

BEFORE THE HEARING EXAMINER
CITY OF SEATTLE

In the Matter of the Appeal of:

WASHINGTON COMMUNITY ACTION
NETWORK, et. al.

of a decision by the Director of the Department
of Planning and Development.

File No. MUP-15-010

DPD# 3012953

DECLARATION OF KATIE KENDALL

I, KATIE KENDALL, under penalty of perjury under the laws of the State of
Washington, declare as follows:

1. I am an attorney with McCullough Hill Leary, PS, attorneys for the Sabey
Corporation. I am competent to make this declaration based on my personal knowledge.

2. Attached as Exhibit 1 is a true and correct copy of an email from Claudia Newman,
counsel for Appellant Washington Community Action Network, dated June 23, 2015.

3. Attached as Exhibit 2 is a true and correct copy of an email response to Exhibit 1
from Courtney Kaylor, counsel for Sabey Corporation, dated June 23, 2015.

4. Attached as Exhibit 3 is a true and correct copy of an email from Laura Counley, a paralegal employed by McCullough Hill Leary, PS, dated June 29, 2015, explaining that David Johnson and David Markley are no longer available to testify at the hearing.

5. Attached as Exhibit 4 is a true and correct copy of the resume of John Perlic, P.E., Parametrix, Inc.

I declare under penalty of perjury under the laws of the state of Washington that the foregoing is true and correct.

DATED this 8th day of July, 2015 at Seattle, Washington.

Katie Kendall
KATIE KENDALL

Katie Kendall

From: Claudia M. Newman Henry <newman@bnd-law.com>
Sent: Tuesday, June 23, 2015 1:52 PM
To: Haines, Stephanie; Courtney Kaylor; Dean Paton; Jack McCullough; 'Joe Brogan'; Katie Kendall; Laura Counley; Mary Pat Dileva; Steve Gillespie; Troy Meyers; Vicky Schiantarelli; Bill Zosel
Subject: Swedish Cherry Hill Campus SEPA witnesses

Joe, Jack, and Stephanie:

In your witness lists, you have collectively named eight witnesses regarding issues related to traffic and transportation. On the face of it, it appears that most of those witnesses could be and should be excluded from testifying because their testimony will overlap. Can you please clarify the extent that their testimony will or will not overlap? To the extent that they will each offer separate and distinct testimony relative to different expertise in traffic, will you explain how each witness can be distinguished from the others?

Thank you,
Claudia

Claudia M. Newman, Esq. | Bricklin & Newman LLP
1001 Fourth Avenue, Suite 3303 | Seattle, Washington 98154 | www.bnd-law.com
| | 206.264.8600 | : 206.264.9300 | | : newman@bnd--law.com

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Katie Kendall

From: Courtney Kaylor
Sent: Tuesday, June 23, 2015 2:24 PM
To: Claudia M. Newman Henry; Haines, Stephanie; Dean Paton; Jack McCullough; 'Joe Brogan'; Katie Kendall; Laura Counley; Mary Pat Dileva; Steve Gillespie; Troy Meyers; Vicky Schiantarelli; Bill Zosel
Subject: RE: Swedish Cherry Hill Campus SEPA witnesses

Claudia - As you know, respondents' role in the SEPA hearing is to respond to the testimony and evidence provided by appellants. Without knowing in advance exactly what that testimony may be, respondents cannot tell you now exactly what respondents' witnesses' testimony will cover. However, generally, in the area of traffic, Mike Swenson may testify about the analysis in the EIS; either David Johnson or David Markley (but probably not both) may testify regarding peer review of that analysis; Jessica Szlag or Mike Rimoin (but probably not both) may testify regarding the TMP; John Shaw may testify regarding the City's review of the traffic analysis; and Reiner Blanco or Cristina Van Valkenburg (but probably not both) may testify regarding SDOT's review of the traffic analysis. Where multiple witnesses are identified for the same traffic topic, this is done in case one is unavailable at hearing for whatever reason. You can expect that at hearing respondents will not be providing duplicative testimony. That would be a waste of time and annoying to all concerned.

Courtney

Courtney Kaylor
Attorney at Law
MCCULLOUGH HILL LEARY, PS
701 Fifth Avenue, Suite 6600
Seattle, WA 98104
Tel: 206.812.3388
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PLEASE NOTE: OUR OFFICE HAS MOVED TO SUITE 6600.

