

The invitation features a decorative border of intricate gold scrollwork and flourishes, framing the central text. The main text is written in a mix of elegant serif and cursive fonts.

You
are
invited!

The Mercer Island City Council
invite you to a reception honoring

REPRESENTATIVE JUDY CLIBBORN

for her dedicated service to the
Mercer Island Community

Monday, November 26, 2018, 5:30-6:30 pm

Mercer Island City Hall Council Chambers
9611 SE 36th Street | Mercer Island



**BUSINESS OF THE CITY COUNCIL
CITY OF MERCER ISLAND, WA**

**AB 5504
November 26, 2018
Study Session**

LEGISLATIVE PRIORITIES REVIEW WITH 41ST LEGISLATIVE DISTRICT DELEGATION	Action: Discussion only. No action necessary.	<input checked="" type="checkbox"/> Discussion Only <input type="checkbox"/> Action Needed: <input type="checkbox"/> Motion <input type="checkbox"/> Ordinance <input type="checkbox"/> Resolution
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DEPARTMENT OF	City Manager (Julie Underwood)
COUNCIL LIAISON	n/a
EXHIBITS	1. 41 st Legislative District Delegation Biographies 2. 2019 City of Mercer Island State Legislative Priorities
2018-2019 CITY COUNCIL GOAL	n/a
APPROVED BY CITY MANAGER	

AMOUNT OF EXPENDITURE	\$	n/a
AMOUNT BUDGETED	\$	n/a
APPROPRIATION REQUIRED	\$	n/a

SUMMARY

On November 26, 2016, the City will host a Study Session with the 41st Legislative District Delegation (see Exhibit 1 for biographies). The Honorable Lisa Wellman, Senator, The Honorable Judy Clibborn, Representative, The Honorable Tana Senn, Representative, and Representative-Elect My-Linh Thai will be in attendance to provide a recap of the 2018 Legislative Session and a look forward to the 2019 Legislative Session. The Delegation and City Council will also review the adopted 2019 City of Mercer Island State Legislative Priorities (Exhibit 2).

2019 LEGISLATIVE PRIORITIES

In addition to priorities specific to Mercer Island (such as I-90 access), the Council has adopted priorities supported by regional organizations as follows:

- 1. Improving I-90 Access**
 - a. Implement improvements to the I-90 access ramps, and
 - b. Support solutions to relieve congestion on I-90 and I-405.
- 2. Providing Local Funding Options**
 - a. Expand upon the options available to local governments to raise revenue including, but not limited to, replacing the annual 1% cap on property tax revenues with a growth limit whose maximum is inflation plus the rate of population growth;
 - b. Remove restrictions on REET 2 to match REET 1 and remove the technology and equipment restrictions on both REET 1 and REET 2; and
 - c. Retain State-shared revenues and curtail unfunded mandates.

3. Preserving and Protecting Regional Parks

- a. Funds to implement the Aubrey Davis Master Plan improvements

4. Protecting Our Health

- a. Supports mental health counseling and social emotional learning in all schools; and
- b. Raises the legal age for buying tobacco and vapor products to age 21.

5. Protecting Our Seniors, Veterans and Disabled Residents

- a. Support Senate Bill 6251 that would adjust income thresholds for property tax exemptions.

6. Preserving and Protecting the Environment

- a. A statewide price on carbon pollution that reinvests a substantial share of revenues into efforts to reduce greenhouse gas emissions;
- b. Reduce transportation-related greenhouse gas emissions by supporting access to public transit, fleet electrification, commute reduction programs, and cleaner fuel standards;
- c. Support an accelerated timeline to retire coal from Puget Sound Energy's portfolio, maximizing replacement with renewable energy;
- d. Expand incentives for distributed solar energy generation; and
- e. Strengthen Washington State Energy Code encouraging "net-zero" buildings.

RECOMMENDATION

City Manager

Engage in discussion with the 41st Legislative District Delegation regarding the 2018 legislative session and the City's 2019 State Legislative Priorities.

41st LEGISLATIVE DISTRICT DELEGATION

Senator Lisa Wellman

Lisa Wellman represents 41st Legislative District (Mercer Island, Bellevue, Newcastle and parts of Issaquah, Sammamish, and Renton) in the Washington State Senate. She was elected in 2016 after a 25-year career in technology and marketing including executive level positions in Fortune 100 companies.



A passionate advocate for education, Lisa began her career as a public-school teacher but changed course in the 1980s becoming a systems analyst and programmer. She was recruited by Apple Computer to head up commercial publishing for the company's U.S. markets. Her success with Apple in the 90's led to her promotion as VP of Worldwide Publishing, Entertainment and New Media Markets.

In the Senate, Lisa serves as the chair of the Early Learning & K-12 Education Committee. She was also chosen by her colleagues to serve on the Economic Development & Trade Committee, Energy, Environment & Technology Committee and the Transportation Committee.

She serves on the board of Thrive (focused on early childhood education), the Washington State Public Works Board, Partners for Rural Washington and is a mentor for MBA candidates at the Foster Business School at the University of Washington.

She earned a B.A., Summa Cum Laude, from Barat College of DePaul University and in her spare time enjoys photography, travel, reading and bridge. She has two daughters and a grandson and resides on Mercer Island.

From: <http://sdc.wastateleg.org/wellman/>

Representative Judy Clibborn

PUBLIC SERVICE:

Mayor of Mercer Island
Mercer Island City Councilwoman

PROFESSIONAL EXPERIENCE:

Executive Director of the Mercer Island Chamber of Commerce
Registered Nurse, Harborview Medical Center

PERSONAL: Mercer Island resident for 47 years. Married with three adult children and four grandchildren.

EDUCATION: BS / RN from the University of Washington

LEGISLATIVE PRIORITIES:

Creating a sound transportation system that protects trade-dependent businesses throughout the State and keeps Washington's economy globally competitive
Continuing to increase job opportunities for working families
Ensuring adequate health care coverage is accessible to all Washingtonians



From: <https://housedemocrats.wa.gov/legislators/judy-clibborn/>

41st LEGISLATIVE DISTRICT DELEGATION

Representative Tana Senn

As a working mom with two kids, Tana brings an important perspective to legislative issues. She consistently advocates for busy families through policies that address education and community needs and seeks upstream solutions to prevent crises before they occur.



As a state representative for the 41st Legislative District, Tana sits on the Education Committee, the Early Learning and Human Services Committee serving as Vice Chair, and the Appropriations Committee. Tana has championed legislation to close the gender pay gap and ensure our children have access to mental health services and social emotional learning in our schools.

After earning a master's degree in Public Policy and Administration from Columbia University, Tana worked for 15 years in government relations and communications in the private, nonprofit and philanthropic sectors before her tenure on the Mercer Island City Council.

Tana serves on the board of Hopelink and the National Association of Jewish Legislators, as well as on the Advisory Board of the UW Masters of Applied Child and Adolescent Psychology Program. She has held previous board roles on the National Breast Cancer Coalition, the Jewish Federation of Greater Seattle, Mercer Island Youth & Family Services Foundation, and the Island Park Elementary School PTA.

Tana, her husband, two children and their big black lab live on Mercer Island.

Honors and Awards:

- Association of Washington Cities, City Champion Award, 2018
- Fight Crime: Invest in Kids, Champion for Children and Youth Award, 2018
- Alliance of Eastside Agencies, Elected Official of the Year, 2017
- American Academy of Pediatrics, Child Health Advocate Award, 2017
- Community Employment Alliance, Employment First Champion, 2017
- Community Residential Services Association, Supported Living Champion Award, 2017
- Association of Washington Cities, City Champion Award, 2016
- Community Employment Alliance, Outstanding Legislator, 2016
- Early Learning Action Alliance, Crayon Award, 2016
- The Arc of King County, Developmental Disabilities Advocate Award, 2016
- Washington School Counselor Association, Advocacy All Star, 2016
- Association of Washington Cities, City Champion Award, 2015
- Community Employment Alliance, Outstanding Legislator, 2015
- King County Family Coalition, Champion for Children, 2015
- Children's Campaign Fund, Champion for Children Award, 2014

From: <https://housedemocrats.wa.gov/legislators/tana-senn/>

41st LEGISLATIVE DISTRICT DELEGATION

Representative-Elect My-Linh Thai

My-Linh Thai is Bellevue School Board President, a health care professional, and an award-winning PTSA parent who has been committed to improving education, providing opportunities, and ensuring quality of life for Eastside families.



On the Bellevue School Board, as a Director, and now as Board President, My-Linh has put to work her ability to listen, build consensus, and achieve common goals to ensure that the district allows all children to develop to their full potential. Her focus has been on enhancing parent and community engagement, establishing high student expectations through a diverse and challenging curricula, closing the Opportunity Gap, and improving district accommodation of students with special needs.

My-Linh also serves as Vice President of the Washington State School Board Directors Association (WSSDA). As a member of the WSSDA Legislative and Equity Committees, she advocates for investments in education statewide and for important reforms so that each and every student has equitable access to educational opportunity. Prior to serving on the School Board, My-Linh and her husband, Don, built a successful pediatric neurology practice from the ground up in Casper, Wyoming. She later worked as a practicing pharmacist in Billings, Montana. In addition, she has volunteered as a medical interpreter and co-taught in Vietnam's first nursing graduate program.

At 15 years old, My-Linh immigrated to Washington State as a Vietnamese refugee with her family. Thanks to supportive teachers and counselors, she graduated with honors from Federal Way High School and went on to graduate from the University of Washington School of Pharmacy. The early support and investments of her new community inspired My-Linh's dedication in helping to water the seeds of the next generation. That motivation led to her involvement with the Somerset Elementary School PTSA where she received the Washington State PTA Outstanding Advocate Award, and later ran for the Bellevue School Board.

My-Linh and her husband, a neurologist at Valley Medical Center, have lived in Bellevue for the past ten years. Their two children attend high school in the Bellevue School District.

From: <https://www.my-linhthai.com/>



CITY OF MERCER ISLAND

2019 STATE LEGISLATIVE PRIORITIES

The City of Mercer Island supports the following legislative priorities for 2019:

1. IMPROVING I-90 ACCESS

Mercer Island needs improved access to I-90 to reduce impacts to local streets, enhance traffic safety and increase mobility. We support working with the Washington State Department of Transportation (WSDOT) to:

- a. Implement improvements to the I-90 access ramps, and
- b. Support solutions to relieve congestion on I-90 and I-405.

2. PROVIDING LOCAL FUNDING OPTIONS

Stable tax revenues for local government are essential for providing quality, predictable services to the public. We support legislation to:

- a. Expand upon the options available to local governments to raise revenue including, but not limited to, replacing the annual 1% cap on property tax revenues with a growth limit whose maximum is inflation plus the rate of population growth;
- b. Remove restrictions on REET 2 to match REET 1 and remove the technology and equipment restrictions on both REET 1 and REET 2; and
- c. Retain State-shared revenues and curtail unfunded mandates.

3. PRESERVING AND PROTECTING REGIONAL PARKS

Aubrey Davis Park serves as an important regional pedestrian and bicycle corridor and provides a range of park and recreation amenities for the region. We request funds to implement the Aubrey Davis Master Plan improvements as identified through a comprehensive community engagement process.

4. PROTECTING OUR HEALTH

The health of our community is tied to our residents' individual health. We encourage legislation that:

- a. Supports mental health counseling and social emotional learning in all schools; and
- b. Raises the legal age for buying tobacco and vapor products to age 21.

5. PROTECTING OUR SENIORS, VETERANS AND DISABLED RESIDENTS

Rising property taxes may have a disproportionate impact on our senior, veteran, and disabled residents. We support Senate Bill 6251 that would adjust income thresholds for property tax exemptions.

6. PRESERVING AND PROTECTING THE ENVIRONMENT

It is essential to preserve and protect the environment today and for future generations. We encourage legislation and partnerships that support progressive clean energy, climate protection, or other environmental health measures to achieve the following:

- a. A statewide price on carbon pollution that reinvests a substantial share of revenues into efforts to reduce greenhouse gas emissions;
- b. Reduce transportation-related greenhouse gas emissions by supporting access to public transit, fleet electrification, commute reduction programs, and cleaner fuel standards;
- c. Support an accelerated timeline to retire coal from Puget Sound Energy's portfolio, maximizing replacement with renewable energy;
- d. Expand incentives for distributed solar energy generation; and
- e. Strengthen Washington State Energy Code encouraging "net-zero" buildings.



**BUSINESS OF THE CITY COUNCIL
CITY OF MERCER ISLAND, WA**

**AB 5499
November 26, 2018
Regular Business**

REVIEW TWO FINALISTS FOR PROPOSED COMMUTER PARKING & MIXED-USE PROJECT RFQ	Action: Interview RFQ Finalists and provide direction to staff.	<input checked="" type="checkbox"/> Discussion Only <input type="checkbox"/> Action Needed: <input type="checkbox"/> Motion <input type="checkbox"/> Ordinance <input type="checkbox"/> Resolution
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DEPARTMENT OF	City Manager (Julie Underwood)
COUNCIL LIAISON	n/a
EXHIBITS	<ol style="list-style-type: none"> 1. Mainstreet Property Group, LLC RFQ Submittal <ol style="list-style-type: none"> 1a. Mainstream Additional Concept Submittal 2. Shelter Holdings/Weinstein A+U RFQ Submittal <ol style="list-style-type: none"> 2a. Shelter Holdings/Weinstein A+U Additional Submittal 2b. Shelter Holdings/Weinstein A+U 1st Interview Question Responses 3. Interview Concensus-Based Scoring Sheets 4. Reference Checks 5. Mainstreet Response to 2nd Interview Questions 6. Shelter Holdings/Weinstein A+U Response to 2nd Interview Questions 7. Community Comments: Let's Talk Report <ol style="list-style-type: none"> 7a. Project Report: Let's Talk Mercer Island
2018-2019 CITY COUNCIL GOAL	1. Prepare for Light Rail/Improve Mobility
APPROVED BY CITY MANAGER	

AMOUNT OF EXPENDITURE	\$	n/a
AMOUNT BUDGETED	\$	n/a
APPROPRIATION REQUIRED	\$	n/a

SUMMARY

BACKGROUND

In anticipation of the impacts of the closure of the I-90 reversible center roadway, the City reached a Settlement Agreement with Sound Transit (see [AB 5346](#)), which provides \$10.1 million toward projects to offset the impacts of the East Link light rail project. In response to the community's call for more commuter parking, the City Council negotiated funds that would be used (\$4.41 million) for transit commuter parking stalls, to be constructed no later than December 31, 2025. The April 2018 Citizen Survey (see [AB 5440](#)), which confirms the community's desire for more commuter parking, showed that 59% of respondents were unsatisfied with the availability of commuter parking, and the majority of respondents selected commuter parking as their top transportation priority.

At its meeting on June 5, 2018, the City Council authorized the City Manager to execute a Purchase and Sale Agreement with the Parkway Management Group, et al., to acquire the former Tully's property, located at 7810 SE 27th Street (see [AB 5434](#)). This property will be combined with a portion of adjacent land the City already owns at Sunset Highway, known as Parcel 12, with the intent to develop the properties through a public-private partnership to build an underground, transit commuter parking facility and potential mixed-use development (see [AB 5418](#)). The City is currently in the due diligence process and closing is expected in early 2019.

For the City to provide commuter parking for its residents, the Settlement Agreement limits Sound Transit's contribution to a minority share (49 percent) of the overall development costs, meaning the City is responsible for the remaining costs (51 percent) of the parking facility. The City intends to use the value of Parcel 12 at Sunset Highway as its match against the Sound Transit funds. In addition, the City would like to leverage its current land on Sunset Highway, future acquisition of the Tully's property, and the development rights on these combined parcels to a developer in efforts to reduce the taxpayers' contribution that would otherwise be required to support transit commuter parking construction costs in excess of the City's land contribution and Sound Transit's funding contribution.

The City contemplates owning the underground parking spaces, which would be built by a developer, and the developer would own and operate the above-ground, mixed-use development based on the City's Town Center vision and regulations and public input.

This public-private partnership presents an opportunity to significantly reduce a City contribution of funds (other than the Sound Transit contribution) by utilizing City-owned land in a key geographic location that supports long-term, transit commuter parking for Mercer Island.

REQUEST FOR QUALIFICATIONS (RFQ)

While the City has yet to close on the property, it was determined that early involvement, through a Request For Qualifications process, with a reputable developer to design and construct a commuter parking and mixed-use project will increase the likelihood the project will be on time and on budget. Note that a RFQ process differs from a Request for Proposals (RFP) process insofar as the initial focus is on the qualifications of the potential developers, not on the developer's detailed proposal or price.

Council reviewed draft RFQ criteria and the selection process at its July 17, 2018 meeting (see [AB 5444](#)), and subsequently approved the RFQ at its August 28, 2018 meeting (see [AB 5459](#)). Staff issued the [RFQ](#) on August 30, 2018.

Specific development requirements for the future project include:

- A project that furthers the Town Center goals and objectives articulated in the Comprehensive Plan and in the Town Center code;
- 100 or more City-owned / controlled transit commuter parking spaces;
- Ground floor commercial space, with at least 40% of the ground floor used for retail, restaurant, or personal services;
- A maximum building height of 5 stories (63 feet) that incorporates a daylight plane;
- Community-oriented pedestrian and plaza space;
- A LEED Gold building;
- An economically viable mixed-use development; and
- If a residential component is incorporated, a provision for affordable housing.

The majority of the RFQ is weighted toward a development team's qualifications and experience (60 points) including the following:

- Ability to be creative problem-solvers and ability to maintain excellent relationships with contractors and subcontractors;
- Success in developing similar projects, including redeveloping contaminated sites;
- Quality of representative projects, including demonstrative success engaging with the community, City officials, and key stakeholders;
- Financial capacity, including demonstrated market viability;
- A track record of successful public-private development partnerships; and
- Meeting major project milestones on schedule on similar projects.

While the RFQ process is primarily aimed at recruiting highly qualified development teams, the RFQ also requested design concepts/preliminary proposals intended to provide a sense of what is feasible for the site. The design concepts provision (40 points), included the following community benefits and preferences:

- Public Open Spaces - An attractive and functional open space and pedestrian/bicycle connection between the project site, Town Center, and the Sound Transit light rail station.
- Well-Designed Integration - A project that integrates and enhances the Greta Hackett Outdoor Sculpture Gallery into the design.
- Arts and Cultural Events & Spaces - Inclusion of arts performances, education and collaboration venues.
- Housing Diversity - Many residents have expressed a desire to purchase residential units in Town Center, as well as providing workforce housing.

Before finalizing the RFQ, the City received a letter from the Mercer Island Center for the Arts (MICA) requesting that the City more heavily “weight” arts and cultural event space as a community benefit. The Council recognized that the possible co-location of commuter parking with MICA could meet multiple community benefits and modified the RFQ to express the inclusion of arts and culture spaces for arts performances, education and collaboration venues.

The actual design process will begin once a formal and binding agreement is negotiated, finalized and approved between the City and the selected development team. In fact, there will be many opportunities for the public to be informed and to provide input as Council considers each phase of project development

RFQ TIMELINE AND PROCESS

Below is the timeline for the RFQ and selection process from August 2018 to date:

DATE	ACTION
August 28, 2018	Council reviewed and approved the final RFQ
August 30-October 5, 2018	RFQ available for review and response
September 11 and 20, 2018	Mandatory Pre-submission Conference held onsite
October 11, 2018	Evaluation Committee reviewed all nine submissions for completeness and selected top five semi-finalists based on qualifications and experience
October 22, 2018	Interview Committee interviewed top five semi-finalists
October 22, 2018	Open house and presentations by semi-finalists (Council and community invited to attend, ask questions, and provide input)
October 23-24, 2018	Interview Committee selected two preliminary finalists for additional due diligence, 2 nd interview, and reference checking
November 6, 2018	2 nd interview of preliminary finalists, conducted by staff members of Interview Committee

November 7-12, 2018	Reference and background checks on preliminary finalists
November 14, 2018	Interview Committee finalized scoring and recommendations of top two finalists for Council's consideration
November 26, 2018	Council interviews and considers top two finalists and provides feedback to City Manager
December 18, 2018	Council considers City Manager Recommendation and selects the preferred private development partner
January/February, 2019	Council reviews and approves Exclusive Negotiation Agreement (timing TBD)

Pre-Submission Conference

The City was pleased to see the positive response to the RFQ. The first of the required pre-submission conferences, which were held onsite had over 50 participants. The second pre-submission conference had less developers; however, several neighboring residents from 7800 Plaza attended. The pre-submission conferences provided an opportunity for developers to ask questions specific to the RFQ. These [questions and answers](#) were then posted on the City's website. MICA also attended each of the pre-submission conferences and invited interested developers to meet with them.

Evaluation and Interview Committees

Staff sought subject matter experts with Mercer Island connections to serve on the Evaluation and Interview Committees. The City wanted to include the input of MICA and YTN and invited a representative from each to participate in the process as technical advisors. Their role was to review submittals, and/or observe the interviews, and then to provide their general input. They did not participate in the deliberation, scoring, and selection process. The City is grateful for the expertise and time provided by these resident experts throughout the RFQ selection process.

Evaluation Committee

The Evaluation Committee's role was to review the submission for completeness (including if proprietary information was included), identify strengths and weaknesses for each RFQ submittal, develop questions for the interview process and determine which submittals would move forward to the interview process. The Evaluation Committee included the following members:

City Staff/City Consultant	Julie Underwood, Jessi Bon, Evan Maxim, Kirsten Taylor, Bob Stowe (consultant)
Residents and/or Experts	Peter Orser – Former Planning Commissioner and Councilmember, 25 years with Quadrant Homes (President), Weyerhaeuser Real Estate Company (President and CEO), serves as Chair of the Runstad Real Estate Center Advisory Board, MI resident
Technical Advisor (non-voting)	Robynne Parkinson – Board Member of YTN; attorney; experience with public projects; MI resident <i>(Participant provided general input and was not present during the consensus-based selection process)</i>

The RFQ attracted the interest of nine qualified development teams, and from the initial submittals, the Evaluation Committee selected five development teams as the most qualified. These five teams were invited to participate in interviews and a community open house held on October 22, 2018.

The nine RFQ submittals were received from:

- Columbia Pacific Advisors
- Imagine Housing
- Lowe
- Mainstreet Property Group, LLC

- Reve Development
- Shelter Holdings/Weinstein A+U
- Trammel Crow dba High Street Residential
- White/Peterman Properties

Interview Committee

The Interview Committee’s role was to interview the semifinalists, score each submission through a consensus-based process, and determine which finalists are being recommended for Council’s consideration. As part of the interview process, the City Attorney provided a brief training focused on identifying conflicts of interest, expectations of the evaluation and criteria scoring, and public records. The Interview Committee included the following members:

City Staff/City Consultant	Julie Underwood, Jessi Bon, Evan Maxim, Kirsten Taylor (facilitator), Bob Stowe (consultant)
City Commissioners	Colin Brandt – Design Commission Vice Chair Daniel Hubbell – Planning Commission Chair
Residents and/or Experts	Ellen Miller Wolfe – Economic Development Manager for Kirkland, managed 7-mile riverfront development project, Innovation Triangle (Founding Partner), Island Vision (Board Member), MI resident. Yuki Seda Kane – Sound Transit, Architect/Owners Rep Leslie Smith – Vulcan-Governmental Relations Director, Former Executive Director of Alliance for Pioneer Square, MI resident
Technical Advisors (non-voting)	Prady Misra – Board President, MICA, MI resident Paul Shoemaker – Executive Director, MICA, MI resident <i>(Participants provided general input and were not present during the consensus-based scoring process)</i>

The five development teams that participated in interviews and the community open house included:

- Imagine Housing
- Mainstreet Property Group, LLC
- Reve Development
- Shelter Holdings/Weinstein A+U
- Stream Real Estate Partners

This Committee made a preliminary recommendation of two finalists, which was finalized based on additional due diligence conducted by City staff and the City’s consultant. See Exhibit 3 for the Interview Committee’s consensus-based scoring sheets.

The City is very appreciative of the work and effort that each of the development teams have devoted to preparing RFQ responses and their early engagement with the community. The City has designed an RFQ process that is transparent and robust in terms of the work and level of effort requested of the development teams.

Reference Checks and Due Diligence

Reference/background checks were conducted in early November on both development teams. Each team received high praise from three different references on three different projects. Some projects were larger than the proposed Commuter Parking and Mixed-Use Town Center Project, but the references nonetheless demonstrate each team’s ability to execute and perform. See Exhibit 4 for reference details.

COMMUNITY ENGAGEMENT

Over 100 community members attended the October 22, 2018 open house and presentations by the five semi-finalists. Each development team was allowed 10 minutes to present their qualifications and

preliminary design concept to the community. Attendees were encouraged to visit the City's "Let's Talk Mercer Island" (Let's Talk) website to find all project documents and to comment on the semi-finalist teams.

Let's Talk has provided an effective tool for providing information to the community and receiving comments regarding the RFQ submittal teams and concepts. A report of Let's Talk comments, along with directly emailed comments, is attached as Exhibit 7. Most comments related to various design aspects of the proposed project. The comments received revealed the need to reiterate and further clarify that the purpose for the RFQ is to select the most qualified and experienced development team that best meets the City's identified goals and objectives. Preliminary design concepts were requested as part of the RFQ only to help identify the best and most qualified development team. The design and community engagement for the project will occur after a development team is selected and is under agreement.

The project design process will provide multiple touch points for community review and input, including review with the City's Design Commission.

All documents and timeline are available at <https://letstalk.mercergov.org/> and will continue to be updated on this page as new items or events are available.

FINALISTS

Following a thorough evaluation, interview and reference checking process, the City has narrowed the field of potential commuter parking and mixed-use development partners to two finalists. The City Manager is pleased to forward two highly qualified development teams for Council review and consideration in response to the publication of a RFQ for the Mercer Island Commuter Parking & Town Center Mixed-Use Project. The two finalists are Mainstreet Property Group, LLC and Shelter Holdings / Weinstein A+U. See Exhibits 1 and 2 for submittal details. In addition, see Exhibits 5 and 6 for responses to the second interview questions from each of the finalists in preparation for the Council meeting.

At the November 26 City Council meeting, Council will receive presentations from each finalist followed by the opportunity to ask questions of the submittal teams. Council will provide input to the City Manager that will inform her final recommendation for a development partner.

Mainstreet Property Group, LLC

MainStreet is a privately held real estate development company with a primary focus on transformative residential, retail, and mix-use properties. MainStreet is a vertically integrated developer that handles projects from development through construction and property management.

MainStreet's primary geographic area of focus is on the Eastside in cities close to major employers – cities such as Kirkland, Bothell, Kenmore, Sammamish, Redmond, Woodinville, etc. Their general market is a 10-mile half circle around their Kirkland office staying east of Lake Washington. See Exhibit 1, pp14-17 for more information about MainStreet.

Shelter Holdings / Weinstein A+U

Shelter Holdings is a local, privately-owned real estate development company specializing in mixed use developments in the greater Seattle and Portland markets. They have vertical integration of development services from financing, to construction, to management and ownership.

The principals of Shelter Holdings have developed and constructed over 12,000 residences in the Pacific Northwest, and currently own and manage approximately 2,600 self-developed units with another 1,600 in development. See Exhibit 2, pp6-8 and 25-28 for more information about the Shelter/Weinstein team.

NEXT STEPS

Following the Council interviews of the finalists, the City Manager will provide any final due diligence checks and return to Council with a recommended development partner for Council to consider and approve at the December 18, 2018 City Council meeting.

The final selection is based on finding the most qualified team to partner with the City to accomplish the City's goal of providing commuter parking within the time frame of the [Sound Transit Settlement Agreement](#). The City envisions an accessible and convenient parking facility with a vibrant mixed-use development that will provide amenities for Mercer Island commuters, residents, businesses, and the Town Center area, with ground floor retail/restaurant space, office space, and housing on the site. The City wants to encourage development that is truly beautiful and is of an architectural and urban design quality that befits this extraordinary location and sets the standard for future development.

RECOMMENDATION

City Manager

No action required.

MERCER ISLAND

COMMUTER PARKING & TOWN CENTER MIXED-USE PROJECT



REQUEST FOR QUALIFICATIONS PROPOSAL FOR A DEVELOPER

Mercer Island | Commuter Parking & Town Center Mixed-Use Project



Submitted by MainStreet Property Group LLC
October 5, 2018

12332 NE 115th Place - Kirkland, WA 98033 | www.msppgrouppllc.com



Sculpture Park
Proposed Performance Area with Arts
Integration & Pedestrian Activity

*“Art is a nation’s most precious heritage.
For it is in our works of art that we reveal
to ourselves and to others the inner vision
which guides us as a nation. And where
there is no vision, the people perish.”*

Lyndon Johnson
1965 - Remarks at Signing of the Arts & Humanities Bill

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MERCER ISLAND

COMMUTER PARKING & TOWN CENTER MIXED-USE PROJECT

PROJECT CONCEPT & VISION

MainStreet and its design team have drawn inspiration from the City of Mercer Island's vision for its Town Center, with the desire to cultivate the arts and create a pivotal Gateway site. The Mercer Island Mixed-Use Project will be a highly visible new "front door" to downtown. The project's ability to create a sense of place, provide pedestrian connectivity and future parking for the East Link Light Rail Station as well as contribute to the fabric of Mercer Island's Town Center make this a significant civic and regional opportunity.



Aerial View Looking NE - Showing Sound Transit Station, Retail & Open Space

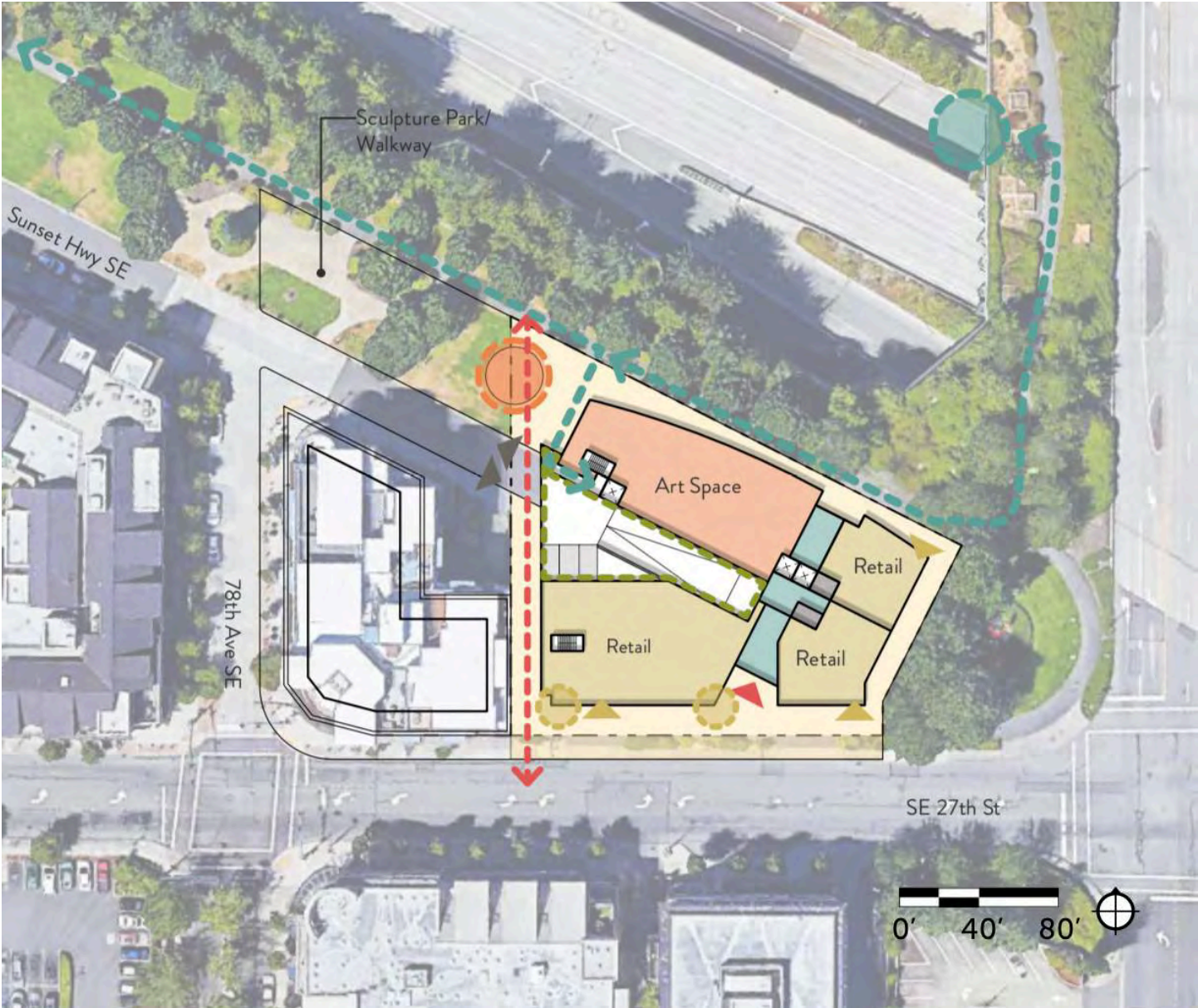
Our team's vision of the Mercer Island Gateway is based on the pedestrian/people vision of the Town Center. We embrace this thought in our design intertwined with the small-town feel, beauty, and attributes of the City's Town Center with the solid base of sustainability throughout our design principles.

The team has taken care to craft a scheme that balances economic viability with public benefit as well as creating a finely scaled, pedestrian friendly architectural solution that will be at the heart of Mercer Island. We especially recognize the need to weave the new building into its unique context by connecting the new East Link Light Rail station to the City's Town Center.



Aerial View Looking SW - Showing Sound Transit Station and Corner of 80th & 27th

Our design solution is enriched by the City’s goal of providing a variety of uses including not only residential but also retail shops, outdoor dining and cafes, arts and cultural space and a variety of public open spaces for seating, art, outdoor entertainment and special events. We recognize this unique site mediates between two very different edge conditions, the green landscaping of the Greta Hackett Outdoor Sculpture Gallery and the active retail streetscape of SE 27th street. Our scheme reflects the Mercer Island Gateway site’s opportunity to be a desired address for all its occupants, downtown Mercer Island and the region via the East Link Light Rail Station.



Ground Floor Site Plan

- New Light Rail Station Entrances
- Commuter Pathways
- Mid-Block, Public Walkway
- Sculpture Park Performance Area
- Retail / Pedestrian Corner
- Courtyard Above (Lvl 2)
- ▶ Vehicular Access
- ▶ Residential Pedestrian Access
- ▶ Retail Pedestrian Access

MERCER ISLAND

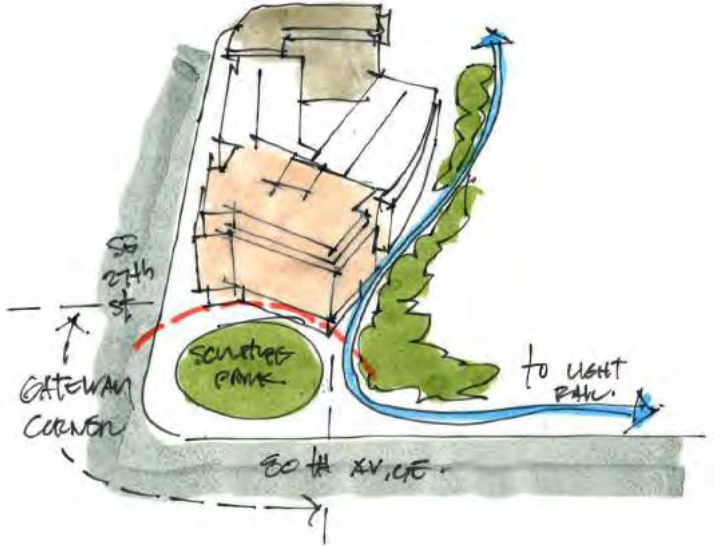
COMMUTER PARKING & TOWN CENTER MIXED-USE PROJECT

COMMUNITY DESIGN & AMENITIES

Complementing the community's welcoming streetscape, the new building will greet pedestrians coming and going from the new light rail station along 80th Ave SE, provide a memorable landmark at the intersection of 80th and 27th and continue the active retail streetscape along SE 27th Street.

Parking for commuters coming and going from the East Link Light Rail Station will be accessed via a dedicated "front door" elevator lobby located at the heart of the new project in addition to a separate elevator core that will be accessed by residents.

The commuter elevator core will be adjacent to a new mid-block connection that will connect to SE 27th street and be lined with a permeable retail edge. The new mid-block connection will continue the pattern of pedestrian mid-block connections found in existing blocks in the Town Center.



Gateway Corner & Commuter Access

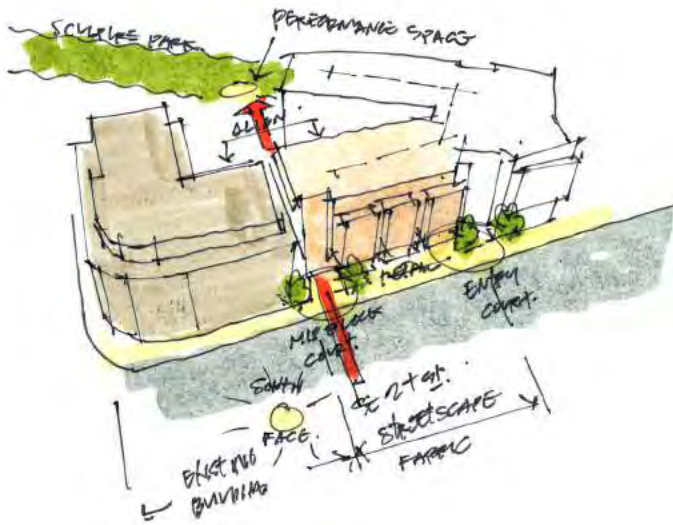
The building will also be a unique destination at the eastern edge of the Greta Hackett outdoor sculpture park as it steps down in scale and opens up to the park. Opportunities for special art centric events, performances and outdoor activities will be part of the site plan and building design as the park is integrated into the new project.



Mid-Block Walkway - Retail & Pedestrian Activity along 27th

BUILDING DESIGN

MainStreet and its design team focused on ensuring the building will relate well to its rich context and promote an appropriate scale by articulating it into three distinct components:



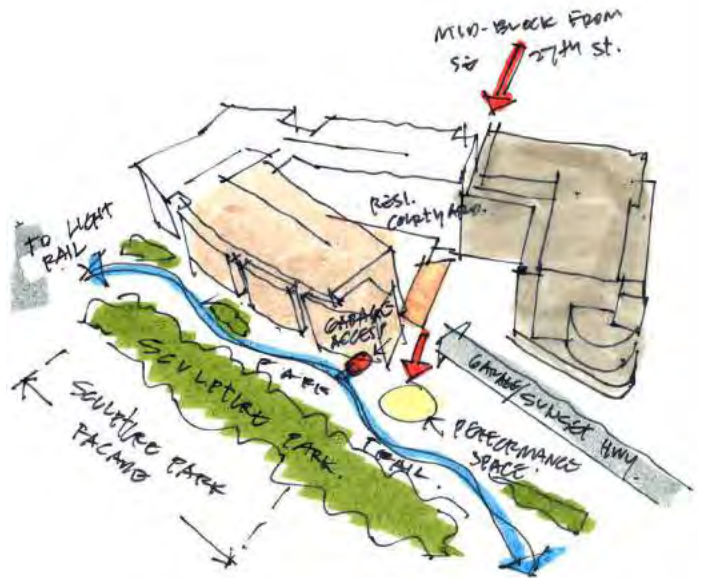
Mid-Block Walkway & Retail

1. The 27th "streetscape fabric piece" will activate the pedestrian realm with south facing retail, dining and outdoor dining uses. It will also relate well to the existing building to the south by providing a similar residential scale. The facade along 27th will be set back from the property line and carved to provide two open spaces, one at the new mid-block crossing and at the main building entry.

2. The "Gateway Corner" will be recessed to embrace and define the existing circular sculpture knoll at the intersection of 80th and 27th. Ground level retail uses will sweep around the corner of this facade as well.

3. Facing north toward the park the curved "Sculpture Park Facade" will flow along and animate the adjacent walkways and culminate in an open space for performances, events and gatherings. Interior space will be available for Art and Cultural related uses at the ground floor.

- Overlooking the performance space will be the upper level of the residential courtyard and a sculptural roof shape that will provide a signature element at the eastern end of the Park.
- The mid-block connection from 27th will also connect to the sculpture park featuring the performance space as a destination and draw.
- The lobby for the designated elevator serving the city owned parking stalls will open onto the Sculpture Park and adjacent walkways as a way to draw pedestrians into this unique destination.



Sculpture Park & Pedestrian Walkways

MERCER ISLAND

COMMUTER PARKING & TOWN CENTER MIXED-USE PROJECT

PROJECT FEATURES

PROMOTING WALKABILITY & BIKING

Once you arrive at The Mercer Island Gateway leave your car at home and walk to the nearby amenities or bike to a local restaurant. The building will incorporate parking for residents and commuters below grade. A separate, dedicated elevator core will be provided for commuters. The garage will be accessed from the existing Sunset Highway access point and continue down an easily navigated speed ramp to lower parking levels.

COMMUTER PARKING

The parking garage proposes approximately 190 parking stalls that includes 2 levels. This includes 50 stalls deeded and dedicated for the East Link Light Rail commuter parking. Parking stalls will also be made available to the commuters with a shared parking arrangement with the residential parking stalls - allowing for an anticipated 50 additional stalls. To further assist commuter parking, we propose the use of a parking mobile app that would allow commuters to easily reserve stalls. This technology would also work well in facilitating the sharing of stalls between residents and commuters.

GROUND FLOOR RETAIL & STREETScape

The ground floor of the proposed building will be entirely given over to retail shops, dining, art space/cultural and residential lobby uses. Additional ground floor space will be dedicated to indoor/outdoor open spaces such as dining, the mid-block connection and gracious setbacks along all exterior building edges. The site and building edges will include art, special paving, custom lighting and seating to engage the public, pedestrians and residents. We believe that ground floor retail/commercial is essential to the vibrancy of this project, and have included 9,600SF of retail space that wraps around the ground floor of the project with an additional 5700GSF for interior art/cultural/performance space.

OPEN SPACE

The open spaces along SE 27th street and at the sculpture park embrace the concept of the average daylight plane by pulling back from property line to create outdoor dining opportunities and wider sidewalks, by creating a mid-block connection from 27th to the sculpture park, by carving away a spacious retail/entry court and by stepping down the overall massing of the building to reduce its perceived scale.

RESIDENTIAL UNITS

The proposed project includes approximately 125 residential units and associated amenity spaces such as a concierge lobby, fitness center, flexible work spaces and resident lounge. The residential units will employ leading edge technology, LEED and green building features, and modern upscale design. The residential units will be a mix of efficient studio units to spacious three bedrooms. These units could be apartments or condominiums, or a mix of both. We find that both residential unit types are desirable for us in the market. Our unique flexibility as a developer allows us to assess the market and make a final determination regarding product type further in the development process.

EXTERIOR TREATMENT

Durable, timeless materials will be used on all facades with the pedestrian environment given focused attention through careful design of canopies, storefronts, signage, and lighting. The upper levels of the building will be thoughtfully modulated into well proportioned, humanly scaled bays and balconies that will reinforce and strengthen existing development patterns and relate to the small town, finer grain detail desired by the Town Center guidelines. A majority of the units will include balconies and decks to take advantage of the view and fresh air.

PROJECT TIMELINE

RFQ RESPONSE DUE

October 5, 2018

MAINSTREET & CITY ENTER ENA

November 5, 2018

DEVELOPMENT AGREEMENT SIGNED

January 2019

DESIGN COMMENCEMENT

February 2019

DESIGN REVIEW PROCESS

March – August 2019

PERMIT SUBMITTALS

November 2019

CONSTRUCTION START

Spring 2020

GARAGE COMPLETION

Spring 2021

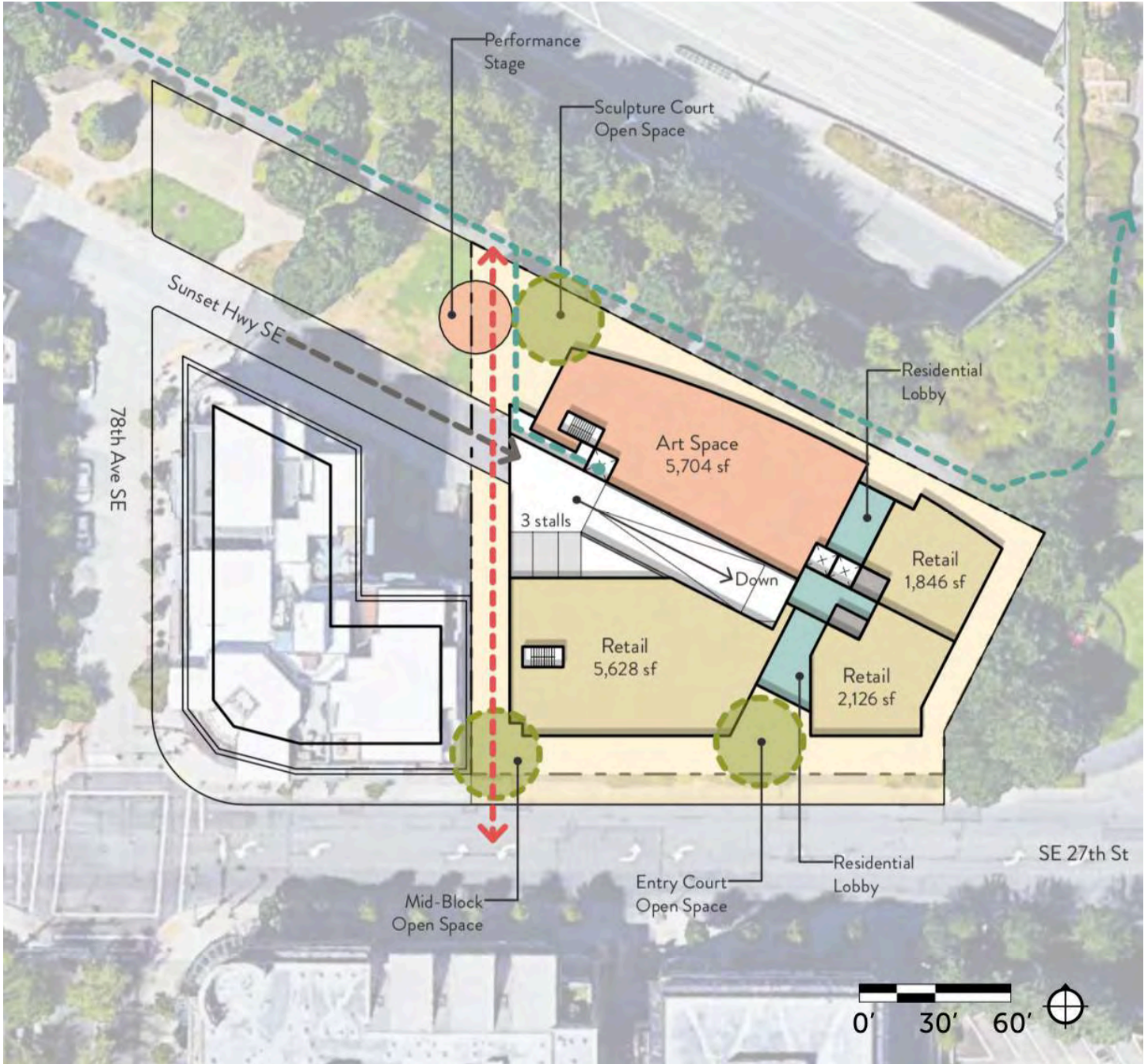
PROJECT COMPLETION

Spring 2022

MERCER ISLAND

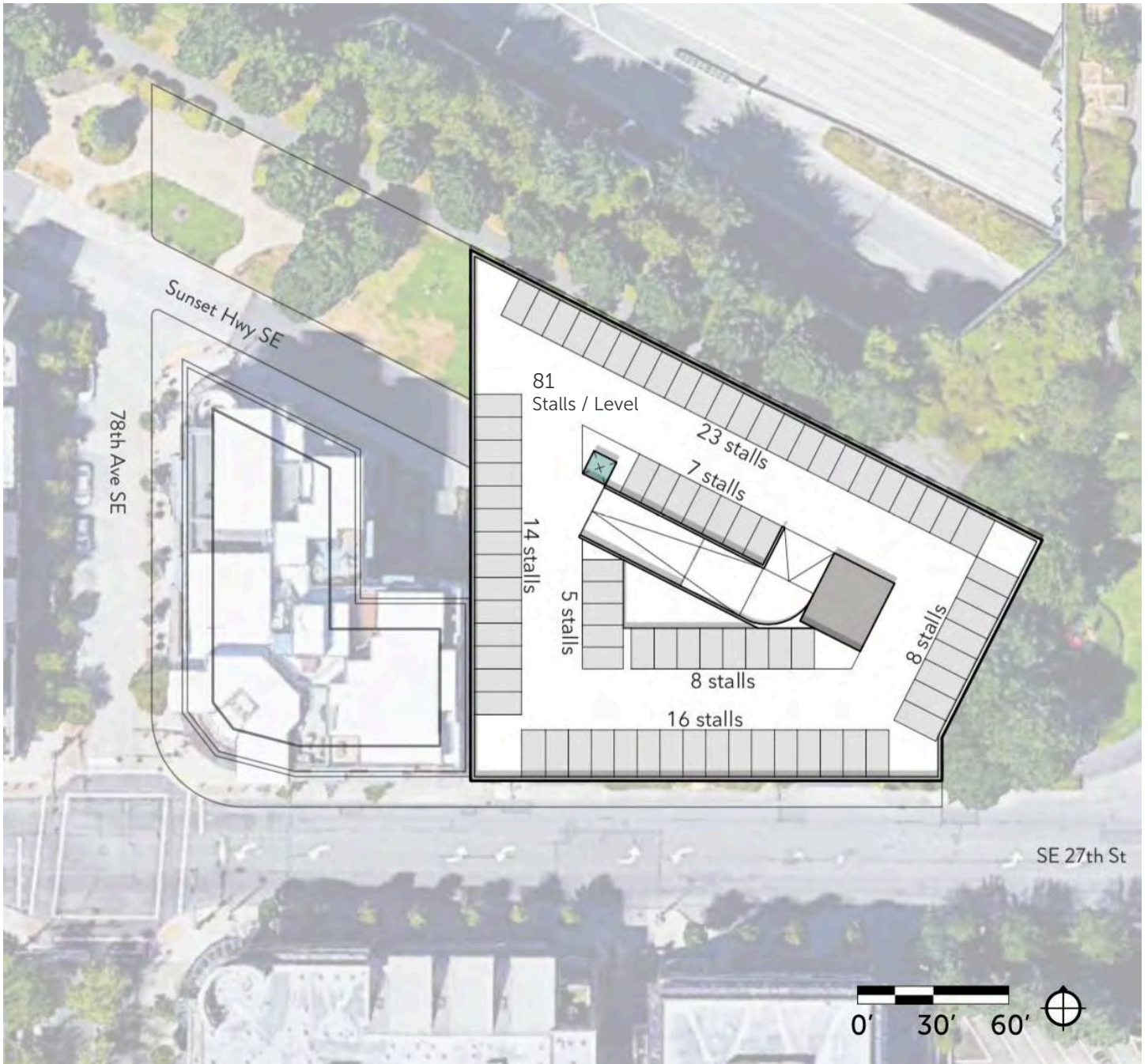
COMMUTER PARKING & TOWN CENTER MIXED-USE PROJECT

GROUND FLOOR SITE PLAN



- Retail
- Residential / Lobby
- Art Space
- Parking (3 stalls)
- Support / Service
- Mid-Block Walkway
- Commuter Access / Pathway
- Open Space / Courts
- Vehicular Access

TYPICAL PARKING LEVEL



- Parking
- Commuter Elevator / Dedicated Garage Elevator
- Support / Service

B1, B2, & B3 Below Ground Parking Areas not shown but could be utilized.

MERCER ISLAND

COMMUTER PARKING & TOWN CENTER MIXED-USE PROJECT

LOCAL CONNECTION

“Having grown up on the North end of Mercer Island - since my parents moved here at the age of two - I was in the final class to attend Mercer View Elementary School, Mercer Crest Elementary, North Mercer Junior High and the first class to attend the Mercer Island Middle School before attending the high school and graduating in 1987.

I played basketball for Ed Pepple for four years of his time in high school and am life-long friends with my former teammates and many people who I graduated with from MIHS. My parents still live on Mercer Island as do several of my siblings - and many of my friends have moved back to “The Rock.” Because of this, I find myself on Mercer Island often and have seen the emergence of the Town Center first hand - from the early days of riding my bike to school and stopping at downtown stores for gum and candy bars to today where I frequent many of the newer restaurants on the Island with my wife, kids, family and friends. For me, this project would be an amazing opportunity to work with the Mercer Island community to create a first class project for my hometown.”

Kelly Price
President - MainStreet Property Group



Sculpture Park - Proposed Performance Area with Arts Integration & Pedestrian Activity



PROJECT TEAM

WHY MAINSTREET

MainStreet Property Group will lead the strategic development for the Mercer Island Town Center project supporting the City of Mercer Island's goal for the redevelopment. MainStreet has hired a proven and existing consultant team, who, with MainStreet, will lead the development efforts from concept to completion while focusing on the creation and delivery of a vibrant, innovative and long-term environmentally sustainable project that will endure multi-generations to come.

MainStreet builds where our team lives. The Town Center project will benefit from MainStreet's exclusive local presence allowing for quick and efficient decision making with a day-to-day hands on approach.

Our team's strong collective portfolio of master planned redevelopments have in recent times helped transform the revitalization efforts in downtown areas of Kenmore and Bothell, been instrumental in creating a town center in Sammamish, transformed an underutilized block in the Redmond Central business district that is now a hub of activity and redevelopment and most recently has been selected by the City of Woodinville to lead the development efforts of their new Schoolhouse Civic Campus. MainStreet will set forth the same project team that led the execution and vision of all of these projects.

MainStreet will undertake the conceptualization, planning, and day-to-day development activities for the project and have hand selected key consultants - all with exceptional relationships and significant experience in the Pacific Northwest - to assist with the City's vision.

THE MAINSTREET FAMILY

MainStreet is a vertically integrated developer that handles projects from development through construction (GenCap Construction Corp.) and property management (Insite Property Solutions). This is a unique approach allowing MainStreet to have a complete feedback loop from customers that is then folded into construction, development and operations efforts.

MainStreet's primary area of focus is on the Eastside in cities close to major employers - cities such as Kirkland, Bothell, Kenmore, Sammamish, Redmond, Woodinville and the like. Our general market area is a 10 mile half circle around our office in Kirkland staying east of Lake Washington. If you can ride your bike to the project, we will look at it.

One commonality amongst these projects is that MainStreet has been "first on the scene" for cities that are undergoing an emergence or revitalization effort. In fact, in Bothell and Kenmore, MainStreet has been by far the largest private developer with both City's vision and investment.

Our family of companies develops, constructs and operates amazing places — all with the goal of delighting our customers and making the community around us more enjoyable now and in the future.

To do that, we're committed to thinking a little differently. We're curious. We ask questions.

We value creative innovation, unique perspective, and thoughtful sustainability, all of which result in remarkable customer experiences.

We work with talented people who create better, long-lasting living and working environments. We think it's important to have fun along the way while making everything we touch a little better.

WHAT MAKES MAINSTREET SPECIAL



WE THINK DIFFERENT

Our family of companies develops, constructs and operate amazing places with the goal of delighting our customers. To do that, we are committed to thinking a little differently. We're curious. We ask questions.



WE LOVE OPPORTUNITIES

We love the opportunity to add vibrancy to the City. The premier location along with the adjacency of the future Sound Transit light rail in the heart of Mercer Island's Town Center provides a gateway opportunity that we are so excited to embrace.



WE VALUE INNOVATION

We value creative innovation, unique perspective, and thoughtful sustainability all of which result in remarkable customer experiences.



WE HAVE THE FINANCIAL STRENGTH

MainStreet and its financial partners are solid and have the ability and flexibility to execute. Together, MainStreet projects represent 797 residential units, 87k SF of commercial spaces and nearly \$250mm in total costs.



