

THE CITY OF  
**EUREKA**  
DEVELOPMENT SERVICES

## REQUEST FOR PROPOSAL (RFP)

### PROJECT: AFFORDABLE HOUSING PROJECTS ON CITY-OWNED PROPERTIES II

**Description: Purchase or Lease, and Develop Affordable Housing on City-Owned Properties:**

- Site City-4:** 5<sup>th</sup> and D Streets (APN 001-103-003)
- Site City-5:** 6<sup>th</sup> and L Streets (APN 001-192-004)
- Site City-12:** First and C to First and F Street (APN 001-054-013)
- Site City-13:** First and C to First and F Street (APN 001-054-045)
- Site City-14:** First and C to First and F Street (APN 001-054-047)

**Contact:** **Development Services - Planning**  
**City of Eureka, 531 K Street, Eureka, CA 95501**  
**Phone: (707) 441-4160**  
**Email: [planning@eurekaca.gov](mailto:planning@eurekaca.gov)**

#### Critical Dates and Deadlines

- RFP Announcement Released: 04/07/2023 (Friday)
- Optional Pre-submittal Zoom Meeting: 05/03/2023 (Wednesday); 1:30 p.m.-2:30 p.m.  
Meeting ID: xxx-xxxx-xxxx  
Passcode: xxxxxx
- Deadline for Submittal of Questions: 05/05/2023 (Friday)
- Addendum #1 (answers to questions and release of appraisals): 05/12/2023 (Friday)  
*[Note: include if appraisals not available by release date]*
- Proposal Submittal Deadline: 06/08/2023 (Thursday) **No later than 4:00 p.m.**
- Selection Panel Review: 06/27/2023 (Tuesday)
- Council Action to Award: 08/01/2023 (Tuesday) (Earliest date-subject to change as a result of negotiations with

respondents)

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**NOTICE OF REQUEST FOR PROPOSAL**

**City of Eureka Bid#: 2023-21**

PROJECT TITLE: AFFORDABLE HOUSING PROJECTS ON CITY-OWNED PROPERTIES II

1. The City of Eureka (hereinafter “CITY”) is issuing a Request for Proposal for a qualified Developer(s) to purchase or lease and develop affordable housing (hereinafter “PROJECT”) on one or more of the following City-owned properties:
  - **Site City-4** is an approximately 0.30-acre (~13,200 square foot) property located at the northwest corner of 5<sup>th</sup> and D Streets (APN: 001-103-003).
  - **Site City-5** is an approximately 0.30-acre (~13,200 square foot) property located at the northwest corner of 6<sup>th</sup> and L Streets (APN: 001-192-004).
  - **Site City-12** is an approximately 0.22-acre (~9,500 square foot) property located at the northeast corner of First and D Streets (APN: 001-054-013).
  - **Site City-13** is an approximately 1.33-acre (~58,000 square foot) property located north of First Street, south of the Boardwalk between D and F Streets (APN: 001-054-045).
  - **Site City-14** is an approximately 1.19-acre (~52,000 square foot) property located at the northeast corner of 1<sup>st</sup> and C Streets (APN: 001-054-047).
2. The CITY will receive proposals in the Finance Department, 531 K Street, Eureka, California, 95501, no later than **4:00 p.m. Thursday, June 8, 2023**.
3. The CITY is seeking interested parties to purchase or lease any or all of the subject sites to develop multiple units of affordable housing and related amenities, preferably in mixed-use developments. The CITY’s preferred concept is a well-designed, -operated, and -maintained, high-quality, mixed-income, multi-unit residential or mixed-use complex which contributes to the CITY’s 2019-2027 Housing Element goals and objectives, and is an asset to the overall neighborhood and community.
4. The services to be performed by the successful proposer are described in the Request for Proposal. Copies of the Request for Proposal are available on the City’s website at: [link to be added to RFP website page]. For more information contact:
  - Development Services - Planning
  - City of Eureka, 531 K Street, Eureka, CA 95501
  - Phone: (707) 441-4160
  - Email: [planning@eurekaca.gov](mailto:planning@eurekaca.gov)
5. All responsive proposals will be reviewed and evaluated by the CITY to determine which proposals best meet the CITY’s needs for the PROJECT. The criteria by which the CITY will evaluate the proposals are set forth in the Request for Proposal and the Selection Criteria section.
6. The CITY reserves the right to reject any and all proposals or waive any irregularities in any proposal or the proposal process.
7. The CITY is not responsible for any costs incurred in the preparation of proposals and/or any work rendered by a firm prior to the contract award.

\_\_\_\_\_  
Miles Slattery

\_\_\_\_\_  
Date

City Manager

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## INTRODUCTION TO THE CITY OF EUREKA

As the official seat of world-famous Humboldt County, California, the city of Eureka is the heart of the U.S. Redwood Coast. Eureka is the market and cultural center of a beautiful region filled with iconic redwoods — the world’s tallest trees — and stunningly beautiful, rugged, and remote ocean landscapes.

When venturing through the ‘Redwood Curtain,’ which culturally protects the region, the city is most famous for its unique Victorian architecture, creative artistic culture, and one-of-a-kind shops, restaurants, and artisanal businesses.

Eureka occupies a prominent geographic, economic and cultural position on California’s Redwood Coast and offers a cool, California coastal setting, and unique economic assets which include:

- Business friendly policies and tax codes (recently updated in the city’s general plan)
- The only deep-water shipping port between San Francisco and Northern Oregon
- Transpacific fiber optic landing station (coming soon!)
- Talent-feeder pools from Cal-Poly Humboldt (formerly Humboldt State University), College of the Redwoods, and abundant area craft and tradespeople
- Easy access to North/South Highway 101 and East/West State Route 299
- High Quality of Life
- Abundant nearby outdoor recreation
- Small-town community
- Walkable setting
- Mild, desirable climate
- Quality rural healthcare

### Location and Access

Nestled between the pristine Humboldt Bay and the famous California Coastal Redwood forests, Eureka is the largest coastal city between San Francisco and Portland, and an easy weekend drive to many towns and cities across California and the Pacific Northwest.

### Highways

The City sits directly on the North Coast Redwood Highway (Highway 101), and is just south of California State Route 299, the East/West highway which connects the area to Interstate 5 (I-5) at Redding.

### Air Service

The area is served by the Arcata-Eureka Airport (California Redwood Coast-Humboldt County Airport) located in McKinleyville. Direct commercial flights to San Francisco, Los Angeles, Burbank, and Denver are offered by United and Avelo.

Murray Field and the Eureka Municipal Airport are additional general aviation airports supporting private and charter air service.

### **Local Transit**

Humboldt Transit Authority provides bus service for riders with affordable fixed-route and dial-a-ride transportation options which allow access throughout Humboldt County. Services span from Trinidad in the north, running south along Highway 101 to Benbow, and east on Highway 299 from Arcata to Willow Creek. Within the Eureka city limits, Eureka Transit Service provides five bus routes with service Monday through Saturday.

Multiple car rental and ride share companies are also available in and around Eureka.

### **Bay Access**

Eureka's Humboldt Bay offers the only deep-water port between San Francisco and Portland. Public boat launches and two-hour courtesy mooring is available on the bay. Woodley Island Marina is the largest marina and offers 237 slips for commercial, recreational, research and safety vessels as well as guest docking facilities, hoists, work area, café and bar, laundry facilities, ships chandlery and boat sales, rentals and lessons. The Eureka Public Marina includes 150 boat moorage slips which accommodate vessels from 20-70 feet in length. Amenities include a two-lane launch ramp, fish cleaning station, parking area, public restroom, tenant shower building with coin operated laundry machines, and a waste oil disposal facility. Water and electricity are provided to each slip.

### **Weather**

Eureka's coastal climate is mild and consistent with average temperatures ranging from the low 50's in the winter to the 60's and low 70's in the summer.

### **Population**

In July 2021, Eureka's population was estimated at 26,489. However, the combined population of Eureka and surrounding unincorporated communities (the Greater Eureka Area) is approximately 50,000, making Eureka the second largest urban area in the geographic north half of the state (second only to Redding).

While it is not a "big city" by most definitions, within both Humboldt County and the larger region, Eureka is the only city with buildings over three stories, is home to the largest hospital in the area, has the only commercial waterfront, and has, by far, the largest concentration of lodging, restaurants, and retail stores available.

### **Economic Vitality**

Businesses within the city of Eureka generates around 50% of Humboldt County's overall sales tax, is home to nearly half the jobs in the County, and has the highest job density in the region (particularly Downtown). Eureka provides a disproportionately high share of employment, shopping, medical services, and recreation options across the region. A pro-business General Plan was adopted in 2018, and resultant jobs are likely to increase demand for housing in the Downtown area.

Looking ahead, the city anticipates additional growth related to the expansion of aquaculture and technology as planned new assets are further leveraged for strategic community development.

## Early Development

The historic development pattern of Eureka is based on the early establishment of an uninterrupted urban grid with 300-foot blocks and alleys which pass through the center of nearly every block. From the 1860s through the 1950s, Eureka's Downtown area was densely developed with three to five-story buildings, and nearby residential areas were developed with a rich diversity in architecture. The Downtown and Old Town areas have an extremely well-connected network of wide sidewalks, which creates a very walkable environment. Frequently-spaced traffic signals, pedestrian-activated crosswalks, and low vehicle speeds help limit traffic impacts on walkability and the overall quality of the pedestrian environment.

## Housing Trends

Like most communities in California, Eureka is experiencing a shortage of housing at all income levels. Eureka is especially hard hit by this trend since the City is almost completely built-out and has little to no room for expanding the City's residential zone districts. For this reason, the City (as documented in the 2040 General Plan) has shifted its focus to encourage dense infill housing development in the Downtown area, including commercial, office, and residential uses. The City encourages walking, biking, public transportation, carpooling, car sharing, and other forms of transportation as an alternative to single-occupancy motor vehicles.

## Education

Eureka City Schools serves the city of Eureka with a children's center, four elementary schools, two middle schools, one high school, and one continuing education high school. Humboldt County Office of Education provides an additional elementary school which serves the greater Eureka area. There are also two K-12 charter schools located in the City and two K-12 charter schools located in the greater Eureka area.

Institutions of higher learning include the College of the Redwoods, located on the south edge of the Greater Eureka Area, and Cal Poly Humboldt (formerly Humboldt State University), located just eight miles north in Arcata. College of the Redwoods manages a downtown satellite campus to augment offerings of the 270-acre main campus located south of Eureka.

## Historic District

Eureka's Old Town historic district is listed on the National Register of Historic Places and includes a 350-acre (1.4 km<sup>2</sup>) area containing 154 highly distinctive buildings. The core of the historic district runs the length of 1<sup>st</sup>, 2<sup>nd</sup>, and 3<sup>rd</sup> Streets, between C and M Streets, and showcases diverse architectural displays from the 1850s to the present. Eureka has hundreds of examples of 19th- and early 20th-century architecture and historic properties. The area is most well-known for its Victorian gems. The extensive array of intact Victorian era and later homes and public buildings include many ornate examples of Colonial Revival, Eastlake, Greek Revival, Italianate, Queen Anne, and Stick styles of Victorian architecture. The "Carson Mansion" and "Pink Lady," two of the city's most famous buildings, are stunning examples of the architectural period which defines the city and are both located just a few blocks north of the official historic district boundaries.

## Culture

Eureka is also honored by a prestigious “California Cultural Arts District” designation. One of just fourteen communities across the state to be celebrated for its abundant offerings and unique experiences, Eureka offers more than 75 cultural sites and distinctive local businesses committed to displaying art and hosting performances. The city offers abundant regular outdoor festivals and events, a waterfront boardwalk and marina, a walkable downtown district, the oldest accredited zoo in California, museums, theaters, and the area’s newest, tallest, most distinctive attraction, the Redwood Sky Walk.

The Old Town and Downtown Areas of Eureka offer blocks of vintage commercial buildings which contain bookstores, restaurants, bars, coffee houses, galleries, museums, and a variety of boutiques, providing wonderful places to shop, stroll, and dine.

Eureka hosts the region's largest monthly cultural and arts event, "Arts' Alive!" on the first Saturday of each month where more than 80 Eureka businesses and local galleries open their doors to the public. Eureka also offers Friday Night Markets throughout the summer, which includes food, drink, local vendors, and a farmer’s market.

Eureka was even named one of the top best Small Art Towns in the book "The 100 Best Small Art Towns in America.”

## Parks and Recreation

Eureka offers easy access to some very special places. The city itself has 14 official city parks including the 6.3-mile Eureka Waterfront/Bay trail and locally treasured Sequoia Park which is situated on more than 67 acres of mature old and second-growth Redwood forest groves and offers Eureka's largest public playground, hiking trails, a duck pond, gardens, the state’s oldest accredited zoo, and the Redwood Sky Walk experience. The Redwood Sky Walk is an ADA accessible elevated walkway consisting of a network of suspended bridges reaching through and across a magnificent stand of old growth and mature second growth redwood trees.

Additionally, the middle link of the Humboldt Bay Trail, connecting Eureka and Arcata, has secured funding for its completion, with construction anticipated to begin during 2023, and residents will be able to access it from Eureka’s Waterfront/Bay trail spur. Completion of this trail will provide a Class I bikeway for travel between the two major employment cities, Eureka and Arcata. The City is currently planning the Bay to Zoo trail, which will provide connectivity between the Eureka Waterfront Trail and inland residential and medical areas, terminating near the Sequoia Park Zoo to the south.

Eureka residents also enjoy nearby Humboldt Botanical Gardens, Freshwater Park, Samoa Beach and Dunes Recreation area, Humboldt Bay National Wildlife Refuge, and Fort Humboldt State Historic Park.

Venturing just a bit further out into Humboldt County, Redwood National and State Parks (NPS), Humboldt Redwoods State Park, Humboldt Lagoons State Park, Patrick's Point State Park, Prairie Creek Redwood State Park, Six Rivers National Forest, Richardson Grove State Park, Grizzly Creek Redwood State Park, Headwaters Forest Reserve, and more, all offer easy access to magnificent forests, beaches, lagoons, trails and abundant wildlife.



