MINUTE ITEM
This Calendar Item No. 4
was approved as Minute Item
No. 4 by the State Lands
Commission by a vote of 3
to 0 at its 8-20-87
meeting.

CALENDAR ITEM

A 44

C04

08/20/87
G 05-08
Townsend

S 22

APPROVAL OF A PROPOSAL BY THE CITY OF SANTA MONICA
TO EXPEND TIDELANDS TRUST FUNDS FOR RECONSTRUCTION OF
NEWCOMB PIER AND SANTA MONICA MUNICIPAL PIER

BACKGROUND:

Under Chapter 78, Statutes of 1917, as amended most recently by Chapter 1077, Statutes of 1970, the Legislature granted certain tide and submerged lands to the City of Santa Monica for such purposes as a harbor and related activities, marine-oriented uses, public recreation, and many other specific uses.

Among other things, the grant requires that the State Lands Commission approve any capital expenditure in excess of $250,000. The City has applied to the Commission to utilize approximately $3.9 million of tidelands trust revenues to help finance the reconstruction of the Santa Monica Pier. The Santa Monica Pier is comprised of the Santa Monica Municipal Pier and the Newcomb Pier which are constructed side by side.

The Santa Monica Pier is located between Broadway and Pico Boulevards in the City of Santa Monica. Originally built in the 1920's, the pier provides low-cost recreation, shops, restaurants and amusements to the general public. It attracts roughly three million visitors annually. In 1982, a citizens task force has completed an extensive restoration and development plan for the pier. The planning process was interrupted when the pier sustained heavy damage during the storms of 1983. The destruction included damage to the already weakened offshore breakwater, the pier structure on the upper and lower decks, five complete buildings, boating equipment and docks, as well as damage to the remaining structures and loss of on-site parking spaces.

PROJECT:

The City is implementing the project in two phases, with the reconstruction of Newcomb Pier as the first phase, to be followed by reconstruction of the Municipal Pier. The City plans to award the bid for Phase I in September 1987. Completion for Phase I is targeted for May 1988. The City has experienced some delays with Phase I, but plans to award the bid for Phase II in the 1987-88 fiscal year. Completion for Phase II is targeted for mid- to late 1988.

The projects will be bid in accordance with State and local statutes and all materials, equipment, and labor will be furnished by the lowest responsible bidder complying with the requirements of the contract documents. The estimated cost for Phase I, including design, construction, contingency and management, is $3,405,800. The estimated cost for Phase II, with utilities, is $3,800,000.

The funding for the project is from a combination of sources, including Federal Disaster Assistance from the Federal Emergency Management Agency (FEMA), State agency grants and loans, and City General Fund contributions. The proposed sources and amounts of funding are as follows:

Source	Phase I Newcomb Pier	Phase II Municipal Pier
FEMA	$1,166,600	$1,773,600
State Coastal Conservancy (Loan)	$1,000,000	-0-
Wildlife Conservation Board (Matching Grant)	-0-	$500,000
General Fund (Trust to Reimburse)	$1,239,200	$1,526,400
Total.....	$3,405,800	$3,800,000

On June 23, 1987, the City Council adopted Resolution No. 7454 (CCS) which approves the proposed reconstruction of the Santa Monica Pier, allocating the funds, and specifying the City's intent that General Funds used for the project are considered a loan to be reimbursed by trust funds. Additionally, the City intends to repay the Coastal Conservancy loan with trust funds.

A final program EIR was completed which assesses both the individual and cumulative environmental impacts associated with the reconstruction of the Santa Monica Pier. The City certified that the document was completed in compliance with the California Environmental Quality Act, the State EIR Guidelines, and the City of Santa Monica CEQA Guidelines.

AB 884: N/A.

FACTS AND FINDINGS:

1. Based on staff's review of the City's financial records, it appears that the City has sufficient revenues for ongoing operating expenses and reimbursement of this capital project. The proposed project is compatible with those uses set forth in the grant and appears to be in the best interests of the public. Staff recommends that the Commission approve the expenditure of tidelands trust funds to reinburse the reconstruction cost of the Santa Monica Pier.