WE HAVE A PROVEN TRACK RECORD OF TRUE PUBLIC/PRIVATE PARTNERSHIPS

MainStreet deeply values our partnerships with the public sector and believes in developing relationships and working as partners to help City's visions come to fruition.



WE ARE LOCAL

We understand the local construction conditions and rental & for sale markets. All approval and final decisions are made locally in Kirkland.



WE WORK WITH TALENTED PEOPLE

We work with talented people who create better, long lasting living and working environments. Our entire consultant team have worked with us for more than 10 years and will do blackflips for us to ensure we launch a successful project.



WE BELIEVE IN SUSTAINABILITY

All MainStreet projects are a minimum of LEED Gold Sustainability rating as a standard with our newest project the Heron resided in Redmond being only one of 7 LEED Platinum mid-rise certified projects in the country.



WE CAN'T WAIT TO EMBRACE AND INTEGRATE EXISTING PUBLIC SPACES

Our design creates a strong seamless integration that will only enhance the adjacent Greta Hackett Outdoor Sculpture Gallery as well as the public open spaces and pedestrian/cycling connections where people will gather and enjoy!

BOTTOM LINE – WE ARE THE BEST DEVELOPER PARTNER FOR THIS AMAZING OPPORTUNITY

FIRM PROFILE

MainStreet Property Group is a real estate development firm dedicated to the vision, construction and operation of landmark mixed-use and commercial properties throughout the Puget Sound.

Our goal in everything we do is to form lasting partnerships. For each project, we pair with local city planners to create unique communities that encourage the progress of emerging urban metropolitan areas. We support the development of sustainable and functional communities that encourage both individuality and diversity. Each community allows their members to provide meaningful influence on decisions that impact their homes.

We are committed to the cities we are developing. Therefore, we are curious. We ask community members questions, and we use their perspectives to uniquely express their community through their living space. We take their visions and turn them into reality.

RELEVANT PROJECTS

- Civic Campus (Woodinville)
- The Pop (Bothell)
- The Bond (Redmond)
- SKY (Sammamish)
- Seaplane (Kenmore)
- The Landing (Bothell)
- Junction (Bothell)
- Heron Flats + Lofts (Redmond)
- LINQ Flats + Lofts (Kenmore)
- The Carter (Redmond)
- The Spencer 68 (Kenmore)



ERIC CAMPBELL

CEO, Co-Founder

In his myriad roles, Eric is widely recognized for his dynamic industry leadership. He has successfully overseen billions of dollars in real estate transactions, leading the helm in the purchase, development, and operations of award-winning, mixed-used communities.

Eric is the former Owner and President of CamWest Development LLC, an industry-recognized company he founded in 1990. He sold CamWest for \$150 million to Toll Brothers, the largest homebuilder in revenue in the Puget Sound region.

During his tenure, Eric has implemented Lean practices, strategic planning programs, and key marketing initiatives that led to long-range initiatives not only for the companies he led but for the Master Builders Association, Imagine Housing, and the University of Washington Runstad Center.

EDUCATION

University of Washington
Foster School of Business



KELLY PRICE

President, Co-Founder

Kelly Price is the President and Co-Founder of MainStreet Property Group LLC and leads the operations and strategy of the company. Kelly is a seasoned real estate executive with over twenty years of experience in the Seattle and Eastside marketplace and has completed billions of dollars in financial and real estate transactions.

From 2001-2011, Kelly served as CFO and strategic executive of CamWest Development LLC while the company became one of the largest residential developers and homebuilders in the Puget Sound region. During his tenure at CamWest, he executed more than \$500 million in debt equity financing. Prior to CamWest, from 1996-2001, Kelly was an initial employee and Chief Financial Officer of Emeritus Corporation (NYSE:ESC).

EDUCATION

University of Washington
Foster School of Business



JACKIE HIZZEY

Senior VP & CFO

Jackie brings more than 15 years of experience in finance and management in real estate to her role as Senior Vice President and Chief Financial Officer. She is responsible for overseeing MainStreet’s finances, accounting, reporting, operations, corporate policies, human resources, and risk management. Jackie also manages the company’s lending and investor relationships.

Prior to MainStreet, Jackie served as Contoller for the West Coast homebuilder, Geonerco Management LLC, where she was in charge of all financial reporting, internal audit and accounting functions for three decentralized homebuilding offices.

Jackie is a Washington State licensed CPA with a bachelor’s degree in accounting from Gonzaga University. She is an active member of CFMA, ULI and CREW.

EDUCATION

Gonzaga University



KIM FAUST

Senior VP of Development

Kim is responsible for overseeing all of the firm’s development and construction activities across the Puget Sound Region. Kim leads a development pipeline of more than \$300 million in development and construction for mixed-use, multifamily and commercial projects ranging from 100 units to more than 300 units plus commercial office and retail spaces. In 2016 Kim was named “40 Under 40” by the Puget Sound Business Journal. Kim has over fifteen years of diverse experience in the real estate development and construction industry.

Kim is a Designated Real Estate broker in the State of Washington and serves on the Santa Clara University Real Estate Advisory Board. She is also a member of CREW and participates on various committees and boards within the industry.

EDUCATION

University of Santa Clara



KATIE CARTWRIGHT

VP of Sales & Marketing

With nearly 20 years of experience, Katie Cartwright specializes in strategic brand development, managing the creation of the product voice and brand identity all the way through to the retail sales and resident living experience. During her tenure at MainStreet, Katie has successfully launched more than 10 new apartment community projects.

Prior to MainStreet, Katie honed her unique marketing skill set on both the client and agency sides. Katie has worked for both global ad agency leaders Saatchi & Saatchi and J. Walter Thompson.

Katie currently is a member of various real estate organizations: Urban Land Institute, Commercial Real Estate Development Association, CREW - Commercial Real Estate Women and Washington Multi-family Housing Association.

EDUCATION

University of Oregon

FIRM PROFILE

GenCap Construction Corp. is a commercial general contractor and was established to promote a new vision for construction project delivery. Specializing in Mixed-Use, Multi-Family, and Commercial/Retail Tenant Improvements, GenCap was just awarded one of PSBJ's Fastest Growing Companies in 2018.

We take a proactive approach to every project by starting with integrity and enthusiasm. We emphasize consistent, measured growth with a desire to make a positive impact on the built environment.

But it is our people that set us apart. We are passionate about what we do. We employ a combination of seasoned industry veterans and tech-savvy, capable innovators eager to push the envelope to the next level. Subcontractors, suppliers, consultants, developers and other partners enjoy working with our team and we work hard to maintain these relationships everyday.

RELEVANT PROJECTS

- Civic Campus (Woodinville)
- The Pop (Bothell)
- The Bond (Redmond)
- SKY (Sammamish)
- Seaplane (Kenmore)
- The Landing (Bothell)
- Junction (Bothell)
- LINQ Flats + Lofts (Kenmore)
- The Spencer 68 (Kenmore)



ROB WARNACA

President, DBIA

Rob is President of GenCap Construction Corp, with overall responsibility of the business and the success of each project. Rob graduated from the University of Washington with a B.S. degree in Construction Management, and is a certified DBIA Professional. Rob serves as Vice-Chair on the Construction Industry Advisory Council for the University of Washington, is a Board member and VP of DBIA NW Chapter and Adjunct Professor at the University of Washington.

During his 25 year career in construction, Rob has served in various leadership positions such as Chief Estimator, Construction Executive and Director. Rob has professionally spoken on GCCM delivery, Lean Practices and Integrated Project Delivery at AIA, DBIA, University of Washington, Washington State University and Society of American Military Engineers.

EDUCATION

University of Washington



JOHN BAKER

VP of Operations, DBIA

John currently serves as Vice President of Operations, with the responsibility of overseeing the successful delivery of every project. Throughout his career, John has demonstrated outstanding leadership, operational excellence, a commitment to team member development and ability to create high-performing teams - resulting in an exceptional experience for our customers and team members alike. With almost 15 years of experience in construction, John has delivered over \$540 million worth of work on a wide variety of noteworthy projects across the Puget Sound Region.

John's projects have received numerous national awards from organizations like the AIA, DBIA and APWA. John's focus on alternative delivery and history of success has led him to speak professionally on Design-Build, GCCM and Integrated Project Delivery at DBIA, LCI Congress, AIA, SCUP and more.

EDUCATION

Washington State University

FIRM PROFILE

Insite develops deep relationships with owners, residents, and communities to understand their unique needs and desires. While scrutinizing data to uncover uncommon trends, Insite helps grow owners' investments while using market, business, and property knowledge to provide outstanding living experiences for residents. Remarkable communities thrive with Insite.

Insite Property Solutions is a property management company that collaborates with investors, developers, and owners to operate thriving residential communities and commercial centers. Insite was formed in 2003 and since then, the exceptional value we bring to our investors has remained consistent. Few property management companies in the Northwest can provide the same expert level of advice and management year after year. Insite utilizes proven processes and procedures while constantly looking for ways to innovate and exceed customers' expectations.

RELEVANT PROJECTS

- SKY (Sammamish)
- Junction (Bothell)
- Heron Lofts + Flats (Redmond)
- LINQ Flats + Lofts (Kenmore)
- The Spencer 68 (Kenmore)
- The 104 (Bothell)



CHANTEL EMERY

VP of Operations & HR

Chantel oversees Insite Property Solutions, developing and implementing company standards and problem solving at all levels of the organization. She leads the operations of all communities and manages on-site staff through implementation of effective recruitment, training, coaching, development, and mentoring. In addition, Chantel strategizes, coordinates, and manages the Human Resource functions of the organization.

Chantel graduated from the University of Washington in 2010 with a Bachelor of Arts in Business and Administration: Human Resources and Finance. She currently serves on the UW Undergraduate Women in Business Alumni Advisory Board, where she strives to connect and prepare the next generation of female business leaders. Chantel enjoys spending her free time playing multiple intramural sports, wine tasting, and camping.

EDUCATION

University of Washington



HEATHER FAHEY

Portfolio Manager



ANDREW GUEST

Director of Maintenance

FIRM PROFILE

GGLO is an award-winning national architectural consultant that has designed & produced innovative workforce housing, beautiful open spaces and parks, successful and prosperous planned neighborhoods and premiere hospitality destinations.

Specializing in the understanding of the contextual fabric of our clients' projects, in the Pacific Northwest and Southern California, GGLO orchestrates the planning, design and delivery expertise across multiple services — assuring the project is thoughtful in design, details, documentation and construction. Motifs and considerations established in the planning phase are carried through to execution, resulting in a more holistically realized space that is fitting of the city's urban fabric.

RELEVANT PROJECTS

- Civic Campus (Woodinville)
- The Pop (Bothell)
- Junction (Bothell)
- Heron Flats + Lofts (Redmond)
- LINQ Flats + Lofts (Kenmore)
- The Carter (Redmond)



BETH A. DWYER

Principal, Architect

With over 30 years of experience, Beth brings a wealth of knowledge and expertise to lead design teams through all phases of project development from site planning and programming through design development and construction administration. Over the years, Beth has honed the craft of designing and managing multifamily developments in the Pacific Northwest that are thoughtfully designed and highly sustainable. In addition to multifamily housing, Beth has experience in retail, commercial and higher education projects for private and public clients.

EDUCATION

Roger Williams University



MARIEKE LACASSE

Principal, Landscape Architect

Marieke is devoted to creating social outdoor spaces that reflect the unique character and interests of the community. Marieke co-leads GGLO's Landscape Team and has given multiple lectures on the communities she has helped create over her 16 years with GGLO. She is accustomed to large integrated design teams with heavily involved community participants. The resulting spaces garner awards for their playfulness, highly sustainable features, long-term site stewardship and a promotion of health and active living.

Marieke is active in her neighborhood and the community-at-large, with involvement in past and present efforts related to parks, P-Patches, and gardens. Marieke is a strong supporter of environmental and sustainability causes, affordable housing and social equity.

EDUCATION

Université de Montréal, Québec



FIRM PROFILE

Cairncross & Hempelmann (“CH&”) is a Seattle law firm that provides premium services to world-class clients throughout the region. CH& was founded by select land use and real estate attorneys and now provides a full suite of legal services. We represent clients in all aspects of real estate development.

From problems requiring the specialized assistance of our land use attorneys to the successful completion of the most unusual and challenging real estate transactions, CH& helps our clients find the most direct route to and creative solutions for moving their projects forward. Our deep bench, as well as our integrated relationship of our real estate and land use attorneys, allows us to set strategy as a team and work together to get projects approved expertly and efficiently. We bring strong relationships throughout the industry and with regulatory officials, including with WSDOT and Sound Transit, and the creative wherewithal to negotiate, structure and complete any transaction or project.

RELEVANT CLIENTS

- MainStreet Property Group
- Trammell Crow Residential
- BDR Capital Partners LLC
- Lake Union Partners



MATT HANNA

Real Estate Attorney

Matt represents local, national and international owners, developers, builders and lenders in all aspects of real estate development. His expertise includes the acquisition, development, financing, construction, leasing, and disposition for single and multi-family residential, mixed-use, office, and retail projects — with a focus on creative, cost-efficient results. Clients benefit from Matt’s interactive listening style, intuition combined with deep analytical thinking, and ability to design solutions around their specific needs. Matt cares deeply about the Puget Sound region and represents clients that are developing some of the region’s most sophisticated and innovative real estate projects.

EDUCATION

Boston University
School of Law



NANCY BAINBRIDGE ROGERS

Land Use Attorney

Nancy works with real estate developers to get projects permitted and built. She has decades of experience working as a team member with developers, engineers, experts, and regulators. Nancy has taken many projects through controversial proceedings and defended approvals on appeal in the courts. Her work includes real estate development projects in Seattle, and surrounding suburban cities and counties throughout the Puget Sound region. Nancy is a stellar communicator who gets results—using her smarts, great connections, and polite persistent persuasion when needed. In 2017, Nancy moved from Seattle to the north end of Mercer Island, and enjoys the small-town feel, walkability to shops and restaurants and easy commute to either Seattle or the Eastside.

EDUCATION

University of Washington
School of Law



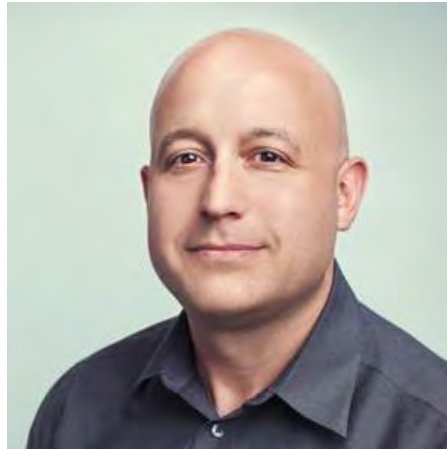
FIRM PROFILE

For more than a century, Foster Pepper has been an integral part of the growth of the Pacific Northwest community. With 115 attorneys located in Seattle and Spokane, Washington, we have the deep industry knowledge, commitment to client service and a collaborative environment that allow us to provide the best legal and business solutions for our clients.

Our Environmental & Natural Resources attorneys have significant experience addressing the environmental issues associated with a broad range of contaminated sites with particular depth in petroleum contamination matters. We have successfully handled Superfund sites, state agency-led MTCA sites, landfills, complex sediment sites, hazardous waste corrective action sites, heating oil tank cleanups, and more. Our work with contaminated sites includes evaluation of risk in real estate transactions, structuring the sale or acquisition of contaminated properties, procuring insurance coverage, negotiation with regulatory agencies, calculation and recovery of incremental costs, and cost-recovery litigation claims.

RELEVANT EXPERIENCE

- Assisting multi-family developers on environmental cleanup work
- Representing real estate developers on redevelopment strategy for contaminated property



KEN LEDERMAN

Attorney

Ken Lederman provides counseling and litigation support on environmental issues in real estate transactions and property redevelopment. Lauded by the prestigious *Chambers USA* directory as a top Washington state attorney for his environmental cleanup experience, Ken has successfully facilitated the remediation and redevelopment of dozens of contaminated properties. Ken helps developers, businesses and landowners develop site investigation/remediation strategies, negotiate contractual provisions and transactional indemnities regarding environmental liability, and obtain regulatory closure with federal and state agencies.

Prior to entering private practice, Ken served as an Assistant Attorney General for the Washington State Department of Ecology.

EDUCATION

Seattle University School of Law



FIRM PROFILE

Farallon Consulting is an employee-owned environmental consulting firm headquartered in Issaquah, Washington, with a professional staff of 80 Geologists, Engineers, Scientists, and technical support team members.

Farallon works closely with the development team members to define project objectives and develop a scope of work that integrates technical, strategic, schedule, and regulatory issues. Our team has successfully executed environmental cleanups and provided technical support for cost recovery actions on a wide variety of property redevelopment projects.

Farallon has well established procedures for project planning, soil profiling, dewatering effluent treatment, construction support, waste disposal tracking, and reporting for redevelopment projects.

RELEVANT EXPERIENCE

- Cleanup actions at two separate substantial redevelopment projects on Mercer Island
- Cleanup actions at more than 20 properties in the South Lake Union area



CLIFF SCHMITT

Principal Hydrogeologist, Co-Founder

Cliff Schmitt has 33 years of professional experience in the environmental consulting industry in the investigation and remediation of contaminated properties, with a focus on contaminant hydrogeology and evaluation of hydrogeologic systems in complex geologic environments. He has extensive experience in characterizing the source and distribution of contamination in soil, groundwater, surface water, soil gas and indoor air for both private sector and municipal clients. His project experience includes numerous cleanup actions conducted in conjunction with property redevelopment, including multiple properties on Mercer Island. He has served as a technical expert and provided technical services in support cost recovery for dozens of projects in Washington State.

EDUCATION

University of Washington
(Master of Urban Planning)

Whitman College
(Bachelor of Arts, Geology & Biology)



FIRM PROFILE

GRAELIC was formed in 1982 providing parking design and consulting services to architects, engineers, developers, agencies, cities, and airports. GRAELIC has been involved in the design and/or consultation for parking projects including mixed use type projects.

GRAELIC’s focus is on function and efficiency in the design of mixed use parking facilities. As a result, GRAELIC has developed an international reputation for their ability to produce economical and highly functional parking designs serving residential, retail, entertainment and office mixed use developments. This focus on function will assure that design alternatives are not only efficient, but also highly functional from an operational standpoint. GRAELIC adds value by minimizing cost per space, maximizing capacity and improving the function of parking facilities. Graelic LLC provides functional parking design services specifically to architects as a member of their team of consultants in order to enhance their parking design expertise.

RELEVANT PROJECTS

- Amazon Blocks (Seattle, WA)
- Microsoft West Campus Garage (Redmond, WA)
- Expedia HQ (Seattle, WA)
- Cityscape (Phoenix, AZ)
- The Union (Dallas, TX)
- Marathon Petroleum Corporation (Findlay, OH)



BRYAN REDLIN

Principal

Bryan Redlin, as one of GRAELIC’s principals, is considered a respected veteran in his field. Mr. Redlin brings over thirty years of architectural experience. After receiving his architectural degree, Mr. Redlin began his career with architectural firms specializing in the design of institutional facilities. He joined GRAELIC in 1986 after working five years with architectural firms, and has been strategically involved in the master planning and design of more than 600 parking facilities serving the education, health care, airport and commercial markets.

Mr. Redlin’s extensive knowledge, understanding, and experience are chronicled throughout his career. His experience remains diverse in parking garage design and layout adapting to parking industry standards and guidelines as they have evolved today.

EDUCATION

Kent State University



FIRM PROFILE

The Transpo Group is a transportation planning and engineering firm committed to delivering customized transportation services that are tailored to each community's unique needs.

The Transpo Group has extensive experience with multi-family developments, including work preparing access and circulation traffic studies, parking studies, transportation/traffic impact analyses, transportation concurrency analyses, comprehensive plan and transportation facilities plan updates, intersection/roadway capacity analyses, and the preparation of environmental impact statements.



MIKE SWENSON

Principal, PE, PTOE

Mike brings over 20 years of experience in broad transportation and traffic engineering operations and analysis skills applicable to commercial, industrial, residential, and transit-related projects. He serves as the lead engineer on a variety of projects for ports, campuses, transit agencies, state agencies and local municipalities throughout the Puget Sound area.

Mike specializes in traffic operations studies using multiple analyses programs such as Synchro, Vissim, HCS, and Sidra to evaluate alternatives or assess operations for urban corridors and transit operations. Clients appreciate Mike's ability to communicate the results of complex operations analyses clearly, within the context of supporting city-wide or corridor-level planning scenarios.

RELEVANT PROJECTS

- Canyon Park Multifamily Development
- Sammamish Village Multifamily Development
- Redmond Multifamily Development
- Lake Forest Park MultiFamily Traffic Impact Analysis
- Dupont R-12 Multifamily Development

FIRM PROFILE

DCI Engineers has been providing client-focused civil and structural engineering services for almost 30 years. From the beginning, DCI’s fundamental philosophy has been to provide Service, Innovation, and Value to our clients.

We provide a comprehensive understanding of project goals and project challenges, not just from a structural standpoint, helps distinguish the level of service DCI strives to provide. This level of comprehensive knowledge and understanding allows us to be a proactive part of the design and construction team. DCI’s depth of experience, combined with our breadth of company-wide technical knowledge, allows us to provide more efficient and creative structural solutions. We are continuously offering our clients opportunities to incorporate new products or strategies in order to add value to their project.

RELEVANT PROJECTS

- Civic Campus (Woodinville)
- The Pop (Bothell)
- The Bond (Redmond)
- SKY (Sammamish)
- Seaplane (Kenmore)
- Junction (Bothell)
- Heron Flats + Lofts (Redmond)
- LINQ Flats + Lofts (Kenmore)
- The Carter (Redmond)
- The Spencer 68 (Kenmore)



GRANT BUCKINGHAM

Principal

Grant Buckingham has over 20 years of experience in structural engineering and project management. He has successfully designed and managed a variety of public and private sector projects throughout the Western United States, from single story structures to technically challenging high rise projects. His past experience and his knowledge of structural building systems and the latest construction techniques give him the ability to develop cost effective and efficient structural systems for every project.

Grant works closely with project owners, developers, design consultants and contractors to develop innovative structural engineering solutions that add value to each project he is involved with. Grant’s goal on every project - large and small - is to provide the highest level of service possible.

EDUCATION

Washington State University



ANDREW KRACHT

Project Manager

Andrew Kracht is a Project Manager with DCI Engineers and has provided analysis and design support for multiple structure types, including mixed-use apartment buildings, medical office buildings and parking structures; specifically, the North Lot Mixed-Use Building project in Seattle and the 17-story Centre 425, located in Bellevue, Washington, which included a concrete caisson with eight levels of below-grade parking. He earned his Master of Science in Civil Engineering from Washington State University and is a member of the Structural Engineers Association of Washington (SEAW).

EDUCATION

Washington State University

FIRM PROFILE

Blueline is a civil engineering, land planning, and landscape architecture firm located in downtown Kirkland. With a staff of 40 people who work on commercial developments, multifamily projects, residential subdivisions, and Public Works projects, we've built our reputation on one simple principle: to always do what we say we're going to do.

We have completed hundreds of projects across Puget Sound including over fifty in Woodinville alone in our 14-year history. With a 40 person staff, including 12 licensed Professional Engineers, it is our mission to build our people to build relationships to build communities. We take pride in contributing to the growth or the neighborhoods which we live, work, and play.

RELEVANT PROJECTS

- Civic Campus (Woodinville)
- The Bond (Redmond)
- SKY (Sammamish)
- Junction (Bothell)
- Heron Flats + Lofts (Redmond)
- LINQ Flats + Lofts (Kenmore)
- The Carter (Redmond)



CHRIS MILLER

Project Manager, PE

As a Project Manager at Blueline, Chris manages private development projects in the civic, commercial, retail, multifamily, industrial, and healthcare market sectors. In doing so, he draws from his wide range of experience, both geographically and across multiple market sectors. In the Puget Sound area, Chris has completed projects ranging from single-family lots, to large industrial parks over 80 acres in size.

With his broad experience, Chris can create and foster excellent relationships with jurisdictional staff, design team members, and contractors. He also has extensive experience navigating public-private partnerships throughout the Puget Sound. Since joining Blueline in 2014, Chris has helped expand Blueline's presence in the commercial and retail sector and has designed over 25 multifamily projects.

EDUCATION

Virginia Tech



JON KOEPFGEN

Project Engineer, PE

As a Project Engineer at Blueline, Jon is responsible for developing and executing civil plan sets from the conceptual to construction level and assisting the client through various permitting processes to ensure projects meet and exceed expectations. Working closely with the commercial team on private development projects, Jon is experienced and effective in completing designs on short deadlines and tight budgets.

Jon has been part of the Blueline team since 2015 and brings a valuable mix of real-world design knowledge, technical expertise using software such as AutoCAD and Civil 3D, knowledge of ADA and LID design requirements, and the ability to communicate effectively with clients, contractors and other engineers alike.

EDUCATION

Washington State University

FIRM PROFILE

Associated Earth Sciences, Inc. (AESI) is a professional consulting company serving the Puget Sound since 1981. AESI specializes in providing geotechnical engineering, hydrogeology, environmental consulting, geology, and low impact development support to clients in both the public and private sectors.

Our success is founded on good communication, planning, and training. Beginning with the end in mind, each project has a clearly defined scope of work, schedule, and budget. In accordance with our standard operating procedures, each project has a principal engineer or geologist who reviews every document prior to distribution.

Our focus on technical excellence, responsive service, and excellent client communication has resulted in a consistently high level of client satisfaction and a solid portfolio of repeat customers.

RELEVANT PROJECTS

- Civic Campus (Woodinville)
- The Landing (Bothell)
- Junction (Bothell)
- LINQ Flats + Lofts (Kenmore)
- Six Oaks (Bothell)
- The Spencer 68 (Kenmore)
- The 104 (Bothell)



KURT MERRIMAN

Sr. Principal Geotechnical Engineer

Mr. Merriman has over 31 years of local geotechnical engineering and construction administration experience. His extensive experience covers both public and private sector projects, including commercial properties, residential housing developments, educational, municipal, health care, and historical projects. Services provided include reconnaissance, exploration, instrumentation, field and laboratory testing, slope stability, seismic engineering, site rehabilitation, and construction services. He brings extensive experience managing schedules for multidisciplinary teams, often involving the coordination and integration of expertise in several disciplines.

In addition, he recognizes the importance, at the outset of each project, to establish clearly defined goals, responsibilities, and effective lines of communication within the consultant team, and in conjunction with the client. By taking this approach, Mr. Merriman has developed strong relationships with his clientele.

EDUCATION

University of California, Berkeley
(Master of Civil Engineering - Geotechnical)

Washington State University
(Bachelor of Science, Civil Engineering)

FIRM PROFILE

Kulchin Foundation Drilling Company (KFDC) has been drilling and shoring in the Puget Sound area and East Side for more than 20 years. We pride ourselves on the repeat business we maintain and on being a “Hands On” company.

We believe our history of drilling on Mercer Island and similar job site conditions, coupled with our long time successful working relationship with MainStreet, assures that we can provide a quality shoring system in a safe and successful manner for the City of Mercer Island.

Due to the many shoring projects we have completed on Mercer Island, we have an excellent idea of what to expect in the soil make-up and which system will best accommodate the often-changing ground conditions.



TOM LAPHAM

Vice President

Tom offers more than 30 years of Drilled Construction experience gained throughout the entire United States. He has personally worked with each & every drilled construction technique utilized in the industry today, ranging from small diameter high capacity micropiles on up to the largest and deepest drilled, driven and oscillated shafts.

After graduating college, Tom began work in the drilling industry as a Project Superintendent in the Northwest. He quickly rose to General Field Superintendent and later performed project specific management / administration duties on a long list of some of the Nation’s most challenging drilling projects.

RELEVANT MERCER ISLAND PROJECTS

- Newell Court
- Covenant Shores
- Aljoya House
- Legacy Mercer Island
- Aegis Mercer Island

FIRM PROFILE

O'Brien & Company is a nationally-recognized consulting firm committed to the creation of a sustainable built environment. We have a 25-year history shaping innovative projects and policy in the Pacific Northwest and beyond, with the goal of bringing about a practical, more sustainable reality.

O'Brien & Company approaches all our projects with an eye towards how integration and collaboration can better achieve high performance on the project's environmental and social goals, while staying on budget and on schedule. Our staff joins project teams as sustainability experts providing progressive, economically sound technical expertise. We collaborate with teams to realize effective results in line with project goals and endeavor to bring both the technical knowledge and new perspectives to inspire changes towards a shared vision of sustainability.

RELEVANT PROJECTS

- Civic Campus (Woodinville)
- The Bond (Redmond)
- SKY (Sammamish)
- Junction (Bothell)
- Heron Flats + Lofts (Redmond)
- LINQ Flats + Lofts (Kenmore)
- The Carter (Redmond)



ALISTAIR JACKSON

Principal

Alistair brings more than 20 years of hands-on experience in the field of sustainability to his role as a Principal and partner of O'Brien & Company. He leads the residential services team, contributes significant experience of organizational sustainability to the Company's policy and program work and provides strategic and business management leadership.

Alistair applies his knowledge and understanding of sustainable design and green building science to provide design facilitation and technical consulting services, diagnostic analysis, performance testing and green building certification of residential projects at all levels of performance.

EDUCATION

Seattle Central Community College
(Certified Sustainable Building Advisor)

University of Plymouth, England
(Bachelor of Science, Environmental Science)



ERIC NOLL

Project Associate

With a background in sustainable development, urban planning, and residential construction, Eric brings experience from across a spectrum of program and policy work level to high performance and sustainable building practices at the site level. From this perspective, he combines both "big picture" thinking and "the devil is in the details" attention in his approach to work on the residential team.

At O'Brien and Company, Eric provides technical assistance to project teams seeking LEED or Built Green certification, or to meet their own sustainability goals. Eric also supports the firm's work on sustainability policy and programs.

EDUCATION

University of Washington
(Master of Urban Planning)

University of California, Berkeley
(Bachelor of Arts, Rhetoric)



CASE STUDIES

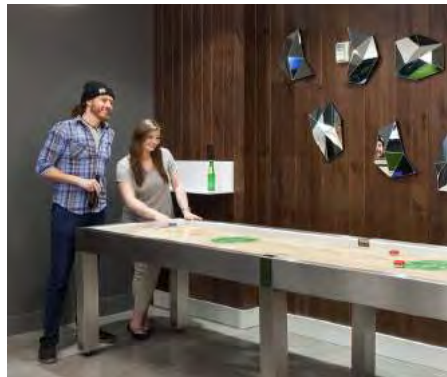
CITY OF KENMORE

MainStreet partnered with the City of Kenmore to revitalize the downtown area and create the downtown that it is today. This partnership started in 2012 when Kenmore was looking for a developer partner to purchase underutilized Park & Ride and vacant strip mall properties that were acquired by the City. Kenmore was also a community with a lot of pride and resident involvement, which we saw as very positive. The central location and lack of multifamily housing prior to our developments provided an opportunity to fit a need in the community. Through the development, we were able to create new pedestrian amenities, streetscapes and overall walkability.

Over the last 6+ years MainStreet has worked with the City and today in the place of those properties stand two upscale residential developments, a commercial building that includes a local restaurant chain adjacent to the city's new public Town Square with another upcoming mixed-use project, Flyway, in development - providing an additional 27 residential units and over 4,000SF of commercial space.

“MainStreet has been a phenomenal development partner for the City of Kenmore. MainStreet truly understands and embraces our values and knows the importance of creating great places and spaces that are walkable and special. Thanks to MainStreet’s significant investment, we finally have that sense of a real downtown that our community has long been pursuing.”

Rob Karlinsey
City Manager - City of Kenmore



TOTAL DEVELOPMENT

UNITS
320+

SQUARE FOOTAGE
422,700+ GSF

COMMERCIAL SPACE
32,700+ SF

PROJECTS

- The Spencer 68
- LINQ Flats + Lofts
- Seaplane
- Flyway

RETAIL

- EvergreenHealth
- Seaplane Kitchen & Bar

AWARDS

NAIOP Finalist
Multifamily Residential Project of the Year
2018 - LINQ

Golden Nugget Award of Merit
Best Community Land Plan
2018 - Downtown Kenmore

Emerald Award Winner
New Development of the Year
2017 - LINQ

Governor’s Smart
Communities Award
2016 - Downtown Kenmore

PROJECT MANAGER

Kim Faust
Senior VP of Development
(425) 985-7734
kfaust@mspgroupllc.com



THE SPENCER 68

UNITS
222

SQUARE FOOTAGE
264,900 GSF

TIMELINE
Jun 2012 (Start)
Apr 2013 (Const. Start)
Jan 2015 - Phase I (Complete)

PARKING
Residential Only

FINANCIAL
\$46,222,000 (Budget)
\$10,500,000 (Equity)
\$46,240,000 (Debt)

SITE CHALLENGES
Steep Slopes &
Perched Water



LINQ LOFTS + FLATS

UNITS
94

SQUARE FOOTAGE
153,300 GSF

COMMERCIAL SPACE
20,000 SF

TIMELINE
Oct 2014 (Start)
Jun 2015 (Const. Start)
Feb 2016 (Complete)

PARKING
Shared Commercial/
Residential with
EvergreenHealth

FINANCIAL
\$27,222,000 (Budget)
\$10,030,000 (Equity)
\$28,500,000 (Debt)



SEAPLANE

COMMERCIAL SPACE
8,000 SF

TIMELINE
May 2017 (Start)
Nov 2017 (Const. Start)
Jun 2018 (Complete)

PARKING
Shared with City Town
Green, Neighboring
Businesses &
Residential

FINANCIAL
\$4,644,000 (Budget)
\$2,144,000 (Equity)
\$2,500,000 (Debt)

CITY OF BOTHELL

MainStreet has brought 448 residential units across 3 mixed use buildings, 4 restaurants occupying over 20,000 total square feet, 10,000 square feet of medical office space and significant infrastructure to the Bothell downtown over the last 6 years. All but one of the properties were purchased from the City of Bothell. In conjunction with the Bothell Downtown Vision, MainStreet worked to bring the downtown to life and helped the City recognize its vision for a vibrant, pedestrian friendly downtown.

The City of Bothell's investment along with MainStreet's participation have allowed full streets to be rebuilt, new parks to be created and a downtown that is now very desirable. MainStreet worked closely with Staff and Council to insure compatibility and cooperation. MainStreet also has 4 future mixed use projects and one residential townhome project all in downtown Bothell that will be developed over the next couple of years.

“It's clear there is a deliberate focus on creating an urban landscape that promotes community and builds a neighborhood through a blend of restaurants, hotels, parks and trails.”

James Weimann
Co-Owner - Poquitos



TOTAL DEVELOPMENT

UNITS
510+

SQUARE FOOTAGE
693,300+ GSF

COMMERCIAL SPACE
48,600+ SF

PROJECTS

- The (104)
- Six Oaks
- Junction
- The Landing Townhomes
- The Pop
- The Signature
- The Eleven
- King's Landing

RETAIL

- The Everett Clinic
- First Financial NW Bank
- BECU
- Poquitos
- Stack 571
- Prime Steakhouse
- Pinkabella Cupcakes
- Amaro Bistro
- Social Grounds Coffee & Tea Co.

AWARDS

NAIOP Finalist
Multifamily Residential Project of the Year
2018 - Junction

Emerald Award Nomination
New Development of the Year
2018 - Junction

PROJECT MANAGER

Marc Boettcher
VP of Development
(206) 718-6272
marc@mspgroupllc.com



SIX OAKS

UNITS
203

SQUARE FOOTAGE
273,300 GSF

COMMERCIAL SPACE
10,000 SF

TIMELINE
Mar 2011 (Start)
Apr 2013 (Const. Start)
Oct 2014 (Complete)

PARKING
Shared Commercial/
Residential

FINANCIAL
\$41,000,000 (Budget)
\$11,000,000 (Equity)
\$30,000,000 (Debt)

SITE CHALLENGES
Contaminated site.
Required geopiers.
Contaminated soil
found in ROW work.



JUNCTION

UNITS
130

SQUARE FOOTAGE
245,000 GSF

COMMERCIAL SPACE
30,000 SF

TIMELINE
Jul 2015 (Start)
May 2016 (Const. Start)
Dec 2017 (Complete)

PARKING
Shared Commercial/
Residential

FINANCIAL
\$49,000,000 (Budget)
\$16,700,000 (Equity)
\$32,300,000 (Debt)

SITE CHALLENGES
Contaminated site.
Required geopiers.
Contaminated soil
found in ROW work.



THE POP

UNITS
122

COMMERCIAL SPACE
8,623 SF

TIMELINE
Apr 2017 (Start)
Dec 2017 (Const. Start)
Oct 2019 (Complete)

PARKING
Shared Commercial/
Residential

FINANCIAL
\$45,400,000 (Budget)
\$19,788,500 (Equity)
\$25,600,000 (Debt)

SITE CHALLENGES
Adjacent to Pop Keeney
field.

CITY OF WOODINVILLE

In the summer of 2017 MainStreet assembled a team of Architects, Engineers, and Historic Preservation experts to respond to an RFP from the City of Woodinville for their large Civic Campus Project. MainStreet was selected by the City as the developer partner of choice and has negotiated a Purchase and Sale Agreement and Development Agreement with the City Council.

It is our goal to collaborate closely with the City of Woodinville to create a Civic Campus that combines private residences, unique public spaces, and commercial businesses that will be an area of community activity and engagement for everyone to enjoy.

The project features 274 residential units, over 30,000SF of new retail space, construction of new YMCA space, restoration and renovation of the 19,000SF Historic Woodinville Schoolhouse and design and construction of over 30,000 square feet of public outdoor spaces.

The project is adjacent to City Hall and the Woodinville Sports Fields and is a true public/private partnership between the City of Woodinville and MainStreet. The project is in design currently and scheduled for a spring 2019 construction start.

“MainStreet has become a leader on the Eastside for delivering quality development projects that truly enhance the neighborhoods in which they are developed. We have partnered with the MainStreet team on two large projects and they have worked well with the local municipalities and involved the public throughout the process.”

Jonathan Manheim
President - HAL Real Estate



DEVELOPMENT STATS

UNITS
274

COMMERCIAL (EXCL. SCHOOLHOUSE)
14,000 SF

COMMERCIAL (HISTORIC SCHOOLHOUSE)
19,000 SF

TIMELINE
Jun 2018 (Start)
May 2019 (Const. Start)
May 2021 (Complete)

PARKING
395 Stalls (Approx.)

FINANCIAL
\$96,000,000 (Budget Est.)
\$33,600,000 (Equity Est.)
\$62,400,000 (Debt Est.)

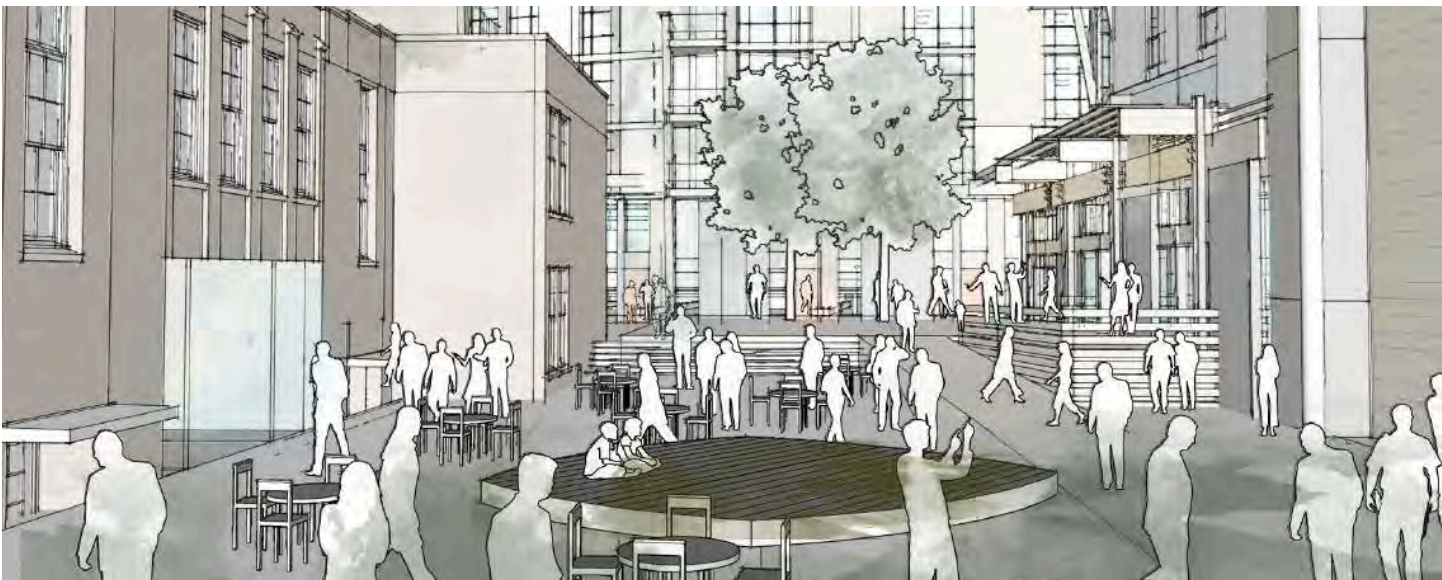
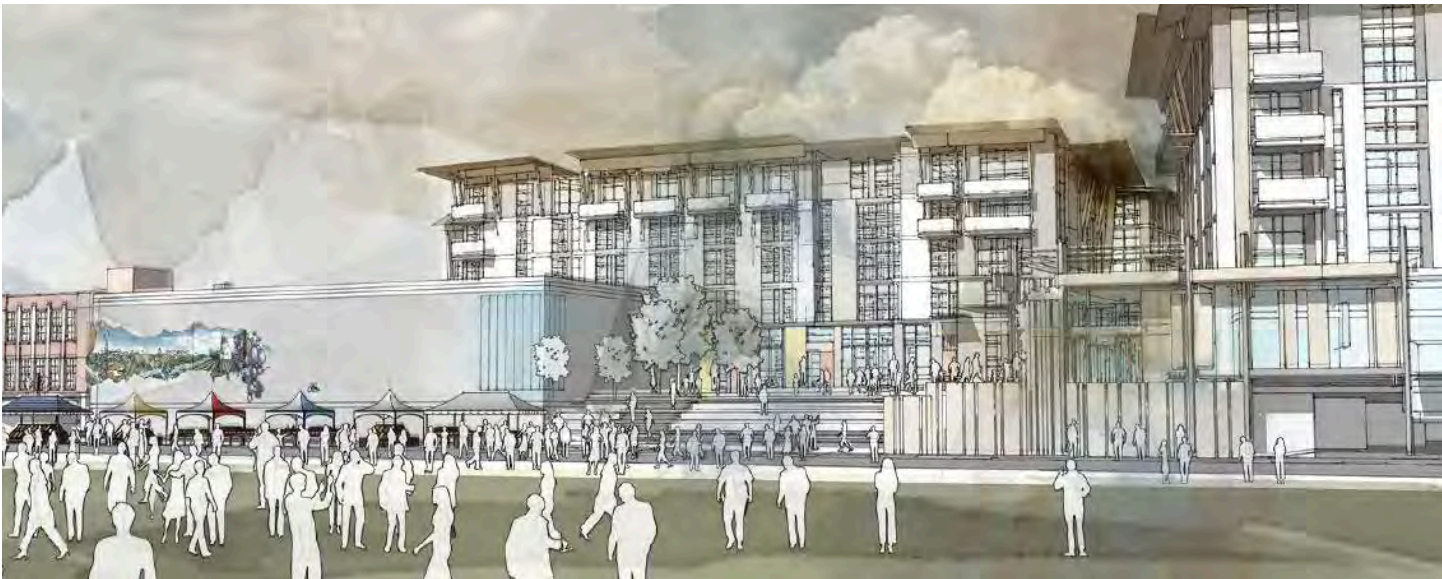
SITE CHALLENGES
Major infrastructure relocations.
Likely geopiers and major shoring.

PROJECT MANAGER

Kim Faust
Senior VP of Development
(425) 985-7734
kfaust@mspgroupllc.com

EQUITY PARTNER

Jonathan Manheim
President - HAL Real Estate
(206) 839-9870
jmanheim@halrealestate.com



GEOGRAPHIC FOCUS

OPERATING

- The Spencer 68
- The (104)
- LINQ
- Heron
- Junction
- Seaplane

CONSTRUCTION

- SKY
- The Bond
- The Landing
- The Pop
- McCormick Woods

DEVELOPMENT

- Flyway
- Scout
- The Signature
- The Eleven
- King's Landing
- Civic Campus

ON THE BOARDS

- Central Park
- SKY II

SOLD

- The Carter
- Six Oaks
- Slater 116
- Luna Sol



COMMUNITY OUTREACH

MainStreet Property Group is one of if not the most active mixed-use developer on the Eastside and we create amazing places within vibrant and/or emerging communities. We sweat the details on everything we undertake. We listen to the community and other interested parties. And in the end, we always look to create a win/win/win scenario amongst the community, the project itself and the commercial and resident tenants or buyers living and working within the project.

MainStreet takes pride in our ability to develop buildings that not only make great additions to the community but also incorporate into the local community wherever possible. We believe it's important that our developments achieve long-term community benefits, and achieving that requires a dedication to local community groups, organizations, events and causes. This is especially true when engaging in public-private partnerships such as the Mercer Island RFQ.

MainStreet has made it a priority to develop relationships and reach out to local organizations in the communities we work in. Our partnerships with the city of Kenmore and Bothell over the past 6+ years has been a great example of what a successful long-term public-private partnership can entail. MainStreet has participated in community group events including sponsoring Movies in the Park, summer festivals such as UW Bothell 5k, Bothell Brew Fest, Kenmore Summerfest and support of the Northshore YMCA.

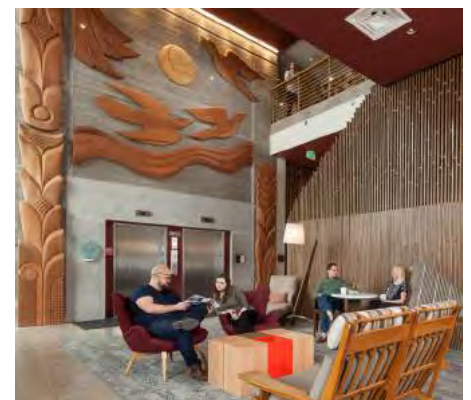
The Woodinville Civic Campus project is a shining example of MainStreet's ability to reach out to the community and involve the local non-profit organizations. We consciously involved organizations such as the Woodinville Farmers Market, Woodinville Arts Alliance, Woodinville Repertory Theatre, Northshore YMCA and Woodinville Chamber of Commerce from a very early stage in the project to ensure that their thoughts and ideas were incorporated as much as possible. It is our goal to always have an open line of communication within a community to ensure everything is considered. As a result, the community as a whole is excited about the new development and are looking forward to us breaking ground in April 2019.

In order for us to have a successful project in Mercer Island we know that it's important for us to engage and communicate with local groups who want to have a stake in the local community and are interested in a successful development. We met with Prady Misra and Paul Shoemaker with MICA and understand their goals and are working to incorporate them into our project. We are strong supporters of the arts, and believe there is a strong place for them within this project. Additionally, we have met with the Executive Director of the Mercer Island Chamber of Commerce, and they have provided us insight and suggestions which we have also incorporated within our proposal. It was great to receive this initial guidance from these local businesses and their vision of what this project can bring to the community.

Without a doubt, MainStreet will strive to achieve the same level of community outreach that we've successfully achieved on other projects to date. We value the input of all of the Mercer Island community stakeholders and are dedicated to hearing and incorporating the community input.

"I am a past board member for Village Theater in Issaquah and have been involved in performing arts my entire life. I have always lived within 10 miles of this location on Mercer Island. Organizationally, we have and are building for the YMCA and we have created several art-inspired communities including working with VALA in Redmond (Venues for Artists in Local Areas) on several projects. We have also created artist and creative spaces in our communities including a mini museum in one community called The Carter (named after famous wood carving artist Dudley Carter)."

Kelly Price
President - MainStreet Property Group LLC



The Carter Lobby
Custom Carving by Dudley Carter's Granddaughter

FINANCIAL CAPACITY

MainStreet Property Group LLC has secured over \$457MM of financing since its inception in late 2011 representing a combination of construction and permanent take-out financing.

For the construction financing, the debt has been placed by a group of lenders who have had long-term relationships with MainStreet's founders when they were active in the single-family home construction space and who have continued that relationship on the commercial real estate side of the house. The lenders have been attracted to MainStreet's projects due to their location in the suburban markets and in growing communities (i.e. Bothell, Kenmore and Redmond). The leverage on the projects has ranged from 60%-80% loan to cost, with 60%-65% being the targeted leverage point currently. MainStreet has been able to provide the guaranty required by the lenders to secure the financing. Terms of the construction financing typically ranges from 24-36 month with extension options and interest rates based on the 30-day LIBOR plus a spread.

On the permanent debt side, once a project is complete and it approaches 95% occupancy ("stabilization"), we kick off the efforts to replace the construction financing with long-term, fixed-rate, non-recourse debt. The process includes engaging up to 3 brokers who canvas a long list of lenders consisting of bank/CMBS lenders, agency (i.e. Fannie Mae and Freddie Mac), and life companies. The brokers compile a matrix of term sheets from the various lenders for us to select the right deal for the investment. Leverage on the permanent debt represents about 60%-65% Loan-to-Value, term of 7-10 years, and a fixed interest rate based on a major index (i.e. 7-10 year treasury). These refinances have generated proceeds representing approximately 60% or more of the initial equity contributed.

PERFORMANCE

DEBT

- MainStreet has closed \$363,000,000 in debt on active/owned projects which is a combination of construction and permanent financing
- On the projects that have been sold, we placed another \$94,000,000 of debt (construction financing)
- Total \$457,000,000

EQUITY

- MainStreet has raised \$168,000,000 of equity related to active/owned projects
- On sold projects, we raised an additional \$36,000,000
- Total \$204,000,000



REFERENCES

Washington Federal.
invested here.

Washington Federal
(Construction & Permanent Financing)

Tom Pozarycki
Senior Vice President
(206) 626-8505
tom.pozarycki@wafd.com



Washington Trust
(Construction Financing)

Ken Paauw
Vice President Builder Services
(425) 709-5504
kpaauw@watrust.com



Bank of America
(Construction Financing & CMBS Permanent Financing)

Krista Knutson
Vice President
(206) 358-6160
krista.knutson@bamf.com



M&T Bank
(Construction Financing)

Sean Sunderland
Seattle Manager M&T Commercial Real Estate
(425) 889-4381
sunderland@mtb.com



US Bank Housing Capital Company
(Construction Financing)

Jayson Buechler
Senior Vice President
(206) 344-4539
jayson.buechler@housingcapital.com



Banner Bank
(Land Acquisition/Development Financing & Construction Financing)

Kirk Johnson
Senior Vice President
(425)576-4362
kjohnson@bannerbank.com

INVESTMENT STRUCTURE

MainStreet Property Group LLC has raised over \$200MM of project equity since its inception. The equity is comprised of 3 types of investors:

1. MainStreet Property Group LLC, its principals, affiliates and employees (collectively "MainStreet")
2. Friends & Family consisting of high net worth individuals and local family real estate trusts
3. Institutional Partners

The project equity is structured one of two ways:

1. MainStreet provides all of the required equity of the project. MainStreet Property Group LLC acts as manager and developer of the project
2. MainStreet provides 10%-20% of the equity and an institutional partner provide 80%-90% of the equity. This is typically structured as a Joint Venture agreement whereby MainStreet Property Group LLC retains its role as manager and developer of the project

Two of our larger institutional partners are HAL Real Estate and Grosvenor. In both cases, HAL and Grosvenor sought out MainStreet as a development partner. Although HAL and Grosvenor provide the majority of the equity funding, MainStreet Property Group LLC retains manager responsibilities of the project whereby it can hire the appropriate consultant team, general contractor establish a budget, execute contracts, and oversee management of the properties upon completion via its property management company.

MainStreet Property Group LLC also has the ability to secure the appropriate construction financing on the front end and the permanent financing on the back-end subject to approval by the institutional partner. These relationships have been positive for both MainStreet Property Group LLC and the partner and both parties are looking for more opportunities together.

"From the outset, the team has been professional, transparent and straight forward. The focus on being "best in class" in the [Redmond] submarket is balanced with pragmatism in managing costs where required, which from an investor point of view is paramount. We truly value our partnership and look forward to future business opportunities together."

Alex Henderson
Vice President - Grosvenor, Co-Investment

REFERENCES



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Grosvenor
Alex Henderson
Vice President, Co-Investment
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SUSTAINABILITY

MainStreet is on the leading edge of green building in the Puget Sound area. All of our new communities are awarded a minimum of LEED Gold certification, and we recently achieved LEED Platinum at our Heron Flats and Lofts project in downtown Redmond. This project is one of only six LEED Platinum certified projects in the state of Washington.



In addition to LEED certification, we demonstrate our commitment to green living by expanding the definition of sustainability to include health, wellness, comfort and our communities' user experience to help enhance design. We believe that sustainable initiatives are the right thing to do.

To that end MainStreet will work creatively to obtain a minimum LEED Gold rating for the Mercer Island Project in a way that increases value for the building and community. Sustainability measures will include 100% LED light fixtures, energy efficient appliances, low flow plumbing fixtures, electric car charging stations, cisterns that take rainwater and reuse it for irrigation, no-VOC paint, solar panels and other green amenities that make our buildings not only energy efficient but healthy to live in. Efficient windows and building enclosures, sustainable building materials and construction methods, and smart energy systems are an integral part of our commitment to livable projects and communities.



PROJECTS

Heron Flats + Lofts

LEED Platinum
Redmond

The Carter on the Park

LEED Gold
Redmond

Junction

LEED Gold
Bothell

LINQ Lofts + Flats

LEED Gold
Kenmore

SKY

Targeting LEED Gold (Under Construction)
Sammamish

The Bond

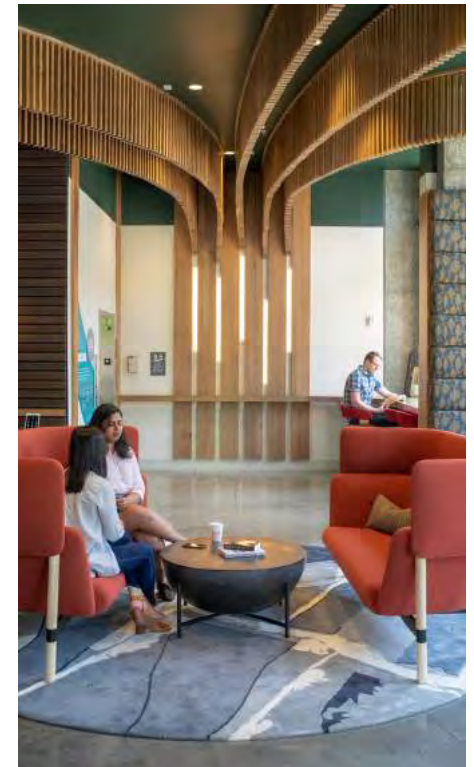
Targeting LEED Gold (Under Construction)
Redmond

The Pop

Targeting LEED Gold (Under Construction)
Bothell

Flyway

Targeting LEED Gold (Under Construction)
Kenmore



ENVIRONMENTAL & SITE CHALLENGES

MainStreet embraces challenging sites and turns challenges into opportunities. MainStreet has extensive experience in dealing with properties that contain soil contaminants, historical artifacts, shallow water tables and steep slope conditions.

MainStreet prides itself on being able to overcome environmentally impacted sites. Over the past 7 years MainStreet has obtained NFAs from Department of Ecology, pursued consent decrees and removed and disposed of soil contaminants prior to and during construction. We have purchased sites on or adjacent to gas stations and dry cleaners and have worked through extensive Phase II Environmental work and brought in the Department of Ecology as necessary. A number of these efforts were also focused on contaminants in the City Right of Way or on parcels being purchased from jurisdictions.

In addition to environmental challenges, MainStreet has worked through projects with shallow groundwater, drinking water aquifers below the site, historical artifact discovery and steep slope conditions. In every circumstance we embrace the challenge and work through the issues.

