

Harvest Properties

1st & B Street (31 S B Street)

Summary of Pre-Application Community Meeting

Date: April 11, 2022

Time: 7:00 pm - 8:00 pm

Location: Virtual Zoom Meeting

Community Attendees: John Eberle, Ann Rarden, Sandy, Drew, Vic, Russ Ito

Community Feedback

Question/Comment:

Appreciate the overall building design. 1) Why not set the building back a couple feet? 2) Why not add a 5th floor? 3) Why not a basement story with an atrium to let some light down below to the lower level?

Harvest Response:

1) The challenge with setting the building back a couple of feet is that it's a very small site, so the proposed building is already compressed. The other thing we heard from our retail consultant is that you want the project to be right up against the property line to create that engagement zone. If you set the building further back, it wouldn't be consistent with the adjacent buildings (a lot of which are historical) and it would create this inconsistent datum. 2) Currently, there is a height limit of 55' so it would be very challenging to add a 5th level without compromising the natural light and what would feel like a comfortable condition on each floor. We are also respecting our allowable FAR in order to make sure that this project is fully in compliance with all the zoning requirements. 3) It would be challenging to get enough natural light in the basement space to make it functional. Because we are trying to create this vibrant and connected retail zone. Creating this light well/atrium could be disruptive to the ground plane and retail frontage and counter some of the goals we are trying to accomplish in the project and what we heard from the community. With the General Plan Process going on right now, if the community were to want to increase the building height limit or FAR, that could be possible.

Question/Comment:

Would like to better understand impact of sidewalk widening to street parking and the sidewalk. What is the sidewalk going to look like on 1st Ave and what is being taken away or encumbered?

Harvest Response:

Street parking will remain. We want to find harmony between creating what we think is the ideal sidewalk condition which is around 16' and maintaining the parking (8') and having a Sharrow (shared lane for the bike and the car) which is what you see on most slow speed streets such as the B Street corridor. A block north is the Train Station and a block south is the pedestrian mall street closure, which creates conflicts with a separate bike lane traveling down B Street a high speed as proposed in the City Bike Masterplan, which we don't think it's in harmony with the retail vision for the B Street corridor. We think relocating the bike lane to a different street or having a Sharrow can really solve this issue. Currently, this portion of the B Street uses parallel parking spaces whereas further to the south, the diagonal space takes up more room, so we are able to reclaim some of that unnecessarily wide travel lane and give it back to the pedestrian. On 1st Ave, the sidewalk will stay at it's current width (12') with the transit stop. The proposed condition is the current width and street trees with an addition of the bulb-out at the intersection.

Question/Comment:

Will Donut Delite store be coming back to the redeveloped property?

Harvest Response:

This conversation hasn't commenced. We will try to keep them there as long as possible and see where the

project lands, we are totally open to having the conversation.

Question/Comment:

Will there be a copy of this Neighborhood Meeting Presentation available?

Harvest/City Response:

A copy of the presentation will be posted on the project webpage at:

www.cityofsanmateo.org/whats happening

Question/Comment:

Brainstorm on things to do with sidewalks or configuration to welcome pedestrians across.

Harvest Response:

One of the intents of our bulb-out was to create a very inviting corridor for the pedestrians. Need to maintain drive aisle for service/emergency vehicles. Add bulb-out to align with sidewalk across the street. The bulb-out affords a number of benefits such as reducing the distance of crossing for pedestrians, creating additional zones for planting, offering opportunities for parklets, and allowing area for stormwater treatment.

Question/Comment:

What will separate 19 S. B building and the new proposed project?

Harvest Response:

The property boundary will be shared much like how the properties share it today instead of having a setback and window lines in case 19 S. B gets redeveloped in the future.

Question/Comment:

Consider relocating the bust stop on 1st Ave into the Cal Train station to consolidate public transit and clear the area on the south side? Consider doing some kind of minimalist artwork on the blank wall of 19 S. B at the property boundary prior to the redevelopment.

Harvest Response:

Great idea. Need to speak with City & Transit authorities. We are open to the idea if it's important to the community.

Question/Comment:

Consider doing some kind of minimalist artwork on the blank wall of 19 S. B at the property boundary prior to the redevelopment.

Harvest Response:

Public Art is a great idea. We can also bring the materiality of the proposed project to that side to make it feel more cohesive with our overall building design.

Question/Comment:

Remove the wall at the alleyway between the property and the Cal Train station or indent it to create an entry way on the north side of the proposed project and make that corner inviting.

