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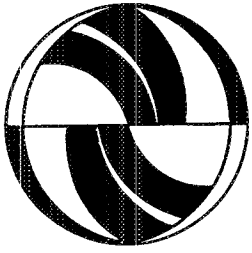
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BART Access and Office Building Performance

John Landis
David Loutzenheiser

Working Paper
UCTC No 309

**The University of California
Transportation Center**
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BART Access and Office Building Performance

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Working Paper
September 1995

UCTC No. 309

The University of California Transportation Center
University of California at Berkeley

I. Introduction

This paper addresses the question of whether office buildings near BART stations command higher rents or achieve higher occupancy levels than their more distant competitors. Contemporary urban economics suggests that they should. That office buildings near transit stations should have a competitive advantage over more distant buildings, and that such advantages should translate into higher rents, higher occupancy rates, and ultimately higher building values. Contrasted with this view is that of the commercial real estate broker. That mass transit accessibility is one of many building features which, depending on current market conditions, may or may not be rewarded in the marketplace.

This paper explores this issue in the context of the San Francisco office market as of 1993. It seeks to determine whether office buildings located within easy walking distance to BART stations generated higher cash flows than comparable office buildings located elsewhere. Financial performance is measured in two complementary ways, through: (i) office lease rates, and (ii) through building occupancy rates. Lease and occupancy rates directly determine building cash-flows, which in turn, may be capitalized into building values.

This paper is organized into four sections. The remainder of this section reviews different theories and empirical studies relating transportation accessibility to office market performance. Part II summarizes the data sources used in this analysis and reviews office market construction, rent, and occupancy trends in the three-county BART service area. Part III presents a series of statistical comparisons of office building lease and occupancy rates according to proximity to a BART station. Part IV summarizes the research and offers policy conclusions.

II. Why Should Commercial Values be Higher Near Transit Stations? Two Views and A Summary of the Literature

Following economic theory, two conditions must be satisfied in order for office buildings near transit stations to command higher rents, achieve higher occupancy rates, and have higher property values than their more distant competitors. First, the supply of such buildings (or the sites available for such buildings) must be limited. Second, potential tenants must be willing to pay a rent premium for transit accessibility.

Because the physical supply of land is fixed, we often assume the first condition is met, *a priori*.¹ Accordingly, we turn our attention to the demand side.

Why Office Buildings Near Transit Stations Should Rent at a Premium

Urban economics provides a persuasive explanation as to why rents and residential property values should be higher near major transportation facilities in general, and mass transit stations in particular. In theory, tripmakers who use such facilities should be able to realize travel time and/or cost

savings compared with non-users. Tripmakers who live in close proximity to such facilities will realize the greatest savings. To the extent that these savings are used to purchase space or location, rents, land, and housing prices will all be bid upward. Generally speaking, the pattern of price increases should reflect the physical configuration of the transportation facility. For most highways, the pattern of price premiums should take a corridor form. In the case of rail transit, where access to the system is via individual stations, the pattern of price premiums should take a more nodal form.

Not so obvious are the reasons why office rents and building values should be significantly higher near mass transit stations. For office tenants, as for any firm, being near a regional transportation facility offers two competitive advantages. The first is reduced input and output transportation costs. Office tenants do not generally use mass transit to distribute their outputs, but they do use it to provide them with inputs — specifically workers. To the extent that office employers pay some or all of their workers' commuting costs, they may be able to reduce those costs by locating near a transit station.² The potential for this type of cost reduction depends on many factors, including commuting and parking costs, prevailing wage rates, salaries, and benefit levels, employee mix, and ultimately the supply and demand for labor.

A second and related reason why businesses might want to cluster around transit stations is based in the theory of agglomeration economies. Agglomeration economies are inter-firm economies of scope associated with the spatial concentration of related economic activities. Economists have identified three sources of agglomeration economies: reduced vulnerability to fluctuations in the availability of inputs and sales of outputs; complementarity in labor supply and production; and economies of scope in innovation (Mills and Hamilton, 1992).

To the extent that agglomeration economies really exist, economic productivity should be higher at clusters of complementary firms. Balanced against the higher productivity associated with business clusters are higher costs, particularly land and construction costs. The result of this trade-off is the familiar pattern of taller office buildings and increased (office) densities in the downtown area.

Workplace parking, whether required by public policy or demanded in the marketplace, complicates this picture. Parking is extremely expensive. In downtown San Francisco, for example, the annual cost to a building owner of providing parking for an additional worker would range between \$2,500 and \$4,000.³ For many office firms, the costs associated with providing parking more than offset agglomeration-based cost savings or scale economies.

For many firms, locating near a transit station offers a way out of this dilemma. To the extent that public policy (or, for that matter, the marketplace) does not require office buildings near transit stations to have the same amount of parking as more distant buildings, the tenants of such buildings can take greater advantage of agglomeration economies.⁴ Depending on market conditions, building owners may be able to capture some of this advantage through rent premiums.

Why Transit-Based Office Rent Premiums Should be Temporary

A second school of thought assumes that accessibility-based rent premiums, if and when they are generated, will be quickly dissipated by additional supply. To this school of thought, non-temporary rent differentials can exist only if the supply of commercial space is extremely inelastic — usually as a result of institutional, geographic, or governmental barriers to new construction. While a few cities, San Francisco among them, have erected barriers to office development, most have not. Quite the contrary: the vast majority of cities, as a matter of public policy have sought to promote office development — sometimes, but not always, in the downtown area. Nationwide, downtown office vacancy rates rose from about 8 percent in 1980 to 17.5 percent in 1992 (Cobb and Ellis, 1986, 1994). Vacancy rates rose even in San Francisco, which, since the passage of Proposition M in 1985, has limited new office development to 400,000 square feet per year.

This second school of thought views office tenants as footloose, office space as a commodity undifferentiated by location, and agglomeration economies as being of much less importance. To the extent that office tenants can maintain productivity and reduce costs by moving to a lower-rent location, they will. For some tenants, this may mean moving to a suburban office park. For others, it may mean staying in the central city, but moving to a lower-rent location. Either way, the implication is the same: unless there are permanent and widely-valued cost or agglomeration economies associated with transit-accessible office locations, any rent premiums associated with those locations should be temporary.

Empirical Studies: A Review

Empirical studies of the relationship between transit service and property values are somewhat rare, studies of the empirical determinants of office building performance are much rarer, and studies linking office building performance to transit access are virtually non-existent. In the first category, most studies linking transit and property values have focused on residential property values and single-family housing prices (Huang, 1994). Although they employ a variety of methodologies, in general they find that proximity to transit is positively capitalized (albeit at different levels) into residential property values.

Empirical studies of office building performance, the second area, can themselves be separated into three groups: *asset-return* studies that consider the macro-economic determinants of real estate returns (DiPasquale and Wheaton, 1992; Aldrich, Eastman, and Altch, 1991; Gilberto, 1991; and Miles, Cole, and Guilkey, 1990); *office space market* studies that consider longer-term relationships between rents, occupancy levels, absorption, and new construction in particular office markets (Rosen, 1984, Wheaton and Torto, 1988; Schilling, Sirmans, and Corgel, 1987; and Clapp, Pollakowski and Lynford, 1992); and *hedonic appraisal* studies that consider the performance of particular office buildings as a function of their physical, locational, tenant, and management characteristics. Because accurate

performance and tenant data for particular office properties is generally proprietary, except for Vandell (1987), there have been virtually no published studies in this last category.

The relationship between BART and the Bay Area office market was a major focus of the original BART Impact Study (Falcke: Metropolitan Transportation Commission, 1979). While acknowledging that insufficient time had passed between BART's completion and their analysis, Falcke offered a number of preliminary findings. Studying office buildings in downtown San Francisco, Oakland, and Walnut Creek, he concluded that there were office rent premiums associated with proximity to a BART station. The magnitude of these premiums, Falcke found, was greatest for higher-quality buildings, and in downtown Oakland. Based on interviews with office tenants, he concluded that while BART had not (as of 1976) caused a regional redistribution of office growth, within the greater BART service area, it had served to concentrate office development along BART lines. Interviews with business leaders also revealed public transit service to be only a minor factor in most employers' location decisions — a portent of the massive office decentralization yet to come.

In a more recent analysis, Cervero, Landis, and Hall (1991) studied office rent, vacancy, and absorption trends at five MARTA (Atlanta) and Metro (Washington, D.C.) transit stations for the 1980-89 period; they found a slight, but statistically significant, relationship between station area office rents and transit system ridership. The fact that *system ridership*, not station-based ridership, was found to be correlated with station area rents suggests that transit's influence on rents is probably more a function of the overall demand for transit than of demand at particular stations (Cervero and Landis, 1993).

III. Office Data and Trends

Office Market Data

One of the reasons why more office building performance studies (of any type) have not been undertaken is that comprehensive, reliable, multi-year data on office building performance is difficult to come by. Commercial real estate information is not routinely collected by any governmental agency. What information is available is collected by private consulting and/or brokerage firms and is made available primarily in subscription form. Different data sources are rarely comparable. Some sources count only "speculative" buildings, others include owner-occupied buildings. Some sources consider only buildings larger than 50,000 square feet. No source lists actual lease rates; most list asking rents. Most sources consider only contracted occupancy; relatively few sources consider leased-but-available-for-sublet space.

The office data used in this analysis were culled from *Black's Office Leasing Guide: 1993 for the San Francisco Bay Area*, published annually by McGraw-Hill. *Black's Guide* includes a comprehensive listing of available space in any office building of 15,000 square feet or more. The information pub-

lished in *Black's Guide* is continually gathered from developers, owners, leasing agents, and other sources. Reported information includes:

- Property name
- Property address
- Total building square footage
- Average square footage per floor
- Number of stories
- Asking rent
- Type of lease
- Year built
- Number of parking spaces available to tenants per 1,000 square feet of office space
- Current space availability

Asking rents are reported on either a gross basis (all services included) or a net basis (some services to be paid for by tenants). Only asking rents are reported. Contract rents, which are the product of lease negotiations between individual tenants and landlords, are not reported. Depending on the balance between supply and demand in the market, contract rents (unreported) may vary significantly from asking rents (reported).

Making Spatial Comparisons

This paper considers differences in office building rents and occupancy rates as a function of proximity to the nearest BART station. Distances are measured in terms of concentric rings of 1/8, 1/4, 3/8, and 1/2 mile from each BART station. In downtown San Francisco, where many buildings are within 1/2 mile of two BART stations, distances are measured in concentric rings of 1/8 and 1/4 mile.

Determining which buildings fall within which distance rings is a straightforward but time-consuming process (Figure 1). First, each office building is located on a computerized street map through a technique known as address-matching.⁵ Next, a series of distance rings is drawn around each BART station, and used to identify each building. These functions were undertaken using MapInfo for Windows, a PC-based geographic information system. Street maps showing building locations for downtown San Francisco, Oakland, Berkeley, Fremont, Walnut Creek, and Concord are included in Appendix A.

1993 Office Market Conditions in San Francisco, Alameda, and Contra Costa Counties

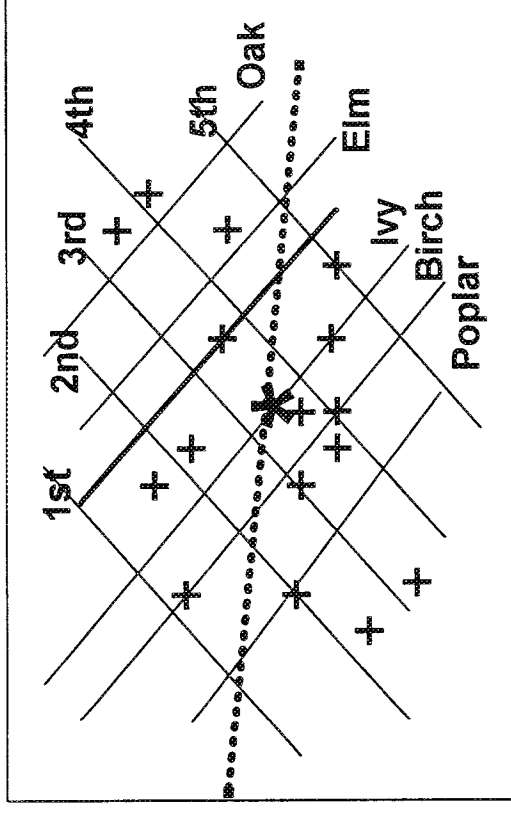
The significance of any BART-related office rent premium can only be evaluated in the context of the larger tri-county (Alameda, Contra Costa, and San Francisco) office market. As of 1993, the tri-county office market was not substantially over-built — unlike most other urban office markets in the U.S. We estimate San Francisco's 1993 office vacancy at 10.5 percent;⁶ the composite rate for buildings located in the downtown area was an even lower 7.6 percent (Table 1). Nationwide, according to CB Commercial, the average 1993 CBD office market vacancy rate was 17.5 percent.

Figure 1: Procedure for Identifying Office Proximity to BART Stations

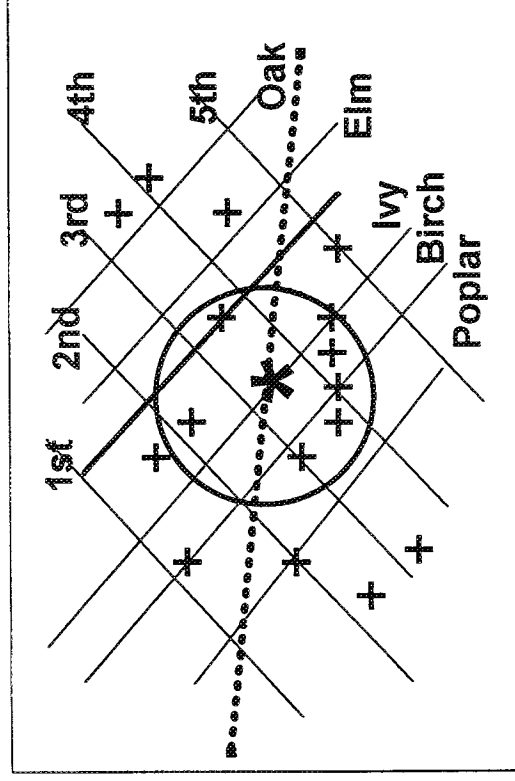
Step 1: Office inventory

657 Elm Street
 344 Oak Street
 400 Birch Street
 200 Poplar Street
 234 Ivy Street
 473 Elm Street
 451 Birch Street

Step 2: Address match offices



Step 3: "Buffer" transit station



Step 4: Select offices in buffer

200 Poplar Street
 234 Ivy Street
 344 Oak Street

**Table 1: 1993 Alameda, San Francisco, and Contra Costa County
Office Market Inventory, Rent and Vacancy Rate Information
by County and City**

<u>Market (County and City)</u>	<u>Total Space (\$QFT)</u>	<u>Full Rent (\$/SQFT)</u>	<u>Partial Rent (\$/SQFT)</u>	<u>Vacancy Rate</u>	<u>No. of Buildings</u>
<i>Three County Region</i>	155,044,143	1.36	0.99	11.58%	1626
<i>San Francisco County</i>	76,585,860	1.47	1.11	10.51%	520
Downtown	49,788,786	1.45	1.13	7.62%	263
Other	26,797,074	1.48	1.10	15.87%	257
<i>Alameda County</i>	48,709,198	1.25	0.83	15.71%	727
Alameda	4,192,061	1.44	1.23	12.99%	52
Berkeley	1,678,523	1.61	1.30	14.36%	31
Castro Valley	72,585	1.98	NA	3.31%	3
Dublin	1,180,595	1.15	0.80	15.55%	24
Emeryville	1,654,284	1.33	1.21	12.94%	16
Fremont	11,230,506	1.08	0.71	21.03%	198
Hayward	3,359,863	1.07	0.73	20.94%	71
Livermore	583,028	0.65	0.73	25.31%	21
Newark	784,335	1.31	0.70	14.32%	12
Oakland	13,594,015	1.31	1.12	12.25%	153
Piedmont	15,000	2.00	NA	8.67%	1
Pleasanton	8,675,179	1.22	0.83	17.01%	101
San Leandro	1,034,985	1.07	0.75	16.47%	28
Union City	654,239	0.95	0.84	6.62%	16
<i>Contra Costa County</i>	29,749,085	1.40	1.13	7.55%	379
Alamo	117,400	1.79	1.93	32.99%	5
Antioch	6,952	NA	NA	0.00%	1
Concord	5,130,608	1.19	1.09	9.55%	76
Danville	487,000	1.46	1.42	9.79%	15
El Cerrito	18,000	1.35	NA	6.11%	1
El Sobrante	19,000	NA	1.20	31.89%	1
Hercules	118,462	NA	0.83	9.29%	3
Lafayette	714,951	1.62	NA	7.56%	23
Marinez	548,394	1.35	1.20	1.86%	10
Moraga	25,256	1.48	NA	29.41%	4
Orinda	140,251	1.85	NA	16.35%	9
Pinole	18,000	1.25	NA	4.67%	1
Pleasant Hill	1,096,203	1.33	1.05	8.42%	19
Richmond	1,007,144	1.08	0.71	17.70%	10
San Pablo	41,000	1.00	NA	11.21%	2
San Pablo	41,000	1.00	NA	28.75%	2
San Ramon	13,260,601	1.37	0.70	3.53%	56
Walnut Creek	6,958,863	1.48	1.32	11.61%	141

Source: Assembled from Black's Office Guide, 1993

Vacancy rates were considerably higher across the Bay, in Alameda County. Among cities with a significant stock of office buildings, 1993 vacancy rates ranged from a low of 12.3 percent in Oakland, to a high of 25.3 percent in Livermore. Vacancy rates in suburban cities, including Dublin, Fremont,

Livermore, and Pleasanton,⁷ were considerably higher than in the urban core of Berkeley-Emeryville-Oakland. Nationwide, according to CB Commercial, the composite 1993 suburban office market vacancy rate was about 18 percent.

With a composite vacancy rate of only 7.6 percent, Contra Costa was the "tightest" county office market in the tri-county area in 1993. In terms of actual space, the Contra Costa County office market is really two markets: the Walnut Creek-Pleasant Hill-Concord market and the San Ramon-Bishop Ranch Market. According to estimates assembled from *Black's Guide*, the San Ramon-Bishop Ranch vacancy rate in 1993 was an unbelievably low 3.5 percent.⁸ Somewhat more believable is the Walnut Creek-Pleasant Hill-Concord market's 10 percent (composite) vacancy rate.

Theory suggests that office rents should be inversely proportional to vacancy rates (that is, the higher the vacancy rate, the lower the rent level) and decline with distance from the central city. As Figures 2 and 3 indicate, neither theory would seem to have much validity in the tri-county office market in 1993. Office market rents *do* decline as vacancy rates and distance from the CBD rise, but only very slightly, and only at the extremes. Regardless of market vacancy rates or traveltime to downtown San Francisco, full-service asking rents in 1993 fell within a range of \$1.00 to \$1.60 per square foot. What these findings suggest is that building and tenant quality, space availability, and specific location were as important to the determination of full-service asking rents as were area vacancy rates and proximity to the regional CBD.

BART and Office Construction

BART has had a significant impact on Bay Area office development trends, particularly in San Francisco. BART's effects on new construction are best viewed as occurring in three distinct periods. (1) up to and including 1962, the year the bond issue authorizing the construction of BART was approved by Alameda, Contra Costa, and San Francisco County voters; (2) 1963-1974, the years of BART's construction; and (3) 1975 onward.

San Francisco: Together with several other development policy initiatives, BART has served to concentrate San Francisco office construction in the downtown area. As Figure 4 indicates, BART's role in this respect was apparent well before Transbay BART service began in 1975. Prior to 1962, we estimate that San Francisco's office stock totaled approximately 18.8 million square feet.⁹ Of this total, a little more than half was located in the downtown area, within a quarter-mile of what would be the locations of the Embarcadero, Montgomery, Powell, and Civic Center BART stations. During the 12 years of BART construction, from 1963 to 1974, San Francisco's office inventory expanded by 16 million square feet. More than two-thirds of the office space built in San Francisco during this period was located within a quarter-mile of the four downtown BART stations; nearly half of it was built in close proximity to the Embarcadero BART station.

Figure 2: Comparison of 1993 Full Service Asking Rents and Vacancy Rates for Selected Alameda, Contra Costa and San Francisco Office Markets

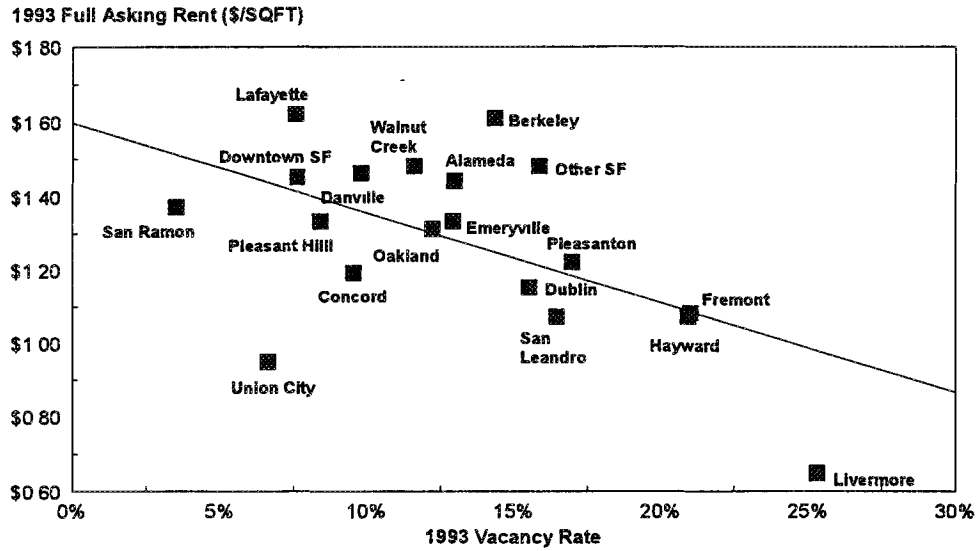


Figure 3: Comparison of 1993 Full Service Asking Rents with Generalized Traveltime to Downtown San Francisco for Selected Alameda, Contra Costa and San Francisco Office Markets

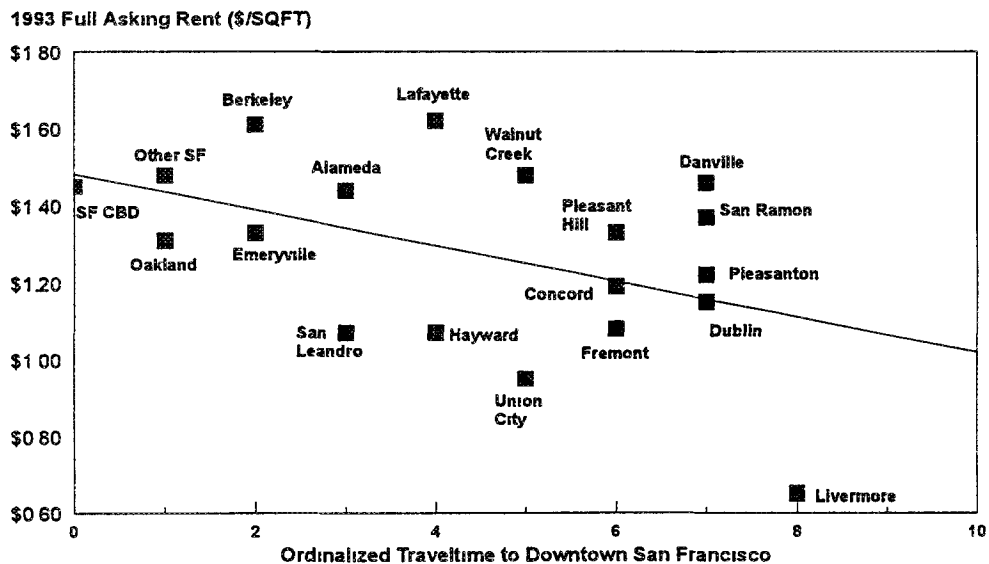
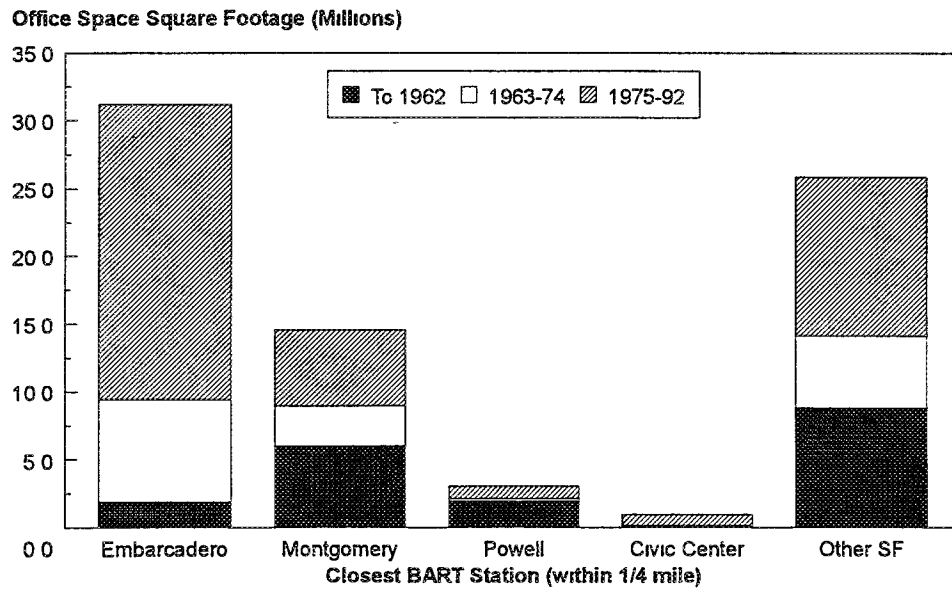
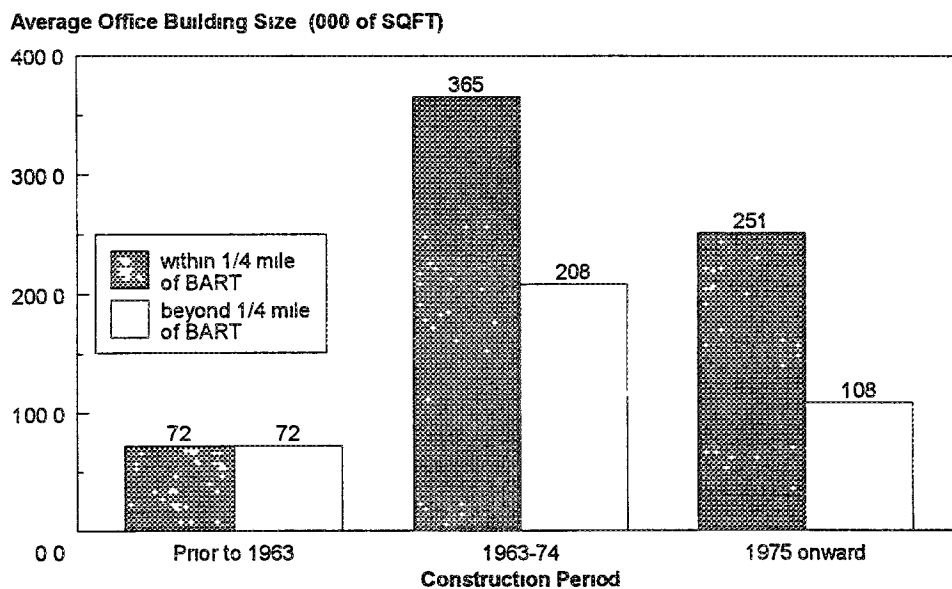


Figure 4: San Francisco Office Space Construction by Period: Prior to 1963, 1963-1974, 1975-92



Source: Black's Guide 1993

Figure 5: San Francisco Average Office Building Size by Date of Construction: Prior to 1963, 1963-1974, 1975-92



Source: Black's Guide 1993

The 16 million square feet of new office space constructed between 1963 and 1974 was but a preview of what was coming. During the next 18 years, between 1975 and 1992, another 40 million square feet of office space — more than was already there — would be built in San Francisco. Nearly three-quarters of this amount would be built in downtown areas, within a quarter-mile of one of the four downtown BART stations; more than half would be located in the vicinity of the Embarcadero BART station.

As Figure 5 indicates, BART also facilitated the development of larger office buildings. The average size of San Francisco office buildings built prior to 1962 — whether in the downtown area or not — was 72,000 square feet. The average size of office buildings constructed between 1963 and 1974 was 365,000 square feet for buildings located within a quarter-mile of later BART stations, but only 208,000 square feet for buildings located beyond the downtown area. As a result of public policies favoring smaller building footprints, office buildings constructed since 1975 tend to be smaller than buildings constructed in the 1960s and early 1970s. This trend notwithstanding, the average size of new office buildings outside BART station areas and constructed since 1975 is only 108,000, less than half the size of office buildings of a similar age located within a quarter-mile of a BART station.

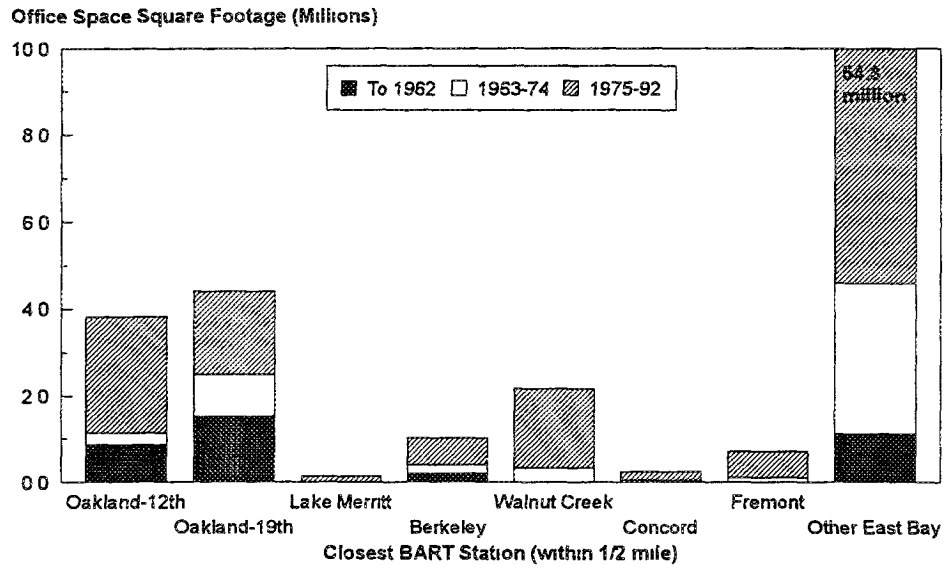
Alameda and Contra Costa Counties: In contrast to San Francisco, BART has not served to concentrate office development in the East Bay. In fact, as Figure 6 shows, office construction during the last 30 years has favored those cities without BART service.

As of 1962, the East Bay office market totaled about 3.7 million square feet. Of this total, about two-thirds was located within a half-mile of proposed BART stations in downtown Oakland, Berkeley, Walnut Creek, Concord, and Fremont. During the 12 years (during which time BART was under construction), the supply of office space in the East Bay grew by roughly 5.4 million square feet. Of this total, only 1.9 million square feet (or about a third of this total) was located within a half-mile of proposed BART stations.

The trend toward office decentralization in the East Bay reached its zenith in the 1980s. Of the 60 million square feet of new office space constructed in Alameda and Contra Costa counties between 1975 and 1992, less than 15 percent was located within a quarter-mile of a BART station. Most of the new office space constructed in the East Bay since 1975 is located at suburban freeway interchanges.

