DESIGN REVIEW MANUAL

DESIGN FOR BAINBRIDGE

2025

ACKNOWLEDGMENTS

DESIGN REVIEW BOARD

Todd Thiel
Elaine Liffgens
Marc Aubin
Gregory Hunt
Howard Howlett

CITY COUNCIL

Leslie Schneider
Joe Deets
Brenda Fantroy-Johnson
Kirsten Hytopoulos
Ashley Mathews
Clarence Moriwaki
Jon Quitslund

2021 VERSION DONE BY

Framework, Berger Partnership, and Coates Design Architects (see Appendix C)

CITY OF BAINBRIDGE ISLAND STAFF

Patty Charnas, Director of Planning and Community Development
HB Harper, Planning Manager

CONTENTS

1 DESIGN ON BAINBRIDGE

The Island

Bainbridge Island is a close-knit community with several neighborhood centers and a lively, walkable downtown in Winslow with a mix of shops, services and activities. The Island attracts residents and visitors with its magnificent natural setting and mix of rural and small-town charm, all a short ferry commute from Downtown Seattle. The City's residents are committed to preserving the Island's sense of community and green spaces, and deeply value the Island's natural lands, shorelines and enduring connection to local agriculture.

The City's Design Standards are based on the existing policies, principles and values established in Bainbridge Island's Comprehensive Plan and through community engagement. Each of these values and principles as they relate to the design of new development is articulated in the following section, and the standards draw on these principles and offer specific guidance to inform design at various scales and stages, including site design, building design and composition, and architectural detailing. The Standards were carefully crafted to ensure that new development reflects Bainbridge Island's common values and culture, and that it contributes to and enhances the City's built environment.

Goals + Principles

The Bainbridge Island community values authenticity and design that is specific to Bainbridge. Generic approaches to design for sites, streets, buildings, and other elements are inconsistent with the island character and values.

DESIGN FOR BAINBRIDGE

Bainbridge Island's architecture is diverse, spanning a range of eras and architectural styles, but its urban fabric maintains a defining character and continuity within its varied buildings, streets and neighborhoods. Good design is the thoughtful composition of buildings, landscape and public spaces that creates a meaningful relationship to a building's surroundings and contributes to the public realm and neighborhood fabric. These standards define the responsibility of new development as respecting neighborhood context, responding sensitively to the surrounding built and natural environment, and contributing to the community.

DESIGN FOR SUSTAINABILITY & CLIMATE RESILIENCE

Bainbridge residents cherish the Island's natural environment and are committed to protecting and restoring the ecological and hydrological functions of its natural lands and water bodies. Sustainable design and green building practices help reduce the burden of development on natural systems and help ensure Bainbridge Island is climate resilient. Concentrating growth in the Island's urban center through the zoning code and around shared infrastructure conserves natural habitat, ecological functions, open space and areas designed for recreational use. Specific elements of site design, building design, construction, and operation, such as efficient use of energy and water, integration of renewable energy, and use of sustainable and ethical materials can mitigate the environmental toll of new development and address local climate vulnerabilities.

DESIGN FOR A CONNECTED COMMUNITY

Part of a safe, healthy and sustainable community is a walkable, bikeable and transit-friendly built environment that encourages active transportation. Walkable, bike- and transit-friendly development that reduces reliance on cars can help improve air quality and help residents live healthier more active lives. New development should support alternative travel modes and contribute to an individual's connection to place. Thoughtful design can further both these goals enhancing the public realm that ties together the City's buildings, which in turn improves the experience of walking and biking.

HEALTH, EQUITY, AND INCLUSION

Healthy housing development and expansion of educational and civic institutions support diverse and inclusive growth and help build thriving neighborhood centers. Design can have an effect not only on the community's look and feel, but also on housing affordability for people of different means, and the comfort of people from different backgrounds. Building an accessible community that supports transit and that creates a quality pedestrian experience can help grow employment locally, improve quality of life, and lay the foundation for a more diverse community.

DESIGN TO FOSTER CULTURE AND SOCIAL WELL-BEING

The contributions of Bainbridge Island's residents through the arts, agriculture, and active organizations are a piece of what defines the City. Bainbridge Island's rich history and dynamic cultural life are supported by the City's buildings, parks, and public spaces. They represent the community's experiences and foster a robust public life in Bainbridge Island's downtown, in distinct neighborhoods, and in the Island's rural areas. New development should contribute to and create spaces that are accessible and reflect local culture and identity.

DESIGN FOR CONNECTIONS TO THE NATURAL ENVIRONMENT

Bainbridge Island's natural environment is not simply a scenic backdrop for its built environment — the two are intimately connected. New development should draw inspiration from and preserve natural areas, responding to natural features like slopes, streams, heritage trees, and wetlands in ways that minimize disturbance and leave ecological functions intact.

How to Use this Document

Design for Bainbridge provides guidance for applicants to successfully navigate the design review process. This section highlights key elements of the design review process to improve clarity and predictability for the City, applicants, and the public.

When is Design Review Required?

The Bainbridge Island Municipal Code (BIMC) specifies when design review is required in Table 2.16.010-1: Summary Table of Land Use Procedures. The requirement for design review is based on the type of land use review required for the type of development or other activities proposed.

Design review is required for the following project types:

a. Major site plan and design review
b. Major conditional use permits
c. Minor site plan and design review within the Winslow subarea

Design review is optional for the following project types:

a. Minor site plan and design review outside the Winslow subarea
b. Minor conditional use permits

The development of single-family homes and minor activities or improvements like routine maintenance, interior work, or projects that don't require a building permit, or a change of use are exempt.

Design Intent and Design Standards

Design for Bainbridge includes both Design Intent and Design Standards. Design Intent represents the overall design goal; Design Standards are clearly defined, mandatory requirements of all projects. **For a project to be approved, it must comply with all applicable Design Standards. The project's designers must demonstrate, through graphics, writing, and oral presentation, how the project's spatial, material, and cultural concepts comply with the Design Standards.**

Relationship to Other Regulations, and Permit Review

Design review is part of an integrated land use and development review process. As described in Chapter 2, the first step is a pre-application conference, in which materials are provided to the design review board. Up to two members of the Design Review Board may attend the pre-application conference with the intent of listening to and reporting the proposal to the full Design Review Board. Applicants may then submit for land use permits after the pre-application conference is complete; after a land use application submittal has been deemed complete, the materials are forwarded to the Design Review Board, and the project is scheduled on the next available Design Review Board meeting agenda. The Design Review Board (DRB), in coordination with City staff, is responsible for design review which focuses on compliance with Design Standards contained in this document. The final permit decision varies by the permit type but is typically made by the Planning Director or the City's Hearing Examiner. For more information on the permit review processes please refer to the City's Administrative Manual and Municipal Code:

- Zoning BIMC 18
- Subdivisions BIMC 17
- Building BIMC 15
- Shoreline BIMC 16.12
- Critical Areas BIMC 16.20
- SEPA BIMC 16.04

Departures

Design for Bainbridge is intended to provide flexibility in meeting the Design Standards. However, there may be circumstances where the applicant proposes a design solution that meets the guiding principles and intent of the standards but is not in strict compliance. Departures may be approved by the final decision-maker with a recommendation on approval or denial by the DRB for projects under their review.

Any request for one or more departures shall be made at the Design Review Board meeting. The Design Review Board may include departures in its recommendation to the Planning Commission, if one of the following criteria are met. Departures from the design standards may be approved based on the following criteria:

a. The departure is related to a variance from a standard in the BIMC that also impacts the ability to meet one or more of the design standards;

b. The departure meets the intent of the design standards and the proposed departure is equal or greater to complying with the design standard;

c. The granting of the departure results in a project with greater natural resource conservation value, less adverse impact to adjoining properties, or more practical design because of topography, critical area, or other extenuating circumstance.

Definitions

The definitions contained in this section are applicable only to this document and its contents. For complete list of definitions, visit BIMC 18.36.

Active means fostering human activity and interaction, often to describe streets and public spaces with pedestrian traffic, events and programming, or uses that draw, facilitate, or serve as a backdrop for human interactions such as shops and restaurants.

Built Environment means the parts of our physical surroundings that are created by and for humans and serve as the setting for human activity.

Character is the distinctive qualities of a place, building or street.

Civic Uses are public buildings or institutions owned and operated by governmental or other public agencies. This includes government offices, courthouses, police and fire stations, and schools.

Context is the physical (including natural and human-made) and cultural environment around a specific site and how the site relates to those surroundings. Every architectural work exists in the presence of a multitude of contexts that can impart meanings to and, in turn, derive meaning from their association with a project.

Development means all structures and other modifications of the natural landscape (both above and below ground) on a particular site.

Design Standards mandate planning and design actions that the applicant must incorporate in their project application. Compliance with standards is mandatory and failure to meet a mandatory standard may be used as a basis for the City's denial of a project application.

Fenestration is the arrangement, proportioning, and design of windows and doors in a building.

Frontage means street-facing façade of a building and its relationship to the street.

Heat Island Effect is the tendency for built areas to be hotter than their surroundings because of absorbed solar radiation and lack of vegetation, in particular, trees.

Human Scale is the scale at which humans can comfortably interact with their environment based on the physical and cognitive characteristics and capabilities of the human body.

Impervious Surface means a non-vegetated surface area which either prevents or retards the entry of water into the soil mantle as under natural conditions prior to development and/ or a hard surface area which causes water to run off the surface in greater quantities or at an increased rate of flow from the flow present under natural conditions prior to development. Common impervious surfaces include, but are not limited to, roof tops, walkways, patios, driveways, parking lots or storage areas, concrete or asphalt paving, gravel roads, packed earthen materials, and oiled macadam or other surfaces which similarly impede the natural infiltration of stormwater.

Massing: the shape, form and size of buildings.

Natural Systems such as ecosystems or water and nutrient cycles are systems that exist in nature independent of human involvement and are composed of physical and biological materials and processes.

Permeable materials allow stormwater to infiltrate into the ground.

