

ORDINANCE NO. 2007-35

AN ORDINANCE of the City of Bainbridge Island, Washington, relating to the Ferry Terminal Overlay District of the Mixed Use Town Center, amending the Land Use Element (Goal 3 and Policy W 3.1) of the Comprehensive Plan, and Chapter 2, Chapter 4, Chapter 6 and Chapter 7 of the Winslow Master Plan.

WHEREAS, the City of Bainbridge Island (the "City") adopted a Comprehensive Plan on September 1, 1994, which establishes the long range vision for the Island and identifies the important characteristics that the community desires to retain, promote and foster; and

WHEREAS, the City adopted an updated Comprehensive Plan on December 8, 2004; and

WHEREAS, the City's Comprehensive Plan, as required by the Growth Management Act, includes a Land Use Element, as well as the other required and optional elements; and

WHEREAS, the City's Comprehensive Plan also includes a Winslow Master Plan Sub Element, which establishes a vision for the Mixed Use Town Center, including the Ferry Terminal Overlay District; and

WHEREAS, in 2006 the City initiated a community planning process to develop a neighborhood urban design plan for the Ferry Terminal Overlay District and the Gateway Overlay District that builds upon the vision in the Winslow Master Plan; and

WHEREAS the City has identified specific policy amendments that will encourage the development of a new mixed-used neighborhood adjacent to the ferry terminal with improved connectivity and recreational opportunities; now, therefore

THE CITY COUNCIL OF THE CITY OF BAINBRIDGE ISLAND, WASHINGTON, DO ORDAIN, AS FOLLOWS:

Section 1. Goal 3 and Policy W 3.1 of the Land Use Element of the City of Bainbridge Island Comprehensive Plan is amended as follows:

Commercial-Ferry Terminal Overlay District

GOAL 3

The Commercial-Ferry Terminal Overlay District is intended to provide an attractive setting for the ferry and associated transportation-oriented uses in an attractive setting that and serves as the entry point into Winslow. This District is also intended ~~for~~ as a new residential/office pedestrian and transit oriented, mixed-use neighborhood that complements the character and vitality of the core and serves the neighborhood and commuters.

W 3.1

~~The Commercial-Ferry District includes the ferry terminal and associated loading and parking bays, and residential and office development, with limited retail adjacent to the terminal to serve commuters.~~

W 3.2-1

Limit commuter parking and locate parking underground below new residential/office development in the ferry terminal wherever feasible.

W 3.3-2

Require new development to provide landscaping, landscape buffers and signage that enhances the setting of this visually important area, and limits the undesirable visual impacts of parking lots.

W 3.4

~~Enhance the visual quality of this area by requiring landscaped buffers to limit the undesirable visual impact of parking lots.~~

W 3.5-3

Protect adjacent, residential zones from the encroachment of parking, and traffic impacts, and development.

W 3.6 4

Landscaping and signage standards should provide an attractive entry point that emphasizes Winslow's intimate character and natural setting.

Section 2. Policy WMP 2-2.4 of Chapter 2 (Land Use) of the City of Bainbridge Island Winslow Master Plan is amended as follows:

Policy WMP 2-2.4: ~~Beginning 100' north of Winslow Way, provide a full vegetative screen along SR 305. A full-screen vegetative buffer shall be maintained along SR 305. A similar screen should be provided within the SR 305 right-of-way. This requirement would not apply to the interior renovation of existing buildings.~~

Section 3. Goals and policies pertaining to the Ferry Terminal Overlay District contained in the Land Use Chapter of the City of Bainbridge Island Winslow Master Plan are amended as follows:

Ferry Terminal Overlay District

Discussion: The Ferry Terminal area Overlay District — currently dominated by parking — could witness the greatest amount of undergo significant change as it transforms from surface parking lots for commuters to residential with small amounts of service retail and office development. It is not envisioned to be an extension of the core, but rather a new pedestrian and transit oriented, mixed-use neighborhood. Although the Core District is designated for the most intense development in the Mixed Use Town Center, new development in the Ferry Terminal District should complement the character and vitality of the Core District. Higher density housing is appropriate for this area because of its proximity to the ferry and downtown and because it is a prime view location. Higher density housing would also be used as an incentive to offset the cost of placing commuter parking in structures. New housing would be developed at higher densities ranging from an equivalent of 24 units per acre up to 60 units per acre with maximum use of bonus density provisions for locating existing parking under buildings or underground. Parking for both commuters and new development may be integrated within (or under) housing or in adjacent garages.

