DESIGN for BAINBRIDGE WORKSHEET
Bainbridge Island, Washington

INTRODUCTION

Design for Bainbridge (DforB) provides guidance for applicants to successfully navigate the design review process. The design review process, standards, and guidelines are structured to support good design and a deliberate design process from context and site down to design detailing. Design review is an iterative process intended to help applicants apply relevant standards and guidelines and develop designs for the project that fit Bainbridge Island and the unique context of the site. This iterative process contains three touch points with the Design Review Board (DRB). This worksheet is used to capture design information to be presented to the DRB at each step in the iterative process.

#1 Conceptual Proposal Review Meeting

The conceptual proposal review meeting is an informal meeting between the applicant and the Design Review Board to review site-specific conditions and contextual considerations for the design of development on site. This discussion is intended to inform strategies for site planning and massing that respond sensitively to the neighborhood context.

Applicant Submittal Requirements

- See DforB pages 12 & 16

#2 Design Guidance Review Meeting

Design guidance review meetings with the Design Review Board offer guidance to potential applicants during the design process on conceptual alternatives. The purpose of the design guidance review meeting is to review how the proposed alternatives fit the surrounding context with a focus on the development's program, uses, site plan, and massing. The DRB will also consider any requested departures, the rationale for those departures and their consistency with the intent and principles of the guidelines.

Applicant Submittal Requirements

- See DforB page 13
- Initial Design for Bainbridge Worksheet (below)

#3 Final Design Review Meeting

At this meeting, the Board will review the application plans for compliance with Design Standards and Design Guidelines and ensure that the project reflects any revisions recommended by the Board at previous meetings. The Board will document its findings and transmit a written recommendation to the Planning Commission. The Board's recommendation may include conditions to ensure compliance with all standards.

Applicant Submittal Requirements

- See DforB page 15
- Final Design for Bainbridge Worksheet (below)

NOTE: Submittal materials should be transmitted as individual pdfs, not as one large file.

DESIGN for BAINBRIDGE WORKSHEET
Bainbridge Island, Washington

PROJECT: Wintergreen Townhome Subdivision (PLN51836)
PROJECT ADDRESS or PARCEL: 23250230942009; 23250230922001
DATE: 03/01/2021
PROJECT PLANNER: Kelly Tayara
Design Review Board Meeting Dates: 10/05/20; 11/02/20; 02/01/21; 02/16/21; 03/01/21

CONTEXT ANALYSIS

C1) NATURAL SYSTEMS: The only natural system affecting the Wintergreen Center is the wetland corridor that is addressed in C-2. All of the projects that have been built that surround the wetland corridor have preserved the corridor with buffers that extend into perpetuity.

DRB 02/16/21: The applicant did not discuss the offsite wetlands or forest area whose attributes could be used as a site amenity. Need to see more of a balance between natural and indigenous landscaping as there was a forest at one time on this site. We have not seen accurate drawings that show the context, how people navigate the site via sidewalks, etc.; the drawings are lacking, and this really affects the design process. How do we take advantage of the natural systems? Need to integrate into the site proposal. There needs to be some restoration of this site of what had been there.

C2) WILDLIFE HABITAT & CORRIDORS: The wetland corridor that extends from the eastern edge of the Wintergreen Center along the Virginia Mason property to Ferncliff Avenue is bracketed between Pro-Build Lumber, Stonecress on the north and Woodland Village on the south. The wetland and buffers extend to Ferncliff Ave. and provide a habitat for a number of wetland plantings and animal life. The Wintergreen TH project's 2 lots remaining buildable areas are beyond the buffers affecting the Wintergreen Center. There are no other natural systems affecting the Wintergreen Center and/or the 2 lots the Wintergreen TH project will occupy. This wetland corridor provides a wonderful natural system and green space corridor that benefits all of the various projects that are adjacent.

DRB 02/16/21: The applicant did not discuss the adjoining wetlands or forest area that could be used as a site amenity enhancement. Need to see more of a balance between natural and indigenous landscaping and there was a forest at one time. We have not seen accurate drawings that show the context, how people navigate the site via sidewalks, etc.; the drawings are lacking, and this really affects the design process. How do we take advantage of the natural systems? Need to integrate into the site proposal. There needs to be some restoration of this site of

what had been there. We do not agree with the statement "There are no other natural systems affecting the Wintergreen Center and/or the 2 lots the Wintergreen TH project will occupy.**" Designer should look for ways to heal and repair the island's natural systems that have been impacted by previous development.**

C3) UNIQUE & PROMINENT FEATURES: The Wintergreen TH project's west lot is adjacent to the 75' wide mature tree canopy that is in the HWY 305 Right of Way corridor. This tree canopy is located on the 15' high slope bank next to the paved portion of HWY 305 and provides a robust visual buffer. The east lot is adjacent to the extended natural area that leads to the wetland corridor and is a mature tree canopy that screens the Stonecress project from the Wintergreen Center.

DRB 02/16/21: The forest that remains is unique and the wetlands to the east are unique and should be extended into the site proposal. Some trees could be added to the west side, but we are concerned about the south side without any tree screening. We do not agree with the statement "provides a robust visual buffer**". We can't rely on the adjacent properties buffer to satisfy buffer for this project.**

C4) BUILT ENVIRONMENT: The Wintergreen Center is currently only a commercial center with Key Bank adjacent to High School Rd. Walgreens and Virginia Mason surround the 2 lots that will be the Wintergreen TH project. By introducing the residential component, the Wintergreen Center will become mixed use, thus adding a neighborhood context to the commercial center.

