

FILED
CITY OF SEATTLE
18 JAN 24 PM 4:03
CITY CLERK

**WRITTEN PETITION FOR FURTHER CONSIDERATION OF THE SEATTLE HEARING EXAMINER'S
RECOMMENDATIONS ON THE 2018 UW CAMPUS MASTER PLAN (CF-313346)**

The Seattle Human Services Coalition hereby appeals and files a written petition for further consideration of the Seattle Hearing Examiner's recommendations in case #314346, the proposed 2018 University of Washington Campus Master Plan (CMP). Below are our specific objections to the recommendations and the relief we seek.

SPECIFIC OBJECTIONS TO THE HEARING EXAMINER'S RECOMMENDATIONS

- 1. Housing** – The Hearing Examiner agreed that the City can require the University to “provide for housing, including rent- or income-restricted housing, to accommodate that (projected) employment growth,” and recommended that the City require the UW to construct 150 affordable housing units for faculty and staff earning less than 60 percent AMI, prior to the development of 6 million net gross square feet or the life of the Master Plan, whichever occurs first. (Recommendations 1 and 2)

However, the Hearing Examiner failed to recommend that the Campus Master Plan (CMP) be conditioned to require the UW to provide sufficient affordable housing for all new housing-cost-burdened employees hired during the life of the CMP—an estimated 560 employees earning less than 50 percent of Area Median Income (AMI) and 160 employees earning between 50 and 80 percent of AMI, not counting eligible non-tenured faculty. This recommendation was made by both CUCAC and the U District Alliance.

- 2. Transportation** – The Hearing Examiner concluded that the traffic generated by the Master Plan will cause substantial additional delay at intersections and reduce arterial speed for transit and general-purpose traffic and that these impacts can reasonably be considered “excessive” within the meaning of SMC 25.05.675.R.1.a.

The Hearing Examiner agreed with the City's recommended conditions that the UW contribute to the cost of busses, transit corridor improvements, new signals and ITS improvements (Conditions 51, 52, 53 and 55) to mitigate traffic and transit impacts, and the City's recommendation to require a 15% SOV rate by 2024.

However, while the Hearing Examiner noted that reducing the SOV rate to 12% has merit, and noted that “increasing subsidies for the employee and faculty U-Pass would significantly increase their access to affordable transportation options and reduce the University's SOV rate,” she failed to include these important conditions in her recommendation. Her assumption instead that the Legislature will fund an employee U-Pass is not a guaranteed solution that the UW can be held accountable for, unlike a 12 percent SOV rate. Her recommendations thus fail to mitigate the impacts of the additional SOV trips projected in the EIS for the CMP.¹ In addition, the Hearing Examiner failed to review or recommend numerous transportation recommendations made by CUCAC, the U District Alliance, Transportation Choices Coalition, Feet First, Cascade Bicycle Club and the Sierra Club to further reduce the SOV rate and carbon emissions for the second largest employer in the city.

¹ While the UW has pledged to ask the Legislature for additional funding for staff U-Pass subsidies, there is no guarantee that this will happen.

3. **Child care** – we object to the failure of the Hearing Examiner to examine the substantial evidence that there is nexus between the additional students and employees associated with the proposed expansion, the likelihood that demand for childcare will exceed supply and be more expensive than low-wage UW employees can afford, and a likely impact on the City’s childcare assistance programs as the UW population expands. The CMP’s lack of adequate affordable childcare capacity is inconsistent with the Seattle Comprehensive Plan’s (SCP) early childhood education policy, and on provisions of the City-University Agreement (CUA) addressing city services, human environment and health and vitality of communities. As the city’s second largest employer and premier public institution, UW has a clear responsibility to help address this in its proposed campus expansion.

4. **Racial Justice** – We object to the failure of the Hearing Examiner to review evidence that the CMP will create additional adverse racial justice impacts in Seattle. Given that the staff of color and immigrant workers the UW hires are highly concentrated in lower paid positions, that the UW lacks basic racial justice programs such as a priority hiring program or an anti-displacement strategy to counteract the CMP’s impact on housing prices, the expected racial justice outcome for the proposed expansion will be further economic marginalization for communities of color in Seattle. There is nexus between the proposed expansion’s racial justice impacts and the City’s own RSJI initiatives, the Equitable Development Fund, Office of Civil Rights programs, and many City programs that provide services to communities of color.

5. **Open Space** - We object to the failure of the Hearing Examiner to review evidence that the UW expansion and Innovation District development in the West Campus area, added to the density created by UW’s development on land and air rights it owns outside the campus boundaries, will create further pressure on open space in the heart of the U District, and that the open space proposals of the CMP do not adequately address the U District’s open space deficit (approximately two city blocks).

6. **Workplace Justice** - We object to the failure of the Hearing Examiner to review evidence that the UW failed to study or to mitigate significant negative economic security impacts of the CMP on current low wage employees. About half (13,387) of the 26,318 UW classified and professional (non-academic) employees workers earned less than 80 percent of Area Median Income (AMI), and about one-sixth (4,574) earn less than 50 percent of the AMI. While the Hearing Examiner determined that increased housing demand has the potential to displace low-income households, and that workers need transit subsidies to increase their access to affordable transportation options, she failed to examine economic security alternative proposals to address these issues.

7. **Small Business** - We object to the failure of the Hearing Examiner to review evidence that the UW failed to study or to mitigate significant negative economic impacts of the CMP on U District small businesses. The UW’s expansion will include additional on-campus food and drink services that could negatively impact over 300 small retail businesses many of whom compete with the UW’s Housing and Food Services.

RELIEF SOUGHT BY PETITIONERS


1. **Housing** - In order to ensure that the additional employees hired by the UW during the CMP campus expansion are not housing-cost-burdened, we seek relief in the form of making the

Master Plan approval conditional on the UW providing sufficient housing affordable for all new employees earning less than 80 percent AMI and less than 50% AMI on an annual basis as new employees are hired, for an estimated total of 560 units affordable at less than 50 percent of Area Median Income (AMI) and 160 units affordable between 50 and 80 percent of AMI, not counting eligible non-tenured faculty. We seek further housing mitigation through additional housing policies recommended by the U District Alliance to DCI and the Hearing Examiner.

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Filed on behalf of Seattle Human Services Coalition on this ____ day of January, 2018

By: 

Patricia Hayden

Co-Chair

Seattle Human Services Coalition



SEIU Healthcare®

United for Quality Care

DIANE SOSNE
President

ROBIN WYSS
Secretary-Treasurer

JANE HOPKINS
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WRITTEN PETITION FOR FURTHER CONSIDERATION OF THE SEATTLE HEARING EXAMINER'S RECOMMENDATIONS ON THE 2018 UW CAMPUS MASTER PLAN (CF-313346)

SEIU Healthcare 1199NW hereby appeals and files a written petition for further consideration of the Seattle Hearing Examiner's recommendations in case #314346, the proposed 2018 University of Washington Campus Master Plan (CMP). Below are our specific objections to the recommendations and the relief we seek.

SPECIFIC OBJECTIONS TO THE HEARING EXAMINER'S RECOMMENDATIONS

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CITY OF SEATTLE
JAN 26 AM 10:24
CITY CLERK

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Filed on behalf of SEIU Healthcare 1199NW on this 23 day of January, 2018

By: 

Diane Sosne, RN, MN

President

SEIU Healthcare 1199NW

FILED
CITY OF SEATTLE

18 JAN 29 PM 12:33

CITY CLERK

BEFORE THE SEATTLE CITY COUNCIL

In the Matter of the Application of)	CF 314346
)	
UNIVERSITY OF WASHINGTON)	SDCI'S PETITION FOR FURTHER
)	CONSIDERATION
for approval of a Major Institution)	
Master Plan for property located at)	
4000 15th Ave. E.)	

On January 17, 2018, the Hearing Examiner issued her Corrected Findings and Recommendation on the University of Washington’s proposed Campus Master Plan. An agreement between the University and the City governs the Master Plan adoption process. Under the agreement, the Council will hold a public hearing to receive comments on the proposed Master Plan, prepare a preliminary decision, and solicit responses to the preliminary decision. Agreement §§ II.B.10 – .11. Only three classes of persons may comment at the hearing and respond to the preliminary decision: the University; the City-University-Community Advisory Committee; and “all other persons who filed a written petition for further consideration within fourteen (14) days of the Hearing Examiner’s recommendation.” *Id.*

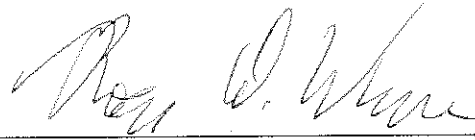
The Seattle Department of Construction and Inspections (SDCI) submits this “petition for further consideration” within the meaning of the agreement to ensure SDCI is able to provide its perspective to the Council at the public hearing and in response to its preliminary decision.

1 The two SDCI representatives for purposes of the Council's review are:

2 Cheryl T. Waldman
3 Seattle Department of Construction and Inspections
4 PO Box 34019
5 Seattle, WA 98124-4019
6 (206) 233-3861
7 Fax: (206) 233-7902
8 cheryl.waldman@seattle.gov

Roger D. Wynne,
Seattle City Attorney's Office
701 Fifth Ave., Suite 2050
Seattle, WA 98104-7097
(206) 233-2177
Fax: (206) 684-8284
roger.wynne@seattle.gov

9 Respectfully submitted January 29, 2018.

10 

11 Roger D. Wynne, WSBA #23399
12 Seattle City Attorney's Office
13 701 Fifth Ave., Suite 2050
14 Seattle, WA 98104-7097
15 Ph: (206) 233-2177
16 Fax: (206) 684-8284
17 E-mail: roger.wynne@seattle.gov
18 *Assistant City Attorney for*
19 *Seattle Department of Construction and Inspections*



FILED
CITY OF SEATTLE

Martin Luther King, Jr. County Labor Council, AFL-CIO

18 JAN 30 AM 10:18

CITY CLERK

2800 First Avenue, Suite 206 • Seattle, Washington 98121

Phone 206-441-8510 • Fax: 206-441-7103 • E-mail: office@mlkclc.org

**WRITTEN PETITION FOR FURTHER CONSIDERATION OF THE SEATTLE HEARING EXAMINER'S
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Martin Luther King, Jr. County Labor Council, AFL-CIO

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2800 First Avenue, Suite 206 • Seattle, Washington 98121
Phone 206-441-8510 • Fax: 206-441-7103 • E-mail: office@mlkclc.org

6. **Workplace Justice** - We seek relief in the form of conditioning the CMP to require that the UW shall respect that unionization is a question for its employees to decide, and shall not take any action that implies any opposition to its employees becoming members of a union, or interfere with union activities. We seek further mitigation through additional economic security policies recommended by the U District Alliance to DCI and the Hearing Examiner.
7. **Small Business** - We seek relief in the form of conditioning the CMP to require that the UW The City should condition the CMP to require that the UW enact a program to ensure that local small business are guaranteed a share of vendor space where food, drink and other vendors are located in UW buildings across the campus and in the surrounding community.

Filed on behalf of the M.L. King County Labor Council on this 30th day of January, 2018

By: _____

Nicole Grant

Executive Secretary-Treasurer

M.L. King County Labor Council



**SIERRA
CLUB**
FOUNDED 1892



Washington State Chapter

180 Nickerson St., suite 202
Seattle, WA 98109
(206) 378-0114

January 29, 2018

Seattle City Council
City Hall
600 Fourth Ave. 2nd Floor
Seattle Wa. 98104

Dear Councilmembers:

Please find enclosed the Sierra Club, Washington Chapter Petition of Appeal of the Seattle Hearing Examiner's Recommendations on the University of Washington 2028 proposed Campus Master Plan (CF 313346)

We look forward to presenting our concerns and proposed mitigation at an appropriate hearing or hearings to support this Appeal.

Sincerely,

Jesse Piedfort
Chapter Director
Sierra Club
Washington State Chapter

FILED
CITY OF SEATTLE
18 JAN 30 AM 10:19
CITY CLERK

**WRITTEN PETITION FOR FURTHER CONSIDERATION OF THE SEATTLE
HEARING EXAMINER'S RECOMMENDATIONS ON THE 2028 UW CAMPUS
MASTER PLAN
(CF-3133460)**

As a representative of The Sierra Club, I do hereby appeal and file a written petition for further consideration of the Seattle Hearing Examiner's recommendations in case # 314346, the proposed 2018 University of Washington Campus Master Plan (CMP). Below are our specific objections to the recommendations and the relief we seek.

SPECIFIC OBJECTIONS TO THE HEARING EXAMINER'S RECOMMENDATIONS

Transportation- The Hearing Examiner concluded that the traffic generated by the Master Plan will cause substantial additional delay at intersections and reduce arterial speed for transit and general purpose traffic and that these impacts can reasonably be considered "excessive" within the meaning of SMC 25.05.675.R.1.a

The Hearing Examiner agreed with the City's recommended conditions that the UW contribute to the cost of busses, transit corridor improvements and ITS improvements (Conditions 51, 52, 53, and 55) to mitigate traffic and transit impacts, and the City's recommendation to require a 15% Single Occupancy Vehicle (SOV) rate by 2024.

However, while the Hearing Examiner noted that reducing the SOV rate to 12% has merit, and noted that "increasing subsidies for employee and faculty U-Pass would significantly increase their access to affordable transportation options and reduce the University's SOV rate," she failed to include two critical conditions in her recommendations. 1) The University's present SOV rate is 17% and by accepting the University's proposed 15% SOV goal, she chose to ignore that the UW EIS projected 11 out of 13 major University District intersections would be at Level of Service E or F even at the 15% goal. A more robust goal of 12% would enable the University to fully mitigate the 6195 additional SOV trips projected by the UW EIS. 2) Her assumption instead that the Legislature will fully fund an employee U-Pass is not a guaranteed solution to which the UW can be held accountable. The UW can be held accountable for a 12% SOV rate. Her recommendations thus fail to mitigate the impacts of the additional SOV trips projected in the EIS for the CMP.

The Hearing Examiner did not address other critical transportation mitigation strategies that would enable the University to meet a 12% SOV rate by 2024.

Parking The price and availability of parking has proven to be a powerful factor in the success of the U-Pass to date. The CMP should "right size" its parking to fit an assumed 12% SOV rate. The existing Parking cap of 12,300 spaces has been in effect since 1990 and doesn't include the 750 spaces in the UW Tower. The CMP proposes to replace existing parking supply used for new development with 5000-7000 structured spaces which could fit under the existing 12,300 cap.

Biking The Hearing Examiner did not address the adequate distribution, weather protection nor security of bike parking on campus. Although the CMP maintains that there is an adequate "supply" of bicycle parking on campus, the UW's own bicyclist studies indicate that the main problem is lack of covered and secure parking which is proximate to the actual demand, not overall parking supply. A robust bicycle parking program which offers secure, covered parking in convenient locations throughout the campus is critical to enable the CMP to meet a 12% SOV rate by 2024.

Pedestrian Facilities The Hearing examiner did not adequately address this critical transportation element. Although the overcrowding of the Burke Gilman trail is specifically cited in the EIS and identifies a need for separate paths for bike riders and pedestrians for capacity and safety reasons, the CMP indicates separate paths would be build "as funds come available" by 2028. The Hearing Examiner accepts the phrase "as opportunities exist". Adequate and safe pedestrian facilities are critical if the CMP is to meet a 12% SOV rate by 2024.

RELIEF SOUGHT BY PETITIONERS


We seek relief in the form of conditioning the CMP to require the UW to fully mitigate the additional 6195 SOV trips created by the expansion. The CMP should be conditioned to require that the City should delay successive building and occupancy permits should the UW not reach the following milestones: 17% SOV by the end of 2018, 15% SOV rate by the end of 2020, 13% SOV rate by end of 2022 and 12% SOV rate by end of 2024. To ensure the UW reaches the milestones, and to improve equity for low-wage workers, the CMP should be conditioned to require the UW to provide a free Orca card to all faculty and staff.

We seek further conditioning of the Parking program pricing and cap. The cap should be reestablished at 9000 spaces and a pay per use charge instituted and the monthly parking rate be eliminated.

We seek further conditioning of the Bike parking program by including a provision of a 50% increase in covered and secure parking in each of the four quadrants of the campus.

We seek further conditioning of the Pedestrian program by mandating a completion of the separation of the bike and pedestrian paths of the Burke Gilman trail for the entire campus by 2021.

Filed on behalf of the Sierra Club of Washington State on the 30th day of January, 2018

By  _____
Jesse Piedfort
Chapter Director
Sierra Club
Washington State Chapter

**WRITTEN PETITION FOR FURTHER CONSIDERATION OF THE SEATTLE HEARING EXAMINER'S
RECOMMENDATIONS ON THE 2018 UW CAMPUS MASTER PLAN (CF-313346)**

Laborers Local 242 hereby appeals and files a written petition for further consideration of the Seattle Hearing Examiner's recommendations in case #314346, the proposed 2018 University of Washington Campus Master Plan (CMP). Below are our specific objections to the recommendations and the relief we seek.

SPECIFIC OBJECTIONS TO THE HEARING EXAMINER'S RECOMMENDATIONS

1. **City-University Agreement** – While the Hearing Examiner recommended changes in the CMP to clarify the City's zoning powers, she failed to consider whether the City also needs to renegotiate sections of the 2004 City-University Agreement (CUA), in light of the 2017 State Supreme Court decision¹ clarifying the City's regulatory powers over the UW, and changes in the 2035 Seattle Comprehensive Plan (SCP) and other city policies.
2. **Housing** – The Hearing Examiner agreed that the City can require the University to “provide for housing, including rent- or income-restricted housing, to accommodate that (projected) employment growth,” and recommended that the City require the UW to construct 150 affordable housing units for faculty and staff earning less than 60 percent AMI, prior to the development of 6 million net gross square feet or the life of the Master Plan, whichever occurs first. (Recommendations 1 and 2)

However, the Hearing Examiner failed to recommend that the Campus Master Plan (CMP) be conditioned to require the UW to provide sufficient affordable housing for all new housing-cost-burdened employees hired during the life of the CMP—an estimated 560 employees earning less than 50 percent of Area Median Income (AMI) and 160 employees earning between 50 and 80 percent of AMI, not counting eligible non-tenured faculty. This recommendation was made by both CUCAC and the U District Alliance.

3. **Racial Justice** – We object to the failure of the Hearing Examiner to review evidence that the CMP will create additional adverse racial justice impacts in Seattle. Given that the staff of color and immigrant workers the UW hires are highly concentrated in lower paid positions, that the UW lacks basic racial justice programs such as a priority hiring program or an anti-displacement strategy to counteract the CMP's impact on housing prices, the expected racial justice outcome for the proposed expansion will be further economic marginalization for communities of color in Seattle. There is nexus between the proposed expansion's racial justice impacts and the City's own RSJI initiatives, the Equitable Development Fund, Office of Civil Rights programs, and many City programs that provide services to communities of color.
4. **Small Business** - We object to the failure of the Hearing Examiner to review evidence that the UW failed to study or to mitigate significant negative economic impacts of the CMP on U District small businesses. The UW's expansion will include additional on-campus food and drink services that could negatively impact over 300 small retail businesses many of whom compete with the UW's Housing and Food Services.

RELIEF SOUGHT BY PETITIONERS

¹ *University of Washington v. City of Seattle*, 188 Wn. 2d 823, 837-839, 399 P.3d 519 (2017).

CITY CLERK
18 JAN 30 AM 10:19
FILED
CITY OF SEATTLE

1. **City-University Agreement (CUA)** – we ask that the City Council consider changes to the 2004 CUA at the same time the Council considers changes to the CMP, to bring the CUA into full alignment with last year’s State Supreme Court decision and changes in other city policies since the CUA was last amended.
2. **Housing** - In order to ensure that the additional employees hired by the UW during the CMP campus expansion are not housing-cost-burdened, we seek relief in the form of making the Master Plan approval conditional on the UW providing sufficient housing affordable for all new employees earning less than 80 percent AMI and less than 50% AMI on an annual basis as new employees are hired, for an estimated total of 560 units affordable at less than 50 percent of Area Median Income (AMI) and 160 units affordable between 50 and 80 percent of AMI, not counting eligible non-tenured faculty. We seek further housing mitigation through additional housing policies recommended by the U District Alliance to DCI and the Hearing Examiner.
3. **Racial Justice** – We seek relief in the form of conditioning the CMP to require that the UW implement a priority hire program similar to the City of Seattle ordinance for priority hiring and a program for OMWBE contractors and vendors that would insure equity. Giving opportunities for local residents to access living wage careers and small businesses the chance to flourish.
4. **Workplace Justice** - We seek relief in the form of conditioning the CMP to require that the UW shall respect that unionization is a question for its employees to decide, and shall not take any action that implies any opposition to its employees becoming members of a union, or interfere with union activities. We seek further mitigation through additional economic security policies recommended by the U District Alliance to DCI and the Hearing Examiner.

Filed on behalf of Laborers Local 242 on this 30th day of January, 2018

By: 

Dale W. Cannon

Business Manager/Secretary Treasurer
Laborers Local 242



feet first
promoting walkable communities

314 First Avenue S
Seattle WA 98104

p 206.652.2310
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feetfirst.org

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Director

John Stewart
Director

January 29, 2018

Seattle City Council
City Hall
600 Fourth Ave. 2nd Floor
Seattle, WA 98104

Dear City Councilmembers:

Please find enclosed Feet First's Petition of Appeal of the Seattle Hearing Examiners Recommendations on the 2018 University of Washington Campus Master Plan (CF-313346).

If you have any questions, please contact me at 206-525-0761.

Sincerely,

James Davis, Feet First Board of Directors

FILED
CITY OF SEATTLE
18 JAN 30 AM 10:20
CITY CLERK

@FeetFirst_WA

@FeetFirstWA

@FeetFirstWalks

**WRITTEN PETITION FOR FURTHER CONSIDERATION OF THE SEATTLE HEARING EXAMINER'S
RECOMMENDATIONS ON THE 2018 UNIVERSITY OF WASHINGTON CAMPUS MASTER PLAN (CF-313346)**

As a representative of Feet First, I do hereby appeal and file a written petition for further consideration of the Seattle Hearing Examiner's recommendations in case #314346, the proposed 2018 University of Washington Campus Master Plan (CMP). Below are our specific objections to the recommendations and the relief we seek.

SPECIFIC OBJECTIONS TO THE HEARING EXAMINER'S RECOMMENDATIONS

The Hearing Examiner failed to adequately mitigate the increased threat to the safety of both pedestrians and bicyclists along the Burke-Gilman Trail (BGT). Although the University has already improved the BGT between 15th Avenue NE and Rainier Vista to widen the trail and separate bicyclists and walkers, other sections of the trail remain unimproved. The Hearing Examiner required the University to complete separate pathways for bicyclists and pedestrians on the BGT between Brooklyn Avenue NE and 15th Avenue NE by the start of 2028. She also determined that the University should both widen the trail as well as separate users along the BGT of Rainier Vista as "opportunities permit," but set no concrete deadline for completing this work and no mechanism for ensuring this work is funded. The expansion of the University will increase both pedestrian and bicycle traffic on the trail, thereby increasing the propensity for conflicts and collisions. These hazards must be mitigated in a timely manner.

The Hearing Examiner concluded that the traffic generated by the Master Plan will cause substantial additional traffic congestion and that these impacts can reasonably be considered "excessive" within the meaning of SMC 25.05.675.R.1.a. However, while the Hearing Examiner noted that reducing the SOV rate to 12% has merit, she failed to review or recommend numerous transportation recommendations made by Feet First and others to further reduce the SOV rate and carbon emissions for the second largest employer in the city. Additional traffic increases the safety hazard for pedestrians walking in the University District, and this must be mitigated.

The goal of reducing the SOV rate to 12% can be partially realized by improving the University District's pedestrian infrastructure. When people are provided good walking facilities, they will walk more and drive less. This is corroborated by a number of studies. For example, a study of the Portland, Oregon area found that a 1% increase in the quality of the pedestrian environment resulted in a .2% decrease in vehicle miles traveled (Parsons Brinckerhoff Quade Douglas, *The Pedestrian Environment*, 1993). Moreover, these impacts may be higher in college communities such as the University District (Rodriguez & Joo, "The Relationship between Non-motorized Mode Choice and the Local Physical Environment," *Transportation Research*, 2004, pp. 151-173).

RELIEF SOUGHT BY PETITIONERS

Complete Separation of Burke Gilman Trail. We seek relief in the form of requiring the University to commit to fully funding the trail widening and separation of users on the sections of the BGT from 15th Avenue NE to Brooklyn Avenue NE and east of Rainier Vista by 2021.

Improve Pedestrian Environment in University District. We seek relief in the form of requiring the University to completely fund projects identified in Seattle's 2017 Pedestrian Master Plan in the primary impact zone. We further seek relief in the form of requiring the University to commit to fully funding construction of ADA-compliant wheelchair ramps at substandard sites within the primary impact zone.

SOV Mode Split. We seek relief in the form of conditioning the CMP to require that the City must delay successive building and occupancy permits should the UW not reach the following milestones: 17% SOV rate by end of 2018, 15 % SOV rate by end of 2020, 13% SOV rate by end of 2022, and 12% SOV rate by end of 2024.

Filed on behalf of Feet First on this 29th day of January, 2018, by:



Maggie Darlow, President, Feet First

**WRITTEN PETITION FOR FURTHER CONSIDERATION OF THE SEATTLE HEARING EXAMINER'S
RECOMMENDATIONS ON THE 2018 UW CAMPUS MASTER PLAN (CF-313346)**

The U District Alliance for Equity and Livability hereby appeals and files a written petition for further consideration of the Seattle Hearing Examiner's recommendations in case #314346, the proposed 2018 University of Washington Campus Master Plan (CMP). Below are our specific objections to the recommendations and the relief we seek.

FILED
CITY OF SEATTLE
28 JAN 30 AM 10:20
CITY CLERK

SPECIFIC OBJECTIONS TO THE HEARING EXAMINER'S RECOMMENDATIONS

- 1. Housing** – The Hearing Examiner agreed that the City can require the University to “provide for housing, including rent- or income-restricted housing, to accommodate that (projected) employment growth,” and recommended that the City require the UW to construct 150 affordable housing units for faculty and staff earning less than 60 percent AMI, prior to the development of 6 million net gross square feet or the life of the Master Plan, whichever occurs first. (Recommendations 1 and 2)

However, the Hearing Examiner failed to recommend that the Campus Master Plan (CMP) be conditioned to require the UW to provide sufficient affordable housing for all new housing-cost-burdened employees hired during the life of the CMP—an estimated 560 employees earning less than 50 percent of Area Median Income (AMI) and 160 employees earning between 50 and 80 percent of AMI, not counting eligible non-tenured faculty. This recommendation was made by both CUCAC and the U District Alliance.

- 2. Transportation** – The Hearing Examiner concluded that the traffic generated by the Master Plan will cause substantial additional delay at intersections and reduce arterial speed for transit and general-purpose traffic and that these impacts can reasonably be considered “excessive” within the meaning of SMC 25.05.675.R.1.a.

The Hearing Examiner agreed with the City's recommended conditions that the UW contribute to the cost of busses, transit corridor improvements, new signals and ITS improvements (Conditions 51, 52, 53 and 55) to mitigate traffic and transit impacts, and the City's recommendation to require a 15% SOV rate by 2024.

However, while the Hearing Examiner noted that reducing the SOV rate to 12% has merit, and noted that “increasing subsidies for the employee and faculty U-Pass would significantly increase their access to affordable transportation options and reduce the University's SOV rate,” she failed to include these important conditions in her recommendation. Her assumption instead that the Legislature will fund an employee U-Pass is not a guaranteed solution that the UW can be held accountable for, unlike a 12 percent SOV rate. Her recommendations thus fail to mitigate the impacts of the additional SOV trips projected in the EIS for the CMP.¹ In addition, the Hearing Examiner failed to review or recommend numerous transportation recommendations made by CUCAC, the U District Alliance, Transportation Choices Coalition, Feet First, Cascade Bicycle Club and the Sierra Club to further reduce the SOV rate and carbon emissions for the second largest employer in the city.

¹ While the UW has pledged to ask the Legislature for additional funding for staff U-Pass subsidies, there is no guarantee that this will happen.