## History

Eureka was originally populated by the Wiyot people, a Native American tribe which has lived in the Humboldt Bay region for thousands of years. Settlers arrived in the area in the 1800s, and the city was founded in 1850.

By 1853, White settlers outnumbered the Wiyot people, and Fort Humboldt was established by the U.S. Army to assist in conflict resolution between Native Americans and gold-seekers. The conflict was not resolved peacefully, however, and in 1860 the majority of the Wiyot tribe was tragically murdered in what became known locally as the “Wiyot Massacre.”

In the following years, the prosperity brought by lumber production turned Eureka’s waterfront along Humboldt Bay into a bustling commercial district. Many of the areas famously ornate Victorian buildings — Queen Anne- and East Lake-style — sprung up during this era of tremendous settler prosperity.

Logging continued in the redwoods through the 1970s, but commercial fishing also gained a local stronghold during much of the 1900s. Humboldt Bay is filled with abundant wildlife, and locals still frequently buy fresh crab, oysters, and more from the fishermen who dock at Woodley Island Marina.

In the 1940s and 1950s, local contractor Ernest Pierson designed and constructed around 2,000 affordable, modern post-war homes. In the 1960s, the back-to-the-land movement brought cannabis cultivation to the region at scale. The then-illegal industry did feed a cash economy, reinforced the region’s fiercely independent spirit, and supported a creative arts culture which remains rich, vibrant, and deeply rooted to the region.

In October of 2019, the City made international headlines by returning a sacred island in Humboldt Bay to their friends and neighbors in the Wiyot tribe. This event marked the first time a local government had taken such action anywhere in the country and was a long-awaited and deeply significant moment of healing for the entire community.

## BACKGROUND INFORMATION

The City of Eureka maintains a long-term commitment to the provision of affordable housing. In conformance with State Housing Element law, specifically, California Government Code § 65580 et. seq., the City's 2019-2027 Housing Element was originally adopted by the Eureka City Council on December 17, 2019, and certified by the California Department of Housing and Community Development on March 16, 2020. The City of Eureka amended the Housing Element on October 18, 2022, and the amendment was certified by the California Department of Housing and Community Development on November 10, 2022. The Housing Element contains five strategies to stimulate the creation of housing within the City limits:

1. ***Maximize Development Potential of the Few Remaining Vacant and Underutilized Sites (Priority)***
2. Accessory Dwelling Units (ADUs)
3. Internal Conversions
4. Small-lot Subdivisions and Conservation Subdivisions
5. Geographically-Dispersed Affordable Housing Through Affordable-by-design Incentives and Local Density Bonuses

Goals and policies were developed based on these strategies, along with an Implementation Plan designed to utilize these strategies and achieve the City's goals to create new housing. Housing Element Implementation Plan H-34 proposes the creation of affordable housing on publicly-owned property in response to Strategy 1. The City originally identified nine (9) City-owned parking lots for potential housing, as well as several other publicly-owned sites. The ultimate goal was to develop at least 302 deed-restricted affordable units by 2028, in order to meet the goals of the 2019-2027 Housing Element. With the amended Housing Element, a total of fourteen (14) sites are identified, three of which were included in a previous RFP release. Therefore, nine of the sites either are or anticipated to soon be under contract, and the remaining five are included in this RFP.

### **Previous RFP Release:**

In July 2020, the City released an RFP for the first three parking lots in IMP H-34:

- **Site #1 (Sunny and Myrtle):** Minimum Floor Area Ratio (FAR) 2.0 (34,974 square foot building)
- **Site #2 (8<sup>th</sup> and G):** Minimum FAR 3.0 (43,200 square foot building)
- **Site #3 (6<sup>th</sup> and M):** Minimum FAR 3.0 (39,900 square foot building)

Three proposals were received and on October 20, 2020, the City Council awarded development of all three sites to Linc Housing. Based on the evaluation selection criteria described in the RFP, the selection committee recommended Linc Housing to the City Council because Linc Housing's experience and response exceeded the other two responders as they addressed every RFP criterion, had a good history of other low-income housing development projects, provided evidence of significant financial capability, and included proposed design elevations for all three sites.

### **Current RFP Release:**

This RFP includes the remaining five sites not anticipated to be under contract and referenced as Sites City-4 and City-5, and Sites City-12 through City-14 from the Housing Element IMP H-34. Sites City-4 and City-5 are located within the inland portion of the City, and Sites City-12 through City-14 are located within the City's coastal zone.

The City has identified the minimum number of units with specific affordability levels for each site. Cumulatively, the minimum number of affordable housing units to be built as a result of this RFP is 135, of which, at least 125 must be very-low-income (VLI) units and at least 10 must be low-income (LI) units. Deed restrictions must be recorded to ensure sustained affordability.

The five sites scheduled for affordable housing development through the issuance of this RFP are the following City-owned properties with listed minimum required affordable units:

- **Site City-4: City Parking Lot – 5<sup>th</sup> and D** (APN 001-103-003)
  - **Site Area:** 13,200 square feet
  - **Minimum Affordable Units:** 15 VLI and 5 LI
  - **Minimum FAR:** 3.0 (39,600-square-foot-building)
  
- **Site City-5: City Hall Parking Lot – 6<sup>th</sup> and L Streets** (APN 001-192-004)
  - **Site Area:** 13,200 square feet
  - **Minimum Affordable Units:** 15 VLI and 5 LI
  - **Minimum FAR:** 3.0 (39,600-square-foot building)
  
- **Site City-12: Vacant Lot –First and D Streets** (APN 001-054-013)
  - **Site Area:** 9,000 square feet
  - **Minimum Affordable Units:** 5 VLI
  - **Minimum FAR:** No minimum
  
- **Site City-13: Vacant Lot – 1 E Street** (APN 001-054-045)
  - **Site Area:** 58,000 square feet
  - **Minimum Affordable Units:** 45 VLI
  - **Minimum FAR:** No minimum
  
- **Site City-14: Vacant Lot – First and C to D Streets** (APN 001-054-047)
  - **Site Area:** 52,000 square feet
  - **Minimum Affordable Units:** 45 VLI
  - **Minimum FAR:** No minimum

Sites City-12, City-13, and City-14 are contiguous. The RFP invites development on individual parcels, or the City will merge two or more of the Site City-12 through City-14 parcels at the request of the Developer.

#### **Encourage Mixed-Income and Require Mixed-Use Developments:**

The City will prioritize projects which include a diversity of housing units such as affordable-by-design studios, student housing, condominiums, and/or luxury penthouses.

Although the most strongly weighted scoring criterion will be the overall number of housing units, mixed-use components, such as corner stores, ground level or rooftop bars/restaurants, or child care facilities will also be given priority.

Site City-4 is located between 4<sup>th</sup> and 5<sup>th</sup> Streets, which is Highway 101 north and south through Eureka. Site City-5 is one block south of 5<sup>th</sup> Street. Not only will both areas benefit from new development, the addition of ground floor commercial uses, if proposed, will help to re-energize the surrounding areas.

Sites City-12 through City-14 are prominent and prime waterfront sites along the City's Boardwalk. The sites are also located in a zone district which prioritizes visitor-serving developments, such as hotels, motels, antique shops, art galleries, restaurants, taverns, and commercial recreation, as well as commercial fishing industries on the first floor of structures. Upper floors contain conditionally permitted, non-visitor serving uses, which require granting of a Use Permit and Coastal Development permit, including multi-family residences.

Development of these sites has been an on-going goal of the City since the early 1990's, and a number of projects have been conceptually proposed over the years. Information about some of the previous concepts can be found [HERE](#), [Note: Link to be added to FTP site] but generally, the vision and required development includes a mix of visitor-serving use types such as those described above, with residential uses above, and pedestrian-scale open and green space areas throughout the site. Developers are strongly encouraged to incorporate ideas and concepts from the C2F file, and must consider the shading impacts new development will have on the Boardwalk. A 2015 shading study is also included in the link above. And, proposed design and building siting must consider and promote unobstructed view corridors to the waterfront from public streets and other public spaces.

#### **Number of Bedrooms:**

To ensure the affordable housing units meet the needs of various household sizes found in Eureka, the following ratios are to be used when determining the combination of bedrooms in the development. These are based on existing household size found in Eureka (See Table 5 in the Housing Element Technical Appendix). These ratios do not apply to market-rate units.

- Studio or 1-Bedroom Apartments: No more than 70 percent of the units required.
- 2-Bedroom Apartments: At least 25 percent of the units required.
- 3- to 5-Bedroom Apartments: At least 5 percent of the units required.

#### **Maximize Development Potential:**

The City specified a minimum Floor Area Ratio (FAR) of 3.0 or a 39,600-square-foot building for both Site City-4 and City-5 to ensure full development potential is realized. Proposals which meet the minimum unit number threshold, but not minimum FAR, will need to be augmented to be selected. Additional FAR can be achieved by adding additional affordable and/or market-rate units and/or office/commercial floor area. Eureka Municipal Code (EMC) 155.112.050 provides the rules to measure FAR for Sites City-4 and City-5.

Coastal Zoning Code (CZC) Sec. 10-5.201 sets the maximum FAR for Sites City-12 through City-14 at 250% (2.5), and the rules to measure gross FAR are contained in Sec. 10-5.106.5 as follows:

"Floor area, gross" shall mean the sum of the gross horizontal area of the several floors of a building and its accessory buildings on the same site excluding: basement or cellar areas used only for storage; space used for off-street parking or loading; steps, patios, decks, terraces, porches, and exterior balconies, if not enclosed on more than three (3) sides. Unless excepted above, floor area includes, but is not limited to, elevator shafts and stairwells measured at each floor (but not mechanical shafts), penthouses, enclosed porches, interior balconies, and mezzanines.

#### **Exterior Design and Site Layout:**

Projects must incorporate high quality design, complement the architectural character and style of neighboring properties, and contribute to Eureka's distinctive identity and unique sense of place.

All development associated with Sites City-4 (5<sup>th</sup> and D) and City-5 (6<sup>th</sup> and L) must comply with the design standards contained in EMC 155.312. These regulations require varying levels of architectural detail with regard to façade/roof articulation and materials. For Sites City-12 through City-14, there are no design standards, but use of the standards in EMC 155.312 is strongly encouraged.

Prior to completion of draft plans, Development Review will be required. Development Review provides an opportunity for the City and other agencies to relay development requirements to Developers, and to answer Developer questions. There is no-cost to the Developer and Development Review meetings are held the second and fourth Thursday of each month via Zoom.

Prior to construction, all projects will be required to provide draft elevations and site plans in order to apply for and participate in the City's Development Review process. Sites City-4 and City-5 will be subject to a pre-application review by the Design Review Committee. Final plans must then be submitted for review and approval by the Design Review Committee regarding the aesthetics of the project. Sites City-4 and City-5 must comply with the applicable criteria in EMC 155.412.040.I, and the findings in EMC 155.412.040.J must be made for the project.

For Sites City-12 through City-14 in the coastal zone, Design Review will be conducted by the Planning Commission when the Commission acts on the required Conditional Use Permit and Coastal Development Permit applications. Pursuant to CZC Sec. 10-5.29200, a finding must be made the exterior appearance and layout of the project is not ugly, inharmonious, monotonous, or hazardous and will not have an adverse effect on the value of property or improvements in the vicinity.

#### **Active Transportation and Transit Focused/Reduced Green House Gas Emissions:**

The City will select proposals which clearly indicate ways in which residents will be encouraged and incentivized to use active/collective modes of transport, such as walking, biking, transit, or car shares. Examples of this include convenient/secure short- and long-term bicycle parking, complimentary annual bus passes provided to each resident, and/or an on-site car share facility. Measures such as these will help the City meet greenhouse gas emission reduction targets by providing the residents a realistic alternative to conventional motor vehicle usage.

#### **Electric Vehicle Car Share Program for Tenants and City Employees:**

The City will prioritize projects which include an electric vehicle car share program. The EV Car Share Program could include sliding scale rates or subsidized memberships for tenants and City Employees.

#### **Voluntary Bus Pass Program for Tenants:**

The City will prioritize projects where property owners provide, at their cost, at least one complimentary bus pass for each dwelling unit, for at least 55-years.

#### **Off-street Parking for Sites City-4 and City-5:**

The City recognizes the success of the IMP H-34 implementation program and development of affordable housing through the RFP process may need to include the ability to construct housing with little to no on-site parking spaces. Given the ample transit and nearby jobs/services, affordable housing on the inland Sites City-4 and City-5 could potentially be planned as a parking-less housing development which can coexist harmoniously with the existing neighborhood. However,

retention of existing parking on Site City-5 for an adjoining use is required; see site descriptions below for specific requirements.

Parking requirements, exemptions, and reductions are contained in EMC 155.324.020, 155.324.030, and 155.324.040. Several examples of parking exemptions/reductions are listed below and may be applied to both inland sites:

- **Affordable-by-Design Units:** Residential units smaller than 500-square feet are exempt from the requirement to provide on-site parking by EMC 155.324.020.B.2.
- **Deed-Restricted Affordable Units:** Affordable units which are deed-restricted to households earning 80 percent or less of the Humboldt County AMI, including one on-site manager's unit, are exempt from the requirement to provide on-site parking by EMC 155.324.020.B.3.
- **Market Rate Units:** Currently, one off-street parking space for a market-rate unit for an on-site manager is exempt as described above. Otherwise, market-rate units are required to provide on-site parking per EMC 155.324.030, unless reduced by EMC 155.324.040 (Reductions and Alternatives to Automobile Parking). Reductions for market-rate units may be available for features such as proximity to a bus stop or existing Class II bike lanes, etc. Additionally, up to eight (8) required parking spaces for market rate units at Sites City-4 and City-5 are exempted by EMC 155.324.020.B.4 (Residential Use Exemptions) because the sites are located in the Downtown and Downtown West zone districts.
- **Commercial Uses:** New construction of commercial uses (e.g. offices, retail, restaurants, etc.) in the Downtown and Downtown West zone districts are not required to provide on-site parking per EMC 155.324.020.C.4.