Ferry Terminal—General

Policy WMP 2-10.1: Establish FARs and development standards that provide for a pedestrian/transit oriented, mixed-use neighborhood with higher density residential development, with some retail and commercial development, and some retail, while protecting the adjacent residential neighborhoods.

Policy WMP 2-10.2: All development shall include at least 10% of landscaped or naturally vegetated open space (parking may be located under the open space.)

Policy WMP 2-10.2: Enhance the district's status as the "gateway" to Winslow by maximizing opportunities for visual and physical access to the shoreline while protecting, reclaiming and sustaining high quality, native shoreline vegetation.. Civic and public uses should be provided along the waterfront.

Policy WMP 2-10.3: The area south of Winslow Way is intended to redevelop as a transit and pedestrian friendly mixed-used neighborhood, with small blocks served by a network of streets, alleys, public open space and pedestrian walkways.

Policy WMP 2-10.5: Any redevelopment of the ferry terminal and/or related transit services should maximize public open space and minimize the development footprint, and should provide shoreline views, a public plaza and a pedestrian accessible waterfront.

Discussion: The transit center should address multimodal users and should integrate access to the public plaza and shoreline. "Stacking" of vehicle holding, transit and terminal activities is preferred.

Policy WMP 2-10.36: Commuter parking located in the Ferry Terminal Overlay District shall be limited in number and/or area to achieve the following objectives:

- Protect the character of the district from being further dominated by parking;
- Encourage the redevelopment of the district;
- Limit traffic impacts; and
- Encourage transit, non-motorized, and other travel methods as alternatives to low-occupancy vehicles.

Policy WMP 2-10.67: ~~A one hundred foot wide transition area establishing standards for landscaped buffers and lower height limits shall be applied as follows: along the west side of Ferneliff Avenue; the north boundary of the district, east of Cave Avenue; and along both sides of Cave Avenue, starting approximately 300 feet north of Winslow Way. The purpose of these transition standards is to protect adjacent residential neighborhoods from adverse impacts of development. North of Winslow Way, the City shall protect adjacent residential neighborhoods from adverse impacts associated with development by establishing transition standards, such as landscaped buffers, lower height limits, small-scale buildings and other appropriate measures.~~

Policy WMP 2-10.11: ~~Developments south of Winslow Way shall include pedestrian walkways that connect to Winslow Way East and Olympic Drive Southeast, and/or that align with Cave Avenue and Ferneliff Avenue~~

Ferry Terminal - North of Winslow Way

Policy WMP 2-10.5: ~~Non-residential uses are permitted as follows: 1) Commuter-oriented retail and commuter-oriented services may be located only along Winslow Way, within 100' north of Winslow Way, with no single use larger than 2,000 square feet. Buildings shall have customer entrances on Winslow Way. 2) Personal and professional services may be located only along Winslow Way, within 100' north of Winslow Way. Buildings shall have customer entrances on Winslow Way. 3) There is no restriction on the location of daycare.~~

~~4) Government, educational, cultural and religious institutions are not permitted north of Winslow Way.~~

Policy WMP 2-10.7: ~~Should parking needed to serve commercial development not be fully utilized by a development, then the unused parking may be converted to non-commuter ferry parking. The property owner would need to demonstrate that the parking was not needed for the commercial uses. (Allowing unused parking spaces designated for commercial use to be converted to non-commuter ferry parking could encourage commercial uses that generate minimal traffic.)~~

Ferry Terminal - South of Winslow Way

Policy WMP 2-10.8: ~~Permit only commuter-oriented retail services, with no single use larger than 2,000 square feet.~~

Policy WMP 2-10.9: ~~A hotel or inn is permitted south of Winslow Way, with public access to exterior open space and limited parking.~~

~~Policy WMP 2-10.10: Government, educational, cultural and religious institutions are conditional uses south of Winslow Way.~~

Section 4. Policy WMP 4-2.3 in Chapter 4 (Open Space and Trails) of the City of Bainbridge Island Winslow Master Plan is amended as follows:

