

OVERSIGHT BOARD OF THE SUCCESSOR AGENCY
TO THE REDEVELOPMENT AGENCY OF THE CITY OF SAN MATEO

RESOLUTION NO. 5 (2014)

APPROVING REVISED LONG RANGE PROPERTY MANAGEMENT PLAN

WHEREAS, Health and Safety Code Section 34191.5 requires that the Successor Agency prepare and submit for Oversight Board approval a Long Range Property Management Plan that identifies real property previously owned by the redevelopment agency and conveyed to the successor agency by operation of law; and

WHEREAS, the Plan is to identify the long term direction with respect to the ultimate disposition of those properties; and

WHEREAS, the Successor Agency submitted the Plan to the State Department of Finance on October 17, 2013; and

WHEREAS, the Successor Agency received a letter from the State Department of Finance on April 28, 2014 rejecting the plan as submitted and requiring the Successor Agency to develop a revised Plan; and

WHEREAS, Health and Safety Code Section 34191.5 authorizes the Oversight Board to direct the Successor Agency to transfer properties that were acquired and constructed for certain governmental purposes to the appropriate governmental agency and to transfer properties to the City for retention for future development;

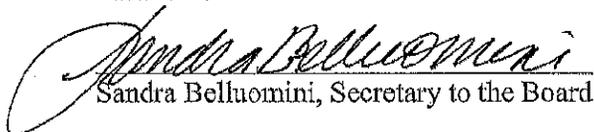
WHEREAS, the Successor Agency has identified the history of each of the properties that are owned by the Successor Agency and has determined that three of the properties, the North B Street parcels, the Fourth and Railroad Avenue parcels, and the Detroit Drive parcels were acquired, constructed, and continuously used for governmental purposes pursued by the City of San Mateo, as detailed in the Plan.

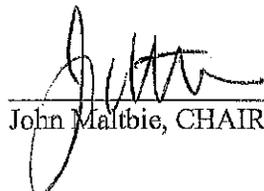
WHEREAS, the Successor Agency has determined that the remaining properties owned by the Successor Agency, 480 E. 4th Avenue and 400 E. 5th Avenue, were acquired and have been held for the purpose of future development, as detailed in the Plan.

NOW, THEREFORE, THE OVERSIGHT BOARD TO THE SUCCESSOR AGENCY TO THE REDEVELOPMENT AGENCY OF THE CITY OF SAN MATEO HEREBY RESOLVES that:

1. The proposed revised Long Range Property Management Plan attached to this resolution as Exhibit A, is approved.

ATTEST:


Sandra Belluomini, Secretary to the Board


John Maltbie, CHAIR



LONG-RANGE PROPERTY MANAGEMENT PLAN CHECKLIST

Instructions: Please use this checklist as a guide to ensure you have completed all the required components of your Long-Range Property Management Plan. Upon completion of your Long-Range Property Management Plan, email a PDF version of this document and your plan to:

Redevelopment_Administration@dof.ca.gov

The subject line should state “[Agency Name] Long-Range Property Management Plan”. The Department of Finance (Finance) will contact the requesting agency for any additional information that may be necessary during our review of your Long-Range Property Management Plan. Questions related to the Long-Range Property Management Plan process should be directed to (916) 445-1546 or by email to Redevelopment_Administration@dof.ca.gov.

Pursuant to Health and Safety Code 34191.5, within six months after receiving a Finding of Completion from Finance, the Successor Agency is required to submit for approval to the Oversight Board and Finance a Long-Range Property Management Plan that addresses the disposition and use of the real properties of the former redevelopment agency.

GENERAL INFORMATION:

Agency Name: **Successor Agency to the City of San Mateo Redevelopment Agency**

Date Finding of Completion Received: April 26, 2013

Date Oversight Board Approved LRPMP: September 29, 2014 (revised LRPMP)

Long-Range Property Management Plan Requirements

For each property the plan includes the date of acquisition, value of property at time of acquisition, and an estimate of the current value.

Yes No

For each property the plan includes the purpose for which the property was acquired.

Yes No

For each property the plan includes the parcel data, including address, lot size, and current zoning in the former agency redevelopment plan or specific, community, or general plan.

Yes No

For each property the plan includes an estimate of the current value of the parcel including, if available, any appraisal information.

Yes No

For each property the plan includes an estimate of any lease, rental, or any other revenues generated by the property, and a description of the contractual requirements for the disposition of those funds.

Yes No

For each property the plan includes the history of environmental contamination, including designation as a brownfield site, any related environmental studies, and history of any remediation efforts.

Yes No

For each property the plan includes a description of the property's potential for transit-oriented development and the advancement of the planning objectives of the successor agency.

Yes No

For each property the plan includes a brief history of previous development proposals and activity, including the rental or lease of the property.

Yes No

For each property the plan identifies the use or disposition of the property, which could include 1) the retention of the property for governmental use, 2) the retention of the property for future development, 3) the sale of the property, or 4) the use of the property to fulfill an enforceable obligation.

Yes No

The plan separately identifies and list properties dedicated to governmental use purposes and properties retained for purposes of fulfilling an enforceable obligation.

Yes No

ADDITIONAL INFORMATION

- If applicable, please provide any additional pertinent information that we should be aware of during our review of your Long-Range Property Management Plan.

This submittal is a Revised Long-Range Property Management plan. The original plan was submitted to the DOF on October 17, 2013. The DOF issued a letter to the Successor Agency on April 28, 2014 stating that the Plan was not approved and requesting a revision.

Agency Contact Information

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Date:	October 1, 2014	Date:	

Department of Finance Local Government Unit Use Only

DETERMINATION ON LRPMP: APPROVED DENIED

APPROVED/DENIED BY: _____ DATE: _____

APPROVAL OR DENIAL LETTER PROVIDED: YES DATE AGENCY NOTIFIED: _____



Long Range Property Management Plan

Revised August 2014

City of San Mateo
Acting as Successor Agency
To the Redevelopment Agency
of the City of San Mateo

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Attachments

1. Grant Deed – North B Street, 1991
2. Cushman and Wakefield Appraisal of Real Property – North B Street, February 23, 2013
3. Administrative Report on Authorization to Purchase the “Dead Palm Tree” Site, May 28, 1991
4. Grant Deed – 4th and Railroad Avenue, 1985
5. Administrative Report on Annual Redevelopment Reports and Attached San Mateo City Redevelopment Agency 1985-86 Report, December 16, 1985
6. Resolution No. 18 (1989) Approving a Grant Deed to the Redevelopment Agency of the City of San Mateo for a Surface Parking Lot at Fourth and Railroad Avenues and Approving a Leaseback of Said Lot from the Agency
7. Cushman and Wakefield Appraisal of Real Property – E. 4th Avenue and Railroad Avenue, February 26, 2013
8. Central Parking and Improvement District Brochure, 1995
9. Agreement in Support of Encroachment Permit for Talbot’s Toys, 1987
10. Illustration of Private Parking at 407 S. B Street Accessed Through 4th and Railroad Parking Lot
11. Excerpts from the Redevelopment plan for the San Mateo City downtown Redevelopment Project, 1996
12. City of San Mateo Zoning Code Section 27.64.100 Parking Assessment and Special Districts

13. Resolution No. 29 (1989) Providing for In-Lieu Payments for Provision of Parking in the Central Parking Improvement District in Downtown San Mateo
14. Central Parking and Improvement District In-Lieu Fee Payment History, Fiscal Years 2005 to 2014
15. Parking In-Lieu Fee Agreement for Nazareth Terrace Mixed Use, March 11, 2014
16. Grant Deed – Detroit Drive Tidal Parcel, 1960
17. Resolution No. 57 (1983) Approving of and Authorizing the Execution of An Agreement to Acquire Real Property for the East 3rd Avenue Widening Project and Attached Grant Deed – Detroit Drive Inland Parcel, 1983
18. Cushman and Wakefield Appraisal of Real Property – Detroit Drive, February 26, 2013
19. Settlement Agreement for 480 E. 4th Avenue, July 29, 1998
20. Grant Deed – 480 E. 4th Avenue, 1998
21. Cushman and Wakefield Appraisal of Real Property – 480 E. 4th Avenue, February 24, 2013
22. Administrative Report on Public Hearing on the Acquisition of Pederson Arnold Property at 5th Avenue and Claremont Street for Public Parking, January 21, 1998
23. Case Closure Letter of Site #110101; Two Former 4,000-Gallon Gasoline Underground Storage Tanks (USTs) and One 250-Gallon UST at Former Arnold Pederson Lumber, 400 South Claremont Street, San Mateo, California
24. Excerpt from the City of San Mateo Downtown Area Plan Approved by City Council on May 18, 2009
25. Excerpt from the Redevelopment Agency of the City of San Mateo Downtown and Shoreline Merged Project Area Five-Year Implementation Plan for FY2010/11 through FY2014/15
26. Request for Qualifications for Site Development 480 East 4th Avenue, San Mateo, CA Optional Additional Site: 400 East 5th Avenue, April 2009
27. Administrative Report on Status of Agency Owned Site at 480 E. 4th Avenue (Kinkos), September 21, 2009
28. City Council of the City of San Mateo Minutes of the Special Meeting of September 21, 2009
29. Grant Deed, 5th and Railroad Avenue, 1997
30. Administrative Report on Transfer of Ownership of the Property at Fifth and Railroad, September 21, 2009
31. Cushman and Wakefield Appraisal of Real Property – E. 5th Avenue and Railroad Avenue, February 24, 2013
32. Administrative Report on Purchase of the Southern Pacific Property, March 31, 1997
33. Lease between the Successor Agency and the City of San Mateo for 400 East Fifth Avenue, July 2012

INTRODUCTION

One of the key components of the dissolution of redevelopment is the requirement that all successor agencies prepare a Long Range Property Management Plan (LRPMP) that governs the disposition and use of the non-housing properties owned by the former redevelopment agency. This document is the LRPMP for the Successor Agency to the former Redevelopment Agency of the City of San Mateo (Successor Agency). The Successor Agency has prepared this Plan in accordance with Health and Safety Code (HSC) §34191.5.

LRPMP REQUIREMENTS

The former Redevelopment Agency of the City of San Mateo (former Redevelopment Agency or former RDA) was dissolved on February 1, 2012 pursuant to the Redevelopment Dissolution Statutes—ABx1 26, as amended by AB 1484. On January 9, 2012, the City Council approved a resolution electing for the City of San Mateo to serve as the Successor Agency to the Redevelopment Agency of the City of San Mateo. As of February 1, 2012, the Successor Agency is responsible for winding down all of the activities of the former Redevelopment Agency.

The Redevelopment Dissolution Statutes govern the dissolution of the former Redevelopment Agency, which includes the disposition of the former RDA's real property. At the time of its dissolution, the former Redevelopment Agency owned properties located at five sites. Pursuant to the dissolution laws, ownership of the non-housing properties transferred to the Successor Agency on February 1, 2012. All of the properties are located within the boundaries of the Downtown and Shoreline Merged Project Area and are subject to the provisions of the Redevelopment Plan, the San Mateo General Plan, and the City's zoning and land use regulations, as set forth in City of San Mateo (City) codes and ordinances.

Pursuant to HSC §34179.7, a Successor Agency is required to submit the LRPMP to its Oversight Board and the State of California Department of Finance (DOF) no later than six months following DOF's issuance of the Finding of Completion (FOC) to the Successor Agency. DOF approved the FOC for the Successor Agency on April 26, 2013. The Successor Agency submitted the Oversight Board–approved LRPMP to the DOF on October 17, 2013. The DOF responded to the Successor Agency in a letter dated April 28, 2014, stating that the LRPMP was not approved and requested that the LRPMP be revised to address the issues specified in the DOF letter.

This document is the revised Long Range Property Management Plan (revised Plan or revised LRPMP) for the City of San Mateo acting as Successor Agency to the former Redevelopment Agency of the City of San Mateo. This property management plan includes an inventory of the properties and the determinations of the Successor Agency as to the disposition of the properties. It has been revised to reflect the comments of the Department of Finance and the direction of the Oversight Board. Accompanying this LRPMP is the information checklist requested by DOF and the DOF Tracking Worksheet.

Compensation Agreements and Properties to Be Retained for Future Development

The Successor Agency interprets HSC §34191.5 to mean that agreements with taxing entities are not required in connection with the disposition of Successor Agency properties to the sponsoring city for future development. The Successor Agency bases its interpretation on the fact that HSC §34180(f) is a statutory provision that was included in the original form of the redevelopment dissolution law enacted under ABx1 26, before the LRPMP provisions were created under AB 1484, and that HSC §34180(f) does not apply once a Successor Agency receives a FOC and the provisions of Chapter 9 become operative. In other words, HSC §34180(f), along with all other provisions relating to property disposition, is superseded once the LRPMP has been adopted. DOF, on the other hand, interprets redevelopment dissolution laws to mean that compensation agreements are required pursuant to HSC §34180(f) where Successor Agency properties are to be transferred to the sponsoring city for future development.

In April 2014, DOF clarified that a city does not have to reach compensation agreements with taxing entities prior to the Successor Agency's transfer of future development property to the city. DOF has stated that the Successor Agency-to-city transfer can occur at any time after DOF approves a Successor Agency's LRPMP, and that the city should reach a compensation agreement with the other taxing entities prior to the city's subsequent disposition of the property to a third party for development purposes. Furthermore, in its recent LRPMP approval letters, DOF has stated that "The compensation agreements negotiated by and between the City and the other taxing entities are not subject to OB [Oversight Board] or Finance approval."

Based on DOF's recent clarification regarding compensation agreements, the City of San Mateo intends to enter into an agreement or agreements with the affected taxing entities prior to the City's disposition of the future development properties. The City anticipates that the compensation agreement(s) would specify that any net unrestricted proceeds from sales of the properties would be distributed to all of the affected taxing entities on a pro rata basis in proportion to each entity's respective share of the property tax base, and that the calculation of net unrestricted proceeds would take into account the transaction costs incurred by the City in marketing the property and processing the sale or lease, as well as the costs incurred by the City in carrying or maintaining the property and in preparing and improving the site for development. This paragraph will not be operative if a court order or decision, legislation or Department of Finance policy reverses DOF's directive regarding such compensation agreements.

SUMMARY OF PROPERTIES OWNED BY THE SUCCESSOR AGENCY

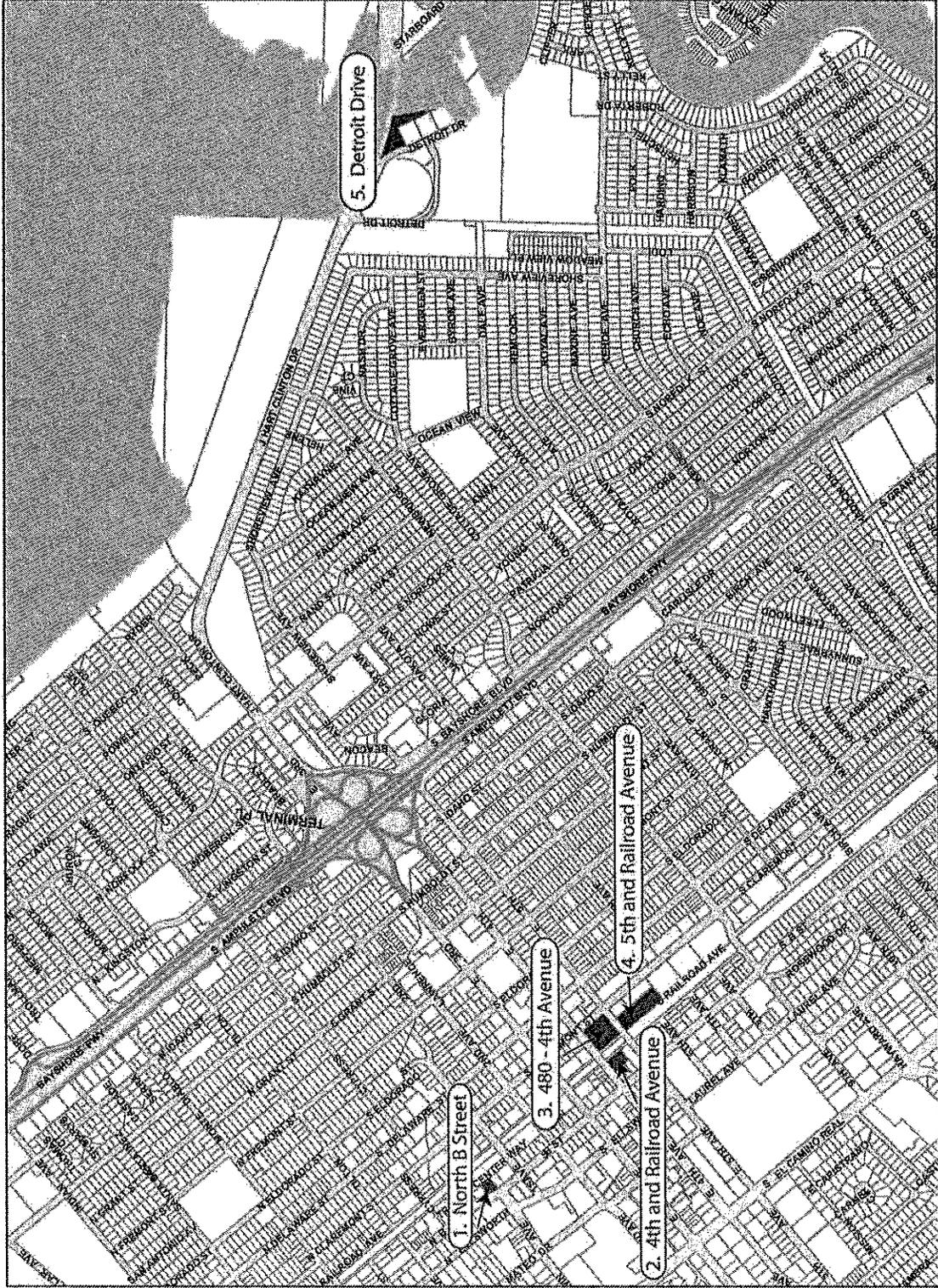
The Successor Agency to the Redevelopment Agency of the City of San Mateo has been conveyed title by operation of law to property located at five sites and comprised of eight parcels. The following matrix organizes the properties by their proposed disposition, and the map on the following page indicates the locations of the properties.

Site #	Property Address	APN	SF	Existing Use
<i>Properties to be transferred to the City of San Mateo for Governmental Use</i>				
1	North B Street	032-323-060 032-323-070	7,492 2,383	Public Roadway Right of Way Providing Access to Caltrain Station
2	4 th and Railroad Avenue	034-179-050 034-179-060	11,064 5,442	Public Parking for the Central Parking and Improvement District (CPID)
5	Detroit Drive	033-441-010 033-441-020	24,829 23,941	City's Marina Lagoon flood control pump station
<i>Properties to be transferred to the City of San Mateo for Future Development</i>				
3	480 E. 4 th Avenue	033-441-010	54,472	Public parking lot and temporary fire station
4	5 th and Railroad Avenue	033-281-140	48,770	Public parking lot and Worker Resource Center

ORGANIZATION OF REPORT

This report is organized by proposed disposition category. The site numbers are consistent with those that were included with the original LRPMP, submitted to DOF in October 2013. As a result, the sites are not presented sequentially in this report. This report includes additional attachments that were not included in the prior submittal. The attachments are numbered sequentially in this report and as a result, are not consistent with the numbering of the attachments in the prior version of the LRPMP. If viewing this document in portable document format (PDF), note that all references to attachments contain a clickable, internal link to the corresponding attachment as it appears in the "Attachments" section.

PROPERTY LOCATION MAP
Properties of the City of San Mateo Successor Agency



PROPERTY INVENTORY AND DISPOSITION AND USE

As set forth in AB 1484, the LRPMP must include a plan addressing the use or disposition of each former RDA-owned property and an inventory of all properties. This section of the LRPMP includes the required inventory information and data and describes the planned disposition or use for each of the five former RDA-owned sites.

Property Disposition Categories

AB 1484 sets forth the following permissible uses or disposition under the LRPMP process:

- A. Retention of the property for governmental use pursuant to HSC §34181(a)
- B. Retention of the property for future development
- C. Sale of the property
- D. Use of the property to fulfill an enforceable obligation

Property Inventory Information

The inventory must contain the following information for each property:

- Acquisition Information
 - Date of acquisition
 - Value of the property at time of acquisition
 - Purpose for which the property was acquired
- Parcel Data
 - Address
 - Assessor parcel number
 - Lot size
 - Current zoning (in Redevelopment Plan or Specific, Community or General Plan)
- Current Value and Revenue Generation
 - Estimate of current value
 - Date/value basis for estimate (appraisal information if available)
 - Estimate of any lease, rental or other revenues generated by the property
 - Description of any contractual requirements regarding the disposition of such revenues
- Environmental Information
 - History of environmental contamination
 - Designation as a brownfield site
 - Summary of related environmental studies
 - History of remediation efforts
- Property's Potential for Transit Oriented Development and Advancement of Planning Objectives
- History of Development Plans and Activity
- Proposed Use or Disposition of Property

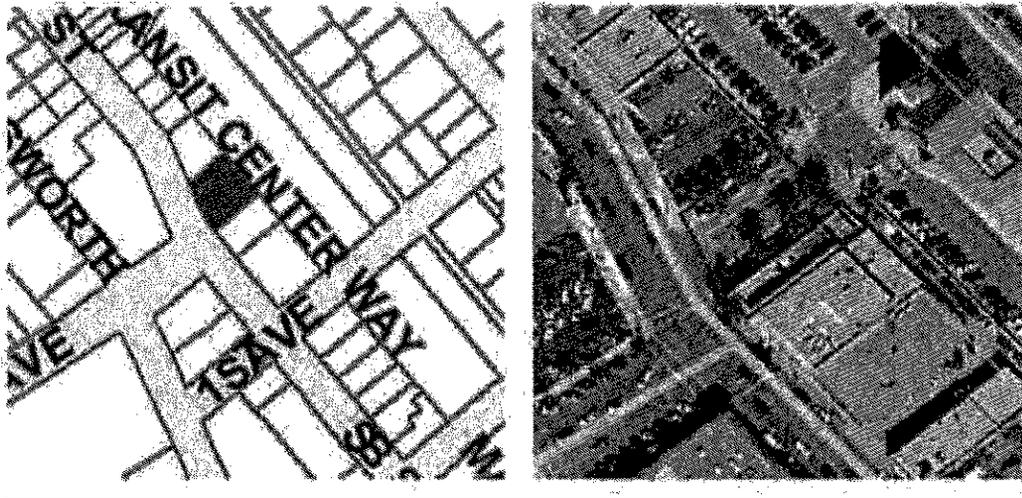
The following subsections present the required inventory and disposition information for each property.

PROPERTY TO BE TRANSFERRED TO CITY AND RETAINED FOR GOVERNMENTAL USE

- **Site 1: North B Street (Public Roadway Right of Way into Downtown Transit Center)**
- **Site 2: 4th and Railroad Avenue (Public Parking adjacent to Talbot's Toyland Store)**
- **Site 5: Detroit Drive**

Site 1

North B Street (Roadway into Downtown Transit Center)



SUMMARY

These two adjacent parcels, totaling 9,875 square feet, were acquired in 1991 by the former RDA to be constructed and used as a public roadway right of way to provide public access (vehicle, pedestrian and bicycle) from North B Street and Baldwin Avenue to the downtown Caltrain station and related public parking lot. The parcels continue to provide public access to the station. The parcels are to be transferred to the City for retention as their current governmental use.

DATE OF ACQUISITION, VALUE AT ACQUISITION AND ESTIMATED CURRENT VALUE

The former RDA purchased the site in 1991 for approximately \$373,000 using tax allocation bond proceeds. The Grant Deed for the site is included as Attachment 1. An appraisal of the property was completed in February 2013, and the value at that time was estimated to be \$0 (see Attachment 2).

PURPOSE FOR WHICH PROPERTY WAS ACQUIRED

The site was purchased in 1991 in order to provide surface parking in the short term as well as vital public access to and from the proposed downtown Caltrain station and related public parking garage in the long term. The City constructed the roadway in the mid-1990s, and the site continues to provide public access from North B Street and Baldwin Avenue to the downtown Caltrain station.

PARCEL DATA, INCLUDING ADDRESS, LOT SIZE AND CURRENT ZONING

The assessor parcel numbers are 032-323-060 and 032-323-070. The parcels do not have an assigned address. The lot sizes are 7,492 square feet (sf) and 2,383 sf respectively.

Current zoning is C1-2/R5 (Neighborhood Commercial with a 2.0 FAR/Residential-Multiple Family Dwellings). The City of San Mateo Zoning Code states that the Neighborhood Commercial District is:

"intended to create and maintain neighborhood shopping areas under standards that provide for compatibility with surrounding residential areas. Uses include retail sales serving the immediate neighborhood, limited office space, and personal services."

ESTIMATE OF THE CURRENT VALUE OF THE PARCEL, INCLUDING ANY APPRAISAL INFORMATION, IF AVAILABLE

The parcels were appraised February 20, 2013 with an estimated value of \$0, based on the appraiser's opinion that the site has no value because of its use as a public right of way (see Attachment 2).

ESTIMATE OF ANY LEASE, RENTAL, OR OTHER REVENUES GENERATED BY THE PROPERTY AND A DESCRIPTION OF THE CONTRACTUAL REQUIREMENTS FOR DISPOSITION OF THOSE REVENUES

No revenue is generated by these parcels. They serve as a public roadway right of way to provide vehicle and other access to and from the downtown Transit Center.

ANY HISTORY OF ENVIRONMENTAL CONTAMINATION OR REMEDIATION EFFORTS

None.

DESCRIPTION OF THE PROPERTY'S POTENTIAL FOR TRANSIT-ORIENTED DEVELOPMENT AND THE ADVANCEMENT OF THE PLANNING OBJECTIVES OF THE SUCCESSOR AGENCY

The former RDA's development of the site achieved the former RDA's redevelopment goals and objectives, and also advanced the planning objectives of the City of San Mateo.

This public roadway right of way provides access to the downtown Caltrain Station and the parking garage for the station, which enhances the ability for residents and visitors to utilize public transportation. It has no other potential use because developing the property would prevent vehicle access to the parking garage for the downtown train station and would reduce use of the station.

The continued use of this property as a public roadway right of way advances the long-term objectives of the Successor Agency and the City of San Mateo.

BRIEF HISTORY OF PREVIOUS DEVELOPMENT PROPOSALS AND ACTIVITIES, INCLUDING THE RENTAL OR LEASE OF PROPERTY

The site was temporarily used as a parking lot while the Transit Center was under construction, according to the 1991 Administrative Report on the Authorization to Purchase the "Dead Palm Tree" site (see Attachment 3). The intended use of the site, a public roadway access to the train station, was constructed in the mid-1990s and provides access from North B Street and Baldwin Avenue to the downtown Caltrain Station and parking lot. This roadway has been in place since the mid-1990s and continues to provide access to the train station and parking lot. The City has

no plans to redevelop the site to another use and seeks to continue its current governmental use as a public roadway right of way.

USE OR DISPOSITION OF PROPERTY

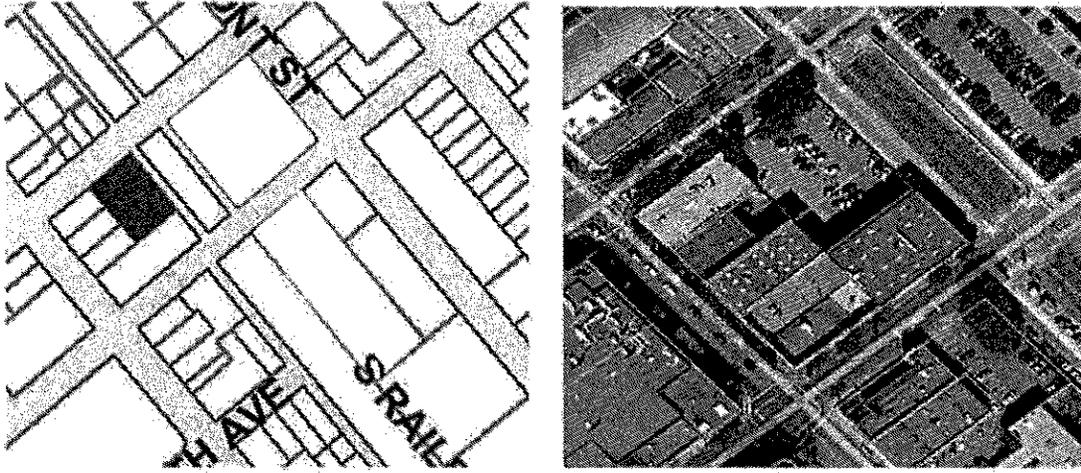
The site was purchased in 1991 specifically for the purpose of providing public access to the downtown Caltrain station. It continues to provide vehicle, bicycle and pedestrian access to the downtown Caltrain station and the parking garage for the station.

Because this property was constructed for public use, a roadway, the Oversight Board shall direct the Successor Agency to transfer these parcels to the City of San Mateo for retention for a governmental use.

The City of San Mateo will continue to maintain the property roadway right of way.

Site 2

4th and Railroad Avenue (Public parking adjacent to Talbot's Toyland Store)



SUMMARY

These two adjacent parcels, totaling 16,506 square feet, were acquired by the City in 1985 to provide downtown public parking as part of the Central Parking and Improvement District (CPID). The site was conveyed to the former RDA in 1989, and was leased to the City to serve the CPID by providing 50 parking spaces and continues to do so today. These parcels are to be transferred to the City for retention as a governmental use.

DATE OF ACQUISITION, VALUE AT ACQUISITION AND ESTIMATED CURRENT VALUE

The Grant Deed and Title Insurance Policy indicate that the property was acquired by the City of San Mateo from the Southern Pacific Transportation Company in November 1985 (see Attachment 4) for approximately \$554,509. The 1985-1986 Annual Report on the Activities of the former Redevelopment Agency suggests that the former RDA purchased the property (see page 2 of Attachment 5):

"Noteworthy in 1984-85 was the purchase of a parking site on B Street between the 4th and 5th Avenues, which reflects the goals of the approved Downtown Specific Plan."

In February 1989, the City Council approved a resolution granting the property to the former Redevelopment Agency and leasing it back to the City for utilization by the CPID, which would operate and maintain the lot for the benefit of Downtown (see Attachment 6).

"Whereas, the lot was incorrectly placed in the City's name although funds of the Redevelopment Agency of the City of San Mateo were used for acquisition; and Whereas, the City wishes to correct the grant and at the same time accept a lease back of the lot from the Redevelopment Agency;"

As consideration for the lease, the City agreed to operate and maintain the lot in accordance with the CPID. The lease was to expire on December 31, 2003, unless extended by agreement between the former Agency and City for up to an additional 15 years. The lease was continued by agreement of the parties (however, staff are unable to locate evidence of formal action to extend the lease term).

In February 2013, an appraisal was obtained that estimates the current value to be \$750,000 (see Attachment 7 and the section below for more detailed information on the appraisal).

PURPOSE FOR WHICH PROPERTY WAS ACQUIRED

The property was acquired to address the inadequate supply of existing public parking within the Central Parking and Improvement District (CPID) in the downtown. The CPID is a parking district that was established by the City in 1954 to address downtown related parking concerns. The CPID was created to provide pool of parking spaces that are shared by the commercial properties within the boundaries of the district because they are unable to meet their parking needs on-site due to the small lot sizes and historic grid character of the downtown. An information sheet on the district is included as Attachment 8.

In 1989, when the property was transferred from the City to the former Redevelopment Agency, the City executed a lease agreement with the former RDA to lease the property back for inclusion in the CPID (see Attachment 6). The lease states the

“Agency understands that the City has a CPID which will receive the benefit of the lot and which shall be responsible to operate the lot. Agency also understands that the CPID, in the City’s discretion, may receive use of the lot without charge but with the obligation to operate and maintain.”

The site has continuously served as a public parking lot and has been operated and maintained by the CPID since it was acquired. It serves as a critical part of the overall parking supply of the CPID.

Additionally, the public parking lot provides access to private parking spaces for two adjacent parcels, including 445 South B Street (APN 034 179 040) and 407 South B Street (APN 034-179-020). The City entered into an agreement with the owners of 445 South B Street to provide egress in 1987 (see Attachment 9). The City was unable to locate an egress agreement with 407 South B Street. This parcel has 6 parking spaces located behind the building that would not be accessible if the lot were to be redeveloped to another use, which is illustrated by the aerial parcel map and photograph included as Attachment 10.

PARCEL DATA, INCLUDING ADDRESS, LOT SIZE AND CURRENT ZONING

The assessor parcel numbers for this site are 034-179-050 and 034-179-060. These parcels have no site address. The lot sizes are 11,064 and 5,442 square feet, respectively.

The current zoning is CBD/R Central Business District with a Residential Overlay and it is located within the CPID, which relates to requirements for off-street parking requirements. The purpose

of the CBD district is to encourage the development and re-use of existing downtown structures as a center for retail, cultural, entertainment, and community service uses. Pedestrian activity should be strongly encouraged at the ground floor level, while upper floor office and residential uses should be encouraged to promote active daytime and nighttime use of the downtown area. Amenities that will enhance the downtown environment for public and public oriented uses shall also be encouraged. Permitted uses include art galleries, offices, parking facilities, retail uses and public transportation facilities, multiple family dwellings when a part of mixed use and other uses deemed similar in nature and operation to be compatible with existing and permitted uses allowed and deemed desirable in serving the downtown core and community at large.

ESTIMATE OF THE CURRENT VALUE OF THE PARCEL, INCLUDING ANY APPRAISAL INFORMATION, IF AVAILABLE

In February 2013, Cushman and Wakefield prepared an appraisal that estimates the current market value of the site (see Attachment 7). The appraisal identifies the property as being part of the CPID and states the following:

“It is our opinion that due to the constraints of the CPID parking district, that the portion of the subject parcel designated as a CPID parking facility may not be used for other purposes other than parking. Therefore, as parking is the only obvious use, the value of the subject site would be severely diminished as development on the property could not be entertained as a potential use.”

However, the appraisal firm completed its appraisal of the property with the hypothetical condition that the site could be developed to its highest and best use without the requirements to provide parking for the CPID, and concluded its opinion of market value is \$750,000.

ESTIMATE OF ANY LEASE, RENTAL, OR OTHER REVENUES GENERATED BY THE PROPERTY AND A DESCRIPTION OF THE CONTRACTUAL REQUIREMENTS FOR DISPOSITION OF THOSE REVENUES AND RESTRICTIONS ON PROPERTY

The site was purchased to provide permanent public parking for the CPID in downtown San Mateo. The site contains 50 public parking spaces and generated approximately \$20,000 in parking revenue from on-site meters in 2012. The parking meter revenue is allocated directly to the CPID and required to be used to maintain and operate the public parking supply within the district.

Additionally, an agreement dated April 24, 1987 is in place between the City and the owners of the adjacent property and business (Talbot’s Toyland) located at 415 and 445 South B Street to allow egress from the 8-space parking lot behind the store onto and across the City parking lot in order to reach East 4th Street (see Attachment 9). While the agreement does not provide for any compensation to the City, both the City and private property owners agreed to name the other party in their public liability insurance policies.

The site also provides the only access for the 6 parking spaces associated with the privately owned parcel at 407 South B Street. These parking spaces serve the businesses located on the property, including a yogurt shop, hair studio and nail salon, as illustrated in Attachment 10.

ANY HISTORY OF ENVIRONMENTAL CONTAMINATION OR REMEDIATION EFFORTS

None.

DESCRIPTION OF THE PROPERTY'S POTENTIAL FOR TRANSIT-ORIENTED DEVELOPMENT AND THE ADVANCEMENT OF THE PLANNING OBJECTIVES OF THE SUCCESSOR AGENCY

The current zoning is CBD/R Central Business District with a Residential Overlay. Residential uses are permitted only as part of mixed-use developments above the first floor only. This site is approximately 1,460 feet from the Downtown Caltrain Station. This is slightly less than one-third of a mile, which is generally considered an appropriate distance for transit-oriented development. The site is designated within the Downtown retail core, which allows for a transit-oriented mixed use project containing retail on the ground floor and office and/or residential uses on upper floors. However, the small size of the site would present challenges for a mixed use project. Additionally, the property is located adjacent to the railway tracks and therefore may be impacted if the planned State High Speed Rail project requires any additional right-of-way along the railway line.

