



ISLAND CENTER SUBAREA PLANNING
STEERING COMMITTEE SPECIAL MEETING
WEDNESDAY, JULY 10, 2019
6:30-8:30 PM
CITY HALL
COUNCIL CONFERENCE ROOM
280 MADISON AVENUE N
BAINBRIDGE ISLAND, WA 98110

AGENDA

- 6:30 PM Call to Order, Agenda Review, Conflict Disclosure
- 6:35 PM Review and Approve Minutes
June 19, 2019
June 23, 2019
- 6:40 PM Consider Changes to Inner Planning Area Boundary
- 7:20 PM City Design Guidelines Update Project
Senior Planner Christy Carr, AICP
- 8:10 PM Schedule Community Meeting
- 8:20 PM Next Meeting Agenda: July 17
- 8:25 PM Public Comment
- 8:30 PM Adjourn

****PLEASE NOTE THERE WILL NOT BE ANY RUNNING WATER
AT CITY HALL DURING THIS MEETING.****

*****TIMES ARE ESTIMATES*****

Public comment will be taken after each agenda item is completed. Public comment time at meeting may be limited to allow time for Committee members to deliberate. To provide additional comment to the City outside of this meeting, e-mail us at pcd@bainbridgewa.gov or write us at Planning and Community Development, 280 Madison Avenue, Bainbridge Island, WA 98110

**For special accommodations, please contact Jane Rasely, Planning & Community
Development 206-780-3758 or at jrasely@bainbridgewa.gov**

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CALL TO ORDER, AGENDA REVIEW, CONFLICT DISCLOSURE
REVIEW AND APPROVE Minutes – June 5, 2019
CONSIDER CHANGES TO INNER PLANNING AREA BOUNDARY
DISCUSS ISLAND CENTER LAND USE, PUBLIC SPACE AND TRANSPORTATION OPTIONS
NEXT STEPS FOR ISLAND CENTER SUBAREA PLANNING
PUBLIC COMMENT
ADJOURN

CALL TO ORDER, AGENDA REVIEW, CONFLICT DISCLOSURE

Chair Maradel Gale called the meeting to order at 6:34 PM. Steering Committee Members in attendance were John Decker, Sam Marshall, Micah Strom, Mark Tiernan, Michael Loverich, Scott Anderson, Donna Harui, Sarah Blossom (City Council), Jon Quitslund (Planning Commission) and Jane Rein (Design Review Board). Asaph Glosser was absent and excused. City Staff present were Long Range Senior Planner Jennifer Sutton, Engineering Manager Mike Michael and Administrative Specialist Jane Rasely who monitored recording and prepared minutes.

The agenda was reviewed. There were not any conflicts noted.

REVIEW AND APPROVE Minutes – June 5, 2019

Motion: I move to approve the minutes.

Decker/Anderson: Passed Unanimously

CONSIDER CHANGES TO INNER PLANNING AREA BOUNDARY

DISCUSS ISLAND CENTER LAND USE, PUBLIC SPACE AND TRANSPORTATION OPTIONS

NEXT STEPS FOR ISLAND CENTER SUBAREA PLANNING

Availability for July 10 and/or July 17 meetings was determined. Next Island Center area tour was set for Sunday, June 23, 2019 at 3:00 PM. Michael Loverich provided a recap of the last tour.

PUBLIC COMMENT

Jim Llewellyn, Citizen – Suggested the property owners be part of the discussion.

Dan Taylor, Citizen – Loved Island Center and did not want to see it change.

ADJOURN

Meeting was adjourned at 8:44 PM.

MEET IN CITY OWNED GRAVEL LOT JUST SOUTH OF CONGREGATION KOL SHALOM
WALK THROUGH ISLAND CENTER AREA
ADJOURN

MEET IN CITY OWNED GRAVEL LOT JUST SOUTH OF CONGREGATION KOL SHALOM

Steering Committee Member Michael Loverich led the walking tour. There were 15 participants, including Steering Committee member Vice Chair Micah Strom.

