

**CALIFORNIA COASTAL COMMISSION**

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Hearing Date: January 12, 1998  
Commission Action:

**STAFF REPORT: CONSENT CALENDAR**

APPLICATION NO.: 5-97-291

APPLICANT: City of Long Beach

AGENTS: Dennis Eschen, Supervisor of Parks Planning & Development  
Jack Humphrey, Advance Planning Officer

-PROJECT LOCATION: 35 39th Place (Belmont Pier & Plaza), City of Long Beach,  
Los Angeles County.

PROJECT DESCRIPTION: Renovation of the Belmont Pier and adjacent area,  
including various improvements to Belmont Plaza, the  
public pier parking lot, and the beach bicycle path.

Project Area	180,015 sq. ft.
Building Coverage	2,675 sq. ft.
Pavement Coverage	171,840 sq. ft.
Landscape Coverage	5,500 sq. ft.
Parking Spaces	253
Zoning	P: Park
Plan Designation	Public Pier
Ht abv fin grade	25 feet

**SUMMARY OF STAFF RECOMMENDATION:**

Staff recommends approval of the proposed project with special conditions relating to the protection of public access to the pier and beach bike path, operation of the public parking lot, conformance with the requirements of the resource agencies, private leases, future uses, state lands, and assumption of risk. The City agrees with the recommendation.

**LOCAL APPROVAL RECEIVED:**

1. City of Long Beach Site Plan Review Case No. 9707-05, 7/21/97.
2. City of Long Beach Approval in Concept, 9/11/97.

**SUBSTANTIVE FILE DOCUMENTS:**

1. City of Long Beach Certified Local Coastal Program, 7/22/80.
2. Coastal Development Permit 5-93-232 (Long Beach Parking Lot Hours).

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**STAFF NOTE:**

A Coastal Development Permit is required from the Commission for the proposed development because the site is located on state tidelands within the Commission's area of original jurisdiction. Pursuant to Section 30519 of the Coastal Act, any development located within the Commission's area of original jurisdiction requires a Coastal Development Permit from the Commission. The Commission's standard of review for the Coastal Development Permit for the proposed development is the Chapter 3 policies of the Coastal Act. The City of Long Beach certified LCP is advisory in nature and may provide guidance.

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**STAFF RECOMMENDATION**

The staff recommends that the Commission adopt the following resolution:

**I. Approval with Conditions**

The Commission hereby grants, subject to the conditions below, a permit for the proposed development on the grounds that the development will be in conformity with the provisions of Chapter 3 of the California Coastal Act of 1976, is located between the sea and first public road nearest the shoreline and is in conformance with the public access and public recreation policies of Chapter 3 of the Coastal Act, and will not have any significant adverse impacts on the environment within the meaning of the California Environmental Quality Act.

**II. Standard Conditions**

1. Notice of Receipt and Acknowledgment. The permit is not valid and development shall not commence until a copy of the permit, signed by the permittee or authorized agent, acknowledging receipt of the permit and acceptance of the terms and conditions, is returned to the Commission office.
2. Expiration. If development has not commenced, the permit will expire two years from the date this permit is reported to the Commission. Development shall be pursued in a diligent manner and completed in a reasonable period of time. Application for extension of the permit must be made prior to the expiration date.
3. Compliance. All development must occur in strict compliance with the proposal as set forth in the application for permit, subject to any special conditions set forth below. Any deviation from the approved plans must be reviewed and approved by the staff and may require Commission approval.

4. Interpretation. Any questions of intent or interpretation of any condition will be resolved by the Executive Director or the Commission.
5. Inspections. The Commission staff shall be allowed to inspect the site and the project during its development, subject to 24-hour advance notice.
6. Assignment. The permit may be assigned to any qualified person, provided assignee files with the Commission an affidavit accepting all terms and conditions of the permit.
7. Terms and Conditions Run with the Land. These terms and conditions shall be perpetual, and it is the intention of the Commission and the permittee to bind all future owners and possessors of the subject property to the terms and conditions.

### III. Special Conditions

#### 1. Beach Bike Path

Public use of the beach bike path shall not be disrupted by the proposed project. The existing beach bike path will remain in its current location, and an alternate bicycle bypass shall be constructed under the pier as approved by this permit. In the event that the City must temporarily close any part of the beach bike path during construction of the approved project, the City shall first provide a bike path detour prior to the temporary closure. No construction equipment shall be parked or stored on the bicycle path.

#### 2. Conformance with the Requirements of the Resource Agencies

The City shall, through the acceptance of this permit, agree to comply with all permit requirements and mitigation measures of the California Department of Fish and Game, Regional Water Quality Control Board, U.S. Army Corps of Engineers, and the U.S. Fish and Wildlife Service with respect to preservation and protection of water quality and marine environment. In addition, the applicant shall not discard or dump construction materials, toxics, debris or refuse into any waterway.

#### 3. Public Access to Pier

Subsequent to the approved pier renovation, free unobstructed public access and recreational fishing access to and upon the Belmont public pier shall be provided and maintained by the City according to the terms of this permit and Coastal Development Permit 5-93-232 (City of Long Beach), subject to only those temporary safety limitations necessitated by unsafe conditions resulting from waves, weather or required maintenance activities. Coastal Development Permit 5-93-232, as amended, requires that Belmont Pier be opened to the public one hour before sunrise and remain open until midnight. Any change in the hours of pier operation will require an amendment to Coastal Development Permit 5-93-232.

4. Belmont Pier Parking Lot

Through the acceptance of this Coastal Development Permit, the City agrees to operate the Belmont Pier public parking lot in a manner consistent with the following terms and conditions:

- a. **Public Parking.** All parking within the Belmont Pier public parking lot shall be reserved for the use of the general public and shall be available for use on a first-come, first-served basis. There shall be no exclusive use of parking spaces or reserved parking spaces within the public parking lot by any person or group other than the general public (handicapped spaces excluded).
- b. **Parking Fees.** The fee for parking in the Belmont Pier public parking lot is currently established at one dollar per hour. Any increase in the parking fee which exceeds 25% in any one-year period, or 50% in any three-year period, shall require an amendment to Coastal Development Permit 5-97-291. The City and/or parking lot manager shall submit any increase in parking fees to the Executive Director to determine whether an amendment to this permit is necessary.
- c. **Parking Validations.** The City and/or parking lot manager shall submit any proposed validation program to the Executive Director to determine whether an amendment to this permit is necessary.
- d. **Parking Lot Hours of Operation.** Coastal Development Permit 5-93-232, as amended, requires that Belmont Pier public parking lot be opened to the public one hour before sunrise and remain open until midnight. Any change in the hours of operation will require an amendment to Coastal Development Permit 5-93-232.

5. Lease to Private Operators

The lease of any development approved by Coastal Development Permit 5-97-291 to private operators shall explicitly incorporate provisions for public use, public access, parking fees and management practices consistent with all conditions contained herein.

6. Future Uses and Improvements

This approval is limited to the uses and development specifically described in the project description, exhibits, and related findings contained in Coastal Development Permit 5-97-291. Any additional development, including establishment of a restaurant or other commercial use on the pier, or intensification of use such as new leases of dock areas or new commercial use of docks by party boats or cruise ships, will require an amendment to the permit or a new Coastal Development Permit.

7. Consistency with State Tidelands Grant

Prior to issuance of the Coastal Development Permit, the applicant shall provide written documentation to the Executive Director, including

specific citation of the relevant sections of the applicable State Tidelands Grant, specifically demonstrating that the proposed project is consistent with the terms and conditions of the Legislature's grant of this portion of the City of Long Beach.

8. Assumption of Risk

By acceptance of this Coastal Development Permit, the City agrees that: (a) the site may be subject to extraordinary hazard from storms, waves, flooding, and erosion; and (b) the City hereby waives any future claims of liability against the Commission or its successors in interest for damage from such hazards.

IV. Findings and Declarations

The Commission hereby finds and declares:

A. Project Description

The City of Long Beach proposes to renovate the Belmont Pier and adjacent area, including various improvements to Belmont Plaza, the public pier parking lot, and the beach bicycle path. The proposed improvements, described in detail by Exhibit #2 of this report, include:

1. Demolition of the old snack shop at the end of the pier.
2. Construction of a new 800 square foot, one-story bait and tackle concession building near the end of the pier (Exhibit #5).
3. Construction of a new one-story public restroom at mid-pier (Exhibits #3&4).
4. Construction of a new 920 square foot, one-story walk-up food concession at mid-pier. Dining area includes 548 square feet indoor seating area and 288 square feet outdoor seating (Exhibits #3&4).
5. Construction of an overhead trellis at mid-pier (Exhibits #3&4).
6. Addition of new fishing bays and fish cutting boards.
7. Removal of old fish cutting boards from pier railing.
8. Renovation of fish cleaning sink and connect it to City sewer.
9. Placement of signs establishing designated fishing areas and non-fishing areas along entire pier.
10. Placement of 62 concrete benches and 30 concrete trash cans on pier, and placement of 8 concrete benches and 4 concrete trash cans in Belmont Plaza.
11. Installation of 28 new lamp posts along length of pier.
12. Installation of decorative lighting along length of pier and railings.
13. Installation of new utility lines within the existing utility trench in pier platform.
14. Refinish pier surface.
15. Installation of drainage system to collect run-off from pier.
16. Installation of handicapped access ramp to pier grade, and establishment of three handicapped parking spaces in pier parking lot.

