

Call to Order (Attendance, Agenda, Ethics)
Review and Approval of Minutes
Bainbridge Landing (PLN50520PRE)
New/Old Business
Adjourn

Call to Order (Attendance, Agenda, Ethics)

Chair Alan Grainger called the meeting to order at 2:03 PM. Design Review Board members in attendance were Jim McNett, Chuck Depew, Chris Gutsche, Jeffrey Boon and Peter Perry. Susan Bergen was absent and excused. City Staff present were Senior City Planner Heather Wright and Administrative Specialist Jane Rasely who monitored recording and prepared minutes.

The agenda was reviewed and there were not any conflicts.

Review and Approval of Minutes

Motion: I move that we accept the minutes.

Perry/Boon: Passed 4-0, Mr. Depew abstained due to his absence during the meeting.

New/Old Business

None.

Bainbridge Landing (PLN50520PRE)

Senior Planner Heather Wright gave an overview of the project speaking to the HDDP process the developer was planning on using. Density was discussed including that the developer was not looking for a density bonus with HDDP but was utilizing the Tier 1 level which did not allow for a density bonus. Instead, they were seeking relief to reduce setback requirements and minimum lot size by subdividing into some single-family lots which normally were not allowed in the Core District.

Charlie Wenzlau presented the project as a Tier 1 HDDP project that did not include any FAR or density bonuses. Mr. Depew asked about the increased FAR Ms. Wright mentioned. Mr. Wenzlau stated because of the park they were providing, they were able to increase their FAR to 70% without having to purchase the FAR. Mr. Wenzlau also went on to say they had held 2 neighborhood meetings thus far and would have the third that night. They had taped the meetings and they were on their website and were well attended with 50-60 attendees at each one.

Mr. Jeff Bouma presented the landscape design speaking to the 20 foot full screening buffer required on the northern and eastern sides of the development.

There was discussion about the verticality of the façade and how it could be disguised to feel less imposing, especially given neighboring Harbor Square's more horizontal look. Mr. Wenzlau also stated they were trying to co-exist with Harbor Square not emulate (more of the same) or be purposefully stand-apart. He also mentioned that while the design looked monochromatic at that time, it was not their intent to have it so. He reiterated they were just beginning to look at the façade design.

Mr. Grainger mentioned he was uncomfortable with garages that backed onto the public right of way (ROW) without the ability to see what was coming in the ROW. Accessible parking spaces were also part of the conversation and whether there would be guest ADA parking spaces in the garages near elevators. Mr. Wenzlau stated there would be 7 ADA spaces in the garages associated with the handicapped accessible units. Mr. Gutsche asked about stormwater management. Mr. Wenzlau mentioned there would not be the typical underground sites as they were one of the few sites that were close enough to Eagle Harbor to have direct discharge. He mentioned there would be a lot of attention given to filtration vaults and improving the conveyance system underneath Winslow Way. There was a conversation with some of the public in attendance about whether the connection between the proposed park and Harbor Square's private park was desired. The Harbor Square residents participating were not in favor of that. Mr. Gutsche commended the developer and Mr. Wenzlau for using the LEED design process.

Commercial/Mixed-Use Design Guideline Checklist

1. Develop variation in façade – Would like to see next generation elevations.
2. Modulate scale of building masses – Would like to see next generation drawings.
3. Limit visual impact of blank walls – Yes
4. Establish visual prominent ground façade – Yes
5. Maintain pedestrian scale - Chair Grainger asked for clarity in pedestrian circulation during site plan review.
6. Maintain pedestrian activities – See number 5.
7. Reduce overall scale of building into multiple building masses – Needs break in townhomes and modulation in apartment building.
8. Encourage creation of public outdoor spaces – Yes
9. Soften impact of built environment – Yes
10. Encourage compatibility with community and neighborhood characteristics – Yes
11. Minimize intrusiveness of commercial signage – N/A
12. Improve pedestrian environment – N/A
13. Provide pedestrian access to buildings – Yes
14. Provide weather protection for pedestrians – Yes

15. Maintain smaller scale commercial buildings – Yes
16. Reduce visual impact of parking areas – N/A; parking is underground and on street.