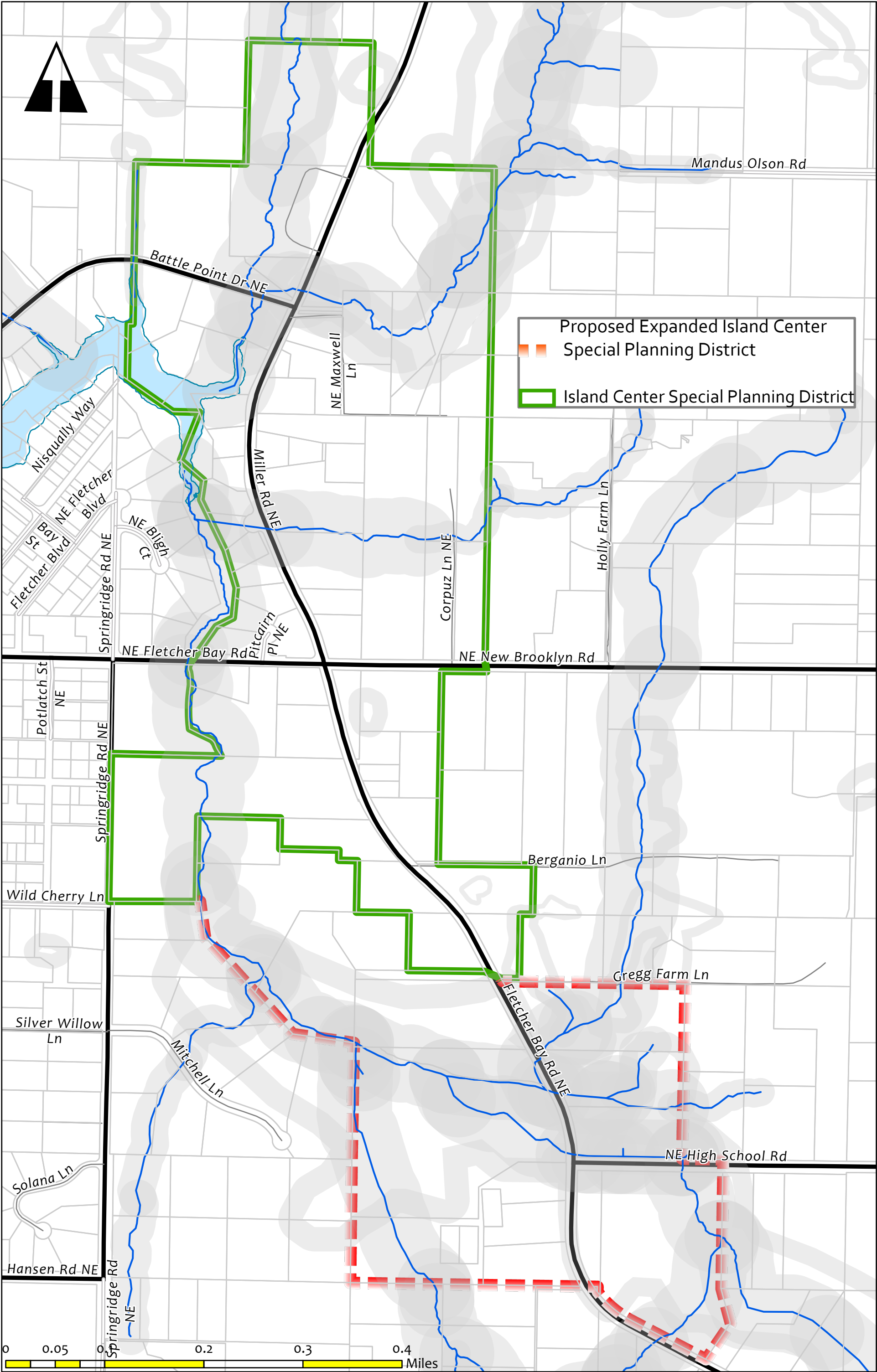
Description of the tour was advertised as follows:

Perched on a steep hill above Miller Road and overlooking Fletcher Bay obscured from view lay many of Island Center's pioneer families. Buried in 'Island Center Cemetery,' which was established in 1889, they worked the land that some of us now call home. We will visit some of their graves learning a bit about their stories and those who came before them, but also gaining a different perspective on the area from this lofty point. Part of this tour will meander through the City owned lot. This portion has no trails and is very steep. Please come prepared.

