

**Address:** Station Park Green  
430 Station Park Circle #100  
San Mateo, CA 94402

**APN:** 035-200-220

**Application:** Specific Plan and Design Guidelines Amendments

**Date:** September 26, 2025

## **Project Description**

### **Community**

Station Park Green (SPG) is a mixed-use community in San Mateo that contains 599 homes, a public park and ground floor retail and office spaces. The community is adjacent to the Hayward Park CalTrain station. SPG was constructed in 2018, and its development was covered by the Station Park Green Specific Plan and the Station Park Green Design Guidelines, which were enacted by the City Council in 2011. The Specific Plan was in keeping with the broader San Mateo Rail Corridor Transit-Oriented Development Plan (the “Rail Corridor Plan”), which was approved by the City Council on June 6, 2005. As part of that approval in 2011, the city certified in 2010 an Initial Study/Mitigated Negative Declaration that tiered off the Rail Corridor Plan EIR.

### **Failure of Retail**

After the construction was complete the residential portion of SPG has successfully operated and been home to thousands of San Mateo residents. By contrast, the retail portion of the community has not succeeded. The extensive efforts to find tenants for the retail spaces at SPG have not been successful in the 7-year life of the community. As a result, the majority of the retail spaces are vacant and have never been occupied. Numerous retail brokers have been working to find businesses to occupy the retail, but despite reaching out to over 1,400 potential users, the site has proven to not be a suitable one for most users. The vacant retail (along Delaware and Concar) has created an empty and “closed” feeling within the greater community and along the pedestrian pathways (including those leading to the station). Professional retail brokers with the Econic Company and Newmark Realty have been working on this project for years. They produced a report of the inability to have sustainable retail here at this project. That report is being submitted as part of the application.

### **Proposed Project to Revitalize Vacant Retail into New Office**

As a result, this project application seeks to amend the Specific Plan and the Design Guidelines to allow some of the long-vacant retail space to be used as office space. That new office use will house a new corporate headquarters office for Essex Property Trust (the owner of SPG). Essex, a Fortune 500 public company, is currently headquartered in San Mateo. The current space lease is coming to an end. Essex wants to continue in San Mateo and have its offices be relocated to SPG. No new space will be created with this project. The application is to merely change the allowable use of a portion of the already existing building. Once that use is allowed, some tenant

improvement work will be conducted to fit out the new office. That headquarters office will have capacity of up to 75-100 Essex employees, although the actual occupancy on any given day will be less than that, as many Essex employees are out in the field working. All the necessary parking already exists in off-street parking garages.

### **Remaining Retail**

Some of the existing neighborhood serving retail space will be retained along the pedestrian corridor parallel to Concar Drive. These are the spaces with the most retail potential as they have good walk by traffic and street visibility. Specifically the plan will have:

- One retail space at the corner of Delaware and Concar. This retail use will have outside dining potential in the existing public plaza. To help support that retail, the corner plaza will be enhanced to really accentuate it as a gateway to the community. New seating and string lighting will help promote longer retail hours for the benefit of the train commuters and community at large.
- Another retail space along Concar at the signalized intersection of Concar and the Highway 92 ramps. This corner retail location will have great visibility to street traffic and also will serve those pedestrians on the path to the train station.
- Between these two retail spaces we will relocate the Community Room, which is available for all San Mateo residents to host events or group meetings.
- The positioning of these retail and community areas will create a block of community activity in one location. This remaining retail will also be supported by the new Essex employees that come to work each day and help with the retailers' breakfast and lunch operations.
- Special effort and outreach will be conducted to attract local business operators to these spaces to provide desirable food and retail uses that best serve the neighborhood.

### **Benefits of the Project**

- Currently vacant ground floor spaces will be occupied, creating a more vibrant environment. The retail spaces have been vacant for 7 years and would likely continue that way into the future without a change in use. Having people in these spaces will activate the street scene and make the pedestrian pathway experience to the train station more enjoyable. Specifically, the sidewalk areas along Delaware and Concar will receive upgrades with benches, landscaping and lighting.
- The existing pedestrian pathway from Delaware to the public park inside SPG will be enhanced. Landscape upgrades, seating and string lights will provide a pleasant route throughout the day, inviting more community to use the park.
- The newly located Community Room within SPG will be available for San Mateo resident use for functions and meetings free of charge. There will be furnished conference and meeting spaces as well as a kitchen area for group use. The space can be reserved for use by contacting the community.
- The presence of office employees will help support the neighborhood retail spaces such as food and coffee shop uses. The hope is that the increased customer base will allow the retailers to be open for longer hours and be more successful.

- As part of Essex’s ongoing commitment to San Mateo, as part of this application we will be working with the City and the Mayor’s office on a contribution for potential upgrades to the neighborhood parks (Concar and Sunnybrae).

### **Specific Plan Amendment Process and Specifics**

A Specific Plan Amendment and Design Guidelines Amendment application is being filed with the City of San Mateo, and those amendments must be approved by the Planning Commission and the City Council through public hearings. A requirement of submitting the application for an amendment is to hold a Neighborhood Meeting with the neighboring residents of SPG. We held that Public Meeting via Zoom on March 19<sup>th</sup>, 2025. The recording of that meeting, including questions raised and participants, is part of the application. We expect to process the amendments during 2025.

