

CALIFORNIA COASTAL COMMISSION

South Coast Area Office
200 Oceangate, Suite 1000
Long Beach, CA 90802-4302
(2) 590-5071

Permit Application No. **5-98-403**

Date: December 9, 1998

Page 1 of 9

**RECORD PACKET COPY****ADMINISTRATIVE PERMIT****APPLICANTS:** Grand Prix Association of Long Beach & City of Long Beach

PROJECT The 1999 Toyota Grand Prix of Long Beach (April 16-18, 1999),
DESCRIPTION: including installation and removal of temporary facilities for traffic and public accommodations.

PROJECT**LOCATION:** Downtown Shoreline, City of Long Beach, Los Angeles County.

EXECUTIVE DIRECTOR'S DETERMINATION: The findings for this determination, and for any special conditions, appear on subsequent pages.

NOTE: P.R.C. Section 30624 provides that this permit shall not become effective until it is reported to the Commission at its next meeting. If one-third or more of the appointed membership of the Commission so request, the application will be removed from the administrative calendar and set for public hearing at a subsequent Commission meeting. Our office will notify you if such removal occurs.

This permit will be reported to the Commission at the following time and place:

Thursday, January 14, 1998
Olympic Collection Banquet & Conference Center
11301 West Olympic Blvd., West Los Angeles

IMPORTANT - Before you may proceed with development, the following must occur:

Pursuant to 14 Cal. Admin. Code Sections 13150(b) and 13158, you must sign the enclosed duplicate copy acknowledging the permit's receipt and accepting its contents, including all conditions, and return it to our office. Following the Commission's meeting, and once we have received the signed acknowledgement and evidence of compliance with all special conditions, we will send you a Notice of Administrative Permit Effectiveness.

BEFORE YOU CAN OBTAIN ANY LOCAL PERMITS AND PROCEED WITH DEVELOPMENT, YOU MUST HAVE RECEIVED BOTH YOUR ADMINISTRATIVE PERMIT AND THE NOTICE OF PERMIT EFFECTIVENESS FROM THIS OFFICE.

PETER DOUGLAS
Executive Director

By: Charles Posner
Title: Coastal Program Analyst

STANDARD CONDITIONS:

1. Notice of Receipt and Acknowledgment. The permit is not valid and development shall not commence until a copy of the permit, signed by the permittee or authorized agent, acknowledging receipt of the permit and acceptance of the terms and conditions, is returned to the Commission office.
2. Expiration. If development has not commenced, the permit will expire two years from the date this permit is reported to the Commission. Development shall be pursued in a diligent manner and completed in a reasonable period of time. Application for extension of the permit must be made prior to the expiration date.
3. Compliance. All development must occur in strict compliance with the proposal as set forth in the application for permit, subject to any special conditions set forth below. Any deviation from the approved plans must be reviewed and approved by the staff and may require Commission approval.
4. Interpretation. Any questions of intent or interpretation of any condition will be resolved by the Executive Director or the Commission.
5. Inspections. The Commission staff shall be allowed to inspect the site and the project during its development, subject to 24-hour advance notice.
6. Assignment. The permit may be assigned to any qualified person, provided assignee files with the Commission an affidavit accepting all terms and conditions of the permit.
7. Terms and Conditions Run with the Land. These terms and conditions shall be perpetual, and it is the intention of the Commission and the permittee to bind all future owners and possessors of the subject property to the terms and conditions.

SPECIAL CONDITIONS: See page eight.

EXECUTIVE DIRECTOR'S DETERMINATION (continued):

The Executive Director hereby determines that the proposed development is a category of development which, pursuant to PRC Section 30624, qualifies for approval by the Executive Director through the issuance of an Administrative Permit. Subject to Standard and Special Conditions as attached, said development is in conformity with the provisions of Chapter 3 of the Coastal Act of 1976 and will not have any significant impacts on the environment within the meaning of the California Environmental Quality Act. If located between the nearest public road and the sea, this development is in conformity with the public access and public recreation policies of Chapter 3.

FINDINGS FOR EXECUTIVE DIRECTOR'S DETERMINATION:

A. Project Description and Background

The proposed project involves the 1999 Toyota Grand Prix of Long Beach on April 16-18, 1999, and the installment of the temporary improvements necessary to facilitate the event. The proposed temporary improvements include the installation of cement barriers and safety fencing around the race course, pedestrian bridges across the race course, security fencing throughout the entire event area, and public facilities including grandstands, concession stands, and portable toilets. The set-up period for the proposed event is 60 to 90 days in duration. Public access to the event area is restricted and admission fees are charged to race spectators on the three race days of April 16, 17 and 18, 1999.

