

## Memorandum

**To:** City of Bainbridge Island **Date:** September 11, 2017  
**Project #:** 1622400  
**From:** Mithun **Project:** Captain Johnston Blakely  
Elementary School  
**Re:** Design Review Board - Compliance & Design Response Information

The following information is being provide to illustrate compliance with the CoBI Design Guidelines, incorporating the input from the DRB's pre-application review on March 6, 2017.

### **I. Project Summary & Vision**

The Blakely Elementary School project is the replacement of a 1965 school building with a new pre-K through 4th grade school serving 450 students and an expansion option for 600 students. The design of the site and building are guided by the four goals established in the teacher, staff and community programming process known as the 'Ed Spec'.

1. Foster next generation learning
2. Strengthen community
3. Enhance connectivity , safety and flow
4. Create a healthy environment for learning

The new school design is inspired by the sloping site, existing trees and the rural character of South Bainbridge Island. The main spine of the school climbs the north south slope and provides a separation between the lower administration, commons and gymnasium area from the upper classroom and library educational core. The entry landscape provided enhance safety with separated bus and car parking, signalized pedestrian entry, and visual connections for natural surveillance. The landscape design creates zones echoing the surrounding forest, meadows and wetland.

The educational core is designed around an 'L' shaped module of 4 classrooms surrounding a shared learning space for collaborative group activities. Each classroom has extensive daylight and multiple views to the exterior and to shared learning. The classroom modules create a south facing courtyard to extend learning areas to the exterior. The courtyard is completed by a library opening out to the woods and a STEAM classroom with outdoor activity areas.

Sustainability is incorporated into multiple elements of the design, with geothermal wells for energy efficiency to low emitting materials that provide healthy indoor environments for children. All habitable spaces have daylighting, and energy efficient lighting and mechanical equipment are used throughout the building.

**II. DRB Pre-Application Comments and Recommendations**

Meeting Minutes are attached. DRB comments and Recommendations have been highlighted and numbered. Responses to each line item are as follows:

1. Drive Alignment with Baker Hill.
2. Landscape buffers and screening between parking area and busses to indicate clear pathway for pedestrians.

**III. Other Design Changes from Pre-Application DRB presentation**

- A. Design simplification (*see presentation*)
- B. Building Materials (*see presentation*)

**IV. Commercial / Mixed Use Design Guidelines Checklist BIMC 18.18.030.C**

See attached.

Call to Order (Attendance, Agenda, Ethics)  
Review and Approval of Minutes – February 17, 2017  
Work Session  
Blakely Elementary School PLN50767 PRE  
Wallace Cottages PLN50589 PRE  
New/Old Business  
Adjourn

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**Call to Order (Attendance, Agenda, Ethics)**

Chair Alan Grainger called the meeting to order at 2:10 pm. Design Review Board (DRB) members in attendance were Jeff Boon, Jim McNett, Joseph Dunstan, Jason Wilkinson. Chris Gutsche and Peter Perry were absent and excused. City Council Liaison Ron Peltier and Planners Heather Wright and Kelly Tayara were present. Administrative Assistant Lara Lant recorded the meeting and prepared minutes. No conflicts were disclosed.

**Work Session (this replaced Review of Minutes on the Agenda)**

Charles Schmid requested a few minutes to present information to the Design Review Board. He wanted to review a motion which carried unanimously at their November 21, 2016 meeting. *We have reviewed Grow Community Phase 3 and we are recommending approval of revised plans submitted today 11-21-16 with one condition: that the applicant ensures full screen requirements per the Hearing Examiner's condition 42 are met and that Josh Machen confirms whether a 10' wide landscape buffer can be met.* Charles Schmid said the project originally had a 20' partial screen which was reduced to the minimum requirement of 15' and reduced again to 10' based on a ruling by the Hearing Examiner. The developer put a 5' sidewalk in the 10' screen. He didn't see where a bicycle path would be developed but wasn't sure a 5' path could accommodate bicycle traffic. He wanted to bring this information to the attention of the Design Review Board. Alan Grainger said he would request Josh Machen to return to the Design Review Board to address this situation. Joseph Dunstan said he wanted to formally ask the Planning Director to respond and Alan Grainger said they would make that request through the minutes of this meeting. Jason Wilkinson said the Design Review Board should keep a running list of action items for projects that would be reviewed at each meeting. The details of that process will have to be organized by the Design Review Board.