Other than the parking reserved for City-use on Site City-5, any parking which cannot be provided on the sites, on adjoining sites, exempted, or reduced may also be satisfied through the payment of in-lieu parking fees, at a rate of \$7,500 per space.

Or, projects may utilize lower parking ratios, or reduction or waiver of parking requirements for residential uses, through concessions or incentives available through Density Bonus law.

*\*Note- See Site Descriptions below for Site City-5-specific parking requirements.*

#### **Off-street Parking for Sites City-12 through City-14:**

As discussed above for Sites City-4 and City-5, success of the IMP H-34 implementation program and development of affordable housing through the RFP process may need to include the ability to construct housing with little to no on-site parking spaces. Although there are ample transit, trails, and nearby jobs/services, coastal Sites City-12 through City-14 may have to include off-street parking to allow development to coexist harmoniously with the existing neighborhood.

Pursuant to CZC Article 15 Sec. 10-5.1503.1 (b), one off-street parking space for each dwelling unit is required. CZC Sec. 10-5.1503.2 contains the off-street parking requirements for commercial uses, which would be required in addition to the residential parking spaces, and vary depending on the proposed use. Generally, retail and office uses require one off-street parking space for every 300 sf of gross floor area of the use; and restaurants and bars require one off-street parking space for every 200 sf of gross floor area of the use.

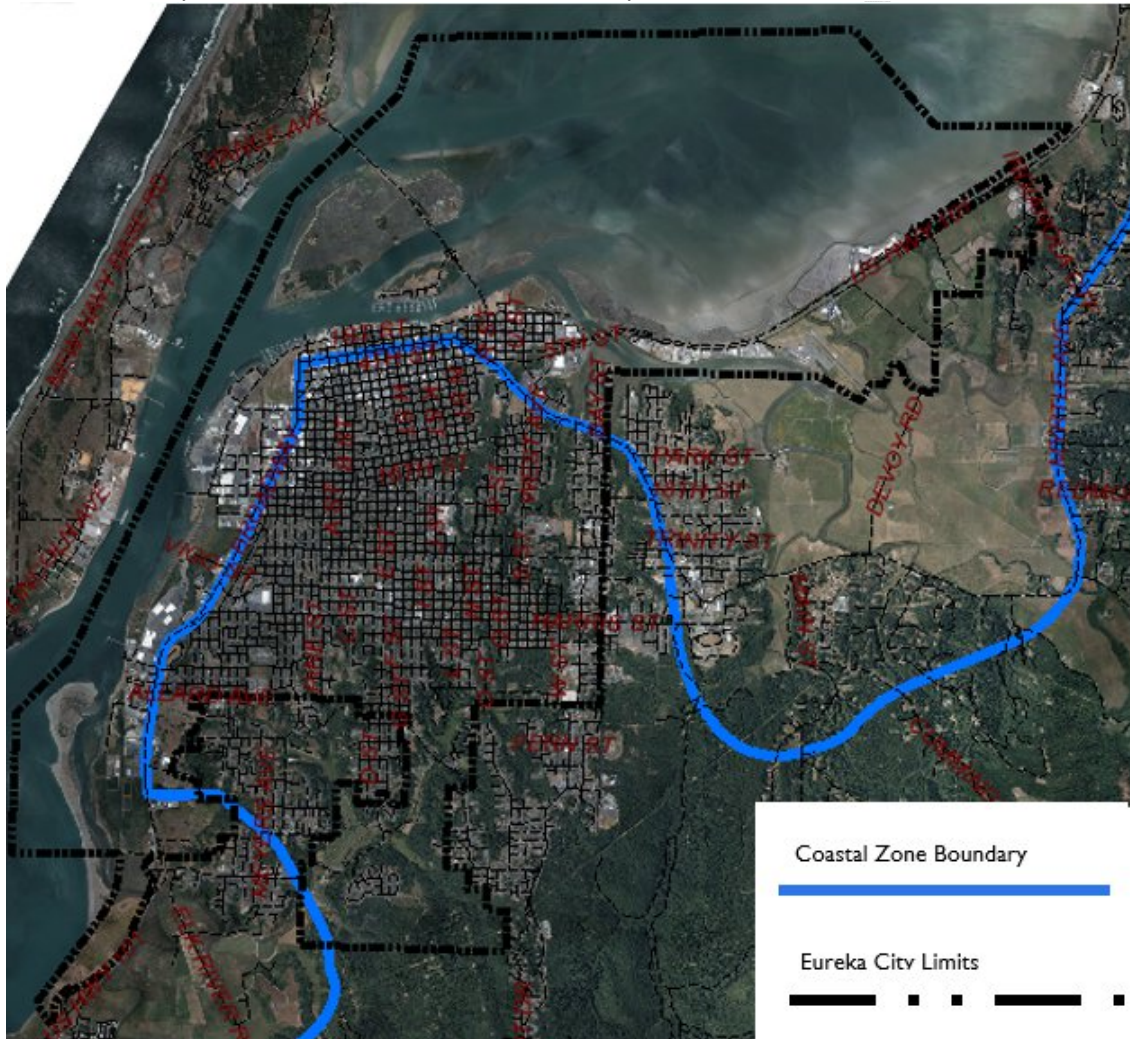
## AFFORDABLE HOUSING PROJECTS ON CITY-OWNED PROPERTIES II

A Use Permit and Coastal Development Permit may be granted to allow off-street parking to be provided on a site within 300-feet of the parcel, measured by the shortest route or pedestrian access. A parking indenture must be recorded to locate parking on another site.

The parking requirement may also be satisfied through the payment of in-lieu parking fees, at a rate of \$7,500 per space, for any or all required off-street parking spaces.

Or, projects may utilize lower parking ratios, or reduction or waiver of parking requirements for residential uses, through concessions or incentives available through Density Bonus law.

*Eureka City limits and Coastal Zone boundary*



*Location Map of Sites:*



DRAFT



## Site Descriptions

### Site City-4 – 5<sup>th</sup> and D Streets



#### **Location:**

Site City-4, the 5<sup>th</sup> and D Street site (APN: 001-103-003) is located on the northwest corner of 5<sup>th</sup> and D Streets. The site is generally flat, rectangular in shape, and is approximately 0.30 acres or 13,200 square feet, in size. The site has two street frontages: 5<sup>th</sup> Street on the south, with 110 feet of frontage, and D Street, on the east, with 120 feet of frontage. Currently, only the alley on the north side provides vehicular access to the site, but the City would consider allowing access from D Street. D Street is a local street, running north/south into and out of Old Town and Downtown. 5<sup>th</sup> Street (Highway 101 North) is a major arterial, and one block north is 4<sup>th</sup> Street (Highway 101 South), which is also a major arterial. H and I Streets, four and five blocks east (respectively), are each one-way major arterials providing north/south travel into and out of Old Town and Downtown and will soon include protected bicycle lanes. 4<sup>th</sup> and 5<sup>th</sup>, and H and I Streets are all high capacity roadways which accommodate intra-city and sub-regional travel. There are Class II bike lanes along 6<sup>th</sup> and 7<sup>th</sup> Streets and Class II and III bike lanes along 1<sup>st</sup> Street/Waterfront Drive, located four blocks north of the site. Additionally, the Redwood Transit System has northbound bus stops at 5<sup>th</sup> and D Streets and 5<sup>th</sup> and H Streets, and southbound at 4<sup>th</sup> and H Streets and 4<sup>th</sup> and B Streets, and the Eureka Transit System has a stop at 4<sup>th</sup> and B Streets, and 6<sup>th</sup> and C Streets. The site is also four blocks from Eureka Transit System's hub at 3<sup>rd</sup> and H Streets.

The City-owned 34-space parking lot is located near the border between Eureka's Downtown and Old Town areas, and is located in the Downtown West zone district, which puts many jobs and resources within comfortable walking distance. Site City-4 is in an excellent location for housing, given its walkable proximity to a wide range of jobs and amenities. Surrounding land uses include, professional offices, a theatre, a grocery store (Eureka Co-op), a hotel (Days Inn), and other commercial and retail services.

**Minimum Requirements:**

The minimum number of affordable units required is 15 VLI and 5 LI, and the minimum required FAR is 3.0 (for an approximately 39,600 square foot building). The maximum density and number of units are only limited by the FAR, and any applicable development standards, such as parking, landscaping, height, setbacks, etc. The zoning for the site sets the height limit for structures at 80 feet and a front set back of either 0 feet, or greater than 10 feet.

The street frontage along 5<sup>th</sup> Street is a Pedestrian-Focused Frontage (PFF) and as such, is subject to special land use regulations and development standards to maintain and enhance an active and engaging pedestrian environment per EMC 155.208.040.

As a result of the Surplus Land Act process, Site City-4 was declared “exempt surplus land” by the City of Eureka, and the requirements of Government Code §37364 are applicable to Site City-4. Therefore, at least 80% of the property must be developed with housing, and at least 40% of the housing units must be affordable to households with incomes at or below 60% of AMI, with half those units affordable to households with incomes at or below 50% of area median income.

**Parking:**

Based on the City’s current zoning regulations, the proposed residential development may or may not be required to provide on-site parking for residents, employees, or visitors. Parking exemptions and reductions are found in EMC 155.324.030 and 155.324.040 and may be applied to reduce or remove residential off-street parking requirements. Parking required for the residential development, if any, and/or any additional parking may be provided on the site, or within 300 feet of the site, at the Developer’s discretion. Approval of an Administrative Adjustment, and recordation of a Parking Indenture are required to locate any required parking off-site.

**Other Information:**

As a note, the multi-story building located to the west of the site is being demolished as a result of recent earthquake damage.

A Phase 1 Environmental Site Assessment was prepared and can be accessed [HERE](#). *[Note: Link to be added to FTP site]*

AFFORDABLE HOUSING PROJECTS ON CITY-OWNED PROPERTIES II

*Site City-4: 5<sup>th</sup> and D Street (Street view looking northwest on D street)*



*Site City-4: 5<sup>th</sup> and D Streets (Street view looking northwest from 5<sup>th</sup> Street)*

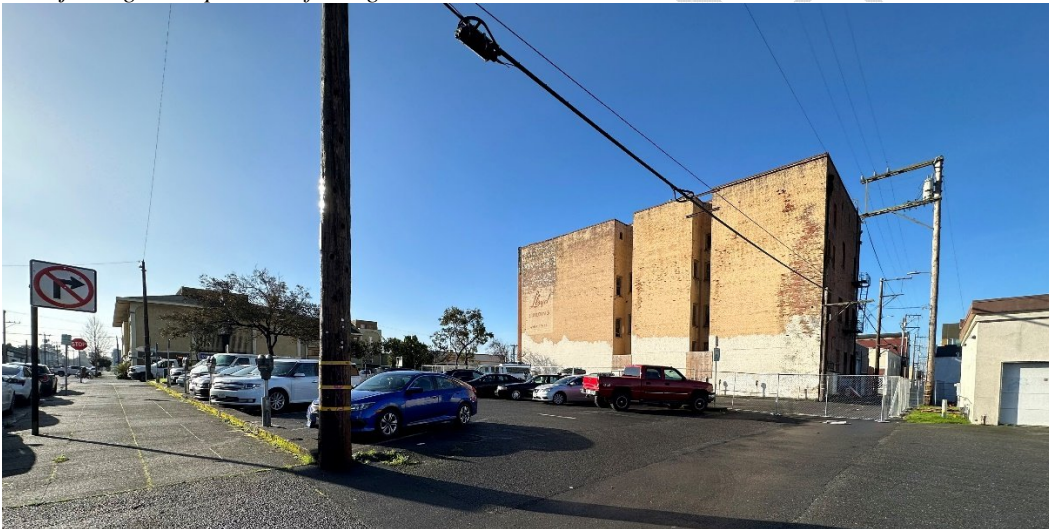


## AFFORDABLE HOUSING PROJECTS ON CITY-OWNED PROPERTIES II

*Site City-4: 5<sup>th</sup> and D Street (Street view looking west from D Street) Large tan building on adjoining lot in process of being demolished.*



*Site 4: 5<sup>th</sup> and D Streets (Street view looking southwest from the corner of the alley and D Street) Large tan building on adjoining lot in process of being demolished.*



Site City-5 – 6<sup>th</sup> and L Streets**Location:**

Site City-5, the 6<sup>th</sup> and L Street site (APN: 001-192-004), is located at the northwest corner of 6<sup>th</sup> and L Streets. The site is generally flat, and is approximately 0.30 acres (13,200 square feet) in size. The site has two street frontages, one along L Street with 110 feet of frontage, and one along 6<sup>th</sup> Street with 120 feet of frontage; however, L Street currently provides the only vehicular ingress/egress to the property, but the City would consider allowing vehicular access from 6<sup>th</sup> Street and/or the alley to the north. Although L Street is a local street, 5<sup>th</sup> Street (one block to the north) is a one-way major arterial (Highway 101 North) and 6<sup>th</sup> Street is a one-way minor arterial which connects with Broadway (101 North and South). There are Class II bike lanes along 6<sup>th</sup> and 7<sup>th</sup> Streets and Class II and III bike lanes along Waterfront Drive/Waterfront Trail located approximately 5 blocks north. Additionally, the Redwood Transit System provides bus service at 5<sup>th</sup> and K Streets (Highway 101 North) and 4<sup>th</sup> and K Streets (Highway 101 South) and there is also a Eureka Transit System (Purple Route) bus stop with a bus shelter adjacent to the lot on 6<sup>th</sup> Street.