3. **Child care** – we object to the failure of the Hearing Examiner to examine the substantial evidence that there is nexus between the additional students and employees associated with the proposed expansion, the likelihood that demand for childcare will exceed supply and be more expensive than low-wage UW employees can afford, and a likely impact on the City’s childcare assistance programs as the UW population expands. The CMP’s lack of adequate affordable childcare capacity is inconsistent with the Seattle Comprehensive Plan’s (SCP) early childhood education policy, and on provisions of the City-University Agreement (CUA) addressing city services, human environment and health and vitality of communities. As the city’s second largest employer and premier public institution, UW has a clear responsibility to help address this in its proposed campus expansion.
4. **Racial Justice** – We object to the failure of the Hearing Examiner to review evidence that the CMP will create additional adverse racial justice impacts in Seattle. Given that the staff of color and immigrant workers the UW hires are highly concentrated in lower paid positions, that the UW lacks basic racial justice programs such as a priority hiring program or an anti-displacement strategy to counteract the CMP’s impact on housing prices, the expected racial justice outcome for the proposed expansion will be further economic marginalization for communities of color in Seattle. There is nexus between the proposed expansion’s racial justice impacts and the City’s own RSII initiatives, the Equitable Development Fund, Office of Civil Rights programs, and many City programs that provide services to communities of color.
5. **Open Space** - We object to the failure of the Hearing Examiner to review evidence that the UW expansion and Innovation District development in the West Campus area, added to the density created by UW’s development on land and air rights it owns outside the campus boundaries, will create further pressure on open space in the heart of the U District, and that the open space proposals of the CMP do not adequately address the U District’s open space deficit (approximately two city blocks).
6. **Workplace Justice** - We object to the failure of the Hearing Examiner to review evidence that the UW failed to study or to mitigate significant negative economic security impacts of the CMP on current low wage employees. About half (13,387) of the 26,318 UW classified and professional (non-academic) employees workers earned less than 80 percent of Area Median Income (AMI), and about one-sixth (4,574) earn less than 50 percent of the AMI. While the Hearing Examiner determined that increased housing demand has the potential to displace low-income households, and that workers need transit subsidies to increase their access to affordable transportation options, she failed to examine economic security alternative proposals to address these issues.
7. **Small Business** - We object to the failure of the Hearing Examiner to review evidence that the UW failed to study or to mitigate significant negative economic impacts of the CMP on U District small businesses. The UW’s expansion will include additional on-campus food and drink services that could negatively impact over 300 small retail businesses many of whom compete with the UW’s Housing and Food Services.

RELIEF SOUGHT BY PETITIONERS

1. **Housing** - In order to ensure that the additional employees hired by the UW during the CMP campus expansion are not housing-cost-burdened, we seek relief in the form of making the

Master Plan approval conditional on the UW providing sufficient housing affordable for all new employees earning less than 80 percent AMI and less than 50% AMI on an annual basis as new employees are hired, for an estimated total of 560 units affordable at less than 50 percent of Area Median Income (AMI) and 160 units affordable between 50 and 80 percent of AMI, not counting eligible non-tenured faculty. We seek further housing mitigation through additional housing policies recommended by the U District Alliance to DCI and the Hearing Examiner.

2. **Transportation** – We seek relief in the form of conditioning the CMP to require the UW to fully mitigate the additional campus SOV trips created by the expansion. The CMP should be conditioned to require that the City should delay successive building and occupancy permits should the UW not reach the following milestones: 17% SOV rate by end of 2018, 15 % SOV rate by end of 2020, 13% SOV rate by end of 2022, and 12% SOV rate by end of 2024. To ensure the UW reaches the milestones, and to improve equity for low-wage workers, the CMP should be conditioned to require the UW to provide a free Orca card to all employees. We seek further mitigation with the parking, bicycle and pedestrian policies recommended by the U District Alliance to DCI and the Hearing Examiner, including expanding covered and high-security parking by 50 percent in each campus quadrant, and a requirement that the UW complete the separation of bike and pedestrian traffic on the Burke Gilman Trail throughout the entire UW campus.
3. **Child care** – We seek relief in the form of conditioning the CMP to require that no permits for construction authorized under the CMP shall be issued until the City Council receives and approves the child care study authorized under Resolution 31732, and the City Council approves a fully developed UW plan for providing child care subsidy vouchers for faculty and staff. These vouchers must cover faculty and staff making between 200%-400% of the Federal Poverty Level and must be available to use in neighborhoods where faculty and staff live, including outside of the city, not just on or near campus. We seek further child care mitigation through additional child care policies recommended by the U District Alliance to DCI and the Hearing Examiner.
4. **Racial Justice** – We seek relief in the form of conditioning the CMP to require that the UW implement a priority hire program similar to the City of Seattle ordinance for direct hiring and for contractors and vendors. Further, the UW should be required to contribute to the City of Seattle’s Equitable Development Fund to mitigate the displacement effects of its expansion and failure to provide affordable housing for workers of color who are renting in Seattle.
5. **Open Space** - We seek relief in the form of conditioning the CMP to require additional planning and proposals to address the U District’s open space deficit, along with campus open space provisions. The City’s review of the CMP should address the open space problem created by the UW’s Sound Transit deal to develop an office tower using air rights above the Brooklyn Station instead of public open space, and drawbacks in the UW’s proposal to create alternative open space with use restrictions on an 8,000 SF lot on NE Brooklyn Avenue, near the station.
6. **Workplace Justice** - We seek relief in the form of conditioning the CMP to require that the UW shall respect that unionization is a question for its employees to decide, and shall not take any action that implies any opposition to its employees becoming members of a union, or interfere with union activities. We seek further mitigation through additional economic security policies recommended by the U District Alliance to DCI and the Hearing Examiner.

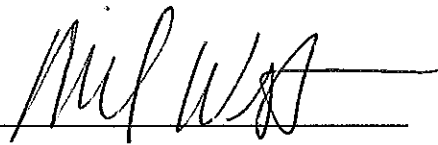
7. **Small Business** - We seek relief in the form of conditioning the CMP to require that the UW The City should condition the CMP to require that the UW enact a program to ensure that local small business are guaranteed a share of vendor space where food, drink and other vendors are located in UW buildings across the campus and in the surrounding community.

Filed on behalf of the U District Alliance for Equity and Livability on this 30th day of January, 2018

By: _____

William Roach

Steering Committee

By 

David West

Staff Coordinator

The U District Alliance for
Equity and Livability

**WRITTEN PETITION FOR FURTHER CONSIDERATION OF THE SEATTLE HEARING
EXAMINER'S RECOMMENDATIONS ON THE 2018 UW CAMPUS MASTER PLAN
(CF-313346)**

The University of Washington Professional Staff Organization hereby appeals and files a written petition for further consideration of the Seattle Hearing Examiner's recommendations in case #314346, the proposed 2018 University of Washington Campus Master Plan (CMP). There has been a great deal of work in the impacted communities by volunteers who are passionate about these issues and this process has largely dismissed this work. We believe there are insufficient measurable "conditions" on specific outcomes placed on the University. Below are our specific objections to the recommendations and the relief we seek.

SPECIFIC OBJECTIONS TO THE HEARING EXAMINER'S RECOMMENDATIONS

A. Transportation – The Hearing Examiner noted that **reducing the SOV rate to 12% has merit**, and noted that "increasing subsidies for the employee and faculty U-Pass would significantly increase their access to affordable transportation options and reduce the University's SOV rate," but **she failed to include these important conditions in her recommendation**. Her assumption instead that the Legislature will fund an employee U-Pass is not a guaranteed solution that the UW can be held accountable for. Her recommendations thus fail to mitigate the impacts of the additional SOV trips projected in the EIS for the CMP.[1] In addition, the Hearing Examiner failed to consider transportation mitigations in place in other major institutions, including Children's and Swedish-Cherry Hill, or to consider numerous transportation recommendations made by CUCAC, the U District Alliance, Transportation Choices Coalition, Feet First, Cascade Bicycle Club and the Sierra Club to further reduce the SOV rate and carbon emissions for the second largest employer in the city.

Furthermore, the UW Professional Staff Organization objects to combining the Student SOV rate with the Employee SOV Rate. The UPASS transit programs for these two populations are and will continue to be fundamentally different in terms of how they are managed and funded. The students have a **mandatory (no opt-out)** program that insures 100% participation while the employee program has significant legal and labor barriers which prevent an equivalent arrangement. The UW Students took a very bold and progressive step to "tax" themselves in order to fund a **universal** student upass program. The employee UPASS program has not and will not receive an equivalent investment. The result has been rising out of pocket costs and minimal growth in employee transit use. The UW Master plan proposes a combined 15% SOV rate with no equivalent employee UPASS investments despite the employee SOV rate being over 34%. **If the city does not condition UW employees (at 20%) separately from the students, then it is holding the UW to a lower standard than other employers in the U-District and contradicting its 2035 growth management goals.**

The City of Seattle 2035 Draft Comprehensive plan states a goal of 20% SOV mode share for **work trips** in the University District. Does the University suggest it is exempt from the Seattle Comprehensive plan's [4] **work trip** SOV rate goals? The UW employee SOV rate is of 34.7%. The city must **condition** the students and employees SOV rates **separately**. Comparisons to peer institutions make no sense in this case as they have different plans for different cities, neighborhoods, and circumstances.

B. Child care – we object to the failure of the Hearing Examiner to examine the substantial evidence that the current demand, even before the proposed expansion, for childcare exceeds supply and is more expensive than low-wage UW employees can afford, and will impact the City's child care assistance programs as the UW population expands. The CMP's lack of adequate affordable childcare capacity is **inconsistent** with the Seattle Comprehensive Plan's (SCP) early childhood education policy, and on provisions of the City-University Agreement (CUA) addressing city services, human environment and health and vitality of communities. Child care is generally less expensive farther away from the University. Furthermore, the siting of childcare on the UW campus preferentially benefits higher wage earners who can afford to live close to campus. As the city's second largest employer and premier public institution, UW has a clear responsibility to help address this in its proposed campus expansion.

C. Workplace Justice - We object to the failure of the Hearing Examiner to review evidence that the UW failed to study or to mitigate significant negative economic security impacts of the CMP on current low wage employees. About half (13,387) of the 26,318 UW classified and professional (non-academic) employees workers earned less than 80 percent of Area Median Income (AMI), and about one-sixth (4,574) earn less than 50 percent of the AMI. While the Hearing Examiner determined that increased housing demand has the potential to displace low-income households, and that workers need transit subsidies to increase their access to affordable transportation options, she failed to examine economic security alternative proposals to address these issues.

RELIEF SOUGHT BY PETITIONERS

A. Transportation – We seek relief in the form of conditioning the CMP to require the UW to **fully mitigate** the additional 6,195 campus SOV trips which includes both work trips and a 10% factor to cover SOV visitor trips. The CMP should be **conditioned to require** the UW to measure the Student SOV rate and the EMPLOYEE SOV rate **separately** and insure the employee rate does **not exceed** the 20% called out in the Seattle Growth Management plan. The CMP should be **conditioned to require** the UW to provide a free Orca card to all employees expand covered and high-security bicycle parking by 50 percent in each campus quadrant, and **require the separation** of bike and pedestrian traffic on the Burke Gilman Trail throughout the entire UW campus by 2021. All of these conditions are consistent with Resolution 31732 [3]

B. Child care – We seek relief in the form of **conditioning the CMP** to require that no permits for construction authorized under the CMP shall be issued until the City Council receives and approves the child care study authorized under Resolution 31732 [2], and the City Council approves **a fully developed UW plan for providing child care subsidy vouchers** for employees. These vouchers must cover employees making between 200%-400% of the Federal Poverty Level and must be available to use in neighborhoods where employees live, including outside of the city, not just on or near campus. This issue is tightly coupled with the SOV rate as well since on campus childcare means employees must still drive their kids to campus, whereas vouchers for childcare close to where families live let workers drop their kids, then take transit for their work trips. We seek

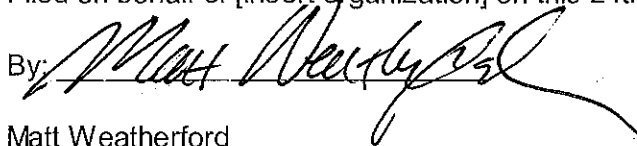
further child care mitigation through child care policies recommended by the U District Alliance to DCI and the Hearing Examiner.

C. **Workplace Justice** - To improve equity for low-wage workers, the CMP should be conditioned to require the UW to provide a free Orca (transit pass) to all employees. We seek further mitigation through additional economic security policies recommended by the U District Alliance to DCI and the Hearing Examiner.

The PSO cares deeply about these issues and has been working on them for decades with little result. It has been extremely difficult to get the University Administration to commit to substantial action on these issues. Note that "recommendations" by the city have a very spotted history. If the city does not **condition** the university, past experiences virtually guarantee that nothing will be done.

Filed on behalf of [insert organization] on this 24th day of January, 2018

By:



1/24/2018

Matt Weatherford

PSO Board Member 2016-2018

University of Washington Professional Staff Organization

FILED
CITY OF SEATTLE
18 JAN 31 AM 10:19
CITY CLERK

[1] While the UW has pledged to ask the Legislature for additional funding for employee U-Pass subsidies, there is no guarantee that this will happen. Why the University hasn't done this already also calls it into question.

[2]

<http://seattle.legistar.com/LegislationDetail.aspx?ID=2952982&GUID=4175EDC6-BE07-41BC-A281-42A12E6339B3&FullText=1> Resolution Sponsor: Rob Johnson

[3] See Resolution 31732 - link above [2] - U District Urban Design Framework - Resolution Sponsor: Rob Johnson

[4] Seattle 2035 Comprehensive plan: <https://www.seattle.gov/rsj/city-work-plans/seattle-2035>

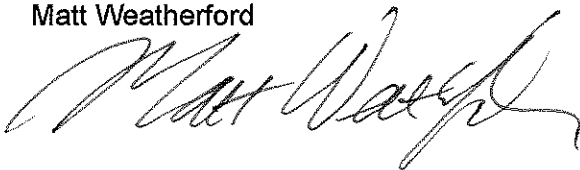
WRITTEN PETITION FOR FURTHER CONSIDERATION OF THE SEATTLE HEARING
EXAMINER'S RECOMMENDATIONS ON THE 2018 UW CAMPUS MASTER PLAN
(CF-313346)

Attn: City Clerk

Subject: Request a Correction to comment submitted for the UW Campus Master Plan
(CF-313346)

I am writing today to make a correction to a comment issued for the UW Campus Master Plan (CF-313346). The comment begins with "The University of Washington Professional Staff Organization hereby appeals and files a written..." Please include this amendment/correction with that document. The first line should instead read "As an employee and member of the University Community, a long time representative member of the University Transportation Committee, and a board member of University of Washington Professional Staff Organization, I hereby appeal and file a written..." Any further mention of the PSO should be replaced with "I". The comment should not be considered endorsed or voted on by the PSO and instead reflects my own opinion and comments about the campus master plan.

Thank you,
Matt Weatherford



2-5-2018

University Transportation Committee Member and PSO representative 2003-2018

University of Washington Professional Staff Organization Board Member 2016-2018

FILED
CITY OF SEATTLE
18 FEB -7 AM 9:38
CITY CLERK

**WRITTEN PETITION FOR FURTHER CONSIDERATION OF THE SEATTLE HEARING EXAMINER'S
RECOMMENDATIONS ON THE 2018 UW CAMPUS MASTER PLAN (CF-313346)**

Transit Riders Union hereby appeals and files a written petition for further consideration of the Seattle Hearing Examiner's recommendations in case #314346, the proposed 2018 University of Washington Campus Master Plan (CMP). Below are our specific objections to the recommendations and the relief we seek.

FILED
CITY OF SEATTLE
11:50 AM 10/1
CITY CLERK

SPECIFIC OBJECTIONS TO THE HEARING EXAMINER'S RECOMMENDATIONS

- 1. Housing** – The Hearing Examiner agreed that the City can require the University to “provide for housing, including rent- or income-restricted housing, to accommodate that (projected) employment growth,” and recommended that the City require the UW to construct 150 affordable housing units for faculty and staff earning less than 60 percent AMI, prior to the development of 6 million net gross square feet or the life of the Master Plan, whichever occurs first. (Recommendations 1 and 2)

However, the Hearing Examiner failed to recommend that the Campus Master Plan (CMP) be conditioned to require the UW to provide sufficient affordable housing for all new housing-cost-burdened employees hired during the life of the CMP—an estimated 560 employees earning less than 50 percent of Area Median Income (AMI) and 160 employees earning between 50 and 80 percent of AMI, not counting eligible non-tenured faculty. This recommendation was made by both CUCAC and the U District Alliance.

- 2. Transportation** – The Hearing Examiner concluded that the traffic generated by the Master Plan will cause substantial additional delay at intersections and reduce arterial speed for transit and general-purpose traffic and that these impacts can reasonably be considered “excessive” within the meaning of SMC 25.05.675.R.1.a.

The Hearing Examiner agreed with the City's recommended conditions that the UW contribute to the cost of busses, transit corridor improvements, new signals and ITS improvements (Conditions 51, 52, 53 and 55) to mitigate traffic and transit impacts, and the City's recommendation to require a 15% SOV rate by 2024.

However, while the Hearing Examiner noted that reducing the SOV rate to 12% has merit, and noted that “increasing subsidies for the employee and faculty U-Pass would significantly increase their access to affordable transportation options and reduce the University's SOV rate,” she failed to include these important conditions in her recommendation. Her assumption instead that the Legislature will fund an employee U-Pass is not a guaranteed solution that the UW can be held accountable for, unlike a 12 percent SOV rate. Her recommendations thus fail to mitigate the impacts of the additional SOV trips projected in the EIS for the CMP.¹ In addition, the Hearing Examiner failed to review or recommend numerous transportation recommendations made by CUCAC, the U District Alliance, Transportation Choices Coalition, Feet First, Cascade Bicycle Club and the Sierra Club to further reduce the SOV rate and carbon emissions for the second largest employer in the city.

¹ While the UW has pledged to ask the Legislature for additional funding for staff U-Pass subsidies, there is no guarantee that this will happen.

3. **Child care** – we object to the failure of the Hearing Examiner to examine the substantial evidence that there is nexus between the additional students and employees associated with the proposed expansion, the likelihood that demand for childcare will exceed supply and be more expensive than low-wage UW employees can afford, and a likely impact on the City’s childcare assistance programs as the UW population expands. The CMP’s lack of adequate affordable childcare capacity is inconsistent with the Seattle Comprehensive Plan’s (SCP) early childhood education policy, and on provisions of the City-University Agreement (CUA) addressing city services, human environment and health and vitality of communities. As the city’s second largest employer and premier public institution, UW has a clear responsibility to help address this in its proposed campus expansion.
4. **Racial Justice** – We object to the failure of the Hearing Examiner to review evidence that the CMP will create additional adverse racial justice impacts in Seattle. Given that the staff of color and immigrant workers the UW hires are highly concentrated in lower paid positions, that the UW lacks basic racial justice programs such as a priority hiring program or an anti-displacement strategy to counteract the CMP’s impact on housing prices, the expected racial justice outcome for the proposed expansion will be further economic marginalization for communities of color in Seattle. There is nexus between the proposed expansion’s racial justice impacts and the City’s own RSJI initiatives, the Equitable Development Fund, Office of Civil Rights programs, and many City programs that provide services to communities of color.
5. **Open Space** - We object to the failure of the Hearing Examiner to review evidence that the UW expansion and Innovation District development in the West Campus area, added to the density created by UW’s development on land and air rights it owns outside the campus boundaries, will create further pressure on open space in the heart of the U District, and that the open space proposals of the CMP do not adequately address the U District’s open space deficit (approximately two city blocks).
6. **Workplace Justice** - We object to the failure of the Hearing Examiner to review evidence that the UW failed to study or to mitigate significant negative economic security impacts of the CMP on current low wage employees. About half (13,387) of the 26,318 UW classified and professional (non-academic) employees workers earned less than 80 percent of Area Median Income (AMI), and about one-sixth (4,574) earn less than 50 percent of the AMI. While the Hearing Examiner determined that increased housing demand has the potential to displace low-income households, and that workers need transit subsidies to increase their access to affordable transportation options, she failed to examine economic security alternative proposals to address these issues.
7. **Small Business** - We object to the failure of the Hearing Examiner to review evidence that the UW failed to study or to mitigate significant negative economic impacts of the CMP on U District small businesses. The UW’s expansion will include additional on-campus food and drink services that could negatively impact over 300 small retail businesses many of whom compete with the UW’s Housing and Food Services.

RELIEF SOUGHT BY PETITIONERS

1. **Housing** - In order to ensure that the additional employees hired by the UW during the CMP campus expansion are not housing-cost-burdened, we seek relief in the form of making the

Master Plan approval conditional on the UW providing sufficient housing affordable for all new employees earning less than 80 percent AMI and less than 50% AMI on an annual basis as new employees are hired, for an estimated total of 560 units affordable at less than 50 percent of Area Median Income (AMI) and 160 units affordable between 50 and 80 percent of AMI, not counting eligible non-tenured faculty. We seek further housing mitigation through additional housing policies recommended by the U District Alliance to DCI and the Hearing Examiner.

2. **Transportation** – We seek relief in the form of conditioning the CMP to require the UW to fully mitigate the additional campus SOV trips created by the expansion. The CMP should be conditioned to require that the City should delay successive building and occupancy permits should the UW not reach the following milestones: 17% SOV rate by end of 2018, 15 % SOV rate by end of 2020, 13% SOV rate by end of 2022, and 12% SOV rate by end of 2024. To ensure the UW reaches the milestones, and to improve equity for low-wage workers, the CMP should be conditioned to require the UW to provide a free Orca card to all employees. We seek further mitigation with the parking, bicycle and pedestrian policies recommended by the U District Alliance to DCI and the Hearing Examiner, including expanding covered and high-security parking by 50 percent in each campus quadrant, and a requirement that the UW complete the separation of bike and pedestrian traffic on the Burke Gilman Trail throughout the entire UW campus.
3. **Child care** – We seek relief in the form of conditioning the CMP to require that no permits for construction authorized under the CMP shall be issued until the City Council receives and approves the child care study authorized under Resolution 31732, and the City Council approves a fully developed UW plan for providing child care subsidy vouchers for faculty and staff. These vouchers must cover faculty and staff making between 200%-400% of the Federal Poverty Level and must be available to use in neighborhoods where faculty and staff live, including outside of the city, not just on or near campus. We seek further child care mitigation through additional child care policies recommended by the U District Alliance to DCI and the Hearing Examiner.
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5. **Open Space** - We seek relief in the form of conditioning the CMP to require additional planning and proposals to address the U District’s open space deficit, along with campus open space provisions. The City’s review of the CMP should address the open space problem created by the UW’s Sound Transit deal to develop an office tower using air rights above the Brooklyn Station instead of public open space, and drawbacks in the UW’s proposal to create alternative open space with use restrictions on an 8,000 SF lot on NE Brooklyn Avenue, near the station.
6. **Workplace Justice** - We seek relief in the form of conditioning the CMP to require that the UW shall respect that unionization is a question for its employees to decide, and shall not take any action that implies any opposition to its employees becoming members of a union, or interfere with union activities. We seek further mitigation through additional economic security policies recommended by the U District Alliance to DCI and the Hearing Examiner.

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Filed on behalf of Transit Riders Union on this 24th day of January, 2018

By: Katie Wilson

Katie Wilson

General Secretary

Transit Riders Union

**WRITTEN PETITION FOR FURTHER CONSIDERATION OF THE SEATTLE HEARING EXAMINER'S
RECOMMENDATIONS ON THE 2018 UW CAMPUS MASTER PLAN (CF-313346)**

The Church Council of Greater Seattle hereby appeals and files a written petition for further consideration of the Seattle Hearing Examiner's recommendations in case #314346, the proposed 2018 University of Washington Campus Master Plan (CMP). Below are our specific objections to the recommendations and the relief we seek.

FILED
CITY OF SEATTLE
18 JAN 30 AM 10:21
CITY CLERK

SPECIFIC OBJECTIONS TO THE HEARING EXAMINER'S RECOMMENDATIONS

- 1. Housing** – The Hearing Examiner agreed that the City can require the University to “provide for housing, including rent- or income-restricted housing, to accommodate that (projected) employment growth,” and recommended that the City require the UW to construct 150 affordable housing units for faculty and staff earning less than 60 percent AMI, prior to the development of 6 million net gross square feet or the life of the Master Plan, whichever occurs first. (Recommendations 1 and 2)

However, the Hearing Examiner failed to recommend that the Campus Master Plan (CMP) be conditioned to require the UW to provide sufficient affordable housing for all new housing-cost-burdened employees hired during the life of the CMP—an estimated 560 employees earning less than 50 percent of Area Median Income (AMI) and 160 employees earning between 50 and 80 percent of AMI, not counting eligible non-tenured faculty. This recommendation was made by both CUCAC and the U District Alliance.

- 2. Transportation** – The Hearing Examiner concluded that the traffic generated by the Master Plan will cause substantial additional delay at intersections and reduce arterial speed for transit and general-purpose traffic and that these impacts can reasonably be considered “excessive” within the meaning of SMC 25.05.675.R.1.a.

The Hearing Examiner agreed with the City's recommended conditions that the UW contribute to the cost of busses, transit corridor improvements, new signals and ITS improvements (Conditions 51, 52, 53 and 55) to mitigate traffic and transit impacts, and the City's recommendation to require a 15% SOV rate by 2024.

However, while the Hearing Examiner noted that reducing the SOV rate to 12% has merit, and noted that “increasing subsidies for the employee and faculty U-Pass would significantly increase their access to affordable transportation options and reduce the University's SOV rate,” she failed to include these important conditions in her recommendation. Her assumption instead that the Legislature will fund an employee U-Pass is not a guaranteed solution that the UW can be held accountable for, unlike a 12 percent SOV rate. Her recommendations thus fail to mitigate the impacts of the additional SOV trips projected in the EIS for the CMP.¹ In addition, the Hearing Examiner failed to review or recommend numerous transportation recommendations made by CUCAC, the U District Alliance, Transportation Choices Coalition, Feet First, Cascade Bicycle Club and the Sierra Club to further reduce the SOV rate and carbon emissions for the second largest employer in the city.

¹ While the UW has pledged to ask the Legislature for additional funding for staff U-Pass subsidies, there is no guarantee that this will happen.

3. **Child care** – we object to the failure of the Hearing Examiner to examine the substantial evidence that there is nexus between the additional students and employees associated with the proposed expansion, the likelihood that demand for childcare will exceed supply and be more expensive than low-wage UW employees can afford, and a likely impact on the City’s childcare assistance programs as the UW population expands. The CMP’s lack of adequate affordable childcare capacity is inconsistent with the Seattle Comprehensive Plan’s (SCP) early childhood education policy, and on provisions of the City-University Agreement (CUA) addressing city services, human environment and health and vitality of communities. As the city’s second largest employer and premier public institution, UW has a clear responsibility to help address this in its proposed campus expansion.
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5. **Open Space** - We object to the failure of the Hearing Examiner to review evidence that the UW expansion and Innovation District development in the West Campus area, added to the density created by UW’s development on land and air rights it owns outside the campus boundaries, will create further pressure on open space in the heart of the U District, and that the open space proposals of the CMP do not adequately address the U District’s open space deficit (approximately two city blocks).
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RELIEF SOUGHT BY PETITIONERS


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3. **Child care** – We seek relief in the form of conditioning the CMP to require that no permits for construction authorized under the CMP shall be issued until the City Council receives and approves the child care study authorized under Resolution 31732, and the City Council approves a fully developed UW plan for providing child care subsidy vouchers for faculty and staff. These vouchers must cover faculty and staff making between 200%-400% of the Federal Poverty Level and must be available to use in neighborhoods where faculty and staff live, including outside of the city, not just on or near campus. We seek further child care mitigation through additional child care policies recommended by the U District Alliance to DCI and the Hearing Examiner.
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Filed on behalf of the Church Council of Greater Seattle on this 29th day of January, 2018

By: 

Erica West

Title Organizing Staff

Church Council of Greater Seattle

**WRITTEN PETITION FOR FURTHER CONSIDERATION OF THE SEATTLE HEARING EXAMINER'S
RECOMMENDATIONS ON THE 2018 UW CAMPUS MASTER PLAN (CF-313346)**

Puget Sound Sage hereby appeals and files a written petition for further consideration of the Seattle Hearing Examiner's recommendations in case #314346, the proposed 2018 University of Washington Campus Master Plan (CMP). Below are our specific objections to the recommendations and the relief we seek.