Harvest Response:

The continuity of main street and bringing it across 1st Ave is one of the first project drivers in our design process. We are currently proposing taking back that wall by 20' and setting back the building at that corner to create visibility and connection to/from the train station and draws people to the B Street retail corridor.

Question/Comment:

Stairwell needs more windows or design to make it interesting ie. a sign or graphic that says “Welcome to San Mateo”.

Harvest Response:

The stairwell and exit/entry point serves as an important feature for fire safety but our design team will continue to refine that.

Question/Comment:

When you go down B Street, there is a lot of brick and masonry type of structures. Is it the intention to tie into the historical feel of Downtown San Mateo?

Harvest Response:

Yes, this is an important concept in our design. We have the 2-story brick volume which relates closely to the majority of the buildings along B Street both in terms of height and materiality. Same concept goes for the 3-story brick volume along 1st Ave matching the 3-story buildings across the street. The brick base of the building ties in the materiality of the surrounding neighborhood with detailing and features reminiscent of some of the earlier architecture in the surrounding neighborhood. The curtain walls on level 4-5 fades into the sky, reduces visual impact while showcasing the beautiful natural material of mass timber. We also soften the building with lush landscape design both on the ground plane and terraces on every level of the building. Walking down the street in real life (as opposed to looking at a rendering), what you are really going to feel is the lower 2 – 3 story condition.

Question/Comment:

What would happen to the sidewalk pass this building heading north?

Harvest Response:

If we were to modify the public realm area per our proposal, then there will be continuity; if we were to carve back, then you will have this setback condition until you hit the neighbor at the property line which creates an awkward condition.

Question to the Community:

Do you prefer to have a) a shared bikeway which will allow 16' sidewalk and maintained street parking or b) a separate bike lane and 9-10' sidewalk with eliminated street parking?

Community Response #1:

Project team can maybe consider a hybrid condition between option a) and b). Perhaps building can setback for 2' and the rest (4'-5') can push into the street to achieve the proposed 16' sidewalk condition. And have all future development/redevelopment hold the same datum to keep the consistency of the public realm. I wouldn't mind the sidewalk being a little wider, it's a good thing for sure.

Community Response #2:

I like your proposal of not setting back the building. If you have to set it back 2' that will take away from the building but I'm wonder how the widening of the sidewalk will impact the neighbors. Will they have to follow the same width for sidewalk fronting their properties?

Harvest Response:

When you look at our plans and the existing conditions, one thing to note is that the adjacent neighbor to the north its right up against the property line as well. The widening of the sidewalk is proposed since we have a couple of projects and properties that we own on B Street, so our goal is to curate an energized and successfully retail experience not only for this block but down the whole B Street corridor. A lot of the buildings along B Street are historic and at the property line, so it's important to keep this consistent datum and respect the historical context. What is easier to modify is reformatting the street condition by having a shared bike lane. 16' wide sidewalk seemed to be the sweet spot when we look around the country for successful retail/public realm precedence, but we want to make this works for the whole neighborhood.

1ST & B - Neighborhood Meeting
April 11, 2022



1 ST & B - 31 S B STREET
DOWNTOWN SAN MATEO
HARVEST PROPERTIES

Meeting Agenda

PRESENTATION (20 MIN)

- Introductions
- What We Have Heard to Date
- Project Overview
- Public Realm Design
- Zoning Clarification/ Cleanup
- Next Steps

COMMUNITY INPUT (30 MIN)

MEETING CONCLUSION (10 MIN)



About Harvest Properties



LOCALLY-BASED & COMMUNITY FOCUSED REAL ESTATE DEVELOPER

- Based in Oakland
- Founded in 2003
- Decades of experience owning and operating Bay Area real estate with a thoughtful and proactive approach to supporting the local community
- Recently entitled 290 entry level homes, with 10% dedicated to low-income buyers, across 15 acres in San Mateo, replacing 225,000 sf of non-transit served office space
- Members of our team, including at the Partner level, are residents of San Mateo and are passionate about our commitment to improving the Downtown for all community members
- Active in the San Mateo market since 2007
- Harvest and their Partners have their headquarters based in San Mateo and have owned apartment buildings on the Peninsula since the 1960s



- For over 50 years, RMW has created inspired experiences through the power of design
- Deliver award-winning work places in high tech, science, healthcare, industrial academic, and civic sectors
- Value and share a deep commitment to design integrity, sustainability, and human well-being

PLACE

- Committed to landscape architecture, planning, art, and urban design
- Named 2019-2020 Landscape & Urban Design Firm of the Year by MasterPrize
- Embrace stewardship of the natural world, advance bold ideas, champion vanguard concepts, and create memorable experiences of a timeless craft

What We Have Heard

Please let us know what we’ve missed here and what we can do better!

