

CITY OF BELLEVUE
BELLEVUE PLANNING COMMISSION
STUDY SESSION MINUTES

October 26, 2016
6:30 p.m.

Bellevue City Hall
City Council Conference Room 1E-113

COMMISSIONERS PRESENT: Chair deVadoss, Commissioners Carlson, Barksdale, Hilhorst, Laing, Morisseau, Walter

COMMISSIONERS ABSENT: None

STAFF PRESENT: Terry Cullen, Emil King, Bradley Calvert, Department of Planning and Community Development

COUNCIL LIAISON: Not Present

GUEST SPEAKERS: None

RECORDING SECRETARY: Gerry Lindsay

CALL TO ORDER
(6:46 p.m.)

The meeting was called to order at 6:46 p.m. by Chair deVadoss who presided.

ROLL CALL
(6:46 p.m.)

Upon the call of the roll, all Commissioners were present with the exception of Commissioner Hilhorst, who arrived at 6:56 p.m., and Commissioners Barksdale and Carlson, both of whom were excused.

APPROVAL OF AGENDA
(6:47 p.m.)

A motion to approve the agenda was made by Commissioner Walter. The motion was seconded by Commissioner Laing and the motion carried unanimously.

COMMUNICATIONS FROM CITY COUNCIL, COMMUNITY COUNCILS, BOARDS AND COMMISSIONS – None
(6:47 p.m.)

Commissioner Walter said it was her recollection that any shelter or group dormitory-type housing in the Eastgate transit-oriented development area would be by conditional use permit. The packet for July 27, the meeting at which the Commission approved the transit-oriented development and the rest of the Eastgate land use plan, specifically says a shelter would be allowed by administrative conditional use. She suggested the Commission should take up the matter and clarify the required approval process.

STAFF REPORTS

(6:48 p.m.)

Comprehensive Planning Manager Terry Cullen briefly reviewed with the Commissioners the upcoming schedule. He noted that a regular meeting was scheduled for November 9 and that the Commission's annual retreat was scheduled for November 16. He also noted that meetings are scheduled for December 7 and December 14 and both will focus on downtown livability. January 25 is tentatively set as the public hearing date for the downtown livability code amendments. The recommendations will be finalized in February and transmitted to the Council in March.

PUBLIC COMMENT

(6:51 p.m.)

Mr. Andrew Miller, 11100 Main Street, spoke representing the BDR and John L Scott properties at the corner of 112th Avenue NE and Main Street. He asked the Commission to revisit the 20-foot landscape buffer requirement for the A-3 Perimeter Overlay District. He noted that the proposed 16-foot sidewalk and a 20-foot landscape buffer is wider than the room in which the Commission meets. It is a lot of property to give up, and it is not necessarily the right solution for a transit-oriented development. It is really more of a suburban solution. With the building pushed back that far, it does not engage well with the sidewalk or the street and feels very separated. Photos of buildings that meet the sidewalk in an engaging way were shown to the Commissioners.

STUDY SESSION

(6:56 p.m.)

Strategic Planning Manager Emil King stated that the Land Use Code is just one part of the broader livability strategy the city has for the downtown. The strategy includes things like events, parks and open space, mobility, and things like the Grand Connection.

Planner Bradley Calvert with the Planning and Community Development said the original estimate was that code amendments for the Grand Connection would be brought forward in early 2018. The issue is moving forward, however, and the land use and urban design consultant has been selected already. Several significant milestones have also been passed, including a Urban Land Institute (ULI) national review panel for the Wilburton commercial area; selection of consultants for both the Grand Connection visioning and the land use and urban design for the commercial area; and conducting the design charrette.

Mr. Calvert said the Grand Connection is intended to be a non-motorized route starting at Meydenbauer Bay, snaking through Old Bellevue and Downtown Park, the downtown itself, and connecting across I-405 to the Wilburton commercial area and the Eastside Rail Corridor. Beyond just the creation of a non-motorized route is the notion of placemaking, identity, safety improvements, and overall aesthetics and improved public spaces. The Grand Connection will create new opportunities for social engagement, recreation, public space and the arts, as well as development potential, particularly in the Wilburton commercial area. The project has been established as a Council priority.

A graphic showing all planned infrastructure improvements and a conceptual route for the Grand Connection was shared with the Commission. Mr. Calvert noted that one East Link station will be located in the center of the study area within walking distance from all areas of the study area.

The design charrette was conducted in April in partnership with the Bellevue Arts Museum.