EXHIBITS:

A. Pier Layout Schematic.
B. Location Map.
C. EIR Summary.
D. EIR Findings.

IT IS RECOMMENDED THAT THE COMMISSION:

1. DETERMINE THAT THE CITY OF SANTA MONICA, THROUGH ITS CITY COUNCIL, CERTIFIED A FINAL PROGRAM EIR FOR THE SANTA MONICA PIER RECONSTRUCTION PROJECT, THAT THE EIR WAS COMPLETED IN COMPLIANCE WITH CEQA, THE STATE EIR GUIDELINES, AND THE CITY OF SANTA MONICA GUIDELINES, AND THAT THE COMMISSION HAS REVIEWED AND CONSIDERED THE INFORMATION CONTAINED THEREIN.

2. DETERMINE THAT THE PROJECT, AS APPROVED, WILL NOT HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT.

3. FIND THAT THE CITY OF SANTA MONICA HAS SUFFICIENT REVENUES FOR ONGOING OPERATING EXPENSES AND FOR REIMBURSEMENT OF CAPITAL COSTS ASSOCIATED WITH THE RECONSTRUCTION PROJECT.

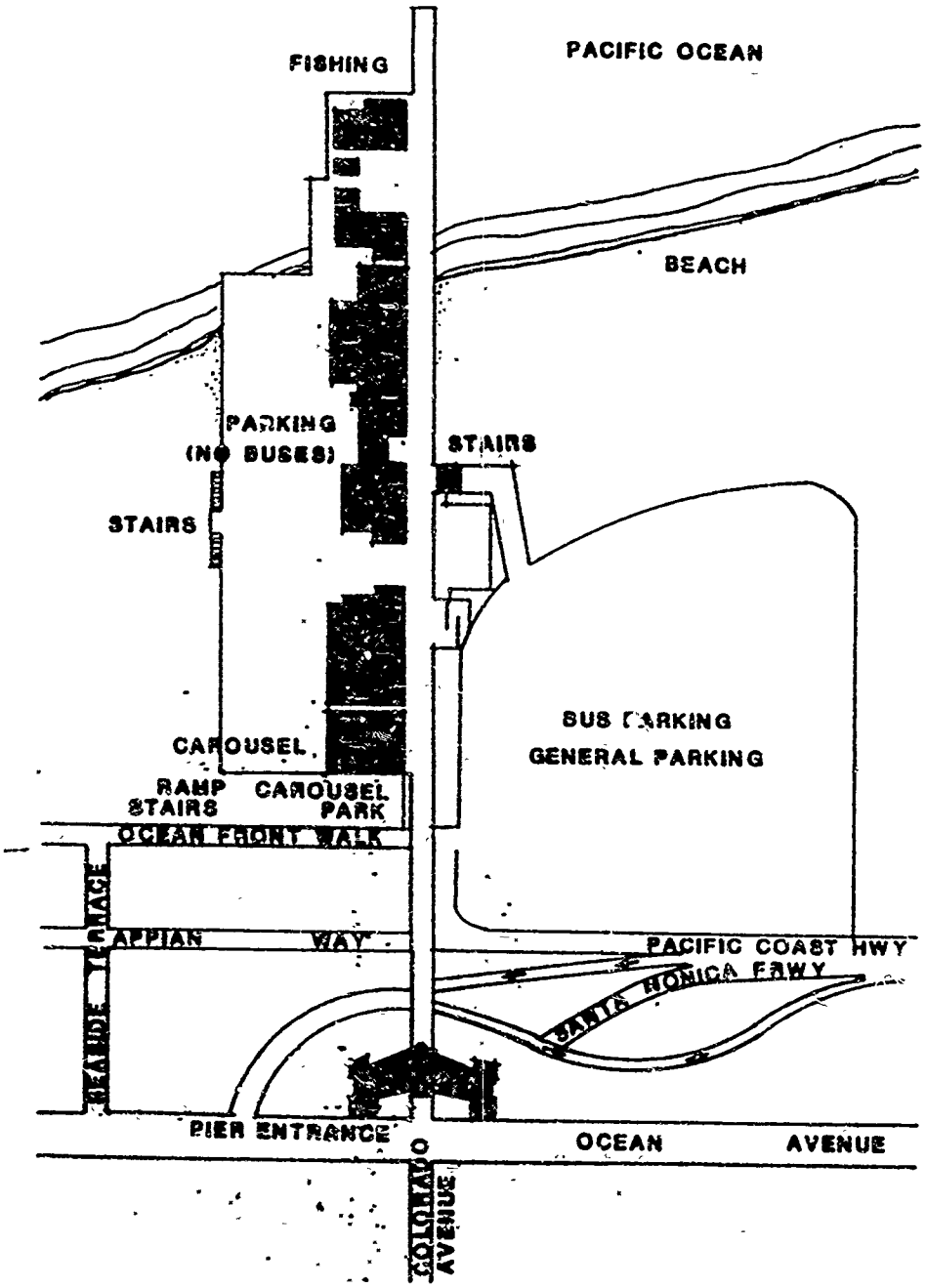
4. FIND THAT THE PROJECT IS AN ALLOWABLE USE OF THE CITY'S GRANTED LANDS AND THE REVENUES GENERATED THERFROM.