DRB 02/16/21: The DRB per the code requires a 50' buffer. The residential piece does not need to mimic the commercial area; it is not very inviting. There are no plans to mitigate massing, scale or the appropriateness of the adjacent use. What are the connections back to High School Rd, for example? They have not dealt with restoration. The site was intended to be commercial; the residents should not have to be subjected to local traffic driving thru the residential neighborhood. The exit should not be through a commercial parking lot. The commercial and car-oriented activities surrounding the site should not be carried through the residential area.

C5) PUBLIC REALM: By introducing a COBI approved affordable residential project within walking distance of downtown, local shopping and the ferry, much needed affordable housing will contribute housing opportunities for working families that cannot afford the relatively expensive Bainbridge housing. Though the project requires high density and somewhat larger residential structures to achieve a cost per unit that will allow affordable pricing, it is surrounded by both tree canopies and the existing commercial buildings, which will lessen the visual impact to the community.

DRB 02/16/21: Part of the public realm is creating a system of pathways that connect spaces and people. Applicant did not understand or identify public realm, which is the spaces around buildings that are publicly accessible and support public life and social interaction. Need more work on defining the public realm and how this project would be an asset to the community. The public realm includes Wintergreen Lane, and they should address the quality of the experience moving through Wintergreen Lane.

C6) SYSTEMS OF MOVEMENT & ACCESS: Because the Wintergreen TH project is less than 1 mile from the ferry and downtown Winslow, and 1/4 mile from the Safeway shopping center, pedestrian access and movement is ample, safe and convenient. Both public transportation and private auto access is adequate and largely safe with the signaled intersection at High School Rd. and Hwy 305. The Wintergreen Lane access from High School Rd. can be difficult, especially at peak ferry traffic periods; however, the future Wintergreen TH residents will be able to use the alternative one-way Polly's Lane (restricted to just auto traffic, no trucks) to more safely exit to High School Rd. during high traffic periods.

DRB 02/16/21: High School Rd is currently difficult access from Wintergreen, very difficult to turn left, traffic backs up. There may be less traffic than commercial but will add more than there is now. The traffic study should be done looking at 2021 conditions, not 2013. The sewer is a problem, High School Rd sewer line is at capacity and cannot be connected to; will have to catch sewer at Ferncliff through the wetlands, a pump station may need to be installed. At the south end next to High School Road, there needs to be a crosswalk at Wintergreen Ln. On the east side, as proposed in the site plan, the auto traffic exiting Virginia Mason must pass through the proposed residential area. There needs to be a crosswalk adjacent to Polly's Lane, again at High School Road. There should be a comprehensive analysis of delivery vehicles, commercial vehicles, residential vehicles, and pedestrians. The traffic from the northern commercial area (lumber yard and medical clinic) will drive

through the center of the residential area. A lot of attention needs to be paid to the design regarding movement through the site.

Context Analysis Complete:

Yes: ☐ No: ☒

If no, required additional information:

See DRB 02/16/21 comments above and review Design for Bainbridge starting with pages 18, 19, 20.

SITE DESIGN STANDARDS

S1 PROTECT AND REPAIR NATURAL SYSTEMS

S2 PRESERVE AND ENRICH WILDLIFE HABITAT

S3 RESPECT AND MAGNIFY UNIQUE ASPECTS OF SITE AND CONTEXT

S4 COMPLEMENT AND CONTRIBUTE TO THE BUILT ENVIRONMENT AND LOCAL IDENTITY

S5 FIT THE PROJECT INTO THE SYSTEMS OF ACCESS AND MOVEMENT, PRIORITIZING PEDESTRIANS AND BICYCLES

S6 SUPPORT AND CONTRIBUTE TO A VIBRANT PUBLIC REALM

Applicant Response:

S1) VEGETATION – EAST LOT: The east lot is subject to a natural green belt on the east side with natural plants and mature trees in accordance with the prior approved Visconsi site plan review. The proposed town homes will occupy the remaining "buildable" land area that is covered with an erosion control grass mix. The buildable land is surrounded by parking lots with planted borders. The south side adjacent to Kitsap Bank has a narrow natural preserve of mature trees and native plants. The townhouse project will preserve all of these natural and planted trees and plantings. Additionally, the East lot will have a common area with grass and plantings surrounded by the townhomes. WEST LOT – The west lot is adjacent to an approximately 75-foot full screen buffer in the HWY 305 right of way, which will be supplemented by a 25-foot buffer on the wet lot, which will be full screen as well. The proposed town homes will occupy the buildable area, which is largely flat and grassed. In addition to the open space buffer, there will be community space between the two-story units and the middle row of three-story units.

SOLAR ACCESS: The rows of the townhomes are aligned north and south to maximize solar access and the sun moves east to west across the horizon. Though the townhomes are not planned for solar panels, they will be built to GREEN BUILT LEVEL 4.

WIND: Wind is not a significant issue because our project benefits from being surrounded by both mature tree growth and substantial existing buildings that will provide "windbreaks" allowing a relatively calm living area.

STORMWATER: The East lot will utilize existing storm detention tanks with previously COBI approved discharge to the east. The west lot will construct detention and storm discharge in accordance with the prior approved stormwater plan that was approved by COBI public works.

OTHER: The Wintergreen Center, including these 2 lots and our proposed project, do not have flooding problems

S2) All of the mature trees and vegetation in the previously approved Wintergreen Center's natural areas will be preserved

S3) Because the townhome project will be in the center of the Wintergreen Commercial Center, it will achieve the mixed-use goal while providing its own common areas that will provide attractive and functional living for the future owners.

S4) The townhome project will be the same scale as the current commercial buildings, Key Bank, Walgreen's, and Virginia Mason. By adding a residential component to the commercial buildings, the Wintergreen Center will achieve a "mixed use" project that was the preferred project by the public rather than the original single use "commercial" project. The roof line of the townhome rows will complement roof line design of both Walgreens and Virginia Mason. With the individual front yards facing Wintergreen Ln., that friendly aesthetic will provide a quieter neighborhood feeling to the current bustling commercial uses.

