

CITY OF SANTA BARBARA WATERFRONT DEPARTMENT

MEMORANDUM

Date: March 21, 2013
To: Harbor Commission
From: Scott Riedman, Waterfront Director
Subject: **Director's Report**

COUNCIL ACTIONS

Approved a Resolution of the Council of the City of Santa Barbara, to the State of California requesting a grant in the amount of \$21,000 from the California Department of Boating and Waterways (DBW) for maintenance of a pumpout facility at Santa Barbara Harbor.

BOATING AND WATERWAYS COMMISSION MEETING

On March 20, 2013, the Boating and Waterways Commission will consider an additional \$1.9 million installment of the Marine One construction loan. This additional funding will be the first installment of the Waterfront Department's \$7.3 million application to the Department of Boating and Waterways (DBW) for phases 5-8 of Marina One replacement. Facilities Manager Karl Treiberg will attend the meeting to represent the Department.

HARBOR COMMISSION PARKING COMMITTEE MEETINGS

Background:

The Waterfront Department's pay parking program was established in the early 1980's following a thorough review process, including an Environmental Impact Report, Harbor Commission, Planning Commission and Council review, and a Coastal Commission Permit.

For many years, the Waterfront Department has sold two types of annual parking permits. The most common type of permit, known as a "General" permit, currently costs \$95 for a calendar year, is red in color and available to the general public in unlimited quantities. The General ("red") permit exempts the vehicle to which it is affixed from hourly parking fees in all Waterfront Department parking lots except Stearns Wharf. It does not, however, exempt the permit holder from 72-hour parking limitations in the Harbor Main parking lot.

The other type of permit, often referred to as a "Slipholder" permit, costs \$70 for a calendar year, is blue and color and only one is allowed to be sold per slip. Similar to the "red" general permit, the Slipholder ("blue") permit exempts the vehicle to which it is affixed from hourly parking fees in all Waterfront Department parking lots except Stearns Wharf. The discount of the "Slipholder" permit and the limitation of one permit per slip were established in the 1983 Coastal Commission Permit.

In the fall of 1990, the Waterfront Director and Harbor Commission exempted the "Slipholder" permit from the 72-hour parking limit in the Harbor Main parking lot. Vehicle storage beyond 72 hours is not allowed on City streets, but unlimited parking is allowed in the Harbor lot with a \$70 /year "Slipholder Permit."

Discussion:

The "Slipholder" permit exemption from the 72 hour limit was allowed as a reasonable accommodation for commercial fishermen and other mariners who need to be at sea for longer than three consecutive days. As an unintended consequence, however, many of the permits are now applied to vehicles that are used as storage units or to store vehicles themselves in the Harbor Main parking lot, permanently occupying public parking spaces.

The impact of these "storage vehicles" has been significant. Parking demand in the Harbor Main lot has increased notably in the last few years, with the lot reaching full capacity an unprecedented 32 days in 2012. In turn, the storage vehicles displace slipholders, commercial fishermen, and public—locals and visitors alike— from access to the coast. Harbor parking permits are not intended to be used as an alternative for private property storage in a public parking lot. Privileges associated with "Slipholder" permits are being exploited for vehicles used as inexpensive (\$70 /year) storage units and storage of vehicles.

Parking Committee:

At its January 24, 2013 meeting, the Harbor Commission appointed a committee to review issues involving long-term storage of vehicles in the Harbor lot. The purpose of establishing the ad-hoc Parking Committee was to investigate ways to improve public parking availability and ocean access. The goal is to establish policy that discourages misuse of the parking lot as private storage without negatively impacting legitimate parking needs of harbor workers, boaters, and commercial fishermen.

A publicly-noticed committee meeting was held on February 13, 2013 in the Marine Center Classroom. The meeting was attended by Commissioners Spicer and Webb (Cramer absent), Councilmember Frank Hotchkiss (Harbor Commission liaison),

Councilmember Randy Rowse, and 25 members of the Harbor community. Staff gave a PowerPoint presentation outlining issues associated with storage vans and long-term

vehicle storage displacing public parking in the harbor main lot. The Committee and staff received extensive public comment at the meeting.

Staff and the Parking Committee toured the Harbor Main lot on March 4, 2013 to get a first-hand look at vehicles that are being used as long-term storage units and vehicles that are being stored in the lot.

On March 12, 2013 a second publicly-noticed Parking Committee meeting was held in the Marine Center Classroom (Agenda attached). Staff presented a conceptual policy change as follows:

- Continue Slipholder permit discount, but eliminate the 72-hour exemption.
- Continue to allow 72-hour Slipholder exemption, for a maximum of two weeks every consecutive six months based on ocean travel, and other travel for those with live aboard status, with advance notification.
- Potential three week exemption with prior approval based on extenuating circumstances.
- Policy to take effect January 1, 2014.

The Committee received comments from a slipholders, liveaboards, Sea Landing and Business Activity Permit (BAP) holders about the existing situation, their particular needs for parking accommodation, and complexities involved with curtailing the storage of goods and vehicles in the Main Harbor parking lot. A majority of those attending voiced the opinion that the immediate focus should be on increasing enforcement of the existing 72 hour limit. The Department has initiated that effort. In the meantime, additional work needs to be done before policy recommendations are brought forward.

Public parking at the Waterfront is a vital, limited resource. Moreover, the Harbor Main lot was permitted, designed, constructed and maintained for equal, non-exclusive use by the public.

TENTATIVE AGENDA ITEMS FOR THE APRIL MEETING

- Annual Clean Marina Report

Attachment: Parking Meeting Agenda 03-12-2013