

Bremerton Parking Study

DRAFT Existing Conditions Report

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Introduction

This existing conditions report provides a summary of the baseline conditions of the parking system in Bremerton and supports the Bremerton Parking Study efforts. An inventory of the current on-street and off-street parking facilities is included, as well as an audit of policies and regulations that currently guide the parking system in Bremerton.

Bremerton Parking Inventory

This inventory includes sections on Downtown Bremerton's on and off-street parking facilities and select residential neighborhoods.

OFF-STREET PARKING

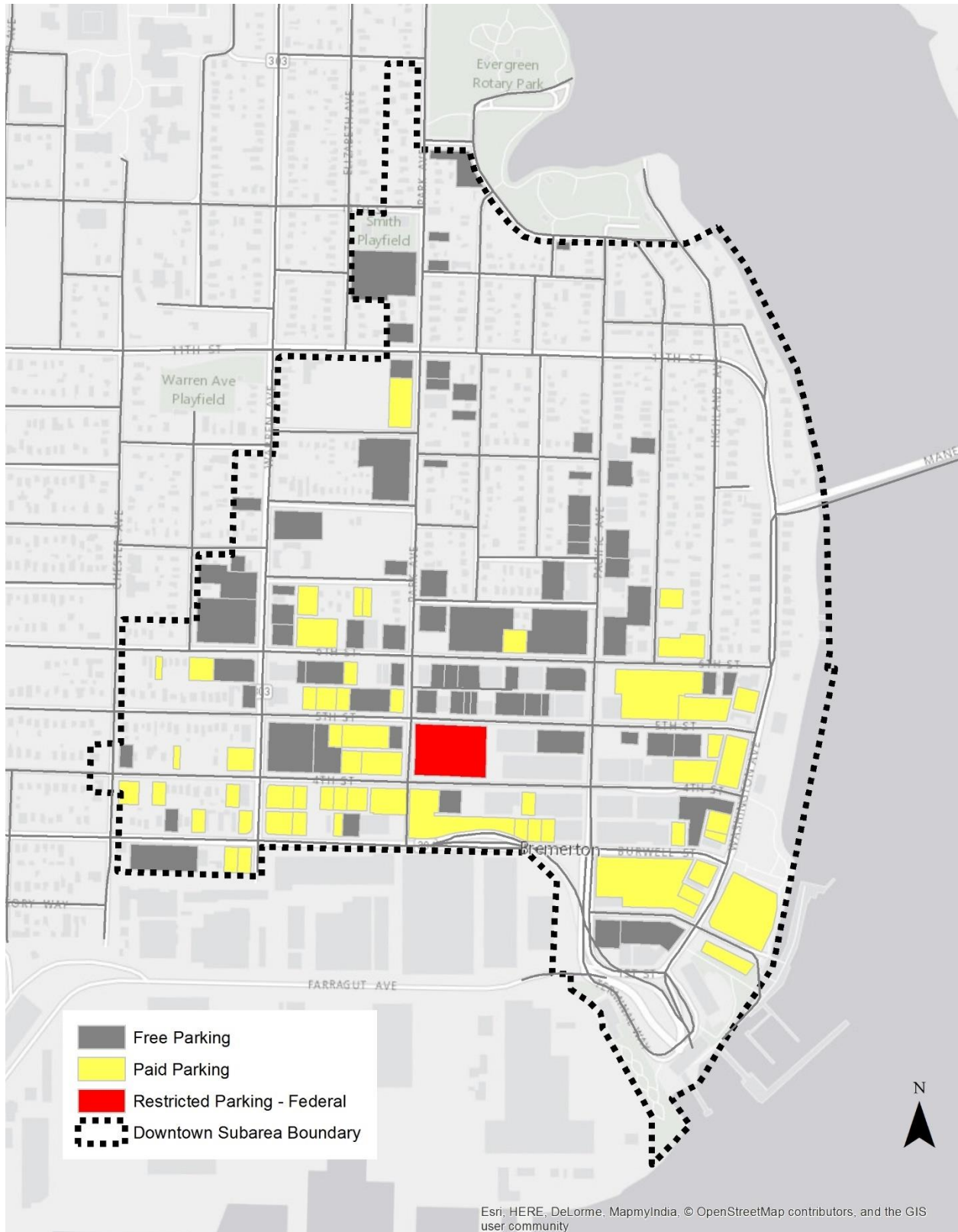
The City of Bremerton has 134 off-street lots in the Downtown Subarea. These surface and structured parking lots serve employees, residents, and retail businesses throughout the city. The following section describes the off-street facilities currently available in Bremerton.

All Off-Street Facilities

Aside from the five City-owned parking lots and garages, there are 129 privately-owned parking lots in Downtown Bremerton, for a total of 134 lots. Of these lots, 58 charge for parking, 75 are free, and one is restricted to Federal employees. Exhibit 1 shows the locations of all lots and distinguishes the paid, unpaid, and restricted status of the lots. Paid lots are mainly concentrated around the ferry terminal and near downtown employment, particularly at Naval Base Kitsap and the Puget Sound Naval Shipyard.