The City-owned 26-space parking lot is located near the south border of Eureka's Downtown and Old Town areas, in the Downtown (DT) zone district, which puts many jobs and resources within comfortable walking distance. Site City-5 is in an excellent location for housing, given its walkable proximity to a wide range of jobs and amenities. Surrounding land uses include Eureka City Hall, professional offices, the Humboldt County Courthouse/Jail and offices, restaurants, a mini-mart, hotels (Carter House Inn), residences, and other commercial and retail services. As a result of the first Housing RFP, an approximately 40,036-square foot, 4-story, 28-unit multi-family apartment

building with an overall height of approximately 48-feet, and a floor area ratio (FAR) of 3.03, will be constructed one block east of the site, on the City-owned parking lot at 6<sup>th</sup> and M Streets.

**Minimum Requirements:**

The minimum number of affordable units required by the Housing Element for Site City-5 is 15 VLI and 5 LI, and the minimum required FAR is 3.0 (for an approximately 39,600 square foot building). The maximum density and number of units are only limited by the FAR, and any applicable development standards, such as parking, height, setbacks, etc.

As a result of the Surplus Land Act process, Site City-5 was declared “exempt surplus land” by the City of Eureka, and the requirements of Government Code §37364 are applicable to Site City-5. Therefore, at least 80% of the property must be developed with housing, and at least 40% of the housing units must be affordable to households with incomes at or below 60% of AMI, with half those units affordable to households with incomes at or below 50% of area median income.

**Parking:**

As discussed above in the “Off-street Parking for Sites City-4 and City-5” section, based on the City’s current zoning regulations, the proposed development may or may not be required to provide on-site parking for residents, employees, or visitors. However, the development must provide and reserve on the 6<sup>th</sup> and L site, at least 20 off-street parking spaces (including two ADA accessible spaces, and two EV charging spaces, all of which currently exist) for use by City Hall staff, visitors, and City vehicles. Parking required for the residential development, if any, and/or any additional parking may be provided on the site, or within 300 feet of the site, at the Developer’s discretion. Approval of an Administrative Adjustment, and recordation of a Parking Indenture are required to locate any required parking off-site.

**Other Information:**

A Phase 1 Environmental Site Assessment was prepared and can be accessed [HERE](#). *[Note: Link to be added to FTP site]*

AFFORDABLE HOUSING PROJECTS ON CITY-OWNED PROPERTIES II

*Site City-5: 6<sup>th</sup> and L Streets (Street view from 6<sup>th</sup> Street looking north)*



*Site City-5: 6<sup>th</sup> and L Streets (Street view from L Street looking west)*



AFFORDABLE HOUSING PROJECTS ON CITY-OWNED PROPERTIES II

- Site City-12: First and C to First and F Street (APN 001-054-013)**
- Site City-13: First and C to First and F Street (APN 001-054-045)**
- Site City-14: First and C to First and F Street (APN 001-054-047)**

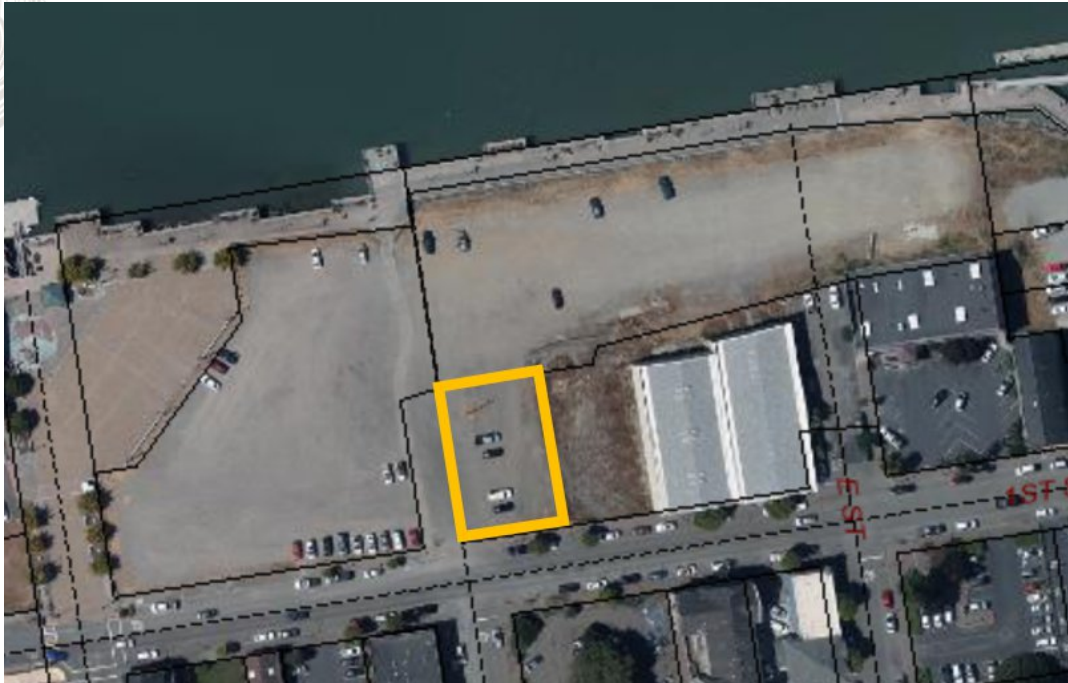
*Sites City-12 through City-14:*



Development can be accomplished on each parcel separately, or two or more parcels can be merged at the request of the Developer.



**Site City-12 - 1<sup>st</sup> and D Streets  
(aka 307 1<sup>st</sup> Street)**



*Site City-12: 1<sup>st</sup> and D Streets (aerial view).*

**Location:**

The 1<sup>st</sup> and D Street site (APN: 001-054-013) is located on the northeast corner of 1<sup>st</sup> and D Streets, south of the Boardwalk. The site is generally rectangular in shape, and is approximately 0.22 acres (9,500 square feet) in size. The site is in the Tsunami Hazard Area, is largely outside the current FEMA-mapped floodplain but potentially vulnerable to flooding in the future with sea level rise, and in an area of Potential Liquification<sup>1</sup>. The site has two street frontages: First Street with 80 feet of frontage and the terminus of D Street with 120 feet of frontage; both streets could provide access to the site. First Street is a Major Collector and runs east/west while D Street, a local street, runs north/south into and out of Old Town and Downtown. Highway 101 South/North on 4<sup>th</sup> and 5<sup>th</sup> Streets, are major arterials located three and four blocks south, and provide easy access into and out of Eureka. H and I Streets, four and five blocks east, are each one-way major arterial streets providing north/south travel into and out of Old Town and Downtown. H and I Streets, and 4<sup>th</sup> and 5<sup>th</sup> Streets are all high capacity roadways which accommodate intra-city and sub-regional travel. Class 1 bike lanes are located on/along the Boardwalk/Waterfront Drive just north of the site, which is part of the Eureka Waterfront Trail, which runs 7.3 miles along the entire shoreline of Eureka. Class II bike lanes are located along 6<sup>th</sup> and 7<sup>th</sup> Streets, five and six blocks south.

Redwood Transit System bus stops are located four blocks to the southwest of the site at 4<sup>th</sup> and B Streets (Highway 101 South) and four blocks to the south at 5<sup>th</sup> and D Streets (Highway 101 North)

<sup>1</sup> Slope Stability information sourced from Humboldt County's Planning and Building Department's WebGIS Hazards data layer, and is used for planning purposes only. All GIS data should be verified before it is materially relied upon for property or project planning.

and all four Eureka Transit System city-bus routes intersect at 3<sup>rd</sup> and H Streets.

The City-owned vacant lot is located on the waterfront in Eureka's Old Town Historic District, in Eureka's coastal zone, and in the Waterfront Commercial (CW) zone district. The CW zone district supports hotels, motels, and visitor-serving developments such as antique shops, art galleries, restaurants, taverns, and commercial recreation and commercial fishing industries on the first floor of structures. Upper floors contain conditionally permitted, non-visitor serving uses which require granting of a Use Permit and Coastal Development Permit, including multi-family residences and professional offices. The CW zone district puts jobs and resources within comfortable walking distance. Surrounding land uses include restaurants, professional offices, a chocolatier, hotel (Inn at 2<sup>nd</sup> and C), second story residences, and other commercial and retail services.

The site is located in the coastal zone, but is not within an area where uses may be Categorically Excluded from Coastal Development Permit (CDP) requirements. Therefore, any development will require a CDP. Additionally, the area is within the City of Eureka's coastal permit jurisdiction, but the City's action on a CDP is appealable to the California Coastal Commission.

### **Minimum Requirements:**

The minimum number of affordable units required is 5 Very-Low-Income Units (VLI), and there are no Low Income (LI) units required, but they are strongly encouraged. The maximum number of units is limited by the Floor Area Ratio (FAR), which is 250% (2.5), and the building height, which is recommended to be 50 feet or less<sup>2</sup>, but can be as tall as 100 feet. Residential units must be located above the ground floor and are subject to usable open space requirements, unless they are located above a permitted non-residential use. Based on the FAR, the maximum building size is 23,750 square feet. In addition, any applicable development standards, including off-street parking and landscaping could reduce the maximum overall size of the building.

### **Parking:**

Based on the City's current Coastal Zoning regulations, and as discussed in the "Off-street Parking for Sites City-12 through City-14" section above, the proposed development is required to provide one on-site parking space for each dwelling unit. Most Commercial and Office uses are required to provide one space for every 300 square feet of gross floor area, and Restaurant and Bar uses are required to provide one space for every 200 square feet of gross floor area.

### **Other Information:**

The subject property is in the Design Review Area, and pursuant to CZC Sec.10-5.1801 is subject to Site Plan Review and Architectural Review.

As described in the "Encourage Mixed-Income and Require Mixed-Use Developments" section above, Site City-12 is a prominent and prime waterfront site located one-half block south of the City's Boardwalk. The site is also located in a zone district which prioritizes hotels, motels, and visitor-serving developments, such as antique shops, art galleries, restaurants, taverns, and commercial recreation and commercial fishing industries on the first floor of structures. Upper floors contain conditionally permitted, non-visitor serving uses, including multi-family residences. Development of these sites has been an on-going goal of the City since the late 1980's, and a

<sup>2</sup> Local Coastal Program Policy 1.D.1—"New buildings developed along the waterfront north of First Street/Waterfront Drive should not exceed three stories or 50 feet in height."

number of projects have been conceptually proposed over the years. Information about some of the previous concepts can be found [HERE](#). *[Note: Link to be added to FTP site]* The vision and required development for Site City-12 includes a mix of visitor-serving use types, such as those described above, with residential uses above, and pedestrian-scale open and green space areas throughout the site. Developers are strongly encouraged to incorporate ideas and concepts from the C2F file at the above link, and if this parcel is merged with Site City-13 and/or City-14, must consider the impacts shading will have on the Boardwalk. A 2015 shading study is also included in the link above. And, proposed design and building siting must consider and promote unobstructed view corridors to the waterfront along the D Street right-of-way from public streets and other public spaces.

Finally, Sites City-13 and City-14 (58,000 and 52,000 square feet, respectively) are vacant and contiguous to City Site-12 (and to each other). Development can be accomplished on each parcel separately, or two or more parcels can be merged at the request of the Developer.

A Phase 1 Environmental Site Assessment was prepared and can be accessed [HERE](#). *[Note: Link to be added to FTP site].*

*Site City-12: 1<sup>st</sup> and D Streets (aerial view).*



AFFORDABLE HOUSING PROJECTS ON CITY-OWNED PROPERTIES II

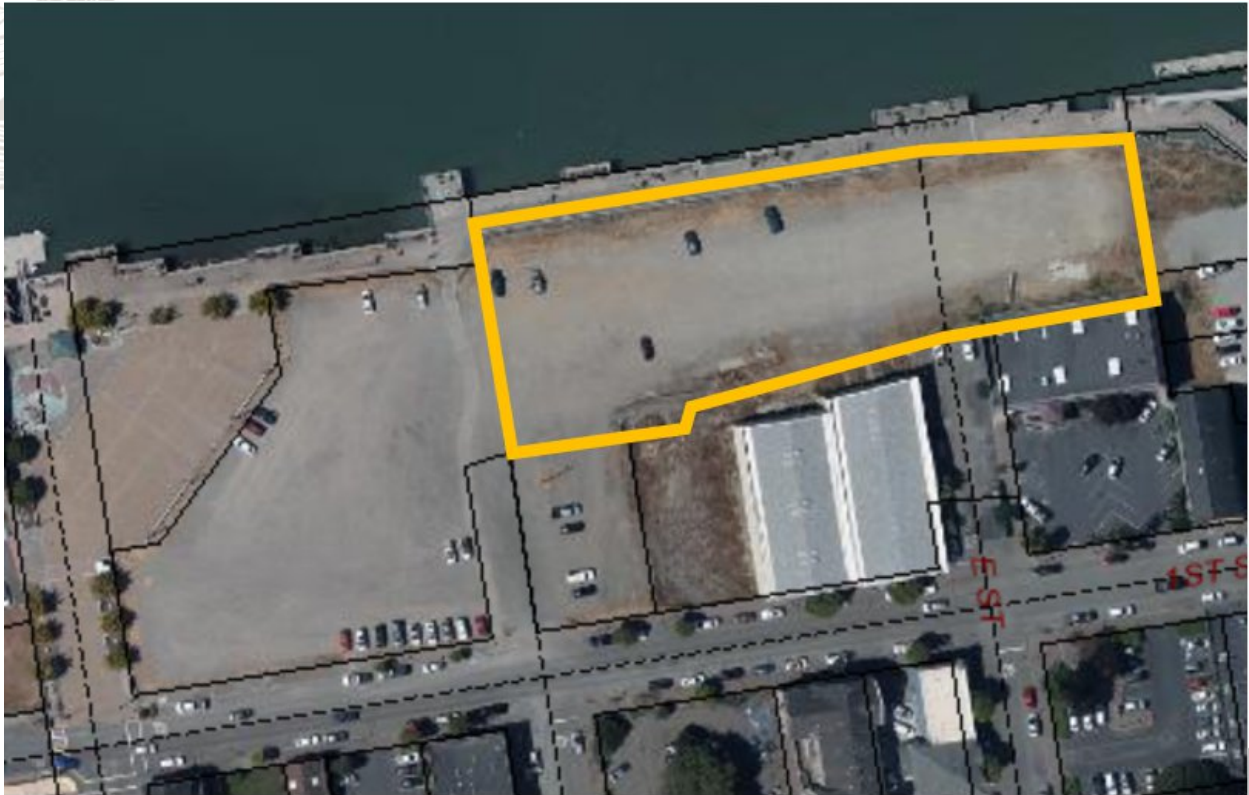
*Site City-12: 1<sup>st</sup> and D Streets (Street view from Boardwalk looking south on D Street)*



*Site City-12: 1<sup>st</sup> and D Streets (Street view from D Street looking north towards the Boardwalk)*



**Site City-13 – South of the Boardwalk between D and F Streets  
(aka #1 E Street)**



*Site City-13: South of the Boardwalk between D and F Streets #1 E Street (aerial view).*

**Location:**

The #1 E Street site (APN: 001-054-045) is located on the waterfront at the northern terminus of E Street. The site is generally rectangular in shape, and is approximately 1.33 acres (58,000 square feet) in size. The site is located in the Tsunami Hazard Area, is mostly in the FEMA Flood Zone, is subject to increased vulnerability to flooding and erosion with sea level rise, and in an area of Potential Liquefaction<sup>3</sup>. Access to the site is via the terminus of E Street, and the only street frontage is 40 feet of the parcel which is adjacent to the terminus of E Street. The site enjoys approximately 440 feet of direct access to the Boardwalk. From the Boardwalk, pedestrians can walk the entire 7.3 miles of the Eureka Waterfront Trail.