We have worked with the best in the industry related to consultants and attorneys familiar with environmental cleanup. For the Mercer Island Project, we have engaged expert environmental attorneys in Ken Lederman with Foster Pepper and Cliff Schmidt with Farallon Consulting. Our environmental consultant Associated Earth Sciences has extensive soil remediation and environmental expertise, and has worked on every project MainStreet has done, along with significant other large-scale expertise.



AFFORDABILITY

MainStreet Property Group strives to provide affordable housing options to our residents. We are committed to continually work with workforce housing families because we understand that it is critical for residents to have the option to live close to where they work. We believe the whole community gains an advantage when people can afford to live closer to their jobs. MainStreet Property Group is proud to have partnered with A Regional Coalition for Housing (ARCH) program at many of our properties across the Eastside. In addition, in cities such as Kenmore, where ARCH is not present at the time, MainStreet created its own affordability program.



Offering these subsidized housing options to residents of King County allows for increased access to newly constructed homes to all members of the community. ARCH unit rental rates range from 50% - 85% that of market rate units in the building. MainStreet provides rental rates at both 80% and 65% of median income. Our goal in this process is to establish an opportunity for all members of the Mercer Island community to have access to state of the art housing.

We are committed to Mercer Island's affordability requirements and will embrace this as we have in our previous experience and see this as a great opportunity to provide workforce housing on Mercer Island.



PROJECTS

111 Affordable Units Total

The Spencer 68

56/197 Units (28%)
Kenmore

SKY

30/159 Units (20%)
Sammamish

Heron Flats + Lofts

9/95 Units (10%)
Redmond

The Carter on the Park

16/180 Units (10%)
Redmond

The Bond

12/139 Units (10%)
Redmond



AWARDS & ACCOLADES



Department of Commerce

Governor's Smart Communities Award
2016 - Downtown Kenmore



PSBJ 4th Fastest-Growing Company
Private Company on the Eastside
2018 - GenCap Construction Corp.



PSBJ Fastest-Growing Company
Top 100 Nomination
2018 - GenCap Construction Corp.

PSBJ 6th Fastest-Growing Company
Private Company in Washington State
2017 - GenCap Construction Corp.



Golden Nugget Award of Merit
Best Community Land Plan
2018 - Downtown Kenmore

Golden Nugget Award of Merit
Best On The Boards Mixed Use Project
2012 - Slater 116



NAIOP Finalist
Developer of the Year
2018 - MainStreet

NAIOP Finalist
Multifamily Residential Project of the Year
2018 - Junction

NAIOP Finalist
Multifamily Residential Project of the Year
2018 - LINQ

NAIOP Finalist
Multifamily Residential Project of the Year
2018 - Heron



Emerald Award Nomination
New Development of the Year
2018 - Junction

Emerald Award Nomination
New Development of the Year
2018 - Heron

Emerald Award Finalist
New Development of the Year
2018 - The Carter

Emerald Award Winner
New Development of the Year
2017 - LINQ

Emerald Award Winner
Curb Appeal
2017 - The Carter

Emerald Award Finalist
Community of the Year
2017 - The Carter

TESTIMONIALS

“MainStreet has become a leader on the Eastside for delivering quality development projects that truly enhance the neighborhoods in which they are developed. We have partnered with the MainStreet team on two large projects and they have worked well with the local municipalities and involved the public throughout the process.”

Jonathan Manheim
President - HAL Real Estate

“From the outset, the team has been professional, transparent and straight forward. The focus on being “best in class” in the submarket is balanced with pragmatism in managing costs where required, which from an investor point of view is paramount. We truly value our partnership and look forward to future business opportunities together.”

Alex Henderson
Vice President - Grosvenor, Co-Investment

“With the city’s dynamic residential growth and downtown expansion, it seemed like a perfect fit. After spending time getting to know the area, it became an easy and exciting decision to join the Bothell community.”

Jason Bailey
General Manager - Prime Steakhouse

“We’re beyond excited to open a new PinkaBella here - not only because of the area’s revitalization, but also because of the amazing new restaurants and other commercial tenants that will be surrounding us at The Junction.”

Adam Hierlihy
Franchise Owner - PinkaBella Bothell

“It’s clear there is a deliberate focus on creating an urban landscape that promotes community and builds a neighborhood through a blend of restaurants, hotels, parks and trails.”

James Weimann
Co-Owner - Poquitos

“MainStreet has been a phenomenal development partner for the City of Kenmore. MainStreet truly understands and embraces our values and knows the importance of creating great places and spaces that are walkable and special. Thanks to MainStreet’s significant investment, we finally have that sense of a real downtown that our community has long been pursuing.”

Rob Karlinsey
City Manager - City of Kenmore

“I have admired MainStreet Property Group for years. The opportunity to invest in their award-winning projects and see our investments favorably impact communities is both an opportunity and a privilege. I cannot say enough good things about our partnership with MSPG.”

Tom Hoban
Co-founder & Chairman
Hoban Family Office
& Coast Group of Companies

REFERENCES

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Adam Hierlihy
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Amaro Bistro

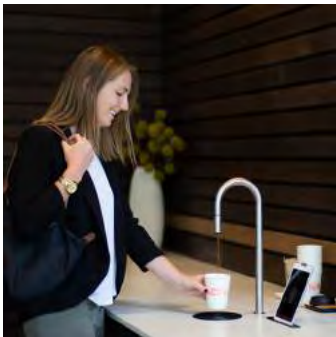
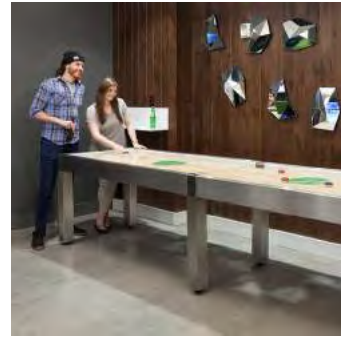
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Amy Marthaler
Owner
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urban COFFEE lounge

Jeff & Alicia Miner
Owners
miners@gmail.com





APPENDIX



Bryan Redlin Principal



Bryan Redlin, Principal

Owner of Graelic LLC. and Principal of the Fort Collins office. Specific responsibilities include parking consulting & design, demand studies, Parking Access & Revenue Control System consultation.

EDUCATION

**Kent State University;
Kent, Ohio**
Bachelor of
Architecture, May 1981
Bachelor of Science in
Architecture, May 1981

YEARS OF EXPERIENCE

34

Memberships

Former Chairman
National Parking
Association – Parking
Consultants Council

REPRESENTATIVE PARKING STRUCTURE EXPERIENCE

Microsoft West Campus Garage, Redmond, WA

4600 space employee garage, 4 levels underground, cast in place concrete, long span structural system, 4 internal parked on sloping floor ramps, 1 express ramp system

Lakewood Station Park & Ride Garage, Lakewood, WA

1200 space park & ride transit garage, free standing 6 levels above grade, cast in place concrete, long span structural system, 1 internal parked on sloping floor ramp system.

Advanta Parking Garage, Eastgate, WA

1600 space employee garage, free standing 8 levels above grade, cast in place concrete, semi long span structural/short span system, double helix internal parked on sloping floor ramp systems.

CityScape, Phoenix, AZ

1200 space mixed used development garage, 5 levels underground, cast in place concrete, short span structural system, dual express ramps for ingress/egress and 2 internal parked on sloping floor ramp systems.

Amazon Corporate HQ, Seattle, WA

3,500 underground parking spaces serving 3.3 million sq.ft. of office on three city blocks entailing three 38-story high-rise office towers, two mid-rise office buildings and a multi-purpose meeting center seating 1,800 people.

Master Park Garage, SeaTac, WA

1000 space off airport parking garage, free standing 6 levels above grade, cast in place concrete, long span structural system, 1 internal parked on sloping floor ramp system.

Cal State San Marcos Garage, San Marcos, CA

1600 space student parking garage, free standing 6 levels above grade, cast in place concrete, long span structural system, 1 internal parked on sloping floor ramp system.

Emerald Queen Casino – Puyallup Tribe of Indians – Fife, WA

Two 1000 space visitor parking garages, free standing 5 levels, cast in place concrete, long span structural system, internal parked on sloping floor ramp system.

Viejas Casino Garage, Viejas Band of Kumeyaay Indians, Alpine CA

800 space visitor parking garage, free standing 4 levels, cast in place concrete, long span structural system, internal parked on sloping floor ramp system. Design/Build

Microsoft Hyderabad Campus Garage, Hyderabad, India

1200 space employee garage, free standing 6 levels above grade, cast in place concrete, long span structural system, 1 internal parked on sloping floor ramp system.

Cesar Chavez Garage, San Diego, CA

400 space public parking garage, free standing 4 levels, cast in place concrete, long span structural system, internal parked on sloping floor ramp system. Design/Build

Firm History

GRAELIC was formed in 1982 providing parking design and consulting services to architects, engineers, developers, agencies, cities, and airports. GRAELIC has been involved in the design and/or consultation for parking projects including mixed use type projects in the US, Canada, Europe, Southeastern Asia, South America, Russia, India, Middle East and the Pacific Rim. In 1990, GRAELIC became a wholly owned subsidiary of an internationally known parking management company, thus combining the specialized parking consulting expertise of GRAELIC with the hands-on parking management experience of one of the largest parking management companies of its kind. GRAELIC, L.L.C. as of 1999 became an independent organization continuing to provide parking consulting services to a wide range of clients. Graelic is a stable company that has been consulting on parking projects continuously for 36 years.

Functional Parking Design Expertise

GRAELIC's focus is on function and efficiency in the design of mixed use parking facilities. As a result, GRAELIC has developed an international reputation for their ability to produce economical and highly functional parking designs serving residential, retail, entertainment and office mixed use developments. This focus on function will assure that design alternatives are not only efficient, but also highly functional from an operational standpoint. GRAELIC adds value by minimizing cost per space, maximizing capacity and improving the function of parking facilities. Graelic LLC provides functional parking design services specifically to architects as a member of their team of consultants in order to enhance their parking design expertise. Our scope of services runs parallel to the process of design from the pre-design phase, schematic design, design development, construction document and construction administration phase of the project.

Project Approach

GRAELIC's design philosophy..." Custom Tailoring" ... is the cornerstone of the firm's unique consulting services. GRAELIC operates on the principal that, in order to accomplish optimum cost-effective benefits, a parking structure must be individually customized to meet the special needs and objectives of the client and clientele served. The primary scope of GRAELIC's design and consulting services is based on its commitment to create a parking design concept that will deliver optimum space efficiency...and maximum cost effectiveness...tailored expressly to the user's needs.

OFFICES

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The Union
Dallas, Texas



Specifications:

- Design Review Services
- Demand and Utilizations
- Functional Design and Consulting

Services Performed:

- Parking Planning Studies
- Parking Demand and Utilization Studies
- Parking Planning and Design Services for Structured Parking

Description:

The Union is a mixed-use development encompassing 800,000 square feet of office, high-end residential, grocery, and retail with approximately 1,960 parking spaces. Graelic provided concept design review services as it relates to parking geometrics, traffic flow, parking design efficiency and proposed ramp system. Graelic performed an initial parking demand and utilization studies of the planned development to determine impact on parking inventory. As the project evolved we continued to provide schematic, design development and construction document services. Graelic provided a secondary demand analysis to determine to the ability for reuse of the parking spaces in the evening to capture potential additional revenue and possible reduction in parking inventory requirement in a shared parking scenario. Graelic provide parking programming allocation plans based on the various users of the garage. We provide parking design and consultation services for a proposed parking access and revenue control system to address the various nuances of the clientele served.

**Cityscape
Phoenix, Arizona**



Specifications:

- 4 Levels Underground Parking Structure
- 1,200 Parking Spaces

Services Performed:

- Parking Master Planning
- Schematic Design
- Dimensional Striping Plans
- Parking Layout and Design Service
- Parking Control Consultation & Recommendations
- Signage and Wayfinding Programming and design

Description:

GRAELIC provided various parking planning and design services for the Cityscape, Phoenix Arizona for Red Development. RED develops, leases, manages and owns shopping centers throughout the nation. RED has more than 30 centers open, in development or under construction, totaling more than 19 million square feet. Cityscape is \$90 million dollar public-private partnership.

Red's CityScope development is a 1.1-million-square-foot urban project located at the heart of Downtown Phoenix. GRAELIC services included functional planning and design, PARCS consultation, design and layout, proposed parking operational and management, and signage and graphics programming.

Cityscape is a true mixed-use development encompassing office, hotel and approximately 200,000 square feet of retail and restaurants. The development serves the ever growing insurgence of residential and office users and visitor of Downtown Phoenix. The development includes four buildings approximately 50,000 square feet of open spaces and 1,200 below grade parking and Kimpton Hotels & Restaurants 250-room Hotel Palomar.

**Amazon Blocks 14, 18, 19, 20, & 21
Seattle, WA**



Specifications:

- Design Review Services
- Functional Design and Consulting

Services Performed:

- Review of Schematic Design Packages
- Parking Planning and Design Services for Structured Parking
- Lane Analysis Studies
- Parking Technology Design, Layout and Specification Development
- Dimensional Striping Plans

Description:

The Amazon project encompasses approximately 3.3 million square feet and is situated on three city blocks entailing a three 38-story high-rise office towers, two mid-rise office buildings and a multi-purpose meeting center seating 1,800 people. The project is supported by three parking structures with approximately 3,312 accumulative parking spaces. Graelic provided concept design review services as it relates to parking geometrics, traffic flow, parking design efficiency and proposed ramp system. Graelic utilized the current cad files for the parking plates, intermediate levels and grade levels of the parking facilities for each Block and made recommendations for improvements as required. Our review, recommendations and design services took into account methods of design, to maximize parking capacity and functionality. Graelic provided an in-depth lane analysis to verify entry/exit requirements for throughput volume. Graelic was further retained to provide continued evaluation during the current DD Phase of work and make recommendations as required for further refinement of the parking. Graelic provided parking equipment technologies design and provided dimensioned striping planes during CD and CA phases for each Block.

Microsoft West Campus Garage
Redmond, Washington



Specifications:

- 4 Level Underground Parking Structure
- 4,800 Parking Spaces

Services Performed:

- Parking Master Planning
- Schematic Design
- Dimensional Striping Plans
- Parking Layout and Design Service
- Parking Control Consultation & Recommendations

Description:

Graelic provided concept planning for this massive parking structure as part of a \$750 million dollar project and the largest in Microsoft history. The garage is said to be the 2nd largest underground structure in the western hemisphere. The garage serves parking for four office building surrounding the perimeter of the garage. This recent parking addition to the Redmond campus is a 4,800 space, four level garage built completely underground. It required excavation of 1 million square yards of earth. This long span post-tensioned structure forms the foundation for common areas and 3 buildings atop the garage. Four internal parked on sloping floor ramps interconnect all levels arranged for express circulation. A straight run speed ramp connects all levels of the parking as well.

**Expedia Headquarters
Seattle, WA**



Specifications:

- Campus Master Planning Services
- Design Review Services
- Functional Parking Design and Consulting

Services Performed:

- Review of Schematic Design Packages
- Parking Planning and Design Services for Structured Parking Facilities
- Lane Analysis Studies
- Parking Technology Design, Layout and Specification Development
- Dimensional Striping Plans
- Signage Program Development
- Valet Parking Studies

Description:

Expedia will begin relocating its headquarter in Bellevue, Washington to Seattle along Elliott Bay and will be built in multiple phases. The phased permit includes plans for future phases that could eventually expand the campus to 1.9 million square feet and accommodate up to approximately 8,000 employees. The project will be supported by an existing parking deck that is being expanded with a self-supported addition equating to 1,671 parking spaces and a standalone new parking structure with 755 parking spaces. Accumulatively the campus will have approximately 2,426 structured parking spaces. Graelic provided campus parking master plan services including concept design review services as it relates to parking geometrics, traffic flow, parking design efficiency and proposed ramp system including configuration of the exiting garage for tie-into the new expansion garage. Graelic utilized the current cad files for the existing parking plates, intermediate levels and grade levels of the parking facility to tie into the expansion garage. Graelic made recommendations for improvements as required in order to interconnect the two structures. Our review, recommendations and design services for the two new garages took into account methods of design, to maximize parking capacity and functionality. Graelic provided an in-depth lane analysis to verify entry/exit requirements for throughput volume. Graelic was further retained to provide continued evaluation and design during the current DD Phase of work and make recommendations as required for further refinement of the parking and conduct valet/valet assist studies to further increase parking capacities. Graelic provided parking equipment technologies design and provided dimensioned striping planes and signage programming during CD and has been retained for the CA phases for each Block.

**Marathon Petroleum Corporation
Findlay, Ohio**



Specifications:

- **2 Structured Parking Facilities**
 - 800 Parking Spaces, grade level plus 4 supported levels
 - 1,246 Parking Spaces, grade level plus 4 supported levels

Services Performed:

- **Master Planning**
- **Pre-design Services**
- **Schematic Design**
- **Design Development**
- **Construction Document**
 - Dimensioned Striping plans & Details
 - Signage plans, schedules and details
 - Parking & Access Control System design

Description:

Marathon Petroleum Headquarters campus located in Findlay, Ohio. Graelic participated on the initial master planning for development of multiple parking facilities for Marathon Petroleum's campus expansion. Graelic provided concept planning for the two parking structures that are part of a \$100 million expansion including a six story 120,000 square foot office building, 2 parking garages and an outdoor "Marathon Green" work area for its employees. The garages provide parking for approximately 2,000 employees and guest of Marathon completed in 2016. The campus continues to expand with the construction of the Hancock hotel with construction completion in 2017.

GRAELIC services included functional planning and design, PARCS consultation, layout and design, dimensional striping plans and signage and graphics programming.



**Wells Fargo Center
Norfolk, Virginia**



Specifications:

- Two Parking Structures
- 1,844 Parking Spaces

Services Performed:

- Functional Planning and Design
- Parking Access and Revenue Control System (PARCS) Consulting
- Signage and Graphic Consulting
- Parking Operational & Management Consulting

Description:

GRAELIC performed various parking consulting services for the Wells Fargo Center including functional planning, design, PARCS consultation based on proposed parking operational and management for an unattended parking operation. Signage and graphics were designed based on the unattended parking operation and user groups the garages services. This true mixed-use urban life-style center encompasses a 22 story office tower, 50,000 square feet of retail and 160 luxury apartments. The development includes two inter-connected parking structures with the entire development with over 1,800 parking spaces located below, above and surrounding the development projects. The first garage is a precast structure sloping floor ramp with eight floor encompassing 1,368 parking spaces. The second garage is a cast-in-place sloping floors and express ramp with 9 floors encompassing 476 parking spaces.



Statement of Qualifications

DCI Engineers | September 2018
Mercer Island TOD
Main Street Property Group

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Section II | Project Experience

Section III | Key Personnel

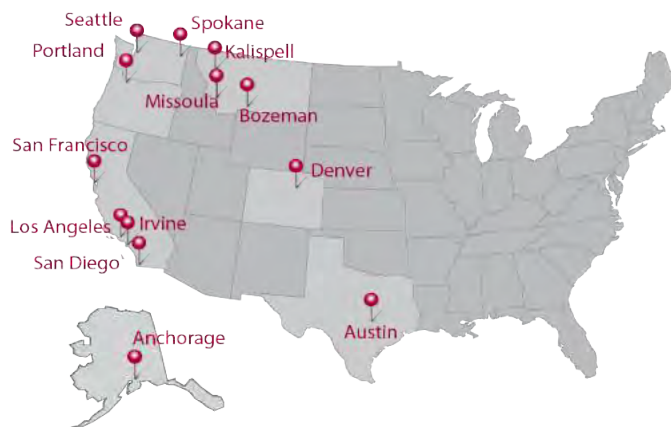
FIRM PROFILE

DCI Engineers has been providing client-focused structural and civil engineering services for 30 years. Our office locations are spread up and down the West Coast, including Washington, Oregon, California and Alaska; the Mountain States of Colorado and Montana; and Texas. These thirteen offices employ over 300 engineers and technical support staff. We are licensed in all 50 states as well as many Canadian provinces. In fact, DCI's completed project portfolio extends across North and South America as well as into Asia.

Throughout our geographic growth, DCI has focused on ensuring that all of our offices remain highly connected. This connection includes sharing intellectual resources, physical resources, and workload. As a result of this close collaboration, our staff always has the assets and leverage necessary to successfully complete projects.

From the beginning, DCI's fundamental philosophy has been to provide Service, Innovation, and Value to our clients and team members.

- **Service** – Comprehensive understanding of project goals and project challenges, not just from a structural standpoint, helps distinguish the level of service DCI strives to provide. This level of comprehensive knowledge and understanding allows us to be a proactive part of the design and construction team.
- **Innovation** – DCI's depth of experience, combined with our breadth of company-wide technical knowledge, allows us to provide more efficient and creative structural solutions. We are continuously offering our clients opportunities to incorporate new products or strategies in order to add value to their project.
- **Value** - DCI recognizes that the designs we provide can positively affect the construction cost, the project schedule, and the long term value of the project. We strive to establish good communication with the design team and to facilitate dialogue that will help the project team meet or exceed the goals necessary to make the project successful.



Operating from thirteen offices with projects throughout the US. Licensed in all 50 States as well as several Canadian Provinces.

→ TRANSIT ORIENTED DEVELOPMENT EXPERIENCE



HOLLYWOOD & VINE

Working to create a recognizable entry point to Mercer Island and creating an inviting, active hub is key for community synergy. The Mercer Island TOD project aims to produce a contemporary space that complements the neighborhood. The future trend of urbanization continues to point towards density and community sustainability through effective land use and mass transit. DCI has designed many projects which were either part of a transit-oriented development (TOD) plan or central business district revitalization plan. Each new project introduces another opportunity to integrate our engineering creativity into a bigger city master plan that has been years in the making. Urban planning can be uniquely interpreted for each community. Structural and civil engineering is certainly part of the planning for well-integrated TODs and central business districts. When DCI is brought in early for the planning process, our team can find resourceful ways to embody the design criteria, create sustainable structural solutions, and help realize our client's vision of community synergy.

HOLLYWOOD AND VINE -W HOTEL AND RESIDENTIAL TOWERS, Hollywood, CA, HKS Architects

THE VELOCE APARTMENTS - REDMOND TOD, Redmond, WA, Trammell Crow Residential

SOUTH KIRKLAND PARK & RIDE TRANSIT-ORIENTED DEVELOPMENT, Kirkland, WA, King County Metro, Weber Thompson

5TH AND JACKSON, Seattle, WA, Sclater Partners Architects

OTHELLO STATION PARK, Seattle, WA, Ruffcorn Mott Architects

AVALONBAY DUBLIN STATION, Dublin, CA, Avalon Bay Communities, Inc.

SPOKANE CONVENTION CENTER EXPANSION, Spokane, WA, LMN Architects, ALSC Architects & Garco Construction

NORTH EVERETT TRANSIT CENTER, Everett, WA, INCA Engineers, Inc.

TRANSIT STATION AT EVERETT MALL, Everett, WA, CNJA Architects

OTHELLO STATION SOUTH TOD

SEATTLE, WASHINGTON



ROLE: Civil & Structural Engineer
 ARCHITECT: Hinthorne Mott
 DEVELOPER: Othello Partners, LLC
 CONTRACTOR: Exxel Pacific
 COMPLETION DATE: 2010
 NUMBER OF UNITS: 351
 TOTAL SQUARE FOOTAGE: 488,000-sf
 HEIGHT: 8 - stories
 MATERIAL: TYPE V podium

BuiltGreen recommendations and has achieved LEED® Silver.

Our structural engineering services were also in order when the project team determined the footprint of the at-grade parking level could be smaller than the building's above-grade footprint. The parking level foundation walls could be pulled in from the perimeter, which presented cost-savings such as slope-cut excavation and temporary soil shoring. The new design strategy required engineering support to successfully construct on the site's differential soil conditions. We collectively decided with the contractor and the geotechnical engineer that end-bearing caissons would be the best solution to distribute the loads of the parking level foundation walls and footings.

By the end of the construction process, DCI contributed to the client's economic requirements and LEED goals for the Station at Othello Park.

DCI provided structural design for this eight-story, 488,000-sf mixed-use residential building in south Seattle. The project included 351 apartment units over street-level commercial space and parking. The top five levels of apartments were constructed of wood framing over three levels of post-tensioned concrete construction. There are two-story retail shops fronting the street. There is a rooftop garden as well as a landscaped courtyard on the 3rd floor. The building has been designed following

Project Experience

→ MIXED-USE EXPERIENCE

REDMOND SQUARE



VELOCE



OTHELLO STATION



Project Experience

- SAMMAMISH VILLAGE**, Redmond, WA, Main Street Property Group
- EAST LAKE SAMMAMISH MIXED-USE**, Redmond, WA, Main Street Property Group
- THE JUNCTION**, Bothell, WA, Main Street Property Group
- HERON FLATS + LOFTS**, Redmond, WA, Main Street Property Group
- SIX OAKS**, Bothell, WA, Main Street Property Group
- LINQ LOFTS + FLATS**, Kenmore, WA, Main Street Property Group
- SPENCER SQUARE**, Kenmore, WA, Main Street Property Group
- THE CARTER**, Redmond, WA, Main Street Property Group
- REDMOND SQUARE APARTMENTS**, Redmond, WA, Cosmos Development Company
- LAKE HILLS SHOPPING CENTER**, Bellevue, WA, Cosmos Development Company
- VELOCE APARTMENTS**, Redmond, WA, Trammell Crow Company
- AVALON ALDERWOOD**, Lynwood, WA, AvalonBay Communities
- THE LYRIC**, Seattle, WA, SRM Development
- METRO 112**, Bellevue, WA, Ankrom Moisan Architects
- WEDGEWOOD MIXED-USE PROJECT**, Bellevue, WA, Wedgwood Partners, LLC
- THE STATION AT OTHELLO**, Seattle, WA, Ruffcorn Mott
- LAWRENCE LOFTS**, Seattle, WA, Rolluda Architects
- THE PARK METRO**, Bellevue, WA, Kovach Architects and Evergreen Point Development
- 435 DEXTER**, Seattle, WA, Mill Creek Residential
- MODERA APARTMENTS**, Seattle, WA, Mill Creek Residential
- ARGENS APARTMENTS**, Seattle, WA, Goodman Real Estate
- POINT EDWARDS CONDOMINIUMS**, Edmonds, WA, Goodman Real Estate
- THE EXPO**, Seattle, WA, Runberg Architecture
- HJARTA PRYDE*JOHNSON BALLARD MIXED-USE (CERTIFIED LEED®SILVER)**, Seattle, WA, Pryde*Johnson Urban Environments, LLC
- LOVEJOY MIXED-USE BLOCK 1**, Portland, OR, LRS Architects
- LOVEJOY MIXED-USE BLOCK 2**, Portland, OR, GGLO
- OCEAN AVENUE SOUTH**, Santa Monica, CA, Related California
- 1MISSION**, San Diego, CA, M.W. Steele Group
- AQUA VIA**, Oakland, CA, Webcor Builders
- 255 SOUTH KING STREET**, Seattle, WA, SODOBuilders

LINQ LOFTS + FLATS

KENMORE, WASHINGTON



ROLE: Structural Engineer
 ARCHITECT: Dahlin Group
 DEVELOPER: Main Street Property Group
 CONTRACTOR:
 COMPLETION DATE: Fall 2017
 NUMBER OF UNITS: ##
 TOTAL SQUARE FOOTAGE: 173,000-gsf
 HEIGHT: 5 Stories
 MATERIAL: Concrete, Wood

one level of elevated post-tensioned concrete slabs and concrete shear walls. Parking is also available for residents and health clinic visitors, located within the ground level. A top floor deck with an eight-foot cantilevered wood roof provides a commons area sanctuary for residents.

The project achieved LEED® Gold status and earned the City of Kenmore the 2016 Smart Communities Award from the State of Washington.

This five-level, mixed-use project is part of the City of Kenmore’s plan for a denser, more walkable community. With 94 apartments and 20,000-sf of dedicated ground-floor commercial space for health care and urgent care services via EvergreenHealth, LINQ Lofts + Flats utilizes several green building features, such as 100% LED lighting.

Structural elements on this podium project include pre-fabricated wood panels with wood panel shear walls over

Project Experience

VELOCE APARTMENTS

REDMOND, WASHINGTON



ROLE: Structural Engineer
 ARCHITECT: Rutledge Maul Architects
 DEVELOPER: Trammell Crow Residential
 CONTRACTOR: Trammell Crow
 COMPLETION DATE: 2009
 NUMBER OF UNITS: 322
 TOTAL SQUARE FOOTAGE: 468,000-sf
 HEIGHT: 6 stories
 MATERIAL: Podium, Wood

parking space and one level of below-grade parking. Construction for the 468,000-sf building included five levels of wood framing over two levels of post-tensioned concrete.

Project Experience

Veloce Apartments is a six-story apartment, mixed-use structure located in downtown Redmond, Washington. It contains retail shops and restaurants on the main level opening onto the surrounding streets. The apartments are located in three buildings over the podium, overlooking a center courtyard.

DCI provided structural design services for this project consisting of 322 apartment units over street level retail/

➔ PARKING GARAGE EXPERIENCE

PROVIDENCE SWEDISH PG



SOUTH KIRKLAND TRANSIT ORIENTED DEVELOPMENT PARKING STRUCTURE, Kirkland, WA, Weber Thompson, 533 stalls, cast-in-place long span system

ADVANTA OFFICE BUILDINGS AND PARKING GARAGE, Bellevue, WA, Schnitzer West, LLC, 1,180 stalls, cast-in-place concrete

PROVIDENCE/SWEDISH PARKING GARAGE, Edmonds, WA, JRJ Architects & Anderson Construction

GSA PARKING GARAGE CONVERSION, Anchorage, AK, Swalling Construction and NVision Architecture

SOUND TRANSIT PUYALLUP/SUMNER STATIONS, Puyallup, WA, LMN Architects, 500 stalls, cast-in-place long span system

RENTON PARKING GARAGE



RENTON PARKING GARAGE, Renton, WA, City of Renton and LMN Architects, 570 stalls, cast-in-place concrete

SPOKANE AIRPORT PARKING STRUCTURE, Spokane, WA, Spokane International Airport, 1,140 stalls, cast-in-place and pre-cast concrete

CALIFORNIA STATE UNIVERSITY SAN MARCOS PARKING STRUCTURE, San Marcos, CA, California State University, 1,600 stalls, cast-in-place concrete

GONZAGA UNIVERSITY PARKING STRUCTURE, Spokane, WA, Gonzaga University, 850 stalls, cast-in-place concrete

ADVANTA PARKING GARAGE



KROC COMMUNITY CENTER PARKING STRUCTURE, Coeur d'Alene, ID, Architects West, Inc. 211 stalls, pre-cast and cast-in place concrete

RIVERSTONE PARKING STRUCTURE, Coeur d'Alene, ID, SRM Development, 355 stalls, cast-in-place concrete

PREMERA BLUE CROSS PARKING STRUCTURE, Spokane, WA, Premera Blue Cross Insurance, 305 stalls, cast-in-place concrete

PREMERA BLUE CROSS PARKING STRUCTURE, Montlake Terrace, WA, Premera Blue Cross Insurance, 720 stalls, cast-in-place concrete

SPRAGUE AND MADISON PARKING STRUCTURE, Spokane, WA, Cowles Publishing Company, 215 stalls, cast-in-place concrete

WELLS FARGO PARKING STRUCTURE, Spokane, WA, Walt Worthy/Central Pre-mix Prestress, pre-cast concrete

CARRABELLA CONDOMINIUMS AT WARNER CENTER, Woodland Hills, CA, FF Development, 581 stalls

NORTHWEST HOSPITAL PARKING STRUCTURE, Seattle, WA, Northwest Hospital, 890 stalls, cast-in-place concrete

COSTCO ISSAQUAH PARKING STRUCTURE, Issaquah, WA, Costco Wholesale Headquarters, 1,900 stalls, cast-in-place concrete

CESAR E. CHAVEZ CAMPUS GARAGE, San Diego, CA, RJC Architects, 320 stalls, concrete

SOUTH KIRKLAND PARK AND RIDE

KIRKLAND, WASHINGTON



ROLE: Structural Engineer
 ARCHITECT: Weber Thompson
 DEVELOPER: Polygon Northwest
 CONTRACTOR: Anderson Construction
 COMPLETION DATE: 2013
 TOTAL SQUARE FOOTAGE: 160,000-sf
 HEIGHT: 4 stories
 MATERIAL: Long span, post-tensioned, concrete

DCI Engineers provided structural engineering services for the new King County Metro Parking Garage at their South Kirkland Transit Oriented Development location. This development includes a new Park & Ride parking structure. The parking structure is three full levels with a partial fourth level for 533 parking stalls. DCI developed a cast-in-place structural frame comprised of long-span post-tensioned parking beams utilizing the Cunningham forming system, one-way post-tensioned slabs, and upturned moment frame beams around the perimeter.

The foundations are conventional spread footings with a continuous grade beam at perimeter.

DCI worked closely and successfully with the design team and contractor at conceptual and schematic design phases to develop a parking module and bay size that optimized spans resulting in a highly efficient and cost effective slab and beam floor system. The long-span post-tensioned floor system resulted in the most efficient parking layout maximizing the number of parking stalls and minimizing the garage size or square feet of structure per stall. By use of a perimeter moment frame, DCI eliminated the need for interior shear walls, resulting in a wide open structure with no sightline, security, or light blocking walls. The perimeter beams and columns form the lateral force resisting frame for the garage and the frame is the finished architectural facade. The perimeter upturned beams serve multiple other consecutive purposes including required vehicle barrier and handrail.

ADVANTA MICROSOFT PARKING GARAGE

SEATTLE, WASHINGTON



ROLE: Structural Engineer
 ARCHITECT: CollinsWoerman
 DEVELOPER: Schnitzer West, LLC
 CONTRACTOR: PCL Construction Services
 COMPLETION DATE: 2012
 NUMBER OF STALLS: 1,186
 TOTAL SQUARE FOOTAGE: 315,000-sf
 HEIGHT: 8-stories
 MATERIAL: Post-tensioned concrete

to floor height of 8'8" provides more than 7' clear parking height as required by code. The long span, double helix system combined with the drop band floor slab provides a wide open floor plan for drive aisles and parking stalls layout. The lateral system for the garage includes exterior concrete shear walls in the short direction and interior shear walls in the longitude direction. Interior shear walls are away from drive aisles to improve safety and visibility throughout the garage.

The Advanta Office Commons Parking Garage is an eight-story concrete structure. This garage has a total of 1,186 stalls and is 328 feet long by 116 feet wide. Total construction area is 315,000-sf with a parking stall efficiency of 266 sf/stall. A double helix ramp system is used to maximize the parking stalls layout. Each ramp has a 43'-10" exterior bay and a 14'-3" interior bay. The floors are constructed with 6½" thick post-tensioned concrete slabs with 45" wide by 7" deep drop bands. Floor

Four stairs are provided at each corner of the garage. A three-car elevator is adjacent to the entrance, with an all-glass lobby and a cantilevered steel roof. Stainless steel tensioned cable rails are used for vehicle barriers, along with an architectural screen wall.

MEET THE TEAM



Grant Buckingham, PE, SE
Principal in Charge

Acting as overall DCI Principal in Charge, Grant will direct all structural design decisions for the owner and design consultants with the Project Manager for the team. Grant will attend project meetings throughout the design process in order to provide immediate structural input and project continuity. Grant has assembled a structural design team that focuses on teamwork and communication, while having extensive experience with mixed-use developments, such as the Mercer Island TOD project.



Andrew Kracht, PE
Project Manager

Andrew will be the Project Manager for the structural design of the Mercer Island TOD project. His breadth of experience with mixed-use/residential facilities and working with Main Street Property Group, combined with his depth of experience with efficient structural systems will help our team provide proactive solutions. He will manage all coordination between design consultants, assist in day-to-day technical reviews, monitor the schedule so that project milestones are delivered on time, and will be the dedicated project manager throughout the project. Andrew will also be attending project meetings to provide input and direction to the other consultants regarding the structural system capabilities.

→ GRANT BUCKINGHAM, PE, SE

SEATTLE, WASHINGTON



Grant Buckingham is a valued member of the DCI Team with 25 years of experience in designing structures using concrete, wood, masonry, and steel. Grant has designed a variety of commercial, residential, and industrial building projects. His ability to understand and fulfill the needs of the owner and contractor make him a valuable part of the design team. The Bullitt Center project is a perfect example of how Grant interpreted the client’s sustainability design criteria into tangible engineering solutions.

Grant successfully designed and managed a variety of public and private sector projects throughout the western United States, from single story structures to technically challenging high-rise projects. His experience and knowledge of structural building systems and construction techniques give him the ability to develop cost effective and efficient structural systems. His goal on every project – large or small – is to provide the highest level of service possible.

PROFESSIONAL TITLE:

Principal

ROLE:

Principal in Charge

EDUCATION:

M.S., Civil Engineering, Washington State University, 1992

B.S., Civil Engineering, Washington State University, 1990

REGISTRATION:

Civil & Structural: Washington 34408

PROFESSIONAL SOCIETIES:

American Society of Civil Engineers (ASCE)

Structural Engineers Association of Washington (SEAW)

SAMMAMISH VILLAGE, Redmond, WA, Main Street Property Group

EAST LAKE SAMMAMISH MIXED-USE, Redmond, WA, Main Street Property Group

THE JUNCTION, Bothell, WA, MainStreet Property Group

HERON FLATS + LOFTS (CERTIFIED LEED®PLATINUM), Redmond, WA, MainStreet Property Group

SIX OAKS, Bothell, WA, MainStreet Property Group

KENMORE RESIDENTIAL APARTMENTS, Kenmore, WA, Main Street Property Group

SPENCER SQUARE, Kenmore, WA, MainStreet Property Group

THE CARTER, Redmond, WA, MainStreet Property Group

HJARTA PRYDE*JOHNSON BALLARD MIXED-USE (CERTIFIED LEED®SILVER), Seattle, WA, Pryde*Johnson URBAN ENVIRONMENTS, LLC

METRO 112 MIXED-USE, Bellevue, WA, Simpson Housing, Ltd.

ALEXAN CASCADE APARTMENTS, Seattle, WA, Matthews Architects

ART STABLE APARTMENTS, Seattle, WA, Olson Kundig Architects

VILLA FIRENZE APARTMENTS, Bellevue, WA, Pacific Commercial Corporation

TEN20 TOWER, Bellevue, WA, Su Development

989 ELEMENTS APARTMENT TOWER, Bellevue, WA, Su Development

Key Personnel

→ ANDREW KRACHT, PE

SEATTLE, WASHINGTON



Andrew Kracht is a Project Manager with DCI Engineers and has provided analysis and design support for multiple structure types, including mixed-use apartment buildings, medical office buildings and parking structures; specifically, the North Lot Mixed-Use Building project in Seattle and the 17-story Centre 425, located in Bellevue, Washington, which included a concrete caisson with eight levels of below-grade parking. He earned his Master of Science in Civil Engineering from Washington State University and is a member of the Structural Engineers Association of Washington (SEAW).

PROFESSIONAL TITLE:
Project Manager

THE JUNCTION, Bothell, WA, Main Street Property Group

SIX OAKS, Bothell, WA, Main Street Property Group

ROLE:
Project Manager

SAMMAMISH VILLAGE, Redmond, WA, Main Street Property Group

EAST LAKE SAMMAMISH MIXED-USE, Redmond, WA, Main Street Property Group

EDUCATION:

M.S. Civil Engineering, Washington State University, 2010

KENMORE RESIDENTIAL APARTMENTS, Kenmore, WA, Main Street Property Group

B.S. Civil Engineering, Washington State University, 2009

SPENCER SQUARE, Kenmore, WA, Main Street Property Group

THE CARTER, Redmond, WA, Main Street Property Group

255 SOUTH KING STREET, Seattle, WA, SODOBuilders

REGISTRATION:

Civil & Structural: Washington & California

APOLLO BUILDING, Seattle, WA, Vulcan

SOMA TOWERS, Bellevue, WA, Su Development

PROFESSIONAL SOCIETIES:

Structural Engineers Association of Washington (SEAW)

AVENIDA CRESTA RESIDENCE, La Jolla, CA, Jonathan Segal FAIA

CENTRE 425, Bellevue, WA, Schnitzer West, LLC

FANA 4TH STREET DEVELOPMENT, Bellevue, WA, Fana Four 106, LLC



for more information

contact

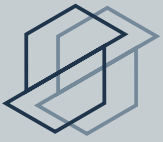
Grant Buckingham, Principal

818 Stewart Street, Suite 1000

Seattle, Washington 98101

(206) 332-1900

Email: gbuckingham@dc-engineers.com



a s s o c i a t e d
e a r t h s c i e n c e s
i n c o r p o r a t e d



OUR COMPANY

Associated Earth Sciences, Inc. (AESI) is a professional consulting company serving the Puget Sound since 1981. AESI specializes in providing geotechnical engineering, hydrogeology, environmental consulting, geology, and low impact development support to clients in both the public and private sectors.

Our clients include, but are not limited to, municipalities, school districts, colleges and universities, hospitals and master planned communities. Our success as consultants is founded on good communication, planning, and training. Beginning with the end in mind, each project has a clearly defined scope of work, schedule, and budget. In accordance with our standard operating procedures, each project has a principal engineer or geologist who reviews every document prior to distribution.

We have an extensive in-house reference library, full AutoCAD capabilities, GIS support, and a complete soils laboratory. AESI promotes the continuing education of our staff and supports their efforts to stay current with technology, regulations, and local practices. Our focus on technical excellence, responsive service, and excellent client communication has resulted in a consistently high level of client satisfaction and a solid portfolio of repeat customers.

Contact us

The Kirkland Office
911 5th Avenue
Kirkland, WA 98033
425.827.7701

The Everett Office
2911 1/2 Hewitt Avenue
Suite 2
Everett, WA 98201
425.259.0522

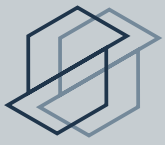
The Tacoma Office
1552 Commerce Street
Suite 102
Tacoma, WA 98401
253.722.2992

www.aesgeo.com

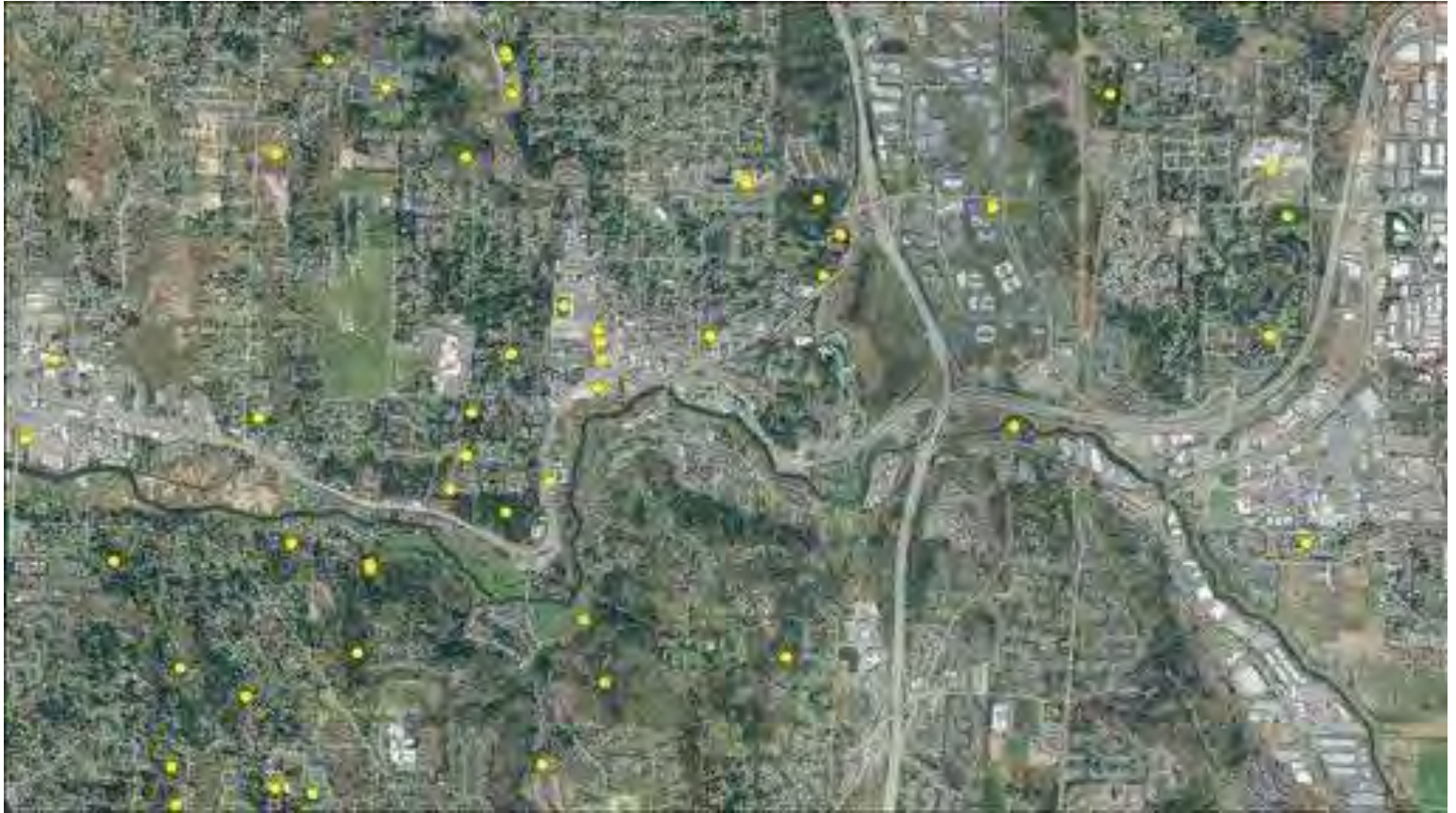
KIRKLAND | 425.827.7701

EVERETT | 425.259.0522

TACOMA | 253.722.2992



AESI has provided geotechnical engineering services on dozens of projects in the City of Bothell. The yellow dots indicate AESI exploration and locations.



The Village at Beardslee Crossing | Bothell, WA
Client – West Ridge Land Corporation

Six Oaks | Bothell, WA
Client – Mainstreet Property Group LLC

Bothell Landing Parcel N | Bothell, WA
Client - Mainstreet Property Group LLC

Bothell Landing Parcel O | Bothell, WA
Client – Mainstreet Property Group LLC

The Junction | Bothell, WA
Client – Mainstreet Property Group LLC

104th Assemblage | Bothell, WA
Client – Mainstreet Property Group LLC

Pipers Glen | Bothell, WA
Client – Toll Brothers

Gateway Apartments Phase 1B | Bothell, WA
Client – Gateway Apartments 1B, LP

Bothell High School | Bothell, WA
Client – D.A.Hogan and Associates

Gracies Place | Bothell, WA
Client – Gracies Place Ventures LLC

Bothell Heights | Bothell, WA
Client – Toll Brothers, Inc.

Wayne Golf Course | Bothell, WA
Client – Wayne Manor

Bothell Retail / Safeway | Bothell, WA
Client – HOS Brothers

Poet's Cove | Bothell, WA Client – Pegasus
Northwest, Inc.

KURT D. MERRIMAN, PE

Senior Principal Geotechnical Engineer

EDUCATION

B.S., Civil Engineering | Washington State University – Pullman, WA

M.S., Civil Engineering (Geotechnical) | University of California – Berkley, CA

REGISTRATION/CERTIFICATION

Professional Engineer: WA, CA

Registered Geotechnical Engineer: CA

PROFESSIONAL ASSOCIATIONS

American Society of Civil Engineers

Council of Education Facility Planners International

PROFESSIONAL SUMMARY

Mr. Merriman has over 31 years of local geotechnical engineering and construction administration experience. His extensive experience covers both public and private sector projects, including commercial properties, residential housing developments, educational, municipal, health care, and historical projects. Services provided include reconnaissance, exploration, instrumentation, field and laboratory testing, slope stability, seismic engineering, site rehabilitation, and construction services. He brings extensive experience managing schedules for multidisciplinary teams, often involving the coordination and integration of expertise in several disciplines. In addition, he recognizes the importance, at the outset of each project, to establish clearly defined goals, responsibilities, and effective lines of communication within the consultant team, and in conjunction with the client. By taking this approach, Mr. Merriman has developed strong relationships with his clientele.

RELEVANT EXPERIENCE

Six Oaks | Bothell, WA

Client – Mainstreet Property Group LLC

Bothell Landing Parcel N | Bothell, WA

Client - Mainstreet Property Group LLC

Bothell Landing Parcel O | Bothell, WA

Client – Mainstreet Property Group LLC

Kenmore Village and Spencer 68 | Kenmore, WA

Client – Mainstreet Property Group LLC

The Junction | Bothell, WA

Client – Mainstreet Property Group LLC

104th Assemblage | Bothell, WA

Client – Mainstreet Property Group LLC

Pipers Glen | Bothell, WA

Client – Toll Brothers



KULCHIN Foundation Drilling Co.

Partial List of Past Projects

SOLDIER PILES - DRILLED SHAFTS

Updated March 2016

- Design & Construction*
- Shoring and Underpinning*
- Drilled Shafts*
- Soil Nailing*
- Tiebacks*
- Micro Piles*
- GeoThermal*
- Hillside Drilling*
- Limited Overhead*
- Landslide Stabilization*
- Dewatering*

1420 E. Madison - 2016
 Soldier Piles, Tiebacks, Soil Nails
 \$519,950
 Reference: WG Clark
 Stan Hadler 206-624-5244

John Gabriel Housing – 2015
 Soldier Piles
 \$343,0003
 Reference: Walsh Construction
 Eric Bowman 206-547-4008

Dumas Bay Slide Repair - 2016
 Soldier Piles
 \$339,950
 Reference: Dumas Bay West
 Homeowners

Hotel Esterra Redmond - 2015
 Soldier Piles, Soil Nails, Drilled Shafts
 \$495,000
 Reference: Absher Construction
 Nick Belanger 253-845-9544

Crown Hill – 2016
 Soldier Piles, Tiebacks
 \$449,000
 Reference: Venture Construction
 206-582-4500

6800 Roosevelt – 2015
 Soldier Piles, Soil Nails
 \$544,955
 Reference: Pavilion Construction
 Mark Maizel 971-806-1782

Mercy Othello - 2016
 Soldier Piles
 \$75,000
 Reference: Walsh Construction
 Susan Hori 206-571-1569

Westridge Wall 2 - 2015
 Soldier Piles, Tiebacks
 \$475,000
 Reference: Polygon Homes
 Mike Knapp 425-646-4436

UW WCUP – 2016
 Drilled Shafts, Soil Nails
 \$495,000
 Reference: Mortenson Construction
 425-895-9000

Bonney Lake SR-410 - 2015
 Soldier Piles
 \$655,000
 Reference: Pacific Civil & Infrastructure
 Randy Durr 253-874-3965

PO Box 99667
 Lakewood, WA 98496

KULCHFD995QB (WA)
 146010 (OR)

Bryant Heights – 2015

Soldier Piles, Tiebacks
\$249,500
Reference: Polygon Homes
Chris Gocke 425-766-8506

1063 Olympia – 2015

Soldier Piles, Tiebacks
\$500,000
Reference: Sellen Construction
Jack Avery 206-682-7770

3627 Stone Way – 2015

Soldier Piles, Drilled Shafts
\$725,000
Reference: Compass Construction
Alan Thesenvitz 206-320-8741

400 Dexter – 2015

Soldier Piles, Tiebacks
\$2,490,550
Reference: BN Builders
Thomas Stearns 509-891-7722

Decible - 2015

Drilled Shafts
\$150,000
Reference: Walsh Construction
Joe Grim 206-571-2832

UW Police Station - 2015

Soldier Piles
\$79,500
Reference: BN Builders
206-382-3443

Etruria – N-Habit - 2015

Soldier Piles, Augercast Shafts
\$1,012,000
Reference: WG Clark
Evan Christenson 206-624-5244

1287 Westlake - 2015

Soldier Piles, Tiebacks, Augercast Piles -
\$3,115,000
Reference: Holland Construction
Tyson O'Connor 206-790-1908

Cascade 1 & 2 – 2015

Soldier Piles, Tiebacks - \$1,737,500
Reference: Chinn Construction
425-898-1688

Issaquah Terrace Apartments – 2015

Soldier Piles - \$124,550
Reference: Polygon Homes
425-586-7700

N-Habitat Dexter – 2015

Soldier Piles, Tiebacks - \$845,000
Reference: Pavilion Construction
503-290-5005

Admiral East Apartments – 2015

Soldier Piles, Rakers - \$872,950
Reference: Exxel Pacific, Inc.
360-734-2872

BFCC Piers – 2015

Augercast Foundation Piles - \$22,500
Reference: Goudy Construction 425-455-1255

Trellis Townhomes – 2015

Soldier Piles, Tiebacks \$510,000
Reference: Conner Homes
425-455-9280

Publix Warehouse – 2015

Augercast Foundation Piles - \$201,860
Reference: Marpac Construction 206-329-4992



85th & 1st Greenwood – 2015

Augercast Piles, Vertical Elements, Soil Nails - \$621,350
Reference: SD Deacon Construction
425-284-4000

Trails at Silverdale – 2015

Soldier Piles, Tiebacks - \$903,000
Reference: Robinson Construction
425-453-3380

Courtyard Marriott Everett – 2014

Soldier Piles, Tiebacks - \$440,788
Reference: Halvorson Construction
425-658-1500

68th and 8th – 2014

Soldier Piles - \$308,500
Reference: Compass General Construction
206-320-8741

8th and Republican – 2014

Soldier Piles, Tiebacks - \$745,439
Reference: Exxel Pacific, Inc.
206-453-1005

1720 12th Avenue – 2014

Soldier Piles, Tiebacks - \$97,000
Reference: Cascade Built
206-769-0082

1101 Westlake – 2014

Augercast Piles, Soldier Piles - \$1,521,475
Reference: Holland Construction 206-832-3509

810 Dexter – 2014

Augercast Piles, Soil Nails, Shotcrete - \$1,459,000
Reference: Holland Construction 206-832-3509

820 Yesler – 2014

Soldier Piles, Tiebacks - \$144,400
Reference: Walsh Construction
206-547-4008

Cornish College – 2014

Soldier Piles, Tiebacks, Augercast Piles - \$691,530
Reference: Howard S. Wright Construction – 206-447-7654

Hirabayashi Place – 2014

Soldier Piles, Drilled Shafts - \$554,022
Reference: Marpac Construction 206-329-4992

422 East Summit – 2014

Soldier Piles - \$263,000
Reference: WG Clark
206-624-5244

West Seattle Trinsic – 2014

Soldier Piles, Tiebacks - \$1,255,000
Reference: Compass General Construction
206-320-8741

Broadstone Capitol Hill – 2013

Soldier Piles, Tiebacks - \$638,000
Reference: Exxel Pacific, Inc.
360-734-2872

Bothell Everett Highway – 2013

Soldier Piles - \$649,696
Reference: KLB Construction
425-355-7335

3rd and Republican – 2013

Soldier Piles - \$265,500
Reference: Compass Harbor Construction
206-320-8741



Irondale at SPU – 2013

Soldier Piles, Drilled Shafts - \$337,500
Reference: Absher Construction
253-845-9544

Lauridsen Blvd. Bridge – 2013

Drilled Shafts, Soldier Piles, Ground
Anchors - \$436,650
Reference: Scarsella Brothers Inc. 253-872-
7173

Port of Olympia Light Poles - 2013

Drilled Shafts to 42” - 60” Diameter -
\$200,000
Reference: South Bay Excavating 360-866-
4454

Rose Hill Middle School - 2012

Drilled Shafts to 36” Diameter - \$22,000
Reference: Absher Construction 253-845-
9544

Richardson Residence - 2011

Drilled Shafts
Reference: Brock Smith Custom Homes

Love’s Truck Stop, I-5 Exit 72 WA – 2011

Drilled Shafts to 24” - 42” Diameter -
\$10,000
Reference: Hillis Outdoor Specialists, Inc.
605-753-9700

**Security Enclave Bangor, Naval Base
Bangor WA - 2011**

Drilled Shafts to 6.5’ Diameter - \$177,100
Reference: Watts Constructors 253-853-
3311

**Hunters Marsh, Naval Base Bangor WA –
2011**

Drilled Shafts
Reference: Granite-Watts JV.
425-551-3181

**Sumner Middle School, Sumner WA –
2010**

Drilled Shafts to 18” Diameter
Reference: Berschuaer Phillips

Art Stable, Seattle WA – 2010

Drilled Shafts to 18” Diameter - \$173,700
Reference: Sean Stimac
Exxel Pacific. 360-734-2872

**Woodinville Light Pole, Woodinville WA
– 2010**

Drilled Shafts to 3’ Diameter
Reference: Bert Bargmann
Bargmann Construction.
253-265-7031

**44th Interurban Trail, Lynnwood WA –
2010**

Drilled Shafts to 6.5’ Diameter
Reference: Allied Construction Assoc.
425-259-6057

UW Medical Center, Seattle WA – 2009

Drilled Shafts - \$10,500
Reference: SCI Infrastructure. 253-218-
0444

36th Avenue Bridge, Redmond WA – 2009

Drilled Shafts to 6’ Diameter - \$860,000
Reference: Tri-State Construction – Mike
Salmon

**LRV Storage Sound Transit, Seattle WA
– 2009**

Drilled Shafts 2.5' to 3' Diameter -
\$113,000

Reference: RailWorks Track Systems

Snohomish PUD, Snohomish WA – 2009

Drilled Shafts to 4.5' Diameter

Reference: Unimark Construction Group

**Georgetown Eagles, Georgetown WA –
2009**

Drilled Shafts to 3.5' Diameter

Reference: NEU Construction

**X-Tributary, Shelton WA - WSDOT –
2009**

Drilled Shafts to 3' Diameter

Reference: RV Associates

**North Seattle Community College, Seattle
WA – 2009**

Augercast Piles and Low Overhead Drilled
Shafts to 18" Diameter - \$140,000

Reference: Brad Giles

Graham Contracting

206-729-8844

**America's Credit Union, Fort Lewis WA
– 2009**

Drilled Shafts to 8" Diameter - \$20,500

Reference: Dave Overland

RV Associates, 360-876-9737

Air Liquide, Kent WA – 2009

Drilled Shafts to 18" Diameter - \$76,000

Reference: Jeff Wiper

Dahlgren Industrial

206-236-2300

Misty Cove, Renton WA – 2008

Elevator Shaft - \$33,000

Reference: Mike Todd

Madrona Real Estate

206-623-7662

Stadium Lofts, Seattle WA – 2008

Augercast Piles to 18" Diameter - \$12,000

Reference: John Schlick Compass

Construction - 206-320-8741

**Marengo Wind Farm II, Dayton WA –
2007**

Drilled Shafts to 6' Diameter - \$18,000

Reference: Narum Concrete

Pattison Sign Post, Arlington WA – 2007

Drilled Shafts to 7' Diameter - \$16,000

Reference: Pattison Sign Group

250-492-4522

Marengo Wind Farm, Dayton WA – 2007

Drilled Shafts to 6' Diameter - \$22,000

Reference: Narum Concrete

Shoreline Rental, Shoreline WA – 2006

Drilled Shafts - \$15,000

Reference: Tim Peama Coluccio

Construction - 206-722-5308

Wilder Rental, Everett WA – 2006

Drilled Shafts - \$10,000

Reference: Andy Thompson

Wilder Construction

425-339-8340

Les Porter, Bellevue WA – 2005

Drilled Shafts - \$7,000

Reference: Les Porter



Firm Profile

O'Brien & Company is a nationally-recognized consulting firm committed to the creation of a sustainable built environment. We have a 25-year history shaping innovative projects and policy in the Pacific Northwest and beyond, with the goal of bringing about a practical, more sustainable reality.