What did we hear:		How did we solve it:
▪ Create an Active Retail Environment	➡	▪ Implement hyper-focused retail strategy & energized pedestrian experience
▪ Provide Affordable Housing	➡	▪ Will either pay a linkage fee of \$950K or build off site at a purpose-built affordable project with amenities for the residents
▪ Concentrate Jobs around Transit	➡	▪ Infill within existing transit-served, amenity-rich locations
▪ Mitigate Traffic Concern	➡	▪ Implement Best-in-Class TDM Plan & traffic calming measures
▪ Limit Noise Pollution	➡	▪ Mitigate disruption during construction process
▪ Maintain the Fabric of the Neighborhoods	➡	▪ Design beautiful projects that enhance the existing neighborhood
▪ Ensure Bicycle safety	➡	▪ Work closely with the City to integrate Bike Lane safety measures
▪ Height and Density	➡	▪ Utilization of architectural features that serve to break down the mass of the buildings to align with the scale of the neighborhood buildings
▪ City Infrastructure and the general fund (Support schools)	➡	▪ ~7 M Impact Fees and ~12M of additional real estate tax over the next 30 years to support local City infrastructure and programs

Project Overview



1st & B

- 41,799 sf mixed-use development
- 36,365 sf office
- 5,434 sf retail

Bespoke

- Mixed-use Development including stand-alone affordable housing

Residential:

- 60 units of stand-alone affordable housing
- ~5,000 sf dedicated to Self-Help for the Elderly

Commercial:

- 155,624 sf mixed-use building
- 140,335 sf of office
- 7,970 sf of retail
- 3,233 sf of flex space

Post + Beam

- 86,161 sf of Commercial development

B St. Pedestrian Mall

- Permanent closure recently approved

Shared Vision with the City's Design Guidelines and Community Feedback



- ✓ Activate Downtown San Mateo
- ✓ Respect B Street Corridor Vision
- ✓ Provide Community-Focused Retail
- ✓ Create an Energized Pedestrian Experience and Vibrant Public Realm
- ✓ Build Affordable Housing
- ✓ Focus on Transit-served Core Urban Office
- ✓ Be a Conscientious Neighbor
- ✓ Deliver Timeless Architecture
- ✓ Implement Environmentally-Conscious Design Strategies

1st & B – Vision

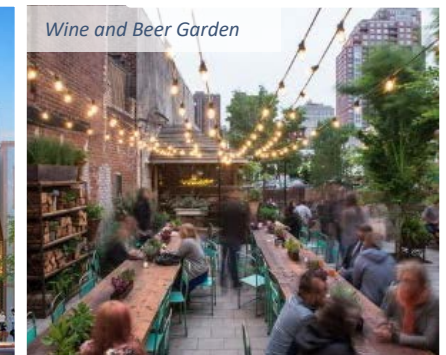
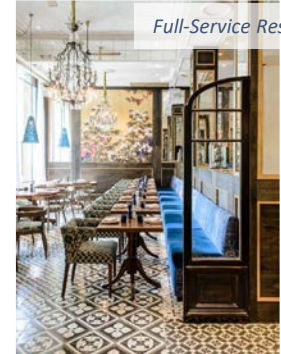
Downtown San Mateo's Pedestrian Connection

Site History and Inspiration:

- Serving the community circa 1897 – the earliest uses of the site were a grocery and 'crocky' adjacent to a "Fancy Goods and Nations" store, a butcher and a baker
- The project site has played an important role in the community for over 120 years. The proposed development will build on and celebrate the history and the character of the site with a unique and innovative design

Design Attributes:

