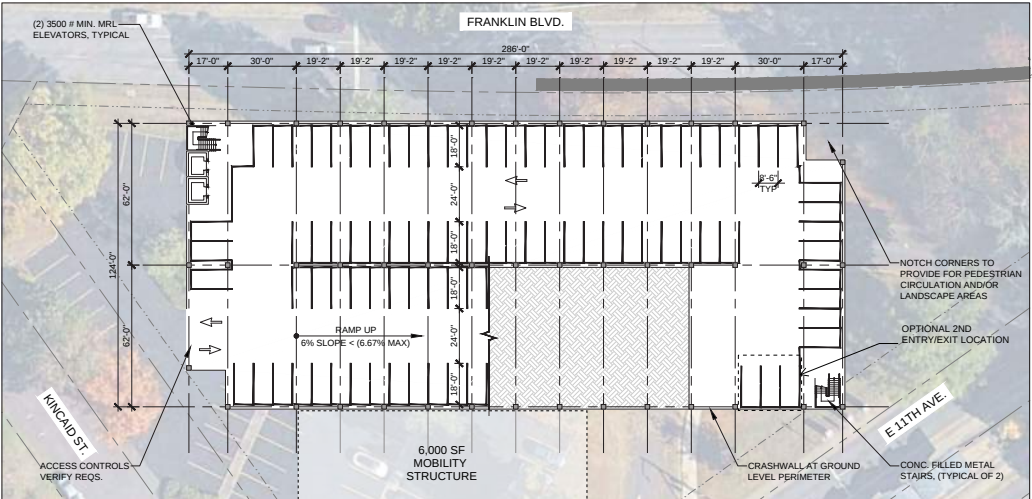
5 NORTHWEST VIEW



2 TYPICAL LEVELS (2 - 4)



4 SOUTHWEST VIEW



1 GROUND LEVEL

SITE A-
FRANKLIN TRIANGLE
OPTION 1C

CAR COUNT			
8'-6" 90° STANDARD SPACE			
LEVEL	STANDARD	CAR ACCESSIBLE	TOTAL
GROUND LEVEL	88	* 11	99
SECOND LEVEL	117		117
THIRD LEVEL	117		117
FOURTH LEVEL	117		117
TOP LEVEL	93		93
TOTAL	532	11	**543

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 4. PROVIDE FIRE SPRINKLERS PER IBC
 5. CONFIRM SECURITY REQUIREMENTS SUCH AS GRILLES/FENCING AT GROUND TIER AROUND PERIMETER FROM TOP OF GRADE WALL TO CEILING ABOVE.
 6. PROVIDE OVERHEAD PARKING WAYFINDING SIGNAGE AT EACH TIER INCLUDING LEVEL REMINDER SIGNS AND DIRECTIONAL AND CODE REQUIRED EXIT SIGNAGE.
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 8. EXTERIOR DECORATIVE SCREENING TO BE PROVIDED. EXTENTS TO BE DETERMINED.
 9. PROVIDE HEAVY-DUTY FLUID APPLIED TRAFFIC TOPPING OVER UTILITY ROOMS.
 10. ELEVATORS: (2) TYPE: MACHINE ROOM LESS (MRL) ELECTRIC TRACTION RATED LOAD: 3,500 LBS. INTERIOR: RIGIDIZED STAINLESS
 11. PARKING ACCESS & REVENUE CONTROLS (PARCS) TO BE PROVIDED. GATED OR GATELESS W/ LPR TO BE DETERMINED.
- STRUCTURAL NOTES:
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 5. FLOORS SLOPED FOR DRAINAGE TO FLOOR DRAINS ON EACH TIER. LOCATIONS ARE TBD.
 6. COLUMNS AT TOP TIER EXTEND UP AT LIGHT POLE LOCATIONS.



SITE PLAN

LEGEND

NORTH

Scale: 1"= 30'-0"
SK02

Date: 03/11/2026 Project Number: 39-001661-00

03-11-26 WALKER



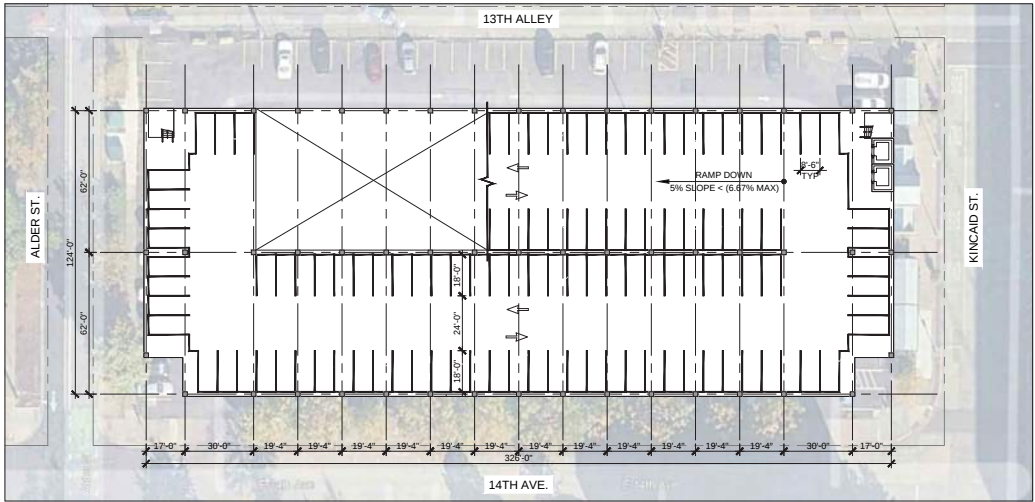
6 SOUTHEAST VIEW



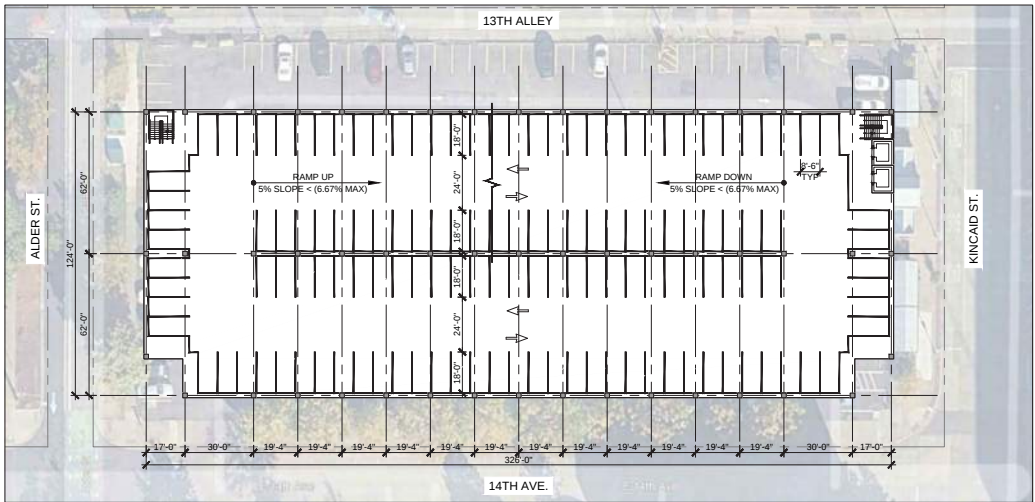
5 NORTHWEST VIEW



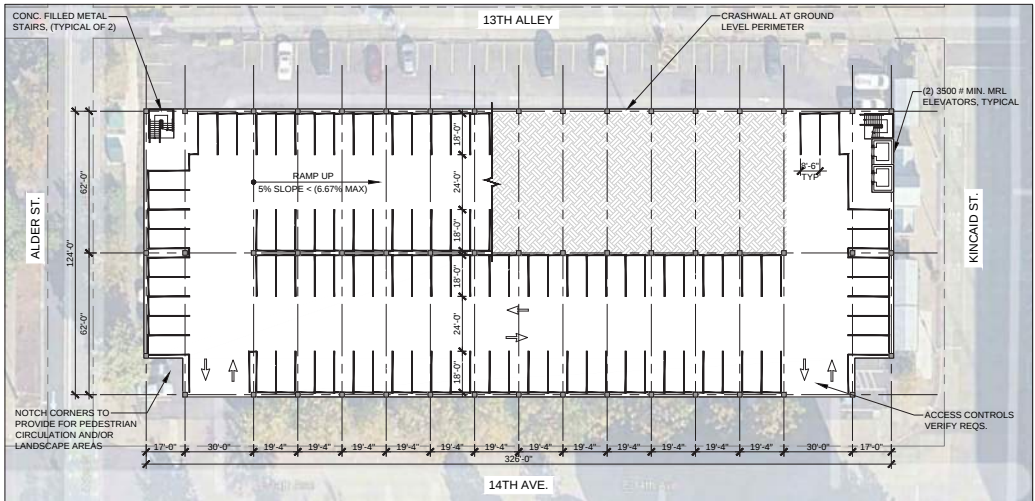
4 SOUTHWEST VIEW



3 TOP LEVEL



2 TYPICAL LEVELS (2 - 4)



1 GROUND LEVEL

SITE C-
PLC LOT
OPTION 2A

CAR COUNT			
8'-6" 90° STANDARD SPACE			
LEVEL	STANDARD	CAR ACCESSIBLE	TOTAL
GROUND LEVEL	87	*13	100
LEVELS 2-4	135		135
TOP LEVEL	110		110
TOTAL	602	13	**615

- * ACCESSIBLE PARKING IS 2% OF OVERALL PARKING PER IBC.
- ** TOTAL SHOWN IS APPROXIMATE AND DOES NOT INCLUDE AREAS FOR ACCESSIBLE PARKING LOADING AREAS, UTILITY ROOMS, OR EV PARKING IF REQUIRED.
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1. POUR STRIPS WILL BE REQUIRED. LOCATIONS AND NUMBERS ARE TBD.
 2. PROVIDE ALLOWANCE FOR GROUND IMPROVEMENT. ASSUME RAMMED AGGREGATE PIERS WITH SPREAD FOOTING FOUNDATION SYSTEM.
 3. LATERAL RESISTING SYSTEM: SPECIAL MOMENT RESISTING FRAMES IN EACH DIRECTION
 4. SEISMIC, PEDESTRIAN-FRIENDLY EXPANSION JOINTS BETWEEN ELEVATOR TOWER AND PARKING SUPERSTRUCTURE.
 5. FLOORS SLOPED FOR DRAINAGE TO FLOOR DRAINS ON EACH TIER. LOCATIONS ARE TBD.
 6. COLUMNS AT TOP TIER EXTEND UP AT LIGHT POLE LOCATIONS.



SITE PLAN

LEGEND
ORTH

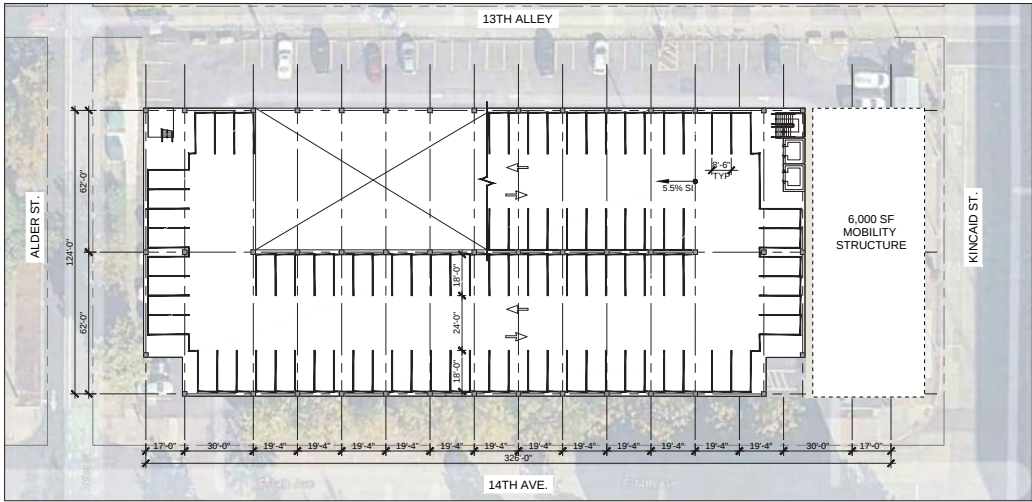
Scale: 1"= 30'-0"
SK03

Date: 03/11/2026 Project Number: 39-001661-00

03-11-26 WALKER



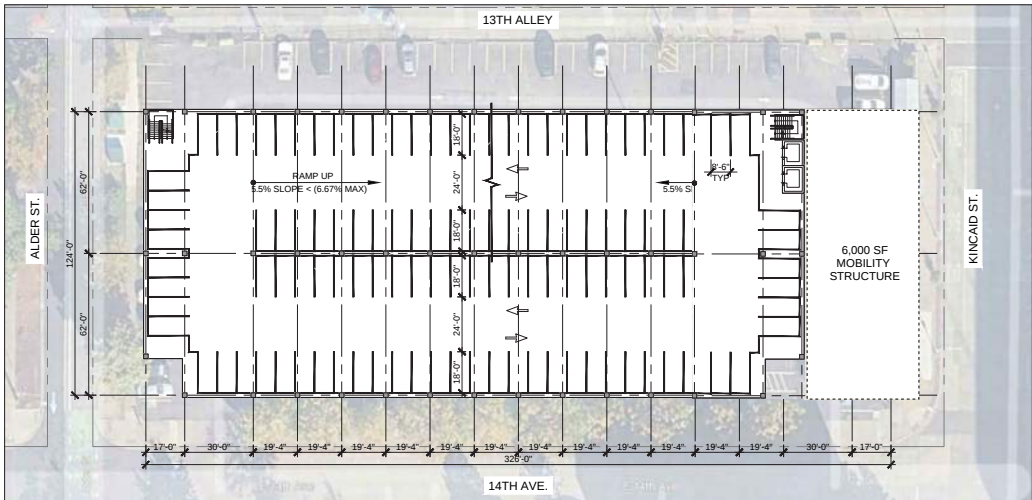
6 SOUTHEAST VIEW



3 TOP LEVEL



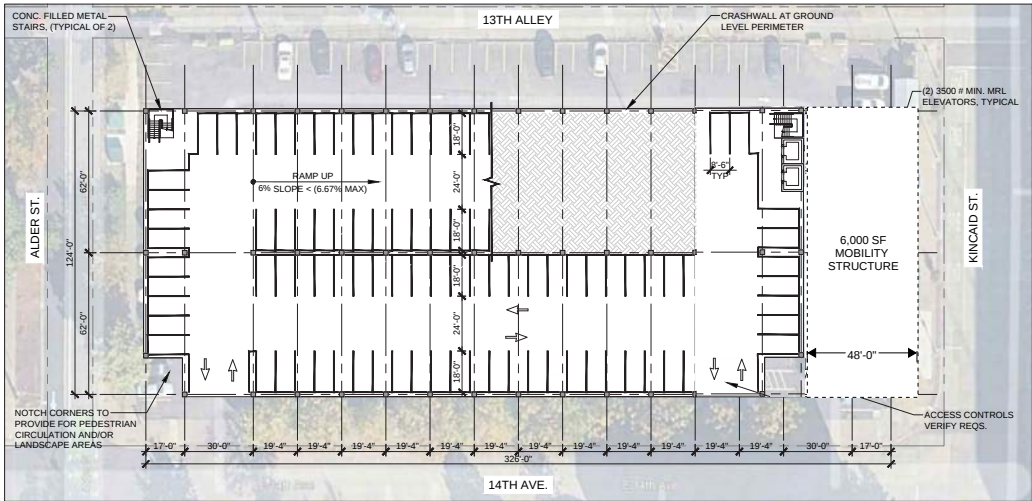
5 NORTHWEST VIEW



2 TYPICAL LEVELS (2 - 4)



4 SOUTHWEST VIEW



1 GROUND LEVEL

SITE C-
PLC LOT
OPTION 2B

CAR COUNT			
8'-6" 90" STANDARD SPACE			
LEVEL	STANDARD	CAR ACCESSIBLE	TOTAL
GROUND LEVEL	78	*11	89
LEVELS 2-4	113		113
TOP LEVEL	91		91
TOT	508	L	** 519

