

BLUE FOLDER ITEM

Blue folder items are additional back up material to administrative reports and/or public comments received after the printing and distribution of the agenda packet for receive and file.

HARBOR COMMISSION MEETING JUNE 13, 2022

L.1. DISCUSSION AND POSSIBLE ACTION ON THE ASSESSMENT OF THE REDONDO BEACH FIRE DEPARTMENT

Attachment: Public Correspondence

L.2. DISCUSSION AND CONSIDERATION OF THE FISCAL YEAR 2022-23 PROPOSED BUDGET, FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM, AND ASSOCIATED BUDGET RESPONSE REPORTS

Attachment: Power Pt. Presentation

L.3. DISCUSSION AND CONSIDERATION OF A STOREFRONT IMPROVEMENT PROGRAM FOR THE INTERNATIONAL BOARDWALK COMMERCIAL CORRIDOR

Attachment: Power Pt. Presentation

CONTACT: GREG KAPOVICH, WATERFRONT & ECONOMIC DEVELOPMENT DIRECTOR

L.1. DISCUSSION AND POSSIBLE ACTION ON THE ASSESSMENT OF THE REDONDO BEACH FIRE DEPARTMENT

ATTACHMENT: PUBLIC CORRESPONDENCE

To: Harbor Commission
From: Mark Hansen
King Harbor Boater
Date: June 13, 2022
Subject: **L.1.
DISCUSSION AND POSSIBLE ACTION ON
ASSESSMENT OF THE REDONDO BEACH FIRE DEPARTMENT**

Two documents are attached for your consideration:

To: City Council of Redondo Beach
From: Mark Hansen, King Harbor Boater
Date: April 19, 2022
Subject: **N.1. ASSESSMENT OF THE REDONDO BEACH FIRE DEPARTMENT**

**SUMMARY
REDONDO BEACH CITY COUNCIL
TUESDAY, APRIL 19, 2022
N.1. ASSESSMENT OF THE REDONDO BEACH FIRE DEPARTMENT,
INCLUDING HARBOR PATROL**

To: City Council of Redondo Beach
From: Mark Hansen
King Harbor Boater
Date: April 19, 2022
Subject: **N.1. ASSESSMENT OF THE REDONDO BEACH FIRE DEPARTMENT**

Harbor Commission

This assessment includes a substantial individual analysis of the Harbor Patrol. This should have been referred to the Harbor Commission for a public discussion with the harbor stakeholders before it was agendaized for Council discussion. This is an ongoing problem, where the Harbor Commission is only apprised of Council decisions on Harbor items *after* those decisions are made. This is very disrespectful to the talented, hard-working volunteers on the Commission. It is recommended that no Council decisions be made on the Harbor Patrol section until after review by the Harbor Commission.

Reorganization and Position Titles

The assessment puts perhaps too much emphasis on position titles, apparently attempting to differentiate between the *rank* of Captain and the *position* of *Boat Captain*. A proposal to staff the boats with members below the rank of Captain is one thing, however, a boat *does* need a position of Captain; one individual needs to clearly be the final authority onboard.

In-Harbor Rescue Response

There needs to be 24/7 rescue response from within the Harbor at all times. Baywatch coverage at night may be a reasonable option. However, Baywatch coverage during the day, while they are out covering the County beaches is not an acceptable safety option. Harbor Patrol response from an inland Fire Station is not an acceptable safety option. When boats are disabled near the breakwater, which is not uncommon, a response from inland or from down the coast will simply arrive too late to save lives.

Harbor Master

The assessment seems to blur two separate needs. A defined Division Chief for the Harbor Patrol is a simple organizational issue to address. That DC may or may not have any background in harbor management or recreational boating. However, a long-identified need of our Harbor has been a true Harbor Master, with experience in harbor management and recreational boating.

REDONDO BEACH CITY COUNCIL

TUESDAY, APRIL 19, 2022

6:00 pm

<https://redondo.legistar.com/Calendar.aspx>

N.1.