Our work includes the full life-cycle of the built environment from developing sustainable building policy to building capacity in the public and private sectors; to providing design, construction, operations and maintenance technical services to built projects. We have guided sustainability planning and execution of LEED certification for Amazon buildings in their South Lake Union campus, as well as with the large academic campuses of the region like Seattle University's McGoldrick Learning Commons, UW's North Campus Housing Project, and Bastyr University's award-winning Student Village. Numerous landmark multi-family projects in the Pacific Northwest have been certified by our residential team (including two projects which recently set and then beat a new record high per-unit sales price in Seattle, and three national award winners) and more than 70 multi-family projects currently in process pursuing certification under LEED, Built Green, Energy Star, Evergreen SDS and Enterprise Green Criteria certification. O'Brien & Company's Eastside projects include Sound Transit's Eastlink Expansion, a handful of LEED commercial buildings and most of MainStreet Property Group's recent projects. We have provided LEED Green Rater and Provider services on five Eastside LEED for Homes Multifamily certified projects; and have 20 current Eastside projects in design or construction that are targeting LEED for Homes Multifamily.

O'Brien & Company approaches all our projects with an eye towards how integration and collaboration can better achieve high performance on the project's environmental and social goals, while staying on budget and on schedule. Our staff joins project teams as sustainability experts providing progressive, economically sound technical expertise. We collaborate with teams to realize effective results in line with project goals and endeavor to bring both the technical knowledge and new perspectives to inspire changes towards a shared vision of sustainability.





LEED for Homes Multifamily Services

O'Brien & Company has certified 5,475 units under the LEED for Homes Multifamily rating system and is currently the LEED for Homes Provider on more than 40 active projects.

Our LEED for Homes Service

O'Brien & Company offers a set of services on all our LEED for Homes projects that help our clients meet their LEED and sustainability goals. For every LEED for Homes project, we deliver:



- Rating System Support Services – One of our team acts as your go-to source for LEED information, schedule coordination, and documentation, but plays no role in verification.
- Verification & Certification Services – Our Verification Team acts as your LEED Provider and Green Rater.
- Technical Assistance – We are available for LEED technical assistance, that includes project team assistance; research; submission of Credit Interpretation Rulings and Clarification Requests to the USGBC ruling body; and re-inspections due to scheduling conflicts and technical non-compliances.



In addition, we have a menu of optional services that help to develop and document the project sustainability goals; improve the building's energy performance and durability; set expectations on LEED requirements for the entire team; educate the trades on installation techniques and materials that meet LEED requirements; create green feature talking points for property managers; and produce educational materials for residents that highlight the green features of their new home. In partnership with 360 Analytics, we also provide Energy Modeling and LEED Commissioning.

Included in all our LEED for Homes projects:

- Preliminary Rating
- Project Document Review
- Energy Modeling Coordination
- Pre-construction Meeting
- Intermediate Construction Verification
- Final Construction Verification
- LEED Documentation Review
- Quality Assurance Review
- Final Certification



Our optional services include:

- Energy Modeling
- LEED Commissioning
- LEED and Integrated Process Workshops
- Full Specification Review
- Trades Training
- Third Party Durability Verification
- Resident Manual
- Commercial TI Guidelines
- Building Manager Training



Our LEED for Homes Multifamily Certified Projects

Project Name	City	LEED Level	Cond. Sq. Ft.	# of Units
Augusta Apartments	Seattle	Platinum	194,938	210
Barto Hall	Ellensburg	Platinum	113,204	190
Bastyr Student Housing	Kenmore	Platinum	2,200	132
Heron Flats and Lofts	Redmond	Platinum	100,892	95
Kenyon House	Seattle	Platinum	378	18
Pioneer Lane II	Omak	Platinum	37,405	36
Pontius Apartments	Seattle	Platinum	42,661	84
Sunset Electric	Seattle	Platinum	71,835	92
Stack House	Seattle	Platinum	274,221	279
100 Republican	Seattle	Gold	266,843	275
1315 E Jefferson	Seattle	Gold	22,450	32
201 W Harrison	Seattle	Gold	33,424	45
422 Summit Ave E	Seattle	Gold	32,084	48
4730 California	Seattle	Gold	82,311	88
8th + Republican	Seattle	Gold	209,034	211
Anthem on 12th	Seattle	Gold	90,232	120
Arnett Hall	Seattle	Gold	47,423	77
Carter on the Park	Redmond	Gold	157,650	180
Cornish College Student Housing	Seattle	Gold	122,077	228
Decibel 12th & Alder	Seattle	Gold	66,021	75
Elan at Redmond Town Center	Redmond	Gold	144,315	133
Elan South Lake Union	Seattle	Gold	243,865	282
Eleanor Apartments	Seattle	Gold	233,315	260
Linq Flats and Lofts	Kenmore	Gold	115,158	94
Market Street Landing	Seattle	Gold	282,709	287
N 45th Mixed Use	Seattle	Gold	123,145	150
Reverb 11 th & Alder	Seattle	Gold	65,929	85
SW Avalon Way Apartments	Seattle	Gold	91,933	111
Yardhouse	Seattle	Gold	19,384	35
3701 South Hudson	Seattle	Silver	83,848	124
418 Bellevue Ave E	Seattle	Silver	25,667	48
8th Avenue Apartments	Seattle	Silver	94,881	162
901 Dexter	Seattle	Silver	265,480	284
AMLi-Wallingford	Seattle	Silver	222,432	231
Avalon Alderwood Phase 2	Lynnwood	Silver	133,685	124
MileHouse	Redmond	Silver	186,369	177
Modera South Lake union	Seattle	Silver	238,158	294
Pike Motorworks	Seattle	Silver	243,838	243
Queen Anne Towne	Seattle	Silver	132,896	107
Seven Hills Apartments	Seattle	Silver	49,374	57
Triad 12th Ave & 41 st St	Seattle	Silver	77,846	198
Avalon Alderwood Phase 1	Lynnwood	Certified	380,214	367
Esperanza	Mattawa	Certified	18,744	16



Our Team

Alistair Jackson, Principal



LEED AP BD+C, LEED Homes Green Rater & QAD; CSBA

Alistair brings more than 20 years of hands-on experience in the field of sustainability to his role as a Principal and partner of O'Brien & Company. He leads the residential services team, contributes significant experience of organizational sustainability to the Company's policy and program work and provides strategic and business management leadership. Alistair applies his knowledge and understanding of sustainable design and green building science to provide design facilitation and technical consulting services, diagnostic analysis, performance testing and green building certification of residential projects at all levels of performance. Alistair has applied his degree in Environmental Science and experience as a

trainer, presenter and facilitator, to support the creation of green building programs from Puget Sound to California and Hawaii; and the development and delivery of trainings to enhance green building capacity in the affordable and market rate housing industry. In 2007, O'Brien & Company was selected as a Provider of LEED for Homes certification, for which Alistair is the Quality Assurance Designee and senior consultant.

EDUCATION

Certified Sustainable Building Advisor, Seattle Central Community College
Bachelor of Science, Environmental Science, University of Plymouth, England

RELEVANT PROJECT EXPERIENCE

Quality Assurance Designee (QAD), LEED for Homes

- Provided quality assurance of all LEED for Homes verification work and conducted final review of 63 certified mutli-family projects; for a total of 5,475 units

Integrative Process Facilitation on multi-family and community projects

Eric Noll, Project Associate



LEED AP Homes and Green Rater

With a background in sustainable development, urban planning, and residential construction, Eric brings experience from across a spectrum of program and policy work level to high performance and sustainable building practices at the site level. From this perspective, he combines both "big picture" thinking and "the devil is in the details" attention in his approach to work on the residential team. At O'Brien and Company, Eric provides technical assistance to project teams seeking LEED or Built Green certification, or to meet their own sustainability goals. Eric also supports the firm's work on sustainability policy and programs.

EDUCATION

Master of Urban Planning, University of Washington
Bachelor of Arts, Rhetoric, University of California, Berkeley

RELEVANT PROJECT EXPERIENCE

LEED for Homes consulting and Green Rater verification on:

- The Junction, Bothell, WA
- Newcastle Apartments & Townhomes, Newcastle, WA
- LINQ, Kenmore, WA
- The Carter, Redmond, WA
- The Heron, Redmond, WA

Sound Transit East Link Final Design, Technical LEAD for Sustainability Team
SR520 Sustainable Practice Plan Team

MERCER ISLAND

COMMUTER PARKING & TOWN CENTER MIXED-USE PROJECT



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WHO IS MAINSTREET?

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MAINSTREET'S ORGANIZATION



ERIC CAMPBELL
MainStreet - Chief Executive Officer



KELLY PRICE
MainStreet - President
GenCap - Chief Executive Officer
Insite - General Partner

6
EXECUTIVES

JACKIE HIZZEY
Senior VP & CFO

KIM FAUST
Senior VP of Development

KATIE CARTWRIGHT
VP of Marketing & Sales

CHANTEL EMERY
VP of Operations & HR

ROB WARNACA
Gencap President

JOHN BAKER
GenCap VP of Operations

27
DEVELOPMENT
& CONSTRUCTION
PROFESSIONALS

33
OPERATIONS
MANAGERS

7
ACCOUNTING
FINANCE &
ADMINISTRATION



MAINSTREET FAMILY OF COMPANIES



MAINSTREET PROPERTY GROUP
Owner & Developer



GENCAP CONSTRUCTION CORP.
Commercial General Contractor



INSITE PROPERTY SOLUTIONS LLC
Property Management



EXECUTIVE TEAM



ERIC CAMPBELL

MainStreet - CEO (Co-Founder)

Education

University of Washington
Foster School of Business

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In his myriad roles, Eric is widely recognized for his dynamic industry leadership. He has successfully overseen billions of dollars in real estate transactions, leading the firm in the purchase, development, and operations of award-winning, mixed-used communities.

Eric is the former Owner and President of CamWest Development LLC, an industry-recognized company he founded in 1990. He sold CamWest for \$150 million to Toll Brothers, the largest homebuilder in revenue in the Puget Sound region.

During his tenure, Eric has implemented Lean practices, strategic planning programs, and key marketing initiatives that led to long-range initiatives not only for the companies he led but for the Master Builders Association, Imagine Housing, and the University of Washington Runstad Center.



KELLY PRICE

MainStreet - President (Co-Founder)

GenCap - CEO

Insite - General Partner

Education

University of Washington
Foster School of Business

Kelly Price is the President and Co-Founder of MainStreet Property Group LLC and leads the operations and strategy of the company. Kelly is a seasoned real estate executive with over twenty years of experience in the Seattle and Eastside marketplace and has completed billions of dollars in financial and real estate transactions.

From 2001-2011, Kelly served as CFO and strategic executive of CamWest Development LLC while the company became one of the largest residential developers and homebuilders in the Puget Sound region. During his tenure at CamWest, he executed more than \$500 million in debt equity financing. Prior to CamWest, from 1996-2001, Kelly was an initial employee and Chief Financial Officer of Emeritus Corporation (NYSE:ESC).



EXECUTIVE TEAM



JACKIE HIZEY

Senior VP & CFO

Education

Gonzaga University

Jackie brings more than 15 years of experience in finance and management in real estate to her role as Senior Vice President and Chief Financial Officer. She is responsible for overseeing MainStreet's finances, accounting, reporting, operations, corporate policies, human resources, and risk management. Jackie also manages the company's lending and investor relationships.

Prior to MainStreet, Jackie served as Controller for the West Coast homebuilder, Geonerco Management LLC, where she was in charge of all financial reporting, internal audit and accounting functions for three decentralized homebuilding offices.

Jackie is a Washington State licensed CPA with a bachelor's degree in accounting from Gonzaga University. She is an active member of CFMA, ULI and CREW.



KIM FAUST

Senior VP of Development

Education

University of Santa Clara

As Senior Vice President of Development for MainStreet Property Group LLC, Kim is responsible for overseeing all of the firm's development and construction activities across the Puget Sound Region. Kim leads a development pipeline of more than \$300 million in development and construction for mixed-use, multifamily and commercial projects ranging from 100 units to more than 300 units plus commercial office and retail spaces. In 2016 Kim was named "40 Under 40" by the Puget Sound Business Journal. Kim has over fifteen years of diverse experience in the real estate development and construction industry.

Kim is a Designated Real Estate broker in the State of Washington and serves on the Santa Clara University Real Estate Advisory Board. She is also a member of CREW and participates on various committees and boards within the industry.



EXECUTIVE TEAM



KATIE CARTWRIGHT

VP of Sales & Marketing

Education

University of Oregon



CHANTEL EMERY

Insite - VP of Operations & HR

Education

University of Washington

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With nearly 20 years of experience, Katie Cartwright specializes in strategic brand development, managing the creation of the product voice and brand identity all the way through to the retail sales and resident living experience. During her tenure at MainStreet, Katie has successfully launched more than 10 new apartment community projects, including spearheading the customer experience for more than 1,200 new residents.

Prior to MainStreet, Katie honed her unique marketing skill set on both the client and agency sides. Katie has worked for both global ad agency leaders Saatchi & Saatchi and J. Walter Thompson.

Katie currently is a member of various real estate organizations: Urban Land Institute, Commercial Real Estate Development Association, CREW – Commercial Real Estate Women and Washington Multi-family Housing Association.

As Vice President of Operations, Chantel oversees day-to-day company operations, strategic planning, goal-setting, development and implementation of process standards and problem solving at all levels of the organization. In addition, she strategizes, coordinates, and manages the Human Resource functions of the company.

Prior to MainStreet, Chantel managed a team of 300+ employees and held various leadership roles in Human Resources, Operations, and Logistics at the Target Corporation.

Chantel graduated from the University of Washington with a Bachelor of Arts in Business and Administration: Human Resources and Finance. She serves on the UW Undergraduate Women in Business Alumni Advisory Board and is an active member of Washington Multi-Family Housing Association, Institute of Real Estate Management and Urban Land Institute. She is also currently pursuing her Washington State Real Estate Brokers License.



EXECUTIVE TEAM



ROB WARNACA

GenCap - President

Education

University of Washington



JOHN BAKER

GenCap - VP of Operations

Education

Washington State University

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Rob graduated from the University of Washington with a B.S. degree in Construction Management, and is a certified DBIA Professional. Rob serves as Vice-Chair on the Construction Industry Advisory Council for the University of Washington, is a Board Member and VP of DBIA NW Chapter and Adjunct Professor at the University of Washington.

During his 25 year career in construction, Rob has served in various leadership positions such as Chief Estimator, Construction Executive and Director. Rob has professionally spoken on GCCM delivery, Lean Practices and Integrated Project Delivery at AIA, DBIA, University of Washington, Washington State University and Society of American Military Engineers.

John currently serves as Vice President of Operations, with the responsibility of overseeing the successful delivery of every project. Throughout his career, John has demonstrated outstanding leadership, operational excellence, a commitment to team member development and ability to create high-performing teams - resulting in an exceptional experience for our customers and team members alike. With almost 15 years of experience in construction, John has delivered over \$540 million worth of work on a wide variety of noteworthy projects across the Puget Sound Region.

John's projects have received numerous national awards from organizations like the AIA, DBIA and APWA. John's focus on alternative delivery and history of success has led him to speak professionally on Design-Build, GCCM and Integrated Project Delivery at DBIA, LCI Congress, AIA, SCUP and more.



PROJECT TEAM



LEAD ARCHITECT



STRUCTURAL ENGINEER



CIVIL ENGINEER



TRANSPORTATION & TRAFFIC



PARKING CONSULTANT



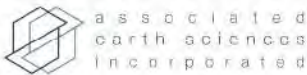
SHORING CONSULTANT



LEED CONSULTANT



GEOTECHNICAL ENGINEER



WATERPROOFING ENGINEER



ACOUSTICS ENGINEER



REAL ESTATE COUNSEL



ENVIRONMENTAL COUNSEL



ENVIRONMENTAL CONSULTANT





COMMUNITY OUTREACH



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MainStreet has made it a priority to develop relationships and reach out to local organizations in the communities we work in. Our partnerships with the city of Kenmore and Bothell over the past 6+ years has been a great example of what a successful long-term public-private partnership can entail.

The Woodinville Civic Campus project is a shining example of MainStreet's ability to reach out to the community and involve the local non-profit organizations. We consciously involved organizations such as the Woodinville Farmers Market, Woodinville Arts Alliance, Woodinville Repertory Theatre, Northshore YMCA and Woodinville Chamber of Commerce from a very early stage in the project to ensure that their thoughts and ideas were incorporated as much as possible. It is our goal to always have an open line of communication within a community to ensure everything is considered. As a result, the community as a whole is excited about the new development and are looking forward to us breaking ground in April 2019.

“I am a past board member for Village Theater in Issaquah and have been involved in performing arts my entire life. I have always lived within 10 miles of this location on Mercer Island. Organizationally, we have and are building for the YMCA and we have created several art-inspired communities including working with VALA in Redmond (Venues for Artists in Local Areas) on several projects. We have also created artist and creative spaces in our communities including a mini museum in one community called The Carter (named after famous wood carving artist Dudley Carter).”

Kelly Price
President - MainStreet Property Group LLC



MERCER ISLAND RESIDENT POLL



AB 5499 | Exhibit 1a | Page 103

INITIAL COMMUNITY FEEDBACK

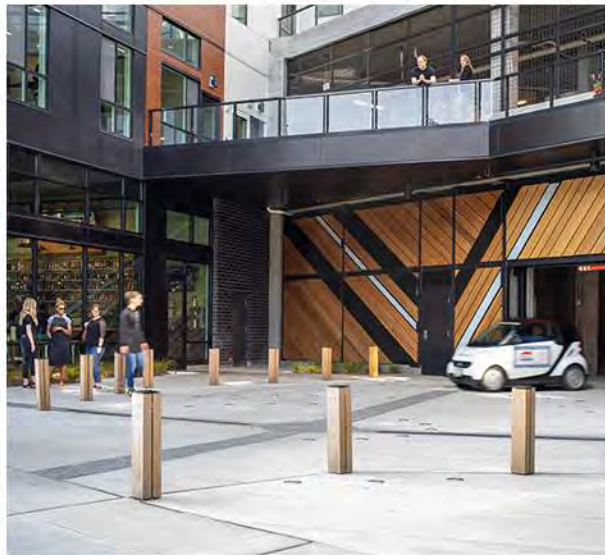
VISION

AB 5499 | Exhibitor | Age 104





VIBRANCY

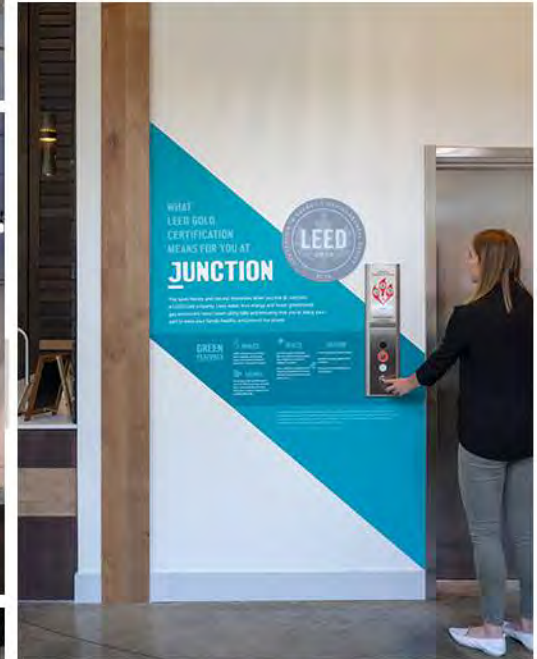




LIVABILITY



AB 2029 | Exhibit 1a | Page 10





PLACEMAKING



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ACTIVATION & COMMUNITY

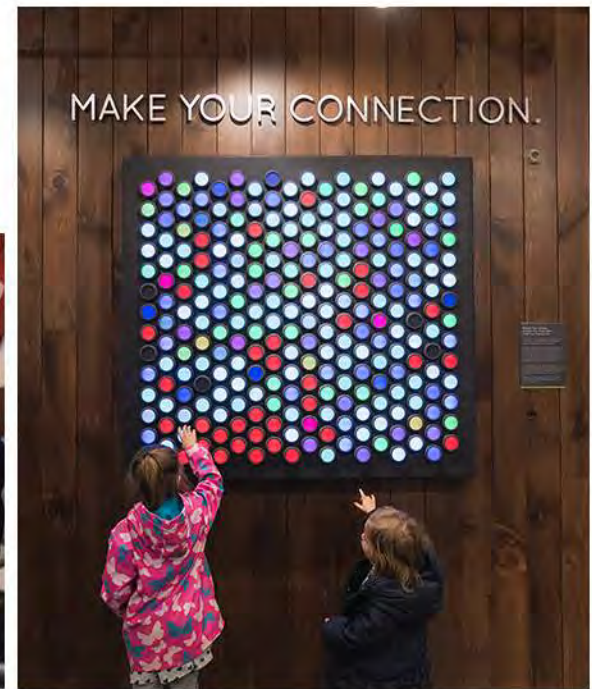
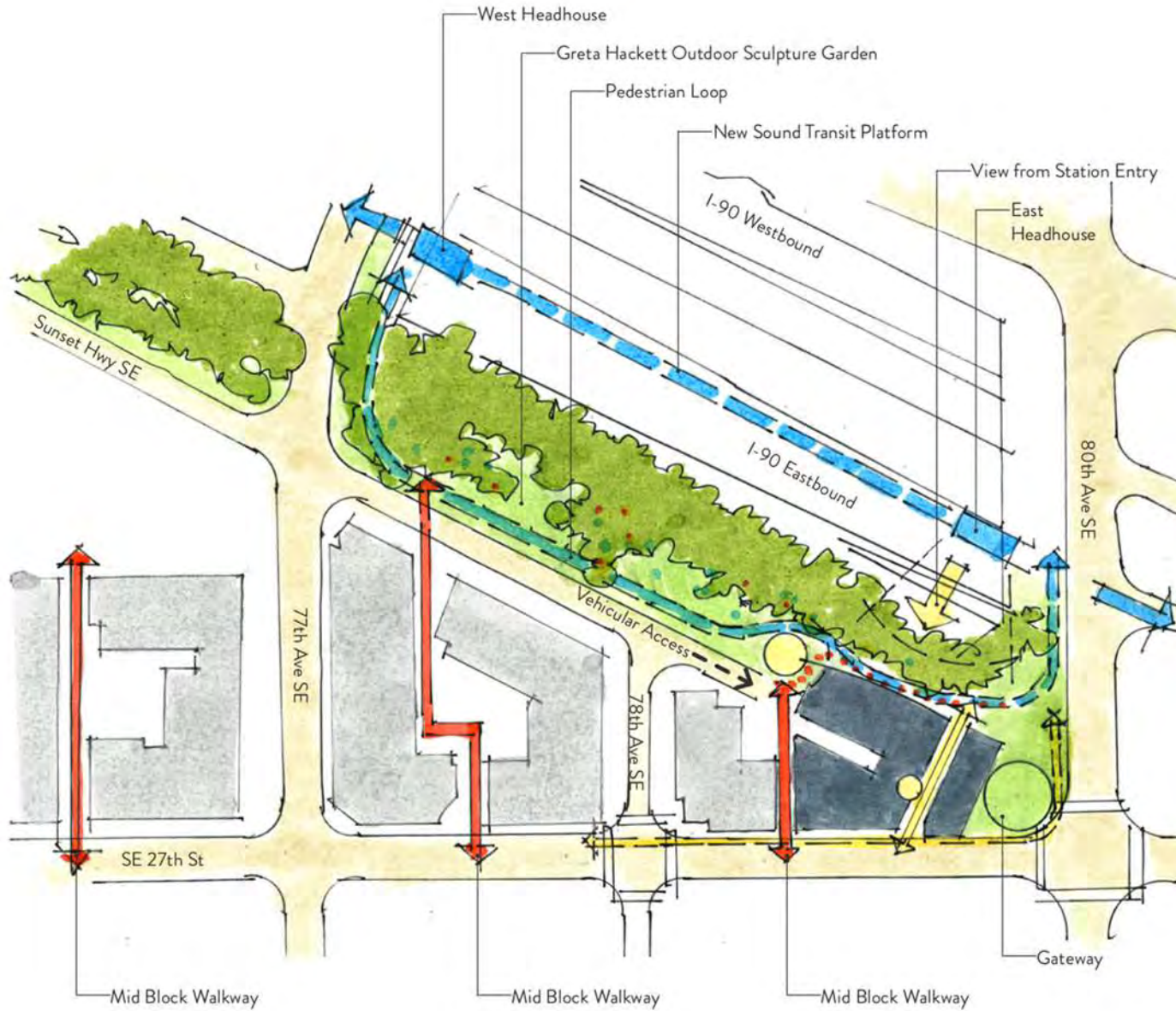


Exhibit 1a | Page 108





NEIGHBORHOOD VICINITY MAP



AB 5499 | Exhibit 1a | Page 110



SITEPLAN



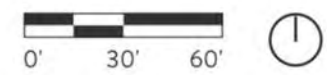
AB 5499 | Exhibit 1a | Page 111



FLOOR PLAN: GROUND LEVEL



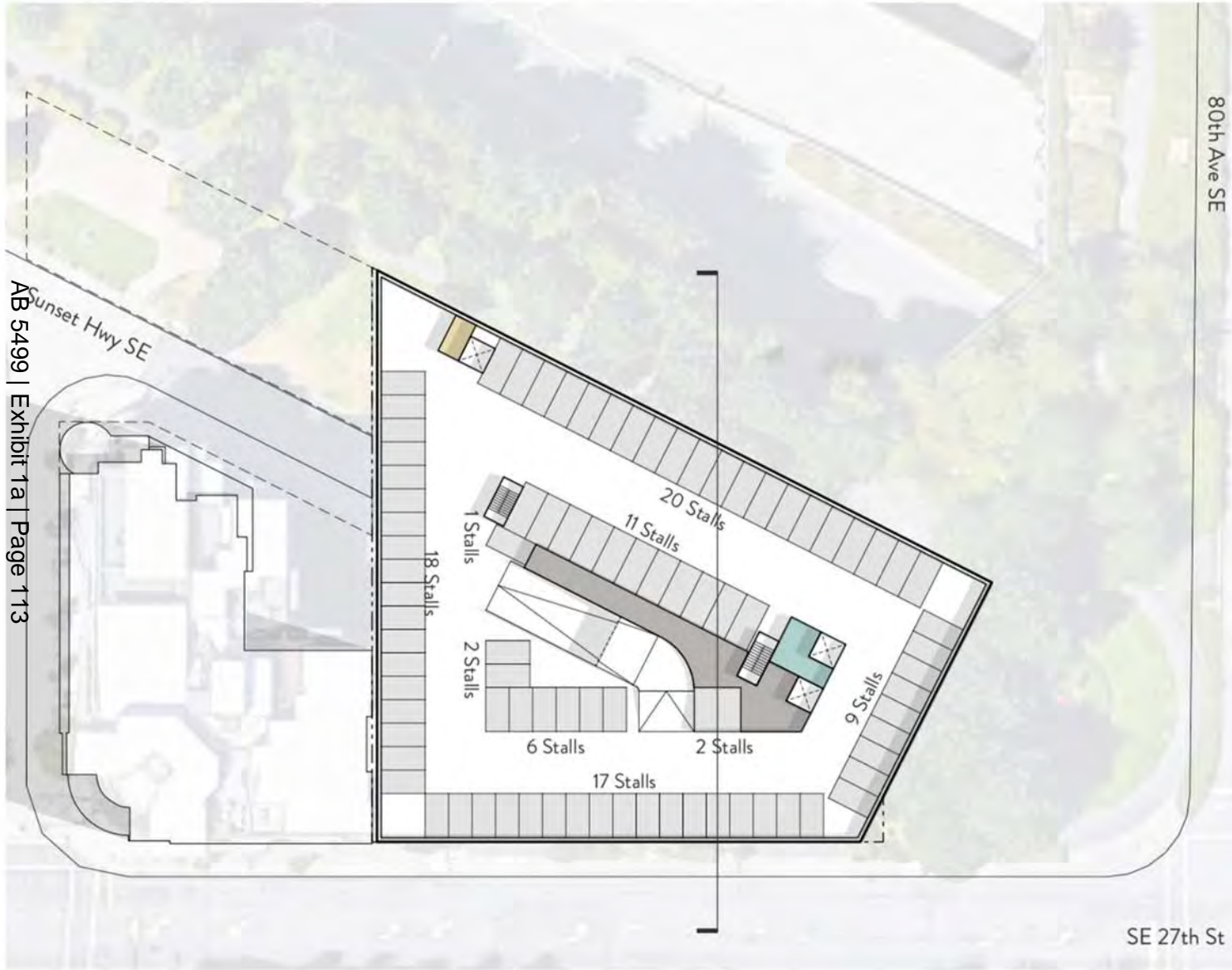
- Mid-Block Walkway
- Commuter Access / Pathway
- > Vehicular Access






AB 5499 | Exhibit 1a | Page 112

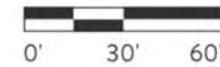


PARKING: LEVEL 1



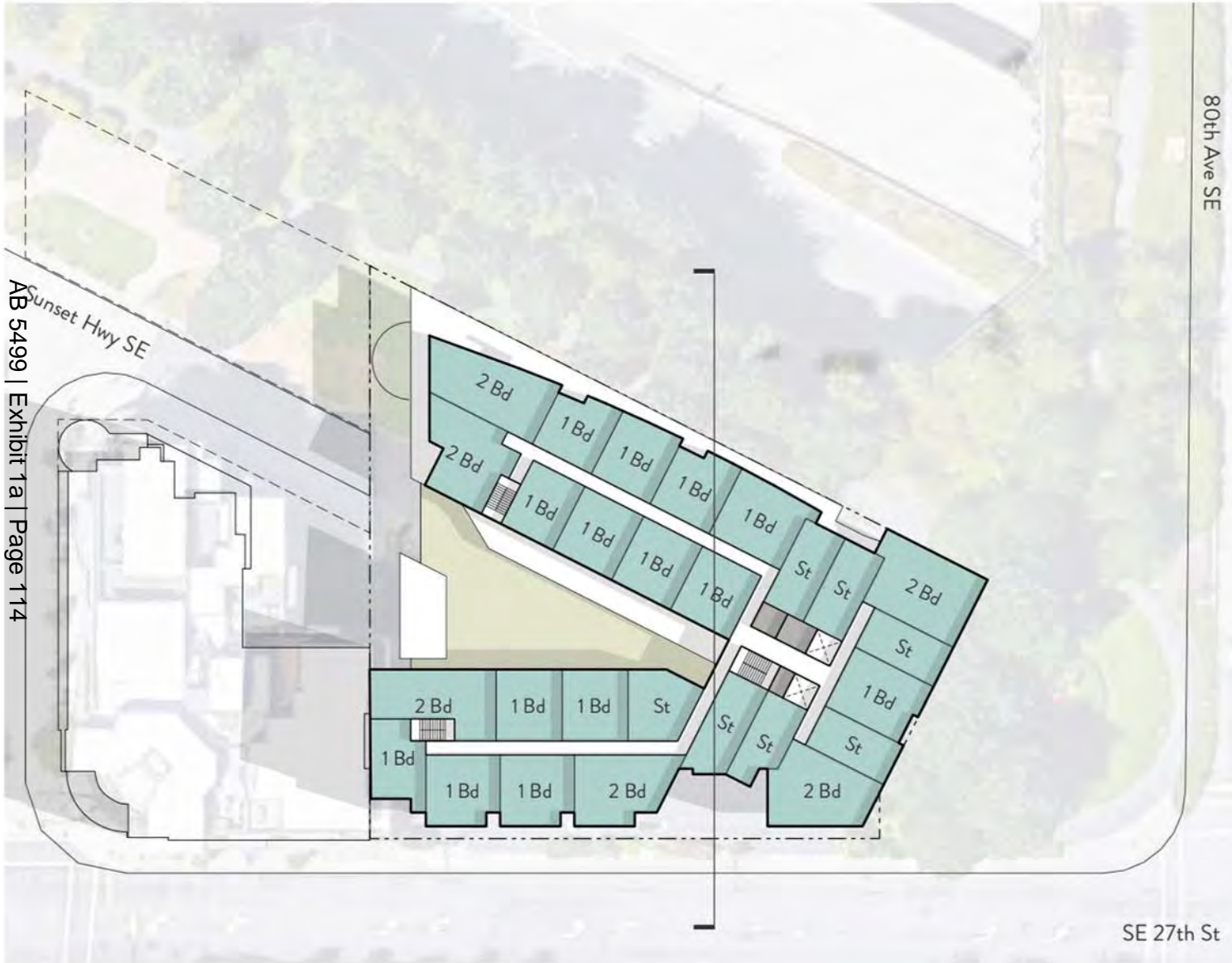
-  Residential Lobby
-  Commuter Lobby
-  Support / Service

AB 5499 | Exhibit 1a | Page 113

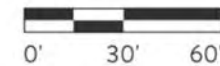




FLOOR PLANS: LEVELS 3-5



- Residential
- Support / Service





PERSPECTIVE VIEW FROM SE 27TH ST



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PERSPECTIVE VIEW FROM THE PARK



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PERSPECTIVE VIEW FROM THE PARK



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RENDERING LOOKING NW ACROSS SE 27TH ST



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RENDERING LOOKING SE ACROSS THE PARK



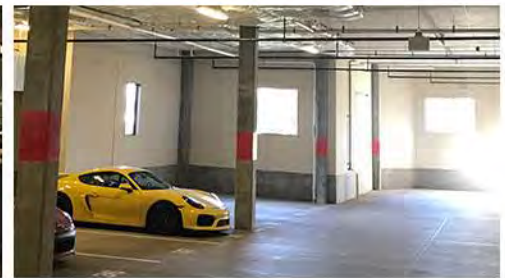
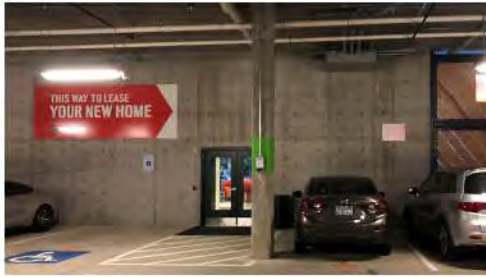
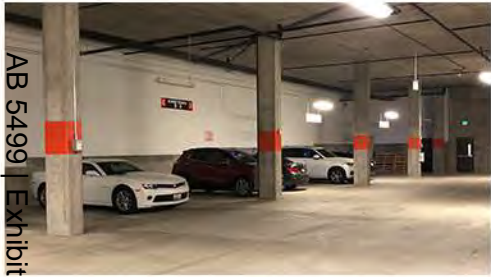
AB 5499 | Exhibit 1a | Page 119



COMMUTER PARKING & GARAGES



LIGHT, SAFE & EVEN FUN



AB 5499 | Exhibit 1a | Page 121



A WALK ANYWHERE COMMUNITY



AB 5499 | Exh. 1



A WALK ANYWHERE COMMUNITY™

10 MINUTES, 100 PEDALS, 1000 STEPS



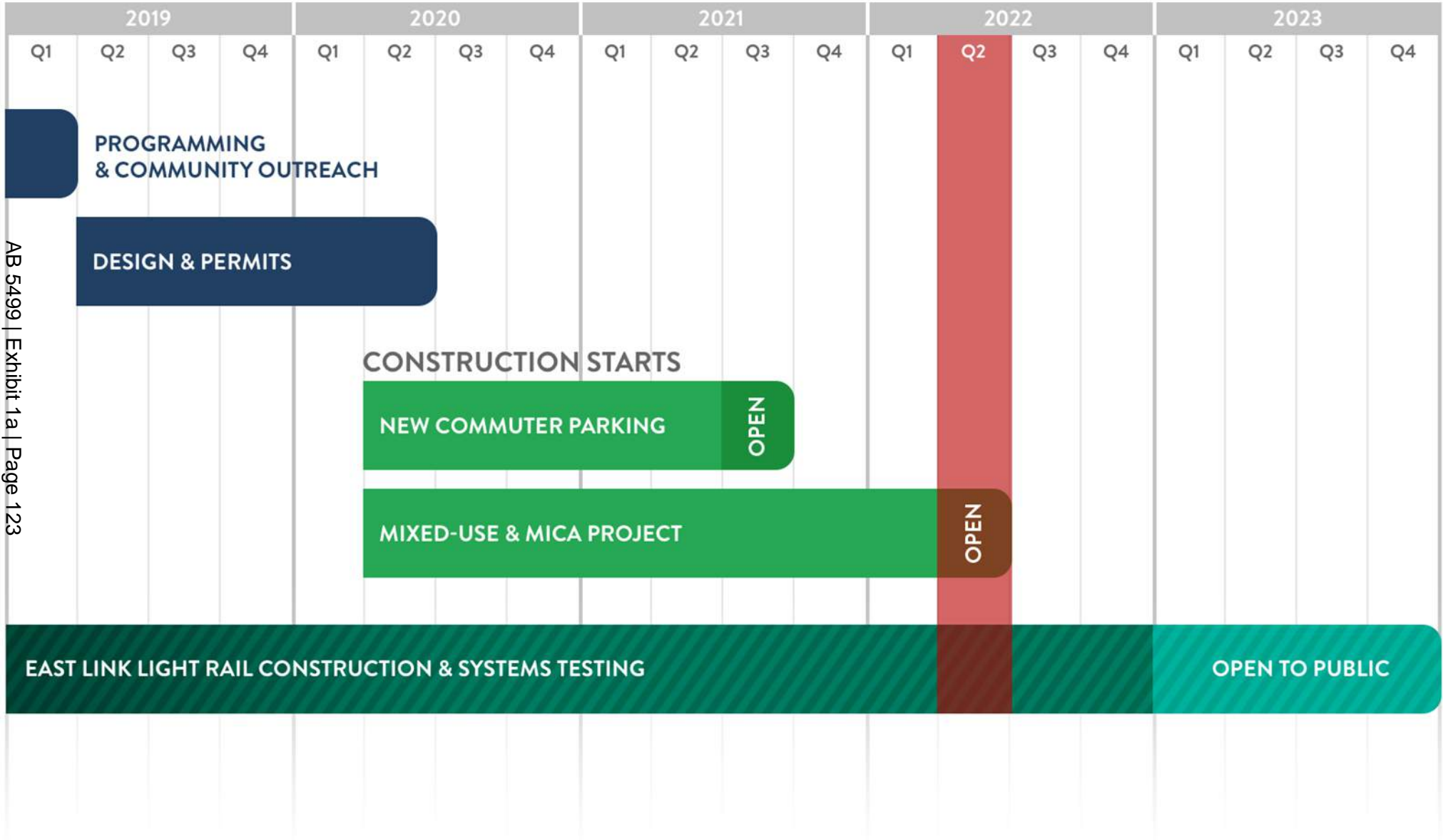
What does it mean to live in a Walk Anywhere Community™? It means that you'll get to the store before you even decide what you want for dinner. You'll set foot on your favorite running path before you start your playlist. You'll be sitting at your favorite restaurant before you can even call ahead for a table.

MainStreet's brand, A Walk Anywhere Community™, means you're within just 10 minutes, 1000 steps, or 100 pedals from all the places that make a neighborhood feel like home — restaurants, coffee shops, shopping, healthcare, recreation, and more. Yet, you're also just minutes from Seattle, Kirkland, Redmond, and Bellevue.





PROJECT TIMELINE



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RELEVANT EXPERIENCE

AB 5499 | Exhibit 1a | Page 124



CITY OF BOTHELL



THE (104)
114 Units · 154,000 GSF



SIX OAKS
203 Units · 274,000 GSF · 7,600 SF of Commercial



JUNCTION
130 Units · 245,000 GSF · 25,000 SF of Commercial



THE LANDING
58 Townhome Units



THE POP
122 Units · 8,623 SF of Commercial



THE SIGNATURE
40+ Units

OVERVIEW

MainStreet has brought 448 residential units across 3 mixed use buildings, 4 restaurants occupying over 20,000 total square feet, a coffee shop, a bank, 10,000 square feet of medical office space and significant infrastructure to the Bothell downtown over the last 6 years. All but one of the properties were purchased from the City of Bothell. In conjunction with the Bothell Downtown Vision, MainStreet worked to bring the downtown to life and helped the City recognize its vision for a vibrant, pedestrian friendly downtown.

The City of Bothell's investment along with MainStreet's participation have allowed full streets to be rebuilt, new parks to be created and a downtown that is now very desirable. MainStreet worked closely with Staff and Council to insure compatibility and cooperation. MainStreet also has 4 future mixed use projects and one residential townhome project all in downtown Bothell that will be developed over the next couple of years.

ACCOLADES

- 2018 Junction - NAIOP Finalist Multifamily Residential Project of the Year
- 2018 Junction - Emerald Award Nomination for New Development of the Year
- Junction - LEED Gold Certified

AD 5499 | Exhibit 1a | Page 12



CITY OF KENMORE



AB 54991 Exhibit a | Page 126

THE SPENCER 68
222 Units · 264,900 GSF



LINQ
94 Units · 153,000 GSF · 20,000 SF of Commercial



SEAPLANE
8,750 SF of Commercial



FLYWAY
29 Units · 4,000 SF of Commercial

OVERVIEW

MainStreet partnered with the City of Kenmore to revitalize the downtown area and start to create the downtown that it is today. This partnership started in 2012 when Kenmore was looking for a developer partner to purchase underutilized Park and Ride and vacant strip mall properties that were acquired by the City. Kenmore was also a community with a lot of pride and resident involvement, which we saw as very positive. The central location and lack of multifamily housing prior to our developments provided an opportunity to fit a need in the community. Through the development, we were able to create new pedestrian amenities, streetscapes and overall walkability.

ACCOLADES

- 2018 Gold Nugget Merit Award for Best Community Land Plan
- 2018 LINQ - NAIOP Finalist Multifamily Residential Project of the Year
- 2016 Governor's Smart Communities Award
- 2017 LINQ - Emerald Award Winner for New Development of the Year
- LINQ - LEED Gold Certified



CITY OF WOODINVILLE



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OVERVIEW

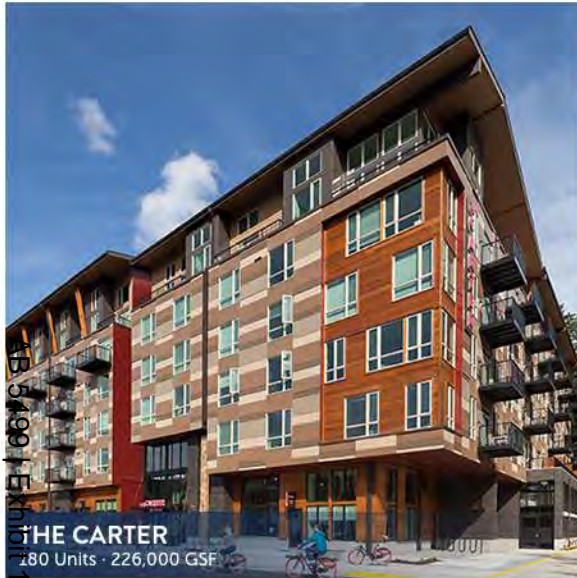
In the summer of 2017 MainStreet assembled a team of Architects, Engineers, and Historic Preservation experts to respond to an RFP from the City of Woodinville for their large Civic Campus Project. MainStreet was selected by the City as the developer partner of choice and has negotiated a Purchase and Sale Agreement and Development Agreement with the City Council.

We are collaborating closely with the City of Woodinville to create a Civic Campus that combines private residences, unique public spaces, and commercial businesses that will be an area of community activity and engagement for everyone to enjoy.

The project features 274 residential units, over 30,000SF of new retail space, construction of new YMCA space, restoration and renovation of the 19,000SF Historic Woodinville Schoolhouse and design and construction of over 30,000 square feet of public outdoor spaces.



CITY OF REDMOND



15 3199 | Exhibit A | Page 128

THE CARTER
180 Units · 226,000 GSF



THE HERON
95 Units · 130,100 GSF



THE BOND
139 Units · 195,000 GSF · 7,600 SF of Commercial



CENTRAL PARK
80+ Units · 7,000 SF of Commercial

OVERVIEW

MainStreet has brought 275 residential units across 2 highly sustainable properties along 159th Place between Leary Way and Bear Creek Parkway in downtown Redmond. This previously underdeveloped area of downtown Redmond now has a thriving streetscape with vibrant buildings and activity. The properties have achieved LEED Gold and LEED Platinum ratings. We value high quality design and materials to embrace the environment surrounding our buildings. In conjunction with the Redmond Downtown vision, MainStreet has created a place for residents to connect with the outdoors and engage with their community.

ACCOLADES

- 2018 Heron - NAIOP Finalist Multifamily Residential Project of the Year
- 2018 Heron- Emerald Award Nomination for New Development of the Year
- 2017 The Carter - Emerald Award Winner for Curb Appeal
- 2017 The Carter - Emerald Award Finalist for Community of the Year
- 2017 The Carter - Emerald Award Finalist for New Development of the Year
- The Heron - LEED Platinum Certified
- The Carter - LEED Gold Certified



CITY OF KIRKLAND



OVERVIEW

MainStreet's project work in the City of Kirkland started with their first project in Totem Lake, the Slater 116 Apartments. This project met a growing demand for non-existent newly constructed units in the thriving Kirkland area, which is home to several large professional employers including Evergreen Hospital, Pacific Medical Centers, Microsoft and Google. Not only do the projects reside in close proximity to Downtown Kirkland and Juanita, the cities of Everett, Bellevue and Redmond are within 20 minutes of the site.

These projects began a new wave of development that helped to transform the current Totem Lake neighborhood and provide new, exciting options for living and working in Kirkland while enjoying close-in restaurants, recreation and shopping venues.

ACCOLADES

- 2012 Slater 116 - Gold Nugget Merit Award for Best On The Boards Mixed Use Project



CITY OF SAMMAMISH



OVERVIEW

An oasis that owns the sky, to a vibrant neighborhood at your feet. Enjoy the inspiring views, experience top ranked schools, relax and spend time at the amazing and expansive parks, browse local goods at the farmers market, appreciate the convenience of walkable shopping and dining outside your front door.

SKY Sammamish will bring 159 brand-new apartment homes, 13,000 SF of retail, luxury amenities, VIP benefits and three guest suites to the Sammamish Plateau in Fall 2018. MainStreet worked with the City of Sammamish and TRF as the master developer of this project located within the new Sammamish Town Center. Significant City coordination was required due to the substantial roadway and infrastructure improvements being constructed as part of the Town Center. The SKY project has unique amenities including a elevated pickleball court, cistern that recycles rainwater into water residents will use in units and a lounge with breathtaking views of the mountains. SKY features 25% of the units as affordable housing at 80% of median income.

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AFFORDABILITY



B 5499 | Exhibit 1a | Page 131



MainStreet Property Group strives to provide affordable housing options to our residents. We are committed to continually work with workforce housing families because we understand that it is critical for residents to have the option to live close to where they work. We believe the whole community gains an advantage when people can afford to live closer to their jobs. MainStreet Property Group is proud to have partnered with A Regional Coalition for Housing (ARCH) program at many of our properties across the Eastside.

111 Affordable Units Total

The Spencer 68

56/197 Units (28%)
Kenmore

SKY

30/159 Units (20%)
Sammamish

Heron Flats + Lofts

9/95 Units (10%)
Redmond

The Carter on the Park

16/180 Units (10%)
Redmond

The Bond

12/139 Units (10%)
Redmond



CONTAMINATION & SITE CHALLENGES



AP 5499 | Exhibit A | Page 502

MainStreet embraces challenging sites and turns challenges into opportunities. MainStreet has extensive experience in dealing with properties that contain soil contaminants, historical artifacts, shallow water tables and steep slope conditions.

We have worked with the best in the industry related to consultants and attorneys familiar with environmental cleanup. For the Mercer Island Project, we have engaged expert environmental attorneys in Ken Lederman with Foster Pepper and Cliff Schmidt with Farallon Consulting. Our environmental consultant Associated Earth Sciences has extensive soil remediation and environmental expertise, and has worked on every project MainStreet has done, along with significant other large-scale expertise.





PERFORMANCE & ARTS SPACE EXPERIENCE

VILLAGE THEATER/EVERETT PERFORMING ARTS CENTER
MULTI-YEAR BOARD AND FUNDRAISING

KIRKLAND PERFORMANCE CENTER
MULTI-YEAR FUNDRAISING

PORT ANGELES PERFORMANCE CENTER
CONSTRUCTION SERVICES

FEDERAL WAY PERFORMANCE CENTER
CONSTRUCTION SERVICES

ELSON S. FLOYD CULTURAL CENTER
ARCHITECTURE, INTERIOR AND LANDSCAPE DESIGN

CEDARBROOK LODGE AUDITORIUM
ARCHITECTURE AND INTERIOR DESIGN



GENERAL CONTRACTOR TRACK RECORD



GENCAPSM
CONSTRUCTION

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RELEVANT AND RECENT EXPERIENCE



PROPERTY MANAGEMENT



 **CONTINUOUS CUSTOMER FEEDBACK LOOP**

 **HIGH-TOUCH CUSTOMER SERVICE FOCUS**



COLLABORATIVE APPROACH

MICA

MERCER ISLAND CENTER FOR THE ARTS



ESTABLISHING A COLLABORATIVE RELATIONSHIP



JOINT EXPLORATION OF OPTIONS



“SHOULDER-TO-SHOULDER” APPROACH



CREATIVE INVESTMENT/PARTNERSHIP OPTIONS



UNMATCHED FINANCIAL CAPABILITIES



UNMATCHED 20+ YEAR TRACK RECORD



DEBT & EQUITY INVESTMENT CAPITAL



PROJECT START & COMPLETION



FLEXIBLE PUBLIC/PRIVATE PARTNERSHIP (P3)

 FLEXIBILITY IS KEY

 AREAS OF EXPLORATION

CONDOMINIUM OWNERSHIP

EASEMENT

LONG-TERM LEASE

OTHERS

 DEMONSTRATED P3 WIN/WIN RESULTS



AWARDS & ACCOLADES



Department of Commerce

Governor's Smart Communities Award
2016 - Downtown Kenmore



PSBJ 4th Fastest-Growing Company
Private Company on the Eastside
2018 - GenCap Construction Corp.



PSBJ Fastest-Growing Company
Top 100 Nomination
2018 - GenCap Construction Corp.

PSBJ 6th Fastest-Growing Company
Private Company in Washington State
2017 - GenCap Construction Corp.



Golden Nugget Award of Merit
Best Community Land Plan
2018 - Downtown Kenmore

Golden Nugget Award of Merit
Best On The Boards Mixed Use Project
2012 - Slater 116



NAIOP Finalist
Developer of the Year
2018 - MainStreet

NAIOP Finalist
Multifamily Residential Project of the Year
2018 - Junction

NAIOP Finalist
Multifamily Residential Project of the Year
2018 - LINQ

NAIOP Finalist
Multifamily Residential Project of the Year
2018 - Heron



Emerald Award Nomination
New Development of the Year
2018 - Junction

Emerald Award Nomination
New Development of the Year
2018 - Heron

Emerald Award Finalist
New Development of the Year
2018 - The Carter

Emerald Award Winner
New Development of the Year
2017 - LINQ

Emerald Award Winner
Curb Appeal
2017 - The Carter

Emerald Award Finalist
Community of the Year
2017 - The Carter



TESTIMONIALS

“MainStreet has been a phenomenal development partner for the City of Kenmore. MainStreet truly understands and embraces our values and knows the importance of creating great places and spaces that are walkable and special. Thanks to MainStreet’s significant investment, we finally have that sense of a real downtown that our community has long been pursuing.”

Bob Karlinsey
City Manager - City of Kenmore

“MainStreet has been a great development partner to work with. The City had worked for many years to get this complex and very visible project off the ground without success. With MainStreet as a partner we’ve finally been able to get there. We regularly work with the development community and MainStreet stands out as incredibly responsive and collaborative. We wouldn’t have got to where we have with our project without a partner that so clearly understands and values the goal of creating an genuinely amazing project.”

Brandon Buchanan
City Manager - City of Woodinville

“From the outset, the team has been professional, transparent and straight forward. The focus on being “best in class” in the [Redmond] submarket is balanced with pragmatism in managing costs where required, which from an investor point of view is paramount. We truly value our partnership and look forward to future business opportunities together.”

Alex Henderson
Vice President - Grosvenor, Americas

“I have admired MainStreet Property Group for years. The opportunity to invest in their award-winning projects and see our investments favorably impact communities is both an opportunity and a privilege. I cannot say enough good things about our partnership with MSPG.”