### **What Will Change in the Specific Plan and Design Guidelines**

The amendment will modify some specific language in the Specific Plan and the Design Guidelines as to the minimum and maximum amounts of space that may be used for retail and for office.

<b>EXISTING SQUARE FOOTAGE</b>	
<b>TYPE</b>	<b>AREA</b>
OFFICE	7,991 SF
RETAIL	25,033 SF
AMENITY (COMMUNITY ROOM)	3,034 SF
	<b>36,058 SF</b>

<b>PROPOSED SQUARE FOOTAGE</b>	
<b>TYPE</b>	<b>AREA</b>
OFFICE	25,639 SF
RETAIL	7,297 SF
AMENITY (COMMUNITY ROOM)	3,122 SF
	<b>36,058 SF</b>

### **What Will Not Change with the Amendments**

- No new space is being allowed or is being constructed with the project. This is allowing a viable use into existing space so it does not sit vacant.
- The Residential Homes will not change in any way.
- The central Public Park will remain as it is: available for use and enjoyment by any member of the public.
- The existing Community Room in the building will be relocated but will remain and be available for use and enjoyment by any City of San Mateo resident via reservation.

### **Parking Impact of Change of Use**

The parking for the office use already exists within the project inside of parking garages. It was originally built for retail customers, and now will be used by office employees instead. The spaces that exist far exceed the required number of parking spaces within the City's parking regulations. The tables below show the existing parking situation as well as the scenario after the conversion of the space. To validate the parking situation, the professional transportation firm of Hexagon will conduct a parking analysis as part of the application.

<b>EXISTING PARKING REQUIRED - RESIDENTIAL (NO CHANGE)</b>	
<b>GRAND TOTAL</b>	<b>779</b>

MU-1, RE-1, RE-2, AND RE-3

(TOTAL REQUIRED (E) RESIDENTIAL PARKING FOR (E) RESIDENTIAL UNITS)

<b>EXISTING PARKING PROVIDED - RESIDENTIAL (NO CHANGE)</b>						
<b>LEVEL</b>	<b>STANDARD</b>	<b>COMPACT</b>	<b>ACCESSIBLE</b>	<b>VAN ACC.</b>	<b>TOTAL</b>	<b>ACCESS REQ'D</b>
	<b>576</b>	<b>180</b>	<b>27</b>	<b>19</b>	<b>802</b>	<b>37.8</b>

(MU-1, RE-1, RE-2, AND RE-3 (ALL LEVELS))

<b>EXISTING PARKING REQUIRED – NON-RESIDENTIAL</b>			
<b>TYPE</b>	<b>AREA</b>	<b>PARKING RATIO</b>	<b>PARKING REQ'D</b>
AMENITY	3,034 SF	0.32/1000	0.8
OFFICE	7,991 SF	0.85/1000	2.6
RETAIL	25,033 SF	2.06/1000	51.6
	<b>36,058SF</b>		<b>55</b>

<b>PROPOSED PARKING REQUIRED – NON-RESIDENTIAL</b>			
<b>TYPE</b>	<b>AREA</b>	<b>PARKING RATIO</b>	<b>PARKING REQ'D</b>
AMENITY	3,122 SF	0.32/1000	1.00
OFFICE	25,639 SF	0.85/1000	8.20
RETAIL	7,297 SF	2.06/1000	15.03
	<b>36,058SF</b>		<b>24.23</b>

<b>EXISTING PARKING PROVIDED - NON-RESIDENTIAL (NO CHANGE)</b>							
<b>LEVEL</b>	<b>USE</b>	<b>STANDARD</b>	<b>COMPACT</b>	<b>ACCESSIBLE</b>	<b>VAN ACC.</b>	<b>TOTAL</b>	<b>ACCES REQ'D</b>
<b>STREET</b>	CAR-SHARE	5	0	0	0	5	
<b>STREET</b>	LOADING	12	0	0	0	12	
<b>STREET</b>	UNASSD.	47	0	0	0	47	
<b>LEVEL 1</b>	NON-RES	29	5	5	1	46	
<b>LEVEL 2</b>	OFFICE	15	0	0	0	20	
<b>TOTAL</b>		<b>108</b>	<b>16</b>	<b>5</b>	<b>1</b>	<b>130</b>	<b>5</b>

Total Parking Required: **804**

Total Parking Provided: **932**

Parking Summary: Provided parking space complies with the Station Park Green Specific Plan requirement, exceeding it by **128 stalls**.

**Traffic Impact of Change of Use**

As part of the original design and construction of SPG, the third-party traffic consultant, Hexagon produced a traffic study which encompassed all the residential, retail and office uses. For this application, once the City's Transportation Engineer confirms the work scope, Hexagon will be producing an updated traffic study showing retail space conversion to office. The major points related to traffic are:

- There were more traffic trips anticipated with retail use than the proposed office use.
- The location of SPG adjacent to the Highway 92 ramps allows for easy commuter ingress and egress without disruption to neighborhood streets.
- Essex employees already utilize CalTrain for commuting purposes, and this new proximity will enhance that usage, reducing car trips.