

1ST & B – Planning Commission Study Session
May 10, 2022



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

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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's Partner is headquartered in San Mateo and has 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 commercial
- 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 commercial
- 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

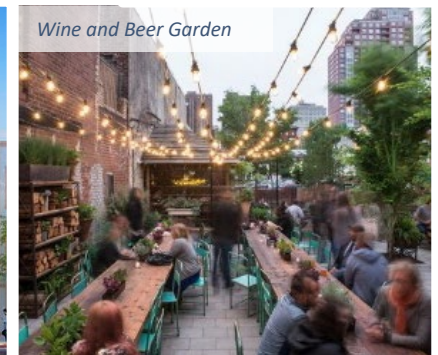
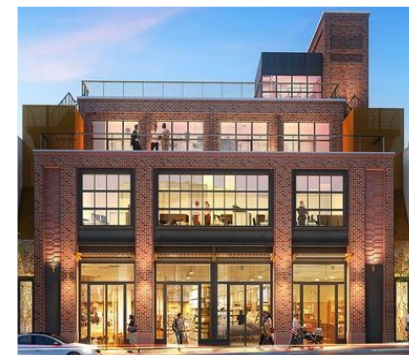
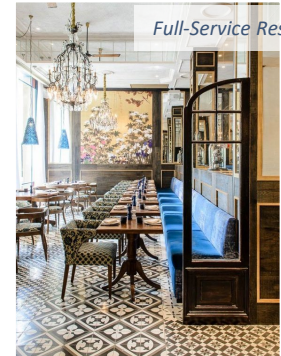
Downtown San Mateo's Pedestrian Connection

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)



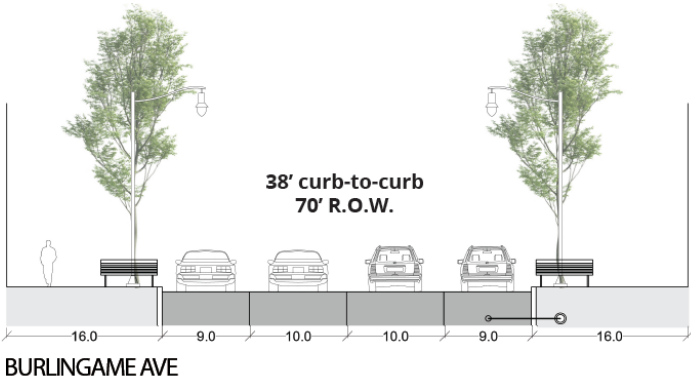
Burlingame Ave Curb Extension, Burlingame (15' sidewalk)



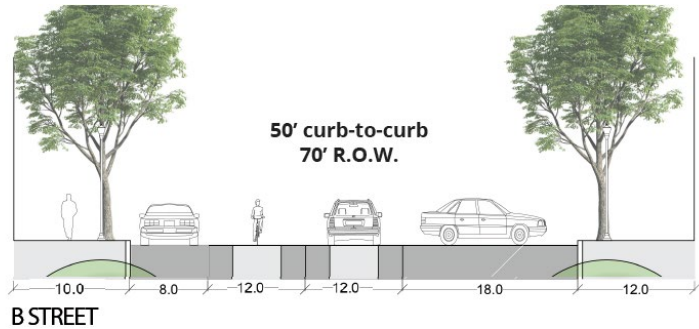
Proposed site condition – 16' sidewalk with curb extension and parklet