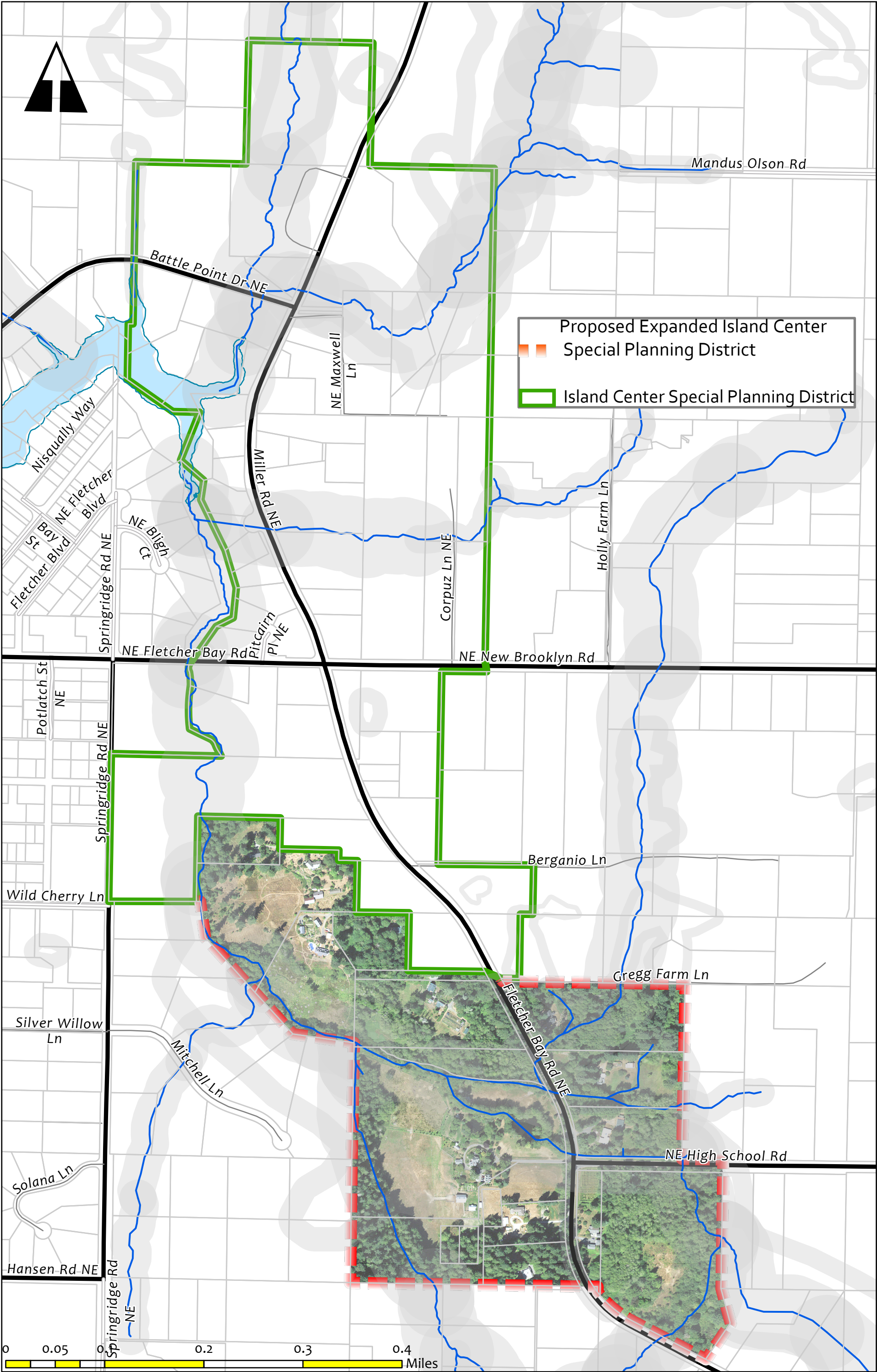
ADJOURN

The tour concluded at 4:20 PM.