Public Realm means the spaces around, between and within buildings that are publicly accessible, both physically and visually, and support public life and social interaction.

Resilience or climate resilience is the ability to anticipate, prepare for, and respond to hazardous events, trends, or disturbances related to climate.

Stormwater Runoff is the rainfall that flows over land, paved surfaces, and building rooftops.

Right-of-Way means all public streets and property granted or reserved for, or dedicated to, public use for streets, walkways, sidewalks, bikeways, parking, and horse trails, whether improved or unimproved, including the air rights, subsurface rights, and related easements.

Scale means a proportionate size, extent, degree, or level of detail typically in relation to a standard point of reference. Scale is dependent on context.

Stormwater Infiltration is the process by which rainfall and stormwater runoff flows into and through the subsurface soil.

Sense of Place is the relationship with the place and its identity as felt by residents and visitors and shaped through experiences of a place's natural, human-made, cultural, and historical features.

Street Types are the classifications for each street on the Island according to common functions and existing or desired characteristics. The permitted building frontages for each Street Type specify setback requirements and treatments between the building and the right-of-way.

Transpiration is the process by which water moves through a plant and evaporates into the atmosphere from its leaves and exterior surfaces.

SUSTAINABILITY DEFINED

The term “sustainability” has become a frequently used buzz word. Sometimes it is even used in an attempt to “green wash” a project or a proposal. Because sustainability is such a fundamental value in Bainbridge Island's design standards, a clear definition is needed. In common parlance, sustainability is defined as follows:

The ability to be maintained at a certain rate or level. Common examples are: “the sustainability of economic growth”; “the long-term sustainability of the project.”

In the realm of ecology and the survival of the planet and all its inhabitants, sustainability is best defined in the context of living systems. Thus, “sustainability” means, simply, “to align with natural forces, or at least not to defy them,” and is about everything we do as humans. To use the phrase “environmental sustainability,” for example, or “sustainable agriculture” or a “sustainable economy,” while grammatically correct, does not exemplify the true definition of, nor foster application of the real meaning of, sustainability. Sustainability, properly used, is about the entire planet as a living system, including all life forms.

Viewing a community as a living system recognizes that the “rules of the house” are non-negotiable biophysical principles and the elements of sustainability rest upon those principles.

To further understand this approach to community, it helps to know that “ecology” and “economics” have the same root: eco from the Greek oikos, or home. Ecology is the knowledge or understanding of the house, and economics is the management of the house—and it is the same house. Therefore, understanding our community as a living system—an ecosystem—will give us not only a new understanding of “economy” and “economics,” but also will foster a vision of the future, along with strategies for its realization, that focus on resiliency, adaptability, and attunement with nature.

If we perceive ourselves and all we create as part of an ecosystem, it is easy to understand that our community is a living system within which there are nodes of wealth: social, natural and financial. All interact as a system and are linked together through nutrient cycles and energy flows, and the maintenance and health of these networks is essential to the overall health and prosperity of our community.

- Jane Rein, Design Review Board

2 DESIGN REVIEW

Design Review Process

1 Preapplication Conference

The Preapplication Conference with City staff is intended to provide information to the applicant in response to the submittal of a preliminary site plan and a conceptual design for the project, showing how it responds to site characteristics and the context of neighboring uses. City staff shall identify potential issues/concerns related to applicable City development regulations and standards including, but not limited to, zoning, environmental, utilities, transportation and stormwater regulations, relevant Comprehensive Plan goals and policies, and relevant goals and principles from Design for Bainbridge. Up to two members of the Design Review Board may attend the preapplication conference with the intent of listening and reporting the proposal to the full Design Review Board at a subsequent meeting.

City staff shall ensure that the applicant is aware of the standards and criteria involved in review and approval of the project, both in the Bainbridge Island Municipal Code and the Design for Bainbridge manual. Planning staff shall prepare a summary letter detailing the pre-application guidance, to be provided to the applicant and the Design Review Board.

2 Public Participation Meeting

Before application, applicants shall make a formal and ccomplete presentation of their concept(s) to the public at a Planning Commission meeting, providing the applicant with an opportunity to respond to questions and comments from the public and Planning Commissioners.

3 Application Submittal

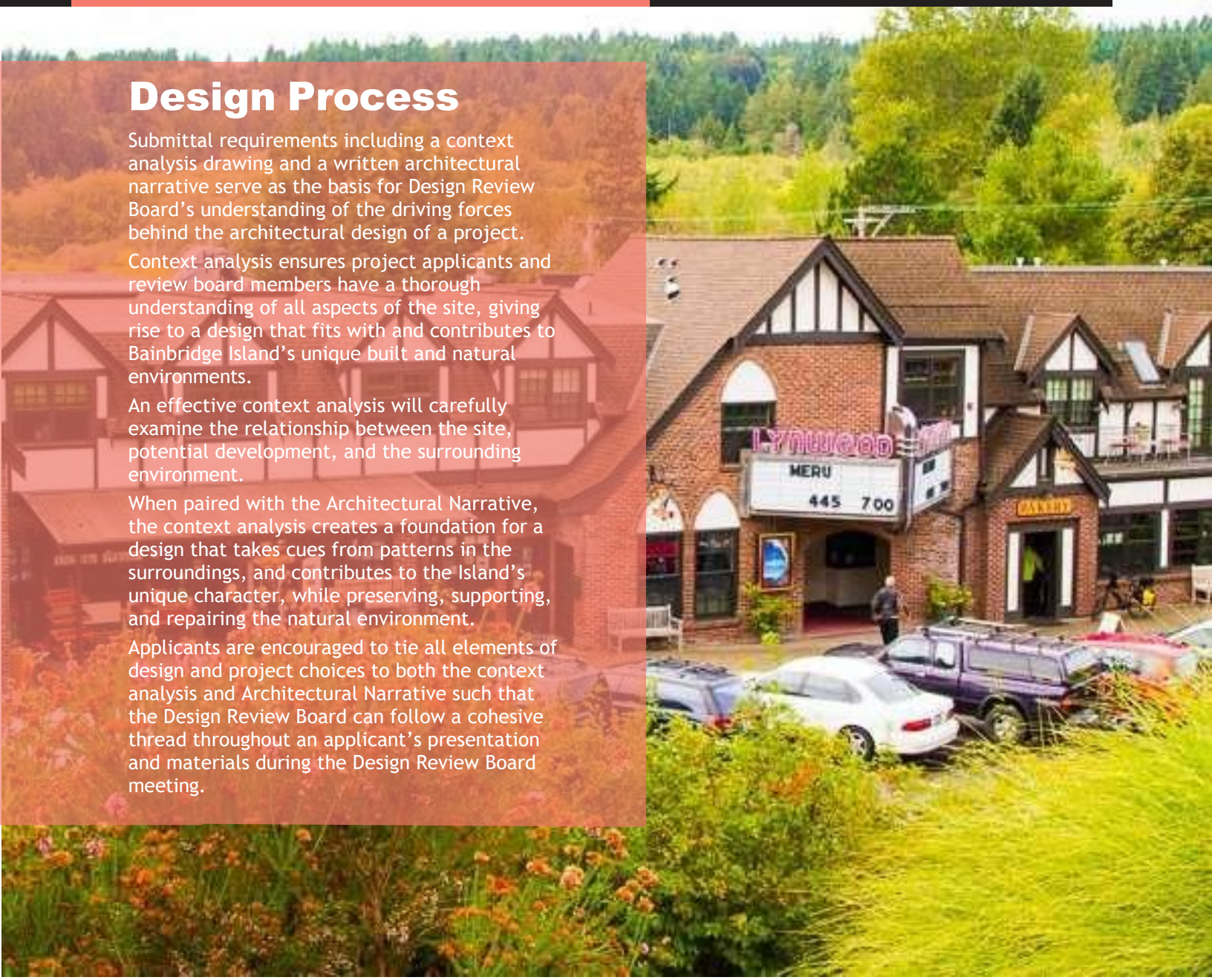
See Appendix A for a complete list of submittal requirements.

4 Design Review and Recommendation

At this meeting, the Board will complete the review of submitted drawings and ensure that the project reflects compliance with the design standards. The Board will document its findings and transmit a signed written recommendation.

The Board's recommendation may include conditions to ensure compliance with all standards. If a majority of the Board members find that standards essential to the project's success have not been met, the Board shall recommend denial of the project.

3 CONTEXTANALYSIS AND ARCHITECTURAL NARRATIVE



Design Process

Submittal requirements including a context analysis drawing and a written architectural narrative serve as the basis for Design Review Board's understanding of the driving forces behind the architectural design of a project.

Context analysis ensures project applicants and review board members have a thorough understanding of all aspects of the site, giving rise to a design that fits with and contributes to Bainbridge Island's unique built and natural environments.

An effective context analysis will carefully examine the relationship between the site, potential development, and the surrounding environment.

When paired with the Architectural Narrative, the context analysis creates a foundation for a design that takes cues from patterns in the surroundings, and contributes to the Island's unique character, while preserving, supporting, and repairing the natural environment.

Applicants are encouraged to tie all elements of design and project choices to both the context analysis and Architectural Narrative such that the Design Review Board can follow a cohesive thread throughout an applicant's presentation and materials during the Design Review Board meeting.

4 DESIGN STANDARDS

Introduction

The Design Standards establish the minimum requirements in *Design for Bainbridge* necessary to take advantage of the opportunities of the surrounding context and site while contributing to the neighborhood.

SITE DESIGN STANDARDS

S1 Natural Systems
S2 Wildlife Habitat
S3 Systems of Movement
S4 Public Realm

PUBLIC REALM STANDARDS

P1 Walking & Cycling
P2 Vehicles in the Public Realm
P3 Connections to Public Spaces
P4 Block & Frontage Patterns
P5 Activity on Commercial Streets

BUILDING DESIGN STANDARDS

B1 Sustainable Design
B2 Materials & Detailing

LANDSCAPE STANDARDS

L1 Landscape & Architecture
L2 Public Realm
L3 Sustainable Features
L4 Green Infrastructure
L5 Wildlife Habitat
L6 Views & View Corridors

S SITE DESIGN STANDARDS

Building on an understanding of the site and its context, site design defines how a building relates to its context. The placement, orientation and massing of buildings should support broader patterns in Bainbridge Island's built and natural environment as well as livable neighborhoods and communities.