**Review and Approval of Minutes – February 17, 2017**

The minutes were reviewed.

**Motion:** I move to approve the minutes of February 17, 2017.

**Dunstan/Boon:** The motion carried 5-0.



**Blakely Elementary School PLN50767 PRE**

Tamela Van Winkle, Director of Capital Projects, Facilities and Operations for Bainbridge Island School District summarized the school district's financial position and ongoing design modifications. Representatives from Mithun, Inc presented the latest design. There were 2 primary elements of the school, the lower section with a flat area for a playfield, gymnasium, and an administrative wing and an upper section containing classrooms. The lower section of campus would also serve as community space for parents and students. A connecting "spine" joined the upper and lower buildings. The largest blank wall was for the covered play area which was about 300' from the road. A student drop off zone, teacher parking and a bus drop off area were adjacent to a common area that filtered to the lower section of campus. They would avoid mixing bus and vehicle access by having separate entrance and exits. Alan Grainger said the entrances and exits were not aligned with Baker Hill Road and that crossing that intersection would mean vehicles interfacing with students walking across the road. He noted that Blakely Avenue was also a primary access to the Fort Ward area and this design added congestion. Mithun replied their initial design contained the realigned road access but due to the expense of moving utilities, clearing trees and additional storm water requirements, they had reconsidered. Alan Grainger told Heather Wright it would be irresponsible for the city to approve this road configuration. Mithun Inc said a playfield would be constructed at the front of the school and a 5' fence would separate it from the parking area. Screening and buffers would increase near parking. Joe Dunstan said continuing the buffer between parking area and the busses would indicate a clear pathway for pedestrians.

#1

#2

Buildings were configured in an L shape, containing classroom clusters which provided common, shared learning spaces. Stairs would connect the upper and lower campus and provide a place to hang out. The construction would accommodate up to 600 students. A cistern on the upper campus would collect water that could be used for toilet flushing. Tamela Van Winkle said hyper escalation of area-wide building required simplification of their design. Additional brick and fibrous cement would replace some wood design elements. Durable, low-maintenance pathways would be created using concrete and crushed aggregate and there would be wood decking for outdoor learning. The plant palette was at a preliminary design stage and would include northwest native plants, rushes and grasses in raingardens and a low-maintenance meadow mix. Tamela Van Winkle said they were ready to transition from the schematic to the design phase of the project. They would consider realigning the Baker Hill Road intersection but it may prove too expensive.

A

B

**Wallace Cottages PLN50589B PRE**

Before Kelly Tayara introduced the project, Alan Grainger confirmed to Susan Lick that the Design Review Board did receive her emailed comments. Kelly Tayara said Wallace Cottages was a 19 lot, single family Housing Design Demonstration Project (HDDP), nearing final site design. Dave Smith of Central Highlands described aspects of the innovative site design. He



emphasized pedestrian connectivity within the core through pathways between neighboring properties through agreements and easements. Wallace Cottages would have an 18', 2-way street that looped, increasing traffic circulation. They asked city engineers to approve narrower street design to cut down on impervious surface. Their original design included a hammerhead road end but city engineers preferred a cul-de-sac for fire access, so they revised the plan. The size of the lots was smaller which allowed Central Highlands to create a ½ acre of open space – double the requirement. Wallace Cottages, Duane Cottages and Madison Hamlet would have a commonality of Homeowners Associations, allowing joint participation in the playground and pea patch. Wallace Cottages would have an electric bicycle station as well as a recycle station. Dave Smith noted the stormwater line on Madison Avenue had direct discharge to Eagle Harbor but the diameter of the line was different in various parts of the line. Central Highlands proposed improvements to a portion of the line and neighboring Madison Avenue Retirement Center was interested in participating in this improvement. This would result in a reduction of on-site water detention. After Central Highlands upgrades sewer and storm lines the city has agreed to take over the system.