The continued use of this property as a parking resource for the CPID advances the long-term objectives of the Successor Agency and the Downtown Specific Plan, and the City of San Mateo in general.

BRIEF HISTORY OF PREVIOUS DEVELOPMENT PROPOSALS AND ACTIVITIES, INCLUDING THE RENTAL OR LEASE OF PROPERTY

The property was purchased to provide public parking as part of the CPID. The site was developed as a public parking lot, and no consideration has been given to alternative uses. An agreement between the City and the owners of the adjacent property at 445 South B Street to allow egress from their parking lot has been in place since 1987. The property also provides the only access to 6 privately-owned parking spaces for the property at 407 South B Street.

USE OR DISPOSITION OF PROPERTY

City Provision of Public Parking

The City and the former RDA have long recognized that the provision of public parking is key to the economic vibrancy of the City's downtown. Since the 1950s, the provision of public parking has been an important governmental purpose and function of the City of San Mateo, helping to stimulate economic development in the downtown area.

The former RDA worked in concert with the City to provide public parking facilities as a key component of its efforts to cultivate and maintain a thriving downtown. The Redevelopment Plan for the Downtown Redevelopment Project stated one of its major goals was to "Provide adequate land for parking and open spaces". In addition, the Redevelopment Plan listed "Parking Sites/Structures/Repair" as one of the Proposed Public Work Improvement Projects in Exhibit B to the plan (see Attachment 11).

The provision of off-street public would help the former RDA achieve the Redevelopment Plan goals to stimulate economic development opportunities and encourage commercial rehabilitation and public and private investment.

CPID Formation and Funding

Recognizing the importance of providing public parking in the downtown area, the City Council formed the Central Parking and Improvement District (CPID) in 1954 to address downtown parking related concerns. The CPID was created as a method for financing land acquisition, construction operation and maintenance costs of public parking facilities for downtown businesses and economic activity. Bonds were sold to pay for land acquisition and the construction costs. Property owners within the CPID were assessed an annual CPID assessment.

The CPID issued bonds to pay for land acquisition and facility construction. Through the CPID, assessments were levied on non-residential property within the boundaries to generate revenue to cover the costs of bond debt. Former Redevelopment Agency funds were also used as a supplement to the assessments to pay for additional parking resources for the CPID. The CPID bonds were paid off in 2004 and as a result, the annual assessments on properties within the district ended at that time. However, the parking rights that were conferred on these private properties as a result of the assessments remain with the properties in perpetuity, and as a result are considered separately within the City's Zoning Code (see Attachment 12).

4th and Railroad Avenue Located in CPID

The property is located within the boundaries of the CPID, and within the CPID's Primary Benefit Zone (PBZ), which includes the retail core and most of the City's public parking facilities. It is called the PBZ because the facilities are in close proximity, providing convenience and maximum benefit for those businesses located within the zone. (Refer to Attachment 8, Maps 1 and 2 for the location of the site within CPID and PBZ boundaries.)

CPID Today

The CPID continues in existence today as a special district. All parking revenues generated within the district, including meter fees and in-lieu parking fees, are deposited into the Parking Special Revenue Fund and used by the CPID to operate and maintain the parking supply within the district.

The City's Zoning Code requires for new projects in the CPID to meet minimum parking requirements by providing onsite parking or paying a fee in lieu of providing onsite parking. New projects include new construction, expansion of existing building or established use, and new use within an existing building/structure. All new projects not providing parking onsite must enter into parking agreements with CPID. The in lieu assessment amount is defined in the adopted CPID resolution as equal to \$9,000 per parking space (see Attachment 13). Parking in lieu fees generated \$225,000 in FY 2014; \$63,000 in 2012; \$333,000 in 2007; \$27,000 in 2006; and \$1,125,000 in 2005 (see Attachment 14).

Satisfaction of the Zoning Code parking requirements by payment of the in lieu fee is acknowledged in each agreement and runs with the land. A sample in lieu fee agreement executed in 2014 is included as Attachment 15.

Public Parking as Governmental Use

The property is a governmental purpose asset. The property was purchased with public funds, constructed with public funds, is maintained with meter and assessment revenue and City general fund dollars; is open to and used by the public; and serves as an important public purpose of minimizing circulation problems and resulting greenhouse gas emissions. Just like libraries, parks, public streets, and highways, it is open for use by the public, and operated and maintained by the City. The property was acquired and improved with government funds for public benefit.

A 1944 California Supreme Court case recognizes that public parking lots serve a public purpose:

Whittier v. Dixon 24 Cal 2d 644, 667 (1944)

“Respondent contends that public parking places are not public improvements. The Legislature, however, has expressly authorized the acquisition of parking places to serve the public, and the legislation is valid so long as it serves some public purpose. (In re Smith, 143 Cal. 368 [77 P. 180]; County of Los Angeles v. Dodge, 51 Cal.App. 492 [197 P. 403]; Egan v. San Francisco, 165 Cal. 576 [133 P. 294, Ann. Cas. 1915A 754]; Larsen v. San Francisco, 182 Cal. 1 [186 P. 757]; Irish v. Hahn, 208 Cal. 339 [281 P. 385, 66 A.L.R. 1382].) Just as public streets can be used for the parking of motor vehicles, property can be acquired for the same use. Moreover, public parking places relieve congestion and reduce traffic hazards and therefore serve a public purpose. They may be compared to municipal airports, which have been recognized as public improvements. (Krenwinkle v. City of Los Angeles, 4 Cal.2d 611 [51 P.2d 1098]; see 63 A.L.R. 777; 69 A.L.R. 325; 135 A.L.R. 755.)”

A common approach for cities when trying to create and maintain a vibrant and economically viable office and retail environment, particularly within older central business districts, is to consolidate parking in public structures and surface lots to remain competitive with other shopping and business centers. This removes the burden of providing parking in every development project, and promotes better design and land use, therefore creating pedestrian friendly environments. This consolidated approach prevents downtown from being “over-parked” because it takes into account peak parking usage of different users—retail store employees, office workers and their customers park primarily during the day, while restaurants, lodging and entertainment venues create more parking demand at night.

DOF Approval of Other Cities’ Parking Lots Similar to San Mateo

DOF has approved several Successor Agencies’ transfer of public parking assets to cities under the government purpose provision, including Napa, San Fernando, Santa Barbara, and Santa Monica. The San Mateo Successor Agency’s real property parking asset and parking management system, the CPID, is similar to these other Successor Agencies, and as such, DOF is encouraged to make a side-by-side comparison when reviewing this Plan.

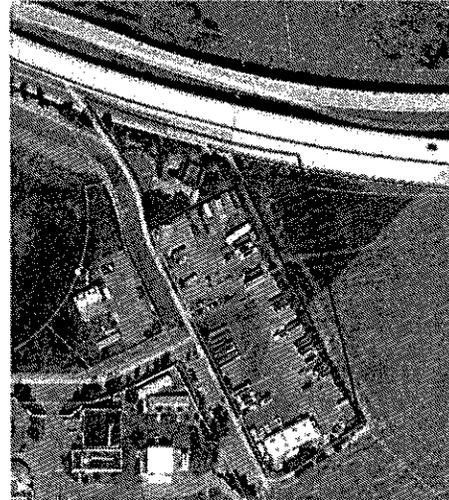
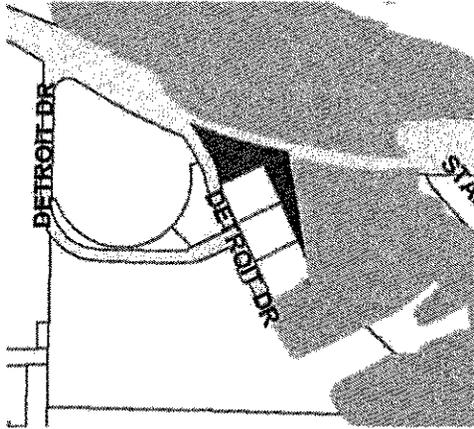
Conclusion and Disposition

This property was purchased to construct and provide a public surface parking lot for the CPID and has been maintained by the CPID since its time of purchase. Due to the inclusion of the lot within the CPID and the integral nature of this lot to the district and to the surrounding properties, the Oversight Board shall direct the Successor Agency to transfer the property to the City of San Mateo for retention for a governmental use.

The City of San Mateo will continue to maintain the property.

Site 5

Detroit Drive



SUMMARY

These two parcels total approximately 48,770 square feet. One of the parcels was acquired by the City in 1960 and the other in 1983. Both properties were conveyed to the former Redevelopment Agency in 1984 for use as the City's Marina Lagoon flood control pump station. These parcels continue to be used for this purpose. These parcels are to be transferred to the City for retention as a governmental use.

DATE OF ACQUISITION, VALUE AT ACQUISITION AND ESTIMATED CURRENT VALUE

The site consists of two parcels, a long triangular parcel that abuts the Marina Lagoon and an inland parcel that abuts Third Avenue and Detroit Drive. The details on acquisition of the first parcel are uncertain, but it was likely purchased by the City in 1960 as part of a larger purchase of shoreline parcels that were jointly purchased for \$9,750. The resolution approving the purchase and the Grant Deed for this parcel is included as Attachment 16. The Grant Deed for this parcel is included as Attachment 16. The second parcel was acquired by the City in 1983 for \$84,162. The Grant Deed for this parcel is included as Attachment 17. The two parcels were deeded to the former Redevelopment Agency in 1984 as part of the issuance of certificates of participation to finance the construction of the Third Avenue Bridge and pump station.

In 1987, the 1984 certificates of participation were retired through the issuance of re-financing certificates of participation. In the course of this transaction, the parcels were deeded back to the City and then, deeded back to the former Redevelopment Agency and leased to the City. Under the terms of the lease, title to the property was to be deeded back to the City upon retirement of the certificates of participation. These certificates were paid off in 1993 as part of the issuance of refunding revenue bonds by the City of San Mateo Joint Powers Financing Authority. These 1993 bonds were backed by a new lease. However, in 1997, the former

Redevelopment Agency issued new tax allocation bonds, the proceeds of which were used to pay off the 1993 bonds. At that time, the former RDA intended to deed the property back to the City, however it inadvertently did not execute the action to deed the property to the City.

A February 2013, appraisal estimated the current value to be \$0 (see Attachment 18 and below).

PURPOSE FOR WHICH PROPERTY WAS ACQUIRED

The properties were acquired to serve as a storm water pump station for the Marina Lagoon. The pump station is constructed on the inland parcel while the triangular parcel, which is tidal marsh land, is used for drainage for the pump station.

PARCEL DATA, INCLUDING ADDRESS, LOT SIZE AND CURRENT ZONING

The assessor parcel numbers for this site are 033-441-010 and 033-441-020. The lot sizes are 24,829 sf and 23,941 sf, respectively. No specific address exists for the site. The current zoning is S (Shoreline). The shoreline district (S) is established to assure that users in the proximity of the San Francisco Bay are appropriate in their relationship to the Bay ecological system, compatible with their general surroundings, and consistent with the state grant of lands to San Mateo. Permitted uses include public parks and recreation facilities, open space for the preservation, maintenance, and enhancement of lands in their natural state, or their restoration, and as habitat for wildlife and private boat facilities in Marina Lagoon.

ESTIMATE OF THE CURRENT VALUE OF THE PARCEL, INCLUDING ANY APPRAISAL INFORMATION, IF AVAILABLE

The recent appraisal conducted by Cushman and Wakefield in February 2013 (see Attachment 18) estimates the market value of this site to be \$0, given the site's physical, legal and current public use as flood control facilities, which all but totally occupy the site.

ESTIMATE OF ANY LEASE, RENTAL, OR OTHER REVENUES GENERATED BY THE PROPERTY AND A DESCRIPTION OF THE CONTRACTUAL REQUIREMENTS FOR DISPOSITION OF THOSE REVENUES

None.

ANY HISTORY OF ENVIRONMENTAL CONTAMINATION OR REMEDIATION EFFORTS

None.

DESCRIPTION OF THE PROPERTY'S POTENTIAL FOR TRANSIT-ORIENTED DEVELOPMENT AND THE ADVANCEMENT OF THE PLANNING OBJECTIVES OF THE SUCCESSOR AGENCY

This site is located near the Waste Water Treatment Plant. Due to the remote location and lack of nearby public transportation services it is not an appropriate site for TOD.

The development of the site achieved redevelopment goals and objectives and also advanced the planning objectives of the City of San Mateo. The continued use of this property for the pump station advances the long-term objectives of the Successor Agency and the City of San Mateo.

BRIEF HISTORY OF PREVIOUS DEVELOPMENT PROPOSALS AND ACTIVITIES, INCLUDING THE RENTAL OR LEASE OF PROPERTY

There has been no consideration given to alternative uses of these parcels. The site was acquired for the construction of the pump station, and has been continuously used for this purpose.

USE OR DISPOSITION OF PROPERTY

This site serves a governmental purpose as a flood control pump station. Accordingly, the Oversight Board shall direct the Successor Agency to transfer this property to the City of San Mateo for retention for a governmental use.

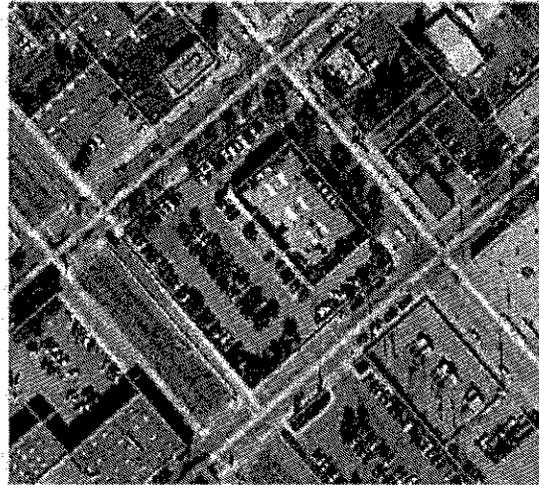
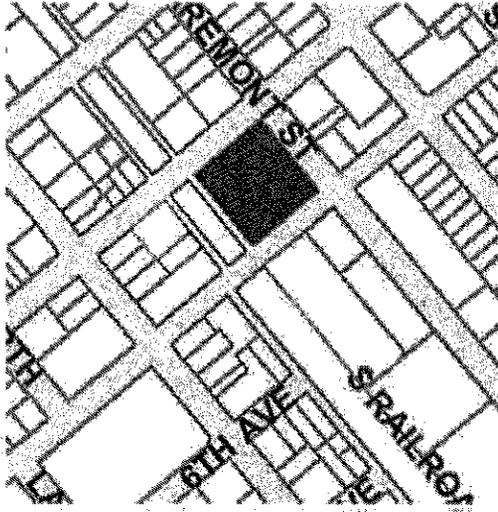
The City of San Mateo will continue to maintain the property.

**PROPERTY TO BE TRANSFERRED TO CITY AND RETAINED FOR FUTURE
DEVELOPMENT**

- **Site 3: 480 E. 4th Avenue**
- **Site 4: 5th and Railroad Avenue (Worker's Resource Center)**

Site 3

480 E. 4th Avenue



SUMMARY

This parcel, which is 50,573 square feet, was acquired in 1998 for replacement public parking in the short term during the construction of other City parking garages and as a significant opportunity for future long-term redevelopment. The parcel continues to provide public parking on a portion of the site while the remainder is used as the temporary location for the City's downtown fire station. The City and former Redevelopment Agency have undertaken efforts to pursue development of the site either as a stand-alone development site or in conjunction with Site 4. This parcel is to be transferred to the City for retention for future development.

DATE OF ACQUISITION, VALUE AT ACQUISITION AND ESTIMATED CURRENT VALUE

The site was purchased in 1998 through the use of eminent domain by the former Redevelopment Agency for \$5,000,000 per the settlement agreement included as Attachment 19. The Grant Deed for the site is included as Attachment 20. A February 2013, appraisal estimated the current value to be \$5,100,000 (see Attachment 21).

PURPOSE FOR WHICH PROPERTY WAS ACQUIRED

The site was acquired in 1998 by the former Redevelopment Agency to serve as replacement public parking during the construction of the downtown Transit Center garage and the reconstruction of the Main Street Garage, as described in the January 1998 Administrative Report for the Public Hearing on the Acquisition of the Pedersen Arnold Property at 5th Avenue and Claremont Street for Public Parking (see Attachment 22). At the time of acquisition, the former Redevelopment Agency was primarily interested in providing replacement parking in the immediate future.

The report also stated on page 5:

“The site presents the opportunity for long-term redevelopment by the Redevelopment Agency.”

PARCEL DATA, INCLUDING ADDRESS, LOT SIZE AND CURRENT ZONING

The site address is 480 E. 4th Avenue and the assessor parcel number for this site is 034-183-060. The lot size of 50,573 sf.

The current zoning is CBD/S (Central Business District Support). The purpose of the CBD Support District is to encourage commercial uses that both support traditional downtown (CBD) uses as well as serve adjacent residential neighborhoods. It is intended that the commercial uses in this area will serve as a link between the Gateway and CBD. Residential uses will also be encouraged in order to provide housing opportunities for downtown employees, as well as existing and future residents. The CBD/S zoning district allows for a variety of uses including mixed-use, multi-dwelling housing, office, medical offices, hotel, restaurant, retail, parking, and other types of uses. The purpose of the CBD district is to encourage the development and re-use of existing downtown structures as a center for retail, cultural, entertainment, and community service uses. Pedestrian activity should be strongly encouraged at the ground floor level, while upper floor office and residential uses should be encouraged to promote active daytime and nighttime use of the Downtown area. Amenities that will enhance the downtown environment for public and public oriented uses shall also be encouraged.

ESTIMATE OF THE CURRENT VALUE OF THE PARCEL, INCLUDING ANY APPRAISAL INFORMATION, IF AVAILABLE

The recent appraisal conducted by Cushman and Wakefield in February 2013 (see Attachment 21) estimates the market value of this site to be \$5,100,000.

ESTIMATE OF ANY LEASE, RENTAL, OR OTHER REVENUES GENERATED BY THE PROPERTY AND A DESCRIPTION OF THE CONTRACTUAL REQUIREMENTS FOR DISPOSITION OF THOSE REVENUES

The site provides 89 downtown parking spaces. The existing parking on the site is not metered and as a result does not provide revenue to the City. A building located on the site when originally acquired generated lease revenue until it was demolished in 2010. The site continues to provide downtown parking. A short term lease from March 2013 through August 2014 was in effect between the City of San Mateo and the Successor Agency to house a temporary fire station on a portion of the site during the construction of permanent fire station and generated a total of \$113,400 over the term of the lease. The Successor Agency deposits the revenue into the RPTTF.

ANY HISTORY OF ENVIRONMENTAL CONTAMINATION OR REMEDIATION EFFORTS

Corrective action for the underground storage tanks formerly located on the site was completed per the closure letter from the County of San Mateo Health Services Agency (see Attachment 23).

DESCRIPTION OF THE PROPERTY'S POTENTIAL FOR TRANSIT-ORIENTED DEVELOPMENT AND THE ADVANCEMENT OF THE PLANNING OBJECTIVES OF THE SUCCESSOR AGENCY

The current zoning is CBD/S (Central Business District Support). The CBD/S zoning district allows for a variety of uses including mixed-use, multi-dwelling housing, office, medical offices, hotel, restaurant, retail, parking, and other types of uses. Residential uses are permitted only as part of mixed-use developments above the first floor only. This site is approximately 1,200 feet from the Downtown Caltrain Station. This is slightly less than one-fourth of a mile, which is generally considered an appropriate distance for transit-oriented development. The maximum permitted density of housing on this site is 50 units per acre (up to 68 units per acre with approval of a Density Bonus), which is a density considered to be transit-supportive. The size of this parcel and the location on an entire City block makes it very feasible for a successful TOD project. However, the parcel is adjacent to the Caltrain train tracks and uncertainty of the potential impact of the proposed high speed rail project and its need for additional right-of-way around the rail line may affect the configuration of the parcel and therefore impacts the timing of possible development of the site.

The City's Downtown Area Specific Plan, adopted in May 2009, lists the development of this site as a priority (see excerpt in Attachment 24). The Downtown Area Specific Plan states on page 16 that this site:

"represents a unique opportunity to provide a catalyst for downtown development on the east side of the railroad tracks."

In addition, the former Redevelopment Agency's Five-Year Implementation Plan for 2011 to 2015 lists the "Development of the Former Kinkos Site (aka 480 E. 4th Avenue)" as one of the key goals for the Downtown (see Attachment 25).

The retention of this property for future development advances the long-term objectives of the Successor Agency and the City of San Mateo.

BRIEF HISTORY OF PREVIOUS DEVELOPMENT PROPOSALS AND ACTIVITIES, INCLUDING THE RENTAL OR LEASE OF PROPERTY

The property had a commercial building located on it at the time of purchase. The former Redevelopment Agency continued the leases with the tenants in that building until the leases expired in 2009. The commercial building was demolished in 2010.

In 2007, the City hired a consultant to examine the highest economic reuse for this site. The report designated condominium use as the preferred use, likely with one level of underground parking and four or five levels of condominiums on top. The former RDA issued a Request for Qualifications (RFQ) in 2009 to solicit proposals for the development of this site (see Attachment 26). The RFQ included an option to allow potential developers to develop this site jointly with the 5th and Railroad parcel (Site 4 in this plan). In response to its RFQ, the former RDA received 13 submittals, which are described in the September 21, 2009 Administrative Report to City Council on the Status of the Agency Owned Site at 480 E. 4th (see Attachment 27). After a review of the proposals, the City Council determined that, due to

the uncertainty of potential right-of-way impact on the site from the proposed high speed rail project adjacent to the property, the site should continue to be used to provide downtown parking for the time-being (see Attachment 28 minutes from the September 21, 2009 City Council meeting).

The Successor Agency executed a lease with the City in March 2013 to lease the portion of the site where the former commercial building once stood to the City for use as a temporary location for the downtown Fire Station while the permanent facility is being constructed. The lease expires in August 2014 and the property will be returned to its prior condition.

Upon approval of the transfer of the property to the City for future development, the City will consider options for the future development of the site and will move forward once the uncertainty of the impact of the high speed rail project is resolved. Several uses are under consideration for the site including mixed-use development and municipal facilities.

USE OR DISPOSITION OF PROPERTY

Retain Property for Project Identified in Approved Redevelopment Plan

As described above, the Implementation Plan identifies development of the site as a key goal for the downtown.

Future development of the site into a mixed-use transit-oriented development project will assist the City with achieving the goals and objectives set forth in the Redevelopment Plan for the Downtown Redevelopment Project (included as Attachment 11). These goals and objectives as stated on page 2 of the Redevelopment Plan include:

- (3) Replan, redesign, and develop undeveloped areas which are stagnant or improperly utilized;*
- (8) Assembly of land into parcels suitable for modern, integrated development."*

Disposition Process

By retaining the property for future development, the City will be able to achieve the former RDA's goals for the site. The City will also be able to ensure that a project is developed in a manner that meets the General Plan goals and the objectives of the City's Downtown Area Specific Plan. In addition, by retaining the property, the City will be able to issue a Request for Proposals (RFP) to solicit projects from developers to build out a mixed-use redevelopment project. The RFP will likely require replacement parking for the public parking spaces currently located on the property either on-site or located nearby. Subsequent to the selection of a developer through the RFP process, a negotiated Disposition and Development Agreement (DDA) will set the terms of the land acquisition between the City and a qualified and approved developer.

Disposition Proceeds

The purchase price to be paid by the developer for the property under the DDA will be not less than the fair reuse value of the property with the covenants, conditions, and development costs authorized pursuant to the DDA, as determined by formal action of the City Council.

As described in the Introduction of this Plan, an agreement with the taxing entities will provide for any net proceeds of sale to be distributed as property taxes to the affected taxing entities. From the disposition proceeds, the City may “net out” and retain an amount to cover its reasonable costs in connection with the disposition process, including marketing costs, attorneys’ fees, title insurance premiums, closing costs, and transfer taxes, and any site maintenance and site preparation costs incurred by the City.

Disposition Timeline

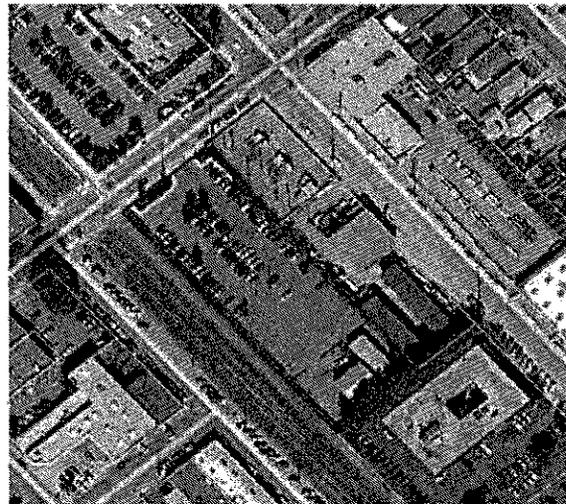
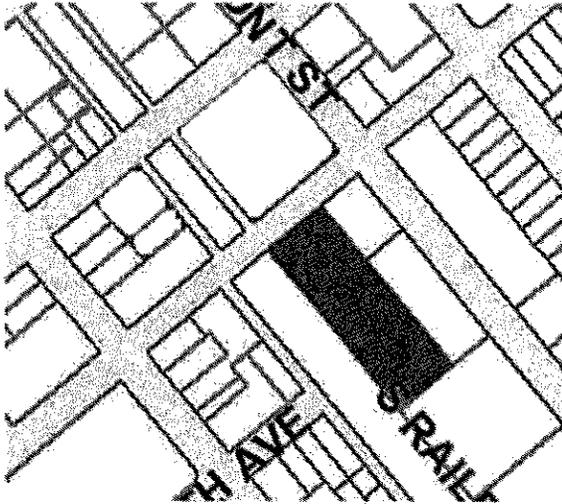
The timing of disposition and development of the property will depend on market conditions and interest of the private real estate development and financing community. In addition, the timing may also be influenced by the uncertainty of the potential impact of the proposed high speed rail project and its potential need for additional right-of-way around the rail line, which could affect the configuration of the parcel and thus impact the timing of possible development of the site.

It is currently anticipated that such disposition and development may occur generally in accordance with the following timeframe:

- DDA Negotiation/Approval: Within five years after LRPMP approval.
- Satisfaction of Conditions/Property Conveyance: Within 1 year after DDA approval.
- Commencement of Construction: Within 6 months after property conveyance.
- Completion of Construction: Within two years after commencement of construction.

Site 4

5th and Railroad Avenue (Worker Resource Center)



SUMMARY

This parcel is approximately 54,472 square feet and was acquired in 1997 for replacement public parking in the short term during the construction of other City parking garages and an opportunity for future long-term redevelopment. A portion of the parcel, approximately 13,598 square feet, is currently leased to the City, and houses the Worker Resource Center. The remainder continues to provide public parking. The City and former Redevelopment Agency have undertaken efforts to pursue development of the site either as a stand-alone development site or in conjunction with Site 3. This parcel is to be transferred to the City for retention for future development.

DATE OF ACQUISITION, VALUE AT ACQUISITION AND ESTIMATED CURRENT VALUE

The site was acquired in 1997 for \$899,361. The Grant Deed is included as Attachment 29. Although the property was purchased with redevelopment funds, the title was put in the City's name. In February 2009, the City Council approved a resolution granting the property to the former Redevelopment Agency (see Attachment 30).

The recent appraisal completed by Cushman and Wakefield in February 2013 (Attachment 31) estimates the market value of this site to be \$4,900,000.

PURPOSE FOR WHICH PROPERTY WAS ACQUIRED

The site was acquired in 1997 by the former Redevelopment Agency to serve as replacement public parking during the construction of the downtown Transit Center garage, as described in the March 31, 1997 Administrative Report for the Purchase of the Southern Pacific Property (see Attachment 32). At the time of acquisition, the former Redevelopment Agency was

primarily interested in providing replacement parking in the immediate future, however, future development of the site was also considered. The Administrative Report states:

“Use of the site for parking and eventual development will greatly enhance the railroad corridor and assist in the continued economic strengthening of the east side.”

PARCEL DATA, INCLUDING ADDRESS, LOT SIZE AND CURRENT ZONING

The assessor parcel number for this site is 033-281-140. The property has no site address. The lot size is 54,472 sf.

The current zoning is CBD/S (Central Business District Support). The purpose of the CBD Support District is to encourage commercial uses that both support traditional downtown (CBD) uses as well as serve adjacent residential neighborhoods. It is intended that the commercial uses in this area will serve as a link between the Gateway and CBD. Residential uses will also be encouraged in order to provide housing opportunities for downtown employees, as well as existing and future residents. The CBD/S zoning district allows for a variety of uses including mixed-use, multi-dwelling housing, office, medical offices, hotel, restaurant, retail, parking, and other types of uses. The purpose of the CBD district is to encourage the development and re-use of existing downtown structures as a center for retail, cultural, entertainment, and community service uses. Pedestrian activity should be strongly encouraged at the ground floor level, while upper floor office and residential uses should be encouraged to promote active daytime and nighttime use of the downtown area. Amenities that will enhance the downtown environment for public and public oriented uses shall also be encouraged.

ESTIMATE OF THE CURRENT VALUE OF THE PARCEL, INCLUDING ANY APPRAISAL INFORMATION, IF AVAILABLE

The recent appraisal conducted by Cushman and Wakefield in February 2013 (see Attachment 31) estimates the market value of this site to be \$4,900,000.

ESTIMATE OF ANY LEASE, RENTAL, OR OTHER REVENUES GENERATED BY THE PROPERTY AND A DESCRIPTION OF THE CONTRACTUAL REQUIREMENTS FOR DISPOSITION OF THOSE REVENUES

The site provides downtown parking. The existing parking on the site is not metered and as a result does not provide revenue to the City.

A lease between the City of San Mateo and the Successor Agency to house the Worker Resource Center on a portion of the site has been in effect since June 2012 (see Attachment 33). The annual revenue paid from the City to the Successor Agency for this lease is \$57,112. The Successor Agency deposits the revenue into the RPTTF.

ANY HISTORY OF ENVIRONMENTAL CONTAMINATION OR REMEDIATION EFFORTS

None.

DESCRIPTION OF THE PROPERTY'S POTENTIAL FOR TRANSIT-ORIENTED DEVELOPMENT AND THE ADVANCEMENT OF THE PLANNING OBJECTIVES OF THE SUCCESSOR AGENCY

The current zoning is CBD/S (Central Business District Support). The CBD/S zoning district allows for a variety of uses including mixed-use, multi-dwelling housing, office, medical offices, hotel, restaurant, retail, parking, and other types of uses. Residential uses are permitted only as part of mixed-use developments above the first floor only. This site is approximately 1,490 feet from the Downtown Caltrain Station. This is approximately 0.28 miles, which is generally considered an appropriate distance for transit-oriented development.

The maximum permitted density of housing on this site is 50 units per acre (up to 68 units per acre with approval of a Density Bonus), which is a density considered to be transit-supportive. The size of this parcel makes it very feasible for a successful TOD project. However, the parcel is adjacent to the Caltrain train tracks and uncertainty of the potential impact of the proposed high speed rail project and its need for additional right-of-way around the rail line may affect the configuration of the parcel and therefore impacts the timing of possible development of the site.

The City's Downtown Area Specific Plan adopted in May 2009 (see Attachment 24) addresses the redevelopment of this site. Specifically, page 25 of the Downtown Area Specific states that a policy focus for the South Claremont district of the Downtown is to

"Determine a suitable re-use for the city owned site bounded by 5th Avenue, the railroad and South Claremont Street".

The retention of this property for future development advances the long-term objectives of the Successor Agency and the City of San Mateo.

BRIEF HISTORY OF PREVIOUS DEVELOPMENT PROPOSALS AND ACTIVITIES, INCLUDING THE RENTAL OR LEASE OF PROPERTY

In 2003, the City approved an agreement with a local non-profit organization, Samaritan House, to operate a Worker Resource Center on a portion of the site in a portable building. The center was created to alleviate the impact of day workers congregating throughout the downtown which create numerous issues including traffic violations, loitering, and trespassing. The center serves as a place for workers and seekers of casual labor to be matched. In addition, other social services otherwise offered by the Samaritan House (health, dental, nutrition, and clothing) are provided to the day laborers, as needed. The Worker Resource Center has continued to operate on the site to this day.

In 2009, the City issued a Request for Qualifications (RFQ) to solicit proposals for the development of this site (see Attachment 26) jointly with the 480 E. 4th Avenue parcel (Site 3 in this LRPMP). In response to its RFQ, the City received 13 submittals, which are described in the September 21, 2009 Administrative Report to City Council on the Status of the Agency Owned Site at 480 E. 4th (see Attachment 27). At least two of the submittals included the development of this site in conjunction with 480 E. 4th Avenue. After a review of the proposals, the City Council determined that, due to the uncertainty of potential right-of-way impact on the site

from the proposed high speed rail project adjacent to the two properties, the site should continue in its current use for the present time.

The Successor Agency executed a lease with the City in June 2012 to lease a portion of the site to the City to house the Worker Resource Center (see Attachment 33). The lease was set to expire in December 2013 but has been extended indefinitely until the disposition of the property under the LRPMP is resolved.

Upon approval of the transfer of the property to the City for future development, the City will consider options for the future development of the site and will move forward once the uncertainty of the impact of the high speed rail project is resolved. Future development of this site could be a mixed-use development that may include a permanent facility for the Worker Resource Center.

USE OR DISPOSITION OF PROPERTY

Retain Property for Project Identified in Approved Redevelopment Plan

As described above, the Downtown Area Specific Plan identifies development of the site as a key goal for the downtown.

Future development of the site into a mixed-use transit-oriented development project will assist the City with achieving the goals and objectives set forth in the Redevelopment Plan for the Downtown Redevelopment Project (included as Attachment 11). These goals and objectives as stated on page 2 of the Redevelopment Plan include:

- “(3) Replan, redesign, and develop undeveloped areas which are stagnant or improperly utilized;*
- (8) Assembly of land into parcels suitable for modern, integrated development.”*

Disposition Process

By retaining the property for future development, the City will be able to achieve the former RDA's goals for the site. The City will also be able to ensure that a project is developed in a manner that meets the General Plan goals and the objectives of the City's Downtown Area Specific Plan. In addition, by retaining the property, the City will be able to issue a Request for Proposals (RFP) to solicit projects from developers to build out a mixed-use redevelopment project. The RFP will likely require replacement parking for the public parking spaces currently located on the property either on-site or located nearby. Subsequent to the selection of a developer through the RFP process, a negotiated Disposition and Development Agreement (DDA) will set the terms of the land acquisition between the City and a qualified and approved developer.

Disposition Proceeds

The purchase price to be paid by the developer for the property under the DDA will be not less than the fair reuse value of the property with the covenants, conditions, and development costs authorized pursuant to the DDA, as determined by formal action of the City Council.

As described in the Introduction to this Plan, an agreement with the taxing entities will provide for any net proceeds of sale to be distributed as property taxes to the affected taxing entities. From the disposition proceeds, the City may “net out” and retain an amount to cover its reasonable costs in connection with the disposition process, including marketing costs, attorneys’ fees, title insurance premiums, closing costs, and transfer taxes, and any site maintenance and site preparation costs incurred by the City.

Disposition Timeline

The timing of disposition and development of the property will depend on market conditions and interest of the private real estate development and financing community. In addition, the timing may also be influenced by the uncertainty of the potential impact of the proposed high speed rail project and its potential need for additional right-of-way around the rail line, which could affect the configuration of the parcel and thus impact the timing of possible development of the site.

It is currently anticipated that such disposition and development may occur generally in accordance with the following timeframe:

- DDA Negotiation/Approval: Within five years after LRPMP approval.
- Satisfaction of Conditions/Property Conveyance: Within one year after DDA approval.
- Commencement of Construction: Within one year after property conveyance.
- Completion of Construction: Within two years after commencement of construction.