FILED
CITY OF SEATTLE
18 MAR 29 AM 10:2
CITY CLERK

SPECIFIC OBJECTIONS TO THE HEARING EXAMINER'S RECOMMENDATIONS

- 1. Housing** – The Hearing Examiner agreed that the City can require the University to “provide for housing, including rent- or income-restricted housing, to accommodate that (projected) employment growth,” and recommended that the City require the UW to construct 150 affordable housing units for faculty and staff earning less than 60 percent AMI, prior to the development of 6 million net gross square feet or the life of the Master Plan, whichever occurs first. (Recommendations 1 and 2)

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3. **Child care** – we object to the failure of the Hearing Examiner to examine the substantial evidence that there is nexus between the additional students and employees associated with the proposed expansion, the likelihood that demand for childcare will exceed supply and be more expensive than low-wage UW employees can afford, and a likely impact on the City's childcare assistance programs as the UW population expands. The CMP's lack of adequate affordable childcare capacity is inconsistent with the Seattle Comprehensive Plan's (SCP) early childhood education policy, and on provisions of the City-University Agreement (CUA) addressing city services, human environment and health and vitality of communities. As the city's second largest employer and premier public institution, UW has a clear responsibility to help address this in its proposed campus expansion.
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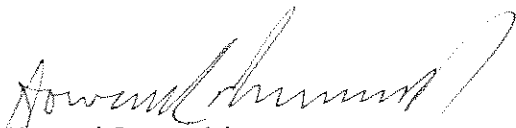
RELIEF SOUGHT BY PETITIONERS

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instead of public open space, and drawbacks in the UW's proposal to create alternative open space with use restrictions on an 8,000 SF lot on NE Brooklyn Avenue, near the station.

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Filed on behalf of Puget Sound Sage on this 23rd day of January, 2018.;



Howard Greenwich

Senior Policy Advisor

**WRITTEN PETITION FOR FURTHER CONSIDERATION OF THE SEATTLE HEARING EXAMINER'S
RECOMMENDATIONS ON THE 2018 UW CAMPUS MASTER PLAN (CF-313346)**

The Low Income Housing Institute hereby appeals and files a written petition for further consideration of the Seattle Hearing Examiner's recommendations in case #314346, the proposed 2018 University of Washington Campus Master Plan (CMP). Below are our specific objections to the recommendations and the relief we seek.

SPECIFIC OBJECTIONS TO THE HEARING EXAMINER'S RECOMMENDATIONS

- 1. Housing** – The Hearing Examiner agreed that the City can require the University to “provide for housing, including rent- or income-restricted housing, to accommodate that (projected) employment growth,” and recommended that the City require the UW to construct 150 affordable housing units for faculty and staff earning less than 60 percent AMI, prior to the development of 6 million net gross square feet or the life of the Master Plan, whichever occurs first. (Recommendations 1 and 2)

However, the Hearing Examiner failed to recommend that the Campus Master Plan (CMP) be conditioned to require the UW to provide sufficient affordable housing for all new housing-cost-burdened employees hired during the life of the CMP—an estimated 560 employees earning less than 50 percent of Area Median Income (AMI) and 160 employees earning between 50 and 80 percent of AMI, not counting eligible non-tenured faculty. This recommendation was made by both CUCAC and the U District Alliance.

- 2. Transportation** – The Hearing Examiner concluded that the traffic generated by the Master Plan will cause substantial additional delay at intersections and reduce arterial speed for transit and general-purpose traffic and that these impacts can reasonably be considered “excessive” within the meaning of SMC 25.05.675.R.1.a.

The Hearing Examiner agreed with the City's recommended conditions that the UW contribute to the cost of busses, transit corridor improvements, new signals and ITS improvements (Conditions 51, 52, 53 and 55) to mitigate traffic and transit impacts, and the City's recommendation to require a 15% SOV rate by 2024.

However, while the Hearing Examiner noted that reducing the SOV rate to 12% has merit, and noted that “increasing subsidies for the employee and faculty U-Pass would significantly increase their access to affordable transportation options and reduce the University's SOV rate,” she failed to include these important conditions in her recommendation. Her assumption instead that the Legislature will fund an employee U-Pass is not a guaranteed solution that the UW can be held accountable for, unlike a 12 percent SOV rate. Her recommendations thus fail to mitigate the impacts of the additional SOV trips projected in the EIS for the CMP.¹ In addition, the Hearing Examiner failed to review or recommend numerous transportation recommendations made by CUCAC, the U District Alliance, Transportation Choices Coalition, Feet First, Cascade Bicycle Club and the Sierra Club to further reduce the SOV rate and carbon emissions for the second largest employer in the city.

¹ While the UW has pledged to ask the Legislature for additional funding for staff U-Pass subsidies, there is no guarantee that this will happen.

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4. **Child care** – we object to the failure of the Hearing Examiner to examine the substantial evidence that there is nexus between the additional students and employees associated with the proposed expansion, the likelihood that demand for childcare will exceed supply and be more expensive than low-wage UW employees can afford, and a likely impact on the City's childcare assistance programs as the UW population expands. The CMP's lack of adequate affordable childcare capacity is inconsistent with the SCP's early childhood education policy, and on provisions of the CUA addressing city services, human environment and health and vitality of communities. As the city's second largest employer and premier public institution, UW has a clear responsibility to help address this in its proposed campus expansion.
5. **Racial Justice** – We object to the failure of the Hearing Examiner to review evidence that the CMP will create additional adverse racial justice impacts in Seattle. Given that the staff of color and immigrant workers the UW hires are highly concentrated in lower paid positions, that the UW lacks basic racial justice programs such as a priority hiring program or an anti-displacement strategy to counteract the CMP's impact on housing prices, the expected racial justice outcome for the proposed expansion will be further economic marginalization for communities of color in Seattle. There is nexus between the proposed expansion's racial justice impacts and the City's own RSJI initiatives, the Equitable Development Fund, Office of Civil Rights programs, and many City programs that provide services to communities of color.
6. **Open Space** - We object to the failure of the Hearing Examiner to review evidence that the UW expansion and Innovation District development in the West Campus area, added to the density created by UW's development on land and air rights it owns outside the campus boundaries, will create further pressure on open space in the heart of the U District, and that the open space proposals of the CMP do not adequately address the U District's open space deficit (approximately two city blocks).
7. **Workplace Justice** - We object to the failure of the Hearing Examiner to review evidence that the UW failed to study or to mitigate significant negative economic security impacts of the CMP on current low wage employees. About half (13,387) of the 26,318 UW classified and professional (non-academic) employees workers earned less than 80 percent of Area Median Income (AMI), and about one-sixth (4,574) earn less than 50 percent of the AMI. While the Hearing Examiner determined that increased housing demand has the potential to displace low-income households, and that workers need transit subsidies to increase their access to affordable transportation options, she failed to examine economic security alternative proposals to address these issues.

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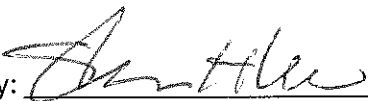
RELIEF SOUGHT BY PETITIONERS

1. **City-University Agreement(CUA)** – we ask that the City Council consider changes to the 2004 CUA at the same time the Council considers changes to the CMP, to bring the CUA into full alignment with last year's State Supreme Court decision and changes in other city policies since the CUA was last amended.
2. **Housing** - In order to ensure that the additional employees hired by the UW during the CMP campus expansion are not housing-cost-burdened, we seek relief in the form of making the Master Plan approval conditional on the UW providing sufficient housing affordable for all new employees earning less than 80 percent AMI and less than 50% AMI on an annual basis as new employees are hired, for an estimated total of 560 units affordable at less than 50 percent of Area Median Income (AMI) and 160 units affordable between 50 and 80 percent of AMI, not counting eligible non-tenured faculty. We seek further housing mitigation through additional housing policies recommended by the U District Alliance to DCI and the Hearing Examiner.
3. **Transportation** – We seek relief in the form of conditioning the CMP to require the UW to fully mitigate the additional campus SOV trips created by the expansion. The CMP should be conditioned to require that the City should delay successive building and occupancy permits should the UW not reach the following milestones: 17% SOV rate by end of 2018, 15 % SOV rate by end of 2020, 13% SOV rate by end of 2022, and 12% SOV rate by end of 2024. To ensure the UW reaches the milestones, and to improve equity for low-wage workers, the CMP should be conditioned to require the UW to provide a free Orca card to all employees. We seek further mitigation with the parking, bicycle and pedestrian policies recommended by the U District Alliance to DCI and the Hearing Examiner, including expanding covered and high-security parking by 50 percent in each campus quadrant, and a requirement that the UW complete the separation of bike and pedestrian traffic on the Burke Gilman Trail throughout the entire UW campus.
4. **Child care** – We seek relief in the form of conditioning the CMP to require that no permits for construction authorized under the CMP shall be issued until the City Council receives and approves the child care study authorized under Resolution 31732, and the City Council approves a fully developed UW plan for providing child care subsidy vouchers for faculty and staff. These vouchers must cover faculty and staff making between 200%-400% of the Federal Poverty Level and must be available to use in neighborhoods where faculty and staff live, including outside of the city, not just on or near campus. We seek further child care mitigation through additional child care policies recommended by the U District Alliance to DCI and the Hearing Examiner.
5. **Racial Justice** – We seek relief in the form of conditioning the CMP to require that the UW implement a priority hire program similar to the City of Seattle ordinance for direct hiring and for contractors and vendors. Further, the UW should be required to contribute to the City of

Seattle's Equitable Development Fund to mitigate the displacement effects of its expansion and failure to provide affordable housing for workers of color who are renting in Seattle.

6. **Open Space** - We seek relief in the form of conditioning the CMP to require additional planning and proposals to address the U District's open space deficit, along with campus open space provisions. The City's review of the CMP should address the open space problem created by the UW's Sound Transit deal to develop an office tower using air rights above the Brooklyn Station instead of public open space, and drawbacks in the UW's proposal to create alternative open space with use restrictions on an 8,000 SF lot on NE Brooklyn Avenue, near the station.
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Filed on behalf of the Low Income Housing Institute on this 29th day of January, 2018

By: 

Sharon Lee

Executive Director

Low Income Housing Institute



International Union of Painters & Allied Trades, AFL-CIO

DISTRICT COUNCIL #5

Alaska • Idaho • Oregon • Utah • Washington

6770 E. Marginal Way S., Bldg E - Suite 321 • Seattle, WA 98108 • 206-441-5554 • 1-800-443-9303 • Fax 206-448-6478

Denis Sullivan
Business Manager

January 24, 2018

Seattle City Council
600 4th Ave.
Seattle, WA 98104

Planning and Land Use and Zoning Committee,

The International Union of Painters and Allied Trades District Council #5 hereby appeals and files a written petition for further consideration of the Seattle Hearing Examiner's recommendations in case #314346, the proposed 2018 University of Washington Campus Master Plan (CMP). Below are our specific objections to the recommendations and the relief we seek.

SPECIFIC OBJECTIONS TO THE HEARING EXAMINER'S RECOMMENDATIONS

1. **City-University Agreement** – While the Hearing Examiner recommended changes in the CMP to clarify the City's zoning powers, she failed to consider whether the City also needs to renegotiate sections of the 2004 City-University Agreement (CUA), in light of the 2017 State Supreme Court decision¹ clarifying the City's regulatory powers over the UW, and changes in the 2035 Seattle Comprehensive Plan (SCP) and other city policies.
2. **Housing** – The Hearing Examiner agreed that the City can require the University to “provide for housing, including rent- or income-restricted housing, to accommodate that (projected) employment growth,” and recommended that the City require the UW to construct 150 affordable housing units for faculty and staff earning less than 60 percent AMI, prior to the development of 6 million net gross square feet or the life of the Master Plan, whichever occurs first. (Recommendations 1 and 2)

However, the Hearing Examiner failed to recommend that the Campus Master Plan (CMP) be conditioned to require the UW to provide sufficient affordable housing for all new housing-cost-burdened employees hired during the life of the CMP—an estimated 560 employees earning less than 50 percent of Area Median Income (AMI) and 160 employees earning between 50 and 80 percent of AMI, not counting eligible non-tenured faculty. This recommendation was made by both CUCAC and the U District Alliance.

3. **Transportation** – The Hearing Examiner concluded that the traffic generated by the Master Plan will cause substantial additional delay at intersections and reduce arterial speed for transit and

¹ *University of Washington v. City of Seattle*, 188 Wn. 2d 823, 837-839, 399 P.3d 519 (2017).



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general-purpose traffic and that these impacts can reasonably be considered “excessive” within the meaning of SMC 25.05.675.R.1.a.

The Hearing Examiner agreed with the City’s recommended conditions that the UW contribute to the cost of busses, transit corridor improvements, new signals and ITS improvements (Conditions 51, 52, 53 and 55) to mitigate traffic and transit impacts, and the City’s recommendation to require a 15% SOV rate by 2024.

However, while the Hearing Examiner noted that reducing the SOV rate to 12% has merit, and noted that “increasing subsidies for the employee and faculty U-Pass would significantly increase their access to affordable transportation options and reduce the University’s SOV rate,” she failed to include these important conditions in her recommendation. Her assumption instead that the Legislature will fund an employee U-Pass is not a guaranteed solution that the UW can be held accountable for, unlike a 12 percent SOV rate. Her recommendations thus fail to mitigate the impacts of the additional SOV trips projected in the EIS for the CMP.² In addition, the Hearing Examiner failed to consider transportation mitigations in place in other major institutions, including Children’s and Swedish-Cherry Hill, or to consider numerous transportation recommendations made by CUCAC, the U District Alliance, Transportation Choices Coalition, Feet First, Cascade Bicycle Club and the Sierra Club, to further reduce the SOV rate and carbon emissions for the second largest employer in the city.

4. **Child care** – we object to the failure of the Hearing Examiner to examine the substantial evidence that there is nexus between the additional students and employees associated with the proposed expansion, the likelihood that demand for childcare will exceed supply and be more expensive than low-wage UW employees can afford, and a likely impact on the City’s childcare assistance programs as the UW population expands. The CMP’s lack of adequate affordable childcare capacity is inconsistent with the SCP’s early childhood education policy, and on provisions of the CUA addressing city services, human environment and health and vitality of communities. As the city’s second largest employer and premier public institution, UW has a clear responsibility to help address this in its proposed campus expansion.
5. **Racial Justice** – We object to the failure of the Hearing Examiner to review evidence that the CMP will create additional adverse racial justice impacts in Seattle. Given that the staff of color and immigrant workers the UW hires are highly concentrated in lower paid positions, that the UW lacks basic racial justice programs such as a priority hiring program or an anti-displacement strategy to counteract the CMP’s impact on housing prices, the expected racial justice outcome for the proposed expansion will be further economic marginalization for communities of color in Seattle. There is nexus between the proposed expansion’s racial justice impacts and the City’s own RSJI initiatives, the Equitable Development Fund, Office of Civil Rights programs, and many City programs that provide services to communities of color.
6. **Open Space** - We object to the failure of the Hearing Examiner to review evidence that the UW expansion and Innovation District development in the West Campus area, added to the density

² While the UW has pledged to ask the Legislature for additional funding for staff U-Pass subsidies, there is no guarantee that this will happen.

created by UW's development on land and air rights it owns outside the campus boundaries, will create further pressure on open space in the heart of the U District, and that the open space proposals of the CMP do not adequately address the U District's open space deficit (approximately two city blocks).

7. **Workplace Justice** - We object to the failure of the Hearing Examiner to review evidence that the UW failed to study or to mitigate significant negative economic security impacts of the CMP on current low wage employees. About half (13,387) of the 26,318 UW classified and professional (non-academic) employees workers earned less than 80 percent of Area Median Income (AMI), and about one-sixth (4,574) earn less than 50 percent of the AMI. While the Hearing Examiner determined that increased housing demand has the potential to displace low-income households, and that workers need transit subsidies to increase their access to affordable transportation options, she failed to examine economic security alternative proposals to address these issues.
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RELIEF SOUGHT BY PETITIONERS

1. **City-University Agreement (CUA)** – we ask that the City Council consider changes to the 2004 CUA at the same time the Council considers changes to the CMP, to bring the CUA into full alignment with last year's State Supreme Court decision and changes in other city policies since the CUA was last amended.
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separation of bike and pedestrian traffic on the Burke Gilman Trail throughout the entire UW campus.

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Filed on behalf of the International Union of Painters and Allied Trades District Council #5 on this 25th day of January, 2018

By: [sign here]

Denis Sullivan

Business Manager/Secretary-Treasurer

IUPAT District Council #5

DS:lg

LOCAL 925



SEIU
Stronger Together

SERVICE EMPLOYEES
INTERNATIONAL UNION
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Seattle, WA 98103
866.SEIU925 · 206.322.3010
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**MEMBER RESOURCE
CENTER:**

Toll Free: 877.734.8673

January 30, 2018

Seattle City Council
Planning and Land Use and Zoning Committee
c/o Seattle City Clerk
600 Fourth Ave. Floor 3
PO Box 94728
Seattle, WA 98124-4728

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18 JAN 30 AM 10: 22

CITY CLERK

RE: WRITTEN PETITION FOR FURTHER CONSIDERATION OF THE SEATTLE HEARING EXAMINER'S RECOMMENDATIONS ON THE 2018 UW CAMPUS MASTER PLAN (CF-313346)

To Whom It May Concern,

SEIU Local 925 hereby appeals and files a written petition for further consideration of the Seattle Hearing Examiner's recommendations in case #314346, the proposed 2018 University of Washington Campus Master Plan (CMP). Below are our specific objections to the recommendations and the relief we seek.

SPECIFIC OBJECTIONS TO THE HEARING EXAMINER'S RECOMMENDATIONS

- 1. Housing** – The Hearing Examiner agreed that the City can require the University to “provide for housing, including rent- or income-restricted housing, to accommodate that (projected) employment growth,” and recommended that the City require the UW to construct 150 affordable housing units for faculty and staff earning less than 60 percent AMI, prior to the development of 6 million net gross square feet or the life of the Master Plan, whichever occurs first. (Recommendations 1 and 2)

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Filed on behalf of SEIU Local 925 on this 30th day of January, 2018

By:



Karen Hart
President
SEIU Local 925

**WRITTEN PETITION FOR FURTHER CONSIDERATION OF THE SEATTLE HEARING EXAMINER'S
RECOMMENDATIONS ON THE 2018 UW CAMPUS MASTER PLAN (CF-313346)**

Washington State Nurses Association hereby appeals and files a written petition for further consideration of the Seattle Hearing Examiner's recommendations in case #314346, the proposed 2018 University of Washington Campus Master Plan (CMP). Below are our specific objections to the recommendations and the relief we seek.

FILED
CITY OF SEATTLE
18 JAN 30 AM 11:22
CITY CLERK

SPECIFIC OBJECTIONS TO THE HEARING EXAMINER'S RECOMMENDATIONS

1. **City-University Agreement** – While the Hearing Examiner recommended changes in the CMP to clarify the City's zoning powers, she failed to consider whether the City also needs to renegotiate sections of the 2004 City-University Agreement (CUA), in light of the 2017 State Supreme Court decision¹ clarifying the City's regulatory powers over the UW, and changes in the 2035 Seattle Comprehensive Plan (SCP) and other city policies.

2. **Housing** – The Hearing Examiner agreed that the City can require the University to “provide for housing, including rent- or income-restricted housing, to accommodate that (projected) employment growth,” and recommended that the City require the UW to construct 150 affordable housing units for faculty and staff earning less than 60 percent AMI, prior to the development of 6 million net gross square feet or the life of the Master Plan, whichever occurs first. (Recommendations 1 and 2)

However, the Hearing Examiner failed to recommend that the Campus Master Plan (CMP) be conditioned to require the UW to provide sufficient affordable housing for all new housing-cost-burdened employees hired during the life of the CMP—an estimated 560 employees earning less than 50 percent of Area Median Income (AMI) and 160 employees earning between 50 and 80 percent of AMI, not counting eligible non-tenured faculty. This recommendation was made by both CUCAC and the U District Alliance.

3. **Transportation** – The Hearing Examiner concluded that the traffic generated by the Master Plan will cause substantial additional delay at intersections and reduce arterial speed for transit and general-purpose traffic and that these impacts can reasonably be considered “excessive” within the meaning of SMC 25.05.675.R.1.a.

The Hearing Examiner agreed with the City's recommended conditions that the UW contribute to the cost of busses, transit corridor improvements, new signals and ITS improvements (Conditions 51, 52, 53 and 55) to mitigate traffic and transit impacts, and the City's recommendation to require a 15% SOV rate by 2024.

However, while the Hearing Examiner noted that reducing the SOV rate to 12% has merit, and noted that “increasing subsidies for the employee and faculty U-Pass would significantly increase their access to affordable transportation options and reduce the University's SOV rate,” she failed to include these important conditions in her recommendation. Her assumption instead that the Legislature will fund an employee U-Pass is not a guaranteed solution that the UW can be held accountable for, unlike a 12 percent SOV rate. Her recommendations thus fail to

¹ *University of Washington v. City of Seattle*, 188 Wn. 2d 823, 837-839, 399 P.3d 519 (2017).

mitigate the impacts of the additional SOV trips projected in the EIS for the CMP.² In addition, the Hearing Examiner failed to consider transportation mitigations in place in other major institutions, including Children's and Swedish-Cherry Hill, or to consider numerous transportation recommendations made by CUCAC, the U District Alliance, Transportation Choices Coalition, Feet First, Cascade Bicycle Club and the Sierra Club, to further reduce the SOV rate and carbon emissions for the second largest employer in the city.

4. **Child care** – we object to the failure of the Hearing Examiner to examine the substantial evidence that there is nexus between the additional students and employees associated with the proposed expansion, the likelihood that demand for childcare will exceed supply and be more expensive than low-wage UW employees can afford, and a likely impact on the City's childcare assistance programs as the UW population expands. The CMP's lack of adequate affordable childcare capacity is inconsistent with the SCP's early childhood education policy, and on provisions of the CUA addressing city services, human environment and health and vitality of communities. As the city's second largest employer and premier public institution, UW has a clear responsibility to help address this in its proposed campus expansion.
5. **Racial Justice** – We object to the failure of the Hearing Examiner to review evidence that the CMP will create additional adverse racial justice impacts in Seattle. Given that the staff of color and immigrant workers the UW hires are highly concentrated in lower paid positions, that the UW lacks basic racial justice programs such as a priority hiring program or an anti-displacement strategy to counteract the CMP's impact on housing prices, the expected racial justice outcome for the proposed expansion will be further economic marginalization for communities of color in Seattle. There is nexus between the proposed expansion's racial justice impacts and the City's own RSJI initiatives, the Equitable Development Fund, Office of Civil Rights programs, and many City programs that provide services to communities of color.
6. **Open Space** - We object to the failure of the Hearing Examiner to review evidence that the UW expansion and Innovation District development in the West Campus area, added to the density created by UW's development on land and air rights it owns outside the campus boundaries, will create further pressure on open space in the heart of the U District, and that the open space proposals of the CMP do not adequately address the U District's open space deficit (approximately two city blocks).
7. **Workplace Justice** - We object to the failure of the Hearing Examiner to review evidence that the UW failed to study or to mitigate significant negative economic security impacts of the CMP on current low wage employees. About half (13,387) of the 26,318 UW classified and professional (non-academic) employees workers earned less than 80 percent of Area Median Income (AMI), and about one-sixth (4,574) earn less than 50 percent of the AMI. While the Hearing Examiner determined that increased housing demand has the potential to displace low-income households, and that workers need transit subsidies to increase their access to affordable transportation options, she failed to examine economic security alternative proposals to address these issues.

² While the UW has pledged to ask the Legislature for additional funding for staff U-Pass subsidies, there is no guarantee that this will happen.

8. **Small Business** - We object to the failure of the Hearing Examiner to review evidence that the UW failed to study or to mitigate significant negative economic impacts of the CMP on U District small businesses. The UW's expansion will include additional on-campus food and drink services that could negatively impact over 300 small retail businesses many of whom compete with the UW's Housing and Food Services.

RELIEF SOUGHT BY PETITIONERS

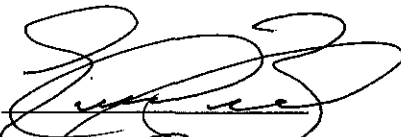
1. **City-University Agreement(CUA)** – we ask that the City Council consider changes to the 2004 CUA at the same time the Council considers changes to the CMP, to bring the CUA into full alignment with last year's State Supreme Court decision and changes in other city policies since the CUA was last amended.
2. **Housing** - In order to ensure that the additional employees hired by the UW during the CMP campus expansion are not housing-cost-burdened, we seek relief in the form of making the Master Plan approval conditional on the UW providing sufficient housing affordable for all new employees earning less than 80 percent AMI and less than 50% AMI on an annual basis as new employees are hired, for an estimated total of 560 units affordable at less than 50 percent of Area Median Income (AMI) and 160 units affordable between 50 and 80 percent of AMI, not counting eligible non-tenured faculty. We seek further housing mitigation through additional housing policies recommended by the U District Alliance to DCI and the Hearing Examiner.
3. **Transportation** – We seek relief in the form of conditioning the CMP to require the UW to fully mitigate the additional campus SOV trips created by the expansion. The CMP should be conditioned to require that the City should delay successive building and occupancy permits should the UW not reach the following milestones: 17% SOV rate by end of 2018, 15 % SOV rate by end of 2020, 13% SOV rate by end of 2022, and 12% SOV rate by end of 2024. To ensure the UW reaches the milestones, and to improve equity for low-wage workers, the CMP should be conditioned to require the UW to provide a free Orca card to all employees. We seek further mitigation with the parking, bicycle and pedestrian policies recommended by the U District Alliance to DCI and the Hearing Examiner, including expanding covered and high-security parking by 50 percent in each campus quadrant, and a requirement that the UW complete the separation of bike and pedestrian traffic on the Burke Gilman Trail throughout the entire UW campus.
4. **Child care** – We seek relief in the form of conditioning the CMP to require that no permits for construction authorized under the CMP shall be issued until the City Council receives and approves the child care study authorized under Resolution 31732, and the City Council approves a fully developed UW plan for providing child care subsidy vouchers for faculty and staff. These vouchers must cover faculty and staff making between 200%-400% of the Federal Poverty Level and must be available to use in neighborhoods where faculty and staff live, including outside of the city, not just on or near campus. We seek further child care mitigation through additional child care policies recommended by the U District Alliance to DCI and the Hearing Examiner.
5. **Racial Justice** – We seek relief in the form of conditioning the CMP to require that the UW implement a priority hire program similar to the City of Seattle ordinance for direct hiring and for contractors and vendors. Further, the UW should be required to contribute to the City of

Seattle's Equitable Development Fund to mitigate the displacement effects of its expansion and failure to provide affordable housing for workers of color who are renting in Seattle.

6. **Open Space** - We seek relief in the form of conditioning the CMP to require additional planning and proposals to address the U District's open space deficit, along with campus open space provisions. The City's review of the CMP should address the open space problem created by the UW's Sound Transit deal to develop an office tower using air rights above the Brooklyn Station instead of public open space, and drawbacks in the UW's proposal to create alternative open space with use restrictions on an 8,000 SF lot on NE Brooklyn Avenue, near the station.
7. **Workplace Justice** - We seek relief in the form of conditioning the CMP to require that the UW shall respect that unionization is a question for its employees to decide, and shall not take any action that implies any opposition to its employees becoming members of a union, or interfere with union activities. We seek further mitigation through additional economic security policies recommended by the U District Alliance to DCI and the Hearing Examiner.
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Filed on behalf of Washington State Nurses Association on this 29th day of January 2018

By:


EDWARD ZERETTO BSN RN
NURSE REPRESENTATIVE

WASHINGTON STATE NURSES ASSOCIATION

January 30, 2018

Seattle City Council
Planning and Land Use and Zoning Committee
c/o Seattle City Clerk
600 Fourth Ave. Floor 3
PO Box 94728
Seattle, WA 98124-4728

FILED
CITY OF SEATTLE
18 JAN 30 AM 10:22
CITY CLERK

RE: WRITTEN PETITION FOR FURTHER CONSIDERATION OF THE SEATTLE HEARING EXAMINER’S
RECOMMENDATIONS ON THE 2018 UW CAMPUS MASTER PLAN (CF-313346)

To Whom It May Concern,

I, Kent Jewell, hereby appeal and file a written petition for further consideration of the Seattle Hearing Examiner’s recommendations in case #314346, the proposed 2018 University of Washington Campus Master Plan (CMP). Below are my specific objections to the recommendations and the relief I seek.