S. B Street vs. Burlingame Ave

STREET SECTION COMPARISON

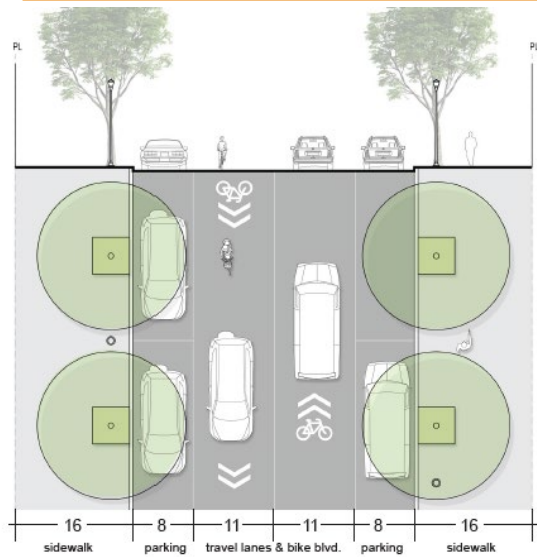


THE EXTRA 3-5' OF THE WIDER SIDEWALK PROVIDES THE OUTDOOR SEATING AND PROGRAMING THAT ARE CURRENTLY MISSED OPPORTUNITIES ON B STREET

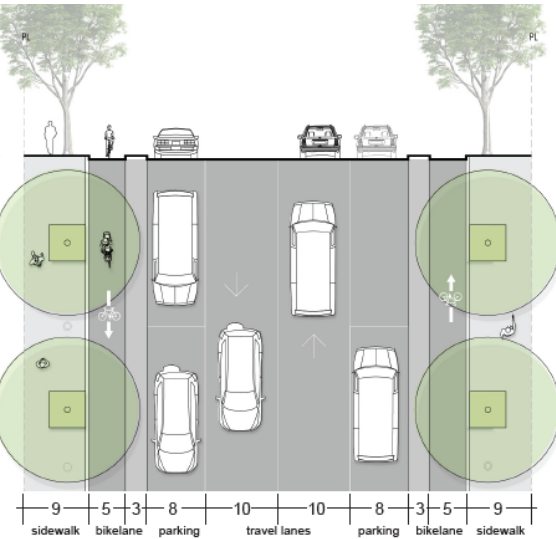


NARROW SIDEWALK AND BUILDING SETBACK NEGATIVELY AFFECTS THE VIBRANCY OF THE PUBLIC REALM EXPERIENCE AND RETAIL SUCCESS

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



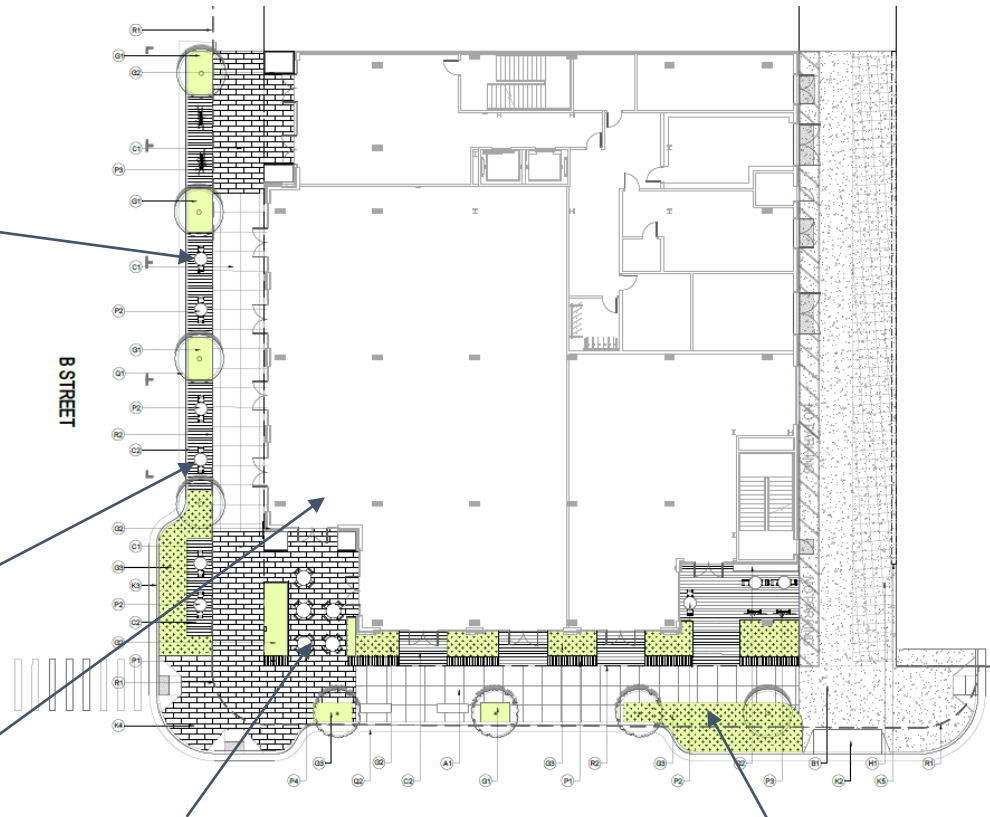
Full-Service Restaurant, Open Air to Corner