S1 Protect and repair natural systems

S2 Preserve and enrich wildlife habitat

S3 Fit the project into the systems of access and movement, prioritizing pedestrians and bicycles

S4 Support and contribute to a vibrant public realm

S1 PROTECT AND REPAIR NATURAL SYSTEMS

Intent

Design for new development should protect existing natural systems and mitigate disturbance to the maximum extent possible, In addition, designers should look for ways to heal and repair the Island's natural systems that have been impacted by previous development. Site design should embrace relationships to larger natural systems, and use these systems to inform sustainable design at the site and building level.

IslandWood worked with a 255-acre site on Bainbridge to minimize disturbance to natural systems and restore natural areas on site

The Bullitt Center in Seattle integrates native vegetation in the street and public spaces with gray- and rainwater harvesting and filtration

STANDARDS

a. Use natural topography to inform project design, stepping up or down hillsides.

b. Minimize soil disturbance and excavation, and preserve natural topsoil.

c. Preserve the hydrological functions of the site and create opportunities for natural stormwater infiltration.

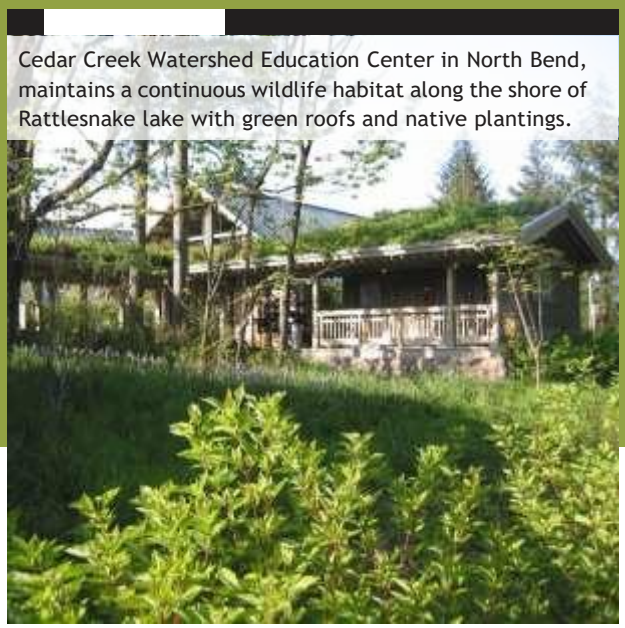
d. Incorporate natural water features, habitat, and native plant communities on-site into project design so that they are ecologically functional.

e. Minimize and disconnect impervious cover to reduce runoff.

S2 PRESERVE, RESTORE AND ENRICH WILDLIFE HABITAT

Intent

Urban growth often comes at the expense of natural habitat, degrading and fragmenting sensitive plant communities, wetlands, and riparian corridors that provide habitat for local fish, wildlife and pollinators. New development in Bainbridge Island should protect and restore habitat on site and connect to local habitat corridors.



Cedar Creek Watershed Education Center in North Bend, maintains a continuous wildlife habitat along the shore of Rattlesnake lake with green roofs and native plantings.

STANDARDS

a. Incorporate existing natural habitat and landscape into site design.

b. Connect new landscaped areas and fragmented habitat to networks of open space and larger habitat corridors wherever possible.

c. If fencing is proposed at property edges, utilize porous fencing or hedging and shrubs with gaps to reduce barriers to wildlife.

d. Repair gaps in identified wildlife corridors wherever possible.

Island Wood on Bainbridge Island is built to preserve and study wildlife habitat, with native plantings complementing existing natural features.

S3 FIT THE PROJECT INTO THE SYSTEMS OF ACCESS AND MOVEMENT, PRIORITIZING PEDESTRIANS AND BICYCLES

Intent

Livable and sustainable communities are walkable and bikeable. Good design in Bainbridge Island will favor pedestrian and bicycle scale, and carefully consider the project's place in the network of streets, sidewalks and trails in decisions about entries, ADA access, and location of vehicular access. Projects should prioritize the pedestrian environment and encourage sustainable transportation choices.

The Ericksen Cottages in Bainbridge Island connect to Ericksen Avenue with a network of pedestrian paths and shared parking areas that minimize impacts on pedestrian areas.

STANDARDS

a. Locate and orient primary pedestrian access to the site toward major pedestrian and bicycle travel routes and transit facilities.

b. Incorporate dedicated pedestrian access that connects and aligns with existing public and private pedestrian infrastructure.

c. Integrate access for people of all abilities into the project design so that all visitors are welcome through primary entries and access points.

d. Locate at-grade parking and vehicular access away from active pedestrian areas wherever possible and screen at-grade parking from public view.

e. Provide bicycle parking near access points to and active areas to maximize visibility and convenience.

f. If project includes public space, ensure it is pedestrian-oriented to facilitate informal community gathering.

g. All public areas shall be easily navigable for individuals of all ages and abilities.

The Oliver at Wyatt and Madison has integrated pedestrian access making for a convenient and pleasant walk from street to interior.

S4 SUPPORT AND CONTRIBUTE TO A VIBRANT PUBLIC REALM

Intent

The public realm should be considered at the site planning level. Some projects will be fully private, but experienced from people passing by. Residential development will have a relationship to passers-by and visitors as well as the residents. Retail buildings and civic buildings have important relationships to the public realm, where dedicated space may be warranted. For all of these project types, the visual and physical relationship to the public realm begins at the site planning level for the most appropriate and beneficial interaction with the community.

The BelRoy in Seattle has a strong relationship with the street, with a visible and welcoming pedestrian entrances and storefronts and seating that interact with the street.

STANDARDS

a. Arrange site elements to define a clear 'public front' facing toward the primary street.

b. Incorporate natural systems into public spaces in the site where possible and appropriate.

c. Create a comfortable and inviting scale for pedestrians, using elements like benches, canopies, and landscaping. Individual pedestrian entries must be emphasized by using all of the following:

- Provide a porch, at least 24 square feet, or other architectural weather protection that provides cover for a person entering the unit and a transitional space between outside and inside the dwelling.
- Provide a planted area in front of each pedestrian entry of at least 20 square feet in area, with no dimension less than three feet.
- Provide a combination of shrubs, groundcover or trees.
- Pedestrian walks shall be separated from structures by at least three feet for landscaping.

The Courtyards on Madison project at Sadie Lane in Winslow showcases an inviting scale for pedestrians with thoughtful transitions from public to private.

PUBLIC REALM STANDARDS

Bainbridge Island's network of streets, trails and public spaces are the setting for public life in the city. They support community events and local activities, build the experience of the Island and express local identity. New development should contribute to streetscapes, public and open spaces, and street frontages, and foster activity at street level where appropriate.

P1 Create a safe and comfortable environment for walking and cycling.

P2 Minimize impact of vehicles on the public realm

P3 Strengthen public space connections

P4 Foster interest and activity along commercial streets

P1 CREATE A SAFE AND COMFORTABLE ENVIRONMENT FOR WALKING AND CYCLING

Intent

Whether a project is located in the Island's downtown, neighborhood centers, or rural areas, new development should consider the site's relationship to the pedestrian environment, and how the project can contribute to safety, comfort and continuity in the pedestrian realm.

The Camelia Apartments in Bainbridge Island integrate public walkways through the site with landscaping to provide access to Island Village and Hildebrand Lane.

STANDARDS

a. Connect on-site pedestrian walkways with existing public or private routes where projects can improve the network for people walking.

b. Integrate lighting for pedestrian pathways and entrances to provide safety, mark entry locations and highlight design features.

c. Orient primary entrances toward the site's most active public street frontage.

d. Contribute to the network of safe bicycle routes where possible.

e. Provide bicycle parking at access points to open spaces and buildings, and coordinate bike racks and fixtures with other outdoor furniture on site, along adjacent streets, or nearby public spaces.

f. Canopies or other coverings are required on building frontages abutting public streets and sidewalks.

This outdoor dining area connects pedestrian walkways with access to businesses and waterfront trails, providing a robust network for people walking.

P2 MINIMIZE THE IMPACT OF VEHICLES ON THE PUBLIC REALM

Intent

Public realm design should focus on people rather than cars and vehicular access. Projects should strive to keep conflicts between motorists and people walking and biking to a minimum and support active and inviting streets by reducing the visual impact of service areas, parking, and vehicular access.

Homestreet Bank on Hildebrand demonstrates a parking lot with clearly defined pedestrian walkways.

STANDARDS

a. Screen service and utility uses and parking when near public space using ground floor uses and/or landscaping.

b. Create clearly defined pedestrian paths through parking areas with sidewalks or other dedicated facilities.

This local example shows how inadequate design, where parking areas and pedestrian paths are intermingled, can create conflicts that hinder pedestrian movement.

Harbor Square prioritizes dedicated pedestrian paths with physical separation from parking areas.

P3 STRENGTHEN PUBLIC SPACE CONNECTIONS

Intent

Design for new development on Bainbridge Island should pay careful attention to how the building will interact with the public realm— street, sidewalk, open spaces and landscape. Projects should look for opportunities to make stronger connections in the Island's network of public spaces wherever possible.

Madrone Lane in Downtown Winslow provides public seating that supports engagement with the street and public realm.

STANDARDS

a. Locate primary entrances along the main street to contribute to the character of the street.

b. Align public spaces, passages and access with existing pedestrian paths or desired lines where no formal paths exist. Public-through routes in Winslow are excellent examples of pedestrian-scale connections.

c. Where appropriate, provide open spaces adjacent to the sidewalk and design public frontages to support direct engagement with the street and pedestrian activity.

d. Connect on-site pedestrian walkways with existing public or private routes. If property is within ¼ mile of a bus stop or public park, provide convenient pathways or entries to facilitate access to these amenities for both residents and the general public.