There were 72 architects, urban designers, planners, engineers and artists who volunteered three days of their time to generate ideas and concepts for the Grand Connection. The charrette was a key moment in that it was the first opportunity to provide visualization. A public open house was held on the final night of the charrette. A project website was subsequently launched to exhibit some of the work. Since there interviews have been conducted with users of the Downtown Park, the transit center, Compass Plaza and the food trucks. The series of questions asked were aimed at discovering how people use the space now, how they would like to use it, and what would make them come in the first place and what would make them come back. Some 300 comments have been received.

After the release of some of the design concepts, a series of online open houses have been hosted. They have generated more than 1500 views. Additionally, outreach and discussions have been held with stakeholders, including key landowners and business owners along the route.

Chair deVadoss asked if any of the public feedback was surprising. Mr. Calvert said several people called for programming and public space improvements. There was a distinct separation, however, between those interviewed in person and those who tabbed the map online and in City Hall. Those who were interviewed highlighted a desire to see infrastructure improvements, while those who put tabs on the map were more focused on programming. A farmers market was by and large the overwhelming response. Creating a connection with the Botanical Garden was somewhat surprising initially but kept coming up. Other comments made were in regard to improving the natural character with improved vegetation, activities such as music and more food trucks, and improved pedestrian safety at key intersections.

Commissioner Hilhorst pointed out that Bellevue already has a farmers market and asked if it needs to be marketed better or if it needs to be moved. Mr. Calvert said the public made it clear that things like the food trucks and the farmers market are what everyone wants, but they should be located in places that are made for people rather than cars, public plazas instead of parking lots.

Mr. Calvert said Balmorie Associates, a landscape and urban design firm, was selected to do the project visioning. They have assembled a phenomenal team of engineers, transportation advisors and environmental sub-consultants. The scope of work has two distinct elements: the existing infrastructure between the downtown and the transit center, and the element that crosses I-405. The first part of the work will focus establishing an overall identity and identifying opportunities to support the route with cohesive design strategies. The second part will focus on I-405, how to cross it, how to interface with the future land use of the Wilburton commercial area, and how to tie it all in to the Eastside Rail Corridor.

The first step of the visioning process is aimed at establishing the route. The start and finish points are clear, and how the route will move through the downtown is fairly clear, but how it would work needs to be defined. There is also a clear need to understand the identity of the route. Cohesive design strategies will be identified in the form of vegetation and canopies that are unique and responsive to specific context. Improved placemaking and nodes throughout the downtown will also be considered.

With regard to the route, Mr. Calvert said the concept has been to run from Meydenbauer Bay through Old Bellevue and Downtown Park to the pedestrian corridor and then cross I-405. Many, however, have called for expanding the route and having it serve as the missing link in Bellevue's green spaces, and for having it serve as a key lynch point for a regional network of non-motorized transportation and green spaces. The public has also called for considering the use

of Main Street as a secondary route. Bikes will be welcome on the Grand Connection, but given the grade changes that occur in places like Compass Plaza, an alternative route for bikes should be included.

With regard to identity, Mr. Calvert said the consultant was asked to come up with three high-level concepts for how to brand the route. The natural landscape was considered first in the form of blending hardscape with landscape in the downtown proper. Moving toward Meydenbauer Bay, the environment becomes less urban and the focus should be a little more fluid, creating ribbons of greenscape and hardscape. The notion of creating a playful landscape has also been considered. There are a lot of kids living in the downtown and the downtown generally could use a bit more whimsy in the form of things like water-based play, more active exercise and play equipment in Downtown Park, playing off the vibrancy of Bellevue Square and getting everyone involved in fun and playful ways for all ages. The historic landscape will also be given consideration along with the notion of creating small living rooms through public nodes along the route. The three overarching identities are not meant to be mutually exclusive.

Mr. Calvert said the cohesive design strategies will be elements to stitch everything together. The ideas will brand the entire route, reflect Bellevue's culture and business climate. Vegetation will be key. Along the corridor, places will be sought to enhance the vegetation by providing rain gardens, trellises and green walls. Weather protection will also be incorporated where appropriate. Paving is another cohesive strategy. Paving can incorporate elements from greenery to art. One possible approach would be to raise the intersections along the route by six inches, bringing it to the level of the sidewalk. The risk to pedestrians is thus reduced because drivers are made more aware when they enter an intersection. Art will be incorporated as a cohesive design element. The Seattle collaborative SuttonBeresCuller has been brought on as a sub-consultant to develop an arts and culture element for the project. They are looking for opportunities to incorporate both temporary and permanent art, and they are looking at ways to use art as an opportunity for education relative to the environment or the history of Bellevue.