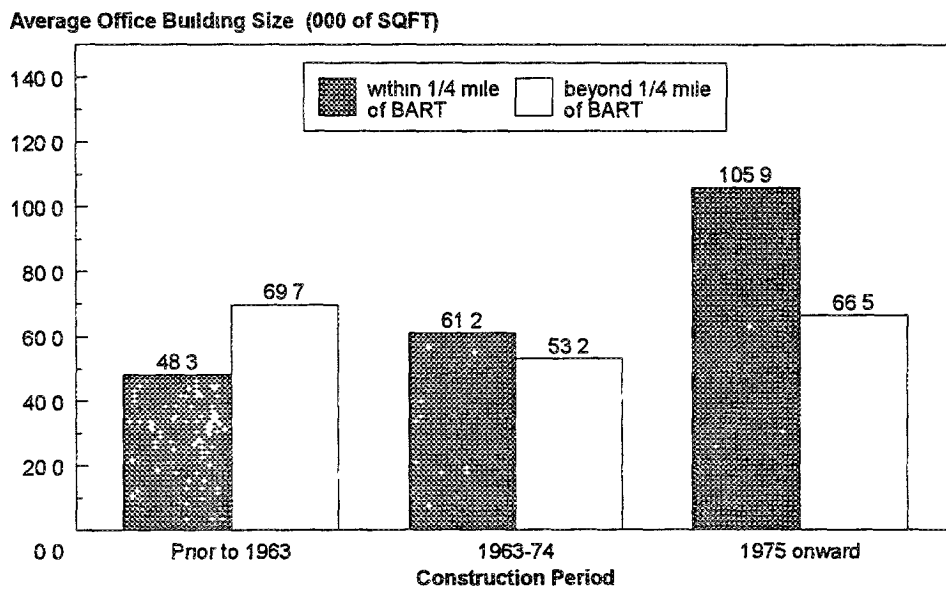
As in San Francisco, newer office buildings located near BART stations are significantly larger than their suburban counterparts. The average size of office buildings constructed since 1975 and located within a quarter-mile of a BART station is 105,000 square feet. The average size of office buildings constructed since 1975 but located more than quarter-mile from a BART station is only 66,500 square feet. As Figure 7 shows, the size gap between office buildings near BART and not near BART has grown since the 1960s.

**Figure 6: East Bay Office Space Construction by Period:
Prior to 1963, 1963-1974, 1975-92**



Source: Black's Guide 1993

**Figure 7: East Bay Average Office Building Size by Date of
Construction: Prior to 1963, 1963-1974, 1975-92**



Source: Black's Guide 1993

Why These Differences? Why did BART help concentrate office development in San Francisco, but not in Alameda or Contra Costa counties? As part of an extensive downtown redevelopment effort, and related to its planning for BART, the city of San Francisco had, during the 1950s and 1960s, cleared vast areas of the Embarcadero. Large parcels suitable for modern office buildings were thus available right at what would become San Francisco's premier BART station. More important still, San Francisco officials and citizens have adopted a succession of public policies aimed at concentrating office development in the downtown area, and preventing its intrusion into residential neighborhoods. The first such policy was the Downtown Plan, adopted by the Board of Supervisors in 1985, and subsequently followed almost to the letter. The Downtown Plan was followed in 1986 by the passage of Proposition M, a citizen initiative limiting annual office construction to 400,000 square feet, thereby forcing office developers to compete for allotments. The ratings system adopted by the city for evaluating competing office development proposals strongly favors downtown locations. Thus, one effect of Proposition M was to make potential downtown development sites even more valuable.

Taken together, these three policy initiatives, site clearance and land assembly, downtown-oriented commercial zoning (later augmented with development incentives), and the construction of a supporting transportation infrastructure — BART — have prevented office development from decentralizing within San Francisco.

Ironically, these same policies helped to promote office decentralization outside of San Francisco. As downtown San Francisco office rents rose — partly as a response of the supply limitations inherent in Proposition M, and partly because of the inconvenience and high cost of development in the downtown area, more and more office tenants began looking elsewhere in the region for office space. What these tenants found were cities with excess highway capacity, plenty of developable land, relatively liberal zoning and land use policies, and a yen to become a suburban office center. In the absence of a regional growth coordinating agency, cities began competing with each other for commercial development.

For a variety of reasons, Oakland — the one other city in the region with plans to use BART as a catalyst for downtown office development — failed to capture a significant share of the region's expanding office inventory. Instead, office developers and office tenants turned their attention to the Interstate 680 corridor in central Contra Costa County. The northern part of this corridor, the area between downtown Walnut Creek and downtown Concord, was served by BART. The southern part, from Danville to Pleasanton was not.

IV. Office Building Performance as a Function of BART Station Proximity

To what extent does the office market reward proximity to a BART station, either in terms of higher rents or higher occupancy rates? This section uses a series of increasingly sophisticated statistical comparison to answer this question.

Comparing Station Area Rents

Rents are the most common measure of office building attractiveness and performance. The higher the rent a building can command, the more attractive it is presumed to be to potential tenants. Similarly, for a given level of expenses, the higher the rent, the more profitable the building to its owner, and ultimately, the greater the building value.

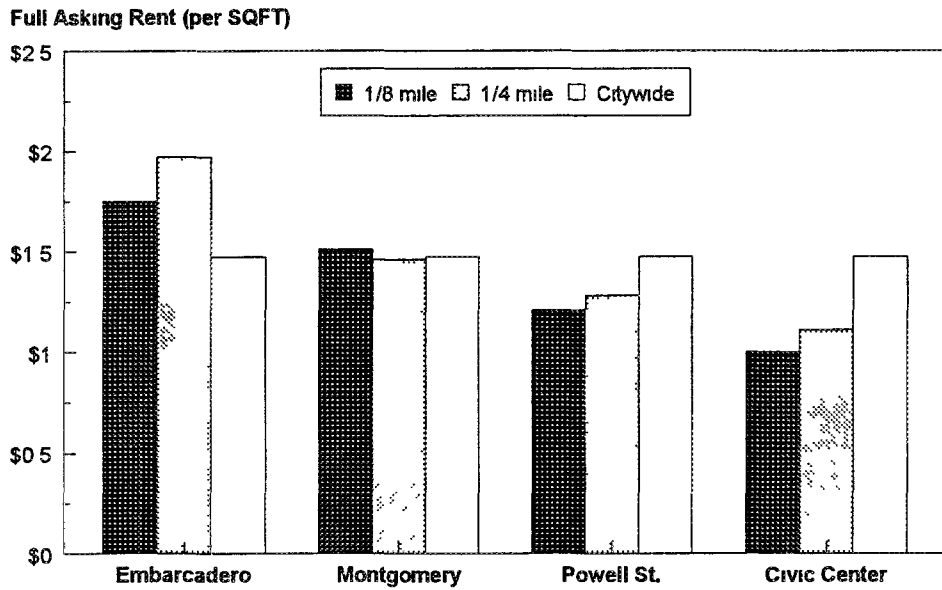
Figures 8 and 9 summarize 1993 average per-square-foot full-service office rents by proximity to the nearest BART station, for selected San Francisco and East Bay BART stations. If indeed office tenants systematically valued accessibility to BART, then one would expect to find a pattern of higher office rents for buildings closer to BART stations. No such pattern is evident from Figures 8 and 9.

Comparing specific stations:

- While average full-service office rents were slightly higher near the *Embarcadero BART station* than for San Francisco as a whole, available space in those buildings nearest the station (i.e., within an eighth of a mile) rented at a discount of nearly \$.25 when compared with space in slightly more distant buildings.
- Full-service asking rents were about the same for space in buildings within an eighth of a mile, and between an eighth and a quarter of a mile of the *Montgomery Street BART station*.
- Full service asking rents were somewhat lower for space in buildings adjacent to the *Powell Street BART station* than for buildings elsewhere in the city.
- Space in office buildings adjacent to the *Civic Center BART station* rented at a significant discount when compared with buildings elsewhere.
- Full service asking rents were negligibly higher for space in buildings near the *Downtown Berkeley BART station* than for space elsewhere in Berkeley.
- Full-service asking rents were considerably higher for space in buildings within a half-mile of the *Fremont BART station* as compared with space elsewhere in Fremont.
- Space in buildings within an eighth-mile of *Oakland's 12th Street BART station* rented at a premium of about \$.20 per square foot when compared with more distant space.
- Conversely, space in buildings within an eighth-mile of *Oakland's 19th Street BART station* rented at a discount of nearly \$.30 per square foot when compared with slightly more distant space.
- There is a very clear office rent gradient around the *Walnut Creek BART station*. For every eighth-mile of additional distance from the station, full service asking rents declined by about \$.15 per square foot.
- There were not enough office buildings (with available space) around the other BART stations for reliable rent comparisons.

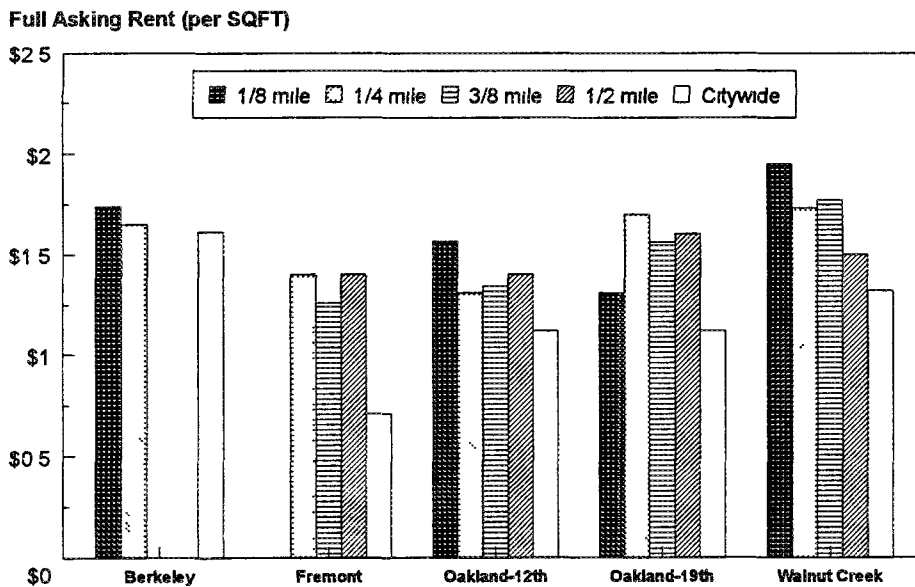
The results of these comparisons are unequivocal: as of 1993, office space near BART stations did not command any sort of systematic rent premium when compared with space elsewhere.

Figure 8: Average 1993 Office Rents in 1/8 Mile Distance Rings from Downtown San Francisco BART Stations



Source: Black's Guide 1993

Figure 9: Average 1993 Office Rents in 1/8 Mile Distance Rings from Selected East Bay BART Stations



Source: Black's Guide 1993

Comparing Occupancy Rates

Asking rents (whether full-service or net) are not always a reliable indicator of office building profitability. Particularly in markets with excess capacity, asking rents may have very little to do with ultimate lease rates. Moreover, in order to "do deals" (and earn commissions), leasing agents are continually competing on rents. Occupancy rates are a complementary measure of office building profitability to rents. For a given rent level, the higher its occupancy rate, the more profitable a building is likely to be.

Figures 10 and 11 summarize 1993 office building occupancy rates by proximity to the nearest BART station, for selected San Francisco and East Bay BART stations. If, in fact, proximity to BART makes a building more attractive to potential tenants, then one would expect to find a pattern of higher occupancy rates for buildings closer to BART stations. Depending on the BART station, this is in fact the case. Comparing specific stations

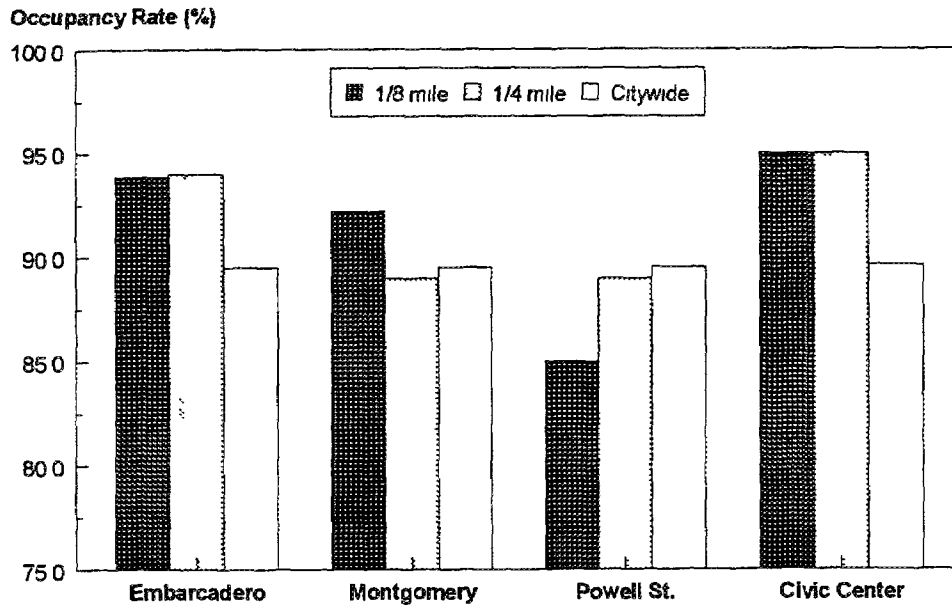
- 1993 office occupancy rates for buildings within one-quarter-mile of the *Embarcadero BART station* were roughly 5 percent higher than for the city as a whole.
- 1993 office occupancy rates for buildings within an eighth-mile of the *Montgomery Street BART station* were about 3 percent higher than for the city as a whole.
- Conversely, occupancy rates for buildings within an eighth-mile of the *Powell Street BART station* were about 4 percent lower than for the city as a whole.
- Occupancy rates for buildings within a quarter-mile of the *Civic Center BART station* were about 6 percent lower than for the city as a whole.
- Occupancy rates for buildings within an eighth-mile of the *Downtown Berkeley BART station* were about 4 percent higher than for the city as a whole.
- Occupancy rates for buildings within an eighth-mile of the *Fremont BART station* were more than 10 percent higher than for the city as a whole.
- Occupancy rates for buildings within an eighth-mile of the *Oakland-12th Street and Oakland-19th Street BART stations* were comparable to the city as a whole, but 5 to 7 percent lower than for buildings located between an eighth-mile and a quarter-mile of the stations.
- There is a very clear occupancy rate gradient around the *Walnut Creek BART station*. For every eighth-mile of additional distance from the station, occupancy rates rise about two percentage points

The results of these comparisons suggest that office buildings immediately adjacent to BART stations are more fully occupied than more distant buildings. However, the magnitude of this advantage varies by market.

How Significant?

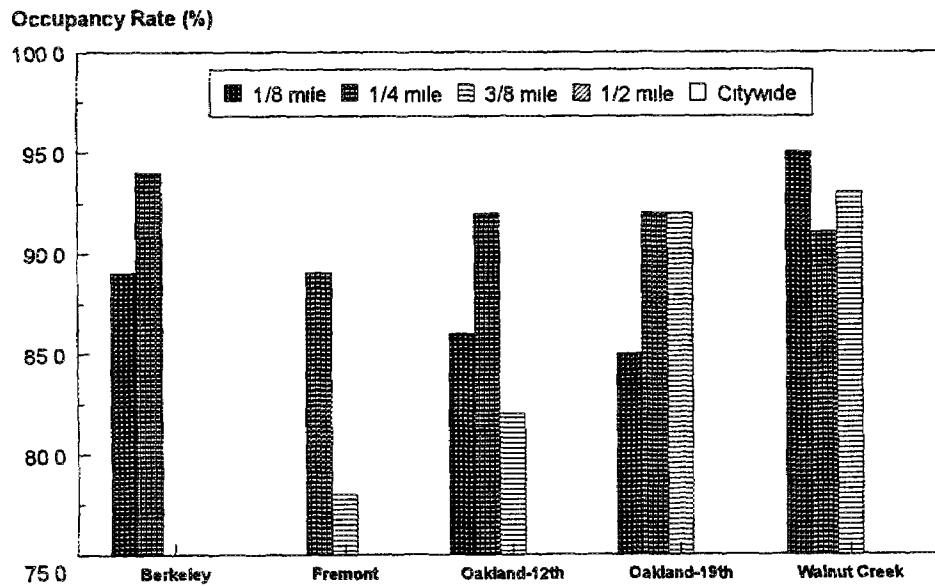
How significant are the rent and vacancy rate differences presented above? To find out, we used a statistical technique known as analysis-of-variance, or ANOVA. ANOVA is used to compare the values of a particular interval variable (in this case, full rent, partial rent, and building vacancy rates)

Figure 10: Average 1993 Office Occupancy Rates in 1/8 Mile Distance Rings from Downtown San Francisco BART Stations



Source: Black's Guide 1993

Figure 11: Average 1993 Office Occupancy Rates in 1/8 Mile Distance Rings from Selected East Bay BART Stations



Source: Black's Guide 1993

across mutually-exclusive categories (in this case, BART station "rings" of 1/8, 1/8-1/4, 1/4-3/8, 3/8-1/2, and > 1/2 mile radius). Significant differences are defined as those differences in which the between-category variation exceeds the within-category variation as determined by the F-ratio.¹⁰

Table 2 summarizes ANOVA runs for full rent, partial rent, and vacancy rate, by eighth-mile BART station-ring category using the full sample (all office buildings within Alameda, Contra Costa, and San Francisco Counties) and individual Berkeley,¹¹ Concord, Fremont, Oakland, Walnut Creek, and downtown San Francisco samples. For full rent, only the Fremont and Walnut Creek gradients are statistically significant. In both cities, full-service office rents fall the farther a particular office building is located from a BART station. For partial rent, only the Fremont and Oakland gradients are statistically significant. These results suggest that, except in Fremont, office buildings located near BART stations do not fetch consistently higher rents or attain higher occupancy levels.

Table 2: Office Rent and Vacancy Rate Comparisons for 1/8, 1/4, 3/8, and 1/2 BART Station Distance Rings

Market Area and BART Station	Distance Rings (bolded entries are significant at the 95 level)										F -ratio	
	<1/8 Mile		1/8-1/4 Mile		1/4-3/8 Mile		3/8-1/2 Mile		> 1/2 Mile		F	Signif
	Mean	Num	Mean	Num	Mean	Num	Mean	Num	Mean	Num		
<u>Full Rent</u>												
Berkeley*	\$1 63	2	\$1 52	5	\$0 00	0	\$2 00	1	\$1 63	4	1 10	0 405
Concord	\$0 00	0	\$0 00	0	\$1 27	2	\$1 00	1	\$1 19	35	0 63	0 538
Fremont	\$0.00	0	\$1 40	2	\$1.34	3	\$1.31	6	\$0 95	19	3.10	0 044
Oakland*	\$1 31	9	\$1 23	30	\$1 35	9	\$1 45	14	\$1 24	33	0 91	0 462
Walnut Creek	\$1.95	1	\$1 66	8	\$1.74	8	\$1.45	5	\$1 40	48	6.58	0.000
San Francisco*	\$1 45	44	\$1.44	157	\$0.00	0	\$0 00	0	\$1 48	119	0.37	0 692
Three County Total	\$1 43	58	\$1 43	206	\$1 45	26	\$1 44	37	\$1 35	313	1 85	0 118
<u>Partial rent</u>												
Berkeley*	\$1 05	1	\$1 48	3	\$0 00	0	\$0 00	0	\$1 00	1	21 7	0 044
Concord	\$0 00	0	\$0 00	0	\$0 00	0	\$0 00	0	\$1 09	11	NA	NA
Fremont	\$0.00	0	\$1.50	1	\$1.29	1	\$0.75	1	\$0.68	56	8.21	0 000
Oakland*	\$1.22	10	\$1.18	5	\$1.16	11	\$1.45	8	\$0.89	9	2.85	0.037
Walnut Creek	\$0 00	0	\$0 00	0	\$1 47	1	\$1 45	1	\$1 28	7	0 43	0 668
San Francisco*	\$1 40	5	\$1.11	21	\$0.00	0	\$0 00	0	\$1 10	41	1.28	0 284
Three County Total	\$1 27	16	\$1 17	30	\$1 20	13	\$1 36	11	\$0 89	182	4 20	0 003
<u>Vacancy Rate (%)</u>												
Berkeley*	8%	5	19%	14	0%	0	2%	2	32%	10	0 82	0 496
Concord	0%	0	0%	0	26%	1	48%	1	30%	51	0 07	0 931
Fremont	0%	0	12%	3	21%	4	28%	7	52%	79	2.39	0 074
Oakland*	29%	19	19%	35	23%	20	21%	22	33%	44	2 20	0 072
Walnut Creek	12%	1	10%	8	13%	9	18%	7	25%	57	1 39	0 246
San Francisco*	18%	58	18%	201	0%	0	0%	0	28%	177	8.60	0 000
Three County Total	20%	85	18%	265	19%	41	23%	50	33%	555	4 82	0 001

Notes * includes multiple BART stations

Note that some of the eighth-mile BART rings profiled in Table 2 do not include any office buildings. This suggests that our inability to identify statistically significant rent and vacancy rate gradients may be due to a shortage of observations. Accordingly, we reclassified the samples into two

distance-ring categories, those office that were within ½ mile of a BART station and those that were beyond ½ mile, and reran the analysis. As shown in Table 3, the results don't change. Overall, proximity to a BART station does not appear to be a significant determinant of rent or occupancy.

Table 3: Office Rent and Vacancy Rate Comparisons for 1/2 BART Station Distance Rings

Market Area and BART Station	Distance Rings (bolded entries are significant at the .95 level)				F -ratio	
	<=1/2 Mile		> 1/2 Mile		F	Signif
	Mean	Num	Mean	Num		
<u>Full Rent (\$/sqft/month)</u>						
Berkeley*	\$1 61	8	\$1 63	4	0 01	0 914
Concord	\$1 18	3	\$1 19	35	0 00	0 984
Fremont	\$1.34	11	\$0.95	19	9.89	0.004
Oakland*	\$1 31	62	\$1 24	33	0 68	0 412
Walnut Creek	\$1.65	22	\$1.40	48	18.13	0.000
<u>San Francisco*</u>	<u>\$1 44</u>	<u>201</u>	<u>\$1 48</u>	<u>119</u>	<u>0 72</u>	<u>0 396</u>
Three County Total	\$1 43	327	\$1 35	313	0 74	0 390
<u>Partial rent (\$/sqft/month)</u>						
Berkeley*	\$1 05	1	\$1 00	1	2 21	0 234
Concord	\$0 00	0	\$1 09	11	NA	NA
Fremont	\$0.00	0	\$0.68	56	15.99	0.000
Oakland*	\$1.22	10	\$0.89	9	7.69	0.008
Walnut Creek	\$0 00	0	\$1 28	7	1 00	0 350
<u>San Francisco*</u>	<u>\$1 40</u>	<u>5</u>	<u>\$1.10</u>	<u>41</u>	<u>0 42</u>	<u>0 519</u>
Three County Total	\$1 27	16	\$0 89	182	11 91	0 001
<u>Vacancy Rate (%)</u>						
Berkeley*	14%	21	32%	10	1 89	0 179
Concord	37%	2	30%	51	0 04	0 836
Fremont	22%	14	52%	79	6.95	0.010
Oakland*	22%	96	33%	44	6.49	0.012
Walnut Creek	13%	25	25%	57	5 18	0 026
<u>San Francisco*</u>	<u>18%</u>	<u>259</u>	<u>28%</u>	<u>177</u>	<u>17.23</u>	<u>0.000</u>
Three County Total	19%	441	33%	555	18 82	0 000

Notes * includes multiple BART stations

Controlling for Building Quality

The comparisons summarized in Tables 2 and 3 consider only distance to the nearest BART station. They do not consider building quality. In Fremont, for example, it is quite conceivable that the buildings located near the BART station are of higher quality than those located elsewhere, and that what appears to be a proximity-to-BART rent or occupancy premium is really a premium on building quality. Similarly, the fact that office buildings near San Francisco BART stations have higher occupancy levels may be a function of building quality, and not proximity to a BART station.

Multiple regression allows one to investigate one set of relationships while statistically controlling for another. In this case, we wish to control for building quality and local market performance in order to investigate the contribution of BART access to rents and occupancy levels.

Office building quality and market performance can be measured along a number of dimensions:

1. *Building size:* All else being equal, larger buildings offer greater flexibility to meet tenant needs, and thus should rent at a premium
2. *Average floorplate:* Similarly, many tenants prefer larger floorplates because they provide greater efficiencies in configuring office space. All else being equal, we might expect large-floorplate buildings to rent at a premium
3. *Building age:* Older buildings tend to be less energy- and space-efficient than new ones, as well as somewhat less prestigious. All else being equal, we would expect older buildings to rent at a discount and be less attractive to tenants.
4. *Number of floors:* Taller buildings provide better views. All else being equal, we would expect taller buildings to rent at a premium.
5. *Parking Spaces per 1,000 square feet of office space.* Some office tenants require parking; others view it as a useful perk for managers. All else being equal, we would expect buildings with greater parking capacity to rent at a premium
6. *Available space for lease:* This variable can cut both ways. On the one hand, having too little space available for lease may limit opportunities to sign tenants with large space needs. Too much available space may also put downward pressure on rents.
7. *Market area vacancy rate:* All else being equal, a lower citywide office market vacancy rate should be associated with building higher rents.
8. *Market area office rents:* All else being equal, the higher the market-area rent level, the higher the asking rent for buildings in that market area.

Table 4 presents the results of four multiple regression models comparing 1993 *full* asking rents by building (dependent variable) with various measures of building quality and market performance (independent variables) as well as dummy variables indicating how far a particular building is from the nearest BART station. Separate models were estimated for buildings in San Francisco, Oakland, Walnut Creek, as well as for the entire three-county sample.

Rent levels are notoriously difficult to predict — an observation confirmed by the poor model "fits" shown in Table 4. For the three county sample as a whole, the combination of all the independent variables explains only 39 percent of the variation in 1993 full asking rents. For the San Francisco sample, this measure of goodness-of-fit declines to 21 percent. In Oakland, the various independent variables explain only 26 percent of 1992 full asking rents. In terms of overall goodness-of-fit, the Walnut Creek model is actually quite good: the independent variables explain nearly three-fifths of the variation in 1993 asking rents.

As to the question of whether office buildings near BART stations rent at a premium, Table 4 confirms previous results: in San Francisco and Oakland, they do not. In Walnut Creek, however,

**Table 4: Regression Results Comparing Office Building 1993
Full Asking Rents with Building Characteristics,
Market Characteristics, and Proximity to a BART Station**

<i>Dependent Variable</i> 1993 Full Asking Rent (\$/SQFT/month) by Building								
<i>Independent Variables</i>	Office Market							
	3- County		San Francisco Buildings		Oakland Buildings		Walnut Creek Buildings	
	Coefficient	t-stat	Coefficient	t-stat	Coefficient	t-stat	Coefficient	t-stat
<u>Building Variables</u>								
Building Size (SQFT)	0 000000	4 79	0 0000008	4 11	0 000002	4 59	not stat	significant
Avg Floorplate (SQFT)	0 000003	2 56	not stat	significant	not stat	significant	not stat	significant
Building Age	-0 003750	-5 20	-0 00250	-2 06	not stat	significant	-0 01460	-3 58
Parking Spaces/1000 SQFT	-0 05	-3 31	not stat	significant	not stat	significant	-0 065	-2 38
Number of Floors	not stat	significant	not stat	significant	not stat	significant	not stat	significant
Available SQFT	not stat	significant	not stat	significant	not stat	significant	0 0000007	3 95
<u>Market Variables</u>								
Market Area Vacancy Rate	not stat	significant	not entered		not entered		not entered	
Market Area Rent	0 68	7 58	not entered		not entered		not entered	
<u>Bart Proximity Dummy Variables</u>								
within 1/8 mile of BART station	not stat	significant	not stat	significant	not stat	significant	not stat	significant
within 1/4 mile of BART station	-0 18	-3 20	not stat	significant	not stat	significant	not stat	significant
within 3/8 mile of BART station	not stat	significant	not entered		not stat	significant	0 24650	4 19
within 1/2 mile of BART station	0 23	4 14	not entered		not stat	significant	not stat	significant
CONSTANT	0 64	4 73	1 46	19 84	1 14	29 17	1 80	14 04
R-squared	0 39		0 21		0 26		0 59	
Observations	320		111		63		63	

buildings located within 3/8 mile of the BART station rent at a \$.25 per square foot premium, controlling for differences in building age and parking availability.

Table 5 presents the results of a similar analysis of *partial* asking rents. Although the overall model fits are generally better than those of the full-rent models (Table 4), the specific results are problematic. Several of the coefficient estimates are either of the wrong sign, or inconsistent, depending on the sample. For the three-county sample as a whole, building size and parking capacity are found to be inversely related to rent levels — an unlikely result. Another inconsistency buildings between an eighth- and quarter-mile of a BART station are found to rent at a discount, but buildings between three-eighths and a half-mile of a BART station are found to rent at a premium. The results of the Fremont sample are somewhat better. Controlling for building quality, buildings within the 1/4-to-3/8-mile Fremont BART station ring rented at a (partial rent) premium of \$.39 per square foot. Compared to more distant offices, buildings within the 3/8-to-1/2-mile BART station ring rented at a (partial rent) premium of \$.31 per square foot.