ATTACHMENTS

Order No.
Loan No. 400057-24
Order No.

11

CP	
CC	
LI	
MR	
AP	
RE	

91081867

FILED AT REQUEST OF
COMMONWEALTH LAND
TITLE COMPANY
91 JUN 28 AM 8 00

WARREN SLOAN RECORDER
SAN MATEO COUNTY
OFFICIAL RECORDS

WHEN RECORDED MAIL TO:
City of San Mateo
330 West 20th Avenue
San Mateo, CA 94403

SPACE ABOVE THIS LINE FOR RECORDING USE

MAIL TAX STATEMENTS TO:
SAME AS ABOVE

BY SAN MATEO DEED STATE COMMISSION IN

DOCUMENTARY TRANSFER TAX \$ -0- EXEMPT

AMOUNT OF TAX DUE \$ -0- EXEMPT

Computed on the consideration of value of property conveyed OR
Computed on the consideration of value less liens or encumbrances
Remaining as time of sale.

THIS BELOW UNDETERMINED DECLARATION

Signature of Declarant or Agent Determining Tax Withholding

GRANT DEED

Governmental entity acquiring title
Tax exempt effective November 10, 1999

FOR A VALUABLE CONSIDERATION, receipt of which is hereby acknowledged, IAN ALEXANDER and JUDY ANNE ALEXANDER, husband and wife

hereby GRANT(S) to CITY OF SAN MATEO REDEVELOPMENT AGENCY

The real property in the City of San Mateo
County of San Mateo

State of California, described as

Lots 18, 19 and 20 in Block 2 as shown on that certain map entitled "B STREET EXTENSION, TRACT, SAN MATEO, CALIFORNIA" filed in the Office of the County Recorder of San Mateo County, State of California on January 6, 1927 in Book 14 of Maps at Pages 76 and 77.

ALN No. 032-323-060
032-323-070

JUN No. 032-032-323-06A
032-032-323-07A

51031867

Dated June 24, 1991

STATE OF CALIFORNIA
COUNTY OF SAN MATEO

On June 25, 1991

before me, the undersigned, a Notary Public in and for said State, personally appeared

Ian Alexander and Judy Anne Alexander

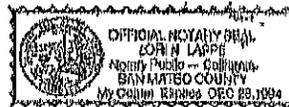
and their identities were proved to me on the basis of satisfactory evidence to be the persons whose names were subscribed to the within instrument and acknowledged to me that he/she/they executed the same

WITHIN my hand and official seal.

Signature *[Signature]*

Page 0106

[Signature]
IAN ALEXANDER
[Signature]
JUDY ANNE ALEXANDER



(This space for official notarial seal)

MAIL TAX STATEMENTS AS DIRECTED ABOVE

CERTIFICATE OF ACCEPTANCE

This is to certify that the interest in real property conveyed by the grant deed dated June 24, 1991 from Les Alexander and Judy Anne Alexander to City of San Mateo Redevelopment Agency, a political corporation and/or governmental agency is hereby accepted by order of the City Council on 6/3/91 and the grantee consents to recordation thereof by its duly authorized officer.

Dated: 6/24/91

Anna L. Croce
Anna L. Croce, City Manager

91081887

STATE OF CALIFORNIA)
COUNTY OF SAN MATEO)

On this 26 day of June, 1991, before me, the undersigned a Notary Public in and for said County and State, personally appeared Anna L. Croce proved to me on the basis of satisfactory evidence or known to me to be the person who executed this instrument as City Manager of the City of San Mateo Redevelopment Agency and acknowledged to me that the City of San Mateo Redevelopment Agency executed it.

WITNESS my hand and official Seal.

Israel Miranda
Notary Public

(Seal)



GOVT. ENTITY ACQUIRING
TITLE - TAX EXEMPT
EFFECTIVE 11/10/69
COUNTY PARCEL NOS. 032-323-060
032-323-070
D3-91



560 S. WINCHESTER BOULEVARD, SUITE 200
SAN JOSE, CA 95128

February 23, 2013

Ms. Lisa Grote
Community Development Director
City of San Mateo
330 West 20th Street
San Mateo, CA 94403

Re: Appraisal of Real Property
In a Self-Contained Report

North B Street
San Mateo, San Mateo County, CA 94401

C&W File ID: 12-38010-900292-002

Dear Ms. Grote:

In fulfillment of our agreement as outlined in the Letter of Engagement, we are pleased to transmit our appraisal of the above property in a self-contained report dated February 23, 2013. The effective date of value is February 20, 2013.

This appraisal report has been prepared in accordance with our interpretation of your Institution's guidelines and the *Uniform Standards of Professional Appraisal Practice (USPAP)*.

A portion of the subject site is designated as a CPID parking facility. However, it is a roadway known as Transit Center Way. It provides access from the Transit Center to North B Street.

It is our understanding that lots designated as CPID parking facilities provide parking to property owners who paid in lieu of parking fees rather than provide for on-site parking in the downtown district. While this is a legal issue and we certainly recommend a legal opinion on this issue, it is our opinion that due to the constraints of the CPID parking district, that the portion of the subject parcel designated as a CPID parking facility may not be used for other purposes other than parking. Therefore, as parking is the only obvious use, the value of the subject site would be severely diminished as development on the property could not be entertained as a potential use.

The value impact of this requirement and the subject's value exclusively as a parking lot can only be evaluated through an in depth parking study of downtown San Mateo. It is beyond the scope of this assignment to complete a parking study and it is not within our capabilities to complete such a study.

The purpose of this appraisal is to estimate the market value of the subject site for potential disposition due to dissolution of the Redevelopment Agency in the City of San Mateo as a result of AB X1 26. Currently, ownership of the subject site is held by the Redevelopment Agency. It is our understanding that the City of San Mateo or a successor agency will take ownership of the subject. We understand that in such cases, properties were to be

sold. However, it is also our understanding, that if they are used for public use, these properties may be excluded from sale. It is our opinion that the current use of the subject is a public use. Therefore, without the hypothetical condition used in this report, the subject site has no value as it serves for public use and would not be transferred.

As such, we have completed our appraisal of the subject property with the hypothetical condition that it can be developed to its highest and best use without the requirements to provide parking for the CPID and that the use can be returned from a public right of way to buildable sites.

Considering the As Is Value without the hypothetical condition, the subject site has no value in exchange as it is used as a public right of way.

Based on the agreed-to Scope of Work, and as outlined in the report, we developed the following opinion of Market Value:

Table Contents			
Table Reference	Table Description	Table Date	Table Value
Market Value with Hypothetical Condition	Fee Simple	2/20/2013	\$0
Market Value (As Is-No Hypothetical)	Fee Simple	2/20/2013	\$0

Compiled by Cushman & Wakefield Western, Inc.

The value opinions in this report are qualified by certain assumptions, limiting conditions, certifications, and definitions. The value opinions in this report are qualified by the following extraordinary assumptions and hypothetical conditions.

EXTRAORDINARY ASSUMPTIONS

For a definition of Extraordinary Assumptions please see the Glossary of Terms & Definitions. The use of extraordinary assumptions, if any, might have affected the assignment results.

This appraisal does not employ any extraordinary assumptions.

HYPOTHETICAL CONDITIONS

For a definition of Hypothetical Conditions please see the Glossary of Terms & Definitions. The use of hypothetical conditions, if any, might have affected the assignment results.

We used the hypothetical condition that there is no impact from the CPID and the subject can be developed to its highest and best use. This appraisal does not employ any further hypothetical conditions.

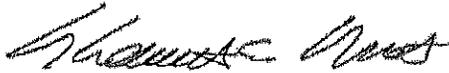
MS. LISA GROTE
CITY OF SAN MATEO
FEBRUARY 23, 2013
PAGE 3

CUSHMAN & WAKEFIELD WESTERN, INC.

This letter is invalid as an opinion of value if detached from the report, which contains the text, exhibits, and Addenda.

Respectfully submitted,

CUSHMAN & WAKEFIELD WESTERN, INC.



Kenneth E. Matlin, MAI, SRA, ASA
Senior Director
CA Certified General Appraiser
License No. AG002022
ken.matlin@cushwake.com
(408) 572-4140 Office Direct
(408) 434-1554 Fax



ADMINISTRATIVE REPORT

AGENDA ITEM # 3

MTG. DATE June 3, 1991

TO: Chairperson Powell and Members of the Redevelopment Agency

APPROVED BY: [Signature]
Barbara Kautz, Comm. Dev. Dir.
[Signature]
Arne Croce, City Manager

DATE: May 28, 1991

SUBMITTED BY: [Signature]
Ralph Austin, HED Specialist

SUBJECT: AUTHORIZATION TO PURCHASE THE "DEAD PALM TREE" SITE

RECOMMENDATION

That the Redevelopment Agency authorize staff to purchase the "Dead Palm Tree" site located on North B Street.

BACKGROUND

During the May 13, 1991 City Council Executive Study Session, the Redevelopment Agency authorized staff to negotiate the purchase of the "Dead Palm Tree" site on North B Street. Upon that authorization, staff prepared and delivered a formal purchase offer to the owners, Les and Judy Alexander. The owners have agreed to a purchase price of \$373,000 (\$50/SF), which is the appraised value per the appraisal commissioned by the City.

The site is important to the City for both long- and short-term purposes. In the long-term, it is vital to providing access from B Street and Baldwin Avenue to the likely future development of the CALTRANS property into a transportation and parking facility. In the short-term, the site will be developed as a surface parking lot (approximately 21 spaces) to alleviate current parking pressures in the North B Street area.

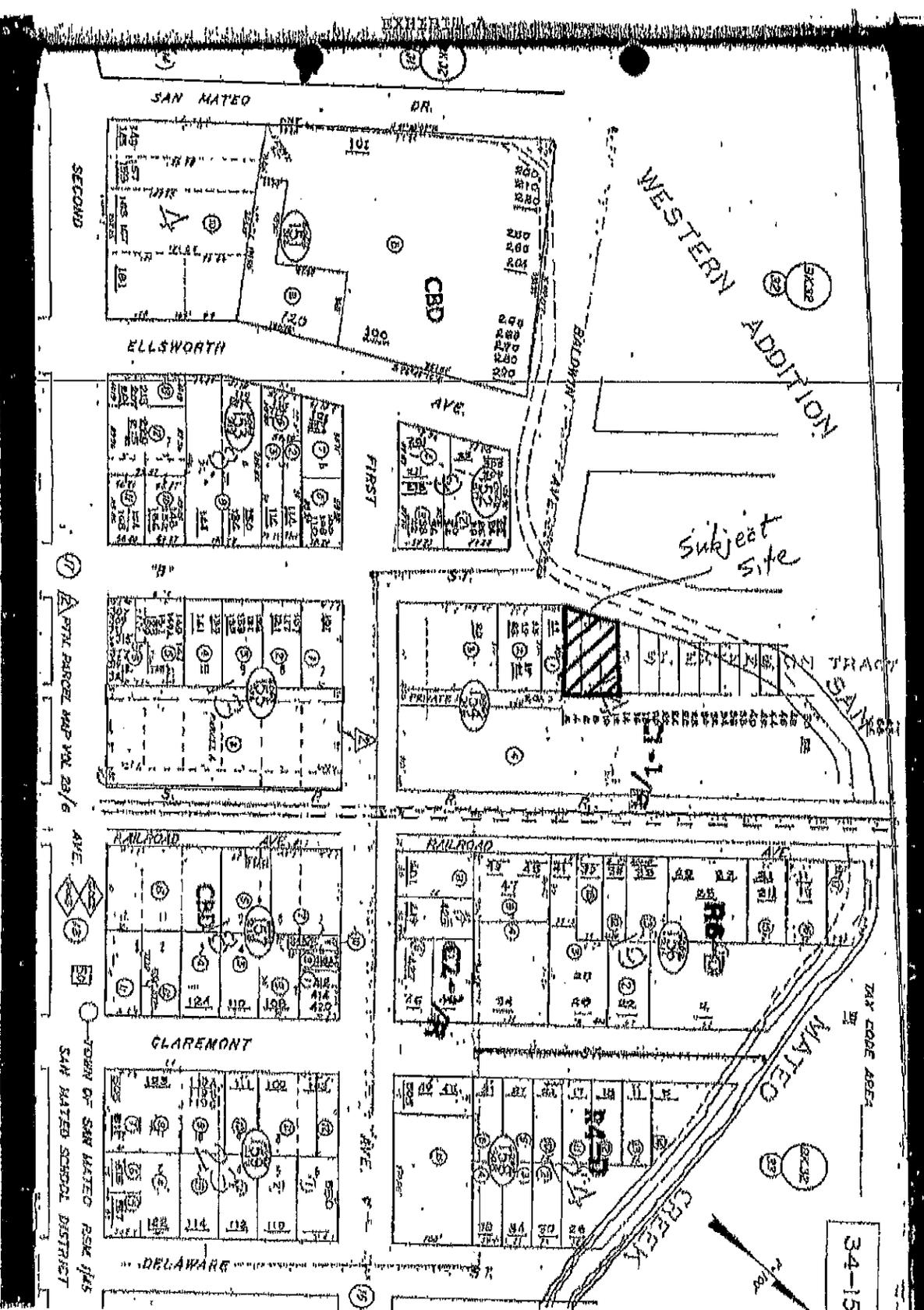
FISCAL IMPACTS

The \$373,000 purchase price will be funded from Tax Allocation Bond proceeds targeted specifically for downtown parking site acquisition.

ATTACHMENTS

Exhibit A - Parcel Map

REC'D
MAY 29 2 54 PM '91
OFFICE OF CITY CLERK
CITY HALL
SAN FRANCISCO, CALIF.



SECOND

SAN MATEO DR.

ELLSWORTH

AVE.

FIRST

WESTERN ADDITION

subject site

ON TRACT

PTL PARCEL MAP VOL 23/6

RAILROAD AVE.

TOWN OF SAN MATEO RISK PLAN
SAN MATEO SCHOOL DISTRICT

CLAREMONT

RAILROAD AVE.

AVE.

DELAWARE

MATEO

CREEK

TAX CODE AREA

34-15

This is to certify that the interest in real property conveyed by deed or grant dated November 21, 19 85 from Southern Pacific Transportation Company, a Delaware Corporation, which acquired title as Southern Pacific Railroad Company and Southern Pacific Company to the City of San Mateo, California, a political corporation, and/or Governmental Agency, is hereby accepted by the undersigned officer or agent in behalf of the City Council of said City of San Mateo pursuant to authority conferred by Resolution No. 154 (1977) of the said City Council adopted on August 15, 1977, and recorded October 28, 1977, in Volume 7643 at Page 435, Official Records of San Mateo County, and the grantee consents to recordation thereof by its duly authorized officer.

DATED: November 27, 19 85.

85128380

Doris Christien
DORIS CHRISTIEN, CITY CLERK

Gov'n Entity Acquiring
Title - Tax Exempt
Effective 11-10-89
County Parcel No. 772-012-020
.D10-85

RECEIVED

DEC 9 - 1985

Gov. Code Sec. 27281

SAN MATEO
PUBLIC WORKS DEPT.

RECORDING REQUESTED BY

RF	/
LN	/
MF	/
AF	/
MD	/

128380

RECORDED AT REQUEST OF

City of San Mateo

NOV 27 9 09 PM '85

MARVIN CHURCH, RECORDER
SAN MATEO COUNTY
OFFICIAL RECORDS

AND WHEN RECORDED MAIL TO

CITY OF SAN MATEO
Department of Public Works
330 West 20th Avenue
SAN MATEO, Ca. 94403
Att. Arch Perry

MAIL TAX STATEMENTS TO

Same As Above

Governmental entity applying for
Tax exempt effective November 10, 1985

SPACE ABOVE THIS LINE

NO ADDITIONAL TRANSFER TAX DUES NONE
CALCULATED ON FULL VALUE OF PROPERTY CONVEYED.
NO DUES CALCULATED ON FULL VALUE LESS LIENS/ENCUMBRANCES
REMAINING THEREON AT TIME OF SALE
TICOR TITLE INSURANCE

Grant Deed

CONVEYANCE TAX DECLARATION
AMOUNT OF TAX DUES <u>NONE</u>
Computed on full value of the consideration
TICOR TITLE INSURANCE

SOUTHERN PACIFIC TRANSPORTATION COMPANY, a Delaware corporation, Grantor,
hereby GRANTS to CITY OF SAN MATEO, a municipal corporation

, Grantee,

that certain real property situated in the County of San Mateo, State of California,
and more particularly described in Exhibit "A," attached and hereby made a part hereof.

Grantor excepts from the property hereby conveyed that portion thereof lying below a depth
of 500 feet, measured vertically, from the contour of the surface of said property; however, Grantor,
or its successors and assigns, shall not have the right for any purpose whatsoever to enter upon, into or
through the surface of said property or any part thereof lying between said surface and 500 feet
below said surface.

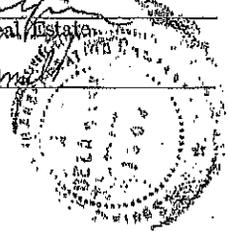
This grant is made subject to easements, covenants, conditions, reservations and restrictions of
record.

IN WITNESS WHEREOF, Grantor has caused these presents to be executed this 21st
day of November, 1985.

SOUTHERN PACIFIC TRANSPORTATION COMPANY

By [Signature]
(Title) Vice President - Real Estate

Attest [Signature]
Assistant Secretary



Approved as to form
by General Counsel
March 1, 1981

85128380

SN
20 Nov 85

EXHIBIT "A"

Lots 2,3, and 4 of Block 10 as shown upon that certain map as laid out by C.B. Polhemus, recorded in Book 2 of Miscellaneous Records, Page 95, in the Office of the County Recorder of the County of San Mateo, State of California.

85128380



**TICOR
TITLE INSURANCE**

SAN MATEO COUNTY OFFICES

933 Marshall Street, Redwood City 94063 (415) 966-9664
 1111 South El Camino Real, San Mateo 94402 (415) 348-1804

1182 Chestnut Street, Menlo Park 94025 (415) 323-8101
 223 El Camino Real, San Bruno 94066 (415) 583-3981
 1035 E. Hilldale Blvd., Suite 150, Foster City 94404 (415) 574-5357

PRELIMINARY REPORT

IMPORTANT
When replying refer to
Our No. 487932-RWC

CITY OF SAN MATEO
320 WEST 20TH AVE
SAN MATEO, CA

REVISED

Your No.

ATTN: ARCH PERRY CITY ENGINEER

In response to the above referenced application for a Policy of Title Insurance, **TICOR TITLE INSURANCE COMPANY OF CALIFORNIA** hereby reports that it is prepared to issue, or cause to be issued, as of the date hereof, a Policy or Policies of Title Insurance describing the land and the estate or interest therein hereinafter set forth, insuring against loss which may be sustained by reason of any defect, lien or encumbrance not shown or referred to as an Exception below or not excluded from coverage pursuant to the printed Schedules, Conditions and Stipulations of said Policy forms.

The printed Exceptions and Exclusions from the coverage of said Policy or Policies are set forth on the attached cover. Copies of the Policy forms should be read. They are available from the office which issued this Report.

This Report (and any supplements or amendments thereto) is issued solely for the purpose of facilitating the issuance of a Policy of Title Insurance and no liability is assumed hereby. If it is desired that liability be assumed prior to the issuance of a Policy of Title Insurance, a Binder or Commitment should be requested.

Dated as of OCTOBER 22, 1985 at 7:30 a.m.

Escrow Officer

MARK SHEPHERD

Title Officer

The form of Policy of Title Insurance contemplated by this Report is:

- ALTA Residential Title Insurance Policy - 1979
- ALTA Loan Policy - 1970 with ALTA Endorsement Form 1 Coverage (Amended 10-17-70)
- CLTA Standard Coverage Policy - 1973
- ALTA Owner's Policy Form B - 1970 (Amended 10-17-70)

The estate or interest in the land hereinafter described or referred to covered by this Report is a fee.

Title to said estate or interest at the date hereof is vested in:

SOUTHERN PACIFIC TRANSPORTATION COMPANY, A DELAWARE CORPORATION,
WHICH ACQUIRED TITLE AS SOUTHERN PACIFIC RAILROAD COMPANY AND
SOUTHERN PACIFIC COMPANY

At the date hereof exceptions to coverage in addition to the printed Exceptions and Exclusions contained in said Policy form would be as follows: (See Attached)

NOTE ONE: TITLE OF THE VESTEE HEREIN WAS ACQUIRED BY DEED RECORDED PRIOR TO SIX MONTHS FROM THE DATE HEREOF.

NOTE TWO: SENATE BILL 1550 (CHAPTER 1004, STATUTES OF 1984) IS EFFECTIVE JANUARY 1, 1985. THIS LAW MANDATES ALL FUNDS BE COLLECTED AND AVAILABLE FOR WITHDRAWAL PRIOR TO DISBURSEMENT. DELAYS IN CLOSING WILL OCCUR IF FUNDING IS BY OTHER THAN BANK WIRE, CASHIER'S CHECK, OR SIMILAR ITEMS DRAWN ON A CALIFORNIA FINANCIAL INSTITUTION. DRAFTS AND CHECKS DRAWN ON OUT-OF-STATE FINANCIAL INSTITUTIONS MAY BE REQUIRED SEPARATE COLLECTION OR MINIMUM STATUTORY PERIOD FOR BANK CLEARINGHOUSE PROCESSING IN LIEU OF NOTICE THAT A PARTICULAR ITEM HAS BEEN PAID.

NOTE THREE: COMMENCING JULY 1, 1985, THE COUNTY RECORDERS WILL REQUIRE A "PRELIMINARY CHANGE OF OWNERSHIP REPORT", SIGNED BY THE TRANSFEREE TO BE ATTACHED TO ALL DOCUMENTS WHICH TRANSFER OWNERSHIP, IF THE REPORT IS NOT ATTACHED TO THE TRANSFER DOCUMENT, THERE WILL BE AN ADDITIONAL \$20.00 RECORDING FEE, SAID FEE WILL NOT BE IMPOSED IF THE TRANSFER DOCUMENT IS ACCOMPANIED BY AN AFFIDAVIT THAT THE TRANSFEREE IS NOT A RESIDENT OF CALIFORNIA. OUR BILLINGS WILL BE ADJUSTED TO REFLECT SUCH ADDITIONAL FEES WHEN APPLICABLE.

NOTE FOUR: THE LAND DESCRIBED HEREIN IS SUBJECT TO A CONVEYANCE TAX OF ONE-HALF OF ONE PERCENT (.5%). THE TAX IS COMPUTED ON THE FULL VALUE OF THE LAND WITH NO CREDIT FOR EXISTING LOANS OR BONDS.

MS/ABM 111985

4 C APPL.

2 C TICOR-RWC, MARIE A. JACOBSON

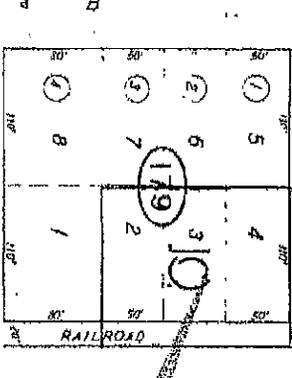
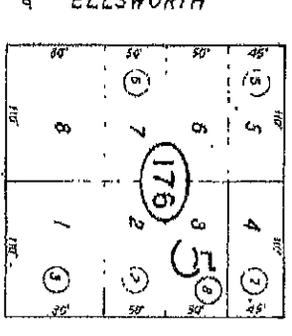
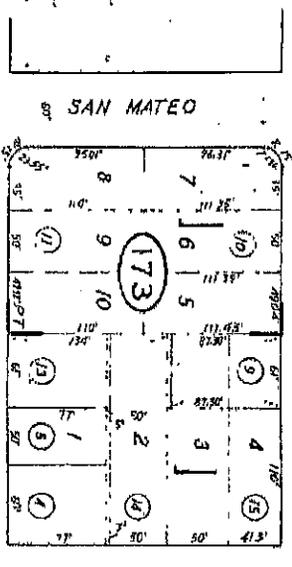
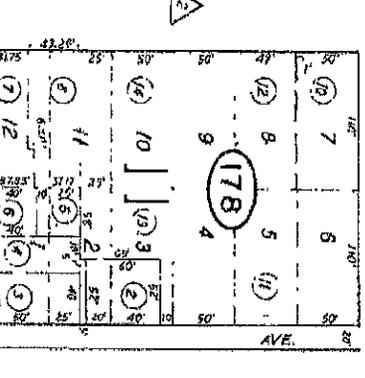
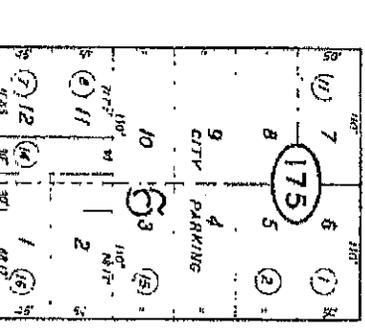
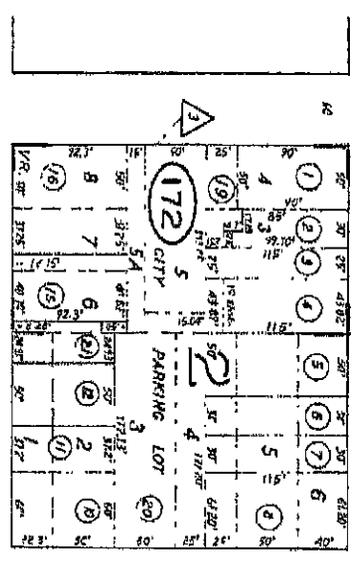
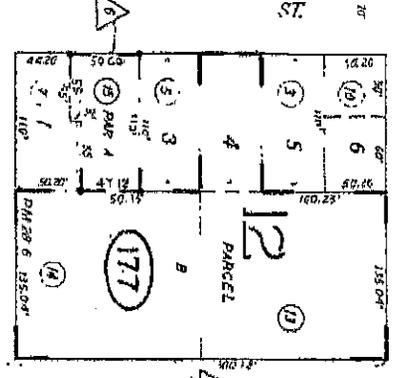
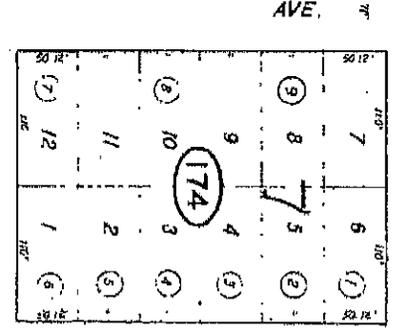
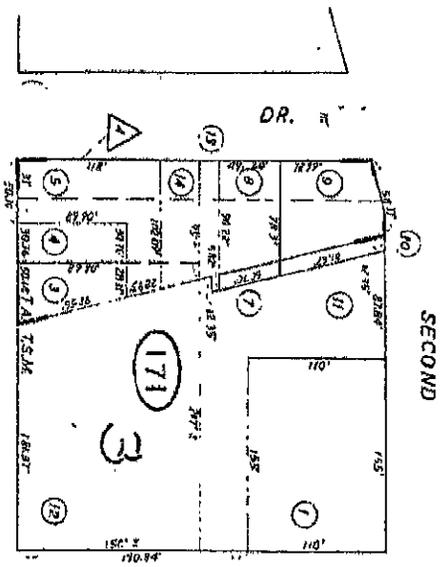
Schedule C

The land referred to herein is described as follows:

ALL THAT CERTAIN REAL PROPERTY SITUATE IN THE CITY OF SAN MATEO,
COUNTY OF SAN MATEO, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

LOTS 2, 3 AND 4, BLOCK 10, AND THAT PORTION OF RAILROAD AVENUE
ADJACENT ON THE NORTHEAST TO BLOCK 10, AS DESIGNATED ON THE MAP
ENTITLED "MAP OF THE TOWN OF SAN MATEO, SAN MATEO COUNTY, CAL.",
FILED IN THE OFFICE OF THE RECORDER OF THE COUNTY OF SAN MATEO,
STATE OF CALIFORNIA, ON JANUARY 24, 1863 IN BOOK 2 OF MISCELLANEOUS
RECORDS AT PAGE 95, AND A COPY ENTERED IN BOOK 1 OF MAPS AT PAGE
45.

TAX CODE AREA ZONING



The information on this map is compiled from the parcel maps shown in the report of the assessor and may be attached.

- ▲ PTN. PARCEL MAP VOL. 28/6
- ▲ TOWN OF SAN MATEO RSM 1/45
- ▲ VISION REALTY CO. RSM 13/1
- ▲ TAYLOR ADD'N TO S.M. RSM 3/88
- ▲ PAYSON TRACT RSM 21/43
- ▲ PARCEL MAP VOL 48/78



**SAN MATEO CITY
REDEVELOPMENT AGENCY**
ADMINISTRATIVE REPORT

AGENDA
ITEM # 2
MTG.
DATE 12/16/85

TO: Mayor and City Council SUBMITTED BY Richard Coleman, Dir. Comm. Dev.
 DATE: December 16, 1985
 FROM: Susan Wilson APPROVED BY Richard DeLong, City Manager
 SUBJECT: ANNUAL REDEVELOPMENT REPORTS

RECOMMENDATION

Approve and direct staff to submit to the State of California the:

- 1) Annual State Controllers Report
- 2) Annual Statement of Indebtedness
- 3) Annual Work Program
- 4) Annual Work Progress Report
- 5) Annual Recommendations for Legislation

BACKGROUND

The State of California Redevelopment Law requires that redevelopment agencies prepare, approve and submit prior to December 31st of each year, the following reports:

- 1) Annual State Controllers Report - which identifies for each redevelopment project area, the amount of tax increment received and expended for (a) capital projects, (b) debt service, (c) housing and (d) other purposes. The report also has special housing questionnaire section.
- 2) Annual Statement of Indebtedness - which identifies the expenditure cap for each redevelopment project area and compares the cap to the actual amount of expenditures to date.
- 3) Annual Work Program - which is a general indication of proposed work planned in each of the redevelopment project areas for FY 85-86.
- 4) Annual Work Progress Report - which explains in general terms the redevelopment agency's progress towards accomplishing the previous year's work program.
- 5) Annual Recommendations for Legislation - which identifies current legislative trends and recommendations for FY 85-86.

The aforementioned items meet the state requirements and adhere to the format established by previous year's reports.

FISCAL IMPACT

None.

EXHIBITS - San Mateo City Redevelopment Agency 1985-86 Report

SAW:jm

cc: City Clerk's Office, City Attorney's Office, Finance Dept.

SAN MATEO CITY REDEVELOPMENT AGENCY
1985-86 REPORT

WORK PROGRAM for 1985-86

GENERAL

1. Establishment of Agency policy for the use of tax increments for housing.

DOWNTOWN PROJECT AREA

1. Establishment of Agency goals on the project area improvements.
2. Establishment of Agency policy for the use of tax increment for public improvements.
3. Begin sidewalk and landscaping improvements in the downtown core.
4. Purchase parking sites.

SHORELINE PROJECT AREA

1. Continue installation of the East Third Avenue Widening Project.
2. Continue installation of Marina Lagoon Pumping Station improvements.
3. Continue and complete installation of the Channel Hydraulic Structure at the Marina Lagoon.
4. Begin 3rd and Bayshore Interchange

PRIOR YEAR ACHIEVEMENTS

GENERAL

1. All necessary fiscal and administration procedures were established and implemented.
2. Agency policy for the use of tax increment for housing was not established. General negotiating guidelines were provided by the Council for use with individual developers. The Redevelopment Agency negotiated housing requirements with Anden Development Company for low and moderate income housing in the Shoreline Redevelopment Project Area and with BAC Associates in the Downtown Redevelopment Project Area.

San Mateo City Redevelopment Agency
1985-86 Report contd.

DOWNTOWN PROJECT AREA

1. Agency policy on the nature of the Downtown Redevelopment process and goals on the project area improvements was accomplished with the adoption of the Downtown Specific Plan. However, the Agency will continue to work in 1985-86 to establish project priorities, financing and time tables for implementation.

Noteworthy in 1984-85 was the purchase of a parking site on B Street between 4th and 5th Avenues, which reflects the goals of the approved Downtown Specific Plan.

SHORELINE PROJECT AREA

1. The construction on the San Mateo Creek Bridge is complete.
2. The Seal Slough Bridge is completed.
3. The Marina Lagoon Pumping Station Improvements are 20% complete.
4. One (1) Channel Hydraulic structure at Marina Lagoon is completed and two (2) more are scheduled for completion in 1986.

LEGISLATIVE RECOMMENDATIONS

The redevelopment legislature in 1984-85 focused primarily on housing issues. More attention was given to the housing set aside funds requirement by redevelopment agencies (AB 265) and the extent to which redevelopment agency powers assisted low and moderate income persons (AB 2124, SB 134, SB 568, AB 1185). The Community Redevelopment Agencies Association recommends that cities should be on guard for new legislation which further limits local agencies ability to utilize tax-exempt financing, in the form of tax allocation bonds, to implement redevelopment activities.

2/a

ATTACHMENT 6

FEB 2 9 05 AM '89

RESOLUTION NO. 18 (1989)

OFFICE OF CITY CLERK
CITY HALL
SAN MATEO, CALIF.

APPROVING A GRANT DEED TO THE REDEVELOPMENT AGENCY OF THE CITY OF SAN MATEO FOR A SURFACE PARKING LOT AT FOURTH AND RAILROAD AVENUES AND APPROVING A LEASEBACK OF SAID LOT FROM THE AGENCY

RESOLVED, by the Council of the City of San Mateo, California, that:

WHEREAS, this City previously received a grant deed to the surface parking lot at Fourth and Railroad Avenues described in Exhibit "A" attached hereto; and

WHEREAS, the lot was incorrectly placed in City's name although funds of the Redevelopment Agency of the City of San Mateo were used for acquisition; and

WHEREAS, City wishes to correct the grant and at the same time accept a lease back of the lot from the Redevelopment Agency;

NOW, THEREFORE, IT IS HEREBY DETERMINED, that:

1. The City of San Mateo hereby approves a grant of the parking lot, described in Exhibit "A" attached hereto, to the Redevelopment Agency of the City of San Mateo and authorizes the Mayor to execute a Grant Deed. The City Council finds that Redevelopment Agency funds were used to purchase said lot and that title was incorrectly taken in the Agency's name.

2. The City hereby approves a lease of said lot from the Redevelopment Agency, as attached hereto as Exhibit "B".

The City directs the Finance Director to establish a 10-year rental value of the lot based upon the purchase price of \$554,509.00. The annual value shall be \$55,450.00 and shall be credited by the City to the CPID. For 1989 the loss of revenue from the proposed free service parking spaces put into service in 1989 is \$7590.00.

The lot shall be utilized by the CPID which will operate and maintain the lot for the benefit of the Downtown.



Mayor

ATTEST:

Doris Christen
City Clerk

2816G

ORIGINAL

54
20 Nov 85

EXHIBIT "A"

Lots 2,3, and 4 of Block 10 as shown upon that certain map as laid out by C.B. Polhemus, recorded in Book 2 of Miscellaneous Records, Page 95, in the Office of the County Recorder of the County of San Mateo, State of California.

85128380

LEASE OF FOURTH AND RAILROAD AVENUES
PARKING LOT BETWEEN THE REDEVELOPMENT AGENCY
OF THE CITY OF SAN MATEO AND THE
CITY OF SAN MATEO

THIS LEASE is entered into this 6th day
of February, 1989, by and between the REDEVELOPMENT
AGENCY OF THE CITY OF SAN MATEO, hereinafter called "Agency",
and the CITY OF SAN MATEO, hereinafter called "City".