* ACCESSIBLE PARKING IS 2% OF OVERALL PARKING PER IBC.

** TOTAL SHOWN IS APPROXIMATE AND DOES NOT INCLUDE AREAS FOR ACCESSIBLE PARKING LOADING AREAS, UTILITY ROOMS, OR EV PARKING IF REQUIRED.

(THE FOLLOWING NOTES ARE PROVIDED FOR PRELIMINARY PRICING PURPOSES ONLY)

ARCHITECTURAL NOTES:

1. CIP OR PRE-CAST.
2. PROVIDE PRICING FOR ADDITIONAL LEVEL.
3. PROVIDE 20% EV READY STALLS PER OREGON STATE CODE (CONFIRM ANY ADDITIONAL REQS.)
4. PROVIDE FIRE SPRINKLERS PER IBC
5. CONFIRM SECURITY REQUIREMENTS SUCH AS GRILLES/FENCING AT GROUND TIER AROUND PERIMETER FROM TOP OF GRADE WALL TO CEILING ABOVE.
6. PROVIDE OVERHEAD PARKING WAYFINDING SIGNAGE AT EACH TIER INCLUDING LEVEL REMINDER SIGNS AND DIRECTIONAL AND CODE REQUIRED EXIT SIGNAGE.
7. PROVIDE PRICE FOR PAINTING UNDERSIDE OF CEILINGS AND BEAMS WHITE.
8. EXTERIOR DECORATIVE SCREENING TO BE PROVIDED. EXTENTS TO BE DETERMINED.
9. PROVIDE HEAVY-DUTY FLUID APPLIED TRAFFIC TOPPING OVER UTILITY ROOMS.
10. ELEVATORS: (2) TYPE: MACHINE ROOM LESS (MRL) ELECTRIC TRACTION RATED LOAD: 3,500 LBS. INTERIOR: RIGIDIZED STAINLESS
11. PARKING ACCESS & REVENUE CONTROLS (PARCS) TO BE PROVIDED. GATED OR GATELESS W/ LPR TO BE DETERMINED.

STRUCTURAL NOTES:

1. POUR STRIPS WILL BE REQUIRED. LOCATIONS AND NUMBERS ARE TBD.
2. PROVIDE ALLOWANCE FOR GROUND IMPROVEMENT. ASSUME RAMMED AGGREGATE PIERS WITH SPREAD FOOTING FOUNDATION SYSTEM.
3. LATERAL RESISTING SYSTEM: SPECIAL MOMENT RESISTING FRAMES IN EACH DIRECTION
4. SEISMIC, PEDESTRIAN-FRIENDLY EXPANSION JOINTS BETWEEN ELEVATOR TOWER AND PARKING SUPERSTRUCTURE.
5. FLOORS SLOPED FOR DRAINAGE TO FLOOR DRAINS ON EACH TIER. LOCATIONS ARE TBD.
6. COLUMNS AT TOP TIER EXTEND UP AT LIGHT POLE LOCATIONS.



SITE PLAN

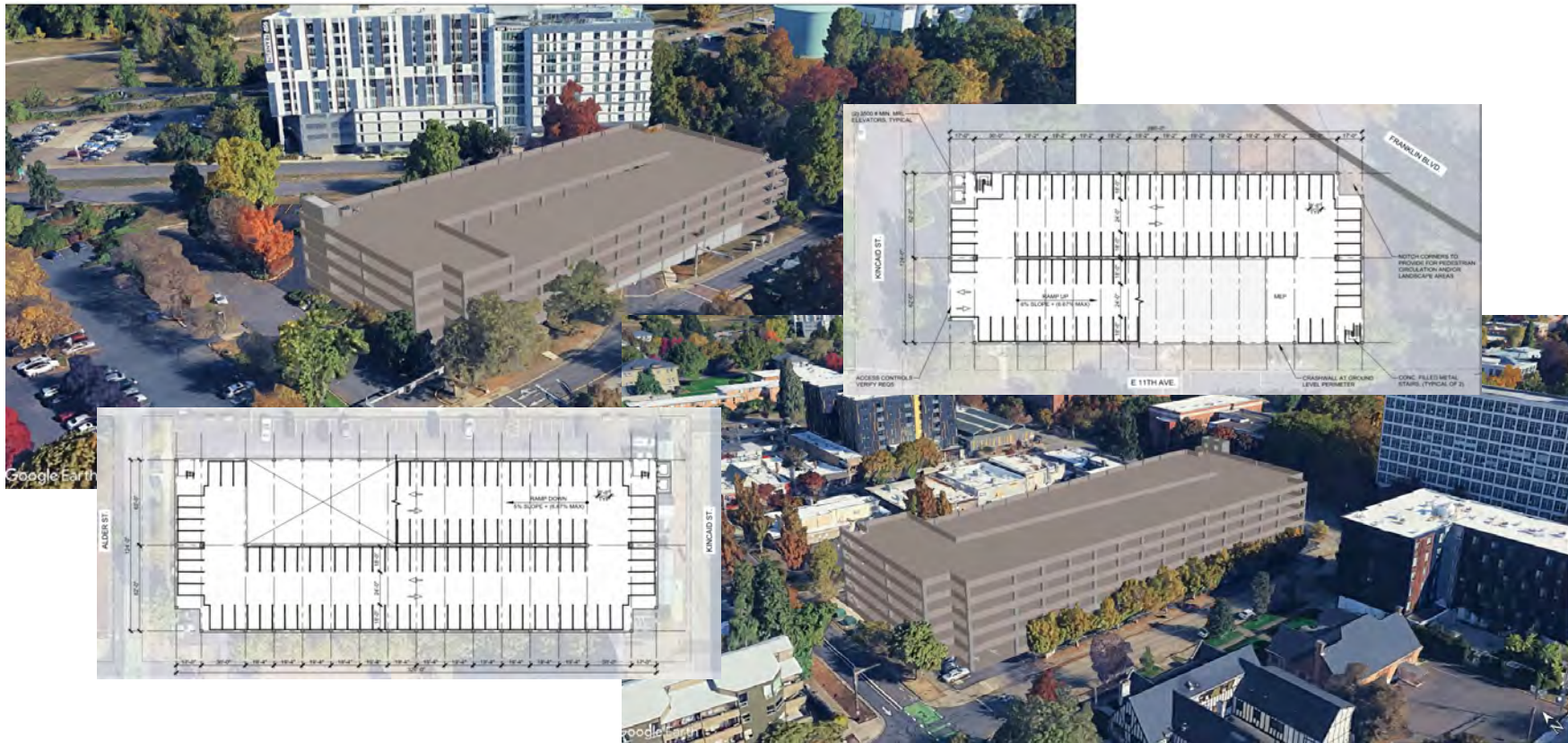
LEGEND

NORTH
1
Scale: 1"= 30'-0"
SK03

Date: 03/11/2026 Project Number: 39-001661-00

03-11-26 WALKER

Appendix G: Cost Estimate



University of Oregon - Parking Garage Feasibility Study

Preconstruction Report

DATE:
4/16/2026

PROJECT #:

ADDRESS:
Eugene, OR

OWNER:
Uofo

DESIGNER:
KPFF

AUTHOR:
Derek Bacon/ Matt Thompson / Katrina Day / Geoff Decker



4/16/2026

Campus Design & Construction

Parking Garage Feasibility Study

Hoffman Construction is pleased to submit this preconstruction report for your Parking Garage Feasibility Study. The index to the right lists the items included for your information. We believe this represents a comprehensive look at your project per the distributed documents.

This report encapsulates the various design options and structure types for the Franklin Triangle lot and Lot 16A. Due to conceptual design restraints, Hoffman Construction relied on past projects and experience to calculate projected cost. The pricing was heavily influenced by the Millrace project due its proximity and comparable scope. The only major change was the scale of the architectural screening. Similar to Millrace, an aluminum fin screen wall was used, but was scaled to cover majority of the garage's exterior faces. This is based on the description that this garage would be upscaled in exterior finishes due to its proximity to the center of campus.

Respectfully Submitted,
Katrina Day - VP
Derek Bacon - Estimator
Matt Thompson - Chief Estimator
Geoff Decker - Superintendent

1 Quick Look
page 3

2 Clarifications
page 4

3 Detailed Comparision
page 5

4 Escalation
page 6

5 Cost Summaries
page 7



	Site A-1A 178,602 S.F. CIP	Site A-1A 178,602 S.F. Steel	Site A-1A 178,602 S.F. Precast
Total	\$43,550,458	\$45,394,803	\$43,182,310
STALLS	543	543	543
COST PER STALL	\$80,203	\$83,600	\$79,525
LEVELS	5	5	5
COST PER LEVEL	\$8,710,092	\$9,078,961	\$8,636,462
COST PER GSF	\$244	\$254	\$242

	Site C-1A 203,994 S.F. CIP	Site C-1A 203,994 S.F. Steel	Site C-1A 203,994 S.F. Precast
Total	\$47,263,392	\$49,301,892	\$46,777,208
STALLS	615	615	615
COST PER STALL	\$76,851	\$80,166	\$76,061
LEVELS	5	5	5
COST PER LEVEL	\$9,452,678	\$9,860,378	\$9,355,442
COST PER GSF	\$232	\$242	\$229

	Site A-1C 178,602 S.F. CIP	Site A-1C 178,602 S.F. Steel	Site A-1C 178,602 S.F. Precast
Total	\$43,708,035	\$45,552,380	\$43,339,887
STALLS	543	543	543
COST PER STALL	\$80,494	\$83,890	\$79,816
LEVELS	5	5	5
COST PER LEVEL	\$8,741,607	\$9,110,476	\$8,667,977
COST PER GSF	\$245	\$255	\$243

Alternates		
Occupancy Sensors	\$ 574,958.19	For 500 Stalls
Cascadia Mobility	\$ 3,429,584.38	\$572 \$/sf
*Note - Adding Cascadia Mobility will remove one bay of the parking garage ground floor as this add on will integrate with the garage. Roughly 15 stalls removed. This is only a core & shell, tenant improvements excluded.		

**ESTIMATE
CLARIFICATIONS****GENERAL ESTIMATE NOTES**

Pricing is based on a Q2-2031 start date of construction

DESIGN TEAM MEMBERS

Architect

Walker Consultants

Structural Engineer

KPFF

Mechanical / Plumbing

Electrical

Landscape Designer

Civil Engineer

KPFF

GENERAL CONDITIONS

Plan review and permit costs are excluded

Utility SDC charges are excluded

Design fees for mechanical and electrical are excluded

Power company fees for new service are not included

Utility fees are included for construction use

Impacts associated with archeological finds are excluded

Testing fees are excluded

Impacts associated with extreme weather excluded

Protected Egress Paths excluded

Street closure and Traffic Control excluded

DOCUMENT BASIS

Conceptual Drawings provided on 01/06/26

CLARIFICATIONS

Cost-of-Work Items

Current commodity price spikes are excluded

Budget does not consider FM Global criteria or recommendations

Dump fees for contaminated soils are excluded

Hazardous waste removal is excluded

Traffic control devices (signals) are excluded

Any Additional Storm Water treatment beyond planter basins excluded

Cascadia Mobility included as an alternate, but separate from Garage

EV stub ups included in price

Cameras included

Additional below grade waterproofing is excluded

Signal Improvements excluded

ESCALATION

Cost escalation is an industry wide concern at this time. Material availability, labor resources, and subcontractor abilities are all being stretched. This leads to higher costs.