SPECIFIC OBJECTIONS TO THE HEARING EXAMINER’S RECOMMENDATIONS

- 1. **Housing** – The Hearing Examiner agreed that the City can require the University to “provide for housing, including rent- or income-restricted housing, to accommodate that (projected) employment growth,” and recommended that the City require the UW to construct 150 affordable housing units for faculty and staff earning less than 60 percent AMI, prior to the development of 6 million net gross square feet or the life of the Master Plan, whichever occurs first. (Recommendations 1 and 2)

However, the Hearing Examiner failed to recommend that the Campus Master Plan (CMP) be conditioned to require the UW to provide sufficient affordable housing for all new housing-cost-burdened employees hired during the life of the CMP—an estimated 560 employees earning less than 50 percent of Area Median Income (AMI) and 160 employees earning between 50 and 80 percent of AMI, not counting eligible non-tenured faculty. This recommendation was made by both CUCAC and the U District Alliance.

- 2. **Transportation** – The Hearing Examiner concluded that the traffic generated by the Master Plan will cause substantial additional delay at intersections and reduce arterial speed for transit and general-purpose traffic and that these impacts can reasonably be considered “excessive” within the meaning of SMC 25.05.675.R.1.a.

The Hearing Examiner agreed with the City’s recommended conditions that the UW contribute to the cost of busses, transit corridor improvements, new signals and ITS improvements (Conditions 51, 52, 53 and 55) to mitigate traffic and transit impacts, and the City’s recommendation to require a 15% SOV rate by 2024.

However, while the Hearing Examiner noted that reducing the SOV rate to 12% has merit, and noted that “increasing subsidies for the employee and faculty U-Pass would significantly increase their access to affordable transportation options and reduce the University’s SOV rate,” she failed to include these important conditions in her recommendation. Her

assumption instead that the Legislature will fund an employee U-Pass is not a guaranteed solution that the UW can be held accountable for, unlike a 12 percent SOV rate. Her recommendations thus fail to mitigate the impacts of the additional SOV trips projected in the EIS for the CMP.¹ In addition, the Hearing Examiner failed to review or recommend numerous transportation recommendations made by CUCAC, the U District Alliance, Transportation Choices Coalition, Feet First, Cascade Bicycle Club and the Sierra Club to further reduce the SOV rate and carbon emissions for the second largest employer in the city.

3. **Child care** – I object to the failure of the Hearing Examiner to examine the substantial evidence that there is nexus between the additional students and employees associated with the proposed expansion, the likelihood that demand for childcare will exceed supply and be more expensive than low-wage UW employees can afford, and a likely impact on the City’s childcare assistance programs as the UW population expands. The CMP’s lack of adequate affordable childcare capacity is inconsistent with the Seattle Comprehensive Plan’s (SCP) early childhood education policy, and on provisions of the City-University Agreement (CUA) addressing city services, human environment and health and vitality of communities. As the city’s second largest employer and premier public institution, UW has a clear responsibility to help address this in its proposed campus expansion.
4. **Racial Justice** – I object to the failure of the Hearing Examiner to review evidence that the CMP will create additional adverse racial justice impacts in Seattle. Given that the staff of color and immigrant workers the UW hires are highly concentrated in lower paid positions, that the UW lacks basic racial justice programs such as a priority hiring program or an anti-displacement strategy to counteract the CMP’s impact on housing prices, the expected racial justice outcome for the proposed expansion will be further economic marginalization for communities of color in Seattle. There is nexus between the proposed expansion’s racial justice impacts and the City’s own RSJI initiatives, the Equitable Development Fund, Office of Civil Rights programs, and many City programs that provide services to communities of color.
5. **Open Space** - I object to the failure of the Hearing Examiner to review evidence that the UW expansion and Innovation District development in the West Campus area, added to the density created by UW’s development on land and air rights it owns outside the campus boundaries, will create further pressure on open space in the heart of the U District, and that the open space proposals of the CMP do not adequately address the U District’s open space deficit (approximately two city blocks).
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RELIEF SOUGHT BY PETITIONERS

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Filed by Kent Jewell on this 30th day of January, 2018. Program Support Supervisor 2, UW Office of Student Services

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Seattle, WA 98115
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**WRITTEN PETITION FOR FURTHER CONSIDERATION OF THE SEATTLE HEARING EXAMINER'S
RECOMMENDATIONS ON THE 2018 UW CAMPUS MASTER PLAN (CF-313346)**

UAW Local 4121 hereby appeals and files a written petition for further consideration of the Seattle Hearing Examiner's recommendations in case #314346, the proposed 2018 University of Washington Campus Master Plan (CMP). Below are our specific objections to the recommendations and the relief we seek.

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- 1. Housing** – The Hearing Examiner agreed that the City can require the University to “provide for housing, including rent- or income-restricted housing, to accommodate that (projected) employment growth,” and recommended that the City require the UW to construct 150 affordable housing units for faculty and staff earning less than 60 percent AMI, prior to the development of 6 million net gross square feet or the life of the Master Plan, whichever occurs first. (Recommendations 1 and 2)

However, the Hearing Examiner failed to recommend that the Campus Master Plan (CMP) be conditioned to require the UW to provide sufficient affordable housing for all new housing-cost-burdened employees hired during the life of the CMP—an estimated 560 employees earning less than 50 percent of Area Median Income (AMI) and 160 employees earning between 50 and 80 percent of AMI, not counting eligible non-tenured faculty. This recommendation was made by both CUCAC and the U District Alliance.

- 2. Transportation** – The Hearing Examiner concluded that the traffic generated by the Master Plan will cause substantial additional delay at intersections and reduce arterial speed for transit and general-purpose traffic and that these impacts can reasonably be considered “excessive” within the meaning of SMC 25.05.675.R.1.a.

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Filed on behalf of UAW Local 4121 on this 23rd day of January, 2018



Sam Sumpter
Financial Secretary
UAW Local 4121

FILED
CITY OF SEATTLE

18 JAN 30 AM 10:22
CITY CLERK

January 30, 2018

Seattle City Council
Planning and Land Use and Zoning Committee
c/o Seattle City Clerk
600 Fourth Ave. Floor 3
PO Box 94728
Seattle, WA 98124-4728

RE: WRITTEN PETITION FOR FURTHER CONSIDERATION OF THE SEATTLE HEARING EXAMINER'S
RECOMMENDATIONS ON THE 2018 UW CAMPUS MASTER PLAN (CF-313346)

To Whom It May Concern,

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The Hearing Examiner agreed with the City's recommended conditions that the UW contribute to the cost of busses, transit corridor improvements, new signals and ITS improvements (Conditions 51, 52, 53 and 55) to mitigate traffic and transit impacts, and the City's recommendation to require a 15% SOV rate by 2024.

However, while the Hearing Examiner noted that reducing the SOV rate to 12% has merit, and noted that “increasing subsidies for the employee and faculty U-Pass would significantly increase their access to affordable transportation options and reduce the University's SOV

rate,” she failed to include these important conditions in her recommendation. Her assumption instead that the Legislature will fund an employee U-Pass is not a guaranteed solution that the UW can be held accountable for, unlike a 12 percent SOV rate. Her recommendations thus fail to mitigate the impacts of the additional SOV trips projected in the EIS for the CMP.¹ In addition, the Hearing Examiner failed to review or recommend numerous transportation recommendations made by CUCAC, the U District Alliance, Transportation Choices Coalition, Feet First, Cascade Bicycle Club and the Sierra Club to further reduce the SOV rate and carbon emissions for the second largest employer in the city.

3. **Child care** – I object to the failure of the Hearing Examiner to examine the substantial evidence that there is nexus between the additional students and employees associated with the proposed expansion, the likelihood that demand for childcare will exceed supply and be more expensive than low-wage UW employees can afford, and a likely impact on the City’s childcare assistance programs as the UW population expands. The CMP’s lack of adequate affordable childcare capacity is inconsistent with the Seattle Comprehensive Plan’s (SCP) early childhood education policy, and on provisions of the City-University Agreement (CUA) addressing city services, human environment and health and vitality of communities. As the city’s second largest employer and premier public institution, UW has a clear responsibility to help address this in its proposed campus expansion.
4. **Racial Justice** – I object to the failure of the Hearing Examiner to review evidence that the CMP will create additional adverse racial justice impacts in Seattle. Given that the staff of color and immigrant workers the UW hires are highly concentrated in lower paid positions, that the UW lacks basic racial justice programs such as a priority hiring program or an anti-displacement strategy to counteract the CMP’s impact on housing prices, the expected racial justice outcome for the proposed expansion will be further economic marginalization for communities of color in Seattle. There is nexus between the proposed expansion’s racial justice impacts and the City’s own RSJI initiatives, the Equitable Development Fund, Office of Civil Rights programs, and many City programs that provide services to communities of color.
5. **Open Space** - I object to the failure of the Hearing Examiner to review evidence that the UW expansion and Innovation District development in the West Campus area, added to the density created by UW’s development on land and air rights it owns outside the campus boundaries, will create further pressure on open space in the heart of the U District, and that the open space proposals of the CMP do not adequately address the U District’s open space deficit (approximately two city blocks).
6. **Workplace Justice** - I object to the failure of the Hearing Examiner to review evidence that the UW failed to study or to mitigate significant negative economic security impacts of the CMP on current low wage employees. About half (13,387) of the 26,318 UW classified and professional (non-academic) employees workers earned less than 80 percent of Area Median Income (AMI), and about one-sixth (4,574) earn less than 50 percent of the AMI. While the Hearing Examiner determined that increased housing demand has the potential to displace low-income households, and that workers need transit subsidies to increase their access to affordable

¹ While the UW has pledged to ask the Legislature for additional funding for staff U-Pass subsidies, there is no guarantee that this will happen.

transportation options, she failed to examine economic security alternative proposals to address these issues.

- 7. Small Business** - I object to the failure of the Hearing Examiner to review evidence that the UW failed to study or to mitigate significant negative economic impacts of the CMP on U District small businesses. The UW's expansion will include additional on-campus food and drink services that could negatively impact over 300 small retail businesses many of whom compete with the UW's Housing and Food Services.

RELIEF SOUGHT BY PETITIONERS

- 1. Housing** - In order to ensure that the additional employees hired by the UW during the CMP campus expansion are not housing-cost-burdened, I seek relief in the form of making the Master Plan approval conditional on the UW providing sufficient housing affordable for all new employees earning less than 80 percent AMI and less than 50% AMI on an annual basis as new employees are hired, for an estimated total of 560 units affordable at less than 50 percent of Area Median Income (AMI) and 160 units affordable between 50 and 80 percent of AMI, not counting eligible non-tenured faculty. I seek further housing mitigation through additional housing policies recommended by the U District Alliance to DCI and the Hearing Examiner.
- 2. Transportation** – I seek relief in the form of conditioning the CMP to require the UW to fully mitigate the additional campus SOV trips created by the expansion. The CMP should be conditioned to require that the City should delay successive building and occupancy permits should the UW not reach the following milestones: 17% SOV rate by end of 2018, 15 % SOV rate by end of 2020, 13% SOV rate by end of 2022, and 12% SOV rate by end of 2024. To ensure the UW reaches the milestones, and to improve equity for low-wage workers, the CMP should be conditioned to require the UW to provide a free Orca card to all employees. I seek further mitigation with the parking, bicycle and pedestrian policies recommended by the U District Alliance to DCI and the Hearing Examiner, including expanding covered and high-security parking by 50 percent in each campus quadrant, and a requirement that the UW complete the separation of bike and pedestrian traffic on the Burke Gilman Trail throughout the entire UW campus.
- 3. Child care** – I seek relief in the form of conditioning the CMP to require that no permits for construction authorized under the CMP shall be issued until the City Council receives and approves the child care study authorized under Resolution 31732, and the City Council approves a fully developed UW plan for providing child care subsidy vouchers for faculty and staff. These vouchers must cover faculty and staff making between 200%-400% of the Federal Poverty Level and must be available to use in neighborhoods where faculty and staff live, including outside of the city, not just on or near campus. I seek further child care mitigation through additional child care policies recommended by the U District Alliance to DCI and the Hearing Examiner.
- 4. Racial Justice** – I seek relief in the form of conditioning the CMP to require that the UW implement a priority hire program similar to the City of Seattle ordinance for direct hiring and for contractors and vendors. Further, the UW should be required to contribute to the City of Seattle's Equitable Development Fund to mitigate the displacement effects of its expansion and failure to provide affordable housing for workers of color who are renting in Seattle.

5. **Open Space** - I seek relief in the form of conditioning the CMP to require additional planning and proposals to address the U District's open space deficit, along with campus open space provisions. The City's review of the CMP should address the open space problem created by the UW's Sound Transit deal to develop an office tower using air rights above the Brooklyn Station instead of public open space, and drawbacks in the UW's proposal to create alternative open space with use restrictions on an 8,000 SF lot on NE Brooklyn Avenue, near the station.
6. **Workplace Justice** - I seek relief in the form of conditioning the CMP to require that the UW shall respect that unionization is a question for its employees to decide, and shall not take any action that implies any opposition to its employees becoming members of a union, or interfere with union activities. I seek further mitigation through additional economic security policies recommended by the U District Alliance to DCI and the Hearing Examiner.
7. **Small Business** - I seek relief in the form of conditioning the CMP to require that the UW enact a program to ensure that local small business are guaranteed a share of vendor space where food, drink and other vendors are located in UW buildings across the campus and in the surrounding community.

Filed by Thomas Small on this 25th day of January, 2018. Medical Lab Scientist 2, UW Medicine.

1810 3rd Ave. N.
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tesmall@comcast.net

January 30, 2018

Seattle City Council
Planning and Land Use and Zoning Committee
c/o Seattle City Clerk
600 Fourth Ave. Floor 3
PO Box 94728
Seattle, WA 98124-4728

FILED
CITY OF SEATTLE
18 JAN 30 AM 10:22
CITY CLERK

RE: WRITTEN PETITION FOR FURTHER CONSIDERATION OF THE SEATTLE HEARING EXAMINER'S
RECOMMENDATIONS ON THE 2018 UW CAMPUS MASTER PLAN (CF-313346)

To Whom It May Concern,

I, Pamela Honegger, hereby appeal and file a written petition for further consideration of the Seattle Hearing Examiner's recommendations in case #314346, the proposed 2018 University of Washington Campus Master Plan (CMP). Below are my specific objections to the recommendations and the relief we seek.

SPECIFIC OBJECTIONS TO THE HEARING EXAMINER'S RECOMMENDATIONS

- 1. Housing** – The Hearing Examiner agreed that the City can require the University to “provide for housing, including rent- or income-restricted housing, to accommodate that (projected) employment growth,” and recommended that the City require the UW to construct 150 affordable housing units for faculty and staff earning less than 60 percent AMI, prior to the development of 6 million net gross square feet or the life of the Master Plan, whichever occurs first. (Recommendations 1 and 2)

However, the Hearing Examiner failed to recommend that the Campus Master Plan (CMP) be conditioned to require the UW to provide sufficient affordable housing for all new housing-cost-burdened employees hired during the life of the CMP—an estimated 560 employees earning less than 50 percent of Area Median Income (AMI) and 160 employees earning between 50 and 80 percent of AMI, not counting eligible non-tenured faculty. This recommendation was made by both CUCAC and the U District Alliance.

- 2. Transportation** – The Hearing Examiner concluded that the traffic generated by the Master Plan will cause substantial additional delay at intersections and reduce arterial speed for transit and general-purpose traffic and that these impacts can reasonably be considered “excessive” within the meaning of SMC 25.05.675.R.1.a.

The Hearing Examiner agreed with the City's recommended conditions that the UW contribute to the cost of busses, transit corridor improvements, new signals and ITS improvements (Conditions 51, 52, 53 and 55) to mitigate traffic and transit impacts, and the City's recommendation to require a 15% SOV rate by 2024.

However, while the Hearing Examiner noted that reducing the SOV rate to 12% has merit, and noted that “increasing subsidies for the employee and faculty U-Pass would significantly increase their access to affordable transportation options and reduce the University's SOV rate,” she failed to include these important conditions in her recommendation. Her assumption instead that the Legislature will fund an employee U-Pass is not a guaranteed solution that the UW can be held accountable for, unlike a 12 percent SOV rate. Her recommendations thus fail to mitigate the impacts of the additional SOV trips projected in the EIS for the CMP.¹ In addition, the Hearing Examiner failed to review or recommend

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numerous transportation recommendations made by CUCAC, the U District Alliance, Transportation Choices Coalition, Feet First, Cascade Bicycle Club and the Sierra Club to further reduce the SOV rate and carbon emissions for the second largest employer in the city.

- 3. Workplace Justice** - We object to the failure of the Hearing Examiner to review evidence that the UW failed to study or to mitigate significant negative economic security impacts of the CMP on current low wage employees. About half (13,387) of the 26,318 UW classified and professional (non-academic) employees workers earned less than 80 percent of Area Median Income (AMI), and about one-sixth (4,574) earn less than 50 percent of the AMI. While the Hearing Examiner determined that increased housing demand has the potential to displace low-income households, and that workers need transit subsidies to increase their access to affordable transportation options, she failed to examine economic security alternative proposals to address these issues.

RELIEF SOUGHT BY PETITIONERS

- 1. Housing** - In order to ensure that the additional employees hired by the UW during the CMP campus expansion are not housing-cost-burdened, I seek relief in the form of making the Master Plan approval conditional on the UW providing sufficient housing affordable for all new employees earning less than 80 percent AMI and less than 50% AMI on an annual basis as new employees are hired, for an estimated total of 560 units affordable at less than 50 percent of Area Median Income (AMI) and 160 units affordable between 50 and 80 percent of AMI, not counting eligible non-tenured faculty. I seek further housing mitigation through additional housing policies recommended by the U District Alliance to DCI and the Hearing Examiner.
- 2. Transportation** – I seek relief in the form of conditioning the CMP to require the UW to fully mitigate the additional campus SOV trips created by the expansion. The CMP should be conditioned to require that the City should delay successive building and occupancy permits should the UW not reach the following milestones: 17% SOV rate by end of 2018, 15 % SOV rate by end of 2020, 13% SOV rate by end of 2022, and 12% SOV rate by end of 2024. To ensure the UW reaches the milestones, and to improve equity for low-wage workers, the CMP should be conditioned to require the UW to provide a free Orca card to all employees. I seek further mitigation with the parking, bicycle and pedestrian policies recommended by the U District Alliance to DCI and the Hearing Examiner, including expanding covered and high-security parking by 50 percent in each campus quadrant, and a requirement that the UW complete the separation of bike and pedestrian traffic on the Burke Gilman Trail throughout the entire UW campus.
- 3. Workplace Justice** - We seek relief in the form of conditioning the CMP to require that the UW shall respect that unionization is a question for its employees to decide, and shall not take any action that implies any opposition to its employees becoming members of a union, or interfere with union activities. We seek further mitigation through additional economic security policies recommended by the U District Alliance to DCI and the Hearing Examiner.

Filed by Pamela Honegger on this 30th day of January, 2018. Administrative Coordinator in the UW Office of the Dean of Education.

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January 30, 2018

Seattle City Council
Planning and Land Use and Zoning Committee
c/o Seattle City Clerk
600 Fourth Ave. Floor 3
PO Box 94728
Seattle, WA 98124-4728

FILED
CITY OF SEATTLE
18 JAN 30 AM 10:23
CITY CLERK

RE: WRITTEN PETITION FOR FURTHER CONSIDERATION OF THE SEATTLE HEARING EXAMINER'S
RECOMMENDATIONS ON THE 2018 UW CAMPUS MASTER PLAN (CF-313346)

To Whom It May Concern,

I, Emily Sharp, hereby appeal and file a written petition for further consideration of the Seattle Hearing Examiner's recommendations in case #314346, the proposed 2018 University of Washington Campus Master Plan (CMP). Below are my specific objections to the recommendations and the relief we seek.

SPECIFIC OBJECTIONS TO THE HEARING EXAMINER'S RECOMMENDATIONS

- 1. Housing** – The Hearing Examiner agreed that the City can require the University to “provide for housing, including rent- or income-restricted housing, to accommodate that (projected) employment growth,” and recommended that the City require the UW to construct 150 affordable housing units for faculty and staff earning less than 60 percent AMI, prior to the development of 6 million net gross square feet or the life of the Master Plan, whichever occurs first. (Recommendations 1 and 2)

However, the Hearing Examiner failed to recommend that the Campus Master Plan (CMP) be conditioned to require the UW to provide sufficient affordable housing for all new housing-cost-burdened employees hired during the life of the CMP—an estimated 560 employees earning less than 50 percent of Area Median Income (AMI) and 160 employees earning between 50 and 80 percent of AMI, not counting eligible non-tenured faculty. This recommendation was made by both CUCAC and the U District Alliance.

- 2. Transportation** – The Hearing Examiner concluded that the traffic generated by the Master Plan will cause substantial additional delay at intersections and reduce arterial speed for transit and general-purpose traffic and that these impacts can reasonably be considered “excessive” within the meaning of SMC 25.05.675.R.1.a.

The Hearing Examiner agreed with the City's recommended conditions that the UW contribute to the cost of busses, transit corridor improvements, new signals and ITS improvements (Conditions 51, 52, 53 and 55) to mitigate traffic and transit impacts, and the City's recommendation to require a 15% SOV rate by 2024.

However, while the Hearing Examiner noted that reducing the SOV rate to 12% has merit, and noted that “increasing subsidies for the employee and faculty U-Pass would significantly increase their access to affordable transportation options and reduce the University's SOV rate,” she failed to include these important conditions in her recommendation. Her assumption instead that the Legislature will fund an employee U-Pass is not a guaranteed solution that the UW can be held accountable for, unlike a 12 percent SOV rate. Her recommendations thus fail to mitigate the impacts of the additional SOV trips projected in the EIS for the CMP.¹ In addition, the Hearing Examiner failed to review or recommend

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numerous transportation recommendations made by CUCAC, the U District Alliance, Transportation Choices Coalition, Feet First, Cascade Bicycle Club and the Sierra Club to further reduce the SOV rate and carbon emissions for the second largest employer in the city.

- 3. Child care** – I object to the failure of the Hearing Examiner to examine the substantial evidence that there is nexus between the additional students and employees associated with the proposed expansion, the likelihood that demand for childcare will exceed supply and be more expensive than low-wage UW employees can afford, and a likely impact on the City's childcare assistance programs as the UW population expands. The CMP's lack of adequate affordable childcare capacity is inconsistent with the Seattle Comprehensive Plan's (SCP) early childhood education policy, and on provisions of the City-University Agreement (CUA) addressing city services, human environment and health and vitality of communities. As the city's second largest employer and premier public institution, UW has a clear responsibility to help address this in its proposed campus expansion.

RELIEF SOUGHT BY PETITIONERS

- 1. Housing** - In order to ensure that the additional employees hired by the UW during the CMP campus expansion are not housing-cost-burdened, I seek relief in the form of making the Master Plan approval conditional on the UW providing sufficient housing affordable for all new employees earning less than 80 percent AMI and less than 50% AMI on an annual basis as new employees are hired, for an estimated total of 560 units affordable at less than 50 percent of Area Median Income (AMI) and 160 units affordable between 50 and 80 percent of AMI, not counting eligible non-tenured faculty. I seek further housing mitigation through additional housing policies recommended by the U District Alliance to DCI and the Hearing Examiner.
- 2. Transportation** – I seek relief in the form of conditioning the CMP to require the UW to fully mitigate the additional campus SOV trips created by the expansion. The CMP should be conditioned to require that the City should delay successive building and occupancy permits should the UW not reach the following milestones: 17% SOV rate by end of 2018, 15 % SOV rate by end of 2020, 13% SOV rate by end of 2022, and 12% SOV rate by end of 2024. To ensure the UW reaches the milestones, and to improve equity for low-wage workers, the CMP should be conditioned to require the UW to provide a free Orca card to all employees. I seek further mitigation with the parking, bicycle and pedestrian policies recommended by the U District Alliance to DCI and the Hearing Examiner, including expanding covered and high-security parking by 50 percent in each campus quadrant, and a requirement that the UW complete the separation of bike and pedestrian traffic on the Burke Gilman Trail throughout the entire UW campus.
- 3. Child care** – I seek relief in the form of conditioning the CMP to require that no permits for construction authorized under the CMP shall be issued until the City Council receives and approves the child care study authorized under Resolution 31732, and the City Council approves a fully developed UW plan for providing child care subsidy vouchers for faculty and staff. These vouchers must cover faculty and staff making between 200%-400% of the Federal Poverty Level and must be available to use in neighborhoods where faculty and staff live, including outside of the city, not just on or near campus. We seek further child care mitigation through additional child care policies recommended by the U District Alliance to DCI and the Hearing Examiner.

Filed by Emily Sharp on this 30th day of January, 2018. Physical Therapist, UW Medical Center.

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Bob Ferguson

ATTORNEY GENERAL OF WASHINGTON

University of Washington Division • Box 359475
Seattle WA 98195-9475 • Phone (206) 543-4150 • Fax (206) 543-0779

January 29, 2018

Via Email and Messenger

Seattle City Council
Planning, Land Use and Zoning Committee
c/o Seattle City Clerk
600 4th Avenue, Floor 3
P.O. Box 94728
Seattle, WA 98124-4728
clerk@seattle.gov

FILED
CITY OF SEATTLE
JAN 30 AM 10:24
CITY CLERK

Re: *Petition for Further Consideration
In re Application of Univ. of Wash. for approval of a Major Institution Master Plan
(CF 314346)*

Dear City Clerk,

This letter is submitted on behalf of the University of Washington¹ (“University”) in connection with its application for approval of a new Campus Master Plan for the Seattle campus. On January 16, 2018, the Hearing Examiner issued Findings and Recommendations in the above-referenced matter. The City-University Agreement requires the City Council to hold a public hearing to receive comments on the University’s proposed final Campus Master Plan (“Plan”) as the next step in the approval process.

At the hearing, the Council may receive comments from the University, the City-University Community Advisory Committee (“CUCAC”), and all persons who petition for further consideration of the Hearing Examiner’s Findings and Recommendations within 14 days of its issuance. The University is not required to file a request for further consideration in order to participate in the public hearing. (See CUA, § II.B.10).² Following the hearing, the City Council will make a preliminary recommendation on the Plan, which will be reviewed by the University of Washington Board of Regents. (See CUA, § II.B.11).

The University Administration supports the Hearing Examiner’s Findings and Recommendations with respect to all conditions, except Conditions 1, 2, 51, 52, and 55. The purpose of this letter is to

¹ Nothing in this letter is intended to be binding on the University of Washington Board of Regents, who have the final authority to approve a proposed Campus Master Plan on behalf of the University.

² This letter cites to the City-University Agreement as the “CUA.”

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request the Council's attention on issues pertaining to these five conditions. The University is also continuing to discuss these conditions with the Seattle Department of Construction and Inspections ("SDCI").

A. Summary of the University's Position

The University believes the City lacks legal authority to impose Conditions 1, 2, 51, 52, and 55. Moreover, the record before the Hearing Examiner contains no evidence of significant adverse impacts giving rise to a basis under the State Environmental Policy Act ("SEPA") for these conditions. In addition, Conditions 51, 52, and 55 lack the clarity required for implementation, as also required by SEPA. The Council should exclude these five conditions from its preliminary decision or, at a minimum, modify Conditions 51, 52, and 55 to align them more closely with the limits of the City's legal authority.³

Further, the University respectfully urges the Council to remember during its consideration of the Plan and the Hearing Examiner's Findings and Recommendations that the University is a state institution of higher education. Its mission is to serve the public through education, research, and patient care. The University depends on legislative appropriations of taxpayer funds, grants and philanthropy (which are almost entirely restricted funds), and tuition from students and their families. For that reason, it is critical that Plan conditions are closely tied to the actual construction of development authorized in the Plan in terms of: (i) mitigation required, and (ii) funding obligations.