R E C I T A L S:

WHEREAS, Agency owns a parking lot at Fourth and
Railroad Avenues and wishes to lease it to City to operate; and

WHEREAS, Agency has found that such lease is consistent
with its Redevelopment Plan and City concludes that the lease is
consistent with the objectives of its CPID;

NOW, THEREFORE, It Is Hereby Agreed as follows:

1. PREMISES. The real property described in Exhibit
"A", a parking lot at Fourth and Railroad Avenues, is leased to
City by Agency.
2. USE. City shall use said premises as a parking lot
in accordance with its CPID.
3. TERM. This lease shall be effective until December
31, 2003, and may be extended by agreement of the parties for an
additional 15 years upon the same terms and conditions as set
forth herein.
4. CONSIDERATION. In consideration for the lease of
premises, City agrees to operate said lot and to maintain it in
a reasonably prudent and acceptable manner. In the event that
City fails to satisfactorily operate said premises, Agency shall
give notice to City stating the reasons for City's non-
performance. City shall have 90 days to cure and if City fails
to cure, Agency may terminate the agreement.
5. CPID. Agency understands that City has a CPID
which will receive the benefit of the lot and which shall be
responsible to operate the lot. Agency also understands that
the CPID, in City's discretion, may receive use of the lot
without charge but with the obligation to operate and maintain.

/s/ PAUL J. GUMBINGER, Chairman
Agency

ATTEST: (SEAL) /s/ DORIS CHRISTEN
2817G Secretary

/s/ PAUL J. GUMBINGER, Mayor
City

ATTEST: (SEAL) /s/ DORIS CHRISTEN
City Clerk

EXHIBIT B

NOV 85

EXHIBIT "A"

Lots 2,3, and 4 of Block 10 as shown upon that certain map as laid out by C.B. Polhemus, recorded in Book 2 of Miscellaneous Records, Page 95, in the Office of the County Recorder of the County of San Mateo, State of California.

85128380

* * *

Resolution adopted by the City Council of
the City of San Mateo, California, at a
regular meeting held on February 6, 1989,
by the following vote of the Council
members:

AYES: Council Members POWELL, BAKER,
RHOADS, MACK and GUMBINGER

NOES: NONE

ABSENT: NONE



580 S. WINCHESTER BOULEVARD, SUITE 200
SAN JOSE, CA 95128

February 26, 2013

Ms. Lisa Grote
Community Development Director
City of San Mateo
330 West 20th Street
San Mateo, CA 94403

Re: Appraisal of Real Property
In a Self-Contained Report

E. 4th Ave. & Railroad Ave.
San Mateo, San Mateo County, CA 94401

C&W File ID: 12-38010-000292-004

Dear Ms. Grote:

In fulfillment of our agreement as outlined in the Letter of Engagement, we are pleased to transmit our appraisal of the above property in a self-contained report dated February 25, 2013. The effective date of value is February 20, 2013.

This appraisal report has been prepared in accordance with our interpretation of your institution's guidelines and the *Uniform Standards of Professional Appraisal Practice* (USPAP).

A portion of the subject site is designated as a CPID parking facility. The portion affected comprises approximately 16,506 square feet. The subject site has an easement affecting the subject site. It runs from the back of the Talbot building to the south across the subject to E. 4th Avenue. This reduces the utility of the subject.

It is our understanding that lots designated as CPID parking facilities provide parking to property owners who paid in lieu of parking fees rather than provide for on-site parking in the downtown district. While this is a legal issue and we certainly recommend a legal opinion on this issue, it is our opinion that due to the constraints of the CPID parking district, that the portion of the subject parcel designated as a CPID parking facility may not be used for other purposes other than parking. Therefore, as parking is the only obvious use, the value of the subject site would be severely diminished as development on the property could not be entertained as a potential use.

The value impact of this requirement and the subject's value exclusively as a parking lot can only be evaluated through an in depth parking study of downtown San Mateo. It is beyond the scope of this assignment to complete a parking study and it is not within our capabilities to complete such a study.

The purpose of this appraisal is to estimate the market value of the subject site for potential disposition due to dissolution of the Redevelopment Agency in the City of San Mateo as a result of AB X1 26. Currently, ownership of the subject site is held by the Redevelopment Agency. It is our understanding that the City of San Mateo or a successor agency will take ownership of the subject. We understand that in such cases, properties were to be sold. However, it is also our understanding, that if they are used for public use, these properties may be excluded from sale. It is our opinion that the current use of the subject is a public use.

As such, we have completed our appraisal of the subject property with the hypothetical condition that it can be developed to its highest and best use without the requirements to provide parking for the CPID.

Based on the agreed-to Scope of Work, and as outlined in the report, we developed the following opinion of Market Value:

Total Consideration			
Market Value	CPID	CPID	CPID

Compiled by Cushman & Wakefield Western, Inc.

The value opinion in this report is qualified by certain assumptions, limiting conditions, certifications, and definitions. The value opinion in this report is qualified by the following extraordinary assumptions and hypothetical conditions.

EXTRAORDINARY ASSUMPTIONS

For a definition of Extraordinary Assumptions please see the Glossary of Terms & Definitions. The use of extraordinary assumptions, if any, might have affected the assignment results.

This appraisal does not employ any extraordinary assumptions.

HYPOTHETICAL CONDITIONS

For a definition of Hypothetical Conditions please see the Glossary of Terms & Definitions. The use of hypothetical conditions, if any, might have affected the assignment results.

We used the hypothetical condition that there is no impact from the CPID and the subject can be developed to its highest and best use. This appraisal does not employ any further hypothetical conditions.

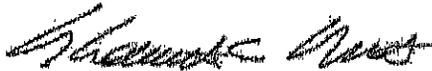
MS. LISA GROTE
CITY OF SAN MATEO
FEBRUARY 26, 2013
PAGE 3

CUSHMAN & WAKEFIELD WESTERN, INC.

This letter is invalid as an opinion of value if detached from the report, which contains the text, exhibits, and Addenda.

Respectfully submitted,

CUSHMAN & WAKEFIELD WESTERN, INC.



Kenneth E. Matlin, MAI, SRA, ASA
Senior Director
CA Certified General Appraiser
License No. AG002022
ken.matlin@cushwake.com
(408) 572-4140 Office Direct
(408) 434-1554 Fax

CENTRAL PARKING AND IMPROVEMENT DISTRICT

City of San Mateo, 330 West 20th Avenue, San Mateo, CA 94403, 415/377-3315

INTRODUCTION

The provision of convenient parking for shoppers and employees is a vital part of maintaining a thriving and competitive downtown. Many downtowns face the traditional problem of being developed prior to the automobile becoming a major factor in daily life and, therefore, lack sufficient parking. Developing and maintaining parking is a necessary and legitimate part of doing business in any downtown area.

In 1954, the City Council formed the Central Parking and Improvement District (CPID) to address downtown parking related concerns. The CPID was created as a method for financing land acquisition and construction of public parking facilities for the benefit of downtown businesses. Bonds were sold to pay for land and the construction of parking facilities.

Property owners within the boundaries of the CPID (see Map 1) repay the bond debt (and other costs related to operation and maintenance of the district) on an annual basis through an assessment collected by the County on the property tax bill.

The CPID presently includes three surface lots and four parking structures providing a total of approximately 1,300 parking spaces (see Map 2 for locations). In addition, there are approximately 1,060 on-street metered spaces for short term parking. Meter revenue funds a majority of the operation and maintenance of the parking facilities.

Within the CPID is an area called the Primary Benefit Zone (PBZ) (see Map 1). This area includes the downtown retail core and most of the City's public parking facilities. It is called a primary benefit zone because the public parking facilities are in close proximity, providing convenience and maximum benefit for those businesses located within the zone.

HOW THE CPID WORKS

The CPID is self-supporting. Current policy sets assessments to raise revenue to cover the cost of bond debt, steam cleaning of sidewalks, and a downtown police officer. The remaining district operation and maintenance costs are covered by meter revenue and interest income.

The City of San Mateo administers the CPID. Each year a CPID budget is prepared which includes debt service, administration, operation and maintenance, and security. As part of the budget process, assessment revenue is determined. A CPID Assessment Report is then prepared which shows each non-residential property owner's share of costs to be assessed. (Residential property is exempt from assessments.) The actual assessment varies depending on whether the non-residential property owner is within or outside the PBZ (see related sections below). The Assessment Report is adopted by the City Council after hearings in July of each year. After adoption, the Report is sent to the County for inclusion on property tax bills.

ASSESSMENTS OF NON-RESIDENTIAL PROPERTY WITHIN THE PRIMARY BENEFIT ZONE

Properties developed with only residential uses are exempt from CPID assessments. The owners of non-residential property within the Primary Benefit Zone pay both a minimum uniform assessment and a parking deficiency assessment. The minimum uniform assessment, which raises 25% of the total amount collected, is based on the current assessed land value of the property (improvements are excluded). The parking deficiency assessment, which raises 75% of the total amount collected, is based on the number of deficient parking spaces at the property. Parking deficiencies are defined as the difference between the parking required for the businesses on the property, under the Zoning Code, and the actual parking provided. If all required parking is provided, there will not be a parking deficiency assessment for the property, only the minimum uniform assessment.

PROPERTIES IN THE PRIMARY BENEFIT ZONE which are located to the east of the railroad tracks pay only half of the amount for parking deficiencies because of the barrier to parking posed by the railroad tracks.

Owners of non-residential property in the PBZ which have vacant building space may receive a vacancy credit for parking requirements. At the beginning of each calendar year, the City sends a Vacancy Claim form to all non-residential property owners in the PBZ. This claim form may be used to report any tenant space which was vacant during the previous calendar year. If more than 10% of space is vacant during the prior year, a credit reducing the parking requirement is given. Credit is based on the amount of parking required for that use and the duration of the vacancy. For example, a one-year vacancy for a 10,000 square foot building requiring payment of 10 deficient parking spaces would have a vacancy credit for nine parking spaces (one parking space or 10% being assessed as a typical vacancy for the year).

The claim form also serves to provide current information on tenant activity in the downtown. Property owners are required to list all tenant changes on the form so the City's records are as accurate as possible.

ASSESSMENTS OF NON-RESIDENTIAL PROPERTY OUTSIDE THE PRIMARY BENEFIT ZONE

The owners of non-residential property outside the Primary Benefit Zone, but within the CPID, pay only the minimum uniform assessment which is based on the assessed value of land. The assessed value of land is based on the most current County Assessor's property tax file. Owners in this category do not pay for parking deficiencies because the properties and their businesses do not receive the benefit of being in close proximity to City parking facilities.

CHANGE OF TENANT(S) OR EXPANSION OF EXISTING BUILDINGS

A change of business tenant(s), or the addition of floor area to an existing building may result in revised parking requirements and therefore a revised CPID assessment. If the reuse or alteration of an existing building results in a net increase of 10 required parking spaces or less, the additional spaces may either be provided on-site or be included as parking deficiencies which can be assessed.

New construction or changes in tenant(s) resulting in an increase of more than 10 required parking spaces is regarded as having a significant impact on the existing downtown parking supply. Because of this impact, a deficiency payment option is not allowed. The property owner is required to either provide the additional spaces, or pay an in-lieu fee which is currently \$9,000 per space. In-lieu fee payments are used to help finance continued expansion of parking facilities. A property owner may also choose to enter into an agreement with the City to make monthly payments for the in-lieu fee over a 25-year period at an interest rate of 10%.

It is important to note that in the core of the downtown, the City's policy is to limit surface parking lots along retail frontage areas so they are not broken up by parking lots. Property owners in the Limited Parking Zone (see Map 1) should be aware that businesses in this zone have specific limits on where on-site parking is allowed. The Planning Division can provide detailed information regarding the Limited Parking Zone.

In general, new businesses and businesses which relocate in the CPID are required to complete the City's Business Certificate Application form. This form is submitted to the Finance Department and checked by the Planning Division for zoning compliance and possible changes to the parking requirements for the property. Building owners are ultimately responsible for any parking assessment and should be aware of effects that change of tenant(s) or expansion of existing buildings may have on parking requirements. The Planning Division can provide information to both prospective business owners and property owners with respect to zoning compliance and parking requirements for the property.

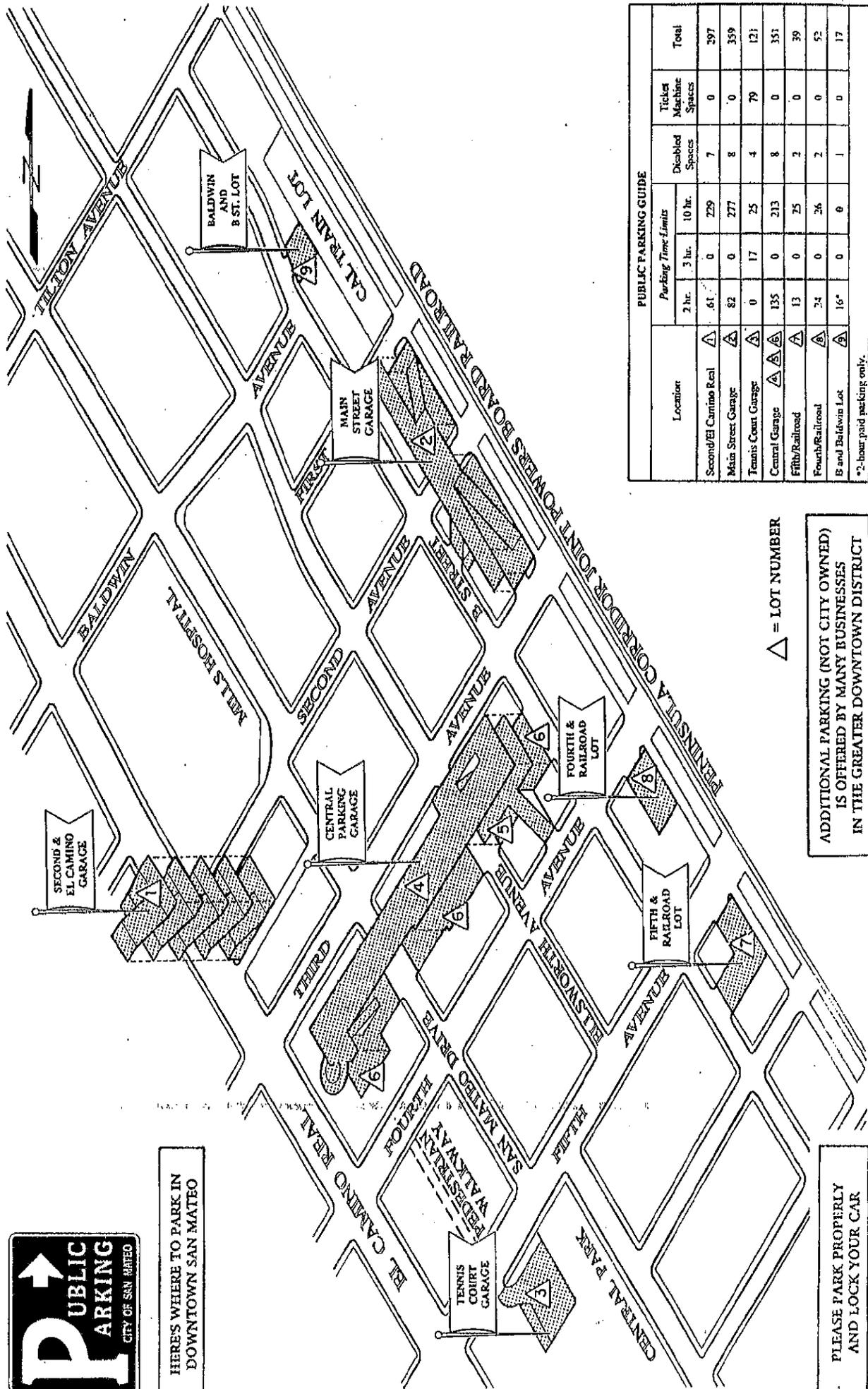
NEW BUILDINGS

If existing buildings on a parcel are demolished to provide for new construction, the previous parking deficiency calculation for the property is eliminated. New development is required to provide parking for the new use(s) of the property in relation to current zoning code requirements or pay in-lieu fees. The code allows only a limited amount of parking to be provided on property in the downtown Limited Parking Zone (see Map 1). Potential developers and property owners should check with the Planning Division regarding code requirements in the Limited Parking Zone.

DOWNTOWN PUBLIC PARKING FACILITIES MAP 2



HERE'S WHERE TO PARK IN
DOWNTOWN SAN MATEO



△ = LOT NUMBER

ADDITIONAL PARKING (NOT CITY OWNED)
IS OFFERED BY MANY BUSINESSES
IN THE GREATER DOWNTOWN DISTRICT

PLEASE PARK PROPERLY
AND LOCK YOUR CAR

Location	Parking Time Limits				Total
	2 hr.	3 hr.	10 hr.	16 hr.	
Second/El Camino Rm	61	0	229	7	297
Main Street Garage	82	0	271	8	359
Tennis Court Garage	0	17	25	4	121
Central Garage	135	0	213	8	351
Fifth/Railroad	13	0	25	2	39
Fourth/Railroad	24	0	26	2	52
B and Baldwin Lot	16*	0	0	1	17

*2-hour paid parking only.

Planning

ATTACHMENT 9

DEPARTMENT OF PUBLIC WORKS

330 W. Twentieth Avenue
San Mateo, California 94403-1388

TELEPHONE:

DIRECTOR: (415) 377-3315
ENGINEERING & TRAFFIC DIV.: (415) 377-3316
MAINTENANCE DIV.: (415) 377-4630
WATER QUALITY CONTROL PLANT: (415) 377-4690

April 30, 1987

Mr. Gordon A. Moore
445 - South B Street
San Mateo, CA 94401

RE: Agreement In Support Of Encroachment Permit, Talbot's Toys, PA 86-96

Dear Gordon:

Enclosed is a copy of the signed agreement allowing vehicles owned or operated by your customers and employees to exit from the parking lot behind Talbot's Toys onto the City parking lot. If we can be of any further assistance please do not hesitate to call.

Very truly yours,

ROBERT G. BEZZANT
DIRECTOR OF PUBLIC WORKS

Althea Arnold

ALTHEA ARNOLD
ASSOCIATE ENGINEER

AA:1672g

Enclosure

File

AGREEMENT IN SUPPORT OF ENCROACHMENT PERMIT

Joan T. Moore and Gordon A. Moore (hereinafter Moores), on behalf of themselves, their heirs, successors, and assigns, and as owners of that certain real property located at 415 and 445 South B Street, City of San Mateo, County of San Mateo, State of California, and the City of San Mateo (hereinafter City) as owners of that certain real property located at the southwest corner of East Fourth Avenue and Railroad Avenue in the City of San Mateo, County of San Mateo, State of California, hereby agree as follows:

1. The City shall permit the Moores to allow vehicles owned or operated by their customers and employees to exit from the Moores' property described above to reach East Fourth Avenue across the City's property described above, all as generally shown on Exhibit A hereto.

2. The encroachment permit application and the permit itself granted pursuant to this Agreement is hereby incorporated by reference as though set forth in full in this Agreement.

3. Moores agree to name the City, its officers, and employees, on their public liability insurance as it affects the Moores' property described above and to provide a certificate of insurance to that effect before using the permit granted under this Agreement.

4. The City agrees to name the Moores as additional insureds on its public liability insurance policies with respect to its own operation of its property described above and to provide a certificate of insurance to that effect to the Moores.

5. This Agreement may be terminated by either party to the Agreement upon thirty (30) days written notice to the other party.

6. Upon termination, the Moores shall immediately seal the passage between the City's property and the Moores' property. If the passage is not sealed to the satisfaction of the City within fifteen (15) days of the termination of this Agreement, the City is hereby authorized and permitted to enter upon the Moores' property as the City deems necessary to effectuate the sealing of the passage to the satisfaction of the City. Moores agree to hold the City, its officers and employees harmless for and to defend against any and all damages or claims asserted by any person with relation to the sealing of the passage.

7. Notices as provided in this Agreement shall be given as follows:

To City: Director of Public Works
City of San Mateo
330 W. 20th Avenue
San Mateo, CA 94403

To Moores: Gordon A. Moore
445 South B Street
San Mateo, CA 94401

8. Waivers of a breach or default under this Agreement shall not constitute a continuing waiver or a waiver of a subsequent breach of the same or any other provision of this Agreement.

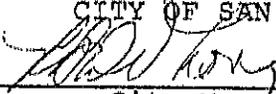
9. No modification, waiver, termination, or amendment of this Agreement is effective unless made in writing signed by the City and Moores.

10. If any term of this Agreement is held invalid by a court of competent jurisdiction, the remainder of this Agreement shall remain in effect.

11. This Agreement sets forth the entire understanding between the parties.

IN WITNESS WHEREOF, the City and the Moores have executed this Agreement on April 24, 1987.

CITY OF SAN MATEO

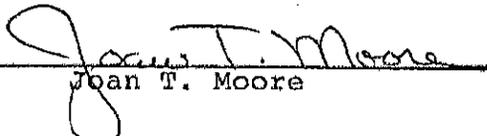


City Manager

MOORES



Gordon A. Moore



Joan T. Moore

EXHIBIT A

S. B Street

80 feet

5th Avenue

(existing)

BOBBY'S TOWLAND CIGARETTES

Valboots

220 feet

CITY PARKING LOT

ONLY

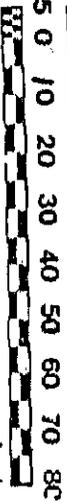
existing parking

Railroad Avenue



1/32" = 1'

scale



SITE PLAN

Lot 1 & 3
Block 10



ATTACHMENT 10
ILLUSTRATION OF PRIVATE PARKING AT 407 S. B STREET
ACCESSED THROUGH 4TH AND RAILROAD PARKING LOT

Parcel Map of 407 South B Street (APN 034-179-020)



Image of Private Parking at Rear of 407 South B Street



REDEVELOPMENT PLAN
FOR THE
SAN MATEO CITY DOWNTOWN REDEVELOPMENT PROJECT

REDEVELOPMENT AGENCY OF THE CITY OF SAN MATEO

As amended by the City Council of the City of San Mateo by Ordinance No. 21 on
October 21, 1996. Original adoption by
Ordinance No. 25 on July 8, 1981,
amended by Ordinance No. 1 on
January 19, 1994.

REDEVELOPMENT PLAN
FOR THE
SAN MATEO CITY DOWNTOWN REDEVELOPMENT PROJECT

I. [§100] INTRODUCTION

This is the Redevelopment Plan (the "Plan") for the San Mateo City Downtown Redevelopment Project (the "Project") in the City of San Mateo (the "City"), County of San Mateo, State of California, and consists of the Text, the Redevelopment Plan Map (Exhibit "A"), and the Proposed Public Work Improvement Projects (Exhibit "B"). This Redevelopment Plan was prepared by the Redevelopment Agency of the City of San Mateo (the "Agency") pursuant to the Community Redevelopment Law of the State of California (Health and Safety Code Section 33000 *et seq.*), the California Constitution, and all applicable local laws and ordinances. As of the effective date of the ordinance or ordinances approving Amendment No. 1 to the Plan ("Amendment No. 1"), this Plan shall mean the Plan, as amended by Agency Ordinance No. 1994-1 and the ordinance or ordinances approving Amendment No. 1.

The proposed redevelopment of the Project Area as described in this Plan conforms to the current General Plan for the City of San Mateo and to the Downtown Specific Plan.

This Redevelopment Plan is based upon a Preliminary Plan formulated and adopted by the Planning Commission of the City of San Mateo (the "Planning Commission") by Resolution No. 2, adopted on February 9, 1981.

This Plan provides the Agency with powers, duties, and obligations to implement and further the program generally formulated in this Plan for the redevelopment, rehabilitation, and revitalization of the areas within the boundaries of the San Mateo City Downtown Redevelopment Project as shown on the Redevelopment Plan Map (the "Project Area"). This Plan does not present a specific plan or establish priorities for specific projects for the redevelopment, rehabilitation, and revitalization of any area within the Project Area. Instead, this Plan presents a process and a basic framework within which specific development plans will be presented, priorities for specific projects will be established, and specific solutions will be proposed, and by which tools are provided to the Agency to fashion, develop, and proceed with such specific plans, projects, and solutions. This Redevelopment Plan shall provide a means to implement the Downtown Specific Plan.

The purposes of the California Community Redevelopment Law will be attained: (1) through the installation of new or replacement of existing public improvement, facilities and utilities in areas which are currently inadequately served with regard to such improvements, facilities and utilities; (2) by the elimination of areas suffering from economic dislocation as a result of faulty planning; and (3) by protecting and promoting sound development and redevelopment of blighted areas and the general welfare of the citizens of the City by remedying such injurious conditions through the employment of appropriate means. The major goals of this Plan are listed as follows:

- (1) Eliminate environmental deficiencies in the Project Area including, among others, deteriorated and inadequate public improvements;
- (2) Improve pedestrian and vehicular circulation in the Project Area;
- (3) Replan, redesign, and develop undeveloped areas which are stagnant or improperly utilized;
- (4) Strengthen retail and other commercial functions in the Project Area;
- (5) Strengthen the economic base of the Project Area and the community by installing needed improvements to stimulate new private investment, employment, and economic growth;
- (6) Provide adequate land for parking and open spaces;
- (7) Establish and implement performance criteria to assure high site design standards and environmental quality and other design elements which provide unity and integrity to the entire Project Area; and
- (8) Assembly of land into parcels suitable for modern, integrated development.

II. [§200] DESCRIPTION OF PROJECT AREA

The boundaries of the Project Area are shown on the Redevelopment Plan Map, attached hereto as Exhibit "A" and made a part hereof, and are described as follows:

That certain area in the City of San Mateo, County of San Mateo, State of California, described as follows:

NOTE: For the purpose of this description, the Bayshore Freeway in San Mateo is assumed to be in a general Northerly-Southerly direction.

PROJECT SUBAREA A

- (1) Beginning at a point that is the intersection of the Southerly line in Baywood Avenue with the Westerly line of El Camino real; thence,
- (2) Northerly along the Westerly line of El Camino Real to the Westerly prolongation of the Northerly line of St. Matthew's Avenue; thence,
- (3) Easterly along said line to the Westerly boundary of San Mateo County Assessor's Parcel No. 32-311-220; thence,
- (4) Northerly along said Westerly boundary and the Westerly line of Assessor's Parcel No. 32-311-230 to the Northerly line of said Parcel No. 32-311-230; thence,
- (5) Easterly along said Northerly line to the Easterly line of Assessor's Parcel No. 32-311-130; thence,

EXHIBIT "B" (Revised 1996)

PROPOSED PUBLIC WORK IMPROVEMENT PROJECTS

DOWNTOWN PROJECT

1. Key Site Purchase/Lease
2. Transit Center
3. Traffic Improvements
4. Utility Conversions for
Undergrounding
5. Public Facilities
6. Park Improvements
7. Parking Sites/Structures/Repair
8. Downtown Entry Features
9. Beautification/Streetscape/Landscaping/ Lighting
10. Sewer System Upgrades

NOTE: The listing of projects shall not be deemed limitations on the Agency to carry out and implement the Redevelopment Plan.

i:\housing\unasters\redev\dntrwnpln

San Mateo City Charter and Municipal Code

Up	Previous	Next	Main		Search	Print	No Frames
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Title 27 ZONING

Chapter 27.64 OFF-STREET PARKING AND LOADING

ARTICLE 1. OFF-STREET PARKING

27.64.100 PARKING ASSESSMENT AND SPECIAL DISTRICTS.

(a) Downtown Specific Planning Area—Central Parking and Improvement District (CPID).

(1) Minimum Parking Requirements. Where a parcel of real property is located within the Central Parking and Improvement District, new projects to be located on said parcel shall meet the off-street parking requirements as follows:

MINIMUM PARKING STALLS REQUIRED**STALLS PER 1,000 GROSS SQUARE FEET OF FLOOR AREA****EXCEPT WHERE OTHERWISE INDICATED**

Use	Employee/Resident	Visitor/Customer	Total
(A) Hotels, excluding accessory restaurants and bars	1 per 5 units	1 per 5 units	2 per 5 units
(B) Indoor Theatres and Cinemas			
Weekly matinees	1 per 50 fixed seats	1 per 5.5 fixed seats	1 per 5 fixed seats
Weekend matinees and evenings	1 per 50 fixed seats	0	1 per 50 fixed seats
(C) Offices			
Financial	1.3	0.8	2.1
General	2.4	0.2	2.6
Medical	3.1	0.2	3.3
(D) Residential uses (within the Retail Core Subarea as defined in the Downtown Specific Plan)			
Studio	1.0 per unit	0.2	1.2 per unit
1 bedroom	1.3 per unit	0.2	1.5 per unit
2 bedrooms	1.5 per unit	0.2	1.7 per unit
3 or more bedrooms	1.8 per unit	0.2	2.0 per unit
(E) Restaurants and bars, excluding fast food restaurants	1.4	2.5	3.9
(F) Retail stores	1.4	0.5	1.9
(G) Services	1.4	0.5	1.9

- (H) Other Uses. All uses not specified above shall provide the off-street parking facilities as specified in Sections 27.64.160 through 27.64.270.
- (2) New Projects. New projects shall include the following:
- (A) New construction of buildings on a vacant or previously-built-upon parcel;
 - (B) External expansion of existing buildings or established uses including all added floor area that creates need for additional parking;
 - (C) New use in an existing building or structure with or without substantial internal renovation that results in a requirement for additional parking under the provisions of this chapter.
- (3) All new projects that enter into parking agreements with the CPID shall be subject to the assessment defined in current CPID resolutions. New projects as defined in subsections (2)(B) or (C) will be required to provide additional parking in the amount that the parking requirement caused by the expansion or new use exceeds the parking requirement established on June 19, 1986 as follows:
- (A) Properties within the Primary Benefit Zone shall provide required parking or pay parking in-lieu fees if the additional parking required exceeds 10 parking spaces; otherwise, a new project under subsection (2)(B) or (C) will cause the project property owner's parking deficiency under the current CPID assessment resolution to be increased by the number of additional parking spaces required by the new use or expansion or the number of existing and required parking spaces eliminated, or both.
 - (B) Properties outside the Primary Benefit Zone shall provide required parking or pay parking in-lieu fees for any additional parking required as a result of a new project under subsections (2)(B) or (C) or the elimination of existing and required parking spaces, or both.
- (4) Limited Parking Zone (LPZ). Restrictions on parking in the limited parking zone in addition to other requirements of this chapter are as follows:
- (A) All Uses. New vehicular access to loading facilities, parking lots or structures and buildings is prohibited along street frontages within the limited parking zone. Existing curb cuts along street frontages in the LPZ shall be eliminated, unless the following requirements are met:
 - (i) Curb cuts are needed for access to parking or loading facilities and do not negatively affect retail continuity or pedestrian safety; and
 - (ii) A site plan and architectural review for the access is approved.
 - (B) Residential Uses. Parking shall be provided as follows:
 - (i) On-site, provided that vehicular access from a street in the limited parking zone is prohibited unless no other access is feasible and no remote parking facility such as leased spaces is available or can be made available within 200 feet;
 - (ii) On a site outside the limited parking zone; or
 - (iii) By lease or agreement with the City or CPID when a CPID parking facility is located within 200 feet.
 - (C) Nonresidential Uses. Parking may be provided on-site in an amount not to exceed the required number of visitor stalls, subject to the approval of a special use permit. On-site parking in excess of the required visitor stalls may be allowed subject to approval of a special use permit where a new project meets one (1) of the following:
 - (i) The parcel has primary access from a street outside the limited parking zone; or

- (ii) The parcel is located on a corner site which has a minimum lot area of 22,000 square feet or one-half the land area of the block in which the use is located, whichever is less.
- (5) Parking Expansion Zone. Parking provided in addition to the minimum parking requirements may be leased to the CPID on a long term basis as public parking in accordance with a current CPID resolution.
- (6) Employee and Resident Parking.
 - (A) New projects within the CPID shall provide required employee and resident parking by one (1) or more of the following means:
 - (i) On-site, if located outside the limited parking zone;
 - (ii) Off-site through construction or lease of private spaces, subject to approval of a special use permit; or
 - (iii) By CPID lease, in-lieu fee payment, or parking agreement, as defined by a current CPID resolution, subject to availability.
 - (B) Any nonresidential use outside the limited parking zone may reduce employee parking in accordance with the following:
 - (i) Demonstration by the applicant that the amount of floor area per full-time equivalent employee exceeds the following due to unusual circumstances:

Retail/Service	1 per 450 sq. ft.	General Office	1 per 250 sq. ft.
Financial	1 per 540 sq. ft.	Medical Office	1 per 210 sq. ft.
Restaurants	1 per 520 sq. ft.		

A reduction in the employee parking requirement may be granted equal to the percentage difference between the lower employee density demonstrated by the applicant and the employee density standards delineated above.

- (7) Visitor and Customer Parking. New projects within the CPID may utilize the spaces provided by the CPID for the visitor and customer parking requirement, subject to assessment as defined by a current CPID resolution and availability of spaces.
- (8) Loss of Metered Parking. New projects which result in the loss of on-street metered CPID parking spaces shall compensate the CPID for the loss of metered parking by one (1) of the following:
 - (A) Provide replacement stalls on-site within 200 feet of a new residential use or within 500 feet of a new non-residential use, to be made available for use by the public;
 - (B) Compensation to the CPID for the cost of providing replacement parking, in accordance with a current CPID resolution; or
 - (C) Approval of a special use permit by the Planning Commission, based on the finding that the improvements which necessitate the loss of metered parking spaces improve overall street circulation.

(b) Downtown Specific Planning Area—Outside the Central Parking and Improvement District. Minimum off-street parking requirements for residential and non-residential uses shall be as specified in Sections 27.64.160 through 27.64.260.

(c) 25th Avenue Parking District. Where a parcel of real property is located within the boundaries of the 25th Avenue motor vehicle off-street parking assessment district, a building or structure not to exceed one (1) story in

height may be constructed and maintained on said parcel without provisions for, or maintenance of, off-street parking facilities for all executive and commercial uses. Off-street parking facilities shall be installed and maintained for each story in excess of one (1) story, so that the total number of parking spaces provided for the additional story or stories, shall meet the off-street parking requirements as specified herein.

(d) Hillsdale Station Area. Where a parcel of real property is located within the Hillsdale Station Area Plan boundary, off-street parking is subject to the Station Area Parking Requirements listed in the Plan. In addition, all new development on such properties must prepare a Trip Reduction and Parking Management Plan as detailed in the Hillsdale Station Area Plan, including, but not limited to, Table 6-1, Station Area Parking Requirements. (Ord. 2011-5 § 7; Ord. 2009-7 § 32; Ord. 1993-17 § 1; Ord. 1993-12 § 1; Ord. 1992-15 § 25; Ord. 1990-19 § 1; Ord. 1989-19 § 4; Ord. 1989-10 § 2; Ord. 1987-29 § 5; Ord. 1986-13 § 1; Ord. 1981-27 § 44; Ord. 1979-7 § 11; Ord. 1978-18 § 95; Ord. 1973-8 § 1; Ord. 1969-26 § 2; prior code § 151.03(C))

View the [mobile version](#).

14a

RECEIVED

ATTACHMENT 13

MAR 1 5 03 PM '89
OFFICE OF CITY CLERK
CITY HALL
SAN MATEO, CALIF.

RESOLUTION NO. 29 (1989)
PROVIDING FOR IN-LIEU PAYMENTS FOR PROVISION
OF PARKING IN CENTRAL PARKING IMPROVEMENT DISTRICT
IN DOWNTOWN SAN MATEO

RESOLVED, by the Council of the City of San Mateo, California,
that:

WHEREAS, it is important to provide an efficient and beneficial
means of providing parking in the Downtown San Mateo area, and

WHEREAS, the City presently permits the leasing of parking spaces
from the Central Parking Improvement District (CPID) to meet a
property's parking requirements under the Zoning Code, and

WHEREAS, the Downtown Specific Plan of the City of San Mateo
General Plan provides that in-lieu payments are to be an alternative
to provision of parking on-site, and

WHEREAS, it appears to be in the best interest of the City,
property owners, and the Downtown to also provide for an in-lieu
payment system in order to sustain the maximum flexibility, and

WHEREAS, a fee of \$9000 per parking space is an in-lieu fee that
is reasonably attributable to development projects to which the fee
will apply, in that the actual cost of constructing such a parking
space would range from \$14,000 to \$21,000 in 1988 dollars,

NOW, THEREFORE, BE IT RESOLVED:

1. The sum of \$9,000 per parking space is established as the in-lieu payment to the Central Parking Improvement District as the amount that will satisfy the requirement for provision of one parking space within the Central Parking Improvement District.
2. Execution of a parking in-lieu agreement and payment of this amount for each required parking space will be accepted by the City in satisfaction of parking space requirements. Any such agreement shall be executed by both the owner of the real property to be benefited by the in-lieu payment process and the tenant whose use is creating the parking requirement.
3. The property owner and tenant shall be entitled to one parking sticker per parking space payment usable in the all-day (5 hours or

ORIGINAL

more) CPID parking spaces during any quarter that the applicable in-lieu payments, if any, are current. The presumption shall be that the tenant is entitled to the parking stickers unless otherwise provided in the parking in-lieu agreement.