- The prominent location of Donut Delite in front of the Caltrain depot sets the tone for the entire Downtown and presents a unique opportunity for us to work with the City to extend Main Street to the alleyway between the building and Caltrain, creating a sense of place, purpose and arrival
- Deliver San Mateo's first mass timber building, architecturally significant and cutting edge in long-term sustainability and functionality
- Hand curate the retail programming around locally-focused, Northern California themed offerings that are missing in DTSM's retail fabric today, such as:
 - Full-service, "breakfast to drinks" California farm-to-table restaurant
 - Specialty grocer to include deli, butcher, cheese monger, wine and beer purveyor, coffee, and bakery w/ onsite offerings & seating
 - Artisanal shops such as a modern crockery
 - **What other retail uses do you see missing in Downtown San Mateo and would be a good fit ?**



S. B Street Vision – Enhanced Public Realm

Widening the sidewalk from the current 10' to 16' will create vibrant and energized public realm experiences as illustrated below vs. the existing conditions of 10' sidewalk or carving back into the parcel. The proposed enhancement along S. B Street are informed by the pedestrian master plan and design guidelines of the City of San Mateo.



1st & B – Enhanced Public Realm

Benefits of an Enhanced Public Realm

- Work with the City to activate the Caltrain edge and curate an exciting experience for people coming off Caltrain
- Advocate and support city design guidelines meant to revitalize and enhance the pedestrian experience. These include: widening sidewalks, creating curb extensions and parklets which allow for enhanced landscape and stormwater planting areas
- Added public plaza, public seating and gathering areas to enhance vibrancy at the ground plane
- Permanent planters seamlessly integrated into the building architecture and upgraded hardscape



Current site condition – looking down S B St towards Baldwin Ave (9' sidewalk)



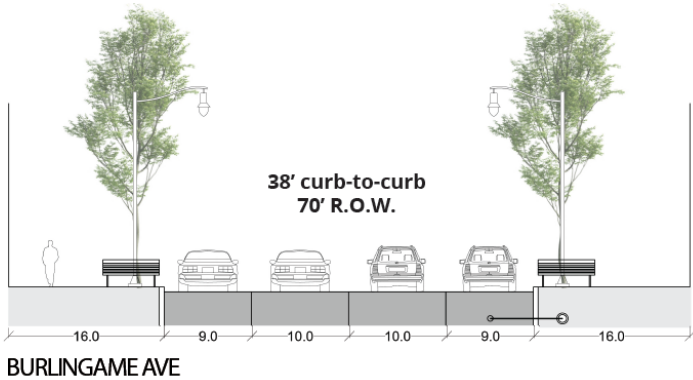
Burlingame Ave Curb Extension, Burlingame (15' sidewalk)



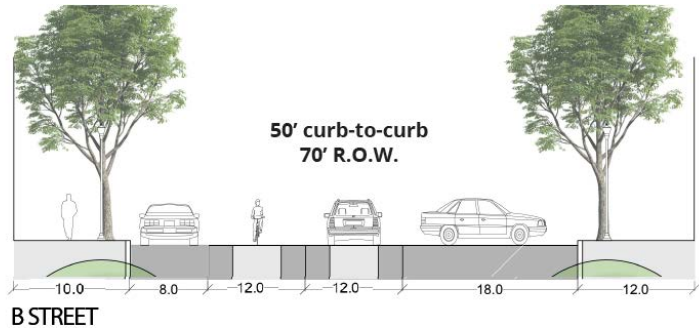
Proposed site condition – 16' sidewalk with curb extension and parklet

S. B Street vs. Burlingame Ave

STREET SECTION COMPARISON

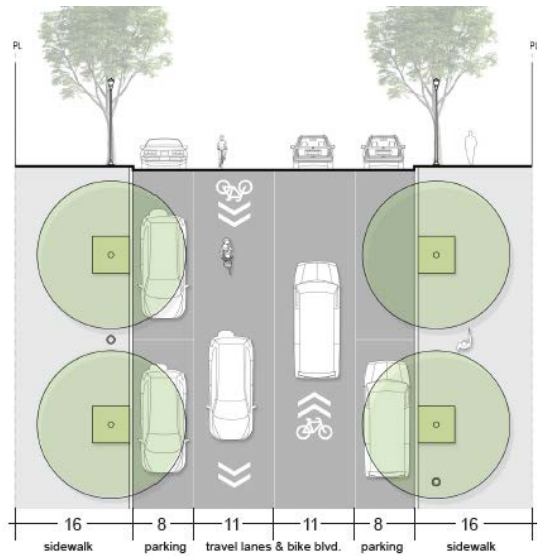


THE EXTRA 3-5' OF THE WIDER SIDEWALK PROVIDES THE OUTDOOR SEATING AND PROGRAMING THAT ARE CURRENTLY MISSED OPPORTUNITIES ON B STREET