Corner plaza with outdoor seating



Upgraded Streetscape along 1st



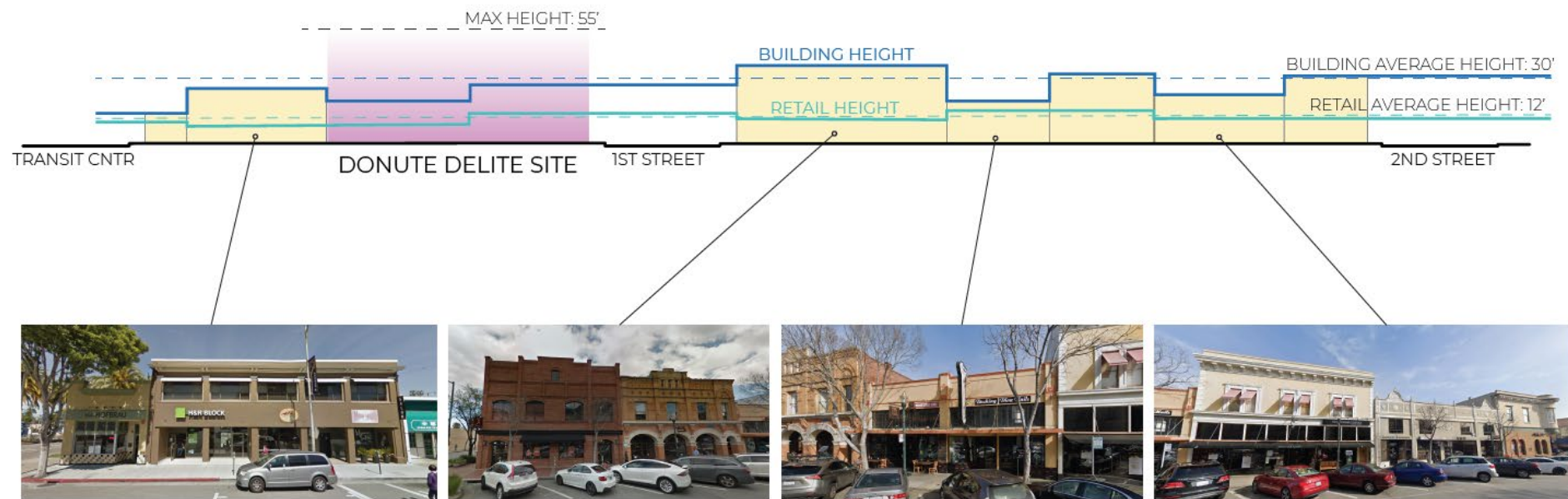
1st & B – Existing Building vs. Proposed