S5) The rows of 2 story townhomes are aligned along Wintergreen Ln. with a patio style entrance fronting on pedestrian walkways that will create a pleasant neighborhood aspect to the commercial uses that surround the townhomes. The project has paths and sidewalks that complement the existing access system.

S6) By having a major residential component to the Wintergreen Center, there will be more human activity in the center as well as a creating modest customer base for the current commercial businesses and health center.

DRB Discussion:

S1) Proposed site plan does not address healing of the site from prior projects (i.e. clear cutting).

> Design for Bainbridge pg. 23: "designers should look for ways to **heal** and repair the island's natural systems that have been impacted by previous development"

Proposed site plan shows buffers and separation of the natural and built environment which does not allow integration of natural systems within the site plan. Applicant needs to make effort to include onsite water retention to protect wetlands.

Due to the bulk and massing of the buildings there is no opportunity to provide adequate natural areas and access to nature by residents.

Need clarification on Green Built for Level 4 vs. Level 5

S2) Lack of tree canopy, lack of wetland species does not promote wildlife corridors. The existing forest needs to be incorporated in the site plan.

S3) The former forest provided privacy; the building massing does not offer privacy. The parking lot to the East completely blocks off the wetlands and does not allow integration of natural systems into the site.
There is not a sense of character out of this project, more design intent needed. This is an opportunity to introduce residential character. The built environment should be the true enhancement of the site to create natural character to promote contact with nature for the residents.
Add wood fencing at the ground floor units to promote privacy.
See DRB Discussion comments under C3, above.

S4) Project does not create a sense of place that is distinct from the commercial buildings and that is walkable, bikeable and safe; it is car oriented. The scale is too large, project is designed 2-dimensional not 3-dimensional thinking, and it is not domestic-scale.

Shadow from overhangs on existing commercial buildings and variety of roof lines need to be less monolithic in new project.

S5) High School Zones are car-oriented, by definition. This project does not prioritize safe bicycling or walking over automobiles. There is no walking trail separate from the road or sidewalk. There is a tremendous amount of impervious cover. There needs to be more analysis and integration of all the traffic patterns on site.
Residential requires a different design than commercial. There is no attempt to provide easier access to existing surrounding businesses.
The design is not inviting to pedestrians and bicycles. Pedestrians are forced to use streets and parking lots rather than safe trails and bike lanes separate from automobiles.
See DRB Discussion comments under C6, above

S6) This project did not understand the intent of Standard S6, Support and Contribute to a Vibrant Public Realm, and no understanding of public realm. Proposed project did not minimize vehicular presence in the public realm. Autos are the dominant presence, not pedestrians. Some of the units have parking garages, there should be more of these. Almost all of these sites are affected by commercial traffic and the residents will need to enter and exit their neighborhood through commercial parking lots.
Commercial traffic will be driving through their community, including semi-trucks and ambulances.
Human activity does not enhance the public realm, by default.
Building orientation is north south which creates various different environments, that should be addressed and thought through as they relate to creating their own public realm. The project needs to address the hierarchy of spaces, possible change in scale or orientation of buildings. The architecture on site needs to create unique environment.
See DRB Discussion comments under C5, above

DRB Findings:
The project did not meet S1-S6

PUBLIC REALM STANDARDS

P1 CREATE A SAFE AND COMFORTABLE ENVIRONMENT FOR WALKING AND CYCYLING

P2 MINIMIZE IMPACT OF VEHICLES ON THE PUBLIC REALM

P3 DESIGN TO SUPPORT A LEGIBLE HIERARCHY OF PUBLIC SPACES

P4 STRENGTHEN PUBLIC SPACE CONNECTIONS

P5 DRAW FROM AND ENHANCE EXISTING BLOCK PATTERNS

P6 FOSTER INTEREST AND ACTIVITY ALONG COMMERCIAL STREETS

Applicant Response:

P1) The Wintergreen Center has well designed pedestrian sidewalks and composite trails, along with roadways with adequate width for safe cycling. The Wintergreen Townhome project has designed internal walkways that go the length of the project as well as walkways that cross the project, all of which will connect to the existing Wintergreen Center's walkways and roadways. The future homeowners will be able to walk or cycle throughout both the townhome project as well as the entire Wintergreen Center comfortably and safely. For example, Wintergreen Ln. has a pedestrian trail along its East side behind the diagonal existing parking lot, from which trail the 2 story townhomes will have their patio entrances accessed. The townhome project will add a sidewalk along the west side of Wintergreen Ln., which will be the access to the 2 story townhomes' front patio entrances.

P2) The project does not alter the existing roadways or drive aisles for the existing parking lots on the east lot.

P3) The project leaves the existing open spaces and natural areas that provide a minimal landscape scene for the current commercial buildings and parking lots. The townhome project provides a series of front patio entrances along both sides of Wintergreen Ln. that will add to the landscape effect to soften the harsher impact of the current all commercial centers.

P4) The townhome project with the additional sidewalk added to the west side of Wintergreen Ln. will add to the pedestrian access from High School Rd. to provide a safer and more accessible pedestrian commute.

P5) By aligning the townhome rows parallel to Wintergreen Ln., the 2 story townhome rows fronting on Wintergreen Ln. will screen the massing of the interior rows of buildings to reduce the impact of the size of the project. All the rows of townhome buildings have been divided to allow for sidewalks to cross the projects on each lot. The 2 story rows on each side of Wintergreen Ln. have been angled to reduce the linear impact of long rows of buildings, which was suggested by the Design Review Board.

P6) Adding the residential townhome project, which will dominate the center of the Wintergreen commercial center, will result in much more human activity and interest added to the current auto-centric commercial center.

