

BESPOKE
MAJOR APPLICATION SUBMISSION
ROUND 1

PROJECT TITLE

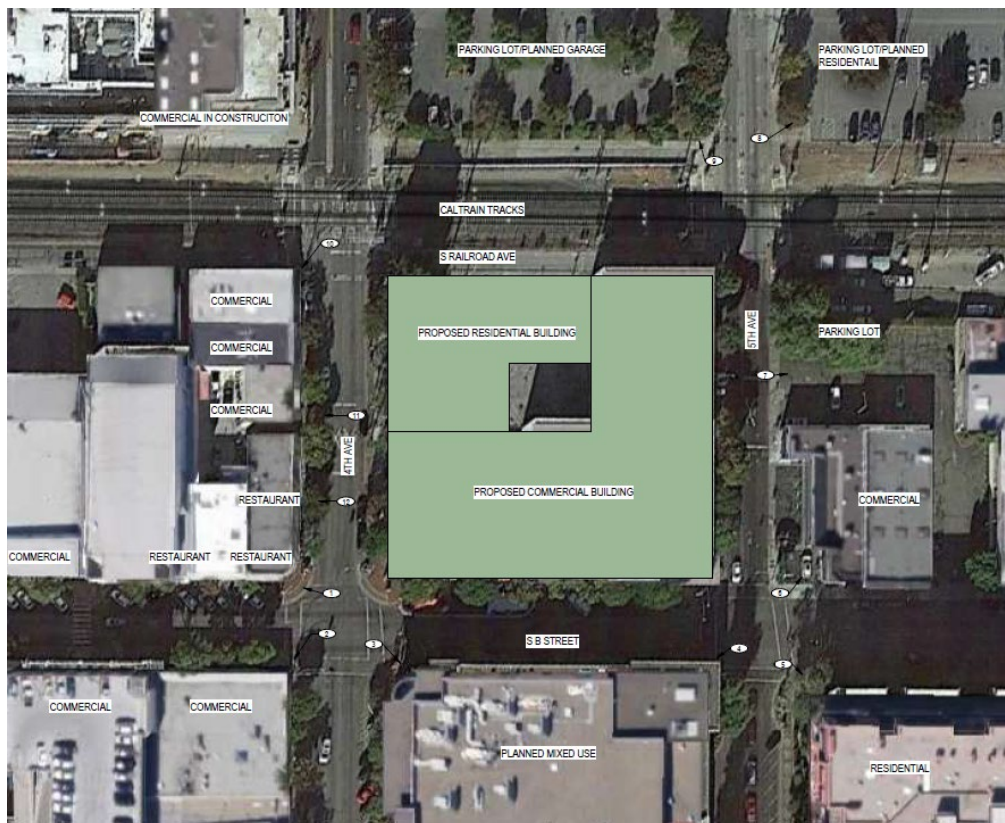
- “Bespoke” (commercial office) and “4th & Railroad” (residential)

PROJECT APPLICANT

- DTSM Talbots Venture, LLC

PROJECT LOCATION

- The project site makes up a full City block bounded by East 4th Avenue, South B Street, East 5th Avenue and South Railroad Avenue in Downtown San Mateo. The existing block is comprised of a two-story vacant building (formerly Talbot’s Toy Store), a surface parking lot, and a single-story retail building that houses Tomatina’s restaurant, Pokeatery, Redwood Coast Cider, and Susan’s Salon.



ASSESSOR’S PARCEL NUMBER

- APNs 034-179-010, 034-179-020, 034-179-030, 034-179-040, 034-179-050, 034-179-060

GENERAL PLAN DESIGNATION AND ZONING DISTRICT

- General Plan Land Use Designation: Downtown Retail Core
- General Plan Height Map: Maximum Height 55-75 feet
- Existing Zoning: CBD/R

HABITAT PLAN DESIGNATION

The applicant is not aware of any applicable habitat conservation plan (HCP) or natural community conservation plan (NCCP), or other approved local, regional, or state habitat conservation plan for the City of San Mateo.

