

**Consulting Report – Preliminary
Feasibility Analysis of Special Benefits**

**Various Program Elements of the Alaskan Way
Viaduct and Seawall Replacement Program,
Including Central Waterfront, Seawall,
1st Avenue Streetcar and Mercer West**

Location

Near Seattle Central Waterfront
From King Street to Mercer/Roy Streets
Seattle, Washington

Date of Report

June 1, 2010

Date of Analysis

June 1, 2010

Consultant

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June 1, 2010

Bob Chandler, Project Manager
Seattle Department of Transportation
City of Seattle
P.O. Box 34996
Seattle, WA 98124-4996

RE: PRELIMINARY FEASIBILITY ANALYSIS OF SPECIAL BENEFITS FOR VARIOUS PROGRAM ELEMENTS OF THE ALASKAN WAY VIADUCT AND SEAWALL REPLACEMENT PROGRAM, INCLUDING CENTRAL WATERFRONT, SEAWALL, 1ST AVENUE STREETCAR AND MERCER WEST, NEAR SEATTLE CENTRAL WATERFRONT, IN SEATTLE, KING COUNTY, WASHINGTON

Dear Mr. Chandler:

As requested, we have completed a *Preliminary Feasibility Analysis of Special Benefits/ Consulting Assignment* for the various program elements of the Alaskan Way Viaduct and Seawall Replacement Program (AWVSR), including Central Waterfront, Seawall, 1st Avenue Streetcar and Mercer West ("Project"), near the Seattle Central Waterfront in Seattle, King County, Washington. The purpose of this analysis is to assist the City of Seattle in decision making regarding the potential feasibility for a Local Improvement District (LID) or multiple LIDs, in advance of completing a more detailed Preliminary Special Benefits Study for LID formation.

The intended user of this analysis is the City of Seattle. Due to the brief timeframe and preliminary nature of this analysis, our expectation is a reader of this report should be knowledgeable of the project, surrounding commercial, multifamily, residential, and industrial real estate markets, and LID matters.

For this preliminary feasibility analysis, we identified about 11,000 properties in a study area proximate to the project, including over 9,000 residential condominiums. Summaries of our analysis and conclusions are presented in several charts and analysis maps within this report. This report addresses our understanding: 1) of the project(s) based on a summary review of project documents and mapping; 2) our scope and methodology for the preliminary feasibility analysis of special benefits; 3) preliminary analysis conclusions and reliability; and 4) anticipated LID challenges.

Our analysis supports the following range of potential special benefits resulting from the "Project" as of June 1, 2010:

Low:	\$395,000,000
Mid:	\$810,000,000
High:	\$1,495,000,000

In our opinion, the most probable range of total potential special benefits for the project is:

PROBABLE RANGE: \$675,000,000 TO \$900,000,000

The above "Probable Range" of benefits is allocated as follows:

Central Waterfront	\$450,000,000	to	\$600,000,000
Seawall	\$12,000,000	to	\$15,000,000
1 st Avenue Streetcar:	\$200,000,000	to	\$260,000,000
Mercer West	\$13,000,000	to	\$25,000,000

This consulting report was made in conformance with the Uniform Standards of Professional Appraisal Practice (USPAP) and is intended to conform to the report standards of the entity requesting this assignment. This report is specific to the needs of the client and for the intended use and users stated in this report. The consultant is not responsible for unauthorized use of this report.

If you have any questions regarding this preliminary feasibility analysis, process or any of the summary exhibits, please give us a call at (425) 450-4040. We are available to consult with the City regarding our findings and recommendations.

Sincerely,

ALLEN BRACKETT SHEDD



Deborah A. Foreman, Senior Associate

Matthew C. Sloan, Senior Associate

tbm
Enclosures

PROJECT INFORMATION AND SCOPE OF ANALYSIS

— *Project Description*

For this assignment, our understanding is the “Project” consists of the following improvements:

- Removal of the existing viaduct north of King Street.
- Surface reconstruction of Alaskan Way in the existing area of the viaduct.
- New public open space along the waterfront with pedestrian connections from areas to the east and north.
- Seawall reconstruction and repair along Elliott Bay.
- Construction of a streetcar with double tracks along 1st Avenue connecting to King Street Station area, Westlake Center, and Seattle Center.
- Mercer West.

Based on preliminary project mapping, the project is bounded by about S. King Street in Pioneer Square to the south, and Roy Street on south Queen Anne to the north.

In our analysis, several separate elements of the project are analyzed:

Central Waterfront

Along the City’s waterfront, the viaduct will be demolished and the existing Alaskan Way surface street will be relocated as a new 4-lane arterial (6 lanes south of Yesler) to the area of the removed viaduct, extending up existing viaduct right-of-way to an intersection with Elliott and Western Avenues. Throughout the waterfront, utilities will be relocated and updated to accommodate planned development. Public spaces will be improved, implementing the City’s Central Waterfront Plan, with numerous pedestrian connections to the east and north. Total cost of this project element is approximately \$570 million.

Seawall Replacement/ Repair

From Washington to Pine Streets the City’s failing Central Seawall will be replaced/ repaired and there will be updates to the water, sewer, and storm water systems. Similarly, the aging North Seawall system north of Pine Street to Broad Street will be replaced/ repaired with some utilities relocations and updates (expected completion is post 2018). The seawalls are required to protect Alaskan Way, Burlington Northern mainline railroad and Sounder services, and numerous commercial properties developed within original Puget Sound tidelands. The cost of the Central Seawall project element is approximately \$290 million.

1st Avenue Streetcar

This is an additional streetcar link with Seattle’s South Lake Union Streetcar project completed in 2007 and the First Hill/ Capitol Hill line approved for construction, with connections to regional transit systems including METRO and Sound Transit. The North section commences at Seattle Center near Key Arena on Queen Anne Avenue N. and travels south on 1st Avenue to Stewart Street, connecting to the South section. The South section commences at Westlake Center on Stewart Street and travels west then south onto 1st Avenue to near

King Street Station on Jackson Street. Total cost of this project is approximately \$140 million.

Mercer West

Between Dexter and Elliott Avenues, this is the extension of the Mercer East project approved for construction east of Dexter Avenue, changing Mercer Avenue into a 2-way main arterial connecting to I-5 and eliminating the “Mercer/ Valley Weave.” Between Dexter Avenue and Fifth Avenue N., there will be a 6-lane, 2-way underpass under Aurora Avenue, with a joint pedestrian and bike path and some utilities relocations and updates. Portions of Broad Street will be vacated and filled and an extension of Sixth Avenue N. constructed to Mercer Street. West of Fifth Avenue N., Mercer and Roy Streets will be restriped to change them to 2-way streets, with bike lanes on Roy Street. This project element has a projected cost of \$125 million.

— *Scope of Preliminary Feasibility Analysis*

Due to the brief timeframe and preliminary nature of this analysis, our expectation is a reader of this report should be knowledgeable of the project, surrounding commercial, multifamily, residential, and industrial real estate markets, and LID matters. On a historical basis, our firm completed several related feasibility studies for the Proposed Alaskan Way Tunnel Project in 2006 and the Proposed Seattle Streetcar Network in 2008. We also completed several detailed Special Benefits Studies for the South Lake Union Streetcar Project from 2004 to 2006. Much of the data developed during those studies are relied upon for this study, adjusted for market conditions.

Given the volume of properties, timing, and the preliminary analysis, and with the concurrence of the client, the format of this report is a *Summary Report*. As such, it presents only summary discussions of the data, reasoning, and analyses that were used to develop the consultants’ opinions of value. Supporting documentation is retained in the consultants’ files. Furthermore, in accordance with prior agreement between the client and the consultants, this report is the result of a limited evaluation process. The intended user of this report is warned that the reliability of the value conclusions provided may be impacted to the degree of limited availability of detailed property information. We note, however, that these limitations are typical in the analysis of properties for LID proceedings. The preliminary feasibility of special benefits reported herein is given subject to the assumptions and limiting conditions included with this report. The consultants are not responsible for unauthorized use of this report.

Various Seattle Department of Transportation representatives provided us with project, neighborhood and property information. Additional information was obtained from County, City, newspaper, internet, and other records, as well as neighborhood and property inspections.

In analyzing the potential LID properties, the consultant did the following:

- Inspected the project area and potential LID properties (brief exterior inspections).
- Relied on historical and current consultant activities regarding the potential LID neighborhoods or competitive neighborhoods in the downtown, Queen Anne, South Lake Union, and Pioneer Square areas.

