On February 6, 2018, the Mayor and City Council requested the City Manager to prepare an “8 by 28” plan; a needs assessment and project timeline for eight projects that are critical to a successful 2028 Summer Olympics and Paralympic Games; and to prioritize and brand these projects as Olympic priority development projects for future funding opportunities. The replacement of the Belmont Veterans Memorial Pier (Pier) is one of the eight projects identified for its potential to serve as a centerpiece and viewing center for the games.

Built in 1965, the existing Pier is approximately 50,000 square feet and is currently constructed of lightweight concrete and precast deck planks. It serves a variety of recreational uses including, but not limited to, summer camp activities and recreational fishing. In addition, the Pier hosts a County Lifeguard Station, and periodic events such as the Rose Bowl Regatta and Congressional Cup. In the past, the Pier did provide a public transit service via the Water Taxi and AquaLink, however due to storm damage to the Pier in 2017, this service is no longer available.

Over the years, the Pier has had limited structural maintenance, has been steadily deteriorating, and does not meet current seismic safety standards. In support of the 8 by 28 initiative, a reimagined Pier would provide a multitude of benefits, including enhanced coastal access; maintained and improved recreational opportunities; and continued economic development opportunities on and around the Pier.

Visioning Study

In response to the Mayor and City Council’s request, the Public Works Department (Public Works) supported a Visioning Study (Study) (attached) to gather input and feedback from the community to inform the development of a few preliminary design options. A robust community engagement process including multiple in-person and virtual workshops and online surveys resulted in the development of four preliminary concepts including a conceptual schedule and cost estimate, which can be found on pages 131 and 137 of the Study.

Concept 2, a proposed “horseshoe” shaped pier, was selected by the community as the preferred conceptual option amongst the developed designs. This shape and alignment honors the old Rainbow Pier, built on the Downtown waterfront in the 1930s and demolished in the 1960s. The preferred concept (page 64 of the Study) is a pile supported pier structure, featuring a new plaza and with multiple vantage points, outdoor educational opportunities, and recreation and a “safe harbor” for recreational water use.
The Study for the Pier has been completed. However, to advance the project and explore its feasibility and development potential, additional work is still needed as outlined below.

**Next Steps**

Public Works is currently onboarding an engineering firm to validate the concept, perform schematic level engineering, and conduct environmental and technical studies to advance the project. As the project evolves throughout this process, Public Works will continue to work with the community to refine the Pier’s functional and technical programming.

These combined efforts and resulting documentation will allow the project to be advanced for the environmental review phase, as required pursuant to the California Environmental Quality Act (CEQA), and will enable the design team to begin State and Federal permitting, all of which are prerequisites to construction. Work on the Conceptual Design is anticipated to begin in March 2022.

Pending funding for the preparation of construction and bid documents and construction itself, the goal is to deliver and open the new Belmont Veterans Memorial Pier in time for the 2028 Summer Olympics.

If you have any questions regarding this Study, please contact Project Management Bureau Manager Marilyn Surakus at (562) 570-5793.

**ATTACHMENT - FINAL VISIONING STUDY FOR THE BELMONT VETERANS MEMORIAL PIER**

**CC:** CHARLES PARKIN, CITY ATTORNEY  
DOUGLAS P. HAUBERT, CITY PROSECUTOR  
LAURA L. DOUD, CITY AUDITOR  
LINDA F. TATUM, ASSISTANT CITY MANAGER  
TERESA CHANDLER, DEPUTY CITY MANAGER  
APRIL WALKER, ADMINISTRATIVE DEPUTY CITY MANAGER  
MONIQUE DE LA GARZA, CITY CLERK (REF FILE #18-0094)  
DEPARTMENT HEADS
Introduction ........................................................................................................ 5
  Executive Summary
  Stakeholders
  Film Introduction

Site Conditions ...................................................................................................... 12

Community Outreach 1 ....................................................................................... 13

Community Outreach 2 ....................................................................................... 23

Preliminary Concepts .......................................................................................... 33
  Concept 1
  Concept 2
  Concept 3
  Concept 4

Probable Cost and Schedule .............................................................................. 129
  Conceptual Project Timeline
  Regulatory Agencies Overview
  ROM Conceptual Cost Estimate
  Grant Funding Opportunities
  Recommended Next Steps

Appendix .................................................................................................................. 143
Introduction
It is the goal of the City to continue to increase the use of the coast and enhance the overall experience of beach patrons by developing and maintaining an innovative Pier that supports beach front residents, visitors, and activities.

Revitalizing the Pier is one of the final steps in revamping the beach front before the 2028 Olympic Summer Games. The City is interested in developing economic, recreation, and event opportunities at the Pier that will attract both residents and visitors throughout the year, for decades to come. Key goals include flexible programming, the ability to host large events, and creating timeless spaces for people of all ages to enjoy. The Pier should serve as a model for sustainability, energy efficiency, and architectural interest. Its features should be iconic and help Long Beach become an instantly recognizable, sought-after destination.

To arrive at the best design solution to accomplish these goals, the City has employed a Visioning Study. Herewithin is gathered and analyzed data and opinions from a diverse group of stakeholders and provide a professional recommendation (Visioning Study) to the City.
Westgroup Designs would like to acknowledge the stakeholders and participants who contributed to this Visioning Study, it would not have been possible without their support:

City of Long Beach
Public Works

Citizens of Long Beach

District 3 Councilwoman
Suzie Price

Community of Belmont Shore

Consultant Team:
Rider Levett Bucknall
PlaceWorks
McCabe & Company
SeaJay Environmental
Key Players & Stakeholders

Introduction
firm introduction

Westgroup Designs (WD) is a woman-owned, business enterprise offering comprehensive Planning, Architecture, Interior Design and Branding services.

Founded in Irvine in 1989, WD has delivered over 1,000 projects in Southern California, including 31 years of planning, design and architectural services. Civic facilities comprise 70% of our firm’s work. In the last five years, we have delivered projects totaling over $512M in construction value and currently have ongoing projects totaling $237M. WD takes great pride in our collaborative ethos, our design sensitivity, and our rigorous QA/QC process that has resulted in our litigation-free record.

Civic facilities comprise a large percentage of our firm’s work, so all professional staff in our 30-person office are experienced in and actively work on civic projects.

Experience can’t be underestimated in the ability to lead multiple, diverse civic projects in an on-call contract. Our core management and design teams are staffed by senior-level professionals (20-40 years of experience each) who will leverage lessons learned to foresee challenges and guide projects toward successful outcomes. They are committed to active leadership and participation on all of our civic projects regardless of size or scope.

We help our public clients build healthy communities by designing spaces that simultaneous conserve its history and heritage while developing new expressions for current times.
Your Partner in Your Vision

Westgroup Designs is dedicated to serving you on a foundation of honesty and trust. Ego does not belong in collaboration and we are united with you to achieve the best for your project. Our investment in your projects goes way beyond the hours we spend on them and we make it our business to advise and guide you through every step of the process.

Our approach to your project is based on four fundamental elements, intended to ensure interaction among the various team members and stakeholders.

Together they are the means for achieving a meaningful program and creative design:

- An interdisciplinary core team of senior professionals
- Commitment to a collaborative process among the design professionals and all constituencies
- An on-site workshop format for programming, concept development and design
- Continuity of the core team over the life of your project from programming through design and construction
Site Conditions
The Belmont Veterans Memorial Pier is located at 15 39th Place, Long Beach CA, 90803

Built in 1965, the existing concrete pier was constructed approximately 100 feet from the previous timber “Grand Avenue Pier.”

The Pier is approximately 1,620 feet long and generally 26 feet wide. The total surface area of the Pier is approximately 50,000 square feet, and it is currently constructed of lightweight concrete and precast deck planks. Over the years, the Pier has had limited structural maintenance and has been steadily deteriorating.
The precedent pier to the west of the existing pier was built in 1915. It was mostly called Devil’s Gate Pier. The pier was renovated in 1951 and given a 300 foot extension, but having weathered more than 50 years of salt water, sun, rain, and wind, age finally took its toll on the wooden structure and a decision was made to build a new pier. Construction of the existing pier started in 1966 just east of the old pier. It was officially opened on February 19, 1967. Dedicated benches and temporary restrooms were added in the 2000s. Parking lot serving the pier was refurbished and an architectural entrance to the pier was added in 2002. The existing pier remains a landmark of local distinction and an endearing monument to Southern California’s coastal roots.

Current uses on the Pier include:
- Long Beach Transit Water Taxi/AquaLink (currently suspended pending repairs to dock)
- Small watercraft launch/docking (currently suspended pending repairs to dock)
- Fishing – off pier and sport fishing charters
- LA County Lifeguard Station
- Concession with snack bar and bait shop
- City of Long Beach Park, Recreation and Marine Summer Camp activities
- Periodic events (Rose Bowl Regatta, Congressional Cup)

Additional information about the Pier can be found at this link:
http://www.belmontpier.com/home/pier-information
Arrival Experience

Vehicular

Visitors in vehicles are directed with minimal signage from E Ocean Blvd to the adjacent parking lot entry from S Termino Ave. The memorial gateway serves as a marker for entry and once parked, visitors can either walk across the sand to Shoreline Way, take the stairs, or take the switchback ramp to reach the elevation of the pier deck. Pay-stations are situated around the perimeter of the parking lot and the current vehicle capacity of the lot sits as 276 spots. Should parking not be available at the main lot, street parking is available as well as the nearby Bennett Ave Parking Lot.

Pedestrian & Non-motorized Vehicles

With the pier’s central location along Shoreline Way, pedestrians and non-motorized vehicles have a variety of methods to access the pier. The profile of the pier is prominent along Shoreline Way, and is an opportunity to serve as a marker for visitors as well as the community. Access of 39th Place is at elevations with the pier deck. Multiple bike-sharing stations are in close proximity.

Watercraft

The existing dock for the Aqualink and other water taxis is currently closed. There is no access to the pier by watercraft.
Arrival Experience Review

To promote the pier and increase foot traffic, updating the way-finding techniques for all approaches would make an impactful statement. This can be achieved through the use of banners, signs, and monuments promoting the different ways to access the pier by various methods. Updating to identifiable branding will provide a cohesive experience and upgrade the existing facilities.

It is recommended that the City explores combining efforts for transit opportunities and parking availability with nearby projects to increase access to the pier and other public spaces. The community often voiced their request for additional transit opportunities by water, including the Aqualink and water taxis, to facilitate more foot traffic without increasing the cars visiting the site.

The new pier can offer an entry that highlights its memorialization of veterans, while still providing an identifiable face to better serve the public.

Inaccessible Aqualink Dock

Pedestrian Entry off Parking Lot

Pedestrian Entry off Shoreline Way
Circulation Flow

The two-way drive aisles in the existing parking lot are beneficial for maintaining flow around the parking lot, particularly during peak hours. At peak hours (Friday Evenings, Saturday and Sunday afternoons) the parking lot occasionally fills, but at all other times parking spots are available. It should be noted that due to COVID-19, the observation of traffic flow may not represent typical visitor flow.

Separated by an elevation change of over five feet, there is a lack of connection between the entry to the pier and the pedestrians entering from the parking lot, it would prove beneficial to study how to update to an accessible entry without the use of vertical circulation. A cohesive entry plaza that maintains flow will create site-lines allowing for easier flow between all forms of arrivals.

On the pier itself, the area within the painted lines in the center is predominately kept clear other than those walking or biking. Fisherman are lined along the rails and when the pier is busy, it creates choke-points particularly further out into the water. Separation of fishing activities will prove beneficial for maintaining pedestrian flow on the pier.
Site Conditions

276 Parking Stalls
Community Outreach 1
Community Outreach 1
February 20th, 2020

Table of Contents
Summary
Comments & Key Takeaways
Analysis
The following materials can be found in the appendix:

i. Meeting Minutes
ii. Comment Cards
iii. Email Responses
iv. Image Board Survey Results
Summary

We heard what the community had to say at the last visioning meeting, and are grateful for everyone's time and comments. As a whole, the community has responded positively to the idea of a new pier.

Important to many is representing the history of the pier, and all of Long Beach, in some way. The pier can be an icon that is lit up at night, but with a design that is timeless: for now and the future. With the future in mind, the pier should be constructed and maintained in an environmentally conscious manner.

The community wants a pier that serves as a place for pedestrians to have space to walk, sit, find shelter from the wind and sun, and be able to accommodate quiet reflection as well as fun activities. They would enjoy biking and fishing, but would prefer separate zones and the necessary facilities to allow the pier to function for everyone. They would like to explore possibilities of incorporating the oil island, gardening opportunities, utilizing existing businesses, and further expansion into the city.

A strong visual and functional connection to community would allow for local businesses, local artists, and residents to share their work and community pride to the world.

This would require adequate parking and mass transit opportunities, investigated both in forms from land and boat docks.

Overwhelmingly there is a want for food options, but a preference the keep functions on the pier itself at a smaller-scale, with any large opportunities located closer to land and engaging the community. This logic also applies to the feelings had on activities: a performance venue is supported, but with care taken to locate it thoughtfully along the pier and land.

With the upcoming Olympics, the pier may serve as a viewing platform for sailing, but any design considerations need to be taken with the future in mind.

Overall, the Belmont Veterans Memorial Pier is an important landmark to the community that the new pier will strive to emulate.
written comments

The community’s comments and interests were collected through the following channels:

23 comment cards

1 email
key takeaways

• a **DESTINATION** that **CONNECTS** with the community

• pays homage to **HISTORY**

• space for water and land **ACTIVITIES**

• a **TIMELESS** design that is **ICONIC**

• **ACCESSIBLE** through adequate parking and transit opportunities

• includes areas that are **ACTIVE** and inviting, while also providing spaces that are **QUIET** and reflective

• constructed and maintained **SUSTAINABLY**

• design to provide ease of on-going **MAINTENANCE** with separation of fishing and biking from pedestrian access

• provides **FOOD SERVICES** and promotes local business

• enhanced sense of **SAFETY & SECURITY**

• phase the Vision to coincide with the 2028 **OLYMPICS**
written comments analysis

Below are the common topics discovered by the number of mentions in the written comments.

Frequency of MENTIONS

- **FOOD OPTIONS**: 14
- **ENVIRONMENTALLY FRIENDLY**: 8
- **PERFORMANCE STAGE**: 5
- **FISHING FACILITIES**: 4
- **AQUALINK DOCK**: 3
- **ATTRACTIONS AND ACTIVITIES**
  - NO AMUSEMENT PARK
  - BIKE PATH
  - UNIQUE LIGHTING
  - DISTINCTIVE
  - OLYMPIC NEEDS
  - SAILING AND VIEWING
  - VETERANS
  - LOUNGE SEATING
image board survey analysis

During the Community event, attendees were encouraged to react to concepts and anonymously place stickers to communicate their reactions to these concepts. Each participant was given 4 stickers to use for the pair of boards: 1 red sticker to represent a negative reaction, and the 3 other colors to represent a positive reaction. This experiment allows us to understand community concerns and desires in a monitored and honest environment.

371 total votes

**Positive Reaction**
- (+) Pedestrian-Friendly
- (+) Water Activities
- (+) Land Activities
- (+) Food & Shops: Small-Scale
- (+) Timeless Aesthetic

**Negative Reaction**
- (-) Amusement Parks
- (-) Food & Shops: Large Complex
- (-) Contemporary Aesthetic
TOP VOTES - POSITIVE
% of Positive Votes

TOP VOTES - NEGATIVE
% of Negative Votes
Community Outreach 2
March 18th, 2020

table of contents

Summary
Online Survey Results
Analysis

The following materials can be found in the appendix:

v. Meeting Registrant List
vi. Meeting Chat Log
vii. Survey Additional Responses
Summary

The Westgroup Designs Team, Councilwoman Suzie Price, and Long Beach Public Works combined their efforts to present the next stage of visioning for the Belmont Veterans Memorial Pier.

Participants registered ahead of the Zoom Community Meeting and were provided a link to join. In total, there were 135 registrants.

The team presented the findings from Visioning Meeting 1, and explained how the information gathered informed the 4 presented concepts.

Attendees were reminded that the presented visuals are conceptual ideas, and that the actual design will take into consideration additional elements and discussed items. The most frequently mentioned items are as follows:

• Important to the community that the Veterans Pier retain history and connection to the veterans it honors.
• Fishing equipment wants to be kept away from main pier walkway.
• Aqualink to be made available for all options if possible.
• Expand Olympics and sailing viewing.
• Stage / performance areas, with facilities to accommodate.
• Food Service options.
• Support for Concept 2 was notably vocalized within the chat log.