With regard to placemaking and public space improvements, Mr. Calvert said there are a number of assets already in place, including Meydenbauer Bay, Old Bellevue, the retail core and the future of Wilburton. There are opportunities for improving some of the spaces in between, such as Downtown Park, Compass Plaza, the transit center and ultimately the I-405 crossing. Most people who use the corridor will be moving from place to place rather than the entire length of the corridor. Through placemaking, people can be encouraged to continue moving through the downtown.

There are three key locations in Downtown Park that could be improved. The first is the parking lot on the far west side. The parking would not need to be removed, rather it should be concealed to avoid the visual impact of cars and to increase new park land at the same time.

Commissioner Laing pointed out that Downtown Park is completely torn up presently, including the west parking lot, and said the notion of hiding the parking was turned down by the city. Mr. Calvert reminded Commissioner Laing that the work to date has all been focused on high-level visioning. All of the ideas generated will require additional deliberation and consideration of cost and other impacts.

Mr. Calvert said one idea related to Downtown Park involves re-jigging the midblock entrance from NE 4th Street. Currently those approaching from that location face a large stone wall that obstructs the view of the park. The consultants have suggested the entry to the park should be about the park and not the wall. By raising the level of the crosswalk to that of the plaza, a large

continuous space could be created from Bellevue Square into Downtown Park, and the wall would no longer obstruct the view. Additionally, the corner of NE 4th Street and Bellevue Way is a major intersection, but with the exception of a small sign, visitors are unaware that it is the location of Downtown Park, though entrance to the park is midblock on NE 4th Street or down Bellevue Way and through a parking lot. If the intersection were to be raised, a small plaza could be created along with an alley of trees formally leading into the park, drawing people in.

Bellevue Way and NE 6th Street has long been associated with the street as plaza concept. More needs to be done to make it more like a plaza. Currently there is a hard line of separation between the existing terraces, the outdoor dining and the sidewalk. By making slight elevation changes with berms and additional vegetation, more of a gentle transition could be created from the street level to the terraced cafés.

The redesigning of Compass Plaza is one of the larger changes that has been proposed. As currently developed, it is not a large programmable space. The current oval space can accommodate only 50 chairs. The grade and elevation changes are addressed by chopping up the space, and make it necessary to have two distinct routes for those on foot and those in wheelchairs or pushing strollers. The idea is that over the long term the area would be cleared up to create an integrated ramp and stair that would also serve as an amphitheater space. Once the properties to the north and west redevelop, the public plaza could be expanded. Raising the intersection would allow for a continuous flow of pedestrians during times when the street is closed. The expanded space would be large enough to host the ice rink every winter in the geographic heart of the downtown.

Mr. Calvert said the consultants have also looked at ways to improve the flow of pedestrians in and out of the downtown transit center while also preserving and making more efficient the flow of buses. One idea would be to remove one of the lanes to simplify the bus movements while creating additional open space and integrating the space into the public realm. There are currently ten bus bays, but one of them will be lost with the completion of East Link. Routes to and from the transit center could also change. If all the buses were to be brought in from the west side onto the north side of the transit center, the south side could be turned into a public space that would better connect the two spaces while retaining seven to eight bus bays.

The team has also looked at connectivity and range and have studied the distance a pedestrian can get in ten minutes at the average walking speed. Currently, Meydenbauer Bay, the transit center and the Wilburton commercial area are islands that are not well connected, and it is not possible to get from one to another within ten minutes by walking. By making a few modest improvements, such as improved signal timing, the network could be expanded and much better connected, making it possible to get much further in ten minutes. The goal should be to have a city that is safe and easy to navigate and accessible for everyone between the ages of eight and 80. One of the ideas that emerged from the ULI and the design consultant is the need to embrace technology, including group rapid transit autonomous vehicles that hold from six to eight people and operate in bike or traffic lanes. They could be programmed to run designated routes with set stops, or they could be controlled by the users. The low-cost, low-risk approach would improve mobility and would greatly increase the distance one can travel in ten minutes. Implementation could be phased in over time through partnerships.

Mr. Calvert reminded the Commissioners that the consultants are just starting the process of digging into the I-405 crossing piece of the puzzle. The main objective is to create a place and a safe and comfortable connection between the downtown and Wilburton. The crossing could certainly achieve signature status. It will not be necessary to span more than 80 feet in most

cases, which means the structural depth can be six feet or less, reducing the profile and the cost. What to do with the ramps will be a challenge. The charrette provided a number of good concepts to consider.