WMP 4-2.3: New parks should be acquired ranging from pocket parks (approximately 10,000 s.f.) to sites up to 1 acre or larger. ~~for a total of up to 2 to 3 acres.~~

~~**Discussion:** These parks could be either an acre or more in size or pocket parks, depending on site availability and distribution. The final configuration of these parks would be based in part on opportunities, such as future private development and City capital improvements.~~

Section 5. Policy WMP 4-3.2 in Chapter 4 (Open Space and Trails) of the City of Bainbridge Island Winslow Master Plan is amended as follows:

Policy WMP 4.3.2: The City shall Wwork with Washington State Ferries to ensure preservation of open space and trail connections in Winslow throughout redevelopment of the ferry terminal, including the extension of the Waterfront Trail along the shoreline.

Section 6. Policy WMP 6-4.2 in Chapter 6 (Transportation) of the City of Bainbridge Island Winslow Master Plan is amended as follows:

Policy WMP 6-4.2: Pedestrian amenities should be provided in the Core District and Ferry Terminal Overlay District to provide sufficient safety and meet or exceed ADA needs standards, using the principles of universal design, for those streets where commuters/residents walk.

Section 7. Policy WMP 6-11.7 in Chapter 6 (Transportation) of the City of Bainbridge Island Winslow Master Plan is amended as follows:

Policy WMP 6-11.7: Plan for future paid parking, If the City determines in the future that paid parking is necessary as a parking management strategy, conversion to paid parking should occur simultaneously in the Core and Ferry Terminal Overlay Districts.

Section 8. A new Policy WMP 6-12.2 is added to Chapter 6 (Transportation) of the City of Bainbridge Island Winslow Master Plan as follows:

Policy WMP 6-12.2: Where appropriate, allow parking requirements for new development to be met by creating new on-street parking spaces in conjunction with the development. This may include new on-street parking spaces as a result of the construction of new roads.

Section 9. Policy WMP 16-3.1 is amended and new Policy WMP 6-13.2 is added to Chapter 6 (Transportation) of the City of Bainbridge Island Winslow Master Plan as follows:

Commuter Parking

Goal WMP 6-13:

Commuter parking within the Ferry Terminal Overlay District shall be limited and planned to ensure consistency with a new mixed-use neighborhood in the District and limit traffic impacts within the District, Winslow, SR-305, and Island-wide.

Policy WMP 6-13.1: Commuter parking located in the Ferry Terminal Overlay District shall be limited in number and/or area to achieve the following objectives:

- Protect the character of the district from being further dominated by parking;
- Encourage the redevelopment of the district;
- Limit traffic impacts within the Ferry Terminal Overlay District, Winslow, and Island-wide; and
- Encourage transit, non-motorized, and other travel methods as alternatives to low-occupancy vehicles.

Policy WMP 6-13.2: The City should develop an overall parking management strategy that balances the parking needs of downtown residents and visitors, long-term and short-term ferry commuters, and commercial uses. The parking management strategy should include:

- Promoting the availability and use of park & ride lots and transit to reduce the number of vehicle trips and associated parking demand in the downtown.
- Improving parking enforcement.
- Offering incentives for providing parking for non-commuter ferry passengers in off-peak hours (e.g., after 9:00 a.m.)
- Encouraging the owners of existing parking lots to redevelop their properties in a coordinated manner to ensure enhanced pedestrian safety and efficient traffic flow.
- Developing strategies and innovative financing techniques to promote the construction of commuter parking structures by a private entity or public/partnership, in conjunction with mixed-use projects.
- Creating a mechanism to hold funds generated in the Ferry Terminal Overlay District from any future paid parking revenues, including but not limited to a fee in-lieu program and/or meter revenue.

~~**Policy WMP 6-13.2:** Consider incentives to encourage provision of parking for non-commuter ferry passengers in off-peak hours (e.g. after 9:00 a.m.).~~

Section 10. Chapter 7 (*Washington State Ferries*) of the City of Bainbridge Island Winslow Master Plan is hereby amended as follows.