Overall, the virtual Community Outreach 2 Meeting was met with a positive reaction from the community, and the participants were encouraged to provide additional comments in the public survey.
After the Community Outreach 2 Meeting, attendees were encouraged to go online to longbeach.gov/belmontpier and participate in an anonymous survey to have their opinions on the 4 preliminary concepts presented documented. The 9 question survey was live for 2 weeks following the meeting and open to the public. The imagery and results are outlined in detail in the following Summary Report.
Renovating the existing pier, Concept 1 provides an update to the existing pier and plaza.

Paying homage to the historic Rainbow Pier, Concept 2 provides a new plaza and new pier with multiple view opportunities and a “safe harbor” for recreational water use.

Pursuing an iconic design, Concept 3 would create a new pier on axis with the Memorial Pier gateway and flow into the water with an organic form.

Providing multiple zones for activities, Concept 4 would provide a new plaza and a new pier with separate platforms for fishing and viewing, as well as a sheltered water area.
206 Survey Responses

1. Please provide your name. All results are anonymous.

   [WITHHELD]

2. Please provide your e-mail address. All results are anonymous.

   [WITHHELD]

3. Which of the concepts below do you prefer?

   - CONCEPT 1: 28
   - CONCEPT 2: 115
   - CONCEPT 3: 25
   - CONCEPT 4: 13
   - OTHER: 25
4. How would you rate the aesthetic of Concept 1?

   AVERAGE RATING: 3.05 / 5.00

5. How would you rate the aesthetic of Concept 2?

   AVERAGE RATING: 4.20 / 5.00

6. How would you rate the aesthetic of Concept 3?

   AVERAGE RATING: 3.48 / 5.00

7. How would you rate the aesthetic of Concept 4?

   AVERAGE RATING: 2.88 / 5.00

8. Please rank the 4 concepts in order of preference. 1 being the highest and 4 being the lowest.

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<thead>
<tr>
<th>CONCEPT 1</th>
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<td>31</td>
<td>54</td>
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   [SEE NEXT APPENDIX FOR COMPLETE LIST]
Below are the common topics discovered by the number of mentions in the written comments.

**Frequency of MENTIONS**

- **52** mentions: **PRAISE FOR CONCEPT 2**
- **44** mentions: **PROJECT EXCITEMENT**
- **22** mentions: **FOOD OPTIONS & FACILITIES**
- **17** mentions: **DEDICATED ZONES FISHING AND BIKING**
- **14** mentions: **INCORPORATE AQUALINK AND/OR WATER TAXI**
- **14** mentions: **ENTERTAINMENT / VENDORS / SUPPORTING THE ARTS**
- **11** mentions: **AQUATIC ACTIVITIES**
  - Budget Conscience
  - Praise for Concept 1
  - Praise for Concept 3
  - Praise for Concept 4
  - Concerns Over Lack of Parking
  - Complete by Olympics
- **6** mentions: **<< Additional comments >>**
  - Criticism for Concept 2
  - Ambiance / Colorful Lighting
  - Comfortable Seating
  - Shaded Areas
- **4** mentions: **<< Additional comments >>**
  - Provide Transit to Site
  - Environmental and Socioeconomic Impact Info
  - Homeless Concerns
  - Long-lasting Materials
- **3** mentions: **<< Additional comments >>**
Online Survey
Community Outreach 2

Snapshot Additional Comments

“Adding restaurants and bars will bring this area to life. “

“Concerned that we make sure we have enough parking”

“Concept 2 provides a strong historic nod to the original Rainbow Pier which stretched from Pine to Linden in DTLB. It also creates unique programming opportunities for floating concerts, inflatable waterparks, swim lessons, and lots of other outdoor interactive events that we may need to rely on in the next pandemic.”

“Can’t wait for this!”

Key Takeaways Additional Comments

• Praise for Concept 2 was primarily for its historical connection to the Rainbow Pier shape.
• Significant interest in water activities that Concept 2 and Concept 4 can achieve with the safe harbor.
• Praise for Concept 1 was primarily for its potential cost-savings and speed of construction.
• Great support for Aqualink and/or Water Taxi for all options.
• Great support for food options, with some mentioning a food option on the pier if possible.
• Finish preferences played a role in some survey decisions, but many comments mentioned Concept 2 for preference of overall aesthetic SHAPE.
Preliminary Concepts
PRELIMINARY CONCEPT ALTERNATIVES
concept
FOCAL POINTS OF THE PIER

ENTRY PLAZA AT SAME GRADE WITH EXISTING PARKING LOT, FOR EASY PASSING OF ROCK TRUCK

VIEWING PLATFORM AT MID POINT

VIEWING PLATFORM AT END OF PIER

• Demo the existing building at the end of the pier and upgrade existing platform
• Demo the existing restroom, which is blocking the view
• Regrade the entry plaza to same level of parking lot to allow passing of rock truck
• Regrade Shoreline Way to allow passing of rock truck, while keeping the connection of Shoreline Way at both sides
• Remove existing sinks on the pier

Existing area = approximately 50,000 sf
PRELIMINARY CONCEPT 1

- Demo the existing building at the end of the pier and upgrade existing platform
- Demo the existing restroom, which is blocking the view
- Regrade the entry plaza to same level of parking lot to allow passing of rock truck
- Regrade Shoreline Way to allow passing of rock truck, while keeping the connection of Shoreline Way at both sides
- Remove existing sinks on the pier
- Existing area = approximately 50,000 sf
ENTRY PLAZA AT SAME GRADE WITH EXISTING PARKING LOT, FOR EASY PASSING OF ROCK TRUCK

RAMP FROM STREET LEVEL TO ENTRY PLAZA

ENTRY PLAZA AT SAME GRADE WITH EXISTING PARKING LOT, FOR EASY PASSING OF ROCK TRUCK

VIEWING PLATFORM AT MID POINT

VIEWING PLATFORM AT END OF PIER

RAMP DOWN TO FISHING DECK AT LOWER LEVEL

RENOLVED RAMP FOR AQUALINK

RAMP DOWN TO FISHING DECK AT LOWER LEVEL

• Add ramp / stair from street level to regraded entry plaza
• Replace portion of the existing pier with ramped surface
• Renovate existing ramp and related facilities to Aqualink boarding platform
• Add lower fishing deck underneath the existing end platform
• Add ramp / stair from street level to regraded entry plaza
• Replace portion of the existing pier with ramped surface
• Renovate existing ramp and related facilities to Aqualink boarding platform
• Add lower fishing deck underneath the existing end platform
RETAIL / CONCESSIONS

- Concept 1
  - LANDSCAPE / AREA WITH SPECIAL PAVING
  - RAMP / VERTICAL CIRCULATION
  - BUILDING
  - BOUNDARY OF PIER
  - SHORELINE WAY
  - E OCEAN BLVD.
  - S TERMINO AVE.
  - BENNETT AVE.
  - 39TH PL.
  - SHORELINE WAY
  - ENTRY PLAZA AT SAME GRADE WITH EXISTING PARKING LOT, FOR EASY PASSING OF ROCK TRUCK
  - RAMP GOING DOWN FROM PIER LEVEL TO ENTRY PLAZA
  - VIEWING PLATFORM AT MID POINT
  - VIEWING PLATFORM AT END OF PIER
  - RAMP FROM STREET LEVEL TO ENTRY PLAZA
  - RENOVATED RAMP FOR AQUALINK
  - RAMP DOWN TO FISHING DECK AT LOWER LEVEL

- Option 1
  - Build new restaurant and restroom on land side of the pier next to entry plaza
PRELIMINARY CONCEPT 1

- Build new restaurant and restroom on land side of the pier next to entry plaza
CONCEPT 1 SUMMARY

PROS
• Abundant parking
• Makes use of existing support infrastructure

CONS
• Less cost effective than building a new pier
• Little relationship to either the city streets that provide access or the future pool complex
**PRELIMINARY CONCEPT 1**

**CONCEPT 1 SUMMARY**

**PROS**
- Abundant parking
- Makes use of existing support infrastructure

**CONS**
- Less cost effective than building a new pier
- Little relationship to either the city streets that provide access or the future pool complex
CONCEPT 1 3D VIEW
Preliminary Concepts - Concept 1
CONCEPT 1 3D VIEW
CONCEPT 1

SURVEY INSPIRATION:
• Food and Shop Options
• Pedestrian-Friendly
• Environmentally Friendly
• Fishing Facilities
• Aqualink Dock
• Maintains History
SURVEY INSPIRATION:

- Food and Shop Options
- Pedestrian-Friendly
- Environmentally Friendly
- Fishing Facilities
- Aqualink Dock
- Maintains History
Concept 1

Concept 1 would potentially provide new facilities without impacting the existing parking lot beyond a few stalls. Placing the new, smaller-scale amenities at the lowered entry level of the exiting pier would allow for minimal lot disturbance and shorter construction duration. The focus of the design efforts would be made to bolster the pier’s presence from 39th Place, creating a welcoming entry from the parking lot and the various pedestrian access points.
concept 1 site analysis

Preliminary Concept 1 Site Analysis
PRELIMINARY CONCEPT
ALTERNATIVES
FOCAL POINTS OF THE PIER

REGRADE EXISTING ENTRY PLAZA TO CREATE A GRADUAL SLOPE DOWN TO GRADE LEVEL

VEHICULAR ENTRY PLAZA

SHORELINE WAY

E OCEAN BLVD.
S TERMINO AVE.
BENNETT AVE.
39TH PL.

Regrade and renovate the existing entry plaza
Renovate the existing parking lot to create an entry plaza for visitors
Regrade and adjust the alignment of Shoreline Way to create a connection between both sides of the pier for the crossing of rock truck

Approximate pier area = 78,000 sf
• Regrade and renovate the existing entry plaza
• Renovate the existing parking lot to create an entry plaza for visitors
• Regrade and adjust the alignment of Shoreline Way to create a connection between both sides of the pier for the crossing of rock truck
• Approximate pier area = 78,000 sf
VERTICAL CIRCULATION

- Relocate the ramp / stair to the entry plaza
- Ramp up from at-grade hardscaped area to pier level
- Locate two ramps from main pier level to the fishing deck at lower level

**RAMP CONNECTING AT-GRADE HARDSCAPED AREA WITH PIER LEVEL**

**RAMP DOWN TO FISHING DECK AT LOWER LEVEL**

**REGRADE EXISTING ENTRY PLAZA TO CREATE A GRADUAL SLOPE DOWN TO GRADE LEVEL**

- Option 2
PRELIMINARY CONCEPT 2

- Relocate the ramp / stair to the entry plaza
- Ramp up from at-grade hardscaped area to pier level
- Locate two ramps from main pier level to the fishing deck at lower level
Preliminary Concepts -

Concept 2

LANDSCAPE / AREA WITH SPECIAL PAVING

RAMP / VERTICAL CIRCULATION

BUILDING

BOUNDARY OF PIER

SHORELINE WAY

E OCEAN BLVD.

S TERMINO AVE. BENNETT AVE.

39TH PL.

SHORELINE WAY

0' 100' 200' 300'

N

REGRADE EXISTING ENTRY PLAZA TO CREATE A GRADUAL SLOPE DOWN TO GRADE LEVEL

VEHICULAR ENTRY PLAZA

RAMP / STAIR TO ENTRY PLAZA

AT-GRADE HARDSCAPED AREA ALLOWING PASSING OF ROCK TRUCK

RAMP TO ENTRY PLAZA

RAMP CONNECTING AT-GRADE HARDSCAPED AREA WITH PIER LEVEL

RAMP DOWN TO FISHING DECK AT LOWER LEVEL

RETAIL / CONCESSIONS

• Possibility of multiple restaurants / retail on land side of pier to create an active beachfront atmosphere

RETAIL / RESTAURANT ON LAND SIDE OF PIER

RAMP CONNECTING AT-GRADE HARDSCAPED AREA WITH PIER LEVEL

RAMP DOWN TO FISHING DECK AT LOWER LEVEL
• Possibility of multiple restaurants / retail on land side of pier to create an active beachfront atmosphere
Preliminary Concepts -

Concept 2

LANDSCAPE / AREA WITH SPECIAL PAVING
RAMP / VERTICAL CIRCULATION
BUILDING
BOUNDARY OF PIER

SHORELINE WAY

E OCEAN BLVD.
S TERMINO AVE. BENNETT AVE.
39TH PL.

PROS

• Recalls Rainbow Pier, an icon of historic Long Beach
• Retail opportunities to serve new pier as well as the pool facility
• Creates multiple view opportunities to both the bay and adjacent landside areas
• Axial relationship with two streets, South Termino Ave and 39th Place
• Creates a "safe harbor" for swimmers

CONS

• Will affect the existing parking lot and need extra cost

CONCEPT 2 SUMMARY
PRELIMINARY CONCEPT 2

**PROS**

- Recalls Rainbow Pier, an icon of historic Long Beach
- Retail opportunities to serve new pier as well as the pool facility
- Creates multiple view opportunities to both the bay and adjacent landside areas
- Axial relationship with two streets, South Termino Ave and 39th Place
- Creates a “safe harbor” for swimmers and recreational water use

**CONS**

- Will affect the existing parking lot and need extra cost
- Significant grading
CONCEPT 2 3D VIEW
CONCEPT 2 3D VIEW
CONCEPT 2 3D VIEW
CONCEPT 2

SURVEY INSPIRATION:
• Food and Shop Options
• Pedestrian-Friendly
• Space for Water Activities
• Space for Land Activities
• Designated area for fishing
• Homage to History
SURVEY INSPIRATION:

- Food and Shop Options
- Pedestrian-Friendly
- Space for Water Activities
- Space for Land Activities
- Designated area for fishing
- Homage to History
Concept 2 visually and materially connects 39th Place and South Termino Ave, creating the potential for a visual impact for all guest arrivals. This concept also allows for “harbored” aquatic activities that provide visual interest directed towards the pier. The flow of foot traffic increases the walkability of the pier, that, coupled with the increased activities and amenities will likely increase the parking load. The additional retail and amenity area has the potential to displace ±41 parking stalls along the sand edge and another ±40 stalls from the South Termino Ave. line to create a dynamic entry plaza. Parking loss from the new construction may be minimized through studies that aim to reduce and relocate the built square footage.
concept 2 site analysis

• Regrade and renovate the existing entry plaza
• Regrade and adjust the alignment of Shoreline Way to create a connection between both sides of the pier for the crossing of rock truck while keeping the connection of Shoreline Way at both sides of pier
• Locate the fishing deck away from the main pier area at a lower level
• Locate viewing platform of main pier level at the far end of pier

• Retail serves the new pier as well as the pool facility
• Access from two streets
• Fishing level is separated from the main level for visitors
• Creates a “safe harbor” for swimmers and recreational water use

• Will affect the existing parking lot

PROS
• Multiple restaurant / retail opportunities on land side of pier

CONS

RETAIL / CONCESSIONS
PRELIMINARY CONCEPT
ALTERNATIVES
3 concept
FOCAL POINTS OF THE PIER

- BRIDGED PIER AREA WITH CLEAR WIDTH OF AT LEAST 40 FT AND CLEAR HEIGHT OF AT LEAST 25 FT

- OPEN TO BELOW

- Focal point of the new pier would be the highest portion of the entire structure, which allows passage of rock truck and keeps the connection of Shoreline Way at both sides of pier.