We have analyzed escalation by trade, and whether costs are committed or not. This calculation has yielded an overall project escalation of:

22.50%	Total Escalation
4.50%	Escalation per year
20.0%	LOW END FORECAST
25.0%	HIGH END FORECAST

Type Comparision	Site A-1A 178,602 S.F. CIP	Site A-1A 178,602 S.F. Steel	Site A-1A 178,602 S.F. Precast
A SUBSTRUCTURE	\$2,821,932	\$2,821,932	\$2,821,932
B SHELL	\$15,848,957	\$17,618,188	\$16,078,950
C INTERIORS	\$1,926,162	\$1,926,162	\$1,926,162
D SERVICES	\$4,845,552	\$4,845,552	\$4,845,552
E EQUIPMENT & FURNISHINGS	\$105,000	\$105,000	\$105,000
G SITEWORK	\$1,514,305	\$1,514,305	\$1,514,305
Sub-Total	\$27,061,907	\$28,831,138	\$27,291,901
Contingencies / Allowances	\$2,300,262	\$2,450,647	\$2,319,812
Escalation - 4.5% per year to Midpoint	\$6,606,488	\$7,038,402	\$6,662,635
GC's / Insurances	\$5,906,783	\$5,328,662	\$5,247,104
HCC Fee	\$1,675,018	\$1,745,954	\$1,660,858
Total	\$43,550,458	\$45,394,803	\$43,182,310
STALLS	543	543	543
COST PER STALL	\$80,203	\$83,600	\$79,525
COST PER GSF	\$244	\$254	\$242

Type Comparision	Site A-1C 178,602 S.F. CIP	Site A-1C 178,602 S.F. Steel	Site A-1C 178,602 S.F. Precast
A SUBSTRUCTURE	\$2,821,932	\$2,821,932	\$2,821,932
B SHELL	\$15,848,957	\$17,618,188	\$16,078,950
C INTERIORS	\$1,926,162	\$1,926,162	\$1,926,162
D SERVICES	\$4,845,552	\$4,845,552	\$4,845,552
E EQUIPMENT & FURNISHINGS	\$105,000	\$105,000	\$105,000
G SITEWORK	\$1,623,932	\$1,623,932	\$1,623,932
Sub-Total	\$27,171,534	\$28,940,765	\$27,401,527
Contingencies / Allowances	\$2,309,580	\$2,459,965	\$2,329,130
Escalation - 4.5% per year to Midpoint	\$6,633,251	\$7,065,164	\$6,689,398
GC's / Insurances	\$5,912,592	\$5,334,471	\$5,252,913
HCC Fee	\$1,681,078	\$1,752,015	\$1,666,919
Total	\$43,708,035	\$45,552,380	\$43,339,887
STALLS	543	543	543
COST PER STALL	\$80,494	\$83,890	\$79,816
COST PER GSF	\$245	\$255	\$243

Type Comparision	Site C-1A 203,994 S.F. CIP	Site C-1A 203,994 S.F. Steel	Site C-1A 203,994 S.F. Precast
A SUBSTRUCTURE	\$3,204,561	\$3,204,561	\$3,204,561
B SHELL	\$17,617,565	\$19,636,698	\$17,880,269
C INTERIORS	\$2,041,501	\$2,041,501	\$2,041,501
D SERVICES	\$5,452,167	\$5,452,167	\$5,452,167
E EQUIPMENT & FURNISHINGS	\$105,000	\$105,000	\$105,000
G SITEWORK	\$779,983	\$779,983	\$779,983
Sub-Total	\$29,200,777	\$31,219,910	\$29,463,481
Contingencies / Allowances	\$2,482,066	\$2,653,692	\$2,504,396
Escalation - 4.5% per year to Midpoint	\$7,128,640	\$7,621,561	\$7,192,772
GC's / Insurances	\$6,634,087	\$5,910,502	\$5,817,436
HCC Fee	\$1,817,823	\$1,896,227	\$1,799,123
Total	\$47,263,392	\$49,301,892	\$46,777,208
STALLS	615	615	615
COST PER STALL	\$76,851	\$80,166	\$76,061
COST PER GSF	\$232	\$242	\$229

Option Type	Site A-1A		Site A-1C		Site C-1A	
	CIP	Delta	CIP	Delta	CIP	Delta
0.0% Current	\$36,434,928	\$0	\$36,563,680	\$0	\$39,585,478	\$0
4.5% 1Year	\$37,858,034	\$1,423,106	\$37,992,551	\$1,428,871	\$41,121,061	\$1,535,583
9.0% 2Year	\$39,281,140	\$2,846,212	\$39,421,422	\$2,857,742	\$42,656,644	\$3,071,166
13.5% 3Year	\$40,704,246	\$4,269,318	\$40,850,293	\$4,286,613	\$44,192,227	\$4,606,749
18.0% 4Year	\$42,127,352	\$5,692,424	\$42,279,164	\$5,715,484	\$45,727,810	\$6,142,332
22.5% 5Year	\$43,550,458	\$7,115,530	\$43,708,035	\$7,144,355	\$47,263,392	\$7,677,915

Option Type	Site A-1A		Site A-1C		Site C-1A	
	Steel	Delta	Steel	Delta	Steel	Delta
0.0% Current	\$37,814,080	\$0	\$37,942,832	\$0	\$41,181,607	\$0
4.5% 1Year	\$39,330,224	\$1,516,145	\$39,464,742	\$1,521,910	\$42,823,370	\$1,641,763
9.0% 2Year	\$40,846,369	\$3,032,289	\$40,986,651	\$3,043,819	\$44,465,133	\$3,283,526
13.5% 3Year	\$42,362,514	\$4,548,434	\$42,508,561	\$4,565,729	\$46,106,896	\$4,925,290
18.0% 4Year	\$43,878,658	\$6,064,579	\$44,030,471	\$6,087,639	\$47,748,659	\$6,567,053
22.5% 5Year	\$45,394,803	\$7,580,724	\$45,552,380	\$7,609,548	\$49,301,892	\$8,120,285

Option Type	Site A-1A		Site A-1C		Site C-1A	
	Precast	Delta	Precast	Delta	Precast	Delta
0.0% Current	\$36,006,306	\$0	\$36,135,058	\$0	\$39,118,750	\$0
4.5% 1Year	\$37,441,507	\$1,435,201	\$37,576,024	\$1,440,966	\$40,668,148	\$1,549,398
9.0% 2Year	\$38,876,707	\$2,870,401	\$39,016,990	\$2,881,931	\$42,217,546	\$3,098,795
13.5% 3Year	\$40,311,908	\$4,305,602	\$40,457,955	\$4,322,897	\$43,766,943	\$4,648,193
18.0% 4Year	\$41,747,109	\$5,740,803	\$41,898,921	\$5,763,863	\$45,316,341	\$6,197,591
22.5% 5Year	\$43,182,310	\$7,176,004	\$43,339,887	\$7,204,828	\$46,777,208	\$7,658,458



HOFFMAN CONSTRUCTION COMPANY

UNI-FORMAT COST SUMMARY - CIP

Project Name	Feasibility Study
Location	Eugene, OR
Date	4/16/2026

Type: CIP System Description		Site A-1A 178,602 S.F. Total \$/S.F.		Site A-1C 178,602 S.F. Total \$/S.F.		Site C-1A 203,994 S.F. Total \$/S.F.	
A	SUBSTRUCTURE	\$2,821,932	\$15.80	\$2,821,932	\$15.80	\$3,204,561	\$15.71
A10	Foundations	\$2,821,932	\$15.80	\$2,821,932	\$15.80	\$3,204,561	\$15.71
B	SHELL	\$15,848,957	\$88.74	\$15,848,957	\$88.74	\$17,617,565	\$86.36
B10	Superstructure	\$14,356,203	\$80.38	\$14,356,203	\$80.38	\$16,111,676	\$78.98
B20	Exterior Enclosure	\$1,403,453	\$7.86	\$1,403,453	\$7.86	\$1,403,893	\$6.88
B30	Roofing	\$89,301	\$0.50	\$89,301	\$0.50	\$101,997	\$0.50
C	INTERIORS	\$1,926,162	\$10.78	\$1,926,162	\$10.78	\$2,041,501	\$10.01
C10	Interior Construction	\$1,404,753	\$7.87	\$1,404,753	\$7.87	\$1,476,672	\$7.24
C20	Stairs	\$216,000	\$1.21	\$216,000	\$1.21	\$216,000	\$1.06
C30	Interior Finishes	\$305,409	\$1.71	\$305,409	\$1.71	\$348,830	\$1.71
D	SERVICES	\$4,845,552	\$27.13	\$4,845,552	\$27.13	\$5,452,167	\$26.73
D10	Conveying	\$575,000	\$3.22	\$575,000	\$3.22	\$575,000	\$2.82
D20	Plumbing	\$642,967	\$3.60	\$642,967	\$3.60	\$734,378	\$3.60
D30	HVAC	\$0	\$0.00	\$0	\$0.00	\$0	\$0.00
D40	Fire Protection	\$662,791	\$3.71	\$662,791	\$3.71	\$756,488	\$3.71
D50	Electrical	\$2,964,793	\$16.60	\$2,964,793	\$16.60	\$3,386,300	\$16.60
E	EQUIPMENT & FURNISHINGS	\$105,000	\$0.59	\$105,000	\$0.59	\$105,000	\$0.51
E10	Equipment	\$105,000	\$0.59	\$105,000	\$0.59	\$105,000	\$0.51



HOFFMAN CONSTRUCTION COMPANY

UNI-FORMAT COST SUMMARY - CIP

Project Name	Feasibility Study
Location	Eugene, OR
Date	4/16/2026

Type: CIP System Description		Site A-1A 178,602 S.F. Total \$/S.F.		Site A-1C 178,602 S.F. Total \$/S.F.		Site C-1A 203,994 S.F. Total \$/S.F.	
F	SPECIAL CONSTRUCTION & DEMO	\$0	\$0.00	\$0	\$0.00	\$0	\$0.00
G	SITework	\$1,514,305	\$8.48	\$1,623,932	\$9.09	\$779,983	\$3.82
G10	Site Preparation	\$444,125	\$2.49	\$477,647	\$2.67	\$204,894	\$1.00
G20	Site Improvements	\$690,323	\$3.87	\$766,428	\$4.29	\$195,232	\$0.96
G30	Civil & Mechanical Utilities	\$140,489	\$0.79	\$140,489	\$0.79	\$140,489	\$0.69
G40	Electrical Utilities	\$239,368	\$1.34	\$239,368	\$1.34	\$239,368	\$1.17
Z	Other Project Costs	\$0	\$0.00	\$0	\$0.00	\$0	\$0.00
Z40	General Requirements	\$0	\$0.00	\$0	\$0.00	\$0	\$0.00
	SUB-TOTAL	\$27,061,907	\$151.52	\$27,171,534	\$152.13	\$29,200,777	\$143.15
	Contingencies / Allowances	\$8,906,750	\$49.87	\$8,942,831	\$50.07	\$9,610,706	\$47.11
2.50%	Construction Contingency	\$676,548	\$3.79	\$679,288	\$3.80	\$730,019	\$3.58
6.00%	Design & Estimating Contingency	\$1,623,714	\$9.09	\$1,630,292	\$9.13	\$1,752,047	\$8.59
22.50%	Escalation	\$6,606,488	\$36.99	\$6,633,251	\$37.14	\$7,128,640	\$34.95
	TOTAL DIRECT COSTS	\$35,968,657	\$201.39	\$36,114,365	\$202.21	\$38,811,483	\$190.26
	GC'S / Insurance	\$5,906,783	\$33.07	\$5,912,592	\$33.10	\$6,634,087	\$32.52
	Supervision	\$4,366,819	\$24.45	\$4,366,819	\$24.45	\$4,966,234	\$24.35



HOFFMAN CONSTRUCTION COMPANY

UNI-FORMAT COST SUMMARY - CIP

Project Name	Feasibility Study
Location	Eugene, OR
Date	4/16/2026

Type: CIP System Description		Site A-1A 178,602 S.F.		Site A-1C 178,602 S.F.		Site C-1A 203,994 S.F.	
		Total	\$/S.F.	Total	\$/S.F.	Total	\$/S.F.
1.107%	Subcontractor Default Insurance	\$398,173	\$2.23	\$399,786	\$2.24	\$429,643	\$2.11
0.55%	Hoffman bond	\$148,840	\$0.83	\$149,443	\$0.84	\$160,604	\$0.79
0.60%	Builder's risk	\$261,303	\$1.46	\$262,248	\$1.47	\$283,580	\$1.39
1.680%	Project Insurance	\$731,648	\$4.10	\$734,295	\$4.11	\$794,025	\$3.89
4.00%	Contractor FEE w/ CAT Tax	\$1,675,018	\$9.38	\$1,681,078	\$9.41	\$1,817,823	\$8.91
TOTAL CONSTRUCTION		\$43,550,458	\$243.84	\$43,708,035	\$244.72	\$47,263,392	\$231.69



HOFFMAN CONSTRUCTION COMPANY

MASTER-FORMAT COST SUMMARY - CIP

Project Name	Feasibility Study
Location	Eugene, OR
Date	4/16/2026

Type: CIP System Description		Site A-1A 178,602 S.F. Total \$/S.F.		Site A-1C 178,602 S.F. Total \$/S.F.		Site C-1A 203,994 S.F. Total \$/S.F.	
1	GENERAL REQUIREMENTS	\$0	\$0.00	\$0	\$0.00	\$0	\$0.00
01 50 00	Temporary Facilities	\$0	\$0.00	\$0	\$0.00	\$0	\$0.00
01 70 00	Execution & Closeout	\$0	\$0.00	\$0	\$0.00	\$0	\$0.00
2	EXISTING CONDITIONS	\$140,962	\$0.79	\$149,287	\$0.84	\$81,123	\$0.40
02 40 00	Demolition	\$140,962	\$0.79	\$149,287	\$0.84	\$81,123	\$0.40
3	CONCRETE	\$16,158,005	\$90.47	\$16,158,005	\$90.47	\$18,169,111	\$89.07
03 20 00	CMU Reinfocing	\$25,013	\$0.14	\$25,013	\$0.14	\$28,566	\$0.14
03 30 00	CIP Concrete	\$16,075,839	\$90.01	\$16,075,839	\$90.01	\$18,075,267	\$88.61
03 50 00	Cementitious Underlayments	\$0	\$0.00	\$0	\$0.00	\$0	\$0.00
03 60 00	Grouting	\$57,153	\$0.32	\$57,153	\$0.32	\$65,278	\$0.32
4	MASONRY	\$132,927	\$0.74	\$132,927	\$0.74	\$151,809	\$0.74
04 20 00	Unit Masonry	\$132,927	\$0.74	\$132,927	\$0.74	\$151,809	\$0.74
04 40 00	Stone Masonry	\$0	\$0.00	\$0	\$0.00	\$0	\$0.00
5	STEEL	\$1,508,298	\$8.45	\$1,508,298	\$8.45	\$1,568,094	\$7.69
05 10 00	Structural Steel	\$78,585	\$0.44	\$78,585	\$0.44	\$89,757	\$0.44
05 30 00	Metal Deck	\$5,358	\$0.03	\$5,358	\$0.03	\$6,120	\$0.03
05 40 00	Cold-Formed Metal Framing	\$146,454	\$0.82	\$146,454	\$0.82	\$167,275	\$0.82
05 50 00	Metal Fabrications	\$1,277,901	\$7.16	\$1,277,901	\$7.16	\$1,304,941	\$6.40
05 70 00	Decorative Metal	\$0	\$0.00	\$0	\$0.00	\$0	\$0.00
6	WOOD & PLASTICS	\$26,790	\$0.15	\$26,790	\$0.15	\$30,599	\$0.15