5. FIND THAT, IF THE CITY UTILIZES MUNICIPAL REVENUES OR GENERAL FUNDS FOR THE PROJECT, IT SHALL BE ENTITLED TO REASONABLE SUBSTANTIATED REIMBURSEMENT FROM TIDELANDS TRUST FUNDS NOT TO EXCEED $4,000,000.

6. APPROVE THE PROPOSAL BY THE CITY OF SANTA MONICA TO EXPEND TIDELANDS TRUST FUNDS FOR THE SANTA MONICA PIER RECONSTRUCTION PROJECT, IN EXCESS OF $250,000, IN ACCORDANCE WITH THE PROVISIONS OF THE LEGISLATIVE GRANT AS SET FORTH IN CHAPTER 1077, STATUTES OF 1970.

EXHIBIT "A"

G 05-08.



Pier Layout Schematic

Santa Monica Pier Reconstruction Project

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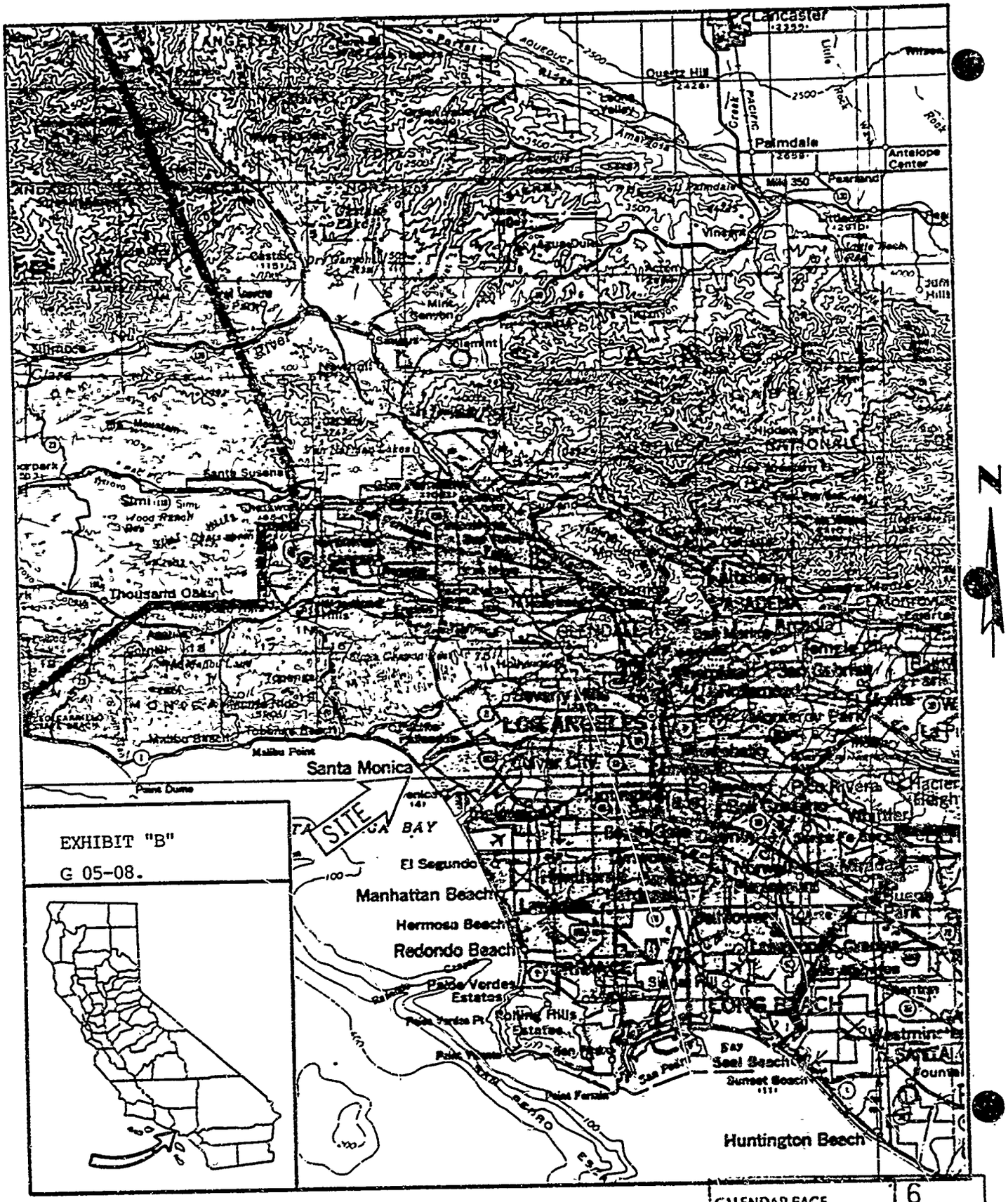

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EXHIBIT "C"

INTRODUCTION AND EXECUTIVE SUMMARY

INTRODUCTION

This Program Environmental Impact Report (EIR) assesses both the individual and collective environmental impacts associated with the proposed reconstruction of the Santa Monica Pier. It is anticipated that later stages of pier development will reference this EIR as further projects are proposed and as additional environmental review is conducted. This EIR, however, is limited to the Pier Reconstruction Project. Subsequent pier projects will require appropriate levels of environmental review. This document was prepared in conformance with the California Environmental Quality Act of 1970 (CEQA) as amended through January 1, 1984. An Initial Study of the project was prepared by the city in accordance with Section 15063 of the CEQA and is contained in Appendix A. The following issues which were determined through the initial study to be insignificant are not addressed in this report:

- Population — The project will not affect the population distribution.
- Housing — The project will not affect housing demand or supply.
- Human Health — The project will not create impacts to human health.

The lead agency for this EIR is the City of Santa Monica. Environmental consultation has been provided by Michael Brandman Associates, Inc. Soil and sediment analysis was conducted by Tekmarine, Inc. The firm of MBC Applied Environmental Sciences provided the technical expertise on marine biology, and an engineering analysis has been conducted by the firm of Daniel, Mann, Johnson & Mendenhall.

EXECUTIVE SUMMARY

The following table briefly describes the environmental impacts and suggested mitigation measures for the proposed project. A detailed description of each is provided in Section 3.0.