Exhibit 1. Downtown Bremerton Off-Street Facilities, Cost Status

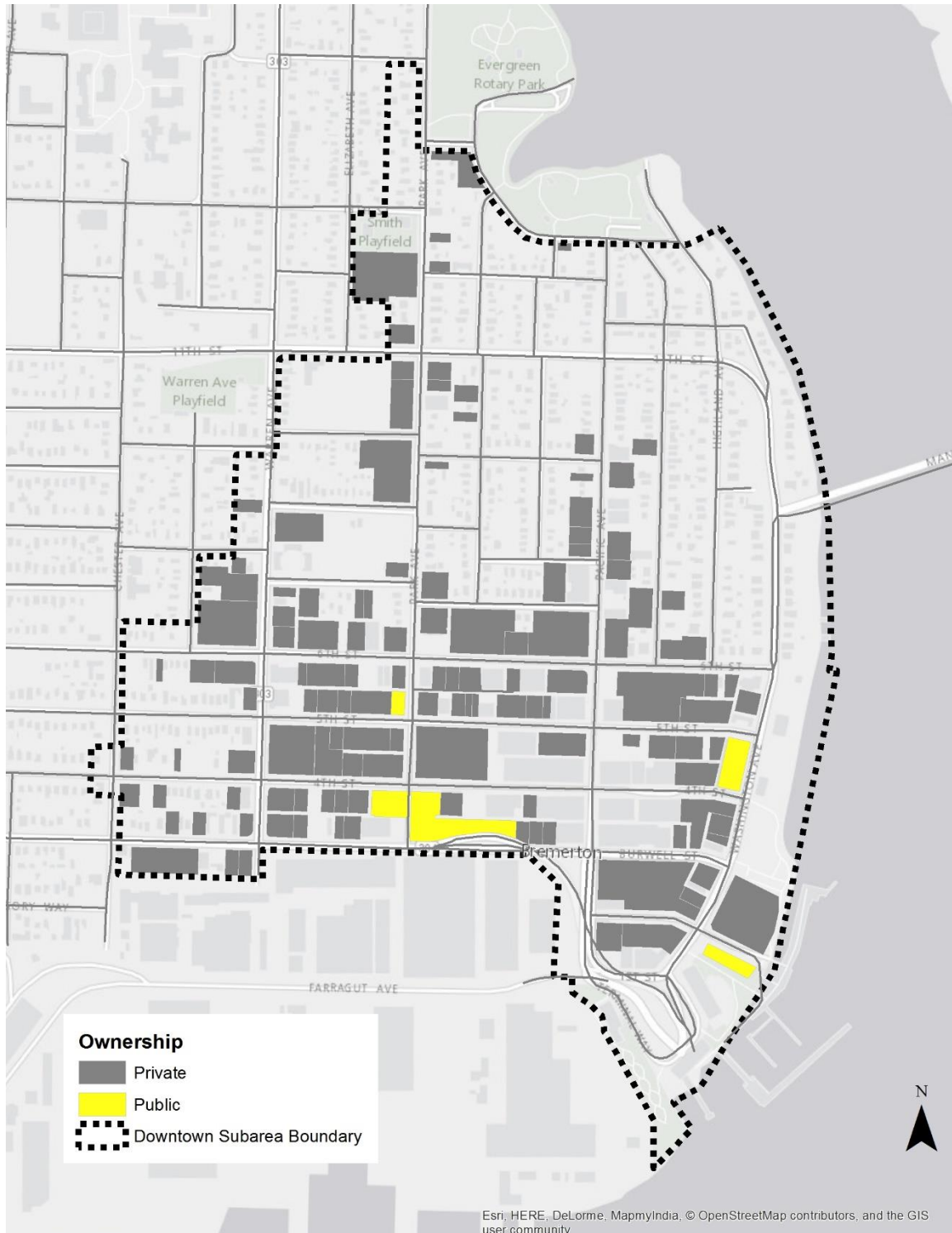


Source: City of Bremerton, 2016; BERK, 2017

City-Owned Facilities

The City owns five off-street facilities. A map of the City-owned facilities is shown in Exhibit 2 and the current parking rates and operating agreements for parking facilities in the City of Bremerton are listed in Exhibit 3.

Exhibit 2. Downtown Bremerton Off-Street Parking Facilities, by Ownership



Source: City of Bremerton, 2016; BERK, 2017

Exhibit 3. Bremerton Parking Rates

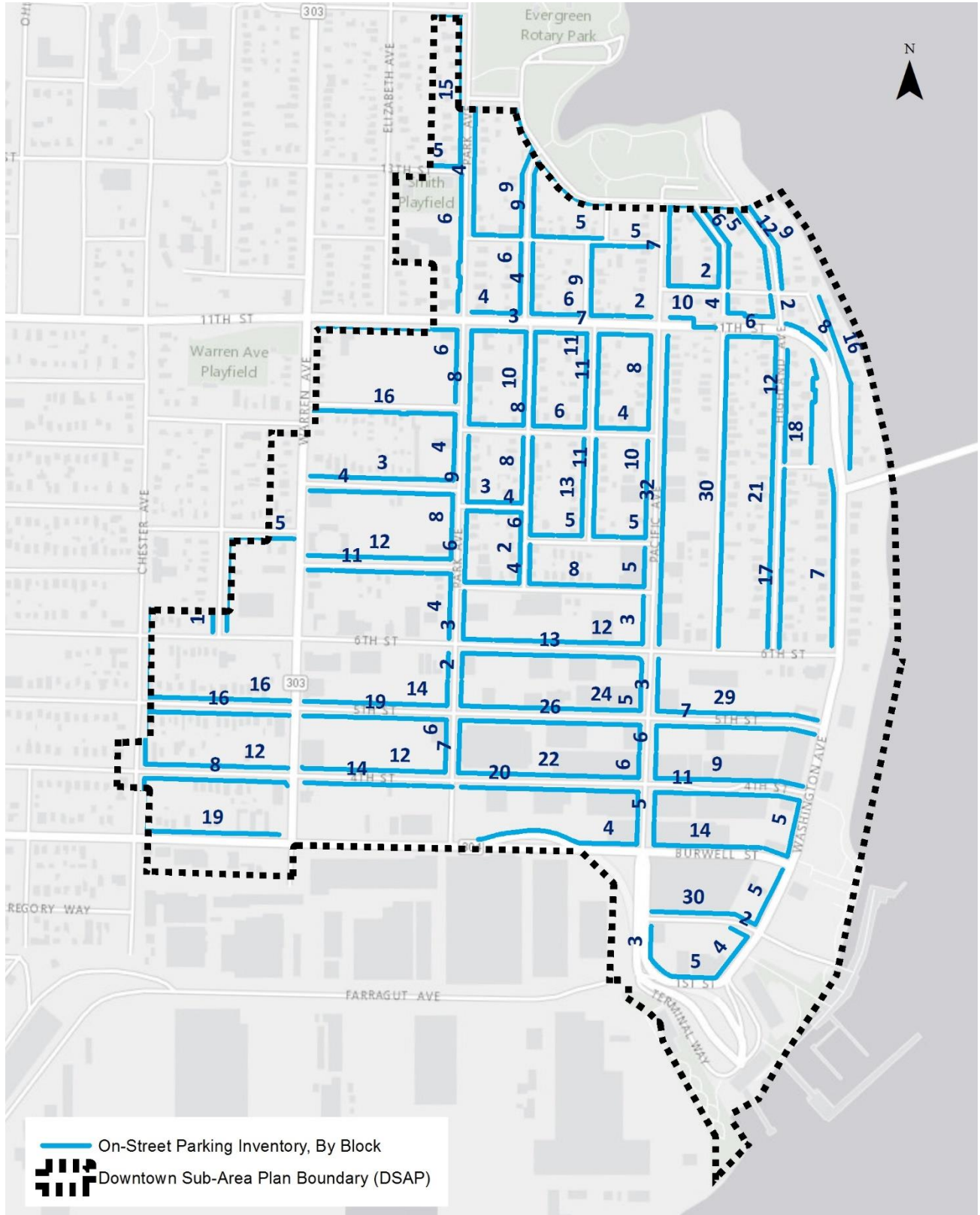
PARKING STRUCTURE/LOT (LOCATION)	PARKING COSTS
City Lot 95 (4 th Street and Park Avenue)	<ul style="list-style-type: none"> ▪ 0-10 Hours: \$6.25 ▪ 10-24 Hours: \$8.00
City Lot 98 (800 5 th Street)	<ul style="list-style-type: none"> ▪ 0-10 Hours: \$5.50 ▪ 10-24 Hours: \$6.50
Harborside Garage (1 st Street and Washington Avenue)	<ul style="list-style-type: none"> ▪ 0-2 Hours: \$3.00 ▪ 2-4 Hours: \$6.00 ▪ 4-12 Hours: \$8.00 ▪ Extended Rates (12-72 Hours): \$11.00 - \$48.00 ▪ Extended Rates (4-7 Days): \$64.00 - \$112.00
Park Plaza Garage (622 Burwell Street and 300 Park Avenue)	<ul style="list-style-type: none"> ▪ 0-2 Hours: \$3.00 ▪ 2-4 Hours: \$5.00 ▪ 4-12 Hours: \$7.00 ▪ Evenings (5PM – 12AM): \$3.00 ▪ Extended Rates (12-72 Hours): \$10.00 - \$42.00 ▪ Extended Rates (4-7 Days): \$56.00 - \$196.00 ▪ *Free Parking on Level P2 for SeeFilm Bremerton Cinema patrons
Washington Garage (405 Washington Avenue)	<ul style="list-style-type: none"> ▪ 0-3 Hours: \$2.50 ▪ 3-10 Hours: \$6.00 ▪ 10-24 Hours: \$7.00 ▪ Evenings (5PM – 2AM): \$3.00 ▪ Weekends (8AM – 8PM): \$5.00 ▪ Extended Rates (24-48 Hours): \$12.00 ▪ Extended Rates (48-72 Hours): \$18.00