HOFFMAN CONSTRUCTION COMPANY

MASTER-FORMAT COST SUMMARY - CIP

Project Name

Feasibility Study

Location

Eugene, OR

Date

4/16/2026

Type: CIP System Description		Site A-1A 178,602 S.F.		Site A-1C 178,602 S.F.		Site C-1A 203,994 S.F.	
		Total	\$/S.F.	Total	\$/S.F.	Total	\$/S.F.
06 10 00	Rough Carpentry	\$26,790	\$0.15	\$26,790	\$0.15	\$30,599	\$0.15
7	THERMAL & MOISTURE PROTECTION	\$1,671,551	\$9.36	\$1,671,551	\$9.36	\$1,722,826	\$8.45
07 10 00	Dampproofing & Waterproofing	\$241,070	\$1.35	\$241,070	\$1.35	\$275,400	\$1.35
07 20 00	Insulation	\$0	\$0.00	\$0	\$0.00	\$0	\$0.00
07 25 00	Vapor Barrier	\$0	\$0.00	\$0	\$0.00	\$0	\$0.00
07 40 00	Roofing & Siding Panels	\$1,314,390	\$7.36	\$1,314,390	\$7.36	\$1,314,830	\$6.45
07 50 00	Membrane Roofing	\$35,720	\$0.20	\$35,720	\$0.20	\$40,799	\$0.20
07 60 00	Flashing & Sheetmetal	\$16,074	\$0.09	\$16,074	\$0.09	\$18,359	\$0.09
07 70 00	Roof Furnishings	\$0	\$0.00	\$0	\$0.00	\$0	\$0.00
07 80 00	Fire & Smoke Protection	\$0	\$0.00	\$0	\$0.00	\$0	\$0.00
07 90 00	Expansion Joint Covers	\$64,297	\$0.36	\$64,297	\$0.36	\$73,438	\$0.36
8	DOORS & WINDOWS	\$116,063	\$0.65	\$116,063	\$0.65	\$116,063	\$0.57
08 10 00	Doors & Frames	\$27,000	\$0.15	\$27,000	\$0.15	\$27,000	\$0.13
08 30 00	Specialty Doors	\$0	\$0.00	\$0	\$0.00	\$0	\$0.00
08 40 00	Storefront & Curtainwall	\$89,063	\$0.50	\$89,063	\$0.50	\$89,063	\$0.44
9	FINISHES	\$340,086	\$1.90	\$340,086	\$1.90	\$388,429	\$1.90
09 20 00	Gyp Board Assemblies	\$34,677	\$0.19	\$34,677	\$0.19	\$39,599	\$0.19
09 90 00	Painting & Wall Coverings	\$305,409	\$1.71	\$305,409	\$1.71	\$348,830	\$1.71
10	SPECIALTIES	\$73,405	\$0.41	\$73,405	\$0.41	\$83,308	\$0.41
10 00 00	Misc Specialties	\$0	\$0.00	\$0	\$0.00	\$0	\$0.00
10 10 00	Signage	\$69,655	\$0.39	\$69,655	\$0.39	\$79,558	\$0.39



HOFFMAN CONSTRUCTION COMPANY

MASTER-FORMAT COST SUMMARY - CIP

Project Name	Feasibility Study
Location	Eugene, OR
Date	4/16/2026

Type: CIP System Description		Site A-1A 178,602 S.F.		Site A-1C 178,602 S.F.		Site C-1A 203,994 S.F.	
		Total	\$/S.F.	Total	\$/S.F.	Total	\$/S.F.
10 20 00	Interior Specialties	\$0	\$0.00	\$0	\$0.00	\$0	\$0.00
10 40 00	Safety Specialties	\$3,750	\$0.02	\$3,750	\$0.02	\$3,750	\$0.02
10 50 00	Storage Specialties	\$0	\$0.00	\$0	\$0.00	\$0	\$0.00
10 80 00	Bike Screen Enclosure	\$0	\$0.00	\$0	\$0.00	\$0	\$0.00
11	EQUIPMENT	\$105,000	\$0.59	\$105,000	\$0.59	\$105,000	\$0.51
11 00 00	Misc Equipment	\$0	\$0.00	\$0	\$0.00	\$0	\$0.00
11 10 00	Vehicle & Pedestrian Equipment	\$105,000	\$0.59	\$105,000	\$0.59	\$105,000	\$0.51
12	FURNISHINGS	\$0	\$0.00	\$0	\$0.00	\$0	\$0.00
13	SPECIAL CONSTRUCTION	\$0	\$0.00	\$0	\$0.00	\$0	\$0.00
14	CONVEYING SYSTEMS	\$575,000	\$3.22	\$575,000	\$3.22	\$575,000	\$2.82
14 20 00	Elevators	\$575,000	\$3.22	\$575,000	\$3.22	\$575,000	\$2.82
21	FIRE SUPPRESSION	\$659,041	\$3.69	\$659,041	\$3.69	\$752,738	\$3.69
21 10 00	Fire Sprinkler System	\$659,041	\$3.69	\$659,041	\$3.69	\$752,738	\$3.69
22	PLUMBING	\$642,967	\$3.60	\$642,967	\$3.60	\$734,378	\$3.60
22 10 00	Plumbing Piping	\$642,967	\$3.60	\$642,967	\$3.60	\$734,378	\$3.60
23	MECHANICAL SYSTEMS	\$0	\$0.00	\$0	\$0.00	\$0	\$0.00
25	INTEGRATED AUTOMATION	\$0	\$0.00	\$0	\$0.00	\$0	\$0.00



HOFFMAN CONSTRUCTION COMPANY

MASTER-FORMAT COST SUMMARY - CIP

Project Name	Feasibility Study
Location	Eugene, OR
Date	4/16/2026

Type: CIP System Description		Site A-1A 178,602 S.F.		Site A-1C 178,602 S.F.		Site C-1A 203,994 S.F.	
		Total	\$/S.F.	Total	\$/S.F.	Total	\$/S.F.
	ELECTRICAL SYSTEMS	\$2,964,793	\$16.60	\$2,964,793	\$16.60	\$3,386,300	\$16.60
26 00 00	Electrical System	\$0	\$0.00	\$0	\$0.00	\$0	\$0.00
26 20 00	Low Voltage	\$469,723	\$2.63	\$469,723	\$2.63	\$536,504	\$2.63
26 30 00	Generators	\$0	\$0.00	\$0	\$0.00	\$0	\$0.00
26 50 00	Lighting	\$1,973,552	\$11.05	\$1,973,552	\$11.05	\$2,254,134	\$11.05
28 20 00	CCTV	\$521,518	\$2.92	\$521,518	\$2.92	\$595,662	\$2.92
28 30 00	LSS	\$0	\$0.00	\$0	\$0.00	\$0	\$0.00
	SITEWORK	\$1,947,021	\$10.90	\$2,048,323	\$11.47	\$1,336,000	\$6.55
31 10 00	Site Clearing	\$0	\$0.00	\$0	\$0.00	\$0	\$0.00
31 20 00	Earth Moving	\$698,096	\$3.91	\$723,293	\$4.05	\$556,791	\$2.73
31 40 00	Shoring & Underpinning	\$0	\$0.00	\$0	\$0.00	\$0	\$0.00
31 60 00	Piling	\$178,745	\$1.00	\$178,745	\$1.00	\$204,120	\$1.00
32 10 00	Paving & Base Courses	\$142,171	\$0.80	\$191,691	\$1.07	\$31,723	\$0.16
32 30 00	Site Improvements	\$0	\$0.00	\$0	\$0.00	\$0	\$0.00
32 80 00	Irrigation	\$123,912	\$0.69	\$130,047	\$0.73	\$36,279	\$0.18
32 90 00	Planting	\$424,240	\$2.38	\$444,690	\$2.49	\$127,230	\$0.62
33 10 00	Water Utilities	\$67,425	\$0.38	\$67,425	\$0.38	\$67,425	\$0.33
33 30 00	Sewer Utilities	\$27,338	\$0.15	\$27,338	\$0.15	\$27,338	\$0.13
33 40 00	Stormwater Utilities	\$45,726	\$0.26	\$45,726	\$0.26	\$45,726	\$0.22
33 70 00	Electrical Utilities	\$80,643	\$0.45	\$80,643	\$0.45	\$80,643	\$0.40
33 80 00	Communication Utilities	\$158,725	\$0.89	\$158,725	\$0.89	\$158,725	\$0.78
	SUB-TOTAL	\$27,061,907	\$151.52	\$27,171,534	\$152.13	\$29,200,777	\$143.15



HOFFMAN CONSTRUCTION COMPANY

MASTER-FORMAT COST SUMMARY - CIP

Project Name	Feasibility Study
Location	Eugene, OR
Date	4/16/2026

Type: CIP System Description		Site A-1A 178,602 S.F.		Site A-1C 178,602 S.F.		Site C-1A 203,994 S.F.	
		Total	\$/S.F.	Total	\$/S.F.	Total	\$/S.F.
	Contingencies / Allowances	\$8,906,750	\$49.87	\$8,942,831	\$50.07	\$9,610,706	\$47.11
2.50%	Construction Contingency	\$676,548	\$3.79	\$679,288	\$3.80	\$730,019	\$3.58
6.00%	Design & Estimating Contingency	\$1,623,714	\$9.09	\$1,630,292	\$9.13	\$1,752,047	\$8.59
22.50%	Escalation	\$6,606,488	\$36.99	\$6,633,251	\$37.14	\$7,128,640	\$34.95
TOTAL DIRECT COSTS		\$35,968,657	\$201.39	\$36,114,365	\$202.21	\$38,811,483	\$190.26
	GC'S / Insurance	\$5,906,783	\$33.07	\$5,912,592	\$33.10	\$6,634,087	\$32.52
	Supervision	\$4,366,819	\$24.45	\$4,366,819	\$24.45	\$4,966,234	\$24.35
1.107%	Subcontractor Default Insurance	\$398,173	\$2.23	\$399,786	\$2.24	\$429,643	\$2.11
0.550%	Hoffman bond	\$148,840	\$0.83	\$149,443	\$0.84	\$160,604	\$0.79
0.600%	Builder's risk	\$261,303	\$1.46	\$262,248	\$1.47	\$283,580	\$1.39
1.680%	Project insurance	\$731,648	\$4.10	\$734,295	\$4.11	\$794,025	\$3.89
4.00%	Contractor FEE w/ CAT Tax	\$1,675,018	\$9.38	\$1,681,078	\$9.41	\$1,817,823	\$8.91
TOTAL CONSTRUCTION		\$43,550,458	\$243.84	\$43,708,035	\$244.72	\$47,263,392	\$231.69



HOFFMAN CONSTRUCTION COMPANY

UNI-FORMAT COST SUMMARY - Steel

Project Name	Feasibility Study
Location	Eugene, OR
Date	4/16/2026

Type: Steel System Description		Site A-1A 178,602 S.F. Total \$/S.F.		Site A-1C 178,602 S.F. Total \$/S.F.		Site C-1A 203,994 S.F. Total \$/S.F.	
A	SUBSTRUCTURE	\$2,821,932	\$15.80	\$2,821,932	\$15.80	\$3,204,561	\$15.71
A10	Foundations	\$2,821,932	\$15.80	\$2,821,932	\$15.80	\$3,204,561	\$15.71
B	SHELL	\$17,618,188	\$98.64	\$17,618,188	\$98.64	\$19,636,698	\$96.26
B10	Superstructure	\$16,125,434	\$90.29	\$16,125,434	\$90.29	\$18,130,809	\$88.88
B20	Exterior Enclosure	\$1,403,453	\$7.86	\$1,403,453	\$7.86	\$1,403,893	\$6.88
B30	Roofing	\$89,301	\$0.50	\$89,301	\$0.50	\$101,997	\$0.50
C	INTERIORS	\$1,926,162	\$10.78	\$1,926,162	\$10.78	\$2,041,501	\$10.01
C10	Interior Construction	\$1,404,753	\$7.87	\$1,404,753	\$7.87	\$1,476,672	\$7.24
C20	Stairs	\$216,000	\$1.21	\$216,000	\$1.21	\$216,000	\$1.06
C30	Interior Finishes	\$305,409	\$1.71	\$305,409	\$1.71	\$348,830	\$1.71
D	SERVICES	\$4,845,552	\$27.13	\$4,845,552	\$27.13	\$5,452,167	\$26.73
D10	Conveying	\$575,000	\$3.22	\$575,000	\$3.22	\$575,000	\$2.82
D20	Plumbing	\$642,967	\$3.60	\$642,967	\$3.60	\$734,378	\$3.60
D30	HVAC	\$0	\$0.00	\$0	\$0.00	\$0	\$0.00
D40	Fire Protection	\$662,791	\$3.71	\$662,791	\$3.71	\$756,488	\$3.71
D50	Electrical	\$2,964,793	\$16.60	\$2,964,793	\$16.60	\$3,386,300	\$16.60
E	EQUIPMENT & FURNISHINGS	\$105,000	\$0.59	\$105,000	\$0.59	\$105,000	\$0.51
E10	Equipment	\$105,000	\$0.59	\$105,000	\$0.59	\$105,000	\$0.51