CHAPTER 7

WASHINGTON STATE FERRIES TERMINAL AND TRANSPORTATION ISSUES

EXISTING CONDITIONS

(See Appendix C.4)

COMPREHENSIVE PLAN FRAMEWORK

The Comprehensive Plan establishes a Ferry Terminal Overlay District intended to provide for an attractive setting for ferry and associated transportation-oriented uses, a mix of retail, office and residential uses that complement the Winslow Way uses in the Core District, and to serve as a welcoming an entry point into Winslow and the Island. This district is designated for the ferry terminal and associated loading and parking bays, and residential and office development, including with limited retail adjacent to the terminal to serve commuters. Commuter parking would should be limited and encouraged to be located underground and under building. New development would should provide landscaping and public plazas and open spaces that signage to visually enhance the setting and connect the district to the waterfront, Winslow core and the Winslow Ravine. Adjacent residential and mixed-use development would be encouraged, while associated protected from parking and traffic impacts should be mitigated as much as possible, for example, by a finer grid system of streets, alleyways and pedestrian corridors and trails. Impacts such as air pollution associated with vehicles idling at SR305 and Winslow Way should also be reduced.

The Comprehensive Plan also identifies the need to:

- ~~Reduce air pollution from idling vehicles at SR 305/Winslow Way.~~
- ~~Consider possible grade separation for pedestrian circulations at congested locations to minimize disruption of Island community.~~
- ~~Minimize wait time at the ferry for walk on passengers, bicyclists, motorcyclists and HOV passengers.~~
- ~~Equalize overall time for a single occupancy vehicle trip from Bremerton, Bainbridge and Kingston to Seattle.~~
- ~~Improve ingress/egress to the terminal and minimize conflicts between pedestrian/bicyclists, transit users and autos.~~

~~(The Multi-County Policies and Metropolitan Transportation Plan, Kitsap County Wide Planning Policies, WSF and Kitsap Transit long range goals were also incorporated into the planning process of the Master Plan.)~~

MASTER PLAN WSF POLICIES

Goal WMP 7-1: The ferry terminal should be developed in a manner that is consistent with the goals of the Winslow Master Plan and that coordinates key land use and circulation elements contained in the Master Comprehensive Plan, while meeting the basic needs of Washington State Ferries and Kitsap Transit. To ensure coordinated and consistent development, plans for the ferry

terminal should be developed in cooperation with the City, Washington State Department of Transportation, Kitsap Transit and private landowners.

The Winslow Master Plan includes those portions of the Terminal Master Plan dealing with land-based activities.

Long Term Infrastructure Improvements

Policy WMP 7-1: In conjunction with the planning for and pPrior to construction of long-term infrastructure improvements at the Bainbridge terminal, such as the third slip or a transit deck/new terminal, WSF should consider the following plans regional transportation planning documents, such as the current Puget Sound Regional Council (PSRC) visioning document, County and regional plans and any SR305 corridor studies.

(Also reference the Land Use Element of the Comprehensive Plan, including Goals W3 and W4 and Transportation Element, Goal 11.)

- ~~A Kitsap County long range strategic transportation plan that is integrated with the Puget Sound Regional Council (PSRC) planning. The strategic plan should (1) emphasize transportation improvements that support local comprehensive plans and (2) evaluate the most effective route to place the third boat in light of (a) the County wide Planning Policies, (b) changes in population distribution and employment patterns for Kitsap County that result in changes in demand, (c) examination of change in land use patterns due to addition of third ferry, (d) cost benefit to the overall system and (e) the goal of parity of service to Kitsap County ports (including such factors as crossing time plus frequency of service, total origin destination trip time, service proportionate to the population distribution and different modes of travel (freight, tourist, commuter and occasional riders).~~
- ~~An updated WSF long range plan for service to/from Kitsap County which considers the Kitsap County strategic transportation plan.~~

Discussion: ~~The decision to place a third ferry on the Bainbridge-Seattle route was made by the State legislature in 1988, prior to the enactment of the GMA and prior to the adoption of any local GMA comprehensive plans. A number of factors could alter the appropriateness of assigning the third ferry to the Bainbridge route: (1) changes in population distribution and employment patterns throughout Kitsap County that could affect ridership patterns, (2) development of new technologies that affect how people work, the types of ferries available, the way fares are collected and (3) the status of funding of the entire WSF long range plan for all of the Kitsap ferry routes.~~

