

MINUTE ITEM

This Calendar Item No. 17
was approved as Minute Item
No. 17 by the State Lands
Commission by a vote of 2
to 0 at its 5/23/85
meeting.

MINUTE ITEM

17

5/23/85
SLL 130
W 23344
Sekelsky, J.
Louie

CONSIDERATION OF PROPOSALS TO SETTLE
TITLE AND BOUNDARY ISSUES AT
SANTA CATALINA ISLAND,-
LOS ANGELES COUNTY

During consideration of Calendar Item 17 attached, the following
people appeared:

Roger Woolley, Attorney
Santa Catalina Island Company

John Longley, City Attorney
City of Avalon

Norman Kuch, Attorney
Southern California Edison Company

Mr. Woolley and Mr. Longley appeared to summarize their under-
standing of the terms of the tentative agreement.

Mr. Kuch was concerned about the effect of the proposed settle-
ment on the Edison Company wharf facilities.

After much discussion, the Commission considered an agreement
with the Island Company utilizing the Land Bank, which would
require the Island Company to place in escrow an as of yet to
be determined amount. Agreement would provide that the City and
County will perform a feasibility study for an airport on the
quarry site within 6 months. If airport is determined to be
feasible, the City and County would have 24 months to obtain
financing and actively pursue building. If feasibility study
determines site not suitable for an airport, the Commission would
use funds placed in the Land Bank Account by the Island Company
to purchase a more suitable site. The above settlement procedure
was conditioned on all of the parties involved agreeing to the
settlement.

Attachment: Calendar Item 17

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SLL 130

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Sekelsky, J.

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CONSIDERATION OF PROPOSALS TO SETTLE
TITLE AND BOUNDARY ISSUES AT
SANTA CATALINA ISLAND,
LOS ANGELES COUNTY

In the process of negotiating various leases at Santa Catalina Island, staff has discovered several parcels of filled tidelands and submerged lands in the general vicinities of Empire Landing, Pebbly Beach and Jewish Point. These parcels have been filled and used by the upland owners, the Santa Catalina Island Company (Company), and Southern California Edison Company (Edison), and their predecessors and permittees, in conjunction with quarry operations, fuel and freight off-loading facilities, and shoreline protection works. Some of these uses continue.

In order to determine the nature, extent and location of the State's claims in the subject areas, staff has conducted a study of relevant geographic history and title information and has performed on-site inspections to verify information contained in surveys, maps and studies employed to make this determination. However, due to the lack of accurate surveys in much of the area, inadequate surveying controls, and difficulty in establishing early topography due to rough terrain, considerable conflict between hydrographic charts, topographical maps, quad sheets and ground and aerial photography, the location of the mean high tide line as it last naturally existed in the subject areas is very uncertain.

The Company and Edison have vigorously disputed the staff's evaluation of the existence and extent of the filled tidelands and submerged lands claimed by the State. It has been their contention that there have not been significant additions to the shoreline as a result of their activities.

(ADDED 05/22/85)

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All parties have agreed that it is in the best interest of the State and the public, the Company, and Edison, to resolve the subject title and boundary disputes by compromise settlement, thereby avoiding the substantial costs, time requirements, and uncertainties of litigation.

Staff has engaged in negotiations with the Company and Edison to settle this dispute. To date agreement as to a resolution cannot be reached between the Company, Edison and the State.

Staff sees the following options available to the Commission:

1. Boundary Line Agreement. Enter into a Boundary Line Agreement with the Company and Edison. This agreement could result in leases back to the Company and Edison of those lands that would be quieted in state ownership.
2. Land Exchange. This option would involve exchanging the State ownership in some of the asserted filled areas for a more useful consolidated parcel. This option could also include leases back to the Company and Edison of those lands settled in State ownership.
3. Land Bank. This option would consist of agreeing with the Company as to the amount and value of the asserted filled area and then using the Karloff Land Bank to acquire another parcel of land of equal value elsewhere.
4. Litigation. In the event that none of the above options can be mutually agreed upon, the Commission may authorize the staff to pursue litigation of the boundary question with the Company and Edison and settle the boundary by court resolution, as authorized by the Commission on April 28, 1983.

The Company has advocated using option number (3).

(ADDED 05/22/85)

CALENDAR ITEM NO. 17 (CONT'D)

In addition to the above, the City of Avalon and Los Angeles County are in the process of conducting a feasibility study for construction of a commercial airport on the island. As a result of this study, they have selected the Jewfish Point - Pebbly Beach area as the best site for the airport.

AB 884: N/A.