DRB Discussion:

P1) & P2) The primary entrance to this proposed project is the most active public street, Wintergreen Lane. There is no separation of bike and pedestrians from the roadway. This project forces bikes and pedestrians toward cars, not meeting P1. Ambulances traveling at faster speeds can be entering this site.
Wintergreen Lane handles large vehicles and semi-trucks. Front yards and patios facing Wintergreen Lane are not conducive for residential. Design needs to avoid that part of the road for safety.
Dealing with access to parking within the two sites and not relying on the adjoining commercial parking lots to be major drive avenues is critical to meeting several Design for Bainbridge Standards including P1 and P2. Do not use parking lots as street access.
Clear legible site plan is needed, difficult to understand the plan. It is difficult to understand the circulation of pedestrians from their car to their homes and to adjacent facilities.

P3) Many of the previous comments document the reasons the project does not meet this section's guidance.
The community space has not been thought through. There are no design elements shown on the site plan. The site plan cannot be distinguished from the utility plan. Applicant must provide an illustrative site plan for DRB review. The city has somehow allowed the applicant to include parking lot landscape areas and 3-foot-wide buffers and call it community space, which it is not. It is not clear if the common spaces are public or community only. If community only, what is the strategy to keep them private. Community space is not designed in the site plan. What elements are included in the community space (i.e., bike racks, benches, fire pits, picnic tables, etc.)? Garbage/recycling receptacles are prominent and need better screening or a different location, ideally.

Condition: the applicant should re-calculate community square feet separate from landscaping (i.e., 3-ft road buffers and traffic bulbs and sidewalks)

P4) Project does not contribute to the character to the public realm of Wintergreen Lane.
Wintergreen Lane is a private road and will be maintained as a private road. A road maintenance agreement would dictate how all neighbors participate. This additional cost will be the responsibility of future homeowners.
The public space is not well-defined or designed. There is nothing proposed on Wintergreen Lane to indicate this is a neighborhood, a special place; just a sign is not enough. The design needs to have a neighborhood character that contributes to public

spaces/public realm. From the street side, there has been no strengthening of the public space.
See DRB Discussion comments under C4, above

P5) The pathways and sidewalks shown do not connect to anything. Project is car-oriented and does not foster safety or separation for pedestrians. There are sidewalks, but that is not a pedestrian realm. The massing of buildings has not been broken down, except on Wintergreen Lane. They do not have any focal points to indicate this is a neighborhood.
There is no legible hierarchy, and the plan does not respond to Standard P5 goals and intent.

P6) This project is an opportunity to enrich public realm connection through adding small seating areas and small public spaces – this will enhance walking experience north-south on Wintergreen.
See DRB Discussion comments under C5 and S6, above

DRB Findings:
The project did not meet P1-P6.
The images and documents are not coordinated, a cohesive design has not been presented addressing these issues.

BUILDING DESIGN STANDARDS

B1 EXPRESS A CLEAR ORGANIZING ARCHITECTURAL CONCEPT

B2 USE AN ARCHITECTURAL LANGUAGE APPROPRIATE TO BAINBRIDGE ISLAND

B3 CREATE WELL COMPOSED FACADES AT ALL SCALES

B4 CELEBRATE AND PROMINENTLY FEATURE SUSTAINABLE DESIGN

B5 USE HIGH QUALITY MATERIALS AND WELL-CRAFTED DETAILS

Applicant Response:

B1) By aligning the buildings parallel to Wintergreen Ln. and dividing the rows into separate buildings, the 2 story townhomes will have close access to their parking spaces in the existing parking lots. This alignment also provides efficient sidewalk frontage for every townhome row without requiring double-sided sidewalks, which reduces impervious surfaces. By utilizing all the existing parking lots and access aisles with the townhome row alignment, only one additional access aisleway was required to serve the west and middle rows of townhome garages.

B2) The townhome building rows require the efficient rectangular design to minimize cost to allow the pricing required for affordable homes. The buildings utilize the "clere-story" roof design that complements the roof designs of both the Virginia Mason and Walgreen's buildings. The individual townhomes feature a cantilevered extension to emphasize their single-family character. The "clere story" roof design provides an area for windows and light to the middle area of the townhomes where the two different pitched roof angles meet.

B3) The facades with the cantilevered sections in each townhome enable each townhome to have a visual separation from its neighbor. The 2 story townhome rows that front on Wintergreen Ln. have no garages, which allows all the architectural features to be presented in the facade along Wintergreen Ln. Even with parking lots along Wintergreen Ln., the front elevation facades will be the dominant view shed for both pedestrian and auto traffic.

B4) With the 2 story townhome rows fronting on Wintergreen Ln. with the existing adjacent parking lots and spaces, it will minimize the auto-centric and minimal landscaping of the existing commercial buildings with their patio style entrances. The 2 story rows of buildings all face either natural or landscape existing areas or ample landscaped common areas. The 2 story townhomes have both a front patio entrance and rear open patio area. The 3 story townhomes have a patio style front entrance and a balcony over the rear garage.

B5) The townhome rows will utilize similar lap siding featured in the existing commercial buildings, along with a complimentary siding material to provide a more interesting design. The material and painted color palette will feature more, but complimentary, colors to the front facade of each townhome to emphasize their individual nature. Though the townhomes will emphasize their individuality, they will bring a human scale effect to the current all-commercial building structures.

DRB Discussion:

B1) It appears the architectural concept is to include as many homes as possible on the site. They have not shown more than one design alternative over the many meetings. Their organizing concept is not elegant, not interesting, not inviting. It is car-oriented, not pedestrian friendly.

B2) Building massing is overdone and needs to be broken into smaller units, preferably no more than 3-5 units grouped together. The units are narrow, and they have a staircase spanning three flights. We have only seen one layout, there is no horizontal plan to meet ADA requirements. Older residents want to down-size but may not be able to climb stairs. Bland facades, disproportionate scales of natural spaces do not work to reflect Bainbridge architecture, no variety. There is no discussion of locally sourced materials. No overhang noticed on buildings for rain protection or climate control. The project conforms to commercial, does not reflect residential qualities.