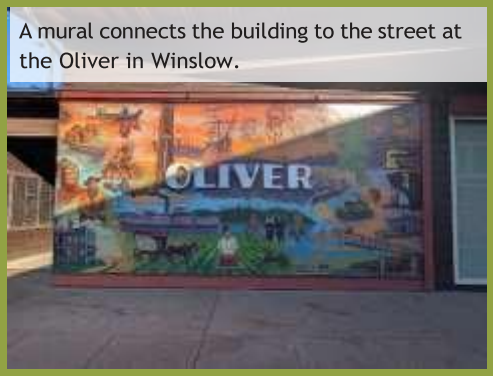
e. Limit the length of at-grade building façade and walls without openings (windows or doors) to 15 feet

Lynwood Center uses the space between buildings as both a pedestrian connection and as a gathering space that has been used as an outdoor stage for local events.

P4 FOSTER INTEREST AND ACTIVITY ALONG COMMERCIAL STREETS

Intent

Bainbridge Island is fortunate to have strong and active retail "main streets" in Winslow, Lynwood and Rolling Bay. New development should reinforce the scale and positive attributes of these commercial streets with pedestrian-scale interest and activities.

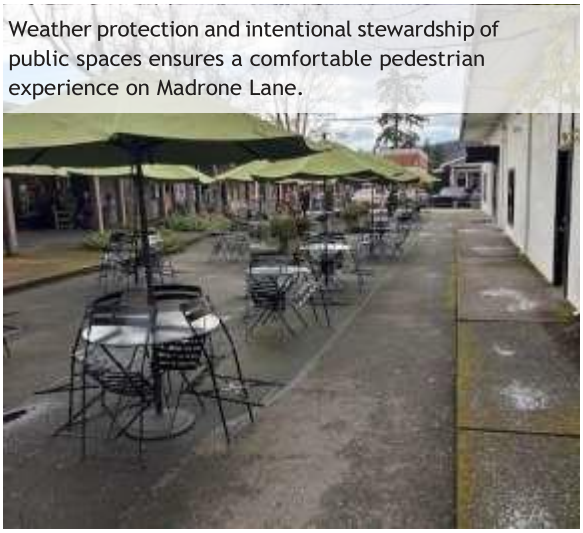


A mural connects the building to the street at the Oliver in Winslow.

STANDARDS

a. Locate utility areas away from active spaces on commercial streets.

b. Buildings with street frontages in neighborhood centers shall provide weather protection along those facades.


Weather protection and intentional stewardship of public spaces ensures a comfortable pedestrian experience on Madrone Lane.

B BUILDING DESIGN STANDARDS

Bainbridge Island's diverse buildings types and architectural styles work together with the Island's unique natural setting to create a beloved character. New development should reinforce the character of Bainbridge with thoughtful, well-designed, high quality buildings.

B1 Create varied facades at all scales

B2 Celebrate and prominently feature sustainable design

B3 Use high quality, sustainable materials and well-crafted details

B1 CREATE VARIED FACADES AT ALL SCALES

Intent

Buildings are expected to have a clear architectural concept that is internally consistent, appropriate to the building's site and functions, and elegantly expressed.

An office building on Hildebrand Lane in Bainbridge Island uses detailing and alternation of two primary materials to create a sense of texture and human scale.

STANDARDS

a. Electric service meters, air compressor units, and other utility facilities shall be located to be unobtrusive, and shall be screened if visible from adjacent rights of way.

b. Street-facing facades shall be designed to include a variety of materials, colors, textures, and depths.

c. Interior and exterior project lighting shall not spill out and be visible from adjacent properties or rights of way.

The Bainbridge Island Museum of Art presents a clear architectural concept developed around public spaces and nearby streets with a clear rhythm and organization of uses.

B2 CELEBRATE AND PROMINENTLY FEATURE SUSTAINABLE DESIGN

Intent

Projects in Bainbridge Island are expected to be environmentally responsible and resource efficient throughout their life cycle. Buildings will need to meet the requirements of the City and County that require sustainable design; the Design Guidelines are intended to express the values of a healthy environment in the design expression of each project.

The Vineyard Lane apartments in Bainbridge Island use sustainable materials, building practices and design to help reduce energy use.

STANDARDS

a. Reuse existing structures whenever possible, recognizing that the most sustainable buildings are those that already exist.

b. Use building materials that are recycled, renewable, or locally sourced.

c. Highlight regenerative materials and renewable energy generation such as solar panel or turbines as visible expressions of the community's aesthetic and values.

d. Offer access to natural light and ventilation in living and working spaces for comfort and reduced energy consumption.

e. Manage direct sunlight with solar control and shading devices, and integrate these features into the overall design, with each façade responding to solar orientation.

f. Consider green or living walls and/or roofs with plants adapted to Bainbridge Island's microclimate; make them visible where possible.

g. Design for flexibility so that the building can be adapted in the future, including reuse of structured parking for non-vehicular future uses.

The Grow Community in Bainbridge Island incorporates reusable energy, efficient heating and cooling systems, and building materials that support thermal efficiency.

B3 USE DURABLE QUALITY MATERIALS AND WELL-CRAFTED DETAILS

Intent

Building materials should be selected for their appropriateness to place, a minimal ecological footprint, and long-term aesthetic value. Thoughtful composition and detailing will express a level of quality and a sense of scale inherent in excellent architectural design.

Grace Episcopal Church in Bainbridge Island uses locally appropriate style and materials that help integrate the building into the site and surrounding natural setting.

STANDARDS

a. Choose durable, low-impact materials that are appropriate for the climate and seasonal shifts in weather conditions.

b. Select materials that are locally sourced and supportive of Bainbridge Island's economy where possible.

c. Materials used for architectural detailing shall be selected to be proportional to overall building massing.

The Parfitt Building demonstrates durable materiality with detailing that complements the massing.

LANDSCAPE STANDARDS

Landscape design is expected to fit the building into its setting, contribute to a comfortable and welcoming pedestrian environment, and support natural systems with habitat-friendly and sustainable features.

L1 Integrate the landscape concept to complement the architectural concepts

L2 Support the public realm with 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

L1 INTEGRATE THE LANDSCAPE CONCEPT TO COMPLEMENT THE ARCHITECTURAL CONCEPT

Intent

Landscape architecture and building architecture are expected to be mutually complementary, working together toward an overall design that is functional, sustainable and pleasing. To this end, the landscape should be designed in tandem with the architecture, rather than as an afterthought.

The Kitsap Regional Library Bainbridge Branch utilizes landscape design to define walkways and create inviting focal points such as this pond.

STANDARDS

a. Design the landscape to enhance elements of the site and architectural concept by strategies such as defining pathways, zones and edges; creating focal points; softening building massing; highlighting entries, and adding scale, texture and interest to the site.

b. Locate deciduous trees to complement passive solar strategies, providing shade in summer and allowing sun in the winter.

c. Use plantings where privacy is needed for more intimate and private spaces, or for screening traffic and/or service uses.

d. Choose plantings that complement the proportions and scale of the building and offer color and interest throughout the year.

Landscape features help screen service uses in this multilayered planting at the Grow community.

L2 SUPPORT THE PUBLIC REALM WITH THE LANDSCAPE DESIGN

Intent

Landscape design is expected to be an integral part of public spaces, enhancing the functions, activities and character of the public realm.

Gateway Park provides accessible public space through thoughtfully designed seating and other outdoor features.

A landscaped plaza in Harbor Square in Bainbridge Island provides pedestrian access that weaves together open spaces and connects residents with open space.

STANDARDS

a. Use landscape design to connect a network of open spaces, appropriate to the project context. This open space network could include the streetscape and building frontages, spaces between buildings, or a series of planted areas and hardscape intended for outdoor use.

b. Encourage interaction between the building's interior uses and exterior public space, by utilizing plazas, seating areas and other hardscape areas to support positive public activities appropriate to the context and building use.

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

Intent

Sustainable landscape design helps build a network of productive ecosystems that promote local biodiversity, water and energy conservation, and provide a natural experience for the public in the built environment. Human-made landscapes in Bainbridge Island should strive to conserve water and material resources, support healthy and porous soils, and reduce the need for fertilizers and pesticides that damage natural ecosystems.

This planted water garden at the Rowing Center demonstrates sustainable plantings that provide for a natural experience for the public.

STANDARDS

a. Prioritize native, climate-adapted, and drought tolerant species.

b. Use plantings to provide shade and buffer from wind exposure.

c. Locate trees to provide shading of paved surfaces and reduce heat island effect

d. Use local, low impact, recycled, or sustainably sourced materials.

This rain garden at Bay Hay and Feed provides sustainable stormwater management integrated into the site.

L4 INTEGRATE AND HIGHLIGHT GREEN INFRASTRUCTURE PRACTICES

Intent

Landscape design is expected to embrace hydrological functions and reduce the impact of development with green infrastructure. Green spaces offer opportunities for water treatment, infiltration and storage on developed sites in order protect water quality, relieve the burden on stormwater infrastructure, and reduce water use and heating and cooling costs.

Residential entries at the Expo in Seattle are lined with rain gardens that reduce development impacts while creating a balance of private, semi-private and public spaces.

STANDARDS

a. Preserve or restore hydrological functions of the natural landscape, improving stormwater quality through sustainable landscape and civil design practices including stormwater retention and infiltration where appropriate.

b. Use green stormwater infrastructure (GSI) strategies to reduce flooding by slowing and reducing stormwater discharges.

Winslow Way stormwater treatment ensures water quality and resilience to flooding within the public right of way.

L5 SUPPORT HEALTHY HABITAT IN THE LANDSCAPE

Intent

Supporting and creating habitat strengthens a network of ecologically productive landscapes. Designing landscapes that are well adapted to unique microclimates of a project can help provide natural food sources and refuge from predators and inclement weather and mitigate the effects of human disturbance on wildlife populations.

Hawley Cove Park in Bainbridge Island protects native forest and wetland that provide rich wildlife habitat and connect to other natural shoreline areas.