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17. Extension of existing pier railing around pier parking lot and along Allin Avenue.
18. Refinish surface of Belmont Plaza.
19. Construction of beach bicycle path bypass under pier and, and construction of bicycle ramp on east side of pier (Exhibit 2). Existing bicycle route will remain open.
20. Construction of an entry portal and gate at entrance to pier (Exhibit #3).
21. Installation of new landscaping in existing planters.
22. Construction of an parking attendant kiosk at entrance to pier public parking lot, erection of parking lot entrance sign, removal of parking meters, and establishment of a parking attendant system to replace the existing parking meter system (Exhibit #5). Parking fees of one dollar per hour will remain the same.
23. Installation of flag poles up to 30 feet tall on pier and around Belmont Plaza and Olympic Plaza (Exhibit #2).
24. Construction of trash enclosures around dumpsters.

No work is proposed in the water. The possible construction of a restaurant at the end of the pier is not part of this application and may come before the Commission as an amendment or a new permit in the future.

The Belmont public pier, built in 1968, is located at the terminus of 39th Place in Belmont Shore in the City of Long Beach (Exhibit #1). Belmont Plaza is located at the terminus of 39th Place at the base of Belmont Pier (Exhibit #2). Belmont Plaza is part of the publicly owned recreational pier complex. The pier, plaza, and beach are popular day-use recreation areas. The pier is a popular place for fishing, strolling and embarking on whale-watching tours.

The pier and Belmont Plaza area is surrounded by several different land uses. The Belmont Brewing Company (BBC), a restaurant and tavern, is situated on the northwest corner of Belmont Plaza (Exhibit #2). The beach bicycle path and the public beach are located directly seaward of Belmont Plaza and on either side of the pier. Landward, to the east and west of the pier, are residential uses comprised primarily of condominium units. Other commercial uses are located in the commercial structure north of the BBC. The Belmont Pool and Olympic Plaza are located east of the pier on the opposite side of the Belmont Pier public parking lot (a.k.a. Termino Avenue parking lot).

The 253 space Belmont Pier public parking is located on the east side of the pier (Exhibit #2). The public parking lot is utilized by fishermen, beach goers, pool users, and customers of the commercial establishments in the area. There is also another very large public beach parking lot located approximately 500 feet east of the Belmont Pier in which area visitors usually park after the 253 space pier parking lot fills up. These City lots are currently metered and cost 25 cents for each fifteen minutes. Coastal Development Permit 5-93-232 established the hours of operation for the public beach parking lots in Long Beach. Coastal Development Permit 5-93-232 requires that Belmont Pier public parking lot open one hour before sunrise and remain open until midnight.

During summer weekend days there is a parking shortage in the area because of heavy recreational use and because most of the commercial businesses in the

area do not have on-site parking. Competition for parking in this area is fierce during these times. Vons supermarket, located one-half block north of the BBC, has its own parking lot which is intensely patrolled by Vons security in order to prevent non-Vons customers from using it (Exhibit #2).

**B. Recreation and Public Access**

The proposed project is located over the ocean and beach, and between the water and the first public road. One of the basic goals stated in the Coastal Act is to maximize public access and recreation along the coast. The proposed project must conform to the public access and recreation policies contained in Chapter 3 of the Coastal Act. The proposed project, as conditioned, is consistent with the Coastal Act policies which encourage public access and recreational use of coastal areas.

Section 30210 of the Coastal Act states:

In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.

Section 30211 of the Coastal Act states:

Development shall not interfere with the public's right of access to the sea where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation.

Section 30213 of the Coastal Act states:

Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred.

Section 30221 of the Coastal Act states:

Oceanfront land suitable for recreational use shall be protected for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for in the area.

The proposed renovation of Belmont Pier and surrounding area will improve the public amenities so that public use of the pier will hopefully be increased. Section 30213 of the Coastal Act states that lower cost visitor and recreational facilities shall be protected and encouraged. In order to ensure that the public has continued access to the proposed pier, the permit is conditioned to require free unobstructed public access and recreational fishing access to and upon the Belmont public pier according to the terms of

this permit and Coastal Development Permit 5-93-232 (City of Long Beach), subject to only those temporary safety limitations necessitated by unsafe conditions resulting from waves, weather or required maintenance activities. Coastal Development Permit 5-93-232, as amended, requires that Belmont Pier be opened to the public one hour before sunrise and remain open until midnight. Any change in the hours of pier operation will require an amendment to Coastal Development Permit 5-93-232. As conditioned, the proposed project provides public access and is consistent with the access policies of the Coastal Act.

The proposed project could, however, temporarily disrupt public use of the beach parking lot and beach bike path during the construction period (Exhibit #2). Both the beach parking lot and the beach bike path provide the public with important coastal access opportunities. The existing bicycle path is part of the regional bicycle path system which runs from the Los Angeles River to Orange County beaches. The regional bicycle path provides public access to and along the beaches in southern Los Angeles County and is heavily used by pedestrians and bicyclists.

Therefore, in order to protect public access to the coast, the approval of the permit is conditioned to require the uninterrupted provision of bicycle and pedestrian access on the beach bike path. The existing beach bike path will remain in its current location, and an alternate bicycle bypass shall be constructed under the pier as approved by this permit. In the event that the City must temporarily close any part of the beach bike path during construction of the approved project, the City shall first provide a bike path detour prior to the temporary closure. In addition, the bike path may not be used to store or park construction equipment. Only as conditioned is the proposed project consistent with the coastal access policies of the Coastal Act.

The public beach parking lot may be temporarily used as the construction staging area for the proposed project. The temporary loss of parking facilities during construction is offset by the benefits of the proposed project. As conditioned, the proposed project is consistent with is consistent with Sections 30210, 30211, 30213 and 30221 of the Coastal Act.

C. Public Access/Parking

The provision or lack of adequate parking can also have an impact on the public's ability to access the coast. Adequate parking facilities are necessary in order to assure continued public access to the popular recreational area around the proposed project. The Commission has consistently found that a direct relationship exists between the provision of adequate parking and availability of public access to the coast. Section 30252 requires that new development should maintain and enhance public access to the coast by providing adequate parking facilities.

Section 30252 of the Coastal Act states, in part:

The location and amount of new development should maintain and enhance public access to the coast by... (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation....



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The proposed project will not generate any additional parking demand because the proposed project is limited to the replacement of existing facilities which will be demolished (Exhibit #2, p.5). No additional parking is provided or required by the proposed project. Parking impacts for possible future development that is not approved by this permit, such as a restaurant at the end of the pier, will be analyzed as part of an amendment or new permit.

However, the use and management of the public pier parking lot is a very important public access issue. The 253 space Belmont Pier public parking is located on the east side of the pier (Exhibit #2). The public parking lot is utilized by fishermen, beach goers, pool users, and customers of the commercial establishments in the area. There is also another very large public beach parking lot located approximately 500 feet east of the Belmont Pier in which area visitors usually park after the 253 space pier parking lot fills up. These City lots are currently metered and cost 25 cents for each fifteen minutes. Coastal Development Permit 5-93-232 established the hours of operation for the public beach parking lots in Long Beach. Coastal Development Permit 5-93-232 requires that Belmont Pier public parking lot open one hour before sunrise and remain open until midnight.

During summer weekend days there is a parking shortage in the area because of heavy recreational use and because most of the commercial businesses in the area do not have on-site parking. Competition for parking in this area is fierce during these times. Vons supermarket, located one-half block north of the BBC, has its own parking lot which is intensely patrolled by Vons security in order to prevent non-Vons customers from using it (Exhibit #2).

In order to ensure that equal public access to the public parking lot is provided for all users, the permit is conditioned to require that all of the parking spaces are public spaces, reserved only for the use of the general public on a first-come, first-served basis. This requirement is based on the coastal access policies of the Coastal Act and the policies of the certified LCP. The LCP requires that the parking supplies in the Downtown Shoreline, all of which are located on public tidelands, shall be available for use by the general public on a first-come, first-served basis. Although the proposed project is not located in the Downtown Shoreline area of Long Beach, the situation is identical. Private or commercial users should not be given priority for the use of the public parking lot located on public tidelands. No parking may be reserved for the exclusive use of any tenant or development. The condition will enhance the public's ability to access the pier area to use both the lower cost recreational facilities and the visitor-serving commercial uses.

Section 30213 of the Coastal Act requires the protection of lower cost visitor and recreational facilities. To be a lower cost recreational opportunity, the parking for access to the opportunity must also be lower cost. In order to protect public access to the coast, the parking supplies in the area must be available and affordable to the general public.