Southwest Corner of S B Street and 1st Ave



Neighborhood Context



Relation to the Established Neighborhood





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



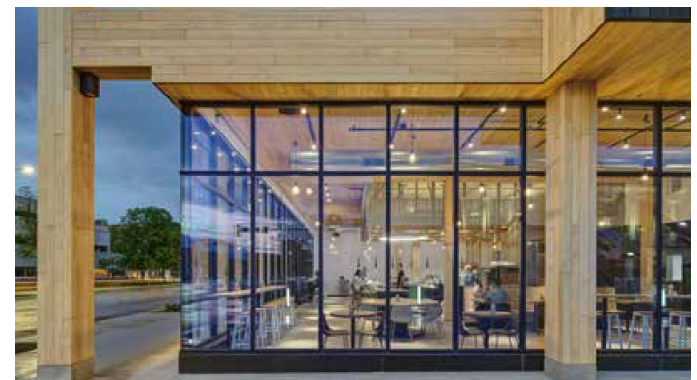
Health-Focused Design

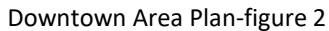
- Touchless / Automated Door Operators
- Anti-microbial finishes on high-touch surfaces
- Touchless Elevators
- Enhanced Indoor Air Quality



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





- 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



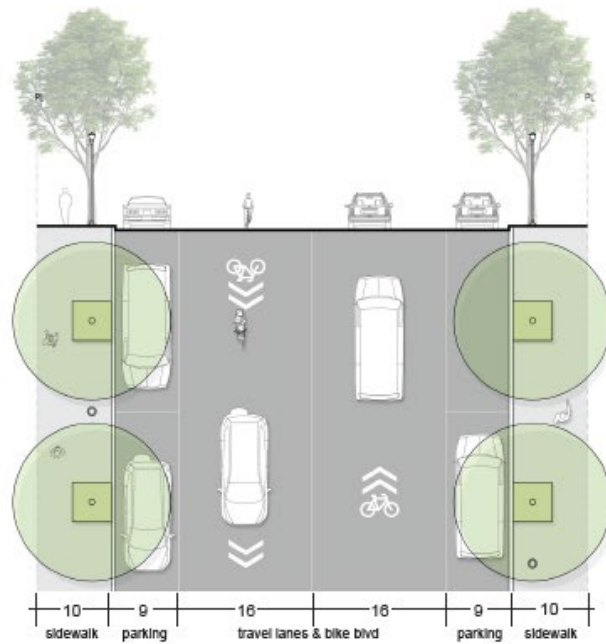
INCREMENTAL
REAL ESTATE TAXES
OVER 30 YEARS

*** Approximately**

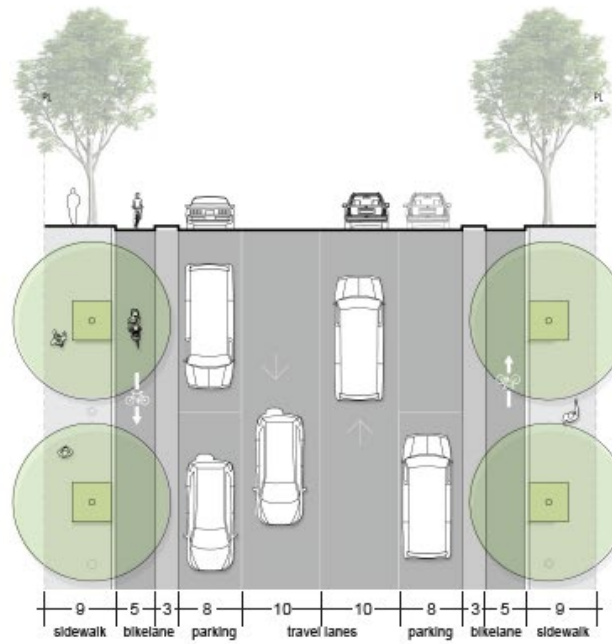


Appendix

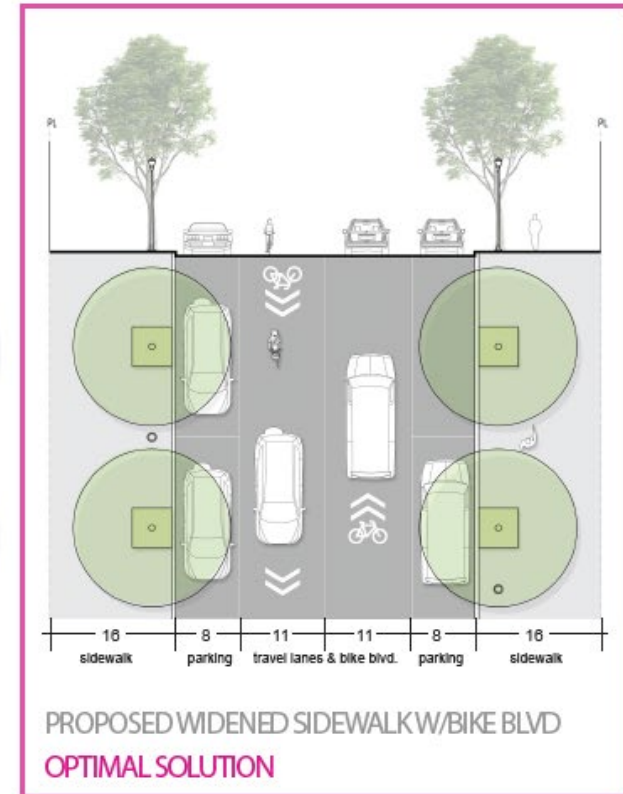
S. B Street – Proposal Comparison



EXISTING CONDITIONS



PROPOSED PER BIKE MASTER PLAN

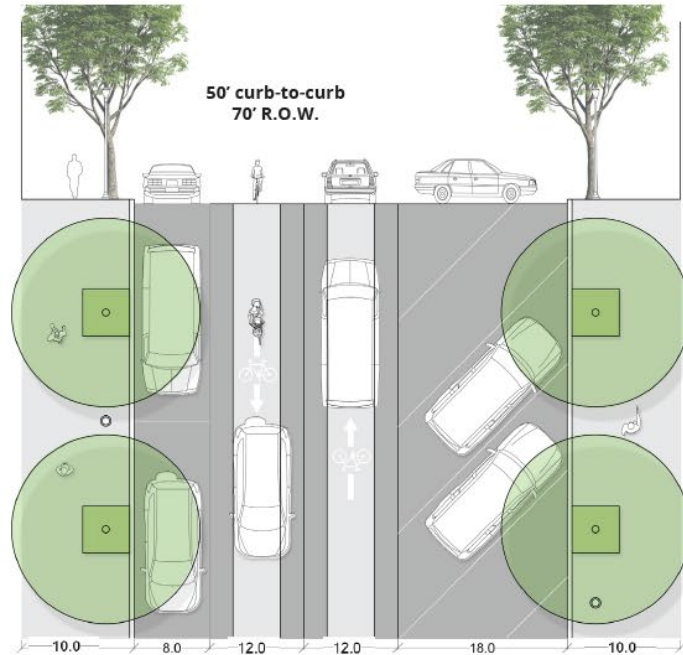


PROPOSED WIDENED SIDEWALK W/BIKE BLVD

OPTIMAL SOLUTION

*If City Consultant recommends an alternative bike route then the proposed condition would remain the same, but without the sharrows.