- Researched City of Seattle, King County, WSDOT and other websites and databases.
- Reviewed Allen Brackett Shedd database.
- Relied on preliminary San Francisco, Boston and other North America elevated freeway/ waterfront research, and preliminary broker/owner/ manager interviews conducted since 2006.
- Reviewed various City and WSDOT project information.

For this preliminary analysis, we identified over 11,000 properties in a study area proximate to the project, including about 9,000 residential condominiums. Based on our experience with similar projects and our preliminary analysis of the project and properties, we analyzed King County (KC) Assessor appraised values and projected various areas of influence due to the project. Projected property value increases in Low, Mid and High ranges were analyzed.

Summaries of our analysis and conclusions are presented in several charts and analysis maps within this report, as named below. We note that some colored parcels are part of larger KC tax parcels within other colored areas.

- Chart - Summary of Potential Special Benefits/ LID Feasibility (2010 Dollars) – Based on King County Assessor’s Appraised Values
- Map – Central Waterfront (reflects analysis areas by proximity to the project)
- Map – Seawall, Streetcar, and Mercer West Project (reflects analysis areas by project area)
- Map – Existing Building Heights (Stories)
- Map – Percent Improved (reflects KC Assessor 2010 Building Appraised Values divided by 2010 Total Appraised Values)

SPECIAL BENEFITS METHODOLOGY AND ANALYSIS

— *Special Benefits*

Special benefits are the difference between the fair market value of the properties in the “before” condition (“without” the improvements) and the “after” condition (“with” the improvements). Generally, it is the fee simple interest of the properties analyzed. For the “Project,” many factors are anticipated to lead to changes in property values, including but not limited to:

- Improved views
- Waterfront open space improvements
- Neighborhood accessibility and exposure
- Reduced noise, vibration and pollution
- Streetcar improvements and connection with regional transit systems
- Enhanced neighborhood circulation
- Improved development timing and potential
- Decreased development costs, increased rents, reduced operating expenses
- Increased demand for property

— *Study Area*

In preparing this preliminary analysis, we performed a summary review of the proposed project improvements, neighborhood and surrounding properties in Seattle’s Central Business District (CBD) and adjacent areas, including zoning and development conditions.

We developed a database of probable affected properties (the “study area”), including property characteristics and other KC information, from similar work on the Proposed Alaskan Way Tunnel Project in 2006 and the Proposed Seattle Streetcar Network in 2008, adding new construction or other properties required for this study. There are over 11,000 KC tax parcels in the study area, including over 2,100 building sites and about 9,000 residential condominiums. The properties include a variety of vacant land/ interim uses, commercial, retail, industrial, multifamily, and residential uses.

In the database, the properties are identified by KC tax parcel numbers, site addresses, current uses, zoning codes, land and building sizes, number of building stories, 2010 KC assessed (taxable) and appraised values, and other available information from KC. In a more detailed analysis, we expect a number of the properties’ improvements will be considered interim uses, and we anticipate multiple “larger parcels” exist (assemblage of parcels under one owner).

— *Existing Property Values*

The total 2010 KC appraised values for properties in the study area are \$26.95 billion. For the properties immediately adjoining the existing viaduct, to the east and west, the totals are \$1.26 billion (over 600 tax parcels), and the properties studied near the streetcar total \$12.21 billion in appraised values (over 6,600 tax parcels). A preliminary study of commercial property sales in the study area for 2009 and 2010 was conducted, for both land and improved properties. Based on the sales, we analyzed a “sales adjustment factor” from the relationship of sales prices

to KC appraised values (factor = sales price divided by appraised value), by property types and as a whole. The analysis supported an overall factor of about 1.25 to adjust the KC appraised values to a more probable market value in the “before” condition. However, given current market conditions and uncertainties, we have elected to leave the 2010 KC appraised values unadjusted (factor of 1.0) as a more conservative approach for this study.

Relying on our historical work with KC appraised values and general knowledge of properties in the area, we analyzed the potential highest and best use of properties. A map in this study reflects the “percentage improved” developed from KC appraised values, where the appraised building values are divided by the appraised total values. We anticipate those properties with percentages improved of 25% or lower are existing vacant land or interim uses with redevelopment potential. As shown, there is a significant amount of underdeveloped properties along the Central Waterfront adjacent to the existing viaduct, and in the lower Queen Anne and South Lake Union areas.

— *Changes to Properties and Special Benefits*

Finally, we considered the changes in the “after” condition of the properties following completion of the project, which varyingly includes the removal of the existing Alaskan Way viaduct, new Alaskan Way and Central Waterfront improvements, seawall reconstruction/ repair, 1st Avenue Streetcar, and Mercer West improvements.

We anticipate special benefits will result from:

- Significant view enhancement to adjacent properties along the existing viaduct to the east; more moderate enhancement to adjoining blocks to the east, north, south and west.
- Elimination or reduction of noise, pollution, and vibration to adjoining properties along the existing viaduct.
- Light and air enhancement due to elimination of the barrier and shadows.
- Superior waterfront access and connection for properties to the east, north and south.
- Superior CBD access and connection for waterfront properties.
- Amenity of Central Waterfront open space.
- Seawall reconstruction/ repair, eliminating threat of failure, and property damages along waterfront.
- Streetcar improvements and connection with regional transit systems.
- Enhanced neighborhood circulation, access, and exposure due to improvements in multiple areas.
- Utilities relocations and updates to support planned development of neighborhoods.

For most of the properties, increased neighborhood economics and livability – i.e. demand - will be associated with the above. For investment properties, we also expect increased rents, decreased vacancies, decreased property expenses, and more optimistic capitalization rates. Accelerated development and redevelopment is also expected to occur along the project. For many of the properties, the enhancements

from the project will permit development of properties to more intensive uses and will make the properties more attractive in the marketplace compared to properties with inferior characteristics.

To reflect potential special benefits, we modeled potential value increases in Low, Mid and High ranges as a percentage of the “before” values. A chart in this report *Summary of Potential Special Benefits/ LID Feasibility (2010 Dollars) – Based on King County Assessor’s Appraised Values, Adjusted* reflects our preliminary analysis supporting our potential special benefits conclusions. The column “SB Increase” reflects the percentage increase in value of the “KC Appraised Adjusted” (the “before” value of the properties) projected to occur as a result of the project. The various project elements analyzed as requested by the client are as follows:

Central Waterfront

The largest amount of preliminary special benefits result from this project element. We had historically studied most of these properties by proximity to the viaduct, which we updated for this analysis. The percentages of special benefits projected range from less than 1% to 8% in the Low range, less than 1% to 15% in the Mid range, and 1% to 25% in the High range. Cumulatively, the projected special benefits range from about 1.11% to 4.45%.

In developing our model of potential value increases, we relied on historical work by our firm analyzing views, waterfront and open space amenities, light and air, access and exposure, and other. Relevant activities have included Port of Seattle, Sound Transit, Monorail Green Line, WSDOT, and other major transportation projects, including LIDs, as well as numerous private property assignments. On a preliminary basis, we investigated San Francisco, Boston, and other North American cities where elevated highway structures were removed or are projected for removal and substantial property value increases resulted or are anticipated.

Ultimately, we anticipate the increases in property values, or special benefits, will be mainly due to proximity to the project, property types, and cost benefits.

Proximity. In a more detailed Special Benefits Study, proximity of each property to the project will be a key factor, and this is weighted considerably in our modeling of potential value increases. Based on our research and judgment, our analysis classified each of the potential LID properties into one of several “Analysis Areas” reflecting influence of the “Project” due to proximity. These areas are reflected in a map *Central Waterfront Project* in this report, as follows:

- | | |
|-----------|---|
| Area 1-W | To the west of existing viaduct from about Battery Street at the north to S. Massachusetts Street (<i>Map Shade RED</i>). |
| Area 1-E: | Frontage on existing viaduct to the east, between Lenora Street/ Elliott Avenue on the north and S. Massachusetts Street to the south (<i>Map Shade GREEN</i>). |
| Area 2-E: | One to two+ blocks east of Area 1E (<i>Map Shade BLUE</i>). |
| Area 3-E: | Three to four+ blocks east of Area 1E (<i>Map Shade ORANGE</i>). |
| Other: | Other parcels in more distant proximity to the project elements. (<i>Map Shade GRAY</i>). |

For this project element, the greatest special benefits are expected to accrue to those properties in Areas 1E, 1W, and 2E. Lower special benefits will result in areas most distant from the project.

Property Types. A second classification in the analysis was each property's type of use. As a result of the highest and best use analysis, the properties were classified into major groups as detailed below.