- Iconic building / sculpture could be located at the focal point

- Approximate pier area = 77,000 sf
• Focal point of the new pier would be the highest portion of the entire structure, which allows passage of rock truck and keeps the connection of Shoreline Way at both sides of pier

• Iconic building / sculpture could be located at the focal point

• Approximate pier area = 77,000 sf
RAMPED ENTRY PLAZA BLENDING INTO THE POOL FACILITY BUILDING

BRIDGED PIER AREA WITH CLEAR WIDTH OF AT LEAST 40 FT AND CLEAR HEIGHT OF AT LEAST 25 FT

OPEN TO BELOW

RAMP DOWN TO FISHING DECK AT LOWER LEVEL

VERTICAL CIRCULATION
PRELIMINARY CONCEPT 3

- The pier ramps up from the pool facility side all the way up to the rock truck passing portion
- The level of pier drops from south of the rock truck passing portion
- Two additional ramps blend into the pier while connecting the fishing deck at the lower level
Preliminary Concepts -

Concept 3

LANDSCAPE / AREA WITH SPECIAL PAVING
RAMP / VERTICAL CIRCULATION
BUILDING
BOUNDARY OF PIER

Pros
• Free-form shape offers unique imageability
• Functions both as a pier as well as an iconic structure
• Can respond to and extend the geometry of the pool facility
• Creates multiple view opportunities to both the bay and adjacent landside areas
• On axis with South Termino Ave, which reinforces the "Veterans Memorial Pier" gateway, allows construction of pier while existing remains in use, and provides a strong visual for vehicle approach

Cons
• Free-form shape is more costly
PRELIMINARY CONCEPT 3

LANDSCAPE / AREA WITH SPECIAL PAVING

RAMP / VERTICAL CIRCULATION

BUILDING

BOUNDARY OF PIER

PROS

• Free-form shape offers unique imageability

• Functions both as a pier as well as an iconic structure

• Can respond to and extend the geometry of the pool facility

• Creates multiple view opportunities to both the bay and adjacent landside areas

• On axis with South Termino Ave, which reinforces the “Veterans Memorial Pier” gateway, allows construction of pier while existing remains in use, and provides a strong visual for vehicle approach

CONS

• Free-form shape is more costly

BOUNDARY OF PIER
CONCEPT 3 3D VIEW
Preliminary Concepts - Concept 3
CONCEPT 3

SURVEY INSPIRATION:
• Connects to Community
• Pedestrian-Friendly
• Designated areas for fishing
• Unique Lighting
• Iconic Design
SURVEY INSPIRATION:

- Connects to Community
- Pedestrian-Friendly
- Designated areas for fishing
- Unique Lighting
- Iconic Design
Concept 3

Concept 3 balances the cost of its irregular shape through no additional amenities or built event areas. The relocation of the pier allows for a strong connection from the main driving entry gate at South Termino Ave, and the focus of the design efforts can be placed on the pier itself. This concept would likely shift the parking layout to strengthen the pier’s connection to South Termino Ave, a study to displace ±40 stalls along the entry line may prove beneficial when coupled with design efforts for the neighboring facility.
concept 3 site analysis

PROS
- Retail serves the new pier as well as the pool facility
- Access from two streets
- Fishing level is separated from the main level for visitors
- Creates a “safe harbor” for swimmers

CONS
- Will affect the existing parking lot
- Significant grading work

CONCEPT 4 SUMMARY

0' 100' 200' 300'

OPTION 4
EXTENT OF PIER
LANDSCAPE ENHANCEMENTS/
PARKING IMPACT (±40 DISPLACED STALLS)
PRELIMINARY CONCEPT

ALTERNATIVES
FOCAL POINTS OF THE PIER

- Regrade and renovate the existing entry plaza to create a gradual slope down to grade level.
- At-grade hardscaped area allowing passing of rock truck.
- Fishing deck at lower level compared to the viewing platform, open to the air.
- Viewing platform.
- Axial relationship with two streets.
- Approximate pier area = 65,000 sf.

LANDSCAPE / AREA WITH SPECIAL PAVING
RAMP / VERTICAL CIRCULATION
BUILDING
BOUNDARY OF PIER
SHORELINE WAY
E OCEAN BLVD.
S TERMINO AVE. BENNETT AVE.
39TH PL.

REGRADE EXISTING ENTRY PLAZA TO CREATE A GRADUAL SLOPE DOWN TO GRADE LEVEL
AT-GRADE HARDSCAPED AREA ALLOWING PASSING OF ROCK TRUCK
FISHING DECK AT LOWER LEVEL COMPARED TO THE VIEWING PLATFORM, OPEN TO THE AIR
VIEWING PLATFORM
• Regrade and renovate the existing entry plaza

• Regrade and adjust the alignment of Shoreline Way to create a connection between both sides of the pier for the crossing of rock truck while while keeping the connection of Shoreline Way at both sides of pier

• Locate the fishing deck away from the main pier area at a lower level

• Locate viewing platform of main pier level at the far end of pier

• Sheltered water area

• Axial relationship with two streets

• Approximate pier area = 65,000 sf
VERTICAL CIRCULATION

- Relocate the ramp/stair for the entry plaza
- Raise pier height from at-grade hardscaped area level to two different pier levels
- Connect upper and lower levels with a gradual ramp

**Shoreline Way**

**Ramp / Stair to Entry Plaza**

**Regrade Existing Entry Plaza to Create a Gradual Slope Down to Grade Level**

**At-Grade Hardscaped Area Allowing Passing of Rock Truck**

**Ramp from Grade Level to Lower Level Pier Surface**

**Lower Level Pier Surface**

**Ramp Connecting Viewing Platform at Upper Level with the Fishing Deck at Lower Level**

**Fishing Deck at Lower Level Compared to the Viewing Platform, Open to the Air**
• Relocate the ramp / stair for the entry plaza
• Raise pier height from at-grade hardscaped area level to two different pier levels
• Connect upper and lower levels with a gradual ramp

PRELIMINARY CONCEPT 2

LANDSCAPE / AREA WITH SPECIAL PAVING
RAMP / VERTICAL CIRCULATION
RETAIL / CONCESSIONS

- Multiple restaurant / retail opportunities on land side of pier

- Regrade Existing Entry Plaza to create a gradual slope down to grade level

- At-grade hardscaped area allowing passing of rock truck

- Ramp from grade level to lower level pier surface

- Lower level pier surface

- Fishing deck at lower level compared to the viewing platform, open to the air

- Ramp connecting viewing platform at upper level with the fishing deck at lower level

- Viewing platform
• Multiple restaurant / retail opportunities on land side of pier
PROS
• Retail serves the new pier as well as the pool facility
• Access from two streets
• Fishing level is separated from the main level for visitors
• Creates a “safe harbor” for swimmers

CONS
• Will affect the existing parking lot
• Significant grading work
**PROS**

- Retail serves the new pier as well as the pool facility
- Access from two streets
- Fishing level is separated from the main level for visitors
- Creates a “safe harbor” for swimmers and recreational water use

**CONS**

- Will affect the existing parking lot
- Significant grading work
CONCEPT 4 3D VIEW
CONCEPT 4

SURVEY INSPIRATION:
• Food and Shop Options
• Pedestrian-Friendly
• Space for Water Activities
• Space for Land Activities
• Designated open area for fishing
• Nod to History
SURVEY INSPIRATION:

- Food and Shop Options
- Pedestrian-Friendly
- Space for Water Activities
- Space for Land Activities
- Designated open area for fishing
- Nod to History
Concept 4

Concept 4 creates two potential entries at both 39th Place and South Termino Ave, and allows for community connections at both ends. A small “harbor” allows aquatic activities that provide visual interest directed towards the pier. Regrading the entry plaza allows the pier to ramp slowly over the water, and creates a accessible plaza right off of the parking lot. The additional retail and amenity area may require displacing ±41 parking stalls from the existing lot, but through further design studies the impact may be able to be minimized.
concept 4 site analysis

LOT IMPACT

S Termino Ave
39th Pl
E Ocean Blvd
E Ocean Blvd
E Ocean Blvd
E Ocean Blvd
E Livingston Dr
E Livingston Dr
E Olympic Plaza
E Midway St
E Allin St
Shoreline Way
Shoreline Way

LANDSCAPE / AREA WITH SPECIAL PAVING
RAMP / VERTICAL CIRCULATION
BUILDING
BOUNDARY OF PIER

SHORELINE WAY
E OCEAN BLVD.
S TERMINO AVE. BENNETT AVE.
39TH PL.

REGRADE EXISTING ENTRY
PLAZA TO CREATE A GRADUAL SLOPE DOWN TO GRADE LEVEL
AT-GRADE HARDSCAPED AREA ALLOWING PASSING OF ROCK TRUCK

VIEWING PLATFORM
FISHING DECK AT LOWER LEVEL COMPARED TO THE VIEWING PLATFORM, OPEN TO THE AIR

• Regrade and renovate the existing entry plaza
• Regrade and adjust the alignment of Shoreline Way to create a connection between both sides of the pier for the crossing of rock truck while keeping the connection of Shoreline Way at both sides of pier
• Locate the fishing deck away from the main pier area at a lower level
• Locate viewing platform of main pier level at the far end of pier
• Sheltered water area
• Axial relationship with two streets
• Approximate pier area = 65,000 sf

FOCAL POINTS OF THE PIER

OPTION 4

LANDSCAPE / AREA WITH SPECIAL PAVING
RAMP / VERTICAL CIRCULATION
BUILDING
BOUNDARY OF PIER

SHORELINE WAY
E OCEAN BLVD.
S TERMINO AVE. BENNETT AVE.
39TH PL.

RETAIL / RESTAURANT ON LAND SIDE OF PIER
REGRADE EXISTING ENTRY PLAZA TO CREATE A GRADUAL SLOPE DOWN TO GRADE LEVEL
AT-GRADE HARDSCAPED AREA ALLOWING PASSING OF ROCK TRUCK
FISHING DECK AT LOWER LEVEL COMPARED TO THE VIEWING PLATFORM, OPEN TO THE AIR
VIEWING PLATFORM
RAMP / STAIR TO ENTRY PLAZA
LOWER LEVEL PIER SURFACE
RAMP FROM GRADE LEVEL TO LOWER LEVEL PIER SURFACE
RAMP FROM GRADE LEVEL TO UPPER LEVEL PIER SURFACE
UPPER LEVEL PIER SURFACE
RAMP CONNECTING VIEWING PLATFORM AT UPPER LEVEL WITH THE FISHING DECK AT LOWER LEVEL

PROS
• Retail serves the new pier as well as the pool facility
• Access from two streets
• Fishing level is separated from the main level for visitors
• Creates a “safe harbor” for swimmers and recreational water use

CONS
• Will affect the existing parking lot

CONCEPT 4 SUMMARY

• Multiple restaurant / retail opportunities on land side of pier

EXTENT OF PIER
LANDSCAPE ENHANCEMENTS
POTENTIAL AMENITY BUILDINGS (±21,000 SF)
PARKING IMPACT (±41 DISPLACED STALLS)
Probable Cost and Schedule
Conceptual Design
Design decisions to incorporate pier, site, and finalization of scope. Design team to review adjacent sites and possibilities for mutual facilities.

Documentation
Finalization of Documents to align with Entitlement approvals.

Bidding
Bids to incorporate LB’s current PLA.

General Note
The analysis of schedule and probable cost is hypothetical and based on a number of assumptions made during this visioning stage. Due to the nature of the project, decisions made on funding, by the chosen design team, agencies, etc. will inform a more accurate schedule and cost at a later date.

Local Approvals
- CCC: California Coastal Commission
- CEQA: California Environmental Quality Act
- NEPA: National Environmental Policy Act
- USACE, NHPA, NMFS
- RWQCB: Regional Water Quality Control Board
- CWA: Clean Water Act

See following document for further breakdown.
regulatory agencies overview

The following pages include analysis from PLACEWORKS as to the anticipated environmental, entitlement, and regulatory review processes necessary to update the pier.
Belmont Veterans Memorial Pier Enhancements

GENERAL APPROACH TO SCOPE

The following scope outlines the anticipated environmental, entitlement and regulatory review processes and approvals necessary to implement the Belmont Veterans Memorial Pier Enhancements project (Project). The scope has been prepared in accordance with our approach to and understanding of the four project concepts being considered by the City of Long Beach (City or Long Beach), as presented in the Belmont Pier Visioning Community Meeting Presentation dated March 18, 2021; various email and phone conversations and virtual meetings with Westgroup Designs; our review and understanding of the existing site and area conditions; our approach to and understanding of the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA); our understanding of the City's (to a limited extent as no conversations or coordination with Long Beach Planning Bureau staff was conducted) and California Coastal Commission’s (Coastal Commission) entitlement review processes and approvals needed for the Project; and the federal and state regulatory processes and approvals that would most likely be required. The scope was prepared and is presented by PlaceWorks (specializing in the CEQA/NEPA process), McCabe & Company (specializing in the Coastal Commission process), and SeaJay Environmental (specializing in the regulatory process).

CEQA AND NEPA REVIEW AND APPROVAL PROCESS

Under any of the four pier enhancement concepts that is selected for further processing as the preferred Project, CEQA review and processing will be triggered. Based on the approach outlined above, we believe that the most defensible environmental documentation needed to provide CEQA clearance for the Project is preparation of a project-level Environmental Impact Report (EIR) pursuant to the provisions of Section 15161 of the CEQA Guidelines, with supporting technical studies. This type of EIR focuses primarily on the changes in the environment that would result from development of the Project. The existing conditions of the project site are used to set the baseline for the environmental analysis. The EIR is required to examine all phases of the Project including planning, construction, and operation. It is also required to include all mandatory elements of an EIR, including but not limited to a detailed project description and environmental setting, analysis of each topical area of the CEQA Appendix G checklist, and preparation of alternatives that may reduce or eliminate significant impacts resulting from the Project. To support the Project and preparation of the EIR, several technical studies are anticipated to be required, including but not limited to an air quality and greenhouse gas emissions study, noise and vibration study (including potential for underwater sound modeling related to construction noise and its impacts to marine life), geotechnical study, hydrographic (maritime cartography) surveys, geophysical (archeology) and paleontological surveys, hydrology and water quality studies, marine biotic/habitat survey, sea level rise analysis, traffic analysis (for level of service and vehicle miles traveled), and tribal cultural resource assessment. For purposes of CEQA, the City will function as the CEQA lead agency with review and approval authority over the EIR.

Regarding NEPA, it is anticipated that any of the four pier enhancement concepts that is selected for further processing as the Project will trigger NEPA review and processing due to federal involvement. Federal involvement includes: 1) federal-aid or federal funding, or 2) federal land (such as interstates), or 3) federal approval action or permit. The NEPA trigger for the Project is the need for regulatory review and approval from a federal agency. The trigger is called a "major federal action" per 40 CFR (Code of Federal Regulations) Section 1508.1. As described in more detail below under the Regulatory Review and Approval Process discussion, the discharge of dredged or fill material into the waters of the United States will require
issuance of a Section 10 and Section 404 permit by the U.S. Army Corps of Engineers (USACE), which is a federal agency. It is anticipated that any of the four concepts will involve some level of discharge of dredged or fill material. Therefore, it is anticipated that the environmental documentation needed to provide NEPA clearance for the Project is preparation of an Environmental Impact Statement (EIS) or Environmental Assessment (EA), with many of the same supporting technical studies outlined above. The type of NEPA document (EIS vs. EA) will be determined by USACE. The EIS or EA would be required to meet the requirements of 33 CFR Part 230, which is the USACE Procedures for Implementing NEPA. For purposes of NEPA, USACE will function as the lead agency with review and approval authority of the EIS or EA.

In summary, Project impacts on the environment under CEQA and significant affects to the quality of the human environment under NEPA should be addressed in a joint CEQA/NEPA document. This joint document would be issued as an EIR/EIS or EIR/EA with its respective lead agency review and approval processes. Most often when preparing joint CEQA/NEPA documents, the first step is developing a memorandum of understanding, which lays out the roles and assumptions for the respective lead agencies. Combined documentation is the most efficient means to comply with state and federal requirements. Also, one document is prepared and circulated for public review. Public involvement would begin with a notice of intent and public scoping meeting(s) and continue throughout the environmental review process. Overall, processing of a joint EIR/EIS or EIS/EA and associated technical studies is anticipated to take approximately 30 months, from project initiation to approvals from the Long Beach City Council (12 months) and Coastal Commission (18 months, to commence after Long Beach City Council approval and Project submittal to Coastal Commission for review and processing).

**COASTAL COMMISSION REVIEW AND APPROVAL PROCESS**

The Project involves both waterside and landside improvements located entirely within the Coastal Zone. The Coastal Commission retains permanent coastal permit jurisdiction over development proposed on tidelands, submerged lands, and public trust lands. As such, all proposed development associated with pier reconstruction in open coastal water or on tidelands would be subject to Coastal Commission review through the coastal development permit process.

The proposed landside improvements (e.g., entry plaza construction, parking lot reconfiguration, etc.) would be located within the City’s coastal development permit jurisdiction as the City has a certified Local Coastal Program (LCP). The City’s coastal development permit approval could be subject to Coastal Commission appeal.