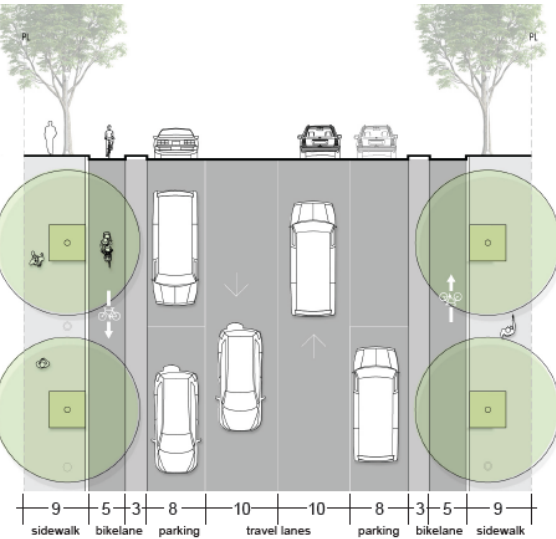


NARROW SIDEWALK AND BUILDING SETBACK NEGATIVELY AFFECTS THE VIBRANCY OF THE PUBLIC REALM EXPERIENCE AND RETAIL SUCCESS

S. B Steet Bike Masterplan vs. Project Proposal



PROPOSED WIDENED SIDEWALK W/BIKE BLVD



PROPOSED PER BIKE MASTER PLAN



1st & B – Project Overview



Corner Plaza
 Retail Frontage
 Activated Streetscape

31-57 S. B Street – San Mateo, CA

Construction:	Mass timber or concrete
Lot Size:	16,413 SF
Size:	41,799 SF - Total 2.55 FAR 36,365 SF - Office 5,434 SF - Retail
Zoning District:	Commercial Business District
Open Space/ Landscaping:	3,247 SF – Total 403 SF Plaza, 2,844 SF Terrace,
Sidewalk Width:	16' (currently 9-10' on B Street)
Parking:	No parking, providing in lieu of payment
Height:	Total Height - 55' 4 stories
Impact Fees:	~\$7M and 2 off-site affordable housing units
Real Estate Tax:	~\$12M (450% increase to current tax basis) over 30 yrs