Source: City of Bremerton, 2016

ON-STREET PARKING INVENTORY

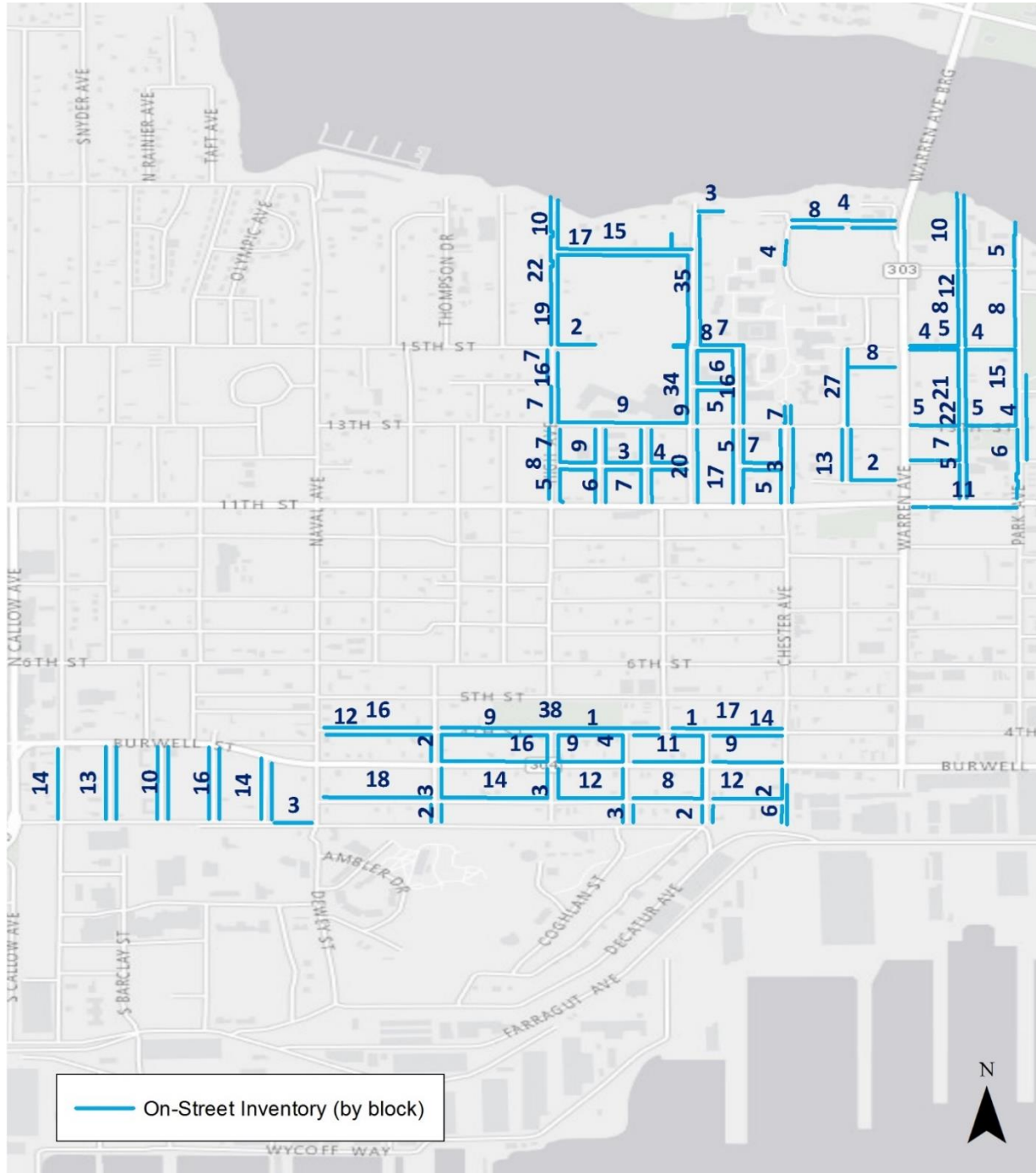
The City of Bremerton has over 1,000 on-street parking spaces within the Downtown Subarea boundaries. Exhibit 4 shows the on-street inventory for the residential data collection area.

