

# EaRTH Center



## DEVELOPMENT SUMMARY

On November 16, 2021, the Eureka City Council entered into a Memorandum Of Understanding (“MOU”) with Humboldt Transit Authority (“HTA”) to collaborate on the development of the 3rd & G Street parcel to include housing and an Intermodal Transit Center.

After much collaboration and study, we invite your feedback on the Eureka Regional Transit & Housing Center (The “EaRTH Center”).

The EaRTH Center will provide apartments for Eureka’s workforce and student residents. These apartment units will give much needed support to Eureka’s Regional Housing Needs Assessment and the Colleges and Universities that serve our community.

Parking will be dedicated at nearby surface parking lot(s) and will be allocated per Eureka’s land use code. Additionally, residents will be encouraged to use HTA’s ground floor intermodal transit hub, featuring:

- Dedicated ride share such as Uber and Lyft pickup/drop off
- Carshare such as ZipCar
- Taxi loading/unloading zones
- Dedicated routes to Cal Poly Humboldt
- Car rental facilities
- Secure bike storage and bike sharing, rental, & repair
- Zero emissions buses with expanded routes and services

The EaRTH Center is a Transit-Oriented Development (“TOD”), which supports our “imagine Humboldt!” plan by including:

- Affordable transportation
- Access to goods & services (a new pharmacy and childcare center)
- A wide range of housing options
- Innovating in developing transportation options
- Reinvesting into Eureka’s downtown

**Zoning & Approvals:** the EaRTH Center will be designed, permitted, and constructed per Eureka’s current zoning ordinances and in collaboration with the City of Eureka & the Humboldt Transit Authority.

**Financing:** the EaRTH Center will be financed with a combination of a State of California grant secured by the HTA and private matching funds from a tax-exempt bond. The City of Eureka will retain ownership of the land and will receive all excess cash flows. The project will be owned by a non-profit until the project debt is paid off; then ownership is conveyed to the City.

**Sustainability:**

- Zero emission buses
- Solar, photovoltaic roof top panels
- Low-impact stormwater management development
- Design & new construction will be 70% more energy efficient
- Climate future focused transit & housing

**Project Team:**

- Citi, tax-exempt bond underwriter
- City of Eureka
- FFKR, experts in housing design
- Humboldt Transit Authority
- Madrone CDF, conduit non-profit owner/borrower
- Schatz Energy Research Center, lead energy consultant
- Servitas, a minority-owned public-private-partnership developer
- Servitas Management Group, resident property manager
- SmithGroup, experts in transit and urban design



Aerial, 3rd and H St.

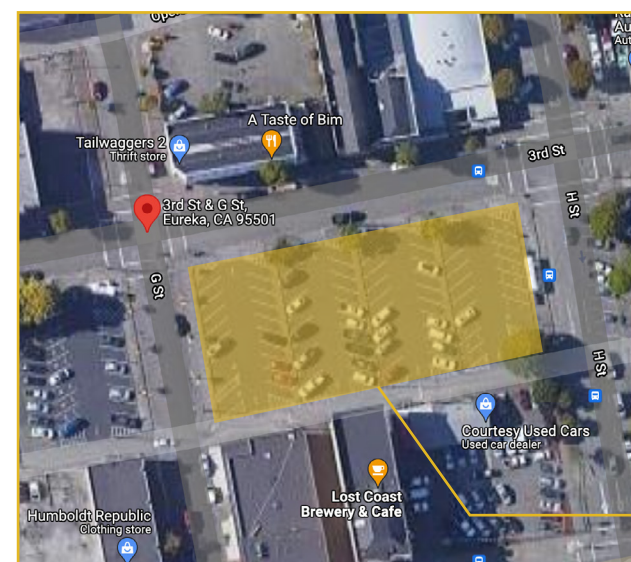


Pedestrian, 3rd St. Plaza



Pedestrian, 3rd and H St.