One option would be to create the pedestrian promenade at NE 6th Street, with or without extending the roadway. The crossing could be accomplished with an elegant high design signature structure. The alignment offers the advantage of a linear route with a clear visual connection between the downtown and Wilburton. Of course, the disadvantages include exposure to the sights, sounds and smells of the freeway. Creating any public space in the Wilburton commercial area would require the acquisition of additional land for an additional cost. Given that the aerial light rail guideway will be crossing the freeway in the same place, the location could become quite cluttered.

Another option would be to cross I-405 between NE 4th Street and NE 6th Street. The advantages include having a fairly level crossing, the ability to integrate the walkway into surrounding land uses, and an enhanced opportunity to create a signature structure. The disadvantages include exposure to the interstate, and where the signature structure would be visible from. Visibility from the downtown would be limited, and much would depend on private development of properties on both the west and the east.

A third option would be to simply cover the interstate between NE 4th Street and NE 6th Street. The advantage is that a new park could be created without taking up any existing land or having to acquire any. The approach is also less dependent on transportation and land use projects. Access could be from multiple directions, including NE 4th Street, NE 6th Street and Wilburton, and it could be integrated with any future development to the west. The primary disadvantage would be the cost. There would be a number of requirements from WSDOT that would have to be worked through to bring about the significant infrastructure undertaking.

Mr. Calvert said the Wilburton land use and urban design analysis has been launched. The consulting firm NBBJ has been chosen to do the work. The Council appointed a Citizen Advisory Committee on October 24. Online and in-person open house events will be scheduled, and the work will ultimately result in a comprehensive set of recommendations for the route.

Commissioner Hilhorst asked what the price tag will be for the project. Mr. Calvert said it will first be necessary to determine what can be done. The initial estimate for simply creating a lid between NE 4th Street and NE 6th Street was about \$100 million. Some of the work could be done through partnerships with landowners as they make improvements. Early implementation strategies are being investigated for which funding has been requested in the upcoming budget.

Mr. King reminded the Commissioners that the October 12 meeting was focused on Installment 1 and Installment 2a of the Land Use Code. He said the staff are continuing to meet with stakeholders to address questions they have. Installment 2b will include the full set of design guidelines, the process and options for departure, as well as the list of amenities, and the goal is to have it published either on November 10 or November 17.

The meeting on October 12 included time spent on the idea of a new green and sustainability factor. Mr. King said the intent is to provide a list of options for projects to look at with the goal of contributing toward livability through softening and mitigating development. The options are both private and publically accessible features at the sidewalk level and.

Mr. King shared with the Commissioners a spreadsheet developed to calculate the green factor.

He explained that multiplying the site area of each element by 0.3 yielded the point requirement standard the project would be able to meet. Developers would be able to pick and choose from the items on the list, including trees in the sidewalk area that they might have to do anyway, and ideas they might have for a public or private green roof, or things on the future amenity system that would count both as an amenity and toward the green factor. The minimum score required was 0.3.

Commissioner Morisseau pointed out that LEED green building factors incorporate credits for bicycle facilities. She noted that the spreadsheet included bicycle racks or lockers but asked if a developer trying to achieve LEED points would be given credits twice. Mr. King allowed that the issue has not been fully thought through. He said it is not necessarily a requirement to include bike parking, but it might be useful to take into consideration how much bike parking is entailed in the typical LEED platinum building. Commissioner Morisseau said she could see no reason to give credit twice for the same amenity.

Commissioner Morisseau also asked what the impact on developers would be of counting the number of trees on a site as part of gaining credits for landscape elements. Mr. King said the jurisdictions that utilize a similar approach usually do so on a per-tree basis. It is well articulated in most plans how many and what types of trees are required. If a developer were wanting to do a green roof, any trees planted there would be credited. One simpler approach might be to simply calculate the area trees cover.

Commissioner Laing called attention to the green walls item and noted that the calculation would be made at three years of growth, which would be three years after the permit has been built. Mr. King explained that for things like green walls and other landscaping elements there is some monitoring required to assure it continues to be viable.

Commissioner Laing said he has been involved with projects in Seattle where it was nearly impossible to meet their green factor requirements. Jurisdictions are trying to address the need for affordable housing, but the massive costs associated with building a green roof could be an unintended consequence. Mr. King said quite a lot of time has been spent in talking with staff from Seattle about how their regulations have been implemented and the pitfalls they have encountered. The proposal is Bellevue-specific and is not just a mirror of what they do in Seattle. The intent is to put the spreadsheet on the website so developers and others can have the opportunity to test it.