1st & B – Enhanced Public Realm

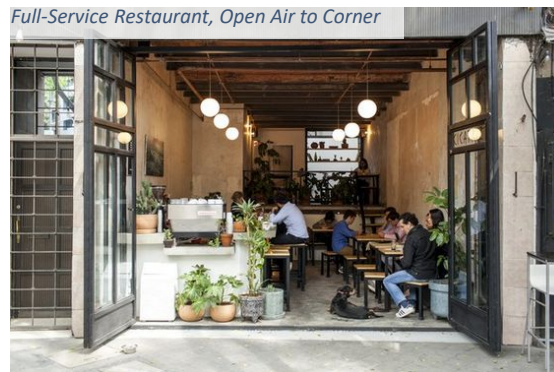
Parklets on along the street



Sidewalk Seating Throughout



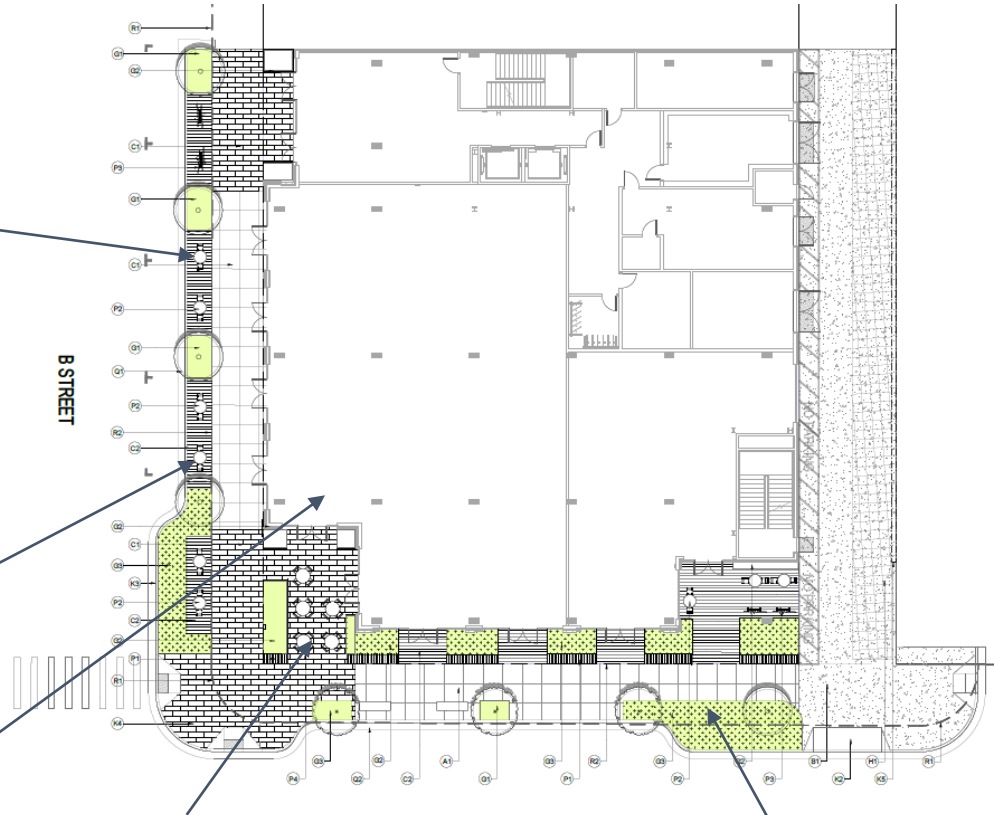
Full-Service Restaurant, Open Air to Corner



Corner plaza with outdoor seating



Upgraded Streetscape along 1st



1st & B – Existing Building vs. Proposed



Southwest Corner of S B Street and 1st Ave





Southwest Corner of S B Street and 1st Ave



Southwest Corner of S B Street and 1st Ave



B Street at Curb Extension and Parklet



B Street Looking South

Sustainability and Wellness Initiatives

How can we develop a healthy workplace?

Our goal is to design and deliver high-quality, sustainable buildings that enhance occupant wellbeing and minimize impacts to carbon emissions and climate change.

Sustainability Goals

- Significant Reduction in Carbon Emissions through use of Mass Timber
- Carbon Neutral Design
- LEED Zero and / or LEED GOLD
- WELL-Ready Certification
- Drought-resistant landscaping



Wellness Features

- Ample Natural light
- Connection to Nature
 - Use of Natural Materials
 - Outdoor work and lounge areas



Health-Focused Design

- Touchless / Automated Door Operators
- Anti-microbial finishes on high-touch surfaces
- Touchless Elevators
- Enhanced Indoor Air Quality



The Advantages of Mass Timber (CLT)

- **Reduces carbon emissions** : Comparing a hybrid, mid-rise, cross-laminated timber (CLT) commercial building to a reinforced concrete building with similar functional characteristics, the CLT building represented a “26.5% reduction in global warming potential.
- For a 52,000 sf, 6-story mass timber commercial building, the reduced carbon emission is equivalent to:
 - 325 cars off the road for a year
 - Energy to operate a home for 145 years
- The volume of wood used takes U.S. and Canadian forests 2 minutes to regenerate
- **Roughly 11% of global greenhouse gas emissions** come from building materials and construction. That’s what mass timber aims to reduce. The full lifecycle impact of mass timber on carbon emissions includes 3 carbon effects
 - Supply chain: carbon-neutral wood supply
 - Carbon embedding: 1 cubic meter of CLT wood sequesters roughly one tonne (1.1 US tons) of CO2 for 50 to hundreds of years
 - Substituting mass timber for concrete and steel: 2 tons of CO2 are emitted in the manufacture of a ton of steel. All those embodied emissions are avoided when CLT is substituted.
- Performs very well in fire and meets code for fire safety
- Allows buildings to be constructed faster, with less waste
- The performance of mass timber in earthquakes has been much tested and proven remarkably good