## SITE PLAN



Future site of EaRTH Center

## HOUSING UNIT MATRIX

	Bedrooms	Bathrooms	Units
Workforce Apartments	1	1	12
Student Apartments	4	2	15
Traveling Nurses & Doctors Apartments	1	1.5	4
<b>TOTAL</b>			<b>31</b>

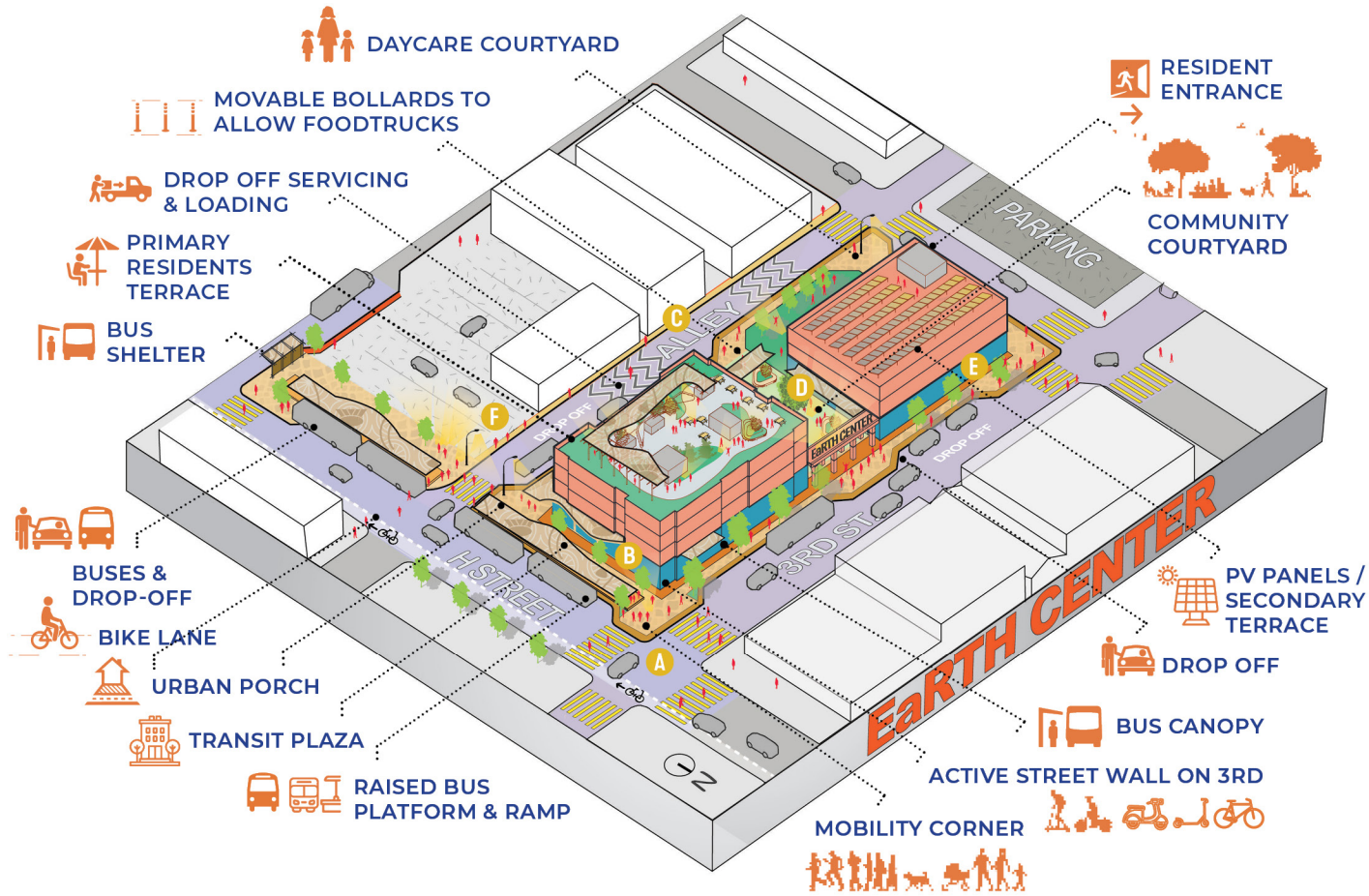


Join the meeting  
on Zoom!

Meeting ID:  
820 1614 9675  
Passcode:  
503858

# EaRTH CENTER

## Community first transit and housing



### CANOPY & PV PANELS



### WIDENED SIDEWALK & CROSSINGS



### TRANSIT PLAZA



### CAFE' SEATING



### COMMUNITY MARKET & FOOD TRUCKS



### CANOPY & BUS BENCH



1 Pedestrian comfort zone (8') access route. Obstacle free pedestrian zone with contrasting materials, colors and smoother surface textures to enable people who are blind or have low vision to navigate safely. Street furniture can also define the space for people with vision difficulties to navigate more easily.