Section 30213 of the Coastal Act states, in part:

Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred...

The permit is conditioned to limit future increases in parking fees which could reduce access to the lower cost recreational facilities at the pier. The fee for parking in the Belmont Pier public parking lot is currently established at one dollar per hour. A substantial increase in the above stated parking rate could have a negative affect on coastal access. Therefore, in order to allow the Commission to review any such impacts on coastal access in the future, the permit is conditioned to require that any increase in the parking fee which exceeds 25% in any one-year period, or 50% in any three-year period, shall require an amendment to Coastal Development Permit 5-97-291. The City and/or parking lot manager shall submit any increase in parking fees or proposed validation programs to the Executive Director to determine whether an amendment to this permit is necessary. Only as conditioned is the proposed amendment consistent with the public access and recreation policies of the Coastal Act.

The parking lot hours of operation have been established as part of the approval of Coastal Development Permit 5-93-232. As amended, Coastal Development Permit 5-93-232 requires that Belmont Pier public parking lot be opened to the public one hour before sunrise and remain open until midnight. Any change in the hours of operation will require an amendment to Coastal Development Permit 5-93-232. Only as conditioned is the proposed amendment consistent with the public access and recreation policies of the Coastal Act.

In order to inform any future private leasees of the pier concessions of the special conditions and limitations of this Commission action, the City is required to incorporate into the lease of any area subject to the terms and conditions of Coastal Development Permit 5-97-291, the terms and conditions of Coastal Development Permit 5-97-291. Such leases shall incorporate provisions for public use, public access, parking fees and management practices consistent with all terms and conditions contained herein. Only as conditioned does the Commission find that the proposed project is consistent with the coastal access and recreation policies of the Coastal Act.

Finally, the proposed project will increase opportunities for public access to the coast. Therefore, the Commission finds that the proposed project, as conditioned, will not negatively affect the public's ability to access the Belmont Pier area and the coast, and is consistent with the public access and recreation policies of the Coastal Act.

D. Water Quality

The following Coastal Act policies are relevant:

Section 30230

Marine resources shall be maintained, enhanced, and where feasible, restored. Special protection shall be given to areas and species of special biological or economic significance. Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreational, scientific, and educational purposes.

Section 30231

The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling run-off, preventing depletion of ground water supplies and substantial interference with surface water flow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.

The proposed project does not involve and dredging or filling of coastal waters, or the placement of new piles. The City states that no discharges into coastal waters is anticipated. Refuse from the demolition of parts of the pier will be contained by nets under the pier. This approval does not permit the applicant to discard or dump any construction materials, toxics, debris or refuse into any waterway.

Additional approvals may be required from state or federal agencies. In order to improve coordination among the various regulatory agencies, the Commission requires, as a condition of approval, that the City comply with all permit requirements and mitigation measures of the California Department of Fish and Game, Regional Water Quality Control Board, U.S. Army Corps of Engineers, and the U.S. Fish and Wildlife Service with respect to preservation and protection of water quality and marine environment. These agencies may require environmental mitigation measures to minimize impacts on the marine environment. In addition, the applicant shall not discard or dump construction materials, toxics, debris or refuse into any waterway. Only as conditioned is the proposed project consistent with Sections 30230 and 30231 of the Coastal Act.

E. Hazards

The Coastal Act states that new development must minimize risks to life and property and not create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs.

Section 30253 of the Coastal Act states, in part:

New development shall:

- (1) Minimize risks to life and property in areas of high geologic, flood, and fire hazard.
- (2) Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs.

Developments located in or near the ocean have the potential for damage caused by wave energy. Piers, by their very nature, are located in the surf zone and are especially susceptible to wave damage. No development in the water can be guaranteed to be safe from hazard.

The Commission routinely imposes conditions for assumption of risk in areas at high risk from hazards. The condition ensures that the applicant understands and assumes the potential hazards associated with development in or near the water. In 1990, the Commission imposed such a condition on Coastal Development Permit 5-90-490 (City of Huntington Beach) for the new Huntington Beach Pier. In 1995, the Commission also imposed a similar condition on Coastal Development Permit 5-94-100 (Pointe Design) for a new pier in Avalon. In 1996, Coastal Development Permit 5-95-293 (City of Los Angeles) was similarly conditioned when the Venice Fishing Pier was refurbished.

Therefore, by acceptance of this Coastal Development Permit, the City agrees that: (a) the site may be subject to extraordinary hazard from storms, waves, flooding, and erosion; and (b) the applicant hereby waives any future claims of liability against the Commission or its successors in interest for damage from such hazards. Only as conditioned is the proposed project is consistent with Section 30253 of the Coastal Act.

**F. Local Coastal Program**

Section 30604(a) of the Coastal Act provides that the Commission shall issue a Coastal Development Permit only if the project will not prejudice the ability of the local government having jurisdiction to prepare a Local Coastal Program which conforms with Chapter 3 policies of the Coastal Act:

- (a) Prior to certification of the Local Coastal Program, a Coastal Development Permit shall be issued if the issuing agency, or the commission on appeal, finds that the proposed development is in conformity with the provisions of Chapter 3 (commencing with Section 30200) of this division and that the permitted development will not prejudice the ability of the local government to prepare a Local Coastal Program that is in conformity with the provisions of Chapter 3 (commencing with Section 30200). A denial of a Coastal Development Permit on grounds it would prejudice the ability of the local government to prepare a Local Coastal Program that is in conformity with the provisions of Chapter 3 (commencing with Section 30200) shall be accompanied by a specific finding which sets forth the basis for such conclusion.

The City of Long Beach Local Coastal Program was certified by the Commission on July 22, 1980. Although the standard of review for the proposed project is the Chapter 3 policies of the Coastal Act, the certified LCP may provide guidance. The proposed project carries out the certified LCP plan for the renovation of the Belmont Pier.

The proposed project is located within the LCP Subarea of Belmont Heights/Belmont Park (Area C) in the vicinity of 39th Place (Subarea 1),

Belmont Pier (Subarea 3), and the Belmont Plaza swimming pool complex (Subarea 1). The certified LCP acknowledges a parking shortage in this highly utilized coastal area, and identifies 39th Place as a principal coastal access route (LCP ps. III-C-9 thru III-C-27). The certified LCP contains the following policies for LCP Area C:

Belmont Pier/Pool Complex (LCP p. III-C-11)

This LCP recommends changes to the pier and environs which will improve safety and encourage greater use by the general public. The theme of the Belmont Pier Improvement Plan is fishing and beach use. Small restaurants and shops located along 39th Place would have such a thematic motif. The pier entrance plaza would be reconstructed over about one-half of the new 300 space parking lot, and would be designed to attract people to the facilities of the pier. The restroom structure halfway out on the pier blocking views (now demolished and not blocking views) from one end to the other would be split apart. This action will greatly enhance the psychology of pier safety.

Fishing will be confined to "fishing bays" placed at intervals along the pier. In this way it is hoped that the vandalism which has marred the entire length of the railings - and the residue of bait and caught fish which now covers the railings - can be brought under control and make the strolling experience more pleasant for the visitors. At the end of the pier, and possibly at other locations as future visitor-serving demand warrants, a restaurant shall be developed. The docking facilities for sport fishing boats will continue in use.

This plan recommends no changes to Belmont Pool itself; however, it is recommended that the outdoor swimming facilities just east of the pool be restored and properly maintained. Olympic Plaza (the street) in front of the pool complex should be closed.

The shoreline bike path will pass in front of and/or through the facilities mentioned above. Bicycle access to this area will be much enhanced in the future.

New Commercial Development (LCP p. III-C-14)

In the area between 39th Place and 43rd Place south of Ocean Boulevard, there is an opportunity to create a shopping experience unique along the Long Beach shoreline. Future construction, recycling and remodeling in this area should create structures having a low profile and pedestrian scale. They should be one or two stories in height, and should be restricted to retail on the first floor. Site plans should be characterized by openness to increase views toward and access to the beach. In the block bounded by Ocean, Termino, and Olympic Plaza, public uses of open spaces around commercial buildings should be encouraged, such as outdoor restaurants, strolling paths, benches, etc. The planned development shall have a coastal-related theme to be reviewed and approved by the Planning Commission.

General Development and Use Standards (LCP ps. III-C-22&23)

All buildings shall be located and designed to provide a maximum feasible amount of unobstructed views through their sites towards the beach and recreational facilities.

Open areas shall be landscaped and shall contain pedestrian pathways access to the public. Such access shall be guaranteed through deed restrictions. Open areas may also be utilized for outdoor dining.

Parking. Expansions or changes in use of private developments shall be required to provide additional parking for the expansion or change of use as required by the zoning regulations.

Subarea 1 Specific Development and Use Standards: 39th Place (LCP ps. III-C-24&25)

Vehicular access to be abandoned: 39th Place.

Pedestrian access: 39th Place.