Proposed Expanded Island Center Special Planning District

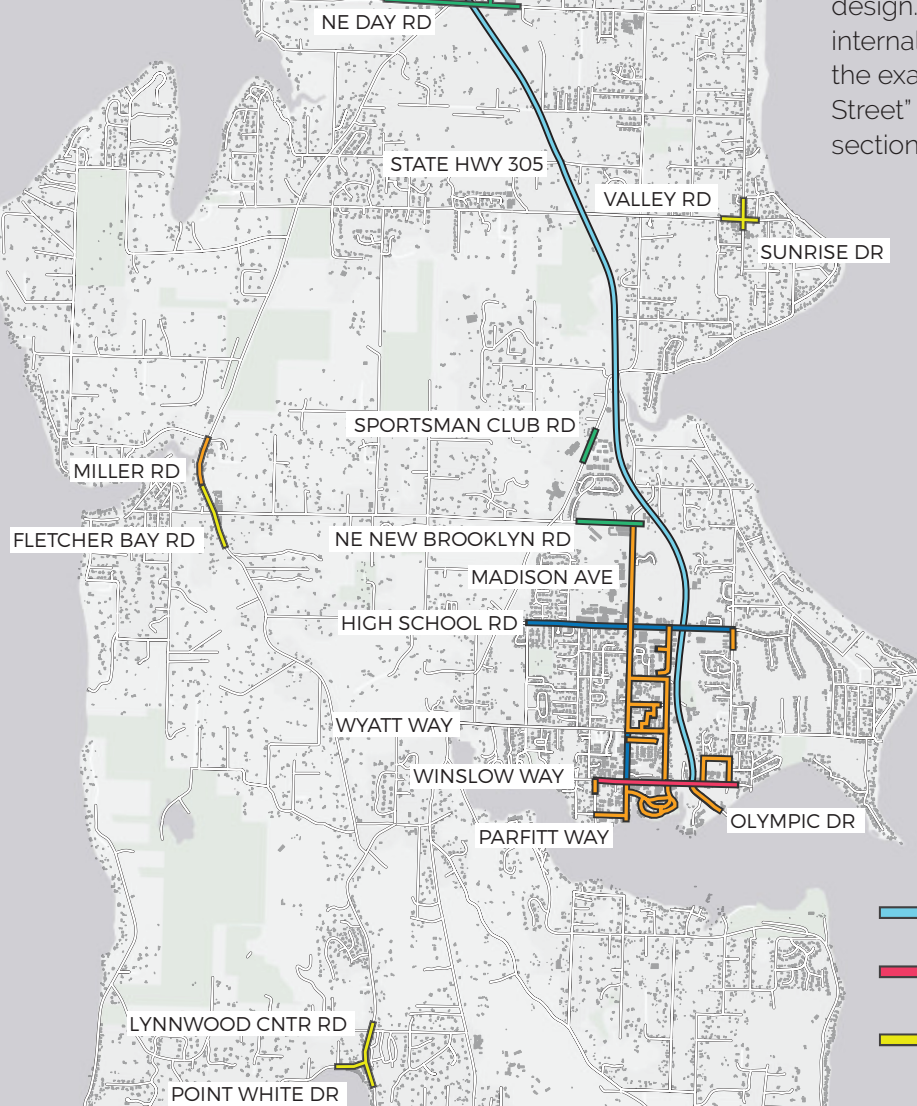


Proposed Expanded Island Center Special Planning District

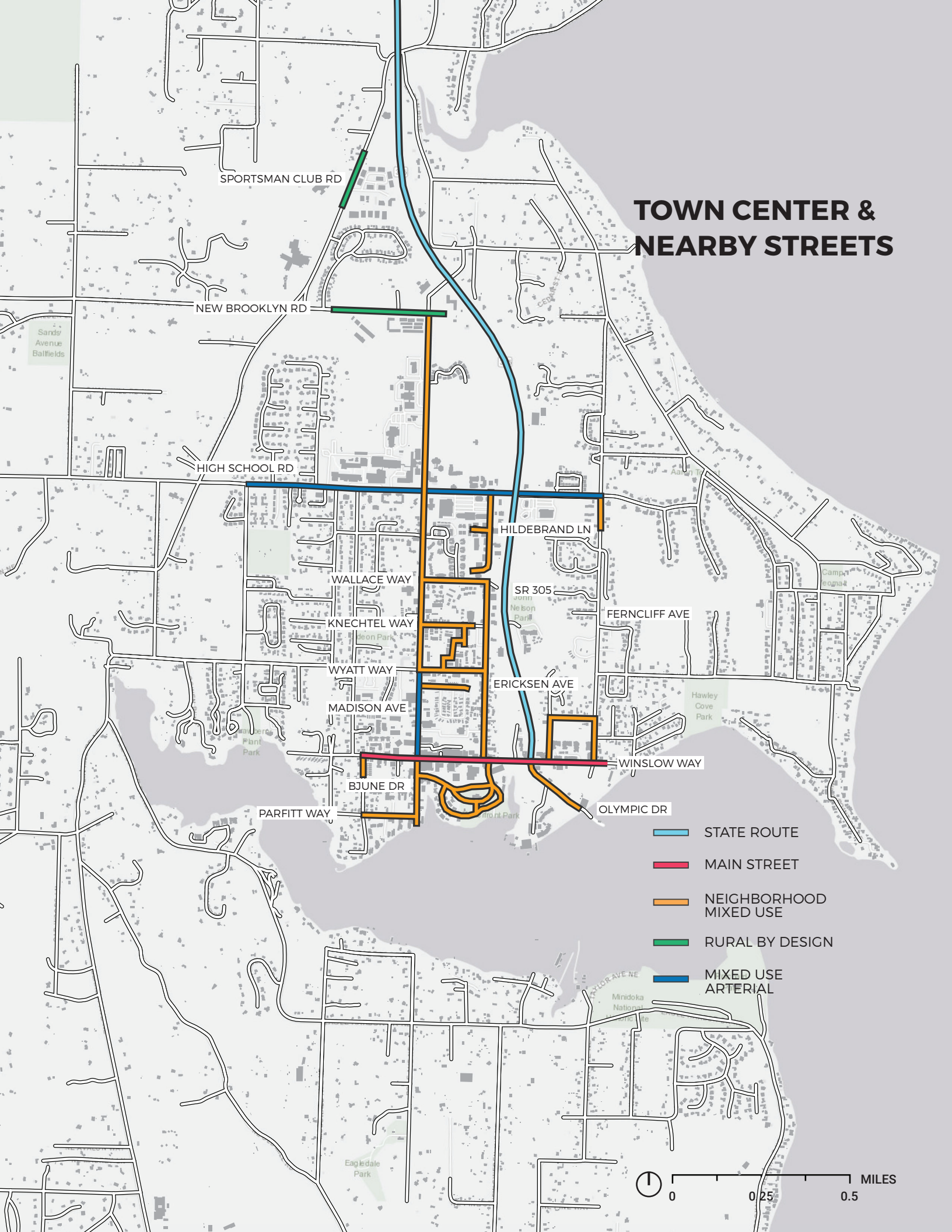