STANDARDS

a. Preserve large trees and other significant existing vegetation that contributes to larger biological and ecological systems.

b. Design plantings to support stormwater retention, infiltration and aquifer recharge.

c. Promote biodiversity though plantings that are attractive to birds, pollinators and other wildlife.

d. Prioritize low maintenance, drought resistant native plantings.

Islandwood utilizes native vegetation and contextual ecological habitat.

L6 PRESERVE AND ENHANCE IMPORTANT VIEWS AND VIEW CORRIDORS

Intent

For some sites in Bainbridge Island, views of the water, mountains and forested areas are defining features. Landscape design should be sensitive to existing view corridors, take advantage of views, and reinforce visual connections with the public realm.

Eagle Harbor Waterfront Park provides waterfront access and views from trails and gathering spaces while retaining existing trees and using low-lying native plantings.

STANDARD

a. Prevent view blockage from the public realm, using lower scale plantings where appropriate and pruning existing trees with best practices of limbing-up rather than topping.

The view from the street at Doc's Marina Grill provides visual interest, preserved by the open space dedicated between buildings.

5 STREET TYPES & FRONTAGES

Introduction

Each public street in Bainbridge Island has a distinct character that is defined by the configuration of the right-of-way and the building frontages, public and open spaces and landscape that form the edges of each street. This chapter focuses on improvements related to new development or redevelopment that shape the pedestrian realm and the buildings that contribute to a distinct streetscape and together reflect a desired future state for the street.

This chapter is intended to inform design decisions on-site and in the public right-of-way that contribute to the character and experience of the streetscape. **The street types, frontages and guidelines described in this chapter do not replace or supersede the requirements of the "City of Bainbridge Island Engineering Design and Construction Standards and Specifications".**

Key streets on the island are categorized into street types that are not defined by the same conditions but share a similar vision and raise similar design considerations (see Street Types map on p46). Each street type defines common characteristics and guidelines that offer design direction and align with the vision for these streets. The street types regulate building orientation and façade design through specific building frontage typologies that are permitted only on certain street types. These building frontages outline how buildings should relate to each street and contribute to the public realm through greenery, public spaces, and entries consistent with the character of each street type.

STREET TYPES

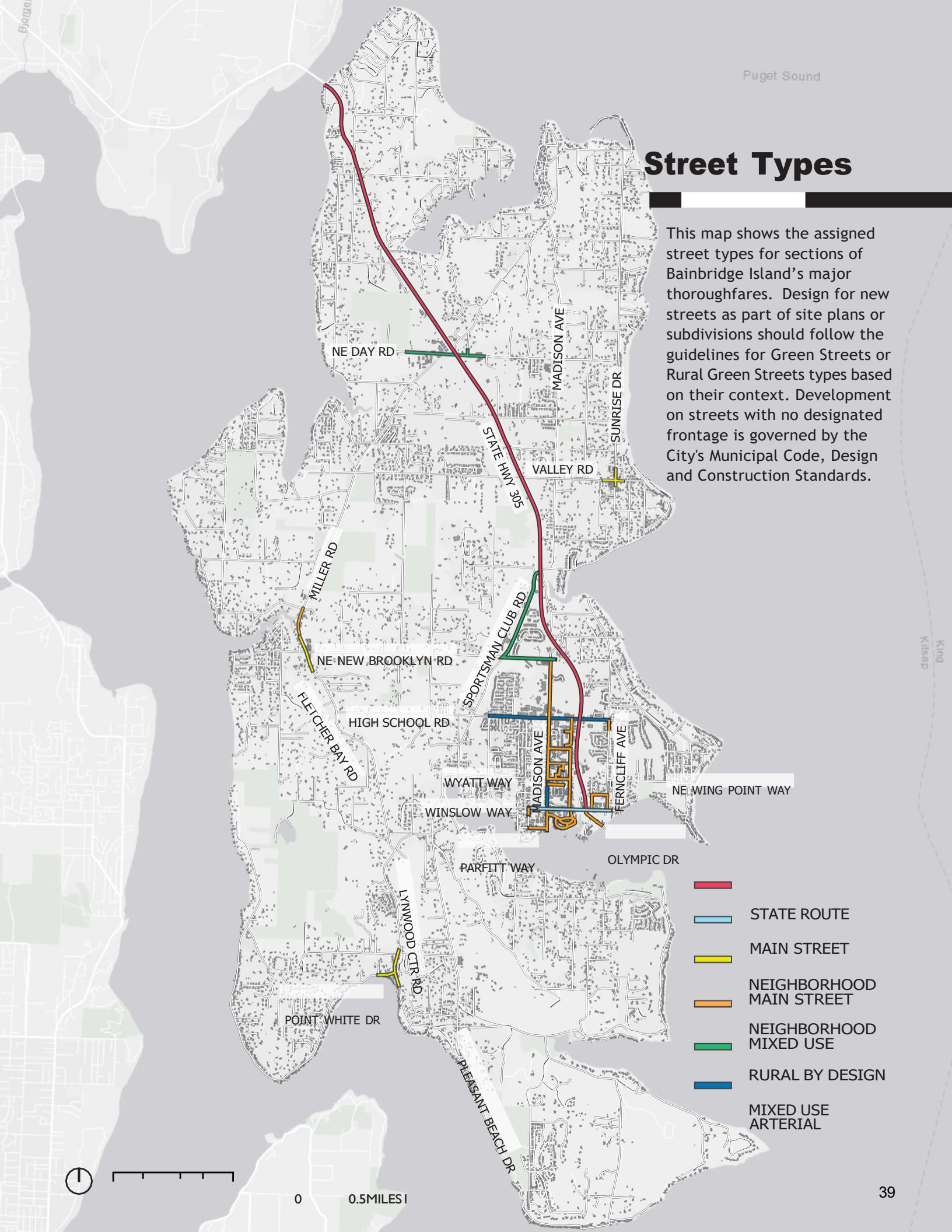
1. State Route
2. Main Street
3. Neighborhood Main Street
4. Neighborhood Mixed Use
5. Mixed Use Arterial
6. Rural by Design
7. Green Street
8. Rural Green Street

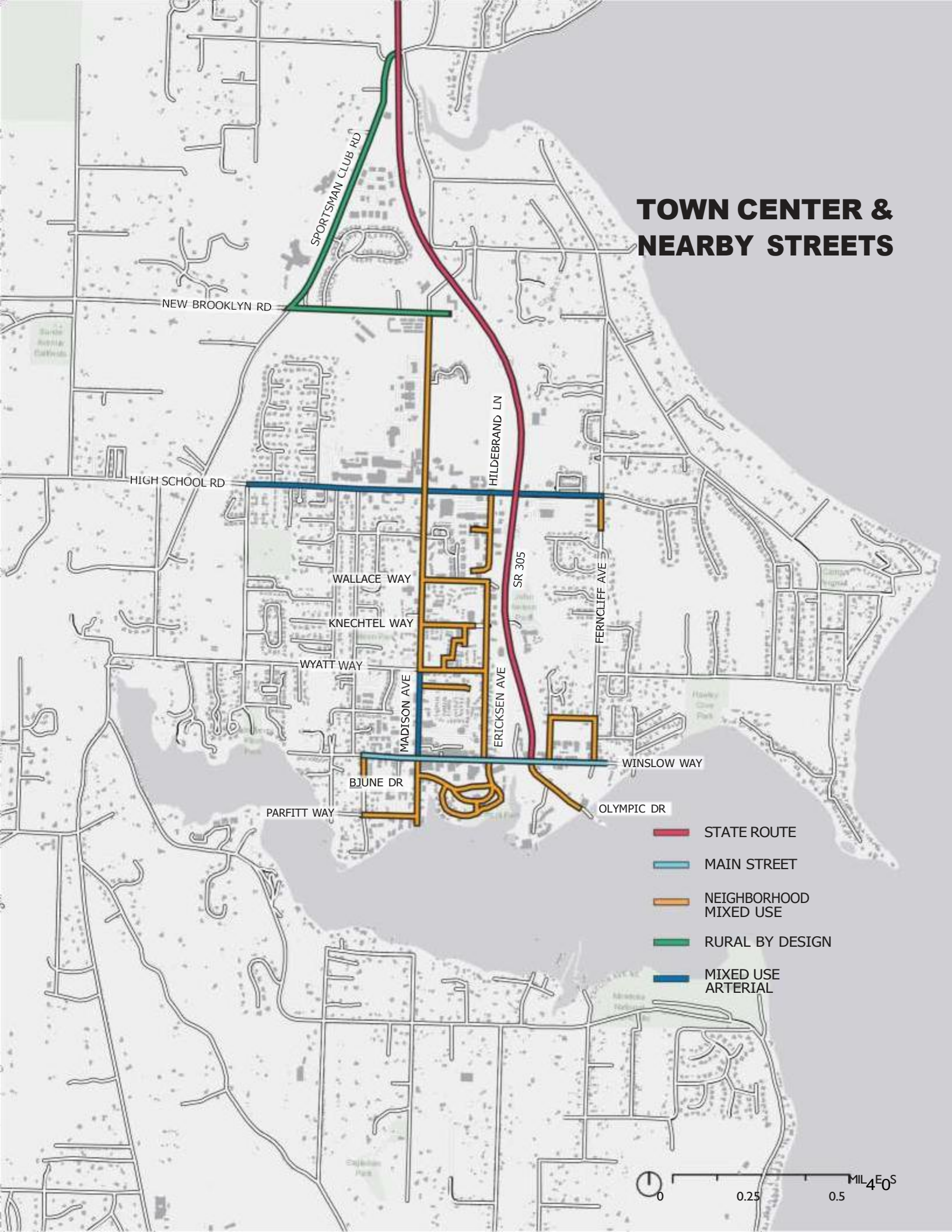
FRONTAGE TYPES

1. Linear / Storefront
2. Landscape
3. Plaza
4. Forecourt
5. Stoop / Terrace
6. Vegetated Buffer
7. Parking

Street Types

This map shows the assigned street types for sections of Bainbridge Island's major thoroughfares. Design for new streets as part of site plans or subdivisions should follow the guidelines for Green Streets or Rural Green Streets types based on their context. Development on streets with no designated frontage is governed by the City's Municipal Code, Design and Construction Standards.




