

CITY OF BELLEVUE  
BELLEVUE PLANNING COMMISSION  
STUDY SESSION MINUTES

January 25, 2023  
6:30 p.m.

Bellevue City Hall  
Room 1E-113

COMMISSIONERS PRESENT: Chair Ferris, Vice Chair Bhargava, Commissioners Brown, Calad, Goeppeler, Malakoutian

COMMISSIONERS ABSENT: Commissioner Morisseau

STAFF PRESENT: Thara Johnson, Emil King, Department of Community Development; Nick Whipple, Mathieu Menard, Department of Development Services; Matt McFarland, City Attorney's Office

COUNCIL LIAISON: Not Present

GUEST SPEAKERS: None

RECORDING SECRETARY: Gerry Lindsay

1. CALL TO ORDER  
(6:30 p.m.)

The meeting was called to order at 6:30 p.m. by Chair Ferris who presided.

2. ROLL CALL  
(6:30 p.m.)

Upon the call of the roll, all Commissioners were present with the exception of Commissioner Morisseau.

3. APPROVAL OF AGENDA  
(6:31 p.m.)

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

4. REPORTS OF CITY COUNCIL, BOARDS AND COMMISSIONS – None  
(6:31 p.m.)

5. STAFF REPORTS  
(6:32 p.m.)

A. Planning Commission Meeting Schedule

Comprehensive Planning Manager Thara Johnson took a few minutes to review the Commission's schedule of upcoming meeting dates and agenda items.

6. ORAL AND WRITTEN COMMUNICATIONS  
(6:32 p.m.)

Alex Zimmerman with Stand Up American began with zieg heil and called the Commissioners dirty damn Nazi Gestapo democracy fascists and psychopaths and noted having addressed the Council on January 23 and being interrupted by the mayor when speaking. The current situation in Bellevue is very close to the situation in Seattle. Seattle people are very angry and the next election will be unique. Most people are very angry and they will clean the Council chambers out. The situation is critical for everyone. Half are in a deep hole with no money and no housing. The situation in Bellevue is no better. At the last Council meeting half a dozen people addressed the Council about crime. The Commission cannot be trusted any more than the Council because the apple does not fall far from the tree. By natural selection the Commission is absolutely identical to the Council. The housing situation in Bellevue is absolutely idiotic.

Comprehensive Planning Manager Thara Johnson summarized the written communications received, noting the communications included responses from staff to several questions raised at the last meeting regarding the housing needs assessment. The list of written communications also included comments related to the topic of micro apartments, and additional comments relating to the housing needs assessment.

7. PUBLIC HEARING - None  
(6:37 p.m.)

8. STUDY SESSION  
(6:37 p.m.)

A. Introduction on Land Use Code Amendment (LUCA) to Remove Barriers to the Construction of Micro-Apartments

Planning Manager Nick Whipple was joined by Senior Planner Mathieu Menard on the code and policy team. The policy basis for the proposed code amendment relates to the Next Right Work, an effort by the city to look at the Affordable Housing Strategy adopted in 2017. Because of the progress being made, and because of the great need for housing and affordable housing, the Council was interested in identifying a set of actions to prioritize to continue the Next Right Work momentum. Strategy B of the Affordable Housing Strategy seeks to offer more housing types, and specifically encourages micro-apartments by removing barriers.

The specific objective of the proposed LUCA is to remove barriers to the construction of micro-apartments. The city currently has few if any micro-apartments even though there is no prohibition against them. By definition, micro-apartments are small studio apartments containing a kitchen and a bathroom and is a type of multifamily. Micro-apartments have tighter profit margins than conventional apartments owing in part to density limitations, high minimum parking requirements, and residential amenities.

Mathieu Menard explained that micro-apartments usually have size limitations. As proposed for the LUCA, the limit would be 320 gross square feet. All such units include a kitchen and a bathroom, and some include a loft. The LUCA encourages micro-apartments in mixed use areas near jobs, transit, shopping and services, areas where residents may not need a car for their everyday activities. Due to their small size, micro-apartments are lower-cost rentals, typically \$900 to \$1500 per month, which is affordable to those in the 80 percent of area median income and lower. The outreach efforts yielded the information that such units are typically rented by

students and young professionals, people in transition, and individuals without children. Photo examples of micro-apartments in Seattle were shared with the Commissioners.