**ASSESSMENT OF THE REDONDO BEACH FIRE DEPARTMENT,
INCLUDING HARBOR PATROL**

<https://redondo.legistar.com/LegislationDetail.aspx?ID=5559047&GUID=9102C1DB-9C08-4F32-8D63-2530DDD0B23D>

Administrative Report - Attached (6 pgs)

Full RBFD Assessment (250 pgs)

Administrative Report Excerpts:

In March of 2021, City Management appointed Keith Kauffman as the interim Fire Chief and directed him to assess the Redondo Beach Fire Department (RBFD). ... The entire 92-page document and 158 pages of associated appendices are attached.

In addition to the broader study of the RBFD, a focused assessment of the RBFD Harbor Patrol (out of Fire Station 3) was conducted... From the City Leadership perspective, we added members of the Harbor Commission to the stakeholder group; from the Harbor Community we added boaters, marina and yacht club leadership; and from the RBFD we spoke with the personnel assigned to the Harbor, Fire Station 3.

Harbor Patrol operations. Five options were presented in the assessment ranging from maintaining current operations as is, contracting with LA County, creating a hybrid schedule, or the option preferred by the authors (Option 5) which would maintain 24/7 water rescue services but increase landside paramedic response capabilities.

Harbor Patrol Section (Attached) (11 pgs) Excerpts:

Interview quotes:

"There probably should be a Harbor Master." (High frequency response)

"There is no true Harbor Master and the Chiefs don't have the background."

"We need someone like a Harbor Master to set the vision in the Harbor."

The personnel in the harbor actually had inconsistent answers about who was actually their supervisor. ... They need a clearly identified direct supervisor that oversees the entire operation.

The dedicated Harbor Master (besides the title being given to the Fire Chief) position does not exist and nobody is really overseeing Station 3 and the operation of Harbor Patrol.

Interview quotes:

"I think we need a 24/7 presence."

"We should have someone 24/7."

During weather events in the winter, they may never get a call. There is no denying however, that the one call may result in a heroic response which would have otherwise resulted in loss of life. This fact cannot be denied and must factor into future decisions in the Harbor.

During interviews it was clearly determined that the clubs and recreational boating community are in strong support of having a 24/7, Fire Department run, Harbor Patrol. They are not as interested in enforcement or police presence, and would prefer leaving the current model alone. Boat towing is seen as a service that would lead to grave emergencies if it was not done by the HP.

It was reiterated that many recreational boaters in the Harbor are inexperienced and...will exit the Harbor, turn north, and be in a dire situation near the breakwall if they have a mechanical failure or operator error.

HP members warned that during the summer, Baywatch spends much of their time away from the Harbor, supporting Lifeguards up and down the LA County's beaches. The authors caution that reliance on Baywatch during daytime hours, especially during the summer, could cause gaps in response capability.

We would recommend having HP respond landside as a fully capable third Rescue to assist the rest of the department with the increasing medical response call load. We must also address the challenges associated with waterside coverage when HP personnel are on landside calls.

Finally, City leaders must account for future changes that will inevitably come to the Harbor.

If the City enters into any new form of development through the Harbor Amenities Plan, or merely adds a boat ramp or convenient dinghy dock, demands on public safety will increase. Decisions made today must account for the public safety response in the future.

OPTION 1

Leave the current configuration of the Harbor Patrol as is.

OPTION 2

Further explore contracting with the LA County FD, Lifeguard Division, for Harbor response. ... Add a private boat towing service.

OPTION 3

Switch to a 12-hour (am) 7-day a week operation...and contract with the County for nighttime coverage...

OPTION 4

Keep the 24-hour schedule (48/96) ...Remove the "Captain" (Deputy Harbor Master/Boat Captain) rank entirely and replace those three positions with firefighter-paramedics. ... Have members deploy at FS 3 from 0800 until 2000 hours. At 2000 hours, members go to FS 2 (or FS 1) and staff an additional Rescue. If a significant issue requires a boat response, it can be handled by Lifeguards under contract, or members can be dispatched back to FS 3.