TOWN CENTER &
NEARBY STREETS
SPORTSMAN CLUB RD
NEW BROOKLYN RD
HIGH SCHOOL RD
HILDEBRAND LN
SR 305
FERNCLIFF AVE
WALLACE WAY
KNECHTEL WAY
WYATT WAY
MADISON AVE
ERICKSEN AVE
WINSLOW WAY
BJUNE DR
PARFITT WAY
OLYMPIC DR
STATE ROUTE
MAIN STREET
NEIGHBORHOOD MIXED USE
RURAL BY DESIGN
MIXED USE ARTERIAL
0
0.25
0.5
MILES


NE DAY RD & SR 305
STATE HWY 305
NE DAY RD
MILLER RD NE
N MADISON AVE
STATE ROUTE
RURAL BY DESIGN
MILES
0
0.25
0.5


ROLLING BAY
SUNRISE DR
VALLEY RD
NEIGHBORHOOD
MAIN STREET
MILES
0
0.25
0.5


ISLAND CENTER
MILLER RD NE
NE NEW BROOKLYN RD
FLETCHER BAY RD NE
NEIGHBORHOOD
MAIN STREET
NEIGHBORHOOD
MIXED USE
MILES
0
0.25
0.5


LYNWOOD CENTER
LYNWOOD CTR RD
POINT WHITE DR
PLEASANT BEACH DR
NEIGHBORHOOD
MAIN STREET
MILES
0
0.25
0.5

1 STATE ROUTE

CHARACTERISTICS

a. Lane configuration per WSDOT

b. No pedestrians or activation at edge

c. Limited access

INTENT

a. Minimize direct access from private property

b. Support off-road trail system

c. Restore native vegetation

d. Preserve and enhance Pacific Northwest forested character

e. Conform with state signage laws

f. Minimize site disturbance

2 MAIN STREET

CHARACTERISTICS

a. On-street parking

b. Wide sidewalks

c. Building to property line

d. Many glazed storefronts

e. Varied architectural style

f. Pedestrian through-routes

g. Fine-grained scale

INTENT

a. Encourage activation of street frontage

b. Encourage through-routes

c. Integrate landscape and public art

3 NEIGHBORHOOD MAIN STREET

CHARACTERISTICS

a. Walkable neighborhood node

b. Sidewalk or other dedicated pedestrian facilities

INTENT

a. Develop on-street parking

b. Activate the street with pedestrian oriented street level uses such as storefronts, restaurants, galleries etc.

c. Activate area between buildings and right-of-way with seating, art, gardens

d. Encourage sidewalks or other high quality pedestrian facilities

4 NEIGHBORHOOD MIXED USE

CHARACTERISTICS

a. Lower traffic volume

b. Typically walkable/bikeable route to access the downtown and ferry

c. Varied building frontage types

d. Generally landscaped edges

INTENT

a. Infill or add to pedestrian and bike connections

b. Provide a landscaped setback to buffer residential uses

c. Enhance the varied character

5 MIXED USE ARTERIAL

CHARACTERISTICS

a. Arterial level street capacity

b. Varied land uses

c. Varied edge conditions

INTENT

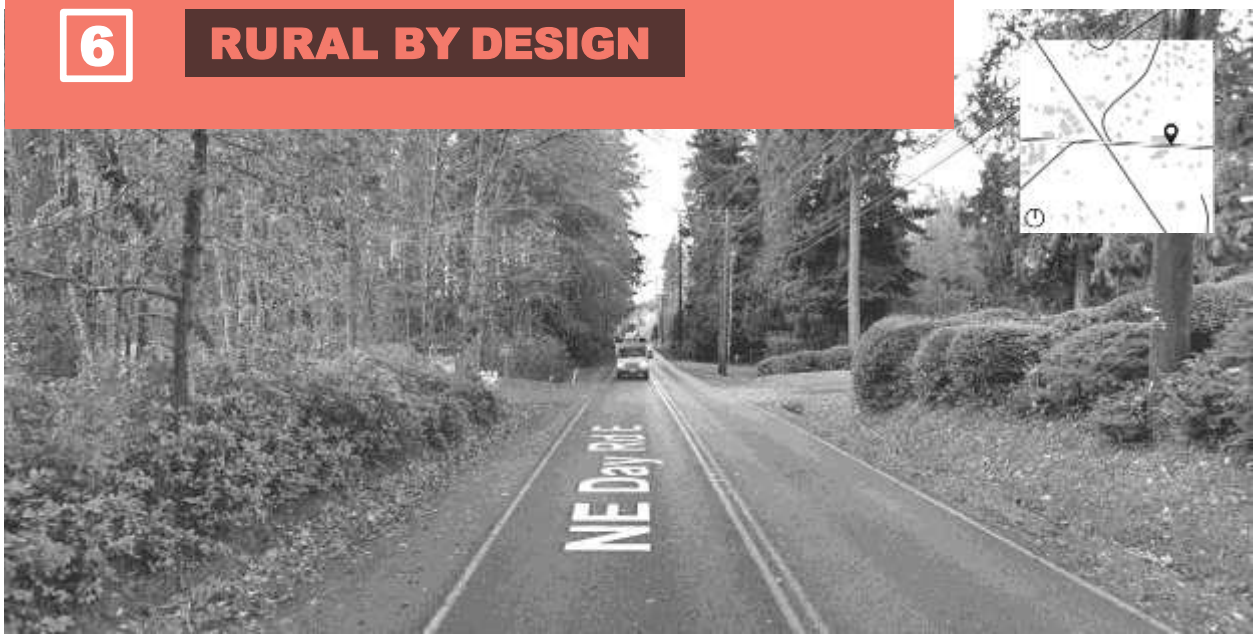
a. Provide landscaped setback to buffer residential uses

b. Provide, curb, gutter, sidewalk bike lane

c. Minimize curb cuts

d. Create on-street parking where appropriate

6 RURAL BY DESIGN



CHARACTERISTICS

a. Pedestrian shoulder or trail wherever possible

b. Green edge conditions

c. Narrow travel lanes

INTENT

a. Retain green edge conditions and character

b. Protect or create swale drainage

c. Retain pedestrian shoulder or trail wherever possible

d. Maintain native vegetation

7 GREEN STREET

DESCRIPTION

The green street is intended to serve as a model for interior streets as part of subdivisions and larger commercial developments in commercial, industrial, mixed use and urban residential districts. It is not a designation for existing public streets but included to guide street design as part of new development.

The examples on the following page show the application of Green Street guidelines for different types of roads, and accessways.

INTENT

a. Minimize impervious cover and consider permeable paving

b. Integrate stormwater infiltration and retention into landscaped areas

c. Use curb alternatives to channel runoff into landscaping

d. Keep traffic speeds low with narrower travel lanes.

e. Emphasize pedestrians and open space as part of a shared space

f. Minimize paved area with shared driveways, access and parking areas.

g. Use trees to transpire water and mitigate heat island effects

EXAMPLE: SHARED STREET

Heavily landscaped shared pedestrian, bike, and vehicle street with large rain gardens and infiltration areas, and curb alternatives that channel stormwater into drainage and landscape areas

EXAMPLE: SHARED ALLEY ACCESS

Internal garage access via a shared alleyway with distinct paving and substantial rain gardens without curbs or with gaps in curbs and grading to direct runoff into landscape areas.

8 RURAL GREEN STREET

DESCRIPTION

The rural green street is intended to serve as a model for interior streets as part of subdivisions in non-urban residential districts. It is not a designation for existing public streets, but included to guide street design as part of new development.

INTENT

a. Minimize impervious cover and consider permeable paving

b. Create a soft edge along the street and direct runoff into landscaped areas

c. Mitigate erosion along slopes and banks with vegetation and permeable stone fill

d. Integrate stormwater infiltration and retention into landscaping

e. Create a comfortable walking environment with lower traffic speeds

f. Use trees to transpire water and mitigate heat island effects

Building Frontages

Each street type is associated with a set of building frontages that would be permitted along streets of that type. Permitted frontage types for designated street typology, and the setbacks for each frontage type are shown in Table 1 below.

Each building frontage specifies an appropriate setback that applies across all street types. **On designated streets these required setbacks will supersede setback requirements contained in the Bainbridge Island Municipal Code.**

TABLE 1:

PERMITTED FRONTAGES BY STREET TYPE & SETBACKS

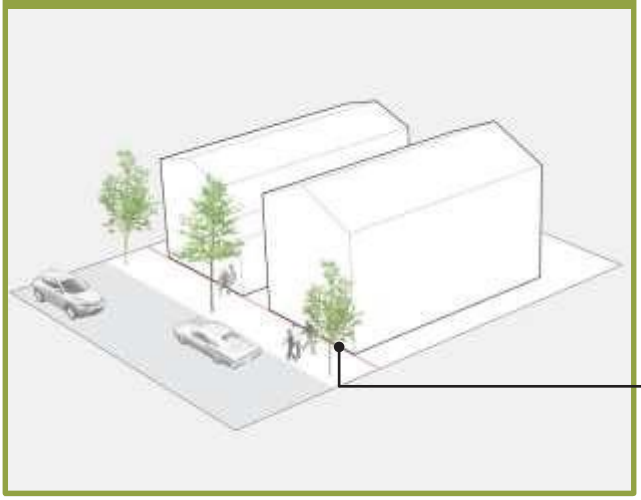
	STOREFRONT				TERRACE	BUFFER
STATE ROUTE						✓
MAIN STREET	✓		✓	✓		
NEIGHBORHOOD MAIN STREET	✓		✓	✓		
NEIGHBORHOOD MIXED-USE	✓	✓	✓	✓	✓	
MIXED-USE ARTERIAL	✓	✓	✓	✓	✓	
RURAL BY DESIGN		✓				✓
SETBACK BY FRONTAGE	0 FT	10 FT - 20 FT	10 FT - 20 FT	0 FT	5 FT - 15 FT	25 FT - 50 FT