~~None of the long term infrastructure improvements are in the WSF six year CIP and, based on WSF information, it will be at least 6-10 years before any of these long term facilities would be funded, resulting in a 15-20 year lapse in time from when the initial decision was made to place the third ferry at the Bainbridge terminal. If the third boat is added to the Seattle-Bainbridge route and major infrastructure improvements are added to the Bainbridge terminal, there will be little flexibility in the future to alter routes and improvements should new information or limitations in funding indicate that revisions to the routes or improvements are warranted. Before the extensive capital investments are made at the Bainbridge Terminal, the City of Bainbridge Island is requesting that the improvements be consistent with the WSF long range plan, Kitsap County strategic transportation plan and the Seattle-King County plans which should all be consistent with the PSRC planning efforts.~~

~~WSF has stated on page 4 of *Bainbridge Island Ferry Terminal Master Plan Study* that "Washington State Ferries is concerned about "creating unbalanced demand" at any one terminal and has developed a~~

service plan to distribute growth through the region equally.” The placement of the third boat at Bainbridge could result in “creating unbalanced demand” at the Bainbridge terminal rather than “distribut[ing] growth through the region equally.” As Table 5 shows, the Seattle-Bainbridge route currently has the greatest vehicular and walk-on passenger capacity of all three of the Kitsap-Seattle/King County routes. This scenario would continue even with the implementation of the Washington State Ferry (WSF) proposed long range plan.

Table 5
TOTAL FERRY CAPACITY BY ROUTE

% Total Passengers	1995	2015	Difference
Bainbridge Island	61.0	49.2	-11.4
Kingston	20.8	29.2	+8.4
Bremerton	18.2	21.2	+3.0

% Total Vehicles	1995	2015	Difference
Bainbridge Island	52.4	49.7	-2.7
Kingston	35.0	38.2	+3.2
Bremerton	12.6	12.1	-0.5

Source of Table: *Draft Bainbridge Island Ferry Terminal Master Plan Study*, p. 6, Table: *Central Puget Sound-Western Terminal Ridership Distribution 1995 and 2015; % Total Passengers w/Passenger Only Foot Ferry).*

The WSF long range plan continues to create more supply (capacity) at Bainbridge Island, irrespective of the population distribution for the County, as shown in Table 6. Existing and projected population estimates show South Central Kitsap with approximately 64% of the Kitsap population, Bainbridge Island 8%; North Kitsap and Bainbridge combined 36%. However, the Bremerton-Seattle route currently has 18% of the total passenger capacity and 12.6 % of the total vehicle capacity; by the year 2012, Bremerton would have 21.5% of the total passenger capacity and 12.1 % of the total vehicle capacity.

Table 6
KITSAP COUNTY POPULATION AND FERRY RIDERSHIP DISTRIBUTION

Area	19921		19952		
	Population Distribution	% of Total Population	% of Total Passengers (w/o POFF*)	% of Total Passengers (w/POFF)	% of Total Vehicles
Bainbridge Island	16,850	8.2	63.3	61.0	52.4
Kingston (North Kitsap)3	56,625	27.5	21.6	20.8	35.0
Bremerton (South Kitsap)3	132,125	64.2	15.1	18.2	12.6
Kitsap County	205,600	100.0	100.0	100.0	100.0

Area	20121		20152		
	Population Distribution	% of Total Population	% of Total Passengers (w/o POFF*)	% of Total Passengers (w/POFF)	% of Total Vehicles
Bainbridge Island	24,280	8.3	65.3	49.6	49.7
Kingston					

(North Kitsap) ³	80,383	27.5	22.3	29.2	38.2
Bremerton					
(South Kitsap) ³	187,560	64.2	12.3	21.2	12.1
Kitsap County	292,224	100.0	100.0	100.0	100.0

*Passenger-only Foot Ferry

1-1992 and 2012 population data are taken from Kitsap County Comprehensive Plan, 1996 (see attachment)

2-Ridership data are based on WSF data (see chart above)

3 Population distribution is based on the assumption that, after subtracting the population of Bainbridge Island, North Kitsap represents 30% of the remainder of the population and South Kitsap represent 70% of the population and includes Bremerton, South Kitsap, and Central Kitsap as represented on the attached sub-area map.