Coastal Act Section 30601.3 provides the Coastal Commission with the authority to act upon a consolidated permit for proposed projects that require a coastal development permit from both a local government and the Coastal Commission. This authority is triggered if the project applicant, local government, and Executive Director (or Commission) consent to consolidate the permit, provided that public participation is not substantially impaired by that review consolidation.

As described in the scope, the Project is within the Coastal Commission’s original jurisdiction as well as the City’s LCP permit jurisdiction. It may be more expeditious to process the Project through a consolidated permit action by the Commission, thereby avoiding the delay associated with an appeal of the local approval.

The Coastal Commission would also be required to review and approve any necessary amendments to the City’s certified LCP. Depending on which pier concept is selected, the Project may trigger the need to amend the Land Use Map, policies or development standards affecting the Belmont Pier and surrounding
area. The LCP would need to be amended prior to the issuance of any required coastal development permits.

Coastal Commission processing is anticipated to take approximately 12-15 months for coastal development permit processing (after completion of the City approval process) and an additional 3+ months if an LCP amendment is required, for a total of 12-18 months.

REGULATORY REVIEW AND APPROVAL PROCESS

Upon completion of the City and Coastal Commission review and approval processes, the City would be required to commence the regulatory review process, which involves issuance of a number of state and federal agency permits and approvals. However, the first, and an important step in this process will be to conduct pre-application consultation meetings with state and federal regulatory agencies as soon as the project kicks off to better understand and assure the level of documentation and studies they are going to need for their reviews.

Based on the project understanding and approach above, following are some of permits and approvals that will most likely be required to be obtained from the various agencies. First, the discharge of dredged or fill material into the waters of the United States would require a Section 404 permit under the Clean Water Act (CWA) issued by USACE. A Section 10 permit would also be required under the Rivers and Harbors Act. This would authorize the placement of any obstruction to navigation within navigable waters of the U.S. and applies to any facility seaward of the higher high-water mark. USACE would combine the Section 10 and Section 404 reviews into a single individual permit, but it would not be issued until the Coastal Commission completes its review of the Project.

The Water Quality Certification from the State of California would need to be issued under Section 401 of the CWA by the California Regional Water Quality Control Board before USACE issues the Section 10/404 permit, but the review process would run concurrent with the USACE review.

The USACE permit would require historic preservation approval, including relevant cultural resource information. The federal- and state-enabling actions require compliance with Section 106 of the National Historic Preservation Act (NHPA). This effort requires working with California Office of Historic Preservation to ensure that the Project complies with Section 106 of NHPA, as amended. USACE would rely on the cultural and historic resources assessments and analysis included in the combined EIR/EIS document.

The USACE would also consult with both the National Marine Fisheries Service (NMFS) and U.S. Fish and Wildlife Service (USFWS) regarding any species listed under the Endangered Species Act. The California Department of Fish and Wildlife (CDFW), which oversees the California Endangered Species Act, would provide their review for any state-listed species. USACE would rely on the marine biological resources assessment and analysis included in the combined EIR/EIS.

At minimum, an Incidental Harassment Authorization (IHA) would need to be issued by NMFS (federal also) under the Marine Mammal Protection Act. Construction activities would likely require marine protected species observers. The NMFS would also assess any impacts to Essential Fish Habitat such as eelgrass beds.

The California State Lands Commission (SLC) oversees the leasing of state-owned submerged lands. SLC will require issuance of a permit to conduct the geophysical surveys that would accompany preparation of the combined EIR/EIS.
ROM conceptual cost estimate
Concept Estimate*

Approximated Project

<table>
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<tr>
<th>Phase</th>
<th>Duration</th>
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<tbody>
<tr>
<td>Conceptual Design</td>
<td>12 months</td>
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<tr>
<td>Entitlement</td>
<td>18 months</td>
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<tr>
<td>Design/Documents</td>
<td>12 months</td>
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<tr>
<td>Bidding and Award</td>
<td>6 months</td>
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<tr>
<td>Construction</td>
<td>18 months - Renovation</td>
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<td></td>
<td>24 months - New Construction</td>
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<tr>
<td>Project Completion</td>
<td>June 2028</td>
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</table>

Renovation Estimates: Includes seismic upgrades, new lighting, and a new deck. Overall useful life expectancy of approximately 40 years.

Renovation of existing pier:
- ±$58,000,000 - 60,000,000
  - approximately 66,000 sf
  - $875/sf - $900/sf

New Replacement Pier Estimate:
Includes full construction of new pier and site work. Overall useful life expectancy of approximately 80 years.

- Demolition of existing pier: ±$ 4,500,000 - 6,000,000
- New construction of pier:
  - ±$72,000,000 - 80,000,000
  - varies from 66,000 sf - 80,000 sf
  - varies from $900/sf - $1000/sf

TOTAL: ±$76,500,000 - 86,000,000

New Concessions Estimate: Includes full build-out for land-side concessions.
- New construction of: ±$16,000,000

* Estimates are high-level and are provided to understand the general breadth of the project. Costs shown above are construction only.
Grant Funding Opportunities

Grant Programs

Transportation Investment Generating Economic Recovery (TIGER) grant program:

This unique program rewards innovative thinking and collaborative solutions to difficult and sometimes dangerous transportation problems. A great TIGER program doesn’t just improve transportation; it expands economic opportunity and transforms a community. The TIGER grant program supports innovative projects, including multi-modal and multi-jurisdictional projects, which are difficult to fund through traditional federal programs. In FY 2016 $500 million in TIGER Grants were awarded to 40 entities by the Federal Department of Transportation, including multiple port projects. This program has an annual solicitation, typically announced in February and typically requiring a 20% match in urban areas with a maximum grant amount of $100 million.

California Department of Parks and Recreation (CDPR)

CDPR has several recreational funding opportunities that may align with recreational components of the City’s pier project. These funding sources include:

- Land and Water Conservation Fund Program, supported by funds from the National Park Service

- Habitat Conservation Fund grant program which allocates approximately $2 million each year to cities, counties, and districts through the Office of Grants and Local Services (OGALS). This program requires a 50% match from grantees. Eligible projects include nature interpretation programs to bring urban residents into park and wildlife areas, protection of various plant and animal species, and acquisition and development of wildlife corridors and trails.

- Recreational Trails Program, funded through the Federal Highways Administration, which supports non-motorized trails projects. Project are required to have a 12% match and be listed on the State Transportation Improvement Plan.
Coastal Conservancy

The Coastal Conservancy has a variety of grant programs, some of which may align with the City's pier project to improve public access to the waterfront area and to revitalize working waterfronts. Project proposal should be coordinated with the appropriate regional conservancy staff. Project proposal are accepted on a continuous basis, with periodic grant rounds advertised and applications accepted for projects of a particular type or for specific locations.

Federal Highways Administration (FHWA)

The FHWA provides project funding through various program. The FHWA funding programs vary annually, and may be a source of funds for the City's pier project depending on the final configuration and project benefits. Potential programs that may be relevant include the Ferry Boat Discretionary Program and the Innovative Finance Program.

Federal Transit Administration (FTA)

Similar to other agencies, the FTA facilitates multiple grant programs that may provide funds for some of the improvements the City is looking at for the pier. Potential programs include the Metropolitan & Statewide Planning and Non-Metropolitan Transportation Planning Grant Program, Passenger Ferry Grant Discretionary Program, and the Public Transportation Innovation Program.
Recommended **next steps**
Next Steps

Next step is engaging a design and engineering team to take the information within this Visioning Study to kick-off Conceptual Design. An Environmental Planning firm may prove beneficial at the project start to assist with decisions impacting future Agency submittals. Upon by-off from local review boards and Long Beach City council, plans to be submitted for entitlement.
Appendix
appendix

contents

Community Outreach 1

i. Meeting Minutes
ii. Comment Cards
iii. Email Responses
iv. Image Board Survey Results

Community Outreach 2

v. Meeting Registrant Lists
vi. Meeting Chat Log
vii. Survey Additional Responses
## MEETING MINUTES

**PROJECT:** City of Long Beach – Belmont Pier  
**MEETING:** Community Outreach No. 1  
**WD PROJECT NO:** 19513  
**MEETING DATE:** 02.20.2020  
**MEETING TIME:** 6:00 – 7:30PM

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<tr>
<th>ITEM</th>
<th>DISCUSSION ITEMS</th>
<th>ACTION</th>
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<tbody>
<tr>
<td>1.0</td>
<td>Community Meeting for Input on Belmont Veterans Pier.</td>
<td>INFO</td>
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<td>Community Center in Little Rec Park (the Bruin Den)</td>
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<td></td>
<td>4900 E. 7th Street</td>
<td></td>
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<td></td>
<td>Long Beach, CA 90804</td>
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<tr>
<td>1.1</td>
<td>Councilwoman Suzie Price provided introduction including community updates.</td>
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<td></td>
<td>Joshua Hickman provided background to the project and introduced the</td>
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<td></td>
<td>Westgroup Designs Team. (WD)</td>
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<td>1.2</td>
<td>Intent of presentation is to provide community with introduction to project, and a</td>
<td>INFO</td>
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<td></td>
<td>framework to provide community comment during interaction after.</td>
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<tr>
<td>1.3</td>
<td>Belmont Pier Visioning presented by WD:</td>
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<td></td>
<td>-Guiding Principles</td>
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<td>-History</td>
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<td>-Existing Conditions</td>
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<td>-Comparable Examples</td>
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<td>-Design Elements</td>
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<td>1.4</td>
<td>Suzie Price closed out presentation, taking questions from the community.</td>
<td>INFO</td>
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<td></td>
<td>She directed participants to write down their comments on the provided comment</td>
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</tr>
<tr>
<td></td>
<td>cards for submissions into the process.</td>
<td></td>
</tr>
<tr>
<td>1.5</td>
<td>Community Members were encouraged to participate in the following ways:</td>
<td>INFO</td>
</tr>
<tr>
<td></td>
<td>-Sign in</td>
<td></td>
</tr>
<tr>
<td></td>
<td>-Write Comment Cards expressing ideas and feelings</td>
<td></td>
</tr>
<tr>
<td></td>
<td>-Participate in an Imagery Board Study: where each participant was provided 4</td>
<td></td>
</tr>
<tr>
<td></td>
<td>stickers to be used across 2 boards (6 boards total, 3 opportunities to</td>
<td></td>
</tr>
<tr>
<td></td>
<td>participate). 1 sticker (red) would be used to represent a negative reaction to an</td>
<td></td>
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<tr>
<td></td>
<td>image and the 3 remaining stickers to represent a positive reaction.</td>
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<tr>
<td>1.6</td>
<td>WD to proceed with documenting and analyzing the information provided by the</td>
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<td>participants.</td>
<td>WD</td>
</tr>
<tr>
<td>1.7</td>
<td>Next Community Meeting, date TBD.</td>
<td>INFO</td>
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</tbody>
</table>

-End-
• I would love to see a somewhat modern take on a traditional pier with a few restaurants (seafood) ice cream parlors, a few stores that sell kites, flip-flops, beach towels, etc. (things not sold in the shore) something unlike downtown, but complimentary to Belmont Shore. It should be its own experience with water/sand/beach tie-ins. Love the rustic crab shack experience on Santa Barbara pier, the attraction on the Monterey pier. But the Long Beach needs something of its own that’s distinctive too. I also envision a long pier over the water – more about being over the water than on the shoreline, a real water experience.

• I want a good pier for fishing, I love the bait/snack shop we have, & I love having rod holders. I don’t like the shopping mall piers, and I don’t like the amusement park piers. I love the current environment, it is great for fishing.

• I very much hope that the new pier is classic and quaint. Not something that just looks nice in 2020, but something that is beautiful in 30+ years. There are beautiful wooden piers all up and down the coast, and they are attractions because they are iconic and picturesque. Long Beach is loved by many because it is charming. Long Beach does not need another mall. I hope we can keep the bait shop and keep it fishing friendly. Adding a coffee shop would be nice. I hope we get the aqua link docks back. A wood, classic, simple uncluttered pier that is beautiful is what LB needs. It would be nice if the owner of Buoy’s (the bait shop currently on the pier) was allowed to have a shop in whatever new structure is built.

• This is the only pier in So Ca with its own barrier reef! Talk to Michael O’Toole company. 562-881-0567 belmontmoorings@gmail.com

• 2 Ideas
  1) Homage to Rainbow pier. The “rainbow” has had many connotations... all positive. At the end of the pier, a smaller version of our historic Rainbow pier, could provide a pedestrian/bike recreation.
  2) The pier could have many installations based on the historic events, architectural styles, cultural highlights, music of the era, etc.
     For example:
     1800’s – Spanish land grants
     1900-1910 – focus on Bembridge Wilmore City
     10-20 – Roaring 20’
     30-40 – earthquake??/WWII
     40-50 – growth of city
     50-60 – Olympics, music
     People would walk the pier, enjoy the historical perspectives

• Fine places, very wide pier, plants – unique, restaurants, lounge chairs + upright

• Consider sea level rise from the beginning. I would like the design to consider reuse after the 2028 Olympics. For example, the pier could include a Ferris wheel that could be moved to the Queen Mary area after the Olympics which could handle more people in the long run. Likewise, the pier could be reconfigured away from Olympic boat use afterwards to make it more sustainable.
• Please make sure that the memorial benches and medallions honoring vets are secured on the new pier or moved to somewhere nearby. Partners of parks facilitated this project in 2002. People purchased benches for $2,500 (5) and medallions at $250 (20). Randy Zarn, Asst. Director POP

• Various restaurant such as Ruby's etc., a place for residents visitors to enjoy, there is no water front breakfast

• We have no restaurants on the water, please give us some. The pier in Malibu is super simple yet fabulous.

• Extend pier and redevelopment to adjacent community. Add transport links. Unique sailing venue – flat water & consistent winds. Use it. Opportunity for blue tech & collaboration with ocean research institutions. Opportunity to present LBC to the world stage. Go big be bold.

• Space for cart vendors – perhaps not only fixed stores.

• Keep in mind the vets and the vet pier. How about a fish & chips restaurant?

• Incorporate spots for performing artists – individuals or small groups – aka Santa Monica Pier: dual purpose entertainment + support for artists.

• Definitely want to see a pier you can do things from – not just a bunch of shops like by the aquarium that nobody goes to.

• As a climate guy, what I care most about with the pier is that we take seriously, on both a structural + functional level, about storm damage, and keep most of the design elements that promote sustainability. To wit: keep most of the commercial development inland, and dedicate the structures on the pier to non-commercial use: sailing, watersports, walking, biking, fishing etc. The end of the pier shouldn't be a restaurant, but a center to do things – a place to go to. The design elements of shade/multilevel structures (a la The Highline in NYC) along with (tasteful... please) lighting like The Los Muertos Pier- eco friendly park elements leading to the pier itself – preservation of a boardwalk type feel.

• Please include boat docking for aqualink & small boats. Sailboat Olympics/specific Olympics/high school/college use their docks.

• A nice restaurant like Duke's in HB. Some kind of performance stage for summer concerts. Coordination w/ Belmont pool – water polo courses in ocean. Coffee shop for runners/cyclists on bike path.

• Will we get the aquabus/link back even if we redesign the pier? Would prefer an active or contemplative use (like a park like the High Line) not the amusement park.

• Consider adding a bicycle "fix-it" shop on the pier.

• Baseball field, basketball courts, restaurants
comment cards transcribed

- Parking, parking, parking

- Pier idea: at night lights of different colors set out into the ocean, creating an art piece recognizable to all. Above comfortable lighting creates a unique and positive experience.

- Night lighting – turn pier into an experiential walk while on it & a dynamic postcard at night.

Would like:
- Modern/sleek design of walkways and seating/areas for people to hang out
- Neat lines. Not too much plants + trees.
- I liked the photos of benches made of wood + cement.
- Bleacher style seating area is fun.
- Areas to eat café style, coffee shop, gelato, multiple small restaurants.
- Modern, hip, beachy, classy
- Areas for small musical acts

Would not like:
- Big busy amusement park (like Santa Monica pier)
- No large chain restaurants
- No kiddie parks where out of control children and their clueless parents will be in the way
- No loud dive bars
- No scooters

- Consider:
  1) sailing competition viewing VIP
  2) Olympic committee needs
  3) entertainment – food + beverage
  4) weather + wind
  5) education

- Pier elements:
  1) access to water from pier
  2) dedicated viewing areas for racing events
  3) separation of fishing from sight seeing and other activities
  4) variety of dining options – all day 24/7 and casual + fine
  5) separation of the bike path
  6) boat access

- 4 recommendations:
  1) platform stage for live music groups
  2) open canopied pavilion with stalls for pop up food vendors
  3) each branch of military service should be asked to donate a statue of flags representing their branch of service
  4) shaded seating on both sides for entire length of pier
• 1) Need to replace live music venue last when tore down Belmont Pool (was at La Palapa restaurant) Support art musicians.
  2) replace dock for aqualink now! Figure lower cost alternative.
  3) Integrate renewable energy/solar + educate about environment/ocean/bay/sea level rise

• Please consider a design that would support a luxury hotel similar to Crystal Pier Hotel & Cottages in Pacific Beach (San Diego area). It would only take a small fraction of the space and support local businesses. There is not many over water hobbies in So Cal. This would out last the Olympics and of iconic Long Beach.