OTHER PERTINENT INFORMATION:

1. Pursuant to the P.R.C. Section 21080.11, provisions of the CEQA Act do not apply to settlements of title and boundary problems by the State Lands Commission and to exchanges or leases in connection with those settlements.

EXHIBIT: A. Site Maps.

THE STAFF MAKES NO RECOMMENDATION.

(ADDED 05/22/85)

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SITE MAP

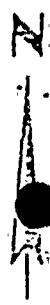
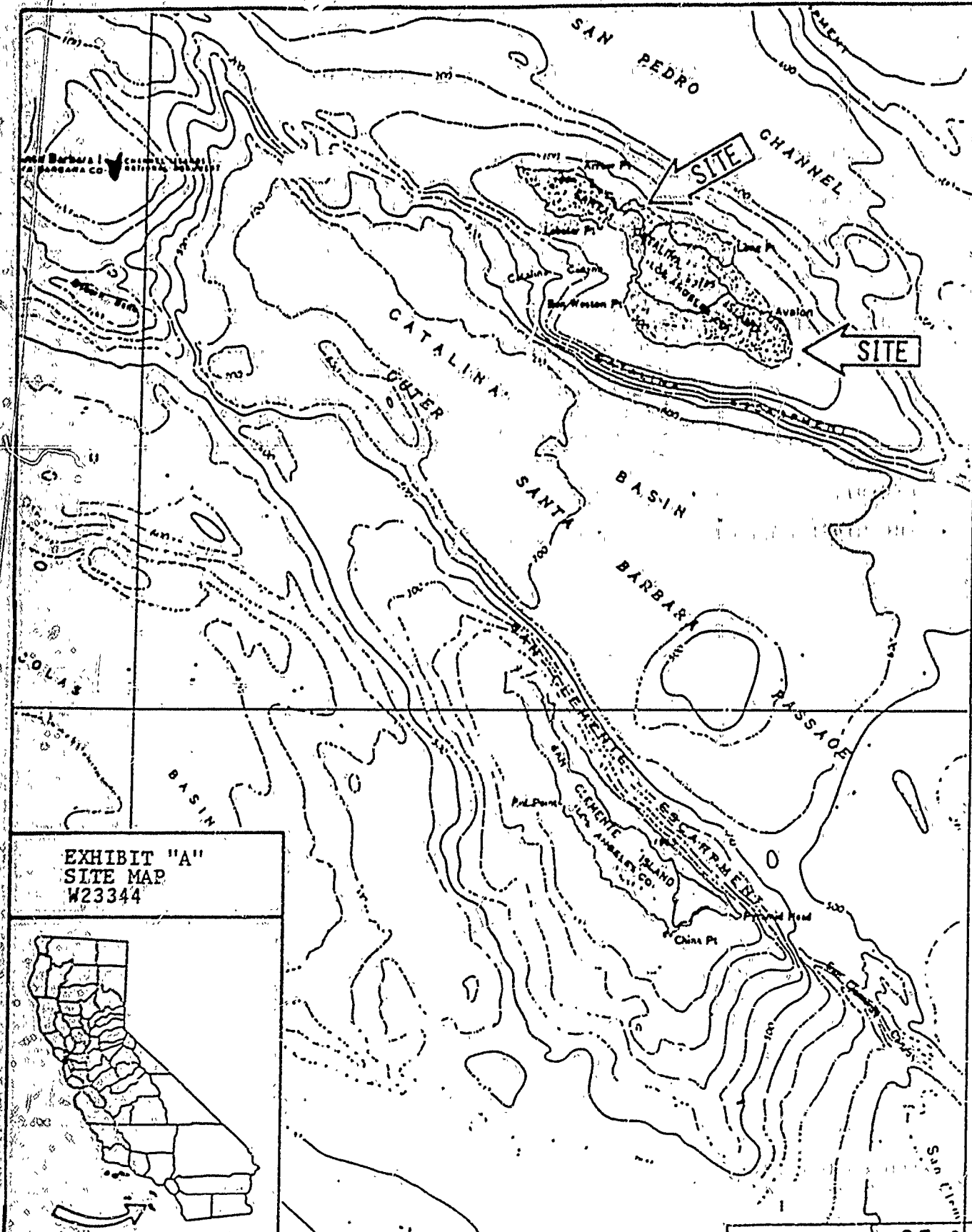
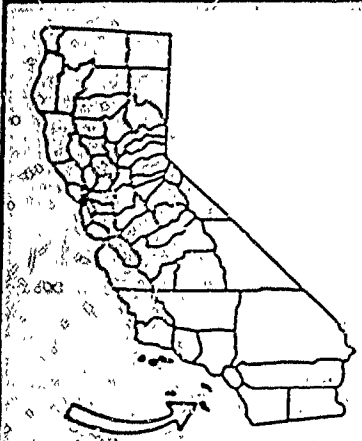