OPTION 5 Preferred [by authors]

Remove the name Harbor Patrol from everything. ... Keep the 48/96 platoon deployment and staff with two FFPMs per shift (no Captains). Have FS 3 with full ALS response capability both on the water and landside as an additional third Rescue. ... Redraw the landside Rescue response area to include the entire Harbor, Pier, and/or portions of District 1 and 2... Make one of the Fire Division Chiefs (if on a 40-hour week) or a Captain in the PD over Pier area, the Harbor Master.

L.2. DISCUSSION AND CONSIDERATION OF THE FISCAL YEAR 2022-23 PROPOSED BUDGET, FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM, AND ASSOCIATED BUDGET RESPONSE REPORTS

Attachment: Power Pt. Presentation



Budget Overview

PROPOSED FY 2022-23 BUDGET & FIVE-YEAR CIP

June 13, 2022

Proposed GF Budget Summary

Fiscal Year 2022-23 Budget	
Estimated Beginning Fund Balance	\$11,078,523
Core Revenues	\$101,364,916
Core Expenditures	\$101,971,794
Recommended Decision Packages Ongoing (net)	\$1,666,284
Recommended Decision Packages One-Time	\$2,640,181
Recommended CIP Allocation	\$4,350,380
Total Estimated Year-End Fund Balance after Recommendations	\$1,814,801

Budget Items of Note

- ▶ Ongoing Revenues/Expenditures Shortfall of \$600K Before DPs
- ▶ Ongoing Revenues/Expenditures Shortfall of \$2.3M after DPs
- ▶ Annual TOT Revenue still \$3.2M Below Normal – Supports Structural Balance in FY 23-24
- ▶ Two GF Reserve Accounts:
 - ▶ Economic Contingency – \$8.3M
 - ▶ CalPERS – \$5.1M
- ▶ CIP Budget – 122 Projects and \$91M of Funding

Waterfront Decision Packages

- ▶ DP #11 – Pier/Harbor Public Services Leadworker Position
- ▶ DP #12 – Pier/Harbor Part-Time Budget
- ▶ DP #14 – Waterfront Falconry & Audit Service Contracts
- ▶ DP #15 – Waterfront Contract Landscape Maintenance Services
- ▶ DP#s 43-46 – Quality of Life Unit Enhancements
- ▶ DP #62 – New Pier/Harbor Maintenance Manager Position
- ▶ DP #66 – New Civil Engineer & Capital Construction Manager Positions
- ▶ DP #70 – Supplemental Pier/Harbor Restroom Contract Cleaning Services
- ▶ DP #83 – Grant Writing Services

Waterfront Capital Project Highlights

- ▶ \$27.8 M Total for 21 Projects
 - ▶ \$9 M of Carryover Funding Plus \$18.8 M of New Appropriations
- ▶ Seaside Lagoon Rehabilitation
- ▶ Pier Parking Structure Critical Repairs & Security Enhancements
- ▶ Harbor Dredging
- ▶ Boat Launch Design
- ▶ Sea Level Rise Master Plan
- ▶ International Boardwalk Surface Repair
- ▶ Waterfront Education Pre-Design
- ▶ Previously Approved Projects...