Exhibit 4. Downtown Bremerton On-Street Parking Inventory



Source: City of Bremerton, 2016; BERK, 2017; Kimley Horn, 2017

Exhibit 5. Residential Collection Area On-Street Parking Inventory

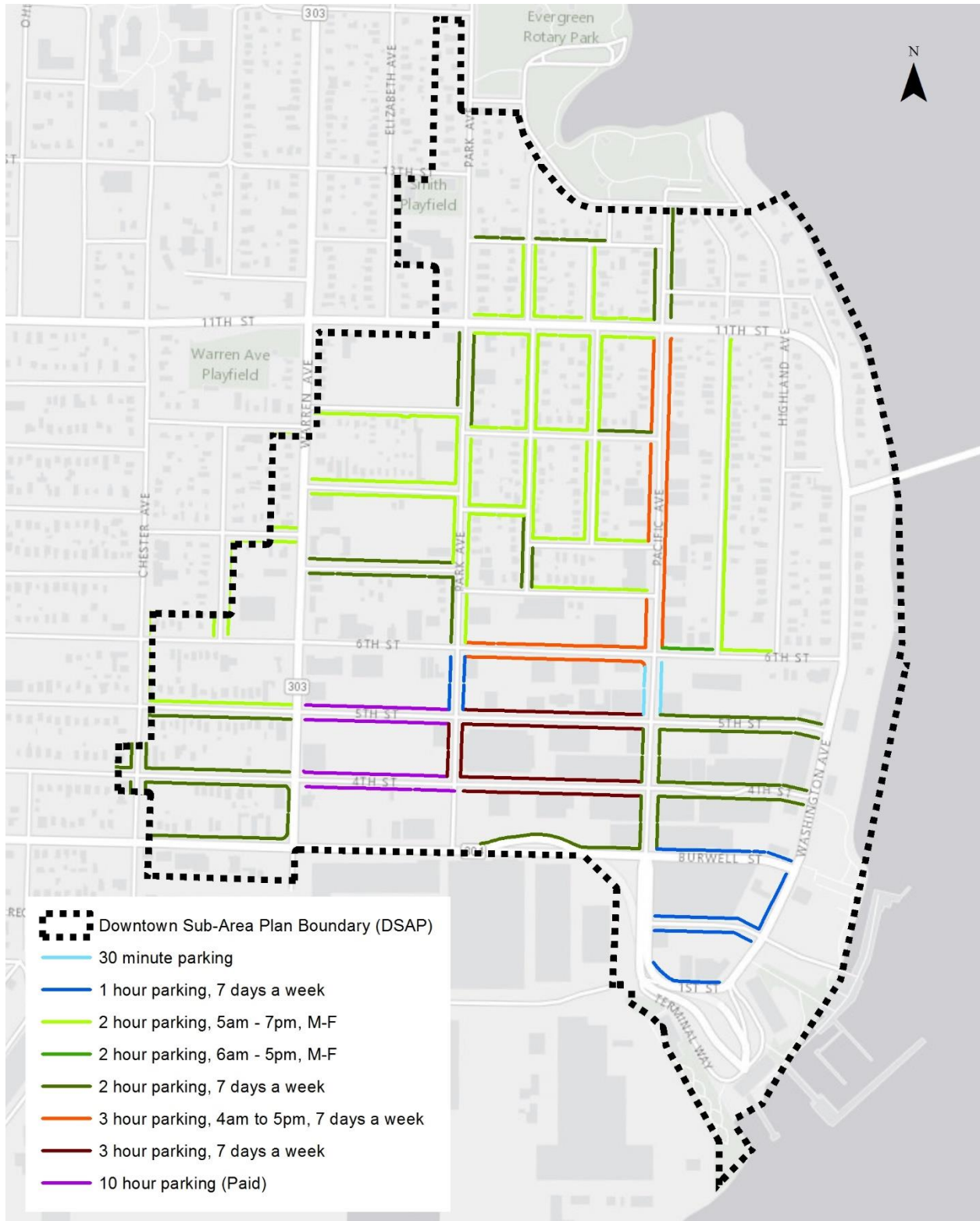


Source: City of Bremerton, 2016; BERK, 2017; Kimley Horn, 2017

On-Street Restrictions and Permits

There are a variety of restrictions associated with the on-street spaces in Downtown, which include time restrictions between 30 minutes and 10 hours in length, which are enforced during various days and hours depending on the restriction zone. See Exhibit 6 for the specific locations of the various restriction areas.

Exhibit 6. Downtown On-Street Restrictions



Source: City of Bremerton, 2016; BERK, 2017

There are two streets downtown that have paid long-term on-street parking. The rates charged at those metered spaces are identified in Exhibit 7 below.

Exhibit 7. Bremerton Parking Rates

PARKING (LOCATION)	COST
On-Street Parking (Varies, Downtown)	▪ 4 th Street 0-10 Hours: \$5.75
	▪ 5 th Street 0-10 Hours: \$5.00

Source: City of Bremerton, 2016

Residential Permit Program

Permits are offered to those living in residential areas that are impacted by heavy commuter parking. Permits are issued on a yearly basis and two permits and one visitor pass per address are available for free. Visitor permits are also issued and offer temporary parking options for guests of residents, repair vehicles, care providers, and others needing access to the residential neighborhoods.

Exhibit 8 provides an audit of the parking regulations related to restricted parking zones in the City of Bremerton.