- Apartment
- Commercial
- Condominium – Residential
- Hotel
- Industrial
- Office
- Parking Garages
- Residential
- Retail
- Land or Vacant/ Interim Uses
- Other

We expect in a more detailed Special Benefits Study there would be a range of special benefits accruing to various property types, which we have weighted into our feasibility analysis.

Cost Benefits. Particularly for the utilities relocations and updates throughout this project, the cost benefits to the property owners may be a benefit factor. In the areas immediately adjacent to the existing viaduct, reduced costs result in the “after” condition from no longer needing to provide noise insulation and extraordinary window costs, and reduced costs associated with pollution.

Other Project Elements

Other project elements, including the seawall, streetcar and Mercer West were analyzed independently. These areas are reflected in a map *Seawall, Streetcar, and Mercer West Project*.

Seawall Replacement/ Repair. The City owns the Alaskan Way right-of-way and acknowledges its responsibility to maintain the road's structural elements, including the seawall. To date, we are not aware of any property developments near the seawall required to mitigate costs or pay any fees associated with the failing seawall and anticipated replacement. However, without the prospect of the seawall replacement (the “before” condition), the properties may incur additional costs either physically or in terms of insurance rates, and bear the risk of a catastrophic loss in the event of total failure of the seawall (which can impact buyers decisions, financing, and other economic factors for the properties). The projected special benefits in the “after” condition, with the seawall replacement, are supportable as potential costs and risks are eliminated or substantially reduced.

1st Avenue Streetcar. Similar to our South Lake Union Streetcar analysis, we anticipate special benefits will result from enhancement of the area transportation network and connection with regional transit systems; increased property exposure and demand; mitigation of auto traffic and congestion; reduction of transportation costs to area employers and residents; and demand for development to align along the project.

The streetcar study area is a core area of the city, with competing transportation including buses, light rail, and monorail connections, and our projections for benefits consider those factors. Proximity and property types are key to the streetcar analysis. Obviously those properties in closest proximity are benefited higher than properties further from the streetcar line. The properties in our analysis are up to 3 blocks from the 1st Avenue Streetcar and are considered the primary benefited properties. We recognize properties up to 5 or 6 blocks away are potentially benefited, to be determined in a more detailed Special Benefits Study.

The range of projected special benefits from 1% to 3% for properties up to 3 blocks from 1st Avenue compares to the South Lake Union analysis at 1.69% of the assessed values for the total project (up to 5 blocks away) and 3.24% of assessed values for parcels within 3 blocks of the streetcar.

Mercer West. With the exception of a limited number of tax parcels, the preliminary special benefits of this project element are considered relatively nominal. We anticipate considerable costs are associated with the areas between Dexter and 5th Avenue N., including the Mercer Street widening, underpass, and new roadway improvements, vacation and filling of Broad Street, and 6th Avenue N. extension. West of 5th Avenue N. the improvements do not include significant upgrades to the roads, sidewalks, or utilities improvements.

Summary of Potential Special Benefits/ LID Feasibility (\$2010)

DRAFT

Central Waterfront, Seawall, 1st Avenue Streetcar, and Mercer West

Based on King County Assessor's Appraised Values, Adjusted

Project	Analysis Areas	Total KC Appraised	KC Appraised Adjusted	Total Parcels	Condo Units	1.00			LOW		MID		HIGH	
						SB Increase	Potential SBs	SB Increase	Potential SBs	SB Increase	Potential SBs	SB Increase	Potential SBs	
CW/ Viaduct	1 - E	\$536,762,500	\$536,762,500	55	215	8.00%	\$42,941,000	15.00%	\$80,514,375	25.00%	\$134,190,625			
CW/ Viaduct	1 - W	\$725,154,400	\$725,154,400	50	301	5.00%	\$36,257,720	10.00%	\$72,515,440	20.00%	\$145,030,880			
CW/ Viaduct	2 - E	\$4,243,611,300	\$4,243,611,300	297	2,091	2.50%	\$106,090,283	5.00%	\$212,180,565	12.50%	\$530,451,413			
CW/ Viaduct	3 - E	\$4,632,771,772	\$4,632,771,772	254	727	1.00%	\$46,327,718	2.00%	\$92,655,435	2.50%	\$115,819,294			
CW/ Viaduct	Other	\$13,741,825,819	\$13,741,825,819	971	4,387	0.25%	\$34,354,565	0.50%	\$68,709,129	1.00%	\$137,418,258			
Central Waterfront/ Viaduct Totals							\$23,880,125,791	2.21%	\$526,574,945	4.45%	\$1,062,910,470			
							\$265,971,285		\$526,574,945		\$1,062,910,470			
Seawall	North	\$586,732,400	\$586,732,400	28	239	1.00%	\$5,867,324	2.00%	\$11,734,648	3.00%	\$17,601,972			
Seawall	South	\$96,103,200	\$96,103,200	19	0	1.00%	\$961,032	2.00%	\$1,922,064	3.00%	\$2,883,096			
Seawall Replacement Totals							\$6,828,356	2.00%	\$13,656,712	3.00%	\$20,485,068			
							\$6,828,356		\$13,656,712		\$20,485,068			
Streetcar	North	\$5,783,616,849	\$5,783,616,849	519	4,689	1.00%	\$57,836,168	2.00%	\$115,672,337	3.00%	\$173,508,505			
Streetcar	South	\$6,429,394,002	\$6,429,394,002	335	1,100	1.00%	\$64,293,940	2.00%	\$128,587,880	3.00%	\$192,881,820			
1st Avenue Streetcar Totals							\$122,130,109	2.00%	\$244,260,217	3.00%	\$366,390,326			
							\$122,130,109		\$244,260,217		\$366,390,326			
Mercer West	Mercer	\$2,301,937,300	\$2,301,937,300	314	838	0.00%	\$0	1.00%	\$23,019,373	2.00%	\$46,038,746			
							\$0		\$23,019,373		\$46,038,746			
PROJECT TOTALS*							\$26,945,314,491	3.00%	\$807,511,247	5.55%	\$1,495,824,610			

Notes: Red highlighted \$s are checks to confirm calculations
186 condo projects total

FEASIBILITY CONCLUSIONS AND LID CHALLENGES

— *Preliminary Analysis*

Our analysis supports the following range of potential special benefits resulting from the “Project” as of June 1, 2010:

Low:	\$395,000,000
Mid:	\$810,000,000
High:	\$1,495,000,000

In our opinion, the most probable range of total potential special benefits for the project is:

PROBABLE RANGE: \$675,000,000 TO \$900,000,000

The above “Probable Range” of benefits is allocated as follows:

Central Waterfront	\$450,000,000	to	\$600,000,000
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1 st Avenue Streetcar:	\$200,000,000	to	\$260,000,000
Mercer West	\$13,000,000	to	\$25,000,000

The total potential special benefits reflect approximately 3.0% of the KC appraised adjusted values in the Mid range analysis, ranging from 1% to 2% for the smaller elements to 2.21% for the Central Waterfront element (some parcels are benefited by more than one element resulting in the higher % for the total). We have considerable information to support property value increases as reflected in our model. We are relatively confident we have identified most of the factors that attribute to property value increases in the “after” condition.

A limitation of our analysis is it does not reflect property by property “before” and “after” values, which would be the methodology in a Special Benefits Study. This preliminary analysis has been completed in a relatively short time frame and involves billions of dollars worth of complex urban properties. In comparison, the Preliminary Special Benefits Study for South Lake Union Streetcar project took about 10 months to complete, with on-going analysis through the Final Study for an additional 9 or 10 months.

We expect a more detailed study would result in more property types, # of stories, view, proximity to waterfront/ open space, other cities, and other complex analyses which may increase or decrease percentages of property values changed. Some properties may end up being excluded, and possibly others added.

We acknowledge that not all benefited properties may have been captured within the study area, and further investigation of individual parcels is required. On the positive side, erring on the side of conservatism, we have not adjusted the KC appraised values by a factor of 1.25 that appeared to be supported by sales activity compared to assessed values, even under our current challenging market conditions. Nor do the current appraised values reflect any amount of development which could be completed by the time of any final assessment roll for an LID.