The proposed geographic scope for the application of the alternative standards and exceptions is all mixed use land use districts. The purpose is to enable micro-apartments in areas near jobs, transit, shopping and services. The districts were portrayed on a map, colored to show the mixed use districts within a walkshed of frequent transit, and the areas outside of a walkshed.

Mathieu Menard said the first of the proposed code changes sets a definition of micro-apartments. As proposed, micro-apartments are defined as having a maximum size limit of 320 gross square feet and a required in-unit kitchen and bathroom. The core of the proposed code changes involve the exemptions and alternative standards. Units that meet the definition of a micro-apartment in a mixed use area would qualify for reduced minimum parking to .25 parking stalls per unit, and a further reduction to zero for units that meet the definition of affordable housing in the Land Use Code. The proposal includes an increase in bicycle parking to compensate for the reduced car parking and to acknowledge that the micro-apartments are in mixed use areas. The code changes also allow for greater density allowance in the districts which utilize dwelling units per acre, and an exemption from multifamily play areas. The requirement for multifamily play areas has been called out as being a big barrier to building micro-apartments, and the fact is very few children are seen in such units. It was noted that a Land Use Code amendment has already been launched to convert all dwelling unit per acre districts to FAR. No modifications to the form standards are proposed as part of the proposed LUCA.

The LUCA is following the standard Process IV process. The Council launched the LUCA in October 2022. The January 25 Commission meeting was publicly noticed on January 12, and a community information session was hosted on January 19. The schedule calls for the Commission to schedule a public hearing on March 8 and to forward a recommendation to the Council my mid-April to facilitate Council approval in May.

To date, the Process IV code requirements have been and will be followed, including Commission meetings, noticing and a public hearing. There has been direct engagement in the form of one-on-one conversations with developers, architects and property managers, and a virtual community information session to talk about the proposed LUCA to which more than 750 people were invited to participate. The topic has an online presence via the city's webpage and was highlighted in the January Neighborhood Newsletter.

At the virtual community meeting on January 19, information regarding the LUCA was shared, including the schedule and how to provide input to the process. There was a general question and answer session that raised a number of themes ranging from unit accessibility to changes to the R-30 district, neighborhood impacts and aesthetics, and parking issues. It was stressed that no changes are proposed to the R-30 district given that micro-apartments are already allowed in the district. By targeting micro-apartments to mobility units areas is intended to limit impacts on existing single family neighborhoods. Micro-apartments could benefit mixed use areas by bringing in more residents to live in the areas who will in turn patronize the local businesses and potentially provide more vibrancy. The developers who commented on the proposal stated the belief that the .25 parking stalls per unit figure is actually too high and said the requirement should be zero. Adding a single parking space adds a significant amount of complication to the development of micro-apartments given the need for curb cuts and the need to determine where such parking spaces should be sited on the lot. The .25 figure is relatively commensurate with neighboring communities and does allow for an incentive for perpetual affordable housing. Conducting a parking study is recommended in the LUCA if the developer would like to reduce

the required parking.

The Council's initiation of the LUCA on October 10 included a discussion about exploring options for shared kitchens, but after looking into the approach and touring units that share kitchens, the conclusion was reached that the LUCA should continue to focus only on complete dwelling units. There was interest expressed in establishing a minimum livable unit size, but the building code does set a minimum unit size of about 190 square feet. The Council wanted to understand the impacts to parking requirements, but with the units being focused on the mixed use districts, and with the increase in bicycle parking, the impacts to parking should be minimal. The Council directed giving consideration to accessibility, but being consistent with the building code and with all other multifamily housing types means accessibility will be addressed. One big point the Council made was to ensure that micro-apartments will be affordable. The outreach efforts pointed out that the units are coming in at around 80 percent of area median income or less, though there is nothing keeping the rents at that level. Affordability can be achieved by reducing the standards in regard to parking and the multifamily play areas. Even without a requirement for the units to be affordable, there are several units in Seattle that were built by market-rate developers and then sold on to affordable housing providers who have the units available at about 30 percent of area median income.

The Council also focused on geographic scope and the staff were asked to evaluate whether alternative standards and exceptions should apply in all mixed use land use districts or only within the Frequent Transit Network areas. As proposed, the LUCA follows district boundaries, making it more administratively simple and easier for the public to understand. That means some of the areas are outside of the Frequent Transit Network areas. Based on discussions with developers, the sites that work best for the development of micro-apartments are small lots with transit access and nearby services. Not every parcel in the mixed use land use districts are suitable, but the housing type should at least be encouraged in all of the mixed use areas as a means of diversifying the city's housing stock.