Exhibit 8. Parking Zones Audit

REGULATION TYPE	BREMERTON REGULATION
Nonresidential Restricted Parking Zones – Zone Creation	<ul style="list-style-type: none"> ▪ New Restricted Parking Zone areas may be initiated by the Director of Public Works and Utilities, or designee, after finding that the change is in the best interest of the community or by motion, resolution, or ordinance of the City Council.
Residential Restricted Parking Zones – Zone Creation	<ul style="list-style-type: none"> ▪ New Restricted Parking Zone areas or changes to boundaries may be initiated by a verified petition of property owners, decision of the Director of Public Works and Utilities following a finding that the change is in the best interest of the community, or by motion, resolution, or ordinance of the City Council. ▪ Permit only zones cannot be created or changed. Permit only zones existing before January 1, 2013 are grandfathered in and may remain in effect.
Residential Parking Permits – Eligibility	<ul style="list-style-type: none"> ▪ Vehicles 22 feet or less and 10,000 pounds or less ▪ Legal residents of an existing residential zone with vehicles registered in their name or vehicles in their control ▪ Persons who own or lease a commercial property within a residential restricted parking zone ▪ Permits are issued for one year and renewed at expiration, assuming residency requirements are still met ▪ Limit of two parking permits per dwelling/business location, unless parking supply allows a greater number, not to exceed four permits per dwelling ▪ Not subject to hourly time restrictions but are subject to five-day parking restrictions

REGULATION TYPE	BREMERTON REGULATION
Visitor Parking Permits - Eligibility	<ul style="list-style-type: none"> ▪ Visitor permits are allowed for residents of a residential restricted parking zone for temporary use of visitors to the residence (visiting guests, babysitters, repair persons, and similar) ▪ No residence or business can be issued more than one visitor permit ▪ The resident controls the use of the permit ▪ Visitor parking does not allow for parking in excess of seven days in any 30-day period ▪ Visitor permit must be used for parking within one block of the residence ▪ Visitor permits are only allowed to be used by visitor vehicles, not resident vehicles ▪ Not subject to hourly time restrictions but are subject to five-day parking restrictions
Service Parking Permits - Eligibility	<ul style="list-style-type: none"> ▪ Service parking permits can be issued on a short-term temporary basis ▪ May be issued to landlords or contractors for building improvements, individuals contractors, or other short-term use for providing services to a residence or business in a parking zone ▪ Service permits cannot be issued for a period longer than 30 days unless it is determined warranted by the Director ▪ Not subject to hourly time restrictions but are subject to five-day parking restrictions

Source: City of Bremerton Municipal Code, Title 20

Downtown Regional Center Sub Area Plan Parking Goals

The City of Bremerton adopted a Subarea Plan for the Downtown area in 2007. The Plan creates a long-term vision for revitalization and regeneration of Downtown and supports the City's Comprehensive Plan policies and goals. Goals for strategic parking management, as well as long-term and short-term strategies are identified in the Plan.

Section 3.9 Strategic Parking Management

- Parking standards should not be a barrier to development.
- Standards include a more flexible set of requirements to make better use of locational advantage of Downtown to transit and employment centers.
- Alternative parking methods such as satellite parking and shared parking are encouraged.
- Design standards apply to parking lot and garage design.
- Implement a Parking Management Strategy with the following goals:
 - Provide enough parking to sustain economic viability and vitality of commercial areas and discourage commuting by single occupant vehicles Parking requirements shouldn't create

barriers to development.

- Make use of limited street space through balancing competing uses and protecting neighborhoods from the impacts of overflow traffic and parking.
- Create a park-once strategy for Downtown.

Long-term parking strategies include:

- Increasing transit use, walking, and cycling and decreasing dependence on cars.
- Create flexible parking standards which are updated every three to five years and based on market demand.
- Utilize centralized structures to serve the Downtown and allow for parking structures as parking in-lieu for new development meeting other Employment District goals.
- Introduce residential parking permits in heavily impacted areas to reduce parking spillover from commuters.
- Develop better communication between the City, employers, and Kitsap Transit.
- Prioritize active uses over surface parking.

Short-term parking strategies:

- Manage the most convenient spaces as community assets that are prioritized for turnover and have convenient payment options, re-invest parking revenues within the district, and identify projects in partnership with local merchants.
- Establish better oversight of parking problems, particularly through a parking committee.
- Communicate parking options to the development community.
- Improve and standardize parking way-finding.

Audit of Parking Management, Regulations, and Agreements

Parking regulations guide the quantity and quality of parking for new development through setting parking minimums, design standards, environmental regulations, and more. As part of the existing conditions analysis, an audit of the existing code and agreements was completed. The audit is a useful tool for considering what is working and where there are targeted areas for potential regulatory changes.

CODE AND DESIGN STANDARDS AUDIT

Exhibit 9 provides an audit of parking regulations in the City of Bremerton.

Exhibit 9. Parking Regulations Audit

REGULATION TYPE	BREMERTON REGULATION
<p>Off-street Parking - Minimum Requirements</p>	<ul style="list-style-type: none"> ▪ Residential: A minimum of 1-2 per dwelling unit, based on unit type and number of bedrooms ▪ Non-Residential Business/Commercial: 1 per 75-600 sq ft, depending on the use ▪ Non-Residential Eating/Drinking: 1 per 150 sq ft for those less than 4,000 sq ft and 20 per 100 sq ft per those greater than 4,000 sq ft ▪ Non-Residential Entertainment: 1 per 100 sq ft, 5 per bowling lane, 1 per 4 fixed seats, or 15 per 1,000 sq ft ▪ Non-Residential Industrial: 1 per 600-3,000 sq ft ▪ Non-Residential Lodging: 1 per 1-2 guest rooms ▪ Non-Residential Medical/Dental: 1 per 150-600 sq ft or 1.8 per overnight bed ▪ Non-Residential Recreational: 10 per 1,000 sq ft or 2 per court, or 5 per swim facility ▪ Non-Residential Public: 1 per 400 sq ft or 1 per 4 seats ▪ Non-Residential Educational: 1 per 5-10 students, 2-6 per classroom, or 2 per 1,000 sq ft ▪ Non-Residential Automobile: 1 per 200-3,000 sq ft ▪ There are no minimum parking requirements for ground floor retail uses fronting main street ▪ There are lower requirements for pedestrian-oriented retail
<p>Off-Street Parking Requirements – Downtown Subarea Plan</p>	<ul style="list-style-type: none"> ▪ Downtown Core and Downtown Waterfront – Non-residential uses: Minimum 1; Maximum 4 spaces per 1,000 sq ft (the first 3,000 sq ft of ground floor retail are exempt from off-street parking requirements) ▪ Downtown Core and Downtown Waterfront – Residential uses: .5 per dwelling unit ▪ Multifamily Residential (1+2), Neighborhood Business Overlay, Employment District, Pedestrian Oriented Mixed-Use District, and Warren Avenue Corridor – Residential: 1 per dwelling unit ▪ Residential (R-20) – Residential: 1 per dwelling unit for up to 2 bedrooms; 2 per dwelling unit for 3 or more bedrooms ▪ Neighborhood Business Overlay – Commercial: 1 per 1,000 sq ft for commercial over 2,000 sq ft; No parking required for less than 2,000 sq ft ▪ Neighborhood Business Overlay – Live-work business: No parking if less than 1,500 sq ft ▪ Employment District, Pedestrian Oriented Mixed-Use, and Warren Avenue Corridor – Non-Residential: 1-3 per 1,000 sq ft over 5,000 sq ft; No parking required for less than 5,000 sq ft ▪ Additional design standards for the Downtown area parking uses are included in the Subarea Plan