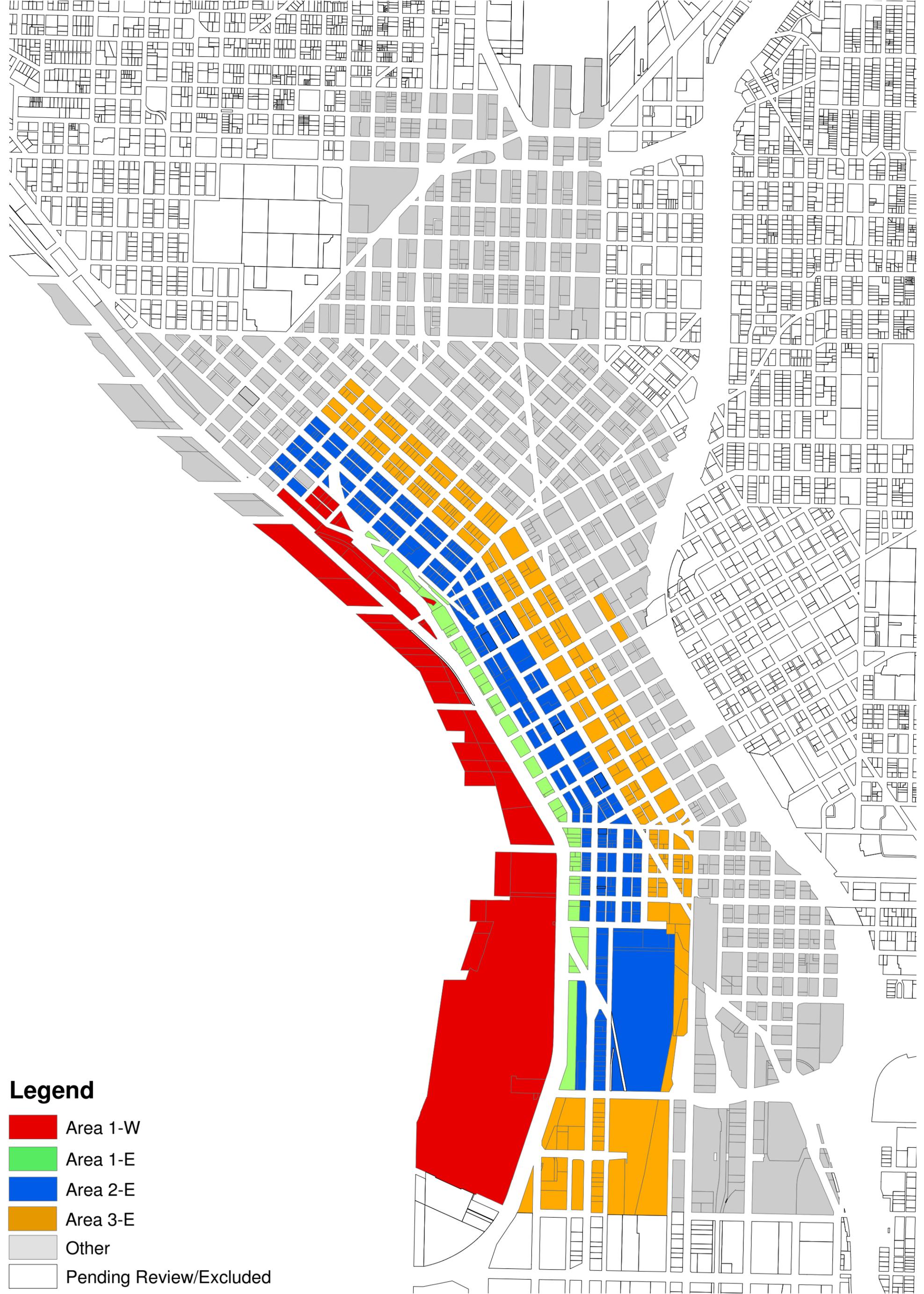
A Preliminary Special Benefits Study, which we recommend, would further refine this Preliminary Feasibility Analysis of Special Benefits.

— ***LID Challenges***

Some of the challenges we anticipate with an LID for the project include:

- Administration of one or more overlapping LIDs for the various project elements.
- Large numbers of properties potentially within the LID, and the variety of complex property types.
- Valuation issues associated with special use properties such as City, WSDOT, Port of Seattle, County, stadiums, and other properties including landmarked-designated buildings and buildings in historic districts (Pioneer Square and Pike Place Market).
- Variety and complexity of construction elements, such as roadway changes, utilities, seawalls, streetcars, etc.
- Market conditions at the time of an LID.
- Factors relating to lengthy timing of construction, between the actual “before” and “after” conditions.

After its consideration of this preliminary study, we recommend the City form an LID team for early commencement of additional review of this complex project. Due to the overlapping nature of some of the project elements, and costs associated with an LID (multiplied with several LIDs), a single LID is recommended.

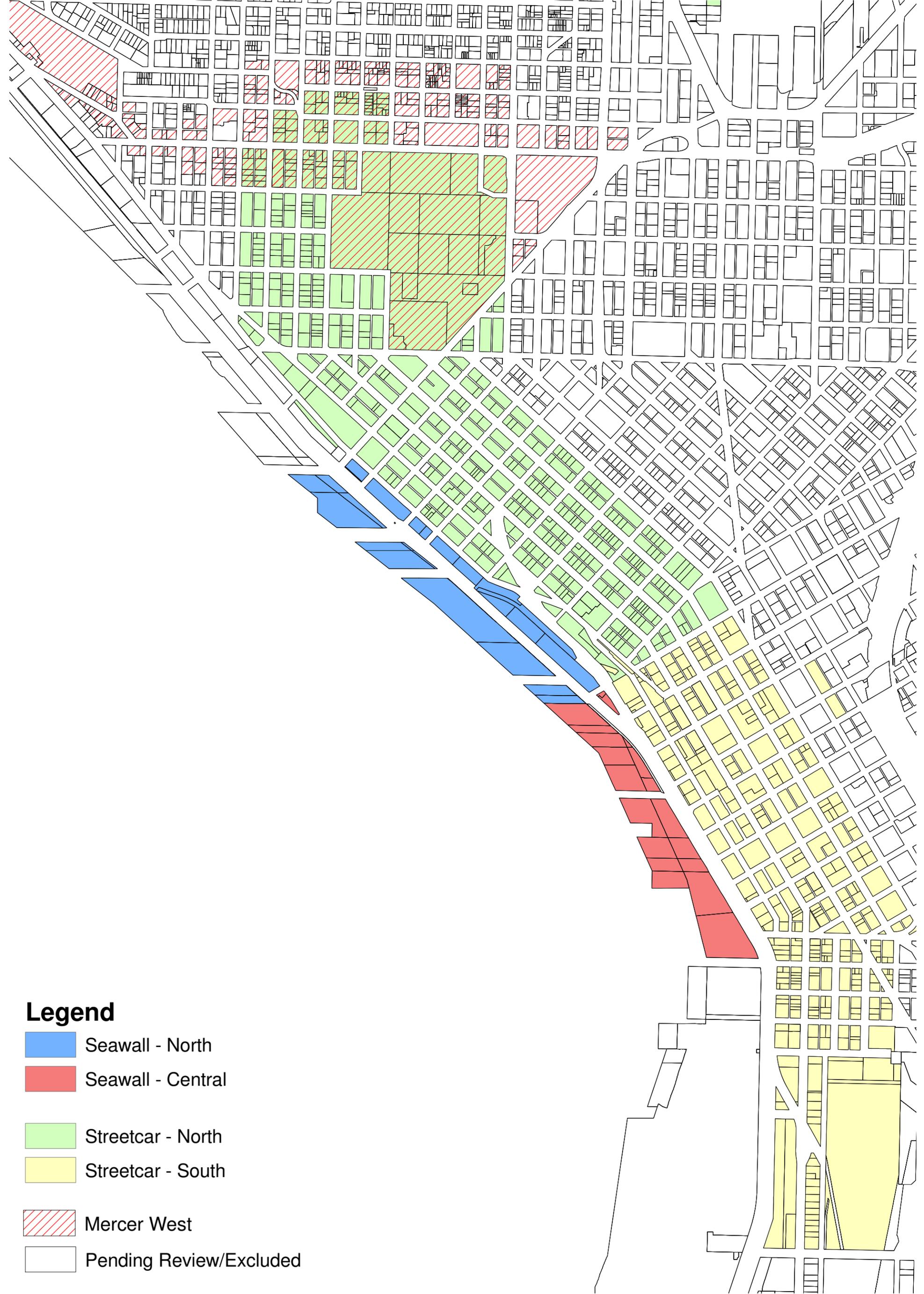


Legend

-  Area 1-W
-  Area 1-E
-  Area 2-E
-  Area 3-E
-  Other
-  Pending Review/Excluded