First Street is a Major Collector and runs east/west while E Street, a minor arterial, runs north/south into and out of Old Town and Downtown. Highway 101 South/North on 4<sup>th</sup> and 5<sup>th</sup> Streets are major arterials located three and four blocks south, and provide easy access into and out of Eureka. H and I Streets, three and four blocks east are each one-way major arterials providing north/south travel into and out of Old Town and Downtown. H and I Streets, and 4<sup>th</sup> and 5<sup>th</sup> Streets are all high capacity roadways which accommodate intra-city and sub-regional travel. Class 1 bike lanes are located on/along the Boardwalk/Waterfront Drive just north of the site, which is part of the Eureka

<sup>3</sup> Slope Stability information sourced from Humboldt County's Planning and Building Department's WebGIS Hazards data layer, and is used for planning purposes only. All GIS data should be verified before it is materially relied upon for property or project planning.

Waterfront Trail. Class II bike lanes are located along 6<sup>th</sup> and 7<sup>th</sup> Streets, five and six blocks south. Redwood Transit System bus stops are located six blocks either to the southwest of the site at 4<sup>th</sup> and B Streets, or southeast of the site at 4<sup>th</sup> and H Streets (Highway 101 South). Redwood Transit System stops are located seven blocks to the southeast at 5<sup>th</sup> and H Streets, or four blocks south at 5<sup>th</sup> and D Streets (Highway 101 North) and all four Eureka Transit System city-bus routes intersect at 3<sup>rd</sup> and H Streets.

The City-owned vacant lot is located on the waterfront in Eureka's Old Town Historic District, in Eureka's coastal zone, and in the Waterfront Commercial (CW) zone district. The CW zone district supports hotels, motels, and visitor-serving developments such as antique shops, art galleries, restaurants, taverns, and commercial recreation and commercial fishing industries on the first floor of structures. Upper floors contain conditionally permitted, non-visitor serving uses, including multi-family residences and professional offices and require granting of a Use Permit. The CW zone district puts jobs and resources within comfortable walking distance. Surrounding land uses include restaurants, professional offices, a chocolatier, hotel (Inn at 2<sup>nd</sup> and C), second story residences, and other commercial and retail services. The site is adjacent to the Eureka Waterfront Trail, which runs 7.3 miles along the entire shoreline of Eureka.

The site is located in the coastal zone, but is not within an area where uses may be Categorically Excluded from Coastal Development Permit (CDP) requirements. Therefore, any development will require a CDP. Additionally, the area is within the City of Eureka's coastal permit jurisdiction, but the City's action on a CDP is appealable to the California Coastal Commission.

#### **Minimum Requirements:**

The minimum number of affordable units required is 45 Very-Low-Income Units (VLI), and there are no Low Income (LI) units required, but they are strongly encouraged. The maximum number of units is limited by the Floor Area Ratio (FAR), which is 250% (2.5), and the building height, which is recommended to be 50 feet<sup>4</sup> or less, but can be as tall as 100 feet. Residential units must be located above the ground floor and are subject to usable open space requirements unless located above a permitted nonresidential use. Based on the FAR, the maximum building size is 145,000 square feet. In addition, any applicable development standards, including off-street parking and landscaping, could reduce the maximum overall size of the building.

#### **Parking:**

Based on the City's current Coastal Zoning regulations, the proposed development is required to provide one on-site parking space for each dwelling unit. Commercial and Office uses are required to provide one space for every 300 square feet of gross floor area, and Restaurant and Bar uses are required to provide one space for every 200 square feet of gross floor area.

#### **Other Information:**

The subject property is in the Design Review area and pursuant to CZC Sec. 10-5.1801, is subject to Site Plan Review and Architectural Review.

As described in the "Encourage Mixed-Income and Require Mixed-Use Developments" section above, Site City-13 is a prominent and prime waterfront site located along the City's Boardwalk. The site is also in a zone district which supports hotels, motels, and visitor-serving developments,

<sup>4</sup> Local Coastal Program Policy 1.D.1—"New buildings developed along the waterfront north of First Street/Waterfront Drive should not exceed three stories or 50 feet in height."

such as antique shops, art galleries, restaurants, taverns, and commercial recreation and commercial fishing industries on the first floor of structures. Upper floors contain conditionally permitted, non-visitor serving uses, including multi-family residences. Development of these sites has been an on-going goal of the City since the late 1980's, and a number of projects have been conceptually proposed over the years. Information about some of the previous concepts can be found [HERE](#). *[Note: Link to be added to FTP site]*. The vision and required development for Site City-13 includes a mix of visitor-serving use types such as those described above, with residential uses above, and pedestrian-scale open and green space areas throughout the site. Developers are strongly encouraged to incorporate ideas and concepts from the C2F file in the link above, and must consider the shading impacts proposed development will have on the Boardwalk. A 2015 shading study is also included in the link above. And, proposed design and building siting must consider and promote unobstructed view corridors to the waterfront along the D and E Street rights-of-way from public streets and other public spaces.

Finally, Sites City-12 and City-14 (~9,500 and ~52,000 square feet, respectively) are vacant and contiguous to City Site-13 (and to each other). Development can be accomplished on each parcel separately, or two or more parcels can be merged at the request of the Developer.

A Phase 1 Environmental Site Assessment was prepared and can be accessed [HERE](#). *[Note: Link to be added to FTP site]*.

*Site City-13: #1 E Street (aerial view)*



AFFORDABLE HOUSING PROJECTS ON CITY-OWNED PROPERTIES II

Site City-13: #1 E Street (Street view from Boardwalk looking east)



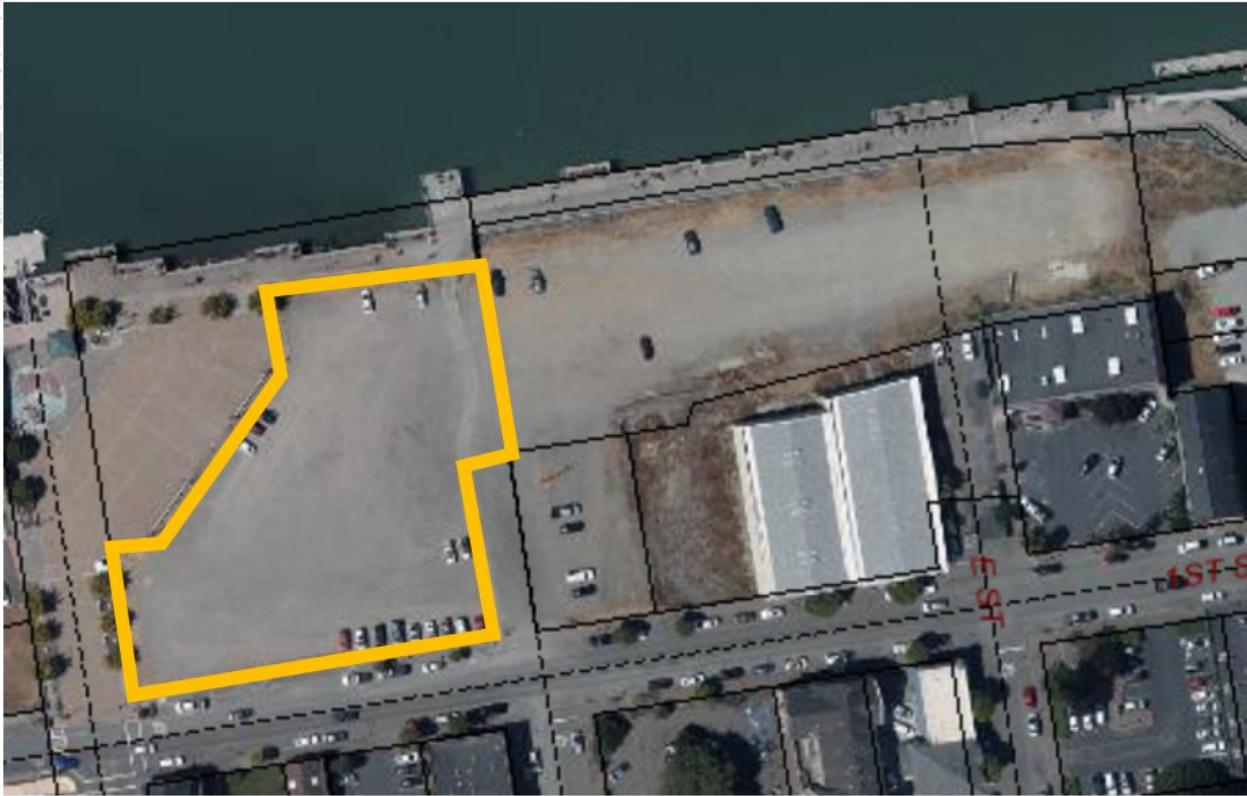
Site City-13: #1 E Street (Street view from Boardwalk looking southeast)



Sites City-12 and City-13: (Street view from First Street looking northeast)





Site City-14 – 1<sup>st</sup> and C to D StreetsSite City-14 – 1<sup>st</sup> and C to D Streets**Location:**

The 1<sup>st</sup> and C to D Street site (APN: 001-054-047) is located on the northeast corner of 1<sup>st</sup> and C Streets. The site is irregular in shape, and is approximately 1.14 acres (~52,000 square feet) in size. The site is located in the Tsunami Hazard Area, is partially in the FEMA Flood Zone, is subject to increased vulnerability to flooding and erosion with sea level rise, and in an area of Potential Liquefaction<sup>5</sup>. Vehicular access to the site is via the terminus of D Street and potentially the terminus of C Street. There is ~140 feet of street frontage along D Street and 340 feet along 1<sup>st</sup> Street and C Street. The site is adjacent to the C Street Plaza and enjoys direct access to the Boardwalk. From the Boardwalk, pedestrians can walk the entire 7.3 miles of the Eureka Waterfront Trail. First Street is a Major Collector and runs east/west while D Street, a local street, runs north/south into and out of Old Town and Downtown. Highway 101 South/North on 4<sup>th</sup> and 5<sup>th</sup> Streets, are major arterials located three and four blocks south, and provide easy access into and out of Eureka. H and I Streets, three and four blocks east, are each one-way major arterials providing north/south travel into and out of Old Town and Downtown. H and I Streets, and 4<sup>th</sup> and 5<sup>th</sup> Streets are all high capacity roadways which accommodate intra-city and sub-regional travel. Class I bike lanes are located on/along the Boardwalk/Waterfront Drive just north of the site, which is part of the Eureka Waterfront Trail. Class II bike lanes are located along 6<sup>th</sup> and 7<sup>th</sup> Streets, five and six blocks south.

<sup>5</sup> Slope Stability information sourced from Humboldt County's Planning and Building Department's WebGIS Hazards data layer, and is used for planning purposes only. All GIS data should be verified before it is materially relied upon for property or project planning.

Redwood Transit System bus stops are located four blocks to the southwest of the site at 4<sup>th</sup> and B Streets (Highway 101 South) and four blocks to the south at 5<sup>th</sup> and D Streets (Highway 101 North) and all four Eureka Transit System city-bus routes intersect at 3<sup>rd</sup> and H Streets.

The City-owned vacant lot is located on the waterfront in Eureka's Old Town Historic District, in Eureka's coastal zone, and in the Waterfront Commercial (CW) zone district. The CW zone district supports hotels, motels, and visitor-serving developments such as antique shops, art galleries, restaurants, taverns, and commercial recreation and commercial fishing industries on the first floor of structures. Upper floors contain conditionally permitted, non-visitor serving uses, including multi-family residences and professional offices and require granting of a Use Permit. The CW zone district puts jobs and resources within comfortable walking distance. Surrounding land uses include restaurants, professional offices, a chocolatier, hotel (Inn at 2<sup>nd</sup> and C), second story residences, and other commercial and retail services. The site is adjacent to the Eureka Waterfront Trail, which runs 7.3 miles along the entire shoreline of Eureka.

The site is located in the coastal zone, but is not within an area where uses may be Categorically Excluded from Coastal Development Permit (CDP) requirements. Therefore, any development will require a CDP. Additionally, the area is within the City of Eureka's coastal permit jurisdiction, but the City's action on a CDP is appealable to the California Coastal Commission.