Tom Hoban
Co-founder & Chairman Hoban Family Office
& Coast Group of Companies

“MainStreet has become a leader on the Eastside for delivering quality development projects that truly enhance the neighborhoods in which they are developed. We have partnered with the MainStreet team on two large projects and they have worked well with the local municipalities and involved the public throughout the process.”

Jonathan Manheim
President - HAL Real Estate

“Washington Federal has worked with the principals of MainStreet Property Group through several business cycles and consider them to be one of the best operators in the business. If they say they will do something, you can have confidence they will perform.”

Thomas R. Pozarycki
Senior Vice President - WAFED
Commercial Real Estate Division Manager





WHY MAINSTREET?



WE THINK DIFFERENT



WE LOVE OPPORTUNITIES



WE VALUE INNOVATION



WE HAVE THE FINANCIAL STRENGTH



WE HAVE A PROVEN TRACK RECORD OF TRUE PUBLIC/PRIVATE PARTNERSHIPS



WE ARE LOCAL



WE WORK WITH TALENTED PEOPLE



WE BELIEVE IN SUSTAINABILITY



WE WILL EMBRACE AND INTEGRATE EXISTING PUBLIC SPACES



WE ENGAGE IN COMMUNITY FEEDBACK



WE DELIVER PROJECTS ON TIME & ON BUDGET



WE ARE A GREAT PARTNER



COMMUNITY



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OUTDOOR ACTIVITY SPACE



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THE ARTS



AB 5400 Exhibit 1a Page 145



THANK YOU

WE LOOK FORWARD TO WORKING WITH
THE CITY OF MERCER ISLAND
& ITS COMMUNITY

CITY OF MERCER ISLAND

10.05.2018

**MERCER ISLAND COMMUTER PARKING
& TOWN CENTER MIXED-USE PROJECT**

Shelter
HOLDINGS

WEINSTEIN A+U





19th & Mercer / Seattle, WA



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PART 1 Qualifications



Ravello Apartments / Redmond, WA



11624 SE 5th Street, Suite 210
Bellevue, WA 98005
t 425.559.2340

October 5, 2018

Ms. Deb Estrada
City of Mercer Island
9611 SE 36th Street
Mercer Island, WA 98040

RE: Request for Statement of Qualifications – Mercer Island Commuter Parking and Town Center Mixed-Use Project

Dear Ms. Estrada,

On behalf of Shelter Holdings, Weinstein A+U, and our entire team, please accept our qualifications to design, develop, construct and operate the Mercer Island Transit Oriented Development with you. With over 35 years of working locally in communities throughout the Pacific Northwest, we welcome the opportunity to collaborate and work with the City of Mercer Island, the community, and MICA on this dynamic addition to Mercer Island.

Our team has extensive experience developing and delivering projects for community, transit, and residential organizations. New facilities are exciting, and yet to be successful, the planning requires clear-sightedness and true commitment to budget constraints and schedule imperatives. With Shelter Holdings as the developer and Weinstein A+U as the design lead, our team is equipped to keep the project oriented towards deliverables through an organized and deliberate process.

For all its complexities, this is still very much a people oriented business. We hope you find through the credentials and experience of the individuals and firms assembled here that we are all very much committed not only to the residents we serve, but the community that we support. We have found that it is remarkable what can be accomplished when we work together and we appreciate the opportunity to review and discuss our qualifications with you.

Sincerely,

Eric C. Evans
Senior Project Manager
425.559.2340
eric.evans@shelterholdings.com

Edward Weinstein, FAIA
Principal, Weinstein A+U
206.443.8606
edw@weinsteinau.com

2. COMPANY PROFILE

DEVELOPMENT FROM START TO FINISH

Shelter Holdings is a local, privately-owned real estate development company formed by Jeff Gow and Gary Young. Jeff and Gary were the primary owners of Polygon Northwest Company prior to its sale to William Lyon Homes. Shelter Holdings specializes in mixed use developments in the greater Seattle and Portland markets. Our approach is to add the greatest value possible through full vertical integration of development services from financing, to construction, to management and ownership.

As principals of Shelter Holdings, Jeff Gow and Gary Young have developed and constructed over 12,000 residences here in the Pacific Northwest for over 35 years in urban and suburban markets that are supported with strong job growth, good schools and services that our customers and residents desire. We currently own and manage approximately 2600 units (all of which we have developed), and have another 1600 units in development.

With a proven track record of delivering quality, mixed use, mixed income and transit oriented communities, we bring long and established professional and subcontracting relationships to projects. We pride ourselves on having never missed a payment to a vendor, subcontractor, or financial partner throughout our history and through the Great Recession. This discipline and commitment allows us to maintain strong internal development and vertical construction capacity.

SUCCESSFUL PROJECT DELIVERY

As a fully integrated, construction, financing, asset management group we are able to bring a 360 degree perspective to our work. This diversity and depth of experience allows us to make informed decisions that reflect the priorities of long term and multiple stake holder interests.

We are focused on complex, mixed use, midrise and brownfield developments. Our projects draw upon talented professionals and teams. This allows us to bring creative, value added, contextually appropriate design with efficient construction and operational solutions. We endeavor to own and hold these projects long term.

Shelter Holdings has deep resources from both a personnel and financial standpoint. This give us the ability to self-finance, develop, construct, operate and own the assets we build. This breadth of experience and resources makes us uniquely qualified to overcome the type of challenges that complex mixed use, mixed income and transit orientated projects inevitably face.

Personnel:	25 Total
	3 Principals
	22 Construction Development Professionals



South Kirkland Park & Ride TOD / Kirkland, WA

COMMITMENT TO THE PACIFIC NORTHWEST

Shelter Holdings is fully invested in the communities within which we work. We are proud to support a wide variety of non-profit organizations which are dedicated to strengthening our community. We find our efforts to give back through personal involvement and contribution make us better listeners and collaborators as we strive to build a better Northwest for all to enjoy.

The Shelter Holdings team is proud to lend a helping hand to the following groups, organizations and associations:

- Issaquah Schools Foundation
- Eastside Baby Corner
- Life Enrichment Options
- Ranier Scholars
- Washington Women in Need
- LifeWire
- Art with Heart
- Bellevue Botanical Garden
- The Bo M. Karlson Foundation
- Boy Scouts of America
- Boys and Girls Clubs of King County
- Camp Korey
- Children's Hospital – Rheumatology
- Eastside Human Services
- Farestart
- Food Lifeline
- Forterra
- Fred Hutchinson Cancer Research
- Hooves with Heart
- Imagine Housing
- King County Sexual Assault Resources Center
- Leadership Eastside
- Mountains to Sound Greenway
- Museum of Flight
- One by One
- Pushing Boundaries
- Rainier Athletes
- Rainier Prep Charter School
- Salvation Army
- Schack Art Center
- Schools Out Washington
- Seattle Humane Society
- Stolen Youth
- Summer Search
- Toys for Tots
- Treehouse
- United Way
- Uplit Yourself
- UW Alzheimers Disease Research Center
- UW Department of Construction Management
- UW Prostate Cancer Care
- Washington Policy Center
- WAVE Foundation (Women Against Violence Everywhere)
- YMCA and YWCA
- Yuan Tze Ren Xue Center
- 10-99 Foundation



We invest in green roofs on our projects not only because they provide an attractive amenity to our residents but because they provide a better stormwater solution. Green roofs also allow us to avoid longer durations in below grade construction that is often sensitive to winter weather construction and risk.

We also ensure that our operations staff are trained to maintain them and are adept with roof hold down anchors. When the time comes to wash the windows, maintenance operations can be completed safely and without significant expense.

2. COMPANY PROFILE

REALIZING THE MERCER ISLAND VISION

“Be the heart of Mercer Island, a place that is beautiful and economically healthy, where residents will want to come to do business, shop, eat together, play and relax” (RFQ, page 4).

For all its complexities, this business is still a people business. We listen, work hat in hand with multiple stakeholders and strive for success for all participants in all our projects.

As a local, family owned development company, we keenly appreciate and welcome the opportunity to work with the community, cities, agencies, and non profits where there is clear alignment and commitment to success for all parties. We find that when we work in this fashion, it is remarkable what we can all accomplish together.

We are excited to bring the talent and resources to realize the Mercer Island TOD vision. From experience, we find creating great places, involves more than making physical improvements to the urban landscape. Good design synthesizes the multiple drivers of a project into an optimal solution while properly stewarding the resources entrusted. Creating vibrant and memorable spaces draws residents, visitors and guests again and again, making the investment more dynamic and sustainable. We appreciate this type of challenge and welcome the opportunity to work with you.

ACTIVATION THROUGH ARTS AND CULTURE

Like a lot of our projects, the Mercer Island TOD has multiple stakeholders with a variety of goals and visions. Finding the right team and developer to cohesively facilitate, coordinate, and implement these in a holistic and sensitive manner is essential for everyone’s success. In our experience, it often means that the team needs to be fluent in a wide range of

disciplines and business practices, including those of your business partners. As noted in the South Kirkland Park & Ride project experience that follows, it was not enough to have a nonprofit affordable housing partner. For that project’s success, it was imperative for us to understand, be fluent in, and be vested in the unique financing, regulatory, and operational structures that would make Imagine Housing reach its goals.

From our initial review with Weinstein A+U, the team believes that there is an excellent opportunity to create a vibrant and active streetscape that connects MICA, the community, and our future residents in a fashion consistent with the City of Mercer Island's goals. To be clear, we recognize that none of this is easy. While potentially less complicated than federal housing tax credits or CDGB funds, MICA's planned capital campaign will be a significant undertaking. We have found that the timing and commitment horizons for these can be difficult processes for Boards to predict and challenging efforts to undertake. Having been a part of number of Capital Campaigns, our team is well versed in helping to support organizations through this process. We anticipate that we will work together with MICA to make sure that the MICA's stakeholders, and those they wish to solicit for support, can visualize the unique opportunity that this project represents and that their resources are properly stewarded and wisely invested.



REACHING COMMUNITY CONSENSUS

All development projects have life cycles, and with them moments of hard stress. To overcome these moments, it is important that the team is fluent in the challenges that will ultimately arise (environmental challenges, higher than anticipated sound measurements, prevailing wages, financing uncertainty, labor and material shortages). With projects entailing multiple stakeholders, it is important that everyone is committed to each others' success. We find the key is to develop a clear and concise project concept that is responsive to each groups needs and garners excitement for the possibility of what can be achieved. Working together with talented professionals like Weinstein A+U can help facilitate this effort.

WEINSTEIN A+U - WORKING WITH THE COMMUNITY

Weinstein A+U has a hard-earned reputation for successfully engaging communities and achieving consensus on a broad array of projects. Our ability to manage the process of building constituent and community consensus has been critical to the success of a diverse range of public and private works. Weinstein is well versed in crafting a story of a project, listening to the various constituent groups and developing a concept design that applies real world considerations of cost, constructibility operations and ongoing maintenance.

As an example, we led the process for the New Holly public housing development over the course of eight years, on behalf of the Seattle Housing Authority. Our success was rooted in understanding and effectively addressing divergent concerns from neighborhood groups, the business community, and political advocacy groups. We went on to use what we learned to secure approvals for the New Holly project from the City Council, the Seattle Design Commission, and Community Design Review.

Community outreach will be essential to developing and advancing the Mercer Island TOD. The range of programs within the project will involve a variety of Island residents with different aspirations and anxieties for the project. Our team realizes the project's success requires effectively engaging the community. We will establish a dialogue with neighbors early in the process to understand their hopes, identify their concerns, and learn what we need to address as part of our design process.

From the outset, we will focus on identifying key stakeholders and develop a plan for engagement that is coordinated with the project's development. We understand trust begins by listening, communicating clearly and following through on what we say. By engaging the community in this way, we broaden the project's stakeholders and allow the community to share in the ownership of the project outcome.



4. PROJECT EXPERIENCE

South Kirkland Park & Ride TOD, Kirkland Crossing/Velocity
10715 NE 37TH COURT, KIRKLAND, WA 98033



OWNER

Kirkland Park & Ride, LLC

SIZE

238 units / 520 stalls provided

DATE OF PROJECT CONCEPTION

November 2011

DATE PROJECT STARTED CONSTRUCTION

November 2012

DATE CONSTRUCTION WAS COMPLETED

January 2015

DEVELOPER - PROJECT MANAGER

Derek Straight, Eric C. Evans

ARCHITECT

Weber Thompson/Mindy Black, AIA
SMR Architects/John Woodworth, AIA

PRIMARY PUBLIC OFFICIALS

Gary Prince

King County Metro
206.393.8171

Dow Constantine
King County Executive
206.263.9600

Joan McBride
Former Mayor and Kirkland City Council
Member
360.786.7848



4. PROJECT EXPERIENCE

CHALLENGES AND OBSTACLES

Velocity and Kirkland Crossing are two new mixed-use, mixed-income housing programs incorporated into the redevelopment of South Kirkland Park & Ride. The project was developed through a collaboration between the City of Kirkland, the City of Bellevue, King County Metro Transit, Shelter Housing and Imagine Housing to provide jobs and housing close to public transit along the SR 520 corridor.

With the need to expand the existing park and ride, King County sought a qualified development team who could build a 532-stall garage parking structure, a series of transit drives, and off-site signalization improvements linked to future SR 520 improvements. Existing service to the frequented Park & Ride needed to be maintained and 185 replacement parking stalls needed to be provided during construction operations of the aforementioned garage facility.

In addition to the public infrastructure objectives, the City of Bellevue, King County and the City of Kirkland believed the re-development program provided an excellent opportunity to include affordable and market rate housing within the overall transit oriented redevelopment. Our team, in partnership with Imagine Housing, our non-profit affordable housing partner, was tasked with developing plans and specifications for King County Metro's garage structure as well as the new mixed use, mixed income community. Conceived as a more efficient delivery model, our team implemented a design build approach with King County Metro to achieve an expeditious and cost effective outcome than the more traditional procurement methods for a garage structure and transit improvement.

Located in the City of Bellevue and the City of Kirkland, King County Metro's South Kirkland Park & Ride's split jurisdiction created a unique set of regulatory and design review challenges and obstacles. While the project was the result of 15 years of public planning, with no formal inter local agreement to implement the project, our design team and permits underwent 2 separate design review processes (one in each City), 2 building permit review processes, a formal NEPA process with King County given the federal resources involved, and a SEPA process in both Bellevue and Kirkland for their respective permits.

Furthermore, since the land was already encumbered by an FTA grant, the County could not use any portion of the property to secure payment for the 532 stall garage and transit related improvements until the improvements were completed or risk federal resources that had been previously allocated to King County.

To overcome these challenges, we collaboratively developed and negotiated a lengthy lease, lease back agreement with an option to purchase agreement to facilitate the innovative delivery of this public infrastructure.

In addition, the development concept envisioned by the City of Kirkland put forth a series of affordable housing goals that were best met through the collaboration with our non-profit affordable housing partner, Imagine Housing.

Nevertheless, given the above referenced federal restrictions, none of the affordable housing efforts could begin until all of the King County Metro Improvements had been designed, constructed and authorized for repurchase through King County Council. Since King County, ARCH and Department of Commerce had coordinated funding for the anticipated affordable housing opportunity and had further positioned the project to receive a federal tax credit award from the Washington State Housing Finance Commission (WSHFC), the team had to secure the anticipated tax credits from WSHFC, and place the affordable housing in service within two years or jeopardize the tax credit award. Moreover, as the affordable housing funding contemplated federal CDBG and HOME funds, careful use of the funds and design of the affordable housing program had to be coordinated to avoid jeopardize the project's resources.

To overcome these and other challenges, a condominium structure was implemented with our team. This gave Imagine Housing an air spaced condominium unit with 44 parking stalls upon which they could subsequently fund and build their affordable housing project.

As a Vision 2040 Award winning project, South Kirkland Park & Ride is a testament to what can be accomplished and overcome when we listen and work together, and it is an asset that we are proud to own with our affordable housing partner Imagine Housing.

FINANCING APPROACH

Total Project Cost: 2014 \$73,115,670

South Kirkland Park & Ride TOD is a mixed and complicated construction and debt structure. The project had multiple and staggered financing layers that were unique to its market rate housing, affordable housing, and public infrastructure.

The affordable housing was developed to accommodate very affordable low income housing and special needs populations including homeless and disabled residents. The affordable portion of the community relied upon an award of Federal Tax Credits from the Washington State Housing Finance Commission, together with resources from King County, Department of Commerce, ARCH, a private lender and deferred developer fees.

Imagine Housing: \$16,287,547

Financing:	
Tax Credits	(\$10,782,192)
Department of Commerce:	(\$2,000,000)
ARCH	(\$940,367)
King County	(\$960,687)
Deferred Developer Fee	(\$228,044)
Permanent Loan	(\$1,375,000)

Similarly, and separate from the affordable housing resources, the transit improvements, including the 532 stall garage structure, transit drive revisions, off site signalization, replacement parking and other improvements noted above, included grant funds from Washington State Department of Transportation, Federal Transit Authority Grant Funds, Private Equity and Bridge Financing.

Metro Garage & Transit Improvements: \$17,489,572

Financing:	
Developer Unsecured Line of Credit:	\$17,489,572
WASHDOT Grant @ Completion:	(\$1,200,000)
FTA Grant @ Completion:	(\$5,600,000)

Following completion of the Metro Garage and Transit Improvements, King County elected to exercise its option to purchase the above improvements and pay for the improvements by (1) deeding the land upon which both the affordable housing and mixed use, market rate community could be built and (2) transferring the above referenced grants that were intended to pay for the original garage improvements.

Kirkland Crossing Market Rate Apartments: \$49,297,833

With King County exercising its option to purchase the South Kirkland Park & Ride Garage and Transit Improvements, the lease could be extinguished and the deed for the land could be conveyed to our team and conventional financing could be secured to the property. Since the land conveyed was not sufficient to accommodate separate market rate and affordable housing programs, the design was structured as a condominium where Imagine and Shelter Holdings could share a common below grade 287 stall garage. More importantly, since the Imagine Housing financing resources were encumbered by funds with wage and other restrictions, it was necessary for our team to deliver a garage structure to Imagine Housing as part of their condominium unit.

Consequently, the Kirkland Crossing Market Rate Apartments includes not only the cost of our market rate residences and their associated parking, but also the cost of 44 parking stalls that Imagine Housing could build upon for their affordable housing residences. Financing therefore for the Kirkland Crossing Market Rate apartments includes both conveyance to Imagine Housing of their condominium units, and the construction of an additional 44 parking stalls together with conventional permanent financing and equity.

Financing:	
Affordable Condominium/Parking	(\$3,000,000)
Permanent Loan	(\$40,058,835)
Private Equity:	(\$6,998,328)

KEY PROJECT DATES:

King County Metro RFQ:	November 2011
Kirkland DRB	April 2012
Bellevue DRB (Administrative)	May 2012
Lease/Lease Back Option to Purchase	August 2012
Metro Garage Building Permit	November 2012
Metro Garage Complete	September 2013
Affordable Housing Condominium Complete	October 2014
Mixed Use Condominium Complete	January 2015

4. PROJECT EXPERIENCE

Bryant Heights SEATTLE, WASHINGTON



OWNER

Polygon NW

SIZE

89 residences

DATE OF PROJECT CONCEPTION

December 2013

DATE PROJECT STARTED CONSTRUCTION

December 2015

DATE CONSTRUCTION WAS COMPLETED

September 2017

DEVELOPER - PROJECT MANAGER

Eric C. Evans

ARCHITECT

Ray Johnston, AIA

206.523.6150

PRIMARY PUBLIC OFFICIALS

Sarah Swanberg

rbcasarah@gmail.com



PROJECT SIZE AND SCOPE

Bryant Heights arose after Seattle Children’s Home of Washington chose to consolidate its campuses into one new facility, leaving a full block on the top of Bryant Hill in Seattle’s Bryant/Ravenna neighborhood available for redevelopment. The site housed existing buildings nearing the end of their lifespan due to age and neglect as well as significant parking areas, green space, and some truly exceptional trees. With the land sitting unused, the pastoral parts of the site had become an ad-hoc park space for the immediate neighborhood.

Bryant Heights revitalized the community and created a gentle transition from the busy commercial character of Northeast 65th Street to the dense single-family neighborhood beyond. With fourteen (14) single family homes, thirty nine (39) townhomes, twenty-eight (28) condominiums, eight (8) live-work units, and 6,500 SF of commercial space, the overall for sale community fit seamlessly with its surroundings by incorporating landscaping and massing methods that stepped down at the pedestrian level and integrated themselves into the landscape and neighborhood.

Shelter Holdings worked around the exceptional trees on Bryant Heights, preserving the delicate canopy that shelters the community. This sensitive approach to siting allowed the existing exceptional trees to preserve their delicate but ubiquitous canopy, creating a sense of place and permanence.

KEY PROJECT DATES:

Land Closing:	December 22, 2013
LR 2 Administrative Design Review	January 20, 2015
SF 5,000 Unit Lot Subdivision (2)	April 10, 2015
NC 30 Design Review	April 16, 2015
Building Permits (50)	December 12, 2015
Construction Complete	September 11, 2017

CHALLENGES AND OBSTACLES

Located in Seattle’s Ravenna neighborhood, the three (3) acre redevelopment of the former Children’s Home of Washington campus posed a unique opportunity for contextually appropriate development within an established neighborhood. Surrounded by single family homes, Assumption-St. Bridget’s School and Church, and governed by three separate zoning designations, Bryant Heights required the team to be well versed in multiple product platforms (single family, townhouse and neighborhood commercial) and develop them into both a cohesive and compatible character with the surrounding community.

With the site being occupied previously with a series of old residences, the site contained a number of (8) heating oil tanks that resulted in a significant amount of contamination that had to be removed both from within the property and within the adjoining public right of way.

Moreover with over 100 individual permits, public street frontage along four sides, and an existing undeveloped public alley, the team was required to be fluent in a wide array of permit, land use and street improvement processes across multiple departments.

Given the established nature of the neighborhood, the proximity of the existing school and the change of use from a foster home and administrative to a mixed use, residential neighborhood, the team took extra effort with each neighbor and with residents who commented on the proposal. Community meetings were held and outreach was made with the Ravenna Bryant Neighborhood Association, and the Wedgewood and Laurelhurst Neighborhoods throughout the various land use processes. This community engagement effort made the land use and entitlement process less confrontational and allowed the permits and approvals to proceed without appeal.



5. PROJECT FINANCING

PROJECT FINANCING

The Mercer Island TOD project presents unique financial challenges that go beyond the typical challenges of financing everyday real estate development project. By constructing 100+ parking stalls for the City of Mercer Island, 100+ parking stalls for MICA, and 30,000 GSF (See page 53) of highly specialized shell space for MICA, the Developer will be incurring \$20MM of additional cost beyond a typical residential development project that will likely not be financeable by typical construction lenders. Developing the project as an airspace condominium will require strong lender relationships and prior experience developing in this format. Developing the garage structure with prevailing wages and potential federal specification requirements will require a developer with in-house experience around sourcing, reporting, and accounting for these requirements.

At Shelter Holdings, our financial experience and capacity is one of our greatest strengths. We have developed multi-family projects as airspace condominiums, bifurcating a common garage from multiple buildings with multiple owners above. We have financed the construction of an \$17.5M, 530 stall parking garage on land that was leased from King County Metro, with only a lease-back agreement from King County as collateral.

We have deep lending relationships, having never missed a payment to a lender, even during the last recession, and we fund our projects with our own equity as opposed to using "other people's money" or looking for guarantors outside of our organization.

SHELTER HOLDINGS BUDGET TO BID VARIANCE

PROJECT	LOCATION	BID AWARD AMOUNT	YEAR OF BID	PROJECT ROLE	PGSF
South Kirkland Park & Ride*	Bellevue/Kirkland	\$52,367,648.31	2012	Owner/GC	\$108.66
Ravello Apartments	Redmond	\$19,765,913.00	2016	Owner/GC	\$148.20
Upton Flats	Seattle	\$21,887,663.00	2016	Owner/GC	\$147.33

*Includes 160,000 GSF above grade garage structure.



PROJECT SCHEDULE

The building process is subject to many risks throughout the process due to a multitude of variables and their complex relationships. Factors influencing project cost, project schedule, and project quality need to be prioritized, and finding the right balance requires a team effort. We strive to make timely and correct decisions early in the design process.

From our perspective, the initial design phase is one of the most critical phase of the entire process. It will determine strategies that dictate the design direction and ambitions for all subsequent phases. We approach the initial design emphasizing site analysis and discovery in conjunction with the development and confirmation of the program.

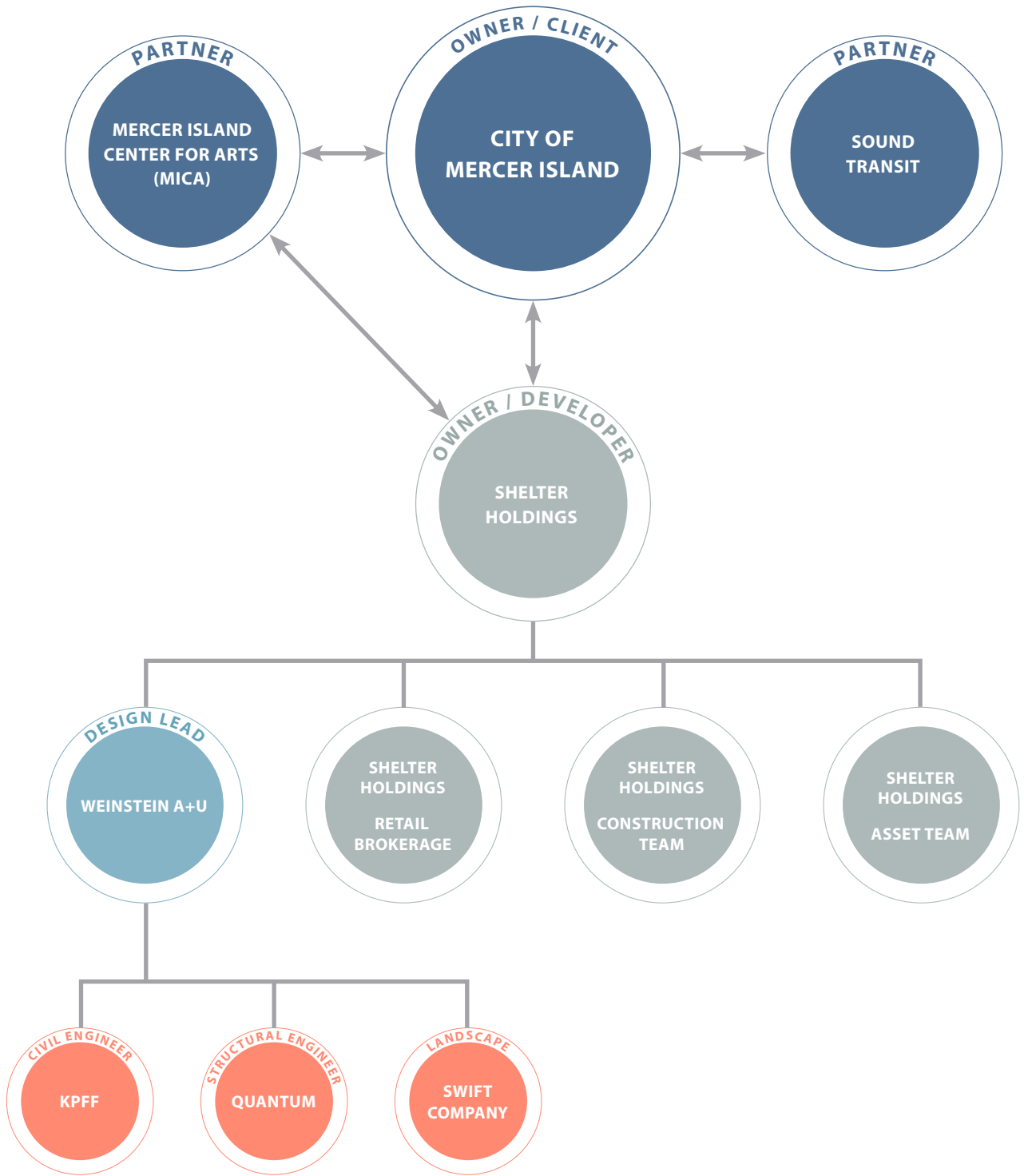
The Weinstein A+U team will carefully analyze and document the physical site circumstances to become familiar with its character and context. Simultaneously, we will work with you and various stakeholders, as needed, to confirm your scope.

Given the construction type and interconnected programs, we propose construction as a single phase.

Concept Schedule	QUARTER 4 2018	QUARTER 1 2019	QUARTER 2 2019	QUARTER 3 2019	QUARTER 4 2019
Project Start-up					
Design Team Selection	○				
Council Approval		○			
Notice to Proceed		○			
Programming					
Public Outreach					
Public Meeting - Project Intro / Site		○			
Public Meeting - Programming			○		
Public Meeting - Concept			○		
Permit Process					
DRB Initial Meeting		○			
DRB 2nd Meeting			○		
DRB Approval			○		
Design Process					
Schematic Design					
Design Development					
Construction Documentation					
Construction					

Construction Ends
Quarter 3 of 2022

7. PROJECT TEAM



COMPANY PROFILES

NAME	SPECIALIZATION	CONTACT	ADDRESS	PHONE	EMAIL
Shelter Holdings	Developer	Eric C. Evans	11624 SE 5th Street, Suite 210, Bellevue, WA 98005	425.559.2340	eric.evans@shelterholdings.com
Weinstein A+U	Architecture	Matt Zinski	2200 Western Ave., Suite 301, Seattle, WA 98121	206-443-8606	mattz@weinsteinau.com
KPFF	Civil Engineers	Puja Shaw	1601 Fifth Avenue, Suite 1600, Seattle, WA 98101	206.622.5822	puja.shaw@kpff.com
Quantum Consulting	Structural Engineers	Sandro Kodama	1511 Third Avenue, Suite 323, Seattle, WA 98101	206.957.3907	skodama@quantumce.com
Swift Company	Landscape	Barbara Swift	3131 Western Ave M423, Seattle, WA 98121	206.632.2038	barbara@swiftcompany.com



7. PROJECT TEAM

GARY YOUNG

SENIOR VICE PRESIDENT, CO-FOUNDING PARTNER OF POLYGON NORTHWEST COMPANY



ABOUT

For over 35 years, Gary Young has been a part of the construction development and operation of some 12,000 residences here in the Pacific Northwest and the Greater Portland Metropolitan market. Throughout his career, Gary has brought creative solutions to even the most complex land use and regulatory challenge. With his partner Jeff Gow, Gary has guided all of the Residential, Commercial and Mixed-Use developer with operations both in Washington State and Oregon. These investments range from Master Planned Communities, Mixed Used, Mid-Rise Communities, Commercial, and Public Private Ventures.

REPRESENTATIVE EXPERIENCE

- ✓ PUBLIC PRIVATE VENTURES
- ✓ MASTER PLAN COMMUNITIES
- ✓ MIXED USE DEVELOPMENT
- ✓ RETAIL/COMMERCIAL DEVELOPMENT
- ✓ COMPLEX FINANCIAL STRUCTURES
- ✓ FEDERAL FTA PREVAILING WAGE
- ✓ DEVELOPMENT AGREEMENTS
- ✓ CONDOMINIUMS
- ✓ RESIDENTIAL CONSTRUCTION
- ✓ REZONE CONTRACTS
- ✓ CAPITAL CAMPAIGNS

TRADE AND COMMUNITY ORGANIZATIONS

In addition, with Jeff, Gary has led Shelter Holdings' engagement and commitment to nonprofit agencies throughout the region. From building the first LEO (Life Enrichment Options) house to the myriad of nonprofit community groups that Shelter Holdings' proudly supports, Gary has a proven track record of giving back and building consensus under the most complex land use, regulatory and nonprofit environments.

CASCADE CONSERVATION CORPORATION /

Board Member (2003-2013)

KING COUNTY TRANSPORTATION CONCURRENCY MANAGEMENT COUNCIL APPOINTED BY KING COUNTY COUNCIL /

Advisory Panel Member (2009-2012)

RAINIER SCHOLARS, SEATTLE, WA / Past Board Chair presently Vice Chair (2005-2012)

COMMUNITY FUNDS GROUP, SEATTLE, WA / Board Member

AFFORDABLE HOUSING COUNCIL, BELLEVUE, WA / Former President and Existing Member (2009-2010)

URBAN LAND INSTITUTE, SEATTLE, WA / Past Executive Committee Member

DEREK C. STRAIGHT PRESIDENT



ABOUT

As a Residential, Commercial and Mixed-Use developer with operations both in Washington State and Oregon, Mr. Straight has led the acquisition, development, financing and construction of over 7,000 residences throughout the Pacific Northwest. These investments range from Master Planned Communities, Mixed Use, Mid-Rise Communities, Commercial, and Public Private Ventures.

REPRESENTATIVE EXPERIENCE

- ✓ PUBLIC PRIVATE VENTURES
- ✓ MASTER PLAN COMMUNITIES
- ✓ MIXED USE DEVELOPMENT
- ✓ RETAIL/COMMERCIAL DEVELOPMENT
- ✓ COMPLEX FINANCIAL STRUCTURES
- ✓ FEDERAL FTA PREVAILING WAGE
- ✓ DAVIS BACON
- ✓ DEVELOPMENT AGREEMENTS
- ✓ CONDOMINIUMS
- ✓ RESIDENTIAL CONSTRUCTION

RELEVANT PROJECTS

SOUTH KIRKLAND PARK & RIDE TOD / Kirkland, WA (Mixed Use)

As a public-private venture with King County Metro, the Cities of Bellevue and Kirkland, and Imagine Housing, Mr. Straight had overall P/L responsibility for this mixed use, mixed income residence community together with the construction of a 532 stall free standing parking structure delivered to King County Metro. Developed under a complex lease/lease back structure with King County that preserved the underlying financing that King County had received from the Federal Transit Authority, the project entailed complex financing as the provisions of the FTA grant prohibited collateralization of the property during the construction of the 532 garage.

BRYANT HEIGHTS / Seattle, WA (Mixed Use)

Mr. Straight led the acquisition, development and financing of this complex full City Block re-development in one of Seattle's most desirable neighborhoods. With product in single family, low rise residential and mixed use neighborhood commercial, this contextually appropriate community was completed within 36 months without appeal while preserving existing trees and remediating contaminated soils.



TIA BROTHERTON HEIM

CORPORATE COUNSEL

ABOUT

For over 17 years, Ms. Heim has provided legal services to a wide variety of real estate development projects and transactions in the Pacific Northwest. With extensive land use and entitlement experience, Ms. Heim has supported the financing, development and construction of a myriad of complex projects.

REPRESENTATIVE EXPERIENCE

- ✓ CONDOMINIUMS
- ✓ DEVELOPMENT AGREEMENTS
- ✓ REZONES
- ✓ COMPREHENSIVE PLAN AMENDMENTS
- ✓ SHARED USE PARKING AGREEMENTS
- ✓ REAL ESTATE FINANCE AND TRANSACTIONS
- ✓ SEPA
- ✓ LAND USE LAW
- ✓ COMMERCIAL REAL ESTATE LEASES

RELEVANT PROJECTS

UPTON FLATS / Seattle, WA (Mixed Use)

This mixed use, mid-rise community in Seattle Housing Authority's HOPE VI High Point Communities entails the redevelopment of a contaminated portion of the High Point Community. Developed under a complex condominium structure, the property will provide market rate housing, corner retail, community facilities and leasing/office facilities.

Given the underlying HUD and HOPE VI financing constraints, Ms. Heim helped structure the property under a complex purchase and option to buy back the structure while balancing the Design Review requirements from the High Point Community Association and the West Seattle Design Review Board.

RENTON LANDING / Renton, WA (Retail)

Ms. Heim served as land use Counsel to the Boeing Company as it rezoned a portion of its property for redevelopment as Renton Landing. As part of the entitlement team, she managed land use consultants through an EIS, Comprehensive Plan Amendment, Rezone and Development Agreement to allow the property to appropriately transition from an industrial area to a 46-acre mixed use community at the south end of Lake Washington.

ERIC C. EVANS

SENIOR PROJECT MANAGER

ABOUT

Mr. Evans has over 25 years of development and construction management experience. During this period, Mr. Evans has participated in the acquisition, development, construction and completion of over 5,000 market rate and affordable residential units throughout the Pacific Northwest.

REPRESENTATIVE EXPERIENCE

- ✓ HUD SECTION 3 CONTRACT & REPORTING REQUIREMENTS
- ✓ NEPA ENVIRONMENTAL PROCEDURES
- ✓ DAVIS BACON
- ✓ CONTRACT WORK HOURS AND SAFETY STANDARD ACT
- ✓ MIXED USE DEVELOPMENT
- ✓ MIXED INCOME DEVELOPMENT
- ✓ TRANSIT ORIENTED DEVELOPMENT
- ✓ MASTER PLAN COMMUNITIES
- ✓ MID-RISE CONSTRUCTION
- ✓ URBAN & SUBURBAN INFILL
- ✓ RETAIL CONSTRUCTION
- ✓ 4% & 9% TAX CREDIT FINANCING
- ✓ COMMERCE HOME FUNDS

RELEVANT PROJECTS

SOUTH KIRKLAND PARK & RIDE TOD / Kirkland, WA (Mixed Use)

This mixed use, mixed income, transit oriented development is located in the Cities of Bellevue and Kirkland on land leased from King County Metro. It involved joint development and a complex financing structure using General Municipal Funds, Community Block Development (CDBG) Funds, Washington State Housing Trust Funds, Local Veterans and Human Services Dollars, Tax Credit Investment, Conventional Bridge Construction Financing, and Permanent Debt Financing. Two levels of below grade parking and 4 & 5 levels of residential construction were constructed to support this mixed use, mixed income community.

ANDREW'S GLEN / Bellevue, WA (Tax Credit)

This urban infill mid-rise redevelopment was designed to provide homeless housing. It involved a complex funding structure including General Municipal Funds, Community Block Development Grants, Washington State Housing Trust Funds, Local Veterans and Human Service Levy Dollars, Home Dollars, Tax Credit Investment, Bridge Construction Financing and Permanent Debt Financing. Constructed within the campus of an existing church, the project required a comprehensive plan amendment, rezone and administrative design review approval from the City of Bellevue.



7. PROJECT TEAM

RENAY LUZAMA PROJECT MANAGER



ABOUT

Ms. Luzama has over 20 years of construction management experience. During this period, Ms. Luzama has participated in the construction and completion of over 800 market rate residences and over a million gross square feet of commercial and retail construction.

REPRESENTATIVE EXPERIENCE

- ✓ OSHA COMPLIANCE
- ✓ CPM SCHEDULES (P6/MS PROJECT)
- ✓ CONTRACT WORK HOURS AND SAFETY STANDARD ACT
- ✓ MIXED USE DEVELOPMENT
- ✓ MIXED INCOME DEVELOPMENT
- ✓ TRANSIT ORIENTED DEVELOPMENT
- ✓ MID-RISE CONSTRUCTION
- ✓ URBAN & SUBURBAN INFILL
- ✓ RETAIL CONSTRUCTION
- ✓ CONFLICT RESOLUTION
- ✓ MONITORING WELLS
- ✓ ENVIRONMENTAL REMEDIATION
- ✓ TIGHT SITE/COMPLEX LOGISTIC CONSTRUCTION
- ✓ NPDES/SWPP REQUIREMENTS

RELEVANT PROJECTS

THE MEYDEN / Bellevue, WA (Mixed Use)

The Meyden is situated in the heart of "Old Bellevue" at the intersection of Bellevue Way and Main. It is made up of 254 studios, 1-bedroom and 2-bedroom units. The project entailed 5 stories of wood framing over 2 ½ levels of below grade parking.

Amenities include two private courtyards with large water features, state-of-the-art theater room, and pet spa. Each unit features quartz countertops and stainless steel kitchen appliances, a washer and dryer, and central air conditioning. The building includes controlled-access parking. This mixed use developed includes CVS Pharmacy, Green Lake Jewelry Works, Whisk culinary school and tableware shop, Belle Pastry, and Bellevue Barber Shop.

THE ANGELINE / Seattle, WA (Mixed Use)

The Angeline is a mixed use urban infill building on an acre and a half site in the middle of historic Columbia City. Above the 30,000 sf of street level retail are 193 apartment units on five levels. Below are 223 parking stalls on two below grade levels.

Amenities include: bike club, fitness room, theater, 6th floor lounge, dog station, and a rooftop terrace with resident gardening plots.

BILL ROBINSON SENIOR CONSTRUCTION SUPERINTENDENT



ABOUT

Mr. Robinson is an accomplished superintendent with a strong background in multi-million dollar commercial construction. He has 15 years of experience in the commercial construction industry, 12 of them as supervisor.

REPRESENTATIVE EXPERIENCE

- ✓ OSHA COMPLIANCE
- ✓ CPM SCHEDULES (P6/MS PROJECT)
- ✓ CONTRACT WORK HOURS AND SAFETY STANDARD ACT
- ✓ MIXED USE DEVELOPMENT
- ✓ MIXED INCOME DEVELOPMENT
- ✓ TRANSIT ORIENTED DEVELOPMENT
- ✓ MID-RISE CONSTRUCTION
- ✓ URBAN & SUBURBAN INFILL
- ✓ RETAIL CONSTRUCTION
- ✓ CONFLICT RESOLUTION
- ✓ MONITORING WELLS
- ✓ ENVIRONMENTAL REMEDIATION
- ✓ TIGHT SITE/COMPLEX LOGISTIC CONSTRUCTION
- ✓ NPDES/SWPP REQUIREMENTS

RELEVANT PROJECTS

THE MEYDEN / Bellevue, WA (Mixed Use)

The Meyden is located on 2.75 acres at the corner of Bellevue Way and Main Street in downtown Bellevue. The 451,945 sq. ft. multifamily project is walking distance to Bellevue Square and Downtown Park. With a total of 254 residences and 457 below grade parking spaces. The Meyden supports a diverse population along with a variety of retail uses along the ground floor. With below grade contaminants, the project entailed the installation of a permanent remediation system and ongoing monitoring of soils through construction and following occupancy.

MERRILL GARDENS / Seattle, WA (Mixed Use)

This 228 unit intergenerational project is a combination of 125 independent & assisted living units and a multifamily portion consisting of 125 market rate apartments with 24,000 square feet of ground-floor retail space. Merrill Gardens project includes 9 buildings surrounding a large central courtyard, all over a combined below grade parking garage. Located near the University of Washington, it is adjacent to the Burke Gilman Trail and the University Village shopping center. The project was a finalist for the Urban Land Institute's most prestigious award, the Award for Excellence, and received the Citation of Merit Award from Design and Environments for Aging.



NATALIE CARDENAS
ASSET MANAGER

ABOUT

Ms. Cardenas has worked for the Founding Partners of Shelter Holdings for over six years and oversees the financial performance of 14 real estate assets, totaling 2,570 units. Ms. Cardenas works alongside the construction team to inform project design and function based on the needs of the end user.

REPRESENTATIVE EXPERIENCE

- ✓ MIXED USE MANAGEMENT
- ✓ CONDO HOA BOARD PRESIDENT
- ✓ MFTE & ARCH HOUSING
- ✓ TRANSIT ORIENTED DEVELOPMENT
- ✓ RETAIL TENANT RELATIONSHIPS
- ✓ COMMERCIAL TENANT RELATIONSHIPS
- ✓ TRIPLE NET RECONCILIATIONS
- ✓ PRE-CONSTRUCTION DESIGN
- ✓ MIXED USE MARKETING & BRANDING
- ✓ FAIR HOUSING & AMERICAN WITH DISABILITIES
- ✓ IREM WASHINGTON CHAPTER MEMBER

RELEVANT PROJECTS

SOUTH KIRKLAND PARK & RIDE TOD KIRKLAND CROSSING APARTMENT / Kirkland, WA (Mixed Use)

Kirkland Crossing is a mixed-use development and majority member in the KTOD Condominium Association. The Association shares a podium garage and utilities, which requires detailed management of operating cost allocation and maintenance coordination. Ms. Cardenas produces annual business plans for the apartments and oversees the Condominium budget reconciliation. In collaboration with other board members, Ms. Cardenas produces Association budgets and future capital improvement plans.

UPTON FLATS / Seattle, WA (Mixed Use)

Upton Flats is part of a mixed-use Condominium containing 102 apartments, 2 live work, 2 commercial units and 1 retail unit. The shared elements of the project were purposefully developed to create synergy between the residential units and the retail and commercial units. The project connects to the High Point neighborhood and provides third spaces at the corner plaza and open court yard pedestrian paths.

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Rooster Apartments / Seattle, WA

7. DESIGN TEAM: PRIME CONSULTANTS

FIRM PROFILE

Weinstein A+U is a 29-person architectural firm located in Seattle, Washington. Founded by Ed Weinstein in 1977, Weinstein A+U provides comprehensive architecture and urban design services on a broad array of project types: urban mixed-use buildings, multi-family residential projects, academic, public sector, public safety facilities, not-for-profit facilities, office buildings, and churches and synagogues.

Our practice seeks to integrate architecture and urban design. This broader focus consistently produces projects that positively contribute to their communities. We take time to thoroughly understand the circumstances of site and surroundings from the outset in order to recognize unique attributes and opportunities. We seek to involve neighbors early in the process to strengthen civic ties and foster cooperation—an approach that is especially important for clients who have a long-term vested interest in a successful integration with their community.

We are consistently recognized as one of the Northwest's premier design firms, having earned over 70 national, regional, and AIA Seattle design awards. Most significantly, we have earned these awards for public sector, not-for-profit, and multi-family mixed-use projects. Such projects are operationally based, economical, sustainable, and make a valuable contribution to their surroundings. We take pride in our reputation for bringing good value to clients, often on projects with very constrained budgets.

DESIGN APPROACH

Our work is rational, intelligible, and straightforward. We combine rigorous analysis with a disciplined design process to produce designs that fit their circumstances, earn broad community support, are constructed efficiently and cost effectively, and deliver excellence.

Weinstein A+U frequently designs multi-constituent projects and we are adept at addressing the operational, cultural, and political imperatives of multiple users and stakeholders. Our firm is renowned for a rigorous approach to architecture; our strength is not a specific expertise in any particular project type, but rather, a broad-based and disciplined design process that has evolved from solving complex problems for very different clients in very different circumstances.

Our diligence enables us to produce high-quality design in every project. We do not approach our projects with predetermined styles or design solutions. Instead, we believe that each project presents a truly distinctive set of circumstances that must be thoughtfully observed and understood. Design has the power to elevate the human experience. Thoughtful, well-considered buildings that respond specifically to their site and occupants' needs should make their particular circumstance remarkable.

7. DESIGN TEAM: PRIME CONSULTANTS

Ed Weinstein, FAIA
OWNER, DESIGN PRINCIPAL



Ed Weinstein is an award-winning architect who has practiced in Seattle for over 45 years. A principal and founder of Weinstein A+U Architects & Urban Designers, LLC, Ed has assisted a broad range of clients in solving complex problems, arriving at unique design solutions that meet the specific needs of each project.

Ed is recognized as one of our region's leading designers. His firm has received more than 65 Seattle Chapter, Northwest and Pacific Region, and National AIA design awards. For his design accomplishments, he has served on numerous design juries throughout the country including the 2000 National AIA Honor Awards Jury. He is a Fellow of the American Institute of Architects (AIA) and was awarded the 2011 AIA Seattle Medal of Honor for lifetime design achievements.

Ed's expertise in vision development for mission-based organizations has developed over decades of sustained work with not-for-profit clients. For example, his relationship with Cornish College of the Art includes over 10 years and deep conversation on the mission and methodology of the school. Clients consistently return to Ed and Weinstein A+U at each juncture in their organizational history for the clarity and pragmatism he brings to the planning process, alongside his indefatigable optimism and motivation to create elegant, timeless architecture.

Ed was a member of the Seattle Design Commission from 1987 to 1990, and served as its Chair from 1990-1992. In this capacity, he was responsible for the design review of new and renovated municipal facilities. Ed was asked to review intended Citywide Design Review process and to assist in the selection of its first Director. Since the initiation of that program, Ed has demonstrated exceptional success in leading the Design Review approval for complex and multi-family projects, including projects that initially had push-back from the neighbors. Ed continues to champion a systematic, rational approach to Design Review. His philosophy is the underpinning for the firm's success with permitting and entitlement under the increasing demands of the City of Seattle Department of Construction and Inspections (SDCI).

RELEVANT PROJECTS

Boys & Girls Clubs of King County / Federal Way, Mercer Island, Rainier Vista
Stroum Jewish Community Center / Mercer Island, WA
Mercerwood Shore Club / Mercer Island, WA
Cornish College of the Arts Planning + Feasibility / Seattle, WA
Seattle Public Library: Montlake Branch / Seattle, WA
Kenmore City Hall / Kenmore, WA
Kenmore Library / Kenmore, WA
City of Seattle Fire Stations: 10, 6, 22 / Seattle, WA
Seattle Police Department West Precinct / Seattle, WA
Hugo House, Mixed-Use Apartments / Seattle, WA
66th Street, Multi-Use Apartments / Seattle, WA
19th & Mercer, Mixed-Use Apartments / Seattle, WA

EDUCATION

Harvard University Graduate School of Design
Master of Architecture in Urban Design, 1975

University of Washington
Bachelor of Architecture, 1971

PROFESSIONAL ENGAGEMENTS

Registered Architect: States of Washington, Oregon, Hawaii

Sunset Magazine/AIA Western Home Awards, Jury Chair, 1993

BOARDS, COMMISSIONS, AND ORGANIZATIONS

American Institute of Architects, Local and National Chapters

Jury member for 25 national, regional, and chapter AIA Design Award juries, 1986-2016

Harvard University, Graduate School of Design, Alumni Council, 1997 - 2001

HONORS

AIA Seattle Medal of Honor, Recipient, 2011

Seattle Design Commission, Commissioner 1987 - 90; Chair 1990 - 92

American Institute of Architects, College of Fellows, 1993

Professional Advisory Council for UW College of Architecture and Urban Planning, 1995 - 96; Chair 1997

TEACHING EXPERIENCE

University of Washington, College of Architecture and Urban Planning, Graduate Studio Instructor, 1977 - 1989

University of Washington College of Architecture and Urban Planning, Dean Search Committee, 1994

Frequent lecturer at Northwest and Hawaii schools of architecture, 1986-2008

National AIA Honor Award, Jury Member, 2000

Daniel Goddard, AIA, LEED AP BD+C
PRINCIPAL-IN-CHARGE



Daniel Goddard keeps Weinstein A+U at the forefront of multi-family housing design. His work, refined over more than 15 years of experience and a range of project types and scales, includes pivotal mixed-use multi-family projects such as the 19th + Mercer and East Union Apartments.

Daniel's management begins with incisive site analysis and strong conceptual design and continues through programming that connects client goals to elegant design solutions and constructible details. Daniel ensures that staff development reaches everyone in the office, building firm-wide excellence as accomplished architectural generalists. Daniel's influence is evident in the firm's articulate, illustrative, and well-received Design Guidance packages.

RELEVANT PROJECTS

- Hugo House, Mixed-Use Apartments** / Seattle, WA
- East Union, Mixed-Use Apartments** / Seattle, WA
- Ecoluxe Apartments** / Seattle, WA
- 2100 E Madison, Mixed-Use Apartments** / Seattle, WA
- 66th Street, Mixed-Use Apartments** / Seattle, WA
- 1405 S Bayview, Mixed-Use Apartments** / Seattle, WA
- 501 Rainier, Mixed-Use Apartments** / Seattle, WA
- State Hotel** / Seattle, WA
- 19th + Mercer, Mixed-Use Apartments** / Seattle, WA
- Boys & Girls Clubs of King County** / Federal Way, Mercer Island, Rainier Vista

EDUCATION

- University of California, Berkeley**
Master of Architecture, 2003
- University of Michigan**
Bachelor of Science, Architecture, 1995

PROFESSIONAL ENGAGEMENTS

- Registered Architect, State of Washington
- AIA Seattle Honor Awards Committee, Member, 2008 - 2014
- ACE Mentor Program, Mentor, 2014
- Melrose Promenade Committee, Volunteer, 2011, 2016

Milton Won, AIA, LEED AP BD+C
PRINCIPAL, QUALITY CONTROL



Milton Won is Principal in charge of quality management and is a technical reviewer for all projects in the office. He brings over 30 years of experience, including projects for the Cities of Kenmore, Seattle, Mercer Island, and Redmond.

Milton provides project oversight to assure that each project has consistency in documentation, clarity in design intent, and excellence in technical execution. His expertise in new construction, renovations, evolving building code, and complex entitlement processes has profoundly shaped the firm. Milton's insistence on a disciplined approach enhances the quality of documentation, reduces errors, and cultivates a culture of consistent learning and improvement within the office.

RELEVANT PROJECTS

- Mercerwood Shore Club** / Mercer Island, WA
- Seattle Police Department West Precinct** / Seattle, WA
- Hugo House, Mixed-Use Apartments** / Seattle, WA
- 66th Street, Multi-Use Apartments** / Seattle, WA
- 19th & Mercer, Mixed-Use Apartments** / Seattle, WA
- Boys & Girls Clubs of King County** / Federal Way, Mercer Island, Rainier Vista
- Gregg's Cycles** / Bellevue, WA
- 1405 Dexter Condominiums** / Seattle, WA
- Kenmore City Hall** / Kenmore, WA
- City of Seattle Fire Stations: 10, 6, 22** / Seattle, WA

EDUCATION

- University of Washington**
Master of Architecture, 1977
- Massachusetts Institute of Technology**
Bachelor of Science in Art and Design, 1972

PROFESSIONAL ENGAGEMENTS

- Registered Architect: State of Washington

7. DESIGN TEAM: PRIME CONSULTANTS

Matt Zinski, AIA, LEED AP
ASSOCIATE, PROJECT MANAGER

WEINSTEIN A+U



Matthew Zinski is a project manager and project architect with over 10 years of experience, particularly within education and multi-family building types. Matt has demonstrated the ability to implement refreshing, socially responsible ideas that respect a client's aggressive budget or tight schedule. A strong conceptual designer and presenter, Matt smoothly navigates regulatory environments.

Matt champions the use of innovative materials, integration of architectural design and building systems, social responsibility, and environmental stewardship, on his projects, through in-house education, and via his active participation in the design community.

RELEVANT PROJECTS

66th Street, Mixed-Use Apartments / Seattle, WA
1405 S Bayview, Mixed-Use Apartments / Seattle, WA
Capitol Hill Housing & JazzED, Mixed-Use Apartments / Seattle, WA
DASNY Assisted Living, Multi-Family / Buffalo, NY*
Sol Rise Homestead, Mixed-Use Apartments / Buffalo, NY*
591 Delaware Residence, Mixed-Use Apartments / Buffalo, NY*

*Project completed at previous firm

EDUCATION

State University of New York University at Buffalo

Master of Architecture, 2006

State University of New York University at Buffalo

Bachelor of Architecture, 2004

PROFESSIONAL ENGAGEMENTS

Registered Architect, State of Washington and New York

LEED™ Accredited Professional, U.S. Green Building Council,

Board Member, Seattle Design Review, 2014 - present

Stephanie Hsie, AIA
PROJECT ARCHITECT

WEINSTEIN A+U



Stephanie Hsie is a project architect with experience in multiple project types including higher education, commercial, performing arts and urban planning. She is committed to enhancing neighborhoods through thoughtful exploration of site, program and client needs.

Prior to joining Weinstein A+U, Stephanie worked at ORA on a variety of performing arts projects including space programming for the Mercer Island Center for the Arts.

As an active member in the Seattle design community, Stephanie sits on the International Special Review District board and volunteers with the Seattle Design Festival.