4. A person seeking to use this in-lieu fee payment in satisfaction of a parking space requirement may agree in writing with the City to make the payment over a term of years at the annual interest rate of 10.0%.

5. Resolution No. 40 (1979) and Resolution No. 97 (1979) and all subsequent amendments thereto, including but not limited to Resolution No.169 (1979) and Resolution No. 56 (1988), are hereby repealed.

6. It shall be the express policy of the Council that the provision of this in-lieu payment process shall replace the previous parking space lease process, and such leasing shall not be used without further express action by the Council.

7. The City Manager is hereby authorized to execute in-lieu parking payment agreements pursuant to this Resolution.

8. The City Manager is directed to cause all proceeds from such parking in-lieu agreements to be deposited into a special CPID capital improvement fund to assist in funding land acquisition and construction of future parking facilities in the CPID.



Mayor

ATTEST:



City Clerk

* * *

Resolution adopted by the City Council of
the City of San Mateo, California, at a
regular meeting held on March 6, 1989,
by the following vote of the Council
members:

AYES: Council Members POWELL, MACK
RHOADS, BAKER and GUMBINGER

NOES: NONE

ABSENT: NONE

Account Information
City of San Mateo

Options/Summary Info/Title
7/17/2014 2:54:50PM

Fiscal Year: 2008

Title: CPID PARKING - IN LIEU FEES

Account No: R 28-4691-362109

Debit / Credit: C Account Class: op Operating (excl fixed chrgs) Cash / Inv Code: Locked: N
 Status Code: 0 Report Group 1: Budget Account:
 JC Required: N Report Group 2: Nominal / Real: Budgeted: Y
 Standard Acct: Y Account Type: Allotment: N Year End Estimate: 0.00

Account History		Revenues	Balance
Year	Total Budget		
2016	0.00	0.00	0.00
2015	0.00	0.00	0.00
2014	0.00	225,000.00	225,000.00-
2013	0.00	0.00	0.00
2012	0.00	63,000.00	63,000.00-
2011	0.00	0.00	0.00
2010	18,000.00	0.00	18,000.00
2009	0.00	0.00	0.00
2008	45,000.00	0.00	45,000.00
2007	45,000.00	333,000.00	288,000.00-
2006	0.00	27,000.00	27,000.00-
2005	0.00	1,125,000.00	1,125,000.00-

Account Activity		Revenue	Balance
Period	Total Budget		
1	45,000.00	0.00	45,000.00
Totals:	45,000.00	0.00	45,000.00

Transaction Detail				Amount	D/C				
Period	Jrnl	Doc Type	Doc Date	Post Date	Group	Reference	Description		
Budget Adjustments:									
								0.00	Activity: 0.00

2014-020569

11:30 am 03/12/14 AG Fee: 39.00

Count of Pages 9

Recorded in Official Records

County of San Mateo

Mark Church

Assessor-County Clerk-Recorder



When Recorded, Mail to:
City Clerk
City of San Mateo
330 West 20th Avenue
San Mateo, CA 94403

Attention: Planning Division
Attn: PA#10-008 Nazareth Terrace Mixed Use/BD#2013-246313

9P

**PARKING IN LIEU FEE AGREEMENT
(CENTRAL PARKING IMPROVEMENT DISTRICT (CPID))**

THIS AGREEMENT is entered into this Seventh day of March, 2014, by and between the CITY OF SAN MATEO, ("City"), and Mounir Kardosh, the owner(s), ("Property Owner(s)") of real property located at 234 Seventh Avenue (APN: 034-196-010 (Affects Parcels I & II), JPN: 034-19-196-01A and APN: 034-196-020 (Affects Parcels III), JPN: 034-19-196-02A), City of San Mateo, County of San Mateo and as shown in Exhibit A, ("Property"), within the City's Central Parking Improvement District (CPID), as designated on that certain map entitled Central Parking Improvement District Services of the City of San Mateo Downtown Area Plan dated May 18, 2009, as shown in Exhibit B.

RECITALS

WHEREAS, Property Owner(s) wish(es) to use the Property for a use that is required under the City Zoning Code [San Mateo Municipal Code section 27.64.100] to provide parking spaces or alternatively to meet its parking requirements by entering into this agreement for participation in an in lieu fee parking program with the purpose of raising funds to construct additional parking facilities within the downtown, and

WHEREAS, Property Owner(s) wish(es) to enter into this agreement to pay in lieu fees to meet a portion of City's parking requirement applicable to Property Owner's(s') intended use and to thereby benefit the Property by augmenting funding for the construction of additional parking facilities in the downtown area, and

WHEREAS, City is willing to enter into said agreement on the terms and conditions set forth below;

NOW, THEREFORE, IT IS HEREBY AGREED as follows:

1. PAYMENT. Property Owner(s) agree(s) to pay City Two Hundred and Twenty Five Thousand Dollars (USD\$225,000) prior to issuance of Property Owner's(s') building permit.
2. SATISFACTION OF PARKING REQUIREMENTS. City acknowledges Property Owner's(s') satisfaction of parking requirements in accordance with Municipal Code section

PA#10-008 Nazareth Terrace Mixed Use/BD#2013-246313
Parking In Lieu Fee Agreement

ORIGINAL

27,64,100 by payment to City of San Mateo Central Parking Improvement District of in lieu fees in the amount of Two Hundred Twenty Five Thousand Dollars (USD\$225,000) in satisfaction of Zoning Code requirements of Twenty-Five (25) parking spaces at a cost of Nine-Thousand Dollars (USD\$9,000) per parking space.

The Property Owner(s) propose to pay in lieu fees for Twenty-Five (25) parking space(s) to satisfy the parking requirements, due to proposed construction of the project, which requires the provision of a total of Fourty-Four (44) parking spaces. The project is proposed to provide Nineteen (19) residential parking spaces on the project site, with the remaining Twenty-Five (25) parking space(s) to be met through payment of a Parking In-Lieu Fee and recordation of this Parking In Lieu Fee Agreement. A detailed Parking Data Sheet is included as Exhibit C, which shows the breakdown of the required parking for this project.

No actual spaces shall be provided by City under this Agreement although Property Owner(s) may separately lease parking stickers or parking permits for use in City owned parking garages.

Satisfaction of Code parking requirements for Twenty-Five (25) spaces by payment of in lieu fees, as acknowledged herein, shall run with the land.

3. ASSIGNMENT AND MARKING OF SPACES. It is understood and agreed that no spaces will be assigned or marked for Property Owner(s) in City parking garages or elsewhere.

4. CHANGE OF USE. The parking requirement referred to herein is based upon the use(s) of the Property described in Building Permit BD#2013-246313. In the event that a change in the use(s) occurs, this agreement must be amended to reflect any modified obligations, if any, or other added in lieu fee compensation warranted by changed parking requirements, but said change of use shall not in itself require a change in other terms of this agreement.

5. CHANGE IN CITY PARKING REQUIREMENTS. In the event of a future decrease in parking requirements applicable to the Property, under no circumstances shall City be required to reimburse in lieu fees already paid to it under this agreement.

6. DEFAULT. Each of the following shall constitute an event of default under this Agreement:

- a. Payment Default. Property Owner(s) fail(s) to make any payment when due under this Agreement.
- b. Other Defaults. Property Owner(s) fail(s) to comply with or to perform any other term, obligation, covenant, or condition contained in this Agreement.
- c. False Statements. Any warranty, representation, or statement made or furnished to City by Property Owner(s) or on Property Owner's(s') behalf under this Agreement is false or misleading in any material respect.

d. Cure Provisions. If any default, other than a default in payment is curable and if Property Owner(s) has(have) not been given a notice of a breach of the same provision of this Agreement within the preceding 12 months, it may be cured, if Property Owner(s), after receiving a written notice from City demanding cure of such default: (1) cure(s) the default within 15 days; or (2) if the cure requires more than 15 days, immediately initiate(s) steps which City deems in City's sole discretion to be sufficient to cure the default and thereby continues and completes all reasonable and necessary steps sufficient to produce compliance as soon as reasonably practical.

7. CITY'S REMEDIES IN EVENT OF FAILURE TO CURE. City may select any and all legal remedies available in the event of the breach of this agreement, including, but not limited to criminal citations, suit for unpaid charges, and injunction. The prevailing party shall be entitled to attorney's fees and costs.

8. JOINTLY AND SEVERALLY LIABLE. If there is more than one property owner, the property owners are jointly and severally liable under this Agreement.

9. COSTS AND ATTORNEY FEES. Attorney fees in an amount not exceeding \$85 per hour per attorney, and in total amount not exceeding \$5,000, shall be recoverable as costs (by the filing of a cost bill) by the prevailing party in any action or actions to enforce the provisions of this Agreement. The above \$5,000 limit is the total of attorney fees recoverable whether in the trial court, appellate court, or otherwise, and regardless of the number of attorneys, trials, appeals, or actions. It is the intent of this Agreement that neither party shall have to pay the other more than \$5,000 for attorney fees arising out of an action, or actions, to enforce this Agreement.

10. NOTICE. All notices herein shall be in writing and delivered in person or by first class mail as follows:

To City:
City of San Mateo
ATTN: Community Development Director
330 West 20th Avenue
San Mateo, CA 94403

To Property Owner(s):
Mounir Kardosh
800 South B Street, Suite #100
San Mateo, CA 94401

11. ASSIGNMENT. Neither this agreement nor the rights hereunder may be assigned or otherwise transferred on a permanent or temporary basis for use on behalf of any real property other than the Property. The terms of this agreement shall be binding on the successors in interest to Property Owner(s).

12. AGREEMENT CONTAINS ALL UNDERSTANDINGS; AMENDMENT. This Agreement represents the entire integrated agreement between City and Property Owner(s) and supersedes all prior negotiations, representations, and agreements, either written or oral.

This document may be amended only by written Instrument, signed by both City and Property Owner(s).

13. GOVERNING LAW AND VENUE. This Agreement is governed by the laws of the State of California and, in the event of litigation, venue will be in the County of San Mateo.

IN WITNESS WHEREOF, this Parking In Lieu Fee Agreement has been duly executed by the parties above named to be effective as of Seventh day of March, 2014.

PARTIES' SIGNATURES TO BE NOTARIZED

PROPERTY OWNER(S):



Mounir Kardosh

Date: 3/4/14

CITY OFFICIAL:



Larry Patterson, INTERIM CITY MANAGER

Date: 3-11-14

ATTEST:



Patrice M. Olds, City Clerk

Date: 3-11-14



Approved as to form:



Gabrielle Whelan, Assistant City Attorney

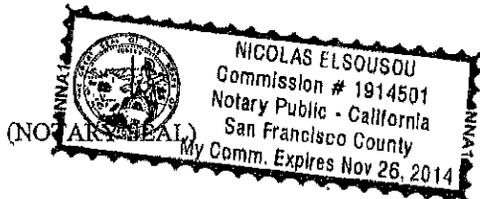
Date: 3/7/14

JURAT FORM

STATE OF CALIFORNIA)
COUNTY OF San Mateo)

Subscribed and sworn to (or affirmed) before me on this 6 day of
March, 2014 by Nicolas Elsouso,
proved to me on the basis of satisfactory evidence to be the person(s) who appeared
before me.


NOTARY PUBLIC SIGNATURE



OPTIONAL INFORMATION

THIS OPTIONAL INFORMATION SECTION IS NOT REQUIRED BY LAW BUT MAY BE BENEFICIAL TO PERSONS RELYING ON THIS NOTARIZED DOCUMENT.

TITLE OR TYPE OF DOCUMENT _____

DATE OF DOCUMENT _____

When executing a jurat, a notary shall administer an oath of affirmation to the affiant and shall determine, from satisfactory evidence, that the affiant is the person executing the document. The affiant shall sign the document in the presence of the notary.

"EXHIBIT A"

ALL THAT REAL PROPERTY IN QUESTION SITUATED IN THE CITY OF SAN MATEO, COUNTY OF SAN MATEO, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS AND SHOWN IN THE ATTACHED MAP:

PARCEL I:

LOT 1 IN BLOCK 3 AS SHOWN ON THAT CERTAIN MAP ENTITLED "MAP OF HAYWARD ADDITION TO THE CITY OF SAN MATEO, COUNTY OF SAN MATEO, CALIFORNIA", FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN MATEO COUNTY, STATE OF CALIFORNIA, ON NOVEMBER 2, 1904 IN BOOK D OF ORIGINAL MAPS AT PAGE 61 AND COPIED INTO BOOK 3 OF MAPS AT PAGE 43.

PARCEL II:

THE NORTHWESTERLY 15 FEET, FRONT AND REAR MEASUREMENTS OF LOT 2 IN BLOCK 3 AS SHOWN ON THAT CERTAIN MAP ENTITLED "MAP OF HAYWARD ADDITION TO THE CITY OF SAN MATEO, COUNTY OF SAN MATEO, CALIFORNIA", FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN MATEO COUNTY, STATE OF CALIFORNIA ON NOVEMBER 2, 1904, IN BOOK "D" OF ORIGINAL MAPS AT PAGE 61 AND COPIED INTO BOOK 3 OF MAPS AT PAGE 43.

PARCEL III:

THE SOUTHEASTERLY 25 FEET, FRONT AND REAR MEASUREMENTS OF LOT 2 IN BLOCK 3 AS SHOWN ON THAT CERTAIN MAP ENTITLED "MAP OF HAYWARD ADDITION TO THE CITY OF SAN MATEO, COUNTY OF SAN MATEO, CALIFORNIA", FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN MATEO COUNTY, STATE OF CALIFORNIA ON NOVEMBER 2, 1904, IN BOOK D OF ORIGINAL MAPS AT PAGE 61 AND COPIED INTO BOOK 3 OF MAPS AT PAGE 43.

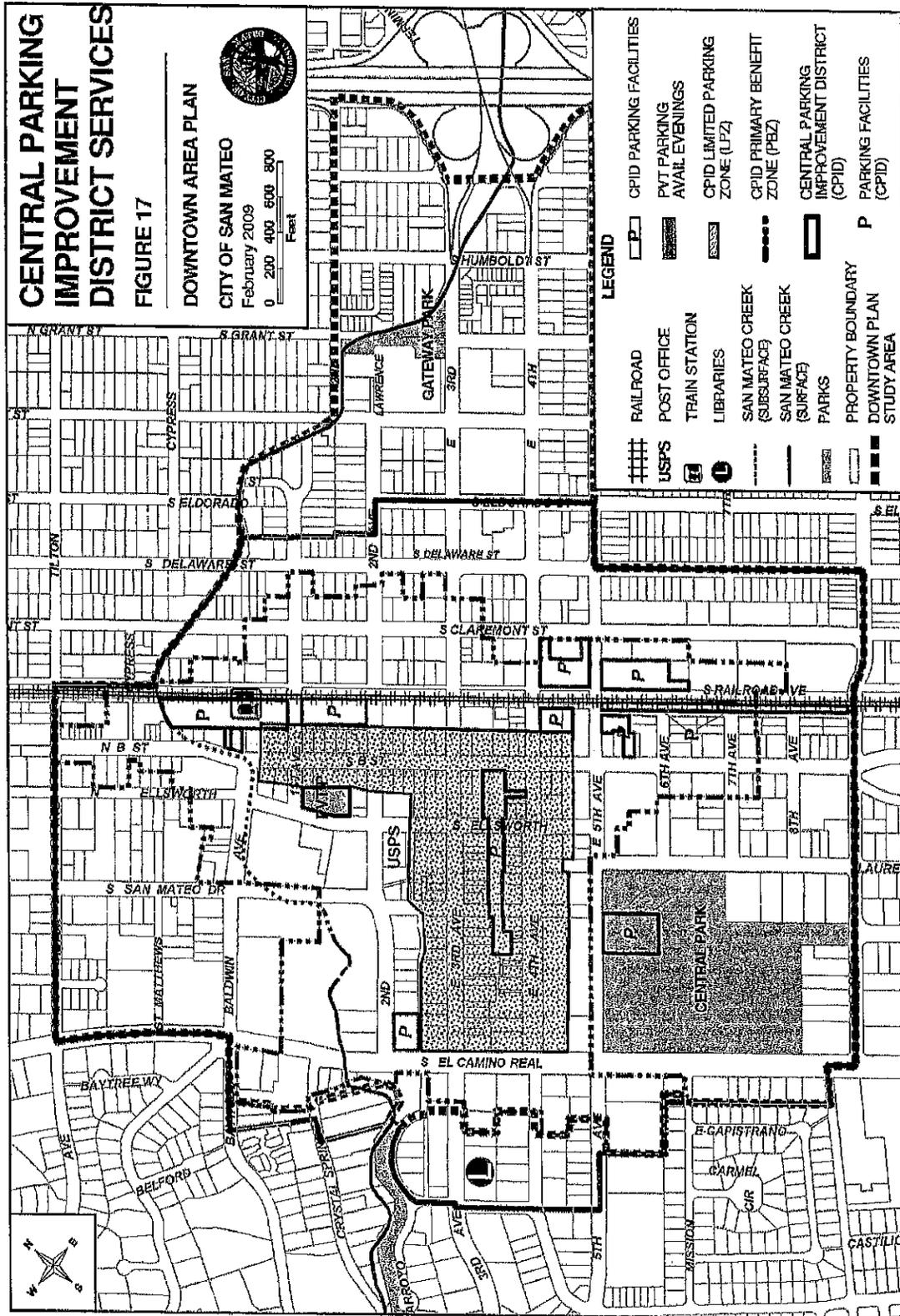
APN: 034-196-010 (Affects Parcels I & II), JPN: 034-19-196-01A AND 034-196-020 (Affects Parcels III), JPN: 034-19-196-02A

Location Address: 234 Seventh Avenue, San Mateo, CA

PA#10-008 Nazareth Terrace Mixed Use/BD#2013-246313
Parking In Lieu Fee Agreement

ORIGINAL

"EXHIBIT B"



"EXHIBIT C"

PA#10-008 Nazareth Terrace Mixed Use/BD#2013-246313
 Parking In Lieu Fee Agreement

ORIGINAL

"EXHIBIT C"
PARKING DATA SHEET

[THIS DATA SHEET SHOWS THE DIFFERENCE BETWEEN PLANNING APPLICATION (PA#10-008)
AND THE SUBSEQUENT BUILDING PERMIT APPLICATION (BD2013-246313).]

PROJECT SITE INFORMATION: Property is located within the CPID.

(Note: The information below references parking requirements contained in San Mateo Municipal Code (SMMC) 27.64 OFF-STREET PARKING.)

LAND USE CATEGORY (Per SMMC27.64)	PROPOSED (Per PA10-008)	PROPOSED (Per BD2013-246313)	PARKING RATIO (Per SMMC 27.64)	MINIMUM REQUIRED
Retail	3,031 gross floor area	No change proposed by applicant.	1.9 spaces per 1,000 sq ft of gross floor area	5.76 spaces
General Office	7,273 gross floor area	No change proposed by applicant.	2.6 spaces per 1,000 sq ft of gross floor area	18.9 spaces
Total Commercial Parking Requirement:				25 spaces
LAND USE CATEGORY (Per SMMC27.64)	PROPOSED (Per PA10-008)	PROPOSED (Per BD2013-246313)	PARKING RATIO (Per SMMC 27.64)	MINIMUM REQUIRED
Residential				
1-Bedroom Units (units that are less than 1,400 sq ft)	6 units	2 units	1.8 spaces per unit (1.6 resident stalls & 0.2 visitor stalls)	3.6 spaces
2-Bedroom Units (units that are less than 1,400 sq ft)	2 units	2 units	2.0 spaces per unit (1.8 resident stalls & 0.2 visitor stalls)	4 spaces
2-Bedroom Units (units that are 1,400 sq ft or larger)	0	2 units	2.2 spaces per unit (2.0 resident stalls & 0.2 visitor stalls)	4.4 spaces
3-Bedroom Units	3 units	3 units	2.2 spaces per unit (2.0 resident stalls & 0.2 visitor stalls)	6.6 spaces
Total Units Proposed:	11 units*	9 units		
Total Residential Parking Requirement:				19 spaces
<i>*Change in units was proposed by applicant during the Building Permit Phase of the project.</i>				
			PROPOSED (Per PA10-008)	PROPOSED (Per BD2013-246313)
Required Parking Spaces Provided On-Site			22 spaces	19 spaces
Required Parking Spaces To Be Met Through Parking In Lieu Fee Agreement & Payment of In Lieu Fee			25 spaces	25 spaces
Total Required Parking for the Project:			47 spaces	44 spaces

CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT

CIVIL CODE § 1189

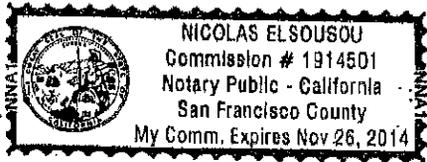
State of California

County of San Mateo

On March 12, 2014 before me, Nicolas Elsouso
Date Here Insert Name and Title of the Officer

personally appeared Mounir Kardosh
Name(s) of Signer(s)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.



I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature: [Handwritten Signature]
Signature of Notary Public

Place Notary Seal Above

OPTIONAL

Though the information below is not required by law, it may prove valuable to persons relying on the document and could prevent fraudulent removal and reattachment of this form to another document.

Description of Attached Document

Title or Type of Document: _____

Document Date: _____ Number of Pages: _____

Signer(s) Other Than Named Above: _____

Capacity(ies) Claimed by Signer(s)

Signer's Name: _____

- Corporate Officer — Title(s): _____
- Individual
- Partner — Limited General
- Attorney in Fact
- Trustee
- Guardian or Conservator
- Other: _____

RIGHT THUMBPRINT OF SIGNER

Top of thumb here

Signer Is Representing: _____

Signer's Name: _____

- Corporate Officer — Title(s): _____
- Individual
- Partner — Limited General
- Attorney in Fact
- Trustee
- Guardian or Conservator
- Other: _____

RIGHT THUMBPRINT OF SIGNER

Top of thumb here

Signer Is Representing: _____

SCHEDULE A

Amount \$ 9,750.00

Fee \$ 109.00

Policy No. B- 293738
S. M. No. 32468

Effective Date June 17, 1960 at 2:11 o'clock P.M.
INSURED

CITY OF SAN MATEO, A MUNICIPAL CORPORATION.

1. Title to the estate or interest covered by this policy at the date hereof is vested in:

CITY OF SAN MATEO, A MUNICIPAL CORPORATION.

2. The estate or interest in the land described or referred to in this schedule covered by this policy is a fee.

3. The land referred to in this policy is situated in the City of San Mateo,
County of San Mateo, State of California, and is described as follows:

Portion of Section 22, Township 4 South, Range 4 West, Mount Diablo
Base and Meridian, more particularly described as follows:

BEGINNING at a point on the southerly line of that certain parcel of land described in Deed from E. W. McLellan Co., a California corporation, to E. W. McLellan Co., a limited partnership, dated November 1, 1939 and recorded December 19, 1939 in Book 868 of Official Records of San Mateo County at page 404 (76844-D), said point being also the most southeasterly corner of that certain 4.132 acre tract conveyed to the City of San Mateo from E. W. McLellan Co., a corporation, by Deed dated April 6, 1935 and recorded May 21, 1935 in Book 653 of Official Records of San Mateo County at page 254 (59117-C); thence from said point of beginning easterly along the first mentioned southerly line of E. W. McLellan Co. parcel to the southeasterly corner thereof, said corner being located on the westerly boundary of Parcel 2 as described in Decree Quieting Title issued out of the Superior Court in and for the County of San Mateo on June 20, 1933 in Action No. 20948, Arden Investment Company vs. E. W. McLellan Company, et al, a certified copy of which Decree was recorded June 20, 1933 in Book 603 of Official Records of San Mateo County at page 11 (26439-C); thence northwesterly along last mentioned line North 47° 56' West to an angle point in said line formed by the intersection of the last mentioned course and the subsequent course

SCHEDULE B - Continued

of "North 14° 24' 30" West 396.20 feet"; thence leaving said westerly boundary line of Parcel 2 at said angle point and proceeding southwesterly in a straight line to the most easterly corner of that certain 7 acre, more or less, parcel described in Deed from H. H. Smith and Annie D. Smith, his wife, to Evelyn R. Purser et al, dated and recorded June 14, 1956 in Book 3041 of Official Records of San Mateo County at page 490 (62466-N); thence along the southeasterly line of said parcel South 64° 00' 20" West 214.02 feet to a point in the easterly line of the hereinabove mentioned 4.132 acre tract of land of the City of San Mateo; thence along said easterly line South 0° 18' 40" East 288.92 feet to the point of beginning.

EXCEPTING THEREFROM so much that lies within the lands described in the Grant Deed from E. W. McLellan Co., a corporation, to the City of San Mateo, dated January 2, 1952 and recorded January 29, 1952 in Book 2192 of Official Records of San Mateo County at page 627 (84810-J), described as follows:

BEGINNING at the corner common to Sections 21, 22, 27 and 28, Township 4 South, Range 4 West, M.D.B.&M.; running thence from said point of beginning along the line dividing Sections 21 and 22 North 0° 18' 40" West 1827.54 feet; thence North 89° 32' 20" East 996.28 feet to the true point of beginning; thence from said true point of beginning North 0° 27' 40" West 25.00 feet to a point; thence North 55° 07' 20" East 35.36 feet to a point; thence North 34° 52' 40" West 30.00 feet; thence South 55° 07' 20" West 47.55 feet; thence South 0° 27' 40" East 42.86 feet; thence North 89° 32' 20" East 27.00 feet to the true point of beginning.

RECEIVED

15a

APR 14 5 05 PM '83

OFFICE OF CITY CLERK
CITY HALL
SAN MATEO, CALIF.

ATTACHMENT 17

RESOLUTION NO. 57 (1983)

APPROVING OF AND AUTHORIZING
THE EXECUTION OF AN AGREEMENT TO ACQUIRE
REAL PROPERTY FOR THE EAST THIRD
AVENUE WIDENING PROJECT (PROFFITT)

RESOLVED, by the Council of the City of San Mateo, California,
that:

WHEREAS, certain real property which is the subject of the contract attached hereto as exhibit A and described in the grant deed attached hereto as exhibit B, is needed for the East Third Avenue Widening Project; and

WHEREAS, said property has been appraised by a city retained appraiser, Hunt T. Norris, and found to have a value of \$83,762, and

WHEREAS, the owner of this property, after consultation with her attorney, has accepted an offer from the City to purchase said property for \$84,162, \$400 above the City obtained appraised value;

NOW, THEREFORE, IT IS HEREBY DETERMINED and ORDERED, as follows:

1. The City Council approves of the Real Property Contract attached hereto as exhibit A and authorizes its execution to acquire that certain real property described in exhibit B.

2. The City Clerk is directed to submit two copies of duplicate originals of the executed real property contract and a copy of this resolution and the grant deed to Title Insurance and Trust Company via Tony Lopez of the Department of Public Works.

Florence J. Rhoads
Mayor

ATTEST:

Diane Christen
City Clerk

ORIGINAL

CITY OF SAN MATEO, California

Project: E. Third Avenue Widening

April 18, 1983

Norfolk St. To Mariner's

Island Blvd. 90-8509

Deed No. _____

CITY OF SAN MATEO
REAL PROPERTY CONTRACT

Document No. P-1 in the form of a Grant Deed has been executed and delivered to Tony Lopez, Acquisition Agent for the City of San Mateo, (hereinafter called "City").

In consideration of which, and the other considerations hereinafter set forth, it is mutually agreed as follows:

1. The parties have herein set forth the whole of their agreement. The performance of this agreement constitutes the entire consideration for said document and shall relieve the City of all further obligations or claims on this account, or on account of the location, grade, construction, or operation of the proposed public improvement.
2. The City shall (subject to the approval of the City Council):
 - A. Pay all escrow, recording, and title insurance charges, if any, incurred in this transaction and if title insurance is desired by the City the premium charged therefor.
 - B. Pay the sum of \$ 84,162.00 ^{T.I.} ~~53,762.00~~ for the property described in said document to the following title company Title Insurance and Trust Company for the account of the Grantor, Escrow No. 465528 conditioned upon the property vesting in the City free and clear of all liens, leases, encumbrances, easement (recorded and/or unrecorded), assessments, and taxes, except:
 - (1) Taxes for the fiscal year in which this escrow closes shall be cleared and paid in the manner required by Section 4986 of the Revenue and Taxation Code, if unpaid at close of escrow.
3. The escrow agent may expend any or all monies payable under this agreement to discharge any obligations which are liens upon the property, including but not limited to those arising from judgments, assessments, delinquent taxes for other than the fiscal year referred to in paragraph 2B (1), or debts secured by deeds of trust or mortgages, together with penalty, if any, for payment in full in advance of maturity, and/or any other incidental costs other than those specified in paragraph 2A hereof to be borne by the City.
4. Grantor warrants that there are no oral or written leases on all or any portion of the property exceeding a period of one month, and the Grantor further agrees to hold the City harmless and reimburse the City for any tenant of Grantor for a period of exceeding one month.

EXHIBIT A

5. It is agreed and confirmed by the parties hereto that, notwithstanding other provisions in this contract, the right of possession and use of the subject property by the City, including the right to remove and dispose of improvements, shall commence on JUNE 1 1983 or the close of escrow controlling this transaction, whichever occurs first, and that the amount shown in paragraph 2B herein includes, but is not limited to, full payment for such possession and use, including damages, if any, from said date.

RECOMMENDED BY:

Tony Lopez
City Right-of-Way Agent

Bertha M. Proffit
GRANTOR

/s/ ROBERT BEZZANT
Director of Public Works

CITY OF SAN MATEO

AS TRUSTEE

/s/ FLORENCE P. RHOADS
Mayor

APPROVED AS TO FORM:

(SEAL) /s/ DORIS CHRISTEN
City Clerk

/s/ DOUGLAS DANG
City Attorney

NO OBLIGATION OTHER THAN THOSE SET FORTH HEREIN WILL BE RECOGNIZED

RECORDING REQUESTED BY

Tigor Title Insurance
#465528

AND WHEN RECORDED MAIL TO

Name City of San Mateo
Street Department of Public Works
Address 330 West Twentieth Ave.
City & State San Mateo, CA 94403

MAIL TAX STATEMENTS TO

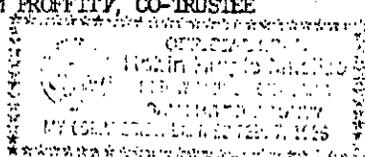
Name
Street Address same as above
City & State

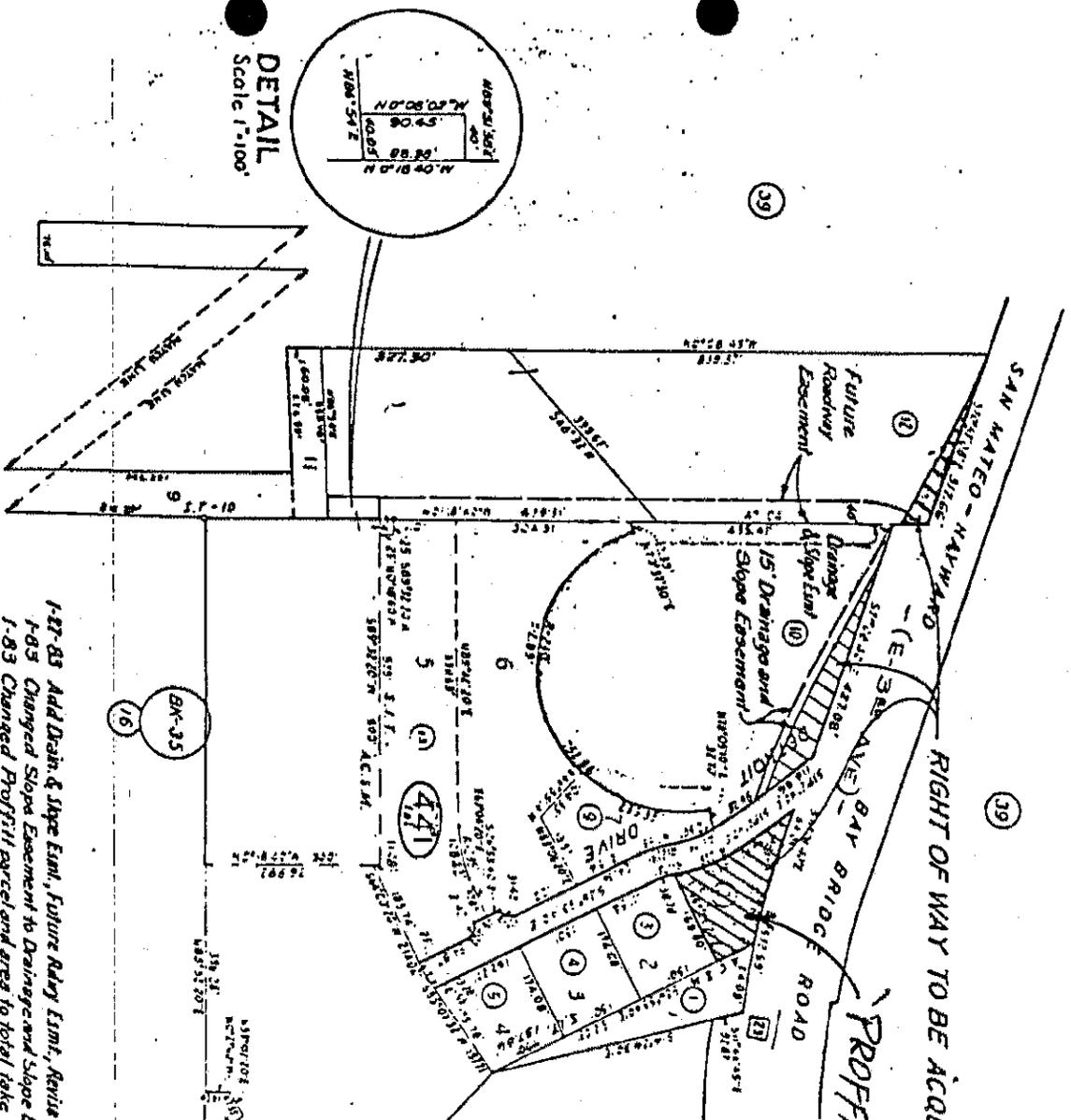
SPACE ABOVE THIS LINE FOR RECORDER'S USE

CAT. NO. NN00582
TO 1923 CA (7-82)

Individual Grant Deed
THIS FORM FURNISHED BY TIGOR TITLE INSURERS

P-1

ALL PTN.	<p>The undersigned grantor(s) declare(s): Documentary transfer tax is \$ _____ <input type="checkbox"/> computed on full value of property conveyed, or <input type="checkbox"/> computed on full value less value of liens and encumbrances remaining at time of sale. <input checked="" type="checkbox"/> Unincorporated area: (XX) City of <u>San Mateo</u>, and</p>
	<p>FOR A VALUABLE CONSIDERATION, receipt of which is hereby acknowledged, <u>BERTHA M. PROFFITT</u></p>
	<p>hereby GRANT(S) to <u>CITY OF SAN MATEO, A MUNICIPAL CORPORATION</u></p>
	<p>the following described real property in the City of San Mateo County of <u>San Mateo</u>, State of California:</p>
	<p>LOT 1, AS DESIGNATED ON THE MAP ENTITLED "SHOREVIEW INDUSTRIAL TRACT SAN MATEO, SAN MATEO COUNTY, CALIFORNIA", WHICH MAP WAS FILED IN THE OFFICE OF THE RECORDER OF THE COUNTY OF SAN MATEO, STATE OF CALIFORNIA, ON JULY 10, 1964 IN BOOK 60 OF MAPS AT PAGE 39.</p>
<p>Dated: <u>March 15, 1983</u></p>	<p><i>Bertha M. Proffitt</i> _____ BERTHA M. PROFFITT</p>
<p>STATE OF CALIFORNIA COUNTY OF <u>SAN MATEO</u> } SS. On <u>APRIL 6TH, 1983</u> before me, the undersigned, a Notary Public in and for said State, personally appeared <u>BERTHA M. PROFFITT</u></p>	<p><i>Bertha M. Proffitt</i> _____ BERTHA M. PROFFITT, CO-TRUSTEE</p>
<p>personally known to me or proved to me on the basis of sat- isfactory evidence to be the person whose name _____ subscribed to the within instrument and acknowledged that <u>she</u> executed the same. WITNESS my hand and official seal.</p>	<p><i>Tom Proffitt</i> _____ TOM PROFFITT, CO-TRUSTEE</p>
<p>Signature <u><i>Bertha M. Proffitt</i></u></p>	
<p>EXHIBIT B</p>	
<p>(This area for official notarial seal)</p>	
<p>Title Order No. _____ Escrow or Loan No. _____</p>	



OWNER	Parcel No.	Total	R/W	DASE	C.B.E.
NUKE	033-441-120	325,849	4343	*	36,210
MULLY	033-441-100	236,090	1788	4169	—
Prof/ill	033-441-020	23,332	23,332	**	—

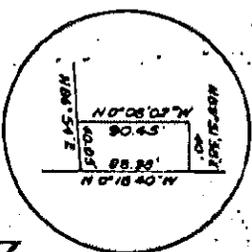
39 DASE: Drainage and Slope Easement
 C.S.E. City Street Easement (future)
 * Land Filled - Slope easement not necessary
 ** Total take parcel - no slope easement required

APPROVED: _____
 DATE: _____
 DIR. OF PUBLIC WORKS

- 1-27-83 Add Drain & Slope Easement, Future Railway Easement, Review total.
- 1-83 Changed Slope Easement to Drainage and Slope Easement.
- 1-83 Changed Prof/ill parcel and area to total take.
- 1-82 Changed railway easement to 40' total C.S.E. area to match.