Central Waterfront Project

Allen - Brackett - Shedd
Real Estate Appraisers and Consultants

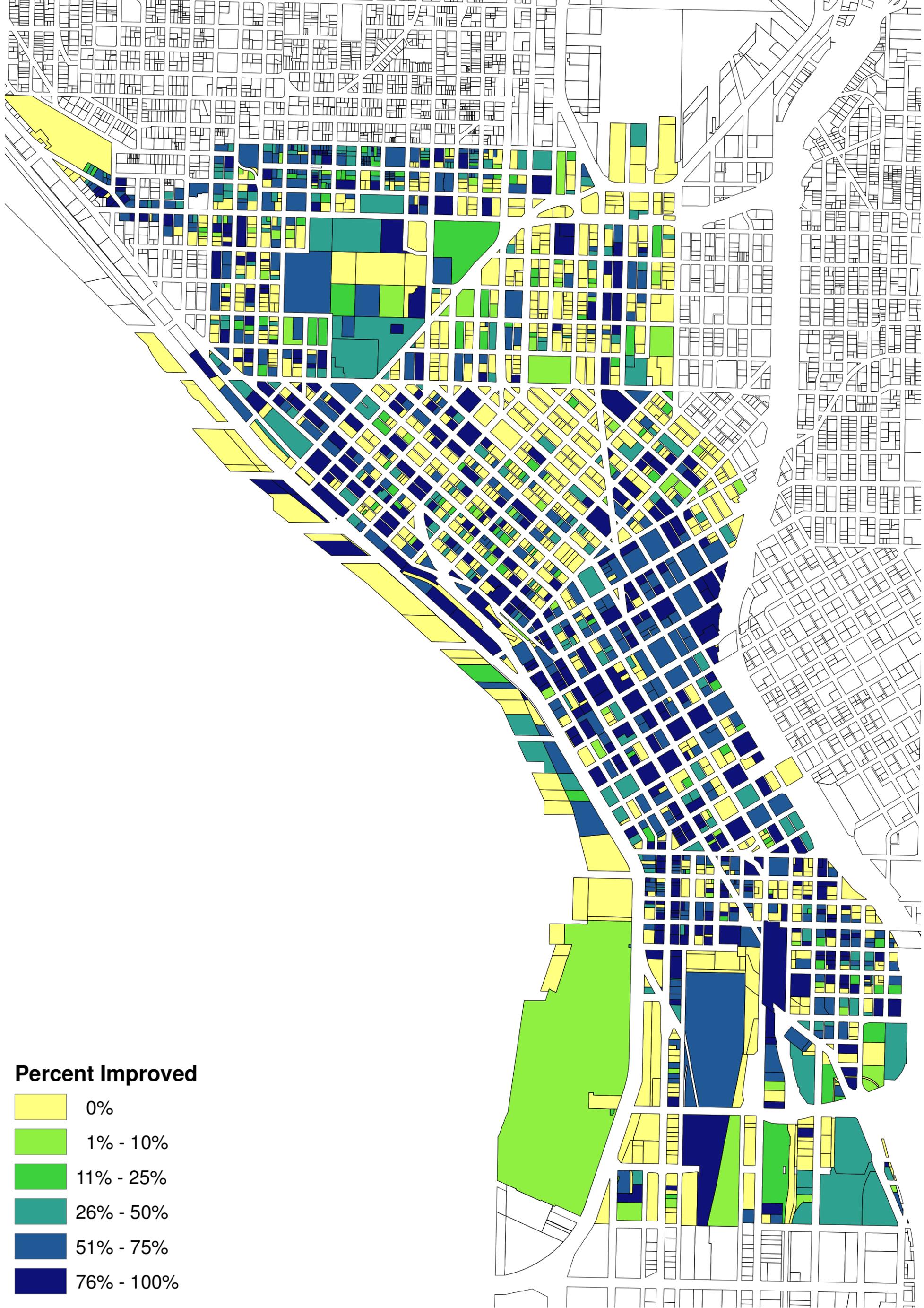


Legend

- Seawall - North
- Seawall - Central
- Streetcar - North
- Streetcar - South
- Mercer West
- Pending Review/Excluded

Seawall, Streetcar, and Mercer West Project

Allen - Brackett - Shedd
Real Estate Appraisers and Consultants

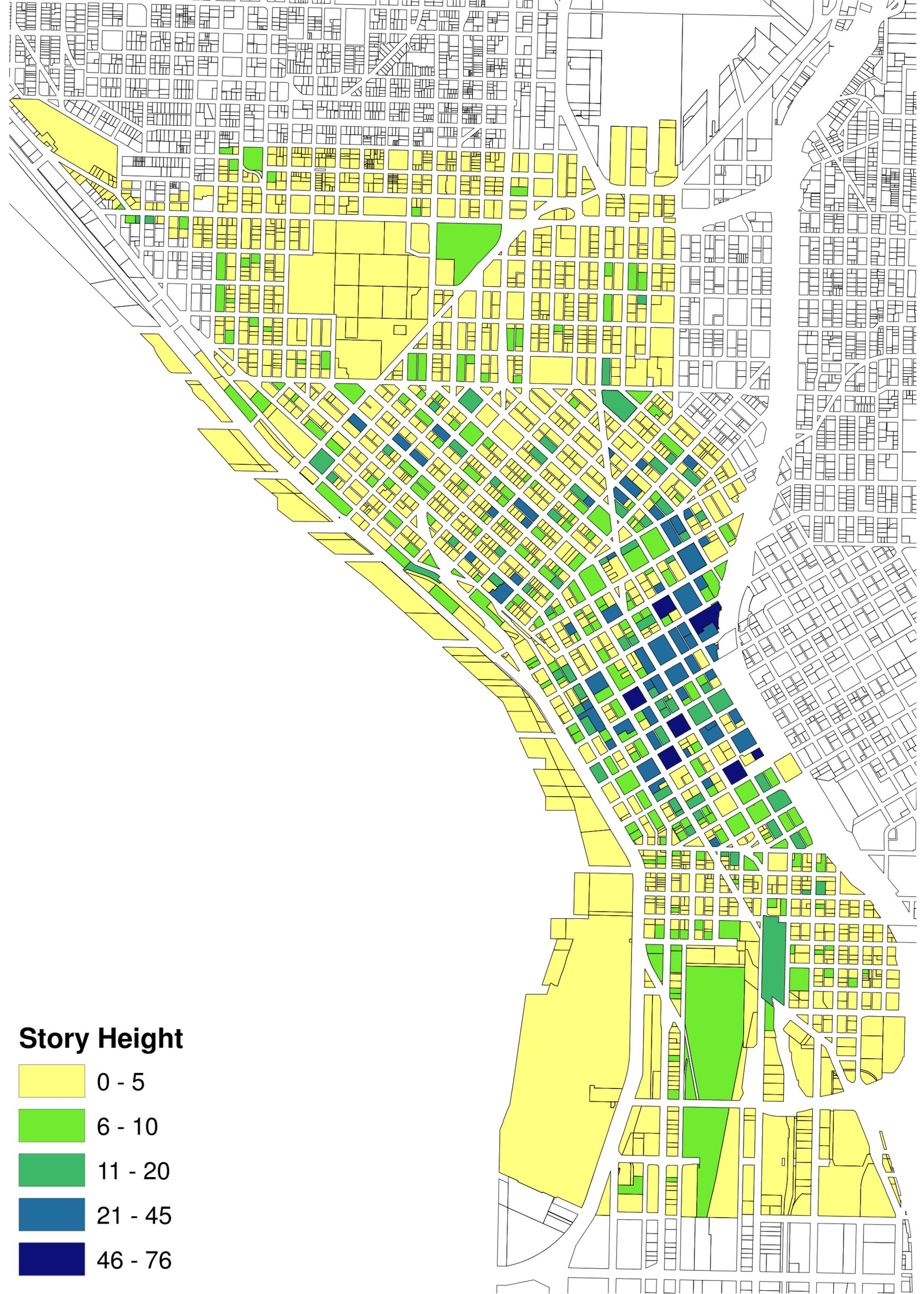


Percent Improved

- 0%
- 1% - 10%
- 11% - 25%
- 26% - 50%
- 51% - 75%
- 76% - 100%

Study Area - Percent Improved

Allen - Brackett - Shedd
Real Estate Appraisers and Consultants



Story Height

- 0 - 5
- 6 - 10
- 11 - 20
- 21 - 45
- 46 - 76

Study Area - Existing Building Heights

CERTIFICATION OF VALUE

I, the undersigned, do hereby certify that, to the best of my knowledge and belief:

- The statements of fact contained in this report and upon which the opinions herein are based are true and correct
- The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions, and are my personal, impartial, and unbiased professional analyses, opinions, and conclusions
- I have no interest, either present or prospective in the property that is the subject of this report, and no personal interest with respect to the parties involved.
- I have no bias with respect to the subject property, or to the parties involved.
- My engagement in this assignment was in no way contingent upon developing or reporting predetermined results, nor was it based on a requested minimum valuation, a specific value, or the approval of a loan.
- My compensation for completing this assignment is not contingent upon the development or reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value opinion, the attainment of a stipulated result, or the occurrence of a subsequent event directly related to the intended use of this appraisal
- The reported analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with the requirements of the Code of Professional Ethics & Standards of Professional Appraisal Practice of the Appraisal Institute, which include the Uniform Standards of Professional Appraisal Practice.
- I have made a personal inspection of the subject property
- No one provided significant real property appraisal assistance to the person signing this certification, with the exception of the person(s) shown on additional certification(s), if enclosed.
- The use of this report is subject to the requirements of the Appraisal Institute relating to review by its duly authorized representatives.