EXHIBIT "A"
SITE MAP
W23344



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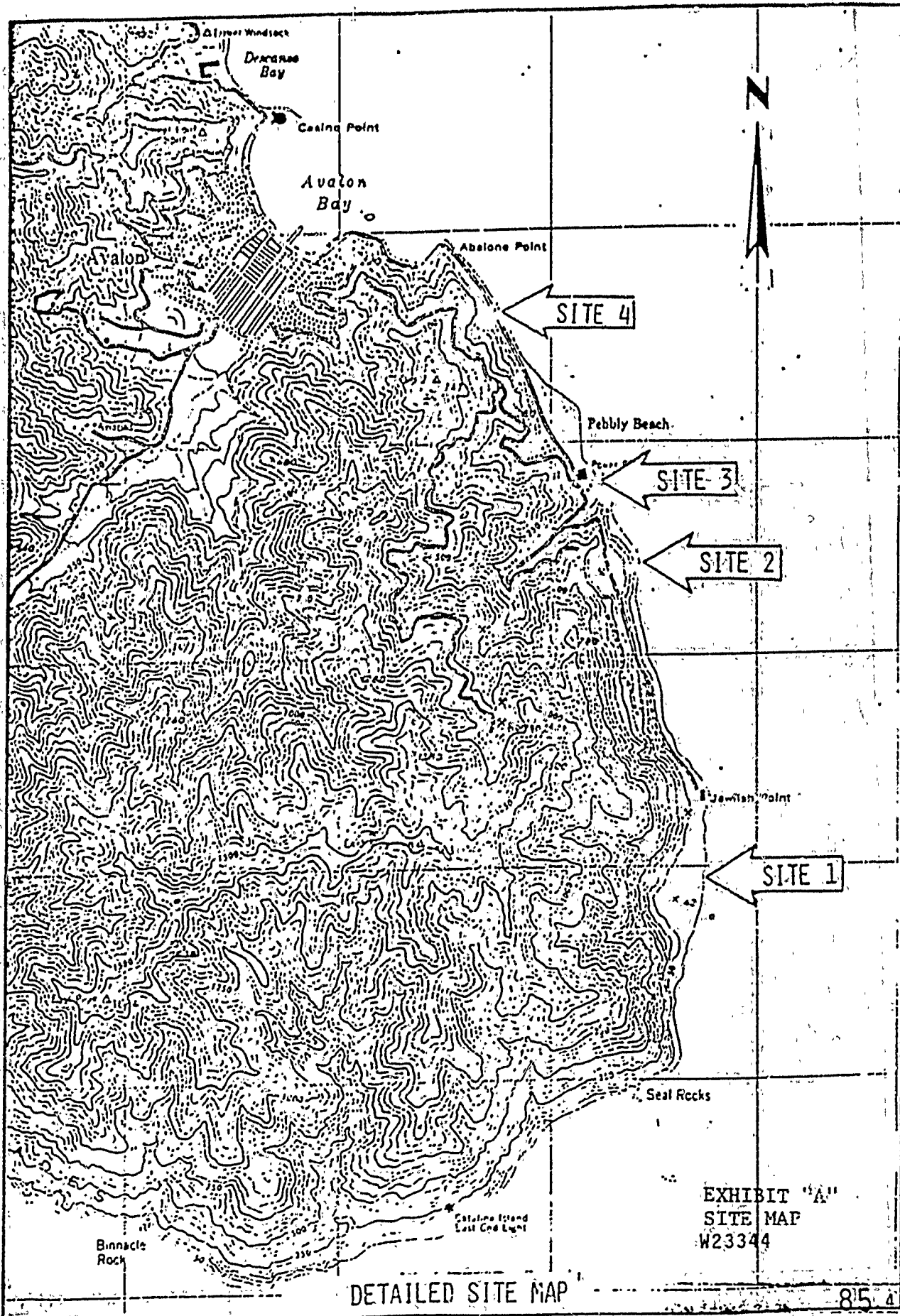


EXHIBIT "A"
SITE MAP
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DETAILED SITE MAP

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Ship Rock

Bird Rock

Blue Cavern Point

Perdition Caves

Spouting Caves

Fishermans
Cove

Summit
Pca

Stone Quarry

SITE 5

Big Springs
Res

Cypress
Buffalo Corral
Res

Deep Tank Res

DETAILED SITE MAP
W23344

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EXHIBIT "A"
SITE MAP

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