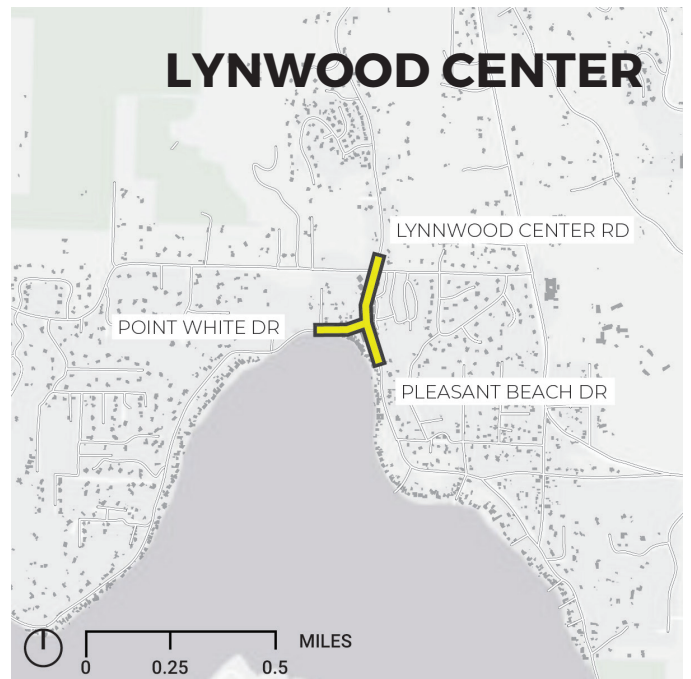
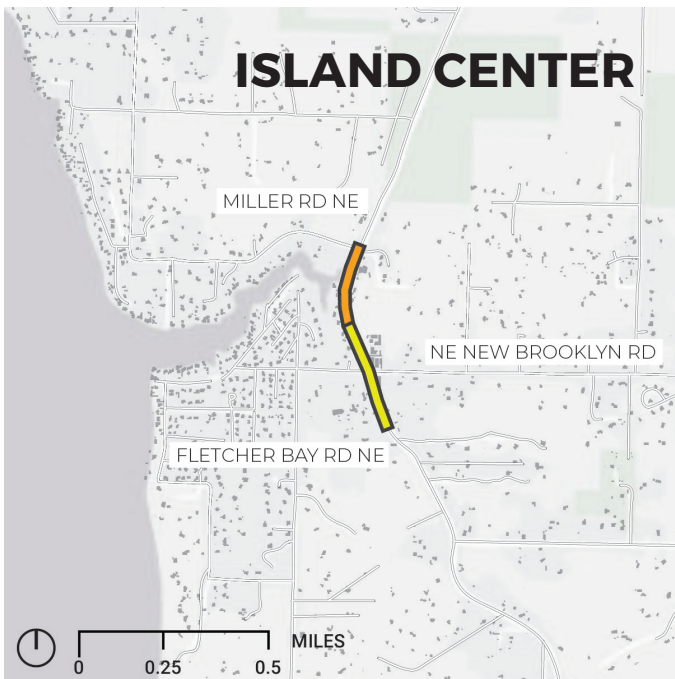
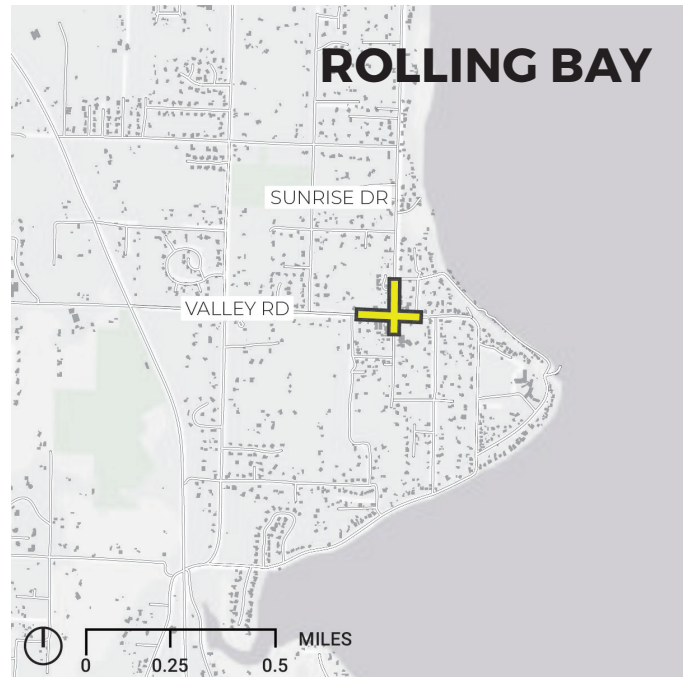
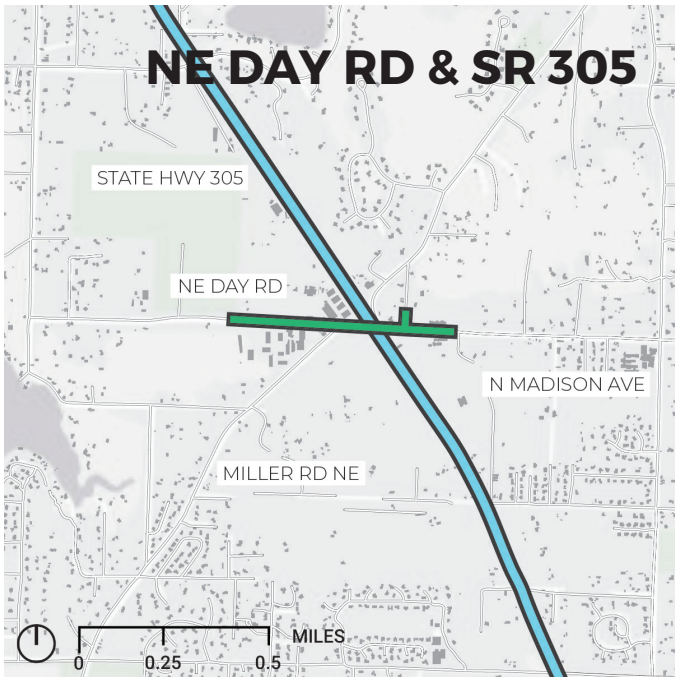
Street Types