REGULATION TYPE	BREMERTON REGULATION
	<ul style="list-style-type: none"> ▪ Multifamily Residential (1+2): for lots with more than 50 percent development coverage, structured parking is required and parking can be reduced by the Director of Community Development if it meets certain criteria ▪ In the Neighborhood Business Overlay, required parking may be located in satellite locations within the Downtown Subarea Plan area ▪ In the Employment District, Pedestrian-Oriented Mixed-Use District, and Warren Avenue Corridor, shared parking and satellite parking are allowed
Other required parking	<ul style="list-style-type: none"> ▪ For nonresidential uses and residential development with six or more dwellings, motorcycle spaces and bicycle facilities should be provided.
Shared/Joint Use Parking	<ul style="list-style-type: none"> ▪ Shared driveways are encouraged for abutting lots whenever practical ▪ Joint use parking facilities can be granted if the principal use is located within an 800-foot radius of the joint parking facility, the use is not separated from the joint parking by an arterial street, there will be no conflict between the two uses and their hours of operation, and the joint use parking facility will remain available
Paid Parking	<ul style="list-style-type: none"> ▪ On-street paid parking exists on sections of 2nd Street, 4th Street, Burwell Street, and Fifth Street ▪ City-managed paid garage parking exists in three locations ▪ City-managed paid surface lot parking exists in two locations
On-Street Restrictions	<ul style="list-style-type: none"> ▪ 30-Minute Parking: Vehicles allowed 30-minute parking for in and out visits to local businesses ▪ Load/Unload 15-Minute Parking: Passenger and commercial vehicles are allowed 15 minutes to actively load and unload ▪ Load/Unload: Passenger and commercial vehicles are allowed to actively load and unload ▪ 4-Hour Maximum Disabled Parking: Any vehicle may park in accordance with the time restrictions. Vehicles with a disabled placard can park up to 4 hours regardless of the time restriction ▪ Disabled Parking: Parking for disabled vehicles displaying a disabled placard or license plate ▪ No Parking/Temporary No Parking: No vehicle may park during the times posted ▪ No Repark Same Named Street: No vehicle may repark on the same named street on the same day ▪ Other on-street restrictions include no parking within 15 feet of a fire hydrant, no parking within 30 feet of a stop sign, no parking within 20 feet of crosswalks, no parking within 5 feet of driveways, and no parking on or over the sidewalk or planting strip areas ▪ No parking on the street for more than five days
Parking for Disabled Persons	<ul style="list-style-type: none"> ▪ Those with a valid special disabled person's card, decal, or license plate can park in metered spaces for free and in non-metered spaces for unlimited periods of time

REGULATION TYPE	BREMERTON REGULATION
	<ul style="list-style-type: none"> ▪ Disabled persons parking spaces are reserved for those who meet eligibility ▪ Where signed, a four-hour time restriction is imposed on parking spaces dedicated to disabled persons
Violations & Enforcement	<ul style="list-style-type: none"> ▪ Time limited parking in the Downtown Core prohibits reparking on the same side of the same named street during the same calendar day ▪ In residential parking zones, a vehicle cannot remain parked or reparked within four blocks of the same location within the zone during the same day, except with a permit for the zone ▪ No vehicle can be parked in the same location for more than five days ▪ No RV, boat, vessel, trailer, semi-trailer, or combination exceeding 22 feet or 10,000 pounds can park on any street unless they are engaged in business and cannot be parked on any street for longer than 24 hours unless authorized ▪ City police, other law enforcement officers, and parking enforcement officers may enforce the parking regulations ▪ A process is established in BMC 10.10.110 for impounding vehicles in violation of the regulations in BMC 10.10 ▪ Additional violation and enforcements in BMC 10.10.070 ▪ Vehicle will be impounded if someone has three or more outstanding parking tickets that are more than 45 days old and is parked on-street after notice ▪ If someone has six or more parking tickets over 90 days, the vehicle will be impounded if parked on-street in the Downtown Core within 90 days of notice
Parking as a Primary or Principal Use	<ul style="list-style-type: none"> ▪ Parking structures are permitted as a primary use in the Business Core (BC) zone and Downtown Core (DC) zone ▪ Structured parking with other permitted uses are allowed in the Downtown Waterfront (DW) zone ▪ Parking is allowed as a principal use in the Institutional (INST) zone
Commercial surface parking	<ul style="list-style-type: none"> ▪ Commercial surface parking lots that are not serving a permitted use are prohibited in the Downtown Core (DC) zone and the Downtown Waterfront (DW) zone ▪ Stand-alone commercial parking not serving a permitted use is not allowed in the Downtown Waterfront (DW) zone
Parking Reduction	<ul style="list-style-type: none"> ▪ Bicycle Storage: One less stall per six bicycle spaces are allowed if the bicycle storage is covered and secured, with a maximum reduction of five percent of required parking. For a greater reduction of parking, additional bicycle storage and showers and lockers must be provided. ▪ Transit Improvements: Up to 15 percent reduction if improvements to the local transit system are made by the applicant for residential developments with ten or more units or commercial development with 50 or more employees, assuming a transit facility is located within 1,500 feet.