HOFFMAN CONSTRUCTION COMPANY

UNI-FORMAT COST SUMMARY - Steel

Project Name	Feasibility Study
Location	Eugene, OR
Date	4/16/2026

Type: Steel System Description		Site A-1A 178,602 S.F. Total \$/S.F.		Site A-1C 178,602 S.F. Total \$/S.F.		Site C-1A 203,994 S.F. Total \$/S.F.	
F	SPECIAL CONSTRUCTION & DEMO	\$0	\$0.00	\$0	\$0.00	\$0	\$0.00
G	SITework	\$1,514,305	\$8.48	\$1,623,932	\$9.09	\$779,983	\$3.82
G10	Site Preparation	\$444,125	\$2.49	\$477,647	\$2.67	\$204,894	\$1.00
G20	Site Improvements	\$690,323	\$3.87	\$766,428	\$4.29	\$195,232	\$0.96
G30	Civil & Mechanical Utilities	\$140,489	\$0.79	\$140,489	\$0.79	\$140,489	\$0.69
G40	Electrical Utilities	\$239,368	\$1.34	\$239,368	\$1.34	\$239,368	\$1.17
Z	Other Project Costs	\$0	\$0.00	\$0	\$0.00	\$0	\$0.00
	SUB-TOTAL	\$28,831,138	\$161.43	\$28,940,765	\$162.04	\$31,219,910	\$153.04
	Contingencies / Allowances	\$9,489,048	\$53.13	\$9,525,129	\$53.33	\$10,275,253	\$50.37
2.50%	Construction Contingency	\$720,778	\$4.04	\$723,519	\$4.05	\$780,498	\$3.83
6.00%	Design & Estimating Contingency	\$1,729,868	\$9.69	\$1,736,446	\$9.72	\$1,873,195	\$9.18
22.50%	Escalation	\$7,038,402	\$39.41	\$7,065,164	\$39.56	\$7,621,561	\$37.36
	TOTAL DIRECT COSTS	\$38,320,187	\$214.56	\$38,465,894	\$215.37	\$41,495,163	\$203.41
	GC'S / Insurance	\$5,328,662	\$29.84	\$5,334,471	\$29.87	\$5,910,502	\$28.97
	Supervision	\$3,710,885	\$20.78	\$3,710,885	\$20.78	\$4,155,358	\$20.37
1.107%	Subcontractor Default Insurance	\$424,204	\$2.38	\$425,817	\$2.38	\$459,351	\$2.25



Project Name	Feasibility Study
Location	Eugene, OR
Date	4/16/2026

UNI-FORMAT COST SUMMARY - Steel

Type: Steel System Description		Site A-1A 178,602 S.F.		Site A-1C 178,602 S.F.		Site C-1A 203,994 S.F.	
		Total	\$/S.F.	Total	\$/S.F.	Total	\$/S.F.
0.550%	Hoffman bond	\$158,571	\$0.89	\$159,174	\$0.89	\$171,710	\$0.84
0.600%	Builder's risk	\$272,369	\$1.53	\$273,314	\$1.53	\$295,811	\$1.45
1.680%	Project Insurance	\$762,633	\$4.27	\$765,280	\$4.28	\$828,272	\$4.06
4.00%	Contractor FEE w/ CAT Tax	\$1,745,954	\$9.78	\$1,752,015	\$9.81	\$1,896,227	\$9.30
TOTAL CONSTRUCTION		\$45,394,803	\$254.17	\$45,552,380	\$255.05	\$49,301,892	\$241.68



HOFFMAN CONSTRUCTION COMPANY

Project Name	Feasibility Study
Location	Eugene, OR
Date	4/16/2026

MASTER-FORMAT COST SUMMARY - Steel

Type: Steel System Description		Site A-1A 178,602 S.F. Total \$/S.F.		Site A-1C 178,602 S.F. Total \$/S.F.		Site C-1A 203,994 S.F. Total \$/S.F.	
1	GENERAL REQUIREMENTS	\$0	\$0.00	\$0	\$0.00	\$0	\$0.00
2	EXISTING CONDITIONS	\$140,962	\$0.79	\$149,287	\$0.84	\$81,123	\$0.40
02 40 00	Demolition	\$140,962	\$0.79	\$149,287	\$0.84	\$81,123	\$0.40
3	CONCRETE	\$8,498,706	\$47.58	\$8,498,706	\$47.58	\$9,420,544	\$46.18
03 20 00	CMU Reinfocing	\$25,013	\$0.14	\$25,013	\$0.14	\$28,566	\$0.14
03 30 00	CIP Concrete	\$8,416,540	\$47.12	\$8,416,540	\$47.12	\$9,326,700	\$45.72
03 50 00	Cementitious Underlayments	\$0	\$0.00	\$0	\$0.00	\$0	\$0.00
03 60 00	Grouting	\$57,153	\$0.32	\$57,153	\$0.32	\$65,278	\$0.32
4	MASONRY	\$132,927	\$0.74	\$132,927	\$0.74	\$151,809	\$0.74
04 20 00	Unit Masonry	\$132,927	\$0.74	\$132,927	\$0.74	\$151,809	\$0.74
04 40 00	Stone Masonry	\$0	\$0.00	\$0	\$0.00	\$0	\$0.00
5	STEEL	\$10,936,828	\$61.24	\$10,936,828	\$61.24	\$12,335,794	\$60.47
05 10 00	Structural Steel	\$8,078,585	\$45.23	\$8,078,585	\$45.23	\$9,225,757	\$45.23
05 30 00	Metal Deck	\$1,433,888	\$8.03	\$1,433,888	\$8.03	\$1,637,820	\$8.03
05 40 00	Cold-Form Metal Framing	\$146,454	\$0.82	\$146,454	\$0.82	\$167,275	\$0.82
05 50 00	Metal Fabrications	\$1,277,901	\$7.16	\$1,277,901	\$7.16	\$1,304,941	\$6.40
05 70 00	Decorative Metal	\$0	\$0.00	\$0	\$0.00	\$0	\$0.00
6	WOOD & PLASTICS	\$26,790	\$0.15	\$26,790	\$0.15	\$30,599	\$0.15
06 10 00	Rough Carpentry	\$26,790	\$0.15	\$26,790	\$0.15	\$30,599	\$0.15



Project Name	Feasibility Study
Location	Eugene, OR
Date	4/16/2026

MASTER-FORMAT COST SUMMARY - Steel

Type: Steel System Description		Site A-1A 178,602 S.F.		Site A-1C 178,602 S.F.		Site C-1A 203,994 S.F.	
		Total	\$/S.F.	Total	\$/S.F.	Total	\$/S.F.
7	THERMAL & MOISTURE PROTECTION	\$1,671,551	\$9.36	\$1,671,551	\$9.36	\$1,722,826	\$8.45
07 10 00	Dampproofing & Waterproofing	\$241,070	\$1.35	\$241,070	\$1.35	\$275,400	\$1.35
07 20 00	Insulation	\$0	\$0.00	\$0	\$0.00	\$0	\$0.00
07 25 00	Vapor Barrier	\$0	\$0.00	\$0	\$0.00	\$0	\$0.00
07 40 00	Roofing & Siding Panels	\$1,314,390	\$7.36	\$1,314,390	\$7.36	\$1,314,830	\$6.45
07 50 00	Membrane Roofing	\$35,720	\$0.20	\$35,720	\$0.20	\$40,799	\$0.20
07 60 00	Flashing & Sheetmetal	\$16,074	\$0.09	\$16,074	\$0.09	\$18,359	\$0.09
07 70 00	Roof Furnishings	\$0	\$0.00	\$0	\$0.00	\$0	\$0.00
07 80 00	Fire & Smoke Protection	\$0	\$0.00	\$0	\$0.00	\$0	\$0.00
07 90 00	Expansion Joint Covers	\$64,297	\$0.36	\$64,297	\$0.36	\$73,438	\$0.36
8	DOORS & WINDOWS	\$116,063	\$0.65	\$116,063	\$0.65	\$116,063	\$0.57
08 10 00	Doors & Frames	\$27,000	\$0.15	\$27,000	\$0.15	\$27,000	\$0.13
08 30 00	Specialty Doors	\$0	\$0.00	\$0	\$0.00	\$0	\$0.00
08 40 00	Storefront & Curtainwall	\$89,063	\$0.50	\$89,063	\$0.50	\$89,063	\$0.44
9	FINISHES	\$340,086	\$1.90	\$340,086	\$1.90	\$388,429	\$1.90
09 20 00	Gyp Board Assemblies	\$34,677	\$0.19	\$34,677	\$0.19	\$39,599	\$0.19
09 90 00	Painting & Wall Coverings	\$305,409	\$1.71	\$305,409	\$1.71	\$348,830	\$1.71
10	SPECIALTIES	\$73,405	\$0.41	\$73,405	\$0.41	\$83,308	\$0.41
10 00 00	Misc Specialties	\$0	\$0.00	\$0	\$0.00	\$0	\$0.00
10 10 00	Signage	\$69,655	\$0.39	\$69,655	\$0.39	\$79,558	\$0.39
10 20 00	Interior Specialties	\$0	\$0.00	\$0	\$0.00	\$0	\$0.00
10 40 00	Safety Specialties	\$3,750	\$0.02	\$3,750	\$0.02	\$3,750	\$0.02



HOFFMAN CONSTRUCTION COMPANY

Project Name	Feasibility Study
Location	Eugene, OR
Date	4/16/2026

MASTER-FORMAT COST SUMMARY - Steel

Type: Steel System Description		Site A-1A 178,602 S.F. Total \$/S.F.		Site A-1C 178,602 S.F. Total \$/S.F.		Site C-1A 203,994 S.F. Total \$/S.F.	
11	EQUIPMENT	\$105,000	\$0.59	\$105,000	\$0.59	\$105,000	\$0.51
11 00 00	Misc Equipment	\$0	\$0.00	\$0	\$0.00	\$0	\$0.00
11 10 00	Vehicle & Pedestrian Equipment	\$105,000	\$0.59	\$105,000	\$0.59	\$105,000	\$0.51
12	FURNISHINGS	\$0	\$0.00	\$0	\$0.00	\$0	\$0.00
13	SPECIAL CONSTRUCTION	\$0	\$0.00	\$0	\$0.00	\$0	\$0.00
14	CONVEYING SYSTEMS	\$575,000	\$3.22	\$575,000	\$3.22	\$575,000	\$2.82
14 20 00	Elevators	\$575,000	\$3.22	\$575,000	\$3.22	\$575,000	\$2.82
21	FIRE SUPPRESSION	\$659,041	\$3.69	\$659,041	\$3.69	\$752,738	\$3.69
21 10 00	Fire Sprinkler System	\$659,041	\$3.69	\$659,041	\$3.69	\$752,738	\$3.69
22	PLUMBING	\$642,967	\$3.60	\$642,967	\$3.60	\$734,378	\$3.60
22 10 00	Plumbing Piping	\$642,967	\$3.60	\$642,967	\$3.60	\$734,378	\$3.60
23	MECHANICAL SYSTEMS	\$0	\$0.00	\$0	\$0.00	\$0	\$0.00
25	INTEGRATED AUTOMATION	\$0	\$0.00	\$0	\$0.00	\$0	\$0.00
	ELECTRICAL SYSTEMS	\$2,964,793	\$16.60	\$2,964,793	\$16.60	\$3,386,300	\$16.60
26 00 00	Electrical System	\$0	\$0.00	\$0	\$0.00	\$0	\$0.00
26 20 00	Low Voltage	\$469,723	\$2.63	\$469,723	\$2.63	\$536,504	\$2.63
26 30 00	Generators	\$0	\$0.00	\$0	\$0.00	\$0	\$0.00



HOFFMAN CONSTRUCTION COMPANY

Project Name	Feasibility Study
Location	Eugene, OR
Date	4/16/2026

MASTER-FORMAT COST SUMMARY - Steel

Type: Steel System Description		Site A-1A 178,602 S.F.		Site A-1C 178,602 S.F.		Site C-1A 203,994 S.F.	
		Total	\$/S.F.	Total	\$/S.F.	Total	\$/S.F.
26 50 00	Lighting	\$1,973,552	\$11.05	\$1,973,552	\$11.05	\$2,254,134	\$11.05
28 20 00	CCTV	\$521,518	\$2.92	\$521,518	\$2.92	\$595,662	\$2.92
28 30 00	LSS	\$0	\$0.00	\$0	\$0.00	\$0	\$0.00
	SITWORK	\$1,947,021	\$10.90	\$2,048,323	\$11.47	\$1,336,000	\$6.55
31 10 00	Site Clearing	\$0	\$0.00	\$0	\$0.00	\$0	\$0.00
31 20 00	Earth Moving	\$698,096	\$3.91	\$723,293	\$4.05	\$556,791	\$2.73
31 40 00	Shoring & Underpinning	\$0	\$0.00	\$0	\$0.00	\$0	\$0.00
31 60 00	Piling	\$178,745	\$1.00	\$178,745	\$1.00	\$204,120	\$1.00
32 10 00	Paving & Base Courses	\$142,171	\$0.80	\$191,691	\$1.07	\$31,723	\$0.16
32 30 00	Site Improvements	\$0	\$0.00	\$0	\$0.00	\$0	\$0.00
32 80 00	Irrigation	\$123,912	\$0.69	\$130,047	\$0.73	\$36,279	\$0.18
32 90 00	Planting	\$424,240	\$2.38	\$444,690	\$2.49	\$127,230	\$0.62
33 10 00	Water Utilities	\$67,425	\$0.38	\$67,425	\$0.38	\$67,425	\$0.33
33 30 00	Sewer Utilities	\$27,338	\$0.15	\$27,338	\$0.15	\$27,338	\$0.13
33 40 00	Stormwater Utilities	\$45,726	\$0.26	\$45,726	\$0.26	\$45,726	\$0.22
33 70 00	Electrical Utilities	\$80,643	\$0.45	\$80,643	\$0.45	\$80,643	\$0.40
33 80 00	Communication Utilities	\$158,725	\$0.89	\$158,725	\$0.89	\$158,725	\$0.78
	SUB-TOTAL	\$28,831,138	\$161.43	\$28,940,765	\$162.04	\$31,219,910	\$153.04
	Contingencies / Allowances	\$9,489,048	\$53.13	\$9,525,129	\$53.33	\$10,275,253	\$50.37
2.50%	Construction Contingency	\$720,778	\$4.04	\$723,519	\$4.05	\$780,498	\$3.83
6.00%	Design & Estimating Contingency	\$1,729,868	\$9.69	\$1,736,446	\$9.72	\$1,873,195	\$9.18
22.50%	Escalation	\$7,038,402	\$39.41	\$7,065,164	\$39.56	\$7,621,561	\$37.36