B3) Due to the confusion with the site plans, the DRB is guessing on the renderings, what this is going to look like. There is not an understanding of a strong façade. The application is not complete as of today (03/01/2021).
The windows show no recessing or detailing, mostly flush. There is approximately over 110' feet of flat wall, this project needs more articulation of the flat face, little or no fenestration, texture or depth. Buildings are imposing on the site and no details on doors, windows, siding, or trim are provided.

B4) Sustainable design has not been discussed. Many of the outdoor community spaces between buildings will be in the shade. The project is non-responsive to this requirement. The project mentions a green building level, not sure if it is 4 or 5, but not evident in the plan.

B5) There is no list of materials, no quality of materials, no details at all. There is a moving target of amount of affordable housing in this project. Because this is an affordable project, quality materials and workmanship should be of highest order.
No detail on the expansion joints between units or sound lessening measures.

DRB Findings:
The project did not meet the intent of Building Design Standards B1-B5.

LANDSCAPE STANDARDS

L1 INTEGRATE THE LANDSCAPE CONCEPT TO COMPLEMENT THE ARCHITECTURAL CONCEPTS

L2 SUPPORT THE PUBLIC REALM WITH THE LANDSCAPE DESIGN

L3 INTEGRATE SUSTAINABLE FEATURES INTO THE LANDSCAPE AND MAKE THEM VISIBLE WHEREVER POSSIBLE

L4 INTEGRATE AND HIGHLIGHT GREEN INFRASTRUCTURE PRACTICES

L5 SUPPORT HEALTHY HABITAT IN THE LANDSCAPE

L6 PRESERVE AND ENHANCE IMPORTANT VIEWS AND VIEW CORRIDORS

Applicant Response:

L1) The patio style entrances will feature built-in planters surrounding a hard surface area for a chair or two to create a front porch effect. There will be no changes or deletions of the existing natural areas or landscaped areas in the developed areas of the Wintergreen Center. Both the east and west lots will have common areas with some grass areas bordered by drought-resistant landscaped areas. Though these areas contrast with the landscape design for the existing commercial buildings, these added common areas are screened by the townhome rows facing Wintergreen Ln., leaving just the 2 story townhome rows of patio entrances facing Wintergreen Ln. The patio style entrances provide a better landscape design transition to the commercial buildings minimal landscape design.

L2) The public realm will be enhanced with the residential character and human scale patio style entrances, all of which are accessed from pedestrian walkways along Wintergreen Ln. The walkability within the project, along with the additional sidewalk on the west side of Wintergreen Ln., will improve the safety and comfort of pedestrian traffic from High School Rd. The townhome owners will also benefit with the increased pedestrian access along Wintergreen Ln. to the HWY 305 pedestrian path to the ferry.

L3) The existing landscape and natural areas are well designed and provide an attractive if minimal landscape for the current commercial buildings. The patio style entrances will provide an attractive landscaped entrance that will enhance the existing landscape along Wintergreen Ln. This will provide an interesting and more varying landscape effect along Wintergreen Lane. For example, the Winslow Green mixed use project's condominium balconies that face the commercial plaza add a varied mix of potted plants and outdoor living features, which adds a friendly human activity to the entire project.

L4) Because the townhome project will meet Built Green Level 5, the added landscaping will utilize low impact development design.

L5) The existing natural and landscaped areas are well maintained by the Wintergreen Owners Association. The project's landscaped areas will feature drought-resistant landscape common areas, except for the grass areas, which will require irrigation and a higher level of maintenance. The future Wintergreen HOA will provide the required maintenance to the project's landscaped areas.

L6) All or a portion of the views of the existing natural area will be preserved due to the height of the existing tree canopies on the east and west side. The existing landscape areas will not be blocked by the project.

DRB Discussion:

L1) No strong architectural concept or landscaping concept. No softening of the building mass, no focal points, did not emphasize home entries through plantings and did not use plantings to enhance privacy. More detailed, scaled drawings needed to show entry and patios layout and design. Incomplete landscape design overall.

L2) There are no seating areas, the community space is not designed, there is no landscaping, landmarks, wayfinding, or other items that help create sense of place. The landscape plan uses some natives, but mostly ornamentals and did not take advantage of the wetland species or the forest trees and canopy from SR 305 within the site. They did not meet the public realm standards and landscape plan does not support the public realm either.

L3) Did not respond to any sustainable features (bioswales, raingardens, etc.).

L4) A lack of drawing details does not allow us to assess existing stormwater system and its use and how the existing infrastructure meets this standard. Hydrological functions, did not improve stormwater, no mention of raingardens, bioswales, etc. The story of why this site works has not been told.

L5) Do not see a lot of groundcover, mostly grass. Landscape plan does not promote biodiversity and the attraction of birds, pollinators, and wildlife. More canopy is needed, more street trees to support wildlife and shade. Need to bring in some of the original forested ecology back into the site plan.

L6) On the east side, the buildings separate the wetlands from the site. There is no connections to the wetlands. The proposed noise barrier fencing is not attractive, and it interferes with wildlife corridors and we are not sure of the extent of the fencing. If proposed, landscape plan does not show beginning, end, or height of noise barrier. Needs further review of all details. Better views from homes and community spaces, utilizing natural existing views.

DRB Findings:
The project did not meet the intent of Landscape Design Standards L1-L6.
The landscape plan does not tell a story of including the natural features of the surrounding areas. The narrative, the worksheet responses and the plan need to make us love this project.

