

**BOARD OF HARBOR COMMISSIONERS  
CITY OF SANTA BARBARA  
MINUTES**

Regular Monthly Meeting  
March 15, 2018 – 6:30 p.m.  
City Council Chamber – Santa Barbara City Hall

**CALL TO ORDER** 6:35 p.m.

**ROLL CALL** Commissioners Present

Jim Sloan, Chair  
Bill Spicer, Vice Chair  
Betsy Cramer  
Merit McCrea  
Lang Sligh  
John Stedman

Staff Present

Scott Riedman, Waterfront Director  
Brian Bosse, Business Manager  
Mick Kronman, Harbor Operations Manager  
Karl Treiberg, Facilities Manager  
Erik Engebretson, Harbor Patrol Supervisor  
Dominique Samario, Administrative Analyst  
Jeanette Prusinski, Commission Secretary

Commissioner Absent

Shoham Yaniv

**CHANGES TO THE AGENDA**

- Item 6 D Continued to April: Recommend approval of an increase to slip permittee annual parking permits from \$70 to \$125 in Fiscal Year 2019. The Budget Subcommittee will discuss a Military Veteran Liveaboard discount and bring this item back to the April meeting.

**PUBLIC COMMENT**

- Graham Ashlock, Slip Permittee, asks for secure bicycle storage on a floating dock inside the marinas.

**CONSENT CALENDAR**

**1. Approval of the Minutes**

Approved Recommendation: That Harbor Commission waive further reading and approve the Minutes from the Regular Meeting of February 15, 2018.

Betsy Cramer/ Bill Spicer 5-0

Abstained: Jim Sloan

## DEPARTMENT UPDATE

### 2. Director's Report

- Council Actions
- Meeting with the Boating and Waterways Commission Chairman
- Tentative Agenda Items for the April Meeting
  - Clean Marina Report
  - Expansion of the Deep Sea Tasting Room on Stearns Wharf

### 3. Business Services Report

- Automatic Payment Service for Slip Fees
- Spring 2018 Cruise Ship Season Begins

### 4. Facilities Management Report

- Federal Channel Dredging
- Marina One Replacement Project – Phase 8 Construction
- Marina Access Control

#### Public Speakers:

- Mark Cooper, Liveaboard, discussed his safety concerns and talking points clarified in a letter submitted
- Thorin Scott, Disabled US Airforce Veteran and Liveaboard, discussed marina restroom cleanliness and the annual slip permittee parking permit price
- Taryn Ashlock, Slip Permittee in Marina 3, discussed homeless men found in the women's restroom. Suggested putting an access control at the door to the shower area within the restroom

Commissioners discussed creating an Ad-Hoc Subcommittee to work through policy and technical details related to key card control, and assigned to Commissioners Merit McCrea, Lang Sligh, and John Steadman.

Attachment: Letter emailed from Mark and Ellie Cooper

### 5. Harbor Operations Report

- Wet Wednesdays Begin March 14<sup>th</sup>.
  - For more information, contact the Santa Barbara Yacht Club at (805) 965-8112 or visit their website at [www.sbyc.org](http://www.sbyc.org)
- Operation Clean Sweep May 5<sup>th</sup>
- Harbor Nautical Swap Meet May 12<sup>th</sup>
  - For more information on Operation Clean Sweep, the Harbor Nautical Swap Meet, and the hazmat turn-in event, contact Mick Kronman at (805) 897-2587 or [MKronman@SantaBarbaraCA.gov](mailto:MKronman@SantaBarbaraCA.gov)

Public Speakers:

- Thorin Scott, Slip Permittee, asked what happens with the seafloor refuse, which is hauled away by MarBorg

## NEW BUSINESS

### 6. Waterfront Department Fiscal Year 2019 Budget Recommendation

Brian Bosse, Waterfront Business Manager, presented the Waterfront Department's proposed Fiscal Year 2019 budget submittal. The Harbor Commission's recommendations will be forwarded to City Council for consideration.

Moved B. Recommend approval of a 2% slip fee increase in Fiscal Year 2019;  
Bill Spicer/ Betsy Cramer 6-0

Moved C. Recommend approval of a slip transfer fee increase from \$450 to \$475 per linear foot for slips larger than 30 feet in Fiscal Year 2019;  
Bill Spicer/ Betsy Cramer 6-0

Continued D until April, Recommend approval of an increase to slip permittee annual parking permits from \$70 to \$125 in Fiscal Year 2019; The Budget Subcommittee will convene before the April meeting in order to discuss the option of providing a discounted rate for U.S. Military Veterans who have a Liveaboard Permit.