Table 6 presents the results of four stepwise multiple regression models comparing 1993 vacancy rates by building (dependent variable) with various measures of building quality and market performance (independent variables) as well as dummy variables indicating how far a particular building is from the nearest BART station. Separate models were estimated for buildings in San Francisco, Oakland,

**Table 5: Regression Results Comparing Office Building 1993
Partial* Asking Rents with Building Characteristics,
Market Characteristics, and Proximity to a BART Station**

<i>Dependent Variable 1993 Partial Asking Rent (\$/SQFT/month) by Building</i>						
Independent Variables	Office Market					
	3- County -		San Francisco Buildings		Fremont Buildings	
	Coefficient	t - stat	Coefficient	t - stat	Coefficient	t - stat
<u>Building Variables</u>						
Building Size (SQFT)	-0 000000	-2 83	not stat	significant	0 000002	3 05
Avg Floorplate (SQFT)	not stat	significant	not stat	significant	-0 000005	-4 45
Building Age	-0 003950	-6 71	not stat	significant	-0 02550	-6 15
Parking Spaces/1000 SQFT	-0 08	-6 86	not stat	significant	-0 22020	-7 43
Number of Floors	0 023090	5 99	0 0224	3 25	not stat	significant
Available SQFT	-	-3 09	not stat	significant	not stat	significant
<u>Market Variables</u>						
Market Area Vacancy Rate	-1 142000	-2 36	not entered		not entered	
Market Area Rent	0 66	7 71	not entered		not entered	
<u>Bart Proximity Dummy Variables</u>						
within 1/8 mile of BART station	not stat	significant	not stat	significant	no observations	
within 1/4 mile of BART station	-0 2376	-5 31	not stat	significant	not stat	significant
within 3/8 mile of BART station	not stat	significant	not entered		0 38628	3 53
within 1/2 mile of BART station	0 2973	6 52	not entered		0 21040	2 82
CONSTANT	0 57	3 56	0 88	11 18	1 80	14 55
R -squared	0 75		0 38		0 80	
Observations	185		19		49	

*Notes * Partial asking rents include all rents that are not full-or triple net rents service or gross rents
This includes, net, double net, or triple net rents*

**Table 6: Stepwise Regression Results Comparing Office Building 1993
Vacancy Rates with Building Characteristics,
Market Characteristics, and Proximity to a BART Station**

Dependent Variable. 1993 Building Vacancy Rate								
Independent Variables	Office							
	3- County		San Francisco Buildings		Oakland Buildings		Walnut Creek Buildings	
	Coefficient	t- stat	Coefficient	t- stat	Coefficient	t- stat	Coefficient	t- stat
<u>Building Variables</u>								
Building Size (SQFT)	does not enter		-	-5 32			-0 00000	-2 35
Avg Floorplate (SQFT)	does not enter		does not enter		does not enter		does not enter	
Building Age	does not enter		does not enter		does not enter		does not enter	
Parking Spaces/1000 SQFT	does not enter		does not enter		does not enter		does not enter	
Number of Floors	does not enter		does not enter		-0 01320	-2 81	does not enter	
Full Asking Rent	-	-4 60	does not enter		does not enter		does not enter	
<u>Market Variables</u>								
Market Area Vacancy Rate	does not enter		does not enter		does not enter		does not enter	
<u>Bart Proximity Dummy Variables</u>								
within 1/8 mile of BART station	does not enter		does not enter		does not enter		does not enter	
within 1/4 mile of BART station	does not enter		does not enter		does not enter		does not enter	
within 3/8 mile of BART station	does not enter		does not enter		does not enter		does not enter	
within 1/2 mile of BART station	does not enter		does not enter		does not enter		does not enter	
CONSTANT	0 57	8 64	0 30	10 22	0 32	7 04	0 23	8 64
R -squared	0 10		0 22		0 11		0 07	
Observations	185		96		56		60	

and Walnut Creek, as well as for the entire three-county sample. The poor statistical fits of the various models indicate how difficult it is to predict vacancy rates for individual buildings. None of the BART access variables entered any of the four models, and none of the building quality variables are statistically significant across all four models. At least in 1993, building-specific vacancy rates, like full and partial asking rents, did not vary with proximity to BART stations.

IV. Conclusions, Caveats, and Implications

Summary of Findings

Does being near a BART station make an office building more attractive to office tenants? In terms of full-service asking rents, the answer to this question would seem to be no, even controlling for differences in building quality, age, and market area. Even when their buildings have superior amenities, design features, or access, property managers must be prepared to price to market rent levels. This is as true in San Francisco as it is in Oakland or Walnut Creek. It is as true for buildings located ten feet from a BART station as it is for buildings located ten thousand feet from a BART station.

The fact that office buildings with superior transit access do not command systematic rent premiums calls into question the importance of certain types of agglomeration economies. Mass transit provides a mechanism for accessing more space at a given location than would otherwise be possible or cost-effective. To the extent that clusters of office space are more valuable to their tenants than dispersed spaces — that is, to the extent that there are real agglomeration economies associated with physical proximity — one would expect to find space users willing to pay a premium for such benefits. The fact that no such premiums are evident in the marketplace suggests that office agglomeration economies may not be as important as is commonly supposed.

Caveats

These findings are subject to three very large caveats. The first is that they are based on reports of asking rents, not actual lease rates. To the extent that asking rents represent the beginning point of any lease negotiation, and not the ending point, the rents reported herein probably over-state actual lease rates. Moreover, to the extent that such bias has a spatial component (that is, that asking rents differ from actual lease rates by area), our findings regarding the lack of office premiums around BART stations may be questioned.

Second, we note that our analysis is limited to a single year, 1993. While this is the most recent year for which reliable data is available, one may argue that it is not a representative year. Bay Area office market conditions in 1993 were certainly different from those of 1980, when vacancy rates were much lower and (real) rents were correspondingly higher. Bay Area office market conditions in 1993 were also very different from those of 1991, when the cumulative impacts of massive over-building and

recession served to push down rents and push up vacancy rates. These comparisons point to the value of undertaking a multi-year analysis, in which rent and occupancy rate *changes* can be compared according to transit station proximity.

Third, we note that these results apply only to BART, and not to other transit systems. A similar study set in Atlanta and Washington, D C. (Cervero, Landis, and Hall, 1992), during the 1980s did find a relationship, albeit a small one, between office market performance and transit accessibility.

Policy Implications

These results are bound to be troubling to transit advocates and system operators for a number of reasons. They suggest that transit investments by themselves are unlikely to attract (or concentrate) new office development — since there is no obvious cash-flow benefit to a building owner or developer of building near a transit station. For transit investments to serve as a mechanism for ordering commercial development, they must be augmented by coordinated land use regulations and development incentives. Historical differences in office development patterns between San Francisco and the East Bay reinforce this point. In San Francisco, a coordinated combination of transit investments, land clearance and site assembly, zoning policy, and development restrictions have focused almost all office development in the downtown area. In the East Bay, by contrast, municipal competition for development, weak land use policies, and lack of inter-jurisdictional coordination on issues of infrastructure investment and commercial development, have led to an almost total decentralization of office activities.¹²

A second policy issue concerns the use of benefit assessment districts to finance transit operating and capital costs. To the extent that transit does not actually confer a significant positive benefit on commercial property owners — the finding reported here — then the use of benefit assessment districts constitute unfair discrimination in violation of the equal protection clause of the Constitution.¹³ These results also suggest that transit impact fees, while not unconstitutional, may be problematic. Transit impact fees are paid by some combination of building owners (through reduced profits) and tenants (through increased rents). To the extent that being near a transit access does not command a rent premium in the office marketplace, transit impact fees will encourage building owners and tenants alike to move to lower cost locations.

Notes

¹This assumption ignores the possibility of redevelopment

²The idea that employers pay for some or all of their employee's commuting costs may at first seem unlikely, but is nonetheless common. In some cases, downtown employers help defray their employees' parking costs. More frequently, downtown employers may have to pay their downtown workers higher wages to (in part) cover commuting costs.

³This assumes the land and construction cost of a downtown parking space to be \$25,000 to \$40,000, a 10 percent capitalization rate, and that employees do not carpool to work. (In the suburbs, by contrast, where inexpensive surface parking dominates, the annual cost of providing parking for an additional employee might be \$100.)

⁴This assumes, of course, that the full cost of providing transit service is recovered from the transit user through the farebox. To the extent that transit operating costs are recovered from the general tax base (through either sales or property taxes), taxpayers are providing building owners with an inefficient (and probably inequitable) subsidy.

⁵Most computer-based street maps include the left-hand-side and right-hand-side address ranges associated with each block or street intersection. For example, the address ranges coded for Elm Avenue at its intersection with 1st Street would be 100 (right-hand-side) and 101 (left-hand-side), the address ranges for Elm Avenue at its intersection with 2nd Street would be 200 and 201, respectively. A computerized address-matching program places each building at a location by matching the precise building address to an interpolated point between intersections corresponding to the building address. A building with an address of 150 Elm Street, for example, would be located on the right-hand-side of Elm Street, halfway between 1st and 2nd Avenues.

⁶This total does not include leased-but-not-occupied space.

⁷Hacienda Business Park, the largest office-industrial park on the west coast, is located in Pleasanton.

⁸We attribute the lowness of this estimate to the fact that *Black's Guide* does not count space available for sublet.

⁹This estimate is based on the amount of current (1993) office space in San Francisco built prior to 1963. It therefore excludes space in office buildings which were demolished or otherwise removed from the stock of rentable space between 1963 and 1993.

¹⁰The F-statistic is a ratio of between-category variance (adjusted for the number of categories) to within-category variance (adjusted for category sample sizes). Higher values of the F-statistic indicate that there is more variation between categories than within them, and that category averages are therefore statistically different from each other. Values of the F-statistic less than one indicate that there is more variation within categories than between categories, and that, therefore, the category means can not be statistically distinguished from each other.

¹¹The Berkeley sample includes office markets in proximity to the Ashby, North Berkeley, and Berkeley BART stations. The Oakland sample includes office buildings in proximity to the Rockridge, MacArthur, 19th Street, 12th Street, Oakland West, Lake Merritt, Fruitvale, and Coliseum BART stations. The San Francisco sample includes office buildings in proximity to the Embarcadero, Montgomery, Powell St., and Civic Center BART stations.

¹²The issue of office concentration vs. decentralization (and transit's role in that choice) is not one of good versus bad, per se. Rather, the question is one of balancing private and social costs and benefits. A decentralized region may be more efficient from the perspective of minimized private travel-time, but it may be inefficient in terms of congestion, air pollution, and the long-term maintenance of infrastructure and social capital.

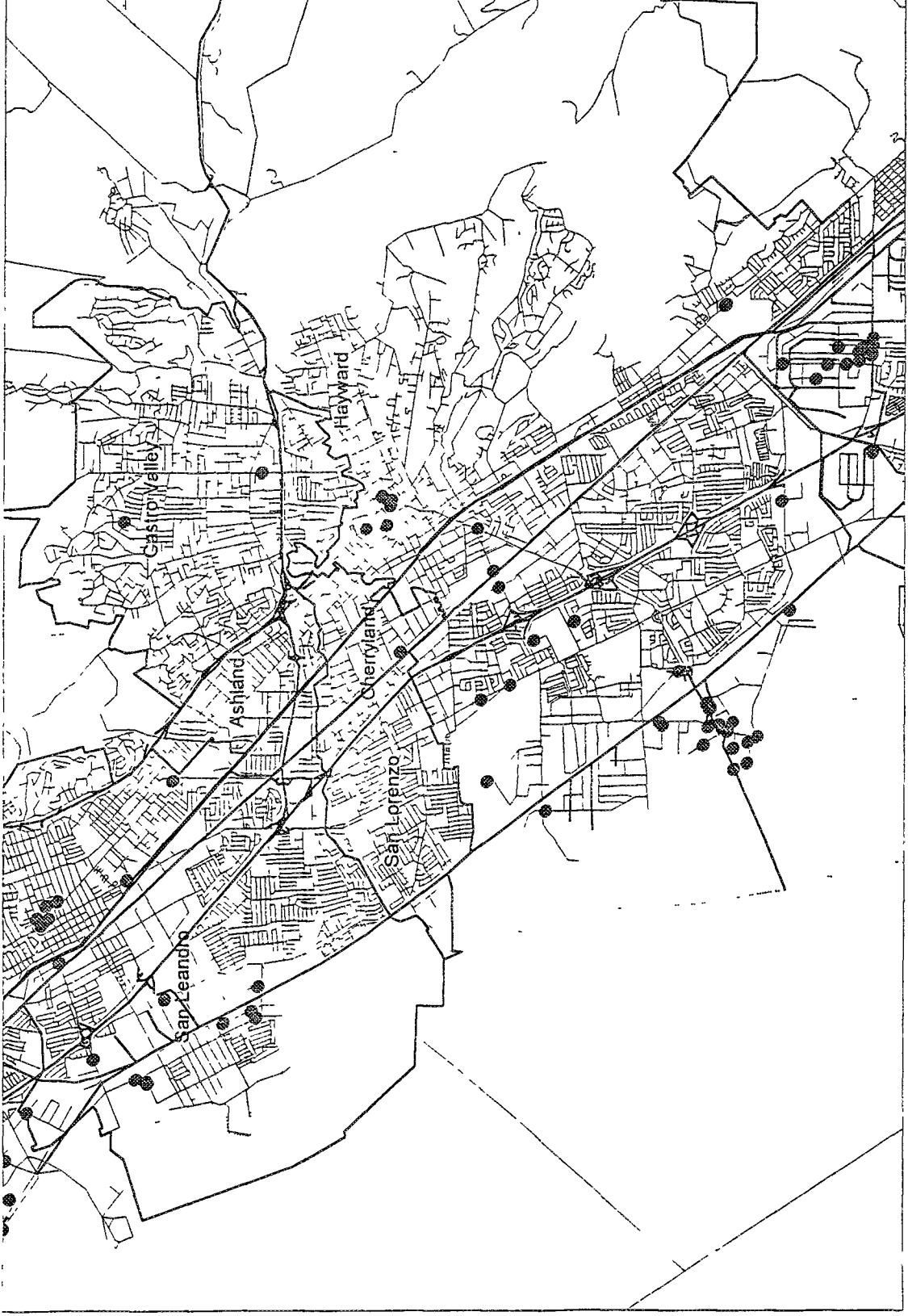
¹³In contrast to office buildings, BART access is capitalized into single-family home values (Landis, Guhathakurta, and Zhang, 1994).

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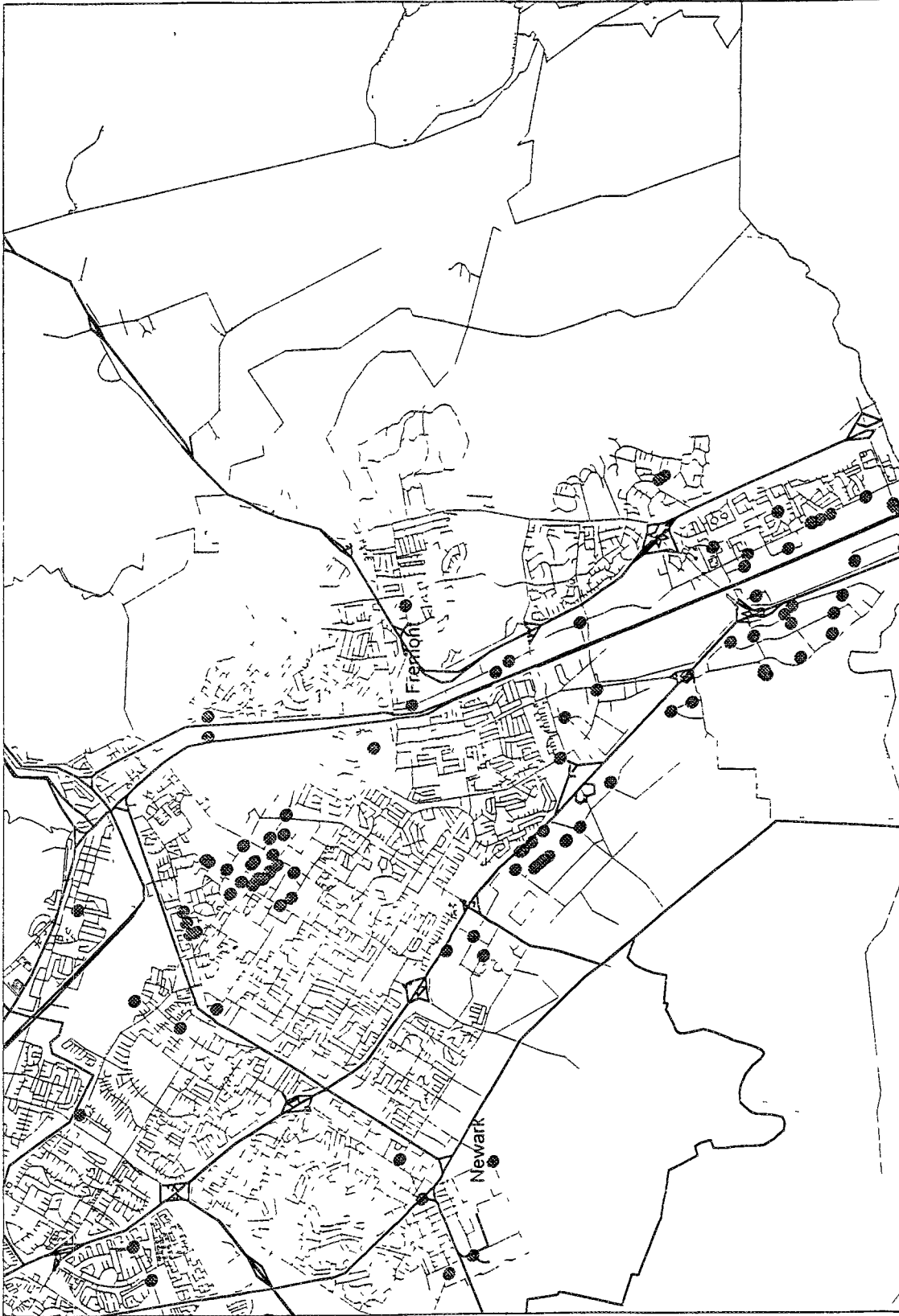
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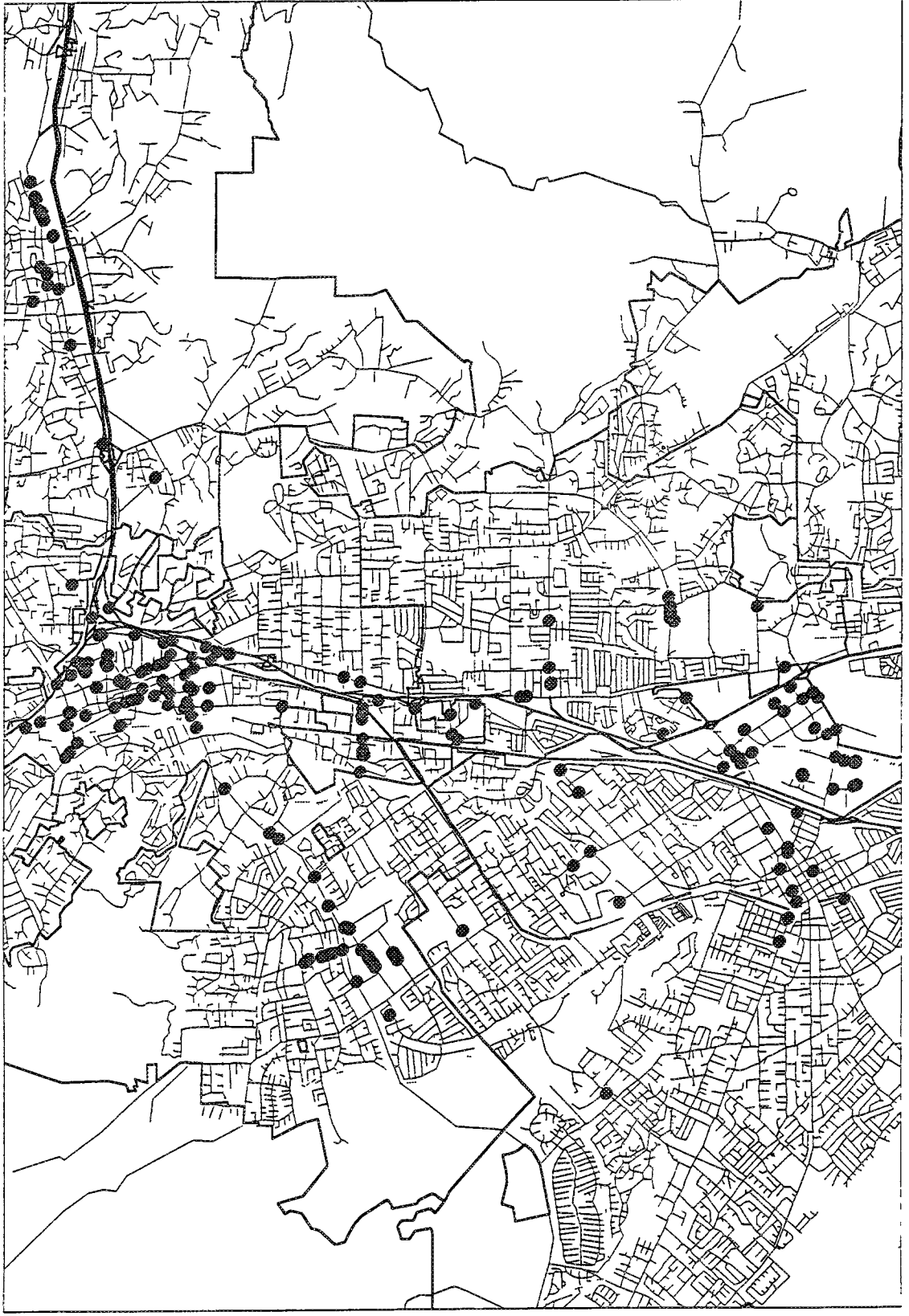
Appendix A: Berkeley and Oakland Office Building Addresses Matched to their Locations



Appendix A: Central Alameda County Office Building Addresses Matched to their Locations



Appendix A: South Alameda County Office Building Addresses Matched to their Locations



Appendix A: Central Contra Costa County Office Building Addresses Matched to their Locations

Appendix B: Alameda, Contra Costa, and San Francisco County Office Buildings and Selected Characteristics (Source Black's Office Guide 1993)

City	Year Built	Address	Monthly Asking Rent 1993		Floors	Avg Floor SQFT	Total SQFT	Space Available	Parking spaces per 1000 sqft	Near BART Station	Distance to Nearest BART Station		
			Full	Partial							<1/4 mile	1/4-3/8 mile	>3/8-1/2 mile >1/2 mile
Alameda	1966	1001 Marina Village Pkwy	\$1 50		4	18,225	72,900	3,834	3.3		0	0	0
Alameda	1990	1010-1025 Atlantic Ave			3	83,000	249,000	0	3.3		0	0	0
Alameda	1991	1020-1105 Atlantic Ave			2	66,000	132,000	0	3.3		0	0	0
Alameda	1989	1040 Marina Village Pkwy			2	8,000	16,000	0	3.5		0	0	0
Alameda	1987	1050 Marina Village Pkwy	\$1 85		2	10,030	19,061	5,200	3.5		0	0	0
Alameda	1985	1070 Marina Village Pkwy	\$1 80		2	8,633	17,266	3,000	3.5		0	0	0
Alameda	1985	1080 Marina Village Pkwy			5	17,000	85,260	0	3.3		0	0	0
Alameda	1985	1100-1250 Marina Village Pkwy		\$1 00	4		56,000	4,200	3.4		0	0	0
Alameda	1993	1101 Marina Village Pkwy			2	29,000	58,318	0	3.4		0	0	0
Alameda	1989	1115-1145 Atlantic Ave		\$1 30	4	110,000	440,000	16,485	3.4		0	0	0
Alameda	1974	1120-1138 Ballena Blvd	\$1 45		3	18,000	54,000	14,397	3.5		0	0	0
Alameda	1985	1131 Harbor Bay Pkwy	\$1 30		2	24,122	48,244	14,873	4		0	0	0
Alameda	1985	1141 Harbor Bay Pkwy			2	24,122	48,244	0	4		0	0	0
Alameda	1986	1150 Ballena Blvd	\$1 56		2	26,518	53,036	3,487	3.5		0	0	0
Alameda	1984	1151 Harbor Bay Pkwy	\$1 15		2	22,000	44,000	44,000	4		0	0	0
Alameda		1151 Marina Village Pkwy			1	24,000	24,000	0	3.4		0	0	0
Alameda	1985	1201 Harbor Bay Pkwy			1	62,000	62,000	0	4		0	0	0
Alameda	1990	1201 Marina Village Pkwy			3	27,433	82,300	0	3.4		0	0	0
Alameda	1986	1220 Harbor Bay Pkwy	\$0 88		2	50,300	100,607	100,607	3.9		0	0	0
Alameda	1990	1255 Harbor Bay Pkwy	\$1 25		1	21,875	21,875	5,926	3.5		0	0	0
Alameda	1990	1265 Harbor Bay Pkwy			1	22,250	22,250	0	3.5		0	0	0
Alameda	1990	1275 Harbor Bay Pkwy		\$1 25	1	25,375	25,375	10,173	3.5		0	0	0
Alameda	1991	1301 Marina Village Pkwy	\$1 80		3	28,065	84,195	7,700	3.4		0	0	0
Alameda	1985	1301-1451 Harbor Bay Pkwy	\$1 25		8		480,000	130,000	3.3		0	0	0
Alameda	1974	1305 Marina Village Pkwy			2	5,350	10,700	0	3.4		0	0	0
Alameda	1986	1320 Harbor Bay Pkwy	\$1 25		2	60,170	120,340	6,598	4		0	0	0
Alameda	1987	1350 Loop Rd, South			2	32,000	40,000	4,000	3		0	0	0
Alameda	1986	1420 Harbor Bay Pkwy	\$1 25		2	60,580	120,341	65,000	4		0	0	0
Alameda	1985	1431 Harbor Bay Pkwy	\$2 00		2	34,726	69,452	69,452	3.3		0	0	0
Alameda	1987	2150 Mariner Square Dr	\$1 50		2	3,000	6,000	1,320	4		0	0	0
Alameda	1984	2236 Mariner Square Dr			2	6,000	12,000	0	3		0	0	0
Alameda	1989	2307 Blanding Ave	\$0 95		1	12,800	12,800	1,600	4		0	0	0
Alameda	1989	2307 Blanding Ave			1	14,400	14,400	0	4		0	0	0
Alameda	1973	2415 Mariner Square Dr	\$1 28		6	60,000	2,115	2,115	4		0	0	0
Alameda	1978	2433 Mariner Square Loop	\$1 36		3	37,000	1,423	1,423	4		0	0	0
Alameda		2447 Santa Clara Ave			3	16,000	0	0	1		0	0	0
Alameda	1991	2490 Mariner Square Loop	\$1 65		2	21,000	42,197	11,000	3.3		0	0	0
Alameda	1920	2900 Main St			2	3,650	7,300	0	4		0	0	0
Alameda	1950	2900 Main St	\$1 18		2	18,000	36,000	10,000	4		0	0	0
Alameda	1989	330 15th St			2	18,000	36,000	0	4		0	1	1
Alameda	1964	387 17th St	\$1 06		2	5,000	10,000	830			12th St	0	1
Alameda	1964	387 17th St	\$1 06		2	5,000	10,000	830			12th St	0	1
Alameda	1989	501 14th St			2	12,900	25,800	0	1		12th St	1	1
Alameda	1986	815 Atlantic Ave			4	117,000	468,000	0	3.3		0	0	0
Alameda	1989	860-960 Atlantic Ave			2	65,000	130,000	0	3.3		0	0	0
Alameda	1987	965 Atlantic Ave	\$1 30		4	107,000	428,000	7,400	3.3		0	0	0
Alameda	1988	980-1005 Atlantic Ave			1	112,000	112,000	0	3.3		0	0	0
Alamo	1982	1443 danville bld	\$1 72		2	10,400	10,400	5,200	4.5		0	0	0
Alamo	1985	3189 danville bld	\$2 00		2	12,500	25,000	250	4		0	0	0
Alamo	1990	3201 danville bld			4	7,000	14,000	37,450	4		0	0	0
Alamo	1984	3236 stone valley west	\$1 65		2	9,000	18,000	1,275	4		0	0	0
Alamo	1982	3240 stone valley rd			2	9,000	18,000	0	1		0	0	0
Antioch	1974	2611 somersville rd			1	6,952	6,952	0	1		0	0	0
Berkeley	1907	1900 Addison St	\$1 50		3	5,500	16,700	0	2		0	1	1
Berkeley	1984	1916-1918 University Ave			4	5,600	22,363	458			Berkeley	0	1
Berkeley	1981	1942 University Ave	\$1 50		3	7,300	22,000	1,430	3		Berkeley	0	1
Berkeley	1917	1950 Addison St	\$1 60		2	11,000	22,000	8,300	2		Berkeley	0	1
Berkeley	1958	1960 Addison St	\$1 40		3	21,000	75,000	51,000	2		Berkeley	0	1
Berkeley	1987	1995 University Ave	\$1 55		5	34,500	160,000	5,103	2		Berkeley	0	1
Berkeley	1970	2000 Center St	\$1 59		4	12,000	39,603	15,930	4		Berkeley	0	1
Berkeley	1984	2001 Addison St	\$1 82		3	9,634	28,900	0	4		Berkeley	0	1
Berkeley	1984	2001 Center St			7	5,000	33,756	33,500	0		Berkeley	0	1
Berkeley	1984	2030-2040 Addison St			2	5,000	41,000	0	2		Berkeley	1	1
Berkeley	1972	2041 Bancroft Way			3	5,000	15,000	0	0		Berkeley	1	1
Berkeley	1923	2054 University Ave			6	3,000	17,000	0	0		Berkeley	0	1

Appendix B Alameda, Contra Costa, and San Francisco County Office Buildings and Selected Other Buildings (continued)