STREET TYPES AND FRONTAGES

Street Types: State Route, Main Street, Neighborhood Main Street, Neighborhood Mixed Use, Mixed Use Arterial, Rural by Design, Green Street Rural Green Street

Applicant Response:

The project fronts on Wintergreen Ln., which is a private road on an easement that serves the entire commercial center as well as the Pro Build commercial project adjacent at the north end of the site. The east lot's south end faces the connecting roadway to Polly's Ln. and the aisle way that serves the eastern parking lot. The west side of the east lot has an aisleway that serves the diagonal style parking lot that fronts the east side of Wintergreen Ln. There will be no added paving or roadways to the east lot. The west lot will add a one-way (north to south) aisleway to serve the garages of the west and middle row of townhomes.

DRB Discussion:

The drawings are incomplete regarding identification of interior streets and treatment of the streets. Applicant needs to address new interior street with green street guidelines. This includes stormwater infiltration and retention in landscape areas, minimizing paved areas, and consider permeable paving. Need more detail related to new interior street, there are standards that need to be met. The project must meet #7 rural green street guidelines (pg. 59-60). Maintenance of Wintergreen Lane and interior roads and parking areas burdens future homeowners.

DRB Findings:

Lack of information in site plan is problematic. Applicant is using the utility plan as a site plan rather than an illustrative plan to explain their ideas. DRB is unable to make any determinations and findings regarding Street Types and Frontages.

Frontages: Linear / Storefront, Landscape, Plaza, Forecourt, Stoop / Terrace, Vegetated Buffer, Parking

Applicant Response:

As noted before, the 2 story townhome rows with patio style entrances will front on Wintergreen Ln. There are both parking stalls and a parking lot fronting on Wintergreen Ln. on the west and east lots that precede the entrances to the townhomes.

DRB Discussion:

None

DRB Findings:

The frontages cannot be determined based on drawings.

SUBDIVISION GUIDELINES

ISLAND CHARACTER PRESERVE AND MAINTAIN ISLAND CHARACTER

Applicant Response:

The east lot comprises 31 zero lot line townhome lots that are 12.5' wide by 30' deep. The west lot has 43 zero lot line townhome lots that are also 12.5' wide and 30' deep. All the townhome structures are 12.5' wide and 20' long. Though the townhomes are somewhat narrower than the existing townhomes on Bainbridge, their location in the Wintergreen commercial center with their planned architectural styling will maintain the Island's character.

The Wintergreen subdivision has followed the 4-step design process:
1. NATURAL AREAS: Because the Wintergreen subdivision is 2 lots that are a part of the previously approved Wintergreen commercial center, all of the natural areas have been designated. The two Wintergreen town home lots do encompass more natural area than required. The west lot has 4957sf of natural area (only 2875sf required). The east lot has 7995sf of natural area (only 3528sf required).
2. HOMESITES AND COMMUNITY SPACE: The townhome homesites were designed to provide ample community/common areas on each lot. The west lot has 10,560sf of community/common area (only 5750sf required). The east lot has 12,992sf of community/common area (only 7057sf required).
3. ACCESS: The access for auto traffic is completed for the Wintergreen center and for the east lot. The west lot will have a one-way access to serve the garages for the west and middle row of townhomes, which complies with the Wintergreen center's CC+Rs.
4. LOT LINES: The west lot encompasses 43 townhome zero lot line lots, and the east lot has 31 zero lot line lots, for a grand total of 74 townhome zero lot line lots.

DRB Discussion:

4-step design process is referred to, but drawings don't reflect subdivision details and calculations. No natural areas are defined or calculated.
Some of the categories have not been addressed, so cannot review island character for scale, materiality, detail, etc.
Details are missing for zero-lot lines.
This project could exist in any suburban area. There is no uniqueness or individuality to this project.
See DRB Discussion comments under B1-B5, above

NEIGHBORHOOD CONTEXT TO REFLECT AND/OR ENHANCE THE CONTEXT PROVIDED BY EXISTING ROADWAY CHARACTER AND NEIGHBORING PROPERTIES

Applicant Response:

The Wintergreen townhome project will create a neighborhood within the existing Wintergreen commercial center. Because it is surrounded by the commercial buildings and mature tree canopies on the east and west, it is isolated from the Stonecress neighborhood. Nevertheless, by adding a residential component to the Wintergreen Center, the resulting mixed use Wintergreen center is a less dramatic change in land use compared to the Stonecress residential land use. The increased pedestrian access added by the Wintergreen project should encourage the Stonecress residents to walk to and use the Wintergreen commercial center.

DRB Discussion:

Need to better articulate a neighborhood within the commercial center. Need to design a better sense of place, with an identified neighborhood hierarchy of public realm/spaces. This project could exist in any suburban area. There is no uniqueness or individuality to this project.

NATURAL AREA TO INCORPORATE FORESTED AND/OR OTHER NATURAL AREAS INTO SITE DESIGN IN SUCH A WAY THAT ECOLOGICAL AND AESTHETIC INTERGRITY, QUALITIES, AND VALUES ARE PRESERVED OR RESTORED

Applicant Response:

As noted before, the Wintergreen townhome project is overlaid on an approved and completed commercial center wherein the natural areas have been designated and preserved in perpetuity. The homesite layout design has the townhomes facing either natural areas or the proposed internal community/common areas in order to give all the future homeowners a green view shed, rather than just opposing buildings. The west lot will have a BIMC-permitted 25' setback/buffer along HWY 305 (see page 5 of the City's Preapplication Conference Summary letter dated January 26, 2021), which also serves as open/natural space for project, and which facilitates the approximately 40' average width community/common area in the middle of the rows of townhomes, which is needed to allow the middle row to have a view shed of a green landscape.