PROJECT-RELATED APPROVALS, AGREEMENTS, AND PERMITS

- Site Plan and Architectural Review
- Special Use Permit (if necessary for ground floor retail frontage)
- Density Bonus Application

AFFORDABLE HOUSING APPROACH

The commercial and residential buildings will be phased and built independently. The construction of the commercial building will include the subterranean garage level. The residential project will reimburse the commercial project for its pro-rata share of the parking costs. The vertical construction of the residential building and reimbursement of the allocated subterranean garage will be financed by the affordable housing partner, Alta Housing, by leveraging a combination of federal, state, city, and county funding as well as other sources.

Through acquiring the balance of the block, the Applicant was able to offer flexibility on the commercial building's design in order to provide a 20% increase in affordable housing units from 52 units (originally proposed in the City RFP) to 60 units. As a result, the applicant may require more funding from the City to offset the cost for the additional units. Additionally, if there are material modifications to the Project's massing, site configuration, and/or design the total unit count may be negatively impacted.

The proposed residential building provides interior and exterior amenity areas for the residents to use and enjoy, including a large open courtyard on the 2nd level with various seating areas and a generously sized tot lot comprised of vibrant play equipment and soft surfaces. On the interior, there's a laundry room and a youth room for after-school educational, social and wellness programs. While the details will be further coordinated, the event and dining space at Self-Help for the Elderly on the ground floor could potentially be shared with the residents for recreation and gathering after-hours. Additionally, there will be a welcoming but secure front door and comfortable lobby area at the main building entrance for residents and guests.

PROJECT DESCRIPTION

The scope of the project will include the demolition of the two existing single-story buildings and two existing two-story buildings and replacing them with a new mixed-use project comprised of two new buildings and shared below-grade parking level.

1) RESIDENTIAL BUILDING (“4TH & RAILROAD”): 60 units across a seven-story, 100% affordable housing building with a target income range of 30-80% AMI with an average AMI below 60%. The housing project will consist of family-friendly units including a mix of studios, 1-bedroom, 2-bedroom, and 3-bedroom units along with an elevated courtyard and amenities space split between the ground level and the second level. The ground-floor contemplates a long-term home for the local non-profit organization, Self-Help for the Elderly. The subterranean garage will designate 38 secure stalls for exclusive use by the residents. The remaining parking stalls that are reserved for commercial tenants during regular business hours will be made accessible to resident’s after-hours.

The residential building will be 5-stories of Type IIIA over 2-stories of Type IA construction.

2) COMMERCIAL BUILDING (“BESPOKE”): Five-story office building with ground floor retail totaling approximately 162,542 SF. The project will include one-level of subterranean parking across the commercial and residential footprint totaling 118-stalls. The commercial project will include an enhanced public realm with increased sidewalk widths and a corner plaza totaling 1,773 SF.

The Applicant team is currently pursuing a mass timber building structure for the commercial building. Building with timber is highly sustainable (vs. traditional office building materials such as steel or concrete) given the renewable nature of wood and its associated carbon sequestration. If actualized, it would become one of the first mass timber buildings in San Mateo County following the completion of the new San Mateo County Office Building 3 which is under construction in Redwood City.

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| Lot Size: | 50,600 SF |
| Size (FAR SF): | Total: 229,566 SF Residential: 67,725 SF 63,699 SF – Housing 60 units (100% Affordable) 4,418 SF – Community (Self-Help for the Elderly) Commercial: 162,542 SF 145,383 SF - Office 12,050 SF - Retail 5,109 SF – Service/BOH |
| FAR: | 4.5 proposed FAR, State Density Law Exception |
| Zoning District: | Commercial Business District |

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|-------------------------|-----------------------------------------------------------------------------------------------|
| Open Space/landscaping: | 10,522 SF – Total 1,773 SF Ground-Floor (1,089 SF Plaza), 7,055 SF Terraces |
| Sidewalk Width: | 16' (currently 10' on South B Street) |
| Parking: | 1-level underground 118 Stalls for Office, Residential and Retail |
| Height: | Residential – 7 Floors 76' top of roof 88'-11" Commercial – 5 Floors 74' top of roof |

Design:

The proposed development is comprised of two adjacent buildings with a shared subterranean parking level.

The parking lot vehicle entrance is located between the two buildings along South Railroad Avenue. Public access to the parking level is provided via a dedicated stairwell and elevator to the lower parking level is located at the corner of East 5th Avenue and South B Street.

The architecture of both buildings takes aesthetic cues from the use of period and historical materials of the area, weaving together elements of old and new, traditional and contemporary.