50 FT UNLESS OTHERWISE APPROVED BY DIRECTOR

COURTYARD WIDTH: 10 FT - 30 FT
COURTYARD DEPTH: 10 FT - 30 FT

BUFFER

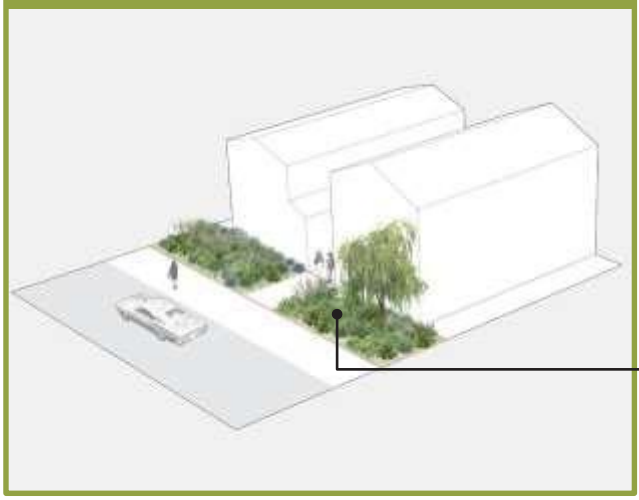
1 LINEAR / STOREFRONT



The linear or storefront building frontage has no setback from the right-of-way. It is the primary building frontage for pedestrian-oriented retail streets and is appropriate for active ground floor uses as part of non-residential or mixed-used development.

SETBACK: 0 Feet

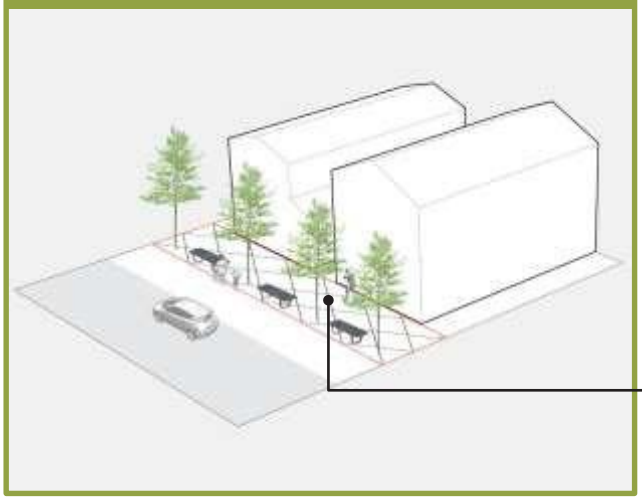
2 LANDSCAPE



The landscape building frontage includes a landscaped setback between the building and the right-of-way This frontage type is permitted on mixed-use and residential streets and is appropriate for office and residential uses particularly when on the ground floor.

SETBACK: 10 - 20 Feet

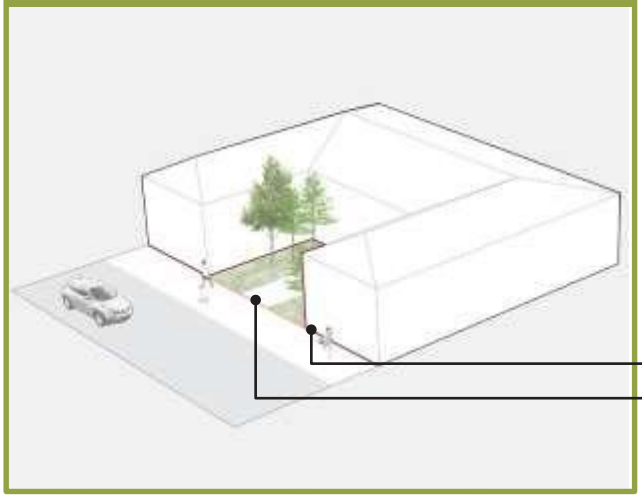
3 PLAZA



The plaza building frontage includes a pedestrian-oriented public space in the setback between the building and the right-of-way. This frontage type is permitted on retail and mixed-use streets and is appropriate for active uses such as retail, dining or civic and cultural uses. The plaza must contribute to a welcoming streetscape, and should support human activity, with amenities such as seating, outdoor dining and activation.

SETBACK: 10 - 20 Feet

4 FORECOURT

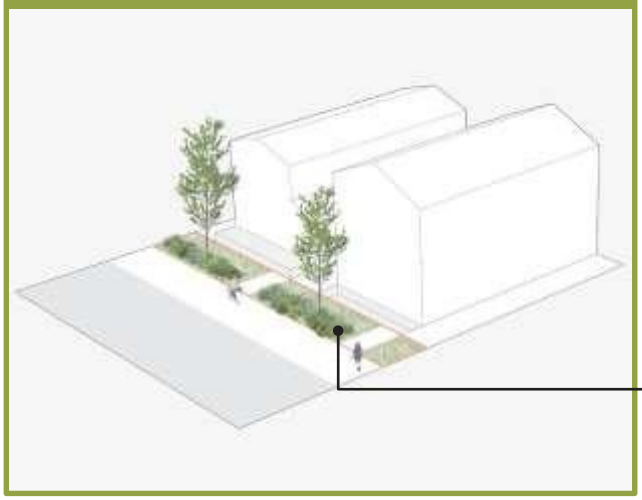


The forecourt building frontage has a defined open or public space at the entrance along the right-of-way. This frontage type is permitted along retail and mixed-use streets and is appropriate for a wide range of land uses and mixed-use development.

SETBACK: 0 Feet

COURTYARD: 10 - 30 Feet Depth
10 - 30 Feet Width
Must contain primary building entrances and open onto the primary public street

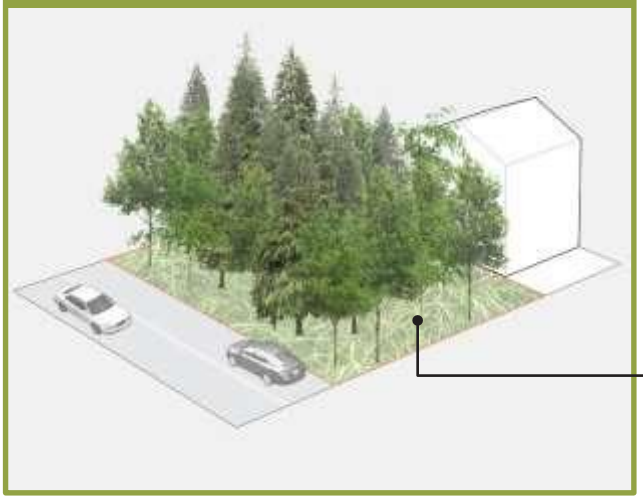
5 STOOP / TERRACE



The stoop / terrace building frontage includes a landscaped setback from the right-of-way that accommodates a porch, stoop or terrace at the building's primary entrance. This frontage type is permitted on mixed-use and residential streets and is appropriate for residential and non-retail commercial uses.

SETBACK: 5 - 15 Feet

6 VEGETATED BUFFER



The vegetated buffer building frontage uses a deep setback to screen development from the right-of-way. This is the only frontage type permitted on SR 305, where access is limited, and it also appropriate for light industrial and inactive non-residential uses on Rural by Design streets. Vegetated buffers can be either natural, where vegetation has arisen naturally or deliberately landscaped to provide an effective screen where there is little natural context.

BUFFER: 50 Feet along SR 305

NATURAL: Preserve or restore native vegetation consistent with conditions and species nearby.

LANDSCAPE: Create a landscaped screen with trees and understory plantings that are native or drought tolerant and compatible with the local microclimate.

PARKING

The parking frontage is the only frontage type with parking along the right-of-way. This frontage type is permitted only as an interim condition, where other frontages may be infeasible with parking requirements where a departure may be necessary. A landscaped area with trees and understory plantings is required between the right-of-way and the parking area.

SETBACK: 10 Feet Minimum

6 SUPPLEMENTAL STANDARDS + GUIDELINES

Introduction

The supplemental standards in this chapter are intended to address specific conditions of the site and surrounding context that require additional design guidance to ensure compatibility of new development. These conditions include larger sites (over 1 acre in size), historic places, and civic uses that each present unique design challenges and opportunities. New development and redevelopment that include these specific conditions are required to conform to the Design Standards in this chapter in addition to those outlined earlier in this document.

Larger Sites

Intent: To develop larger sites (over 1 acre) to fit within the surrounding context and reinforce desired patterns of development including street typologies, frontage types, and minimizing the visual and physical impact of parking on the public realm.

1 Design sites to minimize the visual impact of parking on the public realm

STANDARD

a. Use landscaping to buffer and minimize the visual impact of parking.

b. Locate parking under the building.

c. Provide on-street parking on public streets.

d. Provide a series of smaller groupings of parking to minimize the visual and functional impacts.

Shopping center retail in University Village in Seattle is oriented toward public spaces and streets with human scale design and pedestrian amenities

2 Design the site by clustering buildings and arranging them with frontages on public streets, public spaces, or open space

STANDARDS

a. Design the site so buildings front on a public street.

b. Design the site with buildings fronting on a public space with a variety of activities and functions.

c. Design the site with buildings fronting on public or semi-public open space with human-scaled design elements.

Parking in University Village in is located in screened parking structures with active uses at the base

Historic Places

Intent: To ensure that new and infill development are compatible with historic areas, sites, and buildings on the Island. Historic properties are those with structures that are 50 years or older and would be eligible for the national, state or local register of historic places, or sites that are listed on those registers.

1 Design the site, building(s), and landscape to be compatible with historic buildings without directly mimicking historic architectural styles.

STANDARDS

a. Design sites and buildings in historic areas to meet the Secretary of the Interior's standards for modifications to existing historic buildings and infill development.

b. Design buildings to be consistent with the scale of nearby historic buildings or districts based on the context analysis.

c. Consider historic landscaping that contributes to the context of historic buildings.