1

2 Servicing & Loading is primarily on Alley to prioritize 3rd as a pedestrian first street.

2

3 Raised level boarding on H Street to facilitate ADA onboarding.

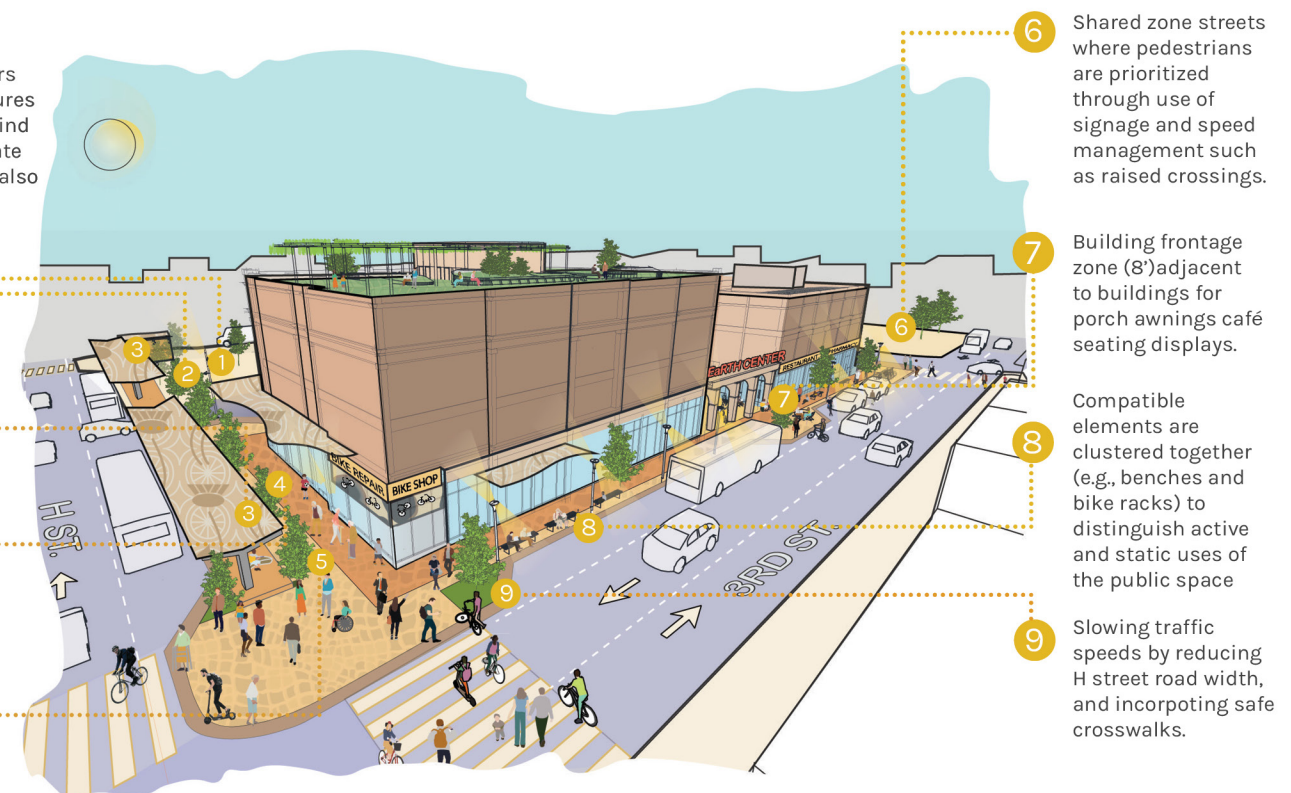
3

4 Building frontage zone (8') adjacent to buildings for porch awnings, bicycle store display and food vendor seating.

4

5 Street furniture zone (8') bus benches, bus tops, poles, trees, stormwater, bike racks etc.

5

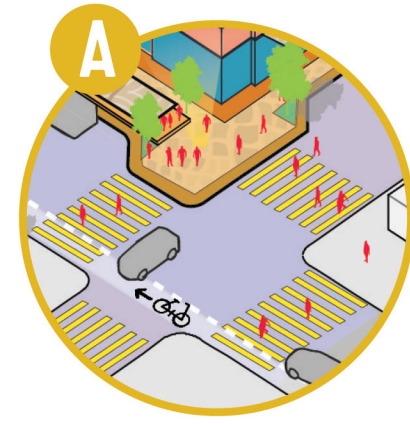


6 Shared zone streets where pedestrians are prioritized through use of signage and speed management such as raised crossings.