This map shows the assigned street types for sections Bainbridge Island's major thoroughfares. Streets without a type designation are considered rural by design. The design of new internal streets should follow the example of the "Green Street" type included in this section.



TOWN CENTER & NEARBY STREETS







1

STATE ROUTE

CHARACTERISTICS

- a. Lane configuration per WSDOT
- b. No pedestrians or activation at edge
- c. Limited access

GUIDELINES

- a. Minimize direct access from private property
- b. Support off-road trail system
- c. Restore native vegetation
- d. Preserve + enhance Pacific NW forested character
- e. 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

GUIDELINES

- 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

GUIDELINES

- a. Develop on-street parking
- b. Building frontage types to property line will activate the streetscape
- c. Building frontage types requiring setback will be inactive in use
- 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

GUIDELINES

- a. Infill or add to pedestrian + bike connections
- b. All building frontage types except parking
- c. Landscaped setback to buffer residential uses
- d. Enhance the varied character

5

MIXED USE ARTERIAL

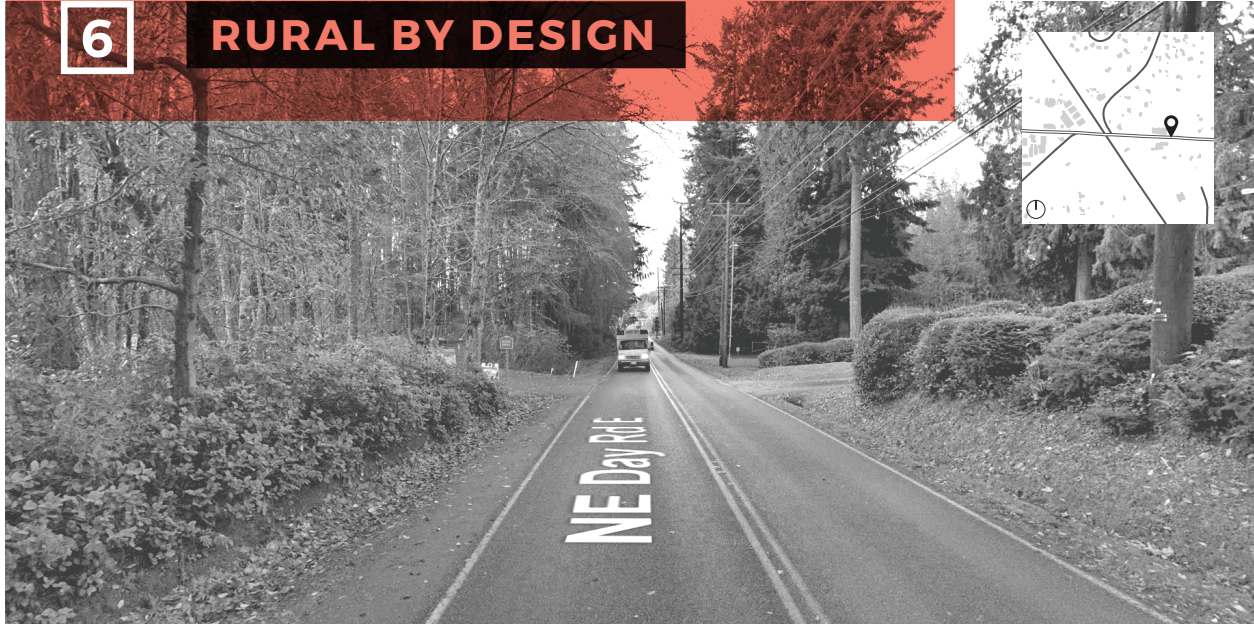


CHARACTERISTICS

- a. Arterial level street capacity
- b. Varied land uses
- c. Varied edge conditions