The Long Beach Grand Prix circuit is comprised of approximately two miles of City streets in the Downtown Shoreline area of Long Beach, primarily Shoreline Drive, Seaside Way and Aquarium Way (Exhibit #2). Shoreline Drive, Seaside Way and Aquarium Way are existing streets located on State tidelands which provide access to the Downtown Marina, Long Beach Convention Center, Hyatt Hotel, Shoreline Village Shopping Center, Shoreline Park, the Long Beach Aquarium of the Pacific, and the public beach. This year's proposed racecourse is different than past years' routes in that it now includes Aquarium Way which passes between the Long Beach Aquarium of the Pacific and its adjacent parking structure (Exhibit #2). The Long Beach Aquarium of the Pacific opened in 1998.

Because the event area is located on State tidelands, it falls within the Commission's area of retained jurisdiction and must receive its Coastal Development Permit from the Commission. The proposed 1999 race will be the 24th annual staging of the event. The Commission approved the following Coastal Development Permits for races in previous years: P-75-5135/A-108-75, P-76-9568, P-77-2224/A-537-77, P-78-4102, P-79-6086, P-80-7201, 5-81-235, 5-82-634, 5-83-930, 5-84-332, 5-85-718, 5-86-923, 5-87-928, 5-88-764, 5-89-1110, 5-90-1058, 5-91-819, 5-92-432, 5-93-282, 5-94-163, 5-95-186, 5-96-236 and 5-97-280 (Exhibit #3 p.1).

The Coastal Development Permits approved in 1975 and 1977 by the South Coast Regional Commission were appealed to the State Coastal Commission. A set of special conditions was developed during those appeals in order to address the impacts of the race on adjacent residences and potential adverse impacts on public access and nearby recreational facilities. The special conditions have been periodically updated to better address the impacts of the proposed event as the area changes. Recently, the Downtown Shoreline area of Long Beach, where the event is proposed, has changed significantly as a result of the new development along the waterfront being constructed under the Queensway Bay Plan. The Long Beach Aquarium of the Pacific, Rainbow Harbor and Esplanade, and the reconstructed Shoreline Park are the most significant improvements that have been completed as part of the Queensway Bay Plan (Exhibit #2).

B. Recreation and Public Access

One of the basic goals of the Coastal Act is to maximize and protect public access and recreational opportunities along the coast. The proposed project must conform to the following Coastal Act policies, which encourage public access and recreational use of coastal areas.

Section 30210 of the Coastal Act states:

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

Section 30211 of the Coastal Act states:

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

Section 30213 of the Coastal Act states, in part:

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

Section 30221 of the Coastal Act states:

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

The Downtown Shoreline area of Long Beach is a popular coastal recreation area that provides the public with many different types of activities. The site of the proposed event provides the public with coastal access and lower cost recreational opportunities. Visitors to the area during any season can take advantage of the many sailing and boating opportunities, the coastal bicycle path, fishing activities, parks, the beach, sightsee, or shop at Shoreline Village. Many of these activities are free or lower cost visitor and recreational opportunities protected by Section 30213 of the Coastal Act.

As in previous years, the proposed event will temporarily interfere with public access to the normal lower cost visitor and recreational opportunities in the Downtown Shoreline area of

Long Beach. The applicants state that public access to the event area, including the Long Beach Aquarium of the Pacific and Shoreline Village Shopping Center, will be limited to ticket holders between 6 a.m. and 6 p.m. on the three race days of April 16, 17 and 18. Public access may also be temporarily restricted in various areas during the set-up of the temporary improvements necessary for the race.

In 1975, in granting a permit on appeal for the race, the Commission found that:

"Given the fact that only three days will be affected for the race, it does not appear that the impairment of beach access would be significant enough to warrant denial of another type of recreational event that will draw many more people to the coastal zone".

Furthermore, the Commission found that the proposed project's impacts on public access could be mitigated. For example, the applicants' proposal includes a plan which provides the Downtown Marina boat owners with access to the marina and their boats during the proposed event. The plan calls for vehicular access to the marina parking lot for boat owners and a courtesy shuttle bus for transportation from a remote parking area (Exhibit #3 p.2). As proposed, access to the Downtown Marina will be maintained at all times including the three days of the proposed event.