RELEVANT PROJECTS

Chief Seattle Club, Mixed-Use Apartments / Seattle, WA
Brooklyn Apartments / Seattle, WA
Blackbird Apartments / Redmond, WA
Spokane Convention Center Completion / Seattle, WA*
Mercer Island Center for the Arts / Seattle, WA*
University of Washington Mackenzie Hall / Seattle, WA*
Business School Feasibility Study / Seattle, WA*

*Project completed at previous firm

EDUCATION

Columbia University

Master of Science in Architecture, 2008

Rice University

Bachelor of Architecture, 2007

PROFESSIONAL ENGAGEMENTS

Registered Architect: State of Washington

Board Member, International Special Review District, 2016 - present, vice-chair

7. SUBCONSULTANTS

KPFF

Founded in 1960 and based in Seattle, KPFF Consulting Engineers is one of the largest and most established civil and structural engineering firms in the Pacific Northwest. We provide engineering services for all phases of public and private residential development, including low-income housing, student housing, mixed-use, and transit-oriented development communities. With over 400 staff in the Seattle office, KPFF is able to meet demanding schedules and keep projects moving forward. Our experience includes over 30 projects on Mercer Island including The Mercer Apartments, Aviara Condominiums and the Covenant Shores Town Center/Residential Expansion.

QUANTUM

Quantum Consulting Engineers is a structural engineering firm specializing in the structural design for new and existing buildings, including new construction, tenant improvements, renovation, and historic rehabilitation projects for essential facilities such as public safety buildings, fire stations, community-based buildings such as community centers and city halls; and service-oriented structures such as maintenance facilities and service centers. We also provide seismic analysis and upgrade design, value engineering, and peer reviews. We have extensive experience designing in structural steel, light-gauge steel, concrete, post-tensioned concrete, masonry, and wood.

We have developed a strong client following as a result of our commitment to excellence in structural design and our positive, proactive relationship with design teams. Quantum's structural design team has extensive experience designing structures that are focal points of a community.

SWIFT

Swift Company is a group of eight landscape architects and urban designers committed to context driven designs that build on the fundamental circumstance of each place. Founded in 1982, the firm has focused on the planning and design of public landscapes, urban environments and open spaces in the West.

Swift Company has earned a valued reputation for design excellence, innovation, solution driven planning and design. Swift Company provides clients with integrated services ranging from detailed site design to master planning, and from programming to construction administration.

Swift Company's commitment to complex social, cultural and ecological issues has fueled a broad range of successful work from wild lands restoration to urban design. Examples include master planning efforts in politically challenging situations including historic campuses, civic and sport facilities, major urban infrastructure projects and regional transit systems.



7. SUBCONSULTANTS

Thaddeus Egging, PE, LEED AP BD+C
PRINCIPAL, CIVIL ENGINEER



Thaddeus' 17 years of civil engineering experience includes management, planning, design and construction support services for a variety of public and private projects. Thaddeus is known for his ability to quickly understand project goals, develop a clear project vision, and efficiently implement those visions through collaborative design processes. Thaddeus' technical expertise includes site layout/design, low impact and green design, utility design, feasibility cost estimating, parking design, street improvements and managing construction administration. Thaddeus works to develop thoughtful design solutions to the individual problems presented by each site.

RELEVANT PROJECTS

Aviara Condominiums / Mercer Island, WA
Covenant Shores Town Center / Mercer Island, WA
1165 Eastlake / Seattle, WA
3400 Stone / Seattle, WA
15th & Madison / Seattle, WA
University of Washington ARCF / Seattle, WA
University of Washington Educational Outreach / Seattle, WA
Sound Transit, Tukwila Transit Center / Tukwila, WA
Decibel and Reverb Mixed-Use Residential / Seattle, WA
85th and Phinney Residential Mixed-Use / Seattle, WA
International District Village Square Phase II Mixed-Use Residential / Seattle, WA
Western Washington University Buchanan Towers Student Housing Addition / Bellingham, WA
Insignia / Seattle, WA
Seattle University, Student Housing / Seattle, WA
Stone 34 / Seattle, WA

EDUCATION

Gonzaga University
Bachelor of Science, Civil Engineering

PROFESSIONAL ENGAGEMENTS

PE: Washington

Puja Shaw
ASSOCIATE, PROJECT MANAGER



Puja Shaw has 18 years of civil engineering and project management experience in the Pacific Northwest. Puja works closely with property owners, developers, architects, local government agencies and contractors from a project's early planning stages through the final stages of construction, and can be relied upon to secure permits from various government agencies.

Puja has a passion for bringing life to the urban environment by creating function in otherwise under-utilized parts of cities.

RELEVANT PROJECTS

2026 E Madison / Seattle, WA
University of Washington, Montlake Triangle / Seattle, WA
1165 Eastlake / Seattle, WA
Port of Seattle, Sea-Tac Int'l Airport Consolidated Rental Car Facility / SeaTac, WA
University of Washington, Burke Gilman Trail / Seattle, WA
Pike Place Market Renovations / Seattle, WA
King Street Station Renovations / Seattle, WA
Chophouse Row / Seattle, WA
Insignia / Seattle, WA
Seattle U Student Housing / Seattle, WA

EDUCATION

University of British Columbia
Bachelor of Science, Civil Engineering

PROFESSIONAL ENGAGEMENTS

Engineer in Training: Washington



Sandro Kodama, P.E., S.E.
PRINCIPAL



Sandro Kodama is a Principal with Quantum Consulting Engineers. He has over 20 years of structural design experience for concrete, steel, light-gauge steel, masonry and wood buildings. He holds an M.S. in Civil Engineering from the University of Washington and has designed for a wide range of structures, including office complexes, transit villages, community centers and universities. Sandro is also a voting member of the SEAW Earthquake Engineering Committee.

RELEVANT PROJECTS

- Del Mar Station - Campanile VE Revisions** / Pasadena, CA
- Mio Apartments** / Seattle, WA
- Moda Apartments** / Seattle, WA
- REO Flats** / Seattle, WA
- 10th & Union Apartments** / Seattle, WA
- Citizen of the Pike Pine Apartments** / Seattle, WA
- The Bart Harvey Senior Housing** / Seattle, WA
- Ernestine Anderson Place** / Seattle, WA
- Union & Madison Mixed-Use** / Seattle, WA
- Ruby Condominiums** / Seattle, WA
- Lake City Place** / Seattle, WA
- Safari Drive** / Scottsdale, AZ
- The Selano** / Seattle, WA
- Lofts at the Junction** / Seattle, WA
- Bayview Apartments** / Seattle, WA
- 2100 East Madison Apartments** / Seattle, WA

EDUCATION

- University of Washington**
M.S., Civil Engineering, 1994
- Washington State University**
B.S., Civil Engineering, 1986

PROFESSIONAL ENGAGEMENTS

Structural Engineer: Washington, British Columbia, Canada, Alberta, Canada, Manitoba, Canada and Yukon, Canada

Matthew Wion, P.E.
PROJECT ENGINEER



Matthew Wion is a Project Engineer with Quantum Consulting Engineers. He has seven years of structural design experience for concrete, steel, masonry, wood and light-gauge steel buildings. He holds an B.S. in Civil Engineering from California State University, Chico. He has designed for a wide range of structures, including mixed use apartment buildings, schools, and parking structures.

RELEVANT PROJECTS

- The Colina Apartments** / Seattle, WA
- Othello Station** / Seattle, WA
- Bayview Apartments** / Seattle, WA
- Greenwood Phase III Apartments** / Seattle, WA
- Hopeworks Station** / Everett, WA
- 20 Bellwether Way Apartments** / Bellingham, WA
- Olympia Transit Center** / Olympia, WA

EDUCATION

- California State University, Chico**
B.S., Civil Engineering, 2011

PROFESSIONAL ENGAGEMENTS

Professional Engineer: Washington and California

Structural Engineers Association of Washington, Member



7. SUBCONSULTANTS

Barbara Swift, FASLA, HON AIA MEMBER, LANDSCAPE ARCHITECT

SWIFT COMPANY LLC



Barbara's portfolio reflects over 30 years of experience and demonstrates innovation and strength in all areas of landscape architecture and urban design. As the founder of Swift Company LLC, Barbara has built an award winning practice that focuses on planning and design responsive to the circumstance of place. Barbara's approach presumes that the development of the environment is central to civil life and she consistently presses for solutions that result in smart innovative strategies. Barbara is skilled at integrating a project's functional requirements within the context of design excellence, community values and future aspirations.

RELEVANT PROJECTS

Ballard Commons / Seattle, WA
Ballard Library & Neighborhood Service Center / Seattle, WA
Seattle Civic Center / Seattle, WA
Maple Valley Library / Maple Valley, WA
Rainier Vista Community Center / Seattle, WA
Columbia City Library / Seattle, WA
New Holly Neighborhood Campus / Seattle, WA

EDUCATION

University of Washington
Bachelor of Landscape Architecture

PROFESSIONAL ENGAGEMENTS

Registered Landscape Architect:
Washington, Wyoming, Idaho, and Oregon

American Society for Landscape
Architecture

American Institute of Architects

Gareth Loveridge MEMBER, LANDSCAPE ARCHITECT

SWIFT COMPANY LLC



Gareth Loveridge has 19 years of experience in landscape architecture and urban design. As a Project Manager and Designer, he has been involved in all phases of project development from campus master planning and conceptual site design through construction documentation and occupancy. He enjoys working on multidisciplinary teams where his design abilities and understanding of materials and landscape form promote a synthesis between buildings and landscapes.

Current design projects include the Starbucks Headquarters entry design and vision plan, Seattle Center Arena, Northgate and Roosevelt Stations for Sound Transit Link Light Rail, and 2+U.

RELEVANT PROJECTS

Tateuchi Center for Performing Arts / Bellevue, WA
Seattle Center Arena / Seattle, WA
2+U Development / Seattle, WA
Sound Transit Northgate, Roosevelt, U-Link Light Rail Stations / Seattle, WA
Seattle Public Utilities South Transfer Station / Seattle, WA
34 Stone Development / Seattle, WA
Lurie Garden / Chicago, Illinois

EDUCATION

University of Manitoba
Master of Landscape Architecture

University of Manitoba
Bachelor of Environmental Design

PROFESSIONAL ENGAGEMENTS

American Society for Landscape
Architecture

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7. DESIGN TEAM EXPERIENCE

Rooster Apartments SEATTLE, WASHINGTON

WEINSTEIN A+U



CLIENT

Lake Union Partners

DATA

205,100 sf

COST

\$28.0 Million

COMPLETED

2015

SCOPE

197 residential units

120 parking spaces

2 restaurants

The Rooster serves as a positive exemplar for mid-density urban housing. Sited mid-block, the Rooster is organized into two parallel 5-story buildings, enclosing a linear courtyard on a shared below-grade parking structure.

Within these tight constraints, it can be a challenge to design efficient units that provide character and variety, inside and out. At the Rooster, large floor-to-ceiling windows of various unit types are stacked to organize the facade with a rhythm of steel and glass. Recessed "decklets" provide a warm wood accent and depth to the facade, while improving ventilation and privacy for the units.

On the courtyard side, "sleeping porches" are positioned outboard of the living room in an arrangement that provides a unique bedroom, as well as texture to the south courtyard facade. Thoughtful, rigorous detailing of the cost-effective cladding and fenestration elevates the perception of quality and urbanity that suits the building type while meeting the budget.

Along the active, commercial NE 65th Street, there is generous spill-out space for restaurants and residential uses. Built in street furniture and the building's portico separate this space from the bike, bus, and light rail infrastructure of the growing Roosevelt neighborhood.



1 Social/Relaxation An outdoor terrace creates space for impromptu gatherings and seating for lounging and relaxation. // **2 Outdoor Seating** Integrated seating and landscape elements provide for a variety of interactions. // **3 Indoor/Outdoor** Large floor to ceiling operable partitions and programming can activate frontages and promote community engagement.

7. DESIGN TEAM EXPERIENCE

19th + Mercer SEATTLE, WASHINGTON

WEINSTEIN A+U



CLIENT

Lake Union Partners

DATA

64,800 sf

COST

\$7.5 Million

COMPLETED

2014

SCOPE

50 residential units

47 parking spaces

1 restaurant

3 retail spaces

Located on the east side of Seattle's Capitol Hill neighborhood, the 19th + Mercer mixed-use building has helped stimulate the formerly moribund commercial center. The four-story building provides 50 studio, one-bedroom and two-bedroom units over an open retail base and structured parking.

The building's C-shaped plan capitalizes on the corner location by orienting residential bars along each of the building's frontages and defining a central courtyard. Light-filled single-loaded corridors provide views into the courtyard. A restrained palette of steel, wood panels and glazing expresses the interior organization. Large windows provide views of the Cascades and admit natural light and ventilation.

The highly transparent street level is set back from the residential levels above, providing weather protection and a generous sidewalk. The setback along the building's north side accommodates a dining terrace adjacent to the restaurant and orients the building toward existing restaurants across the street.



1 Retail Activation A right-sized retail space activates the streetscape. // **2 Street Programming** Allowing programs to spill onto the street and providing a variety of seating can promote social interaction and encourage pedestrian activity. // **3 Evening Activation** Planning and designing for night time safety and activation is just as important as daytime activity.

7. DESIGN TEAM EXPERIENCE

Boys & Girls Clubs

MERCER ISLAND AND SEATTLE, WASHINGTON

WEINSTEIN A+U



CLIENT

Boys & Girls Clubs
of King County

DATA

Mercer Island: 41,300 sf facility
Federal Way: 16,000 sf facility
Rainier Vista: 40,000 sf facility

COST

Mercer Island: \$10.1 million
Federal Way: \$2.8 million
Rainier Vista: \$12.0 million

COMPLETED

Mercer Island: 2010
Federal Way: 2005
Rainier Vista: 2008

RECOGNITION

AIA Seattle Honor Awards for
Washington Architecture, 2008

Precast Design Award |b Precast/
Prestressed Concrete Institute,
2007

Over the course of nearly a decade, Weinstein A+U worked with the Boys & Girls Clubs of King County to complete three facilities.

THE PEAK

The PEAK is the result of a partnership between the King County Boys & Girls Club and the Mercer Island School District. Located on the campus of Mercer Island High School, the facility contains a teen center for high school students, a Boys & Girls Club for younger children, and a 17,000 SF field house. The field house accommodates a range of activities including basketball, volleyball, badminton, batting cages, and baseball practice. To address neighbors' concerns regarding the scale of the facility, the field house was set into the existing hillside and buffered with dense landscaping to reduce its apparent size.

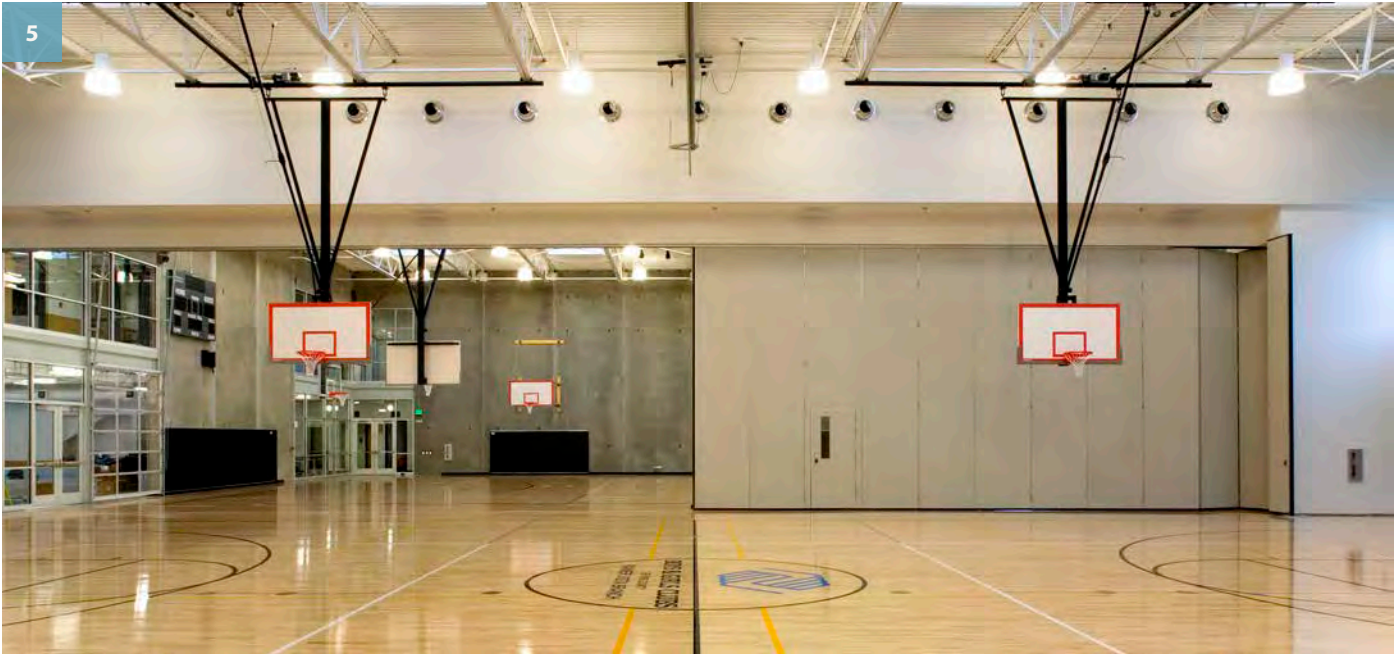
FEDERAL WAY / EX3

EX3 occupies a prominent corner at the entrance of a new community campus created in partnership with the Federal Way School District. The building forms an entry court with Truman High School, which shares the use of the EX3 gym. The facility design is by intention both cost-effective and inspirational. It provides a place for teens to safely gather. It is one of the Boys & Girls Clubs' first dedicated Teen Centers nationwide.

RAINIER VISTA

The Joel E. Smilow Clubhouse and Teen Center is located in south Seattle's in the Rainier Vista mixed-income community. Essential program elements include a divisible double gym, large multipurpose room, games rooms, technology labs, and music studio. Exposed steel framing and a functional palette of materials provide a durable and low-maintenance facility.

7. DESIGN TEAM EXPERIENCE



1 Daylighting sustainably illuminates the gym // **2 Expansive Multifunction Room** with clear structural spans for maximum flexibility // **3 Secure Sightlines** are provided by transparency and arrangement of spaces // **4 Activated Space** for all users // **5 Double Gym** with easy-to-fold partitions and multiple orientations serves multiple sports & activities

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PART 2 Concept Design



19th & Mercer / Seattle, WA

8. SITE OBSERVATIONS

SITE OPPORTUNITIES

We are excited by the exceptional opportunities possessed by the proposed development. The site's location at the northeast corner of Mercer Island's Town Center (at the intersection of SE 27th Street and 80th Avenue SE) is at the northern edge of downtown and adjacent to several other recently built mixed-use buildings. The buildings neighboring the project site establish a scale appropriate to the ambitions for the Mercer Island TOD. The location at the north end of downtown also allows the additional height that will make a mixed-use building with the Mercer Island Center for the Arts (MICA) possible. A well-established pedestrian network comprised of wide sidewalks, lush plantings, and public seating is adjacent to the site, as is a regional bicycle network. Building upon and extending both of these networks will be integral to the success of the project. We believe this location can become a gateway to Town Center for Island residents and, with the planned opening of the Mercer Island Light Rail Station in 2023, a regional gateway to the City of Mercer Island.

“Embody the small-town feel that residents love about Mercer Island”

(RFQ, page 4).

The Mercer Island TOD also presents an opportunity to capitalize on and extend the existing pedestrian and bicycle networks, strengthen the connection to the new light rail station, and better connect the surrounding community and Town Center. The daily flow of commuters and those using the adjacent I-90 trail will imbue the area with activity and promote a familiarity for those users, which we believe will in turn draw more activity and bolster the street level commercial spaces. We believe the prominence of the site is particularly well suited for cultural and civic uses, such as the Mercer Island Center for the Arts (MICA), and that this can be accomplished while maintaining the small-town character that is central to Mercer Island's identity.

Establishing a good fit for civic buildings in residential neighborhoods requires understanding what is central to a neighborhood's character. Weinstein A+U successfully accomplished this at the Montlake Branch of the Seattle Public Library, where we sought to create a strong and appropriate civic presence at the seam between the small commercial district and the traditional single-family neighborhood surrounding it. A careful assessment of the site and its immediate context led us to utilize the cross-slope to create a distinct civic presence oriented toward the neighborhood's commercial center and sensitively integrated with its residential neighbors.

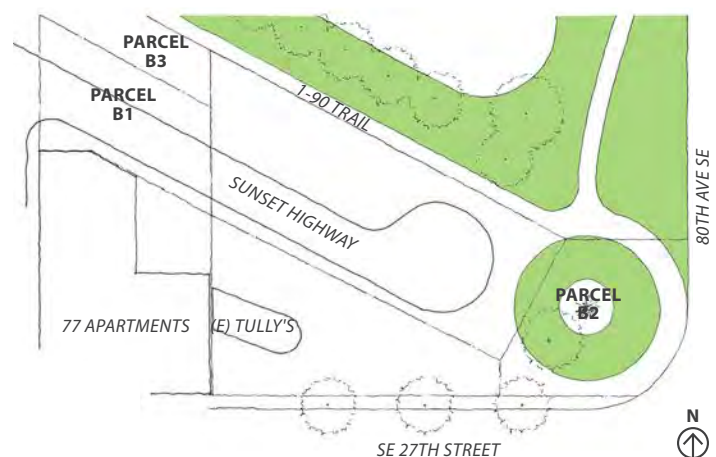
SITE CHALLENGES

The Mercer Island TOD site does present some challenges that we believe our design team is well suited to address. The five parcels that comprise the development site possess an irregular geometry that does not lend itself to an efficient and economical underground parking layout. The site's location adjacent to I-90, on a corner site, and adjacent to an existing mixed-use building further constrains access and circulation. Achieving cost-effective underground parking requires an efficient, usable parking design that considers a highly specific set of dimensional constraints. Those demands will need to simultaneously anticipate the MICA and residential uses above.

The development site is also limited to two buildable parcels (A1 and A2). The relatively small footprint does not possess adequate space to allow for a standalone facility for MICA. Instead, we will work to identify synergies between MICA and the residential uses to create a mixed-use building that reflects its unique circumstances. Similar to the parking noted above, the MICA program and residential units will each have their own performance and dimensional constraints. We will consider these constraints relative to the surrounding community, as well as access to light and air to arrive at a thoughtful and responsive design.

Weinstein A+U is accustomed to bringing together very different program types, especially the particular demands posed by urban mixed-use projects. We recently completed 1111 East Olive, a mixed-use apartment building in Seattle's Pike Pine neighborhood that is also home to Hugo House, a literary organization focused on writing advocacy. We worked with the developer and Hugo House early in the design process to arrive at a mutually beneficial design solution, including the organization and location of primary program elements, parking quantities and access, and securing the necessary entitlements to move the project forward. We foresee a similar opportunity with the project involving the City of Mercer Island and MICA.

Existing Site Diagram





Montlake Library / Seattle, WA

9. SITE DESIGN

“This opportunity to create a memorable, beautiful and ‘connected’ project that brings additional vibrancy to the Town Center is exciting and the City is ready to embrace its existence” (RFQ, page 4).

DESIGN INFLUENCES

The organization of the site and the connections provided to its surroundings will greatly influence the success of the Mercer Island TOD. The two primary influences on the organization of the development site are also the two essential partners to the project—the City and the Mercer Island Center for the Arts (MICA). These project partners principally interact with the general public and rely on good visibility, convenience and user-friendliness to operate successfully. Locating essential elements of their respective programs is a priority of the site design. The project site’s organization will also need to recognize the influence of overall development potential, site access, topography, and adjacencies to existing uses.

The development potential of the parcels comprising the site greatly influences what can be built there. As the owner of the ‘B’ parcels (parcels B1, B2 and B3), the Washington State Department of Transportation (WSDOT) has restricted development to below-grade uses only. This effectively makes the ‘A’ parcels (parcels A1 and A2) the focus of the project with the ‘B’ parcels to be reserved for open space or access to the below-grade parking.

The access potential of the development site’s street frontages differs significantly and will be a primary determinant to the organization of the site. The small frontage along 80th Avenue SE is not practical for vehicular access due to its proximity to the intersection with SE 27th Street, and the frontage on Sunset Highway is limited in both size and connectedness. Conversely, the SE 27th Street frontage possesses many advantages due to its overall length and connectedness to the Town Center. In addition, the existing development proximate to the site makes this frontage the most pedestrian-oriented.

In assessing the above influences, we envision SE 27th Street as the figural front of the project as well as the main point of access. The visibility and connectedness SE 27th Street affords would aid wayfinding for commuters and MICA patrons. We see the development of a high-quality pedestrian environment along SE 27th Street as an essential piece of the project.

INTEGRATED COMMUTER PARKING

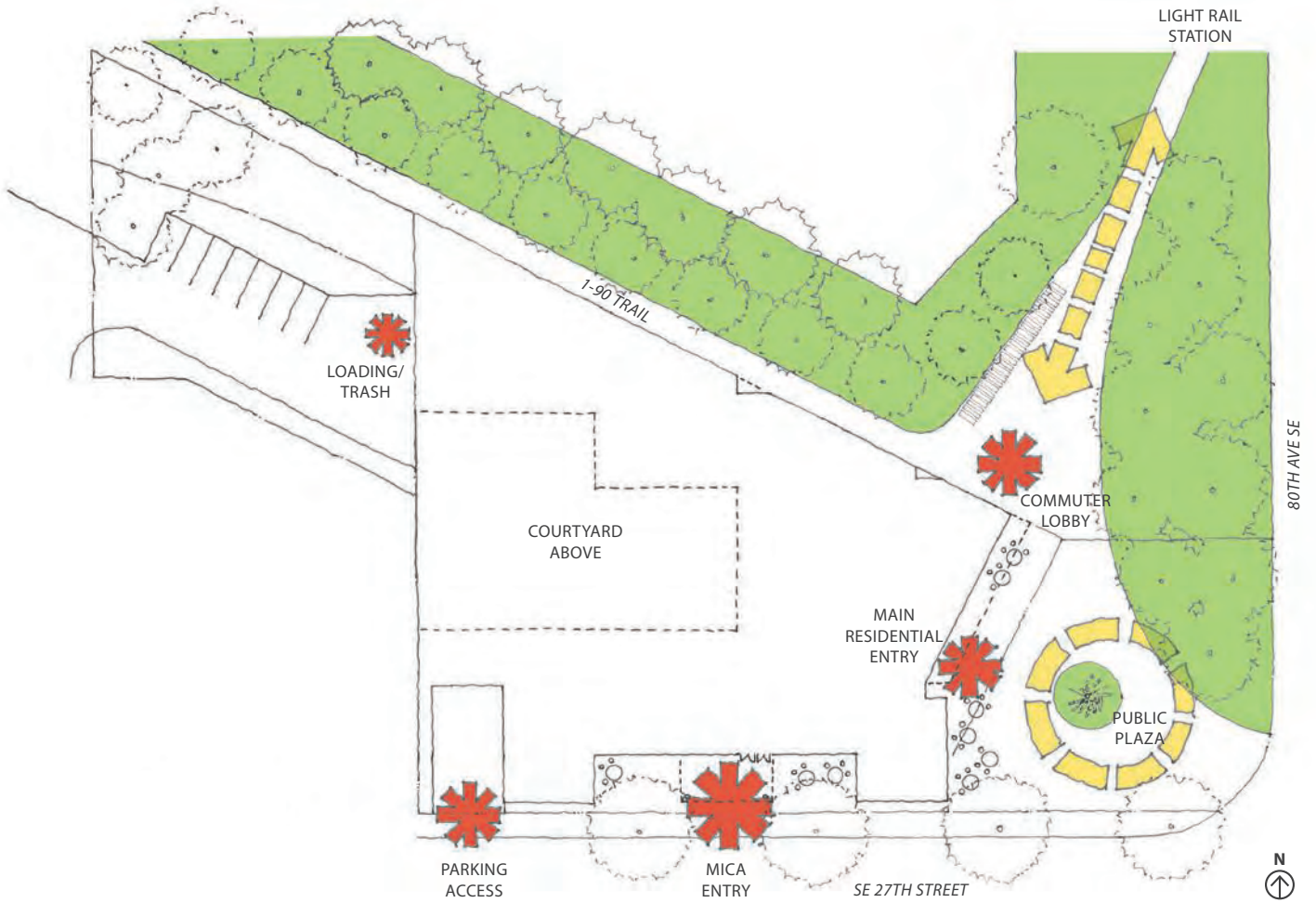
As a project partner, the City has placed a programmatic imperative on the Mercer Island TOD to provide commuter parking to serve the Mercer Island Light Rail Station located to the north of the development site. The currently under construction light rail station occupies the express lanes located in the middle of I-90, thus preventing a direct connection between commuter parking facilities and the station. Key considerations for commuter parking users are ease of vehicular access and wayfinding.

The expansion of light rail in the Puget Sound region will draw new commuters, thus the experience of using commuter parking needs to be straightforward and unimposing. The two features central to achieving this experience are the parking garage entry and the connection from the parking garage to the light rail station. SE 27th Street provides the most direct and visible point of entry for commuters; thus, we see the location of parking garage entry on this frontage. In turn, a dedicated commuter lobby within the parking garage should be located nearest the light rail station to increase visibility and shorten the walk between the two.



Kenmore Library / Kenmore, WA

Site Analysis Diagram



9. SITE DESIGN

ACTIVATION THROUGH THE PERFORMING ARTS

Similar to commuter parking access, parking access is also an important consideration for MICA. A shared garage entry from SE 27th Street aids with wayfinding and would be visually associated with MICA. Vehicular access from SE 27th Street would also benefit from the relatively lower elevation, which enables more efficient access to below-grade parking. A single point of access for vehicles would serve commuters, MICA patrons, and building residents, simplifying site access and allowing for a more efficient, navigable parking garage.

MICA's programs and events will become a hub of activity within the community, and MICA's inclusion is an opportunity to shape the project's character in a profoundly meaningful way. Visibility and approachability will be essential for MICA's success and should figure prominently in the project. MICA's mission and events are a benefit to the community and its connection to Town Center should be prioritized and expressive of its civic function. Again, SE 27th Street figures prominently in our initial thoughts about design. Locating MICA's main entrance along SE 27th Street would capitalize on connections to Town Center, allow the enrichment and expansion of the existing pedestrian network, and make the entry readily identifiable to patrons whether on foot or in their vehicles.

CREATING A CIVIC SPACE

The corner location of SE 27th Street and 80th Avenue SE presents an opportunity to provide a significant public plaza that simultaneously improves sightlines and access to the light rail station. There would be the possibility of expanding existing open spaces, such as the Greta Hackett Outdoor Sculpture Gallery and further improving the pedestrian network.

A public plaza would provide a much different scale than other public spaces in the area. Its landscaping could build on the pedestrian path over I-90 along 80th Avenue SE and provide an environment conducive to larger groups and a wider range of activities. We also see an opportunity to locate the commuter parking garage lobby within the plaza and proximate to the light rail station. Besides providing convenient access, the daily flow of commuters would serve to enliven the open space and promote safety. A plaza in this location also provides opportunities for bicycle amenities, such as parking for use by commuters or encouraging cyclists on the I-90 Trail to stop over.





Kenmore Library / Kenmore, WA

10. BUILDING DESIGN

CONCEPT DESIGN APPROACH

The approach to the design of the building will need to consider the varied programs simultaneously. Special care must be given to function and fit while balancing constructibility and efficiency. The main programmatic elements—the commuter parking garage, the MICA facilities, and the apartment residences—all possess specific programmatic constraints. Each program needs to be readily identifiable, be designed to effectively fulfill their individual purpose, and work harmoniously with others in the project. Additionally, consistent with the Town Center Vision Statement and its location at a gateway to downtown, the building needs to be a design exemplar and contribute to its surroundings in a positive fashion.

We have included a relatively detailed concept design for the building to test fit the programs, understand how they might

work together, and better understand the dynamics of the development site. The general organization of the building program seeks to utilize the site's topography and relationship to the downtown grid to highlight MICA and prioritize the commuter parking garage.

The design assumes a four-over-one construction type, comprised of four levels of wood-framed residential apartments located above a double-height concrete commercial base and three levels of below-grade parking. More public and visible programmatic elements are located along the streetscape and plaza, with less light- and view-sensitive spaces located inboard or grade-separated on the uphill (north) side of the site.

“Have ample parking, both on-street and off, and the ability to park once and walk to a variety of retail shops clustered along major streets” (RFQ, page 4).

INTEGRATING THE STREETScape

A key non-programmatic consideration of the Mercer Island TOD is its urban design. The site's location next to the future light rail station and within Mercer Island's Town Center requires consideration of pedestrians, cyclists, and vehicles. The features of the site's design described in the previous section need to be integrated with the building in a mutually beneficial manner. We believe SE 27th Street is of primary importance and the extension of high-quality pedestrian environment as part of the project needs to be done in a meaningful manner.

The urban design ambitions for the project places particular importance on the design of the building's first two levels. The street and mezzanine levels of the proposed concept design are primarily shaped by the accommodation of MICA, whose theater program establishes a tall, 25-foot high podium. The podium contains both the street and mezzanine level elements and provides the requisite height for the theater program. The singular outward expression of the podium can be used to establish a formal scale befitting MICA's civic-oriented mission.

Along SE 27th Street the concept design is symmetrically organized with MICA's main entrance at the center. A dramatic setback at the street level creates space for a small plaza or “porch” intended to allow the energy of events to spill into the street. The “porch” also lends a grander, more formal appearance to the MICA entrance and serves to distinguish it from the adjacent commercial spaces. To either side of MICA's entry are a café and restaurant. These commercial uses would operate

independently, and simultaneously benefit from and be a benefit to MICA. Besides the synergistic opportunities with MICA, these commercial spaces would lend scale and variety to the streetscape and encourage activity throughout the day.

The parking entry location on SE 27th Street takes advantage of the site's presumed low point, but also positions the garage entry at a location that will be easily found by commuters and MICA's patrons. Its location near the main entry of MICA aids wayfinding and orientation. At this stage of the project, we have assumed three levels of below-grade parking to meet the collective requirements of the separate programs. We would like to explore shared parking arrangements as a way to optimize the amount of parking provided.

Further to the east on SE 27th Street is the proposed corner plaza. The plaza coincides with an inflection point in the building massing to separate the resident entry from MICA. We see this separation as essential to maintain distinct identities for the two building elements. The spaciousness of the plaza can provide a calmer setting that we believe is suitable for residential uses. Activation of this space will be achieved by locating the main residential lobby, amenity space, and bicycle room at the base of the building. As previously mentioned, a commuter lobby will occupy the corner of the plaza nearest the light rail station. This location is convenient for commuters and provides additional activity in and around the plaza.



BelRoy Apartments / Seattle, WA



19th + Mercer / Seattle, WA



Agnes Lofts / Seattle, WA

10. BUILDING DESIGN

“Have a diversity of uses including retail shops, professional offices, personal services, recreational facilities and a variety of restaurants, cafes, pubs or bakeries” (RFQ, page 4).

INCORPORATING THE MERCER ISLAND CENTER FOR THE ARTS

The inherent complexities of the Mercer Island TOD’s programs require an approach based on efficiency and simplicity. We believe the technical challenges of merging the commuter parking, MICA and housing programs can be made manageable through implementation of typical construction techniques. The proposed four-over-(a tall)-one establishes a space with sufficient height to accommodate MICA’s program, creates a clear separation between the theater and residential programs, and applies appropriate construction types to each program.

In addition to a clear delineation between programs and construction types, the tall podium establishes civic presence for the building. Through innovative application of Mercer Island’s Unified Land Development Code, we propose a crenelated building plan along SE 27th Street. This approach serves to diminish the scale and building mass through deep modulation of the building’s façade. Additional space at street level creates meaningful open spaces that encourage street level uses to engage and enliven the streetscape. Most importantly, the street level open space lends formality to the main entrance to MICA. and its relationship to the lobby creates a large event space.

We have reviewed MICA’s program in detail and have developed a design approach that accommodates its programmatic needs in a highly efficient layout. The main theater and theater labs are located to minimize circulation and take advantage of the courtyard above to gain additional height. Corresponding support spaces for the theaters are located partially below grade along the north property line and include a stage shop and loading dock accessed from parcel B1. A mezzanine level provides administrative and educational space for MICA to round out their programmatic needs.

The efficiency of the street and mezzanine levels provides or surpasses the net program areas identified in MICA’s program and manages to do so in a total gross area of 30,000-sf. An additional 2,700-sf of street level commercial space for a restaurant and café supplements MICA’s operation while also creating more varied uses and opportunities to engage the streetscape.

A WELCOMING PLACE FOR RESIDENTS

The residential levels are conceived to supplement the form of the street level and lend to the perception of grandiosity. However the sizes, dimensions, and overall configuration also seek to provide apartment units that are right-sized for the market and have access to plentiful daylight and natural ventilation. The main residential entry is located on the public plaza and will be distinct from the MICA entry. This strategy allows the apartments to maintain a separate identity and distributes the activity generated by the project across the development site.

The residential levels are organized in a C-shaped floor plan that creates a large central courtyard. Double-loaded corridors lend themselves to an efficient layout that minimizes circulation. Daylight is introduced at the ends of corridors to improve their environmental quality and help with orientation. Vertical circulation cores are in convenient locations for the residents, which also consider their impact on the programs below.

The four residential levels are configured to provide a mix of apartment unit types including two-bedrooms, one-bedrooms, open one-bedrooms and studios. With 30 apartments per floor, the project is able to provide a total of 120 apartment units.

The central courtyard provides access to daylight, ventilation and views for the apartment units located at the interior of the building. The size and shape of the courtyard is informed by theater spaces below. The layout of the residential levels avoids the theater spaces to limit structural impacts and minimize plumbing penetrations and other potential building system complexities.

“Be convenient and accessible to people of all ages and abilities, including pedestrians, bicyclists, transit users and motorists” (RFQ, page 4).

ACCOMMODATING COMMUTERS

The parking garage entrance from SE 27th Street is intended to simplify wayfinding and access for commuters, MICA patrons and building residents. A single point of entry on SE 27th Street minimizes the garage entry’s impact on the streetscape. The configuration of the entry will pay special attention to visibility and maneuvering requirements to minimize distractions and improve pedestrian safety. We recognize parking is an integral element in our urban environments, and vehicles can co-exist with pedestrians and cyclists when points of interaction are carefully thought through.

The parking levels are organized to maximize efficiency of use and structure. The entrance ramp from SE 27th Street leads to a primarily flat floor plate with single main drive aisle

that simplifies navigation for its varied users. Each floor plate achieves 106 parking spaces sized in accordance with the Mercer Island Unified Land Development Code, with a total of 320 spaces provided.

The number of spaces realized at each level simplifies potential divisions between the different building programs, though we will pursue shared parking strategies to optimize the parking provided. Separate foyers for commuter parking, MICA, and apartment residents will be located along main drive aisles for easy access and orientation.



↑ JazzED / Seattle, WA / Weinstein A+U is currently working on a mixed use affordable housing project which is led by a partnership between Captiol Hill Housing and the non-profit arts organization JazzED. This project will create an iconic new home for JazzED’s music programs and performances while providing parking and residences for the neighborhood.

10. BUILDING DESIGN

SUSTAINABLE DESIGN

The integration of thoughtful, efficient, cost effective sustainable design strategies is fundamental to the design of all of Weinstein A+U's buildings. Integral design strategies, such as correct solar orientation, passive cooling, and natural day lighting, will be necessary to help the project to achieve LEED Gold. We will carefully coordinate mechanical systems and fastidiously detail building envelopes to be as energy efficient as possible. Some projects present the opportunity to utilize green roofs and on-site storm water detention systems as significant design features to benefit the residents and the community.

Selected strategies are commensurate with the goals and ambitions of our clients. The firm has produced numerous buildings with ambitious sustainability goals, including the Seattle Cancer Care Alliance House, which met the Architecture 2030 Challenge, and the recently completed Seattle Fire Station 22, which secured LEED Platinum Certification.

NAME	WHO	WHERE	LEED	DATE COMPLETED
South Kirkland	Shelter Holdings	Kirkland	LEED Gold	2015
FS22	Weinstein A+U	Seattle	LEED Platinum	2017
FS6	Weinstein A+U	Seattle	LEED Gold	2012
Kenmore City Hall	Weinstein A+U	Seattle	LEED Silver	2011
Union Stables	Weinstein A+U	Seattle	LEED Gold	2015



Kenmore City Hall / Kenmore, WA / LEED Silver



19th + Mercer / Seattle, WA / LEED Platinum



MICA Space Tabulation

Space	Req'd SF	Provided SF
Main Theater	7,500	6,920
Studio Theater	2,460	2,500
Lobby / Box Office	3,750	3,870
Back of House	2,825	4,000
Education	1,750	4,700
Movement Studio	900	1,230
Admin Offices	1,430	1,800
Total Net SF	20,615	25,020
Required Gross SF	32,200	30,000



STREET LEVEL PLAN

80th Ave. S.E.

I-90

existing pedestrian path

Sunset Highway

S.E. 27th St.

relocate existing sculpture

Plaza

commuter lobby +8'

Bike Room

Amenity

Apartment Lobby

Restaurant 2,400 SF

Rehearsal Movement Studio 1,230 SF +0'

M

W

L.O.

Box Office

Dressing Rooms Green Room 2,074 SF +0'

Studio Theater 2,500 SF +0'

Lobby 3,870 SF +0'

"Porch"

Shop / Storage 1,926 SF +0'

Stage +0'

344 seats

Theater 6,920 SF

Cafe 1,312 SF

ramp to garage

+6'

+7'

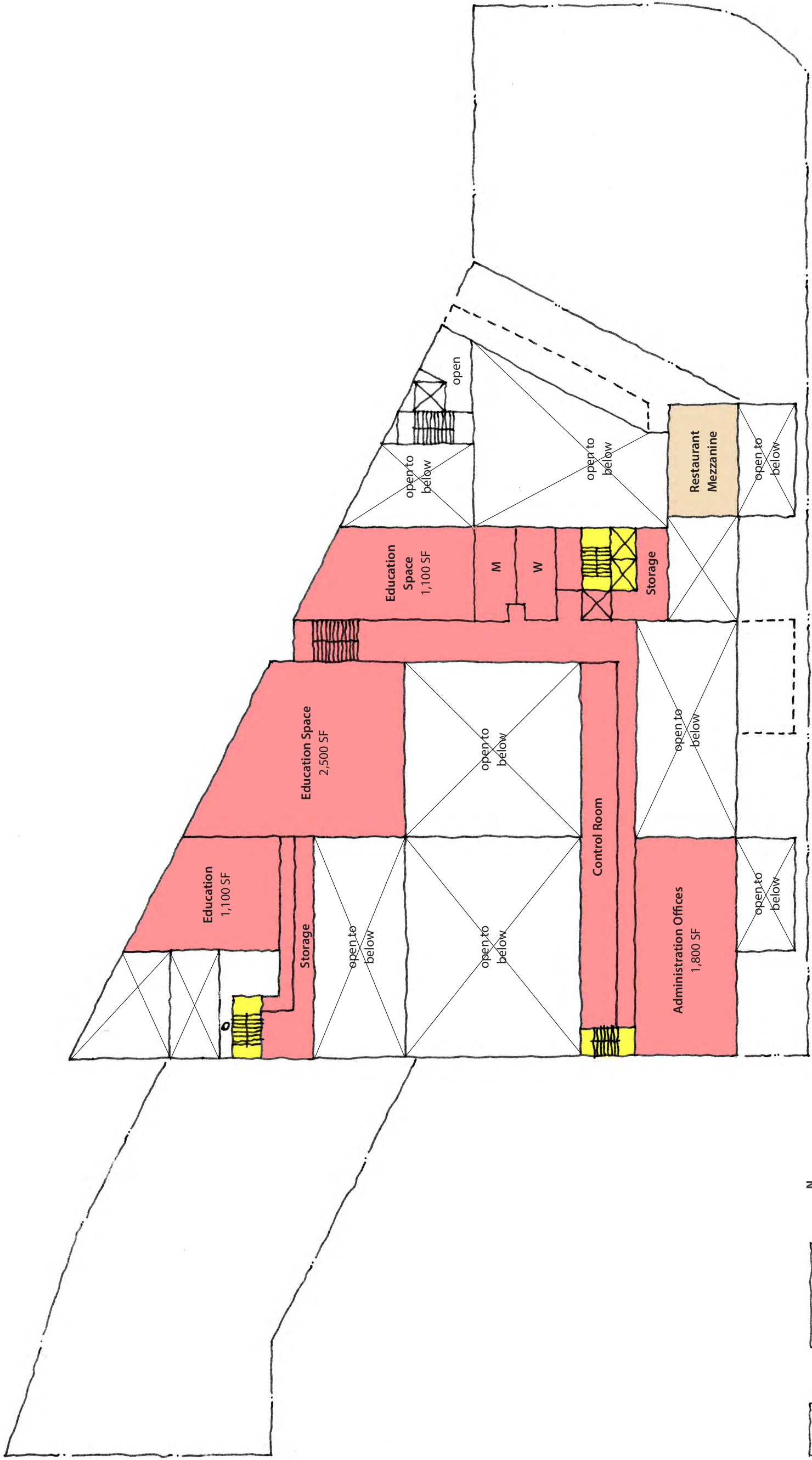
+5'

+2'

+0'

-2'

**CONCEPT DESIGN
STREET LEVEL PLAN**



MEZZANINE LEVEL PLAN

**CONCEPT DESIGN
MEZZANINE LEVEL PLAN**

11. CONCEPT DESIGN

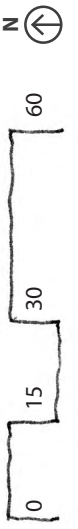


Unit Type	#	RA (SF)	Total RA (SF)	GA (SF)	RA / GA
Studio	5	400	2,000		
Open 1-Bdrm	1	512	512		
Open 1-Bdrm	2	585	1,170		
1 Bedroom	6	576	3,456		
1 Bedroom	3	600	1,800		
1 Bedroom	11	700	7,700		
2 Bedroom	1	928	928		
2 Bedroom	1	940	940		
Tenant Storage		200	200		
Total	30	617	18,706	21,873	86%



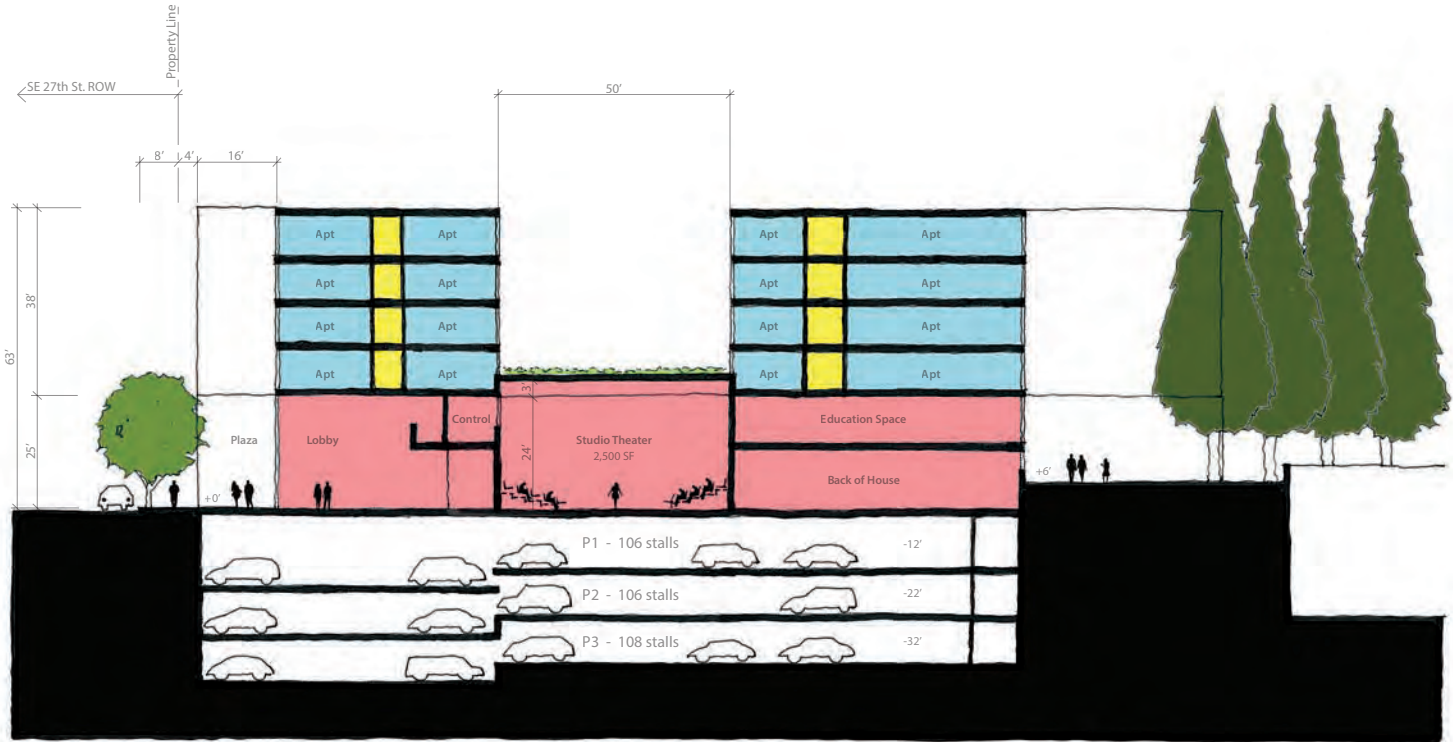
TYPICAL APARTMENT LEVEL

**CONCEPT DESIGN
TYPICAL APARTMENT LEVEL**

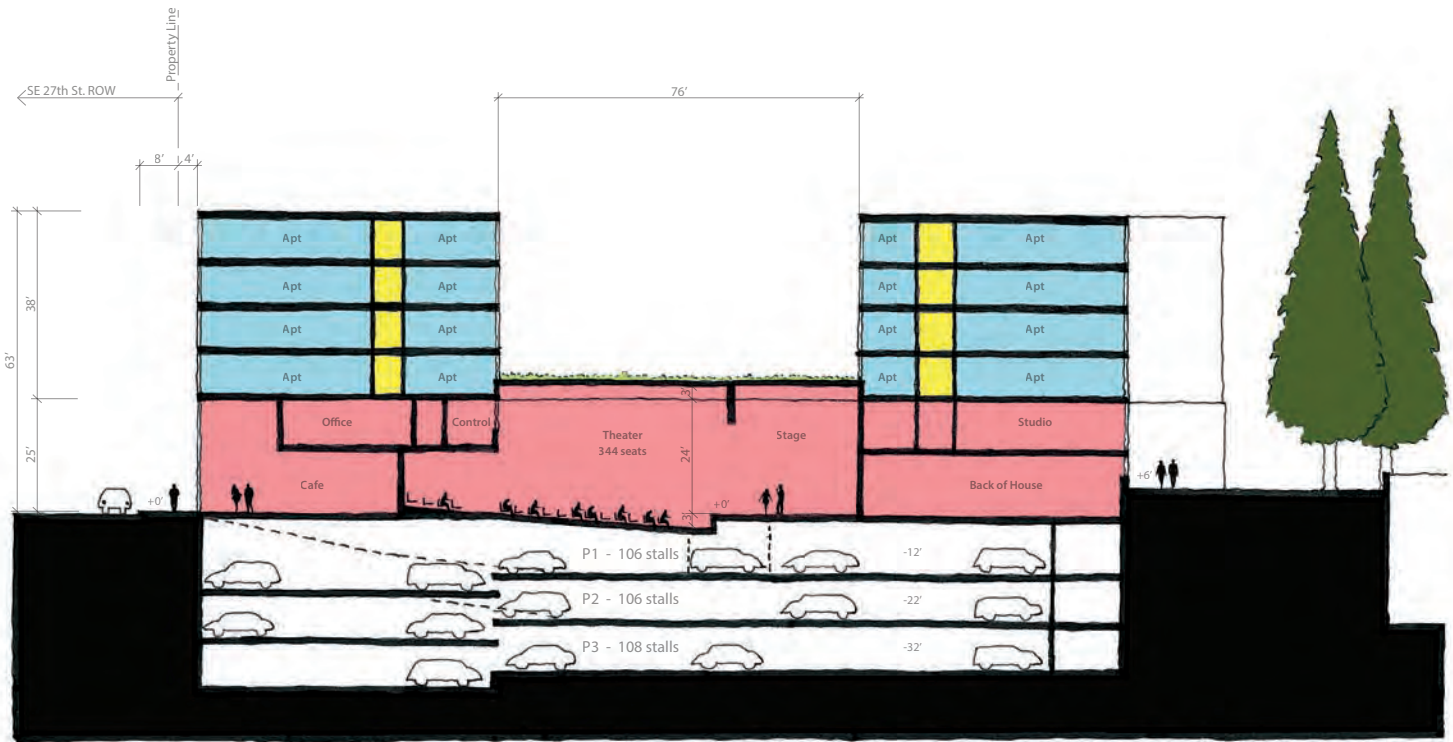
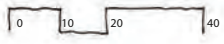


PARKING GARAGE PLAN

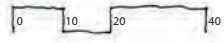
**CONCEPT DESIGN
PARKING GARAGE PLAN**



SECTION - THEATER LAB

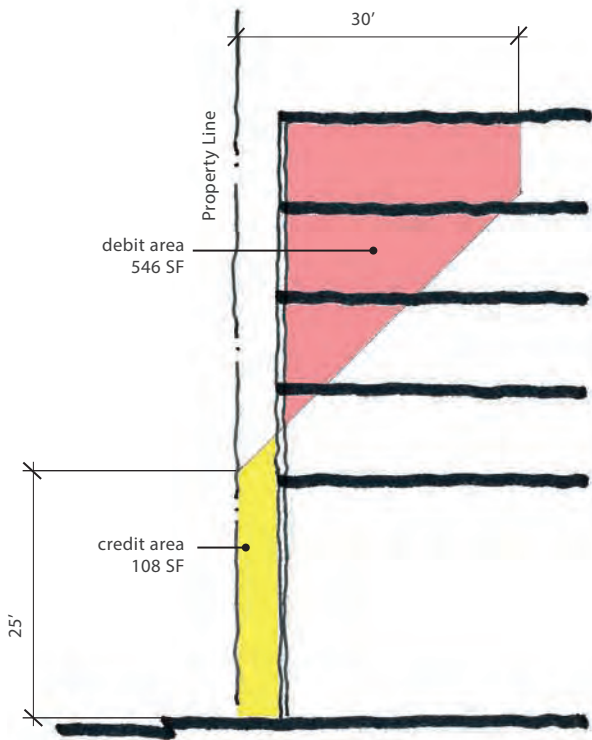


SECTION - MAIN THEATER

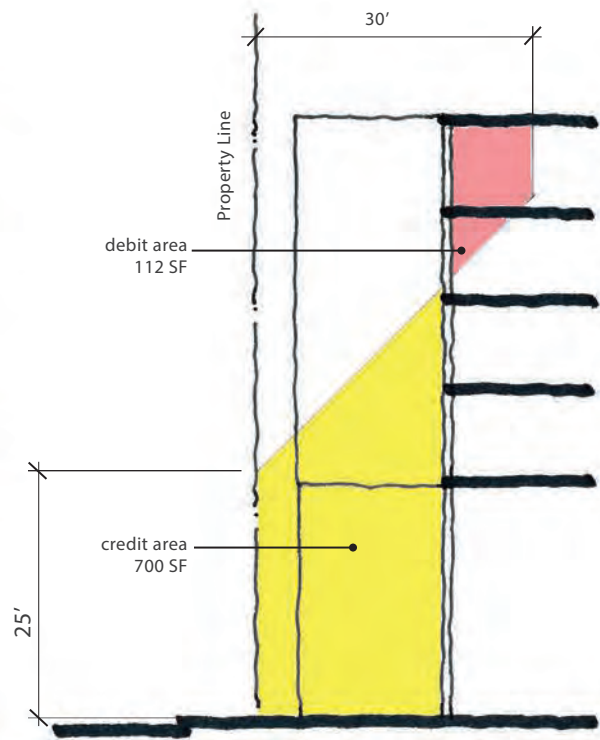


11. CONCEPT DESIGN

“Have a building type and style that is human-scaled with varied height, set-backs and step-backs and attractive facades” (RFQ, page 4).