HOFFMAN CONSTRUCTION COMPANY

Project Name	Feasibility Study
Location	Eugene, OR
Date	4/16/2026

MASTER-FORMAT COST SUMMARY - Steel

Type: Steel System Description		Site A-1A 178,602 S.F.		Site A-1C 178,602 S.F.		Site C-1A 203,994 S.F.	
		Total	\$/S.F.	Total	\$/S.F.	Total	\$/S.F.
TOTAL DIRECT COSTS		\$38,320,187	\$214.56	\$38,465,894	\$215.37	\$41,495,163	\$203.41
	GC'S / Insurance	\$5,328,662	\$29.84	\$5,334,471	\$29.87	\$5,910,502	\$28.97
	Supervision	\$3,710,885	\$20.78	\$3,710,885	\$20.78	\$4,155,358	\$20.37
1.107%	Subcontractor Default Insurance	\$424,204	\$2.38	\$425,817	\$2.38	\$459,351	\$2.25
0.550%	Hoffman bond	\$158,571	\$0.89	\$159,174	\$0.89	\$171,710	\$0.84
0.600%	Builder's risk	\$272,369	\$1.53	\$273,314	\$1.53	\$295,811	\$1.45
1.680%	Project insurance	\$762,633	\$4.27	\$765,280	\$4.28	\$828,272	\$4.06
4.00%	Contractor FEE w/ CAT Tax	\$1,745,954	\$9.78	\$1,752,015	\$9.81	\$1,896,227	\$9.30
TOTAL CONSTRUCTION		\$45,394,803	\$254.17	\$45,552,380	\$255.05	\$49,301,892	\$241.68

Project Name	Feasibility Study
Location	Eugene, OR
Date	4/16/2026

UNI-FORMAT COST SUMMARY - Precast

Type: Precast System Description		Site A-1A 178,602 S.F. Total \$/S.F.		Site A-1C 178,602 S.F. Total \$/S.F.		Site C-1A 203,994 S.F. Total \$/S.F.	
A	SUBSTRUCTURE	\$2,821,932	\$15.80	\$2,821,932	\$15.80	\$3,204,561	\$15.71
A10	Foundations	\$2,821,932	\$15.80	\$2,821,932	\$15.80	\$3,204,561	\$15.71
B	SHELL	\$16,078,950	\$90.03	\$16,078,950	\$90.03	\$17,880,269	\$87.65
B10	Superstructure	\$14,586,196	\$81.67	\$14,586,196	\$81.67	\$16,374,379	\$80.27
B20	Exterior Enclosure	\$1,403,453	\$7.86	\$1,403,453	\$7.86	\$1,403,893	\$6.88
B30	Roofing	\$89,301	\$0.50	\$89,301	\$0.50	\$101,997	\$0.50
C	INTERIORS	\$1,926,162	\$10.78	\$1,926,162	\$10.78	\$2,041,501	\$10.01
C10	Interior Construction	\$1,404,753	\$7.87	\$1,404,753	\$7.87	\$1,476,672	\$7.24
C20	Stairs	\$216,000	\$1.21	\$216,000	\$1.21	\$216,000	\$1.06
C30	Interior Finishes	\$305,409	\$1.71	\$305,409	\$1.71	\$348,830	\$1.71
D	SERVICES	\$4,845,552	\$27.13	\$4,845,552	\$27.13	\$5,452,167	\$26.73
D10	Conveying	\$575,000	\$3.22	\$575,000	\$3.22	\$575,000	\$2.82
D20	Plumbing	\$642,967	\$3.60	\$642,967	\$3.60	\$734,378	\$3.60
D30	HVAC	\$0	\$0.00	\$0	\$0.00	\$0	\$0.00
D40	Fire Protection	\$662,791	\$3.71	\$662,791	\$3.71	\$756,488	\$3.71
D50	Electrical	\$2,964,793	\$16.60	\$2,964,793	\$16.60	\$3,386,300	\$16.60
E	EQUIPMENT & FURNISHINGS	\$105,000	\$0.59	\$105,000	\$0.59	\$105,000	\$0.51
E10	Equipment	\$105,000	\$0.59	\$105,000	\$0.59	\$105,000	\$0.51

Project Name	Feasibility Study
Location	Eugene, OR
Date	4/16/2026

UNI-FORMAT COST SUMMARY - Precast

Type: Precast System Description		Site A-1A 178,602 S.F.		Site A-1C 178,602 S.F.		Site C-1A 203,994 S.F.	
		Total	\$/S.F.	Total	\$/S.F.	Total	\$/S.F.
F	SPECIAL CONSTRUCTION & DEMO	\$0	\$0.00	\$0	\$0.00	\$0	\$0.00
G	SITEWORK	\$1,514,305	\$8.48	\$1,623,932	\$9.09	\$779,983	\$3.82
G10	Site Preparation	\$444,125	\$2.49	\$477,647	\$2.67	\$204,894	\$1.00
G20	Site Improvements	\$690,323	\$3.87	\$766,428	\$4.29	\$195,232	\$0.96
G30	Civil & Mechanical Utilities	\$140,489	\$0.79	\$140,489	\$0.79	\$140,489	\$0.69
G40	Electrical Utilities	\$239,368	\$1.34	\$239,368	\$1.34	\$239,368	\$1.17
Z	Other Project Costs	\$0	\$0.00	\$0	\$0.00	\$0	\$0.00
SUB-TOTAL		\$27,291,901	\$152.81	\$27,401,527	\$153.42	\$29,463,481	\$144.43
	Contingencies / Allowances	\$8,982,447	\$50.29	\$9,018,528	\$50.50	\$9,697,168	\$47.54
2.50%	Construction Contingency	\$682,298	\$3.82	\$685,038	\$3.84	\$736,587	\$3.61
6.00%	Design & Estimating Contingency	\$1,637,514	\$9.17	\$1,644,092	\$9.21	\$1,767,809	\$8.67
22.50%	Escalation	\$6,662,635	\$37.30	\$6,689,398	\$37.45	\$7,192,772	\$35.26
TOTAL DIRECT COSTS		\$36,274,347	\$203.10	\$36,420,055	\$203.92	\$39,160,649	\$191.97
	GC'S / Insurance	\$5,247,104	\$29.38	\$5,252,913	\$29.41	\$5,817,436	\$28.52
	Supervision	\$3,710,885	\$20.78	\$3,710,885	\$20.78	\$4,155,358	\$20.37
1.107%	Subcontractor Default Insurance	\$401,557	\$2.25	\$403,170	\$2.26	\$433,508	\$2.13



HOFFMAN CONSTRUCTION COMPANY

Project Name	Feasibility Study
Location	Eugene, OR
Date	4/16/2026

UNI-FORMAT COST SUMMARY - Precast

Type: Precast System Description		Site A-1A 178,602 S.F.		Site A-1C 178,602 S.F.		Site C-1A 203,994 S.F.	
		Total	\$/S.F.	Total	\$/S.F.	Total	\$/S.F.
0.550%	Hoffman bond	\$150,105	\$0.84	\$150,708	\$0.84	\$162,049	\$0.79
0.600%	Builder's risk	\$259,094	\$1.45	\$260,039	\$1.46	\$280,663	\$1.38
1.680%	Project Insurance	\$725,463	\$4.06	\$728,110	\$4.08	\$785,857	\$3.85
4.00%	Contractor FEE w/ CAT Tax	\$1,660,858	\$9.30	\$1,666,919	\$9.33	\$1,799,123	\$8.82
TOTAL CONSTRUCTION		\$43,182,310	\$241.78	\$43,339,887	\$242.66	\$46,777,208	\$229.31



Project Name	Feasibility Study
Location	Eugene, OR
Date	4/16/2026

MASTER-FORMAT COST SUMMARY - Precast

Type: Precast System Description		Site A-1A 178,602 S.F. Total \$/S.F.		Site A-1C 178,602 S.F. Total \$/S.F.		Site C-1A 203,994 S.F. Total \$/S.F.	
1	GENERAL REQUIREMENTS	\$0	\$0.00	\$0	\$0.00	\$0	\$0.00
2	EXISTING CONDITIONS	\$140,962	\$0.79	\$149,287	\$0.84	\$81,123	\$0.40
02 40 00	Demolition	\$140,962	\$0.79	\$149,287	\$0.84	\$81,123	\$0.40
3	CONCRETE	\$16,387,998	\$91.76	\$16,387,998	\$91.76	\$18,431,815	\$90.35
03 20 00	CMU Reinfocing	\$25,013	\$0.14	\$25,013	\$0.14	\$28,566	\$0.14
03 30 00	CIP Concrete	\$7,734,652	\$43.31	\$7,734,652	\$43.31	\$8,547,770	\$41.90
03 40 00	Precast Concrete	\$8,571,180	\$47.99	\$8,571,180	\$47.99	\$9,790,200	\$47.99
03 50 00	Cementitious Underlayments	\$0	\$0.00	\$0	\$0.00	\$0	\$0.00
03 60 00	Grouting	\$57,153	\$0.32	\$57,153	\$0.32	\$65,278	\$0.32
4	MASONRY	\$132,927	\$0.74	\$132,927	\$0.74	\$151,809	\$0.74
04 20 00	Unit Masonry	\$132,927	\$0.74	\$132,927	\$0.74	\$151,809	\$0.74
04 40 00	Stone Masonry	\$0	\$0.00	\$0	\$0.00	\$0	\$0.00
5	STEEL	\$1,508,298	\$8.45	\$1,508,298	\$8.45	\$1,568,094	\$7.69
05 10 00	Structural Steel	\$78,585	\$0.44	\$78,585	\$0.44	\$89,757	\$0.44
05 30 00	Metal Deck	\$5,358	\$0.03	\$5,358	\$0.03	\$6,120	\$0.03
05 40 00	Cold-Form Metal Framing	\$146,454	\$0.82	\$146,454	\$0.82	\$167,275	\$0.82
05 50 00	Metal Fabrications	\$1,277,901	\$7.16	\$1,277,901	\$7.16	\$1,304,941	\$6.40
05 70 00	Decorative Metal	\$0	\$0.00	\$0	\$0.00	\$0	\$0.00
6	WOOD & PLASTICS	\$26,790	\$0.15	\$26,790	\$0.15	\$30,599	\$0.15
06 10 00	Rough Carpentry	\$26,790	\$0.15	\$26,790	\$0.15	\$30,599	\$0.15



HOFFMAN CONSTRUCTION COMPANY

Project Name	Feasibility Study
Location	Eugene, OR
Date	4/16/2026

MASTER-FORMAT COST SUMMARY - Precast

Type: Precast System Description		Site A-1A 178,602 S.F.		Site A-1C 178,602 S.F.		Site C-1A 203,994 S.F.	
		Total	\$/S.F.	Total	\$/S.F.	Total	\$/S.F.
7	THERMAL & MOISTURE PROTECTION	\$1,671,551	\$9.36	\$1,671,551	\$9.36	\$1,722,826	\$8.45
07 10 00	Dampproofing & Waterproofing	\$241,070	\$1.35	\$241,070	\$1.35	\$275,400	\$1.35
07 20 00	Insulation	\$0	\$0.00	\$0	\$0.00	\$0	\$0.00
07 25 00	Vapor Barrier	\$0	\$0.00	\$0	\$0.00	\$0	\$0.00
07 40 00	Roofing & Siding Panels	\$1,314,390	\$7.36	\$1,314,390	\$7.36	\$1,314,830	\$6.45
07 50 00	Membrane Roofing	\$35,720	\$0.20	\$35,720	\$0.20	\$40,799	\$0.20
07 60 00	Flashing & Sheetmetal	\$16,074	\$0.09	\$16,074	\$0.09	\$18,359	\$0.09
07 70 00	Roof Furnishings	\$0	\$0.00	\$0	\$0.00	\$0	\$0.00
07 80 00	Fire & Smoke Protection	\$0	\$0.00	\$0	\$0.00	\$0	\$0.00
07 90 00	Expansion Joint Covers	\$64,297	\$0.36	\$64,297	\$0.36	\$73,438	\$0.36
8	DOORS & WINDOWS	\$116,063	\$0.65	\$116,063	\$0.65	\$116,063	\$0.57
08 10 00	Doors & Frames	\$27,000	\$0.15	\$27,000	\$0.15	\$27,000	\$0.13
08 30 00	Specialty Doors	\$0	\$0.00	\$0	\$0.00	\$0	\$0.00
08 40 00	Storefront & Curtainwall	\$89,063	\$0.50	\$89,063	\$0.50	\$89,063	\$0.44
9	FINISHES	\$340,086	\$1.90	\$340,086	\$1.90	\$388,429	\$1.90
09 20 00	Gyp Board Assemblies	\$34,677	\$0.19	\$34,677	\$0.19	\$39,599	\$0.19
09 90 00	Painting & Wall Coverings	\$305,409	\$1.71	\$305,409	\$1.71	\$348,830	\$1.71
10	SPECIALTIES	\$73,405	\$0.41	\$73,405	\$0.41	\$83,308	\$0.41
10 00 00	Misc Specialties	\$0	\$0.00	\$0	\$0.00	\$0	\$0.00
10 10 00	Signage	\$69,655	\$0.39	\$69,655	\$0.39	\$79,558	\$0.39
10 20 00	Interior Specialties	\$0	\$0.00	\$0	\$0.00	\$0	\$0.00