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EXHIBIT "D"

SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES AND UNAVOIDABLE ADVERSE IMPACTS

IMPACTS	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
LAND USE (SECTION 3.1)		
Construction		
The proposed project may result in demolition and replacement of some of the pier structure, thus requiring temporary relocation of tenants.	Construction activities should take place during off-season. A coastal permit must be approved by the CCC prior to construction.	Partially mitigated.
Project will improve the overall aesthetic value of the pier.	No mitigation measures are necessary.	Positive.
Long Term		
No long-term impacts anticipated.	No mitigation measures are necessary.	
AESTHETICS (SECTION 3.2)		
Construction		
Onsite and offsite views may be interrupted by construction equipment related to pier construction and commercial activity.	During construction phases of development, activity should be focused in one general area at a time.	Partially mitigated.
Long-Term		
Some existing views of the ocean may be partially blocked by the height of the proposed breakwater and the pier extension.	No mitigation measures are necessary.	Insignificant.
Colored and textured concrete may be used for reconstruction in place of wood.	Reconstruction of lost uses on the pier should be man-made material.	Partially mitigated.

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IMPACTS	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
LIGHT AND GLARE (SECTION 3.3)		
An increase in the amount of light from the pier due to an increased number of light fixtures.	No mitigation measures are necessary.	Insignificant.
RECREATION (SECTION 3.4)		
Construction		
Recreational activities will be impacted and possibly interrupted onsite caused by noise, access, fugitive dust, as well as obstruction of views.	Limit construction to the off-peak demand season and concentrate activity in one area at a time, as practical.	Partially mitigated.
Long-Term		
A positive impact will result from increased recreational opportunities.	No mitigation measures are necessary.	Positive.
CULTURAL RESOURCES (SECTION 3.5)		
Construction		
Sand taken from the pier vicinity will be mounded for the breakwater construction staging area.	No mitigation measures are necessary.	Insignificant.
Long-Term		
Concrete building material will be a change in the pier's historic character, but restoration will help preserve the pier from further damage.	Structures rebuilt on the pier should be repaired with similar architectural design,	Insignificant.

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IMPACTS	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
TRANSPORTATION/CIRCULATION (SECTION 3.6)		
Construction		
A worst case scenario would generate the equivalent of 120 vehicle trips per day.	Truck deliveries should not be allowed between 7:30 p.m. and 9:00 a.m. or between 3:00 p.m. and 6:30 p.m.	Insignificant.
Traffic disruption will occur and street closure may be needed during delivery of cranes and pile-driver to and from pier.	Deliveries of large equipment should be scheduled for times that will minimize traffic impacts.	Insignificant.
Vehicular and pedestrian access may be impaired.	Concentrate activity in one area at a time, as practical.	Partially mitigated.
Long-Term		
The 178 lost parking spaces will be replaced.	No mitigation measures are necessary.	Positive.
A worst case scenario would generate 52 vehicle trips during peak hour.	No mitigation measures are necessary.	Insignificant.
AIR QUALITY (SECTION 3.7)		
Construction		
Construction activities will produce fugitive dust and engine exhaust emissions.	Regular watering of construction areas, or other dust palliative measures.	Insignificant.
	Maintaining construction equipment engines in proper tune.	
	Phasing and scheduling construction activities to level emissions peaks.	
	Discontinuing construction during first and second stage smog alerts.	

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IMPACTS	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
AIR QUALITY (SECTION 3.7) (continued)		
Long-Term		
Mobile emissions will incrementally increase from current conditions but will be lower than pre-storm conditions.	No mitigation measures are necessary.	Insignificant
NOISE (SECTION 3.8)		
Construction		
A dominant noise source during construction activities will be produced by pile driving operations. Pile drivers will produce an impulse noise that is repetitive noise having a high peak level of short duration.	Construction activities should be restricted to 7:00 a.m. to 7:00 p.m. on weekdays and Saturday and not permitted at any time on Sunday or holidays. More restrictive hours might be considered but the benefits should be weighed against the costs of a potentially longer construction period.	Potentially significant impact.
Long-Term		
A minor incremental increase in noise will occur from traffic sources.	No mitigation measures are necessary.	Insignificant.
PUBLIC SERVICES & UTILITIES (SECTION 3.9)		
Fire Protection — Positive impacts of a stronger, structurally sounder pier and the decreased fire hazard from concrete construction will result from project implementation.	Additional fire protection measures would add more protection, such as sprinklers. Construction of a saltwater pump should be incorporated into the project.	Positive.