B. Transportation—Conditions 51, 52, and 55

As written, Conditions 51, 52, and 55 in the Hearing Examiner's Findings and Recommendations do not align with the City's conditioning authority under SEPA. They are not linked to significant adverse impacts identified in the Final Environmental Impact Statement ("EIS") that was prepared for the Plan, and their scope and costs are unreasonably vague and uncertain. The Council should delete or modify these conditions.

1. Condition 51

Condition 51, as recommended by the Hearing Examiner, reads as follows:

The University shall pay King County-Metro the operating costs for two additional bus transit coaches in both the AM and PM peak hours to provide additional capacity on routes serving Campus Pkwy near Brooklyn Ave NE.

The Hearing Examiner's conclusions recognize that the costs associated with this condition are uncertain. (*See Conclusion 23.*) Consistent with this conclusion, the record contains no estimates, projections, or even definitions of what constitutes an "operating cost." The Council should exclude this condition, or, at minimum, better define the impact to be mitigated and the costs of mitigation. In so doing, the Council should also correct several defects in the condition as drafted.

³ Additional argument on the University's legal position regarding the City's authority is provided in briefing to the Hearing Examiner. Notwithstanding the suggested modifications in this letter, the University reasserts and reserves its rights to assert all legal arguments regarding the City's authority to condition the Plan.

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a. Lack of Triggers

First, Condition 51 as drafted contains no objective trigger tied to actual development under the Plan. Under SEPA, mitigation must be tied to impacts. According to the EIS, Metro busses in the impact zones currently have adequate capacity, and capacity is likely to remain adequate long into the future. Busses on the routes in question are currently running at 61 percent of capacity (as measured by aggregate demand-to-capacity ratio). (See Applicant's Post-Hearing Br. at 12). The demand-to-capacity ratio will increase to 64 percent of capacity after full build-out projected under the Plan. The EIS concludes that the demand-to-capacity ratio could approach 96 percent *only* if King County Metro reduces service in connection with the opening in 2021 of the University District light rail station. Metro's potential decision to reduce service is not a proper SEPA basis for imposing mitigation conditions on the University's Plan.

b. Lack of Standards

Second, nowhere in the record or in adopted City policies is there a benchmark for what percent of demand-to-capacity should be considered inadequate. The record contains no evidence explaining why 96 percent is too high a demand-to-capacity ratio. Presumably, for efficiency and cost-effectiveness, Metro wants routes to operate at high ratios and allocates capacity accordingly. In fact, any decision by Metro to reduce bus service when the University District station opens would only make sense if Metro assumed that demand for busses will be reduced because a significant number of riders will shift to light rail.

c. Lack of Cost/Revenue Parameters

Third, the record contains no evidence defining what constitutes an "operating cost." A mitigation condition should, at minimum, define at the outset what cost items constitute "operating costs" so the University can plan and estimate for the future. Also, Condition 51 takes no account of anticipated increases in fare revenue. If ridership is to increase as a result of development, it stands to reason that fare revenue will also increase. Fare revenue from new riders generated by the Plan should be deducted from the University's required contribution of "operating costs."

The City Council should delete or revise Condition 51.

2. Conditions 52 and 55

Conditions 52 and 55, as recommended by the Hearing Examiner, read as follows:

52. The University shall fund SDOT capital improvements to facilitate transit performance within the primary and secondary impact zones at the time of implementation of the respective RapidRide project:
- 11th Avenue NE/Roosevelt Avenue NE: 11% of the cost of the RapidRide project within the primary impact zone; 5.5% within the secondary impact zone.
 - NE 45th Street/15th Avenue NE/Pacific Avenue NE: 30% of the cost of the RapidRide project and other planned transit improvements,

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including bus only and BAT lanes, within the primary impact zone; 15% within the secondary impact zone.

- Montlake Blvd NE: 25% of the cost of the RapidRide project and other planned transit improvements, including bus only lanes, within the primary impact zone; 12.5% within the secondary impact zone.

55. The University shall expand, or pay SDOT for transit stop expansion, at [the 15th Avenue NE / NE 42nd St and NE Pacific St / 15th Ave NE] locations as part of the NE 45th St / 15th Ave NE / NE Pacific St RapidRide Implementation.

As justification for these conditions, the Hearing Examiner assumed in Conclusions 19 and 21 that they will help the University meet its Transportation Management Plan (“TMP”) goals. However, the University must meet its TMP goals with or without these conditions, and the Plan outlines a range of steps the University has already identified for meeting its TMP goals along with consequences for failing to do so. Accordingly, Conditions 52 and 55 are not necessary to fulfill the Hearing Examiner’s assumed purpose.

Also, as with Condition 51, the Hearing Examiner’s conclusions recognize the uncertainty of costs associated with Condition 52. (*See* Conclusion 23.) The record contains some cost and funding information for the Roosevelt RapidRide line (the first of the three routes listed above), but it contains no such information for the other two routes. As with Condition 51, the Council should, at a minimum, define the impact to be mitigated and the scope of associated costs for Condition 52. Council should also, at a minimum, correct several other defects in Conditions 52 and 55.

a. Failure to Account for Mitigation Provided by Other Conditions

Condition 52 fails to account for mitigation remedies provided by another condition. Condition 52 is purportedly intended to mitigate the reductions in transit speed identified in the EIS. Condition 50, which requires intersection signal improvements, will mitigate exactly the same impact. The funding amounts in Condition 52 should be adjusted to account for the fact that transit speed reductions will already be mitigated.

b. Lack of Clarity

Conditions 52 and 55 also suffer defects from lack of clarity. With respect to Condition 52, the second and third RapidRide lines (identified before the Hearing Examiner as the “Market line” and the “23rd Avenue line”) run the same route and use the same infrastructure through the University District. Condition 52 does not clarify how funding for this infrastructure is segregated between the lines. Similarly, with respect to Condition 55, the transit stops identified for improvement appear to be on the same routes as the RapidRide lines identified in Condition 52. Condition 55 does not clarify how its improvement-requirements are separate from the improvements already contemplated in Condition 52. Neither condition as written accounts for these overlaps. In addition to better definition, funding amounts should be adjusted to account for both overlaps.

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c. Lack of Measurement Standards

The contribution percentages in Condition 52 are based on anticipated reductions in transit speeds. The record before the Hearing Examiner establishes that reductions in transit speeds are a way to measure the *effect* of an impact—not the *cause* of the impact. The cause of reductions in transit speeds is increased traffic congestion. Any mitigation imposed on the University should be based on the Plan's contribution to the cause of an impact—in other words, the actual traffic generated by the Plan. SDCI agreed mitigation should be tied to the cause of an impact, and accordingly modified its recommended percentages for the University's contributions in Conditions 49 and 50 to reflect traffic generated by the Plan rather than changes in speeds. The Hearing Examiner adopted SDCI's modified percentages in its recommended Conditions 49 and 50. Condition 52 should be modified in the same way.

d. Lack of Triggers

As written, Conditions 52 and 55 also have no trigger tied to actual development under the Plan. SEPA mitigation must be tied to actual impacts. SEPA mitigation must also be reasonable and capable of being accomplished. The record contains no evidence of project budgets or other funding commitments for the Market line or the 23rd Avenue line. If the Council retains Condition 52 and 55, the Council should define the scope of project costs.

The City Council should delete or revise Conditions 52 and 55.

C. Affordable Housing—Conditions 1 and 2

SDCI and Hearing Examiner acknowledge there is no SEPA authority or basis in the City-University Agreement's joint statement of housing policies to mandate construction by the University of affordable housing. As acknowledged by SDCI, the City-University Agreement's housing requirements pertain only to market rate housing. (SDCI Recommendation at 24). Further, the record contains no evidence of a significant impact that would require this as SEPA mitigation, and SDCI concedes there is no SEPA authority. (*Id.* at 76). Even so, SDCI and the Hearing Examiner both recommend the Plan include language committing the University to construction of affordable housing for faculty and staff as a condition of the Plan (Conditions 1 and 2).

Specifically, SDCI and the Hearing Examiner both concluded that construction of 150 units would make the Plan consistent with Comprehensive Plan Policy H 5.19, which states in the most general terms that the City should "consider" requiring affordable housing when a major institution master plan will lead to job growth. The City has never adopted development regulations to implement this comprehensive plan policy, nor has it amended the City-University Agreement to incorporate this policy.

The University continues to believe the City lacks legal authority to require construction of affordable housing as a condition of this Plan. The EIS concludes there will be adequate housing opportunities to offset increases in demand resulting from projected employment growth. Further, the Hearing Examiner's reliance on a single, non-mandatory policy in the Housing Element of the Comprehensive Plan to impose this condition is incorrect because the Housing Element is not incorporated into the City-University Agreement. Policy H 5.19 was not even in effect when the City-University Agreement was signed. To use an after-the-fact policy as a basis for conditioning the

ATTORNEY GENERAL OF WASHINGTON

Plan does not follow the process for amendments to the City-University Agreement that is established in Section VIII of that Agreement.

Notwithstanding disagreements over the City's legal authority to impose these conditions, the University recognizes the benefits of affordable housing. Accordingly, it has voluntarily undertaken significant initiatives to address affordable housing, including a commitment to partner with Seattle Housing Authority to construct 150 units of affordable housing available to faculty and staff earning less than 60 percent area median income on property the University owns in the University District. The University is willing to describe this commitment in the Plan if doing so allows the approval process to move forward in the cooperative manner enjoyed by the City and the University throughout the process of developing the Plan. The University's Administration, without waiving any of the University's rights, can recommend to the Regents that they agree to incorporate the language of Conditions 1 and 2 in recognition of that commitment.

D. Conclusion

The University looks forward to reviewing the issues identified in this letter with the City Council as part of the hearing on the Plan. After the City Council makes its preliminary decision on the Plan, that decision will be reviewed by the Board of Regents. The University appreciates the opportunity to provide this input ahead of the hearing on the Plan.

Sincerely,



Quentin Yerxa, Assistant Attorney General

cc: Bob Tobin, City Attorney's Office
Roger Wynne, City Attorney's Office
Ketil Freeman, Council Central Staff
Nathan Torgelson, SDCI
John Shaw, SDCI
Cheryl Waldman, SDCI
Maureen Sheehan, DON
Matt Fox, CUCAC
John Gaines, CUCAC
Theresa Doherty, UW
Sally Clark, UW
Steve Roos, HCMP

**WRITTEN PETITION FOR FURTHER CONSIDERATION OF THE SEATTLE HEARING EXAMINER'S
RECOMMENDATIONS ON THE 2018 UW CAMPUS MASTER PLAN (CF-313346)**

SEIU6 Property Services NW hereby appeals and files a written petition for further consideration of the Seattle Hearing Examiner's recommendations in case #314346, the proposed 2018 University of Washington Campus Master Plan (CMP). Below are our specific objections to the recommendations and the relief we seek.

SPECIFIC OBJECTIONS TO THE HEARING EXAMINER'S RECOMMENDATIONS

- 1. Housing** – The Hearing Examiner agreed that the City can require the University to “provide for housing, including rent- or income-restricted housing, to accommodate that (projected) employment growth,” and recommended that the City require the UW to construct 150 affordable housing units for faculty and staff earning less than 60 percent AMI, prior to the development of 6 million net gross square feet or the life of the Master Plan, whichever occurs first. (Recommendations 1 and 2)

However, the Hearing Examiner failed to recommend that the Campus Master Plan (CMP) be conditioned to require the UW to provide sufficient affordable housing for all new housing-cost-burdened employees hired during the life of the CMP—an estimated 560 employees earning less than 50 percent of Area Median Income (AMI) and 160 employees earning between 50 and 80 percent of AMI, not counting eligible non-tenured faculty. This recommendation was made by both CUCAC and the U District Alliance.

- 2. Transportation** – The Hearing Examiner concluded that the traffic generated by the Master Plan will cause substantial additional delay at intersections and reduce arterial speed for transit and general-purpose traffic and that these impacts can reasonably be considered “excessive” within the meaning of SMC 25.05.675.R.1.a.

The Hearing Examiner agreed with the City's recommended conditions that the UW contribute to the cost of busses, transit corridor improvements, new signals and ITS improvements (Conditions 51, 52, 53 and 55) to mitigate traffic and transit impacts, and the City's recommendation to require a 15% SOV rate by 2024.

However, while the Hearing Examiner noted that reducing the SOV rate to 12% has merit, and noted that “increasing subsidies for the employee and faculty U-Pass would significantly increase their access to affordable transportation options and reduce the University's SOV rate,” she failed to include these important conditions in her recommendation. Her assumption instead that the Legislature will fund an employee U-Pass is not a guaranteed solution that the UW can be held accountable for, unlike a 12 percent SOV rate. Her recommendations thus fail to mitigate the impacts of the additional SOV trips projected in the EIS for the CMP.¹ In addition, the Hearing Examiner failed to review or recommend numerous transportation recommendations made by CUCAC, the U District Alliance, Transportation Choices Coalition, Feet First, Cascade Bicycle Club and the Sierra Club to further reduce the SOV rate and carbon emissions for the second largest employer in the city.

¹ While the UW has pledged to ask the Legislature for additional funding for staff U-Pass subsidies, there is no guarantee that this will happen.

CITY CLERK
18 JAN 30 AM 11:11
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CITY OF SEATTLE

3. **Child care** – we object to the failure of the Hearing Examiner to examine the substantial evidence that there is nexus between the additional students and employees associated with the proposed expansion, the likelihood that demand for childcare will exceed supply and be more expensive than low-wage UW employees can afford, and a likely impact on the City’s childcare assistance programs as the UW population expands. The CMP’s lack of adequate affordable childcare capacity is inconsistent with the Seattle Comprehensive Plan’s (SCP) early childhood education policy, and on provisions of the City-University Agreement (CUA) addressing city services, human environment and health and vitality of communities. As the city’s second largest employer and premier public institution, UW has a clear responsibility to help address this in its proposed campus expansion.
4. **Racial Justice** – We object to the failure of the Hearing Examiner to review evidence that the CMP will create additional adverse racial justice impacts in Seattle. Given that the staff of color and immigrant workers the UW hires are highly concentrated in lower paid positions, that the UW lacks basic racial justice programs such as a priority hiring program or an anti-displacement strategy to counteract the CMP’s impact on housing prices, the expected racial justice outcome for the proposed expansion will be further economic marginalization for communities of color in Seattle. There is nexus between the proposed expansion’s racial justice impacts and the City’s own RSJI initiatives, the Equitable Development Fund, Office of Civil Rights programs, and many City programs that provide services to communities of color.
5. **Open Space** - We object to the failure of the Hearing Examiner to review evidence that the UW expansion and Innovation District development in the West Campus area, added to the density created by UW’s development on land and air rights it owns outside the campus boundaries, will create further pressure on open space in the heart of the U District, and that the open space proposals of the CMP do not adequately address the U District’s open space deficit (approximately two city blocks).
6. **Workplace Justice** - We object to the failure of the Hearing Examiner to review evidence that the UW failed to study or to mitigate significant negative economic security impacts of the CMP on current low wage employees. About half (13,387) of the 26,318 UW classified and professional (non-academic) employees workers earned less than 80 percent of Area Median Income (AMI), and about one-sixth (4,574) earn less than 50 percent of the AMI. While the Hearing Examiner determined that increased housing demand has the potential to displace low-income households, and that workers need transit subsidies to increase their access to affordable transportation options, she failed to examine economic security alternative proposals to address these issues.
7. **Small Business** - We object to the failure of the Hearing Examiner to review evidence that the UW failed to study or to mitigate significant negative economic impacts of the CMP on U District small businesses. The UW’s expansion will include additional on-campus food and drink services that could negatively impact over 300 small retail businesses many of whom compete with the UW’s Housing and Food Services.

RELIEF SOUGHT BY PETITIONERS

1. **Housing** - In order to ensure that the additional employees hired by the UW during the CMP campus expansion are not housing-cost-burdened, we seek relief in the form of making the

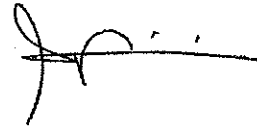
Master Plan approval conditional on the UW providing sufficient housing affordable for all new employees earning less than 80 percent AMI and less than 50% AMI on an annual basis as new employees are hired, for an estimated total of 560 units affordable at less than 50 percent of Area Median Income (AMI) and 160 units affordable between 50 and 80 percent of AMI, not counting eligible non-tenured faculty. We seek further housing mitigation through additional housing policies recommended by the U District Alliance to DCI and the Hearing Examiner.

2. **Transportation** – We seek relief in the form of conditioning the CMP to require the UW to fully mitigate the additional campus SOV trips created by the expansion. The CMP should be conditioned to require that the City should delay successive building and occupancy permits should the UW not reach the following milestones: 17% SOV rate by end of 2018, 15 % SOV rate by end of 2020, 13% SOV rate by end of 2022, and 12% SOV rate by end of 2024. To ensure the UW reaches the milestones, and to improve equity for low-wage workers, the CMP should be conditioned to require the UW to provide a free Orca card to all employees. We seek further mitigation with the parking, bicycle and pedestrian policies recommended by the U District Alliance to DCI and the Hearing Examiner, including expanding covered and high-security parking by 50 percent in each campus quadrant, and a requirement that the UW complete the separation of bike and pedestrian traffic on the Burke Gilman Trail throughout the entire UW campus.
3. **Child care** – We seek relief in the form of conditioning the CMP to require that no permits for construction authorized under the CMP shall be issued until the City Council receives and approves the child care study authorized under Resolution 31732, and the City Council approves a fully developed UW plan for providing child care subsidy vouchers for faculty and staff. These vouchers must cover faculty and staff making between 200%-400% of the Federal Poverty Level and must be available to use in neighborhoods where faculty and staff live, including outside of the city, not just on or near campus. We seek further child care mitigation through additional child care policies recommended by the U District Alliance to DCI and the Hearing Examiner.
4. **Racial Justice** – We seek relief in the form of conditioning the CMP to require that the UW implement a priority hire program similar to the City of Seattle ordinance for direct hiring and for contractors and vendors. Further, the UW should be required to contribute to the City of Seattle’s Equitable Development Fund to mitigate the displacement effects of its expansion and failure to provide affordable housing for workers of color who are renting in Seattle.
5. **Open Space** - We seek relief in the form of conditioning the CMP to require additional planning and proposals to address the U District’s open space deficit, along with campus open space provisions. The City’s review of the CMP should address the open space problem created by the UW’s Sound Transit deal to develop an office tower using air rights above the Brooklyn Station instead of public open space, and drawbacks in the UW’s proposal to create alternative open space with use restrictions on an 8,000 SF lot on NE Brooklyn Avenue, near the station.
6. **Workplace Justice** - We seek relief in the form of conditioning the CMP to require that the UW shall respect that unionization is a question for its employees to decide, and shall not take any action that implies any opposition to its employees becoming members of a union, or interfere with union activities. We seek further mitigation through additional economic security policies recommended by the U District Alliance to DCI and the Hearing Examiner.

7. **Small Business** - We seek relief in the form of conditioning the CMP to require that the UW The City should condition the CMP to require that the UW enact a program to ensure that local small business are guaranteed a share of vendor space where food, drink and other vendors are located in UW buildings across the campus and in the surrounding community.

Filed on behalf of SEIU6 on this 25th day of January, 2018

By:

A handwritten signature in black ink, appearing to read 'S. Salinas', with a horizontal line drawn through the middle of the signature.

Sergio Salinas
President
SEIU6 Property Services NW

**WRITTEN PETITION FOR FURTHER CONSIDERATION OF THE SEATTLE HEARING EXAMINER'S
RECOMMENDATIONS ON THE 2018 UW CAMPUS MASTER PLAN (CF-313346)**

Bulldog News hereby appeals and files a written petition for further consideration of the Seattle Hearing Examiner's recommendations in case #314346, the proposed 2018 University of Washington Campus Master Plan (CMP). Below are our specific objections to the recommendations and the relief we seek.

SPECIFIC OBJECTIONS TO THE HEARING EXAMINER'S RECOMMENDATIONS

- FILED
CITY OF SEATTLE
18 JAN 30 AM 11:40
CITY CLERK
- 1. Housing** – The Hearing Examiner agreed that the City can require the University to “provide for housing, including rent- or income-restricted housing, to accommodate that (projected) employment growth,” and recommended that the City require the UW to construct 150 affordable housing units for faculty and staff earning less than 60 percent AMI, prior to the development of 6 million net gross square feet or the life of the Master Plan, whichever occurs first. (Recommendations 1 and 2)

However, the Hearing Examiner failed to recommend that the Campus Master Plan (CMP) be conditioned to require the UW to provide sufficient affordable housing for all new housing-cost-burdened employees hired during the life of the CMP—an estimated 560 employees earning less than 50 percent of Area Median Income (AMI) and 160 employees earning between 50 and 80 percent of AMI, not counting eligible non-tenured faculty. This recommendation was made by both CUCAC and the U District Alliance.

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However, while the Hearing Examiner noted that reducing the SOV rate to 12% has merit, and noted that “increasing subsidies for the employee and faculty U-Pass would significantly increase their access to affordable transportation options and reduce the University’s SOV rate,” she failed to include these important conditions in her recommendation. Her assumption instead that the Legislature will fund an employee U-Pass is not a guaranteed solution that the UW can be held accountable for, unlike a 12 percent SOV rate. Her recommendations thus fail to mitigate the impacts of the additional SOV trips projected in the EIS for the CMP.¹ In addition, the Hearing Examiner failed to review or recommend numerous transportation recommendations made by CUCAC, the U District Alliance, Transportation Choices Coalition, Feet First, Cascade Bicycle Club and the Sierra Club to further reduce the SOV rate and carbon emissions for the second largest employer in the city.

- 3. Open Space** - We object to the failure of the Hearing Examiner to review evidence that the UW expansion and Innovation District development in the West Campus area, added to the density created by UW’s development on land and air rights it owns outside the campus boundaries, will create further pressure on open space in the heart of the U District, and that the open space proposals of the CMP do not adequately address the U District’s open space deficit (approximately two city blocks).

¹ While the UW has pledged to ask the Legislature for additional funding for staff U-Pass subsidies, there is no guarantee that this will happen.

4. **Small Business** - We object to the failure of the Hearing Examiner to review evidence that the UW failed to study or to mitigate significant negative economic impacts of the CMP on U District small businesses. The UW's expansion will include additional on-campus food and drink services that could negatively impact over 300 small retail businesses many of whom compete with the UW's Housing and Food Services.

RELIEF SOUGHT BY PETITIONERS

1. **Housing** - In order to ensure that the additional employees hired by the UW during the CMP campus expansion are not housing-cost-burdened, we seek relief in the form of making the Master Plan approval conditional on the UW providing sufficient housing affordable for all new employees earning less than 80 percent AMI and less than 50% AMI on an annual basis as new employees are hired, for an estimated total of 560 units affordable at less than 50 percent of Area Median Income (AMI) and 160 units affordable between 50 and 80 percent of AMI, not counting eligible non-tenured faculty. We seek further housing mitigation through additional housing policies recommended by the U District Alliance to DCI and the Hearing Examiner.
2. **Transportation** – We seek relief in the form of conditioning the CMP to require the UW to fully mitigate the additional campus SOV trips created by the expansion. The CMP should be conditioned to require that the City should delay successive building and occupancy permits should the UW not reach the following milestones: 17% SOV rate by end of 2018, 15 % SOV rate by end of 2020, 13% SOV rate by end of 2022, and 12% SOV rate by end of 2024. To ensure the UW reaches the milestones, and to improve equity for low-wage workers, the CMP should be conditioned to require the UW to provide a free Orca card to all employees. We seek further mitigation with the parking, bicycle and pedestrian policies recommended by the U District Alliance to DCI and the Hearing Examiner, including expanding covered and high-security parking by 50 percent in each campus quadrant, and a requirement that the UW complete the separation of bike and pedestrian traffic on the Burke Gilman Trail throughout the entire UW campus.
3. **Open Space** - We seek relief in the form of conditioning the CMP to require additional planning and proposals to address the U District's open space deficit, along with campus open space provisions. The City's review of the CMP should address the open space problem created by the UW's Sound Transit deal to develop an office tower using air rights above the Brooklyn Station instead of public open space, and drawbacks in the UW's proposal to create alternative open space with use restrictions on an 8,000 SF lot on NE Brooklyn Avenue, near the station.
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Filed on behalf of Bulldog News on this 30 day of January, 2018 By: Douglas Campbell

Name Douglas Campbell Title Pres Business Bulldog News, Inc.

**UNIVERSITY DISTRICT COMMUNITY COUNCIL
C/O 4534 UNIVERSITY WAY NE
SEATTLE, WA 98105
udistrictcouncil@hotmail.com**

Seattle City Council
Planning, Land Use, and Zoning Committee
c/o Seattle City Clerk
600 Fourth Ave. Floor 3
PO Box 94728
Seattle, WA 98124-4728

FILED
CITY OF SEATTLE
19 JAN 30 AM 11:49
CITY CLERK

January 30, 2018

In RE: WRITTEN PETITION FOR FURTHER CONSIDERATION OF THE SEATTLE HEARING EXAMINER'S RECOMMENDATIONS ON THE 2018 UW CAMPUS MASTER PLAN (CF-313346)

The University District Community Council hereby appeals and files a written petition for further consideration of the Seattle Hearing Examiner's recommendations in case #314346, the proposed 2018 University of Washington Campus Master Plan (CMP).

SPECIFIC OBJECTIONS TO THE DECISION:

Attached below are the UDCC comment letters on the Draft and Final UW Campus Master Plans and the CUCAC's presentation to the City of Seattle Hearing Examiner on 12/7/17 by UDCC President and CUCAC Co-Chair Matt Fox.

As these comment letters indicate, the UDCC and its representative at CUCAC raised numerous objections throughout this process to the Draft CMP, the Final CMP, and SDCI's decision regarding it, and we reserve the right to offer additional clarifying comments and additional specific recommendations to the City Council on any or all of them, as the short timeline for this Petition means that a volunteer group such as ours simply doesn't have the time or resources to develop an exhaustive list in advance.

SPECIFIC RELIEF SOUGHT:

The UDCC may suggest other specific mitigation measures to the City Council during the hearing process, but at this point we urge the Council to make the following changes to the Campus Master Plan prior to adoption:

- 1) The proposed East Campus increase in heights to 130' along Montlake Boulevard is inconsistent with the surrounding zoning and should be reduced significantly.**

- 2) **At least one and preferably two ground level view corridors should be added along Montlake Blvd in the East Campus to preserve at least some of the existing easterly views of Tiger Mountain and the Cascade Foothills.**
- 3) **City Council technical staff should develop models of the actual heights that would be permitted in the West Campus under the recently adopted U-District zoning for non-residential/office type buildings of the type the U of W proposes to build. It is unlikely they would be allowed the heights that are granted for the so-called “slender residential towers” that DPD promoted height bonuses for, and it is a misnomer to state that the proposed heights in the CMP are “consistent” with those in the surrounding neighborhood.**
- 4) **Per CUCAC’s recommendation, Site W-22 (to the west of Condon Hall adjacent to Roosevelt Way/11th Ave NE) should be reduced in height, and the U-District Community Council believes that 105’ would be more consistent with the longstanding goal of providing a “gateway” at this location rather than a wall. SDCI and the Hearing Examiner both erred in asserting that this location does not serve as the western boundary for the campus.**
- 5) **Per CUCAC’s recommendation, Site W-37 must be reduced in height to preserve the existing panoramic views to the west that the public now enjoys from both sides of the street at the north end of the University Bridge. SDCI erred in asserting that the view blockage of a building that is nearly as tall as the I-5 Ship Canal Bridge itself can somehow be designed away – it cannot. The current height limit of 65’ must be retained.**
- 6) **The UDCC also concurs with CUCAC in supporting the City of Seattle’s position that it “can impose affordable housing, transportation, and other reasonable requirements on the University of Washington as part of the Campus Master Plan process that will help mitigate the impact of U of W growth.”**

The U-District Community Council also concurs with the points raised by the University District Alliance for Equity and Livability that the following issues were not sufficiently addressed by this plan, and with their suggested remedies.