Commissioner Laing pointed out that the Department of Ecology regulations the city is supposed to be implementing through its low-impact development approach count green roofs as impervious surface. He stressed the need to focus on what will actually be accomplished as the various requirements get layered on.

Mr. King turned to the issue of the current 20-foot linear landscape buffer on the north, west and south edges of the downtown. The boundary along Main Street is a bit jagged and the landscape buffer follows the back side of the properties to the south of Main Street.

With regard to the Perimeter Overlay A-3 zone to the north of Main Street and to the west of 112th Avenue NE, Mr. King said the fact that the area is adjacent to the East Main light rail station was key in the Commission giving special attention to it. He noted that as proposed, residential is allowed between 55 feet and 70 feet, and non-residential is allowed between 40 feet to 70 feet. Just to the north in the B-3 zone, the proposal allows up to 200 feet, well above the 90 feet allowed in the rest of the Perimeter Overlay B zone. The Commission also previously

discussed the street designations. Main Street and 112th Avenue NE are both designated as commercial streets, which is a change that was made because of the anticipated pedestrian traffic related to the new light rail station. The Commission also gave direction to increase the required sidewalk width from 12 feet to 16 feet, inclusive of the planter strip. The wider sidewalk width added to the 20-foot landscape buffer totals 36 feet.

Commissioner Laing asked what the required buffer is intended to buffer, particularly where setbacks remove the massing effect of buildings that are located at the edge of the sidewalk. Mr. King explained that the purpose is to produce a green buffer to soften the visual impact of larger buildings from the adjacent neighborhoods. He allowed that the code language dates back a number of years. Commissioner Laing pointed out that there are properties that receive transition and properties that must provide transition. A non-residential property abutting a residential property must provide a landscape screen and additional horizontal separation. There is value to the idea of providing greater horizontal separation on the south side of the perimeter districts where they abut single family neighborhoods, but the idea of providing a landscaping buffer on the Main Street side of any of the developments makes less sense. The need for building separation occurs at the upper level, not at the street level.

Commissioner Morisseau said she found it interesting that the owners of the BDR and John L Scott properties have come back asking the Commission to consider reducing or removing the buffer in light of the fact that they came to the Commission just a few months ago seeking an increase in building height. The plan they presented at that time included an amazing public space. She suggested they should be able to use the buffer as part of the public space they have said they will provide. She added that while Commissioner Laing's point about what the buffer is buffering is interesting, the fact is there is a required buffer surrounding the downtown.

Chair deVadoss suggested that things should be kept simple and that exceptions be avoided where possible. If there is a policy, there is a policy. He said he was hearing no call on the part of the Commissioners for additional analysis. Mr. King allowed that there is still a lot of time before the preliminary code will be transmitted to the Council, and there will be a public hearing during which comments can be provided.

With regard to the issue of single-tower height in the Perimeter Overlay B-2 area in the northwest corner of the downtown, Mr. King reminded the Commissioners that the CAC and Commission recommendation is to seek variable building heights ranging from 160 feet to 240 feet, with an average of 200 feet. As proposed, ten percent additional height would be allowed for interesting form and façade articulation. Input has been received regarding the proposed single tower allowable building height. What the Commission has recommended is that single-tower projects be limited to 160 feet, plus the extra ten percent. Staff sees three potential options: 1) retaining the current recommendation of 160 feet through the public hearing phase; 2) using the 200-foot tower height average; and 3) allowing up to 240 feet for a single tower as proposed by the property owners.

Mr. King said the western side of 102nd Avenue NE in the Deep B area has been talked about over the past couple of years as the Fortin Group project. Their property total ten or eleven acres, which is sufficient for a multiple tower project. Their initial drawings have shown variable building heights for the project. The eastern side includes a number of parcels under various ownerships and could lead to three or four single tower projects. The Fortress development spans the Deep B boundary, and what they have in mind is what would be considered a single tower project.

Under consideration is whether or not property owners should be penalized for having smaller parcels in the Deep B area. Proximity to the adjacent single family neighborhoods is an issue, and Vuecrest residents and others have been quite vocal in sharing their concerns. The eastern portion is further away from those residential areas, but it is still in the Deep B district.

Commissioner Morisseau voiced support for not penalizing property owners for the size of their parcels. She said she could support allowing building height to 200 feet for single towers, and added that she also supports having varying building heights.