#### **Minimum Requirements:**

The minimum number of affordable units required is 45 Very-Low-Income Units (VLI). There are no Low-Income (LI) units required, but they are strongly encouraged. The maximum number of units is limited by the Floor Area Ratio (FAR), which is 250% (2.5), and the building height, which is recommended to be 50 feet or less<sup>6</sup>, but can be as tall as 100 feet. Residential units must be located above the ground floor and are subject to usable open space requirements, unless located above a permitted nonresidential use. Based on the FAR, the maximum building size is 130,000 square feet. In addition, any applicable development standards, including off-street parking and landscaping could reduce the maximum overall potential size of the building.

#### **Parking:**

Based on the City's current Coastal zoning regulations, the proposed development is required to provide one on-site parking space for each dwelling unit. Commercial and Office uses are required to provide one space for every 300 square feet of gross floor area, and Restaurant and Bar uses are required to provide one space for every 200 square feet of gross floor area.

#### **Other Information:**

The subject property is in the Design Review area and pursuant to CZC Sec.10-5.1801 is subject to Site Plan Review and Architectural Review.

As described in the "Encourage Mixed-Income and Require Mixed-Use Developments" section above, Site City-14 is located in a prominent and prime waterfront location along the City's Boardwalk. The site is also in a zone district which supports hotels, motels, and visitor-serving developments, such as antique shops, art galleries, restaurants, taverns, and commercial recreation

<sup>6</sup> Local Coastal Program Policy 1.D.1—"New buildings developed along the waterfront north of First Street/Waterfront Drive should not exceed three stories or 50 feet in height."

and commercial fishing industries on the first floor of structures. Upper floors contain conditionally permitted, non-visitor serving uses, including multi-family residences. Development of these sites has been an on-going goal of the City since the late 1980's, and a number of projects have been conceptually proposed over the years. Information about some of the previous concepts can be found [HERE](#). *[Note: Link to be added to FTP site]*. The vision and required development for Site City-14 includes a mix of visitor-serving use types such as those described above, with residential uses above, and pedestrian-scale open and green space areas throughout the site. Developers are strongly encouraged to incorporate ideas and concepts from the C2F file in the link above, and must consider the shading impacts proposed development will have on the Boardwalk. A 2015 shading study is also included in the link above. And, proposed design and building siting must consider and promote unobstructed view corridors to the waterfront along the D Street right-of-way from public streets and other public spaces.

Finally, Sites 12 and 13 (~9,500 and ~58,000 square feet, respectively) are vacant and contiguous to City Site-14 (and to each other). Development can be accomplished on each parcel separately, or two or more parcels can be merged at the request of the Developer.

A Phase 1 Environmental Site Assessment was prepared and can be accessed [HERE](#). *[Note: Link to be added to FTP site]*.

*Site City-14: 1<sup>st</sup> and C to D Streets (street view looking southeast from the C Street Plaza)*



AFFORDABLE HOUSING PROJECTS ON CITY-OWNED PROPERTIES II

*Site City-14: 1<sup>st</sup> and C to D Streets (street view looking northwest towards Jack's Seafood Restaurant and the Fishermen's Terminal Building)*



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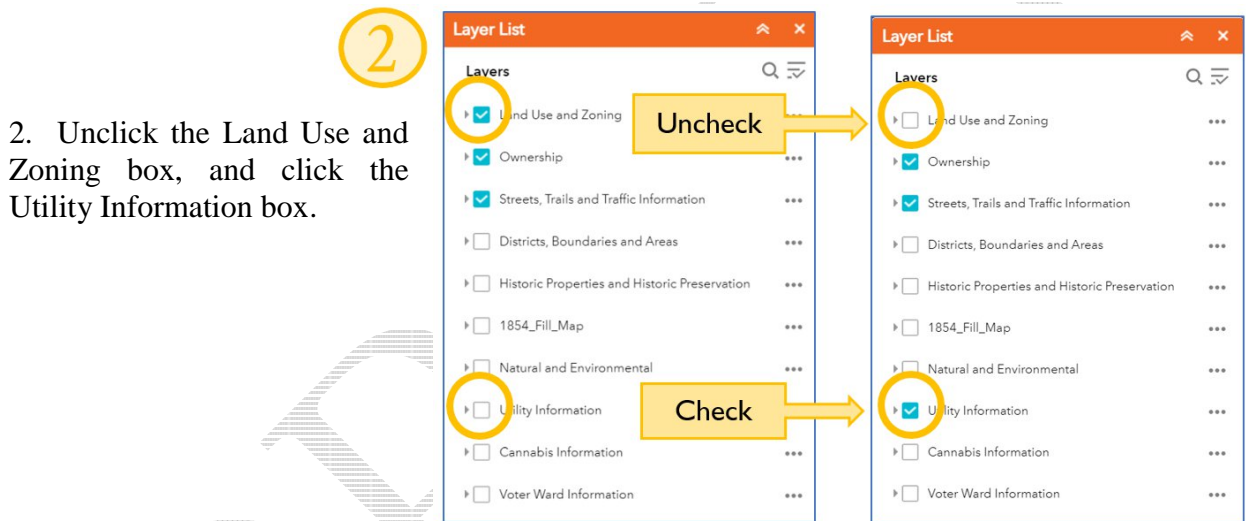
**STANDARDS APPLICABLE TO ALL SITES**

**Off-Site Improvements:**

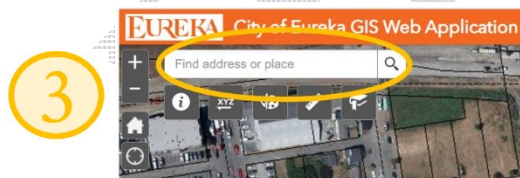
The nature and extent of required off-site improvements will be specific to the proposed project. Water and sewer mains are located in the adjoining street rights-of-way and connections will be required. Data regarding existing utilities can be found [HERE](#). [Note: Link to be added to City website page]



1. On the right-side of the Web application, click on the Layers icon.

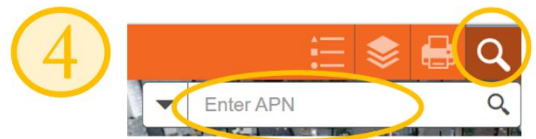


2. Uncheck the Land Use and Zoning box, and click the Utility Information box.



3. Search for the property by address in the upper left-hand corner *search box*, or...

4. By APN (no spaces) using the magnifying glass in the upper right-hand corner.



***Note: The Developer is responsible for any and all costs associated with required infrastructure improvements.***

**Stormwater Requirements:**

Stormwater is a valuable resource the City wants to protect, infiltrate, and reuse. Development at each site is required to comply with post-construction runoff standards detailed in condition E.12 of the State-implemented General Permit for Municipal Separate Storm Sewer Systems (MS4 General Permit). The City of Eureka's Stormwater Division in Public Works - Engineering ensures compliance with the post-construction runoff standards by requiring runoff reduction measures set forth in the Humboldt Low Impact Development (LID) Stormwater Manual. Applicable standards are based on the created or replaced square footage of impervious surface within the project area. Due to the size of the existing sites, future development may be categorized as a Regulated Project, and would be subject to requirements set forth in Part 2 of the Humboldt County LID Stormwater Manual. Additional information can be found [HERE](#).

**Flood Hazard Zone:**

Sites City-4 and City-5 are not within a Flood Hazard area as shown on the most recent FEMA map as Zone X (unshaded) which includes areas with no or minimal flood hazard. The majority of Site City-13 and a portion of Sites City-12 and City-14 are located within an AE flood hazard zone, with a base flood elevation of between 10 and 12 feet. Compliance with EMC Chapter 153, Flood Hazard Area Regulations, shall be required for portions of Site City-13 and City-14 within the flood hazard zone.

**Environmental Review:**

The City has determined Sites City-4, City-5, City-12 and City-13 may qualify for a California Environmental Quality Act (CEQA) Class 32 Infill Development Projects (CEQA Guidelines Section 15332) exemption. Furthermore, the 2040 Eureka General Plan Environmental Impact Report (EIR) analyzed the impact of the creation of up to 1,886 additional housing units in the City. This is approximately double the 2019-2027 Regional Housing Needs Allocation (RHNA) of 952 units, and as such, demonstrates the potential environmental impacts related to this program are well within the analysis contained in the adopted 2040 General Plan EIR.

Site City-14 is located on a site which is included on a list compiled pursuant to Section 65962.5 of the Government Code, and a CEQA exemption may not be used pursuant to CEQA Guidelines 15300.2. Since an *Exception* to an Exemption applies for Site City-14, and should other Exceptions apply, the City will work with selected Developers, to prepare an environmental document such as a document which tiers off the adopted 2040 General Plan EIR.

**Fire-Resistive Rating Requirements for Exterior Walls:**

All new structures must comply with the California Building Code (CBC) regulations, including, but not limited to, Tables 601, 705.5, and 705.8 regarding newly constructed exterior walls and windows in close proximity to existing structures/walls, where applicable.

**Summary of Select Zoning/Development Standards:**

For Sites City-12 through City-14 located in the coastal zone, Design Review **is required** pursuant to CZC Sec. 10-5.29200 in order to bar the ugly, inharmonious, monotonous, and hazardous, while not suppressing originality and creativity. For Sites City-4 and City-5, Design Review **is required** pursuant to EMC 155.412.040 to ensure the street-facing facades of any proposed development exhibit required design elements, complement neighboring properties, and contribute to Eureka's distinctive identity and unique sense of place.

## AFFORDABLE HOUSING PROJECTS ON CITY-OWNED PROPERTIES II

While the table below, and information which follows, provide a summary of the City’s development standards, interested parties are strongly encouraged to thoroughly review and understand the relevant sections of Chapter 155 of the Eureka Municipal Code (EMC) for the inland sites, and Title 5 Chapter 10 of the Coastal Zoning Code prior to investing any effort into developing concepts for the site(s). Mock site plans showing basic development standards at each site, as well as maximum footprint allowed by floor scenarios, are included in Exhibits 2 through 4. The City is also willing to consider variances and concessions to development standards as allowed by applicable law.

	Sites City-12, City-13, and City-14 (C to F Streets): Waterfront Commercial (CW)	Sites City-4 (5 <sup>th</sup> and D): Downtown West (DW) and City-5 (6 <sup>th</sup> and L): Downtown (DT)
Minimum Lot Area	6,000 sq. ft.	No min.
Maximum Density (du/acre) *	No max.	No max.
Maximum Floor Area Ratio (FAR)		
Minimum	No min.	3.0 (for this project)
Maximum	2.5	6.0
Building Height		
Minimum (stories)	No min.	2 stories
Maximum (feet)	100 ft. <sup>7</sup>	80 ft. for DW (City-4) 100 ft. for DT (City-5)
Front Setbacks		
Minimum	0 ft.	0 ft.
Maximum	No max.	10 ft.
Minimum Side Setbacks		
Exterior	0 ft.	0 ft.
Interior	0 ft.	0 ft.
Minimum Rear Setbacks		
Non-Alley	0 ft.	0 ft.
Alley	0 ft.	0 ft.
Maximum Site Coverage	No max.	No max.

\* Note: While there is no maximum residential density in the mixed-use zoning districts, the number of residential units on a lot will be limited by the maximum FAR, maximum building height, required parking (if any), minimum unit size requirements in the building code, and other applicable development standards.

<sup>7</sup> Local Coastal Program Policy 1.D.1—“ New buildings developed along the waterfront north of First Street/Waterfront Drive should not exceed three stories or 50 feet in height.”

### **Additional Inland Zoning Code Requirements and Standards Applicable to Sites City-4 and City-5**

**Maximum Front Setbacks (EMC 155.208.030.B)** - A new building constructed at or within the maximum front setback, must cover a minimum of 50% of the lot's linear street frontage (see EMC Figure 208-1: Maximum Front Setbacks). The Director may modify or waive this requirement with an Administrative Adjustment if certain findings are made and the space is utilized for a front-facing courtyard or privately-owned open space (see EMC Figure 208-2: Front-facing Courtyard or Privately-owned Public Space).

**Pedestrian-Focused Frontage (EMC 155.208.040)** – The south side (5<sup>th</sup> Street side) of Site City-4 is located on a Pedestrian-focused Frontage where specific requirements for minimum Ground Floor Ceiling Height, Storefront Transparency, and limitations on Ground Floor Residential Uses will apply to the development. These standards do not apply to facades which do not front the street (e.g., multi-story building facades which can be seen over shorter buildings). Although Site City-5 is not located on a Pedestrian-focused Frontage, Developers are encouraged to incorporate the special land use regulations and development standards applicable to Pedestrian-focused frontages into the street-facing facade of the building to maintain and enhance an active and engaging pedestrian environment.

**Height Exceptions (EMC 155.308.020.A and .B)** - Up to 20% of the building footprint may contain one additional story provided the maximum FAR allowed for the site is not exceeded, and certain building projections, such as decorative features (spires, steeples), skylights, chimneys, solar panels, rooftop equipment etc., may project above the maximum height, and are permitted by-right, with no discretionary permit required.

**Setback Exceptions – Projections Over Property Lines (EMC 155.308.030.A.4)** – A building feature, such as a roof eave or bay window, may extend across a property line into the public-right-of way if allowed by the Building Code, and with an encroachment permit approved by Public Works - Engineering.

**Setback Exceptions in Required Setbacks – Site Features (EMC 155.308.030.B)** - Site features, such as steps, patios, wheelchair ramps, decorative features, play equipment, ground mounted mechanical and utility equipment etc., and accessory structures, are allowed within required setbacks.

**Supplemental Use Regulations (EMC 155.304) - Multi-Family Laundry Facilities (EMC 155.304.100)**. Laundry facilities must either be provided within each unit, or at least one clothes washer and one dryer per six (6) dwelling units, is required.

**General Standards (EMC 155.308) - Vision Clearance Area (EMC 155.308.040)**. All intersections of streets, driveways and alleys must provide a vision clearance area (VCA) (aka sight visibility triangle) to maintain lines of sight for traffic safety. No fence, wall, landscaping, object, etc. over 36 inches (3 feet) may be in the VCA unless findings can be made for an exception. Trees pruned 10 feet above the grade of the curb are permitted within a VCA and a VCA may not be required at one-way street intersections. The VCA does not apply to buildings which comply with minimum setback standards.