Deborah A. Foreman, Senior Associate

State Cert. #27011-1100302

CERTIFICATION OF VALUE

I, the undersigned, do hereby certify that, to the best of my knowledge and belief:

- The statements of fact contained in this report and upon which the opinions herein are based are true and correct
- The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions, and are my personal, impartial, and unbiased professional analyses, opinions, and conclusions
- I have no interest, either present or prospective in the property that is the subject of this report, and no personal interest with respect to the parties involved.
- I have no bias with respect to the subject property, or to the parties involved.
- My engagement in this assignment was in no way contingent upon developing or reporting predetermined results, nor was it based on a requested minimum valuation, a specific value, or the approval of a loan.
- My compensation for completing this assignment is not contingent upon the development or reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value opinion, the attainment of a stipulated result, or the occurrence of a subsequent event directly related to the intended use of this appraisal
- The reported analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with the requirements of the Code of Professional Ethics & Standards of Professional Appraisal Practice of the Appraisal Institute, which include the Uniform Standards of Professional Appraisal Practice.
- I have made a personal inspection of the subject property
- No one provided significant real property appraisal assistance to the person signing this certification, with the exception of the person(s) shown on additional certification(s), if enclosed.
- The use of this report is subject to the requirements of the Appraisal Institute relating to review by its duly authorized representatives.

Matthew C. Sloan, Senior Associate

State Cert. #27011-1101655

ASSUMPTIONS AND LIMITING CONDITIONS

This consulting report was made after personal inspection of the property identified in this report. The conclusions in the report have been arrived at and are predicated upon the following conditions:

- (a) No responsibility is assumed for matters, which are legal in nature, nor is any opinion rendered on title of land. Title to the property is assumed to be good and marketable unless otherwise stated in this report.
- (b) Unless otherwise noted, the property has been analyzed as though free and clear of all liens, encumbrances, encroachments, and trespasses.
- (c) All maps, areas, and other data furnished your consultant have been assumed to be correct; however, no warranty is given for its accuracy. If any error or omissions are found to exist, the consultant reserves the right to modify the conclusions. Any plot plans and illustrative material in this report are included only to assist the reader in visualizing the property.
- (d) It is assumed there is full compliance with all applicable federal, state, and local environmental regulations and laws unless otherwise stated in this report.
- (e) It is assumed all applicable zoning and use regulations and restrictions have been complied with, unless a nonconformity has been stated, defined, and considered in this report.
- (f) The consultant has no interest, present or contemplated, in the subject properties or parties involved.
- (g) Neither the employment to make the report nor the compensation is contingent upon the amount of the valuation reported.
- (h) To the best of the consultant's knowledge and belief, all statements and information in this report are true and correct, and no important facts have been withheld or overlooked.
- (i) Possession of this report, a copy, or any part thereof, does not carry with it the right of publication, nor shall the report or any part thereof be conveyed to the public through advertising, public relations, news, sales, or other media valuation conclusions, identity of the consultant, or firm, and any reference made to the Appraisal Institute or any professional designation.
- (j) There shall be no obligation required to give testimony or attendance in court by reason of this report, with reference to the property in question, unless satisfactory arrangements are made in advance.
- (k) This assignment has been made in accordance with rules of professional ethics of the Appraisal Institute.
- (l) No one other than the consultant prepared the analysis, conclusions, and opinions concerning real estate that are set forth in the report.
- (m) Statements or conclusion offered by the consultant are based solely upon visual examination of exposed areas of the property. Areas of the structure and/or property, which are not exposed to the naked eye, cannot be inspected; and no conclusions, representations, or statements offered by the consultant are intended to relate to areas not exposed to view. No obligation is assumed to discover hidden defects.

- (n) Unless otherwise stated in this report, the existence of pollution and/or hazardous waste material, which may or may not be present on the property, was not observed by the consultant. The consultant has no knowledge of the existence of such materials on or in the property. The consultant, however, is not qualified to detect such substances. The presence of substances such as asbestos, urea-formaldehyde foam insulation, or other potentially hazardous materials or pollution may affect the value of the property. Any value estimate is predicated on the assumption that there is no such material on or in the property that would cause a loss in value. No responsibility is assumed for any such conditions or for any expertise or engineering knowledge required to discover them. The client is urged to retain an expert in this field, if desired.
- (o) Statements, representations, or conclusions offered by the consultant do not constitute an express or implied warranty of any kind.
- (p) Neither consulting associate nor Allen Brackett Shedd shall be liable for any direct, special, incidental, or consequential damages whatever, whether arising in tort, negligence, or contract, nor for any loss, claim, expense, or damage caused by or arising out of its inspection of a property and/or structure.
- (q) The *Americans with Disabilities Act* (ADA) became effective January 26, 1992. We have not made a specific compliance survey and analysis of this property to determine whether or not it is in conformity with the various detailed requirements of the ADA. It is possible that a compliance survey of the property, together with a detailed analysis of the requirements of the ADA, could reveal that the property is not in compliance with one or more of the requirements of the Act. If so, this fact could have a negative effect upon the value of the property. Since we have no direct evidence relating to this issue, we did not consider possible non-compliance with the requirements of ADA in estimating the value of the property.
- (r) With regard to prospective value opinions, future changes in market conditions necessitate an assumption that the consultant cannot be held responsible for unforeseeable events that alter market conditions prior to the date of the report.

FIRM QUALIFICATIONS

Following is a summary of significant projects completed by Allen Brackett Shedd involving special benefit studies, appraisals, and expert testimony work. Client references are available upon request.

— *City of Seattle, Various Departments; 2004 - Present*

Deborah Foreman and **Matthew Sloan** completed special benefits, feasibility analysis, Arcview/ GIS mapping, and consulting, including public hearing activities, from 2004 to present for:

Seattle Streetcar Network Project, 2008. Preliminary Feasibility of Special Benefits for multiple alternatives for streetcar expansion to Seattle's Northend, South Seattle, and West Seattle neighborhoods; over 40,000 tax parcels analyzed along 25.9 miles of proposed routes, with property values in excess of \$25 billion and preliminary special benefits in excess of \$400 to \$550 million.

South Lake Union Streetcar Project, 2004-2006. Preliminary and Final Special Benefits analysis for a \$50 million streetcar project from downtown Seattle to Fred Hutchinson Cancer Research Center, funded in part with a \$27 million LID affecting over 1,200 parcels with property values in excess of \$5 billion and special benefits over \$60 million (only 1 property owner protest at final hearing).

Alaskan Way Tunnel, 2006. Preliminary Feasibility Analysis of Special Benefits for a proposed \$4.0 billion replacement of existing viaduct along Seattle's Central Waterfront; over 5,000 parcels analyzed with preliminary special benefits of \$400 to \$600 million, and property values in excess of \$19.9 billion; analysis of development potential in area of 8.6 million square feet and \$3.0 billion in additional building value potential; historical absorption analysis of several downtown neighborhoods.

Additional assignments for the City include other preliminary feasibility analysis for LIDs in South Lake Union and Interbay neighborhoods; Broadmoor Golf Course; Pier 59 Aquarium & Omnidome Theatre; various fire stations; and other, completed by **Bruce Allen**, **Darin Shedd** and **Gregory Goodman**.

— *Port of Seattle, Puget Sound Region; 1988 – Present*

ABS has provided a wide range of consulting services to the Port of Seattle since 1988, through a multitude of contracts.