Commercial parking shall be provided at the rate of four spaces per 1,000 square feet of floor area beyond the existing area.

Subarea 3 Specific Development and Use Standards: Belmont Pier & Plaza (LCP ps. III-C-25 thru 27)

Uses: Fishing pier, parking plaza over portion of the parking area, and accessory uses. Restaurants serving various types and prices of food, and other commercial facilities in keeping with the coastal theme of the area.

Vehicular Access: From Termino Avenue and through the existing parking lot.

Bicycle Access: Along south beach edge of the parking lot.

Pedestrian Access: Along Allin Street and Termino Avenue; along the southern edge of the parking lot; on pier; and around the Plaza on the south and west perimeter of the Plaza and including a viewing platform at the foot of 39th Place extending from the south end of the Plaza a sufficient distance to provide panoramic views.

Restaurant Sites: At southern ends of pier, mid-pier, and at southern end of pier or on Plaza.

Restroom: At mid-pier, moved to outside edge to provide clear view to the end of pier.

Style: The restaurant at the center of the south end of the pier should be built above and below pier level, as feasible, according to the Belmont Pier Concept Plan to provide views underneath it.

**Special Design Features:** The pier may be expanded to provide additional fishing platforms at various locations along the pier, but no major expansions of the pier shall be permitted.

**Open Space:** All portions of the subarea shall be open except parts of the Plaza, and plaza covering parts of the parking, and the restaurants and restrooms on the pier. An open public area shall be provided on the Plaza at least as large as the existing Plaza.

The proposed project will provide coastal-dependent recreational opportunities for the general public. The proposed project complies with the above stated policies of the certified LCP. However, because the project is located seaward of the former mean high tide line, in the Commission's area of original jurisdiction, the LCP is advisory in nature and may provide guidance. The standard of review for this project is the Coastal Act.

Approval of the project cannot prejudice the local government's ability to prepare a certifiable LCP because the City of Long Beach LCP was certified in 1980. The proposed project, as conditioned, is consistent with the policies of Chapter 3 of the Coastal Act, as required by Section 30604(a).

G. California Environmental Quality Act

Section 13096 of the California Code of Regulations requires Commission approval of a Coastal Development Permit application to be supported by a finding showing the application, as conditioned by any conditions of approval, to be consistent with any applicable requirements of the California Environmental Quality Act (CEQA). Section 21080.5(d)(2)(i) of CEQA prohibits a proposed development from being approved if there are feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse impact which the activity may have on the environment.

The proposed project has been conditioned in order to be found consistent with the Chapter 3 policies of the Coastal Act. As conditioned, there are no feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse impact which the activity may have on the environment. Therefore, the Commission finds that the proposed project can be found consistent with the requirements of the Coastal Act to conform to CEQA.

H. State Lands

The proposed project is located on state tidelands which are administered by the City of Long Beach under the Long Beach Tidelands Trust Agreement. State lands are generally restricted to public serving uses. The proposed project is a public serving use. However, no evidence has been submitted that indicates whether the State Lands Commission has reviewed or approved the proposed project for consistency with the City's tidelands grant.

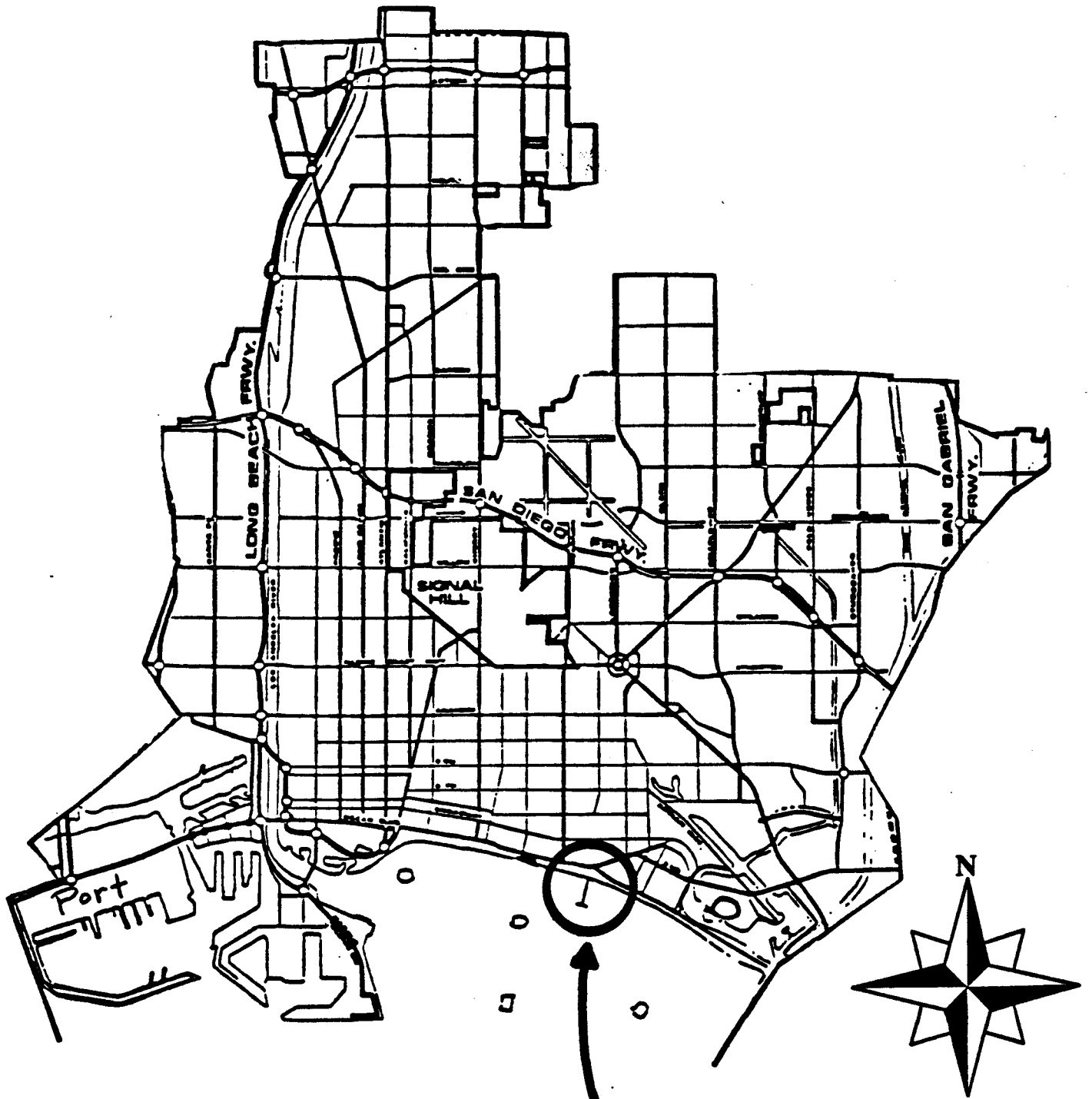
In order for the Commission to find that the proposed use of state lands is consistent with the City's tidelands grant, the Commission requires that the City document that the proposed project is consistent with all tideland grant requirements imposed on the City with respect to this portion of the City.

Therefore, as a condition of approval, the City is required to provide written documentation, including specific citation of the relevant sections of the applicable State Tidelands Grant, showing that the proposed use is consistent with the public trust and with the terms and conditions of the Legislature's grant of this portion of the Downtown Shoreline area to the City of Long Beach. In addition, the lease of any development approved by Coastal Development Permit 5-97-291 to private operators shall explicitly incorporate provisions for use, public access and public recreation consistent with all conditions contained herein. Only as conditioned does the Commission find that the proposed project is consistent with the requirements of the Coastal Act.

0020G:CP



# City of Long Beach



Site

COASTAL COMMISSION

5-97-291

EXHIBIT # 1

PAGE 1 OF 1

# PROJECT DESCRIPTION

\* See Pgs. 2-5 of Exhibit #2 for detailed description of items.