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-----Original Message-----

From: Claudia M. Newman Henry [mailto:newman@bnd-law.com]
Sent: Tuesday, June 23, 2015 1:52 PM
To: Haines, Stephanie; Courtney Kaylor; Dean Paton; Jack McCullough; 'Joe Brogan'; Katie Kendall; Laura Counley; Mary Pat Dileva; Steve Gillespie; Troy Meyers; Vicky Schiantarelli; Bill Zosel
Subject: Swedish Cherry Hill Campus SEPA witnesses

Joe, Jack, and Stephanie:

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Thank you,
Claudia

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Katie Kendall

From: Laura Counley
Sent: Monday, June 29, 2015 4:21 PM
To: newman@bnd-law.com; stephanie.haines@seattle.gov; troy.meyers@cnsch.org; dgpaton@me.com; bill.zosel@gmail.com; catlady1@q.com; vickymatsui@hotmail.com
Cc: Courtney Kaylor; Katie Kendall; Jack McCullough
Subject: WA Community Action Network., No. MUP 15-010
Attachments: Amended Final Witness and Exhibit List.pdf; COS 6.29.15.pdf

Ladies and gentlemen,

Attached, please find the following documents filed with the Hearing Examiner's office this afternoon:

1. Amended Respondents Swedish Medical Center and Sabey Corporation's Witness and Exhibit List; and
2. Certificate of Service.

Respondents proposed witnesses, David Markley and David Johnson, are no longer available for the hearing, and have been removed from the list. In their place we have added John Perlic, P.E., Parametrix, Inc., to testify regarding traffic and transportation issues. Mr. Perlic's resume is forthcoming and will be provided.

Thank you for your courtesy and attention to this matter.

Laura D. Counley
Paralegal/Accounts Receivable
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John Perlic, PE

*Senior Vice
President—Puget
Sound Region*

John is a traffic engineer with experience managing traffic analysis and design efforts for a variety of transportation projects. He has managed the traffic and multi-modal transportation integration analysis for the Central and North Link Light Rail EIS, The Villages and Lawson Hills Master Plan Developments in Black Diamond, and many other large public sector infrastructure and private sector development projects. He has extensive experience with traffic forecasting, level of service, and other traffic operations analysis techniques used to evaluate improvement alternatives. John has also been the project manager or transportation engineering manager for some of the most significant and complex transportation infrastructure projects in the Puget Sound region including, Central Link Light Rail, Seattle Monorail Green Line, SR 520/Trans-Lake Washington Corridor Study, and Cross-Base Highway. All of these projects have involved traffic analysis and design to support transportation improvement projects.



Selected Project Experience

Traffic Impact Studies

John has managed the preparation of over 200 traffic impact studies for Environment Impact Statements and other environmental review documents. Projects have included shopping malls (Redmond Town Center, Auburn Super Mall); mixed-use master plan developments (Lawson Hills, The Villages, Westpark, Port Blakely Bainbridge Island, Sea-Van Mt. Vernon, Villages at North Bend); major institutions (Providence Hospital, Overlake Hospital, North Seattle Community College); and numerous other office, residential, light industrial, and retail projects.

Lawson Hills and The Villages EIS – Black Diamond, WA

John was the transportation director responsible for providing direction and quality control review of the transportation analysis for the Lawson Hills and The Villages EIS. Both projects would add over 6,000 residential dwelling units, 515,000 square feet of retail, 650,000 square feet of office, and two new schools to the City of Black Diamond. The analysis for both projects involved trip generation and distribution using the Puget Sound Regional Council travel demand forecasting model, and level of service analysis at over 20 intersections. Project scoping for the EIS included several coordination meetings with staff from WSDOT, King County, Maple Valley, Covington, Auburn, and Enumclaw to identify specific intersections in these adjacent communities.

Ueland Tree Farm Mineral Resource Development and EIS– Bremerton, WA

John was the transportation director responsible for providing direction and quality control review of the transportation analysis for a new mineral quarry in Kitsap County west of Bremerton. The EIS analysis included and evaluation of site access improvements and pedestrian safety from quarry trucks generated from the site. John provided expert testimony at the EIS appeal hearing for the project.