S. B Street Sidewalk Condition – Missed Opportunities



B STREET

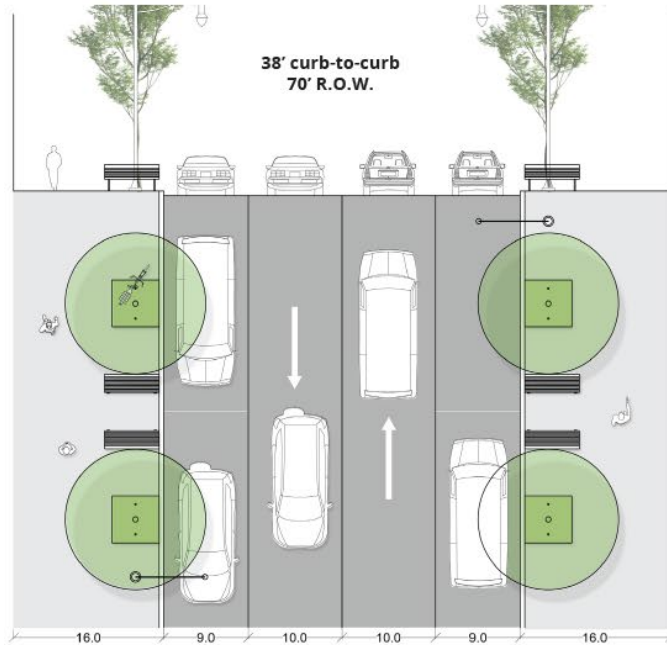
EXISTING CONDITIONS:

- ☐ Narrow sidewalks
- ☐ Truncated bulbs at intersection
- ☐ Typical asphalt at intersection
- ☐ Existing materials/details are dated

MISSSED OPPORTUNITIES:

- ☐ 16' Wide sidewalks, which would:
 - ☐ Revitalize and prioritize pedestrian experience
 - ☐ Create an energized Downtown destination
 - ☐ Allow for storefront openings to active streetscape
 - ☐ Allow for spill-out spaces to support F&B
 - ☐ Enhance vibrancy with furnishing zone and public gathering areas
 - ☐ Allow repeated street fixtures and planters to unify street character
- ☐ Diagonal parking strip allows for parklet opportunities
- ☐ Pavers unify street character & reinforce human scape
- ☐ 15' historic light poles
- ☐ Corners with planter/bench details

Burlingame Ave Sidewalk Condition



BURLINGAME AVE

CHARACTERISTICS THAT MAKE BURLINGAME AVE SUCCESSFUL

- ✓ 16' Wide sidewalks that:
 - ✓ Revitalize and prioritize pedestrian experience
 - ✓ Create an energized Downtown destination
 - ✓ Allow for storefront openings to activate streetscape
 - ✓ Allow for spill-out spaces to support F&B
 - ✓ Enhance vibrancy with furnishing zone and public gathering areas
 - ✓ Allows for repeated street fixtures and planters to unify street character
- ✓ Wide parking strip allows for parklet opportunities
- ✓ Pavers unify street character & reinforce human scape
- ✓ Dual lighting provides vehicular and pedestrian light
- ✓ Taller poles support visible banners
- ✓ Pedestrian poles support hanging baskets
- ✓ Wayfinding kiosks at corners are convenient
- ✓ Structures at mid-block crossing mark and define the space

Misalignment w pedestrian mall and parklet programs

B Street historic core is trending towards a low traffic volume, pedestrian geared experience and is no longer consistent with the vehicular typology that went into it's designation as a separated bike lane.

Due to this increasing pedestrianization of B Street, we believe the separated bike lane should be relocated onto a different street for the benefit and safety of the cyclists and the intent to provide more expansive sidewalks, curbside parking and successful retail experience.

San Mateo's permanent outdoor dining program starts May 1, providing businesses the opportunity to apply for parklets and other outdoor dining options as the city moves toward a more pedestrian-friendly downtown.

The separate bike lane will be in directly conflict with the street closure for the pedestrian malls and the parklet programs as both will need to encroach onto the street to allow restaurants and businesses to extend operations outside.

Key Changes since Bike Plan Adoption

- 2019 – City of San Mateo Bike Master Plan Research
- March 17, 2020 – Covid Shelter in Place
- April 6, 2020 – San Mateo Bike Master Plan finalized
- Spring End 20202 – Popularity of parklets/outdoor dining along S. B Street
- July 2021 – Implementation of parklet permit
- August 2021 – Approval of permanent Street closures on S. B St. between 1st and 3rd Avenue
- May 1, 2022 – Permanent outdoor dining program starts