• 1964 My grandfather witnessed the Coronado Ferry being swept off of its regular route by ½ mile after being hit by the 1964 tsunami from the Alaskan earthquake... 11 people were killed before that mass of h2o came south in the fishing town of Crescent City, CA... range of water height 7-21 feet... these people were in the business center of town...In the future, how have you taken into consideration the high possibility of future tidal movements and/or tsunami potential in this area...? Contact me: Paige 619-618-9356

• Is fishing still safe and is it a priority to keep it at the pier? If it is, can it be isolated/contained to an area (2nd dock? Side extension?) that does not impose an aesthetic + physical barrier to other pier users.
  - Should be environmentally integrated in terms of so it’s not leaching into the water
  - Extend + coordinate so bike + running paths can extend onto the pier as guidance and a JK, IOU, marathon element. Add mile markers, create a touchpoint
  - Be sure to incorporate visual plan for phone, video. Make it insta-worthy destination with slight lines for incorporate the impersonal oil islands, new pool, and destination + Seal Beach
  - Dining! Need to have a worthy destination beyond Belmont Brewing Co
  - Should have a distinctive and world class ideally visual feature. Water curtain for projection, LED safe lighting with changeable motifs, etc.
  - A small amphitheater to do live events and movie screenings
  - Plan needs to incorporate pedestrian plaza all in streets. Eliminate traffic/access, which is already a problem for residents and would bring enjoyment by new visitors.
  - Noise, pollution, surface staining, etc.
• History of Belmont Pier - before there was a Pier, it was Devil’s Rock. Hence, the first Pier was called Devil’s Gate Pier. The current Belmont Pier is itself a replacement for the Grand Avenue Pier, sometimes called the Belmont Heights Pier or the Devil’s Gate Pier. That structure, which opened to the public on Christmas Eve in 1915, extended 975 feet out to sea from 39th Place, just a few yards west of the Belmont Pier. It was renovated in 1951 and extended by 300 feet, but it succumbed after half a century of saltwater, storms and other ravages of nature and was replaced by the 1,620-foot-long Belmont Pier, which opened on Feb. 19, 1967.

• Water movement Issues: There are water current/wave action changes that will impact the Belmont Pier. East of Belmont Pier is a new Federal Government/Military project expanding & deepening the harbor for the Seal Beach Naval Weapons Base: [https://sealbeachca.com/Documents](https://sealbeachca.com/Documents) and [https://files.constantcontact.com/b33fdbc001/b1e2f89b-985b-43a8-ad99-534d5f259de6.pdf](https://files.constantcontact.com/b33fdbc001/b1e2f89b-985b-43a8-ad99-534d5f259de6.pdf) "The Navy estimates that construction, demolition, dredging, and sediment disposal activities would take approximately five to six years and would begin in late 2019. The existing wharf would continue to be operational until the new ammunition pier was completed, which, according to the Navy, is an important element in the design of the new facility to ensure that the mission of NAVWPMSTA Seal Beach can be continued during construction. The Navy’s consistency determination states that construction activities, other than dredging, generally would occur during daylight hours (from 7 a.m. to 7 p.m.) on weekdays. The Navy would conduct dredging activities within 1,000 feet of the Seal Beach residential areas in the west part of Anaheim Bay only during daytime hours, and outside of this area dredging would occur 24 hours per day." To the west of Belmont Pier, the Port of Long Beach is planning more expansion: [https://environmentalgeographyatcsulb.wordpress.com/2017/05/16/environmental-injustice-in-the-long-beach-area-an-analysis-of-tesoro-expansion-the-port-of-los-angeles/](https://environmentalgeographyatcsulb.wordpress.com/2017/05/16/environmental-injustice-in-the-long-beach-area-an-analysis-of-tesoro-expansion-the-port-of-los-angeles/) Belmont Pier is in the middle.

• In the early 1900’s when coastal towns were competing to have the longest Pier and before the break wall was erected for the naval yard, Mother Nature took out the ends of Long Beach Pier twice. Recently, the Aqualink platform detached/broke off from the Pier during heavy storms in 2017. The new Pier will have to be structurally armored to withstand these conflicting water currents/vortices coming from the east and west. The triangular multiple walkways of the St. Pete, Florida Pier add strength vs. a singular linear pier especially with Sea Level Rise. With triangular subsets projecting off of the main artery/walkway, fishing activities could be dedicated to one of the triangular off shoots. Coastal Commission will probably demand fishing remain on the Pier. Maybe within this fishing triangle/quadrant, a kid’s learning lagoon/tide pool sponsored by the Aquarium could be located.

• Safety Issues: Living across from Belmont Pool/Pier since 1993, I’ve witnessed numerous illegal activities. Small motor boats should not be docking at the Aqualink platform at 2 AM and unloading cargo (human cargo and packages). An enforcement presence must be at the new Pier so it is not vandalized and degraded. A police substation must be part of the Pier plan. I lived in Seal Beach prior to living in Belmont Shore. Seal Beach Pier had the
illegal activities at their Pier just like what Belmont Pier does now. When Seal Beach built the police substation at the base of their Pier, it made a night and day difference in deterring illegal activity and making their Pier much safer around the clock. Seal Beach substation is manned by volunteers. I'm sure with Belmont Pier being so close to two of the largest Ports on the West Coast; Homeland Security would like to be involved with any safety precautions that could be incorporated at the Pier. Maybe, Federal funds for Port and Pier protection could be requested for the police substation. Platform and docking for the Aqualink is paramount to the Pier plans. The entire length of the Pier must be wide enough and strong enough for First responder vehicles: police, fire and paramedics plus room/roadway space for delivery trucks and room for the vehicles to turn around at the end of the Pier.

- After making sure the Pier has structural integrity to withstand tidal pressure and meet safety needs via a police substation/first responder vehicles can access every area of the Pier - next is developing design direction/visions for new Belmont Pier with limited funds. The Pier needs to be a unique draw for locals and tourists but environmentally conscientious. WHAT NOT TO DO: The carnival amusement pier has been done: Santa Monica, Santa Cruz, and Disneyland. The water inflatable are installed at Horny corner lagoon less than ten blocks away from the Belmont Pier. What does the California coast represent? Sun, wind, beach and water. What is California culture? Eco friendly, creative, socially aware, pleasure and lifelong learning. (Burning man, Steam punk, festivals, aquatic enjoyment.)

- Environmentally conscientious: Creating Coastal restoration with native plants like Manzanita and coastal sage making a natural buffer against beach erosion https://www.fws.gov/cno/partners/Article-StarrRanch.htm (NO palm trees – they are not native.) The Native Plant Society would be interested in a coastal rehabilitation. The St. Petersburg, FL Pier design includes a marine education, fishing and coastal thicket. I think the coastal thicket concept could tie into the existing Belmont Park to expand the protected bird habitat that currently exists. I would like to see the protected bird habitat expanded via a coastal thicket and propagate the hummingbird and butterfly habitats on the coast. The coastal thicket is not only environmentally positive, trees create oxygen, provides a natural sound barrier(buffer zone to us residents from Pier activities.

- The thicket feature makes the entryway/introduction to entering the Pier experience. The thicket would be a natural protective device from further coastal erosion with the long root systems anchoring the shifting, fragile, sandy coastline with native sage & Manzanita. (The root system of the swamp cypress holds the silt in the bayous in southern States or the mangroves in Florida.) The Coastal thicket would be a natural sound barrier to modify Pier noise from negatively impacting the nearby residential neighborhood. The thicket would aid the plant and wildlife habitats. Many hummingbirds and butterflies use the lower bushes ground coverage. The Black Crowned Night Herons, Snowy egrets and Great Blue Herons need a canopy type tree to nest in near the coastline where they fish. The native plant thicket would be an educational eco area and protect the beach which is the spawning ground for grunion.
• As a certified Special Events planner for Fortune 500 companies for over 40 years, I know what tourists, groups and conventioneers want and what can be a money income producer for the City of Long Beach. Use the converted abandoned oil island as a venue for groups. In Seattle or Portland, I would take groups out to an island for a salmon bake. In Boston, I would do a lobster bake on the beach or in Hawaii do a luau/roast on the beach. These activities were always huge successes. Also, movie night could be done on the oil island which keeps the noise and lights far enough away from the residents living near the Belmont Pier. A safe lagoon pool can be built in the center of the converted abandoned oil island. The movie Jaws is very popular for these flotilla movie nights: https://www.youtube.com/watch?v=R3ONmsvogA8 or https://www.delish.com/food-news/news/a58598/jaws-open-water-viewing-this-summer/. Note the revenue for these sell out movie nights – what a money maker for the City!! Utilize the Aqua link to traverse from downtown to the Belmont Pier and the oil island. White oil island is nearest to Belmont Pier.

• The St. Pete Pier type design for Belmont Pier would compliment the Long Beach convention center/Queen Mary/Aquarium tourism to Belmont Pier for the Aqua Link. And the Pier plans need to look at tying in the abandoned oil islands with the Aqualink and Pier as a destination venue. This would be a unique tourist attraction/destination. It would be a suitable special events area for weddings, corporate events, incentive team building or educational package, a pre or post package could be worked out with Carnival cruises to get more stays from cruise passengers. This would absolutely be a meeting planners dream venue and one stop meeting contract package with a nod down the road to the 2028 Olympics Sailing venue at the Pier. This is how a City makes money. Building a structurally sound Pier is crucial with Sea Level Rise and I think the triangular multiple walkways of the St. Pete pier add strength vs. a singular linear pier especially with Sea Level Rise complications.

• I believe there is a huge potential to maximize expenditures by combining a new Pier with a Pool. Designing a main artery Pier with the capability to have various modules/pods attached to a main artery would allow i.e. various pools (wading, lap, diving), environment/education pods, restaurant pods, restroom/shower pods, sauna module etc. to be connected to the main Pier as desired or as more funding is available. A Pier Pool design could be built in stages as funding is collected. A Pier/Pool would be an ever versatile design with “pull and plug” pods or modules. It would not be a stagnant architectural design and change outs or additions could be made as trends or maintenance is needed. Many major Cities are already doing floating sea pools. See below floating Pool/Pier concept examples in Copenhagen, New York City, Seattle, Chicago and Paris: https://www.designboom.com/architecture/100architects-floating-suprematist-pool-moscow-06-15-2015/ composed of metal and wood, with fiber glass hulls bound together with steel beams. In the urban environment, the pavilion acts as an extension of the already existing park or Pier.

Copenhagen https://www.archdaily.com/11216/copenhagen-harbour-bath-
To continue with the California vibe for the Belmont Pier design and appealing to the five senses with visual and acoustic sculptures/apparatuses, incorporate a Steam Punk look via water designs: Photo of counterweights of the Mystic River drawbridge in Mystic, Connecticut. Opening the bridge to bring in pods that can be temporarilypomatically attached to the Pier for special exhibitions. These floating exhibits could be solar light displays pontoon or bubbler pool platforms or ocean sculptural music organs. The pods or pontoons could rotate to the Aquarium or Shoreline or Alamitos Bay to make an ever changing coastal/Pier experience. And if something isn't working like the ocean organ music pod is obnoxious, it gets unhooked and floated away from the Pier.


Kinetic Wind Sculptures https://www.youtube.com/watch？v=znNhY0UL5ls

Everyone enjoyed the revolving chairs in the Promenade Park in Nice, France. The Chairs have a steam punk look to them. The chairs had a central stationary post and the chair rolled on the metal track in a circle. Chairs could rotated/positioned to be enjoyed socially in conversation pits or solitarily for enjoying the view or sun as desired.

Develop a self guided phone app. for the Belmont Pier https://youraudiotour.com/blog/don%27t-create-an-audio-tour-app.html] The self guided tour would start with explanation of the coastal thicket entryway design, environmental education, then guide you move onto to the steam punk sculptures that use the ocean breeze for kinetic movement, the sound tree or platform making melodies from the ocean waves, the solar tiles making a light show or go to the fishing platform with the sea life educational lagoon or the bubbler platform or take in the scenic view sitting in the rotating chairs, go to the oil island for a eco tour or picnic or enjoy an evening movie via the Aqualink transport.
I want a good pie for fishing. I love the bait/snak shop we have. I love being near the docks.
I don't like the tooting math piece.
I don't like the comment parties.
I love the current environment. It is great for fishing.

*Consider sea level rise from the beginning.

I would like the design to consider reuse after the 2028 Olympics. For example, the pier could include a Ferris Wheel that could be moved to the Queen Mary area after the Olympics which could handle more people in the long run. Likewise, the pier could be reconfigured away from Olympic boat use afterwards to make it more sustainable.

We have no restaurants on the wharf.
Please give us some.
The pier in Maui is super simple & yet fabulous.

Keep in mind the Yets and the Yet Pier.

Five Places
View Inside Pier
Alcoves - Lighting unique
Restaurant - Like Whisky Hood
Orange Chair & Upstairs

Via Pic Restaurant
Such as Ruby's, etc.
A place for residents to gather.

There is no water front breakfast/coffee place.

Space for cart vendors - perhaps not only fixed stores.

How about a Fish & Chips - Rest?
<table>
<thead>
<tr>
<th><strong>EXTEND PIER &amp; REDEVELOPMENT TO ADJACENT COMMUNITY</strong></th>
<th><strong>UNIQUE SAILING VENUE - FLAT WATER &amp; CONSISTENT WINDS</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>ADD TRANSPORT LINKS</td>
<td>=&gt; USE IT.</td>
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Incorporate spots for performing artists - individual or small groups - see Santa Monica Pier: dual purpose entertainment & support for artists!

Definitely want to see a pier you can do things from - not just a bunch of shops like by the Aquarium that nobody goes to.

**OPPORTUNITY FOR BLUE TECH & COLLABORATION WITH OCEAN RESEARCH INSTITUTIONS**

**OPPORTUNITY TO PRESENT UTC TO ON THE WORLD STAGE – GO BIG BE BOLD**

<table>
<thead>
<tr>
<th>PLEASE INCLUDE BOAT</th>
<th>A nice restaurant, like Dukes in H.B.</th>
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<tbody>
<tr>
<td>Docking for AquaLink</td>
<td>Some kind of performance stage for summer concerts.</td>
</tr>
<tr>
<td>Small boats, sailboat regattas</td>
<td>Coordination with Belmont pool - water polo courses in ocean.</td>
</tr>
<tr>
<td>School/college use their docks</td>
<td>Corrugated shop for runners/cyclists on bike path</td>
</tr>
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</table>

THANK YOU
comment cards scans

BASEBALL FIELD
BASKETBALL COURTS
RESTAURANTS

PIER IDEA

AT NIGHT LIGHTS OF DIFFERENT COLORS
SET OUT INTO THE OCEAN, CREATING
AN ART PIECE RECOGNIZABLE BALL.

ABOVE COMFORTABLE LIGHTING CREATES A
UNIQUE AND POSITIVE EXPERIENCE.

- Plan needs to incorporate protection above
the boat from rough water + offered spaces. Elevate
trailers, multi-level access, which is slow by problem
for residents + will provide enjoyment for new visitors.
- Noise, pollution, debris, etc.

(Thank you - a long-time pen and paper user/value)

- Earth + coordinates for biking + running paths
can extend onto the pier by visual design and
- JK/10K marathon elements + mile markers.

- Be sure to incorporate visual plan for photo (video)
recording, make it a must-see destination with
its lines that emphasize the (improved) oil fields,
newport and demonstration + Seal Beach

- Fisher's will sale and is in a priority
to keep it or do pier? If it is, can it be turned
into an area (2nd deck? side extension?) that
does not impede: aesthetic + physical border to
other pier users.

