

CITY OF SANTA BARBARA WATERFRONT DEPARTMENT

MEMORANDUM

Date: September 20, 2018
To: Harbor Commission
From: Scott Riedman, Waterfront Director
Subject: **Facilities Management Report**

MARINA ACCESS KEY CARD EXCHANGE

On March 15, 2018, the Harbor Commission received a written report and presentation on a proposal to reissue marina gate key cards to slip permittees. A subcommittee was subsequently formed and the Fee Resolution modified as part of the FY 2019 budget process to limit the number of key cards to five for each slip account and increase the cost of additional key cards to \$100 each.

Marina access is controlled through a software package known as Pinnacle. Staff hired MCM Integrated Systems, a third party Pinnacle software provider, to develop a plan to exchange key cards with all slip permittees, Business Activity Permittees (BAPs), tenants, and visitors. Marina One "C" slip permittees were used as the test group for the first key card exchange. After working out a few minor issues with MCM and the City's I.T. Division, key card exchanges have been occurring steadily ever since.

Using the Waterfront's web-based notification system, Blackboard Connect, a select group of slip permittees (usually 1 – 2 docks) is notified to exchange their key cards over a one week period, after this time period their key cards are turned off and they no longer have access to the marinas. Slip permittees that do not exchange their key cards during the designated period can do so at their convenience at any time in the future. To date, slip permittees on Marina One "A" – "G" fingers and BAPs have been notified and exchanged their key cards. The program has been relatively successful so far with an exchange rate of 67%. Staff will continue with Marina One and begin exchanging or issuing the new key cards to visitors. We expect to complete the exchange of all key cards in early 2019.

WATERFRONT LIGHTING IMPROVEMENTS

Facilities staff routinely inspects lighting throughout the Waterfront and replaces lights as necessary. There are thousands of lights in the marinas, the harbor commercial area, Stearns Wharf, and parking lots. Nevertheless, there are still areas that are relatively dark at night that occasionally attract people conducting illicit activities. The areas in the vicinity of the Sea Shell sheds and the SBYC dry storage were problem areas that have been greatly improved by adding lights. Illicit activities were greatly reduced demonstrating the effectiveness of improved lighting.

At a recent Harbor Commission meeting, a member of the public raised concerns about the lack of lighting in the vicinity of the restrooms located adjacent to Marinas 2, 3, and 4. Harbor Patrol officers subsequently made observations and took light readings in an effort to help Facilities staff make necessary improvements. All exterior fixtures were replaced and new lights added around the entire perimeter of each restroom. Cost effective and highly efficient LED lights were installed. Harbor Patrol officers have noticed a significant improvement at each restroom.

A future lighting improvement is under consideration for the Harbor Main parking lot. Staff is working with the Public Works Department to conduct a lighting survey. Based on the results of the survey, a new lighting plan will be designed and brought before the City's Architectural Board of Review (ABR) for comment. Assuming the design is acceptable, the lighting plan will be included in the upcoming FY 2020 – 2024 Capital Improvement Plan that will be brought to the Harbor Commission in November for review and approval.

STEARNS WHARF ELEVATOR

The 217 building on Stearns wharf is a 2-story building with several gift shops on the ground floor and a wine tasting room with a public balcony on the second floor. Access to the second floor is by stairs on the south and west side of the building. The Americans with Disabilities Act (ADA) requires access to 2-story buildings for disabled persons via an elevator or a ramp. Equivalent facilitation is an option allowed by ADA whereby the services available on the second story of a building can be duplicated on the first floor. Waterfront staff has considered conceptual plans for an elevator at the 217 building for many years. The wine tasting room provided equivalent facilitation downstairs for several years but with the recent transfer of the adjacent lease space on the second floor and increased visitation staff has decided to reconsider construction of an elevator.

Staff hired local architect, Paul Poirier, to prepare conceptual plans for an elevator on the northeast corner of the 217 building. Several other locations were considered but the northeast corner is the most feasible. A proposed elevator would open onto the existing public balcony providing access to both of the suites located on the second floor and operated by the wine tasting room. The plan also includes an expansion of the public balcony over the existing trash enclosure located between the 217 building and the Sea Center.

A project of this scope and scale would require in depth development review by a variety of city departments. The first step in the review process is a pre-application consultation with the city's Architectural Board of Review (ABR) scheduled for September 24. Staff hopes to receive comments from ABR related to the suitability of the proposed location, aesthetics, and expansion of the balcony. Assuming ABR is receptive to the conceptual plan, a formal application will be submitted for full city review prior to applying for a Coastal Development Permit from the Coastal Commission.

This project has been included in several previous Capital Improvement Plans (CIPs) as an unfunded project with a cost estimate of \$350,000. Staff expects to include the project in the upcoming FY2020-2024 CIP as a funded project with a revised estimate reflecting current costs. Visitation to the wine tasting room and public balcony has increased significantly in the past few years and the Waterfront Department has an obligation to comply with ADA in all its facilities, including the addition of an elevator to the 217 building.

PARKING LOT PAY STATIONS

In 2016 staff provided an update to the Harbor Commission on a variety of Parking Infrastructure Improvements including the installation of additional parking pay stations. Improvements were proposed in almost every lot which resulted in two different design review boards providing comments and direction for the different lots. The Architectural Board of Review (ABR) provided comments on the Harbor West and Leadbetter parking lots and the Historic Landmarks Commission (HLC) provided comments on the Garden, Chase Palm Park, and Cabrillo lots. Although review of the lots under ABR's purview was relatively straightforward, the HLC review process was much more involved. Nevertheless, both ABR and HLC approved the proposed improvements with different requirements. Most notably HLC required an enclosure over the pay stations and ABR did not.

The design of the enclosure, receiving an acceptable bid for the enclosures, and Building Department review took many months to complete. Staff worked closely with the Building Department and recently obtained a building permit for the pay stations at the Garden Street parking lot (Chase Palm Park and Cabrillo lots require separate building permits). Staff solicited bids for the HLC approved steel enclosures but could not find a fabricator to manufacture the enclosures for an acceptable price. A minor modification to the enclosure design was made and approved by HLC which allowed staff to work with a local fabricator in Goleta to manufacture the enclosures for a more reasonable price.

The Garden Street lot pay stations and enclosures are now being installed. Part of the building permit review considers ADA requirements to make some of the pay stations accessible. This requires modification of the striping of the lot and in some cases results in a reduction in stalls. The Garden Street lot striping plan has been revised consistent with ADA and will be re-striped this fall as part of the City's pavement maintenance program. Once the pay stations are installed and the lot re-striped, it will be fully code compliant and serve as a template for proposed improvements at the Chase Palm Park lot.