Third Slip

~~Add third slip only after Shoreline Substantial Development Permit is obtained from the City of Bainbridge Island, along with other applicable federal, state or local permits and an environmental analysis in accordance with the State Environmental Policy Act is prepared to analyze the impacts of the third slip, including the impacts and potential mitigation identified in this Master Plan.~~

Holding Area Expansion

~~Vehicle holding area could expand up to Harborview Drive, the local access road for the condominiums and WSF maintenance yard. Expand the holding area only after Shoreline Substantial Development Permit is obtained from the City of Bainbridge Island, along with other applicable federal, state or local permits and an environmental analysis in accordance with the State Environmental Policy Act is prepared to analyze the impacts of the expansion, including the impacts and potential mitigation identified in this Master Plan.~~

~~*Discussion:* The existing holding area holds 210 vehicles. With the expansion of the holding area up to Harborview Drive, the holding area could hold 330 vehicles—a 57% expansion. The impacts to Winslow from waiting vehicles in excess of the holding area capacity would occur during the a.m. weekday peak hours, when the downtown Winslow businesses are generally not open and on Sunday p.m.~~

Transit Deck/New Terminal

Short-Term

~~**Goal WMP 7-2: Washington State Ferries, Kitsap Transit and the City should work with Washington State Ferries to incorporate improvements shall coordinate efforts to integrate and improve intermodal connections and transit service and intermodal connections to in the Ferry Terminal area to accommodate demonstrated Island need and regional needs. Utilize existing transit site, with a queue jump or other mechanism to give transit priority onto Olympic Drive.**~~

Long-Term

~~**Policy WMP 7-2.1:** Provide a new transit deck/terminal facility that is scaled to actual forecasted demand and is the most cost-effective in terms of the improvements to the overall Kitsap Transit system. The new facility would require that a Shoreline Substantial Development Permit be obtained from the City of Bainbridge Island, along with other applicable federal, state or local permits and that an environmental analysis in accordance with State Environmental Policy Act be~~

~~prepared to analyze the impacts of the transit deck/terminal, including the impacts and potential mitigation identified in this Master Plan.~~

~~*Discussion:* A new transit deck would be constructed adjacent to the new terminal. This facility would also be over the water and would be accessed by ramps that straddle the loading/exiting lanes to the ferry. By locating closer to the off-loading ferry, a time advantage would be gained for transit in departing the terminal area. Bus capacity of this ramp has not been finally determined, nor has timing of construction. The ramp would be needed prior to Kitsap Transit reaching capacity in their current location (11 buses currently per peak hour ferry with site capacity of approximately 20 buses). Until a commitment is made to the ramp, transit will continue to operate across exiting ferry traffic.~~

Bicycle Access

Policy 7-2.2: WSF should ensure easy, direct and safe access for all bicyclists to and from the ferry terminal, including those arriving from the north east.

~~Bicycles exiting the ferry can either proceed up Olympic Drive on a designated bicycle lane or route designated for bicycle use, or traverse the area currently occupied by commuter surface parking.~~

~~Construct the bicycle lane along the south side of the holding area, described as part of Project 2 of the WSF Bainbridge Island Ferry Terminal Dock Widening and City Trail Connection Shoreline Permit Package.~~

~~*Discussion:* WSF proposes eliminating the bicycle access through the terminal area because of the new U.S. Coast Guard requirements to count all of the bicycle passengers and also to provide safe and controlled bicycle access. There may be alternative ways to meet these goals.~~

Pedestrian Walkway

~~Construct pedestrian walkways along the south side of the holding area connecting to the existing walkway (the City's waterfront trail) and also up to Winslow Way, described as part of Project 2 of the WSF Bainbridge Island Ferry Terminal Dock Widening and City Trail Connection Shoreline Permit Package.~~

Policy 7-2.3: WSF should provide safe and efficient pedestrian access to the terminal, including connections to Waterfront Trail. Pedestrian walkways should be safe and convenient for walkers, adequately sized, meet or exceed ADA standards using the principles of universal design, connect to existing and proposed pedestrian and appropriate multimodal systems, and take advantage of marine vistas.