5-97-291

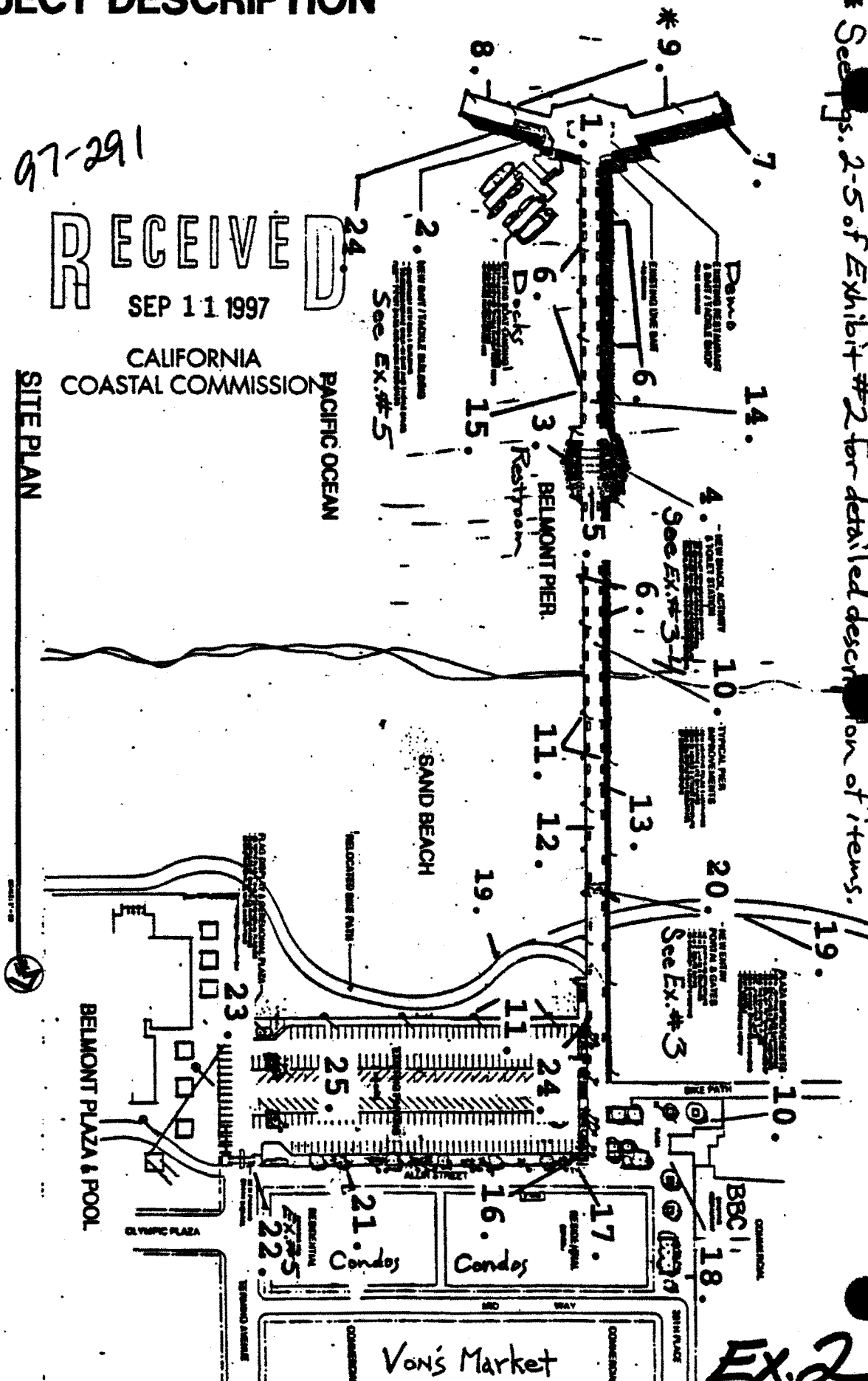
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SEP 11 1997

CALIFORNIA  
COASTAL COMMISSION

PACIFIC OCEAN

SITE PLAN



EXISTING RESTAURANT & TAQUERIA BUILDING  
NEW BRACK  
TYPICAL PIER APPROXIMATE DIMENSIONS  
RELOCATED ONE PAVILION

COASTAL COMMISSION

5-97-291

EXHIBIT # 2

PAGE 1 OF 5

Ex. 2

DWIGHT E. BENNETT & ASSOCIATES  
A MEMBER OF THE ARCHITECTURAL COLLEGE OF AMERICA  
1000 WEST 10TH AVENUE, SUITE 1000  
DENVER, COLORADO 80202

PROPOSED BELMONT PIER RENOVATION  
SITE PLAN & LEGEND SYMBOLS FOR CITY OF LONG BEACH  
SHEET NO. 1 OF 1

NO.	DESCRIPTION
1	EXISTING RESTAURANT & TAQUERIA BUILDING
2	NEW BRACK
3	TYPICAL PIER APPROXIMATE DIMENSIONS
4	RELOCATED ONE PAVILION
5	NEW BRACK
6	EXISTING RESTAURANT & TAQUERIA BUILDING
7	NEW BRACK
8	EXISTING RESTAURANT & TAQUERIA BUILDING
9	NEW BRACK
10	TYPICAL PIER APPROXIMATE DIMENSIONS
11	RELOCATED ONE PAVILION
12	NEW BRACK
13	EXISTING RESTAURANT & TAQUERIA BUILDING
14	NEW BRACK
15	EXISTING RESTAURANT & TAQUERIA BUILDING
16	NEW BRACK
17	EXISTING RESTAURANT & TAQUERIA BUILDING
18	NEW BRACK
19	RELOCATED ONE PAVILION
20	NEW BRACK
21	EXISTING RESTAURANT & TAQUERIA BUILDING
22	NEW BRACK
23	EXISTING RESTAURANT & TAQUERIA BUILDING
24	NEW BRACK
25	EXISTING RESTAURANT & TAQUERIA BUILDING

**PROJECT DESCRIPTION  
BELMONT PIER RENOVATION**

The renovation of the Belmont Pier and Belmont Plaza will include the following elements.

1. **Old Restaurant.** Demolish existing building at the end of the pier. The building was originally designed as a two story restaurant and is now used as a snack bar, bait and tackle concession, and ticket booth. The old restaurant will be replaced with an overlook area with six to eight benches, two trash cans and flag poles or sculptural art. This is to be a temporary use as a new restaurant is ultimately planned for this location (the restaurant will be addressed in a separate application at some future time).
2. **New Bait & Tackle.** Construct a new single story bait and tackle concession, and ticket booth. The building will be 800 square feet in area and will be located on the east side of the gangway leading to the dock. Package food will also be sold from this store.
3. **New Restroom.** Construct a new restroom building. This will be a single story, contain men's and women's facilities, storage for maintenance equipment, and public lockers. It will be located at the mid-pier location where the pier widens, on the eastern edge of the pier.
4. **New Snack/Coffee Shop.** Construct a new, one story, light meal restaurant building of 920 square feet of area. Dining area will be 548 square feet indoors and 288 square feet outdoors. It will be located at the mid-pier location on the western edge of the pier.
5. **Trellis.** An overhead trellis will connect the restroom and snack shop buildings. It will be situated high enough to allow emergency vehicles to pass through it.
6. **Fishing Bays.** Six fishing bays will be added to project from the pier. These will be located on both sides of the pier, four seaward of the mid-pier location and two between the mid-pier and the surf line. The bays will be 20 feet long and project by five feet. Fish cutting boards will be provided on the bays.
7. **Fish Cutting Boards.** Fish cutting boards will be removed from the pier railing except on the wings flanking the end of the pier. The railings under the boards will be refinished as necessary.
8. **Fish Cleaning Sink.** The existing fish cleaning sink will be acid washed and renovated. The sink will be connected to the sewer system and stop discharges into the ocean. A new sink will be added on the east wing.

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5-97-291

EXHIBIT # 2  
PAGE 2 OF 5

9. **Fishing.** Fishing will be prohibited except at the fishing bays or on the wings flanking the end of the pier. Appropriate signs will be installed indicated fishing is prohibited except were allowed.
10. **Benches and Trash Cans.** Sixty-two concrete benches and thirty concrete trash cans will be placed along the length of the pier. An additional eight benches and four trash cans will be placed on Belmont Plaza. Four of these benches will be along the railing overlooking the beach. The benches and trash cans will be from Quick-Crete, palm design, one-half with backs and one-half without backs. The color will be blue.
11. **Lamp Posts.** Twenty-eight new lamp posts will be installed along the length. The poles will be Lumec CAND Candela poles and fixtures in blue color. Poles will have brackets for banners. Five new poles will be installed on the beach edge of the Termino Avenue parking lot and three on Belmont Plaza. Lighting will be metal halide.
12. **Decorative Lighting.** Decorative lights will be used as ascent lighting along the edge of the pier deck, on the underneath edge, in the area of the pier from the mid-pier widening on around to the opposite side.
13. **Utilities.** New electrical lines, telephone lines, water lines and natural gas lines will be placed in an existing utility chase in the pier. All work will be done from the pier deck. A new electrical transformer will be installed, adjoining the restroom, at mid-pier.
14. **Pier Surface.** The concrete pier surface will be refinished and coated with a concrete surfacing product to improve durability and to give color to the surface.
15. **Drainage.** A drainage system will be established along the edge of the pier to collect all water run-off and discharge it into the proper disposal system.
16. **Handicapped Access.** The three parking spaces at the north west corner of the Termino Avenue parking lot will be converted to two Handicapped Van accessible spaces and the planter in the corner will be utilized to construct a handicapped ramp to pier grade.
17. **Railing.** Railing, matching the pier railing, will be extended along Allin Avenue for the full length of the Termino Avenue parking lot, except for a central access stairs and access walkways at the north east and north west corners.