City	Address	Year Built	Monthly Asking Rent, 1993	Floor	Avg Floor SQFT	Total SQFT	Space Available	Parking spaces per 1000 sqft	Near BART Station	Distance to Nearest BART Station	1/4 mile	1/2 mile	3/4 mile	1 mile
Berkeley	2065 Kittredge St	1986	\$1 10	3	65,000	225,000	7,290	2	Berkeley	0	1	1	1	1
Berkeley	2070 Allison Way	1987		2	15,500	31,000	0	2	Berkeley	1	1	1	1	1
Berkeley	2134 University Ave	1982		7	6,118	42,826	0		Berkeley	0	1	1	1	1
Berkeley	2140 Shattuck Ave	1924	\$1 45	12	2 700	47,747	4,600		Berkeley	1	1	1	1	1
Berkeley	2150 Kittredge St	1985		5	5,000	26,000	0		Berkeley	0	1	1	1	1
Berkeley	2150 Shattuck Ave	1971	\$1 80	13	10,000	135,762	22,817	4 8	Berkeley	1	1	1	1	1
Berkeley	2161 Shattuck Ave	1900		3	10,000	30,000	4,000		Berkeley	1	1	1	1	1
Berkeley	2201 Dwight Way	1984	\$1 05	1	20,000	20,000	0	2						
Berkeley	2320 Woolsey Ave	1985	\$2 00	3	6 000	18,000	800	4	Ashby	0	0	0	0	1
Berkeley	2322 6th St	1990	\$1 35	2	8 000	12,000	13,500			0	0	0	0	0
Berkeley	2484-2486 Shattuck Ave	1904	\$1 65	3	13 300	39,900	39,900	1		0	0	0	0	0
Berkeley	2550 Shattuck Ave	1985	\$1 85	2	7 000	14,000	10,000	0 8		0	0	0	0	0
Berkeley	2560 9th St	1986		2		110,000	0			0	0	0	0	0
Berkeley	2850-2850 Telegraph Ave	1968		7	10,000	72,066	0	3		0	0	0	0	0
Berkeley	600-630 Bancroft Way	1968	\$1 00	3		45,000	15,950	3		0	0	0	0	0
Berkeley	700 Hartz Ave	1988	\$1 65	7		250,000	6,400	4		0	0	0	0	0
Berkeley	950 Gilman St	1970		2			0			0	0	0	0	0
Concord	1000 Burnett	1988	\$1 45	4	24 000	96,347	997	3 5		0	0	0	0	0
Concord	1003 Willow Pass Rd	1980	\$1 45	2	10,000	20,000	565	4		0	0	0	0	0
Concord	1026 Oak Grove Rd	1990		1	14 000	14,000	7,200	5		0	0	0	0	0
Concord	1035 Detroit Ave	1973	\$0 90	6		20,562	20,000	4		0	0	0	0	0
Concord	1035 Detroit Ave	1973		6		20,562		4		0	0	0	0	0
Concord	1040 Oak Grove Rd	1979		2	7 000	14,320		4		0	0	0	0	0
Concord	1070 Concord Ave	1974	\$1 05	2	12,500	25,000	1 200	4		0	0	0	0	0
Concord	1140 Galaxy Way	1979	\$1 13	1	30,000	30,000	10 000	5		0	0	0	0	0
Concord	1200-1220 Concord Ave	1984	\$1 45	12		350,000	20,442	4		0	0	0	0	0
Concord	1251 Monument Blvd	1990	\$0 95	2	5,000	11 440	5 100	3		0	0	0	0	0
Concord	1320 Galaxy Way		\$0 75	2	7 500	15,000	675	2 5		0	0	0	0	0
Concord	1320 Willow Pass Rd	1985	\$1 40	7	19,000	137,353	4 757	4		0	0	0	0	0
Concord	1333 Willow Pass Rd	1979	\$1 45	6		41,000	3,917	5		0	0	0	0	0
Concord	1341 Galaxy Way	1980		2	7 250	14,500		3		0	0	0	0	0
Concord	1355 Willow Way	1979	\$1 35	2	42,000	82,000	24 500	4		0	0	0	0	0
Concord	1390 Willow Pass Rd	1987	\$1 40	10	20 000	201,636	21 626	4		0	0	0	0	0
Concord	1390 Willow Pass Rd	1987		10	20,000	201,636	2,040	4		0	0	0	0	0
Concord	1401 Franquette Ave	1969		1	7,875	7,875				0	0	0	0	0
Concord	1410 Danzig Plaza	1969	\$1 15	2	7 000	14,274	960	4		0	0	0	0	0
Concord	1410 Monument Blvd	1979	\$1 10	2	8 000	14,000	600	5		0	0	0	0	0
Concord	1430 Willow Pass Rd	1972	\$1 17	2	7 000	14,000	3,971	4		0	0	0	0	0
Concord	1450 Enea Square	1978	\$1 35	2	17,500	35,000	3,400	4		0	0	0	0	0
Concord	1465 Enea Circle	1979	\$1 35	2	17,500	35,000	3,646	4		0	0	0	0	0
Concord	1470 Enea Square	1983	\$1 35	31	17,000	51,000	7 162	1		0	0	0	0	0
Concord	1485 Enea Circle	1981	\$1 35	2	1 700	35,000	12 954	1		0	0	0	0	0
Concord	1600 Sutter St	1986	\$1 35	9	20,000	171,161	6,385	3		0	0	0	0	0
Concord	1849 Willow Pass Rd	1967	\$1 00	4	5,500	21,000	10 000	5	Concord	0	0	0	1	1
Concord	1850 Gateway Blvd	1985	\$1 35	10	32 000	301,000	35,620	2 9		0	0	0	0	0
Concord	1855 Gateway Blvd	1988	\$1 25	10	32,000	301,000	19,262	2 9		0	0	0	0	0
Concord	1875 Willow Pass Rd	1967		3	6 000	18,000			Concord	0	0	0	1	1
Concord	1899 Clayton Rd	1980	\$1 25	1	10,000	10,000	2,600	4	Concord	0	0	0	0	0
Concord	1980 Olivera Rd	1980		1	4,750	4,750	12,620	1 5	Concord	0	0	0	0	0
Concord	2120 Diamond Blvd	1980	\$1 20	2	14 225	28,450	28,450	5		0	0	0	0	0
Concord	2150 John Glenn Drive	1978	\$1 13	1	56,000	56,000	2,628	5		0	0	0	0	0
Concord	2151 Selvo St	1983	\$1 30	3	40,000	120,000		4	Concord	0	0	0	1	1
Concord	2200 Clayton Rd			15	25,000	346,653		3 3	Concord	0	1	1	1	1
Concord	2280 diamond blvd	1971	\$1 20	1	33 900	33,900	7 000	4 3		0	0	0	0	0
Concord	2290 Diamond Blvd	1977	\$1 35	2	5,280	10,416	1 213	3 9		0	0	0	0	0
Concord	2325 Clayton Rd	1988		2	13,000	26,000			Concord	0	1	1	1	1
Concord	2330 Bates Ave	1979	\$0 75	2	12 000	24,000	4,800	3 5		0	0	0	0	0
Concord	2380 Bisso Lane	1985		1	80,540	80,540		4		0	0	0	0	0
Concord	2400 Bisso Lane			1	60,170	60,170				0	0	0	0	0
Concord	2401 Stanwell Drive	1971		4		35,000		5		0	0	0	0	0
Concord	2430 Stanwell Drive	1975	\$0 92	1	7 500	7,500	2,345	4		0	0	0	0	0
Concord	2450 Stanwell Drive-A		\$1 20	2	7,000	7,000	720	4 5		0	0	0	0	0
Concord	2450 Stanwell Drive-B	1975	\$1 20	2	5,100	11,289	1,228	4 5		0	0	0	0	0

City	Address	Year Built	Monthly Asking Rent, 1993		Floors	Avg Floor SQFT	Total SQFT	Space Available	Parking Spaces per 1000 sqft	Near BART Station	Distance to Nearest BART Station		
			Full	Partial							<1/4 mile	1/4-3/8 mile	>3/8-1/2 mile
Concord	2500 Bisco Lane	1977	\$1 17		5		100,000		2		0	0	0
Concord	2520 Stanwell Dr	1972			2		24,000	8,448	5		0	0	0
Concord	2525 Stanwell Dr	1975	\$0 89	\$1 05	1	26,784	26,784	2,500	5.6		0	0	0
Concord	2552 Stanwell Dr	1986			2	22,500	45,000		3.2		0	0	0
Concord	2600 Stanwell Dr	1978			2	24,000	47,457	6,202	5		0	0	0
Concord	2655 Stanwell Dr	1978	\$0 90		2	24,000	47,457		5		0	0	0
Concord	2702 Clayton Rd	1988			1	26,000	26,000		3	Concord	0	1	1
Concord	2975 Treat Blvd	1976			1	26,357	26,357		4		0	0	0
Concord	3000 Clayton Rd	1982			2	14,211	15,836		4	Concord	0	0	1
Concord	4180 Treat Blvd	1978			2	8,500	17,200		5		0	0	0
Concord	5135-5139 Port Chicago Hwy	1987		\$0 90	2	15,000	30,000	57,432	2.5		0	0	0
Concord	5167 Clayton Rd	1981	\$1 12	\$1 25	1	21,000	21,000	2,571	4		0	0	0
Concord	5267 Clayton Rd	1981			2	11,500	23,000	4,740	3.5		0	0	0
Concord	5356 Clayton Rd	1986		\$1 03	2	7,500	15,000	2,000	4		0	0	0
Concord	93 1st St		\$1 00		1	24,596	24,596	24,596			0	0	0
Concord	Meridian Pkwy/Burnett Ave	1978		\$1 00	6		105,000	6,000	3.6		0	0	0
Danville	120-140 town and country	1984	\$1 70		2		14,000	1,300	4		0	0	0
Danville	156 diablo rd	1984	\$1 67		3	8,300	25,000	13,000	4		0	0	0
Danville	177-185 front st	1970		\$1 25	4		24,000	1,420	3		0	0	0
Danville	301 hartz ave	1960	\$1 25		2	11,000	22,000	2,000			0	0	0
Danville	315-319 diablo rd	1982	\$1 50		4		30,000	4,100	5		0	0	0
Danville	370 diablo road	1984			2	7,500	15,000		4		0	0	0
Danville	375-383 diablo rd	1978	\$1 40		6		45,000	4,510	4.5		0	0	0
Danville	380 diablo rd	1982			2	7,500	15,000		4		0	0	0
Danville	390 diablo rd	1976			2	7,000	14,000		4		0	0	0
Danville	513 sycamore valley rd	1986		\$1 60	7		26,000	2,250	5		0	0	0
Danville	661 a san ramone valley blvd	1986			1		26,000		3		0	0	0
Danville	675 hartz ave	1965			3	5,000	15,000				0	0	0
Danville	760-790 san ramon valley blvd	1978	\$1 25		8	5,000	20,000	4,622	4.5		0	0	0
Danville	blackhawk plaza	1988	\$1 67		10		180,000	10,000	4		0	0	0
Dublin	11740-11750 dublin blvd	1983			2		19,068		4		0	0	0
Dublin	11875-11887 dublin blvd	1979	\$1 10		2	7,400	104,924	38,000	4.7		0	0	0
Dublin	6250 village pkwy	1976	\$0 92		2	14,800	11,100				0	0	0
Dublin	6375 clark ave	1975	\$0 85		2	12,000	24,000	3,500	4		0	0	0
Dublin	6377 clark ave	1979	\$0 90		2	12,000	24,000	4,000	4		0	0	0
Dublin	6379 clark ave	1979			2	12,000	24,000		4		0	0	0
Dublin	6400 village pkwy	1973			2	10,300	20,600		4		0	0	0
Dublin	6444 sierra ct	1976		\$0 30	2	20,000	110,000	10,000	1		0	0	0
Dublin	6455-6557 sierra lane	1979		\$0 70	1		80,000	8,000	4		0	0	0
Dublin	6500 dublin blvd	1981	\$0 90		2	15,000	30,000	3,000	4		0	0	0
Dublin	6500 village pkwy	1975	\$1 00		2	7,800	19,425	3,176	4		0	0	0
Dublin	6511 golden gate	1987			1	33,600	33,600				0	0	0
Dublin	6680-6690 Annador Plaza	1982	\$1 00		2		60,000	10,000	5		0	0	0
Dublin	6681-6785 sierra ct	1985		\$0 75	1		192,648	27,370	3.8		0	0	0
Dublin	6780 sierra ct	1980		\$0 30	2	20,000	110,000	10,000	1		0	0	0
Dublin	6841 dublin blvd	1978		\$0 60	1		42,000	1,670	4		0	0	0
Dublin	6820-6840 sierra lane				1	26,400	26,400				0	0	0
Dublin	6841 dublin blvd				1	26,400	26,400				0	0	0
Dublin	6850 regional st	1979		\$0 30	2	10,500	21,000	20,200	3		0	0	0
Dublin	6905 sierra ct	1979			1	20,700	20,700		1.3		0	0	0
Dublin	6930 village pkwy	1975		\$0 85	2	10,000	20,000	2,248	4		0	0	0
Dublin	7000 village pkwy	1975			1	14,747	14,747	2,400	4		0	0	0
Dublin	7567 amador valley blvd	1984	\$1 00		3	12,000	36,883	11,443	4		0	0	0
Dublin	7600 dublin blvd	1986	\$0 95		3	21,000	63,000	3,500	4		0	0	0
Dublin	7950 dublin blvd	1979	\$1 35		3	26,000	69,000	14,000	5		0	0	0
El Cerrito	11100 San Pablo Ave	1988	\$1 35		4		18,000	1,100	3.5	El Cerrito DN	0	0	1
El Sobranite	3640 san pablo dam rd	1985		\$1 20	2		19,000	6,060	4		0	0	0
Emeryville	1250-1260 45th St	1989		\$0 87	2		150,000		2		0	0	0
Emeryville	1900 Powell St	1973	\$1 80		12	18,057	217,628		3		0	0	0
Emeryville	2200 Powell St	1979	\$1 78		12	19,950	224,178		3		0	0	0
Emeryville	5500 Shellmound St	1989		\$1 25	3	14,000	21,000		3		0	0	0
Emeryville	5515 Doyle St	1930			2	17,500	35,000				0	0	0
Emeryville	5750 Hollis St	1977	\$0 75		3		120,000		2.5		0	0	0
Emeryville	5820 Shellmound St		\$1 20		8	15,200	106,400		4		0	0	0
Emeryville	5820 Shellmound St	1979			3	19,000	57,000		2		0	0	0

City	Address	Year Built	Monthly Asking Rent 1993		Floors	Avg Floor SqFt	Total SqFt	Space Available	Parking spaces per 1000 sqft	Near BART Station	Distance to Nearest BART Station		
			Full	Partial							<1/4 mile	1/4 - 3/8 mile	>3/8 - 1/2 mile
Emeryville	5903 Christie Ave	1990		\$1 43	1	31,600	31,600		3.1		0	0	0
Emeryville	5915 Hollis St	1986	\$0 95		2	16,000	16,000		4		0	0	0
Emeryville	59th St @ Doyle	1986			2	32,500	65,000		2		0	0	0
Emeryville	6400 Hollis St	1984		\$1 30	1	31,850	31,850		2		0	0	0
Emeryville	6425-6455 Christie Ave	1986			2	196,000	196,000		4		0	0	0
Emeryville	6475 Christie Ave	1988			5	25,000	121,000		4		0	0	0
Fremont	1025 Mission Court	1985		\$0 59	2	28,370	56,745	31,745	4		0	0	0
Fremont	105-119 Fournier Ave	1985			2	40,080	40,080	40,080	4		0	0	0
Fremont	1120 Auburn Ct	1982		\$0 45	1	20,000	40,080	3,140	4	Fremont	0	0	0
Fremont	1550 Washington	1989		\$1 35	2	6,750	27,000	2,631	12	Fremont	0	1	1
Fremont	1860 Mowry Ave	1991		\$1 50	4	8,000	32,000		4		0	1	1
Fremont	1900 Mowry Ave	1972			4	6,986	20,958	740	5		0	0	0
Fremont	200 Brown Rd	1985	\$1 23		3	26,000	52,000	17,270	4		0	0	0
Fremont	200-210 Hammond & 4791 Westin	1983		\$0 58	3	52,000	156,558	52,000	4		0	0	0
Fremont	201 Fournier Ave	1981		\$0 45	2	6,400	13,793				0	0	0
Fremont	2140 Peralta Blvd	1985		\$0 72	2	114,000	114,000	10,221	4		0	0	0
Fremont	230 Warren Ave	1980	\$1 27		2	9,500	19,000	3,400	4		0	0	0
Fremont	2450 Peralta Blvd	1980			2	26,000	52,000	52,000	4		0	0	0
Fremont	255 Fournier Ave	1981		\$0 45	2	15,000	15,000	600	4		0	0	0
Fremont	2550 Peralta Blvd	1983		\$1 10	1	56,888	56,888		4		0	0	0
Fremont	2901-2949 Bayview Drive	1990			1	7,800	45,054	23,100	3	Fremont	0	0	1
Fremont	3100 Mowry Ave	1968	\$1 20		4	19,250	38,500	19,330	4		0	0	0
Fremont	3155 Kearny St	1982		\$1 35	2	20,000	100,000		2		0	0	0
Fremont	3269-3345 Seldon Ct	1985		\$0 75	1	45,000	45,000	45,000	4		0	0	0
Fremont	3300 Capitol Ave @ Liberty	1977			1	33,634	67,182	8,670	4	Fremont	0	0	1
Fremont	3340 Walnut Ave	1985	\$1 45		2	60,800	60,800		4	Fremont	0	0	0
Fremont	3353 Gateway Blvd	1989			1	36,300	72,756		4		0	0	0
Fremont	34175 Ardenwood Blvd	1987	\$0 75		2	21,976	115,790		4		0	0	0
Fremont	3450 Warren Ave W	1985			1	36,000	36,000		4		0	0	0
Fremont	34551 Ardenwood Blvd	1987			1	9,500	9,500		4		0	0	0
Fremont	3500 Warren Ave W	1987			1	98,500	98,500		4		0	0	0
Fremont	35150 Paseo Padre Pkwy	1982			1	23,586	23,586	1,260	4		0	0	0
Fremont	3797 Spinnaker Ct	1988	\$1 20		3	17,000	51,000		4		0	0	0
Fremont	38069 Marth Ave	1988			3	17,000	51,000		4		0	0	0
Fremont	38069 Marth Ave	1988			3	17,000	51,000		4		0	0	0
Fremont	38750 Paseo Padre Pkwy	1975	\$1 13		2	8,500	17,000	1,600	4	Fremont	0	0	1
Fremont	39055 Hastings St	1982	\$1 20		2	12,000	24,000	6,043	13	Fremont	0	0	1
Fremont	39111 Paseo Padre Pkwy	1979	\$1 42		3	15,000	45,000	7,500	4	Fremont	0	0	1
Fremont	39138 Fremont Blvd	1975	\$1 25		3	9,500	19,000	3,200	4		0	0	0
Fremont	39155 Liberty St	1987			1	25,000	25,000		4	Fremont	0	0	1
Fremont	39159 Paseo Padre Pkwy	1987	\$1 40		3	15,000	45,000	800	4	Fremont	0	0	1
Fremont	39175 Liberty St	1986			2	12,350	24,700		4	Fremont	0	0	1
Fremont	39180 Liberty St	1985	\$1 40		2	8,425	16,850	2,400	4	Fremont	0	0	1
Fremont	39199-39221 Paseo Padre Pkwy	1980		\$1 29	2	16,850	33,700	3,500	3.5	Fremont	0	0	1
Fremont	39199-39239 Liberty St	1972	\$1 15		4	19,866	79,464	1,360	4	Fremont	0	0	1
Fremont	39350 Civic Center	1987	\$1 40		4	18,574	74,296	10,830	4	Fremont	0	1	1
Fremont	39355 California St	1981	\$1 25		3	40,000	120,000	23,304	3.7	Fremont	0	0	0
Fremont	39420 Liberty St	1985			2	40,000	80,000		4	Fremont	0	0	1
Fremont	39500-39572 Stevenson Pl	1986			3	13,000	39,000		4	Fremont	0	0	0
Fremont	39510 Paseo Padre Pkwy	1982			3	17,857	53,571	11,079	4	Fremont	0	0	1
Fremont	39650 Liberty St	1985	\$1 55		4	17,857	71,428	3,700	4	Fremont	0	0	0
Fremont	39767-39893 Paseo Padre Pkwy	1975	\$1 67		4	6,000	24,000	530	3		0	0	0
Fremont	39783 Paseo Padre Pkwy	1970	\$1 35		2	9,000	18,000	1,398	1		0	0	0
Fremont	39812 Mission Blvd	1979		\$1 15	2	22,300	44,600		4		0	0	0
Fremont	4005-4025 Clipper Ct	1986			1	22,300	22,300		4		0	0	0
Fremont	4019 Clipper Ct	1986			1	30,400	30,400	3,200	4		0	0	0
Fremont	4027-4047 Clipper Ct	1988		\$0 75	1	21,193	21,193		4		0	0	0
Fremont	4032-4038 Clipper Ct	1989			1	16,200	16,200		4		0	0	0
Fremont	4040-4046 Clipper Ct	1989			1	22,654	22,654		4		0	0	0
Fremont	4051-4065 Clipper Ct	1988			1	22,358	22,358		4		0	0	0
Fremont	41203 Albrae St	1986			1	37,440	37,440	18,823	3.4		0	0	0
Fremont	41305 Albrae St	1986			1	64,000	64,000		3.4		0	0	0
Fremont	41324-41400 Christy St	1985	\$0 59		5	37,440	187,200		4		0	0	0
Fremont	41424-41440 Christy St	1985			1	37,440	37,440		4		0	0	0
Fremont	41444-41458 Christy St	1987			1	64,000	64,000		4		0	0	0

Appendix B- Alameda, Contra Costa, and San Francisco County Office Buildings and Selected Characteristics (Source Black's Office Guide 1993)

City	Address	Year Built	Monthly Asking Rent, 1993		Floors	Avg Floor SqFt	Total SqFt	Space Available	Parking spaces per 1,000 sqft	Near BART Station	Distance to Nearest BART Station		
			Full	Partial							<1/4 mile	1/4-3/8 mile	>3/8-1/2 mile > 1/2 mile
Fremont	41460-41484 Christy St	1987			1	167,600	167,600		4		0	0	0
Fremont	4160 Technology Dr	1983			1	27,000	27,000	13,500	4		0	0	0
Fremont	41638-41674 Christy St	1987			1	30,116	99,337	7,680	4		0	0	0
Fremont	4174 Technology Dr	1983			1	29,760	29,760		3.5		0	0	0
Fremont	41762-41786 Christy St	1987			1	68,448	68,448		4		0	0	0
Fremont	41805 Albrae St				2	5,000	10,000		4		0	0	0
Fremont	41900 Christy St	1985			1	26,496	26,496		4		0	0	0
Fremont	41934 Christy St	1985		\$0.45	1	26,496	26,496	5,760	4		0	0	0
Fremont	41944 Christy St	1985		\$0.45	1	26,496	26,496	3,880	4		0	0	0
Fremont	41970 Christy St	1985		\$0.45	1	26,496	26,496	12,898	4		0	0	0
Fremont	41980 Christy St	1985		\$0.45	1	26,496	26,496	9,408	4		0	0	0
Fremont	42080 Osgood Rd	1984			2	8,000	16,000		3		0	0	0
Fremont	4209 Technology Dr	1984			2	37,000	75,863		4		0	0	0
Fremont	4245 Technology Dr	1984		\$0.60	1	35,690	35,690	75,863	4		0	0	0
Fremont	42501 Albrae St	1983			2	8,000	16,000		4		0	0	0
Fremont	42712 Lawrence Place	1983			1	11,186	11,186		4		0	0	0
Fremont	42808 Christy St	1983	\$1.00		2	23,000	46,000	11,030	4		0	0	0
Fremont	4281 Technology Dr	1982			1	58,000	58,000		4		0	0	0
Fremont	42840 Christy St	1983	\$1.05		2	23,000	46,000	16,515	4.4		0	0	0
Fremont	43000 Christy St	1987		\$0.73	9		160,052	9,819	4		0	0	0
Fremont	4378 Enterprise	1984			2	18,000	22,084		3		0	0	0
Fremont	440 Mission Court	1985		\$0.85	2	27,353	55,106	6,081	4		0	0	0
Fremont	44036 Grimmer Blvd				1	16,847	16,847		4		0	0	0
Fremont	44100 Osgood Rd	1984			1.5	61,787	189,109	58,727	4.6		0	0	0
Fremont	4415 Technology Dr	1980		\$0.45	1	58,727	58,727		3.8		0	0	0
Fremont	44350 Grimmer Blvd	1985			2	19,500	39,098		4		0	0	0
Fremont	44790 Grimmer Blvd S	1985			2	6,700	11,438	11,438	4		0	0	0
Fremont	44846-44946 Osgood Rd	1984			2		56,000		2.5		0	0	0
Fremont	45225 Northport Ct	1991		\$0.69	1	117,610	117,610	40,156	4		0	0	0
Fremont	45395 Northport Loop	1987			2	32,000	81,702		4		0	0	0
Fremont	4545-4565 Cushing Pkwy	1986		\$0.62	1	57,568	57,568	29,120	4		0	0	0
Fremont	45521 Northport Loop W	1989		\$0.69	1	39,797	39,797	23,932	4		0	0	0
Fremont	45835 Northport Loop E	1986			1	39,708	39,708		4		0	0	0
Fremont	45855 Northport Loop	1985			1	46,730	46,730		4		0	0	0
Fremont	45757 Northport Loop W	1984			1	106,000	106,000		3.5		0	0	0
Fremont	46107 Landing Pkwy		\$0.60		1	46,944	46,944	24,000	3.8		0	0	0
Fremont	46221 Landing Pkwy	1980	\$0.47		2	14,450	28,908	28,908	3		0	0	0
Fremont	46221 Landing Pkwy	1980			2	14,450	28,908		3		0	0	0
Fremont	46231 Landing Pkwy	1980			2	12,950	25,241	25,241	3.9		0	0	0
Fremont	46305 Landing Pkwy				1	15,000	15,000		4		0	0	0
Fremont	46335 Landing Pkwy	1985		\$0.68	2	51,840	108,600	37,385	4		0	0	0
Fremont	46360 Fremont Blvd				2	54,300	108,600		4		0	0	0
Fremont	46500 Fremont Blvd	1991			1	17,600	17,600		3		0	0	0
Fremont	46501 Landing Pkwy	1987		\$0.65	1	49,495	49,495	14,899	4		0	0	0
Fremont	46520 Fremont Blvd	1991		\$0.70	1	16,000	16,000	16,000	3		0	0	0
Fremont	46540 Fremont Blvd	1991		\$0.70	1	20,000	20,000	5,000	3		0	0	0
Fremont	46560 Fremont Blvd	1988		\$0.97	4	60,000	60,000	5,000	3		0	0	0
Fremont	46700-46734 Fremont Blvd	1988		\$0.77	1	25,950	25,950	2,880	4		0	0	0
Fremont	46701-46717 Fremont Blvd	1989			1	25,950	25,950		4		0	0	0
Fremont	46721-46735 Fremont Blvd	1988		\$0.78	1	16,600	16,600	3,600	4		0	0	0
Fremont	46741-46759 Fremont Blvd	1988			1	17,800	17,800		4		0	0	0
Fremont	46771-46791 Fremont Blvd & 402	1989			1	39,767	39,767		4		0	0	0
Fremont	47003 Mission Falls Lane	1984			2	34,389	53,713		4		0	0	0
Fremont	47200 Bayside Pkwy	1989			1	67,536	67,536		4		0	0	0
Fremont	47211 Bayside Pkwy	1990		\$0.73	1	41,120	93,748	93,748	4		0	0	0
Fremont	47211 Lakeview Blvd	1990			1	48,336	72,486		4		0	0	0
Fremont	47221 Fremont Blvd	1991			2	24,810	44,810	44,810	4		0	0	0
Fremont	47240 Bayside Pkwy	1980			2	65,933	65,933		3.5		0	0	0
Fremont	47266 Benecia St				1	23,000	53,524	26,351	4		0	0	0
Fremont	47280 Kato Rd	1982		\$0.59	2	51,317	51,317	33,794	4		0	0	0
Fremont	47283 Mission Falls Court	1985		\$0.62	1	46,080	17,010	17,010	4		0	0	0
Fremont	47315 Mission Falls Court	1981		\$0.59	1	17,010	17,010		4		0	0	0
Fremont	47339 Warm Springs Blvd	1989		\$0.65	1				4		0	0	0
Fremont	47341 Bayside Pkwy				1				4		0	0	0

Appendix B- Alameda, Contra Costa, and San Francisco County Office Buildings and Selected Characteristics (Source: BUREAU OF PUBLIC WORKS, 1997)

City	Address	Year Built	Monthly Asking Rent EVL	Partial 1993	Floors	Avg Floor SQFT	Total SQFT	Space Available	Parking spaces per 1000 sqft	Near BART Station	Distance to Nearest BART Station <1/4 mile 1/4-3/8 mile 3/8-1/2 mile >1/2 mile
Fremont	47358-47513 Fremont Blvd	1986		\$0 70	7		160,000	3,100	4		0 0 0
Fremont	47400-47610 Seabridge Dr	1989		\$0 59	3	30,000	155,600	16,300	4		0 0 0
Fremont	47420 Fremont Blvd	1988			1	8,150	16,300		4		0 0 0
Fremont	47430 Seabridge Dr				2	24,030	24,030				0 0 0
Fremont	47600 Westinghouse Dr	1988			1	72,000	72,000		16		0 0 0
Fremont	47602-47626 Kato Rd	1988			1	110,306	110,306		16		0 0 0
Fremont	47630-47654 Kato Rd	1988			1	87,228	87,228		16		0 0 0
Fremont	47658-47682 Kato Rd	1988			1	23,886	23,886	23,886	4		0 0 0
Fremont	47730 Westinghouse Dr	1980			1	38,600	38,600	8,614	4		0 0 0
Fremont	47841 Fremont Blvd	1991		\$0 75	1	22,950	22,950		4		0 0 0
Fremont	47865 Fremont Blvd	1991			1	41,968	41,968		4		0 0 0
Fremont	47911 Westinghouse	1983			1	65,600	65,600		36		0 0 0
Fremont	47923 Warm Springs Blvd	1983			1	82,408	82,408	28,792	4		0 0 0
Fremont	47951 Westinghouse	1990		\$0 58	1	47,032	47,032		3		0 0 0
Fremont	48000-48016 Fremont Blvd	1991		\$0 75	1	25,150	25,150	12,600	4		0 0 0
Fremont	48009-48017 Fremont Blvd	1991		\$0 65	4	350,000	350,000	104,000	4		0 0 0
Fremont	48021-48105 Warm Springs Blvd	1982		\$0 75	1	40,300	40,300	10,052	4		0 0 0
Fremont	48065 Fremont Blvd	1991			1	125,100	125,100		4		0 0 0
Fremont	48133 Warm Springs Blvd				15	60,607	188,000	188,000	23		0 0 0
Fremont	48233 Warm Springs Blvd	1984		\$0 69	1	50,221	60,607		4		0 0 0
Fremont	48420-48460 Kato Rd				1	50,221	50,221	50,221	4		0 0 0
Fremont	48431 Milmont Dr			\$0 55	2	61,178	61,178		4		0 0 0
Fremont	48501-48507 Milmont Dr	1984	\$0 51		1	64,640	64,640		4		0 0 0
Fremont	48502 Kato Rd	1982			1	70,760	70,760	70,760	4		0 0 0
Fremont	48603 Warm Springs Blvd	1983	\$0 55		1	57,152	57,152	57,152	45		0 0 0
Fremont	48630 Milmont Dr	1985		\$0 51	1	68,441	68,441	68,441	4		0 0 0
Fremont	48664 Milmont Dr			\$0 55	15	91,275	91,275		4		0 0 0
Fremont	48761 Kato Rd				5	160,000	160,000		35		0 0 0
Fremont	48810 Kato Rd	1989			1	22,000	22,000				0 0 0
Fremont	48860 Milmont Dr	1990			1	70,000	70,000				0 0 0
Fremont	48890 Milmont Dr	1990			1	28,124	28,124		3		0 0 0
Fremont	48995 Milmont Dr	1980			3	197,000	197,000		4		0 0 0
Fremont	49000 Milmont Dr	1985			1	80,400	80,400		4		0 0 0
Fremont	49040 Milmont Dr	1983			2	72,282	72,282		4		0 0 0
Fremont	4988 Paseo Padre Pkwy	1987			2	28,130	56,257		45		0 0 0
Fremont	5005-5035 Brandin Ct	1985			6	224,000	224,000		4		0 0 0
Fremont	5070 Brandin Ct	1985			1	10,900	10,900		4		0 0 0
Fremont	5259 Randall Pl				1	31,104	31,104		4		0 0 0
Fremont	5307 Randall Pl				1	31,104	31,104		4		0 0 0
Fremont	5309 Randall Pl				2	50,088	50,088		4		0 0 0
Fremont	5315-5319 Randall Pl				1	19,032	19,032		4		0 0 0
Fremont	5369 Randall Pl				1	10,631	10,631		4		0 0 0
Fremont	5405 Randall Pl				1	29,665	29,665		4		0 0 0
Fremont	5630 Stewart Ave		\$0 49		1	29,665	29,665		4		0 0 0
Fremont	6200 Paseo Padre Pkwy			\$0 75	1	44,352	44,352	44,352	4		0 0 0
Fremont	843 Auburn Ct		\$0 45		2	30,000	60,312	60,312	4		0 0 0
Fremont	850 Auburn Ct	1984			1	15,750	15,750		4		0 0 0
Fremont	853 Brown Rd	1985			2	18,174	36,348		25		0 0 0
Fremont	855 Mission Court			\$0 49	1	36,180	36,180	16,095	4		0 0 0
Fremont	860 Auburn Center	1982			1	48,573	48,573		37		0 0 0
Fremont	910 Page Ave	1985			2	40,851	81,702	42,774	4		0 0 0
Fremont	980 Mission Court	1985	\$0 59		2	40,851	81,702		4		0 0 0
Fremont	980 Mission Court	1985			1	46,500	46,500	12,000	4		0 0 0
Fremont	Bayview Drive	1993		\$0 70	11	17,000	72,000	7,800	4	Fremont	0 1 1
Fremont	Beacon Ave & State St	1982	\$1 40		4	17,238	17,238		4		0 0 0
Fremont	Civic Center and Walnut	1990			1	36,000	36,000	17,000	4		0 0 0
Fremont	Cushing @ 880	1991			1	36,000	36,000	62,000	4		0 0 0
Fremont	Fremont Blvd	1991		\$0 70	1	31,000	31,000	80,791	4		0 0 0
Fremont	Gateway Blvd & Laurelview Ct	1991			1	48,400	48,400				0 0 0
Fremont	Gateway Blvd & Laurelview Ct	1991		\$0 70	1	48,400	48,400				0 0 0
Fremont	Laurelview Court	1993		\$0 70	1	275,000	275,000				0 0 0
Fremont	Laurelview Court	1993			8						0 0 0
Fremont	Warm Springs Blvd & Hammond	1984									0 0 0