CITY OF SAN MATEO
 EAST THIRD AVENUE WIDENING
 RIGHT OF WAY ACQUISITION MAP
 Scale 1" = 200' 10-81 @ 3-1-787

DETAIL
 Scale 1" = 100'



* * *

Resolution adopted by the City Council
of the City of San Mateo, California,
at a regular meeting held on April 18,
1983, by the following vote of the
Council:

AYES: Council Members WAYNE, HOFFMAN,
POWELL and RHOADS

NOES: Council Member BAKER

ABSENT: NONE



560 S. WINCHESTER BOULEVARD, SUITE 200
SAN JOSE, CA 95128

February 26, 2013

Ms. Lisa Grote
Community Development Director
City of San Mateo
330 West 20th Street
San Mateo, CA 94403

Re: Appraisal of Real Property
In a Self-Contained Report

Detroit Drive
San Mateo, San Mateo County, CA 94404

C&W File ID: 13-38010-900112-1

Dear Ms. Grote:

In fulfillment of our agreement as outlined in the Letter of Engagement, we are pleased to transmit our appraisal of the above property in a self-contained report dated February 26, 2013. The effective date of value is February 20, 2013.

This appraisal report has been prepared in accordance with our interpretation of your institution's guidelines and the *Uniform Standards of Professional Appraisal Practice* (USPAP).

The subject property is located at the end of Detroit Drive in the very easterly part of the City. The zoning is S or Shoreline. The subject is a very difficult shape which hinders any potential development. The site is bordered on the north by the slope leading to J. Clinton Hart Drive, to the east by a levee protecting the site from San Francisco Bay lands. In addition, the City of San Mateo sewer treatment plant is nearby. Therefore, we believe that the subject property would be very challenging from a development perspective. We have concluded that the highest and best use is for industrial or contractor storage. However, the site is also encumbered with flood control facilities which is a public use and all but totally occupies the site. Therefore, with the physical, legal and current use, we have determined that the subject property has no value in exchange.

The purpose of this appraisal is to estimate the market value of the subject site for potential disposition due to dissolution of the Redevelopment Agency in the City of San Mateo as a result of AB X1 26. Currently, ownership of the subject site is held by the Redevelopment Agency. It is our understanding that the City of San Mateo or a successor agency will take ownership of the subject. We understand that in such cases, properties are to be sold. However, properties determined to be in public use, are not subject to the mandate. As the subject is determined to be a public use, it does not appear to be subject to AB X1 26..

Based on the agreed-to Scope of Work, and as outlined in the report, we developed the following opinion of Market Value:





Compiled by Cushman & Wakefield Western, Inc.

The value opinion in this report is qualified by certain assumptions, limiting conditions, certifications, and definitions. The value opinion in this report is qualified by the following extraordinary assumptions and hypothetical conditions.

EXTRAORDINARY ASSUMPTIONS

For a definition of Extraordinary Assumptions please see the Glossary of Terms & Definitions. The use of extraordinary assumptions, if any, might have affected the assignment results.

This appraisal does not employ any extraordinary assumptions.

HYPOTHETICAL CONDITIONS

For a definition of Hypothetical Conditions please see the Glossary of Terms & Definitions. The use of hypothetical conditions, if any, might have affected the assignment results.

This appraisal does not employ any hypothetical conditions.

This letter is invalid as an opinion of value if detached from the report, which contains the text, exhibits, and Addenda.

Respectfully submitted,

CUSHMAN & WAKEFIELD WESTERN, INC.

Kenneth E. Matlin, MAI, SRA, ASA
Senior Director
CA Certified General Appraiser
License No. AG002022
ken.matlin@cushwake.com
(408) 572-4140 Office Direct
(408) 434-1554 Fax

SETTLEMENT AGREEMENT AND MUTUAL RELEASESPREAMBLE

This SETTLEMENT AGREEMENT AND MUTUAL RELEASES (hereinafter this "Agreement") is entered into this 29th day of July, 1998, in the City of San Mateo, County of San Mateo, California, by and among the CITY OF SAN MATEO, a municipal corporation ("CITY"), REDEVELOPMENT AGENCY OF THE CITY OF SAN MATEO, a local agency ("AGENCY"), JACKSON AMADOR ASSOCIATES, a California general partnership and its general partners KENT T. WOODSELL and WILLIAM J. BISHOP, KENT T. WOODSELL and WILLIAM J. BISHOP as individuals, (collectively "JACKSON AMADOR"); KTW PROPERTIES, INC., a California corporation ("KTW") and MID-PENINSULA BANK, a California banking corporation ("BANK"), all of whom are hereinafter collectively called, "Parties";

RECITALS

I. WHEREAS, the property that is the subject of this Agreement is all of that certain real property commonly known as 400 E. Fourth Avenue, San Mateo, California, being the property bounded by Fourth Avenue, Claremont Street, Fifth Avenue and Railroad Avenue in the City of San Mateo, and is more particularly described in Exhibit A attached hereto including any and all improvements thereon ("Subject Property"); and

II. WHEREAS, on August 29, 1997, JACKSON AMADOR filed a Petition for Writ of Mandate and Complaint for Damages for Violation of Civil Rights and Inverse Condemnation against CITY as defendant bearing San Mateo County Superior Court Action No. 401877 ("First Action"); and

III. WHEREAS, on February 3, 1998, AGENCY filed a Complaint in Eminent Domain against JACKSON AMADOR, KTW PROPERTIES, INC. and MID-PENINSULA BANK and other defendants bearing San Mateo County Superior Court Action No. 403609 ("Direct Condemnation Action"); and

IV. WHEREAS, on May 12, 1998, JACKSON AMADOR filed a Cross-Complaint in the Direct Condemnation Action (No. 403609) against AGENCY and CITY for alleged violation of the Brown Act ("Cross-Complaint"); and

V. WHEREAS, the First Action, the Direct Condemnation Action and the Cross-Complaint will hereinafter collectively be referred to as the "Litigation"; and

VI. WHEREAS, on or about August 8, 1997, JACKSON AMADOR as Landlord entered a lease with Kinko's, Inc., a Delaware corporation ("KINKO'S"), leasing, inter alia, approximately 5,600

square feet of floor area on the Subject Property to KINKO'S as Tenant and on or about September 15, 1997, JACKSON AMADOR as Lessor entered a lease with Aguirre International, a California corporation ("AGUIRRE"), leasing, inter alia, approximately 7,180 square feet of floor area on the Subject Property to AGUIRRE as Lessee. These leases are hereinafter collectively called "Leases"; and

VII. WHEREAS, the Litigation and causes of action alleged therein involve arguable and disputed questions of fact and law; and

VIII. WHEREAS, the Parties desire to resolve all aspects of the Litigation and to release each other from all possible past, present and future liability, known and unknown, in connection with the Subject Property and the Litigation; and

IX. WHEREAS, all Parties desire and intend to release each and every, all and singular, of the Parties from any further or future claims for equitable relief, compensation and/or damages relating to or in any way connected with the Subject Property or the Litigation upon the execution of this Agreement by all Parties and the full and complete payment and performance of other acts to be performed as provided hereunder; and

X. WHEREAS, it is the intention of JACKSON AMADOR and KTW to dismiss, or cause to be dismissed, with prejudice, the First Action and the Cross-Complaint, and it is the intention of JACKSON AMADOR, KTW and BANK to file disclaimers in the Direct Condemnation Action, and to settle all disputes in connection therewith and in connection with the Subject Property with finality and without resort to further or additional litigation;

AGREEMENT

NOW, THEREFORE, in consideration of the terms, conditions and covenants herein set forth, and for other valuable consideration, receipt of which is hereby acknowledged, all of the Parties hereby agree as follows:

1. Preliminary Terms

The Preamble and all Recitals above stated are hereby incorporated by reference as though fully set forth here.

2. Payment

AGENCY shall pay to JACKSON AMADOR, KTW and BANK the total sum of Five Million Dollars (\$5,000,000.00). The payment required to be made to JACKSON AMADOR, KTW and BANK will be paid through escrow within thirty (30) days of the complete execution

of this Agreement by all Parties, upon the conveyance by Grant Deed of fee title to the Subject Property to the AGENCY, and the performance of other acts as herein provided. AGENCY intends to make a portion of said payment in at least the amount of \$3,500,000 from the deposit made by AGENCY in the Direct Condemnation Action and JACKSON AMADOR, KTW and BANK will cooperate with AGENCY and execute all necessary documents and stipulations to facilitate withdrawal of the deposit by AGENCY.

3. Transfer of Ownership

In consideration of the Five Million Dollars (\$5,000,000.00) payment, JACKSON AMADOR, KTW and BANK shall convey fee title, insurable by a CLTA Standard Coverage Policy, to the Subject Property free and clear of any and all liens except those approved by AGENCY prior to close at escrow, including but not limited to, any and all liens created by labor, work, materials or supplies provided to the Subject Property before title is conveyed, and encumbrances, excepting the Leases and such other encumbrances as may be approved by AGENCY prior to close of escrow, by Grant Deed in the form set forth in Exhibit B attached hereto to the AGENCY. This transfer is in lieu of Judgment in Eminent Domain in the Direct Condemnation Action and is made under threat of condemnation.

4. Opening of Escrow

An escrow has been opened to consummate the transfer of the Subject Property according to the terms of this Agreement at the office of First American Title Company at 555 Marshall Street, Redwood City, California, Title Officer Tina Davis, Escrow No. 437489CI. Written escrow instructions in accordance with the terms of the Agreement shall be prepared by the Parties, and the instructions shall be signed by the Parties and delivered to the escrow holder within 15 business days of execution of this Agreement. The Parties shall also deposit with the escrow holder all instruments, documents, and other items (i) identified by this Agreement and in the escrow instructions or (ii) reasonably required by the escrow holder to close the sale on the closing date specified below.

5. Closing Date

The escrow shall be closed on the date the Grant Deed conveying the Subject Property is recorded. Escrow shall close no sooner than July 17, 1998 and, unless the closing date is extended in writing, no later than August 17, 1998. However, if there are any reasonable delays in withdrawing from the deposit made by AGENCY in the Direct Condemnation Action the amount of \$3,500,000 referenced in Paragraph 2 by August 17, 1998, the

Parties agree that they will extend the closing date to a reasonable date.

6. Prorations and Credits

The following shall be prorated between the Parties on the basis of a thirty (30) day month as of the date which escrow closes; real property taxes, special assessments, rent from the Leases and other items customarily prorated. AGENCY shall further credit and pay to JACKSON AMADOR's benefit through escrow the \$1,700.00 cash bond being held by the CITY for landscape installation on the Subject Property.

7. Closing Costs

AGENCY shall pay escrow and all other closing costs with respect to the transfer of the Subject Property, including but not limited to, escrow fees, title insurance premium, recording fees and transfer tax, if any.

8. Assignment of Leases, Estoppel Certificate and Delivery of Deposits

JACKSON AMADOR shall assign all of their/its right, title and interest in the Leases to AGENCY by forthwith executing and delivering to AGENCY through escrow the Assignment and Assumption of Leases, a copy of which is attached hereto and marked as Exhibit C (the "Assignment"). JACKSON AMADOR shall also use reasonable efforts to obtain and deliver through escrow signed estoppel certificates from KINKO'S and AGUIRRE and shall deliver through escrow all deposits and prepaid rent paid to JACKSON AMADOR pursuant to the Leases and all evidence of insurance and other writings required to be provided to JACKSON AMADOR by KINKO'S and AGUIRRE under the Leases. If the Leases have not been terminated by the acquisition of the Subject Property by the AGENCY, AGENCY shall assume JACKSON AMADOR's obligations under said Leases, as successor Lessor, and in any event JACKSON AMADOR and AGENCY shall execute and deliver the executed Assignment to each other through escrow.

9. No Interference

JACKSON AMADOR, KTW, BANK, KENT T. WOODSELL and WILLIAM J. BISHOP and their agents, employees and assigns will not at any time pursue any action, take any action or encourage, participate in or cooperate in any action whatsoever to inhibit or in anyway interfere with the AGENCY's acquisition of the Subject Property, including any leasehold interests in the Subject Property, or the AGENCY's or CITY's use of the Subject Property for any purpose.

10. Separate Responsibility of the Parties

The Parties shall be responsible for their own Litigation Expenses as defined in C.C.P. Section 1235.140, and, except as expressly provided in this Agreement, all other of their attorneys and other fees, costs and expenses.

11. Disclaimers

JACKSON AMADOR, KENT T. WOODELL, WILLIAM J. BISHOP, KTW PROPERTIES, INC. and MID-PENINSULA BANK shall execute and deliver through escrow to AGENCY Disclaimers in the Direct Condemnation Action in the form set forth in Exhibit D attached hereto, thereby disclaiming any further right, title or interest in the Direct Condemnation Action or in the Subject Property, or to any further compensation for the taking of the Subject Property or damages, which Disclaimers may be filed by AGENCY in the Direct Condemnation Action.

12. Dismissals with Prejudice

JACKSON AMADOR shall execute and deliver through escrow to AGENCY and CITY dismissal of the First Action, with prejudice, and dismissal of the Cross-Complaint, with prejudice.

13. General Release

In consideration for the payment made to and by the Parties as set forth in Paragraph 2 above, and in addition to the other covenants set forth herein, all Parties hereto hereby completely release and forever discharge all other and remaining Parties hereto, their past, present and future officers, council persons, board members, directors, shareholders, insureds, attorneys, beneficiaries, agents, servants, representatives, employees, subsidiaries, affiliates, partners, predecessors and successors in interest and assigns, and all other persons, firms or corporations with whom or which any of them have been, are now, or may hereinafter be affiliated, of and from any and all past, present or future claims, causes of action, suits, proceedings, demands, costs, damages, liability, losses of services, expenses and compensation of any nature whatsoever, (collectively "Claims"), whether known or unknown, foreseeable or unforeseeable, absolute or contingent, and whether based on tort, equitable relief, condemnation, inverse condemnation, Civil Rights Act violations, contract or on any other theories of recovery, and whether for equitable, compensatory or punitive damages, which any party hereto now has or which any party hereto may hereinafter accrue or otherwise acquire on account of, or in any way growing out of, or which is the subject of, the Litigation, related proceedings and/or the Subject Property. This Release on the part of all Parties hereto shall be a fully

binding and complete settlement between all Parties hereto, and is intended by the Parties to be construed in its broadest sense and for broadest effect, without exception or reservation whatsoever.

14. "As-Is" Sale

The AGENCY hereby acknowledges and agrees that neither JACKSON AMADOR, nor anyone acting for or on behalf of JACKSON AMADOR, has made any representations, warranties, promises or statements to the AGENCY concerning the condition or any other aspect of the Subject Property, except as otherwise specifically provided in this Agreement. The AGENCY further acknowledges and agrees that the condition of the Subject Property has been independently verified by the AGENCY to its full satisfaction, that the AGENCY will be acquiring the Subject Property based solely upon and in reliance on its own investigations, analyses and conclusions and those of their advisors, and that the AGENCY WILL BE ACQUIRING The Subject Property IN ITS "AS-IS" CONDITION INCLUSIVE OF ALL FAULTS AND DEFECTS, WHETHER KNOWN OR UNKNOWN AS MAY EXIST AS OF THE CLOSE OF ESCROW. Without limiting the scope or generality of the foregoing, as to JACKSON AMADOR and its predecessors in interest the AGENCY expressly assumes the risk that (A) the Subject Property does not or will not comply with any applicable federal, state, or local laws, statutes, ordinances, codes, rules, regulations, orders, permits, licenses, or decrees of any type or kind, or any other governmental requirements; and (B) adverse physical, environmental, financial and legal conditions (including, without limitation, the existence of hazardous materials at the Subject Property) may not be revealed by the AGENCY'S investigation of the Subject Property.

Without limiting the scope or generality of the foregoing, the AGENCY hereby fully and forever waives, and JACKSON AMADOR hereby fully and forever disclaims, all warranties of whatever type or kind with respect to the Subject Property including the present condition or construction of any and all improvements thereon, whether express, implied or otherwise including, without limitation, those of fitness for a particular purpose, tenantability, habitability or use.

Without limiting the scope or generality of the foregoing releases, the AGENCY hereby acknowledges and agrees that the Claims being released by the AGENCY hereunder include, without limitation, any and all Claims that the AGENCY now has or may have or which may arise in the future against JACKSON AMADOR or KTW arising out of, directly or indirectly, or in any way connected with the condition of the buildings and any other improvements on or to the Subject Property and to the extent not already covered by the foregoing, the use, maintenance

development, construction, ownership or operation of the Subject Property by JACKSON AMADOR or any predecessor(s) in interest in the Subject Property of JACKSON AMADOR.

The AGENCY further acknowledges that any information including, without limitation, any engineering reports, architectural reports, feasibility reports, marketing reports, soils reports, environmental reports, analyses or data, or other similar reports, analyses, data or information of whatever type or kind which the AGENCY has received or may receive from JACKSON AMADOR or its agents or consultants (collectively, the "Property Related Materials") are furnished without warranty of any kind by JACKSON AMADOR and on the express condition that the AGENCY makes their own independent verification of the accuracy, reliability and completeness of such information and that the AGENCY will not rely thereon.

Accordingly, the AGENCY agrees that under no circumstances will it make any claim against, bring any action, cause of action or proceeding against, or assert any liability upon, JACKSON AMADOR, its predecessors in interest (including without limitation the Pederson Family Trust) or its employees and the AGENCY hereby fully and forever releases, acquits and discharges JACKSON AMADOR of and from, any such claims, actions, causes of action, proceedings or liability, whether known or unknown related to the condition of the Subject Property. This waiver of claims and release by the AGENCY expressly does not include non-employees of JACKSON AMADOR who provided labor, work, services, materials or supplies to the Subject Property.

15. Assignment of Claims and Warranties by Others

Effective upon the close of escrow JACKSON AMADOR hereby assigns to the AGENCY all warranties relative to the Subject Property or improvements thereon, whether express, implied or otherwise including, without limitation, those of fitness for a particular purpose, tenantability, habitability, use or for labor, work, services, materials or supplies provided to or for the Subject Property.

16. Waiver of Rights Under Civil Code Section 1542

All rights under Section 1542 of the Civil Code of the State of California are hereby expressly waived by all Parties hereto. Said Section of the Civil Code provides as follows:

"A GENERAL RELEASE DOES NOT EXTEND TO CLAIMS WHICH THE CREDITOR DOES NOT KNOW OR SUSPECT TO EXIST IN HIS FAVOR AT THE TIME OF EXECUTING THE RELEASE, WHICH IF KNOWN BY HIM,

MUST HAVE MATERIALLY AFFECTED HIS SETTLEMENT WITH THE DEBTOR."

17. Mutuality

All Parties hereto hereby expressly and implicitly acknowledge and agree that this document is a mutual settlement and release, and each party for himself, or herself or itself expressly waives any and all claims, cross-claims, demands and causes of action against each other, several and all Parties hereto, and assume the risk of waiving any and all claims for damages which exist as of this date against any and all of the remaining Parties on account of, or in any way growing out, or which is the subject of the Litigation, related proceedings and/or the Subject Property. It is understood and agreed that each Party hereto has accepted payment of the sums herein specified and/or other consideration hereunder, as a full, complete, total and final compromise and settlement of all matters involving disputed issues of law and fact between themselves and the remaining Parties hereto relating to or arising from the Litigation or Subject Property.

18. Miscellaneous Provisions

A. Each signatory to this Agreement represents and warrants that he/she is competent and authorized to enter into this Agreement on behalf of the party for whom he/she purports to sign.

B. Each signatory represents and warrants that prior to entering into this Agreement, he/she/it had the benefit of counsel and that he/she/it has voluntarily executed this Agreement with full knowledge of its significance.

C. In the event that any action is brought by any party to this Agreement against any other party hereto for breach of this Agreement or to interpret or enforce the terms of this Agreement, the prevailing party shall be entitled to reasonable attorneys' fees and other expenses and costs reasonably incurred in addition to any other relief to which that party may be entitled.

D. This Agreement constitutes the entire understanding between the Parties with respect to the matters set forth herein, and upon its full execution supersedes any and all prior agreements and arrangements. This Agreement may be modified only by a writing signed by all Parties.

E. This Agreement shall be binding upon and inure to the benefit of the Parties hereto and their respective heirs, beneficiaries, executors, administrators, employees, officers,

directors, council members, board members, shareholders, agents, attorneys, insurers, representatives, and assigns.

F. This Agreement shall be interpreted in accordance with and governed in all respects by the laws of the State of California.

G. Venue of any litigation instituted hereunder shall be San Mateo County, California.

H. If any provision or any part of any provision of this Agreement is for any reason held to be invalid, unenforceable or contrary to public policy, law or statute, then the remainder of the Agreement shall not be affected thereby and shall remain valid and fully enforceable.

I. This Agreement is the product of negotiations between the Parties and their respective attorneys. Each of the Parties hereto expressly acknowledges and agrees that this Agreement shall be deemed to have been mutually prepared so that the rule of construction to the effect that ambiguities are to be resolved against the drafting party shall not be employed in the interpretation of this Agreement.

J. This Agreement may be executed in counter-parts, and once executed by all Parties shall constitute an agreement which shall be binding upon all Parties hereto, notwithstanding that the signature of all Parties do not appear on the same page.

K. All promises, covenants, obligations, releases and conditions described in this Agreement shall survive delivery of the Grant Deed and the close of escrow.

19. Further Documents

The Parties agree to forthwith execute all documents necessary to carry out the terms of this Agreement.

20. No Third Party Benefits

This Agreement is solely for the benefit of the Parties to this Agreement and is not intended to benefit any third party except as specifically identified in the Preamble or as a released person in Paragraphs 13 and 14, and no such unidentified third party shall be a third party beneficiary to this Agreement.

21. No Prior Assignment of Claims

Each party hereto acknowledges, represents and warrants that it has not assigned, sold or otherwise transferred any claim being released hereunder.

WHEREFORE, the Parties hereto have executed this Mutual Release and Settlement Agreement as of the date first above written.

ROY C. ABRAMS, APPROVED AS TO
FORM ONLY

CITY OF SAN MATEO

By Roy C Abrams
ROY C ABRAMS, CITY ATTORNEY
OF THE CITY OF SAN MATEO AND
ATTORNEY FOR REDEVELOPMENT
AGENCY OF THE CITY OF SAN MATEO

BY Sue Lopez
ITS: MAYOR

TURNER & MULCARE,
APPROVED AS TO FORM ONLY

REDEVELOPMENT AGENCY OF THE
CITY OF SAN MATEO

By Ronald J. Mulcare
RONALD J. MULCARE
ATTORNEYS FOR CITY OF SAN MATEO
AND REDEVELOPMENT AGENCY OF THE
CITY OF SAN MATEO

BY Sue Lopez
ITS: CHAIR

MILLER, STARR & REGALIA,
APPROVED AS TO FORM ONLY

JACKSON AMADOR ASSOCIATES,
a California general
partnership

BY Basil S. Shiber
BASIL S. SHIBER
ATTORNEYS FOR KENT T. WOODSELL,
WILLIAM J. BISHOP, JACKSON AMADOR
AND KTW PROPERTIES, INC.

BY William S. Bishop
ITS: PARTNER

BY William S. Bishop
ITS: PARTNER

KTW PROPERTIES, INC., a
California corporation

BY [Signature]
ITS: [Signature]

[Signature]
KENT T. WOODELL

[Signature]
WILLIAM J. BISHOP

MID-PENINSULA BANK, a
California banking
corporation

BY _____
ITS: _____

ROBERTSON, LEWIS & DECKARD,
APPROVED AS TO FORM ONLY

BY _____
BRUCE W. ROBERTSON
ATTORNEYS FOR MID-PENINSULA
BANK

EXHIBIT A

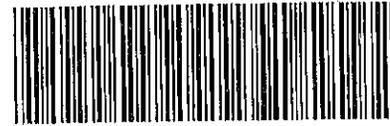
All that real property situated in the City of San Mateo, County of San Mateo, State of California, as follows:

All of Block 15, as shown on Parcel Map No. 324, filed in the Office of the County Recorder of San Mateo County, State of California, on February 7, 1991 in Book 64 of Parcel Maps at page(s) 52 and 53.

A.P.N. No. 034-183-060

JPN 034 018 183 01 A
034 018 183 02 A
034 018 183 05 A

Order No.
Escrow No. 437489CI
Loan No.



OFFICIAL RECORDS OF SAN MATEO COUNTY
ASSESSOR-COUNTY CLERK-RECORDER
WARREN SLOCUM

Recorded at Request of
FIRST AMERICAN TITLE COMPANY

98-129160 08/14/98 08:00

Recording Fee: _____ FROMHAMMED

WHEN RECORDED MAIL TO:

Redevelopment Agency of the
City of San Mateo
330 West 20th Avenue
San Mateo, CA 94402

DOCUMENTARY TRANSFER TAX \$, exempt- Code 6103

SPACE ABOVE THIS LINE FOR RECORDER'S USE

___ Computed on the consideration or value of property conveyed; OR
___ Computed on the consideration or value less liens or encumbrances remaining at time of sale.

As declared by the undersigned Grantor
Signature of Declarant or Agent determining tax - Firm Name

conveyance to a government agency
034 183 060

GRANT DEED

JPN #

FOR A VALUABLE CONSIDERATION, receipt of which is hereby acknowledged,

Jackson-Amador Associates, a California General Partnership

hereby GRANT(S) to

Redevelopment Agency of the City of San Mateo

the real property in the City of San Mateo
County of San Mateo, State of California, described as

SEE LEGAL DESCRIPTION ATTACHED HERETO AND MADE A PART HEREOF

Dated August 3, 1998

STATE OF CALIFORNIA }
COUNTY OF San Mateo }ss.

On Aug. 7, 1998 before me,
Tina M. Davis
personally appeared Kent T. Woodell and William J. Bishop

Jackson-Amador Associates, a California General Partnership

By: Kent T. Woodell, general partner

By: William J. Bishop, general partner

personally known to me (or proved to me on the basis of satisfactory evidence) to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s) or the entity upon behalf of which the person(s) acted, executed the instrument. WITNESS my hand and official seal.

Signature Tina M. Davis



MAIL TAX STATEMENTS TO:

SAME AS ABOVE

09-11-98

LEGAL DESCRIPTION

All of Block 15, as shown on Parcel Map No. 324, filed in the office of the County Recorder of San Mateo County, State of California, on February 7, 1991 in Book 64 of Parcel Maps at page(s) 52 and 53.

A.P.No.: 034-183-060

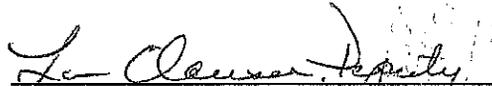
JPN 034 018 183 01 A
034 018 183 02 A
034 018 183 05 A

034-183-060

CERTIFICATE OF ACCEPTANCE

This is to certify that the interest in real property conveyed by deed or grant dated August 3, 1998 from Jackson-Amador Associates to the Redevelopment Agency of the City of San Mateo, California, a political corporation, and/or Governmental Agency, is hereby accepted by the undersigned officer or agent in behalf of the Redevelopment Agency of said City of San Mateo pursuant to authority conferred by Resolution No. 154 (1977) of the said City Council adopted on August 15, 1977, and recorded October 28, 1977, in Volume 7643 at Page 435, Official Records of San Mateo County, and the grantee consents to recordation thereof by its duly authorized officer.

Dated: August 3, 1998


NORMA GOMEZ, SECRETARY

D7-98
Govt. Entity
Acquiring Title
Tax Exempt
Effect. 11/10/69
APN: 034 183 060
JPN: 034 018 183 01 A
JPN: 034 018 183 02 A
JPN: 034 018 083 05 A
Govt. Code. Sec. 27281

daily\jksnamdr

051521-22

Form No. 1402.92
(10/17/92)
ALTA Owners Policy
Schedule A

SCHEDULE A

Policy No. SM-437489

Amount of Insurance \$5,000,000.00

Premium \$4,750.00

Date of Policy: August 14, 1998 at 8:00 a.m.

1. Name of Insured:

REDEVELOPMENT AGENCY OF THE CITY OF SAN MATEO

2. The estate or interest in the land which is covered by this policy is:

A FEE

3. Title to the estate or interest in the land is vested in:

REDEVELOPMENT AGENCY OF THE CITY OF SAN MATEO

4. The land referred to in this Policy is situated in the State of California, County of San Mateo, City of San Mateo and is described as follows:

All of Block 15, as shown on Parcel Map No. 324, filed in the office of the County Recorder of San Mateo County, State of California, on February 7, 1991 in Book 64 of Parcel Maps at page(s) 52 and 53.

Form No. 1402.92
(10/17/92)
ALTA Owners Policy
Schedule B

SCHEDULE B

EXCEPTIONS FROM COVERAGE

This policy does not insure against loss or damage (and the Company will not pay costs, attorneys' fees or expenses) which arise by reason of:

1. Taxes or assessments which are not shown as existing liens by the records of any taxing authority that levies taxes or assessments on real property or by the public records.
2. Any facts, rights, interests, or claims which are not shown by the public records but which could be ascertained by an inspection of said land or by making inquiry of persons in possession thereof.
3. Easements, claims of easement or encumbrances which are not shown by the public records.
4. Discrepancies, conflicts in boundary lines, shortage in area, encroachments, or any other facts which a correct survey would disclose, and which are not shown by public records.
5. Unpatented mining claims; reservations or exceptions in patents or in Acts authorizing the issuance thereof; water rights, claims or title to water.
6. Any lien, or right to a lien, for services, labor or material theretofore or hereafter furnished, imposed by law and not shown by the public records.
7. **General and Special Taxes** for the fiscal year 1998-99, now a lien, amount not yet ascertainable.
8. **The Lien of Supplemental Taxes** assessed pursuant to Chapter 3.5, commencing with Section 75 of the California Revenue and Taxation Code.
9. **NOTICE** of San Mateo City Downtown Redevelopment Project recorded July 10, 1981, Series No. 65717-AS.

10. **PROCEEDINGS** pending in the Superior Court of the State of California in and for the County of San Mateo, Case No. 403609, entitled, "Redevelopment Agency of the City of San Mateo, a Local Agency, Plaintiff(s), vs Jackson Amador Associates, a California general partnership, KTW Properties, Inc., a California corporation, Pederson Arnold Trust Aguirre International, a California corporation, Kinko, Inc., a California corporation, Mid-Peninsula Bank, a California banking corporation, Does I-XXX inclusive; and all persons unknown claiming an interest in the property described in the complaint, Defendant(s)." The object of which is eminent domain for the public purpose of public parking.

Attorneys: Roy C. Abrams (SB# 47369) Dennis Beougher (SB#103388),
Redevelopment Agency of The City of San Mateo, 330 West 20th
Avenue, San Mateo, CA 94403

Telephone: (650) 377-3305

LIS PENDENS recorded March 3, 1998 under Document No. 98028016 of Official Records of San Mateo County, California.

11. **EASEMENT** over the herein described property, as granted in Deed:

From: Jackson-Amador Associates, a California general partnership

To: Pacific Gas and Electric Company, a California corporation

Dated: April 29, 1998

Recorded: July 1, 1998

Document No.: 98103943 of Official Records of San Mateo County, California.

Grants Easement for underground conduits, pipes, manholes, service boxes, wires, cables, and electrical conductors; aboveground marker posts, risers, and service pedestals; underground and aboveground switches, fuses, terminals, and transformers with associated concrete pads; and fixtures and appurtenances necessary to any and all thereof.

Affects 10 foot strip in southern portion of the land.

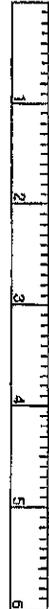
NOTE: General and Special Taxes for the fiscal year 1997-1998, in the amount of \$8,520.12 each installment, has been paid in full.

Code Area: 012-023

A.P. No.: 034-183-060

This map may not be a survey of the land shown. You should not rely upon it for any purpose other than orientation to the general location of the parcel or parcels depicted. First American expressly disclaims any liability for alleged loss or damage which may result from reliance upon this map.