Commissioner Goepple agreed with the approach as it relates to in-unit kitchens. Having the ability to cook meals at home with basic equipment is essential for residents and is important for affordability more broadly. With regard to the geographic scope, the question was asked in regard to what the actual impacts would be of lowering the required parking allowances for sites in mixed use districts that are not in the Frequent Transit Network. Absent access to transit, residents are far more likely to have a car. Mathieu Menard acknowledged a likely increase to on-street parking where parking reductions are allowed, especially in the areas outside the Frequent Transit Network. People do tend to self-select, so those without a car to get around likely would look for units where transit is accessible. Some areas outside the Frequent Transit Network do in fact have transit access, but not as frequently.

Nick Whipple added that in the conversations with architects and developers it was clear that the areas outside the Frequent Transit Network are not typically looked at first when considering where to develop micro-apartments. While maybe not right immediately, the areas should be considered as part of taking a proactive approach.

Commissioner Malakoutian said the city will benefit from seeing additional housing types added. However, the only thing the proposed LUCA does relative to affordability is reducing the parking requirement from .25 to zero per unit and removing the play area requirement. The staff were asked if there have been any surveys regarding how satisfied residents of micro-apartments are, how many of the available parking spaces at micro-apartments develops are used, and if the development savings are great enough to allow for affordable rents. Mathieu Menard allowed that there are no specific surveys, only information garnered from discussions with developers

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and property managers. The evidence suggests people tend to live in micro-apartments for shorter periods of time. It is also clear that residents value shared spaces outside of their units, such as rooftop decks and community rooms. Cabinets and full kitchens are also important to residents. People appear to be choosing to live in micro-apartments but not because they are forced to do so by price. Most of the units looked at by staff were in Seattle where no parking is provided. Where there is no parking, there is no utilization. It is true that parking would be the only true incentive toward affordable housing. The recent housing needs assessment determined that rent affordability at 80 percent of area median income for King County is \$1815 per month, making \$1500 per month closer to 60 percent of area median income. Even as market rate products, micro-apartments units significantly more affordable than other products and would meet Bellevue's definition of affordable housing if they were to be preserved in perpetuity.

In discussions with developers about whether the parking reductions and not requiring multifamily play areas actually save them money, what has been heard is that the current standards reduce flexibility and the number of units that can be built, and that is where they run into issues. It takes a set number of units for a project to pencil out, and without flexibility, the units cannot be achieved and the project is dead in the water.

Commissioner Brown said there is a clear need to make available housing units that are affordable to those on the lower income range. Many in Europe are used to much smaller arrangements in big cities. The staff were asked if consideration has been given to converting any of the unused commercial spaces in the Downtown to micro-apartments. Nick Whipple said the idea has been raised a number of times in discussions about meeting the city's housing needs. There are, however, a number of challenges to doing that, particularly in regard to the state building code and the need for light and air in the units. Large floor plate commercial spaces do not lend themselves to making the conversions. The proposed LUCA does not address the topic.

Chair Ferris admonished Alex Zimmerman in the audience not to interrupt the meeting.

Mathieu Menard allowed that the Downtown core zones allow for both housing and commercial uses and as such can be considered to be mixed use areas. That means the proposed alternative standards would apply to the entire Downtown.

Commissioner Brown pointed out that there is a huge issue in the Bellevue College area given the lack of available student housing. The staff were asked if there are restrictions that would make it difficult or impossible to achieve congregate housing or micro-apartments around the college. Nick Whipple said there is some student housing on campus at Bellevue College. Dormitories, however, is a different use category. The use is allowed in certain districts, though the permitting process is a bit different. The college was operating under a unique agreement which did not subject it to the land use districts it is located in. As such, much of the student housing is built in R-5 land use districts acquired by the college.

Thara Johnson added that staff have been working with Bellevue College as part of the Comprehensive Plan update. Part of that focus has been on appropriate land use designations and their future plans.

Commissioner Brown added that if multifamily play areas are not to be required as part of micro-apartments, there still should be an attempt made to make sure there are adequate park facilities available.