GUIDELINES

- a. All building frontage types except parking
- b. Landscaped setback to buffer residential uses
- c. Curb gutter sidewalk bike lane
- d. Minimize curb cuts
- e. On-street parking where appropriate



CHARACTERISTICS

- a. Pedestrian shoulder or trail where possible
- b. Green edge conditions
- c. Narrow travel lanes

GUIDELINES

- a. Retain green edge conditions and character
- b. Swale drainage
- c. Retain pedestrian shoulder or trail where possible
- d. Maintain native vegetation

7

URBAN GREEN STREET



DESCRIPTION

The urban green street is intended to serve as a model for interior streets as part of subdivisions and larger commercial developments within the urban growth area. It is not a designation for existing public streets, but included to guide street design as part of new development.

GUIDELINES

- 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 traveled way
- e. Emphasize pedestrians and open space as part of shared space
- f. Use trees to transpire water and mitigate heat island effects

8

RURAL GREEN STREET



DESCRIPTION

The rural green street is intended to serve as a model for interior streets as part of subdivisions outside the urban growth area. It is not a designation for existing public streets, but included to guide street design as part of new development.

GUIDELINES

- a. Minimize impervious cover and consider permeable paving
- b. Create a soft edge along the street to direct runoff into landscaped areas
- c. Integrate stormwater infiltration and retention into landscaping
- d. Create a comfortable walking environment with lower traffic speeds.
- e. 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. Those frontage types are shown permitted for each designated street typology are shown in Table 1.

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

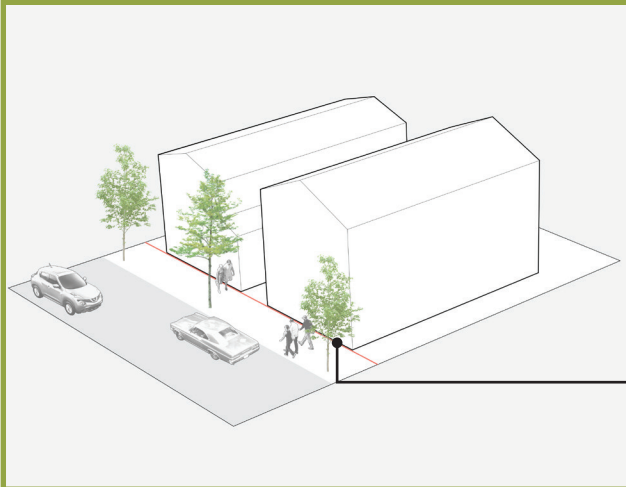
TABLE 1:

PERMITTED BUILDING FRONTAGES BY STREET TYPE

	LINEAR / STOREFRONT	LANDSCAPE	PLAZA	FORECOURT	STOOP / TERRACE	VEGETATED BUFFER	PARKING
STATE ROUTE						⊗	
MAIN STREET	⊗		⊗	⊗			
NEIGHBORHOOD MAIN STREET	⊗		⊗	⊗			
NEIGHBORHOOD MIXED USE		⊗	⊗	⊗	⊗		
MIXED USE ARTERIAL	⊗	⊗	⊗	⊗	⊗		
RURAL BY DESIGN		⊗				⊗	

1

LINEAR / STOREFRONT

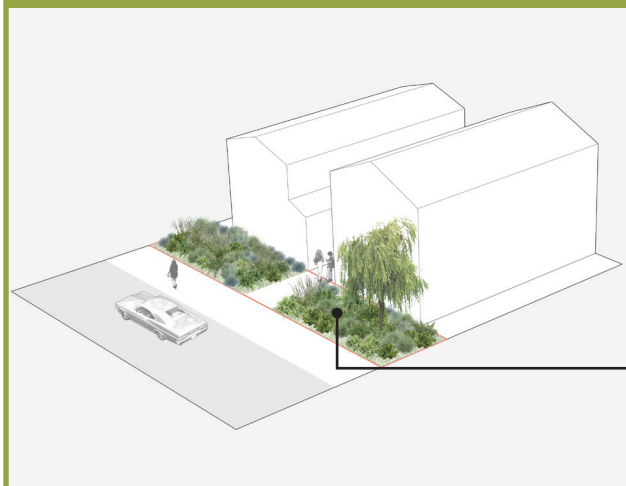


The linear or storefront building frontage has no setback from the street edge. It is the primary building frontage for pedestrian-oriented retail street and is appropriate for active ground floor uses as part of non-residential or mixed-used development.