Appendix B Alameda, Contra Costa, and San Francisco County Office Buildings and Selected Characteristics (Source: Black's Office Guide, 1993)

City	Address	Year Built	Monthly Asking Rent, 1993		Partial	Floors	Avg Floor SQ/ft	Total SQ/ft	Space Available	Parking spaces per 1000 sqft	Near BART Station	Distance to Nearest BART Station		
			Full	\$1.65								<1/4-mile	1/4-3/8 mile	>3/8-1/2 mile
Hayward	1180 B St	1986				2	9,000	18,000	6,005	2	Hayward	0	0	0
Hayward	1202-1234 Winton Ave W	1988				1	20,660	20,660		4		0	0	0
Hayward	1256 San Luis Obispo Ave	1985				1	6,350	6,350	6,350	4		0	0	0
Hayward	1260 B St	1988				3	5,500	17,000		3.5		0	0	0
Hayward	1290 B St	1985				3	10,000	30,000		3		0	0	0
Hayward	1501-1517 Zephyr Ave	1983				2		220,000				0	0	0
Hayward	1835 Whipple Rd	1985				1	1,105	1,105		3.5		0	0	0
Hayward	1849 Whipple Rd	1985				1	3,150	3,150		3.5		0	0	0
Hayward	1855 Whipple Rd	1985				1	3,460	3,460		3.5		0	0	0
Hayward	1861 Whipple Rd	1985				1	6,430	6,430	6,430	3.5		0	0	0
Hayward	1867 Whipple Rd	1985				1	6,000	6,000		3.5		0	0	0
Hayward	1875 Whipple Rd	1985				1	3,821	3,821		3.5		0	0	0
Hayward	20951 Cabot Blvd	1987				1	24,245	24,245		3.7		0	0	0
Hayward	20953 Cabot Blvd	1987				1	24,245	24,245		3		0	0	0
Hayward	20955 Cabot Blvd	1987				1	24,245	24,245	7,000	3.7		0	0	0
Hayward	20957 Cabot Blvd	1987				1	46,553	46,553		3.7		0	0	0
Hayward	21975 Cabot Blvd	1987				1	46,553	46,553		3.7		0	0	0
Hayward	20979 Cabot Blvd	1987				1	46,553	46,553		3.7		0	0	0
Hayward	20983 Cabot Blvd	1987				1	46,553	46,553		3.7		0	0	0
Hayward	21021 Corsair Blvd	1972			\$0.50	2	20,000	40,000	20,000	2		0	0	0
Hayward	21325 21377 Cabot Blvd	1985				2		136,000	42,920	4		0	0	0
Hayward	21615 Hesperian Blvd	1985				1	43,114	43,114		4		0	0	0
Hayward	22320 Foothill Blvd	1986				7	12,000	95,000	8,500	5		0	0	0
Hayward	22455 Maple Ct	1972			\$1.17	4	18,000	72,000	32,764	4	Hayward	0	0	1
Hayward	22634 2nd St at C	1975				2	10,000	20,000	6,500	4		0	0	0
Hayward	22693 Hesperian Blvd	1986				2	10,000	20,000		8		0	0	0
Hayward	23575-23785 Cabot Blvd	1986			\$0.59	4		139,864	28,000	3.5		0	0	0
Hayward	24085 Amador St	1988			\$1.70	4	12,000	46,850	12,415	4		0	0	0
Hayward	24301 Southland Drive	1984				6	19,000	156,246		4		0	0	0
Hayward	24700 Calaroga Ave	1988			\$0.50	1	8,700	8,700		4		0	0	0
Hayward	2525-2555 Barrington Ct	1978				2		80,000	80,000	4		0	0	0
Hayward	25373 Clawriter & Diablo	1975				2	35,000	70,000		4		0	0	0
Hayward	25954 Eden Landing Rd	1975				2	12,000	24,000	20,453	3		0	0	0
Hayward	26034 Eden Landing Rd	1972			\$0.77	10		190,000	30,000	4		0	0	0
Hayward	26102-26120 Eden Landing Rd	1975			\$0.62	7		101,230	3,124	3		0	0	0
Hayward	26200-26250 Industrial	1975			\$0.55	3		55,000	17,000	4		0	0	0
Hayward	26227-26269 Research Rd	1980			\$0.45	10	8,338	82,796		3.5		0	0	0
Hayward	26250-26260 Eden Landing Rd	1982				1	26,639	26,639	15,900	3.1		0	0	0
Hayward	26257 Research Rd	1990				1	8,338	8,338	55,600	2		0	0	0
Hayward	29001 Hopkins St	1970				1	54,000	54,000				0	0	0
Hayward	30030 Mission Blvd	1986			\$1.10	2	5,250	10,500	2,715	4.6		0	0	0
Hayward	30042 Mission Blvd	1990			\$1.10	2	5,407	10,814	7,070	4.6		0	0	0
Hayward	30060 Mission Blvd	1991				2	5,669	10,497	7,600	4.6		0	0	0
Hayward	30675 Huntwood Ave	1979				1	60,366	60,366		0.5		0	0	0
Hayward	30805 Santana St	1982				1	129,600	129,600	6,350	3		0	0	0
Hayward	30955 Huntwood Ave					1	62,031	62,031	62,031	4		0	0	0
Hayward	30955 Huntwood Ave					1	62,031	62,031		4		0	0	0
Hayward	31000 Diablo	1980			\$0.65	1	24,000	24,000	9,000	4		0	0	0
Hayward	31172 Huntwood Ave	1984				1	60,300	60,300	60,300	3		0	0	0
Hayward	31350 Medallion Dr	1985				1	5,930	5,930		3.5		0	0	0
Hayward	31363 Medallion Dr	1985				1	5,375	5,375		3.5		0	0	0
Hayward	31367 Medallion Dr	1985				1	5,248	5,248		3.5		0	0	0
Hayward	3540-3550 Arden Rd	1982				1	43,550	43,550		1.4		0	0	0
Hayward	3551-3555 Arden Rd	1982			\$0.45	1	27,400	27,400	10,800	3.3		0	0	0
Hayward	3556-3566 Investment Blvd	1982				1	20,100	20,100		3.3		0	0	0
Hayward	3582-3588 Arden Rd	1982			\$0.38	1	35,865	35,865	8,500	3.1		0	0	0
Hayward	3832 Bay Center Pl	1984			\$0.65	1	44,280	44,280	17,790	3.5		0	0	0
Hayward	3847 Breakwater Ave	1984				1	6,001	6,001	6,011	4		0	0	0
Hayward	3848 Bay Center Pl	1984				1	4,645	4,645		3.5		0	0	0
Hayward	3852 Bay Center Pl	1984				1	6,173	6,173	6,173	3.5		0	0	0
Hayward	3852 Breakwater Ave	1984				1	10,650	10,650		4		0	0	0
Hayward	3857 Breakwater Ave	1984				1	6,959	6,959	6,959	4		0	0	0
Hayward	3858 Bay Center Pl	1984				1	3,234	3,234		3.5		0	0	0
Hayward	3860-3880 Bay Center Pl	1991				1	41,600	41,600	45,457	4		0	0	0
Hayward						1	22,850	22,850		3.5		0	0	0

Appendix B: Alameda, Contra Costa, and San Francisco County Office Buildings and Selected Characteristics

City	Address	Year Built	Monthly Asking Rent, 1993		Floors	Avg Floor SqFt	Total SqFt	Space Available	Parking Spaces per 1,000 sqft	Near BART Station	Distance to Nearest BART Station		
			Full	Partial							<1/4 mile	1/4-3/8 mile	>3/8-1/2 mile > 1/2 mile
Hayward	409 Jackson St	1980	\$0 95		2	5,000	10,125	10,125	4.2	Hayward	0	0	1
Hayward	4142 Point Eden Wy	1980		\$0 65	2	27,800	55,600		2		0	0	0
Hayward	Breakwater Ave & Court	1974		\$0 85	4		104,163	11,997	4		0	0	0
Hayward	Eden Landing Rd & Pt Eden Way	1985			8		269,674		4		0	0	0
Hayward	San Luis Obispo Ave	1985			1	96,800	96,800	14,760	3.5		0	0	0
Hayward	Whipple Rd and Medallion Dr	1985			1	41,000	41,000	7,161	3.5		0	0	0
Hercules	725 alfred nobel drive	1986			1	68,462	68,462		4		0	0	0
Hercules	825 alfred nobel drive	1987			1	25,000	25,000	11,000	4		0	0	0
Hercules	875 alfred nobel drive	1987		\$0 83	1	25,000	25,000		4	Lafayette	0	0	0
Lafayette	100 Lafayette Circle	1980	\$1 45		2	5,500	5,500	2,468	4	Lafayette	0	0	1
Lafayette	21 Lafayette Circle	1972			2		64,454			Lafayette	0	0	1
Lafayette	250 Lafayette Circle	1983			3	6,000	18,400		3.5	Lafayette	0	0	1
Lafayette	251 Lafayette Circle	1980			3	5,000	12,300		4	Lafayette	0	0	1
Lafayette	3468 Mount Diablo Blvd	1982			2	7,250	14,500		4		0	0	0
Lafayette	3468 Mount Diablo Blvd	1982			2	6,450	19,350		4		0	0	0
Lafayette	3470 Mount Diablo Blvd	1982			3	9,700	29,149		4		0	0	0
Lafayette	3650 Mount Diablo Blvd	1981			2	13,000	26,000		4		0	1	1
Lafayette	3658 Mount Diablo Blvd	1990			2	8,600	17,164		4	Lafayette	0	1	1
Lafayette	3675 Mount Diablo Blvd	1989	\$1 85		3	21,290	49,419	1,153	4	Lafayette	0	0	1
Lafayette	3685 Mount Diablo Blvd	1979	\$1 70		3	7,444	42,000	5,804	4	Lafayette	0	0	1
Lafayette	3687 Mount Diablo Blvd	1984	\$1 75		3	25,000	25,000	7,155	4	Lafayette	0	0	1
Lafayette	3697 Mount Diablo Blvd	1985	\$1 80		3	15,000	47,566	8,879	4	Lafayette	0	0	1
Lafayette	3700-3708 Mount Diablo Blvd	1974	\$1 50		15		29,870	1,766	5	Lafayette	0	0	1
Lafayette	3717 Mount Diablo Blvd		\$1 40		2	5,400	10,800	1,280	3.7		0	0	0
Lafayette	3730-3732 Mount Diablo Blvd	1974	\$1 40		6		53,000	6,313	4		0	0	0
Lafayette	3736 Mount Diablo Blvd	1989	\$1 70		3	4,666	14,000	3,300	4		0	0	0
Lafayette	3738 Mount Diablo Blvd	1979	\$1 60		3	22,680	68,065	252			0	0	0
Lafayette	3744 Mount Diablo Blvd	1979	\$1 60		3	22,680	68,065	300			0	0	0
Lafayette	3746 Mount Diablo Blvd	1979	\$1 60		3	7,000	20,900	1,527			0	0	0
Lafayette	935 Moraga Rd	1970			2	9,000	12,000			Lafayette	0	0	0
Lafayette	970 Dewing Ave				1	8,949	8,949	2,145	4.4		0	0	1
Livermore	111 lindbergh ave	1984	\$0 65		1	24,000	24,000	3,746	4		0	0	0
Livermore	135 lindbergh ave	1984	\$0 70		1	14,000	14,000	4,067	4		0	0	0
Livermore	151 lindbergh ave	1984			1	17,280	17,280	3,456	4		0	0	0
Livermore	1712 holmes st	1978	\$0 80		1		78,750	1,075	3		0	0	0
Livermore	1799 portola ave	1986			2	12,100	24,200		3		0	0	0
Livermore	2133 las postas ct	1987	\$0 83		1	15,492	15,492	6,925	3		0	0	0
Livermore	2141 las postas ct	1987	\$0 75		1	6,875	6,875	2,075	3		0	0	0
Livermore	2155 las postas ct	1987	\$0 80		1	25,125	25,125	9,325	3		0	0	0
Livermore	2169 las postas ct	1987	\$0 90		1	12,600	12,600	3,960	3		0	0	0
Livermore	2177 las postas ct	1987	\$0 85		1	18,509	18,509	2,400	3		0	0	0
Livermore	2333 nassen dr	1983	\$0 65		1	78,600	78,600	39,300	4		0	0	0
Livermore	2393-2406 armstrong	1982	\$0 95		1	19,600	19,600	3,920	4		0	0	0
Livermore	2428-2478 armstrong	1982	\$0 65		1	19,600	19,600	6,860	4		0	0	0
Livermore	303-399 lindbergh ave	1982	\$0 65		1	38,660	38,660	9,165	4		0	0	0
Livermore	324 earhart way	1985			1	40,144	40,144		3.5		0	0	0
Livermore	3985 1st st	1987	\$0 70		1	12,650	12,650	10,950	3		0	0	0
Livermore	3987 1st st	1987	\$0 70		1	10,000	10,000	4,224	3		0	0	0
Livermore	4555 las postas rd	1986	\$0 35		1	44,190	44,190	32,000	3.1		0	0	0
Livermore	78 lindbergh ave	1984			1	33,353	33,353		4		0	0	0
Livermore	87 feriton st	1986			2	7,100			3.5		0	0	0
Livermore	catalina and barcelona	1974	\$0 70		1	14,000	37,200	4,100	3		0	0	0
Martinez	10 douglas drive	1984			2		28,000		4.5		0	0	0
Martinez	1320-1350 arnold drive	1984	\$1 20		8		97,000	8,567	3.8		0	0	0
Martinez	2530 arnold drive	1987			4	30,500	112,904	821	4		0	0	0
Martinez	2840 howe rd	1986	\$1 30		1	39,200	39,200		3.6		0	0	0
Martinez	50 douglas drive	1986			3	30,000	90,000		4		0	0	0
Martinez	5528 pacheco blvd	1980			2		14,000		5		0	0	0
Martinez	597 canter ave	1986	\$1 40		3	15,000	45,416		4		0	0	0
Martinez	737 arnold drive	1986			1	41,404	41,404		3.6		0	0	0
Martinez	757 arnold drive	1986			1	45,470	45,470		4.3		0	0	0
Martinez	837-841 arnold drive	1984			2	18,000	35,000		2		0	0	0
Moraga	1150 moraga way	1985	\$1 75		2	4,000	9,000	1,500	4		0	0	0
Moraga	1450 moraga rd	1974			1	4,928			1		0	0	0
Moraga	1640 school st	1980			1	6,400	6,400	1,000	5		0	0	0

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City	Address	Year Built	Monthly Asking Rent, 1993		Floors	Avg. Floor SQFT	Total SQFT	Space Available	Parking spaces per 1000 sqft	Near BART Station	Distance to Nearest BART Station		
			Full	Partial							<1/4 mile	1/4-3/8 mile	>3/8-1/2 mile
Newark	37053 Cherry St	1982	\$1 10	\$0 45	2	10,300	20,600	3,000	9		0	0	0
Newark	37600 Central Ct	1985	\$1 10		2	100,000	150,000	16,000	4		0	0	0
Newark	3900 Newpark Mall	1986	\$1 70		3	12,429	36,149	16,120	4.2		0	0	0
Newark	39675 Cedar Blvd	1983	\$1 25		4		60,000	5,968	4		0	0	0
Newark	39899 Balentine Drive	1985	\$1 30		3	38,250	109,626	25,674	4		0	0	0
Newark	5600 Mowry School Rd	1986	\$1 20		3	24,500	65,000	1,685	1.3		0	0	0
Newark	8445 Central Ave		\$0 65		2	40,000	80,000	40,000	3.7		0	0	0
Newark	8450 Central Ave	1985	\$1 00		2		16,000	850	1.5		0	0	0
Newark	8450 Central Ave	1987	\$0 69		1	18,000	18,000	3,000			0	0	0
Newark	8642 Thornton Ave	1990			1	98,960	98,960		4		0	0	0
Newark	8698 Thornton Ave	1990			1	25,000	25,000		4		0	0	0
Newark	Thornton Ave	1990			1	105,000	105,000		4		0	0	0
Oakland	1 Kaiser Plaza	1972		\$1 98	27	19,200	503,081	47,163	1	19th St	0	0	1
Oakland	10 Eastmont Mall	1970		\$0 88	4	14,000	56,000	16,000	4		0	0	0
Oakland	100 Hegenberger Rd		\$1 15		2	17,743	35,486	17,462	3.5		0	0	0
Oakland	100 Swan Way	1982	\$1 00		2	10,000	20,000	2,600	3.5		0	0	0
Oakland	100 Webster St				3	6,000	17,000		2		0	0	0
Oakland	1000 Broadway	1982		\$1 55	6	57,000	417,935	7,684	1	12th St	1	1	1
Oakland	101 Broadway	1985			3	5,529	16,000				0	0	0
Oakland	10700 Mac Arthur	1961	\$1 00		1	40,000	40,000	5,000	6		0	0	0
Oakland	10850 MacArthur Blvd	1971			3	5,000	15,000		4		0	0	0
Oakland	1111 Broadway	1990		\$1 88	24	22,000	534,352	95,930		12th St	1	1	1
Oakland	1200 Clay St				3	30,000	90,000		0.7	12th St	0	1	1
Oakland	1200 Clay St		\$1 25		3	30,000	90,000		0.7	12th St	0	0	1
Oakland	1212 Broadway	1986			18	5,600	102,000		0.7	12th St	1	1	1
Oakland	1221 Broadway	1976			24	20,000	504,855		0.7	12th St	1	1	1
Oakland	1221 Broadway	1976			24	20,000	504,855		0.7	19th St	0	0	1
Oakland	130 Webster St				2	4,100	8,200		2		0	0	0
Oakland	1300 Clay St	1989		\$1 42	11	14,540	174,892	15,888	0.7	12th St	0	1	1
Oakland	1305 Franklin St	1970	\$1 05		5	5,000	26,000	5,454		12th St	1	1	1
Oakland	1305 Franklin St	1970	\$1 05		5	5,000	26,000	5,454		19th St	0	0	1
Oakland	1322 Webster St	1920	\$0 60		5	5,000	25,000	2,500	1.5	12th St	0	1	1
Oakland	1322 Webster St	1920	\$0 60		5	5,000	25,000	2,500		19th St	0	1	1
Oakland	1330 Broadway	1956	\$1 55		21	14,500	325,000	36,426		12th St	1	1	1
Oakland	1333 Broadway	1973	\$1 65		10	23,169	228,320	114,232	0.7	12th St	1	1	1
Oakland	1333 Broadway	1973	\$1 65		10	23,169	228,320	114,232	0.7	19th St	0	0	1
Oakland	1440 Broadway	1981	\$1 15		10	8,500	85,000	7,091		12th St	1	1	1
Oakland	1499 Franklin St	1916			4	4,100	14,500			12th St	0	1	1
Oakland	1504 Franklin St	1964			2	10,000	20,000			19th St	0	1	1
Oakland	1537 Webster St	1950	\$0 75		2	8,000	16,000	2,800		12th St	0	1	1
Oakland	1540 San Pablo Ave	1930		\$1 00	11	4,056	54,000	21,500		12th St	0	1	1
Oakland	155 Filbert St	1988	\$1 05		2	27,000	60,000	6,600	1	19th St	0	0	0
Oakland	155 Grand Ave	1990	\$2 13		10	20,300	195,000	1,592	2		0	0	1
Oakland	160 Franklin & 384 Embarcadero	1975	\$1 43		6		44,166	13,125		12th St	0	0	0
Oakland	1600 Broadway				3	7,500	21,500		0.7	12th St	0	1	1
Oakland	1611 Telegraph Ave	1988			15	8,000	120,000			12th St	0	1	1
Oakland	1615 Broadway	1916	\$1 00		14	1,800	23,500	5,095		12th St	0	1	1
Oakland	1624 Franklin St	1933	\$1 35		14	4,200	55,000	2,600	4	12th St	0	1	1
Oakland	1700 Broadway			\$1 25	10	2,600	31,500	5,214		12th St	0	0	1
Oakland	1711 12th St	1980			3	13,500	38,941		2	12th St	0	0	1
Oakland	1711 12th St	1980			3	13,500	38,941		2	Lake Merritt	0	1	1
Oakland	1714 Franklin St	1988			4	6,000	35,000			12th St	0	0	1
Oakland	1718-1724 Broadway	1908	\$1 23		4	11,000	43,200	31,000		12th St	0	0	1
Oakland	1718-1724 Broadway	1908	\$1 23		4	11,000	43,200	31,000		19th St	1	1	1
Oakland	1727 Martin Luther King Way	1935		\$1 00	2	7,500	15,000	1,300	3	12th St	0	0	1
Oakland	1727 Martin Luther King Way	1935	\$1 00		2	7,500	15,000	1,300	3	19th St	0	0	1
Oakland	1730 Franklin St	1963	\$0 90		4	4,500	20,000	7,400		12th St	0	0	1
Oakland	1736 Franklin St	1978			10	2,500	38,000		2	12th St	0	0	1
Oakland	1755 Broadway	1929			5	7,000	37,500			12th St	0	0	1
Oakland	1814 Franklin St	1984	\$1 68		11	10,000	108,000	10,700	4	12th St	0	0	1
Oakland	1900 Embarcadero Rd	1984	\$1 35		4	16,700	66,000	6,186		12th St	0	0	0
Oakland	1900 Mountain Blvd	1982			4	3,750	15,000		1		0	0	0
Oakland	1901 Harrison St	1985	\$2 00		17	16,300	271,055	1,688	1	12th St	0	0	1

City	Address	Year Built	Monthly Asking Rent, 1992		Floors	Avg Floor SQFT	Total SQFT	Space Available	Parking spaces per 1000 sqft	Near BART Station	Distance to Nearest BART Station		
			Full	Partial							<1/4 mile	1/4-3/8 mile	>3/8-1/2 mile >1/2 mile
Oakland	1924 Franklin St	1965		\$0 95	4	5,500	21,014	18,543		12th St	0	0	1
Oakland	1924 Franklin St	1968		\$0 95	4	5,500	21,014	18,543		19th St	1	1	1
Oakland	1939 Harrison St	1965	\$1 88		9	8,800	80,000	6,400	13	12th St	0	0	1
Oakland	1940 Webster St	1943	\$1 25		2	10,000	20,000	11,000		12th St	0	0	1
Oakland	1955 Webster St	1986			4	10,000	41,000		4	12th St	0	0	1
Oakland	1999 Harrison St	1985	\$2 23		27	19,600	456,419	65,795	1	19th St	0	1	1
Oakland	2000 Broadway	1981	\$5 00		5	15,400	95,000			12th St	0	0	1
Oakland	2000 Broadway	1981			5	15,400	95,000			19th St	1	1	1
Oakland	2000 Embarcadero Rd	1985	\$1 48		5	17,800	86,000	48,000	4		0	0	0
Oakland	2000 Franklin St	1965	\$1 50		4	8,482	33,346	10,000	05	12th St	0	0	0
Oakland	2000 Franklin St	1965	\$1 25		4	8,482	33,346	8,462	05	12th St	0	0	1
Oakland	2030 Franklin St	1950	\$1 25		7	5,765	41,000	5,765		19th St	0	1	1
Oakland	2101 Webster St	1965	\$2 00		20	23,000	442,186	1,700	2		0	0	0
Oakland	2115 Broadway	1974			2	6,600	15,600				0	0	0
Oakland	2118 Broadway	1968		\$1 03	2	6,786	23,053	23,053			0	0	0
Oakland	212 9th St	1986	\$1 60		3	15,000	45,000	3,200	1	12th St	0	0	1
Oakland	2148 Broadway				3	5,000	23,000	14,000			0	0	0
Oakland	2201 Broadway	1980	\$1 40	\$0 25	9	20,000	200,000	47,045	05		0	0	0
Oakland	2220 Livingston St	1982			2	18,000	40,000	6,554	33		0	0	0
Oakland	2220 Mountain Blvd	1960		\$2 00	1	40,000	40,000	1,504	2		0	0	0
Oakland	235 MacArthur Blvd, W	1957			5	10,000	50,000		3		0	0	0
Oakland	262 Grand Ave	1969			4	4,000	15,000		1		0	0	0
Oakland	2647 14th St E	1930		\$0 93	5	15,283	76,415	20,258	25		0	0	0
Oakland	266 17th St	1987			2	7,500	15,000			12th St	0	0	1
Oakland	2700 14th St E	1968			3	6,285	18,856		25		0	0	0
Oakland	285 17th St	1948			4	6,000	23,000		1	12th St	0	0	1
Oakland	2857 Cypress St				2	71,500	143,000	30,000			0	0	0
Oakland	2901 Perilla Oaks Ct	1968			4	13,500	54,000		4		0	0	0
Oakland	2930 Lakeshore Blvd	1962			4	4,000	18,500		1		0	0	0
Oakland	300 Lakeside Dr	1959	\$1 80		28	25,000	753,000	46,825	1	19th St	0	0	1
Oakland	300-350 Pendleton Way	1973	\$1 10		3	13,000	36,000	10,081	4		0	0	0
Oakland	303 Hegenberger Rd	1974	\$1 15		4	15,800	46,906	15,754	3	12th St	0	0	1
Oakland	310 8th St	1981			3	6,500	26,000		1	12th St	0	0	1
Oakland	330 Franklin St	1978			4	16,225	131,301	36,436	4		0	0	0
Oakland	333 Hegenberger Rd	1961			8	40,000	119,000		1	19th St	0	1	1
Oakland	344 20th St	1928			3	7,000	21,000			12th St	0	0	1
Oakland	360 17th St	1957	\$1 20		8	19,500	156,000	22,900	33		0	0	1
Oakland	360 22nd St	1964	\$1 05		2	6,700	13,400	1,412			0	0	0
Oakland	401 Grand Ave	1962			5	7,200	40,000		1		0	0	0
Oakland	401 Roland Way	1983	\$1 12		2	20,000	39,700	20,208	4		0	0	0
Oakland	405 14th St	1927	\$1 00		17	3,000	80,000	8,800		12th St	1	1	1
Oakland	411 30th St	1930	\$1 40		5	7,000	37,000	7,000	12		0	0	0
Oakland	414 13th St	1983		\$0 89	7	2,782	21,000	5,564	3	12th St	1	1	1
Oakland	415 20th St	1965			12	19,600	231,600			12th St	0	0	1
Oakland	421 Pendleton Way	1971			1	10,000	10,000		3		0	0	0
Oakland	427 13th St	1930			3	17,000	50,000			12th St	1	1	1
Oakland	430 Roland Way	1973			1	19,000	19,000		4		0	0	0
Oakland	433 Hegenberger Rd	1979	\$1 20		2	22,000	43,992	11,180	4		0	0	0
Oakland	436 14th St	1926			15	7,600	105,000			12th St	1	1	1
Oakland	440 Grand Ave	1964			5	5,000	25,000				0	0	0
Oakland	449 15th St	1983	\$0 50		4	10,000	42,000	5,409	07	12th St	0	1	1
Oakland	449 15th St	1983	\$0 50		4	10,000	42,000	2,452	07	12th St	0	1	1
Oakland	456 8th St	1910			2	4,900	8,680		1	12th St	0	1	1
Oakland	460 Hegenberger Rd	1974	\$1 15		7	14,000	135,013	3,400	35		0	0	0
Oakland	469 9th St	1910	\$1 60		2	5,250	10,693	1,779	1	12th St	0	1	1
Oakland	475 14th St	1983		\$1 31	12	13,792	172,077	85,424	07	12th St	1	1	1
Oakland	476 9th St	1910	\$1 60		3	8,666	25,988	13,206	1	12th St	0	1	1
Oakland	480 Roland Way				2	12,500	25,000		4		0	0	0
Oakland	483 9th St	1910			3	5,000	15,000		1	12th St	0	1	1
Oakland	491 9th St	1900			3	5,003	15,009		1	12th St	0	1	1
Oakland	492 9th St	1900	\$1 60		3	10,000	39,587	5,069	1	12th St	0	1	1
Oakland	499 14th St	1986		\$1 38	1	18,500	18,500	3,472	1	12th St	1	1	1
Oakland	500 12th St	1985	\$1 38		4	28,950	115,800	11,798	1	12th St	0	1	1
Oakland	505 14th St	1985	\$1 29		12	13,902	159,611	15,360	07	12th St	1	1	1

Appendix B Alameda, Contra Costa, and San Francisco County Office Buildings and Selected Characteristics (Source Black's Office Guide 1993)