Commissioner Cálad asked what the average number of residents would be in a micro-

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apartments development. Nick Whipple said as defined, micro-apartments is a multifamily use, and the proposal applies form limits to them. It is also necessary to take into consideration that micro-apartments usually are occupied by single adults. The number of units per building would vary given the different FAR for the different land use districts, and the different densities that apply in different land use districts. There are just too many variables to calculate the average number of residents per development.

Commissioner Cálad urged caution in assuming that none of the residents of a micro-apartments building will have a car. Assuming 50 to 100 residents in a given building, a few are likely to have cars and need parking, which would have to be on the street. Given other regular apartment buildings nearby, even more will seek to park on the street. Reducing parking as proposed likely will add to the number of people looking to park on the street, and congestion will be added to the streets as well.

Commissioner Cálad asked if any other schools are located near where the micro-apartments might be built. Nick Whipple said Bellevue College is certainly the closest, but there is also the GIX in BelRed. The outreach, however, made it clear that a very small percentage of the residents of micro-apartments are students.

Commissioner Cálad said the most important element is quality of lifestyle. In Europe many people live in reduced spaces and they have happy lives. Many people in Asia also live in reduced spaces, but their quality of life is quite low. Things outside of micro-apartments, like parks, are needed to give people meaning in the community.

Vice Chair Bhargava allowed that micro-apartments have a degree of impact on affordability, but the approach will not help affordability per se. In thinking about equity, justice and affordability, some scholars define it as the ability to have a choice. It feels like the process of bringing about micro-apartments is to bring about a balance between affordability and livability. Most of the focus has been on the viability of construction, affordability and the impact on urban form, but the livability aspects have not been balanced out. Not everyone who requires affordable housing fits the graphic section of a single person, a student or a young professional. Micro-apartments will not work well for a single mother with two kids, or for a family with a child. There is a clear benefit on the cost of development by reducing parking and not requiring a play area, and in revising the density calculations to allow for a higher number of units, and all of those factors impact affordability, but they do not improve livability. The proposal includes a minimum unit square footage but says nothing about minimums for shared spaces within the building type based on number of units or number of residents. Consideration should be given to things like trip reduction standards from transportation models for developments in proximity to transit and mixed uses for other unit types to see if the guidelines being put together actually work.

Mathieu Menard allowed that the approach is not expected to solve Bellevue's affordability problem. The micro-apartments are targeted toward single persons or potentially couples. The unit type will not work for families, or single parents with children; that will need to be addressed elsewhere. By reducing the barriers to micro-apartments, the city's housing choices will potentially be increased, improving but not solving the equity issue. The units, though small, are livable. Vice Chair Bhargava agreed that similar efficiency apartments can be found all over New York. From an affordability perspective, the calculation should possibly be made on a dollar amount per square foot basis. That may show the units are not in fact affordable. Mathieu Menard said micro-apartments will not solve the affordability problem but they will assist in bring more affordability to the market. It is true that generally the smaller the housing type, the more expensive it is per square foot. Even so, micro-apartments have rents that are more

affordable to people earning lower incomes.

Commissioner Malakoutian commented that adding more housing types is great but asked what strategy will be used to encourage developers to create micro-apartments while also addressing affordability at 50 percent of area median income and below. Lowering the parking from .25 to zero will not be a great enough incentive on its own. Nick Whipple said hitting the 30 percent of area median income mark is very challenging. The city has responded with the multifamily tax exemption program which requires developers to come in with greater affordability. If a project has a unit that is 300 square feet or less, affordability for the unit is set at 45 percent of area median income under the multifamily tax exemption program. The developer is given 12 years of tax abatement. There are examples in Seattle where developers have built micro-apartments and sold them to non-profit housing groups for conversion to supported housing, which usually gets to the 30 percent of area median income or less bracket. The multifamily tax exemption program entices developers to set aside 25 percent of all units to be affordable at 45 percent of area median income. Mathieu Menard stressed that the market simply will not provide units at a certain percent of area median income level, and there is no way ~~the market will provide it~~. Deeper affordability can only be achieved through things like the multifamily tax exemption and government and non-profit subsidies.

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Chair Ferris agreed with the need for all types of housing, but expressed some serious concerns about the proposed micro-apartments LUCA. Livability is an issue that rises to the top. Putting so many really tiny apartments into a single building will yield densities that will be worse in terms of livability. If the micro-apartments could be sprinkled in buildings that have all sorts of different unit types, some of the parking issues would go away. Parks are needed, even for residents without children. Developers will say that if they can have their costs reduced they will be able to produce affordable units, but they more often than not price the units at the market rate, giving them a larger profit margin. The only way to force affordability will be to either offer huge incentives, or implement a mandatory affordability requirement.