- Should be environmentally benign in terms of
marina. Can it be built such or any leachings
into the water.
Restoring Pier
- Boating & Restaurant
- Breakers Cafe & Dining
- For Public & Enjoy
- Pier Bar

PIER ELEMENTS:
1. Access to Water from Pier
2. Dedicated Viewing Areas for Racing Events
3. Separation of Fishing from Sightseeing and Other Activities
4. Variety of Dining Options - All Day, 24/7, and Casual Fine Dining
5. Separation of the Bike Path, Dining
6. Boat Access

NIGHT LIGHTING - Turn the Pier into an Experimental Walk While on It & a Dynamic 'Postcard' at Night.

As a climate gun, what I care most about with the Pier is that we take seriously, in both a structural & functional level, about storm surge/damage, and keep most of the design elements that promote sustainability. Keep most of the commercial development inland, and dedicate the structures on the Pier to non-commercial use.

1. Need to replace live music venue lost when fire destroyed part of it. Support new music bar!
2. Replace dock for Aquajet near! Figure their cost alternatives.
3. Anticipate renewable energy, solar + educate about snow/ocean/bay/sea level rise.

Consider:
- Sailing Competitor Viewing Site
- Alden Elliotts needs
- Entertainment - Food + Beverage
- Consider Winter + Wind
- Education Hub
- Marine Museum
- Cultural Exhibit
- Arts Center
- Water...
**Recommendations:**

1. Platform stage for live music groups
2. Open canopies or pavilions with stalls for pop-up food vendors
3. Each branch of military service (Army, Navy, Air Force, Coast Guard, Marines, Natl. Guard)

**Would Like:**
- Modern yet sleek design of walkways and seating areas for people to hang out.
- Neat lines, not too many plants and trees.
- I liked the photos of benches made of wood and cement.
- Bleacher-style seating area is fun.
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Will we get the Aquabus link back even if we redesign the pier?

-Stephie.rosenblatt@gmail.com

(Belmont Heights)

2 Ideas: Donna Sievers

1. Homage to Rainbow Pier. The "Rainbow" has been indicative
all positive. At the end of the pier, a smaller version of our historic Rainbow Pier, could
provide a pedestrian/bike recreation.

2. The pier could have many installations based on the historic events, architectural...?

I would love to see a somewhat modern take on a traditional pier with a few restaurants (seated) ice cream parlors, a few stores that sell kitzes, flip-flops, beach towels, etc. (things not sold in the Shore — something unlike downtown, but complementary to Belmont Shore). It should be its own experience with water ski/ beach the-ins.

Love the crab shack experience or Rustic coastal.
Community Outreach 1
February 20th, 2020

In the future, how have you taken into consideration the high probability of future Tidal Wave? and/or Tsunami potential in this area...?

Contact me: Paige/619-618-9356

BE ICONIC LONG-TERM

Jarett Hollen
Iconix Fitness

WOULD NOT LIKE:
- Big, busy amusement park (like Santa Monica Pier. 😞)
- No large chain restaurants.
- Inaccessible parks where out-of-control children and their clueless parents will be in the way
- No loud dive bars
- No scooters!!

Would prefer an active, or contemplative use (like a park like the High Line) not the amusement park.

Partners of Parks facilitated this project in 2002.
People purchased benches for $2,500 (5) and
Medallions (20) at $250.
Randy Zarn, Asst. Director POP

styles, cultural highlights, music
of the era, etc.
For example:
1800s: Spanish land grants
1900-1910: focus on Benbridge
20-20: Reunion 2030
30-40: Earthquake J/WWII
40-50: Growth of City
50-60: Olympics

People would walk the pier, enjoy the historical perspectives.
Jennifer Dees
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Jennifer Dees
This is my second card, but I just wanted to add:

It would be nice if the owner of Buoy’s (the bait shop currently on the pier) was allowed to have a shop in whatever new structure is built.

Santa Barbara pier, the attraction on the Monterey pier. But the Long Beach pier needs something of its own that’s distinctive too. I also envision a long pier over the water – more about being over the water than on the shoreline – a real water experience. Thank you!
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<tbody>
<tr>
<td>14</td>
<td>Food Options</td>
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<tr>
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<td>Environmentally Friendly</td>
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<td>8</td>
<td>Performance Stage</td>
</tr>
<tr>
<td>5</td>
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**Belmont Pier, Long Beach, CA**

**Background:** History of Belmont Pier - before there was a Pier, it was Devil’s Rock. Hence, the first Pier was called Devil’s Gate Pier. The current Belmont Pier is itself a replacement for the Grand Avenue Pier, sometimes called the Belmont Heights Pier or the Devil’s Gate Pier. That structure, which opened to the public on Christmas Eve in 1915, extended 975 feet out to sea from 33rd Place, just a few yards west of the Belmont Pier. It was replaced in 1951 and extended by 300 feet, but succumbed after half a century of saltwater, storms and other ravages of nature and was replaced by the 1,620-foot-long Belmont Pier, which opened on Feb. 15, 1967.

**Water movement issues:** There are water current/wave action changes that will impact the Belmont Pier. East of Belmont Pier is a new Federal Government/Military project expanding & deepening the harbor for the Seal Beach Naval Weapons Base: [https://sealbeachca.com/Documents/ and https://files.constantcontact.com/b33f0bec001/b31e2f80b-985b-43a8-ad99-534d5f253de6.pdf](https://sealbeachca.com/Documents/ and https://files.constantcontact.com/b33f0bec001/b31e2f80b-985b-43a8-ad99-534d5f253de6.pdf). The Navy estimates that construction, demolition, dredging, and sediment disposal activities would take approximately five to six years and would begin in late 2019. The existing activity would continue to be operational until the new ammunition pier was completed, which, according to the Navy, is an important element in the design of the new facility to ensure the mission of NAVYPORT Seal Beach can be continued during construction. The Navy’s contingency determination states that construction activities, other than dredging, generally would occur during daylight hours (from 7 a.m. to 7 p.m.) on weekdays. The Navy would conduct dredging activities within 1,000 feet of the Seal Beach residential areas in the west port of Long Beach only during daytime hours, and outside of this area dredging would occur 24 hours per day. To the west of Belmont Pier, the Port of Long Beach is planning more expansion: [https://environmental-justice-in-the-long-beach-area-an-analysis-of-tesco-expansion-the-port-of-los-angeles/](https://environmental-justice-in-the-long-beach-area-an-analysis-of-tesco-expansion-the-port-of-los-angeles/). Belmont Pier is in the middle.

In the early 1900’s when coastal towns were competing to have the longest Pier and before the break wall was erected for the naval yard, Mother Nature took out the ends of Long Beach Pier twice. Recently, the Aqualink platform detached/broke off from the Pier during heavy storms in 2017. The new Pier will have to be structurally armored to withstand those conflicting water currents/vortexes coming from the east and west. The triangular multiple walkways of the St. Pete, Florida Pier add strength vs. a singular linear pier especially with Sea Level Rise. With triangular subsets projecting off of the main artery/walkway, fishing activities could be dedicated to one of the triangular off shoots. Coastal Commission will probably demand fishing remain on the Pier. Maybe within this fishing triangle/quadrant, a kid’s learning lagoon/tide pool sponsored by the Aquarium could be located.
Safety Issues: Living across from Belmont Pool/Pier since 1993, I’ve witnessed numerous illegal activities. Small motor boats should not be docking at the Aqualink platform at 2 AM and unloading cargo (human cargo and packages). An enforcement presence must be at the new Pier so it is not vandalized and degraded. A police substation must be part of the Pier plan. I lived in Seal Beach prior to living in Belmont Shore. Seal Beach Pier had the illegal activities at their Pier just like what Belmont Pier does now. When Seal Beach built the police substation at the base of their Pier, it made a night and day difference in deterring illegal activity and making their Pier much safer around the clock. Seal Beach substation is manned by volunteers. I’m sure with Belmont Pier being so close to two of the largest Ports on the West Coast; Homeland Security would like to be involved with any safety precautions that could be incorporated at the Pier. Maybe, Federal funds for Port and Pier protection could be requested for the police substation. Platform and docking for the Aqualink is paramount to the Pier plans. The entire length of the Pier must be wide enough and strong enough for First responder vehicles: police, fire and paramedics plus room/roadway space for delivery trucks and room for the vehicles to turn around at the end of the Pier.

After making sure the Pier has structural integrity to withstand tidal pressure and meet safety needs via a police substation/first responder vehicles can access every area of the Pier - next is developing design direction/visions for new Belmont Pier with limited funds. The Pier needs to be a unique draw for locals and tourists but environmentally conscientious. WHAT NOT TO DO: The carnival amusement pier has been done: Santa Monica, Santa Cruz, and Disneyland. The water inflatable are installed at Horny corner lagoon less than ten blocks away from the Belmont Pier. What does the California coast represent? Sun, wind, beach and water. What is California culture? Eco friendly, creative, socially aware, pleasure and lifelong learning. (Burning man, Steam punk, festivals, aquatic enjoyment.)

Environmentally conscientious: Creating Coastal restoration with native plants like Manzanita and coastal sage making a natural buffer against beach erosion https://www.fws.gov/cno/partners/Article-StarrRanch.htm (NO palm trees – they are not native.) The Native Plant Society would be interested in a coastal rehabilitation. The St. Petersburg, FL Pier design includes a marine education, fishing and coastal thicket. I think the coastal thicket concept could tie into the existing Belmont Park to expand the protected bird habitat that currently exists. I would like to see the protected bird habitat expanded via a coastal thicket and propagate the hummingbird and butterfly habitats on the coast. The coastal thicket is not only environmentally positive, trees create oxygen, provides a natural sound barrier/buffer zone to us residents from Pier activities.

The thicket feature makes the entryway/introduction to entering the Pier experience. The thicket would be a natural protective device from further coastal erosion with the long root systems anchoring the shifting, fragile, sandy coastline with native sage & Manzanita. (The root system of the swamp cypress holds the silt in the bayous in southern States or the mangroves in Florida.) The Coastal thicket would be a natural sound barrier to modify Pier noise from negatively impacting the nearby residential neighborhood. The thicket would aid the plant and wildlife habitats. Many hummingbirds and butterflies use the lower bushes ground coverage. The Black Crowned Night Herons, Snowy egrets and Great Blue Herons need a canopy type tree to nest in near the coastline where they fish. The native
plant thicket would be an educational eco area and protect the beach which is the spawning ground for grunion.

As a certified Special Events planner for Fortune 500 companies for over 40 years, I know what tourists, groups and conventioneers want and what can be a money income producer for the City of Long Beach. Use the converted abandoned oil island as a venue for groups. In Seattle or Portland, I would take groups out to an island for a salmon bake. In Boston, I would do a lobster bake on the beach or in Hawaii do a luau/roast on the beach. These activities were always huge successes. Also, movie night could be done on the oil island which keeps the noise and lights far enough away from the residents living near the Belmont Pier. A safe lagoon pool can be built in the center of the converted abandoned oil island. The movie Jaws is very popular for these flotilla movie nights: https://www.youtube.com/watch?v=R3ONmsvogA8 or https://www.delish.com/food-news/news/a58598/jaws-open-water-viewing-this-summer/. Note the revenue for these sell out movie nights – what a money maker for the City!! Utilize the Aqua link to traverse from downtown to the Belmont Pier and the oil island. White oil island is nearest to Belmont Pier.

The St. Pete Pier type design for Belmont Pier would compliment the Long Beach convention center/Queen Mary/Aquarium tourism to Belmont Pier for the Aqua Link. And the Pier plans need to look at tying in the abandoned oil islands with the Aqualink and Pier as a destination venue. This would be a unique tourist attraction/destination. It would be a suitable special events area for weddings, corporate events, incentive team building or educational package, a pre or post package could be worked out with Carnival cruises to get more stays from cruise passengers. This would absolutely be a meeting planners dream venue and one stop meeting
contract package with a nod down the road to the 2028 Olympics Sailing venue at the Pier. This is how a City makes money. Building a structurally sound Pier is crucial with Sea Level Rise and I think the triangular multiple walkways of the St. Pete pier add strength vs. a singular linear pier especially with Sea Level Rise complications.

I believe there is a huge potential to maximize expenditures by combining a new Pier with a Pool. Designing a main artery Pier with the capability to have various modules/pods attached to a main artery would allow i.e. various pools (wading, lap, diving), environment/education pods, restaurant pods, restroom/shower pods, sauna module etc. to be connected to the main Pier as desired or as more funding is available. A Pier Pool design could be built in stages as funding is collected. A Pier/Pool would be an ever versatile design with "pull and plug" pods or modules. It would not be a stagnant architectural design and change outs or additions could be made as trends or maintenance is needed. Many major Cities are already doing floating sea pools. See below floating Pool/Pier concept examples in Copenhagen, New York City, Seattle, Chicago and Paris: https://www.designboom.com/architecture/100architects-floating-suprematist-pool-moscow-06-15-2015/ composed of metal and wood, with fiber glass hulls bound together with steel beams. In the urban environment, the pavilion acts as an extension of the already existing park or Pier. Copenhagen https://www.archdaily.com/11218/copenhagen-harbour-bath.

To continue with the California vibe for the Belmont Pier design and appealing to the five senses with visual and acoustic sculptures/apparatuses, incorporate a Steam Punk look via water designs: Photo of counterweights of the Mystic River drawbridge in Mystic, Connecticut.

Opening the bridge to bring in pods that can be temporarily attached to the Pier for special exhibitions. These floating exhibits could be solar light displays pontoon or bubbler pool platforms or ocean sculptural music organs. The pods or pontoons could rotate to the Aquarium or Shoreline or Alamitos Bay to make an ever changing coastal/Pier experience. And if something isn’t working like the ocean organ music pod is obnoxious, it gets unhooked and floated away from the Pier.

comment cards emailed comments


Kinetic Wind Sculptures [https://www.youtube.com/watch?v=zqNnOYaU5ls](https://www.youtube.com/watch?v=zqNnOYaU5ls)

Everyone enjoyed the revolving chairs in the Promenade Park in Nice, France.

The Chairs have a steam punk look to them. The chairs had a central stationary post and the chair rolled on the metal track in a circle. Chairs could rotated/positioned to be enjoyed socially in conversation pits or solitarily for enjoying the view or sun as desired.
Develop a self guided phone app. for the Belmont Pier

https://youraudiotour.com/blog/don%27t-create-an-audio-tour-app.html

The self guided tour would start with explanation of the coastal thicket entryway design, environmental education, then guide you move onto to the steam punk sculptures that use the ocean breeze for kinetic movement, the sound tree or platform making melodies from the ocean waves, the solar tiles making a light show or go to the fishing platform with the sea life educational lagoon or the bubbler platform or take in the scenic view sitting in the rotating chairs, go to the oil island for a eco tour or picnic or enjoy an evening movie via the Aqualink transport.
image board survey

During the Community event, attendees were encouraged to react to concepts and anonymously place stickers to communicate their reactions to these concepts. Each participant was given 4 stickers to use for the pair of boards: 1 red sticker to represent a negative reaction, and the 3 other colors to represent a positive reaction. Boards were paired as follows: 1 & 2, 3 & 4, and 5 & 6. This experiment allows us to understand community concerns and desires in a monitored and honest environment.

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key

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- **Positive Reaction**
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image board survey

key

- Red: Negative Reaction
- Yellow: Positive Reaction
Community Outreach 1
February 20th, 2020

BOARD 2
image board survey

**BOARD 3**

**key**

- Red: Negative Reaction
- Yellow, Green, Blue: Positive Reaction
image board survey

key

- Red: Negative Reaction
- Yellow: Positive Reaction
Participants registered ahead of the Zoom Community Meeting and were provided a link to join. In total, there were 135 registrants.
### Meetings Registrant List

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<tr>
<th>Names</th>
<th>Email Address</th>
</tr>
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<tbody>
<tr>
<td>Aaron Tofani</td>
<td><a href="mailto:aaron@rancespizza.com">aaron@rancespizza.com</a></td>
</tr>
<tr>
<td>Adrianne</td>
<td><a href="mailto:Adrianne.ps@yahoo.com">Adrianne.ps@yahoo.com</a></td>
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<tr>
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<td>Alison Jackson</td>
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<td>Andrea Morton-Crompton</td>
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<tr>
<td>Andrew</td>
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<td>Anna-Marie Grubbs</td>
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<tr>
<td>Anthony Brockington</td>
<td><a href="mailto:brockant6@gmail.com">brockant6@gmail.com</a></td>
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<tr>
<td>Anthony Mets</td>
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<tr>
<td>Barry Vince</td>
<td><a href="mailto:Bvince@2roads.com">Bvince@2roads.com</a></td>
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<tr>
<td>Billy O'Brien</td>
<td><a href="mailto:hello@iambillyobrien.realtor">hello@iambillyobrien.realtor</a></td>
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<td><a href="mailto:Delatorre.birgit@verizon.net">Delatorre.birgit@verizon.net</a></td>
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<tr>
<td>Bob Lane</td>
<td><a href="mailto:BLane@JeffHoffmanAssociates.com">BLane@JeffHoffmanAssociates.com</a></td>
</tr>
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**TOTAL: 135 Registered Participants**
18:15:41 From John Martoni: Will the slide presentation be posted on a website?