1. **Housing** – The Hearing Examiner agreed that the City can require the University to “provide for housing, including rent- or income-restricted housing, to accommodate that (projected) employment growth,” and recommended that the City require the UW to construct 150 affordable housing units for faculty and staff earning less than 60 percent AMI, prior to the development of 6 million net gross square feet or the life of the Master Plan, whichever occurs first. (Recommendations 1 and 2)
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3. **Child care** – we object to the failure of the Hearing Examiner to examine the substantial evidence that there is nexus between the additional students and employees associated with the proposed expansion, the likelihood that demand for childcare will exceed supply and be more expensive than low-wage UW employees can afford, and a likely impact on the City’s childcare assistance programs as the UW population expands. The CMP’s lack of adequate affordable childcare capacity is inconsistent with the Seattle Comprehensive Plan’s (SCP) early childhood education policy, and on provisions of the City-University Agreement (CUA) addressing city services, human environment and health and vitality of communities. As the city’s second largest employer and premier public institution, UW has a clear responsibility to help address this in its proposed campus expansion.
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RELIEF SOUGHT BY PETITIONERS

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We look forward to testifying before the Seattle City Council to discuss these objections to the proposed Campus Master Plan as well as the remedies we have discussed.

Sincerely,


Matt Fox, President
University District Community Council

Pasted below are the UDCC comments on the DEIS – many of these concerns remain unaddressed.

UNIVERSITY DISTRICT COMMUNITY COUNCIL
C/O 4534 UNIVERSITY WAY NE
SEATTLE, WA 98105
(206) 527-0648
udistrictcouncil@hotmail.com

November 21, 2016

UW Office of Planning & Management
4333 Brooklyn Ave NE, Box 359445
Seattle, WA 98195

By email to: cmpinfo@uw.edu

Re: Comments: Draft UW Campus Master Plan & EIS

The University District Community Council (UDCC) is a non-profit group that has been active for over 40 years, and is composed of a volunteer board and a diverse membership consisting of people of all ages and backgrounds who live and/or work in the neighborhoods surrounding the University of Washington, and which generally corresponds to what the CMP refers to as the "Primary and Secondary Impact Areas". UDCC's history provides the UDCC with a unique long-term perspective on items of mutual interest for the University and its neighbors, and we have been at the table since the City-University Community Advisory Committee was founded.

UW's announcements about the 2018 Draft Seattle Campus Master Plan (CMP) characterize it as a framework for future development that is "progressive and sustainable" and "balances the preservation of the core campus with the need to accommodate the increasing density." UDCC questions the accuracy of this description. This CMP envisions massive and disruptive growth built upon the rubble of usable present-day campus structures that is inconsistent with the surrounding neighborhoods, and the insensitive and unbalanced takeover of open space, natural areas, and views that unfairly impacts the quality of life for surrounding communities as well as students, faculty and staff. The adverse impacts of this projected demolition activity and new construction are inadequately discussed in the DEIS. Mitigation measures, when mentioned at all, are inadequate to address the adverse impacts of the CMP.

General areas of concern with the CMP and DEIS:

Lack of correlation and sufficient explanation for growth projections. Why does the CMP prescribe 50% or more new net growth when student/faculty staff is projected to grow by 20% or less?

The CMP and the accompanying DEIS fail to supply facts to justify the assumptions about increases in enrollment, faculty, and staff over the next ten years. Where are the figures to justify the prospective increase in enrollees and faculty? Even if the projections are assumed to be accurate, where is the proportionality of increasing gsf with a greater multiplier?

CMP takes an unjustified "give UW a blank check" approach to asking for so much new space.

The CMP identifies nearly another 13 million net gsf of building space (not counting structured parking, which will likely add considerably to this figure). In proposing that 6 million gsf of that occur in the next 10 or so years this also doubles the amount built during the life of the current CMP. The new CMP identifies 85 place-holder building sites, with no stated rationale for their selection other than that the sites may be buildable for something university-related at some time in the future. This so-called "flexible" approach was adopted for the current CMP, and has resulted in a community fight over the siting of the new UW Police Station that could perhaps have been avoided if there was a more open siting process when the CMP was adopted. It has also resulted in a utility building that has no public access being sited at the south end of the Ave, which ought to have been designated for a use that provided a better linkage to the neighboring street.

The University states that it needs 6 million gsf during the life of this plan, and there is no external check on the validity or necessity of this number (for the record, the UDCC thinks it will impose too much of an impact on the community, if there is any official body interested in that comment). During the adoption of the current CMP, the UW was adamant that it could not build additional student housing, but subsequently reversed course to the point where a number of new dorms were added and almost all of the older (and we note, more affordable) dorm units have been or are now being rebuilt. Conversely, the UW stated that the police station "needed" to have numerous features (as we recall, this included an indoor shooting range) that ultimately fell by the wayside when the budget had to be cut – along with exterior design elements that would likely have helped the building interact better with the surrounding neighborhood.

Open space concepts are vitally important, but CMP proposals lack teeth and commitment.

Open space, view corridors, natural areas and breathing room for the thousands of people who will live, work, and congregate in the U District are very important. The CMP's nod toward acknowledging this need is appreciated. But – the provision of open space and protection of natural areas should not be implemented as an afterthought of the CMP, or used as an illusory bait & switch tactic to attract CMP support. This is important in no small part because much of the UW's argument for the "need" to substantially increase zoned heights is based on the promise of providing substantial additional open space in addition to the public park soon to be built as a result of SR 520 project mitigation, but it also acknowledges that the current heights could also yield 3 million gsf in the West Campus (CMP, p.84).

The West Campus Green concept for providing open space in conjunction with a proposed city park is a nice idea, but in itself is insufficient mitigation for the loss of natural areas, open space and views elsewhere, and also does not fill the need for more a centrally located public space in the neighboring parts of the primary impact zone that the UW is also actively working to upzone and develop much more intensely. In addition, successful execution of this concept is speculative and much of it is outside the UW's control. The West Campus Green and the East Campus Land Bridge area, as depicted in artists' renderings, rely not only upon the city's agreement to vacate part of Boat Street (with adverse impacts on parking) and the air space over Montlake Blvd (with construction impacts that would severely impact traffic), but also would require the demolition of several buildings and the relocation of the programs currently housed there. The UDCC has the following specific recommendations:

- The University should develop and seriously consider a viable alternative for the West Campus Green that does not require the vacation of Boat Street
- The CMP and EIS should include a list of the building demolitions/relocations/removal of existing gsf that would be necessary to implement the West Campus Green as proposed.

- There should be an analysis of the effects on existing businesses and potential future park visitors of the proposed vacation of Boat Street.
- The UW should consider and describe how future visitors will access the West Campus Green and the new waterfront park already under construction – particularly given that bus service is already being phased out as the new light rail stations come online (both of these stations are pretty far from this park, and a family can't exactly haul a cooler from either of them for a picnic, nor can a boater bring their vessel on public transit to launch it).

As a prerequisite to the city even considering approving the CMP and the upzones to up to 240', the UW should take substantial steps toward developing the proposed open spaces now. This could include actions such as a realistic plan and schedule for demolishing the Marine Studies Building (School of Marine Affairs) and Wallace Hall (Climate Impacts Group, etc.) and relocating these programs elsewhere. Concurrently file petitions with the city to vacate Boat St and the air space over Montlake Blvd and begin the public process of determining whether such vacations could indeed be accomplished and appropriately mitigated. In other words, the UW's CMP should prioritize providing OPEN SPACE FIRST – as a sign of good faith with the community and as a step toward partially mitigating the impacts of new construction and greater density. In addition, the CMP should include some sort of trigger that limits height increases based on the promise that this open space will be provided if it is not implemented after a certain percentage of the planned square footage has been built, or a similar mechanism that would give teeth to this plan.

The CMP should also specifically identify the University Slough as an environmental asset rather than folding it into the Union Bay Natural Area, and add it to the list of Unique and Significant Landscapes and to the designated Public Realm.

Transportation impacts are given short shrift.

The CMP fails to adequately discuss or mitigate for transportation impacts on the campus and surrounding neighborhoods.

The University hums 24/7. It is faulty to premise an impact study on the pretense that transportation impacts from the University's expansion will occur only during "peak travel periods" and M – F. As it is, travel congestion in the U District is nearly intolerable. Add-in construction workers (whom the EIS exempts from the trip caps and traffic counts), patients visiting the medical center and Roosevelt medical offices, (ditto the count and cap exemptions), streets clogged by dump trucks and heavy construction equipment, busses that cannot pull aside to let traffic pass because the bus-pull-outs have been made into bicycle lanes (which occurred after the traffic studies were conducted for the EIS) – and any reasonable person should see that the UW's desired growth under this Campus Master Plan will not only result in gridlock, it will adversely impact public safety by impairing the ability of Emergency Responders to promptly reach and address emergency situations on campus and in the adjoining NE and NW neighborhoods.

Some of the worst traffic congestion in the Primary Impact zones includes but is not limited to:

1. Montlake Blvd. near the Light Rail Station and Montlake Bridge approach to Hwy 520.
2. NE 45th St. from Laurelhurst/U Village to Interstate 5.
3. NE 50th intersections from 17th Ave. NE to Interstate 5.
4. Roosevelt Way NE from Ravenna to the University Bridge (and the streets such as NE 42nd, NE 45th, and NE 47th that lead from the UW to it)
5. 35th Ave. NE approaching U. Village and NE 45th St.
6. 15th Avenue southbound in the AM commute and northbound during the PM commute (and we note that City now plans to remove peak hour lanes between NE

55th Street and Lake City Way, which will exacerbate existing congestion considerably, and that this was not analyzed in the DCMP or DEIS).

How will the UW mitigate these increasingly adverse impacts? The DEIS should explore more solutions than measures than the transportation management techniques that are currently in use.

The University should also provide better wayfinding signage from the light rail station at Husky Stadium to Metro bus connections. In addition, the CMP should develop firmer plans around how buses will be deployed and routed when the U-District light rail station comes online.

CMP & DEIS improperly gloss- over the insufficiency of utility and public service infrastructure to serve the new growth and density.

Utility infrastructure improvements are needed to serve the new development proposed under the CMP, but are inadequately discussed. For example, existing sewage overflows from city sewers are unmentioned as are mechanisms for preventing additional stress on and under-capacity system. Seattle has been ordered under mechanisms in the Clean Water Act to cease dumping raw sewage into the Ship Canal and Portage Bay when it rains (CSO events), but doesn't have a plan to effect a complete remedy until the year 2030. A deficit of electrical grid and substation capacity was mentioned in the DEIS, but there is little substantive discussion of how and where this will limit new construction, or whether increasing electrical usage to serve an additional 3 Million gsf will overburden the system's capacity to also serve neighborhood growth. Wishful thinking is convenient, but is an unreliable basis for assuring that infrastructure will be ready and available to serve each of the 85 prospective building sites.

And speaking of public facilities:

Additional public toilet facilities are needed to serve people coming to and using areas in and around the UW campus, and the deficit of such facilities has already been documented in the University District Urban Design Framework. UW's increased housing, office space, and labs will add a large number of people to the University District. They have toilet needs too. The University's office towers might be able to meet their needs during regular business hours, but after hours and on weekends, those buildings will be closed off. The need for public toilet facilities will also be unmet for the influx of transit riders to the U District when the Brooklyn Light Rail station opens in 2021, as the plans for that station do not include providing public toilets. The CMP should discuss how to address this need.

Deficient analysis of cumulative Impacts of CMP & U District Upzone

Areas of the U District north of the West and Main Campuses and the area where there are many small businesses and where many students and diverse permanent residents reside will bear the brunt of the adverse impacts of the proposed campus expansion. Four of the five EIS alternatives place the bulk of projected growth on West campus, where streets and public services are largely shared with the surrounding neighborhoods. Why does the EIS lack an alternative (other than the no action alternative) that calls for substantially less growth in West Campus? Why go from "zero to 3 million gsf" in all of the approaches, without analyzing an intermediate growth objective? The UDCC urges the UW to consider other development options in the final CMP that do not focus so much of the new growth in the W. Campus.

Transportation studies demonstrate that major arterials are already overburdened with traffic and congestion. Yet cumulative impacts to and insufficient mitigation measures are described or proposed; perhaps because the DEIS as a whole tends to pretend that the CMP will produce few adverse impacts to the primary and secondary impact zones.

See also discussion, above re: specific transportation comments, and discussion of impacts on infrastructure and public facilities.

Excessive heights and closely packed structure placements adversely impact views, light and air, and aesthetics. They are also inconsistent with both existing and proposed zoning in the surrounding neighborhood.

The CMP's designated "view corridors" are literally too narrow, especially when considered in the context of the canyons of the projected closely spaced towers that will define the streetscapes. This is another area where the DEIS fails to combine and consider the cumulative impacts of the proposed U District Upzone with the CMP. If both are approved as written, many, many places on and off campus where people can now enjoy view of the Cascades, the Olympics, Mount Rainer, the Ship Canal, and Lake Washington, will be eliminated.

- For example, the proposed East Campus development sites would create a street wall that blocks all eye-level views of Lake Washington and most of the mountains from Montlake Blvd.
- A tall structure west of the University Bridge (W-38) would block views of the Ship Canal and Lake Union. The UDCC believes that this should be added to the list of designated view corridors in the CMP and the site should be zoned at a height that does not impede these views.
- The heights for building sites W21 and W22 (as well as the unnamed site to the north of the latter) should remain at 105' to be more consistent with the height limits on University Way. This point is of particular concern to the community, which has repeatedly expressed its support for retaining the pedestrian feel of the Ave.
- Site W30 should be 65' to ensure that it doesn't overwhelm the College Inn (which is designated as a National Historic site).
- Building sites W24 and to a somewhat lesser extent W-25 also affect views that are now public and would form a wall by the neighborhood where there ought to be a gateway. 240' heights are not appropriate in these locations.
- Building sites W-28 and W-29 are projected to be much taller and bulkier than surrounding buildings to the east and to trails and sidewalks. There should be a transition between the Ave sites and taller CMP sites as one gets further south into the core of the W.Campus, and site W-28 and Gould Hall should be reduced significantly from the proposed 240'.
- While the UDCC can support most of the increased heights in the S.Campus, we do not support the current wall of 240' buildings along NE Pacific Street as proposed – greater spacing between them and some mandate that there be a variety of heights needs to be added.
- There is no precedent for the increase in height to 130' along much of the length of Montlake Blvd. Heights of 65' are more consistent with those now found at U-Village and in the surrounding area.
- In the East Campus, at least one (and preferably two) new designated view corridor(s) must be created to preserve water and mountain views if the CMP development of those areas goes forward.

We note that there are numerous locations in the Draft CMP and EIS that show proposed new zoned heights in the areas just outside of the MIO that list the tallest possible height now being proposed by OPCD for those locations. However, the maximum height is based on what will be allowed for more slender residential projects that will also have to provide a number of designated public benefits to achieve those heights. The sort of buildings the UW will be constructing, however, will more like the sort of commercial/office buildings that will be limited to much lower heights – 160 at the tallest, as we understand it. This assumption is used throughout the plan to make the case that the proposed 240' CMP heights are consistent with what is being proposed for

the neighborhood, but this is not the case. The maps in the CMP and DEIS must be corrected to list the both elements of the height ranges being proposed by OPCD.

The CMP section on “Departures” on page 229 is inadequate, and as proposed the UW could easily negate the building envelopes proposed in the various development zones, which would far greater bulk and scale than the University is proposing to the community to garner support for and adoption of the new CMP. At the very least, changes of this magnitude should be minor plan amendments that trigger at least some sort of opportunity for public comment and review.

Impacts of "Innovation Districts" differ from traditional university campus uses, and the UW's pursuit of development of such districts is inadequately analyzed and accounted for in the CMP.

The UW appears to justify much of its "need" for new space on its ambition to be the catalyst for an "Innovation District" and industry partner. A number of the CMP's designated development sites, therefore, are likely to be justifiable on the basis of the expansion of academic or research capacity. Structures used more as commercial office buildings than teaching and research facilities will generate different pedestrian and vehicle traffic, as well as different parking and transit needs. The DEIS fails to adequately quantify and mitigate for these differing uses. In addition, while the UDCC understands the UW position that leaves patients and visitors to the UW Medical Center out of their vehicle trip caps, we do not support adding “partner” or other similar “Innovation District” uses/users to this exemption.

Other observations/comments.

While the UDCC did not oppose the acquisition of the former Safeco Tower by the U of W, there is a long history of the UW expanding into and displacing commercial and residential properties and uses – most recently and notable the acquisition of the market-rate Cavalier Apartments during the current CMP. The UW-led upzone of the U-District that looks to us to be strongly driven by its desire to build high rises on properties it acquired in the Safeco deal gives us serious pause to wonder if removing restrictions on the ability of the U to purchase property in the primary and secondary impact zones during the last CMP process wasn't a mistake.

Related to this – the UDCC opposes the proposal to vacate NE Northlake Place. The CMP acknowledges that it is not required for the development of site W38 (which, as we state above, should be reduced in size substantially to preserve this important view corridor anyway), and there are still a number of other private sector waterfront/water-dependent businesses in the area that also rely on this street.


The UDCC shares the concerns of the U-District Alliance for Equity and Livability that the CMP does not adequately address the social and economic impacts these plans will have on existing and future UW staff and employees, as well as the lower-income individuals and small businesses in the surrounding neighborhood. We agree with their proposals to address issues such as affordable housing and child care directly through the CMP rather than kicking this problem down the road to the proposed upzones of the U-District through the City's current process, which offer little or no assurance that the substance of these issues will actually be meaningfully addressed.

One technical correction – the draft CMP cites 35th Ave NE as the Urban Center Boundary, but the EIS for the City of Seattle's Urban Design Framework/upzone indicates that the Urban Center boundary is 15th Ave NE. The CMP also needs to better distinguish between the higher density

Urban Centers and lower intensity development proposed in Urban Villages and other planning areas.

In closing, the UDCC can support many of the height and density increases and much of the campus growth the University of Washington is requesting, but we do have major concerns with the plan as it is now proposed.

We appreciate your attention to these comments and hope that they are reflected in the final proposal.



Matt Fox
UDCC President

Pasted below is our comment letter on the Final Campus Master Plan – many of these concerns remain unaddressed.

UNIVERSITY DISTRICT COMMUNITY COUNCIL
C/O 4534 UNIVERSITY WAY NE
SEATTLE, WA 98105
(206) 527-0648
udistrictcouncil@hotmail.com

August 30, 2017

Seattle Department of Construction and Inspections
Attn: Lindsay King, Planner
700 5th Avenue, Suite 2000
PO Box 34019
Seattle, WA 98124-4019
Via email to Lindsay.king@seattle.gov

Dear Ms. King,

I am writing on behalf of the University District Community Council to submit our comments on the UW's proposed Final 2018 Campus Master Plan. While we recognize the critical role the UW plays both in our neighborhood and in the wider region, we have grave concerns about the scale of development under the proposed plan and the impacts it will have in and on the surrounding area.

The University District Community Council (UDCC) is a non-profit group that has been active for over 40 years, and is composed of a volunteer board and a diverse membership consisting of people of all ages and backgrounds who live and/or work in the neighborhoods surrounding the University of Washington, and which generally corresponds to what the CMP refers to as the "Primary and Secondary Impact Areas". UDCC's history provides the UDCC with a unique long-term

perspective on items of mutual interest for the University and its neighbors, and we have been at the table since the City-University Community Advisory Committee was founded.

UDCC submitted extensive comments on UW'S 2018 Draft Seattle Campus Master Plan (CMP), and incorporate them again here. While the final document reflects some minor changes for the better, based upon community input, UDCC asks SDCI to recognize that the CMP is an unwarranted takeover of open space, natural areas, and views that unfairly impacts the quality of life for surrounding communities as well as students, faculty and staff. The adverse impacts of the UW's projected demolition activity and new construction – particularly in areas outside of the main campus - are inadequately discussed in the DEIS. Mitigation measures, when mentioned at all, are grossly inadequate to address the adverse impacts of the CMP. UDCC urges SDCI to carefully consider these adverse impacts and impose meaningful mitigation measures as well as scale back the CMP accordingly.

As there are areas where the UW has addressed some of the concerns we expressed in our letter on the DEIS and Plan (included below), this letter focuses on areas of continuing disagreement. For the most part, the UDCC still supports the same specific positions we took during the DEIS process, but we are focusing on those of the highest importance in this letter.

Flawed Assumptions:

As we noted in our initial comments to the UW on their draft plan (included below), there is no real explanation for the need to grow the campus 50% in square footage for a 20% increase in headcount during the life of the next master plan. There was also no serious consideration of other alternatives. This is most apparent in the West Campus, where all of the EIS alternatives except the No Action scenario focused the vast majority of new development. As it happens, this is also the part of the UW that interfaces most closely with a well-established neighborhood.

The UW proposes to expand in the West Campus with an unprecedented series of new high rise buildings, and argues that the recent rezone of the U-District is consistent with their plans to increase building heights from 105 to 240 feet. This would perhaps be true if these were the slender residential towers that provide significant direct public amenities/benefits and are eligible for height bonuses, but the research and office facilities the UW is largely proposing (particularly in the so-called “Innovation District”) are closer in character to the 95 foot height limits that similar commercial buildings are limited to under the upzone. We continue to take strong issue with the UW's contention that the CMP height increases that are being proposed are compatible with the surrounding neighborhood.

Building Sites/Height Increases:

West Campus:

With regard to specific locations, any possible building site that fronts onto University Way must remain at the current height, and Site W-28 next to the historic College Inn should be lowered to 90' in height to ensure that whatever is built there is compatible with it. The proposal to increase the height of Schmitz Hall/W-19 to 240 feet is particularly egregious. While the City of Seattle's final zoning proposal for the Ave is still unresolved, there are no current indications that the City is considering an increase of more than 20 feet over the current 65 foot limit, and the buildings proposed by the UW are simply incompatible with this, particularly north of NE 40th Street. UW proposals to “condition down” sites W-20 and 28 to 90 feet but increase the underlying zoning to 240 feet do not protect them beyond the life of this plan and are not acceptable.

The UDCC is also particularly concerned with the proposed height of W-22 and to a somewhat lesser extent W-23, as these sites have long been acknowledged as gateways into the neighborhood that should be both welcoming and also provide a reasonable transition from the community to the University. CUCAC has recommended a height reduction to 160' for W-22, but we would go further and suggest reducing this to 105', particularly given the fact that the building immediately to the west across 11th Ave NE is brand new and was built to the existing zoning. The setback from the street on site W-23 could mitigate some additional height here, as could a firmer tower setback requirement, but we would still prefer that the height at this location be reduced significantly.

The UDCC continues to strongly support the preservation of the existing west facing panoramic view from the sidewalk and roadway at the north end of the University Bridge over the building that now stands at site W-37. The UW's final proposal to allow an increase in height here to 130' is simply unacceptable, is inconstant with the shoreline zone across NE Northlake Way, and must be rejected.

South Campus:

The UDCC notes that the UW did reduce some building heights in this area, which is commendable. We urge SDCI to ensure that additional mechanisms be required to ensure that this CMP does not result in a wall of buildings along Pacific Ave NE.

East Campus:

The UDCC believes that the 130 foot heights proposed for this location are not compatible with the surrounding zoning, particularly as one goes north along Montlake toward University Village. While the UW currently states that it isn't planning to develop much in this area, their long-term vision still assumes full build out, and the zoning change would set the precedent even though many of the amenities (most notably the East Campus Land Bridge) that would make it feasible are no longer in the CMP.

Development Standards:

If towers are ultimately permitted, the UDCC concurs with CUCAC's recommendation that tower separation should be reduced from the 125' proposed by the UW in locations to be determined by SDCI that will maximize existing public views (including from streets and general rights of way, not merely formally designated view corridors) and create variety and protect the general public and neighborhood from unrelieved walls of large buildings.

As previously noted, the UDCC urges SDCI to require the preservation of a view corridor from the northwest (and northeast) side of the University Bridge looking west that now includes a partial view of the ship canal bridge over the existing building at site W-.

SDCI needs to assess possible existing pedestrian and vehicle driver and passenger views of Tiger Mountain and other parts of the vista to the east from along Montlake Blvd as one passes Pend Oreille Rd NE and NE 44th Pl past the E-1 parking lot going from U-Village or Laurelhurst toward the Montlake Bridge. CUCAC requested a view study of this area in its comments on the DEIS, but it was not conducted. Tens of thousands of passerby who currently enjoy this view deserve more than an unrelieved wall of 130 foot buildings in its place. SDCI should use tower separation requirements or some other mechanism to ensure that at the very least one and preferably two view corridors from street level are preserved along Montlake Blvd NE.

The UDCC understands that per the City-University Agreement the process by which development standards around bulk and scale would likely require a Minor Campus Master Plan Amendment. Since this is granted at the discretion of the City, we would like to go on the record discouraging any such amendments during the life of this CMP.

Street Vacations:

The UDCC notes that the UW has abandoned the proposal to vacate Boat Street and has also developed a basic phasing plan to ensure that the West and South Campus Greens are developed concurrently with new building projects. It is our hope that SDCI will further refine these plans with additional detail and accountability before recommending approval of the Final CMP.

We strongly oppose the proposal to vacate NE Northlake Place – the remaining private businesses in the area and their customers rely on the parking and closing this street would accelerate the displacement of historic non-institutional uses and users of the waterfront.

Transportation:

Even assuming the UW continues to be successful in minimizing single occupant vehicle trips, the levels of service at numerous intersections throughout the neighborhood are will fall to F as a result of the increased trips this plan will generate. This is unacceptable.

The UDCC concurs with CUCAC's recommendation that the UW take a stronger leadership role with other public agencies that will be its partners in developing the transportation infrastructure that this plan will require to succeed. A good example of this is the poor transit/pedestrian wayfinding at the Husky Stadium light rail station – the UDCC understands that this is not technically UW property, but hopes that continued advocacy by the UW may yield improvements over the current situation over time.

The UDCC also supports the Sierra Club's proposal that the UW strive to reduce SOV mode share to 12% over the course of implementing this CMP. As their representative stated during public testimony at a CUCAC meeting, this would reduce the number of failing intersections significantly.

SDCI should assess the areas in which the EIS measured the impact of guest, visitor, patient and other trips that the UW does not include in their trip counts to ensure that this is measured over the life of the CMP.

Larger Social Impacts:

The University District Community Council urges SDCI to adopt conditions that substantively address the concerns and proposals of the U District Alliance for Equity related to the conditions of UW staff members who work in service, maintenance, and similar industries and who are essential to the day-to-day operation of the U of W. The Final Plan and EIS remain too vague when it comes to mitigating the human impacts of the UW's proposed expansion, particularly in the areas outside of the MIO. It is our hope that SDCI will ensure better mitigation of these impacts in its recommendations to the Hearing Examiner and ultimately the Seattle City Council.

The University District Community Council appreciates this opportunity to weigh in again on the University of Washington's proposed new Campus Master Plan. We urge SDCI to incorporate changes that better address our concerns than the Final CMP and EIS currently do.

Sincerely,

A handwritten signature in black ink, appearing to read "Matt Fox". The signature is written in a cursive, flowing style with a large initial "M" and a stylized "F".