Chair Ferris asked what results cities other than Seattle have seen in regard to micro-apartments. Cities like San Francisco and Washington, D.C. have well built-out transportation systems; Bellevue does not. Micro-apartments will add a new housing type, but such units will be only a drop in the bucket and will by no means solve the city's affordability problem.

Commissioner Goepple agreed with Chair Ferris about the livability of the units. It is encouraging to see there is a minimum square footage requirement proposed. It was noted that the son of Commissioner Goepple once lived in a very small apartment in Hong Kong where the only outside light came from a tube in the ceiling. Mathieu Menard said there are light and air requirements for all units, and they are the same for multifamily units. All units will have a window and some sort of ventilation. There will also be a minimum square footage and ceiling height.

Commissioner Goepple voiced support for the proposed LUCA. It will not be a universal panacea, it will not solve all the problems, but it will create a typology of housing that does not currently exist in Bellevue. It should be considered as being a part of an "all of the above" strategy needed to solve a very complicated problem.

Commissioner Goepple asked if the city had any data to support the idea of increasing bicycle storage requirements as an offset for reducing the parking requirements. Mathieu Menard said bicycle parking is something developers talk a lot about as being a constraint, particularly given that other jurisdictions in the area require up to an indoor bicycle parking space per unit. The

data has come from discussions with developers and they are saying they are seeing utilization of bike parking from about one bike to every three or four units, and that is primarily in Seattle. The proposal is to require one parking space per five units. Nick Whipple added that the Downtown, Eastgate and East Main bicycle parking requirements are set at one parking space per ten units.

Commissioner Bhargava said there is a clear need for different housing typologies in the city, particularly smaller and more affordable units. The micro-apartments approach will add value but they cannot really be seen as being affordable until they are looked at on a per-square-foot basis. The demand for the units might actually be people looking for a lifestyle choice but who can afford a larger unit. Proximity to transit is a key criteria as called for by the Council, as is geographic scope and establishing a minimum unit size. Going forward staff should share with the Commission how those concerns are to be addressed. Nick Whipple said the Council specifically asked the Commission to weigh in on the geographic scoping. With regard to the minimum unit size, the Council expressed an interest in going beyond just what the building code requires as a way of addressing the livability factor. Other livability factors are somewhat more squishy.

Commissioner Malakoutian agreed the proposal should be moved forward, but not because it will necessarily result in affordable housing units. It will offer additional housing choices. For many, the choice may come down to driving two hours to get to work in Bellevue, or choosing to live in a very small unit. A single person likely would choose the small unit. More research needs to be done on the livability issues.

Commissioner Malakoutian asked how many people attended the community information session and asked about their demographics. Mathieu Menard said there were 24 attendees but no polling was done to determine demographics, though it appeared to be a mix of developers and neighborhood residents. Commissioner Malakoutian encouraged reaching out to more people to improve outreach. Nick Whipple said the invitation to the event was sent out to more than 700 persons on a list-serve of individuals who are typically interested in such issues. In addition, there was a write-up in the January edition of *Neighborhood News* which did generate a few responses. Affordable housing providers and Bellevue College were also reached out to. At the heart of the scope of the LUCA is the direction given by the Council to remove barriers to micro-apartments. The Council has not asked whether or not micro-apartments are a good idea.

Commissioner Cálad noted that currently the market is offering apartments twice the size of micro-apartments for \$1800 to \$1900 per month. Once micro-apartments hit the market, the owners of the older but larger units likely will hike their rents, which will continue adding to the existing affordability problem. Offering diverse housing types is important, but there are more pressing matters. The land on which micro-apartments might be built could be used for construction other types of units that might actually help address the issue.

Commissioner Brown said it is a basic tenet of economics that increasing the supply will help to lower prices. The development of micro-apartments will help to decrease prices. Reducing the restrictions that are in place will aid developers in bringing micro-apartments to market, and that is a good thing. If the developers believe that their tenants will want a parking spot, they will build parking spots. If they believe light rail will eventually land across the street from their project, they likely will not build parking spots. People will choose not to live in units that are not livable. With regard to the geographic areas that do not quite meet the transit standard, if apartments are not built there, there will be no incentive to put transit there.