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IMPACTS	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
PUBLIC SERVICES & UTILITIES (SECTION 3.9) (CONTINUED)		
Security — Pier reconstruction could impact the existing level of security service provided on the pier. With an increase in the number of visitors and patrons anticipated, there is an increase in the potential for emergencies and crimes.	Consultation with the Police Department and the Harbor Guards during the preliminary plan stage is suggested to determine sufficient safety features and possible improvements to the existing system.	Insignificant.
Solid Waste — Additional wastes generated by the proposed project may be significant if several large restaurants locate on the pier.	Recycling collection programs are suggested for reusable items (e.g., paper, aluminum and glass) which would reduce the amount of solid waste as well as decrease the depletion rate of non-renewable resources.	Insignificant.
Water — Potable water supply for the pier will double what is currently supplied, or 2.078 million gallons per month (DMJM, Feasibility Analysis).	Low volume toilets and low-flow fixtures should be installed to reduce water consumption.	Insignificant.
Sewer — Sewage generated from the reconstruction of the pier will increase 50 percent.	Upgrade the existing 6-inch main to an 8-inch main if the main is moved to the utility corridor due to the inadequate ability of the 6-inch main flow at the previous location.	Insignificant.
Natural Gas — 500 feet of gas lines will be replaced.	Construct all buildings in conformance with Title 24, Party 6, Division T-20, Chapter 2 of the California Administrative Code, which is concerned with construction specifications for energy conservation.	Insignificant.
Telephone — Six-hundred feet of conduit will be replaced.	No mitigation measures are necessary.	Insignificant.

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IMPACTS	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
PUBLIC SERVICES & UTILITIES (SECTION 3.9) (continued)		
Electricity — The conduit lines which were destroyed will be replaced at the original location of the southern section of the Municipal Pier, west of Bent 38.	Utilization of an energy demand management system. Use of natural gas for space heating. Use of fluorescent lighting. Reduction of lighting after operation hours. Use of energy-saving building designs and colors. Building construction shall comply with Title 24, Part 5 of the California Administrative Code, which is concerned with construction specifications for energy conservation.	Insignificant.
SEDIMENTATION (SECTION 3.10)		
In the lee of the breakwater, the shoreline will recede by a maximum of 130 feet. The shoreline between Santa Monica Pier and the Venice Breakwater will erode by 60 feet on the average. The shoreline will reach the expected equilibrium position approximately seven years after project completion.	It is recommended that the city closely monitor the state of the shoreline on a regular basis. Regular monitoring will provide a valuable data base enabling early alteration and mitigation of any problem areas.	Insignificant.

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IMPACTS	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION
MARINE BIOLOGY (SECTION 3.11)		
Construction		
Approximately 5.0 acres of subtidal substrate will be lost for the breakwater.	No mitigation measures are necessary.	Insignificant.
Construction will cause temporary food source loss and species displacement.	No mitigation measures are necessary.	Insignificant.
Turbidity and noise could cause temporary displacement of fish and seabirds.	No mitigation measures are necessary.	Insignificant.
Marine mammals may move away from construction activities.	No mitigation measures are necessary.	Insignificant.
California least terns may be dispersed from the construction area.	No mitigation measures are necessary.	Insignificant.
Long-Term		
The presence of the pier and breakwater is a positive impact, which facilitates the presence of substrate habital.	No mitigation measures are necessary.	Positive.
The roosting habitat for offshore birds will be increased.	No mitigation measures are necessary.	Positive.

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