Shoreline Access

The applicants have also proposed to arrange the perimeter fencing for the proposed event in a manner which will allow continuous public access to Shoreline Park and the Rainbow Harbor lower esplanade at all times including the three days of the proposed event (Exhibit #3 p.2). Although the aquarium will be closed to the public during the three days of the proposed event, the public park and waterfront will remain accessible to the general public at all times, including the three days of the proposed event.

In order to ensure that public access is maintained to the public recreational facilities and waterfront area located adjacent to the event site, a special condition of approval requires that public access be protected during three phases of the event: 1) the set-up phase 60-90 days prior to April 16, 1999, 2) the three-day event phase on April 16-18, 1999, and 3) the take-down phase commencing April 19, 1999. Special condition two states:

2. Shoreline Access

Prior to the first day of the event, April 16, 1999, unrestricted public access shall be provided and maintained along the waterfront at all times. Unrestricted means that the general public may pass and repass without having to pay an admission fee, present a ticket, accept conditions of passage, pass a gate, or request permission to pass. The waterfront includes (but is not limited to): all public sidewalks adjacent to the Downtown Marina, the boardwalk in the Shoreline Village shopping center, a minimum

ten foot wide public accessway along Shoreline Wharf, the lower Rainbow Harbor Esplanade, and the entirety of Shoreline Park (Exhibit #2). During the three days of the proposed event, April 16-18, 1999, unrestricted public access shall be provided and maintained to Shoreline Park and along the lower Rainbow Harbor Esplanade to the Pine Avenue Pier. Unrestricted public access shall be restored to the entire waterfront area on the day after the event, April 19, 1999.

Only as conditioned to protect public access on the existing coastal access routes is the proposed event consistent with the public access and recreation policies contained in the Coastal Act.

Bicycle Route

Bicycle access along the coast shall also be protected. The Coastal Act requires that public access be provided to the coast and along the shoreline. An important component of the coastal public access system is the regional bicycle path system. The regional bicycle route runs along the Los Angeles River, through the Downtown Shoreline area, and along the City's beach toward the Orange County beaches (Exhibit #2). The route provides direct bicycle access to Long Beach and Orange County beaches from Los Angeles and many other inland cities.

As part of the Queensway Bay Plan, which has been incorporated into the certified LCP, the City recently reconstructed the regional bicycle route where it passes through the Downtown Shoreline area (see Coastal Development Permit 5-96-124). The new bicycle route was built as part of the rebuilding of Shoreline Drive in conjunction with the construction of the new Rainbow Harbor and the Aquarium.

The proposed event will temporarily interfere with the use of the regional bicycle route which passes through the Downtown Shoreline area of Long Beach as it connects inland cities to the coast. As proposed, the regional bicycle route will be maintained for public use during the event's set-up and take-down periods, but will be closed 48 hours prior to the event and during the three days of the proposed event. It is important to keep the bicycle route open during the set-up period because the set-up period for the proposed event is 60 to 90 days in duration.

Pursuant to City of Long Beach LCP Amendment No. 4-96, all bleachers must be set back 25 feet from the north curb of Shoreline Drive, thereby avoiding any conflict with the bicycle path except during the race days (see LCP Amendment No. 4-96). The event itself, during which the regional bicycle route will be temporarily closed, lasts only three days. During the three race days, a temporary bicycle route detour will be provided on City streets north of the event site to bypass the Downtown Shoreline area.

The set-up and take-down of the proposed event shall not interfere with the public's use of the regional bicycle path which runs through the Downtown Shoreline area connecting the

Los Angeles River Bicycle Path to the beach bicycle path (Exhibit #2). Therefore, in order to ensure that the regional bicycle route is kept open during the event set-up and take-down as proposed, the approval of the permit is conditioned to require that the temporary event facilities (i.e. grandstands, barricades, fences, overhead pedestrian bridges), will be sited so as not to interfere with the public's use of the regional bicycle route except during the three days of the event when admission is charged, during the Grand Prix practice and trial sessions, and during the period commencing 48 hours prior to the event and ending on Monday, April 19, 1999.

On Monday, April 19, 1999, the regional bicycle route shall be reopened and made available for public use. Compliance with this special condition will ensure that bicycle and pedestrian access is provided through the Downtown Shoreline area during the 60 to 90 day set-up period leading up to the three-day event. Only as conditioned does the approval of the proposed project adequately protect coastal access as required by the Coastal Act.