Alan Grainger asked Kelly Tayara if it was reasonable to focus only on this project in today's review and she replied that there were 5 projects proposed for construction between Madison Avenue and Nakata Avenue. Initially, the city wanted to review projects individually but saw the value of approaching infrastructure requirements more holistically. City public works, development engineers, survey and sewer departments came together to assess stormwater and sewer needs in the area. They don't want to impede development but make sure one project didn't adversely affect another. The continued primary concern was the opening up of Wallace Way. Both Central Highlands and residents in nearby neighborhoods agreed that they didn't want a connection from Wallace Way through to Madison Avenue. Alan Grainger said traffic circulation issues became more complicated with HDDP developments. He asked that the Design Review Board see the other projects being developed alongside Wallace Cottages so they had a better vision of what was going on. Kelly Tayara said she would bring a composite map of the developments in the area to the next meeting. Ron Peltier said the Design Review Board might make a recommendation to City Council that they look at projects cumulatively. Alan Grainger replied he'd like to discuss this with the Planning Director before addressing City Council.

Alan Grainger said his first choice for traffic access would be if density increased, developments be accessed from streets such as Madison Avenue with higher capacity and less destruction to existing neighborhoods. His second choice would be that the development not have a through connection and access be limited to just one project, not multiple projects. Jim McNett added that they needed to look at the impact of HDDP on surrounding neighborhoods.

**Review and Approval of Minutes – February 17, 2017**

The minutes were reviewed.

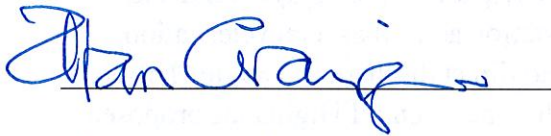
**Motion:** I move to approve the minutes of February 17, 2017.

**Dunstan/Boon:** The motion carried 5-0.

**Adjourn**

The meeting adjourned at 5:38 pm.

Approved by:



Alan Grainger, Chair



Lara Lant, Administrative Specialist





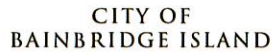
CITY OF  
BAINBRIDGE ISLAND

**CITY OF BAINBRIDGE ISLAND  
DESIGN REVIEW BOARD – REGULAR MEETING  
March 6, 2017**

**PLEASE PRINT**

Join  
ListServ  
Yes/No

Name	Affiliation	Phone/ E-Mail	Join ListServ Yes/No
CHARLES SCHMID	ARB	ceschmid@att.net	
Alan Grainger	DRB		
JOE DUNSTAN	DRB		
JIM MCNEH	DRB		
JEFF BOON	DRB		
JASON WILKINSON	DRB		
Robert Doshie II	citizen	rdoshie@col.com	
Ron Peltier	City Council	rpeltier@bainbridgewa.gov	
RICH FRANKO	MITHUN	richardf@mithun.com	
TAMELA VANWINKLE	BISD	tvanwinkle@BISD.303.ORG	
Nick Twietmeyer	BI Review		no/
Christian Ruge	Mithun	christianr@mithun.com	no
Michael Fiegenschuh	Mithun	michelef@mithun.com	no
John CARAY	REKOD	JohnCARAY@BISD303.ORG	No
CHARLES DEMMING	BISD	cdemming@bisd303.org	No
Dustler Wuyet	COBI	huyet@chumney.com	
Doug Hotchkiss	Resident Grow Ave	dhotchkiss@msn.com	Yes
DAVID STARKMAN	RESIDENT - TANNIC	STARKMANCLAN@GMAIL.COM	YES