Section @ Projections
438 SF x 96 LF = **42,048 CF**



Section @ Plazas
588 SF x 90 LF = **52,920 CF**



DAYLIGHT PLANE

Mercer Island’s Unified Land Development Code includes provisions for regulating the bulk and scale of development that occurs in Town Center called the average daylight plane. The regulations are geared toward reducing the scale of buildings, providing access to daylight, and encouraging more varied and active street frontages. However, the setbacks that are advocated in the code present challenges to the constructability, economy and appropriate sizing of residential units at upper levels. As a means of addressing these challenges, we are proposing a compliance approach that relies on the debit and credit methodology outlined in the code.

The concept design proposes a crenelated street front along SE 27th Street that alternates between five-story piers built to the street front and deeply inset courts. The size, scale and frequency are determined in a way that balances the debits and credits. These piers and courts are employed with consideration

of the building program. From a massing standpoint, they define the main entry for MICA and provide a scale and form suitable for a civic institution. At street level, the courts encourage the intermingling of MICA events and the streetscape, while also supplementing the adjacent café and restaurant spaces to encourage a variety of street life throughout the day. We see this approach complying not only with the letter of the Unified Land Development code, but also with the intent behind the code all while addressing aspects of the requirements that would increase complexity and costs.



VIEW OF PUBLIC PLAZA LOOKING NORTH TOWARDS FUTURE LIGHT RAIL STATION

CONCEPT RENDERING 01



VIEW OF MICA ENTRANCE LOOKING ACROSS SE 27TH STREET

CONCEPT RENDERING 02



11624 SE 5th Street, Suite 210
Bellevue, WA 98005



GIVING BACK

The Shelter Holdings team is dedicated to strengthening our community. Through personal involvement and numerous contributions, we strive to build a better Northwest for all to enjoy.

We hope you take the time to learn more about the wonderful organizations that we support. Each one provides an invaluable service and is an outstanding addition to our community.

In addition to the six primary organizations we support, the Shelter Holdings team is proud to lend a helping hand to the following groups, organizations and associations:

Art with Heart
Bellevue Botanical Garden
The Bo M. Karlson Foundation
Boy Scouts of America
Boys and Girls Clubs of King County
Camp Korey
Children's Hospital – Rheumatology
Eastside Human Services
Farestart
Food Lifeline
Forterra
Fred Hutchison Cancer Research
Hooves with Heart
Imagine Housing
King County Sexual Assault Resources Center
Leadership Eastside
Mountains to Sound Greenway
Museum of Flight
One by One
Pushing Boundaries
Rainier Athletes
Rainier Prep Charter School
Salvation Army
Schack Art Center
Schools Out Washington
Seattle Humane Society
Stolen Youth
Summer Search
Toys for Tots
Treehouse
United Way
Uplift Yourself
UW Alzheimer's Disease Research Center
UW Department of Construction Management
UW Prostate Cancer Care
Washington Policy Center
WAVE Foundation (Women Against Violence Everywhere)
YMCA and YWCA
Yuan Tze Ren Xue Center
10-99 Foundation

Shelter
HOLDINGS

Shelter Holdings, LLC
11624 SE 5th Street, Suite 210 | Bellevue, WA 98005
(425) 559-2343



—❤—

THE MEANING OF COMMUNITY

—

Shelter
HOLDINGS

The Shelter Holdings team proudly supports six primary organizations that truly make a difference in the community.

We invite you to visit their web sites to learn more about their good works and how you can get involved.



Issaquah Schools Foundation, in cooperation with the Issaquah School District, drives resources to help all students achieve the promise of their academic potential. They are the unifying organization that enables the Issaquah School District to provide access to exceptional opportunities district-wide that ignite learning, improve educational outcomes and prepare all students to be confident, competent and engaged citizens.

To learn more please visit
IssaquahSchoolsFoundation.org



Eastside Baby Corner, now in its 25th year of helping kids thrive, makes a positive difference in the lives of children and families in need by collecting and purchasing children's items and distributing them, free of charge, through social service agencies, to families in need. They give families help and hope.

To learn more please visit
BabyCorner.org



Life Enrichment Options (LEO), a community-based non-profit organization, advocates for and works to support individuals with developmental disabilities to achieve their lifestyle goals through supportive housing, recreation and employment opportunities and community education.

To learn more please visit
LifeEnrichmentOptions.org



Rainier Scholars cultivates the academic potential of talented and motivated young scholars from ethnic minority backgrounds. By offering access to exceptional educational opportunities and ongoing comprehensive support to their scholars, they work to increase their college graduation rates and to develop new generations of leaders.

To learn more please visit
RainierScholars.org



Washington Women In Need (WWIN) improves the lives of low income women by providing hope for families and funding grants for education, health care, insurance premiums, and mental health counseling services that are not being currently met in the community. When you lift a woman in need, you lift an entire family. Through the efforts of improving the quality of lives for their grantees, WWIN helps future generations in the community.

To learn more please visit
WWIN.org



LifeWire is the largest provider of comprehensive services for domestic violence victims in the state of Washington. Each year LifeWire answers more than 10,000 24-hour Help Line calls and assists more than 5,000 victims, families and children in need in our community. LifeWire is a lifeline providing safety, shelter, education, advocacy and supportive services to survivors as they rebuild a life no longer defined by violence.

To learn more please visit
EDVP.org



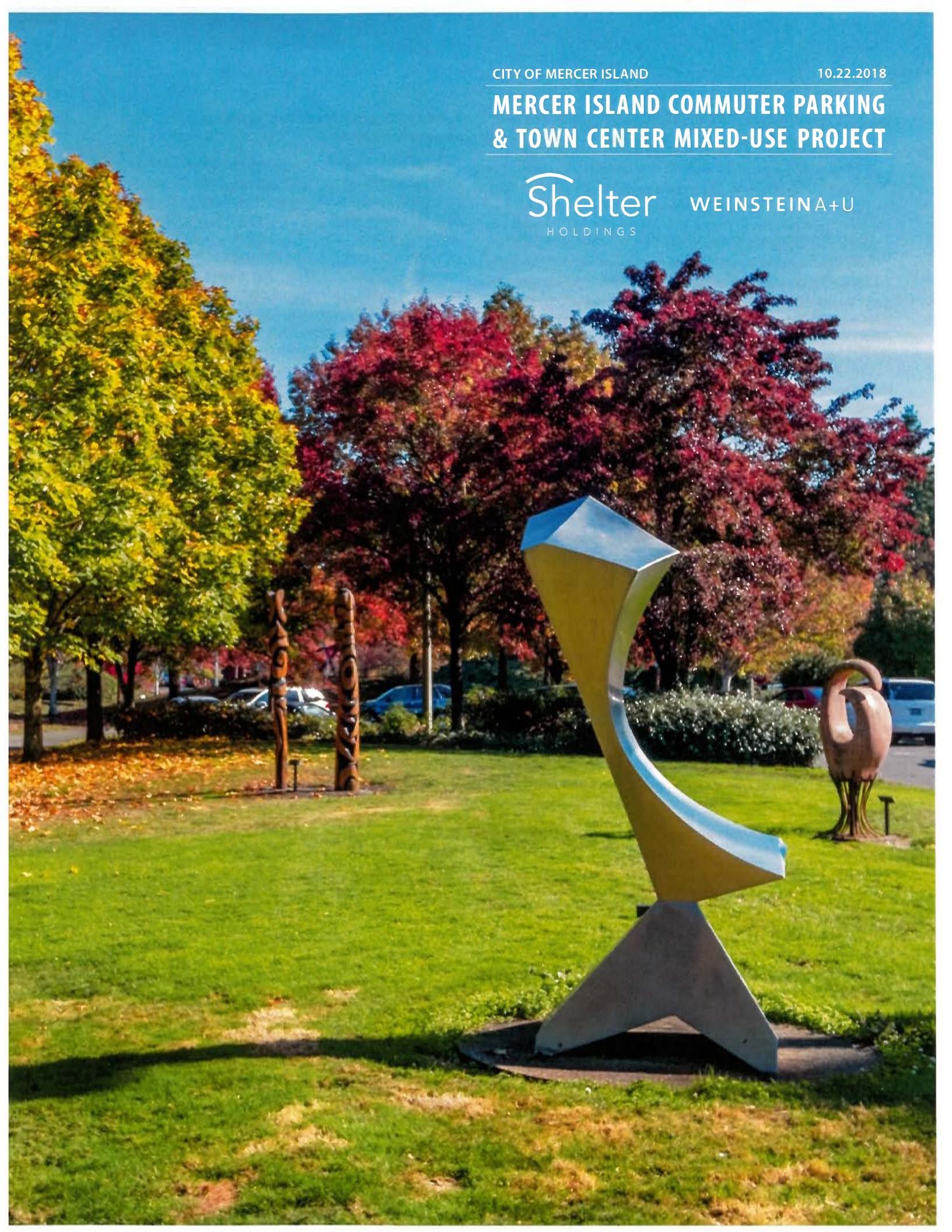
CITY OF MERCER ISLAND

10.22.2018

MERCER ISLAND COMMUTER PARKING & TOWN CENTER MIXED-USE PROJECT

Shelter
HOLDINGS

WEINSTEIN A+U



MERCER ISLAND COMMUTER PARKING & TOWN CENTER MIXED-USE PROJECT

1. Describe your understanding of the City's goals for the project.

We list below our understanding of the City of Mercer Island's goals for the project as were communicated in the RFQ/RFP. We have supplemented these with our own Team's goals that have been informed by listening to the community as well as our development priorities.

City of Mercer Island Goals for the project:

- Development of a project that furthers the Town Center goals as articulated in the Comprehensive Plan and Town Center Code
- 100 or more City-owned/controlled parking spaces
- Ground floor commercial space with at least 40% of the ground floor used for retail, restaurant, or personal services
- Maximum building height of five stories (63') and compliance with Average Daylight Plan requirements
- Community oriented pedestrian and plaza spaces
- A LEED Gold building
- Provision for affordable housing
- An economically viable mixed-use building
- Integration of meaningful arts elements

Shelter Holdings/Weinstein A+U Additional Goals for the project:

- Create an Arts District for the Town Center
- Integrate MICA as the primary street level use
- Provide the full MICA program, in the most appropriate, functional, and cost-effective configuration
- Provide retail/restaurant activation of SE 27th St. & Civic Plaza public spaces
- Provide visual activation of Greta Hackett Outdoor Sculpture gallery
- Provide 150 commuter parking stalls on a shared use basis with MICA
- Provide 150 MICA parking stalls on a shared use basis with the City of Mercer Island
- Develop design concept without any code departures or variances
- Develop design concept without any above-grade elements located on leased WSDOT parcels

2. Describe your experience partnering with local communities.

We have a lot of experience partnering with local communities on development projects. Perhaps the most extensive example of this was the redevelopment of the South Kirkland Park & Ride TOD. This was a collaboration of King County, King County Metro, the City of Kirkland, the City of Bellevue, WSDOT, the US Federal Transportation Authority, the Department of Commerce, Imagine Housing, ARCH and ourselves. The project was the culmination of 15 years of public outreach and planning by King County Metro, the City of Kirkland, King County and the City of Bellevue. It is now a vibrant mixed-use, mixed-income transit-oriented community that we are proud to own with our affordable housing partner Imagine Housing.

We were also the first for-profit housing developer that Seattle Housing Authority partnered with on the Othello master plan redevelopment, and ultimately delivered over 300 homes. We continued to partner with SHA as a prominent developer in the High Point redevelopment. Today we continue to build in High Point with our Upton Flats mixed-use apartment project, which will also house SHA's office and community facility.

We have worked in many jurisdictions throughout Washington and Oregon. Each project involves a unique level of community engagement. We value the local input to our projects and have a strong history of listening to and engaging the community.

3. Describe what design features of our project concept you believe will most benefit the community.

We believe that there are three primary elements of the project design that will provide the greatest benefit to the community. First, and by far the most significant, is the opportunity for integration of the full MICA program in a functional, efficient, and economical configuration. MICA deserves to have an appropriate home and we believe that the TOD project is the right place, at the right time, and the appropriate opportunity to provide this home.

The second community benefit is the array of open spaces including the appropriately scaled MICA entry plaza along SE 27th St., the visually enhanced path along the Greta Hackett Outdoor Sculpture Gallery, and the large and activated Civic Plaza that will serve as a gateway to the Town Center from the light rail station.

The third benefit is the location of a significant density of residential units and ancillary retail uses to activate the civic plaza and to promote "eyes-on-the space" security.

4. Describe how you will work with the City and the community to design a project that will provide a functional, integrated, and inviting gateway to the Town Center.

Weinstein A+U has a hard-earned reputation for successfully engaging communities and achieving consensus on a broad array

of public and private projects. Our ability to manage the civic engagement process has been critical to the growth and success of our firm.

We will organize a series of community events that will evolve from listening sessions to design charrettes or workshops in which we engage individuals and community organizations in our design process. We will identify and convey the pragmatic constraints of the site circumstances and essential program imperatives, then engage the community in the consideration of the array of design possibilities for the public components of the project. We will utilize sketches, models, and precedent photos to solicit the community input that will shape the vision for these spaces. Through this process, the community becomes more than mere stakeholders, it will have a sense of ownership of the ensuing design.

The critical elements of a functional, integrated, and inviting gateway to the Town Center will involve the transparency and permeability of the building facades, especially those at the lowest 25' (pedestrian zone) of the structures, the configuration and materials of the ground plane, the landscaping, the outdoor art elements, water features, and integral street furniture. Recognizing that these spaces need to be effective circulations spaces, their design needs to balance a number of imperatives. Our civic engagement process will ensure that all of these parameters are considered and resolved cohesively.

5. Discuss your team's experience with contaminated sites.

Our team has extensive development experience with a variety of contaminated and brownfield development sites throughout the region. Our current Everett Riverfront project is a large mixed use, brownfield redevelopment on the former Everett Landfill and includes piling, methane collection, HDPE liners, and flexible connections for all utilities.

Like many urban block redevelopments, Bryant Heights contained 15 different undocumented underground storage tanks from residences that had long been removed from the property. A number of these tanks had leaked out on to the property and into the public right of way. Our team had to remediate the site to ensure that our customers were provided a clean and safe environment to enjoy.

6. Please provide us with an overview of how you selected the team members to ensure success.

We have the good fortune and pleasure to work with a wide variety of outstanding professionals. With that said, we have found that this is still very much a people and relationship business. We look for talented and proven professionals with local knowledge and project-specific experience to ensure we are able to execute our proposal successfully, and who also have the creativity to inspire our team and customers. Our investments are

significant and we have always found that the best people achieve the best and most timely results.

While we work with lots of architects, I am sure that you will find (as we have) that it is a pleasure to work and collaborate with Ed and his staff. They take the time to listen and are able to communicate with a wide diversity of people, interests, and platforms. Moreover, we have found their designs to be elegant while maintaining an appreciation for practical constructability. This balance is rare to find among other high-design architects, but is celebrated at Weinstein A+U.

As we looked at the program and the RFQ, what we heard was the desire to focus on a local, cultural environment experience while balancing housing and transportation, and creating usable and engaging public spaces. We could not think of anyone more suited for this work than Ed and the talented professionals at Weinstein A+U. The other team members listed in our proposal were identified and selected based on good experience working with Shelter and/or Weinstein on past projects.

7. How will you manage your workforce availability to stay on time and budget?

- a. Have you factored prevailing wage rates into your pro forma?**
- b. Give examples of other projects that were on time and budget.**

We noted the prevailing wage requirement for the garage structure as a result of the Sound Transit investment. We are perfectly comfortable executing under a prevailing wage requirement as we did at South Kirkland Park & Ride for King County Metro. We are also adept at properly stewarding the resources so they do not impact other portions of the program. A part of the challenge at South Kirkland, with Imagine Housing, was to ensure that the restrictions on Imagine Housing resources did not negatively impact the garage structure that we shared with them.

Ravello and Upton are current projects that we are building. The budget costs are noted on page 16 of our submission. One of the advantages of being vertically integrated is that our in-house construction team is our construction team. It's not a separate profit center for us. We have found that this ensures that our team always makes the best decisions for the project and for our partners. We always consider the long-term maintenance and operation of our buildings and having an in-house construction team also allows us an element of control and efficiency over budget and scheduling. We find this approach yields better results with respect cost- control and schedule performance.

As a family business, we look out for each other and that philosophy extends not only to our projects but also to our people. With 35 years of experience developing everything from high-rise residential, office, mixed-use, residential and commercial condominiums, retail and master-planned communities, we draw from a tremendous amount of experience. Like a family, we share that experience so that our people, projects and partners are

supported from that comprehensive 360-degree vantage point, resulting in their success.

All of our team members are available and committed to that success. Moreover, the people listed are the people with whom you will work, collaborate, communicate and find creative solutions.

8. How would you put together the financing for the project? What projects have you started that you were not able to finance?

We often finance our own projects. With that said, we also use conventional construction lenders and permanent lenders. We anticipate that we would use a combination of our own equity and conventional construction and permanent lenders on this project.

We always finish what we start. We have been in this business for over 30 years and never failed to finance a single project. We take pride in the fact that through the Great Recession, we never missed a payment to a lender, design professional, subcontractor or partner.

9. What do you see as the challenges and opportunities for working with MICA? Are you prepared to develop a plan with and without MICA and what would be reasonable milestones or conditions to determine if MICA were part of the project or not?

As noted in our proposal, we recognize that it will be a significant undertaking for MICA to raise resources for their portion of the project. We are committed to help them through this process. We anticipate that we will have multiple Plan B strategies that we will work through with MICA to get to the finish line. With that said, should MICA's board make a decision to go a different direction, we are prepared to serve our residents by developing the type of retail experience that will reflect the type of vibrancy and activation that we anticipate MICA will bring to the community.

10. What would you propose as the partnership framework or legal structure for the development?

We anticipate that a commercial condominium with individual units for uses like MICA, Mercer Island/Sound Transit parking, housing, and retail could provide a good framework for this project. This is a structure in which we are well versed and with which we have experience. Both Upton Flats and Kirkland Park & Ride used a commercial condominium structure to accommodate various users and uses.

With that said, we are a flexible and creative group. We try to listen to all of the constraints and come up with the structure that works best for all. We take a very pragmatic approach. We believe that additional conversations with all potential users/owners and discussions regarding the operation and maintenance of each use will be essential to identifying and implementing the most appropriate structure.

11. Describe any code changes that you are requesting, why you believe that the community should accept the changes, and whether they are necessary for success.

We have purposefully generated our conceptual design to not require any code changes. We will review our Average Daylight Plane and Open Space calculations, height calculations, and setbacks with City Officials to confirm this ambition. We believe that this particular mixed-use project, with all of its design and operational challenges, is sufficiently complex to not add the additional indeterminacy resulting from the imperative for code changes. For this same reason, we are not anticipating any vertical construction on property leased from WSDOT.

12. If you are proposing more than one concept, which one do you prefer? What is most feasible?

One concept was included in our submission. We anticipate that we will listen to the feedback from the Community, the City and that our proposal would be further refined and informed. We have done both mixed use, mixed income and for sale condominium residences, and are quite adept with multiple product profiles as we hope is evidenced in the Bryant Heights information included in our materials.

13. If you are considering condo housing, how do you plan to address the risk that currently exists in the construction of condo units?

Although we anticipate that the residential component here would be rental apartments, we have been developing condominiums for over 30 years and have developed a construction, delivery, and warranty system to manage the construction defect litigation considerations.

We invest significant time and effort in not only managing the construction process and documentation, but also making sure that our condominium owners feel great about the emotional purchase to buy their condominium and understand the condominium structure that they are buying into.

We liken it to the same thought process that Boeing uses when they build an airplane. There is no warranty option where the plane doesn't land.

Development Team: MainStreet

RFQ Interview Evaluation Scoring Sheet
October 22, 2018

Scoring Criteria		Points
Team Qualifications and Experience (60 points possible)		
1.	Qualifications of project team and key project managers, including ability to be creative problem-solvers and to maintain excellent relationships with contractors and subcontractors. (20 points possible)	20
2.	Success in developing similar projects, including redeveloping contaminated sites. (15 points possible)	15
3.	Quality of representative projects, including demonstrative success engaging with the community, City officials, and key stakeholders. (10 points possible)	9
4.	Financial capacity, including demonstrated market viability. (5 points possible)	5
5.	A track record of successful public-private development partnerships. (5 points possible)	5
6.	Meeting major project milestones on-schedule on similar projects. (5 points possible)	5
Team Qualifications/Experience Subtotal:		59
Project Vision/Preliminary Concept Proposal and Preferences (40 points possible)		
7.	Concept proposal meets the RFQ requirements and preferences. (25 points possible) A. Community Benefit: (20 points possible) <u>17</u> <ul style="list-style-type: none"> • Public Open Spaces • Well-Designed Integration • Arts and Cultural Events & Spaces • Housing Diversity B. Other Preferences: (5 points possible) <u>4</u> <ul style="list-style-type: none"> • Impactful Project • High Quality Design • Timeliness • Partnership • Sustainability 	21
8.	Preliminary estimate of commuter parking spaces provided. (15 points possible)	15
Project Concept Proposal/Preferences Subtotal:		36
Total Points		(100 points possible)
		95

Mainstreet – Interview Panel Scoring Comments

Team Qualifications and Experience

Depth of experience, demonstrated many public-private partnership projects
They come with a complete team of consultants with whom they regularly work
Vertical integration of team, in-house expertise
Mixed-Use development is in their wheelhouse
Responsiveness to MICA feedback, quick concept redesign to meaningfully include MICA
Confidence level is high that they have the capital
Very polished
Strong negotiators
7 development agreements under their belt
Low risk in their ability to execute a project
Understand politics/nuances of developing town centers
Architectural firm has well-established reputation and experience with project type

Project Vision/Preliminary Concept Proposal and Preferences

Design concept includes possibility for 150 commuter parking stalls – exceeds minimum requirement by 50 stalls
Need more information on shared parking
Everything in the project is within the boundary, stays within the City Code
Have good plan B if MICA does not work out
Look for new solutions they haven't thought of – open to community input
Interesting public garage activation ideas: pet wash and more
Scrim on north side is interesting design idea
Outdoor stage is placed in a good location
Concept include significant amounts of public right of way
Aspire to LEED platinum construction
Original concept did not include a full MICA theater
Concept for classrooms on 27th not a premier/activated use of street space, not active enough
Mid-block connection walks in front of garage, concerned about motorist-pedestrian conflicts
Exterior space was not as fully developed/activated

Development Team: Shelter-Weinstein

RFQ Interview Evaluation Scoring Sheet
October 22, 2018

Scoring Criteria		Points
Team Qualifications and Experience (60 points possible)		
9.	Qualifications of project team and key project managers, including ability to be creative problem-solvers and to maintain excellent relationships with contractors and subcontractors. (20 points possible)	19
10.	Success in developing similar projects, including redeveloping contaminated sites. (15 points possible)	14
11.	Quality of representative projects, including demonstrative success engaging with the community, City officials, and key stakeholders. (10 points possible)	10
12.	Financial capacity, including demonstrated market viability. (5 points possible)	5
13.	A track record of successful public-private development partnerships. (5 points possible)	5
14.	Meeting major project milestones on-schedule on similar projects. (5 points possible)	5
Team Qualifications/Experience Subtotal:		58
Project Vision/Preliminary Concept Proposal and Preferences (40 points possible)		
15.	Concept proposal meets the RFQ requirements and preferences. (25 points possible) C. Community Benefit: (20 points possible) <u>18</u> <ul style="list-style-type: none"> • Public Open Spaces • Well-Designed Integration • Arts and Cultural Events & Spaces • Housing Diversity D. Other Preferences: (5 points possible) <u>4</u> <ul style="list-style-type: none"> • Impactful Project • High Quality Design • Timeliness • Partnership • Sustainability 	22
16.	Preliminary estimate of commuter parking spaces provided. (15 points possible)	15
Project Concept Proposal/Preferences Subtotal:		37
Total Points		95

Shelter-Weinstein – Interview Panel Scoring Comments

Team Qualifications and Experience

Strong experience with this type of development

Complete team of consultants

They understand/noted challenges: multiple stakeholders, environmental, complex ownership structure

Good plan for and understanding of community engagement

Like how they start out with set of guiding principles prior to design

Vertical strength in organization/team

Good capital capabilities

Panel had high level of confidence in how they answered questions; calm, thoughtful

Most self-aware - Understood that outdoor performing arts space at 27th/80th problematic

Sophisticated understanding of fundraising; will partner and help MICA fundraise

Previous work on PEAK, JCC may be a plus or a minus

Project Vision/Preliminary Concept Proposal and Preferences

Design concept includes possibility for 150 commuter parking stalls – exceeds minimum requirement by 50 stalls

Good understanding and discussion of “arts district” concept

Good job with plaza concept and understanding of how the adjacent intersection works

Logical and thoughtful design of building

One of best separations of three uses; commuters, MICA, residents; intelligent design

Stayed within City Code

Green roof interesting, may be a good concept to address impacts to 7800 Plaza

Got all age group concept with MICA; good understanding with the children drop-off point

Design is most driven by inclusion of MICA, included from the ground up

Concept most driven by MICA – is this a risk?

Development Team: Stream

RFQ Interview Evaluation Scoring Sheet
October 22, 2018

Scoring Criteria		Points
Team Qualifications and Experience (60 points possible)		
17.	Qualifications of project team and key project managers, including ability to be creative problem-solvers and to maintain excellent relationships with contractors and subcontractors. (20 points possible)	15
18.	Success in developing similar projects, including redeveloping contaminated sites. (15 points possible)	13
19.	Quality of representative projects, including demonstrative success engaging with the community, City officials, and key stakeholders. (10 points possible)	8
20.	Financial capacity, including demonstrated market viability. (5 points possible)	5
21.	A track record of successful public-private development partnerships. (5 points possible)	3
22.	Meeting major project milestones on-schedule on similar projects. (5 points possible)	5
Team Qualifications/Experience Subtotal:		49
Project Vision/Preliminary Concept Proposal and Preferences (40 points possible)		
23.	Concept proposal meets the RFQ requirements and preferences. (25 points possible) E. Community Benefit: (20 points possible) <u> 15 </u> <ul style="list-style-type: none"> • Public Open Spaces • Well-Designed Integration • Arts and Cultural Events & Spaces • Housing Diversity F. Other Preferences: (5 points possible) <u> 4 </u> <ul style="list-style-type: none"> • Impactful Project • High Quality Design • Timeliness • Partnership • Sustainability 	19
24.	Preliminary estimate of commuter parking spaces provided. (15 points possible)	10
Project Concept Proposal/Preferences Subtotal:		29
Total Points		78
(100 points possible)		

Stream – Interview Panel Scoring Comments

Team Qualifications and Experience

Have a community engagement person on team

Good community engagement experience – met w/ 7800 Plaza residents – would like to include an “Advisory Board”

Team was strong

Good experience with similar projects

Island based team

Lack of detail on public/private partnership

Lack of detail on working on contaminated site

Project Vision/Preliminary Concept Proposal and Preferences

Good creativity and urban design

Had most interesting pedestrian scale

Panel likes concept of boutique hotel in this space

Buffers freeway from residential units by putting hotel between

Long term economic/tax contribution of Inn

Separation between bikes/cars is good

Mode split was good

Interesting/innovative combination of uses

Good knack for pedestrian spaces

Adds workforce housing

Commuter parking spaces limited to 100

Would need to purchase B1

Building components outside the property boundary

MICA was outside property boundary

Does not provide adequate space, configuration, design for MICA

Question whether concept is viable on MI due to building mass, volume, etc.

Concern that MI community will struggle with the massing of this building

If design would need to change to stay within Code, would the viability of the project be at risk?

Development Team: Reve

RFQ Interview Evaluation Scoring Sheet
October 22, 2018

Scoring Criteria		Points
Team Qualifications and Experience (60 points possible)		
25.	Qualifications of project team and key project managers, including ability to be creative problem-solvers and to maintain excellent relationships with contractors and subcontractors. (20 points possible)	13
26.	Success in developing similar projects, including redeveloping contaminated sites. (15 points possible)	11
27.	Quality of representative projects, including demonstrative success engaging with the community, City officials, and key stakeholders. (10 points possible)	8
28.	Financial capacity, including demonstrated market viability. (5 points possible)	4
29.	A track record of successful public-private development partnerships. (5 points possible)	3
30.	Meeting major project milestones on-schedule on similar projects. (5 points possible)	3
Team Qualifications/Experience Subtotal:		42
Project Vision/Preliminary Concept Proposal and Preferences (40 points possible)		
31.	Concept proposal meets the RFQ requirements and preferences. (25 points possible) G. Community Benefit: (20 points possible) <u>18</u> <ul style="list-style-type: none"> • Public Open Spaces • Well-Designed Integration • Arts and Cultural Events & Spaces • Housing Diversity H. Other Preferences: (5 points possible) <u>4</u> <ul style="list-style-type: none"> • Impactful Project • High Quality Design • Timeliness • Partnership • Sustainability 	22
32.	Preliminary estimate of commuter parking spaces provided. (15 points possible)	10
Project Concept Proposal/Preferences Subtotal:		32
Total Points		74
(100 points possible)		

Reve – Interview Panel Scoring Comments

Team Qualifications and Experience

Clearly understand outreach needs

Modified their concept based on community feedback

Describe good understanding of insurance requirements for condo structure

Island based Team

Incomplete consultant team present at meeting or described during presentation

Experience not as deep as other teams

Uncertainty about financing availability/sources

Newer team – don't have a long/proven track record as a team

Project Vision/Preliminary Concept Proposal and Preferences

The only for-sale product offered by a submittal team

Promote 18,000 sf of office space

Examples of two TOD projects in process (not completed)

Great design solutions in a few areas: roundabout drop-off on Sunset for students and Uber/Lyft

Gallery space /arcade (Chop House Row concept)

Colonnade is interesting idea

Provide for small office space – e.g., “We Work”

Commuter parking spaces limited to 100

Outside the code, would require amending the code (re-zone)

Too much of a stretch to advocate for additional height – timing may not be right for a TC code re-write

Want to be demonstration project (would require code amendment)

Lacked a “Plan B” in case working beyond the boundaries of the existing Town Center code was not an option

Realignment of 27th to street parking (back-in angle)

Angle parking slows/stops traffic, might not be right for this street

Treatment of the art pieces was off to the side, didn't appear integrated

Development Team: Imagine

RFQ Interview Evaluation Scoring Sheet
October 22, 2018

Scoring Criteria		Points
Team Qualifications and Experience (60 points possible)		
33.	Qualifications of project team and key project managers, including ability to be creative problem-solvers and to maintain excellent relationships with contractors and subcontractors. (20 points possible)	10
34.	Success in developing similar projects, including redeveloping contaminated sites. (15 points possible)	5
35.	Quality of representative projects, including demonstrative success engaging with the community, City officials, and key stakeholders. (10 points possible)	5
36.	Financial capacity, including demonstrated market viability. (5 points possible)	2
37.	A track record of successful public-private development partnerships. (5 points possible)	5
38.	Meeting major project milestones on-schedule on similar projects. (5 points possible)	5
Team Qualifications/Experience Subtotal:		32
Project Vision/Preliminary Concept Proposal and Preferences (40 points possible)		
39.	Concept proposal meets the RFQ requirements and preferences. (25 points possible) I. Community Benefit: (20 points possible) <u> 11 </u> <ul style="list-style-type: none"> • Public Open Spaces • Well-Designed Integration • Arts and Cultural Events & Spaces • Housing Diversity J. Other Preferences: (5 points possible) <u> 2 </u> <ul style="list-style-type: none"> • Impactful Project • High Quality Design • Timeliness • Partnership • Sustainability 	13
40.	Preliminary estimate of commuter parking spaces provided. (15 points possible)	15
Project Concept Proposal/Preferences Subtotal:		28
Total Points		(100 points possible)
		60

Imagine – Interview Panel Scoring Comments

Team Qualifications and Experience

Landscape architect was imaginative, appreciate the creativity

Limited arts/theater integration experience

Appeared to have less experience in working with engaged, vocal communities Less emphasis on consultant team

Multiple funding sources would need to be secured prior to moving forward with the project

Project Vision/Preliminary Concept Proposal and Preferences

Concept/treatment for plaza/foyer into MICA was best

Focus is primarily very low income senior housing as top priority

Treatment of entrance to parking was well received

Design concept includes possibility for 160 commuter parking stalls– exceeds minimum requirement by 60 stalls

Flexibility of building a “shell” for MICA; two part financing is good idea (shell, then build out)

Using the theater to get more housing

Didn't speak convincingly of the synergy between housing and theater/Arts

Concept was boxy, not as attuned to recent Town Center code revision design concepts

Concept was not fully developed,

Outdoor theater in noisy plaza intersection

Reference/Background Checks

Reference/background checks were conducted in early November on both development teams. Each team received high praise from 3 different references on three different projects. Some projects were larger than the proposed Commuter Parking and Mixed-Use Town Center Project, but the references nonetheless demonstrate each team's ability to execute and perform. Below is a summary of the responses:

MainStreet Property Group, LLC

Did they complete the project on-time and meet your expectations?

Reference: Yes

Reference: Yes. They did extremely well architecturally in blending the project with a neighboring park.

Reference: They have been very responsive to developing solutions.

What could MainStreet have done differently to better meet your expectations?

Reference: Overall yes. Notes that they are tough negotiators.

Reference: Nothing. It's one of the best projects in downtown.

Reference: Because MainStreet is all about getting the project completed they have a very aggressive time line which can at times be challenged by a City that needs to move slower

On a scale of 1 to 5 with 5 being the best, how would you rate MainStreet. Do they have any weak areas?

Reference: Best that he has worked with. MainStreet understands how to create walkable neighborhoods and a sense of place. Provided a grade of 4.

Reference: 5. MainStreet communicates well, is collaborative, and cooperative.

Reference: 5. Very pleased.

Do you consider MainStreet a partner in the development and if not, what could they have done?

Reference: Yes.

Reference: Yes.

Reference: Yes.

Did you have disagreements with MainStreet that were difficult to resolve?

Reference: Yes, but they got through them. Described that both sides could have created better expectations about a certain element of the project (grade of street) that led to changes orders for the City. In the end, MainStreet wrote a check to the City as a way to resolve.

Reference: None.

Reference: None. They have been good with helping Council understand market conditions.

Do you trust MainStreet as a development partner?

Reference: Yes.

Reference: Most definitely.

Reference: Yes

Would you recommend MainStreet with or without reservation?

Reference: Yes, without reservation and with the recognition that they are tough negotiators which they have to be to make money.

Reference: Without reservation.

Reference: Without reservation.

How did MainStreet engage with your community related to design or code issues that were important to the community?

Reference: Yes, they engaged well with the community and they became involved – sponsored some events.

Reference: Their projects followed the code so not a lot of public engagement requirements but MainStreet did it anyway.

Reference: They have attended a lot of meetings and have helped the community.

Anything else that Mercer Island officials should know about MainStreet?

Reference: It was important to him that MainStreet was excited about the project. MainStreet has conveyed enthusiasm for the work.

Shelter Holdings

Did they complete the project on-time and meet your expectations?

Reference: Yes.

Reference: Still working on some development agreement amendments which transition the project into a mix-use development. The "jury" is still out. They have a goal of starting construction in the Spring.

Reference: Project was not finished on-time but that was due to the City's delays in permit issuance.

What could Shelter Holdings have done differently to better meet your expectations?

Reference: They were a good partner. Nothing more they could have done.

Reference: They exceeded expectations. They did not ask for any variances of code changes so there was very little to complain about. They built a very high-quality project.

On a scale of 1 to 5 with 5 being the best, how would you rate Shelter Holdings. Do they have any weak areas?

Reference: 5

Reference: Depends if they start construction next year. If so, he would give them a 4-5. If they don't start, he would give them a 0. Mentioned the difficulty of the site for development.

Reference: Overall a 5.

Do you consider Shelter Holdings a partner in the development and if not, what could they have done?

Reference: Yes. Worked very closely with them.

Reference: Yes. They don't over promise and don't raise expectations beyond what they can deliver. They do what they say they will do.

Did you have disagreements with Shelter Holdings that were difficult to resolve?

Reference: No. Stated Shelter was a "straight-up" developer.

Reference: Yes, but they got through them. Believes they are putting in the effort to develop this site when others are not lining up to develop it – difficult site.

Reference: Minor crosswalk issue.

Do you trust Shelter Holdings as a development partner?

Reference: Yes. Also stated that they had connections and were able to engage outside groups.

Reference: Yes.

Reference: Without reservation.

Would you recommend Shelter Holdings with or without reservation?

Reference: Without reservation.

Reference: Yes, without reservation and with the recognition that they have done other TOD's. This project is difficult and can't judge then yet – need to wait until next year. Believes that Shelter will start construction next year on their project.

Reference: Without reservation.

How did Shelter Holdings engage with your community related to design or code issues that were important to the community?

Reference: They did a good job and attended many public meetings and made presentations.

Reference: Yes, they engaged well with the community and staff. Very good at this.

Reference: Very engaged. Eric talked to the neighbors a lot.

Anything else that Mercer Island officials should know about Shelter Holdings?

Reference: They will do a good job.



City of Mercer Island – Response for City Council Meeting

November 20, 2018

Project Goal: Design and construct a mixed-use project, which meets the Comprehensive Plan and Town Center design guidelines, as well as deliver commuter parking and MICA, on time and on budget

Partnership Questions

1) How would you define a successful outcome for this partnership?

Response: MainStreet’s vision embodies the key elements for a successful outcome for this partnership and project that include:

- Amazing Mixed-Use Community – Develop and construct an enduring mixed-use community that is built to last
- Town Center Standards – Captures the intent of Town Center code
- Commuter Parking – Full fills the need for Park & Ride parking for Mercer Island commuters
- MICA – Creates a Performance Hall that is a permanent and functional home for MICA
- Walkability - Enhances pedestrian walking experience in the Town Center
- Public Art - Honors existing art and adds new art to the trails and pathways
- Completion - Opens concurrently with new light rail
- Financial Stewardship - Maintains financial feasibility for ownership and MICA
- Environment – Obtains the highest-rated level of LEED Platinum environmental sustainability and resolves localized contamination
- 7800 Plaza – Is sensitive to the neighbors’ concerns
- Gateway – Is embraced by the community as a gateway to the Town Center
- City Objectives – Enhances the social, cultural, environmental and economic health of the community

The attached slide (Exhibit A) provides an overview response to this question.

2) When there is a disagreement regarding the terms of the agreement, how would you approach it?

a) How do you typically handle conflict?

Response: MainStreet is a problem-solving organization. We look to align interests by creating win-win solutions with resolutions that meet the needs of each interested party. In this project there are distinct mixed-use components including commuter parking, residential units, MICA,



surrounding neighbors, community and Town Center design guidelines and code requirements. Part of our job is to strike a balance between these constituents and their genuine interests.

Many of the controversial items will be resolved within our agreement with the City, while others will be resolved during the design and community outreach process.

When disagreements arise, our first step in resolving the issue will be to listen to the concerns of stakeholders. Once the concerns are on the table, we will work together creatively to determine potential solutions and propose options for bridging differences. In the normal course of our business, we have many examples where challenges or disagreements have arisen that needed to be addressed between various parties.

A few recent examples of these include:

- Woodinville
 - Renovation and use of the Historical Schoolhouse
 - Public use of courtyards and amenities
 - Woodinville YMCA integration in a private project
 - Shared public parking and ongoing maintenance

- Redmond
 - Shared public parking and high groundwater levels
 - Historical artifacts discovery during construction

- Bothell
 - Environmental contamination
 - Project start and completion timelines

- Kirkland
 - Retail requirements and zoning restricting on grade structured parking
 - Environmental contamination

- Kenmore
 - Affordable housing and multi-family tax exemptions where a program previously did not exist.
 - Shared public and private parking lot that necessitated a tri-party agreement.

- Sammamish
 - Town Center design requirements where our project was the first to go through the new Town Center design and code.
 - Condominium ownership of spaces within a project and disposition thereof

b) What if we reach an impasse or significant difference on a fundamentally important issue?

Response: There are times during negotiations of complex agreements when the parties involved reach an impasse or significant disagreement. When this happens, we often refer back to the goals of the project to help guide us toward alternative solutions. In the case of this



project, even though there are unknowns, we do have clear goals and requirements in place to guide us.

If we reach an impasse, the first most important element will be to maintain ongoing communication between the parties. This will allow for all parties to continue to continue the dialogue and increase overall understanding of core interests and areas of potential flexibility.

We will also look to engage our consultant and advisory team to discuss the areas of conflict. In fact, this is one of the reasons that we have engaged an exclusive and deep consulting team, which includes legal, environmental and shoring consultants among other professionals. Due to their deep knowledge, they can call upon past comparable project experience and discuss ways similar issues have been resolved in the past.

Our goal would be to propose solutions and options that resolve any disagreements. This may mean a give and take for all parties. Sometimes the right solution isn't one where one party wins and one loses, but it's the solution that allows both parties to keep the project moving forward.

c) Can you give us an example of when you handled a conflict with a partner? How did you resolve it?

Response: See 2(a) above.

3) Who would be the Project Manager on the project? Who would be the hands-on team members? When there is a disagreement with the PM, who do we talk to?

Kelly Price, President of MainStreet Property Group (MainStreet) and CEO of GenCap Construction (GenCap), along with Kim Faust, Senior Vice President of Development for MainStreet, will be the hands-on project managers. This pair has worked closely together for the last 7+ years on each MainStreet project representing nearly \$1 billion in project activity.

If disagreements with the team arise, Eric Campbell will help mediate. Eric, the CEO of MainStreet and Chairman of GenCap, is well informed about the status of all major issues on each project - allowing him to remain informed and always prepared and available to meet or discuss challenges.

For nearly 20 years, Eric and Kelly's business partnership has resulted in development success on the Eastside and a proven track record to resolve differences and collaboratively address challenges.

We manage a collaborative and nimble organization where the key managers collaborate and share information daily.



An additional organization chart (Exhibit B) is provided to further illustrate the project management structure for this project. Also, given the potential unique aspects of this project, we have outlined some of those key elements and identified where we have on-point experiences (Exhibit C)

If Time Allows:

4) What hurdles or challenges do you believe this partnership would have to overcome?

Response: The main challenges relate to shared parking along with obligations and joint management thereof, environmental contamination and related remediation, site access and related traffic, community engagement and creating “listening posts,” understanding concerns of neighbors such as the 7800 Plaza, prevailing wage issues, City staff time resources and competing priorities, and balancing the shared goals as we work through the agreements.

5) What would be your expectations of the City of the time needed to see this project through? What time involvement would you envision is required?

Response: One of the first items that we will jointly need to discuss relates to the schedule and more specifically milestones and responsibilities. We can work backwards from an opening date but also forward from a starting time. Within this schedule, we want to balance the timing needs for MICA’s fundraising efforts.

The upfront and most rigorous part of this project is mostly related to the purchase and development agreements (and ancillary agreements). We would expect an assigned staff and consulting team from the City (particularly the City Attorney and key consultant(s)) from the City that would work side-by-side with MainStreet’s development team. The City’s team would also help facilitate community outreach and town hall style events to gain feedback from the residents about the project and design.

Attached is a detailed schedule that outlines some of the potential up front timing related to a MOU and Development Agreement (Exhibit D)

Thereafter, it will be more of a typical planning and project review.

From MainStreet’s standpoint, we will have an internal and external team working almost full-time on this project from the time we are chosen as the developer to the point of completion of the project (and thereafter through our management company, Insite Property Solutions).

Performance/General Finance Questions

6) How would you demonstrate the City is receiving a fair deal?



Response: As a part of our arrangements, we will jointly need to demonstrate the clear public benefits that are commensurate with what is being provided to the developer both to the City and the citizens. Having gone through this process in many other cities, we have considerable experience with documenting these monetary and non-monetary trade-offs. We have described public benefits in at least 10 recent development agreements in Bothell, Kenmore, Woodinville and Sammamish.

7) What predevelopment expenses, if any, will be the responsibility of the City or MICA? In other words, what kind of costs would be on the City that we may not be anticipating?

Response: For the City, the largest expense item would likely be through the internal allocation of staff time to the project followed by environmental and legal review. MICA will also have the staff time costs and design costs of the space including interior specifications, fit and finish.

MainStreet will also incur the allocation of internal staff time and substantial consultant and designer costs. In addition, GenCap will incur significant staff time related to planning, estimating and costs of design build consultants.

8) What do you need from the City to be successful?

Response: The most important requirement from the City will be responsiveness to the timelines of the project along with clear and quick decisions to keep the project moving forward. Ideally, the allocation of staff time to accomplish the goals of the project in a timely manner will be critical. Also important will be the facilitation of outreach to the community. Finally, creative thinking to deal with the challenging issues that this project will likely entail along the way.

9) What could cause the project to be delayed or fail and how would you respond?

Response: The biggest risk factor is environmental contamination that is above and beyond the expected nature and to the extent that make clean-up is impossible or prohibitively expensive, without reimbursement from the contaminating entity. Another risk factor is a catastrophic and unanticipated market event or force of nature. Once MainStreet is committed to the project, our goal is always to mitigate any delays as much as possible while still sticking with the project to the end. Our commitment is full cycle and you can count on MainStreet to be side-by-side with the best and brightest people in the marketplace to solve issues as they arise.

10) The City believes this project will have to meet prevailing wage requirements. Is this a concern?



Response: In the current marketplace, prevailing and market wages are becoming more comparable. However, there are many other logistical and reporting issues that create incremental costs in a prevailing wage environment. Our goal would be to understand the nature of the prevailing wage requirement and to reduce the need for prevailing wages through standard market structures or agreements. In other shared parking situations with the cities of Redmond, Kenmore and Woodinville we have been successful at mitigating prevailing wage requirements.

Performance/Parking Questions

11) What guarantees are you prepared to offer to ensure the City receives its commuter parking on time and within the City's budget?

Response: The agreements will set forth the commitments by MainStreet and those will be contractual obligation of both parties. MainStreet Property Group will provide contractual guaranties subject to customary provisions.

12) How do you envision the parking arrangement being structured (e.g., hours of use for the commuter parking spaces, shared parking, etc.)?

Response: We expect the shared parking agreement to set forth dedicated commuter parking stalls during standard commuting hours. Additional shared commuter stalls will be available during certain hours of the day and can be allocated from our residential parking stalls. All parking stalls will include clear signage so parking areas are easily delineated.

We anticipate that the commuter parking will be on the uppermost floors of the garage, allowing for efficient access for commuters. Our plan also anticipates the use of a public elevator for exiting and entering the garage. This elevator would align with the pedestrian pathway leading from the building to either the east or west light rail station. It may also be helpful to engage a parking layout and enforcement consultant during the design process.

We will also work with the City to provide information to the public related to the parking facility. This will include external and internal maps that explain the parking access and layout.

During the design process, the City and MainStreet would jointly explore technology solutions that could help commuters find parking quickly and efficiently including automated stall counting capabilities and reservation/monitoring systems for specific areas.

During the design phase, we will also need to consider locations for temporary and drop-off parking to facilitate car pools and for MICA performances or other events where car sharing would be important.



MainStreet sweats the details when it comes to parking garage signage and endeavors to make garages that are safe, secure, well-lit and even fun.

13) How will you ensure commuter access and use?

Response: See the response #12 above. Additionally, parking monitoring and further management could be provided as necessary. MainStreet is willing to explore other alternatives based on the desires of staff and the community (i.e. permits, reservations and other control mechanisms).

Neighborhood and Community Engagement/Project Design

14) How would you partner with the City to manage the expectations of the Council and community? How would you manage an engaged and interested community? Describe how you will work with the City and the community to design a project that will provide a functional, integrated and inviting gateway to Town Center?

Response: MainStreet considers design to be an interactive and iterative process. We will work to provide early design information to the Council, as well as the community to solicit initial feedback. This allows our expert design team to make modifications that will create a better building for the community while maintaining the original design intent and project goals. By committing to an iterative process, we will be able to create a design that responds to the insights and desires of the community.

We envision a series of large group meetings, small group meetings and round table working meetings. Our process with the City of Woodinville was an example of how we worked interactively with the City Council, community, Chamber of Commerce and other stakeholders such as farmers market and arts commission to solicit feedback and integrate ideas into our design. Each design iteration that was presented to the City Council added new elements that were the result of MainStreet listening to key stakeholders and adding and tweaking design elements throughout the process.

15) How would you handle the concerns of the residents of 7800 Plaza? How would you mitigate their concerns?

Response: This process is already underway. We have met several times with the unit owners at 7800 Plaza including touring 4 individual units. The goal of these meetings has been to listen further to their individual and shared concerns.

The current design does begin to take into account concerns that have been expressed including the orientation of the building on the northern edge where it provides relief to the 7800 Plaza building sight lines. Additionally, the pedestrian breezeway alley between the proposed building and the 7800 Plaza building will increase the pedestrian access and the



vibrancy in this area, particularly with an operational light rail. There is clearly more work to be done with the design and owners of the 7800 Plaza but we have had good joint discussions between both parties.

One of our strengths as a developer is listening to the public, take that feedback and then updating our thoughts and design. It is an iterative process and we are starting that process now. The ability to listen and develop solutions is a strength of a “on the ground” developer led outreach program in lieu of an architect driven design that competitors utilize in many cases.

16) Early input from the community has included what they like about each team concept. How would you consider these concept ideas into the project?

Response: This is great and we know that initial comments have been provided at the Open House, on Let’s Talk and to a lesser extent on Next Door. We would immediately begin to evaluate each suggestion and idea to incorporate the best ones into the project. Occasionally these ideas might not be exactly on point, but they may spark other ideas that are worthwhile.

At MainStreet we are continually canvassing the local competitors in trying to find new ideas. We travel to other cities to review design trends and ways that other projects have dealt with shared parking and other challenges. This often gives us a head start when it comes to understanding the substance of feedback and figuring out how to execute the design.

17) AS REVISED: The City does not own A2. Do you believe this is critical to the project? Would you design around it or prefer to purchase it from WSDOT? (A2: approx. 3,000 square feet estimated to cost \$750,000)

Response: Within MainStreet’s current design we do include the A2 property. The continued inclusion of this property would be something to consider as we move ahead. It does seem to make sense to include it at least at this stage but we will know more as the design progresses.

MICA Questions

18) Identifying a site for MICA is a key positive outcome for the development of this project. What steps would you take to make sure that MICA is incorporated into the project?

Response: The inclusion of MICA in this project is a once-in-a-generation opportunity for the City of Mercer Island. MainStreet recognizes this as do many in the community and on the City Council.

The response to this question is woven throughout our responses to the other questions in this section; however, MainStreet is committed to including MICA in the project. We will do everything we can to help make this a reality. This includes fundraising support, development



of the MICA design team, incorporation of that team into the overall project team, cost analysis and all of the aspects that it would take to help make this a reality. These elements will all be incorporated into an agreement with MICA.

19) What kind of ownership structure or “agreement” would you expect to have with MICA and City before embarking on the project?

a) Is it a 2-party or 3-party agreement

Response: At this time, we are open to either a two or three-party agreement. We see pros/cons of each approach, so it deserves further discussion. This is a part of our flexibility as we see how it could work both ways. The more this is reviewed the decision may become clear.

b) What do you consider as critical elements of such an agreement?

Response: Paramount to moving this ahead is the ability for MICA to obtain funding within an agreed upon time period. MICA has said they recognize and welcome this. There would also be timelines for design and consulting commitments that would be important to agree upon in the near term as we move ahead. Shared and individual responsibilities would also be outlined along with other elements that need to be determined within the overall project timeline.

20) What is your go/no go timeframe with MICA with regard to meeting capital funding requirements?

Response: MainStreet plans to run a parallel design that captures the full MICA plan along with a secondary plan in the event that the MICA funding is not fully obtained within the agreed upon timeframe. We have the flexibility to a degree on the timeframe at this stage, but we would expect an interim and final funding timeline.

There will also likely be nearer term costs that will need to be factored into the funding obligations as design commences.

MainStreet has the flexibility to review alternative funding approaches with MICA and we plan to fully support their fundraising efforts.

If Time Allows:

21) What do you see as the challenges and the opportunities working with MICA? Specifically, how will you plan for two options: one with MICA and one without MICA?



Response: For Mercer Island, MICA is an unprecedented opportunity for the community. MainStreet would be proud to have them as part of the project and to accomplish something so amazing and multi-generational for the community of Mercer Island.

Among the challenges will be MICA's ability to obtain timely funding and for their leadership to make quick and reasoned decisions as they arise. Part of this challenge will relate to the consultants that they choose to work with and how well MICA requires them to integrate into our consulting team.

Furthermore, we do not see an issue with running a parallel design track, in fact we do it all the time.

Finally, so far working with Paul and Prady has been productive. They have both been responsive, provided input when they can, have been open communicators and definitely share the passion alongside us to see the project through.

22) What are the specific milestones that MICA will have to commit to as a partner or as a tenant?

Response: This is largely addressed above. MainStreet will support MICA and their fund-raising efforts as a part of this project. We will also commit to exploring alternative funding arrangements and other creative ideas to ensure they are successful. MICA's ability to obtain funding, hire an experienced consulting/design team and make quick and reasoned decisions are of paramount importance.

23) What expectations and dependencies on MICA's fundraising influences the project time table?

Response: None. MainStreet expects to have a shared timetable and our initial agreement will set the stage for the project timeline. This does not mean that timelines and such cannot change along the way, but the further we move down the planning and approval path the more difficult it becomes.

24) What might be some site development costs for which MICA would have partial responsibility? How would you structure pre-development plans?



Response: This is something that needs to be determined as we move through the design and agreement process. There are design costs that will be incurred by MICA. With proper planning, some of the costs of including MICA in the project can be mitigated; however, there will likely be some incremental costs necessary to accommodate them in the project. These incremental costs would be determined and responsibility for these costs will need to be established along the way.

From a pre-development planning standpoint, the MICA team would be independent but working through (not for) our lead consultants (i.e. Architect, Structural, Civil, etc.). We anticipate MainStreet's consultants controlling the plans, setting interim design goals and integrating each consultant's work into the master files.

25) What's your current thinking on the dependency/separation on MICA fundraising from your own capital needs? How conjoined are they or not?

Response: At this stage, MainStreet's funding is independent from MICA. We will support MICA's fundraising efforts to the fullest extent.

MainStreet's funding capacity is in place and available for this project when necessary.

26) Would you be willing to partner with MICA in its fundraising efforts and if so how do you plan to help?

Response: Yes. MainStreet can assist in a variety of ways and is available to help with anything MICA needs. We would facilitate open houses and participate in events as well as work directly with MICA leadership on outreach activities. We can introduce MICA to influential parties and potential donors. We are available to assist with presentations, create renderings, and develop augmented and virtual reality. If Paul or Prady ask us to help with fundraising, we will be the cavalry.

27) Describe how you would structure the involvement process for the MICA design?

Response: Generally already addressed above. MICA would be a key part of the design team. The MICA leadership and consulting team would participate in planning meetings as applicable just like other team members.

28) What would you do if MICA doesn't like your design and comes to the City for changes?



Response: MainStreet would try to deal with as many of potential issues up front in the agreements with the City and MICA so these goal posts are established and clear from the start. Rarely have we had issues with a business in previous projects where we are not able to accommodate their needs if they are known up front.

That being said, when it comes to design issues, the City's design review process will largely govern over both MainStreet's and MICA's preferences.

Miscellaneous/Closing

29) If you were not the first team selected, and should an ENA fall through with the first team, would you be open to the City coming to you?

Response: That scenario would be unfortunate for both MainStreet and the City. Right now, the City of Mercer Island has MainStreet's full attention and resources particularly the resources of our team's time. Today, these considerable resources are committed to this project. We think we are the right team and it is the right time to take on the complexities of this plan. MainStreet does not do projects just for the sake of "doing another project" or for growth purposes. Instead, we do only a few select projects and we do them really well.

In this scenario where we are not chosen, MainStreet will likely move on to other opportunities. Our time is our most precious resource and we are constantly making allocation decisions with this in mind. But beyond that, it is somewhat likely that at that point, this project would have lost some level of community support and enthusiasm and it would be hard for anyone, including MainStreet, to reengage at that point.

Never say never, but the planets have aligned at this time for MainStreet to emerge with the desire, ability and full commitment to move ahead with this project now (and it helps that this is Kelly's hometown).

30) Do you have questions of us?