Project Name	Feasibility Study
Location	Eugene, OR
Date	4/16/2026

MASTER-FORMAT COST SUMMARY - Precast

Type: Precast System Description		Site A-1A 178,602 S.F.		Site A-1C 178,602 S.F.		Site C-1A 203,994 S.F.	
		Total	\$/S.F.	Total	\$/S.F.	Total	\$/S.F.
10 40 00	Safety Specialties	\$3,750	\$0.02	\$3,750	\$0.02	\$3,750	\$0.02
11	EQUIPMENT	\$105,000	\$0.59	\$105,000	\$0.59	\$105,000	\$0.51
11 00 00	Misc Equipment	\$0	\$0.00	\$0	\$0.00	\$0	\$0.00
11 10 00	Vehicle & Pedestrian Equipment	\$105,000	\$0.59	\$105,000	\$0.59	\$105,000	\$0.51
12	FURNISHINGS	\$0	\$0.00	\$0	\$0.00	\$0	\$0.00
13	SPECIAL CONSTRUCTION	\$0	\$0.00	\$0	\$0.00	\$0	\$0.00
14	CONVEYING SYSTEMS	\$575,000	\$3.22	\$575,000	\$3.22	\$575,000	\$2.82
14 20 00	Elevators	\$575,000	\$3.22	\$575,000	\$3.22	\$575,000	\$2.82
21	FIRE SUPPRESSION	\$659,041	\$3.69	\$659,041	\$3.69	\$752,738	\$3.69
21 10 00	Fire Sprinkler System	\$659,041	\$3.69	\$659,041	\$3.69	\$752,738	\$3.69
22	PLUMBING	\$642,967	\$3.60	\$642,967	\$3.60	\$734,378	\$3.60
22 10 00	Plumbing Piping	\$642,967	\$3.60	\$642,967	\$3.60	\$734,378	\$3.60
23	MECHANICAL SYSTEMS	\$0	\$0.00	\$0	\$0.00	\$0	\$0.00
25	INTEGRATED AUTOMATION	\$0	\$0.00	\$0	\$0.00	\$0	\$0.00
	ELECTRICAL SYSTEMS	\$2,964,793	\$16.60	\$2,964,793	\$16.60	\$3,386,300	\$16.60
26 00 00	Electrical System	\$0	\$0.00	\$0	\$0.00	\$0	\$0.00
26 20 00	Low Voltage	\$469,723	\$2.63	\$469,723	\$2.63	\$536,504	\$2.63
26 30 00	Generators	\$0	\$0.00	\$0	\$0.00	\$0	\$0.00



HOFFMAN CONSTRUCTION COMPANY

Project Name	Feasibility Study
Location	Eugene, OR
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MASTER-FORMAT COST SUMMARY - Precast

Type: Precast System Description		Site A-1A 178,602 S.F.		Site A-1C 178,602 S.F.		Site C-1A 203,994 S.F.	
		Total	\$/S.F.	Total	\$/S.F.	Total	\$/S.F.
26 50 00	Lighting	\$1,973,552	\$11.05	\$1,973,552	\$11.05	\$2,254,134	\$11.05
28 20 00	CCTV	\$521,518	\$2.92	\$521,518	\$2.92	\$595,662	\$2.92
28 30 00	LSS	\$0	\$0.00	\$0	\$0.00	\$0	\$0.00
	SITework	\$1,947,021	\$10.90	\$2,048,323	\$11.47	\$1,336,000	\$6.55
31 10 00	Site Clearing	\$0	\$0.00	\$0	\$0.00	\$0	\$0.00
31 20 00	Earth Moving	\$698,096	\$3.91	\$723,293	\$4.05	\$556,791	\$2.73
31 40 00	Shoring & Underpinning	\$0	\$0.00	\$0	\$0.00	\$0	\$0.00
31 60 00	Piling	\$178,745	\$1.00	\$178,745	\$1.00	\$204,120	\$1.00
32 10 00	Paving & Base Courses	\$142,171	\$0.80	\$191,691	\$1.07	\$31,723	\$0.16
32 30 00	Site Improvements	\$0	\$0.00	\$0	\$0.00	\$0	\$0.00
32 80 00	Irrigation	\$123,912	\$0.69	\$130,047	\$0.73	\$36,279	\$0.18
32 90 00	Planting	\$424,240	\$2.38	\$444,690	\$2.49	\$127,230	\$0.62
33 10 00	Water Utilities	\$67,425	\$0.38	\$67,425	\$0.38	\$67,425	\$0.33
33 30 00	Sewer Utilities	\$27,338	\$0.15	\$27,338	\$0.15	\$27,338	\$0.13
33 40 00	Stormwater Utilities	\$45,726	\$0.26	\$45,726	\$0.26	\$45,726	\$0.22
33 70 00	Electrical Utilities	\$80,643	\$0.45	\$80,643	\$0.45	\$80,643	\$0.40
33 80 00	Communication Utilities	\$158,725	\$0.89	\$158,725	\$0.89	\$158,725	\$0.78
SUB-TOTAL		\$27,291,901	\$152.81	\$27,401,527	\$153.42	\$29,463,481	\$144.43
	Contingencies / Allowances	\$8,982,447	\$50.29	\$9,018,528	\$50.50	\$9,697,168	\$47.54
2.50%	Construction Contingency	\$682,298	\$3.82	\$685,038	\$3.84	\$736,587	\$3.61
6.00%	Design & Estimating Contingency	\$1,637,514	\$9.17	\$1,644,092	\$9.21	\$1,767,809	\$8.67
22.50%	Escalation	\$6,662,635	\$37.30	\$6,689,398	\$37.45	\$7,192,772	\$35.26



HOFFMAN CONSTRUCTION COMPANY

Project Name	Feasibility Study
Location	Eugene, OR
Date	4/16/2026

MASTER-FORMAT COST SUMMARY - Precast

Type: Precast System Description		Site A-1A 178,602 S.F.		Site A-1C 178,602 S.F.		Site C-1A 203,994 S.F.	
		Total	\$/S.F.	Total	\$/S.F.	Total	\$/S.F.
TOTAL DIRECT COSTS		\$36,274,347	\$203.10	\$36,420,055	\$203.92	\$39,160,649	\$191.97
	GC'S / Insurance	\$5,247,104	\$29.38	\$5,252,913	\$29.41	\$5,817,436	\$28.52
	Supervision	\$3,710,885	\$20.78	\$3,710,885	\$20.78	\$4,155,358	\$20.37
1.107%	Subcontractor Default Insurance	\$401,557	\$2.25	\$403,170	\$2.26	\$433,508	\$2.13
0.550%	Hoffman bond	\$150,105	\$0.84	\$150,708	\$0.84	\$162,049	\$0.79
0.600%	Builder's risk	\$259,094	\$1.45	\$260,039	\$1.46	\$280,663	\$1.38
1.680%	Project insurance	\$725,463	\$4.06	\$728,110	\$4.08	\$785,857	\$3.85
4.00%	Contractor FEE w/ CAT Tax	\$1,660,858	\$9.30	\$1,666,919	\$9.33	\$1,799,123	\$8.82
TOTAL CONSTRUCTION		\$43,182,310	\$241.78	\$43,339,887	\$242.66	\$46,777,208	\$229.31

Appendix H:

SITE B - WALNUT STATION

Although Site B (Walnut Street) was physically capable of accommodating a structured parking facility, the site introduced substantial entitlement and discretionary review risk associated with the Walnut Station Special Area overlay and surrounding neighborhood context. The anticipated Conditional Use Permit process presented elevated uncertainty related to public involvement, overlay compliance requirements, and potential schedule impacts. Relative to the other sites evaluated, these factors were determined to create a less predictable implementation pathway and the site was therefore not advanced for further study.

Walnut Street Site Parking Garage

SECTION 1. PROJECT OVERVIEW

1.1 Project Description

- Development of a structured parking garage on the Walnut site to serve future University of Oregon needs and improve aesthetic and usability at one of the city's most prominent entry points.
- The site is just over 5 acres, bounded by Walnut Street (west), Franklin Boulevard (north) and East 15th Avenue (south).
- It is highly visible to travelers entering or exiting Eugene along Franklin Boulevard, with the Franklin and Walnut intersection marking the first major signalized entry into the city. The first EmX bus rapid transit stop in Eugene is located directly along Franklin Boulevard in front of the property.
- Between the site and the University's main campus are student housing, recreational amenities and research facilities, linking the site to existing campus activity and circulation patterns. The size and visibility of the property create opportunities not only to meet parking demand but also to establish a strong architectural and aesthetic presence at a key city gateway

1.2 Project Goals

- Provide safe, code-compliant structured parking to meet current and future University demand.
- Enhance pedestrian circulation and multimodal connectivity, particularly with direct access to the EmX bus line and nearby bicycle and pedestrian facilities.
- Ensure compliance with zoning and land use requirements, including Walnut Station Special Area (S-WS) design standards.
- Integrate landscaping, architectural treatments and public art that reflect the University's identity and contribute positively to the experience of entering Eugene.
- Support potential mixed-use or service functions that serve both the University and the surrounding community.

1.3 Project Constraints

- Frontage and setback requirements under the Walnut Station Special Area Plan may influence building placement and massing.
- Existing utilities, easements, and right-of-way conditions could impact garage layout, driveway locations and circulation design.
- Environmental compliance and stormwater management must be addressed due to the site's scale and impervious surface area.

- The site's prominence at a key city gateway requires sensitive architectural and urban design to mitigate potential impacts on the surrounding neighborhood.

SECTION 2. OWNERSHIP & TITLE

2.1 Parcel Ownership

- The Walnut Street site parcels are owned by the University of Oregon through Oregon Future Expansion III, LLC and the State of Oregon. The University maintains direct ownership interest to support long-term campus planning and expansion objectives.
- Three parcels within the same block as the site remain under private ownership.
 - These parcels may be affected by shadowing or privacy impacts, which should be addressed through garage massing and setbacks.

2.2 Adjacent Properties

- North: Franklin Boulevard, a major arterial roadway owned and operated by the City of Eugene.
- South: East 15th Avenue, classified as a Minor Arterial.
- West: Walnut Street, classified as a Local Street.
- Surrounding the site: A mix of privately owned residential and commercial parcels. These include:
 - Tax Lot 01700, owned by Donald Alan Berg (acquired 2002; market value approx. \$774,000).
 - Tax Lot 01800, also owned by Donald Alan Berg (acquired 2004; market value approx. \$988,000).
 - Tax Lot 01900, owned by John Joseph Curtis (held since 1979; market value approx. \$542,000).

2.3 Title Considerations

- Title review and confirmation are required to ensure the feasibility of development and to avoid conflicts with adjacent properties. Key considerations include:
 - Verification of parcel ownership to confirm all parcels are correctly attributed to the University of Oregon and associated entities.
 - Review and documentation of any easement encumbrances that could restrict site use or design flexibility.
 - Identification and confirmation of all ROW boundaries to avoid encroachments and ensure compliance with City requirements.
 - Validation that tax payments, deed records and legal descriptions are current and accurate.
 - Resolution of any survey discrepancies through updated surveys and coordination with both City and County records

SECTION 3. EASEMENTS & RIGHTS OF WAY

3.1 Existing Easements

- Water
 - A recorded 5-foot easement exists along the eastern 5 feet of the site for the water line.
 - In addition, a 20-foot construction easement is documented immediately west of the 5-foot easement. The easement language does not clarify whether this area was limited to temporary use for line installation or whether it continues to provide permanent rights for maintenance access.
 - For planning purposes, the site should assume a combined 25-foot wide easement across the eastern portion of the property that may restrict building placement and require preservation of access for water line maintenance.

- Any design or construction activity that impacts this area will require approval and coordination with the Eugene Water & Electric Board (EWEB).
- Sanitary Sewer – East 15th Avenue
 - Historical records identify a sanitary sewer easement within the constructed roadway of East 15th Avenue that was believed to extend into the site.
 - Mapping confirms that the sanitary line does not intersect the site or the properties encompassed within the study area. However, direct field observations may conflict with the current understanding.
 - The sewer line alignment bends around the site to avoid it, meaning no active sanitary sewer easement or encumbrance directly affects the property.
- Sanitary Sewer – Former Alley Alignment
 - A north–south alley once traversed the site, within which a sanitary sewer line was constructed.
 - When the alley was vacated, the terms of vacation specified that the vacated right-of-way would convert into a utility easement for any utilities within its alignment.
 - As a result, a 20-foot sanitary sewer easement exists along the prior alley alignment, wholly located within Block 9 of the underlying subdivision.
 - The presence of this easement imposes restrictions on building placement and may require coordination with the City of Eugene for protection or possible relocation of the line during site development.
- Stormwater
 - No active recorded stormwater easement is documented within the site boundary.
 - However, the deed transferring the property from ODOT to the University contains a reservation clause stating that any utilities present at the time of conveyance retain rights to operate, reconstruct and maintain their facilities.
 - This language effectively grants ongoing utility rights to any existing stormwater or other utility infrastructure, whether or not a formal easement is recorded.
 - Site development must therefore verify the presence or absence of stormwater facilities within the property and, if present, ensure that design and construction activities preserve continued operation and maintenance access. Coordination with the City of Eugene will be required to clarify the extent of any such facilities.

3.2 Rights of Way

- The Walnut Street site is framed by three public rights-of-way that establish the primary circulation and development boundaries:
 - Walnut Street (west boundary): Classified as a Local Street and currently provides access and defines the site's western edge.
 - Franklin Boulevard (north boundary): A major arterial roadway forming the northern boundary of the property.
 - East 15th Avenue (south boundary): Classified as a Local Street, forming the southern edge of the site. A sanitary sewer main is located within this ROW.
- Portions of existing site elements, including parking and potentially a building corner, appear to extend into the Franklin Boulevard ROW.
- A discrepancy exists between the original ROW dedication for East 15th Avenue and the constructed roadway alignment. Portions of the roadway extend into the site boundary. Correction of this misalignment may be required as part of any land use review or entitlement process associated with development of the property.
- Coordination with the City of Eugene is required regarding the potential impacts of a planned

roundabout at the Walnut Street/Franklin Boulevard intersection. The final location and configuration of the garage may need to shift at the site's northwest corner to accommodate the City's design and right-of-way needs.