Winslow Way Way/SR-305 Intersection

Policy 7-2.4: In order for the WSF to achieve an acceptable headway for the third ferry, the timing of the traffic signal at Winslow Way/SR 305 may be adjusted. Any adjustment must address pedestrian safety and circulation by minimizing pedestrian waiting time to cross intersection segments and east/west vehicular waiting time. Special consideration shall be given to improvements at the Winslow Way/SR 305 intersection, needed to accommodate projected multimodal traffic generated by terminal activities and the public facilities located at the southeast corner of the intersection. Any proposed intersection improvements must address pedestrian and bicycle safety and circulation, including pedestrian and bicycle waiting times to cross intersection

segments, and crossing alternatives. East-west vehicular waiting time should also be addressed. Acceptable LOS for vehicles and pedestrians should be maintained.

(Also reference the Transportation Element of the Comprehensive Plan, Goals 6, 7, 8, 9 and 10; and Chapters 2 and 6 of the Winslow Master Plan.)

~~The intersection of Winslow Way/SR 305 may be widened to approximately 78 feet in order to accommodate the 35 minute headway and transit and bicycle riders. In keeping with the City's stated goal, the design and function of the intersection should help create a "gateway" into Winslow and provide a pleasant visual experience for the pedestrian.~~

~~If the City, WSF and the Washington Department of Transportation determine that adjusting the timing of the light at Winslow Way/SR 305 intersection does not achieve the goals of a 35 minute headway balanced with pedestrian safety/circulation and acceptable LOS, then the following two options should be considered:~~

- ~~1. A northbound cut and cover grade (underpass) separation for through vehicles.~~
- ~~2. Construction of vehicle exit holding lanes within the designated area as shown on Figure 23 without further degradation of vehicular access from properties along Olympic Drive. WSF and the City will conduct a coordinated planning effort to incorporate urban design concepts into the project, specifically visual impact, with the recognition that the ferry terminal serves as a gateway to Bainbridge Island.~~

~~The two options should be thoroughly analyzed to address:~~

- ~~1. Goals of the City of Bainbridge Island as embodied in the Comprehensive Plan~~
- ~~2. Goals of the Washington State Ferry System~~
- ~~3. Kitsap County Strategic Transportation Plan (if completed)~~
- ~~4. SR 305 Corridor Study~~
- ~~5. Impacts of both alternatives~~
- ~~6. Feasibility~~
- ~~7. Cost/benefit~~

Goal WMP 7-3: Incorporate open space and public gathering spaces in the redevelopment of the ferry terminal and/or related transit services.

Policy WMP 7-3.1: Work with Washington State Ferries to ensure preservation of open space, shoreline views, and access to the waterfront.

Policy 7-3.2: Extend the Waterfront Trail along the shoreline.

(Also reference Chapter 2 of the Winslow Master Plan, especially Policies WMP 2-10.1 through WMP 2-10.5, and Chapter 4 of the Winslow Master Plan.)

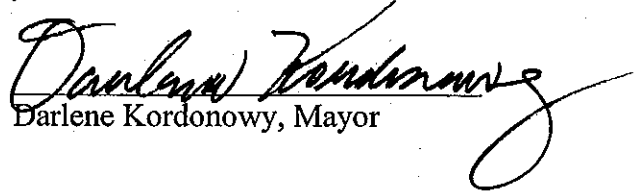
Section 11. If any section, sentence, clause or phrase of this ordinance shall be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or

unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause or phrase of this ordinance.

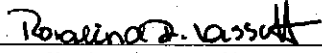
Section 12. This ordinance shall take effect on and be in force five days from and after its passage, approval, and publication as required by law.

PASSED by the City Council this 19th day of December, 2007.

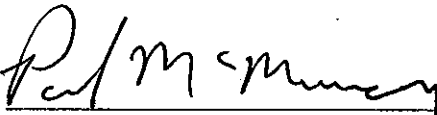
APPROVED by the Mayor this 20th day of December, 2007.


Darlene Kordonowy, Mayor

ATTEST/AUTHENTICATE:


Rosalind D. Lassoff, City Clerk

APPROVED AS TO FORM:


Paul McMurray, City Attorney

FILED WITH THE CITY CLERK:	November 5, 2007
PASSED BY THE CITY COUNCIL:	December 19, 2007
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ORDINANCE No.:	2007-35