DRB Discussion:

DRB was tasked by COBI Planning Department to determine the appropriate Hwy 305 setback for this residential project. DRB determined in a public meeting that a 50' setback to the SR305 right of way was appropriate and required for a residential project. See 02/01/2021 Design Review Board Meeting minutes for more details. Did not integrate ecological processes in the site design.
See DRB Discussion comments under L1-L5, above

NATURAL SITE CONDITIONS TO PRESERVE AND INTEGRATE EXISTING NATURAL SITE PATTERNS AND FEATURES THROUGHOUT THE SITE

Applicant Response:

As previously noted, all the natural areas have been designated, and they are thriving. The previously approved Wintergreen center's natural areas that adjoin the Wintergreen town home project will be an attractive view shed for the future homeowners.

DRB Discussion:

See DRB Discussion comments under Natural Area, above.

HISTORIC AND CULTURAL RESOURCES TO PRESERVE IMPORTANT HISTORIC AND CULTURAL RESOURCES

Applicant Response:

Not applicable

DRB Discussion:

Not applicable

STORMWATER INTEGRATE STORMWATER FACILITIES IN SITE DESIGN WITH EMPHASIS ON INFILTRATION AND DISPERSION PRACTICES

Applicant Response:

The Wintergreen townhome project is subject to the previously approved stormwater design. The east lot's stormwater system has been completed, and the stormwater system on the west lot will be installed in accordance with the previously approved stormwater plan.

DRB Discussion:

Lack of information on infiltration systems including bioswales and raingardens to protect the adjoining wetland to the east.
See DRB Discussion comments under L1-L6, above

SEPTIC SYSTEMS TO MINIMIZE IMPACT OF SEPTIC FACILITIES

Applicant Response:

Not applicable. The project will be connected to the COBI public sewer system.

DRB Discussion:

Unclear from Public Works on the strategy to accomplish this. Applicant was told by Public Works that the sewer line to High School Road was at capacity and a new line east through the wetlands to Ferncliff Avenue would be required with a new costly pump station.

WATER CONSERVATION TO PROTECT THE ISLAND'S FINITE GROUNDWATER RESOURCES AND ADAPT TO THE IMPACTS OF A CHANGING CLIMATES

Applicant Response:

The proposed landscape plantings, except for the grass areas, will be drought resistant. The townhomes are being built to Built Green level 4, which utilizes current low flow plumbing features.

DRB Discussion:

See DRB Discussion comments under L1-L6, above

COMMUNITY SPACE TO PROMOTE A SHARED SENSE OF COMMUNITY

Applicant Response:

The community/common areas with the Wintergreen townhome project will be largely used by the future homeowners. There will be a partial view shed from Virginia Mason of the landscaped community/common areas to offset the massing of the townhome rows.

DRB Discussion:

Community space is not designed and not well articulated/identified. Site plan should show all landscape elements including benches, firepits, playgrounds, sitting areas, and focal points for community-based activities. Community space should not be calculated using traffic-focused landscape areas. Difficult to understand what the project goals are.

CLUSTER HOMESITES TO PROMOTE INTERACTION WITHIN THE COMMUNITY AND FACILITATE THE EFFICIENT USE OF LAND BY REDUCING DISTURBED AREAS, IMPERVIOUS SURFACES, UTILITY EXTENSIONS AND ROADWAYS

Applicant Response:

As discussed previously, the townhome homesites are aligned in rows and divided in the middle to allow pedestrian walkways across and lengthwise to connect to the existing Wintergreen center's walkways. The Wintergreen townhome homesites are designed to use only the remaining buildable areas of the 2 lots in order to retain the previously approved Wintergreen center's preserved natural areas. The Wintergreen center's commercial buildings utilize open parking lots that require substantial impervious surfaces. The Wintergreen townhome 3-story townhomes with single car garages on the first floor will reduce the size of the previously planned parking lot for a commercial building. Thus, the impervious surfaces of the Wintergreen townhome project will be reduced and/or replaced with cleaner runoff from roofs. Only one new one-way accessway for the west lot will be required, thus maximizing the use of the existing accessways and roadways.

DRB Discussion:

Design is not setup to promote community interaction. Utility information is not available to review.

SOLAR ACCESS TO PROVIDE SOLAR ACCESS FOR WELLBEING AND ENERGY PRODUCTION

Applicant Response:

The Wintergreen project's town home rows are aligned north and south to allow sunlight to reach all the homes and landscaped areas the entire year. Though the units do not include future solar features to utilize solar access for energy, the units are being built to meet Built Green level 4 standards.

DRB Discussion:

Units should be pre-wired for optional solar access. Some of the community spaces are in the shade most of the year.

ACCESS AND CIRCULATION TO PROVIDE A PRACTICAL AND PLEASANT NETWORK OF MULTI-MODAL CIRCULATION

Applicant Response:

The Wintergreen townhome project is located near the busiest intersection on Bainbridge: High School Rd. and HWY 305. Thus, it will be served by all forms of public transportation, including buses and ferries. Pedestrian and cycling networks connect directly to the proposed project, which can safely and comfortably be used to commute via the impervious pathway along HWY 305 to either downtown or the ferry. Safe pedestrian sidewalks with signaled crosswalks provide pedestrian access to the Safeway commercial center, which will help reduce auto use for living essentials.

DRB Discussion:

HS I and HS II are suburban auto oriented zones. It is not conducive to a residential, pedestrian safe project. Industrial trucks and ambulances from Pro-Build and VMMC, respectively, use Wintergreen Lane and will impact the residential neighborhood with regard to noise and safety. Most of the comments from applicant above relate to off the site conditions, attention to on-site conditions is needed. Crosswalk or possible traffic signal/other facility at High School Road and Wintergreen Lane should be investigated. See DRB Discussion comments under C5 and S5, above.