Budget Calendar

- ▶ May 17th – Budget & CIP Hearing - Introduction
- ▶ May 26th – Budget & Finance Commission 1st Review
- ▶ June 7th – Budget & CIP Hearing – Operations Focus
- ▶ June 9th – Budget & Finance Commission 2nd Review
- ▶ **June 13th – Harbor Commission Review**
- ▶ June 14th – Budget & CIP Hearing - CIP Focus
- ▶ June 21st – Budget & CIP Hearing - Adoption

Recommendations

- ▶ Review and Provide Input to the City Council on the FY 2022-23 Budget and Five-Year Capital Improvement Program

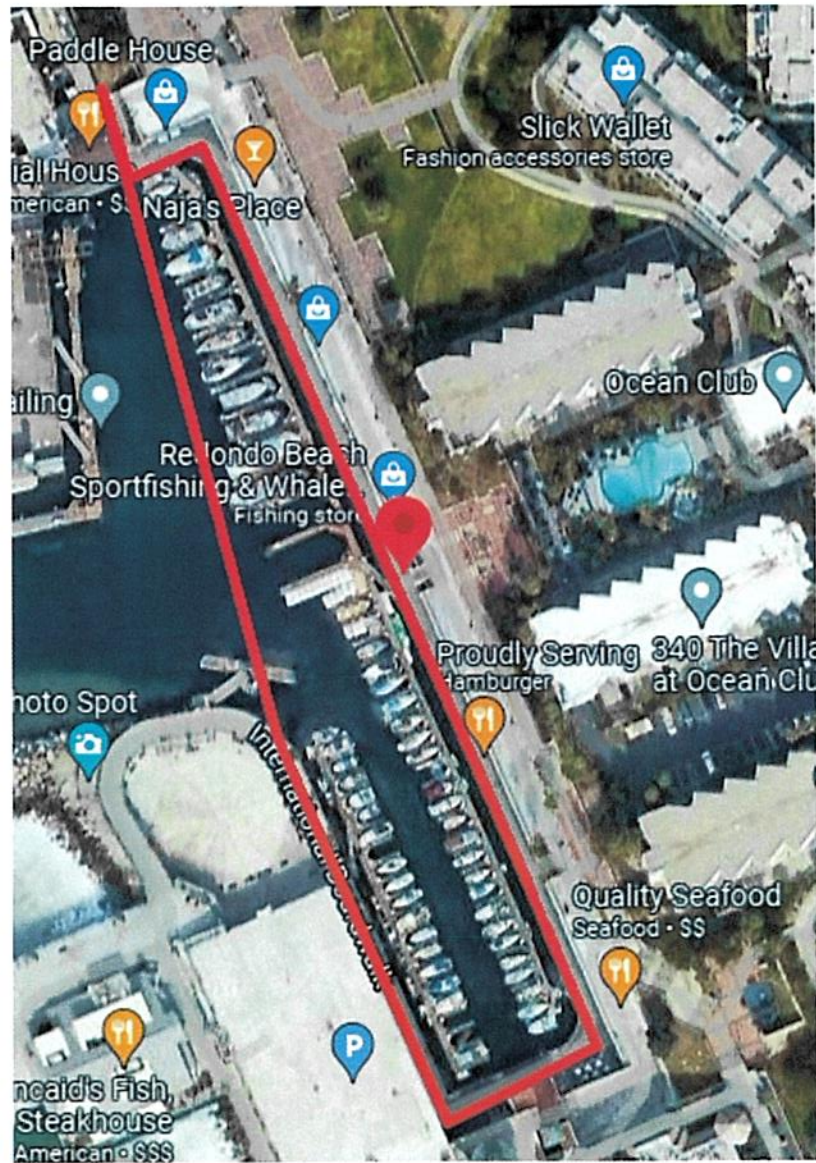
**L.3. DISCUSSION AND CONSIDERATION OF A STOREFRONT IMPROVEMENT PROGRAM FOR THE
INTERNATIONAL BOARDWALK COMMERCIAL CORRIDOR**

Attachment: Power Pt. Presentation



Storefront Improvement Program

International Boardwalk Commercial Corridor



Background

- The City Council has identified the revitalization of the International Boardwalk Commercial Corridor as a primary goal.
- An objective was adopted as part of the City's Strategic Plan to implement a Storefront Improvement Program.
- The Program will provide assistance to commercial business who want to improve their building façades.
- Applicants to the Program must own a business within the Program Area.