A new building in Rolling Bay complements the scale and architecture of the historic Bay Hay & Feed.

2 Maintain the historic integrity of buildings over 50 years old listed or eligible for the national or local register of historic places.

STANDARDS

a. Minimize alterations to historic buildings and properties that are inconsistent with the original design of the building.

b. Restore buildings to their original historic design elements when previously altered.

A conversion of a historic guardhouse in Fort Ward retains the historic façade and detailing of the original building.

Civic Uses

Intent: The design of civic uses and public spaces should be prominent, highlight their unique role in the community and reflect local values and civic identity. Civic projects should maximize opportunities for public benefits through integrated design.

Design civic sites and buildings to serve multiple functions such as public space, community gatherings, public art, and other compatible uses.

STANDARD

a. Civic uses may use unique frontage types to highlight uses, and public amenities with larger open spaces, gardens, art and other elements between the street and the building.

b. Integrate public open space in the design of civic sites including plazas, parks, seating areas, natural areas, and other amenities.

The Historical Museum offers a gathering space and a place to interact with parts of the Island's history.

Photo Credits

Photographer or firm listed by page and position.

PAGE: Section	POSITION: Source	POSITION: Source
COVER	Coates Design Architects	
Design on Bainbridge		
PG 1: Design on Bainbridge	WikiMedia Commons	
PG 2: Design on Bainbridge	Framework	
PG 3: Values and Principles	Framework	
Context Analysis		
PG 13: Context Analysis	The Island Gateway	
Site Design		
PG 18: Site Design	APsystems Solar / A+R Solar	
PG 19: Site Design - S1	TOP: Berger Partnership	BOTTOM: Berger Partnership
PG 20: Site Design - S2	TOP: Seattle Public Utilities	BOTTOM: PWL Partnership
PG 21: Site Design - S3	TOP: Wenzlau Architects	BOTTOM: Framework
PG 22: Site Design - S4	TOP: Framework	BOTTOM: Framework
PG 23: Site Design - S5	TOP: Framework	BOTTOM: Framework
PG 24: Site Design - S6	TOP: Framework	BOTTOM: Framework
Public Realm		
PG 25: Public Realm	Framework	
PG 26: Public Realm - P1	TOP: Camelia Apartments	BOTTOM: Southern Living
PG 27: Public Realm - P2	TOP: Framework	BOTTOM: Flatrock Productions
PG 28: Public Realm - P3	TOP: Berger Partnership	BOTTOM:: Curbed Los Angeles
PG 29: Public Realm - P4	TOP: Framework	BOTTOM: Framework
PG 30: Public Realm - P5	TOP: Framework	BOTTOM: Framework
PG 31: Public Realm - P6	TOP: Building Salt Lake	BOTTOM: Framework

PAGE: Section	POSITION: Source	POSITION: Source
Building Design		
PG 32: Building Design	CTA Design Builders Inc.	
PG 33: Building Design - B1	TOP: Coates Design Architects	BOTTOM: Framework
PG 34: Building Design - B2	TOP: Wenzlau Architects	BOTTOM: Culter Anderson Architects
PG 35: Building Design - B3	TOP: Framework	BOTTOM: Framework
PG 36: Building Design - B4	TOP: Kriegh Architects	BOTTOM: Framework
PG 37: Building Design - B5	TOP: Framework	BOTTOM: Johnston Architects
Landscape		
PG 38: Landscape	Berger Partnership	
PG 39: Landscape - L1	TOP: Berger Partnership	BOTTOM: Miller Company Landscape Architects
PG 40: Landscape - L2	TOP: Uptown Normal	BOTTOM: Framework
PG 41: Landscape - L3	TOP: SvR Design Company	BOTTOM: Berger Partnership
PG 42: Landscape - L4	TOP: Berger Partnership	BOTTOM: Berger Partnership
PG 43: Landscape - L5	TOP: Bainbridge Island Parks & Recreation	BOTTOM: Berger Partnership
PG 44: Landscape - L6	TOP: Walker Macy	BOTTOM: Framework

PAGE: Section	POSITION: Source	POSITION: Source
Street & Frontage Types		
PG 46: Street Types	Framework	
PG 47: Street Types	Framework	
PG 48: Street Types	TOP LEFT: Framework	TOP RIGHT: Framework
PG 48: Street Types	BOTTOM LEFT: Framework	BOTTOM RIGHT: Framework
PG 49: Street Types - 1	Google, 2019	
PG 50: Street Types - 2	Google, 2019	
PG 51: Street Types - 3	Google, 2019	
PG 52: Street Types - 4	Google, 2019	
PG 53: Street Types - 5	Google, 2019	
PG 54: Street Types - 6	Google, 2019	
PG 55: Street Types - 7	Kevin Robert Perry, Urban Rain Design	
PG 56: Street Types - 7	TOP: Google, 2019	BOTTOM: City of Auckland, NZ
PG 57: Street Types - 8	Framework	
PG 59: Building Frontages	TOP: Framework	BOTTOM: Framework
PG 60: Building Frontages	TOP: Framework	BOTTOM: Framework
PG 61: Building Frontages	TOP: Framework	BOTTOM: Framework
PG 62: Building Frontages	Framework	
Subdivision Guidelines		
PG 63: Subdivision Guidelines	Google, 2019	
Supplemental Guidelines		
PG 67: Supplemental Guidelines	Google, 2019	
PG 68: Supplemental Guidelines	TOP: Hewitt Architects	BOTTOM: Hewitt Architects
PG 69: Supplemental Guidelines	TOP: Framework	BOTTOM: Jennifer Pells
PG 70: Supplemental Guidelines	TOP: Framework	BOTTOM: Framework

Appendix

APPENDIX

DOCUMENTS REQUIRED FOR DESIGN REVIEW

1. Written Project Overview
   - Project name and description
   - Zoning requirements summary including number of units and parking stalls
2. Context Analysis Drawing
   - Property lines
   - Topography including contours
   - Physical and natural features on site including critical areas per BIMC 16.20, prevailing wind, tidal inundation
   - Trees
   - Surrounding properties' uses, zoning, and structures
   - Unique and prominent features including views
   - Known wildlife habitat
   - Streets, nearby active transportation facilities, and existing formal / informal trails
3. Site Plan
   - Label streets and property lines
   - Show roadways, parking areas, pedestrian and vehicular circulation
   - Label square footage for commercial/residential space
4. Landscape Plan
   - All streetscape and landscape elements
5. Written Architectural Narrative
   - Define a clear design narrative that guides all aspects of the project, including aesthetics, materials, and form.
   - Explain how the project is sustainable as defined on page 11
   - Explain how the following were informed by the context analysis and design narrative:
     - Building form
     - Site design
     - Façade design choices and detailing
     - Materials and landscaping
   - Requested Departures
     - Include rationale for request
     - Anticipated community or project benefits
6. Site Section Drawings
   - Minimum of two site sections (both longitudinal and transverse) extending to adjacent buildings within 100 feet of the property line
   - Show preliminary floor to floor heights and overall height
7. Building Elevation Drawings
   - Elevations of each structure (all sides) and of adjacent structures at same scale.
8. Rendering Drawings
   - At least one eye level perspective from major street location.
   - At least one 3-dimensional rendering of entire project
9. Exterior Lighting Plan
   - final location of exterior lights and indication of light spillage at night
10. Materials Palette
    - Color and materials board with reference to drawings
    - Landscape color and materials board

Naming Convention: All submittals shall be named "DRB_Submittal Title_ProjectName"

APPENDIX B

PRESENTATION REQUIREMENTS AT DESIGN REVIEW BOARD MEETING

Presentation Objectives

- Present Design Vision: Clearly articulate the architectural narrative and goals of the project, including how the design aligns with community values and needs.
- Showcase Key Features: Highlight relevant aspects of the design such as unique architectural elements, sustainable practices, and functional spaces.
- Demonstrate Compliance: Provide evidence that the design meets municipal code, building codes, and other regulatory requirements.
- Visual Representation: Use submitted visuals to effectively convey design intent and context.
- Address Community Impact: Discuss how the project will affect the community, including economic, social, and environmental considerations.
- Outline Next Steps: Clearly define the project's timeline and immediate next steps post-review, setting expectations for further review by staff.

Presentation Parameters

- Presentations should take approximately 30 minutes.
- Afterward, the Design Review Board will facilitate a discussion that encourages feedback from board members. Applicants are expected to hear and discuss concerns and suggestions.

Naming Convention: All submittals shall be named "DRB_Submittal Title_ProjectName"

APPENDIX

2021 VERSION ACKNOLWEDGEMENTS

ACKNOWLEDGMENTS

DESIGN REVIEW BOARD

Joe Dunstan
Alan Grainger
Jim McNett
Peter Perry
Jane Rein
Jason Wilkinson
Carl Yurdin

CITY COUNCIL

Sarah Blossom
Kol Medina, Mayor
Ron Peltier
Rasham Nassar
Leslie Schneider
Joe Deets
Matthew Tirman

PLANNING COMMISSION

William Chester
Don Doman
Lisa Macchio
Kimberly McCormick
Joe Paar
Mack Pearl
Jon Quitslund

CONSULTANT TEAM

Lesley Bain, Framework
Jeff Arango, Framework
Daniel S. Harris, Framework
Monica Taylor, Framework
Yuansi Bobo Cai, Framework
Jonathan Morley, Berger Partnership
Matthew Coates, Coates Design Architects
Robert Hutchinson, Coates Design Architects

CITY OF BAINBRIDGE ISLAND STAFF

Heather Wright, Interim Director of Planning and Community Development
Christy Carr, Senior Planner
Mark Epstein, Engineering Project Manager
Jennifer Sutton, Senior Planner
Kristen Drew, Communications Coordinator

CITY OF BAINBRIDGE ISLAND

framework

PARTNERSHIP berger

COATES DESIGN ARCHITECTS
Responsible Architecture