COMMERCIAL DESIGN: The building mass is carefully articulated to breakdown the scale of the site to better align with the height and bulk of adjacent properties. On South B Street, the building is anchored by a three-story brick volume extending down the majority of South B Street and wrapping around the corner of South B Street and East 5th Avenue. The light and airy quality of the glass curtain wall on the upper two levels subtly reflects the surrounding context.

Color and texture play a strong role in steering the dialogue with the more established parts of the neighborhood, while also distinguishing these buildings in a thoughtful and nuanced way. As an example, the curtain wall system is recessed to create covered terraces on the fourth and fifth floor, while exposing the unique timber structural elements. By exposing the wooden columns and placing them externally at the two corners on South B Street, the design of the building celebrates the elegance and warmth of the mass timber structure. The structural expression continues behind the curtain wall system throughout the building with the richness and depth of the column grids displaying through the transparency of the façade. This manifestation of the different structural elements elevates the building to a beacon at the bookend of the B Street corridor, where the structure becomes the form.

Notably, the entire corner of East 4th Avenue and South B Street is notched into the property to provide a gracious outdoor plaza and seating area that also serves to enhance the adjacent retail's viability by giving the proprietors the ability to provide highly-coveted outdoor seating areas for customers.

RESIDENTIAL BUILDING: Along East 4th Avenue, a vertical gasket of dark metal paneling creates visual relief and a transition into the residential building from the curtain wall system of the commercial building. The more solid material expression of the residential building anchors the corner of 4th and South Railroad Avenue. The dark metal band continues to wrap around the lower two levels, which stops at the middle of the block on South Railroad Avenue. The first six stories are clad with a neutral and timeless brick look, which then extend down to the ground through every other column to create a thoughtful connection between the middle and bottom datums. The penthouse level is currently clad with cement plaster (or similar alternative) to create a top datum and further breaks down the building mass. The brick look relates to the texture of the commercial façade while expressing a complementary color palette and enough differentiation for the buildings to maintain their own unique identities. Horizontal spandrels weave through the brick volumes creating rich visual depth. The color of the spandrels mimics the wooden tone of the timber from the commercial building to maintain a consistent thread that ties the two independent, but complementary structures together. The fenestration along the South Railway Avenue is reflective of the historic warehouses that were once located along the tracks, but with a modern interpretation to meet the needs of today's residents.

A portion of on the ground floor of the residential building, at the corner of Railroad and 4th Avenue, will be the new long-term home for the local non-profit organization Self-Help for the Elderly. The space will support the organization's efforts towards improving the quality of life for the elderly who reside in the community. This space will be made available at a below-market rent and with an Applicant contribution toward the tenant improvement costs. Based on discussions with Self-Help for the Elderly, between the delivery condition and their reserved funds, there will be sufficient funding to successfully move the group to this new site. The final details of this arrangement continue to be developed. The Applicant is in the process of working with Ms. Chung, (President and CEO of the organization), to design the space to meet the organizations' specific requirements which include office spaces, a catering/prep kitchen, and a multi-purpose room that can be used as a to provide meal service (for ~65 people), host workshops, as well as for performances and other general recreational uses.

Sustainability & Transit Proximity:

The commercial building design is anticipated to achieve LEED Gold Certification as well as WELL Building Core & Shell Certification. Sustainable features include a walkable site located adjacent to local services (jobs, retail, restaurants, and grocery), abundant natural daylighting, energy efficient appliances, low-flow fixtures, drought-resistant plantings, enhanced indoor air quality, and rooftop photovoltaics to produce solar power onsite. As such, the building also has the potential to achieve Carbon Neutral status. The project is located within ½ of major transit and may fall within the Class 32 infill CEQA exemption.

Tree Removal and Landscaping

There is currently limited landscape along South B Street. Per the San Mateo City Street Tree Master Plan and Guidelines the new street trees planted will be a minimum of 15 gallon and 30' or less (with the exception of areas affected by utilities). To create a more unified streetscape

language designated species by street will be utilized in accordance with the City Tree Master Plan. The existing street trees along East 4th Avenue, South B Street and East 5th Avenue frontage will be removed and replaced with upgraded specimens. This entails the addition of six (6) new street trees along South B Street, seven (7) on 4th Avenue and seven (7) on East 5th Avenue. The varieties selected are city recommended by block and include *Handroanthus heptaphyllus* (Pink Trumpet Tree) for 4th Ave, *Eucalyptus espathulata* (Swamp Mallet) for 5th Ave and *Lophostemon confertus* (Brisbane Box) for S. B Street.