Commissioner Laing cautioned against making recommendations ahead of the public hearing. He said he would prefer to continue the discussion with Commissioners Carlson and Barksdale present. The Fortin Group in pursuing its effort has talked a lot about how consolidation and having some additional height would result in more pedestrian areas and open spaces at the ground level. One of the reasons the CAC found the Fortin Group proposal to be compelling was that they are willing to put their money where their mouth is by self-imposing the development agreement aspect to whatever the development will be. They have expressed support for a process and added code requirement that would ensure that the desired and likely outcome would actually come to be. The eastern property owners are not necessarily opposed to that, but they have largely been silent on the issue. Mr. King said the code as currently written includes a master development plan for multiple tower projects. Consideration has not been given to requiring master development plans for single-tower projects.

Commissioner Laing said for the eastern properties, whatever height is recommended will become the height of every standalone single towers by virtue of wanting to maximize the development potential.

Commissioner Morisseau suggested one way to mitigate that would be to allow up to 240 feet but requiring the buildings to average 200 feet.

Commissioner Walter said she would focus less on individual properties and more on what is equitable and best for the city.

Chair deVadoss agreed that parcel size should not be a constraining factor. He noted no strong feedback from the Commission and directed staff to make no change to the proposal ahead of the public hearing.

Mr. King explained that ULI Northwest has been given notice to proceed with organizing the technical assistance panel. Normally a lead time of six to eight weeks is needed to select the experts. The process is well known and has been done many times across the nation. The members will be selected by the ULI organization. The panel will meet somewhere around December 5 to receive a briefing and will then review the materials and deliberate for up to two days. The panel will reconvene on December 15 and make its presentation.

Commissioner Hilhorst commented that because Bellevue is growing so fast it is suggested that some of the panelists have experience with large cities. Mr. King said ULI will ultimately select the panelists, some of which possibly could be former area residents who now live in other West Coast locations, or professionals based in the Northwest who work all up and down the West Coast.

Chair deVadoss asked if the panel deliberations will be open to the public. Mr. King said there will be a public element to the briefing day and the panel day, but in between the panel will meet

in private. Staff will not even be involved in the private sessions. The final report will elaborate on the recommendation that will be delivered in a public format.

EASTGATE TRANSIT ORIENTED DEVELOPMENT (8:46 p.m.)

Commissioner Walter said during the Commission's discussions regarding the Eastgate transit-oriented development, there was a discussion in which the Commission asked that any dormitory style housing require a conditional use permit. The Commission initially wanted to preclude any dormitory style housing outside of the Bellevue College campus. In order to be flexible, however, instead of prohibiting dormitory style or transient housing, the Commission concluded that the use should be allowed through the most stringent review process, which is the conditional use permit. She said in a meeting she attended recently someone referred to the proposed homeless shelter for men in Eastgate as requiring an administrative conditional use permit. The Commission's packet that was ultimately approved in fact does allow group quarters through a conditional use permit, but also allows transient lodging, such as youth hostels or the YMCA, through an administrative conditional use permit. She said she did not recall a distinction being made between the two and that any sort of short-term housing would require a conditional use permit. She asked to have staff listen to the meeting recording to make sure.

Commissioner Hilhorst said she remembered specifically saying that the focus is on building a new neighborhood into which a homeless shelter may not fit. As proposed, transient shelter was defined as being a hostel or a number of other things. She said her meeting minutes clearly reflect that the issue was discussed. Commissioner Laing brought up that Seattle uses a conditional use permit for their homeless shelters. Ms. Byers said the concerns can be addressed through conditional use permitting and agreed to give the use that designation.

Commissioner Walter asked to have any communications that have been made with the Council to be amended.

Mr. Cullen said the minutes he shared with Commissioner Walter before the meeting do not reflect what was stated by Commissioners Walter and Hilhorst. He said he would have to go back and listen to the recording to determine where the discrepancy lies. The approved minutes reflect that Commissioner Hilhorst asked about transient lodging, and that Ms. Byers said that could be handled through an administrative conditional use permit.

Chair deVadoss directed staff to review the meeting recording and to follow through accordingly.

DRAFT MINUTES REVIEW (8:54 p.m.)

A. September 28, 2016

A motion to approve the minutes as submitted was made by Commissioner Hilhorst. The motion was seconded by Commissioner Laing and the motion carried without dissent; Commissioners Laing and Walter abstained from voting because they were not present at the meeting.

PUBLIC COMMENT (8:55 p.m.)