MOTOR VEHICLES TO MINIMIZE THE PROMINENCE OF MOTOR VEHICLE USE AND STORAGE

Applicant Response:

The Wintergreen townhome project is required by the Wintergreen center CC+Rs to utilize the existing parking lots. However, by placing single car garages on the first floor of the 3-story townhomes in the interior rows of townhomes on both lots, the project has hidden from public view about two-thirds of the homeowners' cars.

DRB Discussion:

Possibly limit the number of cars allowed per unit. Reduce the impact of automobiles within the site. Need some accounting of spaces per unit and where these extra spaces are located. Need to see overall parking program with total numbers of spaces identified. Impervious roadway is extensive and must be reduced or minimized. Actions must be taken to ensure there is no impact on neighborhood parking areas.

HOMESITE DESIGN TO EFFICIENTLY CONFIGURE BUILDING FOOTPRINT(S) AND ALLOWED USES WITHIN A HOMESITE

Applicant Response:

The Wintergreen townhome homesites were designed to provide a private open space in the patio entrance and backyard for the 2-story townhomes. The 3-story townhomes also have a private patio entrance with a balcony extending over the rear driveway to the garage. The project does utilize almost all of the allowed FAR building area in order to provide the lower cost per unit that will allow home sales in accordance with the COBI affordable home guidelines. Nevertheless, there is more natural area and community/common area provided than required.

DRB Discussion:

Minor home occupation allowed; Bainbridge code definition should be included in CC&R's to avoid future impact on parking and traffic.

DIVERSITY IN HOUSE DESIGN TO PROVIDE A RANGE OF HOME SIZES AND DESIGNS TO ACHIEVE DIVERSITY IN VISUAL APPEARANCE AND AFFORDABILITY

Applicant Response:

The Wintergreen townhome home designs include a 2-story townhome with 1 BR plus den, with a limited number of 2BR models. The 3-story townhomes have a multi-use room on the 1st floor next to the garage where the home is entered through the front door. This room can be used as a home office, which will allow client visits (permitted in the Wintergreen commercial center). The 2nd and 3rd floor can be either a 1 bedroom or 1 bedroom and den.

DRB Discussion:

There are only a couple of unit types. Perhaps studios could be an option. More variety and/or detail in design of units.
The DRB is in support of affordable, attainable, and equitable housing.
Minor home occupation allowed; Bainbridge code definition should be included in CC&R's to avoid future impact on parking and traffic.
See DRB Discussion comments under B1-B5, above.

FACING PUBLIC STREETS TO REINFORCE NEIGHBORLINESS OF HOMES ALONG A PUBLIC STREET

Applicant Response:

As noted previously, the rows of 2-story townhomes facing Wintergreen Ln. have their patio entrances facing the street with either a pedestrian path or sidewalk to serve pedestrian access to their homes. This feature will add a friendly neighborhood aspect to the commercial center.

DRB Discussion:

While we support access from Wintergreen, the lack of open space and landscaping along Wintergreen negatively impact public realm.
See DRB Discussion comments under P1-P5, above

DRB Findings:

The site plans did not include the 4-step process and supporting drawings.

LARGER SITES

STANDARD1 DESIGN THE SITE BY CLUSTERING BUILDINGS AND ARRANGING THEM WITH FRONTAGES ON PUBLIC STREETS, PUBLIC SPACES, OR OPEN SPACE.

STANDARD2 DESIGN SITES TO MINIMIZE THE VISUAL IMPACT OF PARKING ON THE PUBLIC REALM.

Applicant Response:

Standard 1) As previously discussed, the townhome rows have been designed to front on Wintergreen Ln., natural areas, or community/common areas.

Standard 2) Though the project must use the existing parking lots, all of the 3-story townhomes have single car garages on the first floor, thus eliminating open parking stalls and reducing the impact of garages by having them in interior townhome rows.

DRB Discussion:

Standard 1)
No frontage on Wintergreen and not enough open space along Wintergreen. Planted buffer between patios, sidewalk and parking is needed, more design and study of this space.

Standard 2)
Add more buffer and grading to hide or create barrier for parking areas.

DRB Findings:

More study is needed to better design private and public space interfaces and define the public realm.
See DRB Discussion comments above

HISTORIC PLACES

STANDARD1 DESIGN THE SITE, BUILDING(s), AND LANDSCAPE TO BE COMPATIBLE WITH HISTORIC BUILDINGS WITHOUT DIRECTLY MIMICKING HISTORIC ARCHITECTURAL STYLES.

STANDARD2 MAINTAIN THE HISTORIC INTEGRITY OF BUILDINGS OVER 50 YEARS OLD LISTED OR ELIGIBLE FOR THE NATIONAL OR LOCAL REGISTER OF HISTORIC PLACES.

Applicant Response:

Standard 1) Not applicable

Standard 2) Not Applicable

DRB Discussion:
Standard 1)
Not applicable

Standard 2)
Not applicable

DRB Findings:
Not applicable

CIVIC USES

STANDARD1 DESIGN CIVIC USES AND SITES TO REFLECT AND CONTRIBUTE TO THEIR FUNCTION AND ROLE IN THE COMMUNITY WHILE BEING CLEARLY INDENTIFIABLE AS A CIVIC USE.

STANDARD2 DESIGN CIVIC SITES AND BUILDINGS TO SERVE MULTIPLE FUNCTIONS SUCH AS PUBLIC SPACE, COMMUNITY GATHERINGS, PUBLIC ART, AND OTHER COMPATIBLE USES.

Applicant Response:

Standard 1) Not applicable

Standard 2) Not applicable

DRB Discussion:
Standard 1)
Not applicable

Standard 2)
Not applicable

DRB Findings:
Not Applicable

DESIGN for BAINBRIDGE
WORKSHEET
Bainbridge Island, Washington

This project is recommended for:

Approval ☐

Approval with the following conditions: ☐

Denial with the following deficiencies: ☐

SIGNATURE: _____ **DATE**:
Chair, Design Review Board