Determining the Vision Clearance Area:

- Street Intersections: Measure 20 feet along the two intersecting corner lot lines from the point of intersection, and diagonally connect the ends of the two lines to form a triangle.



- Driveways/Alleys: Measure five feet along the edge of the driveway/alley and the lot line from the point of intersection, and diagonally connect the ends of the two lines to form a triangle. (See Figure 308-2 in EMC 155.308.040 for a diagram.)

**Outdoor Lighting (EMC 155.308.050)** - Fixtures must be shielded or recessed so the lighting source is not directly visible from the public right-of-way or adjoining properties. All fixtures must meet the International Dark Sky Association's (IDA) requirements for reducing waste of ambient light ("dark sky compliant") and the California Green Building Standards Code. (See aforementioned code section for additional restrictions, and see EMC 155.324.060.I (Lighting) for additional standards.)

**Solid Waste/Recyclable Material Storage (EMC 155.308.070)** - May not be street-facing or located in a required parking space or landscape area; must be screened from view from any parking lot, street or adjoining residential property by a fence or enclosure, compatible with adjacent architecture, with a minimum height of five (5) feet for carts/cans and seven (7) feet for dumpsters. Not applicable if storage is indoors or on sites with 100% site coverage.

**Design Standards (EMC 155.312):**

Applicable to the **exterior street-facing portions** of proposed buildings at Sites City-4 and City-5.

**Exterior Materials (EMC 155.312.030)** - Must provide long-term durability and appearance. Plywood siding (e.g., T1-11 panels) and vinyl is prohibited. Vertically-oriented board and batten siding must be separate pieces which are installed together; pre-fabricated board and batten sheathing is not allowed. Stucco (concrete plaster, elastomer etc.) may be used for a maximum of 50% of the street-facing building wall (excludes windows, doors, and other building openings for the calculation).

**Building Entries (EMC 155.312.040)** - A building entrance which provides interior access to multiple dwelling units and/or tenant spaces, or buildings with multiple independent units/tenant entrances, must have at least one entrance facing a street. Entrances must feature a porch, covered entry, or recessed entry clearly visible from the street, to give the entrance prominence, and must be connected to the adjacent public sidewalk with a pedestrian walkway. Mixed-use building entrances must also be prominent and recognizable from the street. Methods to achieve this are listed in the aforementioned zoning code section. Exceptions may be granted if certain findings are made.

**Architectural Features (EMC 155.312.050)** - At least two (2) of the following 15 architectural features must be incorporated on the street-facing portions of the buildings: 1) roof form variation, 2) roof detail and ornamentation, 3) horizontal articulation, 4) cantilevered upper story, 5) balconies, 6) projecting windows, 7) window trim, 8) recessed windows, 9) rigid window coverings, 10) masonry façade, 11) wood façade, 12) glass façade, 13) cladding materials façade, 14) living wall, or 15) combination of materials façade. (See aforementioned code section for rules of measurement and detailed descriptions and illustrations.)

**Blank Walls (EMC 155.312.060)** - Building walls fronting a public street may not contain a blank area which exceeds a 10-foot by 10-foot square area (100 square feet). (See aforementioned code section for options to provide breaks in blank walls.)

**Fences and Walls (EMC 155.320)** - Maximum solid or open fence height is 8 feet (anything over 7 feet requires a Building Permit and engineered plans). Open fences must utilize decorative

masonry, ornamental steel or wrought iron, brick, stone, or wood, and be at least 70% open to the passage of light and air. Solid fences, chain link, or other woven wire fence materials, are not allowed between a building and the street in the mixed-use zoning districts. (See the aforementioned code section for rules of measurement, prohibited materials, etc.) Fences must comply with vision clearance area requirements in EMC 155.308.040.

**Parking (EMC 155.324)** - As previously discussed, market rate units are required to provide on-site automobile parking unless exempted by EMC 155.324.020.B, or reduced by EMC 155.324.040 (Reductions and Alternatives to Auto Parking). (See aforementioned code section for additional reductions and alternatives to automobile parking which may apply.)

**Electric Vehicle Charging (EMC 155.324.050.C)** – At least one electric vehicle charging station must remain on the site. Additional electric vehicle charging stations may be required by the Building Code.

**Design and Development Standards (EMC 155.324.060)** - All parking lots must conform to the standards in the aforementioned code section, which include, but are not limited to:

- Corner lots served by an alley may be accessed from a side street (EMC 155.324.060.A).
- Parking for multi-family dwellings may not be located between a primary building and a front or exterior side property line unless an Administrative Adjustment is approved (EMC 155.324.060.B.2).
- Parking areas of four (4) or more spaces adjacent to an arterial or collector roadway must provide sufficient maneuvering area to allow vehicles to enter and access the roadway in a forward direction (EMC 155.324.060.C) (Forward Entrance and Exit).
- Parking areas must be designed to prevent vehicular access to the public right-of-way at any point other than the designated driveway(s) (EMC 155.324.060.D) (Controlled Access).
- All on-site parking must comply with the minimum dimensions shown in Figure 324-4 and up to 50% of the required parking spaces may be compact (EMC 155.324.060.E).
- Parking lots with six (6) or more spaces require screening (minimum 3 feet in height) adjacent to a street (EMC 155.324.060.K).

**Bicycle Parking (EMC 155.324.070)** - Multi-Family Dwellings: One short-term bicycle space for every 6 units, and one long-term bicycle space for every 3 units is required. Commercial Uses: One short-term bicycle space for every 1,000 square feet of floor area and one long-term bicycle space for every 20 required automobile parking spaces are required for uses with a floor area 10,000 square feet or greater. For mixed-use projects, the number of bicycle parking spaces required is the combined total for the residential and commercial components of the project. In no case will more than 15 bicycle spaces be required for any single use or development project. (See aforementioned code section for additional requirements, and standards for location, surfacing, space dimensions, rack design, and long-term bicycle parking location and security standards.)

**Parking Lot Landscaping (EMC 155.324.080)** - Must comply with EMC Figure 324-7 and subsequent paragraphs related to landscape materials, interior and perimeter parking lot landscaping standards, and stormwater runoff. An alternative landscape design may be approved through an Administrative Adjustment if certain findings can be made, including finding the adjustments are warranted to provide relief for existing site constraints, or to achieve a superior aesthetic or environmental design.

**Landscaping (EMC 155.328)** - Buildings constructed on the front lot line without any setback, are exempt from this section. New buildings with a front setback must be landscaped. If landscaping is required, see EMC 155.328.050 for General Landscape Requirements, EMC 155.328.060 for Water Efficiency in Landscaping Ordinance (WELO), and EMC 155.328.070 for Maintenance and Enforcement.

**Temporary Uses and Structures (EMC 155.336)** - Applies to all short-term events (such as construction activities) to limit impacts on neighboring properties and the general public.

**Signs (EMC 155.340)** - Certain signs can be exempt from sign permit requirements, such as an address or nameplate sign, directional, directory, or informational sign. Other signs will require either a 1) ministerial Administrative Sign Permit for signs complying with all applicable standards; or, 2) a discretionary Creative Sign Permit to allow a sign to deviate from the standards to allow a unique and high-quality sign. Creative Sign Permits are usually reviewed by the Design Review Committee.

**Infill Incentive Permit (EMC 155.412.060)** - Allows deviations from development standards for projects which provide community benefit and/or public amenities. Infill Incentive Permits are discretionary actions intended to encourage high-quality infill development and/or the adaptive reuse of properties suitable for redevelopment. To qualify, projects must provide at least two (2) of the following eleven (11) community benefits: 1) Architectural Features, 2) Vertical Mixed Use, 3) Historic Preservation, 4) Environmental Remediation, 5) Green Building, 6) Blight/Nuisance Abatement, 7) Child Care, 8) Supportive Housing, 9) Electric Vehicle Charging Stations, 10) High Quality Materials and Building Elements, and 11) Community Amenities. For a full list of allowed deviations, see EMC 155.412.060.F Table 412-2, and for a full list describing the required benefits, see EMC 155.412.060.E.

**Principally Permitted Non-residential Use Categories for Mixed-Use Zones (EMC 155.208.020.A Table 208-1: Allowed Land Uses in the Mixed-Use Zoning District):**

- Offices
- Small Fitness, Dance or Health Facility (Allowed only as a second use when combined with an allowed primary use. See EMC 155.108.050.C (Types of Uses))
- General Retail – Indoor
- Mobile Vendors (Additional Standards: EMC 155.304.090)
- Restaurants, Cafes, and Beverage Sales
- Day Care Facility
- Medical Offices and Clinics
- Personal Service
- Manufacturing, Artisan (may be undesirable)
- Civic Institutions (may be undesirable)
- Instructional Services
- Government Facilities
- Non-Commercial Places of Assembly
- Parks and Playgrounds

See EMC 155.208.020.A, Table 208-1 for a list of conditionally permitted uses.

### **Additional Coastal Zoning Code Requirements and Standards Applicable to Sites City-12 through City-14**

Except where a coastal development standard is more stringent, incorporation of the inland standards is encouraged and preferred.

**Permitted Uses for CW (Waterfront Commercial Zones)** - See CZC Sec. 10-5.29102 for a list of principally permitted uses, and see CZC Sec. 10-5.29103 for a list of conditionally permitted uses. Principally permitted uses are generally limited to coastal-dependent and -related uses, public and commercial recreation, and visitor-serving facilities.

**Off-Street Parking Facilities (CZC Sec. 10-5.1503.1)** – In the CW District one off-street parking space is required for each dwelling unit. For all other uses refer to CZC Sec. 10-5.1503.2 (Commercial and Industrial Uses).

**Signs (CZC Article 17)** – Certain signs can be exempt from sign permit requirements, such as an address or nameplate sign, directional, directory, or informational sign. Other signs will require either a 1) ministerial Administrative Sign Permit for signs complying with all applicable standards; or, 2) a discretionary Creative Sign Permit to allow a sign to deviate from the standards to allow a unique and high-quality sign. Creative Sign Permits are reviewed either when action is taken by the Planning Commission on other discretionary permits, or by the Design Review Committee.

**Projections into Yards (CZC Sec. 10-5.209)** - Site features, such as architectural projections, oriel windows, porches and steps not over six feet above ground, balconies over six feet above ground, open stairways, covered patios, and underground structures are allowed within required setbacks.

**Height Exceptions (CZC Sec. 10-5.210.2)** - Towers, spires, cupolas, chimneys, penthouses, water tanks, flagpoles, monuments, scenery lofts, transmission towers for wired telecommunications, fire towers, and similar structures and necessary mechanical appurtenances covering not more than ten (10%) percent of the ground area covered by the structure may be erected to a height of not more than 100 feet or not more than 25' above the height limit prescribed by the regulations for the district in which the site is located, whichever is less.

**Usable Open Space (CZC Sec. 10-5.212)** - Dwelling units located above a permitted non-residential use are not subject to the requirements for usable open space per dwelling unit. If usable open space is required, the following standards apply:

(a) Group or private usable open space shall be provided for each dwelling unit in the CW District as prescribed in the Zoning Schedule set forth in CZC Sec. 10-5.201 of Article 2. Each square foot of private usable open space may be considered equivalent to two square feet of group usable open space and may be so substituted. All required usable open space must be planted area, or must have a dust free or water surface, provided that at least 10% of the required group usable open space at ground level is landscaped with trees and other plant materials suitable for ornamentation. No required usable open space may be located in a parking area, driveway, service area, or required front yard, or have a slope greater than 10%.

(b) Group usable open space must have a minimum area of 300 square feet, and a square inscribed within it must have a minimum dimension of 15'. Required space may be located on the roof of an attached garage or carport, but not more than 20% of the required space may be located on the roof of a building containing habitable rooms.

(c) Private usable open space located at ground level must have a minimum area of 150 square feet, and a square inscribed within it must have a minimum dimension of five feet. The minimum area of aboveground-level space must be 50 square feet, and a square inscribed within it must have a minimum dimension of five feet. Private usable open space must be adjacent to, and not more than four feet above or below the floor level of the dwelling unit served. Not more than 50% of ground level space may be covered by an overhang, balcony, or patio roof. Aboveground-level space must have at least one exterior side open above the railing height.

(d) Usable open space must be permanently maintained by the owner in a neat and orderly condition.

**Landscaping of Parking Facilities (CZC Sec. 10-5.213.5)** - In a CW District, not less than two percent of the interior of a parking area must be landscaped with trees and other plant materials suitable for ornamentation. Landscaped areas must be distributed throughout the parking area. In addition, a landscaped area not less than two feet in depth must be located at the property lines adjoining the street frontages of the site, except for necessary drives and walks.

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**INFORMATION APPLICABLE TO ALL SITES**

**Concessions and Waivers:**

Pursuant to California Government Code § 65915-65918 and EMC 155.344, concessions which result in identifiable and actual cost reductions to provide for affordable housing costs, as defined in §50052.5 of the Health and Safety Code, or for setting certain rents for targeted units may be allowed. Concessions may be requested for site development standards which might include, but are not limited to: reduced parking or landscaping, or reduced architectural features requirements. The information below shows the concessions/incentives which may be allowed, but interested parties are encouraged to research and understand all relevant State and local regulations prior to developing a concept.

Total Number of Incentives or Concessions allowed (above and beyond concessions allowed under an Infill Incentive Permit for inland sites):

Percentage of total units allocated to:			# Concessions/ Incentives available
Lower Income	Very low income	Moderate Income CID	
10% <sup>8</sup>	5%	10%	1
17%	10%	20%	2
24%	15%	30%	3
100% <sup>9</sup>			4
Childcare facility bonus			1

**Required Community Outreach:**

Developer is strongly encouraged to create opportunities to engage with the community as much, and as often, as possible. Developer is required to provide, at a minimum:

1. One community meeting after Council award, and before plans are submitted for final Design Review.
2. Outreach to local agencies and groups such as Redwood Community Action Agency, Westside Community Improvement Association, Humboldt Senior Resource Center, Humboldt Transit Authority, Boys and Girls Club, Tribal Groups, Greater Eureka Chamber of Commerce, County of Humboldt, Eureka Main Street, etc.
3. One community meeting while working on funding applications, but prior to building permit submittal.