REGULATION TYPE	BREMERTON REGULATION
	<ul style="list-style-type: none"> Designated Land Use Centers: The minimum parking can be reduced by up to ten spaces if a center zone designation results in a significant increase in the parking requirement. Group Residential Facility: A reduction can be authorized if there is indication that the requirements are excessive due to factors such as residents' age, ability to drive, or mental and physical abilities and disabilities.
Development Bonus	<ul style="list-style-type: none"> In the General Commercial (GC) zone, District Center Core (DCC), Employment Center (EC) and Neighborhood Business (NB) zone, a development that provides 50 percent of off-street parking underground or within a building can receive a bonus on the maximum base area
Electric Vehicle Charging	<ul style="list-style-type: none"> Electric vehicle charging stations are encouraged
Residential Parking Rental	<ul style="list-style-type: none"> Rental, lease, or other use of parking spaces for commercial purposes in residential zones is not allowed
Satellite Parking	<ul style="list-style-type: none"> Off-street parking requirements can be satisfied with the approval of satellite parking The facility must be located within 400 feet of the property The facility cannot be on property zoned for low density residential Limits on the time of day that the satellite facility is used may be a condition of approval
Change of Use or Rehab of Existing Building	<ul style="list-style-type: none"> In the Downtown Core (DC), parking is exempt from off-street parking and landscaping requirements if a structure is not enlarged, extended or structurally altered in a way that would require additional parking

Source: City of Bremerton Municipal Code, Title 20; Downtown Regional Subarea Plan, 2007

Exhibit 10 highlights design standards for parking in Bremerton.

Exhibit 10. Parking Design Standards

REGULATION TYPE	BREMERTON REGULATION
Residential Parking Design Standards	<ul style="list-style-type: none"> Minimum width (SF): 8 ft Minimum depth (SF): 18 ft Maximum driveway width: 20 ft Minimum Side Yard Setback: 3 ft Minimum Rear Yard Setback: 3 ft Minimum Alley Setback: 0 ft Minimum Front Yard Setback: Not located within the front yard setback area for the zone, except within driveways
Non-Residential Parking Design Standards	<ul style="list-style-type: none"> Minimum Front Yard Setback: 10 ft Minimum Side/Rear Yard Setback: 5-10 ft

REGULATION TYPE	BREMERTON REGULATION
	<ul style="list-style-type: none"> ▪ Where no low density residential is adjacent, setbacks can be reduced to 0 ft if a solid fence or wall is provided and a landscaped island with at least 45 sq ft of area is provided
Additional Design Regulations	<ul style="list-style-type: none"> ▪ GC, DCC, and NB zones – On-site parking should be in the rear or side of buildings and not occupy more than fifty percent of the site frontage facing arterial street frontage ▪ GC, DCC, and NB zones– Avoid installing parking on street corners and screen parking located between the building frontage and street corners
Additional Parking Access Regulations	<ul style="list-style-type: none"> ▪ GC – Parking access should be from adjacent non-principal arterial streets or from driveways off the principal arterial ▪ GC, DCC, and NB zones– Driveways providing access to parking should be well marked ▪ DCC and NB zones – Access should be prioritized first from an alley, then from a local street, then from a non-principal arterial street, and then from a principal arterial street
Downtown Subarea Plan Parking Garage Design Principles	<ul style="list-style-type: none"> ▪ Facades should be treated with high quality materials and given vertical articulation ▪ Facades should visually screen cars at street level and sloping floors should not be visible on the exterior of the building ▪ Retail storefront uses should be on the street level along the principal street and are encouraged along all adjacent streets ▪ Pedestrian entries should be clearly visible and easy to locate ▪ Lighting for safety and comfort should be balanced with avoidance of glare and spill out on to adjacent streets ▪ Off-street bicycle parking is encouraged

Source: City of Bremerton Municipal Code, Title 20; Downtown Regional Subarea Plan, 2007

IMPARK ENFORCEMENT SERVICE AGREEMENT

The City of Bremerton has a contract with Imperial Parking (U.S.), Inc. (Impark) to enforce parking for on-street parking and off-street public lots, including the five facilities identified in

Exhibit 3. The existing contract began in 2011, following completion of a contract with Diamond Parking, and was extended through 2019. The scope of work in Impark’s contract includes:

- Recruiting and selecting enforcement personnel
- Communicating with the Police Department
- Maintaining parking facilities
- Issuing parking tickets
- Collecting money from meters as well as daily, monthly, and event lots
- Depositing parking revenues to the designated City account daily

PARKING AGREEMENTS

Exhibit 11 summarizes the parking agreements that the City has entered into with local vendors and organizations.

Exhibit 11. City Parking Agreements

LESSEE	AGREEMENT TERMS	END DATE
Bremerton Cinema, LLC	<ul style="list-style-type: none"> ▪ Leases 50 full time parking spaces in the Park Avenue Plaza garage year round ▪ Leases an additional 50 parking spaces for all Fridays in May through August 15th and November 18th through January 1st ▪ Leases a total combined 200 parking spaces from 5 PM to 2 AM during the week and 10 AM to 2 AM on Saturdays and Sundays, with the specific location of the spaces mutually agreed on and can be changed 	2018
Jimmy Johns/ Mundy Jo Holdings LLC	<ul style="list-style-type: none"> ▪ Leases four full time parking spaces in a City surface lot on the corner of 4th Street and Park Avenue 	2023
Anthony's/Mad Anthony's, Inc	<ul style="list-style-type: none"> ▪ Grants a perpetual easement to Anthony's for use of portions of the City's garage ▪ Grants non-exclusive access rights to the garage, including ramps, walkways, stairways, passenger and freight elevators, garbage, recycling, loading areas, and ingress/egress ▪ Gives exclusive parking rights to Anthony's for 80 parking stalls 	Perpetual easement
Bremer Trust	<ul style="list-style-type: none"> ▪ Bremerton commits at least 150 parking spaces for up to ten years at the redevelopment on the J.C. Penney parking lot 	2017
Bremerton Housing Authority	<ul style="list-style-type: none"> ▪ The Housing Authority is authorized to purchase permits for \$45/month from Impark for the City's Municipal garage at 451 Washington ▪ Permits are for level 3 or above 	2012; continued on a month-to-month basis
Downtown Business Association	<ul style="list-style-type: none"> ▪ Downtown Business Association is authorized to purchase monthly parking permits for employers and employees of downtown businesses for \$40/month in the 451 Washington municipal garage ▪ Permits are for the roof levels 	2012; continued on a month-to-month basis
Kitsap County Health District	<ul style="list-style-type: none"> ▪ Kitsap County Health District may purchase monthly parking permits for \$45/month for employees in the 451 Washington municipal garage ▪ Permits are for level 3 or above 	2012; continued on a month-to-month basis
Housing Kitsap	<ul style="list-style-type: none"> ▪ Housing Kitsap may purchase 36 monthly parking permits for \$45/month for employees in the 451 Washington municipal garage 	2012; continued on a month-to-month basis