Funding Opportunities

	Maximum Grant Amount	Match Required	Total Improvement Cost
Tier 1: Mini Grants	\$2,500	50%	\$5,000
Tier 2: Significant Storefront Improvements	\$10,000	50%	\$20,000
Tier 3: Significant Storefront Improvements for Businesses with Storefronts Measuring over 100 lineal feet	\$20,000	50%	\$40,000

Tier 1 funds: non-architectural elements such as paint, signage, and awnings.

Tier 2 funds: all Tier 1 type improvements as well as additional significant façade improvements, complete window replacement, landscaping, upgrading entryways for ADA compliance, etc.

Tier 3 funds: available to storefronts measuring over 100 lineal feet. Grant funds may be used for Tier 1 or Tier 2 type improvements.

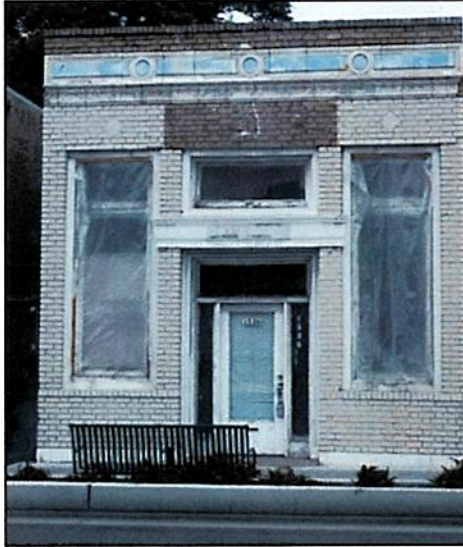
\$1,000 architectural and design services option available.

Eligible Improvements

Eligible improvements include:

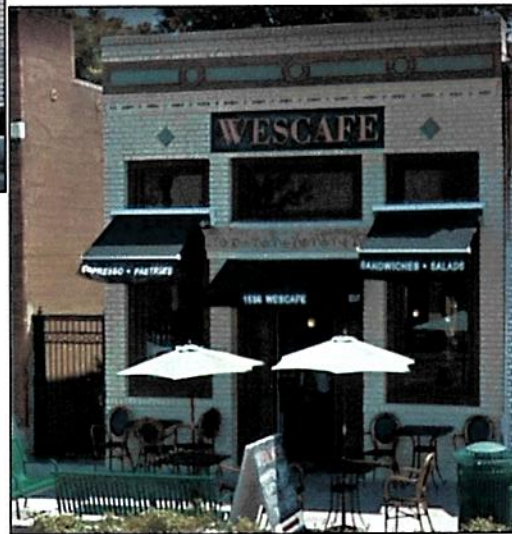
- Exterior paint
- Removal of old signs, awnings, and other exterior clutter
- Repair or replacement of exterior siding, stucco or other exterior finishes
- Installation of new entry doors
- Repair or replacement of windows
- Installation of green walls (landscaping on façade)
- Installation of awnings, signs and exterior lighting
- Entire storefront re-facing
- Remediation of code violations

Improvement Examples



Before

Alameda, CA



After



Before



After

Roseville, CA



Before

Carson, CA



After

Funding

- The latest funding round for the Artesia/Aviation Storefront Improvement Program is coming to a close on June 30, 2022.
- This was the third year of a fully funded SIP along Artesia/Aviation. Most recently in FY2021-22, \$100,000 was allocated for the program. There is \$47,100 of unused funds remaining.
- Interest along Artesia/Aviation has waned after three years. Staff proposes carrying over the unused amount of \$47,100 for the International Boardwalk SIP.
- Right to Offset – Tenants can deduct costs incurred to complete the improvements from the monthly rental obligation. An amount not to exceed \$52,900.
- **Total of \$100,000 for the program**

Recommendation

- Review the Storefront Improvement Program Guidelines and Application Packet
- Recommend that City Council approve the implementation of the Storefront Improvement Program for the International Boardwalk Commercial Corridor.