COASTAL COMMISSION

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EXHIBIT # 2

PAGE 3 OF 5

18. **Belmont Plaza.** Belmont Plaza will be resurfaced to eliminate cracks and settled sections of concrete. The planters will be re-landscaped and re-surfaced also. Sculptural art work will also be added.
19. **Bicycle Path.** The bicycle path currently ramps up from the beach, to pier elevation on the west side of the pier, then descends on Allin Street to the Termino Avenue intersection, then traverses the inland side of Belmont Plaza Pool before rejoining the beach east of Belmont Plaza Pool. This project relocates the bicycle path to swing seaward and cross under the pier about 200 feet south of Belmont Plaza, then swings north to join a walkway from the Termino Avenue parking lot five feet from the parking lot, and then swings southward again on the seaward side of Belmont Plaza Pool to rejoin the existing path on the beach.

A second leg of the route will also ramp down on the east side of the pier, and the signage on Belmont Plaza will direct traffic down the eastern ramp rather than to the current Allin Street route. The Allin Street route will however, remain open, but will be used primarily by walkers and joggers.

The section of the path under the pier will require about 30 inches of excavation, with retaining wall and sand fence to keep the sand from reburying the excavation. A sump pump will be installed to clear the excavation when inundated, and a warning light will be established to warn riders when the site is flooded.

20. **Entry Portal.** A new entry portal and gate, with overhead sign, will be established on the pier where the pier crosses the shoreline. This will replace the current gate used to close the pier. The portal will be twelve feet wide, allowing the gates to fold back inside the portal when not in use. A trellis will connect the front and back elements of the portal.
21. **Relandscaping.** The planter along the edge of the Termino Avenue parking lot, and the islands in the parking lot, will be re-landscaped.
22. **Parking Lot Entry Kiosk.** A kiosk will be built in the entry to the Termino Avenue parking lot for a staffed attendant. This will replace metered parking with attendant parking. An overhead sign, that will match the pier entry portal, will also be established.
23. **Flag Poles.** Flag poles, up to 30 feet in height, will be added in Olympic Plaza and Belmont Plaza to fly olympic watersports participant flags when appropriate.

COASTAL COMMISSION

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EXHIBIT # 2

PAGE 4 OF 5

24. Trash Enclosures. New enclosures will be built around the trash dumpsters to be located on the beach between the parking lot and the pier and on the east wing adjoining the Bait and Tackle Building.
25. Parking. No changes to the total parking arrangement. The 253 existing spaces will remain. The parking required for the new improvements were calculated as follows:

NEW SNACK SHOP

Indoor dining space: 548 sq. ft. @ 10 spaces/1,000 sq. ft. = 5.48 spaces

Outdoor dining: 287.5 sq. ft. - 250 sq. ft. = 37.5 sq. ft. @ 5 spaces/1,000 sq. ft. = 0.19 spaces

NEW BAIT AND TACKLE SHOP

indoor retail space: 800 sq. ft. @ 4 spaces/1,000 sq. ft. = 3.2 spaces

TOTAL 8.87 SPACES

Rounds to 9 new spaces required

PARKING CREDITS FOR DEMOLISHED BUILDINGS

Existing Bait and Tackle (First Floor): 627 sq. ft. @ 4 spaces /1,000 sq. ft. = 2.48 spaces

Existing Restaurant (Second Floor): 718 sq. ft. @ 10 spaces/1,000 sq. ft. = 7.18 spaces

TOTAL 9.66 SPACES

Rounds to credit for 9 spaces

9 SPACES (NEW PARKING REQUIRED) - 9 SPACES (DEMOLITION CREDITS) = 0 SPACES

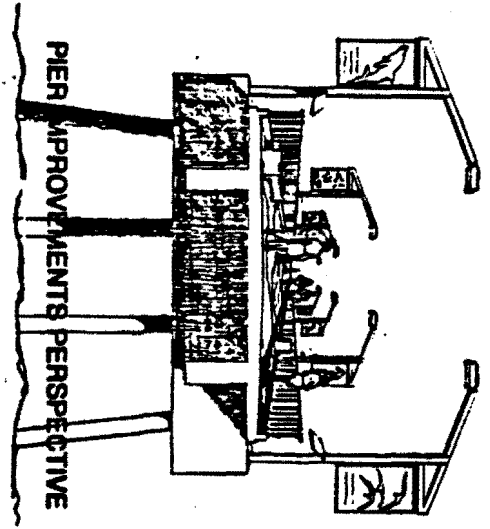
COASTAL COMMISSION

5-97-291

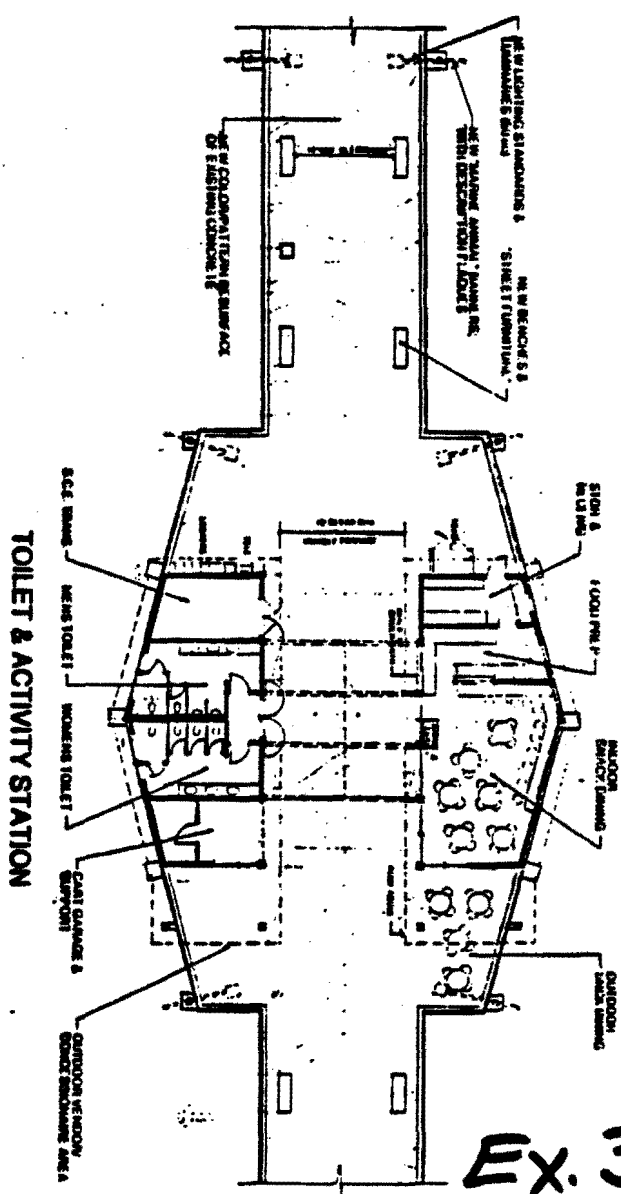
EXHIBIT # 2

PAGE 5 OF 5

TYPICAL PIER IMPROVEMENTS



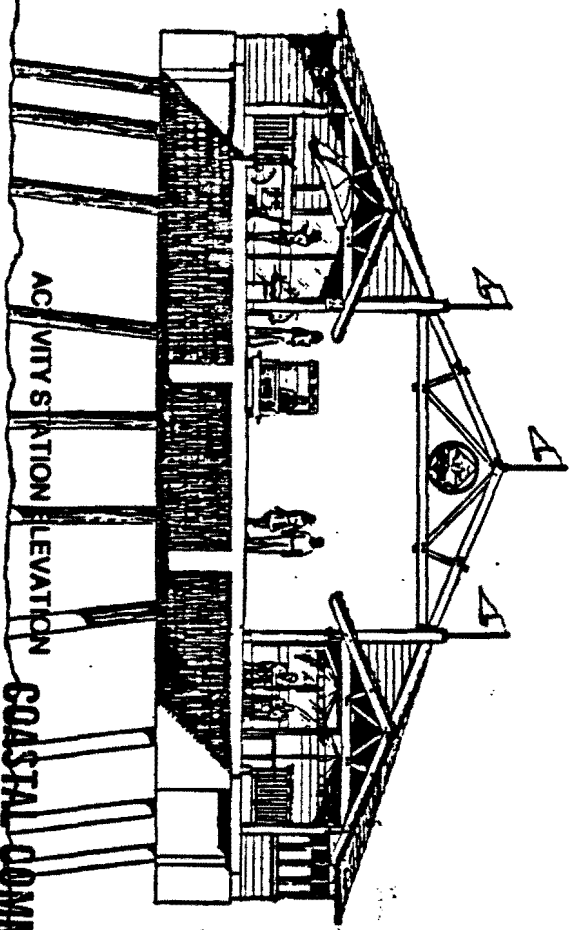
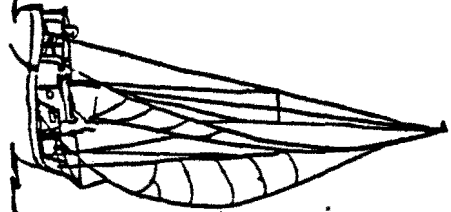
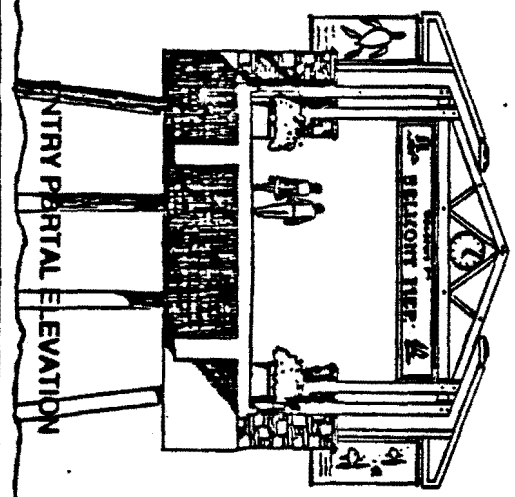
SNACK STATION