Matt Fox,
UDCC President

Matt Fox, Co-Chair
CUCAC Presentation on UW Campus
Master Plan

Building sites W-22 and W-37
CUCAC comments deemed
“inconsistent” with City-University
Agreement

About Matt Fox

- Has been in and out of the U-District since his father Michael was the manager of the general book department at the University Bookstore in the early/mid 1970's
- 1988 Honors graduate of the U of W, BA Political Science, Phi Beta Kappa
- President of the University District Community Council for nearly 20 years
- Member of CUCAC since approximately 2002, has served as Co-Chair for most of that time
- Currently Director of Operations for the ROOTS Young Adult Shelter in the U-District, employed there since 2005

Site W22 should be reduced to 160' per CUCAC's original recommendation

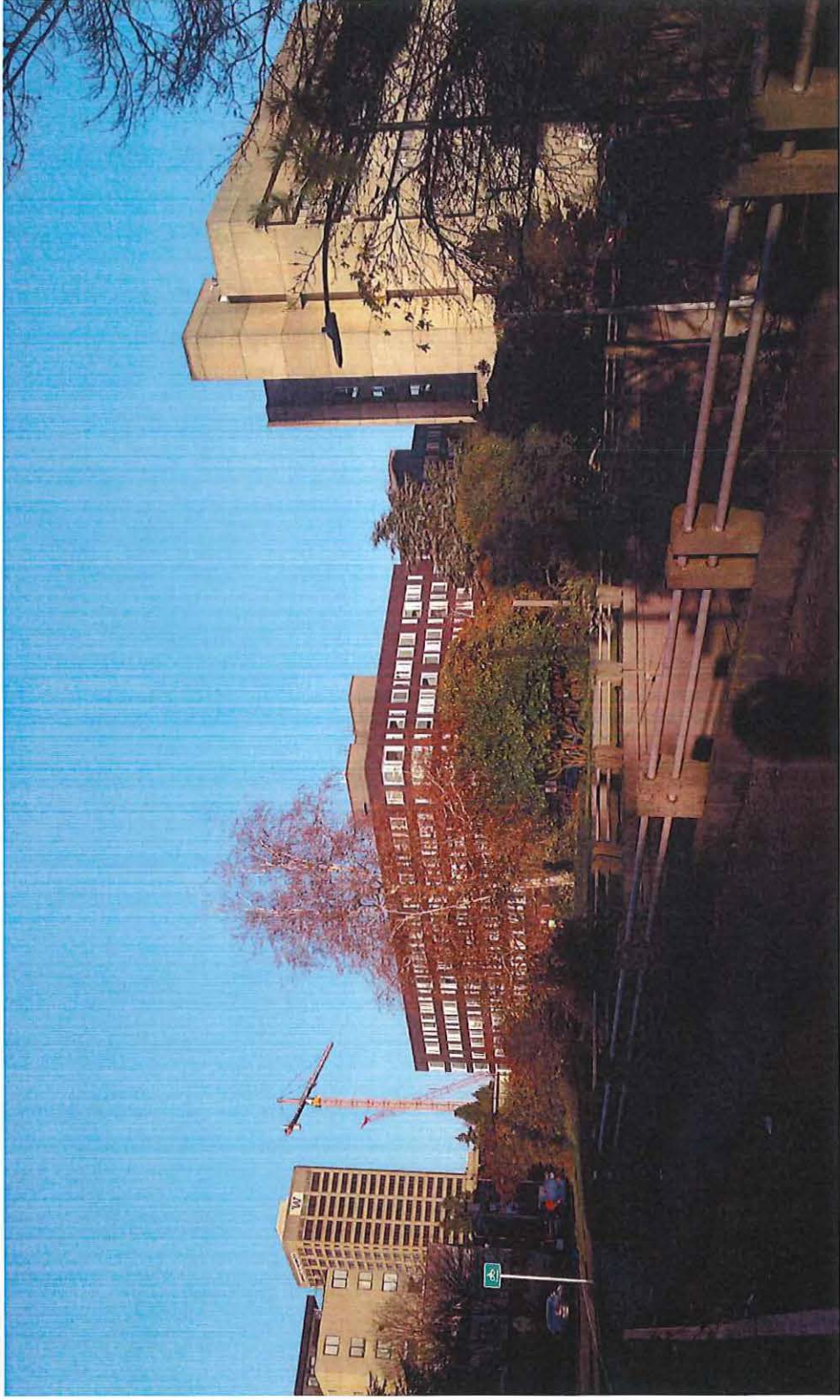
- SDCI's rejection of CUCAC's recommendation that this building site be reduced from 240 to 160 feet is based on factual errors and a misreading of the zoning recently adopted for the surrounding neighborhood.
- SDCI rejected CUCAC's recommendations based on the statement that "Site W22, although not actually on the campus boundary, is proximate to Seattle Mixed-University 75-240', which would allow buildings up to 240'. Given the location and nearby zoning, SDCI is not recommending a reduction in the requested height increase of Site W22."

***Site W-22 IS on the boundary between the
Campus and the surrounding neighborhood***

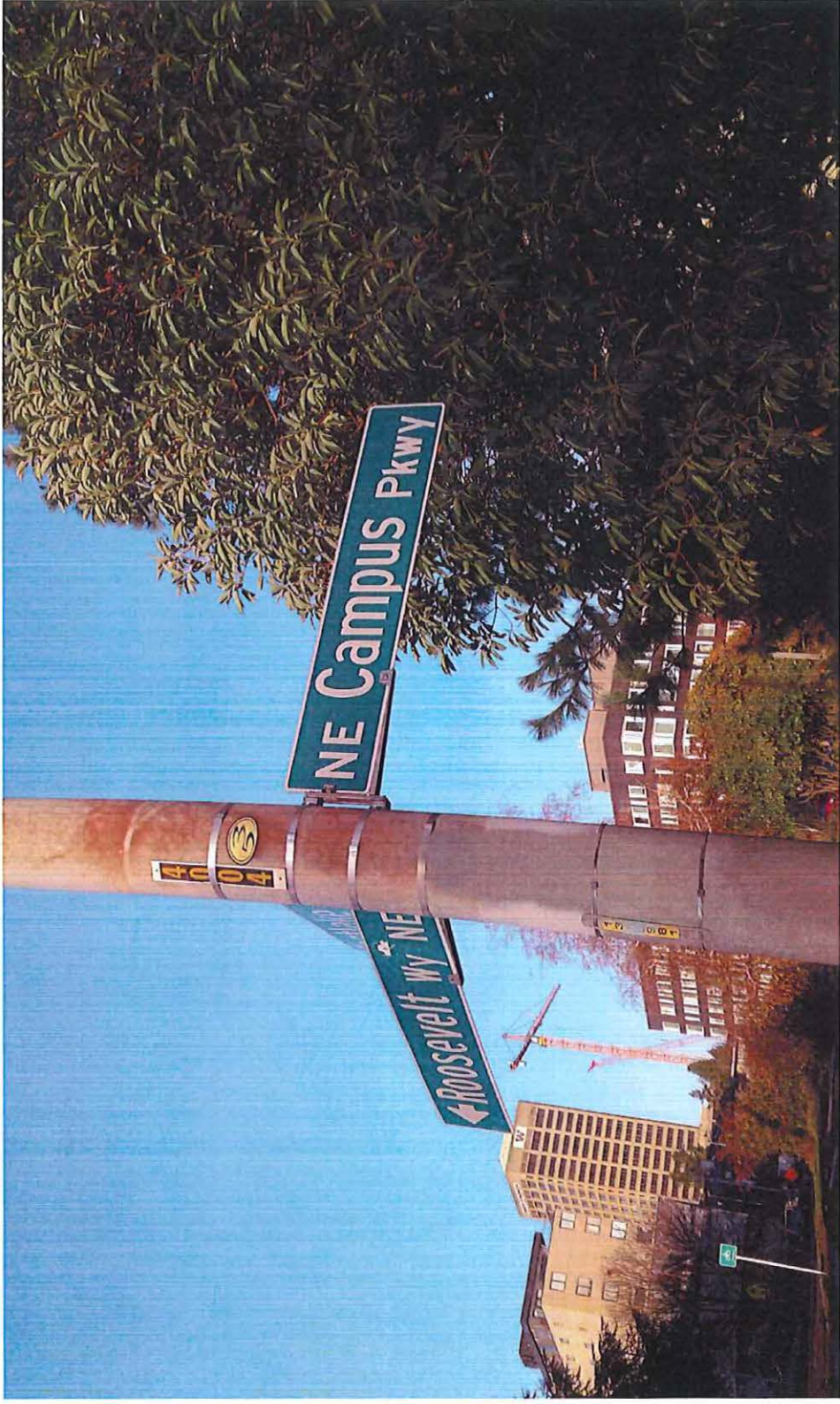
SDCI's assertion that CUCAC's recommendation that the height at this site be reduced is not germane because it isn't at the campus boundary is erroneous.

- 1) As a practical matter – this location is most definitely on the campus boundary at Roosevelt Way. This building will be seen as the entrance to the West Campus by the thousands of drivers, bicyclists, and pedestrians who come north across the University Bridge every day.

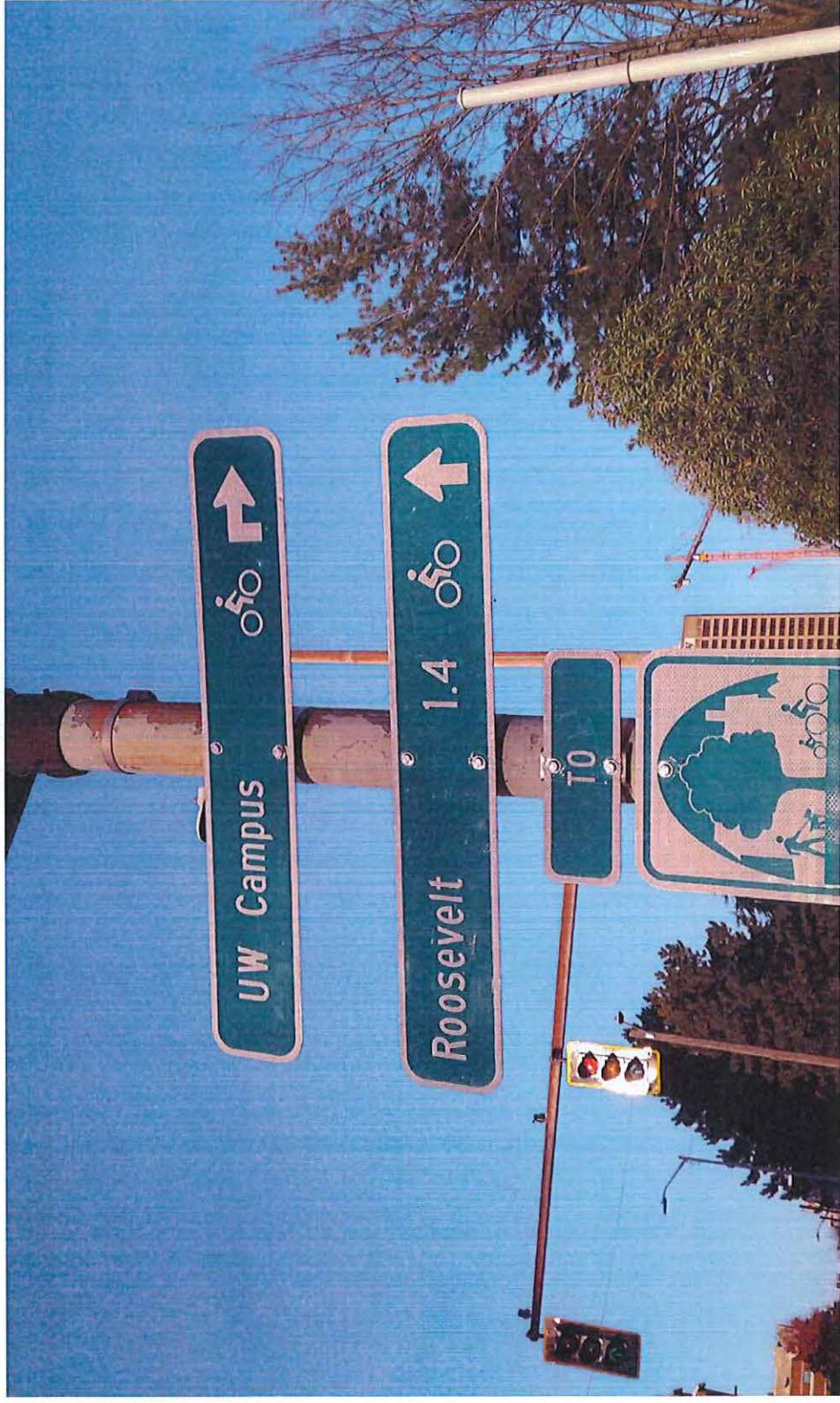
Western Campus Boundary – Site 22W



Western Campus Boundary – Site 22W (cont.)



West Campus Boundary – Site 22W (cont.)



Site W22 – Planning Context

- 1) There is a long history with regard to the need to ensure that this site – which sits a critical juncture between the UW and surrounding neighborhood - is designed to serve a gateway to the neighborhood. The 2003 Campus Master Plan acknowledged this on page 108, where this site was then called 30W, and which promised that the UW would “Develop site as a gateway to the neighborhood and the University. Gateway locations shall include visual enhancements, such as improved landscaping, signage, artwork, or other features that signify entries into the communities. The triangle shaped lot west of Eastlake Ave NE shall be incorporated into the design of the gateway feature and enhanced with the development of Site 30W. While the site may include other permitted uses, the University will consider retaining the entire site as a gateway.”

Site 22-W Planning Context (cont.)

- 2) The University Community Urban Center Plan of 1998 also identified this location as a gateway to the community on page III-10, which describes “suggestions for upgrading the 11th Ave NE entry into the Community and the University” There is a long planning history that identifies this site as a critical gateway into the neighborhood

Site 22W – Planning Context (cont.)

- CUCAC's comments on the Draft CMP also echoed the concern that these building sites at this boundary between the West Campus and the neighborhood needed to reflect the role they will play at this critical juncture, and made the following recommendations:
- A recognizable gateway into campus is needed at the west end of Campus Parkway.
- Add sidewalks between building sites W-24 & 25 to address pedestrian and bike safety.
- W-24: lower to 160'
- W-25 development site should be carefully planned so that it is a gateway to the campus. Sites that are potential gateways should be designed as such.

Current view – proposed building at W22 would more than twice the height of existing Condon Hall. Gateway, or wall?



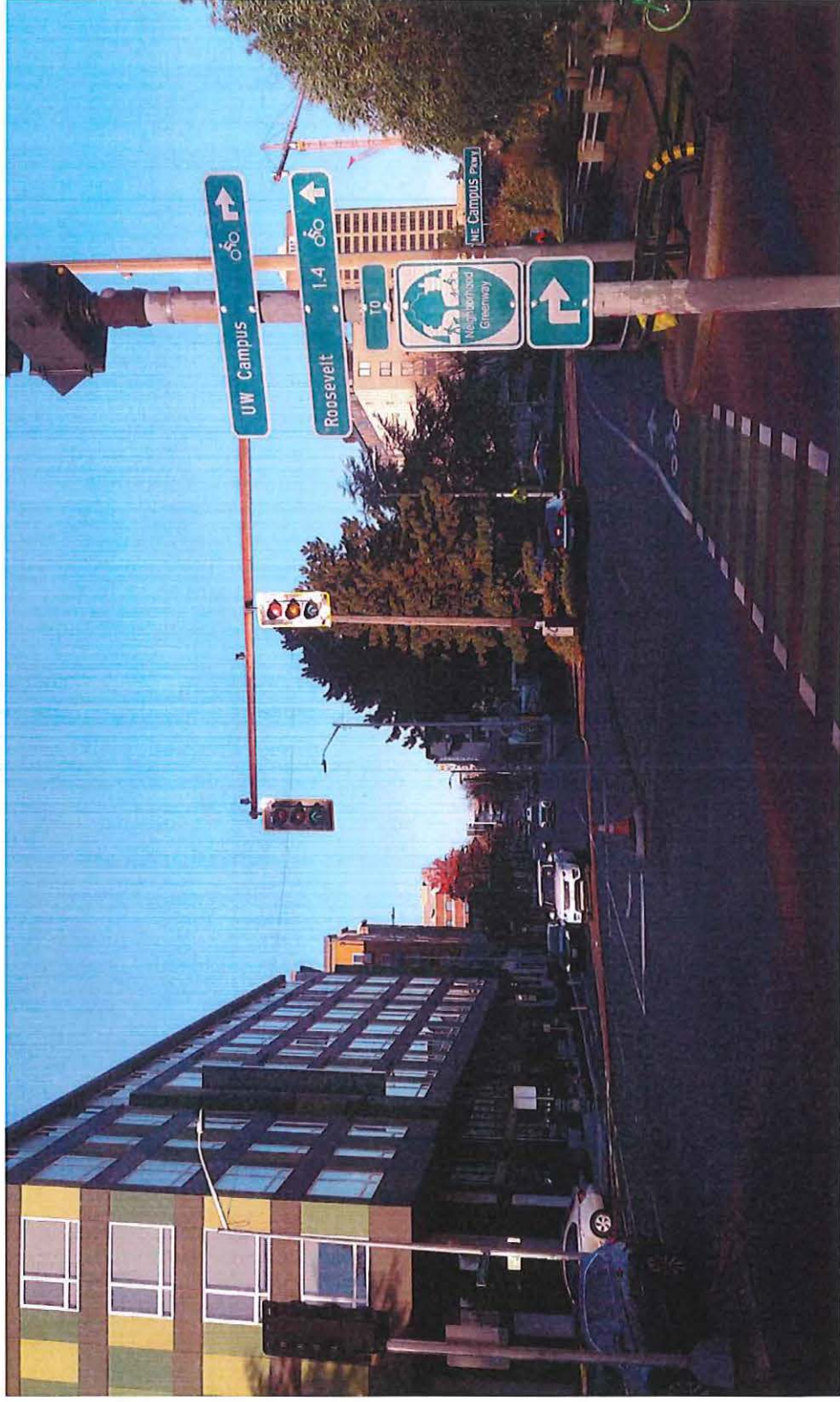
SDCI rejection of CUCAC recommendations for reduced height at 22W is based on a misreading of newly adopted zoning

- 1)With regard to SM75/240 zoning, when SDCI was discussing this height increase with the community, they promised that the buildings built to the maximum height would be slender residential towers, and that new construction that was commercial-only and/or office related and that would not be allowed the zoned height bonus would adhere to the lower height, which in this case is 75’.
- The sort of office and research facilities the UW is proposing for the so-called “Innovation District” will be far more like the commercial buildings allowed under the neighboring 75’ height limit than the 240’ limits that will apply to mixed residential buildings.

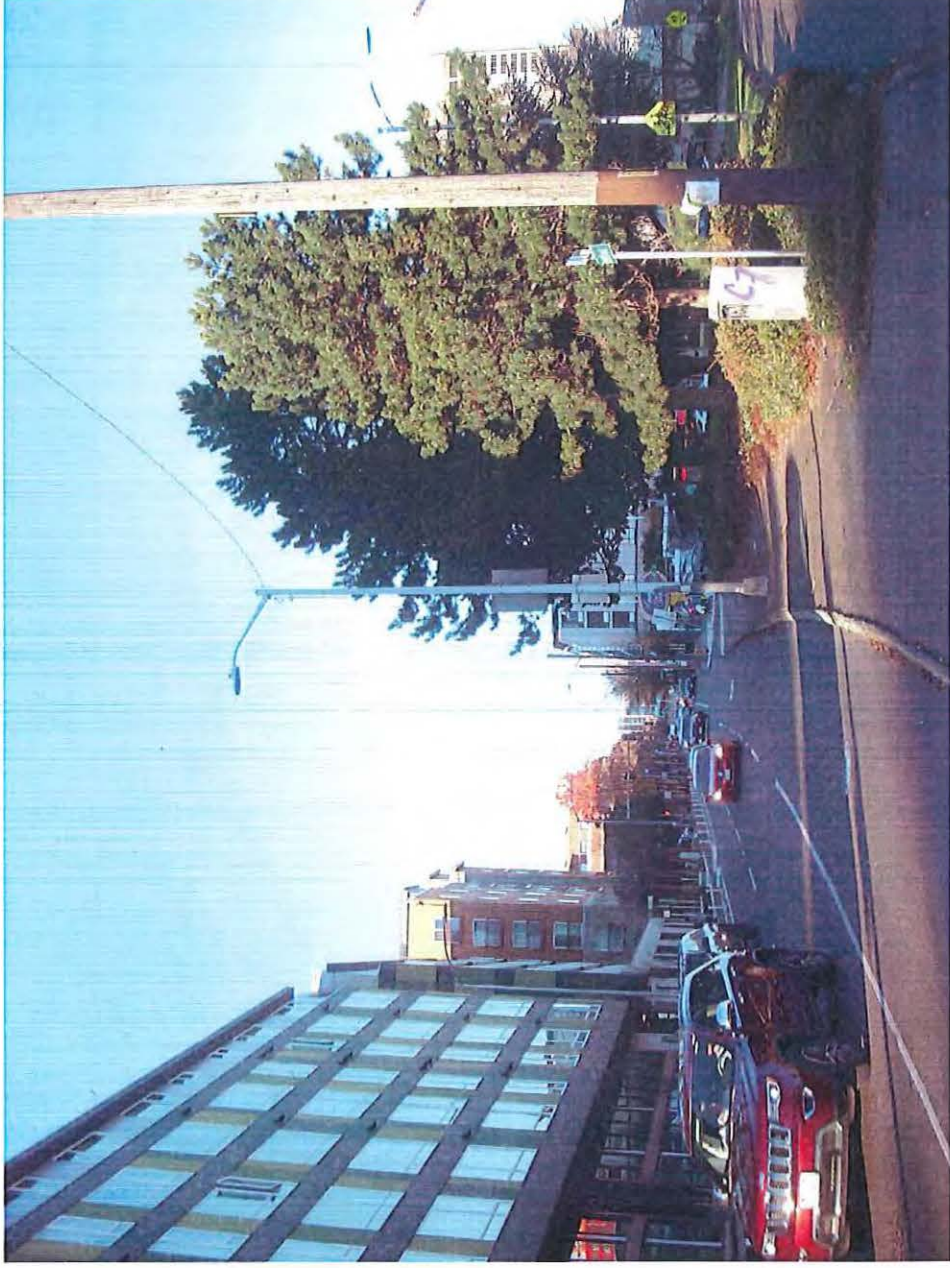
Current and mid to long-term future conditions do not support a 240' height limit at Site W22

- 2) There is a brand new privately owned apartment building across the street that was recently completed and was built to the 65' limit that was in place until the SM75/240 height limit was adopted. This building is unlikely to be replaced under the newly adopted zoning in the life of the proposed Campus Master Plan and/or its successor

Brand new apartment building across the street was built under 65' height limit. Should its new neighbor be a gateway, or a wall?



Would a building nearly 4 times the height of this new apartment building really present a welcoming face along this well-traveled corridor?



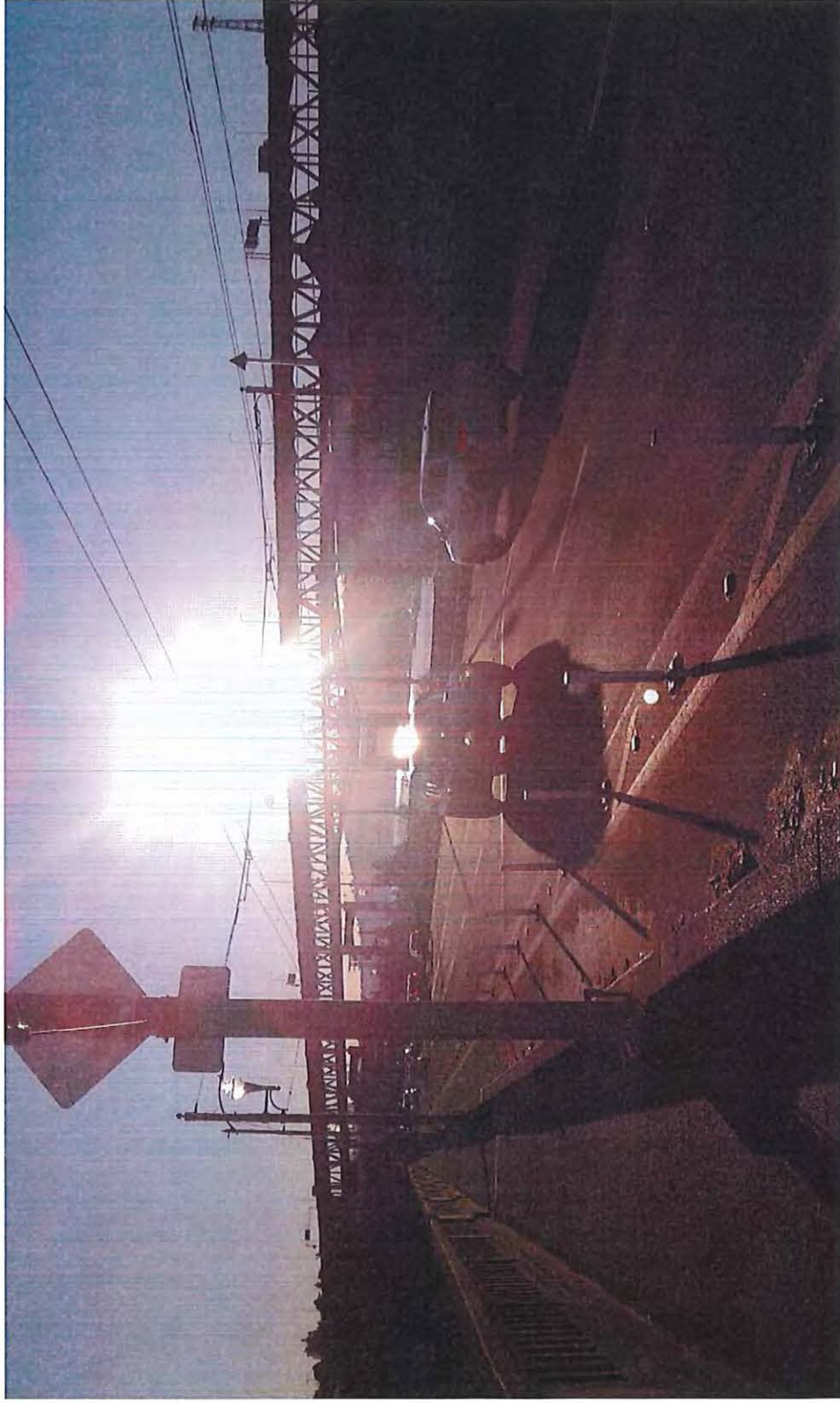
240' – Gateway, or Wall?



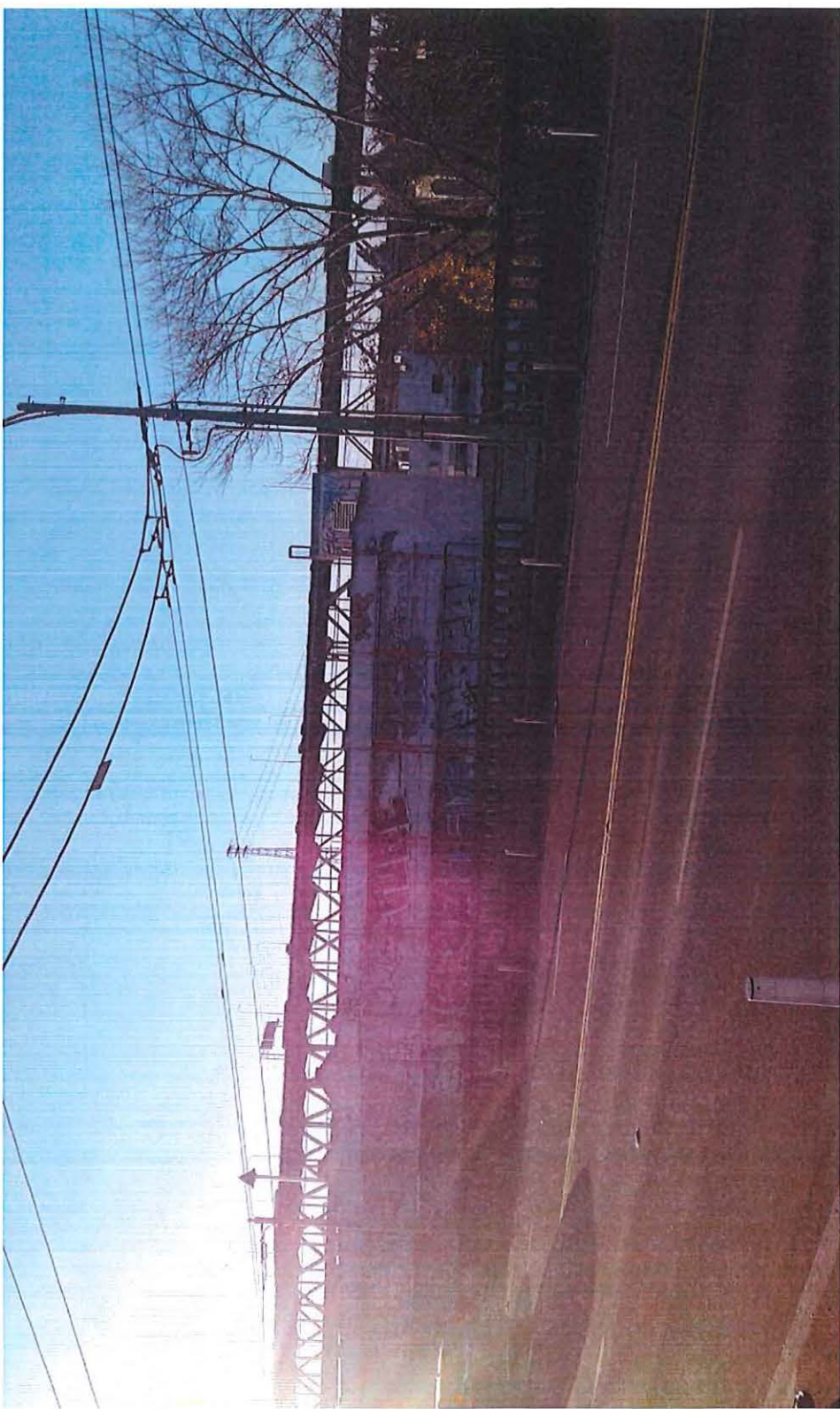
CUCAC stands firmly behind its recommendation to reduce the height of Site W37 to protect existing panoramic public views

- *Per CUCAC - The reduction in height at this location (Site W37) from 200 to 130 feet is not sufficient to protect the existing panoramic views to the west that would be blocked by the building proposed for Site W-37 and should be further reduced.*
- SDCI asserts that the existing views across W37 should be protected; this can be accomplished by view corridor review of future permits (see p. 251-253, View Corridor #8). CUCAC believes this statement is not accurate.