Ferry Terminal Guidelines Checklist

1. Sidewalk and trees – To be determined.
2. Breaking up large blocks – Yes
3. Set to line – Yes
4. Limited street level uses – N/A
5. Weather protection - Yes
6. Landmark structure – N/A
7. Upper level setbacks – Yes
8. Signs – N/A

Mixed-Use/Town Center Guidelines Checklist

1. Parking location – Yes
2. Outdoor open spaces and amenities – Yes
3. Pedestrian connections – More detail in drawings requested.
4. Lighting – To be determined at SPR
5. Screen service areas – Yes
6. Common open space – Yes with possible design of outdoor space on Gilmore Way.
 - a. Conceal garage doors – Yes, cannot be met.
7. Overall form – Yes
8. Entrances – Yes
9. Conceal mechanical equipment – TBD
10. Structured parking – Yes
11. Encourage varied details – TBD
12. Integration of signs – TBD
13. Creativity – TBD
14. Awning Signs – N/A

Ron Peltier, City Council – Asked for names for vacancies on the DRB and whether the DRB would like to review subdivisions saying he had spoken with new Planning Director Gary Christensen about it. There was discussion about which size of subdivisions they would want to review. Mr. Depew mentioned that it was Council action that determined what the DRB reviewed. Ms. Rasely stated she would add Mr. Peltier to the agenda for further discussion at the next Design Review Board meeting.

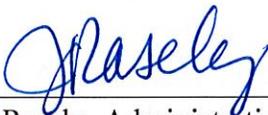
Adjourn

The meeting was adjourned at 5:05 PM.

Approved by:



Alan Grainger, Chair



Jane Rasely, Administrative Specialist



CITY OF
BAINBRIDGE ISLAND

CITY OF BAINBRIDGE ISLAND
DESIGN REVIEW BOARD - REGULAR MEETING
May 16, 2016

PLEASE PRINT

Join
ListServ
Yes/No

Name	Affiliation	Phone/ E-Mail	Join ListServ Yes/No
JEFF BOON	D.R.B.		
David Hecker	HS Condo		
Alan Grainger	DRB		
Gandy Flynn Beth Perry	Fischer Bourna Partnership DRB	206 780 5051 <i>not cell</i>	X
Mark Walsh	OPB	mwalsl@omninet.net	<i>cannot read</i>
Michael Brown	SOUND WEST	MFB@FRKCONSTRUCTION.COM	✓
Helen Hedeker	HS Condo		
Diane Sawyer	INTERESTED CITIZEN		
Adrian Sawyer	Citizen	adrian@jestermotion.com	X ✓
Jeff Bourna	Fischer Bourna Partnership	206-780-5651	
Chris Gutsche	DRB		
Ron Peltier	City Council	206 842-3601	
JON ROSE	OPG	360 509 0631	

Ferry Terminal Overlay District

✓ Sidewalks and Street Trees

The intent is to extend some of the character of Winslow Way West into this area and to provide safe and convenient connections for people walking, particularly to and from the ferry terminal. New development and redevelopment should provide sidewalks with a minimum width of 10 feet. Street trees should be located along the curb line, with a minimum caliper of 2½” and a maximum spacing of 30 feet.

✓ Breaking Up the Large Blocks

The intent is to reduce the scale of development. New development and redevelopment should include streets, alleys or lanes that can serve to break down the scale of these larger blocks.

✓ Set To Line

The intent is to reinforce connections between buildings and the public right of way. Building facades should be located at the back of the sidewalk or within 5 feet of it. Some setback may be necessary to meet the need for a 10-foot wide sidewalk.

✓ Limited Street Level Uses

The intent is to have an active, varied and interesting street environment, but not one that competes with the core. Small restaurant and service uses on the ground floor of buildings are encouraged.

✓ Weather Protection

The intent is to offer pedestrians protection from rain. Weather protection features such as canopies and awnings should be provided along Winslow Way East. The minimum width of such elements is 4 feet. The height should be no less than 8 feet and nor more than 10 feet. Internal illumination of awnings is not allowed.

✓ Landmark Structures

The intent is to establish a major location of orientation as seen from a number of directions. The intersection of Winslow Way East and Ferncliff Avenue is appropriate for visually prominent architecture that incorporates features such as distinctive roof forms, cupolas and landscaped roof decks.

✓ Upper Level Stepbacks

The intent is to reduce the bulk of buildings as they rise in height. Along Winslow Way East and Ferncliff Avenue, building facades above the second story should be stepped back at least 10 feet from the facade of the floor below. Decks located above the second story may occupy the roof of the floor immediately below.

Building-mounted Signs

The intent is to have building facades as the principal location for announcing goods and services. Sign should be mounted on the facade of the building. (Freestanding, pole-mounted or monument signs are not allowed.)