Moved E. Recommend approval of an increase to annual parking permits from \$100 to \$125 in Fiscal Year 2019;  
Betsy Cramer/ Bill Spicer 6-0

Moved F. Recommend approval of an increase to the Visiting/Transient Vessel Fee for vessels 70 feet and above from \$1.00 to \$1.50 per linear foot in Fiscal Year 2019;  
Betsy Cramer/ Lang Sligh 6-0

Moved G. Recommend approval of an increase for the Annual West Beach Rack Permit from \$1,000 to \$1,100 in Fiscal Year 2019; and,  
Betsy Cramer/ Lang Sligh 6-0

Moved H. Forward a recommendation to City Council for approval of the Waterfront Department's proposed Fiscal Year 2019 budget and incorporation into the City budget process.  
Lang Sligh/ Bill Spicer 6-0

## 7. **Special Event Camping Permit – Wine and Roses Regatta**

Brian Bosse presented the request from Tom Sinnickson, Wine and Roses Regatta Chairman, for a special permit to allow event participant camping in 100 parking spaces in the Harbor West parking lot from 6:00 p.m. Friday, April 20<sup>th</sup> until 5:00 p.m. Sunday, April 22<sup>nd</sup> during the 2018 Wine and Roses Regatta.

Public Speakers:

- Guy Lindburg, Slip Permittee, said it will be a fiasco to have RVs with trailers navigating between the Harbor West and Yacht Club parking lots on Friday afternoon
- Mark Cooper, Liveaboard, said the \$12.00 fee per camper per day is too much of a bargain and should be higher

Moved B. Approve Wine and Roses Event Chairman Tom Sinnickson's request for participant camping for the upcoming event, as allowed per Santa Barbara Municipal Code Section 15.16.090.

Merit McCrea/ John Stedman 6-0

**COMMISSION/STAFF COMMUNICATIONS – None**

## **ADJOURNMENT**

Approved Adjournment at 8:30 p.m.

Bill Spicer/ Betsy Cramer 6-0

Thanks so much, Karl. We try to be a small part of the “eyes and ears” and let the Harbor Patrol know when something “doesn’t smell right” so that our officers have “probable cause” to investigate. Most of the time, it the user turns out to be legitimate, but there have been times when we’ve picked up on those who were shooting up, had arrest warrants out, etc.

We enjoyed reading the Facilities Management Report that you sent, and came away much better informed because of it. The issue of Marina Access Control is a big part of our feeling safe and secure in a wonderful facility. We have felt for sometime that we are behind the times, and in need of some serious security upgrades to our facility. Those upgrades could come in the form of:

1. Extensive installation of “smart” cameras. Given that we are probably not going to be able to fund additional Patrol officers, we need to look carefully at some “force multipliers.” The newest versions of these camera systems, placed in the parking lots, sidewalks, and in each of the Marina fingers, would not require constant monitoring. But they would flag our officers when they detected patterns of behavior that looked “unusual.” We think these would go a long way to help *prevent and solve crime*. In this day and age of increasing numbers of mentally ill homeless and “active shooters” incidents, we can’t just do things the same old way and hope for the best. How do we get started on actually doing this?
2. A community policing model where an officer walks *every finger of every dock every day* at totally random times, thereby establishing a face-to-face relationship with those of us who are in the Harbor most regularly. Foot patrols were becoming more evident last autumn, and Harbor Patrol is to be commended. Is it possible to have officers do even more foot patrols, and establish a truly random (computer-generated?) schedule for all the patrols, foot or boat?
3. Regular validation of keys. We appreciate that you have opened with dialogue with City IT and MCM Integrated Systems to explore the most efficient means for “re-keying” boat owner access. The residents I have spoken with simply don’t understand why this can’t be done (a) for *every key, every year* (perhaps at the table where we sell parking permits at the year’s end?), and (b) why money would not be saved by simply re-validating the existing keys? There of course will be impediments to doing a regular (annual) re-validation of all active, legitimate user keys, but it is unclear what those impediments are, and if they are significant in relation the benefits of doing so. Also, if the Harbor actually wants to recall all the keys that legitimate users have already purchased, who pays for the replacements? And how do we avoid going through just another iteration of letting key security “ride” year after year, then, when the problem is seemingly massive, have to find some hard-won solution for it? How can we attend to it constructively and efficiently – *each and every year*?

4. Turning on the entry tracking function in Pinnacle. We think it is time to turn on the function that tracks who is using the keys and where. The people that will be adversely affected by our doing so are the “sneak-aboards” and the host of illegitimate bathroom users who wander in each week. Other than a few shrill voices, what are the issues and obstacles to making appropriate use of this valuable security tool, one that we have already paid for? Our suggestion is that you simply turn it on quietly, without fanfare, and use it judiciously. Again, the world is changing, and this is a valuable tool that we can no longer afford to ignore. These are the four basic question areas that will be on our minds as we attend the Harbor Commission meeting this coming Thursday, and we wanted you to have them in advance. Please feel free to share them with appropriate staff, since we are aware that these questions overlap with other areas of Harbor management. Putting any of the hard-working staff in an uncomfortable or unprepared position in front of the Harbor Commission is not our idea of a good way to build relationships! Lastly, please know that dropping a bunch of gnarly questions on staff, and dusting our hands and walking away, is not our idea of the best way to proceed. How can we be a constructive part of the solution? For example, we are perhaps in a position to provide information on smart camera systems, and would be willing to work on a task force in this and other areas. Would things like that be of any help? Best,

Mark (& Ellie)  
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