- Response:
- What are the next steps in the process?
 - Is there a way to narrow down to the City's preferred developer in the near term?
 - Is there anything MainStreet can add to its plan, team or presentation today to be selected as the preferred developer?
 - Are there any reasons why the City would not select MainStreet at this stage?
 - What should we expect from the City as a partner?
 - How would you characterize your most successful partnerships and why?
 - What about your least successful and why?



On behalf of the entire MainStreet organization, thank you for the opportunity to participate in this amazing opportunity for the City of Mercer Island.



EXHIBIT A - MAINSTREET'S SHARED PROJECT VISION

Successful Outcomes For This Project Include:



AMAZING MIXED-USE COMMUNITY

An enduring mixed-use project that is built to last and embraced by the community.



TOWN CENTER STANDARDS

Captures the intent of the Comprehensive Plan & Town Center code.



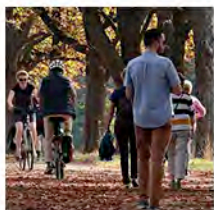
COMMUTER PARKING

Provides needed Park & Ride parking for Mercer Island commuters & connects East Link for pedestrians.



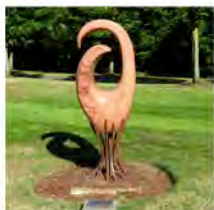
MICA

A Performance Hall that is permanent and functional home for MICA



WALKABILITY

Enhances pedestrian walking experiences in the Town Center .



PUBLIC ART

Honors existing and adds new art to the trails and pathways.



COMPLETION

Opening concurrently with new East Link rail station.



FINANCIAL STEWARDSHIP

Maintains financial feasibility for ownership and MICA .



ENVIRONMENT

Obtains the highest rated level of LEED Platinum environmental sustainability and resolves localized contamination.



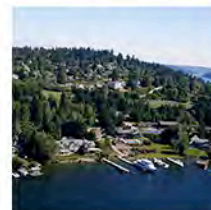
7800 PLAZA

Sensitivity to neighbors.



GATEWAY PROJECT

A gateway into the Town Center and a bastion for Mercer Island's pedestrian vibrancy & streetscape to enhance the City's unique small town feel.



CITY OBJECTIVES

The City achieves its objectives of a successful project that contributes to the social, cultural, environmental and economic health of the community.



EXHIBIT B - PROJECT MANAGEMENT TEAM



ERIC CAMPBELL
CEO of MainStreet
Chairman of GenCap



KELLY PRICE
President of MainStreet
CEO of GenCap



KIM FAUST
Senior VP of Development of MainStreet

SUPPORT TEAM

CONSULTANT TEAM



MARC BOETTCHER
VP of Development



GEORGE JOHN
Development PM




LISA SHEEHAN
Development PM



PHIL HOBAN
Development PM

GENCAP CONSTRUCTION



ROB WARNACA
President of GenCap



JOHN BAKER
VP of Operations

- SUBCONTRACTORS
- DESIGN/BUILD TEAM
- SUPERINTENDENTS
- PM TEAM
- ENGINEERING TEAM

EXHIBIT C - KELLY PRICE & KIM FAUST

Comparable Project Management Experience:









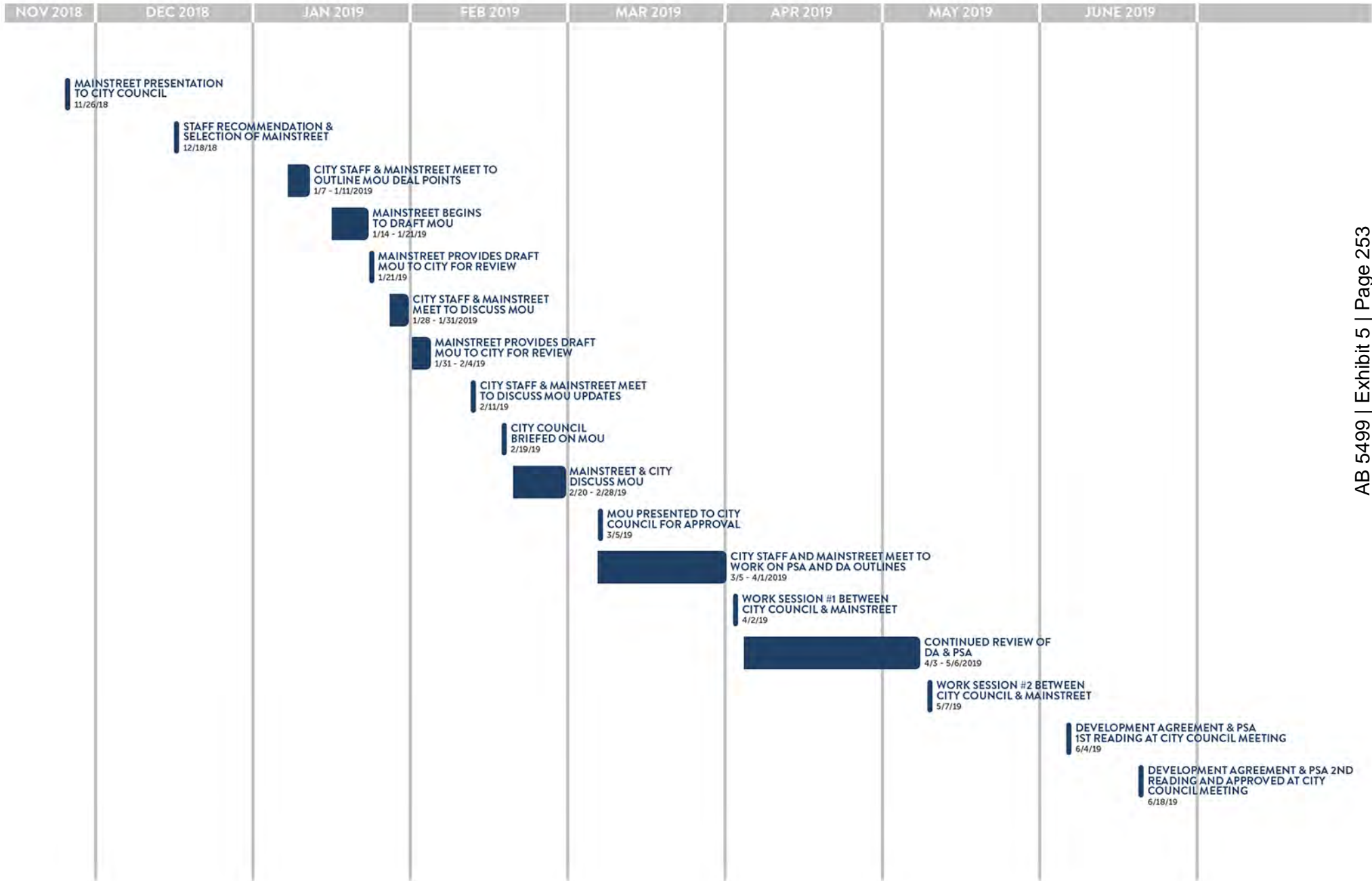
	Units	Commercial (SF)	Extended Ceiling Height	Community Outreach	City Council Engagement	Town Hall Meetings	Development Agreement	Design Review	Structured Parking	Shared Parking	Major 3rd Party Space Integration	Condo Ownership
 LINQ Kenmore	94	20,000	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
 THE SPENCER 68 Kenmore	222	-	✓	✓	✓	✓	✓	✓	✓			
 SEAPLANE Kenmore	-	8,750	✓	✓	✓	✓	✓	✓		✓	✓	
 JUNCTION Bothell	130	30,000	✓	✓	✓		✓	✓	✓	✓	✓	
 SIX OAKS Bothell	203	10,000	✓	✓	✓		✓	✓	✓	✓	✓	
 THE 104 Bothell	115	-		✓	✓	✓	✓	✓	✓	✓	✓	
 THE POP Bothell	122	11,500	✓		✓		✓	✓	✓		✓	
 THE CARTER Redmond	180	-	✓	✓	✓	✓		✓	✓			
 THE HERON Redmond	95	-	✓	✓	✓			✓	✓			
 THE BOND Redmond	139	-		✓	✓			✓	✓	✓		
 CENTRAL PARK Redmond	125	5,000	✓	✓	✓		✓	✓	✓	✓	✓	
 CIVIC CAMPUS Woodinville	272	30,000+		✓	✓	✓	✓	✓	✓	✓	✓	✓
 SKY Sammamish	159	13,000	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
 SLATER 116 Kirkland	115	10,000		✓				✓	✓	✓	✓	
 LUNA SOL Kirkland	52	10,000		✓				✓	✓	✓	✓	✓



EXHIBIT D - MOU & DEVELOPMENT AGREEMENT MILESTONE SCHEDULE



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CITY OF MERCER ISLAND

11.26.2018

MERCER ISLAND COMMUTER PARKING & TOWN CENTER MIXED-USE PROJECT

Response for City Council Meeting

Shelter
HOLDINGS

WEINSTEIN A+U



MERCER ISLAND COMMUTER PARKING & TOWN CENTER MIXED-USE PROJECT: RESPONSE FOR CITY COUNCIL MEETING

1. How would you define a successful outcome for this partnership

This is an exciting opportunity to develop a vibrant housing community within the Town Center. A successful outcome would first and foremost create a vibrant, safe and convenient way for commuters to park and access the future light rail station.

Secondly, a successful project would provide an operating housing development that enhances the livability of downtown. Our concept plan provides a variety of studios, open 1-bedrooms, 1-bedrooms and 2-bedrooms that support a wide range of living situations.

Thirdly, with every housing project we develop, it is important that we provide the right ground floor programs to support the neighborhood's needs. We strongly believe that the inclusion of MICA would create a successful Theater District. The MICA programs provides the opportunity to visually activate the Greta Hackett Outdoor Sculpture gallery, create a Civic Plaza at the intersection of SE 27th Street and 80th Avenue SE, and extend the existing active pedestrian streetscape in the Town Center

2. When there is a disagreement regarding the terms of the agreement, how would you approach it?

We recognize that each party comes to the table with unique ideas and goals. We value the needs of all parties involved and our first response is to listen. We have a dedicated internal staff of experienced developers, legal advisors, and construction managers who will be available to offer alternate solutions if the terms of agreement need to be modified. Ultimately, we will work with all parties to find a mutually acceptable solution.

a. How do you typically handle conflict?

We always seek to collaborate with stakeholders first, seeking acceptable compromise from both parties. We also find that conflict often comes from a lack of understanding the other party's position. We aim to listen to other parties to better understand their position, as well as educate other parties about our position. A good first step to resolving conflict is to recognize our shared motivation to make the best possible project for the community.

b. What if we reach an impasse or significant difference on a fundamentally important issue?

The development of any project with multiple stakeholders will have challenges to meet. We are dedicated to make time to listen and be sure we

understand the issues at hand. Our goal is to work with stakeholders step by step to find common goals and objectives so we can resolve our differences with creative solutions before we reach an impasse. Furthermore, we have the in-house capability and staff to produce the needed models, mockups, studies, and community outreach to help address any issues and concerns that may arise.

c. Can you give us an example of when you handled a conflict with a partner? How did you resolve it?

When King County Metro's safety operation department expressed reservations with the configuration and alignment of the future transit drive at South Kirkland Park & Ride, we not only provided a detailed survey and engineering information to demonstrate that it met design tolerances, we also provided a mock up example from an existing condition that mirrored the proposed alignment for the safety group to operate their bus service.

The mock up example gave the department the confidence and real-life experience to test the proposed turning movements of the coaches as well as the pedestrian movements that the bus drivers would experience. This testing drove them to a supportive view of the project.

3. Who would be the Project Manager on the project? Who would be the hands-on team members? When there is a disagreement with the PM, who do we talk to?

Eric Evans will be the senior project manager and main point of contact for this project. He has successfully managed projects of a similar size and scope. However, if any disagreements should arise, Gary Young, the senior vice president of Shelter Holdings, will be available to listen and help address concerns.

4. What hurdles or challenges do you believe this partnership would have to overcome?

One significant challenge this partnership faces is the ability to conduct successful community outreach efforts that include Mercer Islanders in the process and address their concerns. Public perception is critical to helping this project move forward on-time and on-budget. It will be important to gather public comment in a timely manner that gives the design team an opportunity to respond within the constraints of the overall project schedule.

5. What would be your expectations of the City of the time needed to see this project through? What time involvement would you envision is required?

We hope to be efficient with our use of the City's time and expect to treat this like a traditional project. We will enter into a PSA, get a set of specifications to design the garage, participate in the design review process and work towards approval of the number of parking stalls, location of the commuter lobby and parking access.

6. How would you demonstrate the City is receiving a fair deal?

We have demonstrated that we can provide the requested number of parking stalls to support the future light rail station. We have also gone beyond this to demonstrate that the operations of the garage can result in a greater parking count during the daytime when MICA does not have performances.

With regard to public benefit, we have provided a concept design that creates a vibrant streetscape along the I-90 trail, the Civic Plaza to the southeast, and the frontage along SE 27th Street.

7. What predevelopment expenses, if any, will be the responsibility of the City or MICA? In other words, what kind of costs would be on the City that we may not be anticipating?

We do not anticipate that the City will need to incur any predevelopment expenses. They would be responsible for costs associated with negotiating and performing upon an agreement with developer. Depending upon the outcome of the environmental investigation, the City may need to provide further involvement and support.

MICA would need to raise a proportionate share of design costs. To the extent they do not meet additional fundraising hurdles, they would be refunded their unused proportionate share.

8. What do you need from the City to be successful?

We would need to enter into an LOI or MOU as early as possible outlining the basic terms and intent to assist us in moving through the design, permitting and construction process as quickly and efficiently as possible. We would also need the City to provide timely review of the project throughout the entitlement process.

9. What could cause the project to be delayed or fail and how would you respond?

As with all development projects there are potential causes of delays. Unknown site factors including environmental contamination could result in project delays. Permitting review times, and public process and appeals are also delay risks. Project failure is unlikely, but could result from the introduction of additional and now unknown facts (environmental, additional city requirements, etc) or significant change in the economy.

Our team has experience addressing potential delays and will work with the City to ensure that we can meet the design intent and proceed with a safe construction environment should unknown factors arise.

10. The City believes this project will have to meet prevailing wage requirements. Is this a concern?

We expect to meet prevailing wages for the construction of the garage, but do not expect this to apply to the balance of the project.

11. What guarantees are you prepared to offer to ensure the City receives its commuter parking on time and within the City’s budget?

We have a consistent track record for delivering on-time and on-budget projects. We have provided references that speak to this.

12. How do you envision the parking arrangement being structured (e.g., hours of use for the commuter parking spaces, shared parking, etc.)?

We will need to refine the operations of the garage as more information regarding MICA and commuter needs become available. In general, we anticipate commuter hours will be ~5am-8pm for 100 stalls. The balance of shared stalls would be open from 7am-7pm.

13. How will you ensure commuter access and use?

Our current concept plan assumes the commuter stalls would be located at the uppermost levels of the below grade parking and would be open during commuter hours. Resident spaces would be located below and secured via a gate.

14. How would you partner with the City to manage the expectations of the Council and community? How would you manage an engaged and interested community? Describe how you will work with the City and the community to design a project that will provide a functional, integrated and inviting gateway to Town Center?

We propose to collaborate with the City and a public engagement consultant to create a comprehensive public engagement process that identifies and addresses the interests and expectations of the numerous stakeholders in the project. These stakeholders would include the Mercer Island City Council and Administration, the broader Mercer Island community, the adjacent 7800 Plaza Homeowners, the Town Center residents and business owners, and MICA and the arts community. We would initiate this process with extensive goal- and objective-setting exercises with each constituency, and then attempt to reconcile these goals and objectives before initiating the design process. Identifying conflicts between constituent goals early in the public engagement process ensures that they will be addressed before positions are hardened.

We suspect that the City will be conducting their own public outreach process for the project. If so, we believe that it is essential that the City and the Development Teams work independently, but in a coordinated manner, to avoid the perception that the City is colluding with the Development Team in opposition to broader community interests.

Given the significance of this project, with numerous public benefits, but also some impacts to neighbors and the Town Center, it is essential that both the benefits and the impacts are objectified and continuously discussed. If the tradeoffs between these benefits and impacts are clearly identified and the community is involved in prioritizing these trade-offs, then the

design process leading to a functional, integrated, and inviting gateway to the Town Center should be a relatively manageable design process.

15. How would you handle the concerns of the residents of 7800 Plaza? How would you mitigate their concerns?

Eric Evans and Ed Weinstein met with the 7800 Plaza homeowners on the evening of November 1, 2018. Prior to this meeting, we received a memorandum from them establishing their concerns and design principles for the proposed Commuter Parking and Mixed-Use Project. As anticipated, many of their concerns addressed parking access and egress, massing related to reduction in daylight and view obstruction, and the use of public open space. It was obvious that, as contiguous neighbors, they have a very vested interest in the design of this project. We believe that we thoroughly understand their issues and established a foundation of trust for future engagement and collaboration with them.

In our meeting, we acknowledged that their concerns will certainly have to be addressed by both the City and the Development Team. We also stipulated that the Concept Design that was presented as part of our submission was very preliminary and would undoubtedly be modified in relation to their input, broader community input, and discussions with City Administration. We encouraged the homeowners to not take our diagrams too literally, but commented that they could be utilized to clarify their concerns about the impacts of the potential project. We believe that it is in the City's interest as well as the interest of the Development Team to demonstrate that each specific concern can be most effectively addressed by working collaboratively rather than creating a confrontational or adversarial relationship.

Given their concern for the parking garage access and egress location, we anticipate that they will oppose utilizing Sunset Highway for parking garage access. Therefore, we believe that an examination of the SE 27th ST location and even a potential location on 80th Ave. SE will be required. From our discussion, we also anticipate that we will need to demonstrate the relationship between our proposed raised interior courtyard and their entry courtyard off of Sunset Highway. It is likely that some reconfiguration and landscape mitigations will be required to address their concerns for the loss of daylight and the visual character of the adjacent wall. They are also very concerned about the potential view obstruction from the building element that is located on Parcel 12. It is likely that some modification to the length of this element will be necessary.

We have recent and relevant experience working with adjacent condominium HOAs to secure their support for a Contract Rezone and Design Review approval for a similar mixed-use project in Seattle.

16. Early input from the community has included what they like about each team concept. How would you consider these concept ideas into the project?

It would be very useful to receive this information. We would attempt to categorize the responses according to attributes such as program, configuration, open space, parking garage access, street activation, massing, etc. By the magnitude of responses, we would attempt to prioritize the community's preference for certain design attributes. We would then attempt to address these attributes in the context of our Conceptual Design. We recognize that the City received 5 distinct Concept Design proposals, some that integrated the full MICA program, some that integrated a portion of the MICA program, and some that did not include MICA. Since we have indicated our desire to integrate the full MICA program, some of the attributes from other Concept Designs may not prove workable. That said, we will endeavor to address as many of the community's preferences as possible.

17. The City does not own A2. Do you believe that this is critical to the project? Would you design around it or prefer to purchase it from WSDOT? (A2: approximately 3,000 SF, estimated to cost \$750,000)

The short answer is that we had anticipated utilizing the parcel for both the above-grade development and the below-grade parking garage. Without further design studies, it is difficult to know whether it is critical to the project or not. However, the longer answer is that it depends upon circumstances. We have worked around properties like this when an owner is not yet ready to sell, or when they have an overly inflated sense of their property's value. We have found that when you have worked through all of the shoring requirements, setbacks, and design and construction cost impacts, you oftentimes come to the conclusion that you are better off acquiring the property and moving on. In other cases, the work-around strategy isn't too burdensome or costly and the resulting design accommodation leaves you with an equally good outcome. Ultimately, after all the time and investment that you make, you want to ensure that you don't wind up with a compromised project.

If the property is sufficiently contaminated to create regulatory complexity, long-term environmental liabilities, and delays, it is possible that we would choose a work-around strategy such as discussed above. However, we would want to be certain that staying off this particular parcel really allows us to avoid these environmental considerations as contaminants have a way of not respecting property boundaries (something the environmental investigations would likely confirm and should be reflected in the resultant property value).

18. Identifying a site for MICA is a key positive outcome for the development of this project. What steps would you take to make sure that MICA is incorporated into the project?

As we have presented to the Selection Panel and stated publicly at the Open House, our Concept Design is predicated upon the full MICA program. We believe that the TOD project is the right place, the right time, and the right opportunity for MICA to develop their important facility. To date, MICA has been unsuccessful in acquiring an appropriate site for their facility. We believe that the TOD site provides the greatest community benefits with the fewest liabilities of any previous site that they have considered.

We have developed the Concept Design for the MICA facility in greater depth than our competitors because we felt that it was critical to demonstrate that the MICA facility could be cost-effectively developed within a conventional 4-over-1 mixed use project. We also recognized that MICA will most likely be cost constrained, so we endeavored to provide them with a configuration that provided more useable or assignable program area in a smaller overall facility than their program stipulated. In our Concept Design, we anticipated requisite structural systems and structural depths, acoustical isolation, and the essential internal adjacencies that would make for the most efficient MICA operation. With our strategic location of the two introverted theaters at the center of the site, our proposal provides the significant MICA entry plaza along SE 27th St. as well as activated open spaces around the entire perimeter of the site. In this way, we demonstrated that the iconic presence of the MICA facility would create the perception of a Theater District while simultaneously creating the Gateway to the Town Center by its activated corner plaza.

19. What kind of ownership structure or “agreement” would you expect to have with MICA and City before embarking on the project?

- d. Is it a 2-party or 3-party agreement?
- e. What do you consider as critical elements of such an agreement?

We anticipate a 2-party agreement between Shelter Holdings and the City of Mercer Island. The critical part of this would be the purchase agreement that dictates how and when the property would be transferred. We recognize that the City may have additional items that they would like addressed in the Agreement, and hope those items can be articulated at the LOI or MOU phase, early in the process.

20. What is your go/no go timeframe with MICA with regard to meeting capital funding requirements?

MICA would be expected to raise a proportionate share of design fees within 60 days in order to fund design efforts. Beyond this, a rough budget would be crafted to estimate total capital costs required to fund the project. We would expect half of this total

capital to be raised by the time conceptual design is complete and design review is approved, and the balance to be raised prior to starting construction.

21. What do you see as the challenges and the opportunities working with MICA? Specifically, how will you plan for two options: one with MICA and one without MICA?

The primary challenge is to design a purposeful and economical configuration for MICA that accommodates the imperatives for the housing, retail, and parking components of the mixed-use structure. Since the MICA technical, structural, and operational imperatives are so unique and critical to its operation, these need to be addressed as soon as possible in the design process. We believe that we have already made significant progress on these issues with our Concept Design and they have significantly influenced our proposal. For example, because of their “clear-span” structural requirements, the Main Theater and the Studio Theater should be centrally located on the site, but outside the “footprint” of the housing above. This critical relationship is one of the primary drivers of the organization of the concept design, illustrating that the MICA program cannot be successfully retrofitted into a conventional mixed-use project.

However, recognizing the indeterminacy of their fundraising, we also need to have an “off-ramp” or Plan B that maintains the essential organization of the mixed-use project. This Plan B would replace the MICA facility with alternative street level uses that promote an economically viable mixed-use project, while similarly activating the street and public open spaces. Although we have not developed and documented this alternative at the same level as our preferred MICA Concept Design, we are very confident that we have a viable alternative design that does not include MICA. This alternative Concept Design maintains the essential organization of our preferred MICA Concept Design, with the same street level elements including the parking access, housing lobby, commuter parking lobby, and retail frontages. However, it fills the middle of the site with parking and replaces the MICA facilities located along the Greta Hackett Sculpture Garden with community facilities, retail uses, or residential townhouses.

22. What are the specific milestones that MICA will have to commit to as a partner or as a tenant?

We anticipate that we would enter into a purchase agreement with MICA at the outset of the process. This would outline the scope of the shell we are delivering. This would also determine the method for allocating costs, and the milestones for capital campaigns.

23. What expectations and dependencies on MICA’s fundraising influences the project time table?

The project would begin under the assumption that MICA will achieve its fundraising goals. The fundraising milestones would be coordinated with significant project milestones such that a failure in fundraising would allow for a project redesign with minimal impact to schedule.

If the project reaches design review phase and MICA does not have funding, a project re-design of the first two floors with new programming could take 60-90 days. If MICA fails to raise the required capital at the permit stage, re-permitting could potentially cost 3-6 months depending on City review timeline.

24. What might be some site development costs for which MICA would have partial responsibility? How would you structure pre-development plans?

MICA would be responsible for the direct cost of its parking and shell build out. It would also be responsible for a pro-rated share of all common expenses based on its GSF compared to the GSF of the overall building. These shared costs would include overall building design and engineering, environmental remediation, construction costs of City parking stalls (less 2MM ST reimbursement), utility work, site work, landscaping, etc.

For pre-development, we would develop an overall budget and ask MICA to contribute its pro-rated share. If they fail to meet fundraising hurdles and we need to change direction, we would refund the unused portion.

25. What's your current thinking on the dependency/separation on MICA fundraising from your own capital needs? How conjoined are they or not?

They are not joined. If MICA is not able to raise its capital funds, we would move the project forward with a different first floor program using our own capital.

26. Would you be willing to partner with MICA in its fundraising efforts and if so how do you plan to help?

Both Shelter Holdings and Weinstein A+U are very experienced in collaborating with Not-for-Profit organizations in the realization of their facilities. We have the experience and insights to assist MICA in telling their story, building consensus with their constituents, and assisting them in their fundraising efforts. We have done so previously by generating collateral materials for Capital Campaigns which include presentation boards, graphics, renderings, and full promotional brochures and videos. We have also participated in meetings/pitches to significant benefactors, presentations to small groups, and presentations to large gatherings and the general public. We have developed an expertise in engaging donors and benefactors and integrating donor opportunities into our designs.

27. Describe how you would structure the involvement process for the MICA design?

Given the significance of the MICA configuration to the overall mixed-use project, we would immediately schedule a series of working sessions with MICA to better understand their nominal program, their operations, and their ambitions for the project. We believe that we have a reasonable understanding of these issues and have, per their request, already scheduled a follow up meeting with MICA for November 9. We believe that this

will be an iterative process in which our understanding of their imperatives evolves with each meeting. Similarly, we believe that it is essential that MICA gains an evolving understanding of the fundamental constraints and imperatives of the housing, parking, and retail components of the project. With good will and a shared motivation for a positive outcome, we are confident that we can manage the trade-offs between these sets of imperatives that will be required for the project's success.

28. What would you do if MICA doesn't like your design and comes to the City for changes?

We have already conducted two very positive meetings with MICA. We are confident that our proposed engagement/collaboration process will ensure that MICA is completely satisfied and enthusiastic about the design for their facility. This is not an arrogant confidence, but one that has resulted from numerous similar design and consensus-building processes, resulting in award-winning facilities that are cherished by their organizations.

29. If you were not the first team selected, and should an ENA fall through with the first team, would you be open to the City coming to you?

Absolutely.

30. Do you have questions of us?

What is the City's plan to manage expectations of various constituents (council, citizens, neighbors) and avoid overreach by various parties?

What is the status of the environmental evaluation?

Can site evaluation and a remediation plan be determined before parties spend tens of thousands of dollars more on this project?

Are there key terms of a definitive agreement (eg. repurchase right, completion guarantees, etc.) the City will require that they haven't communicated yet?

Survey Report

21 October 2018 - 19 November 2018

Comment on the Proposals

PROJECT: Commuter Parking and Mixed-Use
Development Project

Let's Talk Mercer Island



Q1 | What are your comments on the proposal from Imagine Housing?

Michelle Williams

10/23/2018 05:44 PM

I like that they thought of affordable housing. I can just hear the folks at the next community meeting now talking about not wanting those elements here but I sincerely hope the commission will consider it. They've got lots of LEED professionals on their staff but don't mention their plan for getting LEED certification for this site. We should be doing all we can to ensure this and all future Island project are LEED certified. Their proposal seemed to have the most parking spaces result. Also, from the drawings, their plan seems to leave the most space between the path I take almost daily and the building they propose, which I like. If they were planning for LEED certification, they'd be my 2nd favorite choice.

Leonardphd

10/24/2018 12:11 PM

Downtown does not need another big box! This proposal is totally unfriendly in every aspect from size to traffic flow. Attractive only from the angle in the photo and from no other angle. This is my personal last choice of the 5 proposals and would be totally unexceptable.

MI mom

10/26/2018 04:39 PM

I don't want affordable housing and I don't want any city land/money going to MICA. Only MI parking and however many condos/apts/businesses it takes to get someone else to subsidize it.

wfloyd

10/29/2018 11:41 PM

I think the Island has enough senior housing.

Carol Friends

Negatives: Entrance to garage off Sunset Highway adds street noise for

10/30/2018 05:10 PM

condominium owners. No visible pedestrian patterns through site. Positives:
Creates MICA as focal point of development Allows for expansion of MICA
with office space. Like to include possibility of a visual arts center, which
includes classroom spaces, artist's lofts, galleries. The MIVAL gallery could
be there.

Optional question (5 responses, 23 skipped)

Q2 | What are your comments on the proposal from Mainstreet Development Group?

Michelle Williams

10/23/2018 05:44 PM

I like that they talked about how vertically integrated they are. As a project manager, I know how helpful that can be. I'm delighted they expect the site to be LEED Gold certified if not better. Otherwise, I'm not a fan of their plan. In particular, they seem to plan to remove the greenery between the trail I use almost daily and the site they're building. This implies I'd be fighting shoppers or others for that space.

Leonardphd

10/24/2018 12:11 PM

Huge concerns with the impact of light and traffic from this proposal. 7800 greatly impacted and they never came to the residents to see our concerns for themselves.

Tom

10/24/2018 09:02 PM

This is the best of the five proposals. I like that this group designs, builds and ultimately manages its properties. It has a great management team and the proposed design is ideal for the location. I appreciate that the CEO is a lifetime Islander

Roger Shanafelt

10/26/2018 11:29 AM

The Mainstreet Development Group proposal rises to the top for the following reasons: 1. Experience (and success) with other municipalities for mixed use projects 2. Clear connection and understanding to the uniqueness of Mercer Island's community 3. Full Integrated Solution - THIS STANDS OUT, IMHO - as frequently buildings are built without consideration of the operational implications of the tenants and community. The fact they will be literally holding the operating bag at the end of day aligns their interests with the City, MICA, and Community interest.

MI mom

10/26/2018 04:39 PM

I don't want art space.

MI Neighborhood

10/27/2018 12:36 PM

Mainstreet has my full support. The proven leadership, innovation, experience and execution on similar project of making local neighborhoods better. Mercer Island need this. Please support Mainstreet.

longtime MI

10/27/2018 06:06 PM

This is the proposal most in keeping with Mercer Island and present. My family has lived on Mercer Island for 46 years and seen many changes. This plan upgrades the space in a creative way that is sensitive to the environment and the needs of MI residents. My entire family votes that you choose this developer.

SchulerW

10/28/2018 04:10 PM

I like this proposal and I like the experience and reputation of this company. Mainstream has done great projects in Bothell, Kenmore and Woodinville. They have show that they are interested in providing open spaces and art spaces. They understand the goal and I think this firm has the organization that can perform.

Jreynoldsp

10/28/2018 05:07 PM

This proposal is led by the President of an Company, who grew up on Mercer Island and knows the Island extremely well. I am very familiar with many of this Company's (Main Street) projects and have been tremendously impressed by the quality of their developed projects and the amenities that are an integral part of each project. Their proposal itself looks good, showing real beauty associated their buildings and landscaping designs. Art, garden beauty, and landscaping seems to be a real part of their plans, which from

Roy Schuler

10/28/2018 09:31 PM

my perspective, always has been emphasized in other projects of this organization which I have seen and experienced. That concept ties right into Mercer Island's sculpture garden park which borders this project. I am truly impressed by their total development design and find it far and away superior to the other design proposals I have reviewed.

We need a Developer, like Mainstreet, with experience with this type of project. It's big, and complicated, and a centerpiece of the town of Mercer Island. Mainstreet has partnered with other Municipalities to shape the look and functionality of a growing business center.

Michelle McRae

10/29/2018 12:03 PM

The vision demonstrated by Mainstreet Development feels the most relevant to the community and representative and sensitive to the culture of our community. It also feels the most exciting, something I would like to use and be proud of. As a business owner, I like both the vertical integration for quality and cost control and assemblage of high quality sub contractors. The Mainstreet recent projects best demonstrates the kind of contemporary development I'd like to see on MI. This is the proposal submission that best meets the needs of our community.

bmcræe

10/29/2018 12:10 PM

This proposal looks fantastic and the quality of the professionals involved are unmatched. This would be a great fit for the goals of Mercer Island to continue to develop a transit friendly enhancement to the downtown core.

dcart33

10/29/2018 12:13 PM

MainStreet's vision for this process is second to none. They understand what it takes to work with a City and provide the sustaining elements a community needs. I am in favor of this project 100% and would love to see this be built.

tharrylock

10/29/2018 01:36 PM

Integrates the projects objectives with a fairly simple structure. Previous developments by Mainstreet (i.e. Bothell Landing) are quite exciting from a Retail / Downtown Core standpoint. This past ability to bring Commercial - Retail excitement to a project is quite important to a project at this location.

MEaster

10/29/2018 01:59 PM

Mainstreet Development is a long-time client of ours and we have had opportunity to be part of their design team on 4-5 high quality, mixed-use projects located in the Redmond, Sammamish and Bothell communities. MainStreet is right at the top of our list of quality clients and quality developers. Their attention to design and detail is unsurpassed in the industry. Our landscape architecture team is always challenged to create the very best site and landscape design features for their properties, not limited by cost as much as our own creativity. The video they created for this presentation is a great example of their willingness to go the extra mile to achieve their goals.

Eric Jones

10/29/2018 05:16 PM

As a the General Contractor that worked extensively with the MICA team on their original plan, I have also been familiar with Main Street Development for many years. This is just a component of the City's overall decision but with respect too the credibility and character of Main Street's leadership and depth of their entire organization, they are skilled, trustworthy and can be counted on to preform. Their proposal fields a solid and capable team of consultants and I believe they deserve careful consideration and would be worthy partners for the City. Thank you

Carol Friends

10/30/2018 05:10 PM

Negative: Entrance to parking off Sunset Highway which will increase noise and street activity for condo owners. East west pedestrian traffic routes could

john launceford

10/30/2018 08:12 PM

be stronger. Positive: Commitment to MICA. Outdoor theatre Would love to see the possibility of a visual arts center, which includes classroom spaces, artist's lofts, galleries, and the MIVAL gallery.

Very impressive design and use of spaces. I thought this proposal best fit with the Mercer Island community and what this space needs to create a vibrant and central gathering space for the community and the center. The developer's current projects stand out with their superior design and would fit what I'd like to see for this project.

Optional question (18 responses, 10 skipped)

Q3 What are your comments on the proposal from Reve Development?

Michelle Williams

10/23/2018 05:44 PM

I'm delighted they're planning for LEED Gold as well as utilizing reclamation and other efforts to make this a green project. I don't understand the colonnade to the light rail so I'm unclear whether I like it or not. I like the idea but I don't understand their proposed implementation. They're another one that seems like they want to take over the green next to the trail I take almost daily so I'm not a fan of that part. I'm unimpressed with their plans for the site itself - I liked the idea of affordable housing better.

Leonardphd

10/24/2018 12:11 PM

A good company that is trying to work with the neighbors, while not yet executing on their ideas in a manner that is acceptable. Not at all my first choice.

Jonathan Shakes

10/24/2018 06:25 PM

I like the retail/pedestrian galleria concept. I also like the way this group is thinking about massing, and creating a more interesting and exciting "skyline" for our commercial center than the boxy profiles of many newer buildings.

Tom

10/24/2018 09:02 PM

This was the third best proposal. I like how Reve is working to mitigate the impact on the adjoining building and also the aesthetics and beauty of its design. Revenue offered a full version for MICA and a scaled down version if fundraising falls a bit short, though I think now that MICA is just one part of a larger project it makes all the parts of this project more viable. I like that the Reve team has strong connections to the Island

Deb

10/25/2018 11:31 AM

This project would not only beautify Mercer Island, but it would modernize it. I love the idea of the light rail transit. I have been to the comparison site Chop Row and it brings all kinds of people into the marketplace, which would be great for the Mercer Island economy. I vote a resounding YES! Brilliant and beautiful plan.

MrMercerIsle

10/26/2018 12:43 PM

This proposal is fantastic. The Reve team has the best ideas for a revitalized Mercer Island Town Center. I like the balance they struck between commercial, residential and artistic space, and the design is exceptional. Their combined experience and personal connection to the island are also important elements. My vote goes to Reve!

MI mom

10/26/2018 04:39 PM

No MICA.

CF7939

10/27/2018 02:08 PM

Love the gallery idea, and the distinctive connection to the light rail.

Maia

10/29/2018 07:56 AM

We entirely support Reve Development's vision and project. That's how we dream MI: open, green, human.

nw

10/29/2018 05:38 PM

I love this design and the opportunity for affordable housing for everyone on Mercer Island A Mercer Island team should develop this and support this community at there best.

wfloyd

10/29/2018 11:41 PM

Wow, maybe there is hope for the Island! Finally a developer with a plan and track record to create mixed use space that is exciting and inspiring.

Carol Friends

Negative: Garage entrance off of Sunset Highway which increases noise and

10/30/2018 05:10 PM

activity for condo owners. Positive: Like that MICA is focus of structure

Optional question (12 responses, 16 skipped)

Q4 | What are your comments on the proposal from Shelter Holdings/Weinstein A+U?

Michelle Williams

10/23/2018 05:44 PM

I'm glad they think they understand the challenges of having many stakeholders. Because, boy, there are going to be some challenges w/ getting anything approved. Are they vertically integrated like Mainstreet? Because I think that's a plus. They plan to take away the green next to the trail I take almost daily. Please no. I'm delighted they plan to be LEED Gold. This proposal blocks all sun for 7800 Plaza and it creates a huge traffic flow problem. This developer has not come onsite to the 7800 Plaza to see the impact of this concept.

Leonardphd

10/24/2018 12:11 PM

Tom

10/24/2018 09:02 PM

Shelter has the second best proposal and probably the best track record of dealing with all the entities and organizations and governmental players. It seems very grounded and realistic about what needs to happen to move forward and also offers the most robust solution for MICA

MI mom

10/26/2018 04:39 PM

No MICA.

wfloyd

10/29/2018 11:41 PM

Uninspired and the worst of the five proposals. I hope the Island is finally ready to move in a new direction. No more gyms, pizza, and real estate offices. Islanders deserve a unique retail experience, MICA, and outdoor space that is built for everyone to enjoy and not just developers checking the "bare minimum" box.

Carol Friends

10/30/2018 05:10 PM

Positive: Parking entrance off of 27th alleviates issue of traffic on Sunset Highway. It does conflict with pedestrian traffic on the street. Sufficient space given to MICA. Hooray! Would love to see the possibility of a visual arts center, which includes classroom spaces, artist's lofts, galleries. The MIVAL gallery could be there.

Optional question (6 responses, 22 skipped)

Q5 | What are your comments on the proposal from Stream Real Estate Partners?

Michelle Williams
10/23/2018 05:44 PM

These folks are my faves. I love the idea of workforce housing. I love the idea of an inn. I love that they've been talking to / thinking about the folks at 7700 and how this will impact them. They are planning, it seems, to build up against the trail I use almost daily but they'll then put some green back in there. OK. And, of course, LEED Gold

Leonardphd
10/24/2018 12:11 PM

The best of the five proposals by far. Stream seems very willing to work with neighbors to maximize benefit and minimize negative impacts on the surrounding community. They are very aware of the need to continue to modify traffic flow. I love the idea of a small boutique lodge. Not only would this be valuable to all of Mercer Island, but it would create a new tax base to help maintain the property and parking garage into the long term future.

Jonathan Shakes
10/24/2018 06:25 PM

The idea of a hotel on MI is great. The idea of a home for Youth Theatre Northwest on MI is also great. But those two things are a challenge to put in the same location. It's not ideal to be creating a safe "third place" for our children right next to the place where our community hosts transients.

Tom
10/24/2018 09:02 PM

Stream is thinking outside the box with the Inn/Hotel to augment the tax base for the city and also the affordable housing for teachers, firefighters, police etc. It seemed less prepared than the other 4 firms but I am open to seeing how it's proposal evolves

MI mom
10/26/2018 04:39 PM

No work force housing, no MICA!

CF7939
10/27/2018 02:08 PM

Like the idea of a boutique hotel considered for the project, but would place a higher priority on workforce/ affordable housing. Best would be both. Hotel provides revenue to city; worth considering.

wfloyd
10/29/2018 11:41 PM

Not sure the Island needs a hotel with the growing popularity of Airbnb, but an interesting idea.

Carol Friends
10/30/2018 05:10 PM

Positive: Having pedestrian traffic through site. Good recognition of concerns of condo owners. Negative: Conflict of pedestrian traffic and entrance to garage traffic, if I understand plan correctly. Main auditorium is separate from other facilities. Where are the additional spaces for MICA classrooms, etc? MICA entrance on the park separates it from the pedestrian traffic on 80th. Like retain space. I think adding an inn is too much. The complex needs to be able to expand when MICA needs more room. Business offices allow for that.

Optional question (8 responses, 20 skipped)

Q6 | **General comments on the project:**

Michelle Williams

10/23/2018 05:44 PM

Thanks for giving us an opportunity to review the plans and comment on them.

Tom

10/24/2018 09:02 PM

Please find a way to include MICA in the final 2 and ultimate winning proposal

MI mom

10/26/2018 04:39 PM

I absolutely do not want to support MICA in any way. Needs to remain 100% private endeavor. I do want as much MI-only commuter parking as possible. I want that as subsidized as possible. And I don't care at all how tall the building is.

MI mom

10/27/2018 12:20 PM

Ironically, I don't think any of you are listening. No public support of MICA. Nothing - no land, tax reduction, or whatever else you guys secretly throw their way. MICA = private endeavor.

CF7939

10/27/2018 02:08 PM

Design will be key to the project's success. Don't cut design short in order to save money. Worth investing in good design.

Roy Schuler

10/28/2018 09:31 PM

It's a risk to hire a group only just now coming together for this project.

wfloyd

10/29/2018 11:41 PM

Excited about the Reve Proposal and interested for more details to be released on the potential hotel.

7800 Plaza

10/30/2018 03:38 PM

7800 Plaza Condominium Association Response to RFQ submissions to the Commuter Parking and Mixed-Use Project The owners of the condominiums in 7800 Plaza appreciate the public process that the City is using for the Commuter Parking and Mixed-Use Project. We are looking forward to participating in the design and construction planning process, which will result in much needed commuter parking spaces and a home for MICA. We have listed below a set of concerns regarding this project, because of the significant impact it will have on the continuing enjoyment of our homes and our neighborhood, including a portion of the Aubrey Davis Park. We have also listed a set of design principles that relate to these concerns. We strongly support those developers whose projects come closest to meeting these design principles. The development groups that have put together the best responses so far are 1) Stream Real Estate Partners, and 2) Mainstreet Property Group LLC. Concerns -- Loss of public park space -- Traffic congestion and pedestrian safety -- Impact to sight lines and sunlight -- Health concerns during excavation of contaminated land -- Damage to 7800 Plaza structure during construction -- Residential lobby and garage access during construction Design Principles -- No public park space used for anything other than underground parking -- No garage entry/exit points on Sunset Highway, 78th Avenue, or 27th Street -- No commercial loading dock on Sunset Highway -- Structures comply with the existing Mercer Island Town Center Development Code and Design Standards -- Structures set back from 7800 Plaza to avoid bulk and scale impacts -- Structures have

Carol Friends

10/30/2018 05:10 PM

minimal impact to existing sight lines and sunlight

Many thanks to the City of Mercer Island for the public review Monday evening. Here are points I considered to be important. The design should: 1. Be sensitive to street activity and views for the condominium at SE 27th Street and 78th Avenue SE. 2. Create pedestrian traffic patterns which draw pedestrians through the complex. 3. Create a complex that draws people into it. 4. Create the performing arts center as the focal point of the complex. I heard one developer say that their design allowed for MICA not being built. MICA will be built. Allowing for it not to be built is not an option. 5. Allow for expansion of MICA in the complex. Office space would be preferable to hotel space. 6. Allow for spaces for music instruction and practice. 7. Allow for the possibility of a visual arts center, which includes classroom spaces, artist's lofts, galleries. The MIVAL gallery could be there.

MI mom

10/31/2018 09:46 PM

Why, why, why is the city supporting MICA when we have so many other pressing concerns? Why is nobody listening to the people paying the bills? Can someone please email me?

Optional question (10 responses, 18 skipped)

Project Report

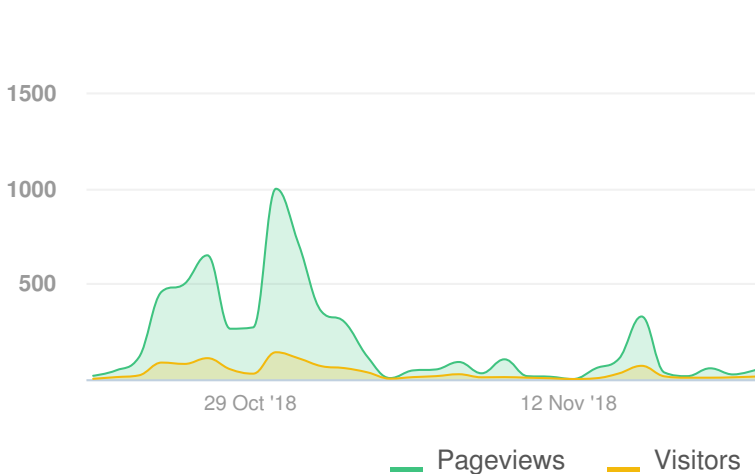
21 October 2018 - 19 November 2018

Let's Talk Mercer Island

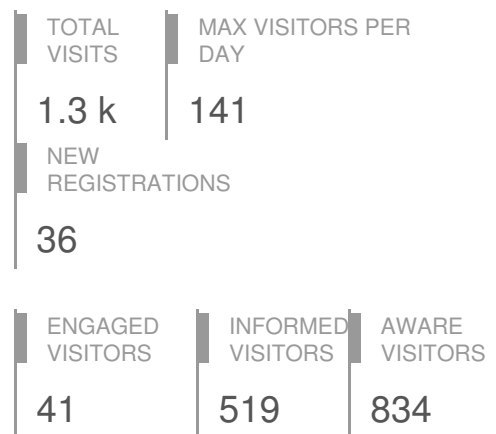
Commuter Parking and Mixed-Use Development Project



Visitors Summary

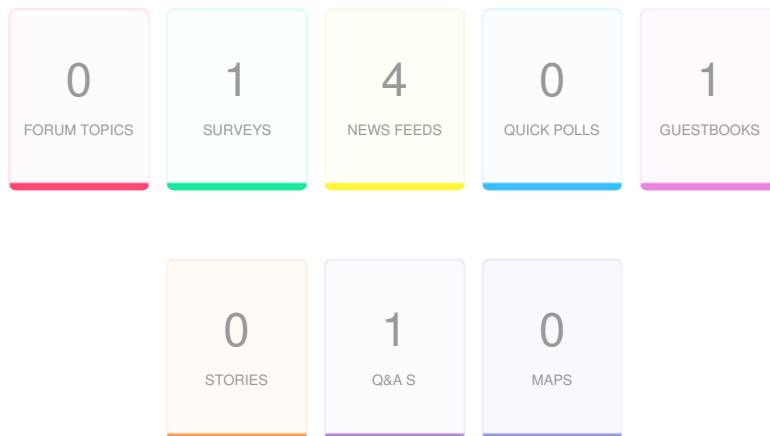


Highlights



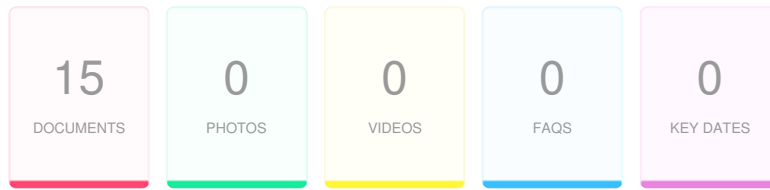
Aware Participants	834	Engaged Participants	41		
Aware Actions Performed	Participants	Engaged Actions Performed	Registered	Unverified	Anonymous
Visited a Project or Tool Page	834				
Informed Participants	519	Contributed on Forums	0	0	0
Informed Actions Performed	Participants	Participated in Surveys	26	0	0
Viewed a video	0	Contributed to Newsfeeds	0	0	0
Viewed a photo	0	Participated in Quick Polls	0	0	0
Downloaded a document	460	Posted on Guestbooks	11	0	0
Visited the Key Dates page	38	Contributed to Stories	0	0	0
Visited an FAQ list Page	0	Asked Questions	5	1	0
Visited Instagram Page	0	Placed Pins on Places	0	0	0
Visited Multiple Project Pages	482	Contributed to Ideas	0	0	0
Contributed to a tool (engaged)	41				

ENGAGEMENT TOOLS SUMMARY



Tool Type	Engagement Tool Name	Tool Status	Visitors	Contributors		
				Registered	Unverified	Anonymous
Newsfeed	Semi-Finalist Presentations	Published	53	0	0	0
Newsfeed	RFQ Process	Published	3	0	0	0
Newsfeed	Project Objectives	Published	2	0	0	0
Newsfeed	Commuter Parking	Draft	0	0	0	0
Newsfeed	City Names Commuter Parking and Mixed-Use Project Team Fi...	Published	0	0	0	0
Newsfeed	Mainstreet Property Group	Published	0	0	0	0
Newsfeed	Imagine Housing	Draft	0	0	0	0
Newsfeed	Imagine Housing	Published	0	0	0	0
Qanda	Ask a Question	Published	52	5	1	0
Guest Book	Guest Book	Published	86	11	0	0

INFORMATION WIDGET SUMMARY



Widget Type	Engagement Tool Name	Visitors	Views/Downloads
Document	Mainstreet Property Group RFQ Proposal	135	160
Document	MainStreet_Updated 10222018 w MICA	117	130
Document	MainStreet_Presentation	92	105
Document	Shelter Holdings Weinstein A+U Presentation	72	92
Document	deleted document from	68	75
Document	deleted document from	67	68
Document	deleted document from	65	70
Document	Imagine_Housing_Presentation	62	67
Document	deleted document from	53	55
Document	deleted document from	51	62
Document	Reve_Development_Presentation	51	56
Document	Shelter Holdings Weinstein A+U RFQ Proposal	48	54
Document	Imagine Housing RFQ Proposal	45	46
Document	deleted document from	42	44
Document	deleted document from	42	45
Document	Stream_Real_Estate Presentation Slides	40	40
Document	deleted document from	37	40
Document	Reve Development RFQ Proposal	24	25

INFORMATION WIDGET SUMMARY

Widget Type	Engagement Tool Name	Visitors	Views/Downloads
Document	Reve Development RFQ Proposal	24	25
Document	Stream Real Estate RFQ Proposal	22	22
Document	Map of Parcel Dimensions	5	7
Document	Request for Qualifications (RFQ)	3	3
Document	Council Approval of RFQ Process	1	1
Document	RFQ Pre-Submission Q&A	0	0
Key Dates	Key Date	38	41

QANDA

Ask a Question

VISITORS 52	CONTRIBUTORS 6	CONTRIBUTIONS 6
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Q

BillHankes

22 October 18

Is the parking proposed in this plan reserved for Mercer Island residents? As someone who uses public transit, but can't find parking in the Park & Ride due to off-island commuters, I certainly hope this is part of the plan considering the City owns the property. Also, is there somewhere where citizens can post general comments about the project (not specific to a finalist's proposal)? I was at the presentation at MICC this evening, and I reviewed (okay, I skimmed) the proposals posted, and I'm encouraged by what I've seen so far so I'd like to commend the City, MICA and others who've gotten us this far. Thank you!

A

Publicly Answered

Yes, the proposed commuter parking will have a Mercer Island resident preference. You can post general comments by going to the Comments tab and scrolling to the bottom to find a general comments section.

QANDA

Ask a Question

Q

Matt Goldbach

21 October 18

What is the basis for the statement, "Housing Diversity – The community has a strong interest in adding workforce housing as well as additional condos to the Town Center Area"? What metric was used to measure the "strong interest"?

A

Publicly Answered

The housing diversity statement is based on the Housing Element of the City's Comprehensive Plan which can be found at <https://letstalk.mercergov.org/CompPlan>. The "Comp Plan" was most recently updated and adopted through an extensive community process in 2015 and guides policy for the City. You will find many statements within the Housing Element that discuss the importance of adding workforce and condo type housing on Mercer Island, including language specific to Town Center. For example, policy 2.3 of the Housing Element reads: "Emphasize housing opportunities, including mixed-use development, affordable housing, and special needs housing, in the Town Center."

GUEST BOOK

Guest Book

VISITORS 86	CONTRIBUTORS 11	CONTRIBUTIONS 11
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02 November 18			<p>Would like for the City Council to strongly consider MainStreet Property Group for the development of the former Tully's site. I have known the principals of MainStreet for many years and have found them to have a sterling reputation in the market place. Reputable, sincere, integrity are a few of their strengths and attributes. The City will be well served if MainStreet is selected. Regards, Jeff Scanlan</p>
Jeff Scanlan			
AGREES 0	DISAGREES 0	REPLIES 0	

04 November 18			<p>I am supporting MainStreet Property Group as the developer of the former Tully's site. This company has a strong reputation for successfully completing projects on time and on budget. Their designs and quality are above reproach. I can think of no one I would rather work with than the principals of MainStreet. In my own business, I worked with these principals for more than two decades. I trust MainStreet with the development of this keystone property in downtown Mercer Island! Alan Fulp Mercer Island resident since 1989</p>
AlanFulp			
AGREES 0	DISAGREES 0	REPLIES 0	

05 November 18			<p>As a commercial tenant in the Six Oaks building in Bothell, working with both the MainStreet Property Group team and GenCap was amazing. They were very easy to work with and always kept us informed about what was happening in all aspects of our build-out. The work that MainStreet has done in Bothell and continues to do has been cohesive to the vision of the downtown revitalization project. Each mixed use space they developed The 104, Six Oaks, The Junction, POP, has brought new and more creative ideas making it unique to each space in addition to achieving LEED certifications. They care about the community and what the people living in it want. They are very involved with the chamber and city hall making sure they are in line with the vision and values of the community. You will be doing the city of Mercer Island a great service by selecting MainStreet for your Commuter Parking and Downtown Mixed-Use Project. Social Grounds Coffee & Tea Co. Current Six Oaks commercial tenant</p>
AMarthaler1			
AGREES 0	DISAGREES 0	REPLIES 0	

06 November 18			<p>MainStreet Property Group is one of the best multi-family developers I have had the pleasure of working with and I would love for City Council to consider them for the development of the Tully's site. Their team brings creativity, vision, dedication, collaboration, integrity and a wealth of experience to each of their developments. The City would be very fortunate to have MainStreet as the developer of this high profile property .</p>
Stacy Reid			
AGREES 0	DISAGREES 0	REPLIES 0	

GUEST BOOK

Guest Book

06 November 18			MainStreet Property Group is without a doubt the best developer for the former Tully's site. Not only are they a pleasure to work with, but bring fresh ideas, creativity and innovation to all of their projects. This development would be in great hands if MainStreet is chosen!
AlexandraW			
AGREES	DISAGREES	REPLIES	
0	0	0	

06 November 18			I have had the pleasure of working with the team at Mainstreet Property Group for the last 6 years. They are a fun, thoughtful and creative developer to work with and are always fully vested in making their properties a community for the residents that live in them. The time and energy spent on creative approaches to make tenant and retail sites part of this community is unmatched. Mercer Island would be lucky to gain an MSP property!!
Gracia Mueller			
AGREES	DISAGREES	REPLIES	
0	0	0	

ENGAGEMENT TOOL: SURVEY TOOL

Comment on the Proposals

VISITORS 478	CONTRIBUTORS 26	CONTRIBUTIONS 28
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No Graphs to show

Pro Tip:

The following types of questions are shown here as graphs.

Dropdown Type Question

Checkbox Type Question

Radio Type Question

Region Type Question

Number Type Question

Text based responses are not shown in this report.