

CHAPTER 10

IMPLEMENTATION ACTION STRATEGY

ACTIONS

The Winslow Master Plan presents a number of actions which are necessary to achieve the objectives of the community. These actions include regulatory programs, as well as capital facilities projects or other activities necessary to implement the Plan.

The attached Table 11 is intended to be a tool for making investment decisions. The following describes the components of the table in more detail

Regulatory Actions

These involve changes or additions to the City's development regulations. While not directly related to the capital project actions, these are important in implementing the Master Plan since they direct private investment decisions.

Open Space/Trails Actions

These include park and trail projects as well as potential public/private partnerships, including right-of-way dedications or donations and the design, placement and maintenance of landscaping, signage and other amenities.

Transportation Actions

These are projects and programs requiring a wide range of actions from changes to the road standards, right-of-way acquisition to various investment strategies, including interagency or public/private funding. Some depend upon City leadership and others defer to state or county agencies. These are probably the most complex from an administrative standpoint and will therefore require a significant management and coordination investment by the City. If the City were to form a Parking Authority, financing and operation of the proposed Parking Authority would involve participation and a series of decisions by the City, property owners, and businesses.

Facilities Actions

There are no other facilities identified in the Master Plan except those already listed under Chapter 5.

INVESTMENT RESPONSIBILITIES

Since a number of partnerships are necessary to implement the Master Plan, it is important for the City to identify who has primary and secondary responsibility for planning, design, construction, financing, operation and maintenance of the actions. Many of the necessary implementation actions are the primary responsibility of the City.

City of Bainbridge Island

While new development can be expected to improve streets and sidewalks and to add to the network of open space in the community, the progression of these improvements is

dependent upon the timing of individual development projects. This can lead to interim deficiencies and actual gaps, such as a sidewalk or trail that leads nowhere. Moreover, the present condition of streets and sidewalks within Winslow is not conducive to walking. Substantial improvements are needed, apart from any anticipated increase in population, just to ensure that Winslow is vibrant and livable.

The City may need to step in and build a number of key facilities and require subsequent development to pay a portion of the cost.

Key street and sidewalk linkages should also be targeted for construction or upgrading, perhaps with individual developers adding greater width of walking surface, decorative lighting, trees and furnishings. Developers also need to know exactly where any new rights-of-way or easements might be needed so that they can accurately determine building location and size. Therefore, even if funding for street improvements is not yet available, standards and rights-of-way should be set. In some instances, in order to ensure continuity and connectivity, the City will need to build new streets and sidewalks and require subsequent development to repay a portion of the cost.

Actions which are not primarily the City's responsibility are described below.

Washington State Department of Transportation (WSDOT)

The Department has primary responsibility for SR 305 improvements and possibly secondary responsibilities for other transportation actions identified in the Master Plan.

Washington State Ferries (WSF)

The WSF will have responsibility for ferry-related actions and primary responsibility for actions taken to mitigate impacts of ferry service. There will also likely be some City/WSF coordination necessary for implementation of some of the listed actions.

Kitsap Transit

This agency will presumably have primary responsibility for implementation of the loop bus service. The City or private projects may also be responsible for transit-related improvements such as bus stops.

Bainbridge Island Parks District

Parks, recreation spaces and trails will need to be built to implement the Master Plan. It may be necessary to identify and secure parcels or trail easements through options now, essentially keeping them in reserve for future improvement as needs arise.

Private

Developers will participate in several of these actions in a number of roles, including mitigation, use of bonus provisions, fees (such as utilities fee, contributions for parking), dedications or donations. Local Improvement Districts, Business Improvement Associations and a Parking Authority are other possible vehicles for private participation. These roles will to be considered thoroughly in the evaluation process so that the appropriate obligations and results can be defined and weighed.

Parking Authority

If the City determines a Parking Authority should be established, the Authority could be a City “agency” or a public or non-profit corporation with any number of financing options. As such, it is treated here as having separate investment responsibility.

Table 11 Implementation Action Strategy

IMPLEMENTATION PLAN					
ACTION	RESPONSIBILITY				
	CITY	PARK DIST.	WSDOT/ WSF	KITSAP TRANSIT	PRIVATE
<u>Regulatory</u>					
1. Amend zoning code to <ul style="list-style-type: none"> • Incorporate changes to each district, incorporate mobile home recommendations and establish USF8 district. • Incorporate FAR and bonus provisions • Revise the TDR provisions • Amend the Affordable Housing provisions • Develop design guidelines for UMF 	X				
2. Amend zoning map to change District Boundaries	X				
3. Amend road standards	X				
4. Determine the feasibility of a Planned Action Ordinance and adopt, if appropriate.					
5. Amend Concurrence Ordinance.					
<u>Open Space/Trails</u>					
1. Ravine Trail/Construction	X	X			X
2. Waterfront Trail ROW Acquisition (if necessary) Design/construction	X	X			X
3. Trails (2 N/S, 2 E/W) ROW Acquisition Design/Construction	X	X			X
4. WSF Trail			X		
5. Neighborhood Parks Land Acquisition Design/Acquisition	X	X			X
<u>Streetscape Improvements</u>					
1. Concentrate streetscape improvements in area defined by Grow Ave., Winslow Way, Ferncliff Ave. and High School Rd.	X				X
2. Add parking to portions of High School Road.					
<u>Transportation</u>					
1. Develop pedestrian system of sidewalks and paths as defined in the Plan	X		X		X
2. Install traffic control measures as outlined in Plan					
3. Conduct study on status of Ericksen Ave.	X				
4. Transit Loop Provide vehicles Construct bus stops				X	X
5. Gateways Develop 100 parking spaces for retail non-ferry parking	X			X	X
6. Amend or Delete BIMC Chapter 12.28 (Comprehensive Sidewalk Plan) and Chapter 12.30 (Street Dedication)	X			X	
7. Review Parking Standards	X				
<u>Ferry Related</u>					
1. Winslow Way/SR 305 Intersection	X		Primary	X	
2. Ferry Traffic Bypass	X		X		