SETBACK: 0 Feet

2

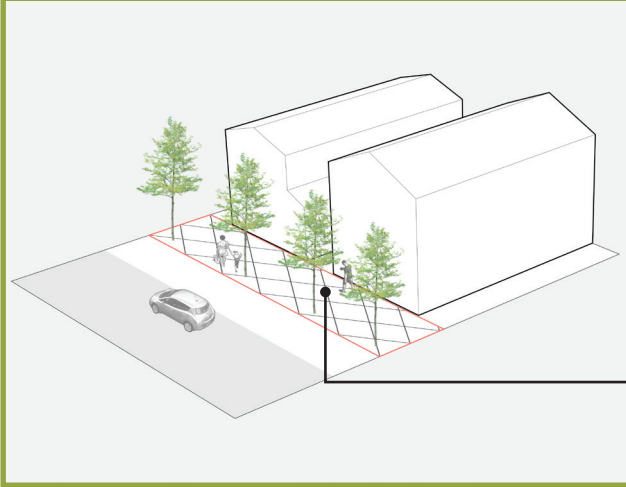
LANDSCAPE



The landscape building frontage includes a landscaped setback between the building and the street edge. 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

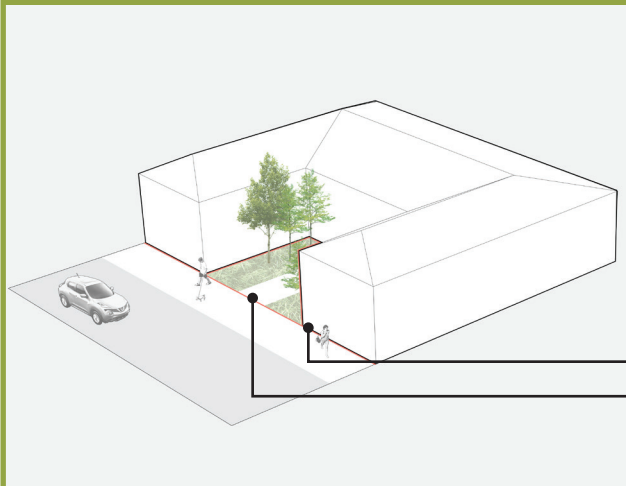
3 PLAZA



The plaza building frontage includes a pedestrian-oriented public space in the setback between the building and the street edge. 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



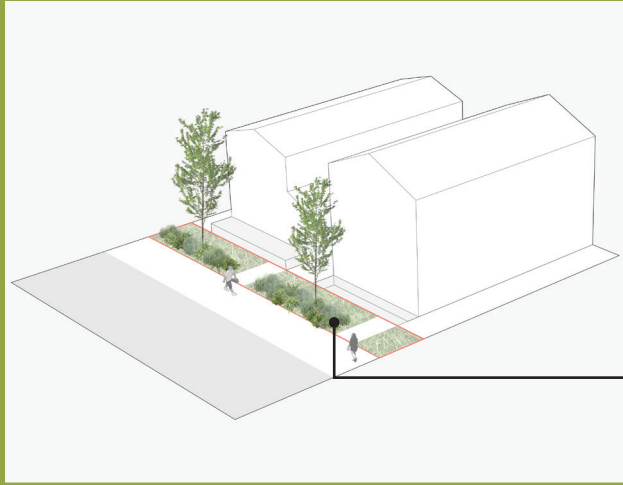
The forecourt building frontage has a defined open or public space at the entrance along the street edge. This frontage type is permitted along retail and mixed-use streets and is appropriate for a wide range of land uses and mixed-use development.

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

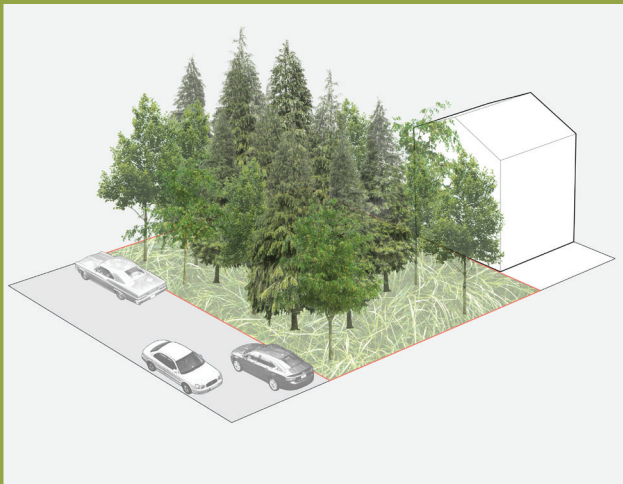


The stoop / terrace building frontage includes a landscaped setback from the street edge that accommodates a porch, stoop or terrace at the building's primary entrance. This frontage type is permitted on mixed-use and residential streets and is appropriate for residential and non-retail commercial uses.

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.

SETBACK: 25-50 Feet

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

7

PARKING



The parking building frontage is the only frontage type with parking between the building and the street edge. 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 street edge and the parking area.

SETBACK: 10 Feet Minimum