Westpark Master Plan – Bremerton, WA

John was the transportation lead on this EIS for a new mixed use development in Bremerton including 875 residential units, 140,000 square feet of retail, and 40,000 square feet of office development.

Years of Experience: 31

Education

MS, Civil Engineering, 1989
BS, Civil Engineering, 1983

Registrations

Registered Professional Engineer,
WA

Professional Affiliations

Institute of Transportation
Engineers, Fellow

Christian Faith Center – Federal Way, WA

John was the transportation lead on this EIS for the Christian Faith Center project in Federal Way. The project included a 5,000 seat sanctuary building, K-12 school, and an administrative office building. The site is adjacent to an established residential neighborhood, and concerns about the large number of trips generated from the site emerged during the EIS process. The traffic analysis was conducted for three time periods: weekday AM peak hour, weekday PM peak hour, and Sunday peak hour. The study area for the project included analysis at over 20 intersections and mitigation included a contribution to the City's Transportation Impact Fee program, access improvements, and neighborhood traffic control improvements to minimize impacts in the adjacent residential neighborhoods. John led several community workshops to discuss project impacts and identify and select improvements to mitigate the impacts.

Providence Medical Center (PMC) Master Plan and EIS– City of Seattle, Washington

John was the project manager for this project involving a two-year process working with a Citizen's Advisory Committee and City staff on resolving traffic and parking impact issues for the expansion of PMC. Two traffic circles at nearby intersections were evaluated and designed to help mitigate project impacts.

North Seattle Community College (NSCC) Master Plan and EIS– City of Seattle, Washington

John was the project manager for this project involving a two-year process working with a Citizen's Advisory Committee and City staff on resolving traffic and parking impact issues for the expansion of NSCC. Four traffic circles were evaluated and designed to help mitigate traffic impacts from the project.

Multimodal Facility and Downtown Waterfront Redevelopment – City of Port Angeles, Washington

John was the transportation task manager in charge of traffic and non-motorized issues in the investigation of downtown revitalization opportunities that would concentrate civic, cultural, tourist and retail activities into the downtown core. The project, which includes siting a multimodal transportation facility, has the potential to transform Port Angeles into a “world class” international gateway and activity center, which is afforded by the City's quality of life, scenic beauty, and proximity to major regional and international destinations that include Victoria, British Columbia, on Vancouver Island.

Bremerton Waterfront Redevelopment – Bremerton, Washington

John was the transportation task manager in charge of traffic and non-motorized issues for the \$75 million waterfront redevelopment project known as Sinclair Landing. The City is looking to produce a to invigorate a downtown that has been struggling for a number of years. This major undertaking will include housing, a multilevel parking structure, restaurants, offices, retail shops, and a destination hotel, as well as parks, gathering places and a multiscreen cinema. The economic challenge is to implement this vision of what the waterfront could become, through a number of public/private and intergovernmental relationships.

Seattle Monorail Project Green Line EIS – Seattle, WA

John managed the consultant team in the preparation of Draft and Final Environmental Impact Statements (DEIS and FEIS) to comply with the State and National Environmental Policy Act (SEPA and NEPA). The Green Line is a 14-mile elevated Monorail transit system extending from NW 85th Street in the Crown Hill area of Ballard through Seattle Center and Downtown Seattle, to its southern terminus at the California Avenue SW/Fauntleroy Avenue SW intersection in West Seattle. The elevated transit system is expected to have up to 72,000 daily passengers. Meeting a compressed 13-month schedule to complete the Draft and Final EIS required a focused and integrated review process involving City of Seattle, and Seattle Monorail Project staff. – OR – John was project manager of this MIS and EIS for a new six-mile highway connecting I-5 with SR 7 in Pierce County. The study involved preparing an eight-point added access report, EIS, preliminary design studies, detailed traffic analysis, and operational analysis/forecasting, including level of service analysis and freeway operations analysis at a modified single-point diamond interchange on I-5. The new highway corridor is critical to support continued economic development in mid-Pierce County including a Boeing facility where airplane wings are assembled. The new highway would also facilitate improved transit and bicycle access to this area. Preliminary approval of the Added Access Report has been granted by WSDOT and FHWA.