The public realm is being expanded and enlivened with a curb extension along South B Street and a widened sidewalk with furnishing zone. Permeable paving in the furnishing zone supports the treatment of public storm water (C3). New bulb outs at both intersections allow for enlarged planting areas with enhanced ground water infiltration and decorative vegetation which helps to define the corner retail entrances and provide seating areas within the public realm. On the upper floors, outdoor terraces support commercial tenant activities, create a vertical green link between the ground floor and upper levels and add life to the San Mateo skyline. At the iconic corner plaza on South B Street and East 4th Avenue, a lush green wall covering the three-story, north façade is a defining feature, clearly visible as you walk south down South B Street. The corner plaza itself will contain palms that bookend the heart of historic downtown. Specialty paving is proposed at this corner as well as the mid-block entry, creating a consistent language across the streetscape.

The proposed streetscape enhancements along the South B Street historic corridor are informed by the pedestrian master plan and design guidelines. These include widened sidewalks, an added curb extension and pedestrian scale lighting, all the while keeping parking count near consistent with previous conditions. This allows for a furnishing zone used for seating and larger planting areas.

Applicant is proposing sidewalk extensions and curb bulb-outs to enhance the public realm and pedestrian experience and is looking for continued conversation with Public Works.

Site Access and Parking

The project's subterranean parking access will be provided via Railroad Avenue. Because the project is located within a 1/2 mile of a major transit stop, under Government Code Section 65863.2 (AB 2097), there is no minimum parking requirement for either the residential or commercial component of the project. As permitted by Section 65863.2, subdivision (g), the project will provide 118 voluntary spaces in a subterranean garage. The project will designate 38-stalls to the residential units. The project also includes 80 stalls for the various non-residential uses for the site and a portion of those stalls will be designated for residential use after hours. Because all parking is provided on a voluntary basis, no in-lieu fee is proposed to be provided. The parking facility will be available to the public during after-hours which will be defined in a future parking management agreement. The project proposes a loading zone along East 4th Avenue. The project proposes one loading zone along East 4th Avenue and another one along South B Street.

Utility Improvements

The proposed development utility connection will include storm drain connection and sanitary sewer connection to the City of San Mateo municipal storm and sanitary gravity systems. The storm drain connection consists of one 8-inch connection to the proposed municipal stormwater system located on South B Street that will be part of Draeger's project. The sewer connection will consist of two 8-inch connections located on East 4th Avenue and South B Street. The proposed development will comply with the City and County of San Mateo stormwater ordinance, the necessary treatment will be achieved using a system of stormwater conveyance system that directs the runoff to biotreatment to achieve adequate treatment prior to discharge to the municipal stormwater system. Water supply to the project will be provided by Calwater, and the connections will consist of two 8-inch fire water connection, two 8-inch domestic water and two 4-inch irrigation water located respectively on East 4th Avenue and South B Street. All water connection will be adequately equipped with backflow preventers per the City and County of San Mateo requirements. The Project's electrical and gas services will be provided by Pacific Gas and Electric Company, and the connections will be provided from Railroad Avenue.

The proposed utility improvements and service's sizing are still preliminary and will be verified by the MEP consultant and comply with the City and County of San Mateo's requirement.

Demolition and Construction

The proposed project is estimated to take approximately 24 months to construct if both buildings are started concurrently, however the start of construction for the residential building may be different depending on when public financing is secured. Demolition is anticipated to begin 9-10 months following City entitlement approvals with horizontal and vertical construction to follow. The project is contemplated to be phased based on the financing requirements for the affordable housing with the office needing to move along on an independent construction timeline.

Construction activities associated with the proposed project include site clearing and demolition (removing the existing structures on the project site), utility connections (e.g., new lateral connections to the existing water, sewer, and storm drain mains), mass excavation and shoring to construct the one floor of below grade parking, construction of the superstructures for both the affordable housing and mixed-use commercial buildings, frontage improvements (e.g., new plantings, sidewalks, and paving) on the site.