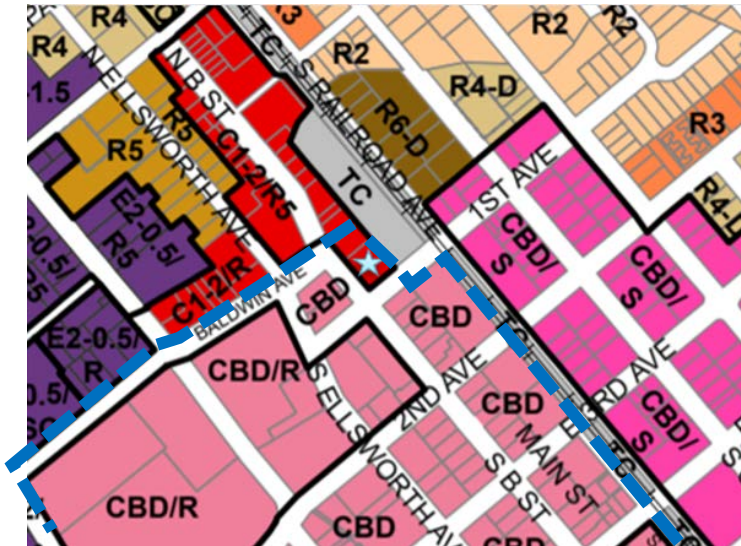


Property Zoning Clarification/ Cleanup



Downtown Area Plan-figure 2

- The 1st & B Property is located in the Downtown Retail Core Sub-Area.
- Within the Downtown Area Plan, the C-1 neighborhood commercial zoning designation were intended to be limited in the North B Tilton Avenue Sub-Area and not in the Downtown Retail Core Sub-Area where the 1st & B property is located.
- The Downtown Area Plan envisions this area to “continue to support the **retail core shopping** area [i.e., not neighborhood commercial]. . . This will require a good mix of ground floor retail uses that will contribute to foster retail vitality . . .” The Plan includes the policy to “encourage the establishment of offices with the Downtown Retail Core and commercially designated areas” (Policy II.8.) This intent matches with the General Plan’s Building Intensity Zone.



Existing Zoning Map

- The intent of the Downtown Area Plan appears to be to provide the 1st & B property the same development rights as other properties located immediately to its south and west that are in the same Sub-Area and have the same General Plan, Downtown Area Plan, and density designations.
- Thus, it appears that the current neighborhood commercial zoning designation on the property is contrary to the intent of the Downtown Area Plan and may have been the result of an inadvertent error or a delay in rezoning the property to be consistent with the Downtown Area Plan.

Affordable Housing Approach

- Office to Housing formula:
 - Either pay a commercial linkage fee or build 2 housing units at 1 st & B (31 South B Street)
- Alternative Option :
 - Per Municipal Code Section 23.61.050, as an alternative to payment of affordable housing commercial linkage fee, developers may propose the construction of affordable units off-site
 - We are continuing this discussion with the City to discuss a potential alternative of a receiver site
- The benefit of building affordable units off site at a stand-alone residential project vs. on site in a commercial building is the ability to include amenities designed specifically with the needs and convenience of the residents in mind such as,
 - A landscape area with seating
 - A tot lot with sculptural play equipment
 - Laundry room
 - Youth room for after-school educational, social and wellness program
 - Shared flexible spaces for recreation with Self-Help for the Elderly
 - Welcoming entrance and lobby area for privacy and comfort



Sculptural play area with seating area

Summary of Project Benefits – 1st & B



ENHANCED
RETAIL, PEDESTRIAN AND
PUBLIC REALM
EXPERIENCE



FROM
MAJOR TRANSIT
AND HIGHLY WALKABLE
(REDUCING TRAFFIC)



PROVIDES
EXPANDED RETAIL
OPPORTUNITIES FOR THE
COMMUNITY



IMPACT
FEES



SCHOOL AND
ART FUNDING



TRANSIT
IMPROVEMENT



LINKAGE FEE/OFF SITE
AFFORDABLE HOUSING



INCREMENTAL
REAL ESTATE TAXES
OVER 30 YEARS(?)

*** Approximately**

Next Steps

Thank you for your participation!

- Integrate input received tonight into plans and design
- We welcome you to participate in the Planning Commission Study Session on May. 10th, 2020
- Throughout the planning process, community members can continue to provide input by sending their comments to Julia Klein at the City Planning Department or Preston O'Connell from the Applicant team.
- Continue discussions with you all and other neighbors and community organizations
- Continue to participate in the City of San Mateo General Plan updates

Feel free to reach out to us any time!

Preston O'Connell, Harvest Properties

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- ▶ 510.594.2050

Julia Klein

- ▶ jklein@cityofsanmateo.org

Public Comment

Questions to consider:

Do you prefer to have

a) a shared bikeway which will allow 16' sidewalk and maintained street parking like this, or



5' 11'

b) A sperate bike lane and 9-10' sidewalk with eliminated street parking like this?



4' 6'