City Center Access Study Phase 2 – Federal Way, WA

John is the project manager completing an environmental assessment, interchange justification report, and preliminary design plans for the Federal Way City Center Access Study Phase 2. The project involves a modification to the existing highly congested South 320th Street interchange to include new ramps at either South 312th Street or South 324th Street. The new interchange is critical for the City to achieve its ambitious plan for higher density residential, office, and retail in their central core area. Major environmental issues include Section 4(f) impacts to Steel Lake Park, possible environmental justice impacts to several residential areas, and impacts to a Sphagnum Bog, a protected aquatic ecosystem.

Central Link Light Rail Transit – Western Washington, WA

John managed all of the transportation and transit impact analysis work for the Sound Transit's Central Link NEPA and SEPA EIS. This work included evaluation of revisions to the current bus transit service network to provide feeder service to the high capacity light rail system. John managed a team of five subconsultants that included intensive schedule and milestone monitoring, integrated agency coordination with the PSTC design team and other environmental discipline leads and a progressive DBE mentoring and participation program with several minority and woman-owned businesses in key roles. Since completing the Central Link EIS, Parametrix has continued to assist Sound Transit with several subsequent environmental documents including the Tukwila Freeway Route Supplemental EIS, North Link Supplemental EIS, and Initial Segment EA. – North Link Supplemental EIS – John served as the overall discipline manager for the North Link SEIS traffic and transportation analysis. This involved detailed traffic operations analysis at each station area, as well as a review of pedestrian impacts and improvement needs at each station. John also led the Montlake Multimodal Evaluation at the University of Washington station as part of the North Link SEIS. This involved facilitation of a multi-agency work group represented by Sound Transit, King County Metro, City of Seattle, University of Washington, and WSDOT staff. This effort led to a multi-agency consensus on a series of improvements to improve pedestrian and bicycle circulation in the station vicinity, and provide convenient connections to bus stops adjacent to the station.

Port Angeles Multimodal Center/CBD Revitalization – Port Angeles, WA

John was the task manager in charge of traffic and nonmotorized issues related to downtown revitalization opportunities that would concentrate civic, cultural, tourist, and retail activities into the downtown core. The project, which included siting a multimodal transportation facility, has the potential to transform Port Angeles into a “world class” international gateway and activity center, which is afforded by the City’s quality of life, scenic beauty, and proximity to major regional and international destinations that include Victoria, British Columbia, on Vancouver Island.

SR 303 Bremerton to Silverdale Corridor Study – Bremerton, WA

As project manager, John led this community-based planning effort to identify a long-term improvement plan for the SR 303 corridor between Bremerton and Silverdale in Central Kitsap County. The study involved working with a Technical Committee representing WSDOT, Kitsap County, Kitsap Transit, City of Bremerton, and other local and regional agencies, and a Stakeholder Committee representing business, neighborhood and environmental groups in the area. These committees helped to evaluate 15 different alternatives for their transportation system benefits, and impacts to the built and natural environment. From this alternatives evaluation, a strong consensus for a preferred alternative emerged to widen the corridor from 5 to 7 lanes, and designating the lanes for peak period use by high occupancy vehicles, including a new Bus Rapid Transit (BRT) system. The BRT system recommendations involved a comprehensive restructuring of transit routes and service between Bremerton and Silverdale. The preferred alternative also includes an emphasis on transportation demand management (TDM) and transportation systems management (TSM) strategies such as transit signal priority, enhanced transit service and park-and-ride lots.

Bremerton Comprehensive Transportation Plan – Bremerton, WA

John prepared the Comprehensive Transportation Plan for the City to comply with the State’s GMA requirements. The plan included an analysis of a potential third bridge crossing the Port Washington Narrows and new or widened arterial streets on both sides of the new bridge. The plan also addressed transit, ferry, bicycle, and pedestrian facility improvements throughout the City. Transportation demand management and systems management strategies were also a major element of the plan.

Lakewood Comprehensive Plan – Lakewood, WA

John was the project manager responsible for the preparation of the transportation element of the City’s comprehensive plan to comply with the state Growth Management Act (GMA) requirements. The plan addressed all travel modes and facility types in the City of Lakewood, including streets and highways, HOV facilities and transportation demand management. The plan also considered the location and function of the future commuter rail terminal, the development of a new centrally-located downtown Lakewood area, and the potential direct connection to the SR-512 interchange from 100th Street SW.