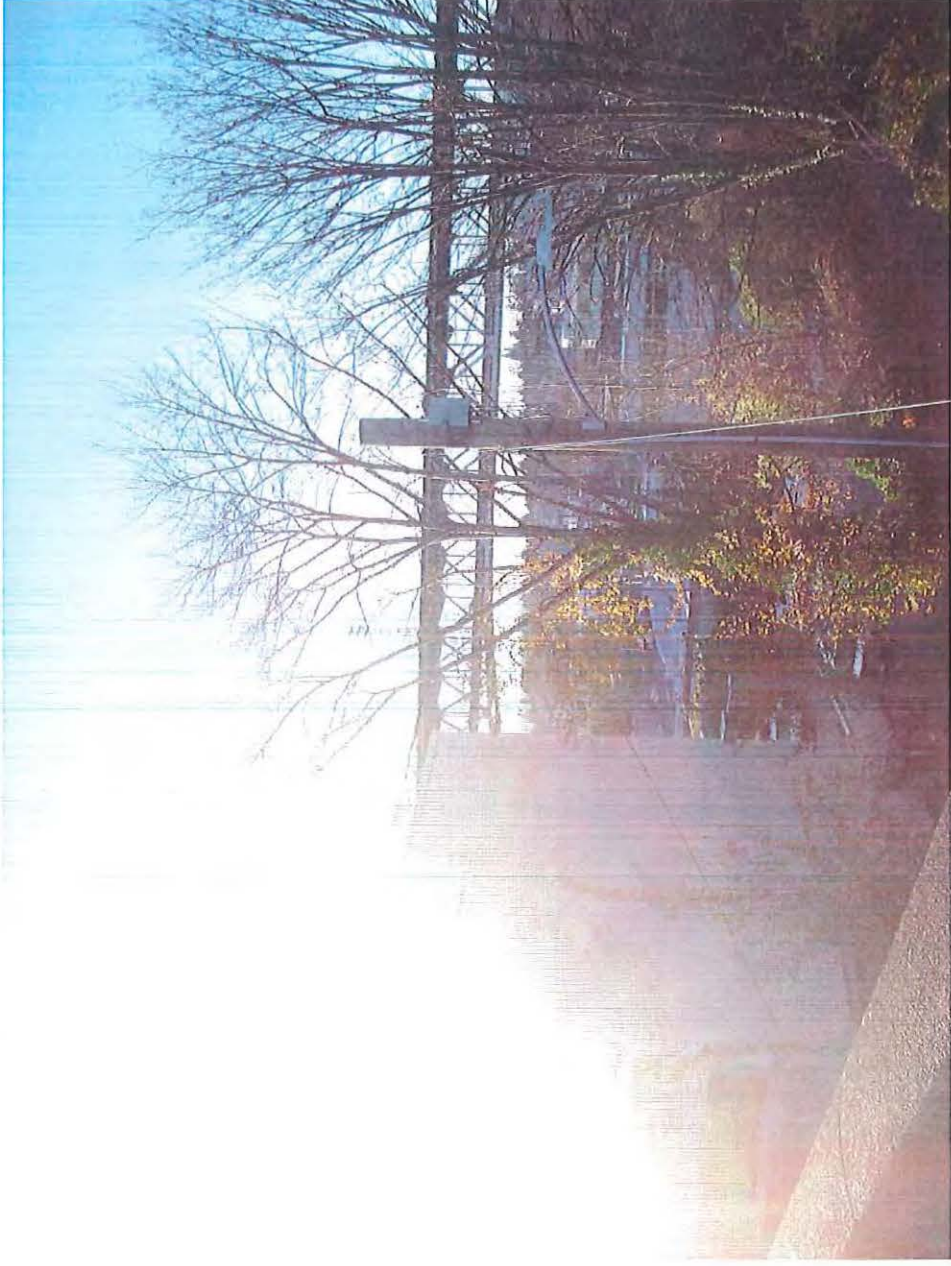
This is what a panoramic view looks like – and half of it would be blocked even if the building is set back from the street



***Other views would be entirely blocked, along with the sun,
light, and air now experienced by thousands of people who
pass this location daily***



The Ship Canal Bridge is 182' tall – just 50' taller than the building proposed for site 37W (nearly the entire view on the left would likely be blocked by it – apologies for the sun-blurred photo)



160' or even 130' height at Site 37W is also not consistent with adjacent zoning

- Site 37W is across the street from the Shoreline Overlay Zone to the south, which is limited to 30'/37' (CMP, P. 123)
- Site 37W is directly abutted to the north by Midrise Zoning with a 65' or lower height limit (CMP, p.123)
- A small sliver of Site 37W is bordered by a SM 75/240' zone (CMP, p.123) , which is not consistent with this height for the reasons outlined in the discussion of Site 22W above.

CUCAC members remain concerned that many of our recommendations were deemed to be outside the scope of the City-University Agreement

- CUCAC discussed and noted with concern that the Department had declined to address on the merits almost half of our Recommendations. Five Recommendations (#8, #9, #17, #18 and #28) were dismissed as inconsistent with the City-University agreement, without any designation of the portion of the agreement that might be inconsistent with those proposals. Five other Recommendations (#2, #6, #7, #10, and #20) were rejected as inconsistent with section II.D of the agreement, but without any explanation of what that inconsistency might be. These Recommendations would require the University to make reports on certain important problems. Section II.D of the agreement requires the University to make reports on other issues, but nothing in the agreement provides that the University will never be required to make any other reports. Three Recommendations (#3, #4, and # 29), were disregarded on the ground that they concern the details of actions that the University would take in the future. But the entire University proposal concerns future actions; so Recommendations should not be dismissed merely because it has not yet spelled out the details of what it is going to do.

CUCAC support for elements of the City of Seattle's Pre-Hearing Brief

- At CUCAC's 12/5/2017 Meeting, the following statement was adopted.

“CUCAC supports the City of Seattle's position that it can impose affordable housing, transportation, and other reasonable requirements on the University of Washington as part of the Campus Master Plan process that will help mitigate the impact of U of W growth.”

Conclusion

- CUCAC appreciates this opportunity to expand on the comments we submitted on the Campus Master Plan process, and we appreciate the Hearing Examiner's consideration of the recommendations that we worked on for the better part of a year.

**WRITTEN PETITION FOR FURTHER CONSIDERATION OF THE SEATTLE HEARING EXAMINER'S
RECOMMENDATIONS ON THE 2018 UW CAMPUS MASTER PLAN (CF-313346)**

Cascade Bicycle Club hereby appeals and files a written petition for further consideration of the Seattle Hearing Examiner's recommendations in case #314346, the proposed 2018 University of Washington Campus Master Plan (CMP). Below are our specific objections to the recommendations and the relief we seek.

SPECIFIC OBJECTIONS TO THE HEARING EXAMINER'S RECOMMENDATIONS

Mode Share Targets — The Hearing Examiner acknowledged that increases in traffic created by Master Plan development will cause additional traffic congestion, however did not recommend adjusting the SOV goal of 12% needed to fully mitigate the additional trips projected by the FEIS. Additionally, Hearing Examiner made no recommendations regarding non-SOV mode share growth targets. The FEIS discusses a 10% bicycle mode share by 2028 -- just a 1% increase over 12 years. A 1% growth in bicycling would see the UW go from having an above average bike mode-share to one lower than the city's overall goal.

Bicycle Parking — The Hearing Examiner recommends removing the only mention of growing bicycle parking as campus developments progress (Condition 36). In addition, the Hearing Examiner failed to make any distinction between planning for total bike rack capacity across campus and utilization and demand in specific locations for both short and long-term/secure bike parking.

Burke-Gilman Trail Improvements — Though in all four FEIS development alternatives the Burke-Gilman Trail is projected to carry more biking and walking trips than current capacity can safely handle, Hearing Examiner did not address that full-capacity build out of the master plan could potentially occur before the planned south and east campus trail expansion and bike/pedestrian separation project. Per the UW's own Master Plan Transportation Discipline Report, the project is necessary prior to capacity build in order to maintain the safety and functionality of the trail. The CMP indicates separation of pedestrian and bike paths would be built only "as funds come available" by 2028 and "as opportunities exist."

RELIEF SOUGHT BY PETITIONERS

We seek relief in the form of condition the CMP to adjust and add accountable mode share targets, including an SOV target of 12% and a bicycle mode share target of 15% by 2028. We seek further conditioning that establishes a bike parking program tied to utilization and demand by location, and that which is grown relative to campus development. Finally, we seek relief through conditioning of the full build-out of Burke-Gilman Trail east and south campus separation and expansion to accommodate active transportation demand.

Filed on behalf of Cascade Bicycle Club on this 30 day of January, 2018

FILED
CITY OF SEATTLE
18 JAN 30 PM 12:59
CITY CLERK

By: Kelsey Mesher

Kelsey Mesher

Puget Sound Policy Manager

Cascade Bicycle Club

Seattle City Council
Planning and Land Use and Zoning Committee
c/o Seattle City Clerk
600 Fourth Ave. Floor 3
PO Box 94728
Seattle, WA 98124-4728

FILED
CITY OF SEATTLE
18 JAN 29 PM 2:21
CITY CLERK

**WRITTEN PETITION FOR FURTHER CONSIDERATION OF THE SEATTLE HEARING EXAMINER'S
RECOMMENDATIONS ON THE 2018 UW CAMPUS MASTER PLAN (CF-313346)**

Transportation Choices Coalition hereby appeals and files a written petition for further consideration of the Seattle Hearing Examiner's recommendations in case #314346, the proposed 2018 University of Washington (UW) Campus Master Plan (CMP). Below are our specific objections to the recommendations and the relief we seek.

SPECIFIC OBJECTIONS TO THE HEARING EXAMINER'S RECOMMENDATIONS

Transportation – The Hearing Examiner concluded that the traffic generated by the Master Plan will cause substantial additional delay at intersections and reduce arterial speed for transit and general-purpose traffic and that these impacts can reasonably be considered "excessive" within the meaning of SMC 25.05.675.R.1.a.

The Hearing Examiner agreed with the City's recommended conditions that the UW contribute to the cost of buses, transit corridor improvements, new signals and ITS improvements (Conditions 51, 52, 53 and 55) to mitigate traffic and transit impacts, and the City's recommendation to require a 15% SOV rate by 2024.

However, the UW's own analysis in the Environmental Impact Statement (EIS) has shown that even a 15% SOV fails to mitigate all additional vehicle trips, in turn creating additional congestion and a degradation in travel time in several important intersections and corridors near the University. While the mitigation proposed will likely help address some of the negative impacts of this congestion, it doesn't resolve the underlying cause: too many additional car trips.

While the Hearing Examiner noted that reducing the SOV rate to 12% (a suggestion from advocacy groups) has merit, and noted that "increasing subsidies for the employee and faculty U-Pass would significantly increase their access to affordable transportation options and reduce the University's SOV rate," she failed to include these important conditions in her recommendation.

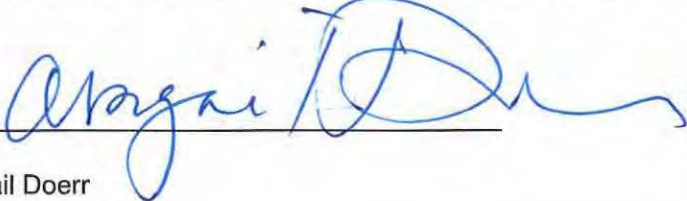
Her assumption instead that the Legislature will fund an employee U-Pass is not a guaranteed solution that the UW can be held accountable for, unlike a lower percent SOV rate. Her recommendations thus fail to fully mitigate the impacts of the additional SOV trips projected in the EIS for the Campus Master Plan. While the UW has pledged to ask the Legislature for additional funding for staff U-Pass subsidies, there may be political and fiscal challenges that make this difficult.

RELIEF SOUGHT BY PETITIONERS

Transportation – We seek relief in the form of conditioning the Campus Master Plan to require the UW to fully mitigate the additional campus SOV trips created by the expansion, whether through stricter SOV requirements or other trip mitigation efforts shown to be sufficient. One way that would almost certainly ensure the UW reaches the milestones that also would improve equity for low-wage workers, would be to require the UW to provide a free ORCA card to all employees. We seek further mitigation with the parking management, tracking outcomes beyond SOV rate, use of Race and Social Justice analyses, and bicycle and pedestrian policies recommended by our organization to DCI and the Hearing Examiner.

Filed on behalf of Transportation Choices on this 29th day of January, 2018

By: _____


Abigail Doerr
Advocacy Director

Transportation Choices Coalition
1402 3rd Ave, Suite 310
Seattle, WA 98101
abigail@transportationchoices.org | 206-329-2336

**WRITTEN PETITION FOR FURTHER CONSIDERATION OF THE SEATTLE
HEARING EXAMINER'S RECOMMENDATIONS ON THE 2028 UW CAMPUS
MASTER PLAN
(CF-3133460)**

FILED
CITY OF SEATTLE
18 JAN 30 PM 3:09
CITY CLERK

Tim Gould hereby appeals and files a written petition for further consideration of the Seattle Hearing Examiner's recommendations in case # 314346, the proposed 2018 University of Washington Campus Master Plan (CMP). Below are my specific objections to the recommendations and the relief I seek.

SPECIFIC OBJECTIONS TO THE HEARING EXAMINER'S RECOMMENDATIONS

Transportation- The Hearing Examiner concluded that the traffic generated by the Campus Master Plan will cause substantial additional delay at intersections and reduce arterial speed for transit and general purpose traffic and that these impacts can reasonably be considered "excessive" within the meaning of SMC 25.05.675.R.1.a

The Hearing Examiner agreed with the City's recommended conditions that the UW contribute to the cost of bus operations, transit corridor improvements and Intelligent Transportation System (ITS) improvements (Conditions 51, 52, 53, and 55) to mitigate traffic and transit impacts, and the City's recommendation to require a 15% Single-occupancy vehicle (SOV) rate by 2024.

However, while the Hearing Examiner noted that reducing the SOV rate to 12% has merit, and noted that "increasing subsidies for employee and faculty U-Pass would significantly increase their access to affordable transportation options and reduce the University's SOV rate," she failed to include two critical conditions in her recommendations:

1) The University's present SOV rate is 17%, while with the proposed 15% SOV goal the UW EIS projected 11 out of 13 major University District intersections would be at Level of Service E or F. The University could fully mitigate the 6,195 additional SOV trips projected by the UW EIS by adopting a more ambitious 12% SOV goal.

2) Her assumption that the Legislature will fully fund an employee U-Pass is not a guaranteed solution for which the UW can be held accountable. The UW can be held accountable for a 12% SOV rate.

Her recommendations thus fail to mitigate the impacts of the additional SOV trips projected in the EIS for the CMP. In addition, the Hearing Examiner failed to consider transportation mitigations in place in other major institutions, including Children's and Swedish-Cherry Hill, which can further reduce the SOV rate and air pollution emissions from traffic.

The Hearing Examiner did not address other critical transportation mitigation strategies that would enable the University to meet a 12% SOV rate by 2024.

Parking - The price and availability of parking has proven to be a powerful factor in the success of the U-Pass to date. The CMP should adjust the existing parking cap of 12,300 spaces in effect since 1990 to more closely align with an assumed 12% SOV rate.

Bicycling - The Hearing Examiner did not address the adequate distribution, weather protection or security of bike parking on campus. A bicycle parking program responsive to user needs that offers secure, covered parking in convenient, high-demand locations throughout the campus is critical to enable the CMP to meet a 12% SOV rate by 2024.

Pedestrian Facilities - The Hearing examiner did not adequately address this critical transportation element. The CMP indicates separate paths for pedestrians and bicyclist on the Burke-Gilman Trail would be build "as funds come available" by 2028. The Hearing Examiner accepts the phrase "as opportunities exist". Adequate and safe pedestrian facilities are critical if the CMP is to meet a 12% SOV rate by 2024.

RELIEF SOUGHT BY PETITIONER

1. I seek relief in the form of conditioning the CMP to require the UW to fully mitigate the additional 6,195 SOV trips created by the campus expansion. The CMP should be conditioned to require that the City should delay successive building and occupancy permits should the UW not reach the following benchmarks:
 - * 17% SOV by the end of 2018,
 - * 15% SOV rate by the end of 2020,
 - * 13% SOV rate by end of 2022, and
 - * 12% SOV rate by end of 2024.
2. I seek further conditioning of the Parking program pricing and cap. The cap should be reestablished at 9,000 spaces and a pay per use charge instituted in place of the monthly parking rate.
3. I seek further conditioning of the Bicycle parking program by including a provision for a 50% increase in covered and secure bike parking in each of the four quadrants of the campus.
4. I seek further conditioning of the Pedestrian program by mandating a completion of the separation of the bike and pedestrian paths of the Burke Gilman trail for the entire campus by the end of 2021.

Filed on behalf of Tim Gould on the 30th day of January, 2018

By 

Tim Gould
Seattle, WA
(206) 675-0691

January 30, 2018

Seattle City Council
Planning and Land Use and Zoning Committee
c/o Seattle City Clerk
600 Fourth Ave. Floor 3
PO Box 94728
Seattle, WA 98124-4728

FILED
CITY OF SEATTLE
18 JAN 30 PM 3:59
CITY CLERK

Re: Case File CF-314346

Dear Sir or Madam:

Please find attached our written petition for further consideration of the Seattle Hearing Examiner's recommendations on the 2018 UW Campus Master Plan, filed on behalf of the U District Advocates:

***U District Advocates** hereby appeals and files a written petition for further consideration of the Seattle Hearing Examiner's recommendations in case #314346, the proposed 2018 University of Washington Campus Master Plan (CMP). Attached are our specific objections to the recommendations and the relief we seek.*

We appreciate your receipt of our petition by today's deadline.

Thank you,

Cory Crocker, President
U District Advocates
P O Box 85472
Seattle WA 98145

...

WRITTEN PETITION FOR FURTHER CONSIDERATION OF THE SEATTLE HEARING EXAMINER'S RECOMMENDATIONS ON THE 2018 UW CAMPUS MASTER PLAN
(CF-313346)

U District Advocates hereby appeals and files a written petition for further consideration of the Seattle Hearing Examiner's recommendations in case #314346, the proposed 2018 University of Washington Campus Master Plan (CMP). Below are our specific objections to the recommendations and the relief we seek.

SPECIFIC OBJECTIONS TO THE HEARING EXAMINER'S RECOMMENDATIONS

1. **City-University Agreement** – While the Hearing Examiner recommended changes in the CMP to clarify the City's zoning powers, she failed to consider whether the City also needs to renegotiate sections of the 2004 City-University Agreement (CUA), in light of the 2017 State Supreme Court decision clarifying the City's regulatory powers over the UW, and changes in the 2035 Seattle Comprehensive Plan (SCP) and other city policies.

2. **Housing** – The Hearing Examiner agreed that the City can require the University to "provide for housing, including rent- or income-restricted housing, to accommodate that (projected) employment growth," and recommended that the City require the UW to construct 150 affordable housing units for faculty and staff earning less than 60 percent AMI, prior to the development of 6 million net gross square feet or the life of the Master Plan, whichever occurs first. (Recommendations 1 and 2)

However, the Hearing Examiner failed to recommend that the Campus Master Plan (CMP) be conditioned to require the UW to provide sufficient affordable housing for all new housing-cost-burdened employees hired during the life of the CMP—an estimated 560 employees earning less than 50 percent of Area Median Income

(AMI) and 160 employees earning between 50 and 80 percent of AMI, not counting eligible non-tenured faculty. This recommendation was made by both CUCAC and the U District Alliance.

3. Transportation – The Hearing Examiner concluded that the traffic generated by the Master Plan will cause substantial additional delay at intersections and reduce arterial speed for transit and general-purpose traffic and that these impacts can reasonably be considered “excessive” within the meaning of SMC 25.05.675.R.1.a. The Hearing Examiner agreed with the City’s recommended conditions that the UW contribute to the cost of busses, transit corridor improvements, new signals and ITS improvements (Conditions 51, 52, 53 and 55) to mitigate traffic and transit impacts, and the City’s recommendation to require a 15% SOV rate by 2024. However, while the Hearing Examiner noted that reducing the SOV rate to 12% has merit, and noted that “increasing subsidies for the employee and faculty U-Pass would significantly increase their access to affordable transportation options and reduce the University’s SOV rate,” she failed to include these important conditions in her recommendation. Her assumption instead that the Legislature will fund an employee U-Pass is not a guaranteed solution that the UW can be held accountable for, unlike a 12 percent SOV rate. Her recommendations thus fail to mitigate the impacts of the additional SOV trips projected in the EIS for the CMP. In addition, the Hearing Examiner failed to consider transportation mitigations in place in other major institutions, including Children’s and Swedish-Cherry Hill, or to consider numerous transportation recommendations made by CUCAC, the U District Alliance, Transportation Choices Coalition, Feet First, Cascade Bicycle Club and the Sierra Club, to further reduce the SOV rate and carbon emissions for the second largest employer in the city.

4. Child Care – we object to the failure of the Hearing Examiner to examine the substantial evidence that there is nexus between the additional students and employees associated with the proposed expansion, the likelihood that demand for childcare will exceed supply and be more expensive than low-wage UW employees can afford, and a likely impact on the City’s childcare assistance programs as the UW population expands. The CMP’s lack of adequate affordable childcare capacity is inconsistent with the SCP’s early childhood education policy, and on provisions of the CUA addressing city services, human environment and health and vitality of communities. As the city’s second largest employer and premier public institution, UW has a clear responsibility to help address this in its proposed campus expansion.

5. Racial Justice – We object to the failure of the Hearing Examiner to review evidence that the CMP will create additional adverse racial justice impacts in Seattle. Given that the staff of color and immigrant workers the UW hires are highly concentrated in lower paid positions, that the UW lacks basic racial justice programs such as a priority hiring program or an anti-displacement strategy to counteract the CMP’s impact on housing prices, the expected racial justice outcome for the proposed expansion will be further economic marginalization for communities of color in Seattle. There is nexus between the proposed expansion’s racial justice impacts and the City’s own RSJI initiatives, the Equitable Development Fund, Office of Civil Rights programs, and many City programs that provide services to communities of color.

6. Open Space - We object to the failure of the Hearing Examiner to review evidence that the UW expansion and Innovation District development in the West Campus area, added to the density created by UW’s development on land and air rights it owns outside the campus boundaries, will create further pressure on open space in the heart of the U District, and that the open space proposals of the CMP do not adequately address the U District’s open space deficit (approximately two city blocks).

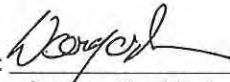
7. Workplace Justice - We object to the failure of the Hearing Examiner to review evidence that the UW failed to study or to mitigate significant negative economic security impacts of the CMP on current low wage employees. About half (13,387) of the 26,318 UW classified and professional (non-academic) employees workers earned less than 80 percent of Area Median Income (AMI), and about one-sixth (4,574) earn less than 50 percent of the AMI. While the Hearing Examiner determined that increased housing demand has the potential to displace low-income households, and that workers need transit subsidies to increase their access to affordable transportation options, she failed to examine economic security alternative proposals to address these issues.

8. Small Business - We object to the failure of the Hearing Examiner to review evidence that the UW failed to study or to mitigate significant negative economic impacts of the CMP on U District small businesses. The UW’s expansion will include additional on-campus food and drink services that could negatively impact over 300 small retail businesses many of whom compete with the UW’s Housing and Food Services.

RELIEF SOUGHT BY PETITIONERS

- 1. City-University Agreement(CUA)** – we ask that the City Council consider changes to the 2004 CUA at the same time the Council considers changes to the CMP, to bring the CUA into full alignment with last year's State Supreme Court decision and changes in other city policies since the CUA was last amended.
- 2. Housing** - In order to ensure that the additional employees hired by the UW during the CMP campus expansion are not housing-cost-burdened, we seek relief in the form of making the Master Plan approval conditional on the UW providing sufficient housing affordable for all new employees earning less than 80 percent AMI and less than 50% AMI on an annual basis as new employees are hired, for an estimated total of 560 units affordable at less than 50 percent of Area Median Income (AMI) and 160 units affordable between 50 and 80 percent of AMI, not counting eligible non-tenured faculty. We seek further housing mitigation through additional housing policies recommended by the U District Alliance to DCI and the Hearing Examiner.
- 3. Transportation** – We seek relief in the form of conditioning the CMP to require the UW to fully mitigate the additional campus SOV trips created by the expansion. The CMP should be conditioned to require that the City should delay successive building and occupancy permits should the UW not reach the following milestones: 17% SOV rate by end of 2018, 15 % SOV rate by end of 2020, 13% SOV rate by end of 2022, and 12% SOV rate by end of 2024. To ensure the UW reaches the milestones, and to improve equity for low-wage workers, the CMP should be conditioned to require the UW to provide a free Orca card to all employees. We seek further mitigation with the parking, bicycle and pedestrian policies recommended by the U District Alliance to DCI and the Hearing Examiner, including expanding covered and high-security parking by 50 percent in each campus quadrant, and a requirement that the UW complete the separation of bike and pedestrian traffic on the Burke Gilman Trail throughout the entire UW campus.
- 4. Child Care** – We seek relief in the form of conditioning the CMP to require that no permits for construction authorized under the CMP shall be issued until the City Council receives and approves the child care study authorized under Resolution 31732, and the City Council approves a fully developed UW plan for providing child care subsidy vouchers for faculty and staff. These vouchers must cover faculty and staff making between 200%-400% of the Federal Poverty Level and must be available to use in neighborhoods where faculty and staff live, including outside of the city, not just on or near campus. We seek further child care mitigation through additional child care policies recommended by the U District Alliance to DCI and the Hearing Examiner.
- 5. Racial Justice** – We seek relief in the form of conditioning the CMP to require that the UW implement a priority hire program similar to the City of Seattle ordinance for direct hiring and for contractors and vendors. Further, the UW should be required to contribute to the City of Seattle's Equitable Development Fund to mitigate the displacement effects of its expansion and failure to provide affordable housing for workers of color who are renting in Seattle.
- 6. Open Space** - We seek relief in the form of conditioning the CMP to require additional planning and proposals to address the U District's open space deficit, along with campus open space provisions. The City's review of the CMP should address the open space problem created by the UW's Sound Transit deal to develop an office tower using air rights above the Brooklyn Station instead of public open space, and drawbacks in the UW's proposal to create alternative open space with use restrictions on an 8,000 SF lot on NE Brooklyn Avenue, near the station.
- 7. Workplace Justice** - We seek relief in the form of conditioning the CMP to require that the UW shall respect that unionization is a question for its employees to decide, and shall not take any action that implies any opposition to its employees becoming members of a union, or interfere with union activities. We seek further mitigation through additional economic security policies recommended by the U District Alliance to DCI and the Hearing Examiner.
- 8. Small Business** - We seek relief in the form of conditioning the CMP to require that the UW The City should condition the CMP to require that the UW enact a program to ensure that local small business are guaranteed a share of vendor space where food, drink and other vendors are located in UW buildings across the campus and in the surrounding community.

Filed on behalf of **U District Advocates** on this 30th day of January, 2018 .

By: 

Cory Crocker, President
U District Advocates

By: 

Doug Campbell, Treasurer
U District Advocates