3.3 Implications for Garage Development

- **Water Easement:** The 25-foot easement corridor along the eastern boundary is unlikely to constrain the proposed garage footprint based on expected building siting. However, it may affect the feasibility of future expansion eastward. Any such expansion would require EWEB review and approval to ensure long-term maintenance access is preserved.
- **Sanitary Sewer – Former Alley Alignment:** The 20-foot sanitary sewer easement within Block 9 restricts building placement along its alignment. Protection or relocation of this line may be necessary, requiring early coordination with the City of Eugene.
- **Sanitary Sewer – East 15th Avenue:** Although the sewer line bends around the site and does not intersect the property, ongoing monitoring is recommended to ensure no unanticipated conflicts emerge during final design.
- **Stormwater Rights (ODOT Deed Clause):** The deed reservation clause introduces uncertainty regarding potential stormwater or other utilities within the site. If facilities are confirmed, design may require relocation or redesign to accommodate continued operation and maintenance access.
- **Electric:** No active easement is known, but verification should continue through final design to confirm the absence of encumbrances.
- **Franklin Boulevard ROW:** Development of the parking garage implies removal of the existing on-site buildings. However, future garage and site improvements can only be designed up to the official property line, which extends further back into the development than the current building frontage. This limits how close new improvements can extend toward Franklin Boulevard.
- **East 15th Avenue ROW Misalignment:** The discrepancy between the dedicated ROW and the constructed roadway may need to be resolved during land use review. Correction of this alignment could affect the southern edge of the site and require dedication or redesign.
- **Northwest Corner / Roundabout Impacts:** Construction of a roundabout at the Walnut Street/Franklin Boulevard intersection may affect the site's northwest corner. The garage footprint and access design may need to shift to accommodate the City of Eugene's right-of-way needs and intersection configuration.

3.4 Recommendations

- **Water Easement:** Document and preserve the 25-foot easement along the eastern boundary. While it may not impact the initial garage footprint, future expansion eastward should account for this constraint and will require EWEB coordination and approval.
- **Sanitary Sewer – Former Alley Alignment:** Incorporate the 20-foot easement into site planning. Evaluate whether protection measures are sufficient or if relocation is necessary, in consultation with the City of Eugene.
- **Sanitary Sewer – East 15th Avenue:** Maintain monitoring of alignment data to confirm no conflicts arise with development. Include a verification step during final design.
- **Stormwater (ODOT Deed Clause):** Confirm whether stormwater or other utilities are present within the property under the deed reservation. If identified, plan for relocation or redesign to preserve utility access.
- **Electric:** Confirm the absence of active electric infrastructure through final utility coordination before construction.
- **Franklin Boulevard ROW:** Remove existing encroachments and plan new construction strictly within the property line, which sits further back than current improvements.

- **East 15th Avenue ROW Misalignment:** Work with the City of Eugene to resolve the discrepancy between the original ROW dedication and the constructed roadway as part of the land use review.
- **Walnut/Franklin Intersection Roundabout:** Coordinate early with the City of Eugene to evaluate how the planned roundabout may affect the site's northwest corner. Ensure garage footprint and circulation plans remain flexible to accommodate the City's design requirements.

SECTION 4. ZONING & LAND USE REQUIREMENTS

4.1 Zoning Context

The Walnut Street site is located within the Walnut Station Special Area Overlay (S-WS), a form-based regulatory district that emphasizes building siting, massing, frontage and pedestrian character. The site is split into two subdistricts:

- Franklin Corridor (S-WS/FC): Northern portion of the site along Franklin Boulevard.
- 15th Avenue Transition Edge (S-WS/TE-15): Southern portion of the site along East 15th Avenue.

These designations introduce prescriptive requirements that will strongly influence parking garage design.

4.2 Permitted Uses & CUP Triggers

Structured parking is permitted within the overlay; however, a Conditional Use Permit (CUP) may be required depending on the scope and programming of the project. CUP review introduces discretionary oversight, opportunities for public comment and the potential for additional conditions.

Accessory uses such as bicycle parking, mobility hub functions, or office/service space on the ground floor can be integrated to support multimodal transportation goals and overlay objectives.

4.3 Form & Dimensional Standards

- Maximum Height: Limited to seven stories across the site.
- Franklin Corridor (S-WS/FC):
 - At least 50% of building frontage must be located within 10 feet of the property line.
 - Primary entrances must face Franklin Boulevard.
 - No parking is permitted between the building and frontage line.
- 15th Avenue Transition Edge (S-WS/TE-15):
 - At least 75% of building frontage must be within 20 feet of the property line.
 - Setbacks between 10–20 feet are required.
 - Entrances must face East 15th Avenue.

4.4 Design & Character Requirements

- Franklin Corridor (S-WS/FC):
 - Ground-Floor Activation: Ground floors must provide active commercial, retail, or office uses facing Franklin Boulevard.
 - Transparency: Ground-floor windows must cover at least 60% of frontage length and 25% of frontage area.
 - Façade Standards: Façade articulation equal to at least 3% of frontage length is required; blank walls greater than 20 feet are prohibited.
 - Public Art: At least 1% of construction costs must be dedicated to public art.
- 15th Avenue Transition Edge (S-WS/TE-15):

- Transparency: At least 25% of façade area must consist of windows; blank walls greater than 20 feet are prohibited.
- Façade Standards: Minimum articulation equal to at least 3% of frontage length is required.
- Landscaping: At least 15% of the total site area must be landscaped and surface parking must include a 10-foot landscaped perimeter buffer.

4.5 Circulation & Access Standards

- Franklin Boulevard: Direct vehicular access is prohibited.
- Primary Access: Access is expected to be taken from Walnut Street.
- Secondary Access: East 15th Avenue may serve as an alternative point of access if necessary for circulation or functionality.
- Service & Loading: Must be sited to avoid conflicts with pedestrian circulation and primary street frontages.
- Intersection Coordination: A planned roundabout at the Walnut/Franklin intersection may impact the site's northwest corner. The garage footprint and access design must be adjusted in coordination with the City of Eugene.

4.6 Environmental & Infrastructure Requirements

- Utilities: Development must respect utility easements on-site, including water and sanitary sewer and coordinate with EWEB and the City of Eugene to confirm alignments.
- Stormwater: Site design must comply with City stormwater standards for on-site treatment and detention.
- Traffic: A transportation analysis will be required to evaluate impacts to Walnut Street, East 15th Avenue and the Walnut/Franklin intersection.

4.7 Implications for Garage Development

- Form-Based Standards: Frontage and setback rules will dictate building placement, particularly along Franklin and 15th.
- Ground-Floor Activation: The garage must include active ground-floor space along Franklin Boulevard, which could increase construction cost but also improve compatibility and public presence.
- Height Limit: Seven-story cap restricts the maximum number of parking levels.
- Public Art & Landscaping: Required in the Franklin Corridor (art) and Transition Edge (landscape), contributing to overall project cost.
- CUP Risk: Depending on program, CUP review could extend timelines and introduce additional conditions.
- Access Constraints: Walnut Street will serve as the primary access point; 15th Avenue may serve as a backup. No access is allowed from Franklin.
- Roundabout Impacts: The northwest corner may need to shift to accommodate the City's design.
- Infrastructure Coordination: Utility easements, stormwater standards and traffic analysis must all be addressed early in planning.

SECTION 5. TRAFFIC & ACCESS CONSIDERATIONS

5.1 Existing Conditions

- Franklin Boulevard: A major arterial carrying heavy traffic volumes and forming the site's northern boundary.

- Walnut Street: A local street defining the site's western edge and serving as the most practical entry point for vehicles.
- East 15th Avenue: A local street forming the site's southern boundary and providing additional secondary access.
- Circulation Context: Westbound traffic on Franklin Boulevard must use Villard Street to approach the site. The City of Eugene has identified a planned roundabout at Franklin Boulevard and Walnut Street, which will directly influence site access and circulation.

5.2 Access Strategy

- Primary Access – Walnut Street: Vehicular access to the garage will be provided from Walnut Street, ensuring safe and direct ingress and egress while avoiding conflicts with Franklin Boulevard.
- Secondary Access – East 15th Avenue: East 15th Avenue may provide an alternative or supplemental access point, subject to City review. This would help distribute traffic and improve operational flexibility.
- Franklin Boulevard Restrictions: Direct access from Franklin Boulevard is prohibited. A limited right-turn-only egress could be explored with the City, but approval is unlikely given policy constraints.
- Roundabout Coordination: The planned Walnut/Franklin roundabout will affect the northwest corner of the site. Garage location, footprint and driveway placement may need to shift to accommodate the City's design.

5.3 Pedestrian & Bicycle Facilities

- Code Compliance: Pedestrian and bicycle circulation must meet EC 9.6730 (Pedestrian Circulation) and EC 9.6420 (Parking Area Design).
- Connectivity: The site must provide ADA-compliant pedestrian connections to Walnut Street, East 15th Avenue and adjacent sidewalks.
- Bicycle Facilities: Secure bicycle parking must be incorporated into the garage consistent with overlay and City requirements.
- Pedestrian Safety: Internal pathways should prioritize pedestrian movement, separating them from vehicle circulation and connecting directly to garage entrances and surrounding sidewalks.

5.4 Internal Circulation

- Vehicle Flow: Circulation lanes and ramps must provide efficient movement between garage entries and exits.
- Service & Loading: Service drives and loading areas must be designed to eliminate the need for maneuvering within public streets and to avoid conflicts with pedestrians.
- Utility Easements: Internal drive aisles and surface parking must preserve unobstructed access to recorded utility easements.
- Emergency Access: Internal circulation must be designed to meet City and Fire Department access standards.

5.5 Traffic Analysis

- A Traffic Impact Analysis (TIA) will be required to evaluate:
 - Peak-hour trip generation from garage operations.
 - Circulation effects on Walnut Street, East 15th Avenue and Villard Street connections.
 - Integration of the future Franklin/Walnut roundabout.
 - Pedestrian and bicycle safety in relation to new site access points.

- Mitigation measures such as signal timing, driveway spacing, or lane adjustments.

5.6 Coordination Requirements

- City of Eugene: Approvals will be required for driveway placement, circulation design and integration with the planned roundabout.
- EWEB and Utilities: Coordination necessary to ensure garage circulation and easements align without conflict.

5.7 Summary of Implications

The Walnut Street garage design must be carefully coordinated with both overlay requirements and City-led street projects:

- Primary access will occur on Walnut Street, with East 15th Avenue serving as a possible secondary point.
- Franklin Boulevard access is prohibited, except for potential limited egress subject to approval.
- Pedestrian and bicycle facilities must be ADA-compliant and integrated into garage circulation.
- The planned Franklin/Walnut roundabout introduces design uncertainty for the site's northwest corner, requiring flexibility in garage footprint and access layout.
- Traffic impacts must be addressed through a TIA, with solutions balancing vehicle operations, pedestrian safety and neighborhood connectivity.

SECTION 6. SITE IMPACTS & INFRASTRUCTURE

6.1 Topography & Grading

- The Walnut Street site is relatively flat, minimizing grading requirements.
- Maintaining existing drainage patterns is important to avoid adverse impacts on adjacent properties.
- A detailed boundary and topographic survey should confirm site elevations and ensure grading supports proper stormwater control.

6.2 Stormwater & Drainage

- Stormwater management must comply with City of Eugene standards (EC 9.6790–9.6797).
- Runoff from the garage and driveways must be collected, treated and discharged into approved facilities.
- Grading should prevent runoff onto adjacent sidewalks and properties.
- Coordination with City engineering is required to confirm stormwater connection points and system capacity.

6.3 Environmental Compliance

- The project must address potential impacts related to water quality, erosion control, noise, lighting and air quality.
- Construction activities must include stormwater pollution prevention and erosion control measures.
- Operational impacts such as vehicle noise, garage lighting and shading of adjacent properties should be analyzed and mitigated through design.

6.4 Utilities

- The site is served by existing water, sanitary, stormwater and electric systems, several of which cross or border the property.
- The entire site is subject to a high groundwater table, which will influence underground utility design,

installation and long-term maintenance.

- Coordination with EWEB and City staff is required to verify the exact location, capacity and easement coverage of existing utilities.
- Relocations or adjustments may be required to accommodate the garage footprint, access drives and internal circulation.

6.5 Traffic & Circulation Impacts

- Primary vehicle access is anticipated from Walnut Street.
- Circulation design must clearly separate vehicles and pedestrians to maintain safety and compliance with EC 9.6730 and EC 9.6420.
- The planned Franklin/Walnut roundabout will directly affect long-term circulation and must be integrated into garage placement and driveway alignment.
- Service drives, loading areas and pedestrian routes must be designed to align with City circulation standards.

6.6 Parking & Loading

- Surface parking, if included, must comply with maximum parking allowances and landscaping standards.
- Drive aisles and loading areas must incorporate landscape buffers, pedestrian connections and screened facilities.
- Internal loading areas are preferred to preserve site aesthetics and minimize conflicts with public circulation.

6.7 Environmental & Community Impacts

- Landscaping must include canopy trees, perimeter planting and screening consistent with EC 9.6420 and L-2/L-3 standards.
- Public art integration equal to 1% of construction costs is required within the Franklin Corridor overlay area.
- The project should minimize noise, lighting and shadow impacts on surrounding properties, particularly adjacent residential uses.

6.8 Infrastructure Coordination

- Close coordination with the City of Eugene and EWEB will be required to address conflicts with existing utilities and confirm service capacities.
- Utility adjustments must be identified early in the design process to avoid construction delays.
- All pedestrian and vehicular facilities must be designed to meet ADA accessibility and safety standards.

6.9 Recommendations

- Conduct detailed boundary, topographic and utility surveys prior to final design.
- Develop a comprehensive stormwater management plan in consultation with City staff, with emphasis on runoff control and system capacity.
- Integrate landscaping, pedestrian connections and required public art into the design to meet regulatory standards and enhance site aesthetics.
- Coordinate early and consistently with the City and EWEB to confirm utility service, circulation impacts and roundabout integration.



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