18:15:43 From Joshua Hickman: Thanks for joining everyone! If you have any questions or comments, you can type them in here.

18:17:25 From Joshua Hickman: The presentation can be found on the project website: http://longbeach.gov/pw/projects/the-belmont-veterans-memorial-pier-enhancements/

18:20:19 From Tom Mayes: Concept 1 Puts fishing equipment at end of pier where this will conflict with Congressional Cup & other regattas

18:20:20 From Joe Dragicevich: What are the requirements of the Olympic Committee. Have they been incorporated in design?

18:20:23 From Mike Van Dyke: There is a lot of mention about the pending Olympics in 2028. Has anyone talked directly with LA28?

18:21:57 From Joshua Hickman: While we are very early in the project, we have had preliminary discussions with the Olympic committee and will continue to do so as the project progresses.

18:23:17 From Natalie Lessa: I am confused about the kayaker / paddleboarders in the Concept 2 space. I don't see anyone in the ocean doing these activities in this part of the ocean...

18:24:00 From Lucy - Aquatic Capital of America: Where would the viewing opportunities for the Olympic sailing events be located on the pier? Would there be a building at the end as there is now for VIP seating for those watching the Congressional Cup?

18:24:59 From Joe Dragicevich: Will there be docking for boats connected to the pier?

18:26:08 From Tom Mayes: Concept 4 appropriately separates fishing from boating.

18:27:05 From Stephanie Rosenblatt: Can aqua link be added to any concept except 1?

18:27:12 From Thompson, Paula: Do any of these concepts incorporate a stage or performance area?

18:27:27 From BobandPaula Piercy: Are there any restroom or snack bar facilities on any of the concepts?

18:28:41 From John Martoni: Would surrounding area be part of project? Midway beautification (no trees, Von's blank wall)

18:29:05 From John Martoni: Also a connection to 2nd St along Livingston Dr, which is not pedestrian friendly

18:29:06 From Keith: Will the concepts be posted online?

18:31:05 From Edric Guise: How do these designs support the festivals that have used our pier and may expand with this new pier?
CHAT LOG - MARCH 18, 2021

18:31:32 From Elizabeth Lambe: I know the City of Long Beach works to be a “sustainable city”. How is that goal incorporated into this proposed pier improvement?

18:32:03 From Donna Sievers: I love much from every option but the Historic Rainbow Pier is the absolute best of all. It covers all bases.

18:32:11 From Edric Guise: Important to have a performance/music stage. Need to better support our artists, performers and musicians!

18:33:23 From Jason Ruiz: What is the timetable for when a design might be selected?

18:33:34 From Richard S: Are the pedestrian and biking paths near the pier going to be maintained?

18:34:13 From Natalie Lessa: Please make sure you are choosing trash receptacles that keep litter contained! (considerations: wind, closed lid systems that prevent scavenging, research into best designs for reducing litter)

18:34:15 From Brian Cochrane: Since the pier will by necessity connect in some way to the envisioned pool rebuild and the current plaza, can you speak to the combined traffic (pedestrian and vehicle) flow needs throughout the area? New attractions will likely increase the volume of people visiting the area, which is already substantially impacted by foot and vehicle traffic.

18:34:25 From Deborah Schoch: The Historic Rainbow Pier is stunning.

18:34:32 From Donna Sievers: How will the final decision be made.

18:34:54 From Dana Buchanan: Love the Rainbow Pier concept.

18:35:05 From John Martoni: I also like the Rainbow Pier idea because it is rooted in Long Beach history and aligned with entry streets.

18:35:34 From Edric Guise: Really miss the Aqualink dock. Please rebuild ASAP and include with this new pier!

18:35:35 From Lisa Meier: Has there been consideration for media center/capabilities to ensure festivals, Olympics, Major sailing events and other aquatics can be broadcast to ensure positive branding for Long Beach and outreach to the community.

18:35:56 From BobandPaula Piercy: Very important to have stadium facilicities for our international and local sailing events!

18:36:01 From Donna Sievers: I love that so many are responding to the Rainbow Pier concept. Anything else will be less than historic.

18:36:05 From artandcherylmlas: any plans for a restaurant and will tidelands fund be the main source of funds

18:36:07 From Lucy - Aquatic Capital of America: FWIW - Of the 4 concepts presented here tonight, I'm torn between the historical representation of the Rainbow Pier in Concept 2 and the wavy look of Concept 3. Concept 1, so similar to the existing pier, would not in my mind be an iconic look. Concept 4 looks to boxy and just doesn't have any appeal to me. Concerned about the spectator viewing areas for sailing events.
18:36:07  From steve: am I to assume the temporary pool that went in 2013 wont be replaced until 2028

18:36:15  From Kelli: SM Pier has the bike path running under the pier - nice to separate the walkers on the pier from the bikers beneath.

18:36:51  From Stephanie Rosenblatt: I agree about aqua link. Might be cool if bike path or running could go down pier especially the rainbow

18:37:04  From Richard S: Storage area for bikes and water craft

18:37:12  From iPhone: We need aqua link back please

18:37:27  From Brad and Rick Seeley: Concept 2 (Rainbow Pier) is stunning and iconic. It could be appreciated by many future generations. Bravo!

18:37:31  From Natalie Lessa: I really like Concept 4 for the above mentioned comment that it keeps fishermen separate from recreators and there is the huge space at the end for a stage / music / events.

18:37:46  From Thompson, Paula: It would be nice for pedestrians to be able to enter/exit the Pier without having to cross the bike path.

18:38:01  From Lucy - Aquatic Capital of America: Funding source(s)? Timeline for approval and construction?

18:38:23  From kim armstrong: It's all beautiful. Thank you

18:38:31  From steve: with the breakwater still in place is this a waste of time and money

18:38:34  From artandcherymilas: will tideland funds be the major funding

18:38:42  From Brian Cochrane: Is the new pier meant to be a visual centerpiece between downtown and the O.C. border, or to fit within the scope of existing structures and not dominate visually?

18:39:17  From Anthony Mets: Will temporary mooring space be as one of the program requirements? This would be to accommodate visiting public using recreational watercraft.

18:39:22  From Stephanie Rosenblatt: How long will survey be posted?

18:39:51  From kim armstrong: Agree. We should maintain veteran pier.

18:39:56  From Natalie Lessa: Great point Don - we need to ensure we are not losing any due respect to veterans

18:40:14  From kim armstrong: Agree Don

18:40:32  From Deborah Schoch: Yes, the pier should continue to honor veterans.

18:40:57  From tom trapp: Concept 2 base of pier to accommodate Shops/commercial use.
18:42:49 From Donna Sievers: There could be several places where history and veteran's should be noted. Lots of places for history of LB and the sacrifices of veterans as a focus. Love Suzie’s idea of public art.
18:44:33 From artandcherymilas: thank you
18:44:37 From Donna Sievers: Thank you all.
18:44:45 From kim armstrong: We miss La Palapa. Restaurant is a must
18:45:44 From Mike Van Dyke: best case for completion?
18:46:07 From kim armstrong: This is awesome! All in.
18:47:10 From BobandPaula Piercy: People involved in the design should visit the pier to view how it is presently being used, (Congressional Cup in September).
18:47:11 From Kathy Hooper: Is there a big code or permit issue with a restaurant on the pier?
18:49:59 From kim armstrong: pool ASAP! Totally in
18:51:04 From Dana Buchanan: that's only 7 years away...that's pretty quick
18:52:25 From kim armstrong: Rowing! Would be great to add
18:52:40 From kim armstrong: Thank you for advocating
18:52:50 From Deborah Schoch: Yes, rowing in Marine Stadium!
18:52:58 From Brad and Rick Seeley: Thanks everyone! This is incredible. As the mayor says, Go Long Beach!
18:52:59 From Donna Sievers: Well because it was well done
18:53:01 From Richard S: Thank you for the concepts - they are all interesting
18:53:03 From Kathy Hooper: Can we have a recap of the parking availability. Will shuttle service be available?
18:53:09 From Stephanie Rosenblatt: Thank you
18:53:11 From Tom Mayes: District 3 citizens are efficient
18:53:19 From Deborah Schoch: Thank you, everyone!
18:53:23 From Brian Cochrane: Thanks to everyone on the city and design teams!
online survey additional comments

Belmont Pier Visioning Survey: “Additional Comments” in Alphabetical Order

Page - 1

1

2 ftw

2 ftw

2 is best but due to cost 1 is best choice. don't waste money

4 and 2 will promote more walk ability

A grade separation between the bike path and the pier would be great so that visitors don't have to navigate faster groups of cyclists during busier periods.

A new pier and plaza would be a nice visual improvement. Will there be restaurants and entertainment in the new plaza? Questions will abound from the naysayers; Is it necessary? Will it be secure from crime and homelessness. Could the money be spent on services for homeless and the less fortunate?

about time for a new pier.

Adding dual entrances to pier is a negative issue for those who live in the area. Any reduction in parking in a severely impacted area is a horrible idea. Best ideas for area are: aqua ferry, double deck to segregate fishing areas, and possible event/restaurant space. Also the preservation of the Veterans aspect is important. This perspective comes from living directly across from the pier area and spending many days walking the current pier

Adding restaurants and bars will bring this area to life.

All are better than what we have. 1 is the dullest. Please add the aqua link or other transit that can bring people from downtown & N Long Beach without having to drive. Colored lights & kinesthetic art are always excellent additions. Water sports too.

All but 2/1 take away and change the dynamic of the pier

All would be great. Swimming sounds bad though. People don't go to a pier to swim.

Answer to what. What is the question?

Any restaurant?

**ANYTHING BUT CONCEPT 3.** Thank you. :)

Anything is an upgrade!

Anything that provides a separate no fish guts section would be welcome. I'd like to see a performance space and room for festivals like the Pirate Festival as well as vendors and food.

As a resident nearby, I am so excited!

Best of luck!
Belmont Pier Visioning Survey: “Additional Comments” in Alphabetical Order

Bravo ... all concepts are improvements

Bring back the Rainbow Pier! Don’t sell us short with an update. Rebuild!!!

Bringing back the rainbow pier is both iconic and functional

Bringing back water taxi service would change my opinion if that was not possible for my top choices. I very much hope LB will find a way to bring back the water taxi connection to Belmont Shore as soon as possible.

Bring in the bike design looks the best. Better flow for people. 2 routes to enter/exit for runs and sip n stroll events.

Can you release more pictures?

Can’t wait for this!

Can’t wait till this happens, can we also keep the homeless people from camping around it and on the beach?

Can’t wait to see the results.

Can’t wait! Anything will be better than this nothing we have now

can’t wait for new pier to upgrade the area

Colorful light to light up the bridge would be great. Just like the new Long Beach bridge.

Concept #2 having a nod to the historical Rainbow Pier is a bonus. All the others have absolutely no personality.

Concept 1 builds off existing infrastructure and has the potential to reduce cost.

Concept 2 - while reminiscent of rainbow pier - feels limiting and claustrophobic. Like making an aquarium for people watching?!

Concept 1 - (my #1 choice) A pier should feel open, expansive and limitless. Like the ocean. Full of hope. & the cost for a remodel should be far less / in line with both its purpose and with our city (what we stand for).

Concept 2 incorporates more of the city’s heritage and allows for a separation of pedestrians and fishermen.

Concept 2 is a nice homage to the Long Beach of the past.

Concept 2 is the winner!

Concept 2 provides a strong historic nod to the original Rainbow Pier which stretched from Pine to Linden in DTLB. It also creates unique programming opportunities for floating concerts, inflatable waterparks, swim lessons, and lots of other outdoor interactive events that we may need to rely on in the next pandemic.
Concept 4 seems the most practical and useful. Concept 2 has a classic and timeless shape, but seemingly less space. Whatever is most practical should be prioritized, then aesthetic can be focused on/improved afterwards.

Concept two had the best interior lagoon space.

Concerned that we make sure we have enough parking

Do not go rainbow it's awful

Don't mess this up. The rainbow pier offers people the ability to view the ocean while at the same time connecting with people across abs around you.

Equally drawn to 2 and 3. It would be nice to have something iconic and instagram worthy. I understand that may sound shallow, but certainly no more so than the Queen Mary.

Every beach city in LA and OC has a standard pier, but the rainbow pier is unique and will bring people to Long Beach for the Insta pics alone. And I love the nod to the original rainbow pier.

Excited to see our new pier!

Excited to see the new pier!

Fishermen ruin piers with all their "goop"

Focus should be towards Congressional Cup

Forms of concept 3 are more complicated, futuristic, unique and would photograph and appear in drones as a distinct form.

Get it done

Get the approvals completed before demo on the existing structure. This is a lesson we should've learned with the Belmont Pool.

give us back the rainbow pier

Go with the Rainbow Pier. Make a connection to the past of Long Beach. Use the opportunity to link past and present! Have historical placards or displays showing the days of the Pike.

Good luck!

great concepts. we live in Belmont Heights and visit the pier often - looking forward to this!

Harkening back to the rainbow pier would be a great feature for Long Beach's waterfront! Also, creating a more enclosed area would feel less intimidating for beginners at aquatic activities, hopefully lightening the load off bayshore.

Having more information on the environmental and socio economic impacts would be really appreciated
Belmont Pier Visioning Survey: “Additional Comments” in Alphabetical Order

I am looking forward to the area being updated

I believe it is important to use more of the waterway in Long Beach for transportation and boating. At a minimum a design should include the ramp for boarding the Aqualink and allow water taxis. If a small public short-term boat dock could be integrated into the design this would set Long Beach apart from other cities and piers where waves don’t allow close access for boats to the pier. This would also bring more people to the restaurants, pool and other businesses nearby the pier. I would vote for concept 2 as my favorite design because it acknowledges history in Long Beach. The problem with that design is that it doesn’t incorporate the dock features I think are so important.

I believe that the pier deserves a renovation/design that will outlast any short-term fad or trends that the City’s administration frequently seems to capitalize on. In my opinion, the framework of the existing pier needn’t be scrapped. Thinking practically, it needs proper reinforcement and, if it’s accurate to the vision outlined in the LB Post article, it certainly would be the best choice because it would allow the pier to be reconnected to the Aqualink service, maintains the historical aspects, and least impact on parking considering there’s already city-wide lack of ideas or action to improve this. It’s the design I believe that residents and tourists alike would most enjoy for the short and long term. The funds available for this design would be presumably less than the others as well; as is the likelihood of getting the work done by the time the Olympics arrive. And who knows? If possible, with more resources and even greater vision, pier concept #1 should receive a constructed extension with input from everyone such as this when the time is right thereafter.

I just recognized that Concept 1 is the same but fixed up. Just wondering the difference in estimates between 1 and 2/3/4

I like #2 because it is unique, it creates a space where events could happen. I can see art installations and tournaments and things being hosted on the water in the middle of the rainbow. It harkens back to Long Beach history, it provides a seamless walking path in and out without retracing steps. It would look beautiful if elegantly rainbow lit for Pride. It’s the best option for sure. #1 is fine, it’s like traditional and comfortable and fine. #3 is visually interesting but looks expensive and doesn’t enhance any function or create any special space. #4 looks clunky.

I like both 2 and 4... Because more space and walking for diff viewing... If build in one path, more crowding and limit views...

I like Concept 2 because it is reminiscent of the old Rainbow Pier. It makes the most historical as well as aesthetic sense.

I like how concept 2 brings back the shape of the original pier in DTLB

I like how concept 2 hearkens back to the historic Rainbow Pier.