City	Address	Year Built	Monthly Asking Rent, 1993		Floors	Avg Floor \$/sq ft	Total \$/sq ft	Space Available	Parking spaces per 1000 sq ft	Near BART Station	Distance to Nearest BART Station		
			Full	Partial							<1/4 mile	1/4-3/8 mile	>3/8-1/2 mile
Oakland	510 16th St	1919			5	6,500	32,670		0	12th St	0	1	1
Oakland	510-520 3rd St	1910	\$1 15		4		50,000	6,230	0.4		0	0	0
Oakland	518 17th St	1935		\$0 85	4	7,000	37,636	20,000	1	12th St	0	0	1
Oakland	519 17th St	1985	\$1 13		8	7,000	56,000	17,000		12th St	0	0	1
Oakland	530 Water St	1969	\$1 85		7	15,000	165,600	3,500	3		0	0	0
Oakland	55 Santa Clara Ave	1968			2	9,500	19,600		2		0	0	0
Oakland	560 14th St	1920			3	5,000	16,000			12th St	0	1	1
Oakland	565 16th St	1983	\$0 80		4	3,552	13,000	4,900	3	19th St	0	1	1
Oakland	5725 14th St E	1925		\$0 46	8		196,000	25,600			0	0	0
Oakland	590 2nd St	1987			2	25,000	50,000		1		0	0	0
Oakland	600 Grand Ave	1930		\$0 89	4	11,000	45,000	5,900			0	0	0
Oakland	600-610 16th St	1912	\$0 73		5	15,000	90,000	3,000		12th St	0	1	1
Oakland	6250 Claremont Ave	1985			3	15,000	27,000			Rockridge	0	0	1
Oakland	675 Hegenberger Rd	1978	\$0 79		3	25,000	75,000	55,000	3		0	0	0
Oakland	70 Washington St	1989	\$1 60		4	30,000	50,000	9,212			0	0	0
Oakland	7400 Edgewater Drive	1989	\$1 75		2		155,650	78,000	3.5		0	0	0
Oakland	7700 Edgewater Drive	1972	\$1 15		2	12,000	203,612	86,385	4		0	0	0
Oakland	7717 Edgewater Drive	1985			2	10,000	24,000		4		0	0	0
Oakland	7730 Pardee Lane	1981	\$1 10		2	10,000	20,000	20,000	3.5		0	0	0
Oakland	7750 Pardee Lane	1980			2	10,000	20,000		4		0	0	0
Oakland	7770 Pardee Lane	1981			3	10,000	60,000		4		0	0	0
Oakland	7901 Oakport St	1970	\$1 00		4		70,000	45,000			0	0	0
Oakland	7971 Capwell Drive				1	10,500	10,500		4	19th St	0	0	0
Oakland	80 Grand Ave	1973			8	4,200	40,000		0.3		0	0	1
Oakland	80 Swan Way	1983	\$1 27		3	18,530	55,590	10,379	3.8		0	0	0
Oakland	8000 Edgewater Drive	1970	\$1 15		2	23,000	51,140	23,000	4.2		0	0	0
Oakland	807 Broadway	1910	\$1 63		2	3,515	7,057	1,574	1	12th St	0	1	1
Oakland	8105 Capwell Drive	1973	\$1 10		2	9,000	18,000	27,000	4		0	0	0
Oakland	8105 Edgewater Drive	1970			2		24,000		1		0	0	0
Oakland	8131-8137 Capwell Drive	1968		\$0 65	1	39,000	39,000	10,858	4		0	0	0
Oakland	8201 Edgewater Dr	1990	\$1 15		2	14,000	28,000	9,400	4		0	0	0
Oakland	827 Broadway	1910	\$1 63		3	5,600	17,051	1,360	1	Lake Merritt	0	0	1
Oakland	8393 Capwell Drive	1971	\$1 00		2	10,000	20,000	4,600	4		0	0	0
Oakland	8399 Edgewater Dr	1970			2	8,250	16,500				0	0	0
Oakland	8477 Enterprise Way	1973			3	16,182	40,200		4		0	0	0
Oakland	8517 Earhart Dr	1929	\$0 85		2	12,606	25,212	3,410	5		0	0	0
Oakland	909-927 Broadway	1910	\$1 60		3	20,007	59,041	20,007	1	12th St	0	1	1
Oakland	Castro and 12th	1920		\$1 30	16		60,162	12,000			0	0	0
Oakland	City Center	1968			3		177,817		0.7	12th St	0	1	1
Oakland	25 Orinda Way	1974			3	7,500	20,000		4	Orinda	0	0	1
Oakland	3 Altamira	1972			2	7,000	14,000		5	Orinda	0	1	1
Oakland	4 Orinda Way	1982	\$2 05		2	8,115	16,230	8,000	4.5	Orinda	0	1	1
Oakland	50 Vashell Way	1963	\$1 50		4	3,500	11,600	3,000	2	Orinda	1	1	1
Oakland	51 Moraga Way		\$1 75		1	9,000	9,000	5,477	3.5	Orinda	0	1	1
Oakland	89 Davis Rd	1983	\$2 00		2	5,804	15,280	2,064	4.8	Orinda	0	1	1
Piedmont	1345 Grand Ave	1988	\$2 00		4		15,000	1,300	3		0	0	0
Piedmont	2801 pinole valley rd	1984	\$1 25		2	9,000	18,000	840	4		0	0	0
Pleasant Hill	100-500 Ellinwood Way	1982			4		230,000		4		0	0	0
Pleasant Hill	140 Gregory Lane	1984			2	16,000	31,000		4.5		0	0	0
Pleasant Hill	140 Mayhew Way	1976			10		25,000		4		0	0	0
Pleasant Hill	171 Mayhew Way	1950			6		75,000		4		0	0	0
Pleasant Hill	2255 Contra Costa Blvd	1974	\$1 25		3	9,000	27,742	1,339	4		0	0	0
Pleasant Hill	2300 Contra Costa Blvd	1987	\$1 50		6		20,000	8,882	4		0	0	0
Pleasant Hill	3451 Vincent Rd	1980		\$1 00	1	15,735	15,735	8,809	4		0	0	0
Pleasant Hill	3470 Buskirk Ave	1973			1	15,000	15,000		7	Pleasant Hill	0	0	1
Pleasant Hill	3478 Buskirk Ave	1984			3	32,000	96,013		3.5		0	0	0
Pleasant Hill	360-395 Civic Drive	1976		\$1 14	7	20,000	85,000	7,108	5		0	0	0
Pleasant Hill	391 Taylor Blvd	1982	\$1 30		2	11,000	23,000	27,600	4		0	0	0
Pleasant Hill	395 Taylor Blvd	1982			2	15,000	30,000		4		0	0	0
Pleasant Hill	398 Taylor Blvd	1982			3	15,000	60,000		4		0	0	0
Pleasant Hill	400 Golf Club Rd	1986		\$0 85	1	30,000	30,000	30,000	4		0	0	0

Appendix B: Alameda, Contra Costa, and San Francisco County Office Buildings and Related Structures (continued)

City	Address	Year Built	Monthly Asking Rent, 1983		Floors	Avg. Floor Sq. Ft.	Total Sq. Ft.	Space Available	Parking spaces per 1,000 sq. ft.	Near BART Station	Distance to Nearest BART Station		
			Full	Partial							1/4 mile	1/2 mile	3/4 mile
Pleasant Hill	81 Gregory Lane	1991		\$1 20	3	5,000	15,000	7,708	4		0	0	0
Pleasant Hill	91 Gregory Lane	1982			9		52,000		6		0	0	0
Pleasanton	1020 serpentine ln	1986			1	18,000	18,000		4		0	0	0
Pleasanton	1024 serpentine ln	1986		\$0 73	1	18,000	18,000	5,400	3		0	0	0
Pleasanton	1040 serpentine ln	1985		\$0 65	1	22,667	22,667	2,722	3		0	0	0
Pleasanton	1177 quarry ln	1986			1	30,240	30,240		2.5		0	0	0
Pleasanton	1233 quarry ln	1983		\$0 70	1	16,640	16,640	9,037	3		0	0	0
Pleasanton	1241 quarry ln	1983			1	21,600	21,600		3		0	0	0
Pleasanton	1249 quarry ln	1983		\$0 70	1	21,600	21,600	4,346	3		0	0	0
Pleasanton	1257 quarry ln	1983		\$0 65	1	16,640	16,640	7,523	3		0	0	0
Pleasanton	2340 santa Rita rd	1985			1	12,758	12,758		4		0	0	0
Pleasanton	3015 hoppyard rd	1980		\$0 70	1		15,600	1,350			0	0	0
Pleasanton	3825-3875 hoppyard rd	1986	\$1 30		2		210,320	50,000	4		0	0	0
Pleasanton	3942 valley ave	1985			4	35,328	35,328		3.2		0	0	0
Pleasanton	3942 valley ave	1985			1	35,328	35,328	5,184	3.2		0	0	0
Pleasanton	3950 valley ave	1985	\$0 60		1	11,520	11,520		3.2		0	0	0
Pleasanton	3958 valley ave	1985			1	15,552	15,552		3.2		0	0	0
Pleasanton	400 main st	1986			2	11,200	22,400	500	4		0	0	0
Pleasanton	405 hacienda dr	1985	\$1 25		5	55,200	276,000	100,000	4		0	0	0
Pleasanton	4125-4133 mohr ave	1980			1		20,600		4		0	0	0
Pleasanton	4234-4256 hacienda dr	1985	\$1 20		1	10,000		18,071			0	0	0
Pleasanton	4301-4309 hacienda dr	1984	\$1 40		5	17,000	272,954	26,000	4.1		0	0	0
Pleasanton	4400-4450 rosewood dr	1988	\$1 38		4		1,021,000	268,000	4		0	0	0
Pleasanton	4430-4440 willow rd	1985	\$0 70		1		58,928	7,333	3.7		0	0	0
Pleasanton	4460 black ave	1992			1		10,000		4		0	0	0
Pleasanton	4464 black ave	1985			1	64,993	64,993	54,000	4.1		0	0	0
Pleasanton	4466 black ave	1982			1	10,000	10,000		4		0	0	0
Pleasanton	4480 willow rd	1984			1	64,200	64,200	64,200	4		0	0	0
Pleasanton	450 main st	1985	\$1 30		2	10,000	19,878	2,600	1		0	0	0
Pleasanton	4511 willow dr	1990			1	65,626	65,626		4		0	0	0
Pleasanton	4615-4725 1st st	1985	\$1 15		2	12,000	66,066	19,443	3		0	0	0
Pleasanton	4637 chabot dr	1983	\$1 27		3	27,000	71,989	31,576	4		0	0	0
Pleasanton	4683 chabot dr	1986	\$1 35		3	17,000	52,295	6,480	4		0	0	0
Pleasanton	4695 chabot dr	1986	\$1 35		2	18,000	36,065	9,884	4		0	0	0
Pleasanton	4900 hoppyard rd	1985	\$1 45		4	23,400	93,683	3,276	4		0	0	0
Pleasanton	5000 hoppyard rd	1985	\$1 45		4	40,000	154,137	4,884	4.1		0	0	0
Pleasanton	5020-5142 franklin dr	1985			1		86,000		4		0	0	0
Pleasanton	5111-5117 johnson dr	1985	\$1 05		1	12,587	12,587	4,303	4		0	0	0
Pleasanton	5139-5145 johnson dr	1985			1	7,768	7,768		4		0	0	0
Pleasanton	5141 johnson dr	1984	\$1 05		1	44,525	44,525	7,985	3.5		0	0	0
Pleasanton	5165-5175 johnson dr	1985	\$1 05		1	12,694	12,694	3,675	4		0	0	0
Pleasanton	5199 johnson dr	1985			1	11,468			4		0	0	0
Pleasanton	5627 gibralrar dr	1984			1	34,975	34,975		4		0	0	0
Pleasanton	5669 gibralrar dr	1985	\$0 73		1	172,120	172,120	57,680	4		0	0	0
Pleasanton	5674 stoneridge dr	1985	\$1 27		2	24,125	46,531	15,189	4.2		0	0	0
Pleasanton	5675 stoneridge dr	1992		\$0 73	1	28,095	28,095	28,095			0	0	0
Pleasanton	5700 stoneridge mall rd	1982	\$1 25		3	17,333	52,000	3,065	4		0	0	0
Pleasanton	5725 las positas blvd, w	1986			2	27,934	55,868	55,868	9		0	0	0
Pleasanton	5758 las positas blvd, w	1984			2	24,750		49,500	4		0	0	0
Pleasanton	5764 las positas blvd, w	1985			1		89,086		4		0	0	0
Pleasanton	5776 stoneridge mall rd	1982	\$1 25		3	24,700	74,241	7,372	4		0	0	0
Pleasanton	5794 las positas blvd, w	1984	\$1 00		21	54,000	105,000	55,241			0	0	0
Pleasanton	5798 stoneridge mall	1984	\$1 25		2	4,000	8,000	1,400	3.5		0	0	0
Pleasanton	5820 stoneridge mall rd	1982	\$1 25		3	23,000	71,000	16,007	4		0	0	0
Pleasanton	5850 las positas blvd, w	1984			1	82,994	82,994	82,994			0	0	0
Pleasanton	5858 stoneridge mall rd	1983			2	21,500	41,420		4		0	0	0
Pleasanton	5860 las positas blvd, w	1987			2	46,890	93,784		4		0	0	0
Pleasanton	5870 stoneridge dr	1990			1	48,630	48,630		4		0	0	0
Pleasanton	5870 stoneridge mall rd	1984			2	9,000	15,399		4		0	0	0
Pleasanton	5880 las positas blvd, w	1987	\$0 80		2	46,892	93,784		4		0	0	0
Pleasanton	5900 stoneridge mall	1983			1	7,277	7,277		4		0	0	0
Pleasanton	5906 stoneridge mall	1983	\$1 50		1	6,380	6,380	6,380	4		0	0	0
Pleasanton	5912 stoneridge mall	1983			1	8,082	8,082		4		0	0	0
Pleasanton	5918 stoneridge mall rd	1983			3	51,500	103,000		4		0	0	0
Pleasanton	5920 stoneridge mall	1983			1	11,936	11,936		4		0	0	0

Appendix B Alameda, Contra Costa, and San Francisco County Office Buildings and Selected Characteristics (Source, Black's Office Guide 1993)

City	Year Built	Address	Monthly Asking Rent, 1993		Floors	Avg Floor SQFT	Total SQFT	Space Available	Parking spaces per 1000 sqft	Near BART Station	Distance to Nearest BART Station		
			Full	Partial							<1/4 mile	1/4-3/8 mile	>3/8-1/2 mile
Pleasanton	1984	5925 las positas blvd, w			21	45,423	90,846		4		0	0	0
Pleasanton	1983	5925 stoneridge dr		\$0 50			62,496	7,200	4		0	0	0
Pleasanton	1985	5934 gibralter dr/4698 willow	\$1 21		2		84,564	5,407	4		0	0	0
Pleasanton	1986	5960 inglewood dr			3		103,778		4		0	0	0
Pleasanton	1986	5976 las positas blvd, w	\$1 25		2	26,500	52,183	7,588	4		0	0	0
Pleasanton	1989	5980 stoneridge dr			1	33,197	33,197		4		0	0	0
Pleasanton	1989	5990 stoneridge dr			1	31,306	31,306		4		0	0	0
Pleasanton	1986	5994 las positas blvd, w	\$1 30		2	26,150	53,197	15,519	4		0	0	0
Pleasanton	1983	6000 stoneridge mail rd			4	15,000	60,000	1,697	4		0	0	0
Pleasanton	1978	6111 johnson ct	\$1 10		2	7,000	12,000	840	4		0	0	0
Pleasanton	1985	6120-6160 stoneridge mail			4		567,000	40,000	4		0	0	0
Pleasanton		6120-6160 stoneridge mail					1,200,000				0	0	0
Pleasanton	1989	6130 stoneridge mail rd	\$1 37		4	30,000	115,000	1,400	4		0	0	0
Pleasanton	1985	6140 stoneridge mail rd	\$1 37		5	38,000	191,000	4,900	4		0	0	0
Pleasanton	1985	6150 stoneridge mail rd	\$1 37		3	25,000	72,000	10,750	4		0	0	0
Pleasanton	1988	6601 koi center pkwy	\$1 40		3	23,903	69,635	1,639	4		0	0	0
Pleasanton	1985	6601 owens dr	\$1 30		2	23,000	45,348	7,964	4		0	0	0
Pleasanton	1983	6602 owens dr		\$0 90	1	25,631	25,631	8,474	4		0	0	0
Pleasanton	1983	6620 owens dr	\$1 00		1	22,000	22,000	11,075	4		0	0	0
Pleasanton	1985	6621 owens dr	\$0 85		1	24,072	24,072	8,904	4		0	0	0
Pleasanton	1983	6624 owens dr		\$1 00	1	46,768	46,768		4		0	0	0
Pleasanton	1984	6625 owens dr			1	20,000	20,000	5,094	3.5		0	0	0
Pleasanton	1983	6630-6666 owens dr			1		50,692		4		0	0	0
Pleasanton	1983	6668 owens dr		\$0 67	2	9,370	18,740	18,740	4		0	0	0
Pleasanton	1985	6671 owens dr			1	14,040	14,040		4		0	0	0
Pleasanton	1985	6681 owens dr			1	20,020	20,020		4		0	0	0
Pleasanton	1984	6685 owens dr		\$0 90	1	42,992	42,992	7,500	3.5		0	0	0
Pleasanton	1985	6689-6695 owens dr	\$0 60		1		42,992	8,707	4		0	0	0
Pleasanton	1989	6900-6960 koi center pkwy			1	5,000	120,000	1,823	3.4		0	0	0
Pleasanton	1989	7011-7041 koi center pkwy			1		165,000	7,253	4		0	0	0
Pleasanton	1987	7020-7068 koi center pkwy	\$0 92		1		135,000	5,000	3.7		0	0	0
Pleasanton	1965	7100 johnson dr			2	18,000	36,000		4		0	0	0
Pleasanton	1988	7133-7139 koi center pkwy	\$1 10		1		48,862		4		0	0	0
Pleasanton	1985	7901 stoneridge dr	\$1 33		5	35,000	171,009	43,259	4		0	0	0
Pleasanton	1984	hacienda dr and w laspositas	\$0 70		1		119,403	39,306	4		0	0	0
Pleasanton	1989	hoyard rd	\$1 50		1		67,340	25,000			0	0	0
Richmond		1001-1003 Cutting Blvd W			3		117,200		3.5		0	0	0
Richmond	1987	3023-3075 Reasearch Dr	\$0 70		3		150,100	8,180	4		0	0	0
Richmond	1986	3065 Atlas Rd			3		89,500		4		0	0	0
Richmond	1985	3260 Blume Dr	\$1 55		5	15,000	87,000	10,193	4		0	0	0
Richmond	1983	4050-4133 Lakeside Dr	\$0 70		3		86,300	30,280	3.7		0	0	0
Richmond	1986	4100 Lakeside Dr	\$0 60		1	30,000	30,000	5,600	4		0	0	0
Richmond	1986	4175-4197 Lakeside Dr	\$0 80		2		38,944	2,600	3.5		0	0	0
Richmond	1990	Marina Way S	\$1 00		3		128,000	64,800	4	Richmond	0	0	1
Richmond	1990	Marina Way S					128,000		4	Richmond	0	0	1
San Francisco	1959	1 bush st	\$1 96		18	16,560	280,505	10,403	1	Embarcadero	0	1	
San Francisco	1968	1 california st			31	15,500	460,000	67,168	0.2	Embarcadero	0	1	
San Francisco	1975	1 ecker st			4	13,000	49,000			Embarcadero	0	1	
San Francisco	1971	1 embarcadero center	\$2 29		41	19,000	691,000	80,480	1	Embarcadero	0	1	
San Francisco	1971	1 embarcadero center	\$1 83		41	19,000	691,000	14,170	1	Embarcadero	0	1	
San Francisco	1987	1 harrison st			6	2,600	15,600		1	Embarcadero	0	0	
San Francisco	1984	1 hawthorne st	\$0 88		4	6,866	36,179	13,605	0.5	Embarcadero	0	0	
San Francisco	1978	1 lombard st	\$1 88		3	18,800	60,000	5,850	2	Embarcadero	0	0	
San Francisco	1967	1 maritime plaza	\$2 63		25	20,548	493,723	70,440		Embarcadero	0	1	
San Francisco	1976	1 market plaza			69		1,374,877			Embarcadero	0	1	
San Francisco	1992	1 montgomery st	\$1 96		38	17,440	662,725	63,938	2.2	Embarcadero	0	1	
San Francisco	1969	1 post st			37	10,858	370,000	10,929	0.1	Embarcadero	0	1	
San Francisco	1984	1 sansome st			41	15,000	545,501	14,883		Embarcadero	0	1	
San Francisco	1920	1 second st			6	10,000	60,000	8,007		Embarcadero	0	1	
San Francisco		1 auller st			10	2,744	27,440			Embarcadero	0	1	
San Francisco	1982	10 united nations plaza	\$1 25		6	11,720	70,320	13,863		Civic Center	0	1	
San Francisco	1988	100 1st st	\$1 58		27	18,900	440,000	1,966	4	Embarcadero	0	1	
San Francisco	1983	100 broadway			3	6,000	25,874			Embarcadero	0	0	
San Francisco	1930	100 bush st	\$1 71		28	6,004	197,000	28,009	1	Embarcadero	0	1	
San Francisco	1929	100 mission st	\$1 00		14	47,500	666,100	27,000		Embarcadero	0	1	

City	Address	Year Built	Monthly Asking Rent, 1993		Floors	Avg Floor SQFT	Total SQFT	Space Available	Parking spaces per 1000 sqft	Near BART Station	Distance to Nearest BART Station	
			Full	Partial							<1/4 mile	>1/4 mile
San Francisco	100 pine st	1972	\$1 92		33	12 400	353,808	52,952	0.3	Embarcadero	1	1
San Francisco	100 spear st	1983		\$1 68	22	10 602	232,000	15,140		Embarcadero	0	1
San Francisco	100 the embarcadero	1889			4	5,482	25,756				0	0
San Francisco	100 van ness ave	1974			28	12,000	350,000				0	0
San Francisco	1000 sansome st	1904			4	14,400	58,400	5,422			0	0
San Francisco	1005 market st	1924	\$1 33		4	3,700	24,155				0	0
San Francisco	1005-1045 sansome st	1926		\$1 45	4	23,000	100,000	4,500		Embarcadero	0	0
San Francisco	101 california st	1983			48	24,400	1 200,000				0	1
San Francisco	101 howard st	1986	\$1 59		5	16,000	80,000	5,793			0	0
San Francisco	101 market st	1983	\$1 83		12	28,000	653,000	15,908	5	Embarcadero	1	1
San Francisco	101/121 spear st	1988	\$1 79		6	50,000	549,000	24,320	0.33	Embarcadero	0	1
San Francisco	1028 market st	1989			2	18,000	36,000			Civic Center	0	1
San Francisco	1049 market st	1983	\$0 85		6	7 237	52,426	7,400		Civic Center	0	1
San Francisco	1050 sansome st	1982	\$1 40		8	4,500	32,356	2,675			0	0
San Francisco	1095 market st	1905	\$1 00		8	5,500	48,000	8,195		Civic Center	1	1
San Francisco	1097 howard st	1925			3	12,000	45,000				0	0
San Francisco	110 sutter st	1907			10	3,300	33,000				0	0
San Francisco	111 maiden ln	1985	\$1 50		7	12,000	85,000	6,031		Montgomery	1	1
San Francisco	111 new montgomery st	1907	\$1 00		7	5,000	40,000	4,350		Montgomery	0	1
San Francisco	111 pine st	1966	\$1 50		18	11 012	188,000	9,020		Embarcadero	1	1
San Francisco	111 pine st	1966	\$1 50		18	11 012	188,000	9,020		Montgomery	1	1
San Francisco	111 sutter st	1928			22	12,000	266,718			Montgomery	1	1
San Francisco	114 sansome st	1908	\$1 42		14	14,500	160,000	8,359		Embarcadero	0	1
San Francisco	1145 market st	1984			13	13,000	150,000		2.2	Civic Center	1	1
San Francisco	115 sansome st	1912	\$1 54		13	7 000	82,000			Embarcadero	0	1
San Francisco	1155 market st	1980			11	12 066	132,726	23,630		Civic Center	1	1
San Francisco	1155-1265 battery st	1981			11		823,000		0.8		0	0
San Francisco	116 new montgomery st	1903	\$1 25		8	13 800	108,800	10,000		Montgomery	0	1
San Francisco	1170 market st	1984	\$1 00		7	4,700	32,900	4,700		Civic Center	1	1
San Francisco	1182 market st	1900			4	7 000	29,601	5,699		Civic Center	1	1
San Francisco	120 howard st	1972	\$1 67		8	17 000	137,556	13,784	5	Embarcadero	0	1
San Francisco	120 montgomery st	1956	\$1 48		25	16,200	405,000	45,070	0.1	Montgomery	1	1
San Francisco	1200 van ness ave	1988	\$1 42		4	40,000	160,000	42,358	3		0	0
San Francisco	121 2nd st	1907			7	3,800	26,600			Montgomery	0	1
San Francisco	121 spear st	1988	\$1 75		4	74,000	218,000	3,440	0.3	Embarcadero	0	1
San Francisco	1213 evans ave	1989	\$1 08		2	14,000	23,600	23,000	2		0	0
San Francisco	123 mission st	1986			29	13,500	340,000			Embarcadero	0	1
San Francisco	123 townsend st	1902	\$1 15		6	20,000	130,000	44,773			0	0
San Francisco	124 beale st	1930	\$1 50		5	6,000	30,000	337		Embarcadero	0	1
San Francisco	1255 post st	1959	\$1 68		11	10,540	115,977	12,425			0	0
San Francisco	126 post st	1909	\$1 17		6	6,000	35,000	8,000	8	Montgomery	0	1
San Francisco	1275 market st	1977			17	22,000	350,000			Civic Center	0	1
San Francisco	130 battery st	1986	\$1 33		6	5,000	30,000	1,820		Embarcadero	0	1
San Francisco	130 bush st	1910	\$1 33		11	1 200	15,000	6,000		Embarcadero	0	1
San Francisco	130 montgomery st	1930			6	2,100	15,982			Montgomery	1	1
San Francisco	130 sutter st	1907	\$1 25		7	11,000	69,000	5,400		Embarcadero	0	1
San Francisco	131 steuart st	1983	\$1 17		6	12,600	76,000	1,680		Montgomery	1	1
San Francisco	133 kearny st	1916			4	4 500	20,000			Embarcadero	0	1
San Francisco	135 main st	1996	\$1 83		23	12 500	252,176	139,179	2	Montgomery	1	1
San Francisco	135 post st	1908			6	10,000	60,000			Embarcadero	0	1
San Francisco	1355-1375 sutter st	1974	\$1 00		4	19,400	90,000	30,800	2	Montgomery	1	1
San Francisco	1360 mission st	1930	\$0 55		4	8,700	34,000	6,300			0	0
San Francisco	1388 sutter st	1984			12	12,225	113,000		0.5		0	0
San Francisco	139 townsend st	1985			5	11,000	60,000				0	0
San Francisco	1390 market st	1986			12	16,500	173,000	32,505	1		0	0
San Francisco	140 2nd st	1915	\$1 00		6	5,000	30,000	5,000		Montgomery	1	1
San Francisco	140 geary st	1908			10	4,500	47,000			Powell	1	1
San Francisco	1401 fillmore st		\$2 00		3	60,000	180,000	180,000	1		0	0
San Francisco	142 sansome st	1909	\$0 99		6	3,400	20,500	3,400		Embarcadero	0	1
San Francisco	1426 fillmore st	1988		\$1 75	14	4,640	65,000	20,000	2		0	0
San Francisco	143 2nd st				5	3,000	15,000			Montgomery	0	1
San Francisco	144 2nd st	1908			6	4,200	27,000			Montgomery	0	1
San Francisco	145 natoma st	1975	\$1 10		7	2,000	15,000	3,600		Montgomery	0	1
San Francisco	1453 mission st	1913			6	16,000	94,000				0	0
San Francisco	150 4th st	1979	\$1 75		6	50,000	260,593	22,000	1	Powell	0	1

Appendix B Alameda, Contra Costa, and San Francisco County Office Buildings and Selected Characteristics (Source: Black's Office Guide, 1993)

City	Address	Year Built	Monthly Asking Rent, 1993		Floors	Avg Floor SQFT	Total SQFT	Space Available	Parking spaces per 1000 sqft	Near BART Station	Distance to Nearest BART Station		
			Full	Partial							<1/4 mile	1/4-3/8 mile	>3/8-1/2 mile
San Francisco	150 chestnut st	1930		\$1 40	2	7,900	15,800	13,310	0.5		0	0	0
San Francisco	150 executive park blvd	1987	\$1 21		4		97,000	21,900	3	Montgomery	0	0	0
San Francisco	150 post st	1908	\$1 38		7	13,100	65,500	10,646		Embarcadero	0	1	1
San Francisco	150 spear st	1982	\$1 83		18	15,116	256,000	160,070	1		0	1	1
San Francisco	1500 howard st	1925		\$0 75	2	17,000	34,000	34,000			0	0	0
San Francisco	1500 sansome st		\$1 50		7		46,000	4,467			0	0	0
San Francisco	151 union st	1983			5	11,000	56,140		0.5	Montgomery	0	0	0
San Francisco	153 kearny st	1908	\$1 29		6	9,500	57,000	9,448			0	1	1
San Francisco	1540 market st				5	9,000	45,000			Montgomery	0	0	0
San Francisco	155 montgomery st	1928		\$1 29	16	3,700	54,000	6,570		Embarcadero	1	1	1
San Francisco	155 sansome st	1929	\$1 38		12	4,000	48,000		1		0	1	1
San Francisco	1550 bryant st	1985	\$4 00		12	17,000	180,000	4,500		Embarcadero	1	1	1
San Francisco	16 california st	1908	\$1 05		8	3,200	25,600	13,200		Embarcadero	0	1	1
San Francisco	160 pine st	1987	\$1 50		7	13,500	75,000	27,614	0.1	Embarcadero	0	1	1
San Francisco	160 sansome st	1966			17	5,400	101,600	18,546		Embarcadero	0	1	1
San Francisco	160 spear st	1985	\$1 67		19	14,660	266,562	5,923		Embarcadero	0	1	1
San Francisco	1601 bush st	1920		\$0 75	2	21,500	43,000	28,890			0	0	0
San Francisco	1620 montgomery st	1907			3	16,000	40,000		0.4		0	0	0
San Francisco	1625 bush st	1925		\$0 75	2	28,890	46,260				0	0	0
San Francisco	1625 van ness ave				4	20,000	80,000			Powell	0	0	0
San Francisco	165 diarell st	1905	\$1 00		6	4,000	24,000	20,000		Montgomery	1	1	1
San Francisco	165 post st		\$1 00		5	6,000	30,000	8,996		Powell	0	1	1
San Francisco	166 geary st	1905	\$1 42		16	2,700	45,000	4,320		Montgomery	0	1	1
San Francisco	166 grant ave	1920		\$1 41	6	2,700	16,200	2,000			0	1	1
San Francisco	169-179 11th st	1917			3	5,500	20,500				0	0	0
San Francisco	170 columbus ave		\$1 17		6	7,788	50,249	2,762	1		0	0	0
San Francisco	1700 california st	1986	\$2 00		5	16,000	85,749	24,737	2		0	0	0
San Francisco	1700 montgomery st	1976	\$1 83		4	33,750	135,000	37,813	1		0	0	0
San Francisco	1714 stockton st				5	2,800	15,000				0	0	0
San Francisco	1725 montgomery st	1989			3	14,000	42,000		0.9		0	0	0
San Francisco	1728 union st	1968	\$1 70		3	2,000	7,632	1,845	1		0	0	0
San Francisco	1736 stockton st	1907			3	3,732	11,196			Montgomery	0	0	1
San Francisco	177 post st	1908			10	6,000	55,000			Embarcadero	0	1	1
San Francisco	177-181 fremont st	1906		\$1 15	3	10,000	35,000	18,760		Powell	1	1	1
San Francisco	180 geary st	1987	\$1 83		7	7,450	51,000	4,633		Embarcadero	0	1	1
San Francisco	180 howard st	1982	\$1 06		13	17,000	205,828	6,500	5		0	1	1
San Francisco	180 montgomery st	1978	\$1 23		25	11,000	277,000	95,852		Montgomery	1	1	1
San Francisco	180 suiter st	1915			6	3,831	22,986		4		0	0	0
San Francisco	1801 van ness ave	1965			3	4,500	13,500			Montgomery	0	0	1
San Francisco	182 2nd st	1980	\$1 25		5	6,340	39,419	7,847		Embarcadero	0	1	1
San Francisco	183-187 fremont st	1960		\$1 00	2	5,000	10,000	6,500			0	0	0
San Francisco	1833 fillmore st	1907	\$2 37		4	4,960	13,000	2,366			0	0	0
San Francisco	185 berry st	1922	\$1 42		6	80,000	465,000	200,000	1.6	Montgomery	0	0	1
San Francisco	185 post st	1907	\$1 25		6	3,300	25,000	4,500			0	0	0
San Francisco	188 the embarcadero	1986	\$2 00		8	9,857	81,614	17,026			0	0	0
San Francisco	1950 army st	1930		\$0 25	2	20,000	60,000	50,000	1		0	0	0
San Francisco	2 bryant st		\$1 58		3	24,000	650,000	11,274	1	Embarcadero	0	0	1
San Francisco	2 embarcadero center	1974	\$2 00		30	33,000	178,781	37,672	0.2		0	0	0
San Francisco	2 harrison st	1928	\$2 17		7	7,400	58,962			Embarcadero	1	1	1
San Francisco	20 california st	1988	\$1 30		8	5,160	45,000	5,180		Embarcadero	0	1	1
San Francisco	200 pine st	1989	\$1 30		8	5,180	45,000	5,180		Montgomery	0	1	1
San Francisco	201 3rd st	1983	\$2 04		12	25,400	305,145			Embarcadero	0	0	0
San Francisco	201 california st	1980			17	14,244	240,167	3,462			1	1	1
San Francisco	201 fibert st	1983			7	6,197	39,511			Embarcadero	0	0	0
San Francisco	201 mission st	1982	\$1 88		30	16,238	475,673	135,000		Embarcadero	0	1	1
San Francisco	201 sansome st	1909	\$1 58		11	4,500	48,500	6,226		Embarcadero	0	1	1
San Francisco	201 spear st	1985	\$1 79		16	12,826	231,551	15,466			0	0	0
San Francisco	2044 fillmore st	1980			3	3,800	11,400				0	0	0
San Francisco	207 powell st	1907	\$1 23		8	2,500	19,000	2,617		Powell	0	1	1
San Francisco	209 post st	1909	\$0 65		12	2,800	33,628	9,297		Montgomery	0	1	1
San Francisco	210 post st	1907	\$1 60		11	4,909	54,000	5,500		Montgomery	0	1	1
San Francisco	211 suiter st	1900	\$1 00		10	3,200	32,000	11,100		Powell	0	1	1
San Francisco	212 stockton st	1987			7	4,700	18,800				0	1	1