LESSEE	AGREEMENT TERMS	END DATE
Kitsap Entrepreneurial Center	<ul style="list-style-type: none"> ▪ Kitsap Entrepreneurial Center may purchase monthly parking permits for \$45/month for employees ▪ Permits are for level 8 (the roof) 	2012; continued on a month-to-month basis
Kitsap Transit Conference Center	<ul style="list-style-type: none"> ▪ Kitsap Transit purchased and owns 116.5 spaces in the garage, all on Level 1 ▪ Kitsap Transit has 75 dedicated and designated spaces ▪ Kitsap Transit receives 8 percent of the net income or loss from the general public parking pool net revenue ▪ City of Bremerton owns the remaining 401.5 spaces 	2006; continued on a month-to-month basis
Olympic ESD 114	<ul style="list-style-type: none"> ▪ Olympic ESD may purchase monthly parking permits for \$45/month for employees at the 451 Washington municipal garage ▪ Permits are for Level 3 	2012; continued on a month-to-month basis
Port of Bremerton	<ul style="list-style-type: none"> ▪ Port of Bremerton may purchase permits for the 451 Washington municipal garage for \$6/24-hour period or \$14/54-hour period for marine customers 	2012; continued on a month-to-month basis

Parking Revenues and Expenditures

The parking system in Bremerton is funded through the following revenue sources:

- **Parking fees.** These fees include parking permits from the residential system, on-street parking fees, and off-street parking fees from the surface lots and garages that offer monthly and daily parking options.
- **Parking Infractions.** Revenues from parking enforcement.
- **Transfers from other funds.** Between 2009 and 2016, there was only one year (2011) with transfers in from other funds. From 2004 to 2008, an average \$376,282 was transferred into the parking system fund from other funds annually.

Operating expenditures for parking include utilities, repairs, security, and taxes. Additional annual expenditures to the parking system include the cost of enforcement, insurance, and capital improvements.

Exhibit 12 shows the revenues dedicated to the parking system annually from 2004 through 2015, with operating expenditures, net operating income, other expenditures (including debt service), and parking system net income.

Exhibit 12. Revenues and Expenditures (2004 – 2015)

	REVENUES	OPERATING EXPENDITURES	NET OPERATING INCOME	OTHER EXPENDITURES	NET INCOME
2004	\$1,467,154	\$126,655	\$1,340,499	\$1,077,096	\$263,403
2005	\$1,899,276	\$246,663	\$1,652,613	\$1,637,054	\$15,559
2006	\$1,990,241	\$200,046	\$1,790,195	\$1,854,582	-\$64,387
2007	\$1,839,008	\$260,463	\$1,578,545	\$1,674,595	-\$96,050
2008	\$1,400,312	\$260,463	\$1,578,545	\$1,674,595	-\$96,050
2009	\$1,303,040	\$195,792	\$1,107,248	\$810,240	\$297,008
2010	\$1,173,361	\$240,796	\$932,565	\$873,707	\$58,858
2011	\$10,833,630	\$555,840	\$10,277,790	\$10,377,226	-\$99,436
2012	\$1,136,138	\$301,019	\$835,119	\$891,598	-\$56,479
2013	\$1,280,127	\$376,073	\$904,054	\$920,901	-\$16,847
2014	\$1,383,094	\$337,821	\$1,045,273	\$1,001,908	\$43,365
2015	\$1,544,385	\$378,744	\$1,165,641	\$1,013,865	\$151,776
Compound Annual Growth Rate	0%	10%	-1%	-1%	-5%

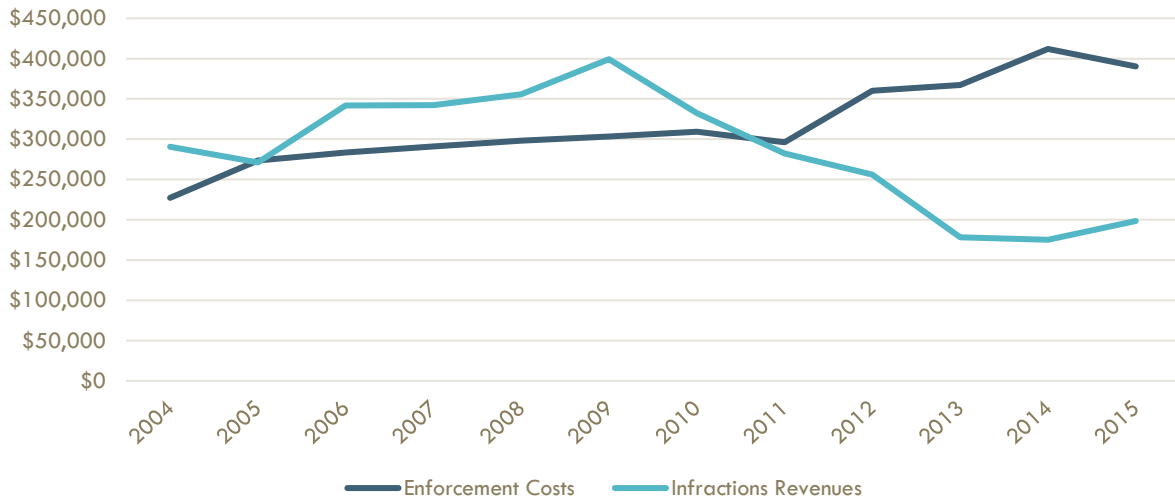
Source: City of Bremerton, 2016; BERK, 2017

ENFORCEMENT COSTS AND REVENUES

Between 2004 and 2016, Bremerton's parking system has seen a rise in enforcement costs and a decrease in revenues from infractions. This could be due to a number of factors, including a growth in violations both in number and geographic area which puts added pressure on enforcement resources, as well as a decrease in revenues as enforcement succeeds in curbing behaviors and bringing down violations.

Between 2004 and 2015, on average, enforcement cost the City \$317,580. Infraction revenues, on average, have been \$285,283 over the same years. Exhibit 13 shows the growth in enforcement costs and the trend in infraction revenues.

Exhibit 13. Enforcement costs and Revenues (2004 – 2015)



Source: City of Bremerton, 2016; BERK, 2017