**Prohousing Designation Program:**

The City of Eureka has applied to become a Prohousing Designated Jurisdiction through the State Department of Housing and Community Development’s program.

**Other Information available as exhibits, attachments or links:**

FEMA Flood Hazard Information for all sites

Basic site plans and maximum footprint allowed by floor scenarios for each site

<sup>8</sup> One incentive or concession is also required for projects which include at least 20 percent of the total units for lower income students in a student housing development.

<sup>9</sup> 100% of the total units, exclusive of a manager’s unit, except up to 20% of the total units may be for moderate-income households.

Credit Authorization;  
City of Eureka Insurance Requirements; and  
Preliminary Title Reports, Phase 1 Environmental Site Assessments, and Appraisals for each site.

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## **SUBMISSION REQUIREMENTS**

All submittals must be typewritten or printed in ink clearly and legibly, in conformance with this RFP. Proposals must be double-sided. Seven bound copies, one unbound copy, and one electronic copy on USB/CD of the proposal must be submitted in a sealed envelope plainly marked on the outside: “Proposal for Affordable Housing Projects on City-owned Properties II” and indicating whether the proposal is for Site City-4, City-5, City-12, City-13, and/or City-14, or a combination thereof.

Proposals must include all of the elements outlined below (under “Selection Criteria”) and should be limited only to those elements. Elaborately packaged or lengthy proposals are neither required nor desired. Proposals should be concise and contain relevant information by which the City can judge the qualifications of the Developer and the quality of the proposal.

### **Optional Pre-submittal Meeting:**

On the date and time identified on the first page of the RFP, the City will host a pre-Submittal meeting for all interested parties. This will be an opportunity to meet with City officials and ask questions. The meeting is not mandatory, but is highly encouraged.

**Submittal of Questions and Release of Addendum #1 and Appraisals:** *[Note: include if Appraisals not available by release date]*

Questions regarding the RFP must be submitted via email to Development Services - Planning (planning@eureka.gov) by the date specified on the front page of this RFP. The City will then post Addendum #1 on the City’s website to answer all questions posed. Addendum #1 will also include the appraisals for each site. *[Note: include if Appraisals not available by release date]* CITY will not be responsible for any explanations or interpretations of the Request for Proposal other than by Addendum #1. No oral interpretation(s) of any provision in the RFP will be binding upon CITY.

### **Delivery of RFP:**

It is the Developer’s responsibility to ensure the required hard copies and electronic copy of the submitted RFP are received by CITY prior to the hour and date for submittal of the proposal specified in the Request for Proposal. Proposals must be in a sealed envelope with the name: “Affordable Housing Projects on City-owned Properties II” and indicating whether the proposal is for Site City-4, City-5, City-12, City-13, and/or City-14, or a combination thereof, clearly printed. Any proposals received by CITY after the hour and date will be rejected and returned unopened. Proposals shall be mailed or hand-delivered to the Finance Department, 531 K Street, Eureka, California, 95501. Proposals must be submitted by the date and time identified on the first page of the RFP. Postmarks or e-mail submittals will not be accepted. All proposals received by the deadline will become the property of CITY. CITY is not responsible for proposals delivered to a person/location other than specified above.



## SELECTION CRITERIA

The City intends to select a separate Developer for each site with whom to enter into exclusive negotiations; however, if a Developer responds to more than one site, the same Developer may be chosen for more than one site. The selection will be based on analysis of the information submitted by the Developer, investigation into the Developer's prior projects, performance in previous undertakings, and other pertinent factors including financial capacity for the satisfactory development of the PROJECT. The following rating criteria will be used to evaluate the proposals:

1. Cover Letter (5 points): A cover letter (2 pages maximum) outlining Developer's interest in the PROJECT. Cover letter may include other information.
2. Developer's Qualifications and Capacity (25 points):
  - a. Basic Information: Developer's name and address, and name and address of any proposed partner or joint venture.
  - b. Nature of the Developer's development entity (corporation, partnership, joint venture, etc.)
  - c. Name of Person (or Persons) authorized to represent Developer in the negotiations with the City.
  - d. Firm Profile: Overview of proposing firm/entity and description.
  - e. Evidence of Developer's (including joint venture partners) financial capability to carry out the proposed commitment. The Developer's most recent certified financial statements (current within six months) must be submitted CONFIDENTIALLY under separate cover, in an envelope plainly marked on the outside with the Developer's Name and: "Confidential: Financial Capability for Affordable Housing Projects on City-owned Properties II." Evidence must include the:
    - i. Ability of Developer (including joint venture partners) to raise equity/debt dollars, including relationship with major lenders.
    - ii. Commitment and ability to fund planning and pre-development costs during negotiation period and the resources to carry the project forward.
    - iii. Anticipated sources of financing, include documentation providing commitment for construction and/or permanent financing for the project. The commitment should identify rates, fees, and terms of financing, if known.
  - f. Previous Project Descriptions: A description of successful projects in comparable undertakings in terms of economic success and overall architectural design quality. Each project must include the name, contact person, address, phone number of each party for the jurisdiction in which the project was developed, general financial information about the project, and the dates of involvement. Also describe the Developer's previous relevant experience. Include a brief description of projects, date completed, location, concept, land uses, size, pre-development and development costs, role of development entity, estimated development value, and management and operating experience.
  - g. Principals of the Developer's development entity partners (corporate officers, principal stockholders, general or limited, etc.).
  - h. Team Member Biographies: Brief professional biographies of the team members proposed to execute the project. Biographies must include: a summary of the qualifications, licenses, and experience of each individual, and the type of work to

be performed by each individual. Include identification, qualifications and role of key individuals including all technical, planning, and architectural consultants on the development team who would be involved in the planning or implementation of the development.

- i. Developer's references, including the Names and Addresses of Developer's bank(s).
- j. Credit Report Authorization form (**Attachment A**).

For each individual site proposed for development, provide the following for each site:

3. Understanding and Conceptual Site Plans (40 points):

- a. Understanding: A brief summary of the Developer's understanding of the development the City is seeking. This section should include a summary of Developer's understanding of how this PROJECT will affect various stakeholders, various sectors, and citizens of the City of Eureka.
- b. A Summary of the proposed development.
- c. Conceptual Plans: Conceptual plans showing the Developer's proposed project. Plans must include the following at a preliminary conceptual level: site plan, plan view, total floor area, height, elevation, preliminary grading plan, preliminary landscape plan, preliminary traffic access and circulation plan, and preliminary utility connection plan.
- d. Summary Table: Provide a summary table of: units, unit type, number of bedrooms in each unit type, unit size, income levels by unit, size and type of proposed non-residential uses, and other relevant data.
- e. A preliminary development pro-forma with a complete table of assumptions, including all anticipated development costs, land costs, public improvements costs, and sources and uses of funds.
- f. A list of all major contingencies for proceeding with the project.
- g. Description of the environmental effects expected from the project, including impacts on traffic, biological resources, air quality, public services, and any other impacts, and a proposal for mitigating these impacts.
- h. Price and terms for the purchase or lease of the property.
- i. Proposed City responsibilities.

4. Schedule, Budget, and Management Plan (25 points):

- a. Schedule: A work plan or schedule for development necessary to complete this PROJECT. The proposal must specify the major tasks and the expected time of completion for each task. Tasks must include at a minimum (but not necessarily in this order):
  - i. Preliminary designs and design meetings with City and other agencies
  - ii. Sale or lease of City property
  - iii. Environmental compliance documentation and permitting, if required
  - iv. Final designs and approvals
  - v. Funding application schedule
  - vi. Construction
  - vii. Phasing (if proposed)

- b. Budget: A financial breakdown of the proposed project by task. Proposal must include documentation demonstrating the financial capability of Developer to accomplish proposed project.
  - c. Management Plan: Proposals must include a brief description of the Developer’s “budget and schedule management plan” which describes the Developer’s approach and commitment to completing the project. The plan does not need to include great detail, but must demonstrate the Developer’s overall PROJECT management approach to accomplishing the project within the established schedule and budget.
5. Other Requirements (5 points):
- a. A statement of willingness to comply with city policy.
  - b. A statement which discloses any past, ongoing, or potential conflicts of interest which the Developer may have as a result of performing the work on this PROJECT.
  - c. A statement confirming the Developer is operating, or will operate, under a legitimate business license.
  - d. A statement confirming the Developer, if selected, can provide the insurance and indemnification required by the City. **(City Insurance Requirements- Attachment B)**
  - e. The proposal must be signed by an authorized representative of the Developer.
  - f. Applicants must submit seven bound copies, one unbound copy, and one electronic copy on USB of their proposal to CITY by mail or hand delivery by the date outlined on the first page of the RFP. Postmarks and e-mail submittals will not be accepted.

The City of Eureka is not responsible for any costs incurred in the preparation of proposals and/or any work rendered by a firm prior to the contract award.

**Proposal Evaluation Process:**

The City of Eureka is using the competitive proposal process, wherein the related experience, competence and professional qualifications of the Developer for the satisfactory development of the PROJECT is evaluated as it relates to the elements outlined in this RFP. All proposals will be reviewed and rated by the City according to the following criteria:

1.	Cover Letter Outlining Developer’s Interest in project	5 points
2.	Developer’s Qualification and Capacity	25 points
3.	Understanding and Conceptual Site Plans	40 points
4.	Schedule, Budget, and Management Plan	25 points
5.	Other Requirements	5 points
<b>Total</b>		<b>100 Points</b>

**City Reservation of Rights:**

The City reserves the right, at its sole discretion, to use without limitation, concepts, and data submitted in response to this RFP, or derived by further investigation thereof. The City further reserves the right at any time and for any reason to cancel this solicitation, to reject any or all proposals, to supplement, add to, delete from, or otherwise alter this RFP if the conditions so dictate. The City may seek clarification from a potential Developer at any time and failure to

respond promptly may be cause for rejection. The City also reserves the right to interview only those firms the City finds, in its determination, provide the most advantageous project, and to negotiate with the firm to establish contract terms acceptable to the City.

**Exclusive Right to Negotiate, Leases and Agreements:**

**Sale of Site:** The selected Developer will enter into an Exclusive Right to Negotiate (ERTN) to finalize the terms of the Disposition and Development Agreement (DDA) which identifies Developer and City responsibilities.

**Lease of Site:** The selected Developer will enter into a Disposition and Development Agreement (DDA) which identifies Developer and City responsibilities, and will execute a Lease for the site.

**Deposit:**

The selected Developer will be required to submit to the City a \$10,000 deposit in the form of cash, cashier's check, or an irrevocable Letter of Credit drawn against a financial institution acceptable to the City made payable to the City of Eureka. In the event a DDA is not signed, the deposit, net of City negotiation expenses of up to \$5,000, will be returned.

**EXHIBITS:**

1. FEMA Flood Hazard Information for each site
2. Mock Site Plan and Development Scenarios

**ATTACHMENTS:**

- A. Credit Report Authorization
- B. City of Eureka Insurance Requirements
- C. Appraisal Report for each lot, dated March XX, 2023v *[Note: include only if Appraisals available by release date]*
- D. Humboldt Land Title Preliminary Title Reports for each lot

**LINK TO ESA PHASE I REPORTS:**

SHN Phase 1 Environmental Site Assessments: *[Note: Link to be added to FTP site].*

**Site City-4:** 5<sup>th</sup> and D Streets, (APN: 001-103-003),

**Site City-5:** 6<sup>th</sup> and L Streets, (APN: 001-192-004),

**Site City-12:** NE corner of 1<sup>st</sup> and D Streets (APN: 001-054-013), **Site City-13:** N of 1<sup>st</sup> Street, S of the Boardwalk between D and F Streets (APN: 001-054-045), **Site City-14** NE corner of 1<sup>st</sup> and C Streets (APN: 001-054-047).

**EXHIBIT 1**

**FEMA FLOOD INFORMATION**

DRAFT

**Site City-4  
5<sup>th</sup> and D Streets**

DRAFT

**Site City-5  
6<sup>th</sup> and L Streets**

DRAFT

**Site City-12  
First and D Street**

DRAFT



**Site City-13  
#1 E Street**

DRAFT

**Site City-14  
1<sup>st</sup> and C to D Streets**

DRAFT

**EXHIBIT 2**

**MOCK SITE PLAN AND DEVELOPMENT SCENERIOS**

DRAFT

**Site City-4  
5<sup>th</sup> and D Streets**

DRAFT

**Site City-5  
6<sup>th</sup> and L Streets**

DRAFT

**Site City-12  
First and D Street**

DRAFT

**Site City-13  
#1 E Street**

DRAFT

**Site City-14  
1<sup>st</sup> and C to D Streets**

DRAFT



**ATTACHMENT A**

**CREDIT REPORT AUTHORIZATION**

DRAFT

**ATTACHMENT B**

**CITY OF EUREKA INSURANCE REQUIREMENTS**

DRAFT

## ATTACHMENT C

**APPRAISAL REPORT** will be released with Addendum #1. *[Note: include if Appraisals not available by release date]*

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**Site City-4  
5<sup>th</sup> and D Streets**

DRAFT

**Site City-5  
6<sup>th</sup> and L Streets**

DRAFT

**Site City-12  
First and D Street**

DRAFT

**Site City-13  
#1 E Street**

DRAFT

**Site City-14  
1<sup>st</sup> and C to D Streets**

DRAFT



**ATTACHMENT D**

**TITLE REPORTS**

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**Site City-4  
5<sup>th</sup> and D Streets**

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**Site City-5  
6<sup>th</sup> and L Streets**

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**Site City-12  
First and D Street**

DRAFT

**Site City-13  
#1 E Street**

DRAFT

**Site City-14  
1<sup>st</sup> and C to D Streets**

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