7 Building frontage zone (8') adjacent to buildings for porch awnings café seating displays.

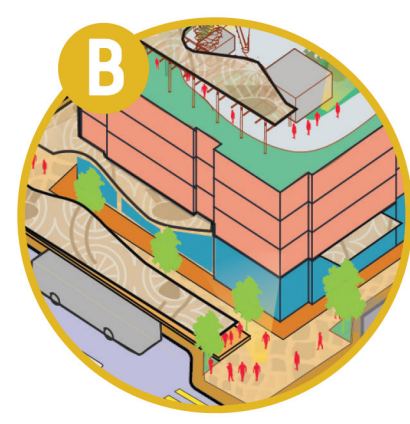
8 Compatible elements are clustered together (e.g., benches and bike racks) to distinguish active and static uses of the public space

9 Slowing traffic speeds by reducing H street road width, and incorporating safe crosswalks.



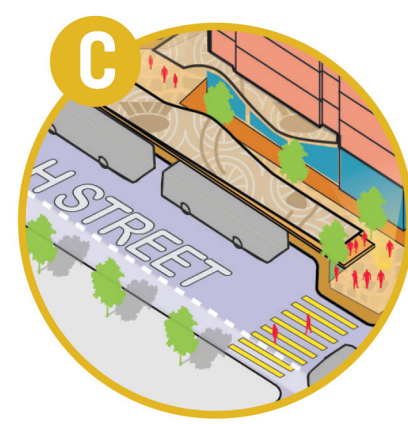
### SIDEWALKS & STREETS DESIGNED FOR SAFETY

The public realm will be designed to be pedestrian friendly, accessible, and safe.



### GROUND FLOOR TRANSPARENCY TO PROVIDE "EYES ON THE STREET"

The ground floor façade provides good views between inside and outside to promote safety on the streets, plaza and alley.



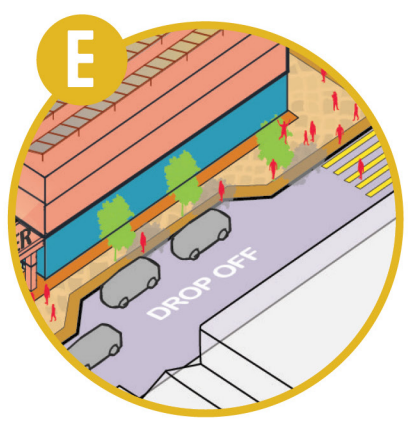
### BIKE PATHS, PARKING/STORAGE

Bike paths, parking & storage are incorporated into Center design to make biking a safer experience.



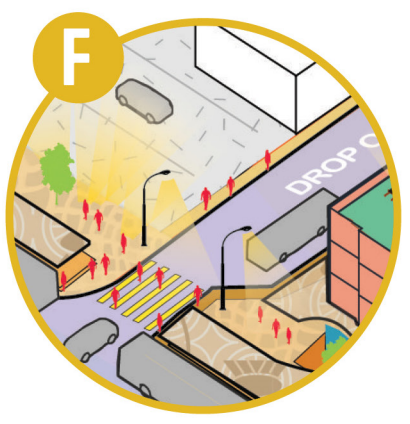
### PARTNERING WITH COMMUNITY BASED ORGANIZATIONS

Create a sense of ownership and activate the public spaces and plaza. Potential incorporation of safety ambassadors into the management of the center.



### INTEGRATING COMPATIBLE LAND USES

Compatible active land uses are integrated into the ground floor, such as bike repair shop, pharmacy, daycare and a café to create a lively, vibrant street life.



### WELL LIT SPACES

Lighting is incorporated in and around the transit center to enhance safety and visibility.