Central Waterfront activities since 1990 have included the evaluation of various sites assembled along Elliott Bay waterfront and Alaskan Way for redevelopment into mixed-use hotel, office, retail and residential high-rise uses. The properties, included submerged lands, were analyzed for acquisition, development feasibility, and lease negotiations or disposition. Most recent assignments included Piers 48 and 66. **Bruce Allen** and **Darin Shedd** were key representatives for most projects; **Deborah Foreman** was the key appraiser on the Unocal site, Piers 48 and 66.

At *Seattle-Tacoma International Airport*, our firm is currently engaged as the *Prime Consultant* in charge of the appraisal review process for the *Third Runway* acquisition project, including appraisal reviews and resolution of final values for acquisition offers. **Robert Chamberlin** is the key consultant. Our valuation

services and expert witness testimony at trial, with successful outcomes to the client, were provided for (1) in 1995, the class action, inverse condemnation (air traffic noise) case involving over 400 property owners; **Bruce Allen** served as expert witness for the Port; and (2) in 1992 and 1993, the South SeaTac Satellite expansion; **Bruce Allen** served as expert witness and **Deborah Foreman** as the key appraiser. Other airport activities since 1988 include valuation, lease analysis, and negotiation for Port-owned or prospective purchases. **Murray Brackett** has been a key appraiser in many of these activities.

For *Southwest Harbor Terminal 5* and *Harbor Island Terminal 18* expansion projects, ABS, as *Prime Consultant*, completed a variety of valuation-based services in the 1990s, including appraisals and review of third-party appraisals, feasibility analysis, consulting team for acquisitions, dispositions, and arbitration, and expert witness for properties in condemnation. **Bruce Allen** and **Deborah Foreman** were the key appraisers. Over 40 evaluations (most within a four-month time frame) were completed on a variety of industrial properties to support Port acquisitions and relocations. The Port successfully negotiated all but two of the acquisitions based on ABS services, the remainder required mediation or trial services.

— *Sound Transit, Puget Sound Region; 1997 – Present*

The firm has completed a number of valuation and consulting services for Sound Transit since 1997, generally under very tight time constraints.

For *Central LINK*, ABS worked as the *Prime Appraisal Manager* in charge of the appraisal process for acquisition of properties from Seattle to UW and to SeaTac. ABS also works on the team studying future expansions north-south of Seattle and to the Eastside.. With its subconsultant team, ABS completed a variety of valuation-based services, including over 300 appraisals (ABS completing about 25%), market estimates for over 4,000 parcels considered under various alternative routes in the DEIS process, and TOD, occupancy and employment analysis in various locations. Market analysis and appraisals for *Tacoma LINK* were also completed. **Bruce Allen** was the *Principal-in-Charge*, now **Darin Shedd**. **Deborah Foreman** was *Project Appraisal Manager* through 2003; and **Matthew Sloan** is currently *Project Manager*. They have acted as key appraisers, along with **Gregory Goodman**.

For *Commuter Rail*, the firm was engaged as the *Appraisal Manager* in charge of the appraisal process for acquisition for properties required for station site development from Seattle to Everett and Tacoma to Lakewood; ABS served in a similar capacity for *Sounder's* Seattle to Tacoma operations. With a team of subconsultant appraisers, over 70 appraisals were completed (ABS completed about 30%), and ABS has provided consulting and expert witness services for resolution of final values for acquisitions. Only a minimal number of properties required mediation or trial services. **Bruce Allen** was the *Principal-in-Charge* and **Deborah Foreman** was *Project Manager*; they both acted as key appraisers, along with **Matthew Sloan** and **Gregory Goodman**.

For *Regional Express*, ABS has also served as the *Appraisal Manager* of the ABS Team. Since 1999, major assignments have been completed in Everett, Lynnwood, Bellevue and Federal Way. **Bruce Allen**, **Deborah Foreman**, **Darin Shedd**, **Matthew Sloan** and **Gregory Goodman** have worked on assignments.

Generally 15% to 20% of the work for Sound Transit project has been assigned to small minority and women-owned businesses identified as subconsultants for the ABS Team, and other qualified firms have been added through team members. These firms and other small businesses are made aware of job opportunities and given the opportunity to independently complete appraisal reports, reviews, or other consulting assignments, with the support of *Project Appraisal Manager*.

The small businesses on our team have all been actively involved in the LINK and *Sounder* projects. ABS has supported and mentored them by providing: 1) appraisal formats and techniques, utilized by ABS and other major firms; 2) market data and resources; 3) review of preliminary valuation and reports; and 4) including them in meetings with Sound Transit and other real estate or professional firms involved in Sound Transit projects.

— *Seattle Monorail; 2003 - 2005*

Bruce Allen, Deborah Foreman, and Gregory Goodman, working with **McKee & Schalka**, completed a study analyzing the impacts (damages) on property values “before” and “after” for the proposed Seattle Monorail Project Green Line, an elevated structure. This was for property impacts from Crown Hill in Ballard to West Seattle. The study considered impacts to major downtown office projects, multi-story residential, industrial properties, and other along the 14-mile alignment. Mr. Allen and Ms. Foreman also consulted with the Monorail regarding special benefits to properties along the alignment.

— *City of Kent; 1991-Present*

Deborah Foreman has provided consulting, expert witness services, and completed Preliminary and Final Special Benefits Studies for several projects. **Matthew Sloan** has provided project research assistance and Arcview/ GIS mapping.

S. 196th/200th Street project involved over 450 properties and 150 development mitigation agreements for formation and final LID proceedings. Primarily impacting industrial properties, the \$45 million project completed a roadway from about I-5/Orillia Road to East Valley Highway with bridges over Green River and the mainline railroad tracks. Total property values analyzed were in excess of \$1.0 billion, with special benefits of about \$25 million; the LID was about \$21.5 million.

S. 228th Street Corridor LID was formed in 2002, with final formation completed in 2004. This project involved over 600 original tax parcels (with about 2,000 additional tax parcels following development), commercial, industrial, multifamily and residential, and over 100 development mitigation agreements. The \$30 million project completed roads west of West Valley Highway, over the Green River, and joins with Military Road near I-5. Total property values analyzed were in excess of \$169 million, with special benefits of about \$30 million; the LID was about \$17 million.

Properties were analyzed at highest and best use, both vacant and improved, in “before” and “after” conditions. Through an active process with City and property owners in “owner meetings” both large group and individually prior to formal public hearings, very few protests occurred in each LID (less than 20 for each). The appraisers were available to discuss individual property analysis with owners and review additional property information provided by owners throughout the LID

process. The City affirmed the LID roll with few adjustments from the appraisers' initial recommendations.

— ***City of SeaTac; 1988 - Present***

ABS has been on a variety of consulting teams evaluating several proposed transportation improvements relating to the SeaTac Airport area, including *People Mover*, *SeaTac South Access* (airport to S. 210th Street), and *28th/24th Avenue Arterial Project*. From 1997 to 2000, **Deborah Foreman** completed Preliminary and Final Special Benefits Studies involving over 370 tax parcels for *28th/24th*. The project was a \$25 million major boulevard and other infrastructure constructed in an area where limited roads existed (from S. 188th to S. 210th Streets, south of airport), major zoning changes had occurred, and transition in uses were anticipated. Total property values analyzed were in excess of \$170 million, with special benefits of about \$16 million; the LID totaled about \$7.1 million. There were less than 15 property owner protests.

— ***City of Bellevue, NE 10th Street LID #280; 1993 - 1996***

Deborah Foreman and **Bruce Allen** completed Preliminary and Final Special Benefits analysis of property values “before and after” for the *NE 10th Street LID*. A major 5-lane arterial, about \$19 million, was constructed in the Bellevue CBD, where limited roadways previously existed (from west of Bellevue Way to about I-405). Over 350 parcels, with a variety of improvements, zoning designations, sizes, and development potential were analyzed. Property values analyzed were in excess of \$275 million, with special benefits of about \$11.2 million; the LID totaled about \$9 million.

The appraisers participated in the interactive process with City and property owners with few protests (about 25). Because the project had been planned for many years, and Supreme Court decisions affecting LIDs required analysis changes from the preliminary to the final, the final special benefits proceedings were complex. The City affirmed the LID roll with nominal adjustments from the appraisers' initial recommendations.

— ***City of Leavenworth, Downtown Plan; 2006 - Present***

Deborah Foreman and **Matthew Sloan**, with **Darin Shedd** as Principal-in-Charge, are completed Preliminary Special Benefits analysis for the proposed Downtown Plan LID for new streets, sidewalks, plazas, and utilities services within the existing commercial core, and extending to additional commercial zoned sectors. Over 290 tax parcels are involved, with about \$25 million in proposed costs and property values in excess of \$165 million.