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			Full	Partial							<1/4 mile	1/4-3/8 mile	>3/8-1/2 mile
San Francisco	214 grant ave	1906	\$1 56		4	7,057	30,198	2,659		Montgomery	0	1	0
San Francisco	214 van ness ave	1960		\$1 25	2	6,500	13,000	13,000			0	0	0
San Francisco	215 2nd st	1986			4	4,000	15,000				0	0	0
San Francisco	215 fremont st	1928			10	35,977	323,800	291 420			0	0	0
San Francisco	215 leidesdorff	1909	\$1 25		4	5,000	25,000	8,000			0	0	0
San Francisco	22 2nd st	1924	\$0 96		7	3,500	24,700	3,300		Montgomery	0	1	1
San Francisco	22 4th st	1980			16	15,000	200,000			Powell	1	1	1
San Francisco	22 battery st	1908			11	5,660	62,000	7,361		Embarcadero	0	1	0
San Francisco	220 jackson st	1909			3	7,300	21,400				0	0	0
San Francisco	220 montgomery st	1891	\$1 50		22	34,000	400,000	23,300	0 3	Montgomery	0	1	1
San Francisco	220 sansome st	1976			16	3,229	51,086	6,400		Embarcadero	0	1	0
San Francisco	2209 van ness ave	1899			4	3,000	12,033				0	0	0
San Francisco	221 main st	1974	\$1 70		16	20,500	347,793	25,151	0 1		0	0	0
San Francisco	221 sansome st	1910			3	2,600	7,000			Embarcadero	0	1	1
San Francisco	222 front st	1985	\$1 54		7	3,200	24,155	7,800		Embarcadero	1	1	1
San Francisco	222 kearny st	1986	\$2 04		10	15,172	121,162	24,088	0 3	Montgomery	0	1	1
San Francisco	228 1st st	1970			3	6,000	24,000				0	0	0
San Francisco	228 grant ave	1910			6	4,200	24,000			Montgomery	0	1	1
San Francisco	2280 powell st	1968			3	3,963	8,000		4		0	0	0
San Francisco	23 grant ave	1910		\$1 13	6	3,200	19,000	9,600		Montgomery	0	1	1
San Francisco	230 california st	1913	\$1 38		7	6,600	42,550	14,708		Embarcadero	0	1	1
San Francisco	231 sansome st	1925			6	2,800	17,000			Embarcadero	0	1	1
San Francisco	233 sansome st	1932	\$1 33		13	3,200	47,959	3,709		Embarcadero	0	1	1
San Francisco	234 front st	1925			4	6,000	24,000			Embarcadero	1	1	1
San Francisco	235 montgomery st	1927			31	24,000	471,000	5,662	0 2	Montgomery	0	1	1
San Francisco	235 pine st	1990	\$1 46		25	7,700	147,500	3,881		Embarcadero	0	0	0
San Francisco	2351 powell st	1965	\$1 83		5	22,500	85,000	11 250	4		0	0	0
San Francisco	240 stockton st	1909	\$1 50		10	2,683	26,830	4,800		Powell	0	1	1
San Francisco	244 california st	1911			7	4,000	22,360			Embarcadero	0	0	0
San Francisco	244 jackson st	1858			3	4,000	15,000				0	0	0
San Francisco	246 1st st	1926		\$0 75	5	15,000	75,000	5,300			0	0	0
San Francisco	2499 ocean ave	1980	\$1 75		2	7,500	15,000	500	4		0	0	0
San Francisco	25 ecker st	1981			23	6,000	110,000			Embarcadero	0	1	1
San Francisco	25 kearny st @ maiden ln	1909			6	5,000	30,000			Montgomery	0	1	1
San Francisco	25 maiden ln	1915			6	5,000	30,000			Montgomery	0	1	1
San Francisco	25 taylor st	1900	\$0 65		7	5,000	42,871	8,912			0	0	0
San Francisco	250 executive park blvd	1987			4	43,600	109,000		3		0	0	0
San Francisco	250 montgomery st	1986			16	7,350	106,650			Montgomery	0	1	1
San Francisco	251 kearny st	1988	\$1 08		8	3,000	26,000	7,000		Montgomery	0	1	1
San Francisco	251 post st	1908			6	5,671	33,666			Powell	0	1	1
San Francisco	254 suffer st	1909			6	8,600	65,000			Montgomery	0	1	1
San Francisco	255 california st	1960			14	10,000	140,000		2	Embarcadero	0	1	1
San Francisco	255-299 kansas	1917		\$0 65	3	22,500	80,000	17,700			0	0	0
San Francisco	26 o'farrell st	1910			10	3,800	39,097			Powell	0	1	1
San Francisco	2601 mission st	1962	\$1 33		12	4,264	48,230	18 212	1	Embarcadero	0	1	1
San Francisco	27 maiden ln @ 28 geary st	1910	\$1 25		7	7,000	50,000	20,000		Montgomery	0	1	1
San Francisco	2740 hyde st	1989		\$1 25	2	10,000	26,000		1		0	0	0
San Francisco	275 battery st	1988			30	15,500	440,000	3,693		Embarcadero	0	1	1
San Francisco	275 post st	1909	\$0 92		6	1,440	9,100	4,320	0 3	Powell	0	1	1
San Francisco	278 post st	1910	\$1 00		7	10,000	70,000	10,487		Powell	0	1	1
San Francisco	282 2nd st	1982	\$1 15		4	7,300	29,000	12,300	2		0	0	0
San Francisco	290 division st	1924		\$0 85	4	9,500	38,000	750			0	0	0
San Francisco	291 geary st	1908			7	5,200	31,512			Powell	0	1	1
San Francisco	2nd st @ folsom st	1988		\$1 58	9	98,000	680,000		0 3		0	0	0
San Francisco	3 embarcadero center	1977	\$2 25		35	24,000	650,000	7,997	1	Embarcadero	0	1	1
San Francisco	30 van ness ave	1964	\$1 25		5	39,850	195,000	48,000	0 3		0	0	0
San Francisco	300 brannan @ 2nd st	1935		\$0 88	6	10,000	60,000	4,671			0	0	0
San Francisco	300 broadway	1922		\$1 00	4	12,000	48,000	5,500			0	0	0
San Francisco	300 montgomery st	1940	\$1 29		12	18,000	220,000	23,280		Montgomery	0	1	1
San Francisco	301 8th st	1940		\$0 31	2	30,000	60,000	7,493	3		0	0	0
San Francisco	301 brannan st	1909	\$1 46		6	11,645	69,870	10,135	1		0	0	0
San Francisco	301 howard st	1986	\$1 25		6	20,000	100,000	8,000			0	0	0
San Francisco	301 howard st	1988			23	15,000	315,000	84,520			0	0	0
San Francisco	301 mission st	1926	\$1 00		5	17,500	99,840	9,515			0	0	0

Appendix B Alameda, Contra Costa, and San Francisco County Office Buildings and Selected Characteristics (Source: Black's Office Guide 1993)

City	Address	Year Built	Monthly Asking Rent Full	Partial	Floors	Avg Floor SQFT	Total SQFT	Space Available	Parking spaces per 1000 sqft	Near BART Station	Distance to Nearest BART Station		
											≤1/4 mile	1/4-3/8 mile	>3/8-1/2 mile
San Francisco	303 sacramento st	1972	\$1 79		4	3,000	12,000	6,000	0.5	Embarcadero	0	1	0
San Francisco	310 townsend st	1907	\$1 38		4	8,980	60,000			Embarcadero	0	0	1
San Francisco	311 california st	1919	\$1 38		11	7,200	76,728	10,452		Embarcadero	0	0	1
San Francisco	320 california st	1949			8	14,500	109,000			Powell	0	1	1
San Francisco	323 geary st	1907	\$1 50		8	7,000	54,000	4,000			0	1	1
San Francisco	325 5th st	1962		\$1 00	3	5,000	15,000	7,000		Embarcadero	0	0	0
San Francisco	328 battery st	1923			8	22,000	146,000			Embarcadero	0	1	1
San Francisco	328 bryant st	1940			3	9,000	43,000		2		0	0	0
San Francisco	33 new montgomery st	1986		\$1 71	20	13,000	212,600	47,205		Montgomery	1	1	1
San Francisco	330 townsend st	1983	\$1 37		1	30,000	60,000		2	Montgomery	0	0	0
San Francisco	332 pine st	1912	\$1 21		9	4,600	45,000	11,596		Montgomery	0	1	1
San Francisco	333 bryant st	1987			5	22,000	110,000	3,375		Montgomery	0	0	0
San Francisco	333 bush st	1986	\$2 15		36	17,322	512,000	38,249		Montgomery	0	1	1
San Francisco	333 kearny st	1929	\$1 25		7	3,200	28,000	800		Embarcadero	0	1	1
San Francisco	333 market st	1979			33	18,000	620,000	7,930	7.8	Montgomery	0	1	1
San Francisco	333 pine st	1932			5	3,500	19,164			Montgomery	0	1	1
San Francisco	340 brannan st	1985	\$0 85		4	2,452	9,808	3,431		Montgomery	0	0	0
San Francisco	340 pine st		\$1 28		6	10,000	63,000	16,492		Montgomery	0	1	1
San Francisco	340 townsend st	1987	\$1 75		1	19,000	39,867	32,486	2		0	0	0
San Francisco	343 sansome st	1990		\$1 33	16	24,000	250,000	7,500		Embarcadero	0	0	0
San Francisco	345 california st	1986	\$1 92		48	16,500	579,000	50,287	0.3	Embarcadero	0	1	1
San Francisco	345 spear st	1928	\$2 17		7	57,000	352,545	50,186	0.2	Embarcadero	0	0	0
San Francisco	350 california st	1977	\$1 73		22	14,450	283,000	20,896		Embarcadero	0	1	1
San Francisco	350 mission st	1923	\$1 18		4	17,000	60,000	59,371			0	0	0
San Francisco	350 pacific ave	1909		\$1 38	3	10,000	35,000	10,176		Embarcadero	0	0	0
San Francisco	350 sansome st	1952	\$1 25		10	10,500	115,000	7,300	1	Embarcadero	0	1	1
San Francisco	350 townsend st	San Francisco	\$1 58		4	9,000	37,000	10,629	1.1	Embarcadero	0	0	0
San Francisco	351 california st	1920		\$1 10	16	7,700	129,555	955		Montgomery	0	1	1
San Francisco	353 kearny st	1907			6	2,000	12,000	8,000		Montgomery	0	1	1
San Francisco	353 sacramento st	1982	\$1 54		23	11,000	251,000	64,717		Montgomery	0	1	1
San Francisco	354 pine st	1910			7	2,551	20,000			Powell	0	1	1
San Francisco	360 pine st	1908			7	2,200	15,000			Montgomery	0	1	1
San Francisco	360 post st	1972	\$1 58		11	7,500	110,000	9,000		Montgomery	0	0	0
San Francisco	369 broadway	1962			3	6,300	20,000			Montgomery	0	0	0
San Francisco	369 pine st	1916	\$1 23		9	5,500	60,000	13,124	7	Montgomery	0	0	0
San Francisco	3727 buchanan st	1981	\$1 75		4	6,000	18,000	3,300	2	Montgomery	0	0	0
San Francisco	3801 3rd st @ evans	San Francisco	\$1 10		6		48,000	58,000		Montgomery	0	0	0
San Francisco	381 fush st	1910	\$1 00		8	1,250	10,000	2,500		Montgomery	0	1	1
San Francisco	388 market st	1986	\$1 96		26	8,000	206,836	6,820	0.5	Embarcadero	1	1	1
San Francisco	388 market st	1986			26	8,000	206,836	4,839	0.5	Embarcadero	1	1	1
San Francisco	391 suiter st	1908	\$1 30		8	3,300	23,000	1,005		Powell	0	1	1
San Francisco	394 pacific ave	1922	\$1 35		5	8,700	54,000	7,370			0	0	0
San Francisco	395 mendell st	1980		\$0 65	1	64,710	64,710	5,012		Embarcadero	0	0	0
San Francisco	4 embarcadero center	1981	\$2 71		40	20,000	772,000	21,796	0.3	Embarcadero	0	1	1
San Francisco	400 2nd st	1983	\$1 29		4	14,500	58,000	18,210	1		0	0	0
San Francisco	400 montgomery st	1901			12	6,000	69,000				0	0	0
San Francisco	401 washington st	1983	\$1 38		7	2,000	16,000	2,007			0	0	0
San Francisco	406 suiter st	1910			4	5,000	20,000	10,000			0	0	0
San Francisco	407 sansome st	1926	\$1 20		4	3,500	17,500	3,500			0	0	0
San Francisco	408 columbus ave	1928			2	130,000	270,000				0	0	0
San Francisco	410 townsend st	San Francisco			4	25,000	100,000	17,389			0	0	0
San Francisco	414 jackson st	1987	\$1 55		4	3,900	20,800	2,150			0	0	0
San Francisco	417 montgomery st	1936			10	7,910	83,921				0	0	0
San Francisco	423 washington st	1983	\$1 50		6	2,000	12,000	2,007			0	0	0
San Francisco	425 battery st	San Francisco			5	4,805	24,000				0	0	0
San Francisco	425 bush st	1917			25	6,200	34,000			Montgomery	0	0	1
San Francisco	425 california st	1968	\$1 61		25	7,100	182,000	30,667		Montgomery	0	1	1
San Francisco	425 market st	1973			38	25,000	870,000	151,970		Embarcadero	0	1	1
San Francisco	43 osgood rd/59 osgood pl	1912		\$1 17	6		10,000	2,000			0	0	0
San Francisco	433 california st	1913	\$1 44		11	9,600	117,000	7,041		Montgomery	0	1	1
San Francisco	435 brannan st	1966	\$2 25		1	20,000	20,000			Montgomery	0	0	0
San Francisco	44 montgomery st	1985			43	15,000	620,000	36,000		Montgomery	1	1	1
San Francisco	44 page st	1924			6	5,800	42,000				0	0	0
San Francisco	442 post st		\$1 25		10	2,237	2,237	2,237	4.5		0	0	0

City	Address	Year Built	Monthly Asking Rent 1993		Floors	Avg Floor \$/SQFT	Total \$/SQFT	Space Available	Parking spaces per 1000 sqft	Near BART Station	Distance to Nearest BART Station		
			Full	Partial							<1/4 mile	1/4-3/8 mile	>3/8-1/2 mile
San Francisco	444 market st	1980	\$2 17		38	17,000	605,459	28,176	0.4	Embarcadero	0	1	
San Francisco	445 bush st	1915			9	4,200	36,930			Montgomery	0	1	
San Francisco	445-447 sutter st	1906			8	9,300	65,000			Powell	0	1	
San Francisco	447 battery st	1908			3	8,000	24,000				0	0	
San Francisco	449 powell st	1986	\$1 25		4	7,000	24,000	7,000		Embarcadero	0	0	
San Francisco	45 fremont st	1979			34	17,000	575,000				0	1	
San Francisco	45 polk st	1940	\$1 25		3	2,500	10,000	1,841		Embarcadero	0	0	
San Francisco	450 mission	1920	\$1 00		5	13,557	67,785	4,727		Embarcadero	0	1	
San Francisco	450 sansome st	1967	\$1 33		16	7,900	126,400	23,863	0.5		0	0	
San Francisco	451 haves st	1982	\$1 33		4	2,900	10,300	9,500	5		0	0	
San Francisco	455 market st	1987	\$1 73		23	16,406	377,344	88,949	0.3	Embarcadero	0	1	
San Francisco	455 market st	1987	\$1 54		23	16,406	377,344	1,450	0.3	Montgomery	0	1	
San Francisco	456 montgomery st	1985			24	8,400	168,000	74,731		Montgomery	0	0	
San Francisco	461 bush st	1915			4	4,500	18,000			Montgomery	0	1	
San Francisco	465 california st	1903			16	14,500	220,000	52,699		Montgomery	0	1	
San Francisco	47 kearny st	1915	\$1 25		8	3,500	28,000	1,200		Montgomery	0	1	
San Francisco	475 sansome st	1969	\$1 69		20	15,689	313,780	58,290	0.7	Montgomery	0	0	
San Francisco	480 2nd st	1930	\$1 13		3	10,000	30,000	3,600			0	0	
San Francisco	49 geary st/742 market st	1910	\$1 13		5	20,000	100,000	18,667		Montgomery	0	1	
San Francisco	49 stevenson st	1989			15	8,000	109,000			Montgomery	1	1	
San Francisco	490 2nd st	1930	\$1 25		3	10,000	40,000	8,480			0	0	
San Francisco	5 3rd st	1912	\$1 38		12	7,000	150,000	9,924		Montgomery	0	1	
San Francisco	5 thomas mellow or	1980	\$1 35		3	33,000	100,000	2,000	3.8		0	0	
San Francisco	50 1st st	1981			7	16,000	97,500			Embarcadero	0	1	
San Francisco	50 california st	1972			36	18,500	660,000	18,691	0.2	Embarcadero	1	1	
San Francisco	50 francisco st	1976	\$1 73		4	30,000	121,000	11,932	1		0	0	
San Francisco	50 fremont st	1984			41	18,500	740,000	141,143		Embarcadero	0	1	
San Francisco	50 green st	1907			2	30,000	60,000				0	0	
San Francisco	50 oswood rd	1986	\$1 83		5	6,000	31,000	9,267	1		0	0	
San Francisco	500 california st	1927	\$2 00		15	10,704	180,000	180,000			0	0	
San Francisco	500 howard st	1922	\$1 08		5	15,675	85,000	31,365			0	0	
San Francisco	500 sansome st	1928	\$1 17		8	15,000	150,000	13,000			0	0	
San Francisco	500 sutter st	1919	\$1 50		9	8,000	64,000	420			0	0	
San Francisco	500 washington st	1982	\$1 44		8	12,500	100,563	40,248	0.2		0	0	
San Francisco	501 2nd st	1940	\$1 42		7	30,000	200,000	18,000	1		0	0	
San Francisco	501 folson st	1920			4	7,500	15,000				0	0	
San Francisco	505 beach st	1950			2	10,000	20,000		1.1		0	0	
San Francisco	505 montgomery st	1988	\$2 08		24	14,000	300,700	8,855	0.1		0	0	
San Francisco	505 sansome st	1980	\$2 04		20	9,570	210,000	48,785			0	0	
San Francisco	507 howard st	1958			4	2,400	9,600				0	0	
San Francisco	510-520 3rd st	1924	\$0 60		5	30,000	150,000	8,000	0.2		0	0	
San Francisco	525 brannan st	1986	\$1 80		4	5,000	15,000	1,500	0.75		0	0	
San Francisco	525 market st	1973			38	28,000	1,000,000	100,000	0.1	Embarcadero	0	1	
San Francisco	530 bush st	1981	\$1 44		10	7,780	104,228	11,773			0	0	
San Francisco	530 howard st	1914	\$0 80		4	5,000	20,000	4,019			0	0	
San Francisco	531 howard st	1931	\$0 95		4	2,000	10,000	2,800			0	0	
San Francisco	535 pacific ave	1900			5	7,600	37,779				0	0	
San Francisco	535 powell st		\$1 17				0	5,213			0	0	
San Francisco	543 howard st	1930			3	7,500	47,239		3.6	Montgomery	0	0	
San Francisco	544 market st	1913			10	2,716	27,160			Montgomery	1	1	
San Francisco	545 mission st	1924	\$0 75		5	5,180	27,500	3,000			0	1	
San Francisco	545 sansome st	1925			9	5,600	51,000	51,000			0	0	
San Francisco	55 francisco st	1970	\$1 75		7	20,000	140,000	77,123	1		0	0	
San Francisco	55 grant st	1910	\$3 90		6	1,800	10,800	1,700		Montgomery	0	1	
San Francisco	55 green st	1984			5	8,000	44,000	4,800			0	0	
San Francisco	55 hawthorne st	1970	\$1 42		11	16,308	128,000	32,616	0.5		0	0	
San Francisco	55 new montgomery st	1912	\$1 21		8	6,500	52,000	25,139		Montgomery	1	1	
San Francisco	55 stockton st	1984			10	13,000	90,000			Powell	1	1	
San Francisco	550 california st	1960	\$1 25		26		330,000	18,899	2		0	0	
San Francisco	550 kearny st	1983		\$1 32	10	18,400	184,000	52,756	0.9		0	0	
San Francisco	550 montgomery st	1906	\$1 42		11	8,304	100,000	8,200			0	0	
San Francisco	555 california st	1969			52		1,450,000	123,097			0	0	
San Francisco	555 de haro st	1980	\$0 80		4	10,750	43,295	4,200	1		0	0	
San Francisco	555 montgomery st	1984	\$1 69		20	9,671	193,420	17,852			0	0	
San Francisco	555 sutter st	1922	\$1 28		4	3,500	14,000	2,235			0	0	

Appendix B: Alameda, Contra Costa, and San Francisco County Office Buildings and Selected Characteristics (Source: Black's Office Guide: 1993)

City	Address	Year Built	Monthly Asking Rent 1993		Floors	Avg Floor SQFT	Total SQFT	Space Available	Parking spaces per 1000 sqft	Near BART Station	Distance to Nearest BART Station		
			Full	Partial							<1/4 mile	1/4-3/8 mile	>3/8-1/2 mile
San Francisco	560 davis ct	1984	\$1 75		6	11,000	253,000	7,200	1 2	Montgomery	0	0	0
San Francisco	560 mission st				6	11,000	65,000			Montgomery	0	1	1
San Francisco	562 mission st	1984	\$1 08		6	11,000	4,770			Montgomery	0	1	1
San Francisco	564 market st	1929	\$1 25		7	6,300	44,000	1,450		Montgomery	1	1	1
San Francisco	565 commercial st				4	4,210	21,600			Montgomery	0	0	0
San Francisco	568 howard st	1910		\$1 00	5	6,000	36,666	5,000		Montgomery	0	1	1
San Francisco	5700 3rd st	1950	\$0 35		3	36,667	110,000	63,468			0	0	0
San Francisco	574 pacific ave	1907	\$0 75		3	6,000	18,360	18,360			0	0	0
San Francisco	575 sutler st	1986	\$1 10		3	7,000	21,000	7,000		Montgomery	0	0	0
San Francisco	579 market st	1975	\$0 92		3	9,000	27,000	10,300		Montgomery	1	1	1
San Francisco	580 california st	1984		\$1 33	23	14,200	310,000	97,000			0	0	0
San Francisco	580 folson st	1980			2	10,000	20,000		2		0	0	0
San Francisco	580 market st	1925	\$1 08		6	4,000	28,000	7,941		Montgomery	1	1	1
San Francisco	582 market st	1916	\$1 38		21	4,200	86,000	21,819		Montgomery	1	1	1
San Francisco	594 howard st	1910			4	5,700	28,500			Montgomery	0	1	1
San Francisco	595 market st	1980	\$1 33		30	14,167	410,000	13,820		Montgomery	1	1	1
San Francisco	5th @ market	1974	\$1 18		8	7,740	66,150	11,817		Powell	1	1	1
San Francisco	60 federal st	1916	\$0 62		5	16,000	80,000	12,360	2		0	0	0
San Francisco	60 spear st	1967			11	12,471	124,000			Embarcadero	1	1	1
San Francisco	600 california st	1990	\$2 25		20	18,600	318,000	93,786			0	0	0
San Francisco	600 harrison st	1986			6	40,000	221,000		0 8		0	0	0
San Francisco	600 montgomery st	1972	\$2 85		48	21,025	530,000	15,000	3		0	0	0
San Francisco	601 california st	1962	\$2 17		22	12,000	246,456	70,000			0	0	0
San Francisco	601 montgomery st	1979	\$1 83		20	13,303	235,700	3,971			0	0	0
San Francisco	601 van ness ave	1981	\$1 83		1	43,000	43,000	3,800	1		0	0	0
San Francisco	605 market st	1917	\$1 25		15	3,700	51,681	15,742		Montgomery	1	1	1
San Francisco	609 mission st	1907	\$0 75		6	6,521	45,647	14,500		Montgomery	0	1	1
San Francisco	615 battery st	1930			6	8,393	48,000				0	0	0
San Francisco	625 3rd st	1988	\$1 15		4	10,000	40,000	14,000	1 5	Montgomery	0	0	0
San Francisco	625 market st	1907	\$1 92		15	4,390	68,000	10,830		Montgomery	1	1	1
San Francisco	625 polk st	1912			5	8,000	77,000				0	0	0
San Francisco	631 howard st	1934	\$1 27		5	19,000	94,000	25,716	0 5	Montgomery	0	1	1
San Francisco	632 commercial st	1988			5	1,800	75,000	1,800			0	0	0
San Francisco	633 battery st	1907	\$1 46		6	15,000	100,000	7,469			0	0	0
San Francisco	635 sacramento st	1964			8	9,500	75,000				0	0	0
San Francisco	639 front st	1920	\$1 90		4	4,500	20,000	6,100		Montgomery	0	0	0
San Francisco	639 howard st	1985			2	5,000	15,000		1		0	1	1
San Francisco	642 harrison st	1947			4	13,000	55,000				0	0	0
San Francisco	645 harrison st	1910			4	37,205	135,380	4,578			0	0	0
San Francisco	649 front st	1917	\$1 03		3	4,250	19,200			Montgomery	0	0	0
San Francisco	649 mission st	1917			5	6,000	30,000	23,760		Embarcadero	0	1	1
San Francisco	65 battery street	1918			3	4,000	12,488		1		0	1	1
San Francisco	650 5th st	1945	\$2 29	\$0 88	5	12,000	72,000	2,632			0	0	0
San Francisco	650 california st	1986			33	14,120	460,903	42,760			0	0	0
San Francisco	651 brannan st	1920			4	40,000	160,000	160,000	5		0	0	0
San Francisco	655 beach st	1972			4	18,000	66,000		2		0	0	0
San Francisco	655 montgomery st	1984	\$1 88		19	15,000	233,000	35,900	0 5		0	0	0
San Francisco	655 sutler st	1912			6	6,000	37,000			Montgomery	0	0	0
San Francisco	657 mission st	1914	\$0 75		6	15,650	94,000	40,704		Montgomery	0	1	1
San Francisco	680 3rd st	1910			4	10,000	40,000	19,400		Montgomery	0	0	0
San Francisco	680 market st	1924	\$1 50		5	7,200	27,639	926		Montgomery	1	1	1
San Francisco	680 mission st	1911	\$0 85		4	4,500	21,000	5,540		Montgomery	0	1	1
San Francisco	681 howard st	1965			3	7,200	21,600			Montgomery	0	1	1
San Francisco	687 mission st	1916			4	10,000	40,000			Montgomery	0	1	1
San Francisco	685 market st	1906	\$1 58		10	17,364	176,809	12,875		Montgomery	0	1	1
San Francisco	690 market st	1888	\$1 13		16	10,000	112,000	13,770		Montgomery	0	1	1
San Francisco	700 montgomery st	1900			3	6,220	23,000			Montgomery	0	0	0
San Francisco	701 montgomery st	1928			4	5,000	15,631			Montgomery	0	0	0
San Francisco	703 market st	1898	\$1 37		21	3,500	120,000	7,950		Montgomery	0	1	1
San Francisco	706 mission st	1905	\$1 08		10	9,277	92,770	37,108		Montgomery	0	1	1
San Francisco	71 stevenson st	1986	\$1 75		23	14,000	315,800	19,964	0 3	Montgomery	1	1	1
San Francisco	711 van ness ave	1984	\$1 63		5	19,000	80,000	1,928	1	Montgomery	0	0	0
San Francisco	717 market st	1910	\$1 00		7	9,000	70,000	36,986		Montgomery	0	1	1
San Francisco	720 california st		\$1 25		7	11,500	80,000	80,000		Montgomery	0	0	0