Chair Ferris commented that the supply and demand standard is in play given that the demand is

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so incredibly huge. Just building more housing will not make things more affordable. Developers are going to build that which will yield them the most money. Consideration should be given to how to incentivize putting micro-apartments into apartment buildings that offer a mix of sizes so the micro-apartments are not all in one building. Nick Whipple clarified that there is no prohibition against micro-apartments being mixed in with other unit types. Encouraging them is a different issue, one staff could research and come back with a response.

Commissioner Bhargava said concentrating micro-apartments will mean there will be a certain cost per square foot for constructing them. The question is whether or not developers could mix micro-apartments in with other unit types and be incentivized to hold the micro-apartments rents lower in perpetuity.

Commissioner Malakoutian commented that in some aspects micro-apartments have more costs associated with them. For one, there are a greater number of restrooms overall because every small unit has to have one. Given the higher construction costs, the rents may be a bit higher.

A motion to direct staff to schedule a public hearing on the proposed LUCA was made by Commissioner Brown. The motion was seconded by Commissioner Malakoutian and the motion carried unanimously.

Chair Ferris asked a member of the audience not to disrupt the Commission.

Noting that disruptions negatively impact the performance of the Commission, Commissioner Malakoutian asked what the solution is. Chair Ferris said individuals can be asked to leave. Commissioner Malakoutian said the public is certainly welcome to attend Commission meetings, but once they start causing problems and make Commissioners uncomfortable, there should be a threshold beyond which action should be taken. Chair Ferris said the threshold is the point at which interference from a member of the public keeps the Commission from doing its work.

Commissioner Cálad asked the Chair to tell the audience member to leave the room should there be another interruption. Chair Ferris agreed to do so.

#### 9. OTHER BUSINESS (8:06 p.m.)

##### A. Remote Participation Approval

A motion to approve remote participation by Commissioner Morisseau at the February 8 meeting was made by Commissioner Goeppele. The motion was seconded by Commissioner Cálad and the motion carried unanimously.

#### 10. APPROVAL OF MINUTES (8:07 p.m.)

##### A. January 11, 2023

A motion to approve the minutes was made by Commissioner Brown. The motion was seconded by Commissioner Goeppele and the motion carried unanimously.

#### 11. CONTINUED ORAL COMMUNICATIONS (8:07 p.m.)

Heidi Dean, a Newport Hills resident, noted being impressed by the Commission's discussion regarding micro-apartments. The questions asked were fantastic and the quality of the discussion was very high. The Commission was thanked for pushing back on the affordability issue. Micro-apartments were brought forward as part of the Affordable Housing Strategy, but now there are questions as to whether or not they will be part of that. If they will not help, there may not be a point to them. It would be better to have the units sprinkled around rather than clustered. Patrick Condon, a professor at the University of British Columbia who 20 years ago heralded the cry that density equals affordability, has since come out as having been wrong. The problem is the issue of land speculation, not supply and demand. There is housing stock in Bellevue that is going unused because investors have taken it off the market. Additionally, when trying to get the word out about things like community information sessions, the city should post on NextDoor.

Alex Zimmerman reported speaking every week in different locations. Seattle does not like to hear the messages. In 1996 a class action suit was brought regarding a 500-unit apartment building in New York and the case ran for seven years. The Commissioner in talking about housing look like clowns and the questions asked are primitive, stupid, and have nothing to do with real conditions. In 2015 a class action lawsuit was filed on behalf of 50,000 people in Seattle. The Commissioners are like children and simply do not have enough knowledge. The Commissioners only care about their personal places as they sit in their chairs. Everything that comes from government will be approved. What is happening in Bellevue and in Seattle and across the country is a nightmare of fascism and communism because everything is controlled by idiots.

Chad Vaculin with the Eastside Affordable Housing Coalition noted having enjoyed the conversation around micro-apartments. The Commissioners questions around affordability were appreciated. The Coalition appreciates the efforts the city has been exploring throughout the entire Next Right Work process. It will take multiple tools and a comprehensive strategy to meet the needs Bellevue has around housing. All efforts need to be focused on bringing tools to the table that will help meet the needs.

12. EXECUTIVE SESSION – None  
(8:18 p.m.)

13. ADJOURNMENT  
(8:18 p.m.)

A motion to adjourn the meeting was made by Commissioner Brown. The motion was seconded by Commissioner Bhargava and the motion carried unanimously.

Chair Ferris adjourned the meeting at 8:18 p.m.