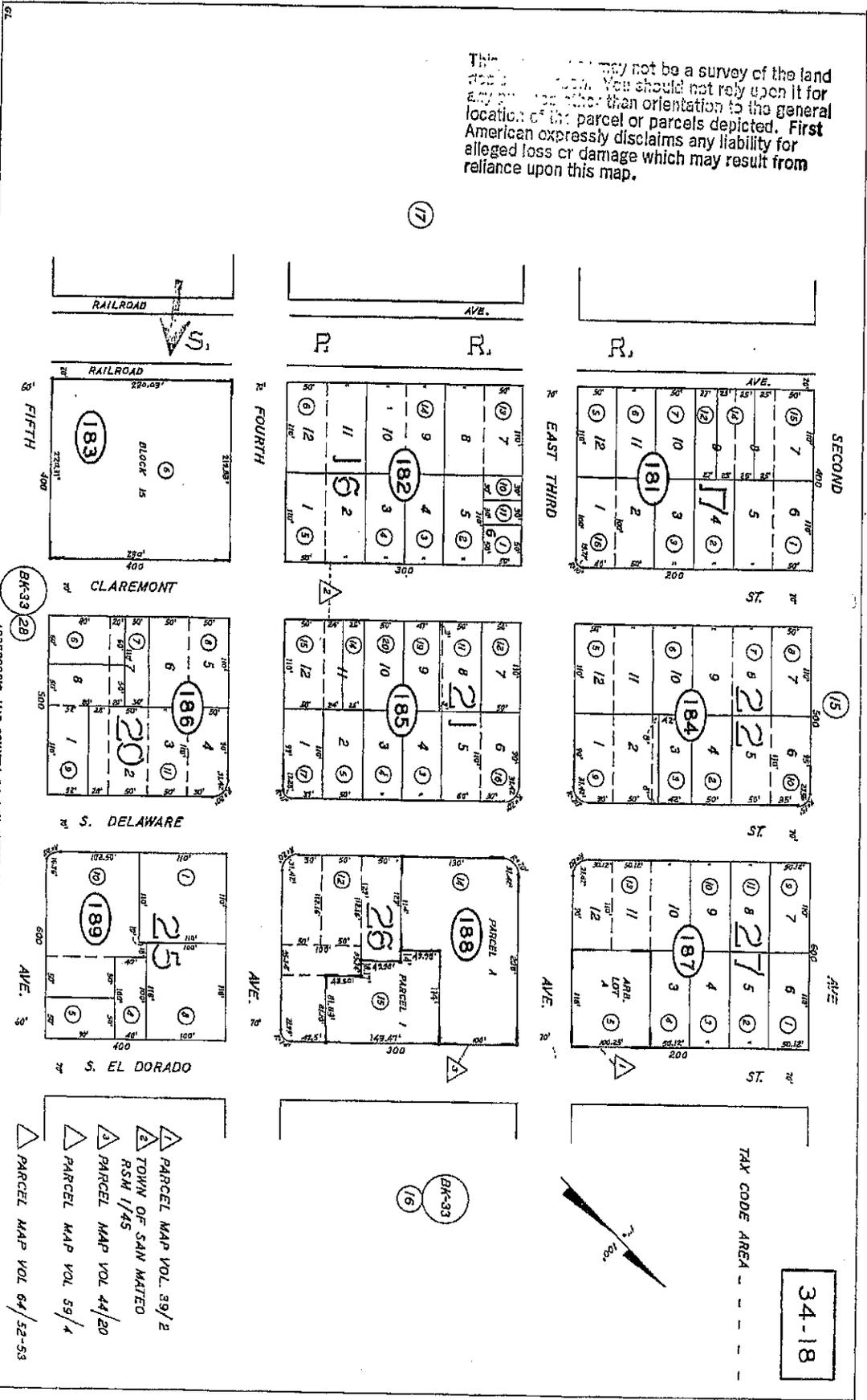
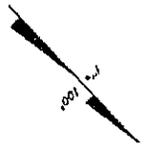
TRW•REDI
1-800-345-7334



SCALE IN 1/10 OF AN INCH

34-18

TAX CODE AREA



ASSESSOR'S MAP COUNTY OF SAN MATEO, CA.

- ▲ PARCEL MAP VOL. 39/2
- ▲ TOWN OF SAN MATEO RSM 1/45
- ▲ PARCEL MAP VOL. 44/20
- ▲ PARCEL MAP VOL. 59/4
- ▲ PARCEL MAP VOL. 64/52-53



560 S. WINCHESTER BOULEVARD, SUITE 200
SAN JOSE, CA 95128

February 24, 2013

Ms. Lisa Grote
Community Development Director
City of San Mateo
330 West 20th Street
San Mateo, CA 94403

Re: Appraisal of Real Property
In a Self-Contained Report

480 E. 4th Avenue
San Mateo, San Mateo County, CA 94401

C&W File ID: 13-38010-900112-005

Dear Ms. Grote:

In fulfillment of our agreement as outlined in the Letter of Engagement, we are pleased to transmit our appraisal of the above property in a self-contained report dated February 24, 2013. The effective date of value is February 20, 2013.

This appraisal report has been prepared in accordance with our interpretation of your institution's guidelines and the *Uniform Standards of Professional Appraisal Practice* (USPAP).

The subject property comprises a full city block bounded by E. 4th Avenue, E. 5th Avenue, Railroad Avenue, and Claremont Street in the San Mateo CBD. The Cal Train rail line runs just west of the subject site.

A portion of the subject site is designated as a CPID parking facility. The portion affected comprises approximately 32,573 square feet. The portion not designated as a CPID parking facility comprises approximately 18,000 square feet and is reportedly the foundation of the former Kinko's store.

It is our understanding that lots designated as CPID parking facilities provide parking to property owners who paid in lieu of parking fees rather than provide for on-site parking in the downtown district. While this is a legal issue and we certainly recommend a legal opinion on this issue, it is our opinion that due to the constraints of the CPID parking district, that the portion of the subject parcel designated as a CPID parking facility may not be used for other purposes other than parking. Therefore, as parking is the only obvious use, the value of the subject site would be severely diminished as development on the property could not be entertained as a potential use.

The value impact of this requirement and the subject's value exclusively as a parking lot can only be evaluated through an in depth parking study of downtown San Mateo. It is beyond the scope of this assignment to complete a parking study and it is not within our capabilities to complete such a study.

The purpose of this appraisal is to estimate the market value of the subject site for potential disposition due to dissolution of the Redevelopment Agency in the City of San Mateo as a result of AB X1 28. Currently, ownership of the subject site is held by the Redevelopment Agency. It is our understanding that the City of San Mateo or a successor agency will take ownership of the subject. We understand that in such cases, properties were to be sold. However, it is also our understanding, that if they are used for public use, these properties may be excluded from sale. It is our opinion that the current use of the subject is a public use.

As such, we have completed our appraisal of the subject property with the hypothetical condition that it can be developed to its highest and best use without the requirements to provide parking for the CPID.

Based on the agreed-to Scope of Work, and as outlined in the report, we developed the following opinion of Market Value:

Value Conclusions			
Appraisal Basis	Real Property Interest	Date of Value	Value
Market Value As-Is	Fee Simple	2/20/2013	\$5,100,000

Compiled by Cushman & Wakefield Western, Inc.

The value opinion in this report is qualified by certain assumptions, limiting conditions, certifications, and definitions. The value opinion in this report is qualified by the following extraordinary assumptions and hypothetical conditions.

EXTRAORDINARY ASSUMPTIONS

For a definition of Extraordinary Assumptions please see the Glossary of Terms & Definitions. The use of extraordinary assumptions, if any, might have affected the assignment results.

This appraisal does not employ any extraordinary assumptions.

HYPOTHETICAL CONDITIONS

For a definition of Hypothetical Conditions please see the Glossary of Terms & Definitions. The use of hypothetical conditions, if any, might have affected the assignment results.

We used the hypothetical condition that there is no impact from the CPID and the subject can be developed to its highest and best use. This appraisal does not employ any further hypothetical conditions.

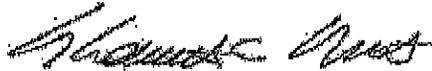
MS. LISA GROTE
CITY OF SAN MATEO
FEBRUARY 24, 2013
PAGE 3

CUSHMAN & WAKEFIELD WESTERN, INC.

This letter is invalid as an opinion of value if detached from the report, which contains the text, exhibits, and Addenda.

Respectfully submitted,

CUSHMAN & WAKEFIELD WESTERN, INC.



Kenneth E. Matlin, MAI, SRA, ASA
Senior Director
CA Certified General Appraiser
License No. AG002022
ken.matlin@cushwake.com
(408) 672-4140 Office Direct
(408) 434-1554 Fax



ADMINISTRATIVE REPORT

ATTACHMENT 22

AGENDA ITEM # 2

MTG. DATE 2-02-97

TO: Chair and Redevelopment Agency

APPROVED BY: [Signature]

DATE: January 21, 1997

B.E. Kautz, Comm. Dev. Dir.

SUBMITTED BY: [Signature]
Diana Whitecar, Econ. Dev. & Business Assist. Mgr.

[Signature]
A. Croce, City Manager

SUBJECT: **PUBLIC HEARING ON THE ACQUISITION OF PEDERSEN ARNOLD PROPERTY AT 5TH AVENUE AND CLAREMONT STREET FOR PUBLIC PARKING**

RECOMMENDATION

That the City Council

- 1) Adopt Resolution No. __-, approving the Negative Declaration based upon the findings in the Declaration and the Resolution of Necessity, and
- 2) Adopt Resolution No. __, a Resolution of Necessity authorizing the commencement of eminent domain proceedings, requesting an Order of Immediate Possession, and acquiring fee simple interest that includes the existing leases for the Pedersen Arnold site at 5th Avenue and Claremont Street, commonly known as 900 East Fourth Avenue.

SUMMARY

The purpose of this report is to describe the importance of adding additional surface parking (Exhibit A) in meeting the City and Agency's redevelopment objectives. Acquisition of an additional public parking site is a necessary component to successful redevelopment and revitalization of the downtown. In particular, additional parking will help further the proposed cinema project on the Main Street Garage site and enable the City to create additional parking for all uses on the east side of downtown and in the B Street and railroad corridors.

BACKGROUND

Parking as a Redevelopment Objective

In significant part, the focus of the City's recent redevelopment plan amendments was to stimulate development in the B Street and railroad corridors. The creation of public parking is included as a potential public redevelopment project in the Downtown Redevelopment Plan. The Downtown Specific Plan contemplates, as a parking policy (CP-12), the demolition of the Main Street Garage if replacement parking can be provided and if a replacement use for the site is identified. In addition, the City adopted recommendations in the Transit Center and Main Street Garage Study (1994), suggesting that the long term benefits to removing the Garage should include the potential redevelopment of prime downtown property, uses which would encourage pedestrian traffic and

economic benefits to downtown. The Study also requires replacement parking if there is any construction on the Main Street Garage site.

In addition to these City objectives, the creation of additional parking has been a high priority for the Downtown San Mateo Association (DSMA). The 1997 – 1998 DSMA Market Plan lists as its first five-year priority “to have additional parking in downtown.” More specifically, the 1997 – 1998 DSMA goals identify the retention of the Main Street Garage “unless equal or more parking is provided nearby” as the highest priority. The second goal is to retain current levels of parking and “provide new parking facilities ... on Main Street, North and South B Street, the Transit Station, east of the railroad tracks...”.

Recent Redevelopment Activities

In December 1996 the City Council directed staff to concentrate in the B Street area to energize the private sector with the proposed 1997-redevelopment bonds. At the time it was felt that a cinema could not be accomplished until after 2000. In lieu of this, several development options were considered, such as expansion of the Transit Center Project to include the properties at 1st Avenue and B Street. This would have increased the underground parking and provided an area for a public space or new private development that would create a stronger connection between the Transit Center and B Street. However, this would involve the purchase, probably through eminent domain, of private properties and business relocation.

In mid 1997, several cinema operators contacted the city about the potential for a downtown cinema. These inquiries came from both first run commercial and art and foreign film exhibitors. Staff ultimately received a proposal from Century Cinemas for the Main Street Garage site and from Camera Cinemas, an independent theater exhibitor in San Jose, for rehabilitation of the B Street commercial area of the 101 Ellsworth project. Based on the level of interest from exhibitors, staff recommended on November 10, 1997, that the city proceed with a Request for Proposal for a cinema on the Main Street Garage site to take advantage of the strong movie theater development environment existing today.

As potential cinema development was more seriously considered, a closer look at the parking options was also evaluated. The Transit Center Study indicated that removal of the Main Street Garage needed to be preceded by the identification of replacement parking. Other problems identified during this evaluation were the need to phase various proposals for parking construction given that existing parking may need to be removed temporarily to build new parking. (For instance, the existing 150-space Caltrain site will not be available while the 230-space Transit Center is under construction).

Pedersen Arnold Site

The Pedersen Arnold site has consistently been mentioned as a key site for parking and for the redevelopment of the railroad corridor and the east side of downtown. Ideally, redevelopment of the site could be accomplished on a cooperative basis by the private and public sectors. At a study session in May 1996, the City offered to work with the property owner to evaluate his market studies and to jointly conduct a new market study. Based on conversations with other developers and

commercial brokers, we believed the improving real estate economy could support a more effective development than was being proposed (rehab of the warehouse and development of a fast food, drive-through restaurant). The property owner was not willing to work with us, or share his market studies and did not share the City's vision for the site.

ANALYSIS

Parking Strategy Analysis

The parking analysis that occurred as a result of the recent cinema interest has identified that regardless of whatever development is desired in downtown, whether it is increased retail, entertainment or office/commercial, additional parking needs to be provided. The creation of additional parking would be a catalyst for new development. Below is a review of the identified parking alternatives:

A. Pedersen – Arnold Site

This site creates the opportunity for approximately 100 to 155 parking spaces, depending on whether the existing structure is retained. It places more parking on the east side of the tracks, but close to the core of the downtown. It would likely, over the long-term, focus development towards this area especially if the site remained as a parking facility. This site was the highest priority of the Long Term Parking Committee for parking in mid-1996 when the City Council was considering the purchase of the Southern Pacific site.

B. New Main Street Garage

This preferred alternative would increase long-term permanent parking. Based on a conceptual design by International Parking Design (IPD), one block of the Main Street Garage site could possibly generate 450 parking spaces with some ground floor retail, in a six story parking structure, or about 80 spaces more than the Main Street Garage currently provides on two blocks. Reuse of the Main Street Garage Site adds value to the area by increasing the number of parking spaces, opening up Main Street and 2nd Street and allowing one of the blocks to possibly return to private ownership. However, replacement parking must be provided during construction on the Main Street Garage site. The Pedersen Arnold site would provide this replacement parking.

C. Partlow Site

The Partlow site is located at the northwest corner of San Mateo Drive and Baldwin Avenue. The City considered the purchase of this site in the early 1990's and found that the site had groundwater contamination. The site alone would not create substantial surface parking, but combined with the surrounding properties owned by Mills Peninsula Health Services, it offers much more potential for both surface parking and a potential parking facility.

The City and Mills Peninsula worked together in 1989 to determine if structured parking could be accommodated on the sites they owned, the Partlow site and several other sites at the corner of San Mateo Drive and St. Matthews Street. Conceptual drawings using a 37,000 square foot site determined that 515 spaces could be provided in a 6-story structure. In recent years, Mills Peninsula has continued to express interest in working with the City to develop parking at this site, however, no further action has been taken.

While this site would provide an ideal future parking site, it is too far from the Main Street Garage to provide replacement parking during construction.

D. 1st Avenue and B Street/Transit Center Expansion

This option would allow expansion of the Transit Center underground parking and create the opportunity for additional public space fronting the Transit Center or to reconfigure the existing commercial development. It opens the 1st Avenue and B Street corner and allows for the reconfiguration of public access to the Transit Center. The site is approximately 28,000 square feet and requires purchase of several properties and the relocation of numerous businesses. Staff estimates that the land and relocation costs alone would be quite extensive not including the costs of extending the underground parking garage.

While this site could provide replacement parking for the Main Street Garage, it has a much higher cost per space and would require substantially more relocation than would the Pedersen Arnold site.

E. Watanuki Site

In 1993 the City considered the purchase of the Watanuki property on North B Street, known as the Blue and White Laundry site. At the time the City chose not to pursue acquisition due in part to the high cost and minimal redevelopment opportunity created with the site. The property as part of a parking strategy would yield approximately 60 parking spaces, not as many as could be provided on the Pedersen Arnold site.

F. Fourth Avenue Lot

The 4th Avenue Lot is a City owned property behind Talbot's Toyland and other B Street businesses and between 4th and 5th Avenues. Depending on whether underground parking is provided and if retail is included at the street level, this existing 50-space parking lot could yield between 120 and 180 total spaces. This alternative could not be started until after completion of the Transit Center, due to the removal of its existing parking during construction, and would delay the construction of a cinema.

G. Leasing Private Spaces

Another parking option considered is the leasing of private parking for public use. Leasing private spaces does not provide daytime replacement parking for the loss of the Main Street Garage or other parking and therefore cannot truly be proposed as an alternative.

Preferred Parking Alternative

The Pedersen Arnold site is the preferred alternative for the provision of replacement parking in downtown San Mateo. Although the site presents the opportunity for long-term redevelopment by the Redevelopment Agency, these opportunities are presently speculative. None of the other parking alternatives create the potential that the Pedersen Arnold site offers. Exhibit B illustrates how essential Pedersen Arnold is to the phasing of parking with new construction.

The proposal is to use eminent domain is for the entire site, including the two existing leases. The Kinko's lease is for 9 years with three (3) separate five (5) year options which extend the lease period through a 24th year. The lease with Aguirre International is for an initial five (5)-year period with one option for four (4) years.

Compliance with the General Plan

As fully described in the attached Negative Declaration, the project will be consistent with the City's General Plan, Downtown Specific Plan or Zoning code. The proposed project is consistent with the General Plan Land Use Element goals and policies which call for enhancement of downtown's role as the center of the community as the proposed project will create parking to support downtown uses. The proposed project is consistent with the Downtown Specific Plan that calls for the City to monitor the need for new parking facilities and where warranted, provide additional parking.

A specific design for the parking facility has not yet been developed. However, the City's standards for striping and landscaping will be used as a basis for the design of the parking facility. The 4th Avenue side of the property is designated as Required Retail Frontage, which prohibits parking within 50 feet of the property line designated for Required Retail Frontage and requires that such parking be located behind a building. Should the parking facility as ultimately designed be in conflict with the Required Retail Frontage standards, a Zoning Code Amendment will be prepared and included as part of the planning application for the project as a mitigation measure.

CEQA

This project is for the provision of public parking and a Negative Declaration has been prepared and is attached. Future redevelopment uses are speculative and uncertain. Future environmental review will be conducted if parking is replaced with another use. The Negative Declaration for the project finds that the significant effects of the project noted in the Initial Study have been mitigated by modifications in the project or by the imposition of required mitigation measures listed in the Initial Study, so that the potential adverse effects are reduced to a point where no significant effects will occur.

NEXT STEPS

City staff met with the property owner and his attorney on Monday, January 26, 1998 to make an offer to purchase the property for the fair market appraisal of \$3,585,000. Staff will report the outcome of this meeting to the City Council at the Council meeting. If the Council approves the Negative Declaration and the Resolution of Necessity to condemn the property and the existing leases, we will request an Order of Immediate Possession and complete the parking lot for public use.

ATTACHMENTS

Negative Declaration
Resolution of Necessity
Exhibit A: Map of Pedersen Arnold Site
Exhibit B: Construction and Parking Phasing Chart

cc: Kent Woodell, Jackson-Amador Associates
Kinko's
Aguirre International
Finance Director
Public Works Director
Planning Commission
Public Works Commission
Downtown San Mateo Association, San Mateo Chamber of Commerce

EXHIBIT B
CONSTRUCTION AND PARKING PHASING
PREFERRED OPTION
(Parking on Pedersen-Arnold and Main Street Garage Sites)

ACTION	WITH PED-ARNOLD		COST	WITHOUT PED-ARNOLD	
Construct parking lot at Fifth and Railroad (December 1997)	+150	+150		+150	+150
Buy Pedersen-Arnold; convert to public surface parking (June 1998)	+100	+250	\$5 million		+150
Begin construction of parking at Transit Center (August 1998)	-150	+100		-150	(Even)
Complete construction of Transit Center garage (August 1999)	+230	+330		+230	+230
Tear down Main Street Garage and begin construction of new parking garage and cinema (September 1999)	-370	-40	\$7 million	-370	-140
Complete new parking garage and cinema (June 2000)	+450	+410		+450	+310
TOTAL COST \$29,300/space			\$12 million		

Opportunities for Future Additional Parking:

1. Southern Pacific site (lose 150 spaces during construction; at least 450 possible)
2. Pedersen-Arnold site (lose 100 spaces during construction; at least 450 possible)
3. Watanuki site (60 spaces)
4. Fourth and Railroad site (lose 50 spaces during construction; 160 possible)
5. Central Garage (lose 100 spaces during construction; 150 possible)

Advantages of This Scheme:

1. Lower cost/space
2. More spaces available when theater opens
3. Significant opportunity for future redevelopment on Pedersen-Arnold site
4. New parking better located for theater
5. More surplus to construct future parking



HEALTH SERVICES AGENCY

RECEIVED

NOV 26 2002

ATTACHMENT 23

November 21, 2002

SMCo SITE #110101
APN # 034-193-060

Mr. Benjamin Lai
City of San Mateo
330 West 20th Avenue
San Mateo, CA 94403-1388

**SUBJECT: CASE CLOSURE OF SITE #110101;
TWO FORMER 4,000-GALLON GASOLINE UNDERGROUND
STORAGE TANKS (USTs) AND ONE 250-GALLON UST AT FORMER
ARNOLD PEDERSON LUMBER, 400 SOUTH CLAREMONT STREET,
SAN MATEO, CALIFORNIA**

Dear Mr. Lai:

This letter confirms the completion of site investigation and corrective action for the underground storage tank(s) formerly located at the above-described location. Thank you for your cooperation throughout this investigation. Your willingness and promptness in responding to our inquiries concerning the former underground storage tank(s) are greatly appreciated.

Based on the information in the above-referenced file and with the provision that the information provided to this agency was accurate and representative of site conditions, no further action related to the petroleum release(s) at the site is required.

This notice is issued pursuant to a regulation contained in Section 2721(e) of Title 23 of the California Code of Regulations.

Please contact our office if you have any questions regarding this matter.

Sincerely,

Dean D. Peterson, PE, REHS
Director, Environmental Health

cc: RWQCB
SWRCB

PUBLIC HEALTH AND ENVIRONMENTAL PROTECTION DIVISION

Board of Supervisors: Mark Church • Rose Jacobs Gibson • Richard S. Gordon • Jerry Hill • Michael D. Nevin • Health Services Director: Margaret Taylor
455 County Center • Redwood City, CA 94063 • PHONE 650.363.4305 • TDD 650.573.3206 • FAX 650.363.7882
<http://www.smhealth.org>



HEALTH SERVICES AGENCY

November 27, 2002

SMCo SITE # 110101
APN # 034-193-060

Charles Abinader
City of San Mateo
Building Department
330 West 20th Avenue
San Mateo, CA 94403

SUBJECT: BUILDING DEPARTMENT NOTIFICATION OF CASE CLOSURE OF SITE #110101; TWO FORMER 4,000-GALLON GASOLINE UNDERGROUND STORAGE TANKS (USTs) AND ONE 250-GALLON UST AT FORMER ARNOLD PEDERSON LUMBER, 400 SOUTH CLAREMONT STREET, SAN MATEO, CALIFORNIA

Dear Mr. Abinader:

The enclosed case closure letter is a result of intensive review by San Mateo County Groundwater Protection Program (GPP) staff with concurrence from the Regional Water Quality Control Board staff. San Mateo GPP staff have determined that the water quality objectives of the San Francisco Bay Regional Water Quality Control Board have been satisfied. However, residual contaminated soil and groundwater remain at the site. Should any change in use of the property or development of the subject site occur which may impact these soils or groundwater, city building departments must notify the Environmental Health Division for approval pursuant to Government Code Section 65850.2. County oversight costs for management of contaminated soil or groundwater will be billed directly to the current property owner.

Should you have questions, you may reach me at (650) 599-1079. Thank you for your cooperation.

Sincerely,

Paresh C. Khatri
Hazardous Materials Specialist
Groundwater Protection Program

Enclosure

cc: Mr. Benjamin Lai, City of San Mateo, 330 West 20th Avenue, San Mateo, CA 94403

PUBLIC HEALTH AND ENVIRONMENTAL PROTECTION DIVISION

Board of Supervisors: Mark Church • Rose Jacobs Gibson • Richard S. Gordon • Jerry Hill • Michael D. Nevin • Health Services Director: Margaret Taylor
455 County Center • Redwood City, CA 94063 • PHONE 650.363.4305 • TDD 650.573.3200 • FAX 650.363.7662
<http://www.smhealth.org>

**SAN MATEO COUNTY CASE CLOSURE SUMMARY
LEAKING UNDERGROUND FUEL STORAGE TANKS PROGRAM**

I. AGENCY INFORMATION

455 County Center, Redwood City, CA 94063
 County Project Manager: Paresh Khatri
 Title: Haz-Mat Specialist
 Telephone Number: 650-599-1079

II. CASE INFORMATION

Site Name: *Arnold Pederson Lumber (Former)*
 Site Address: *400 S. Claremont St.
 San Mateo, Ca 94401*

<i>LUSTIS Case #: N/A</i>	<i>Local Case #: 110101</i>	<i>RWB CASE #: 41-0987</i>
<i>Record ID #: 1394</i>	<i>URF Filing Date:</i>	<i>APN: 034-193-060</i>

Responsible Party Information

<i>Name</i>	<i>Address</i>	<i>Phone #</i>
Arnold Pederson	220 Castillian Way San Mateo, Ca 94402	

Tank Information

<i>Tank #</i>	<i>Size in Gallons</i>	<i>Contents</i>	<i>REMOVED</i>	<i>Date</i>
1	4,000	Gasoline	Yes	1985
2	4,000	Gasoline	Yes	1985
3	250	Gasoline	Yes	10/1/90

III. RELEASE AND SITE CHARACTERIZATION INFORMATION

Cause and Type of Release: *Unknown*
 Site Characterization Complete? *Yes*
 Date Approved by Oversight Agency: *2/02*
 Number of Monitoring wells Installed: *2*
 Proper screened interval? *16-26 ft bgs*
 Highest GW depth BGS: *8.69*
 Flow Direction: *northeast*
 Most sensitive GW use: *potential agricultural/municipalsupply as specified in Basin Plan*
 Are Drinking Water affected? *No* Aquifer Name:
 Is Surface Water Affected? *No* Nearest/Affected SW:
 Off-Site Beneficial use Impacts (Location): *None*
 Report(s) on File? *Yes* Where is it filed? *SMCo*

Treatment and Disposal of Affected Material

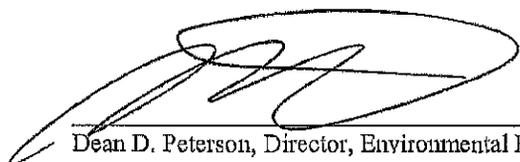
<i>Material</i>	<i>Amount (Include units)</i>	<i>Treatment or disposal</i>	<i>Date</i>
Tanks (2)	4,000-gallons each	Disposal	1985
Tank	250-gallon	Disposal	10/1/90

V. RWQCB Notification

<i>Date Submitted to RWQCB:</i> 7/19/02	<i>RB Response:</i> None
<i>RB Staff:</i> Nancy Katyl	<i>Title:</i> Engineering Geologist

Comments:

An unknown amount of hydrocarbon impacted soil, as well as impacted groundwater, remains in the subsurface at the site. City of San Mateo Building Department has been notified that should excavation or development of the property be proposed that may encounter impacted soil or groundwater, San Mateo County Environmental Health Division must be notified as required by Government Code Section 65850.2.2.



Dean D. Peterson, Director, Environmental Health

11/21/02

Date

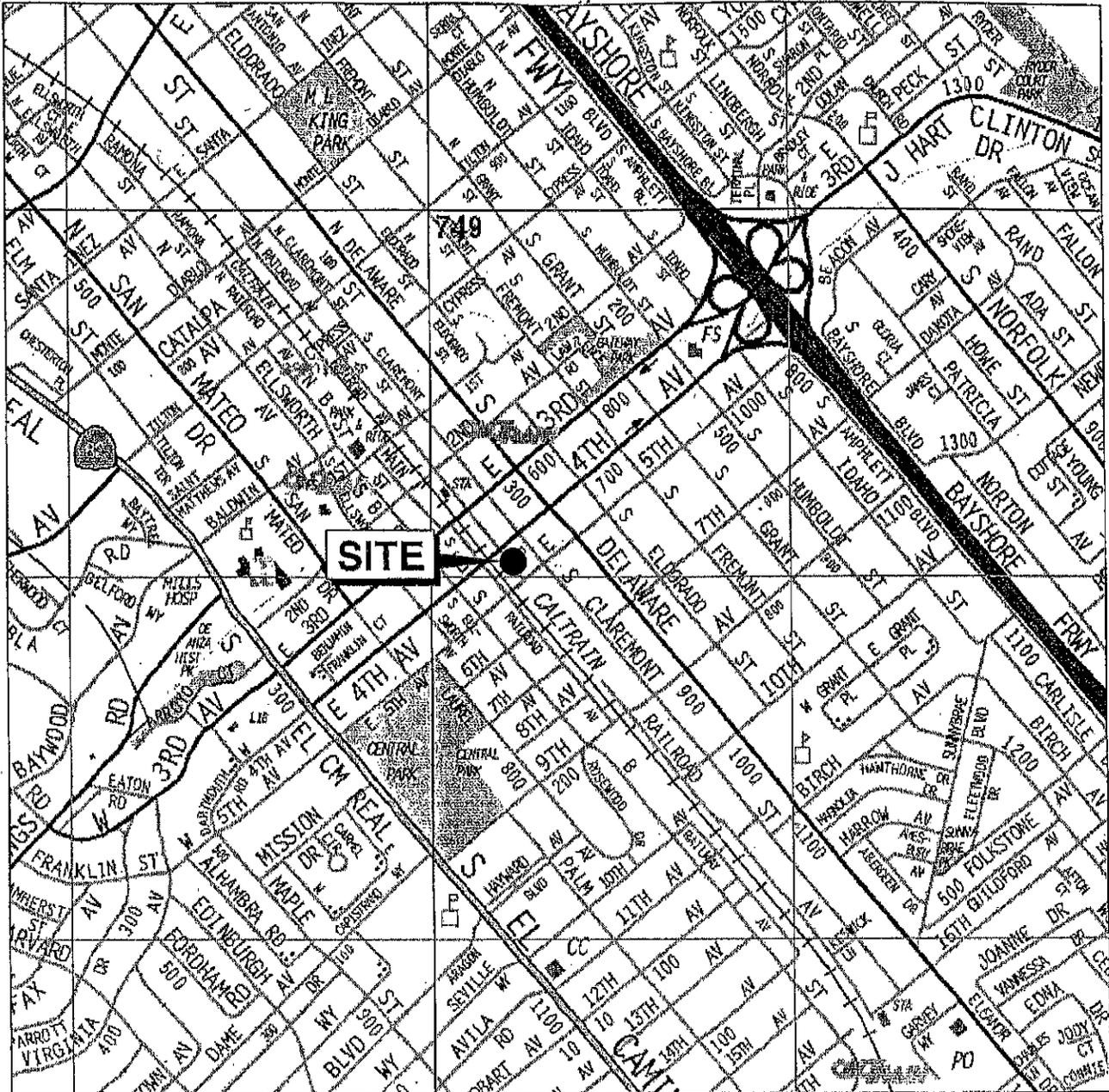
Maximum Documented Contaminant Concentrations - Before and After Cleanup

<i>Contaminant</i>	SOIL (PPM)		GROUNDWATER (PPB)	
	<i>Before*</i>	<i>After*</i>	<i>Before</i>	<i>After</i>
TPH-gasoline	840/ 42	840/ 42	78,000	18,600
TPH-diesel	52**	52**	NA	NA
MtBE	ND	ND	ND	ND
Benzene	2/ 0.091	2/ 0.091	4,100	2,050
Toluene	1.4/ 1.2	1.4/ 1.2	170	<50
Ethylbenzene	10/ 0.74	10/ 0.74	2,000	745
Xylenes	28/ 6.3	28/ 6.3	7,300	751

* First concentration from possibly saturated soil/ Second concentration from unsaturated soil
 ** Chromatogram does not match typical pattern

IV. CLOSURE

Does completed corrective action protect existing beneficial uses per the Regional Board Basin Plan? <i>Yes</i>
Does completed corrective action protect potential beneficial uses per the Regional Board Basin Plan? <i>Yes</i>
Does corrective action protect public health for current land use? <i>Yes</i>
Site Management Requirements: <i>See Comments below</i>
Should corrective action be reviewed if land use changes? <i>No</i>
Monitoring Wells to be Decommissioned? <i>0</i> Number Decommissioned: Number Retained:
List Enforcement Actions Taken: <i>None</i>
List Enforcement Action Rescinded: <i>None</i>



Base map: The Thomas Guide
 San Mateo County
 1999



No scale

400 SOUTH CLAREMONT STREET
 San Mateo, California

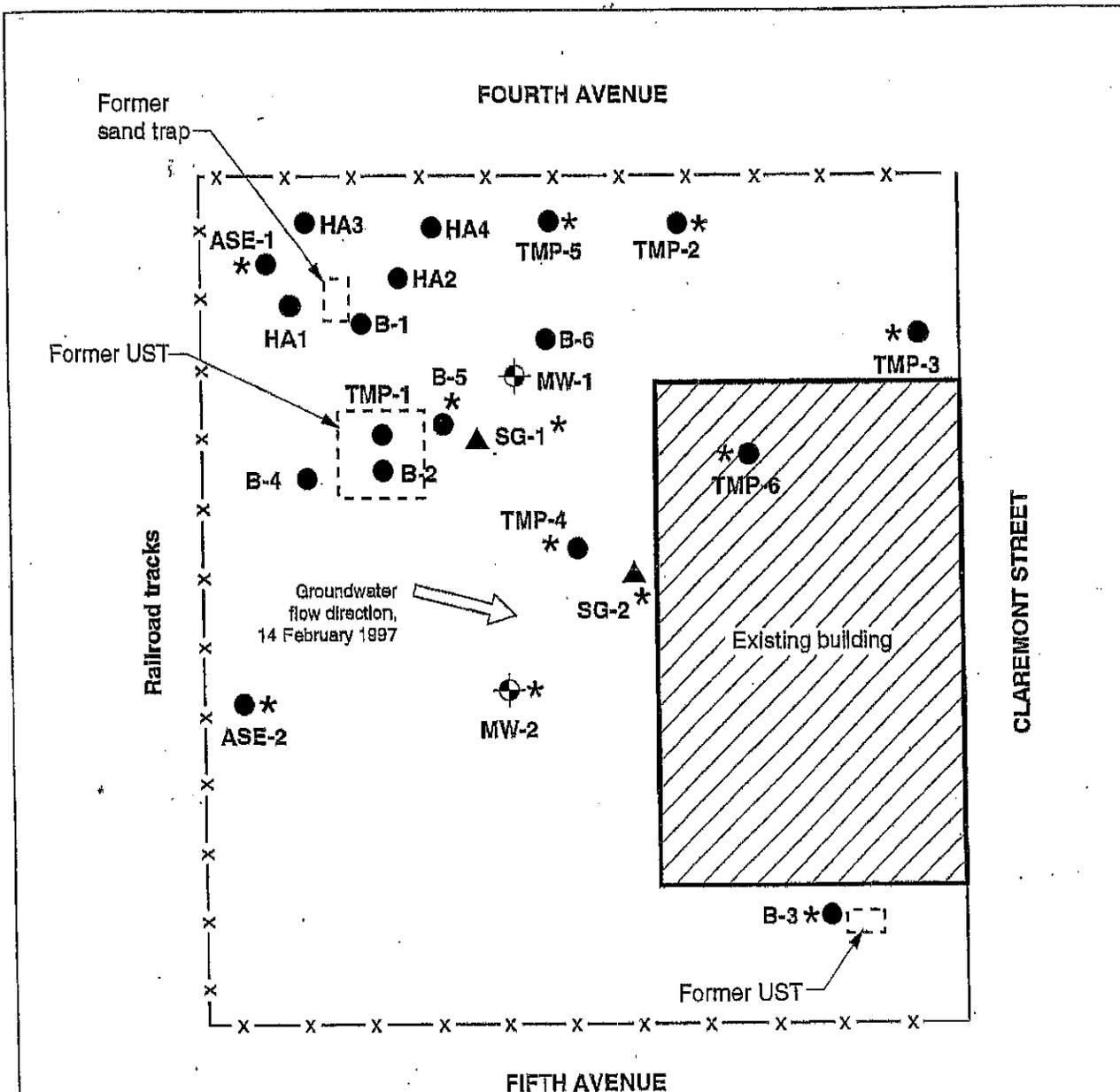
SITE LOCATION MAP

Treadwell & Rollo

Date 08/21/00

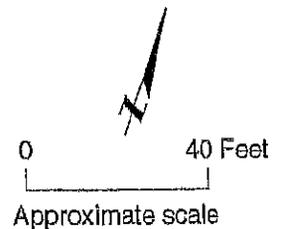
Project No. 2481.01

Figure 1



EXPLANATION

- SG-1 ▲ Approximate location of soil gas probe
- HA1 ● Approximate location of soil boring
- MW-1 ⊕ Approximate location of monitoring well
- * Not detected for petroleum hydrocarbons



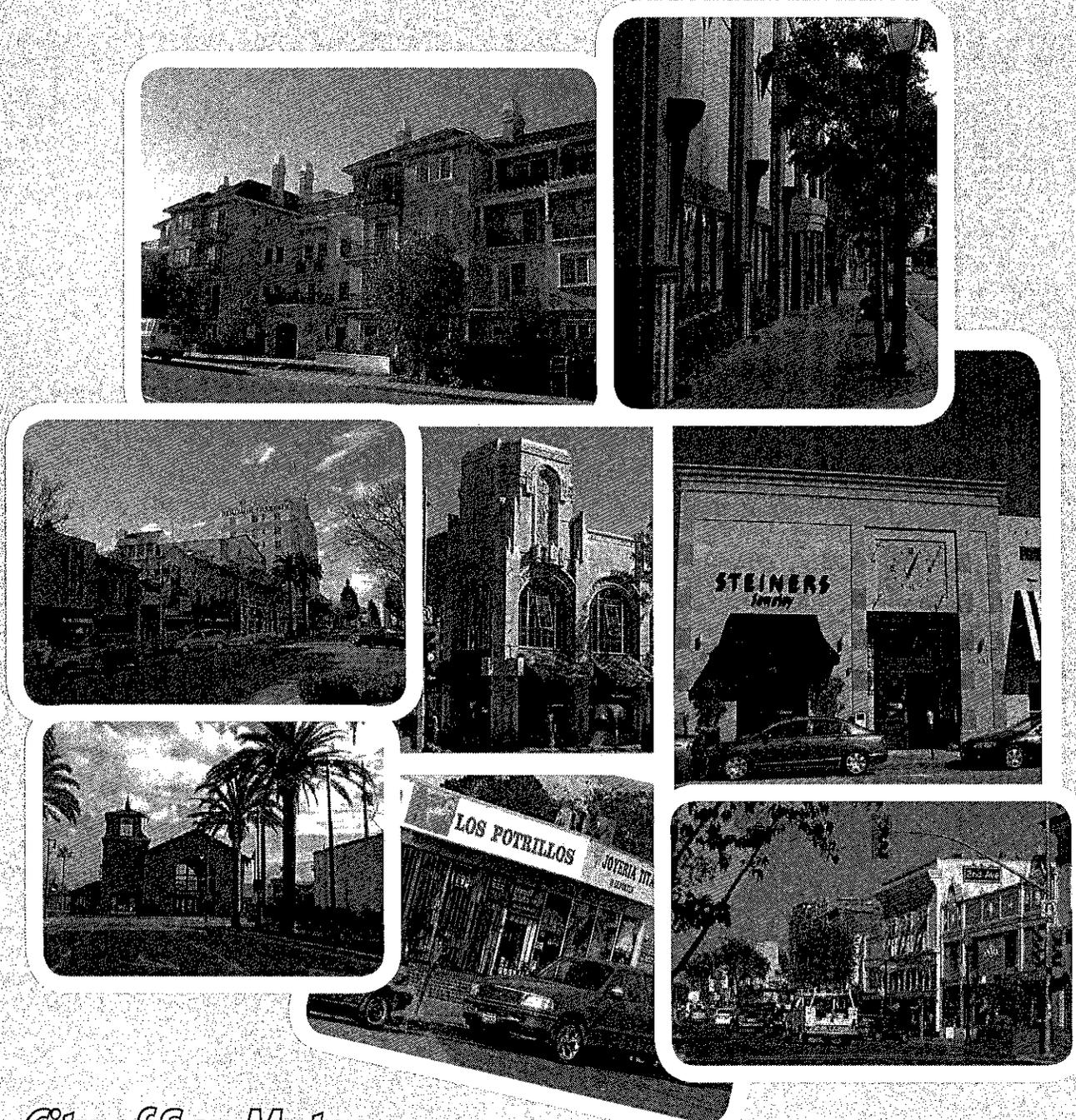
Reference: Figure 2, Site Map, prepared by Applied Science and Engineering Inc., undated.