I like that the "rainbow pier" provides access to just keep walking and loop around. You don’t technically go out and back. and I LOVE how concept 3 provides greenery (which I feel should be included in a city as much as possible) along with benches that have BACKING. for older people or other people (like myself) who have horrible posture.

I like the design of concept 2 but the features of concept 4
I like the idea of a swimming/fishing area in concept 4 but the aesthetic of concept 2.

I like the idea of connecting 39th and Termino. Amenities: fishing, benches, connect with aqualink, snack bar and/or restaurant, water craft rentals, bike/scooter lane/access.

I like the idea of having multiple modalities of use. As the pier stands right now, it’s generally not a place people want swim close to because of the fishing, so having a way to give fishermen their own sort of area might bring more people around.

I like the nod to historic significance of Concept 2.
I like the ease of use for including this loop in my walk/run routine. Didn’t see if the water taxi would still connect here, but hope so.
I also appreciate separating the fishing as much as possible.
Negatives: It creates a kiddy pool atmosphere with potential water quality issues and really doesn’t reach out to the ocean.

I like the opportunity for restaurants but don’t want to impact parking.

I like the retail plaza that would come with concepts 2 and 4, however I’m also a fan of using what we have and spending less money overall, and would be happy with concept 1 as well.
Thank you!

I like the seating and lighting from concept 3 but the actual layout of concept 2.

I like the semi circle style especially cuz it reminds me of the rode/pier that existed many years ago Downtown Long Beach.

I like the shape of option 2. Also the section in the center that could be used for kayaking or paddle boats.

I love concept 2’s tribute to the old rainbow pier! It’s absolutely beautiful and the loop design would allow for people to do laps for walking or jogging.

I love the idea of a completely new design, but that will likely take much longer than using the existing structure and improving it.

I love the rainbow idea

I love the Rainbow Pier Concept but the Reno of the existing would be wonderful and I think it sensical option. The sooner the better!! :)
♥LB!!!

I really don’t find the horse shoe concepts nice at all.

I support any of the concepts if funds become an issue and one of the concepts is cheaper than my identified preference. Thank you.
Belmont Pier Visioning Survey: “Additional Comments” in Alphabetical Order

Page - 6

I think concept 2 has the potential to become an iconic landmark for Long Beach! From a practicality point of view, I think it imperative that the multi-use aspect is planned early. There needs to be clearly designated areas for fishing, jogging/biking, relaxing/viewing, and commercial aspects. I also look forward to the water taxi portion being available again.

I think the rainbow concept 2 or concept 4 would encourage more people to use the pier, because it becomes part of the flow of the existing pedestrian path, entering one side, exiting another. I use the path for jogging on a regular basis, but rarely go out on the pier. I like the view at the end, but I don’t go out there much because it slows down the jog, but mainly because of the sense that it’s up and back the same path.

I value the idea of two entry possibilities. I prefer a separate fishing and viewing level (fishing areas tend to be gross). I would love to see concessions out there! A variety: food, shops, informative plaques. Feel free to reach out directly for more opinions!

I wish concept 4 had shade, like the rest.

I wish the Pike still had rides, Hoping for a new rainbow pier!!

I would like to see bike and jogging lanes that are separated from walking/sitting areas but have pullouts to stop and enjoy the views. Maybe on a 3rd level!

I’d like if the final selection, whichever shape it is, had some raised viewing platform focused - back toward shore - on the city and the SB mountains in the distance. The current pier sort of offers that, and it could be improved if considered appropriately.

I’d like to ensure that equitable access to the pier is considered throughout the design process.

I’d most like a concept that combines the aesthetic of 3 with an enclosed area for activities like paddleboating like concepts 2 and 4. Definitely like it to be something iconic that fits with the planned new pool. If you add businesses, please make sure to have enough parking.

In a dream world, I like concept 4 the most, but from a practical, financially feasible world, I prefer concept 1 or 3.

In order for the pier to be successful- you must clean up the homeless and drug abuse problem. I live within walking distance but never leave the house without pepper spray because of the bad elements that are attracted by the pier area. Please make it safe for people who visit and live in the area.

Instead of a “U” shape, a “V” shape

Integrate separate fishing area with concept 3.

Include interpretative signage about the waterfront.

Include digital display + mobile interactive site with wind, forecast, ocean temp/conditions, water quality, port/ship information etc.

It should definitely bring back the feel of the rainbow pier
It would be nice to choose a design that can be well maintained against bird poop and wear. When Hermosa Pier refurbished their pier they choose a lot of teak which looks beautiful but because subject to a lot of graffiti and discoloration. The wood is pretty but too soft and hard to maintain.

It would be nice to have an actual bar/restaurant on the pier with outdoor seating.

It would be nice to have more information about the impact of each concept, including environmental considerations, financial implications, and timeline.

It's great to see progress across the city and on the pier front! It would be fantastic to have sail up/docking options on the pier as well. Thank you!

It's important that as much of the existing pier is re-used or recycled. All new materials should be specified to be as sustainable as possible.

Let's get it done.

Like the additional plants out on the pier, and separation of fishermen from other people is a good idea. Also the idea of a separate place for swimming and wading, except Long Beach water is so polluted I would never swim here.

The other problem is always parking. And access to the pier. The city needs to stop lying about the parking problem and start building parking structures, two or three stories, all over the city. All of my friends go to Orange County to shop because of bad parking in Long Beach.

Like the concepts.

Looks good.

Looks great either way something new is needed!

looks great!

Love concept 2, but hope it won't take away TOO much parking from the lot. It's already hard as is.

Love option 3 but would be great to loop it back similar to Option 2.

Love the concept of the rainbow pier.

Love the idea of a Rainbow Pier! Part of Long Beach's History and unique. Though it would be nice to have permitted cart vendors to capture sales with light food, beverages, local art!! :)

Love the nod to the old Rainbow Pier!

love the rainbow design, inspired by pike of 1930's - it's a wow.

Love the rainbow design.
Belmont Pier Visioning Survey: “Additional Comments” in Alphabetical Order

Love the rainbow pier! Since it will decrease available parking, is it not possible to create a two or three level parking lot where the existing single level lot is? If that’s not possible, it would be smart to find a way to create some kind of additional parking that’s right next to the pier. I know there are large single level parking lots nearby in Belmont Shore but that can be a bit of a walk and having available parking that’s right by the pier would greatly welcome and increase visitorship. Or option 2, maybe have some kind of beach trolley or tram that brings people from the Belmont Shore lots to the pier for those who don’t want to walk that far. Anyway, I hope the rainbow pier comes to be.

Love the swimming area

Love the throwback to rainbow pier of concept 2

Maintenance and clean up around the surrounding beach and other areas of this projected plan are necessary. With the homeless/crime problem in Long Beach, a new pier will sadly deteriorate at a rapid rate.

Make it more useful for future events on the pier. U shape would be great for concerts in the middle.

Make it pretty spending least amount of money

Make the arch wider and keep it pedestrian only
Do not separate the fishermen from the publiv

Multiple use is most attractive.

Need to provide more details, maps, etc. All the drawings look pretty much the same

New pier before new pool!

Number two

Olympic venue for sailing and cost are my rational fo redesign 1
We MUST have this completed by 2027 before the Olympic Games in 2028

Pier a should be built to endure into the future and it’s function should take priority over aesthetics.

Pier should be a fun place to go. Beautiful sculptures and art interior structure of the pier. And it should be lit up to see it at afar to create a great ambience

Pier should be an extension of termino or 39th place. Should have some interesting small businesses in these streets to lead to the pier (like Seal Beach Main Street). Perhaps redevelop these streets to complement the pier.

A restaurant on the pier would be a great attraction, with a dining view of the harbor. A few interesting shops on the pier as well. Fishing should be in a dedicated area, as it can be messy and smelly.
Also, a free trolley between the pier and Belmont short to connect the two areas. Good idea resuming the water taxi to connect Long Beach.

Great to see some traction here.

Pier visioning should consider a variety of recreational uses to activate a wider segment of the waterfront.

Please consider the receptacles that you choose for trash and recycling on the pier and surrounding areas. Unhoused people go through trash to pull out CRV beverage containers. You need to consider that this is going to happen on the pier and do your research to find the best option for this (great examples in Canada).

Cost savings and environmental considerations (reclaimed wood, etc.) is a huge consideration for me. The whole project seems unnecessary and like tax dollars could be better spent on something else but I would want the cost estimate for each of the concepts.

Regarding having a restaurant on the pier... my primary concern as a solid waste consultant by profession is the waste system created on a pier. I have conducted over a dozen beach clean ups around the Santa Monica pier and it is inevitable that when food/beverage is served on a pier, the waste ends up below in the water. You would need to consider how the waste from any brick and mortar store/restaurant were to be managed (i.e. is a waste hauling truck going to drive down the pier to collect it...?).

I also have an issue with your Concept 2 design... you need to consider what type of aquatic recreation is actually happening in this space on the bay. People do not kayak or paddleboard here and it shouldn’t be assumed that a rental place is going to pop up to service novice kayakers/paddlers. There are many bay beaches in Long Beach (Mothers, Alamitos Bay, Horny Corner) where these types of activities do happen and are safe to do so. The area around the pier is absolutely not, the posts under the pier are a huge safety concern, and should not be continued to be advertised in this way.

Your design firm should have chosen the same time of day to represent each of these 4 concepts. Concept 3 is the only one at sunset which naturally has a more pleasing aesthetic and might sway perceptions.

Please don’t allow fishing on the pier!

Please don’t spent 50+ million on this

Please make the surface friendly for roller-skating.

Please restore the Aqualink dock at the Belmont Pier.

PREFER CONCEPT 2 FOR THE BASIC DESIGN
- Draws on LB history (Rainbow Pier)
- Aligns with neighborhood streets

I like the seating area depicted on Concept 3

Rainbow
Belmont Pier Visioning Survey: “Additional Comments” in Alphabetic Order

Rainbow pier

Rainbow pier the best

Really like concept 3!

Scheme 3 responds to the environment. Gorgeous.

Seems to me that the pier is pretty well used and functional as is, but needs to be shored up, maintained and it would be great to bring back the Aqualink connection. I would like to see the eatery/restaurant and bathrooms at the end of the pier be upgraded. Building anything other than fixing what exists would be irresponsible, due to the fact that the city does not have the budget. Look how long it has taken to get the Belmont Pool plan approved and who knows how long it will take to get it built. There are more important issues that the city should address than making the pier some idealized rainbow design that will ultimately disrupt the existing ecosystem and use of the surrounding beach and water. The current pier design is well-suited for boating events, among other things. Thanks for listening.

should include shopping and/or restaurant opportunities on the pier as a source of tourism interest, and to keep it an active location that reduce unattended areas becoming nuisance locations. Rainbow Pier model would be great to provide the historical reference and maybe opportunities for additional funding based on historically focused grants. Lastly, the area of water the rainbow pier would surround would be great to program with water polo or other activities, or have opportunities for scuba diving, and to also draw attention to this type of activity, there could be artificial reefs that would attract fish. This may also give the City another source of grant funding to further tap into different sources needed to cover cost.

snack bar and restrooms are important

Some priority should be placed on restaurant and docking facilities.

Some Santa Monica Pier-like attractions coming down the coast to the new Long Beach Pier would be nice. As a 21-year-old native resident, I would definitely bring my money to any small businesses or attractions on the pier rather than up or down the coast.

Sometimes simple is best. There’s a reason why pier design has not changed much even since the advent of pedestrian/recreational piers. Many successful, yet simple examples of modern recreational pier design can be found in NYC. One early example is Pier 1 in Riverside Park on the UWS of Manhattan. [https://riversideparknyc.org/places/pier-i-history/]

Concept 2 is particularly troubling. A dark and/or artificially illuminated lower tier in Concept 2 (rainbow pier) is a recipe for disaster (socially, environmentally and politically). (Will pier fishers be prohibited from fishing in the central pool? Enforced by fences in the lower tier?) Besides the “lower tier” problem, the central pool in Concept 2 is likely to become heavily polluted. Please research the history of Long Beach’s historic 1920’s rainbow pier. My understanding is that the water in the center of The Pike’s rainbow pier became filthy, and that was even before the breakwater halted the natural flow of the ocean tides.

Take this opportunity to create a unique and forward looking design for the Pier. Why not?

Thank you for your hard work and for including the public on this decision!
Thanks!

The combination of Concept 2 and Concept 3 would be ideal—maintaining the flow of water look/feel with multiple view opportunities.

The more areas for seating, the better. Shade is good. A long promenade is ideal.

The most important component is timely construction, next areas for fishing and boats! I love the reference to the rainbow harbor and think that design is gorgeous!

The pergolas and shaded areas would be excellent. The planters are also a great idea in theory but attract a lot of trash if not kept up all the time.

The Pier must be complete by 2027. It will be focal point for 2028 Olympic sailing venue featuring 300-500 sailboats generating international attention. LB must be ready to capitalize on being on the world stage driving partnerships to build our community!

The rainbow shape allows for a constant flow of people in either direction. Creating spots for street type vendors as well throughout the design would also be an attractive way to bring people to the area, and allow small businesses to promote their ideas and concepts.

The vendors would have to be current business owners with 30 or less employees to qualify. This is done as support for main street type business who are looking for that ever fading american dream... Be the leader in small business, be the best in innovation. Be the reason olympians come back to California after the 2028 olympics.

The shade and homage to Rainbow Pier make Concept 2 a winner for me!!!

The various concepts are very well done. The renovation of the pier should consider the role of the platform for spectator viewing of the 2028 Olympic sailing events and other events such as Congressional Cup. Perhaps additional temporary platforms can be added during the Olympics. Additionally, refreshing of the plaza at the entrance of the pier is critical especially to tie into the new pool complex. Thank you.

This is an opportunity to transform and modernize the experience of the pier and plaza. Go big!

This part of Long Beach is lacking eating and drinking establishments (apart from Belmont Brewing Company). Including beer carts, or a place to sit and enjoy a snack and a drink while watching the sunset would be fantastic.

Those are some interesting concepts. Any new pier should have facilities for the Aqualink to dock. Also a actual real sit-down restaurant that would be open to the public is a wonderful idea. Of course maintain areas for people that fish.

Thoughts from the meeting on 18th: aqualink is a MUST; no "stadium seating" needed for boat-watching (too much for this space); no room for "stage" on pier either — that can be on the sand or near the plaza; restaurants in the plaza area, not on the pier itself; like the separate area for fishing but if it’s not on a different level (1-3) then I don’t think people will stay in their area (4); bike path should be moved away from pedestrian walkway to pier (maybe under the pier?) Thanks for asking for the community’s opinion!
Belmont Pier Visioning Survey: “Additional Comments” in Alphabetical Order

Page - 12

Very cool

Very exciting!

Very supportive of this Project!

Voted for 2 because we need something to diversify our community

Would be great to have separate fishing areas in all concepts.

Would like to see a more welcoming entry point such as improvements to the plaza between the Belmont Brew Co patio and the parking lot. Would like to see better connectively to Ocean Blvd via 39th Place

Would love to see food options, and activities in addition to the pier. The pier needs to be activated, and not just a place to walk.

Would love to see options for some aquatic activities

would prefer restaurant space available on the pier, plus a sailing/kayaking area, and a very separate area for fishing, as fishermen tend to leave hooks/line/fish scales and assorted detritus around, and it lends the current Belmont Pier a very grimy look I’d like to avoid in future iterations

would really like a restaurant over the water.

Yes
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<thead>
<tr>
<th>Number of Mentions</th>
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<tr>
<td>52</td>
<td>Praise for Concept 2</td>
</tr>
<tr>
<td>44</td>
<td>Excitement for the Project as a Whole</td>
</tr>
<tr>
<td>22</td>
<td>Food Options &amp; Facilities</td>
</tr>
<tr>
<td>17</td>
<td>Dedicated Areas for Fishing &amp; Biking</td>
</tr>
<tr>
<td>16</td>
<td>Incorporate Aqualink and/or Water Taxi</td>
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<tr>
<td>14</td>
<td>Entertainment / Vendors / Supporting the Arts</td>
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<tr>
<td>14</td>
<td>Aquatic Activities</td>
</tr>
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<td>11</td>
<td>Budget Conscience</td>
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<td>Praise for Concept 4</td>
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<td>7</td>
<td>Concerns Over Lack of Parking</td>
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<tr>
<td>7</td>
<td>Complete by Olympics</td>
</tr>
<tr>
<td>6</td>
<td>Criticism for Concept 2</td>
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