EX. 3

FLOOR PLAN

See also Ex. # 4 (elevations)

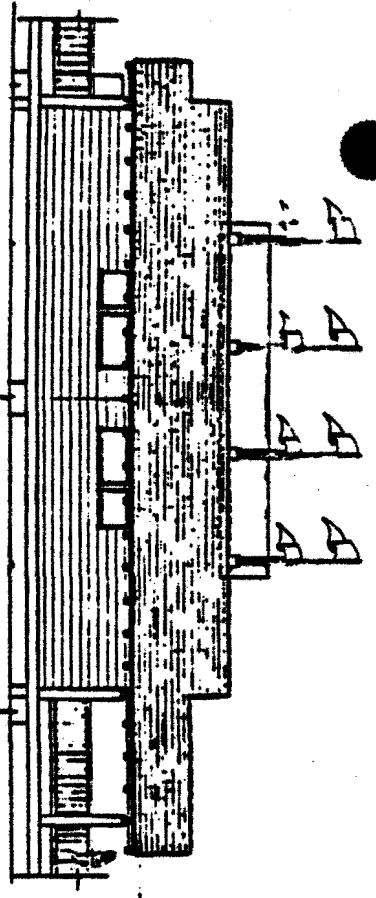


COASTAL COMMISSION

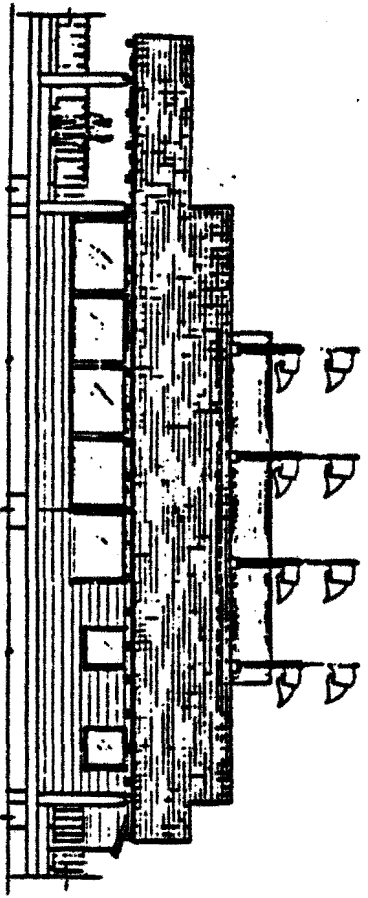
EXHIBIT #

3

EAST ELEVATION

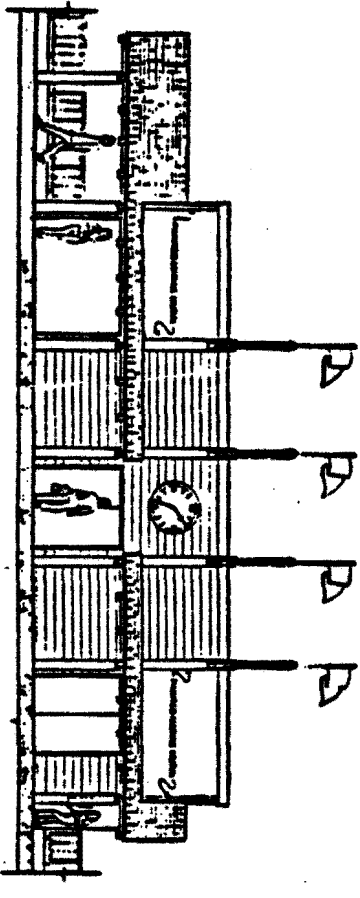


WEST ELEVATION

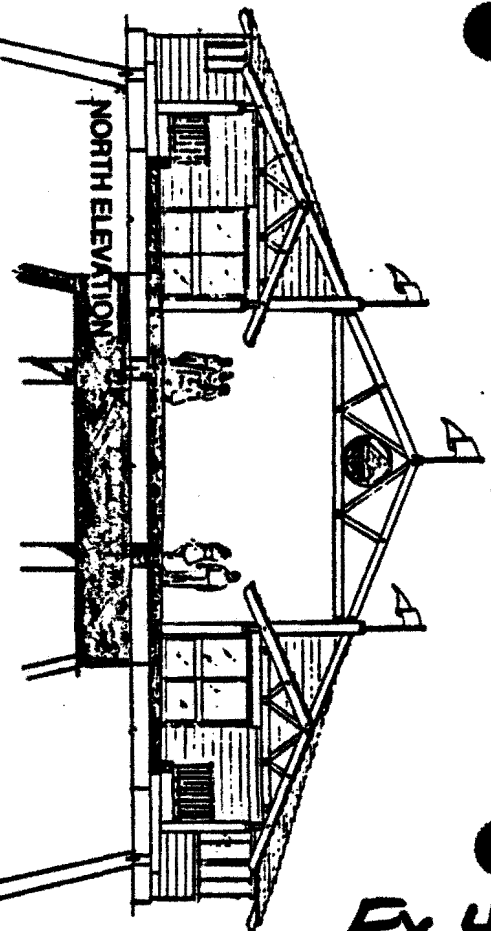


TOILET BUILDING

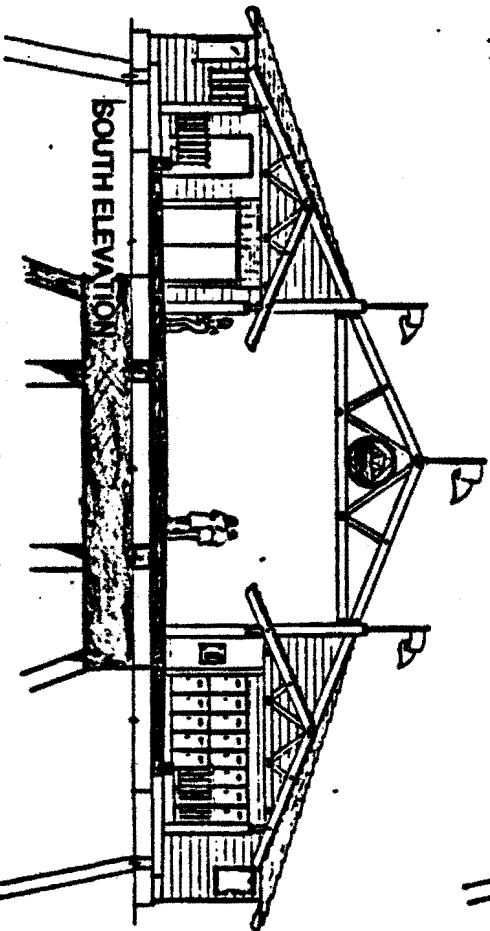
WEST ELEVATION



NORTH ELEVATION

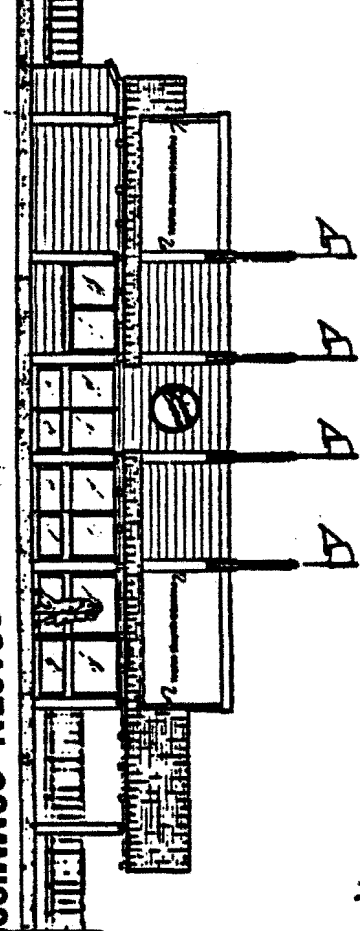


SOUTH ELEVATION



SNACK STATION

EAST ELEVATION



COASTAL COMMISSION

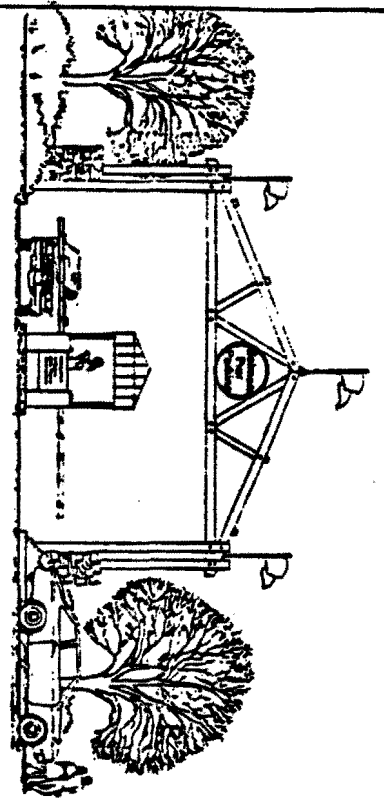
MID-PIER ACTIVITY STATION

Ex. 4

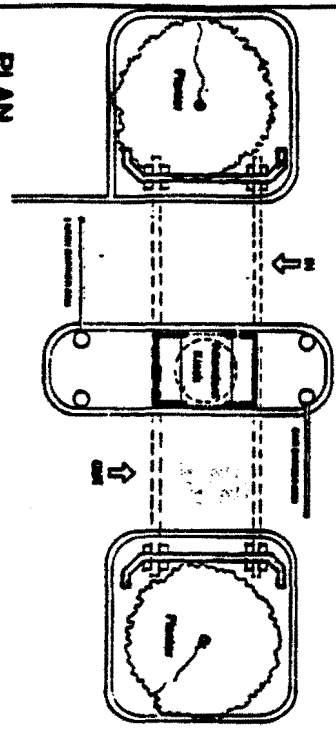
EXHIBIT #

4

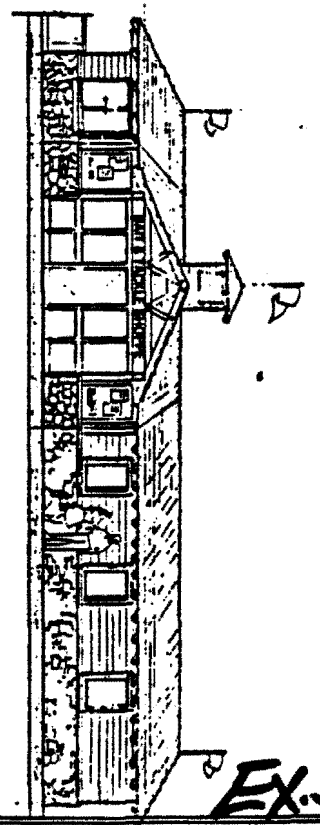




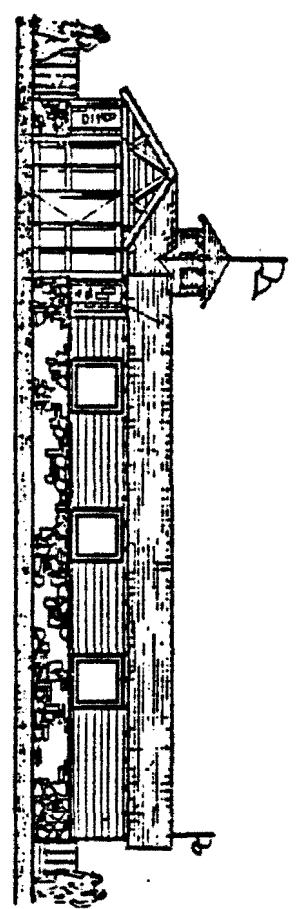
ELEVATION



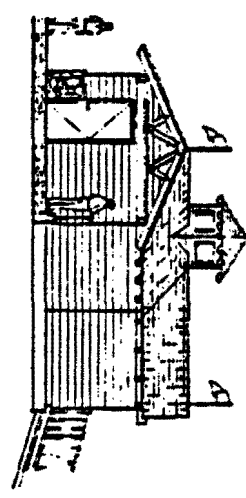
PLAN  
TERMINO PARKING ENTRY PORTAL



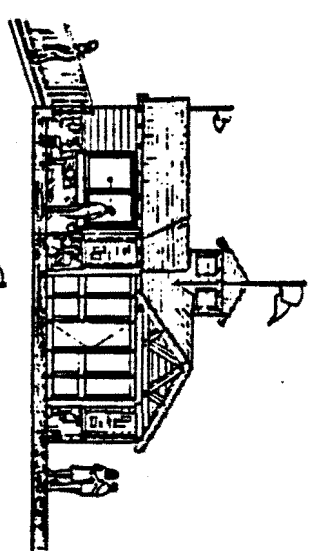
SOUTHWEST ELEVATION



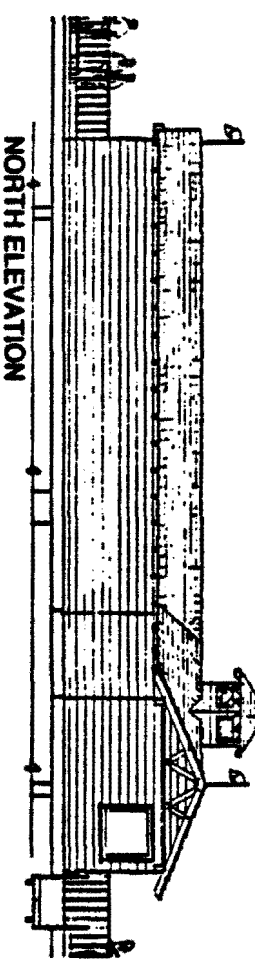
SOUTH ELEVATION



EAST ELEVATION



WEST ELEVATION



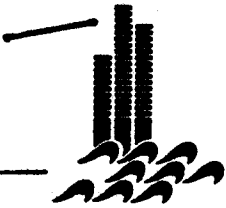
NORTH ELEVATION

BAIT & TACKLE BUILDING

COASTAL COMMISSION  
S-97-291

EXHIBIT # 5  
PAGE 1 OF 1

EX-5



# CITY OF LONG BEACH

Department of Parks, Recreation and Marine

2760 Studebaker Road, Long Beach, CA 90815-1697

October 9, 1997

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OCT 14 1997

California Coastal Commission  
South Coast Area  
P.O. Box 1450  
Long Beach, CA 90802-4416

CALIFORNIA  
COASTAL COMMISSION

Attn: Charles Posner, Staff Analyst

SUBJECT: Case No. 5-97-291, Belmont Pier Renovation

Dear Mr. Posner:

The following is in response to your request of October 1, 1997, regarding additional information on the Belmont Pier Renovation.

**Proposed Hours of Pier Closure.** The hours of pier closure will remain the same as they are currently. The hours of closure are midnight until one hour before sunrise. This is consistent with the hours specified in permit 5-93-232, as amended on May 12, 1994.

**Proposed Parking Lot Fees.