— ***City of North Bend; 1994 - Present***

Deborah Foreman and **Matthew Sloan** completed the Preliminary Special Benefits Study for the proposed Tanner/ Truck Town Sewer ULID for new sewer services to extend from downtown North Bend to Truck Town. Over 260 tax parcels were analyzed in the “before and after” conditions for the \$11.2 million project, with special benefits of approximately \$25 million and property values in excess of \$180 million. Additional right-of-way services and Final Special Benefits Study will be completed. **Deborah Foreman** also completed the North Bend Way LID studies in the mid-1990s.

QUALIFICATIONS

DEBORAH A. FOREMAN

Experience

Ms. Foreman has over 30 years experience in real estate acquisitions, appraisals, development, asset management, and brokerage for all property types. She also has broad experience in valuation and feasibility analysis, and structuring, negotiating and closing large transactions.

Allen Brackett Shedd (formerly Bruce C. Allen & Associates, Inc.), Bellevue, Washington

1990 to Present – Senior Associate

Specializing in valuation and consulting services for major real estate investments in the Pacific Northwest. Major projects, primarily in Washington State, include:

City of Seattle. Special benefits, feasibility analysis, and consulting, including public hearing activities, from 2004 to present: (1) *South Lake Union Streetcar Project*, a \$50 million streetcar project from downtown Seattle to Fred Hutchinson Cancer Research Center, funded in part with a \$27 million LID affecting over 1,200 parcels with property values in excess of \$5 billion and special benefits over \$60 million; (2) *Alaskan Way Tunnel*, a proposed \$4.0 billion replacement of existing Viaduct along Seattle's Central Waterfront; over 5,000 parcels analyzed with preliminary special benefits of \$400 to \$600 million; development potential in area of 8.6 million square feet and \$3.0 billion in additional building value potential; historical absorption analysis of several downtown neighborhoods; and (3) other preliminary feasibility analysis for LIDs in South Lake Union and Interbay neighborhoods.

SoundTransit. Appraisal project manager of subconsultant services, appraisals, consulting and condemnation services for, from 1998 through 2003: (1) *Commuter Rail*, for 6 stations from Seattle to Tacoma, over 50 appraisals completed by team; (2) *LINK*, for market estimates for over 2,000 parcels in the *Central LINK* DEIS process; market analysis, appraisals, occupancy and employment analysis for *Central* and *Tacoma LINK*, over 300 appraisals completed by *LINK* team; and (3) appraisal project manager for *REX*, over 40 appraisals completed.

Port of Seattle. Appraisals, consulting and condemnation trial services for: (1) Pier 48, 2006, analysis of market value, including mitigation value of existing pier; (2) Pier 66, 2005, financial analysis of various income sources, expenses, including DNR ground lease; (3) from 1992 to 1997, Terminals 5, 91, and 105 properties in Seattle, and Birmingham Steel site in Kent; (4) from 1995 to 1999, Terminal 18 expansion (over 35 industrial properties) in Seattle; and (5) in 1992 and 1993, South SeaTac Satellite expansion in SeaTac.

City of SeaTac. 28th/24th Avenue S. Arterial Project; from 1996 to 1999, consulting, right-of-way appraisals, special benefits studies, and public hearing activities for over 30 properties affected by \$24 million road project.

Port of Everett. Riverside Industrial Park, from 1997 to 1998, consulting team with Trammell Crow Company for the feasibility analysis and site planning for 175-acre marine industrial facility on the Snohomish River, near I-5, with a variety of access issues and sensitive area limitations.

City of Kent. S. 196th/200th and S. 228th/224th Street Corridor projects in Kent; from 1992 to 2003, LID special benefits studies and appraisals and condemnation trial work for over 2,000 parcels in Kent.

DEBORAH A. FOREMAN (cont.)

City of Bellevue. NE 10th Street LID #280 in downtown Bellevue; from 1993 to 1996, consulting, special benefits study, and public hearing activities for about 365 properties specially benefited by \$19 million road project.

Hickel Investment Company. University Center Shopping Center in Anchorage, Alaska; in 1991 and 1992, mortgage broker services for owner related to expiration of \$20 million loan, including negotiations for new permanent financing and due diligence.

Development Services of America. Valuation analyses and buy/sell recommendations for: (1) 1991, city block in downtown Omaha, Nebraska; and (2) in 1992, for industrial warehouses, subject to impacts of Free Trade Agreement, in Nogales, Arizona.

Equitable Real Estate Investment Management, Inc., Seattle, Washington

1984 to 1990 – Senior Investment Analyst; Director-Appraisal; Designated Broker, Oregon; Associate Broker, Washington.

Responsibilities in equity and debt transactions in Pacific Northwest Division included: analysis of all proposed and existing real estate investments; acquisitions and sales of investments; supervision and training of production/appraisal staff; and participation in asset management decisions for portfolio accounts. Portfolio assets in 1990 totaled approximately \$600 million in equities, \$350 million in debt.

Investments. Responsible for negotiating and closing up to \$40 million annually, including coordination of property management, construction, and appraisal personnel. Major transactions included: (1) 1990 earnout acquisitions of Corporate Parks 216/ 234, \$13.0 and \$11.5 million industrial projects in Kent; (2) 1990 contiguous industrial redevelopment projects acquired for \$11 million total in Beaverton, Oregon; (3) in 1988, \$22 million financing of properties in four market areas in Oregon and Washington; (4) sale of six industrial projects in Portland, Oregon in 1987 for \$15 million; (5) \$22.5 million acquisition of Parkfund Two in 1987 in three market areas in Seattle; and (6) In 1986, \$22 million financing of University Center Shopping Center in Anchorage, Alaska.

Appraisal. Annually supervised the completion of about 75 portfolio valuations and 15 narrative appraisal reports; assisted in sale recommendations; conducted appraisal reviews of annual budgets and monthly updates with finance and property managers.

Benaroya Portfolio, 1984. \$315 million acquisition of 8 million square feet in 98 buildings, industrial, retail, office, and mart portfolio in Oregon and Washington. Lead investment analyst; prepared investment memorandum for California PERS; coordinated due diligence and closing with joint venture partners.

Other, Portland, Oregon

1974 to 1984 – Appraiser; Broker; developer and general contractor for small residential subdivisions and property rehabilitation projects

Education

Appraisal Institute. Completion of numerous courses over 20+ years
University of Oregon; 1974; B.A. Political Science

Professional/Community Affiliations

Appraisal Institute. Associate. Editor, “Field Notes, News from Chapter 14 of the AIREA,” 1982-1984; Annual Conferences, Chapter 11, committee member with major responsibility for program agenda and speakers, 1986-1993

State Cert. – General Appraiser: 27011-1100302

Expiration: 03/10/11

WA State Designated Broker: 270-06 BR-UC-EC-A060D1
(Revised 03/20/09)

Expiration: Inactive

QUALIFICATIONS

MATTHEW C. SLOAN

Experience

Senior Associate – Allen Brackett Shedd (formerly Bruce C. Allen & Associates)

Involved in the real estate field since April 2000. Appraisal experience includes a wide variety of appraisal assignments, including commercial, industrial and residential real estate, easements, condemnation, and sensitive properties. Appraisal assignments include work throughout the Puget Sound Region, including King, Pierce, Snohomish, and Kitsap Counties.

Education

University of Washington, Seattle, Washington:

Commercial Real Estate Certificate, a nine-month interdisciplinary program of specialized subject study including commercial real estate development, valuation, insurance, risk management, and business and real estate law. Completed June 2006.

City University, Seattle, Washington:

Bachelor of Science in Business Administration, emphasis in project management. Completed June 2005.

Appraisal Institute/North Seattle Community College, Seattle, Washington:

Completion of various appraisal and other real estate courses required for state licensing and towards MAI designation.

Representative Client List:

Government

City of Federal Way	Snohomish County
City of Kent	Sound Transit
City of Redmond	Community Transit
City of Seattle	Port of Seattle
City of Leavenworth	City of North Bend
King County	Washington State Department of Transportation
Pierce County	Seattle Public Schools

Private Sector

Graham & Dunn	Preston Gates & Ellis
Foster Pepper	CH2M Hill
Pharos Corporation	LaBonde Land
David Evans and Associates	Universal Field Services
Puget Sound Energy	Perteet Engineering
Parametrix	Overland, Cutler & Pacific

State Certification Number – General: 27011-1101655

Expiration: 03/04/12

(Revised 03/05/10)

DRAFT