400 SOUTH CLAREMONT STREET
San Mateo, California

SAMPLE LOCATIONS

Treadwell & Rollo

Date 08/14/01 | Project No. 2481.01 | Figure 2



City of San Mateo

Downtown Area Plan

Approved by City Council on May 18, 2009

PROVIDE FOR NONTRADITIONAL HOUSING OPPORTUNITIES WITHIN THE RETAIL CORE.

There are insufficient housing opportunities catering to a younger demographic, such as those employed by start-up companies and technology firms near the downtown area. More diverse housing types are necessary in downtown to strengthen market support for downtown retail, restaurants, and entertainment businesses. Look at providing housing for households that will utilize downtown businesses and is within proximity to transit station to reduce vehicle trips and vehicle ownership.

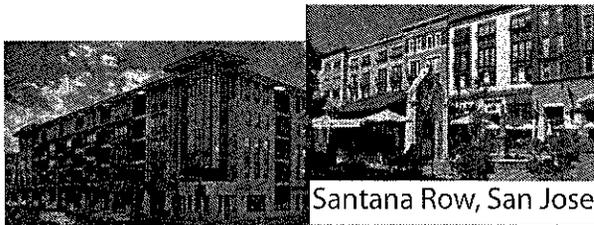
Provide flexibility in architectural style to allow for nontraditional housing designs, such as loft spaces. The City will also need to address parking issues for smaller sites, consider allowing overnight parking in City facilities to enable financial feasibility of these projects.

DEVELOPMENT OF THE FORMER KINKO'S SITE.

The City owned property bounded by 4th, 5th, Railroad and Claremont Street represents a unique opportunity to provide a catalyst for downtown development on the east side of the railroad tracks.

Residential use has been examined and analyzed for the site. However, there have been significant changes to the economy since that analysis. As a result, prior to initiating any efforts at redeveloping this site, the City should commission further analysis to determine the most appropriate use for the property. Any proposed development of the site should consider a range of alternatives to address potential right-of-way impact generated by the establishment of High Speed Rail.

**Examples of Mixed-Use Development
Housing/Office Above Ground Floor Retail**



Santana Row, San Jose



Emeryville



Mountain View



Aerial of Former "Kinko's" Site

Central Claremont

Background

This area has a variety of uses. San Mateo Creek is the northern most boundary of this sub-area. The northern portion is designated high density residential, but there are substantial non-conforming auto service and repair uses along Railroad Avenue. 3rd and 4th Avenues act as an entry to the downtown retail core. Uses in this area are predominantly smaller restaurants, fast food restaurants and service uses. The 3rd and 4th Avenue corridor has the potential to link the retail core and Gateway.

The visual appearance of the Claremont area is disordered due to a variety of different types and sizes of buildings occurring at different setbacks, visible storage yards, unscreened parking areas, inconsistent landscape treatments and varying levels of property maintenance. In addition, potential noise and safety impacts of the railroad need to be considered. Future widening of the railroad corridor may eliminate access from Railroad Avenue.

Future Conditions

The northern portion of this sub-area is designated for high density residential use because of its proximity to the relocated train station. The rest of the sub-area's land use is designated as Central Business District Support to serve as a link between the Gateway and Retail Core; however, uses not appropriate for an entry to the Retail Core (such as auto-repair uses) are not permitted. New directions for Central Claremont include:

- a. Encourage, but do not require, ground floor retail uses on 3rd and 4th Avenues to link this area with the downtown retail core. Uses that promote pedestrian activity shall also be encouraged.
- b. Continue to utilize improvements such as street trees, street lights, and pavement to unify the areas east of the railroad tracks with the Downtown Retail Core. These improvements should be consistent with those used in the Retail Core so as to provide a visual and pedestrian connection between these two areas.

- c. Determine an appropriate reuse of the City's 4th Avenue Site (former Kinko's site). Execute sale or lease of this City owned property for a suitable re-use. The City owned property bounded by 4th, 5th, Railroad and Claremont Avenues represents a unique opportunity to provide a catalyst for downtown development on the east side of the railroad tracks. Consider the recommendation of ERA report which designated housing (specifically condominium) use as the preferred use. Consider other alternative uses if economically feasible.

Grant Street
Condominiums



The Metropolitan

South Claremont

Background

This area includes both sides of the railroad tracks (see map at end of this chapter). Service uses are located on both sides of the tracks and back up to low density residential uses which front onto Delaware Street. The west side of Claremont is made up predominately of offices; however, market analysis indicates a very limited office demand in the future for this area. Potential future widening of the railroad corridor may eliminate access from Railroad Avenue.

Future Conditions

Future land use reflects existing office and auto service uses. These areas are designated Downtown Retail Core Support. The policy focus for this area include:

- a. Permit support service uses which support the Downtown, but should not be located in the Retail Core.
- b. Continue to utilize improvements such as street trees, street lights, and pavement to unify the areas east of the railroad tracks with the Downtown Retail Core. These improvements should be consistent with those used in the Retail Core so as to provide a visual and pedestrian connection between these two areas.
- c. Determine a suitable re-use for the city owned site bounded by 5th Avenue, the railroad and South Claremont Street. Any use should be evaluated as to its ability to fulfill the following functions:
 - Help establish the downtown as the city center.
 - Support existing downtown retail.
 - Provide opportunities for additional parking.
 - Capitalize on the site's unique proximity to Downtown San Mateo.

Gateway

Background

The Gateway area extending from U.S. 101 to Claremont Street is the main entry to downtown. The area currently provides a poor entryway and transition to the downtown core area. The approach to the downtown includes several multi-family structures which have been built consistent with Downtown Plan policies. A neighborhood shopping center, recently renovated, and service uses also exist in this area. To the north and south are lower density residential neighborhoods.

The sites located directly next to the freeway have access that is indirect and difficult, requiring passage through residential neighborhoods. Office or hotel uses are inconsistent with this area's lack of access and the proximity to residential neighborhoods.



Humboldt Square

Future Conditions

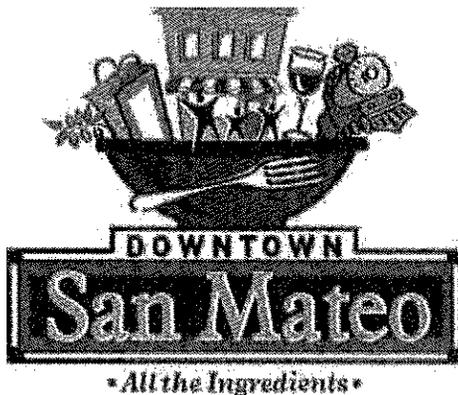
The multi-family residential character of the area will be maintained and extended to include those blocks directly adjacent to U.S. 101. Gateway design guidelines have been developed to address concerns regarding compatibility between new construction and existing neighborhoods. Requiring that all new development along 3rd and 4th Avenues be built to a consistent building setback line and providing street trees will help to create a more consistent, positive transition from the Gateway to the Downtown Retail Core. Gateway policies include:

- a. Continue to designate the northern and southern portions of the Gateway as low density and medium density multi-family residential in order to achieve a transition to adjacent neighborhoods and provide a buffer to high density residentially designated areas.
- b. Continue to protect and utilize the open space and natural qualities of San Mateo Creek.
- c. Enhance visual and pedestrian connections to the Downtown Retail Core. The City recently improved the areas along 3rd and 4th Avenues in an attempt to link the Gateway and the Downtown Retail Core. Improvements to sidewalks, street trees, and street lights, undergrounding of overhead utilities, and location of utility boxes are all aspects of the pedestrian environment which should be considered.

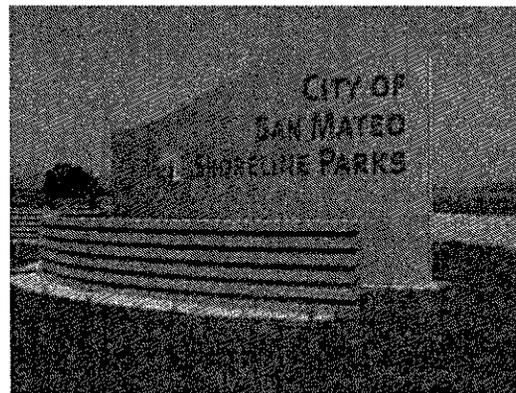
**Redevelopment Agency of the City of San Mateo
Downtown and Shoreline Merged Project Area**

FIVE-YEAR IMPLEMENTATION PLAN

FOR FY2010/11 THROUGH FY2014/15



DOWNTOWN SAN MATEO'S NEW BRAND



GATEWAY SIGNAGE TO SHORELINE PARK

As Adopted by the Board of the Redevelopment Agency on: April 4, 2011

A. FIVE-YEAR GOALS AND OBJECTIVES

The Five-Year Goals and Objectives establish a framework for the Redevelopment Agency's activities and programs for the fiscal years 2010/11 thru 2014/15. The goals and objectives will continue to serve as a guide to the Agency in its efforts to eliminate the physical and economic blighted conditions identified in the Downtown and Shoreline Merged Project Area.

I. MERGED PROJECT AREA GOALS AND OBJECTIVES

- a. Eliminate environmental deficiencies in the Project Area including, among others, contaminated soil and deteriorated and inadequate public improvements;
- b. Improve pedestrian and vehicular circulation in the Project Area;
- c. Plan, redesign, and develop underdeveloped areas and/or parcels that are stagnant or improperly utilized;
- d. Strengthen retail and other commercial functions in the Project Area;
- e. Strengthen the economic base of the Project Area and the community by installing and/or implementing needed improvements and programs to stimulate private investment, employment, and economic growth;
- f. Provide adequate land for parking and open spaces;
- g. Establish and implement performance criteria to assure high site design standards and environmental quality and other design elements which provide unity and integrity to the entire Project Area;
- h. Assembly of land into parcels suitable for modern, integrated development.
- i. Provide public safety support of residents within the Project Area.

2. GOALS FOR DOWNTOWN

The Downtown Area Plan, which includes the Downtown Redevelopment Project Area, provides specific goals and objectives for the Downtown area. The Downtown Area Plan goals support and reinforce the activities and programs planned by the Agency during the upcoming 5-year Plan period. The City Council and Redevelopment Agency Board may adjust the priorities based on various factors including the status of High Speed Rail development, the City and Agency's financial standing, or further state takeaways or other state actions which may impact the Agency's ability to carry on projects. For example, the development of 480 E. Fourth Ave (aka the former Kinko's site) has been deferred until more is known about the development of High Speed Rail through the downtown area. In the meantime, the deteriorated building has been demolished and new parking will be added to the 4th Avenue Parking Lot. The following priorities are listed in the Downtown Area Plan, which was adopted in May 2009, and are included here for reference:

- a. Establishment of a public plaza.
- b. Provide for nontraditional housing opportunities within the Retail Core.
- c. Development of the former Kinko's site (aka 480 E. 4th Ave)

- d. Replacement or reconstruction of Central Park Tennis Court Garage.
- e. Fourth Avenue pedestrian improvements.
- f. Implement a new financing mechanism for Downtown parking.
- g. Support the Downtown San Mateo Association in creation of a Property Based Improvement District for Downtown improvements and maintenance.
- h. Support Sustainable Transportation Initiatives.
- j. Guide development of the remaining vacant or underutilized sites to maintain the area's role as a site for high-quality development that supports key industries in the City.

**B. FIVE YEAR ESTIMATED REVENUES
(FY2010/11 - 2014/15)**

This section describes the estimated Agency revenues and the sources of the revenues, expenditures, and the amount of funding expected to be available to implement Agency activities. During the upcoming five year Implementation Plan period, the Agency is anticipated to receive approximately \$64 million dollars in gross tax increment revenues. In addition to the tax increment, the Agency also has other sources of revenue, such as interest revenue, that are estimated to provide an additional \$1 million dollars to the Agency.

After deducting Affordable Housing Funds, other taxing agencies pass-through payments, the bond debt services, and County and Agency administrative funds, the Agency will have approximately \$2.4 million dollars in net revenues over the next five years to use toward the Agency 80% for redevelopment projects and programs, assuming there are no further state takeaways or other unforeseen changes.

Table 4 on page 18 & 19 describes the Agency's projected funds available for each year, as well as, the cumulative amount available during the five-year Implementation Plan. The Agency will leverage these funds whenever possible with other resources from the City, State and federal government.

3. GOALS FOR SHORELINE

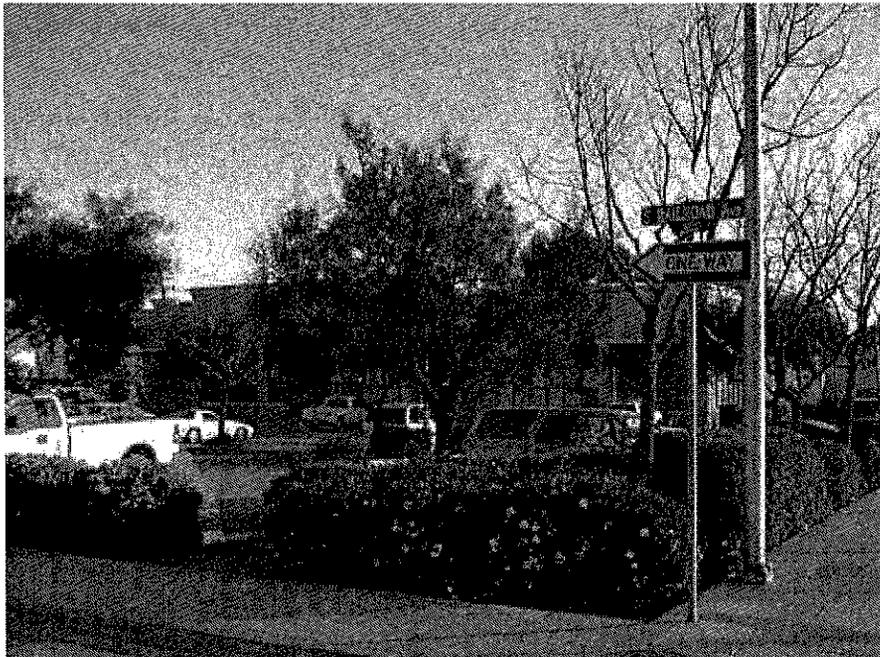
The Shoreline Parks Master Plan, which includes portions of the Shoreline Project Area, elaborates and expands upon the goals and objectives for the Shoreline area. These goals both support and reinforce the activities and programs planned by the Agency during the next five years.

- a. The establishment of a waterfront development usable by all the people in San Mateo.
- b. The establishment of a variety of uses so various needs, interests, and activities will be accommodated.
- c. Maintain a safe dike.
- d. Provide for adequate flood control.
- e. The establishment of protected waterways.
- f. The establishment of as much open space as possible.
- g. Development at the lowest possible cost to the taxpayer.
- h. The reduction of bay fill to an absolute minimum.
- i. Establishment of a final boundary to prevent any further development on the bay shore.



REDEVELOPMENT AGENCY OF THE CITY OF SAN MATEO

Request for Qualifications for Site Development
480 East 4th Avenue, San Mateo, CA
Optional Additional Site: 400 East 5th Avenue



RFQ Issue Date:

April 27, 2009

Proposal Due Date:

Thursday, June 11, 2009 by 5:00 PM

City of San Mateo
330 West 20th Avenue
San Mateo, CA 94403
www.cityofsanmateo.org

Laura Snideman
Economic Development Manager
lsnideman@cityofsanmateo.org
650-522-7240



REDEVELOPMENT AGENCY OF THE CITY OF SAN MATEO

Request for Qualifications for Site Development 480 East 4th Avenue, San Mateo, CA *Optional Additional Site: 400 East 5th Avenue*

April 27, 2009

I. Introduction

a. Background

The development of this Redevelopment Agency-owned site represents a unique opportunity to bring new life to one of the larger properties in historic Downtown San Mateo and create a new destination on an entire 1.1 acre block. The Redevelopment Agency of the City of San Mateo (the "Agency") acquired this site in 1998 to temporarily accommodate Downtown parking needs during the construction of a new 12-screen movie theater and 380-space parking garage.

While the primary goal of this RFQ is to select a use for 480 East 4th Avenue, an additional site across the street may also be available should it benefit development of 400 East 4th Avenue. The second site, across the street from the primary site, is an additional 1.2 acres.

The Agency seeks developers who are experienced, creative, and capable of developing this highly visible site.

b. Project Objectives

The Agency is seeking a Statement of Qualification from developers that have the capacity to propose and successfully implement a development for the property that will:

- Provide revenue generation to the Agency and/or economic benefits to the City of San Mateo
- Complement and enhance the existing uses in the Downtown
- Reduce auto-dependence
- Be highly attractive and compatible with the character of the community, both architecturally and functionally
- Utilize environmentally-friendly principles in project design and construction

A variety of uses have been suggested for the site, ranging from for-sale condominiums to a children’s museum to an “art house”-style movie theater showing independent, foreign, or other similar films. Creative uses of the site are encouraged although part of the evaluation process will be understanding the potential financial return to the Agency. A long-term ground lease is preferred, but options to purchase the property will also be considered. Ideally, the proposals will include the estimated value of the development to the Agency under both scenarios.

II. Site Information

a. Location

The City of San Mateo is located approximately midway between San Francisco and Palo Alto on the San Francisco Peninsula. Three major highways, Highway 101, Highway 92, and Highway 280 all serve the City. This site is between Highway 101 and El Camino Real (State Route 82). The site is also equidistant, approximately 6 miles, from both the San Francisco International Airport and the San Carlos Airport, a general aviation airport and heliport.

Located in Downtown San Mateo, the site is part of the largest and most vibrant Downtown on the Peninsula. Surrounding uses include the prime restaurant and retail core of the Downtown; residential homes including single-family houses, small apartment complexes, and luxury senior housing; and various commercial uses including warehouse, auto repair, and service businesses. Approximate distance from the site to various points of interest include:

- Highway 101 on/off ramps 6 blocks, 0.4 miles
- Caltrain Station 3 blocks, 0.2 miles
- Movie theater 1.5 blocks, 0.1 mile
- Draeger’s gourmet grocery store 1.5 blocks, 0.1 mile
- Central Park (16-acre park) 2 blocks, 0.2 miles
- Highway 92 1.2 miles

Optional site: 400 East 5th Avenue is located across the street from the primary site.

See the attached map.

b. Property characteristics

This site is an entire block of approximately 50,000 square feet (1.1 acres) featuring 220 linear feet on both 4th and 5th Avenues, and approximately 230 linear feet on Claremont and Railroad Avenues. Fourth Avenue is a particularly important auto and pedestrian corridor connecting El Camino Real, the core of the Downtown, residential housing, and Highway 101. The APN is 034-183-060. The site is flat and has all utilities in place. The site also has an existing building of 12,780 sq. ft. that is expected to be replaced by the new development.

Some basic demographics in the surrounding area are shown below:

	1-mile radius	2 mi. radius	3 mi. radius
Total Population	37,373	77,077	123,666
Households	14,515	31,172	50,572
Household Size	2.53	2.44	2.42
Owners (%)	47.6	53.1	54.9
Renters (%)	48.7	43.7	41.8
Household Income	\$78,977	\$86,662	\$94,819
Age	38	39.4	39.7
Tapestry Segment (Rank 1)	Trendsetters	Urban Chic	Urban Chic
Tapestry Segment (Rank 2)	Urban Chic	Trendsetters	Trendsetters
Tapestry Segment (Rank 3)	Pacific Heights	Pacific Heights	Laptops & Lattes

Optional site: 400 East 5th Avenue, APN 033-281-140, is approximately 54,566 sq. ft. or 1.25 acres. It is rectangular in shape, has approximately 130 feet of frontage on 5th Avenue, and abuts the railroad right of way. It has been deemed a strong candidate for a public parking garage during various planning processes. Temporary buildings on site currently house a Worker Resource Center, funded by the City of San Mateo and operated by Samaritan House.

http://www.samaritanhouse.com/new/programs/worker_resources.shtml

c. Zoning & Land Use

- General Zoning & Allowable Uses – Both properties are zoned CBD/S (Central Business District Support). The CBD/S zoning district allows for a variety of uses including mixed-use, multi-dwelling housing, office, medical offices, hotel, restaurant, retail, parking, and other types of uses. More information is available by accessing the San Mateo zoning code online at: <http://www.cityofsanmateo.org/index.asp?NID=794>
- Downtown Plan Requirements – Both sites lie within the study area for the Downtown Specific Plan adopted in 1993. However, a new Downtown Area plan is under consideration and compatibility with the proposed plan is desired. Information regarding the update effort is available online at <http://www.cityofsanmateo.org/index.asp?nid=1113>. In particular, please note that the existing Downtown Specific Plan (dated 1993) and zoning code established a requirement for ground floor retail for all new developments on the East 4th Ave side of the property. However, staff is recommending eliminating this requirement as part of the update of the Downtown Plan. The new Downtown Plan is scheduled for City Council review in Summer 2009.
- Housing Requirements & Density Bonus – Should housing be proposed, a minimum of 15% of the units shall be below market rate units. Information on the City of San Mateo inclusionary zoning requirements and general program parameters may be found at

<http://www.cityofsanmateo.org/DocumentView.asp?DID=1359>. In addition, a Density Bonus Ordinance has been proposed and the draft version is available at <http://www.cityofsanmateo.org/DocumentView.asp?DID=4181>.

- Parking requirements – Both properties are located in the downtown parking district. Required parking for new developments will be based on the proposed uses. Refer to zoning code table 27.64.100 for minimum parking requirements. <http://www.cityofsanmateo.org/index.asp?NID=806> Public parking in excess of these requirements is encouraged and could be an opportunity for a public-private partnership. Ninety-five public spaces are currently provided on 480 East 4th Avenue and 73 spaces are available at 400 E 5th Avenue. (An additional 85 spaces are currently not available due to the temporary Worker Resource Center structures.)
- Green Building & Energy Efficiency Requirements – The City of San Mateo recently adopted voluntary green building guidelines that follow the U.S. Green Building Council's (USGBC) LEED Silver guidelines for municipal and commercial buildings and Build It Green's Green Point Rated (GPR) guidelines for multi-family developments. Information regarding the City's Green Building efforts and resources are available on-line at <http://www.cityofsanmateo.org/index.asp?NID=1417>. The City Council agreed to consider a recommendation for mandatory green building requirements, possibly sometime in or after July 2009.
- Both sites are within the Downtown Project Area of the Redevelopment Agency.

d. Environmental & Geological Characteristics

Issues that will need further study and discussion as the project moves forward include:

- High-speed rail – The bond measure passed by California voters in November 2008 begins the implementation of the decision to build a high-speed train connection between San Francisco and Los Angeles via the San Francisco Peninsula, including through San Mateo. A further decision has been made to use the existing Caltrain corridor. The sites available for development abut the existing train corridor. However, the specific impact, if any, from high speed rail on the sites is unknown at this time. At a minimum, design consideration needs to be made for noise and vibration from the *existing* use of the train corridor, with possible additional consideration for future high-speed rail. On April 6, 2009, the City Council held a grade-separation footprint study session regarding the train in Downtown. The staff report for that meeting may be found at <http://www.cityofsanmateo.org/DocumentView.asp?DID=4761>. During that study session, City Council expressed a preference to accommodate high speed rail in a depressed alignment and possible tunnel through the Downtown, in part to minimize the impact on properties along the rail corridor. However, the feasibility and cost of this option has not yet been evaluated. Two recent articles in the San Mateo Daily Journal on the topic are available for review through the following two links:
http://www.smdailyjournal.com/article_preview.php?type=news&id=108346

http://www.smdailyjournal.com/article_preview.php?type=news&id=108182
Additional information and policies may be found in the draft Downtown Area Plan through this link: <http://www.cityofsanmateo.org/index.asp?nid=1113>

- Soils report – Several requests for information related to possible soil contamination have been received over the past year. The primary site is across the street from an auto repair facility and located diagonally across an intersection is a gas station. Neither site has undergone any recent soils testing and no monitoring wells are on either property.
- Ground water – There is generally a high ground water table in and around the Downtown which may impact construction and design, for instance when building more than one level of underground parking.
- CEQA review – Any proposed development will be subject to analysis under the California Environmental Quality Act (CEQA) at the appropriate time.

III. Submission Information

a. Opportunities for Additional Information

In addition to the references for additional information provided elsewhere in this document, there will be two opportunities to ask clarifying questions regarding this RFQ. Participating in either or both is encouraged but is at your discretion.

- Site visit: A site visit will be conducted on Tuesday, May 12 at 10:00 AM. Please meet at 480 E 4th Avenue on the northeast corner of the property near 4th Avenue and Claremont. Business cards from attendees will be collected during the site visit.
- Conference call: A conference call will be held on Thursday, May 21 at 2:00 PM. To obtain call-in instructions, please contact Joan Diskin at jdiskin@cityofsanmateo.org.

Questions submitted in writing *prior* to either of these meetings are greatly appreciated. Please submit your questions to Joan Diskin at jdiskin@cityofsanmateo.org. The responses will be addressed to all participants at the site visit or on the call.

b. Content

A complete package must be submitted in order to be considered. Submit FIVE (5) copies of the package AND one (1) electronic copy on a CD. Elements to be included are:

- *Cover letter*: A cover letter highlighting the qualifications of the developer or development team as related to this project and the proposed use of the site.
- *Vision and approach for the project*: A narrative description outlining the developer's understanding of the project and general vision, including proposed

use, for the project. The vision statement should address the question, "Why is your company interested in this site and where would you like to take it?" Development specifics such as exact square footage by use, renderings, and so on are *not* required.

- *Financial Benefit to the Redevelopment Agency and/or City:* An initial estimate of the financial benefits to the Redevelopment Agency and/or City. An estimated range of financial compensation is acceptable. A pro-forma is *not* required.
- *Relevant projects:* Descriptions of relevant projects completed by the developer. Please limit descriptions of relevant projects to a maximum of five examples. Additional projects may be listed in bullet form with the project name and location.
- *Team resumes:* A resume of no more than one page for each proposed team member.
- *Financial capacity:* A narrative describing the developer's financial strength including the ability to conduct any necessary predevelopment studies and undergo an entitlement process and sources of equity and credit used on other projects.
- *References:* At least three current references including complete contact information for those who have personal knowledge of the developer's ability to manage and successfully complete similar projects.

c. Submission Date and Location

Responses are due by **5:00 PM on Thursday, June 11, 2009**. Submit them to:

Laura Snideman
Economic Development Manager
City of San Mateo
330 West 20th Avenue
San Mateo, CA 94403

IV. Selection Process

a. Selection Process

Proposals will be evaluated and ranked by qualified personnel selected by the Agency. Those developers receiving the highest ranking are likely to be invited for an interview. The Agency may, at its discretion, request that a developer modify or supplement their submission with additional information. The Agency intends to identify a developer with which to enter into an exclusive negotiating agreement for development of the property.

b. Evaluation Criteria

Proposals may be evaluated based upon, but not limited to, the following criteria:

- The developer's experience in completing high-caliber development projects of similar scope, complexity, and magnitude
- The developer's experience in partnering with a redevelopment agency and community on redevelopment projects
- The proposed use of the site(s), its compatibility with the Agency's objectives, and its suitability to the surrounding area
- The professional qualifications and experience of the key personnel assigned to the project
- The developer's financial capability to undertake and successfully complete proposed projects
- The potential financial benefit to the Redevelopment Agency and/or City of San Mateo
- References
- Oral interview

c. Tentative Project Schedule

- | | |
|---------------------------|--|
| • June 11, 2009 | Responses due |
| • July – August 2009 | Initial evaluation (including interviews) conducted |
| • September 2009 | Recommend to the Redevelopment Agency Board a developer with which to enter exclusive negotiations |
| • October – December 2009 | Conduct Development and Disposition Agreement (DDA) negotiations |
| • January 2010 | Recommend a DDA for approval by the Redevelopment Agency Board |

V. Disclaimers

The Agency assumes no responsibility for delays caused by delivery service. Postmarking by the due date will not substitute for actual receipt.

All costs incurred during proposal preparation or in any way associated with the consultant's preparations, submission, presentation, or oral interview shall be the sole responsibility of the consultant.

Consultants are liable for all errors or omissions contained in their proposals.

The Agency retains sole authority and discretion to evaluate submissions in response to this RFQ and may enter into negotiations with the developer the Agency deems to have made the most responsive proposal.

Receipt of proposals in response to this RFQ does not obligate the Agency in any way to engage any developer and the Agency reserves the right to reject any or all proposals,

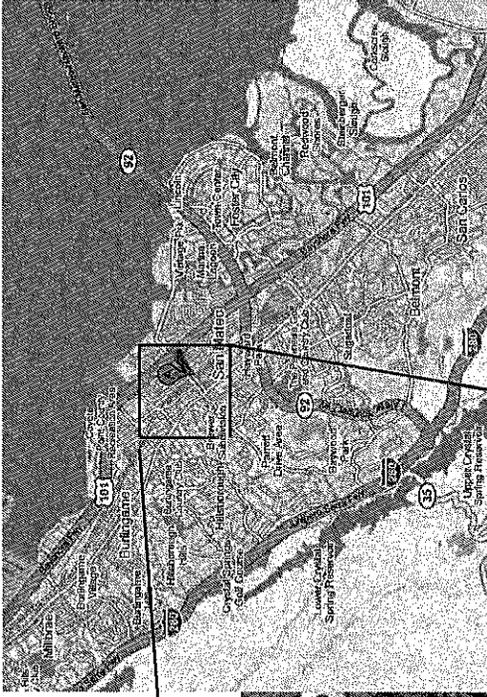
wholly or in part, at any time, without penalty. The Agency shall retain the right to abandon the selection process at any time prior to the actual execution of a contract with a consultant, and the Agency shall bear no financial or other responsibility in the event of such abandonment. The Agency reserves the right to negotiate all final terms and conditions of any agreements entered into.

If at any point the first-ranked developer declines to proceed, the Agency may, at its discretion, enter into a new ENRA or other agreement with the second-ranked developer, and so on.

The Agency will acquire the rights to all studies prepared under an agreement with the Agency for the site.

480 East Fourth Avenue

Development Opportunity





ADMINISTRATIVE REPORT

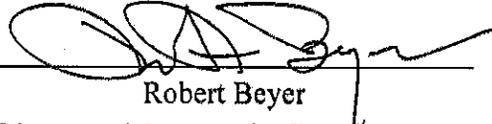
ATTACHMENT 27

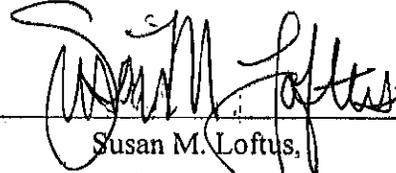
Item No: SS2
Meeting Date: September 21, 2009

To: Redevelopment Agency
Honorable Mayor and City Council

Date: September 8, 2009

By:


Robert Beyer
Director of Community Development


Susan M. Loftus,
City Manager

Subject: Status of Agency Owned site at 480 E. 4th Avenue (Kinkos)

RECOMMENDATION

It is recommended that the Redevelopment Agency Board/City Council provide direction to staff on the questions raised below through providing answers to the following questions:

- Are the projects being proposed for further consideration through the RFP process representative of the types of projects meeting the goals for the redevelopment of the site?
- Is there support for moving forward with the RFP process as recommended by staff.

BACKGROUND

In February, a City Council Study Session was held to discuss Downtown programs and services, including the Redevelopment Agency owned property located at 480 E. 4th Avenue (former Kinko's site). It was recognized during the meeting that there was not a consensus on the Council as to the best and highest use for reuse of the site. It was decided that staff should determine if there was interest from the private sector in the development of the site. Staff would be issuing a Request for Qualifications (RFQ) to ascertain interest in the potential redevelopment of the site. The goal is to find the highest and best use for the site. This goal to be measured by: 1) return to the agency for its original investment in the property, 2) the most added value of new development to the downtown in terms of increased tax increment/property taxes and sales tax, if applicable, providing needed housing and retail in the downtown. The 124 parking spaces on the site need to be replaced.

In late March staff released a Request for Qualifications for the redevelopment of the site. The purpose for the RFQ was to determine whether there was interest in developing the site in this economic climate and what might be the best use which would add value to the property and the downtown. It was further determined, that as an option, interest would be assessed in the potential development of the 5th and Railroad property as well.