** The fees that apply to the parking lot adjoining the pier will not be changed. They will remain \$1.00 per hour. The only change contemplated is in the means of collection. Due to utilizing a staffed facility, it will be possible to accommodate certain situations better, such as the fishing boat patrons who arrive before the meters are effective; restaurant patrons who remain after the hours of the parking fee being effective; and repeat customers, such as those registered in classes at the Belmont Plaza Pool.

**Work in the Water.** No work will be conducted in the water. Utility trenches exist in the top of the pier, and all work will take place from the pier platform.

**Bike Path.** The existing bicycle path will remain open. We are providing a faster, safer, and more direct route. However, many bicycle riders prefer the current route because it allows more social interaction with those persons attracted to the pier and Belmont Plaza. The current route is safe, if traffic signs are obeyed and adequate caution is used. The new route will allow the bicycle commuter, or exercise rider, a straighter, faster alternative.

COASTAL COMMISSION

5-97-291

EXHIBIT # .....6.....

PAGE ....1.... OF ....2....

(310) 570-3100  
FAX (310) 570-3109

Charles Posner  
Belmont Pier Renovation  
October 9, 1997  
Page 2

Fishing at the End of the Pier. Fishing will continue to be allowed on the end of the pier, including the east and west extensions off the end of the pier referred to as "wings" in the application. The proposed restriction will be on the main body of the pier, out to the location of the "wings." On the main body of the pier, the only fishing locations will be on the four 20 feet long bays that are to be added as part of the project.

I hope this additional information is adequate. If not, please contact me at (562) 570-3130.

Respectfully submitted,



Dennis Eschen, Superintendent  
Parks Planning & Development

c: Phil Hester, Manager, Maintenance and Development  
Mark Sandoval, Manager, Marine Bureau  
Jack Humphrey, Advance Planning Officer  
Gail Wasil, Superintendent, Contract Mgmt. & Revenue Development  
Angel Fuertes, Supervising Senior Civil Engineer

COASTAL COMMISSION

5-97-291

EXHIBIT # 6

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