**CITY OF BAINBRIDGE ISLAND  
DESIGN REVIEW BOARD – REGULAR MEETING  
March 6, 2017**

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Yes/No**

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Application Design Guidelines				
#	Intent	Guideline	Design Response	DRB Action (Y/N)
1	To develop variation in façade treatment to provide visual interest	Vary building materials or patterns to produce variations in texture.	Masonry, varigated metal panels and the articulation of fenestration is varied along each building elevations	
2	To modulate the scale of building masses	Building elevations shall be vertically modulated in no more than 20' increments or horizontally in more than 30' increments. Modulation is defined as a change in plane or articulation (such as bands, cornices, setbacks or changes in material).	Each building elevation is modulated with changes of plane or material to reduce the scale of the building masses. Certain large volume spaces such as the gym and commons will utilize texture and fenestration to modulate scale.	
3	To limit the visual impact of blank walls and facades and better assure aesthetic appeal	Blank walls shall not be visible to public spaces. Blank facades should otherwise be limited to the back of the building or where required by building code. Treatments to alleviate blank walls shall be similar in materials to facades normally in view of the public.	The only blank walls in the project are located where program requirements dictate. These wall have material and/or fenestration articulation to mitigate 'blank' effect.	
4	To establish visually prominent ground floor facades	The first floor of multi-storied buildings shall be taller than upper floors. Minimum ceiling heights shall be at least 10' to allow transom or larger display windows. Other elements such as transom windows, canopies, cornices and prominent entries are encouraged. First floor uses shall be pedestrian oriented and include substantial shop windows. Display windows on the first floor of retail and commercial buildings should be the predominate surface of the first floor	The first floor height of the multi-story portion of the building is greater than 10'. There are large windows to promote natural daylighting in the project. The main entrance has a prominent canopy.	
5	To maintain pedestrian scale along facades facing public ways	Facades facing public ways shall incorporate setbacks or articulation that establishes a pattern of bays or window openings. Facades shall include features such as display windows, columns or bays, recessed entries or canopies or other recesses. The use of a variety of materials at the sidewalk level is encouraged. Multiple building entrances are encouraged.	The front canopy and fenestration articulation at the front is scaled for pedestrians.	
6	To maintain the pedestrian activities by encouraging continuous frontages along sidewalks	Where parking fronts onto a public street, the maximum separation between buildings shall be 80 feet. Greater separations are permitted if landscape setbacks are increased or other design features such as low walls, trellises and public spaces are created along the street.	N/A	
7	To reduce overall scale of the building into multiple building masses.	Facades of 128' in length shall be separated by pedestrian passage or open space. Passages should be at least 12' wide and two stories in height if covered. Façade setback should be expressed at the roof line by changes in plane. Passage should connect to public open space.	The building is separated into a number of distinctive wings, separated by a central spine that is articulated in plan, section and elevation from the adjacent building masses.	

Application Design Guidelines				
#	Intent	Guideline	Design Response	DRB Action (Y/N)
8	To encourage the creation of public outdoor spaces.	Building setbacks may be increase for the creation of public outdoor seating areas. Entry alcoves and small outdoor spaces may be located between the building and sidewalk.	Public space, including play space and informal seation is provided at the front of the building.	
9	To soften the impact of the built environment.	Encourage public pedestrian passageways and vegetation between buildings.	Vegetation separated the school from all other buildings, on all sides.	
10	To encourage compatibility of development with both community and neighborhood characteristics.	Building designs should respond to nearby buildings that meet the upgraded design standards by using shared elements, materials or massing.	The building is situated where no neighboring buildings are visible and visa-versa.	
11	To minimize the intrusiveness of commercial signage.	Signage, corporate colors and other icons of the business may not dominate the exterior of the building, including canopies and separate outdoor structures covering activities associated with the business. Color should be used to express changes in detail or materials but exterior building and structure colors may not be used as signs, or as the extension of signs.	School identification and way finding signage will be incorporated into the architectural expression.	
12	To improve the pedestrian environment around buildings and minimize curb cuts	Where a drive through facility is allowed, drive through must be in conjunction with a parking lot that serves the same business, must be to the side or rear of the building and should not be visible from the public streets. Drive through should consist of no more than a single vehicle lane.	No drive through.	
13	To provide pedestrian access to buildings.	Provide multiple entrances along streets. Pedestrian passageways are encouraged.	For security purposes, a single main entrance is provided for the building. There is a secondary entrance to select spaces for after-hours usage.	
14	To provide weather protection for pedestrians	Recessed entries and/or overhead weather protection above the sidewalk entrances shall be used.	All primary entrances are protected from the weather with canopies.	
15	To maintain smaller scale commercial buildings.	Buildings in excess of 10,000 square foot footprints should be visually split into two or more distinct elements.	The building is split into a number of wings to break down the scale of the building.	
16	To reduce the visual impact of parking areas.	Create small parking clusters connected by vegetated landscaping and pedestrian walkways. Internal streets that connect or serve parking areas shall be designated as streets with sidewalks, planters and pedestrian scale lighting.	Parking and drop off is separated with vegetated landscaping between pedestrian walkways.	