City	Address	Year Built	Monthly Asking Rent, 1993		Floors	Avg Floor SQFT	Total SQFT	Space Available	Parking spaces per 1000 sqft	Near BART Station	Distance to Nearest BART Station		
			Full	Partial							<1/4 mile	1/4-3/8 mile	>3/8-1/2 mile
San Francisco	724 battery st	1987			2	5,200	10,400				0	0	0
San Francisco	730 harrison	1986			6	14,500	87,000		16		0	0	0
San Francisco	730 polk st	1930			4	11,000	47,000		0.13		0	0	1
San Francisco	731 market st	1908	\$1.25		6	13,500	98,000	12,543		Montgomery	0	1	1
San Francisco	735 market st	1907	\$0.98		6	7,100	42,600	35,500		Montgomery	0	1	1
San Francisco	735 montgomery st	1926			4	4,500	30,000	1,000		Montgomery	0	0	0
San Francisco	74 new montgomery st				7	16,063	117,081			Montgomery	1	1	1
San Francisco	747 front st	1930	\$1.58		4	16,500	68,000	7,500			0	0	0
San Francisco	75 hawthorne st	1987	\$2.71		20	18,000	330,000	15,855	0.5		0	0	0
San Francisco	750 battery st	1985			7	16,100	86,490		0.4		0	0	0
San Francisco	755 sansome st	1930	\$1.79		6	10,000	58,976	24,700			0	0	0
San Francisco	760 market st	1908	\$1.55		11	20,000	314,339	26,140		Powell	1	1	1
San Francisco	77 battery st	1907	\$1.00		4	4,000	19,337	17,200		Embarcadero	0	1	1
San Francisco	77 geary st	1910	\$1.33		8	12,000	94,000	27,000		Montgomery	0	1	1
San Francisco	77 maiden ln	1920	\$1.63		7	13,000	84,400	19,000		Montgomery	0	1	1
San Francisco	77 o'farrell st	1906	\$1.50		6	9,000	70,000	1,226		Powell	1	1	1
San Francisco	77-85 federal st	1935	\$1.00		6		26,000	3,500	3		0	0	0
San Francisco	770 golden gate ave	1973			3	12,500	30,000		1		0	0	0
San Francisco	781 beach st				4	8,000	39,000				0	0	0
San Francisco	785 market st	1985	\$1.23		19	6,100	100,000	6,853		Powell	1	1	1
San Francisco	79 new montgomery st	1982			6	17,700	116,234			Montgomery	1	1	1
San Francisco	801 montgomery st	1983			5	6,000	34,000		3		0	0	0
San Francisco	81 landing st	1985			2	8,000	16,000				0	0	0
San Francisco	818 brannan st	1924			3	6,000	30,000	18,000		Powell	0	1	1
San Francisco	818 mission st	1985	\$1.00		5	6,000	30,000	4,800		Powell	0	1	1
San Francisco	820 mission st	1907	\$0.57		5	6,000	24,024	4,800		Powell	0	1	1
San Francisco	825 van ness ave	1984	\$1.68		6	5,400	32,000	6,660	2		0	0	0
San Francisco	825-875 battery st	1907	\$1.33		5	34,000	160,000	9,809			0	0	0
San Francisco	830 market st				8	4,400	39,000			Powell	1	1	1
San Francisco	832 mission st	1980			5	6,900	35,000			Powell	0	1	1
San Francisco	833 market st	1907			11	15,000	120,000	50,424		Powell	1	1	1
San Francisco	838 market st	1935	\$1.00		5	10,000	60,000			Powell	1	1	1
San Francisco	847 sansome st	1983	\$1.00		5	3,653	18,265	3,862			0	0	0
San Francisco	850 montgomery st	1989	\$1.25		3	5,000	17,000	11,037			0	0	0
San Francisco	855 front st	1972			2	6,350	14,350		0.8		0	0	0
San Francisco	859 harrison st				2	15,000	45,000				0	0	0
San Francisco	870 market st	1904	\$1.38		12	25,000	360,000	12,215		Powell	0	1	1
San Francisco	88 1st st	1907	\$1.00		6	2,800	16,800	2,800		Embarcadero	0	1	1
San Francisco	88 kearny st	1986			21	9,700	200,000	8,312		Montgomery	1	1	1
San Francisco	888 van ness ave	1921			3	2,300	7,000	7,000			0	0	0
San Francisco	9 peter york way	1961	\$1.00		3	10,000	49,000	49,000	1.5		0	0	0
San Francisco	90 new montgomery st	1986	\$2.08		15	8,000	113,500	64,500	3.14	Montgomery	0	1	1
San Francisco	900 kearny st	1988			6	4,800	27,592				0	0	0
San Francisco	901 battery st	1923			4	18,124	72,496			Powell	0	1	1
San Francisco	901 market st	1985			6	28,000	137,000		1.5		0	0	0
San Francisco	909 montgomery st	1983	\$1.63		6	14,167	85,000	12,790			0	0	0
San Francisco	915 battery st				1	11,820	11,820				0	0	0
San Francisco	930 montgomery st	1982	\$1.58		6	4,850	25,000	4,850			0	0	0
San Francisco	939 market st	1980			6	14,000	84,000	84,000			0	0	0
San Francisco	944 market st	1984	\$1.00		8	4,000	32,000	4,160			0	0	0
San Francisco	945 front st	1907			2	24,000	48,000				0	0	0
San Francisco	95 hawthorne st	1908	\$1.71		5	15,387	74,795	42,851	0.5		0	0	0
San Francisco	950 battery st	1932	\$1.13		4	6,000	23,408	6,235		Civic Center	0	0	0
San Francisco	955 mission st	1906	\$0.65		7	9,100	66,000	6,000			0	1	1
San Francisco	967 market st	1935			2	7,300	15,000				0	0	0
San Francisco	973 market st	1926	\$0.75		7	7,700	54,000	18,500			0	0	0
San Francisco	98 battery st	1970	\$0.99		5	11,640	48,000	14,664		Embarcadero	0	1	1
San Francisco	988 market st	1920	\$0.85		8	3,990	31,920	4,875			0	0	0
San Francisco	99 green st				3	6,000	18,000				0	0	0
San Francisco	995 market st	1908	\$0.90		16	3,944	81,246	60,000	0.2		0	0	0
San Francisco	van ness & post	1986	\$2.17		5	19,000	96,000	5,000	1		0	0	0
San Francisco	10800-10998 Biggs St	1989				20,961	3,185	3,185	3.5		0	0	0
San Leandro	1155 14th St E	1970	\$1.15		2	7,500	15,000	600		San Leandro	0	0	1
San Leandro	1234 14 St E	1974	\$1.05		4	10,900	43,000	10,300	2		0	0	1
San Leandro	1298 14 St E	1973	\$1.00		4	8,000	32,000	6,000	2	San Leandro	0	0	1

Appendix B Alameda, Contra Costa, and San Francisco County Office Buildings and Selected Characteristics (Source: Black's Office Guide 1993)

City	Year Built	Address	Partial	Floors	Avg Floor \$/sqft	Total \$/sqft	Space Available	Parking spaces per 1,000 sqft	Near BART Station	Distance to Nearest BART Station		
										≤ 1/4 mile	1/4-3/8 mile	> 3/8-1/2 mile
San Leandro	1910	1330 14th St E		2	12,500	25,000	1,860		San Leandro	0	0	0
San Leandro	1972	1375 14th St E		1	11,000	11,000				0	1	1
San Leandro	1986	14397-14451 Catalina St	\$0 80	4	74,320	74,320	17,000	3.2		0	0	0
San Leandro	1988	14450 Doolittle Drive	\$0 83	1	35,000	35,000	35,000	4		0	0	0
San Leandro	1980	14505-14970 Catalina St		2	49,021	49,021		3		0	0	0
San Leandro	1983	14680 Catalina St		1	46,080	46,080		4		0	0	0
San Leandro	1982	14707-14759 Catalina St	\$0 79	1	1,400	45,000	8,542	3.5		0	0	0
San Leandro	1983	1480 14th St E		2	7,500	15,000		4		0	0	0
San Leandro	1974	14895 14th St E	\$1 00	4	11,250	43,000	9,500	4		0	0	0
San Leandro	1975	151 Callan Ave		3	10,000	30,000		4	San Leandro	0	0	1
San Leandro	1987	1555 Doolittle Dr	\$0 75	1	27,434	27,434	4,582	3		0	0	0
San Leandro	1965	1793 14th St E		1	6,000	6,000	3,600	4		0	0	0
San Leandro	1989	1933 Davis St	\$0 79	2	90,000	205,000	25,000	4		0	0	0
San Leandro	1972	2012-2018 Feralion Dr	\$0 36	1	20,000	20,000	15,000	1.5		0	0	0
San Leandro	1987	2235 Polvorosa Ave	\$0 80	1	22,950	22,950	3,668	3		0	0	0
San Leandro	1974	2300-2400 Merced	\$1 17	4	40,910	40,910	4,030	4		0	0	0
San Leandro	1979	2450 Washington Ave	\$1 00	2	25,000	50,000	2,500	5		0	0	0
San Leandro	1981	276 Dolores Ave		3	3,000	8,520		3.5		0	0	0
San Leandro	1986	303 Joaquin, W		2	7,500	15,000		2	San Leandro	0	0	1
San Leandro	1988	777 Davis St		3	18,500	55,788		3.5	San Leandro	1	1	1
San Pablo	1980	2523 El Portal Dr	\$1 00	2	8,000	16,000	4,600	4		0	0	0
San Pablo	1973	2555 El Portal Dr		3	8,300	25,000		5		0	0	0
San Ramon	1982	1-2 annabel lane	\$1 67	4	100,000	100,000	2,500	5		0	0	0
San Ramon	1984	100 park pl	\$1 30	2	19,000	52,000	8,410	4		0	0	0
San Ramon	1972	110 ryan industrial ct	\$1 00	2	6,000	12,000	2,502	4		0	0	0
San Ramon	1985	111 deerwood pl	\$1 40	3	24,660	70,900	14,209	5		0	0	0
San Ramon	1979	115 ryan industrial ct	\$1 10	2	8,000	16,500	1,400	5		0	0	0
San Ramon	1979	125 ryan industrial ct	\$1 10	2	10,540	21,080	5,300	5		0	0	0
San Ramon	1981	12907 alcosta blvd		2	9,000	18,000				0	0	0
San Ramon	1984	12935 alcosta rd	\$1 40	2	57,500	115,000	19,000	4		0	0	0
San Ramon	1979	130 ryan industrial ct	\$1 10	2	21,080	21,080	2,200	5		0	0	0
San Ramon	1979	1320 el capitan dr		5	11,000	64,000		5		0	0	0
San Ramon	1975	1501 bellinger canyon rd	\$1 17	1	10,000	10,000	1,920	4		0	0	0
San Ramon	1984	18 crow canyon ct	\$1 40	3	20,000	60,000	21,092	3.5		0	0	0
San Ramon	1981	200-210 portier dr	\$1 30	3	60,206	20,526		5		0	0	0
San Ramon	1988	2000 crow canyon pl	\$1 42	4	37,000	148,000	17,548	4		0	0	0
San Ramon	1979	2001 omega rd	\$1 10	2	7,500	15,000	120	4		0	0	0
San Ramon	1987	2010 crow canyon pl	\$1 40	4	37,000	148,000	9,245	4		0	0	0
San Ramon	1983	2021 omega rd		2	16,000	32,000		4		0	0	0
San Ramon	1982	2092-2110 omega rd	\$1 00	2		29,000	4,123	4		0	0	0
San Ramon	1983	2208 camino ramon		2		10,000		5		0	0	0
San Ramon	1982	2230-2238 camino ramon	\$1 25	2	7,500	15,555	3,996	4		0	0	0
San Ramon	1983	2301-2305 camino ramon	\$1 75	6		150,000	26,000	5		0	0	0
San Ramon	1985	2333 san ramon valley blvd	\$1 42	4	15,000	61,500	10,143	4		0	0	0
San Ramon	1991	2355 san ramon valley blvd	\$1 75	2	12,500	25,000	7,100	5		0	0	0
San Ramon	1980	2400 old crow canyon rd	\$1 10	2		18,000	5,422	4		0	0	0
San Ramon	1984	2400-2440 camino ramon	\$1 83	8		525,000	15,085	4		0	0	0
San Ramon	1974	2401 crow canyon rd		2	32,000	53,160		4		0	0	0
San Ramon	1989	2404 san ramon valley blvd	\$1 13	2	5,000	10,000	4,548	4		0	0	0
San Ramon	1984	2420 camino ramon		3	22,000	97,000		3.5		0	0	0
San Ramon	1978	2500 old crow canyon rd		3	75,500	110,000	2,827	4		0	0	0
San Ramon	1989	2527 camino ramon		2		239,000		4		0	0	0
San Ramon	1989	2551 san ramon valley blvd	\$1 12	2	27,101	54,737	1,709	4		0	0	0
San Ramon	1982	2570 san ramon valley blvd		2	15,082	30,184		4		0	0	0
San Ramon	1982	2610 crow canyon rd		3	9,000	27,000		4		0	0	0
San Ramon	1984	2678-2684 bishop dr	\$1 10	1	1,200	198,300	360	4		0	0	0
San Ramon	1974	2701 crow canyon rd	\$1 15	1	7,200	7,200	1,378	4		0	0	0
San Ramon	1983	2723 crow canyon rd	\$1 45	2	21,500	43,000	300	5		0	0	0
San Ramon	1987	2817 crow canyon rd		2	7,150	14,300	120	5		0	0	0
San Ramon	1987	2819 crow canyon rd		2	7,150	414,300		5		0	0	0
San Ramon	1987	2821 crow canyon rd	\$2 00	8		210,526	12,967	4		0	0	0
San Ramon	1989	3000 executive pkwy	\$1 40	4	20,000	80,000	27,242	4		0	0	0
San Ramon	---	3130 crow canyon pl		4		---				0	0	0

City	Address	Year Built	Monthly Asking Rent, 1993		Floors	Avg Floor SQFT	Total SQFT	Space Available	Parking spaces per 1000 sqft	Near BAKI Station	Distance to nearest BAKI station	
			Full	Partial							<1/4 mile	>1/4 mile
San Ramon	3160 crow canyon pl	1983	\$1 30		2	16,335	32,670	6,546	4.5		0	0
San Ramon	3160 crow canyon rd	1985	\$1 32		4	20,000	76,457	6,874	4		0	0
San Ramon	3170 crow canyon pl	1983	\$1 30		2	16,320	32,639	5,873	4.5		0	0
San Ramon	3180 crow canyon pl	1983	\$1 30		2	15,964	31,327	597	4.5		0	0
San Ramon	3223 crow canyon rd	1987			3	14,000	40,786		4		0	0
San Ramon	3401 crow canyon rd	1985	\$1 20		4		250,000	6,500	4		0	0
San Ramon	4000 executive pkwy	1987	\$2 00		5	41,814	210,528	2,142	4		0	0
San Ramon	4600 norris canyon rd	1984		\$0 70	4		96,612	47,326	4		0	0
San Ramon	5000 executive pkwy	1987	\$2 00		5	41,814	210,528	7,598	4		0	0
San Ramon	bishop ranch	1987				41,814	850,000		4		0	0
Union City	1780 Whipple Rd	1979			2	8,000	16,800	7,000	6		0	0
Union City	2600-2610 Central Ave	1984	\$0 95		2		20,135	2,350	3		0	0
Union City	2600-2610 Central Ave	1984	\$0 95		2		20,135	2,350	3		0	0
Union City	32900 Alvarado Niles Rd	1986			2		17,448		4		0	0
Union City	32910 Alvarado Niles Rd	1990			1	17,448	53,977		4		0	0
Union City	32920 Alvarado Niles Rd	1990			1	53,983	53,983		4		0	0
Union City	32930 Alvarado Niles Rd	1990		\$0 60	1	27,662	27,662		4		0	0
Union City	32940 Alvarado Niles Rd	1990			1	16,274	16,274	10,778	4		0	0
Union City	32950 Alvarado Niles Rd	1990			1	24,320	24,320		4		0	0
Union City	32960 Alvarado Niles Rd	1990			1	23,846	23,846		4		0	0
Union City	32970 Alvarado Niles Rd	1986			1	27,625	27,625		4		0	0
Union City	32980 Alvarado Niles Rd	1986	\$0 70		1	54,068	54,068	5,400	4		0	0
Union City	32990 Alvarado Niles Rd	1986	\$0 70		1	54,068	12,681		4		0	0
Union City	32990 Alvarado Niles Rd	1986			1	17,351	17,351		4		0	0
Union City	33311 Alvarado Niles Rd	1990	\$1 45		1	4,608	4,608	836			0	0
Union City	Alvarado Niles and Central	1988	\$0 75		1	21,360	21,360	4,259	3.5		0	0
Union City	Whipple Rd	1991			2		198,000		1		0	0
Union City	2815-2839 Whipple Rd	1985			3		76,782		4		0	0
Union City	2815-2839 Whipple Rd	1985			3		76,782		4		0	0
Walnut Creek	Broadway N at Arroyo	1986	\$1 72		4	31,500	109,000	7,785	3.7	Walnut Cr	0	1
Walnut Creek	100 Wiget Lane N	1979			2	14,250	28,500		4.5		0	0
Walnut Creek	101 Ygnacio Valley Rd	1986	\$1 95		4	20,000	77,000	8,871	3	Walnut Cr	1	1
Walnut Creek	106 La Casa Via	1992	\$1 75		2	14,500	29,082	13,000	4.5	Walnut Cr	0	1
Walnut Creek	1111 Civic Drive	1978	\$1 60		3	25,000	75,000	17,567	4		0	0
Walnut Creek	1200 Mount Diablo Blvd	1976			4	4,600	14,400		4		0	0
Walnut Creek	1211 Newell Ave	1973			2	12,000	21,000		4		0	0
Walnut Creek	1220 Oakhead Blvd	1983			3	8,000	20,000		3		0	0
Walnut Creek	1225 Alpine Rd	1982			2	6,000	12,000		3.3		0	0
Walnut Creek	1250 Pine St	1976	\$1 35		2		20,000	1,045	3		0	0
Walnut Creek	1270 springbrook Rd				3	5,000	15,000		4		0	0
Walnut Creek	1280 Blvd Way	1980	\$1 25		3	10,000	23,600	12,000	5		0	0
Walnut Creek	1280 Civic Drive	1985	\$1 45		3	13,000	36,370	9,332	3.1		0	0
Walnut Creek	1295 Newell Hill Pl	1980			3	6,000	18,000		2.5		0	0
Walnut Creek	1330 Broadway, N	1984			2	13,000	22,000		2.5		0	0
Walnut Creek	1333 California Blvd, N	1987	\$1 97		6	33,268	181,464	59,902	3		0	0
Walnut Creek	1333 California Blvd, N	1990			7	21,500	131,355		3		0	0
Walnut Creek	1340 Treat Blvd	1987	\$1 62		6	41,507	249,042	6,262	3.3	Pleasant Hill	0	1
Walnut Creek	1350 Cariback	1982	\$1 60		3	10,000	30,000	4,313	3.9	Walnut Cr	0	1
Walnut Creek	1350 Treat Blvd	1986	\$1 60		5	25,000	125,000	1,165	3.3	Pleasant Hill	0	1
Walnut Creek	1390 Main St, S	1982			3	9,000	27,000		3.2		0	0
Walnut Creek	1399 Ygnacio Valley Rd	1977	\$1 22		1	35,000	35,000	7,500	3.3		0	0
Walnut Creek	1400 Treat Blvd	1985			3	30,000	90,000		4	Pleasant Hill	0	1
Walnut Creek	1401 Broadway, N	1988	\$1 65		2	9,600	19,200	900	0.8		0	0
Walnut Creek	1440 Maria Lane	1981			3	7,700	23,000		3.5		0	0
Walnut Creek	1450 Maria Lane	1981			3	7,700	23,000		3.5		0	0
Walnut Creek	1460 Maria Lane	1981			3	7,700	23,000		3.5		0	0
Walnut Creek	1470 Maria Lane	1981			3	7,700	23,000		3.5		0	0
Walnut Creek	1475 Broadway, N	1962	\$1 57		4	9,000	36,000	3,023	0.5		0	0
Walnut Creek	1485 Treat Blvd	1984	\$1 25		2	7,500	15,000	12,000	1	Pleasant Hill	0	1
Walnut Creek	1500 newell ave	1970	\$1 25		2	12,750	25,500	2,227	4		0	0
Walnut Creek	1501 Broadway, N	1967	\$1 35		8	6,500	56,000		2.2		0	0
Walnut Creek	1515 Oakland Blvd	1984			4	7,500	29,563	1,000	0.5		0	0
Walnut Creek	1550 Parkside Drive	1984			2	7,500	15,000		3.5	Walnut Cr	0	1
Walnut Creek	1550 Parkside Drive	1984			3	12,000	38,160		3.2	Walnut Cr	0	1
Walnut Creek	1558 Parkside Drive	1987			2	6,500	10,800		3.2	Walnut Cr	0	0
Walnut Creek	1575 Treat Blvd	1984			2	14,000	30,000		4	Pleasant Hill	0	1

Appendix B Alameda, Contra Costa, and San Francisco County Office Buildings and Selected Characteristics (Source Black's Office Guide 1993)

City	Year Built	Address	Monthly Asking Rent - 1993		Floor	Avg Floor SQFT	Total SQFT	Space Available	Parking spaces per 1000 sqft	Near BART Station	Distance to Nearest BART Station		
			Full	Partial							<1/4 mile	1/4-3/8 mile	>3/8-1/2 mile
Walnut Creek	1983	1600 Main St. S	\$1 72		3	9,000	27,000	13,834	3.7	Walnut Cr	0	0	0
Walnut Creek	1984	1600 Riviera Ave	\$1 62		4	35,000	124,000	2,000	3	Walnut Cr	0	0	1
Walnut Creek	1967	1615 Bonanza St		\$1 35	4	4,500	22,000	2,799	1	Walnut Cr	0	0	0
Walnut Creek	1985	1646-1876 California Blvd, N	\$1 80		6		152,000	17,884	2.5	Walnut Cr	0	0	1
Walnut Creek	1982	165-225 Lemon Lane	\$1 45		10		200,000	4,800	4.3	Walnut Cr	0	0	0
Walnut Creek	1984	1655 Main St. N		\$1 45	3	16,500	46,019	5,174	2	Walnut Cr	0	0	1
Walnut Creek	1977	1660 Olympic Blvd			3	9,600	28,000		3.5	Walnut Cr	0	0	0
Walnut Creek		1666 Knevel Ave	\$1 35		1	10,000	10,000	8,400	4	Walnut Cr	0	0	0
Walnut Creek	1991	1670 Riviera Ave			3	5,000	12,000		2.5	Walnut Cr	0	1	1
Walnut Creek	1977	1700 Broadway, N	\$1 20		4	7,500	31,000	3,837	2	Walnut Cr	0	0	1
Walnut Creek	1977	1700 Ygnacio Valley Rd	\$1 30		2	4,500	9,000	700	4	Walnut Cr	0	0	0
Walnut Creek	1970	1701-1717 California Blvd N		\$1 47	3	3,000	9,000	1,030	3.9	Walnut Cr	0	0	1
Walnut Creek	1977	1776 Ygnacio Valley Rd	\$1 60		2	10,000	20,000	4,000	4	Walnut Cr	0	0	0
Walnut Creek	1984	1777 Bolelho Dr	\$1 65		3	32,331	96,993	31,088	3.5	Walnut Cr	0	0	0
Walnut Creek	1979	1777 California Blvd, N	\$1 67		3	8,000	25,000	5,502	3.5	Walnut Cr	0	1	1
Walnut Creek	1985	1777 Oakland Blvd			3	13,367	39,000		4	Walnut Cr	1	1	1
Walnut Creek	1978	1801 California Blvd N			1	15,000	15,000		4	Walnut Cr	0	1	1
Walnut Creek	1982	1801 Oakland Blvd			3	9,300	27,938		4	Walnut Cr	1	1	1
Walnut Creek	1973	1825 Mount Diablo Blvd			1	13,000	13,000		4	Walnut Cr	0	0	0
Walnut Creek	1985	1850 Mount Diablo Blvd	\$1 78		6	20,000	109,304	18,500	3.2	Walnut Cr	0	0	0
Walnut Creek	1975	1855 Olympic Blvd	\$1 55		3	13,000	38,000	1,312	3.8	Walnut Cr	0	0	0
Walnut Creek	1963	1875 Olympic Blvd	\$1 35		2	5,250	12,000	1,034	4	Walnut Cr	0	0	0
Walnut Creek	1979	1900 Wiget Lane N	\$1 25		2	12,750	25,500	4,168	4	Walnut Cr	0	0	0
Walnut Creek	1972	1900 Olympic Blvd	\$1 35		2	6,000	12,000	2,100	4	Walnut Cr	0	0	0
Walnut Creek	1979	1901 Olympic Blvd			3	5,600	23,000		4	Walnut Cr	0	0	0
Walnut Creek	1969	1904 Olympic Blvd/1243 Alpine Rd		\$1 35	3	8,000	24,000	1,712	4	Walnut Cr	0	0	0
Walnut Creek	1969	1910 Olympic Blvd	\$1 20		3	10,600	31,904	1,549	4	Walnut Cr	0	0	0
Walnut Creek	1982	1931 San Miguel Drive			2	4,250	9,500		3.5	Walnut Cr	0	0	0
Walnut Creek	1979	1942 Mount Diablo Blvd			4		30,000		4.5	Walnut Cr	0	0	0
Walnut Creek	1979	1948 Mount Diablo Blvd			1	27,000	27,000		4	Walnut Cr	0	0	0
Walnut Creek	1972	1990 California Blvd, N	\$1 83		10	13,500	155,000	13,292	3	Walnut Cr	0	1	1
Walnut Creek	1982	201 Civic Drive N	\$1 75		3	56,000	167,000	7,229	4	Walnut Cr	0	0	0
Walnut Creek	1985	2033 Main St. n	\$1 72		10	19,000	179,800	26,529	3	Walnut Cr	0	1	1
Walnut Creek	1975	2065 Broadway, N			2	8,000	12,000		4	Walnut Cr	0	0	1
Walnut Creek	1986	2099 Mount Diablo Blvd			2	10,500	21,000		3.2	Walnut Cr	0	0	0
Walnut Creek	1985	2121 California Blvd N	\$1 80		10	60,000	370,000	17,715	3	Walnut Cr	0	0	1
Walnut Creek	1986	2125 Oak Rd	\$1 45		3	23,500	71,593	23,587	3	Walnut Cr	0	0	0
Walnut Creek	1981	2140 Broadway, N	\$1 20		2	6,500	13,000	3,600	4	Walnut Cr	0	0	1
Walnut Creek	1992	2161 Ygnacio Valley Rd	\$2 25		2	20,000	40,000	40,000	4	Walnut Cr	0	0	0
Walnut Creek	1985	2175 California Blvd, N	\$1 70		10	23,800	238,000	22,744	3	Walnut Cr	0	0	1
Walnut Creek	1985	2185 California Blvd N	\$1 80		5	15,870	79,350	4,628	3	Walnut Cr	0	0	1
Walnut Creek		2200 Wiget Lane N			1	16,850	16,850		2.6	Walnut Cr	0	0	0
Walnut Creek	1979	2255 Ygnacio Valley Rd	\$1 35		2	20,000	40,000	3,000	4	Walnut Cr	0	0	0
Walnut Creek	1980	2346-2348 Starwell Dr	\$0 85		1	14,200	14,200	3,200	3	Walnut Cr	0	0	0
Walnut Creek	1955	2363 Blvd Circle	\$1 20		1	15,000	15,000	4,200	3.5	Walnut Cr	0	0	0
Walnut Creek		2401 Shadelands Drive			1	83,000	83,000	83,000	3	Walnut Cr	0	0	0
Walnut Creek	1987	2450 Camino Diablo			2	12,500	12,500		3.5	Walnut Cr	0	0	0
Walnut Creek	1985	2500 Camino Diablo			2	5,000	10,000		3.3	Walnut Cr	0	0	0
Walnut Creek	1987	2520 Camino Diablo			2	6,250	12,500		3.5	Walnut Cr	0	0	0
Walnut Creek	1989	255 Ygnacio Valley Rd			8		22,200		3.3	Walnut Cr	1	1	1
Walnut Creek	1974	2625 Shadelands Drive			2		146,000		4	Walnut Cr	0	0	0
Walnut Creek	1984	2700 Ygnacio Valley Rd	\$1 35		3	33,000	103,000	12,000	4.7	Walnut Cr	0	0	0
Walnut Creek	1975	2730 Shadelands Drive			2	16,000	32,887		4	Walnut Cr	0	0	0
Walnut Creek	1981	2737 Main St, N			2	8,857	17,714		3.5	Pleasant Hill	0	0	1
Walnut Creek	1975	2770 Shadelands Drive	\$1 20		2	16,000	32,887	7,248	4	Walnut Cr	0	0	0
Walnut Creek	1975	2775 Mitchell Drive	\$1 20		2	16,000	32,887	11,911	4	Walnut Cr	0	0	0
Walnut Creek	1975	2785 Mitchell Drive	\$1 20		2	16,000	32,887	2,968	4	Walnut Cr	0	0	0
Walnut Creek	1975	2795 Mitchell Drive			2	16,000	32,887		4	Walnut Cr	0	0	0
Walnut Creek	1975	2815 Mitchell Drive	\$1 20		2	15,000	31,524	17,745	4	Walnut Cr	0	0	0
Walnut Creek	1975	2820 Shadelands Drive			2	16,000	32,887		4	Walnut Cr	0	0	0
Walnut Creek	1975	2850 Shadelands Drive			2	16,000	32,887		4	Walnut Cr	0	0	0
Walnut Creek	1975	2855 Mitchell Drive	\$1 25		2	15,000	31,524	14,571	4	Walnut Cr	0	0	0
Walnut Creek	1975	2880 Shadelands Drive	\$1 20		2	16,000	32,887	23,528	4	Walnut Cr	0	0	0
Walnut Creek	1983	2890 Main St. N	\$1 40		3	11,467	40,000	8,547	3.5	Pleasant Hill	0	0	1
Walnut Creek	1984				3		40,000		3	Pleasant Hill	0	0	0

City	Address	Year Built	Monthly Asking Rent, 1993		Floors	Avg Floor SQFT	Total SQFT	Space Available	Parking spaces per 1000 sqft	Near BART Station	Distance to Nearest BART Station		
			Full	Partial							<1/4 mile	1/4-3/8 mile	>3/8-1/2 mile
Walnut Creek	2910 Camino Diablo	1981			2	2,194	4,388		5		0	0	0
Walnut Creek	2920 Camino Diablo	1981			3	2,619	7,857		5		0	0	0
Walnut Creek	2930 Camino Diablo	1981			3	3,244	9,732		5		0	0	0
Walnut Creek	2940 Camino Diablo	1981			3	3,230	9,690		5		0	0	0
Walnut Creek	2950 Buskirk Ave	1980	\$1 48		3	20,000	58,000	14,218	4	Pleasant Hill	0	1	1
Walnut Creek	2950 Camino Diablo	1981			3	3,216	9,648		5		0	0	0
Walnut Creek	2960 Camino Diablo	1981			3	3,143	9,429		5		0	0	0
Walnut Creek	3000 Citrus Circle	1980	\$1 25		2	15,000	30,000	6,271	4		0	0	0
Walnut Creek	3000 Citrus Circle	1980	\$0 99		2	15,000	30,000	660	4		0	0	0
Walnut Creek	3000 oak Rd	1990			6	18,000	99,062		33	Pleasant Hill	0	1	1
Walnut Creek	3011 Citrus Circle	1980			1	10,000	10,000		4		0	0	0
Walnut Creek	3021 Citrus Circle	1985		\$1 35	2	20,000	40,000	4,360	38		0	0	0
Walnut Creek	305 Lennon Lane	1979			2	7,500	15,000		43		0	0	0
Walnut Creek	3050 Citrus Circle	1980	\$1 25		2	10,000	20,000	3,987	4		0	0	0
Walnut Creek	3075 Citrus Circle	1980	\$1 25		1	10,000	20,000	1,971	4		0	0	0
Walnut Creek	309-311 Lennon Lane	1981	\$1 25		12		14,436	1,250	43		0	0	0
Walnut Creek	3093 Citrus Circle	1980	\$1 25		1	5,000	10,000	660	4		0	0	0
Walnut Creek	3100 Oak Rd	1987	\$1 85		3	17,000	50,580	2,600	38	Pleasant Hill	0	1	1
Walnut Creek	325 Wiget Lane, N	1980	\$1 00		1	20,000	20,000	5,711	4		0	0	0
Walnut Creek	325 Wiget Lane, N	1980			1	20,000	20,000		4		0	0	0
Walnut Creek	365 Lennon Lane	1983	\$1 25		2		90,000	11,000	4		0	0	0
Walnut Creek	400-500 Wiget Lane, N	1979	\$1 25		6		95,400	8,558	4		0	0	0
Walnut Creek	401 Lennon Lane	1984			2	43,000	86,400		45		0	0	0
Walnut Creek	500 Ygnacio Valley Rd	1989	\$2 05		4	32,000	105,000	3,794	4	Walnut Cr	0	0	1
Walnut Creek	501 Lennon Lane	1984			4		200,000		42		0	0	0
Walnut Creek	590 Lennon Lane	1981	\$1 25		1	10,008	10,008	2,200	4		0	0	0
Walnut Creek	590 Ygnacio Valley Rd	1981	\$1 52		3	16,000	53,000	3,938	3	Walnut Cr	0	0	1
Walnut Creek	675 Ygnacio Valley Rd	1979		\$1 65	2		32,000	3,942	4		0	0	0
Walnut Creek	700 Ygnacio Valley Rd	1985	\$1 45		3	8,000	25,000	7,625	35		0	0	0
Walnut Creek	710 Broadway, S	1970	\$1 55		3	20,000	25,000	10,650	33		0	0	0
Walnut Creek	800 Broadway, S	1977			4	9,000	40,000		29		0	0	0
Walnut Creek	877 Ygnacio Valley Rd	1986			2	7,750	15,500		4		0	0	0
Walnut Creek	925 Ygnacio Valley Rd	1983			2	8,500	17,100		34		0	0	0
Walnut Creek	Quail Court	1977	\$1 50		20		100,000	14,451	4		0	0	0