Parking

The availability of parking can also affect coastal access and recreation opportunities. In order to meet the annual requirements of the Commission and City of Long Beach, the applicants have submitted a parking management plan developed in cooperation with Long Beach Transit (Exhibit #4). The plan calls for the provision of approximately 15,000 parking spaces throughout the downtown area with public transportation providing connections to the event area. Spectators will also be encouraged to take Long Beach Transit buses and the Blue Line light-rail to the event from outlying areas.

Finally, the Commission finds that the proposed event is consistent with the public access and recreation policies contained in the Coastal Act only if conditioned to protect public access along the waterfront and on the bicycle path, and to provide adequate parking for event spectators.

C. Marine Resources

On May 10, 1995, the Commission approved Coastal Development Permit 5-95-055 (City of Long Beach) for the Long Beach Aquarium of the Pacific. The aquarium is located next to the race circuit on Aquarium Way (Exhibit #2). There has been some concern that the noise of the Grand Prix race could negatively affect some of the animals exhibited in the proposed aquarium. However, noise studies were conducted during the past two races to determine if the noise from the event would negatively affect any animals in the aquarium. According to the aquarist, the noise of the Grand Prix race will not negatively affect the animals in the aquarium. If necessary, the issue of the effects of the race on aquarium animals can be addressed in future permit applications.

D. California Environmental Quality Act (CEQA)

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

The proposed project has been conditioned in order to be found consistent with the public access and recreation policies of the Coastal Act. Mitigation measures, including protection of public access along the waterfront and on the bicycle path, and provision of adequate parking for event spectators, will minimize all adverse impacts. As conditioned, there are no feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse impact which the activity may have on the environment. Therefore, the Commission finds that the proposed project can be found consistent with the requirements of the Coastal Act to conform to CEQA.

SPECIAL CONDITIONS:

1. Duration of Permit

Coastal Development Permit 5-98-403 shall only extend to:

- (a) The Long Beach Grand Prix auto race and associated events to be held April 16, 17 and 18, 1999;
- (b) Practice and trial sessions necessary to those races as described in the application, and;
- (c) Set-up and timely removal of those facilities necessary to stage the event.

2. Shoreline Access

Prior to the first day of the event, April 16, 1999, unrestricted public access shall be provided and maintained along the waterfront at all times. Unrestricted means that the general public may pass and repass without having to pay an admission fee, present a ticket, accept conditions of passage, pass a gate, or request permission to pass. The waterfront includes (but is not limited to): all public sidewalks adjacent to the

Downtown Marina, the boardwalk in the Shoreline Village shopping center, a minimum ten foot wide public accessway along Shoreline Wharf, the lower Rainbow Harbor Esplanade, and the entirety of Shoreline Park. During the three days of the proposed event, April 16-18, 1999, unrestricted public access shall be provided and maintained to Shoreline Park and along the lower Rainbow Harbor Esplanade to the Pine Avenue Pier. Unrestricted public access shall be restored to the entire waterfront area on the day after the event, April 19, 1999.

3. **Bicycle Route**

The temporary event facilities (i.e. grandstands, barricades, overhead pedestrian bridges), will be sited so as not to interfere with the public's use of the regional bicycle route except during the three days of the event when admission is charged, during the Grand Prix practice and trial sessions, and during the period commencing 48 hours prior to the event and ending on Monday, April 19, 1999.

4. **Controlled Traffic**

Commencing 48 hours prior to the event, the public thoroughfares of Shoreline Drive, Seaside Way, Aquarium Way, Pine Avenue, and the Downtown Shoreline bicycle route may be subject to traffic controls which prohibit public use of portions of those streets located within the event area (Exhibit #2). For purposes of practice and trial sessions, and for the placement and removal of temporary facilities (i.e. grandstands, barricades, overhead pedestrian bridges), additional temporary street closures are permitted as required.

5. **Parking Management Plan**

The applicants shall implement the submitted Parking Management Plan in cooperation with Long Beach Transit (Exhibit #4).

ACKNOWLEDGMENT OF PERMIT RECEIPT/ACCEPTANCE OF CONTENTS:

I/We acknowledge that I/we have received a copy of this permit and have accepted its contents including all conditions.

Co-Applicant's Signature

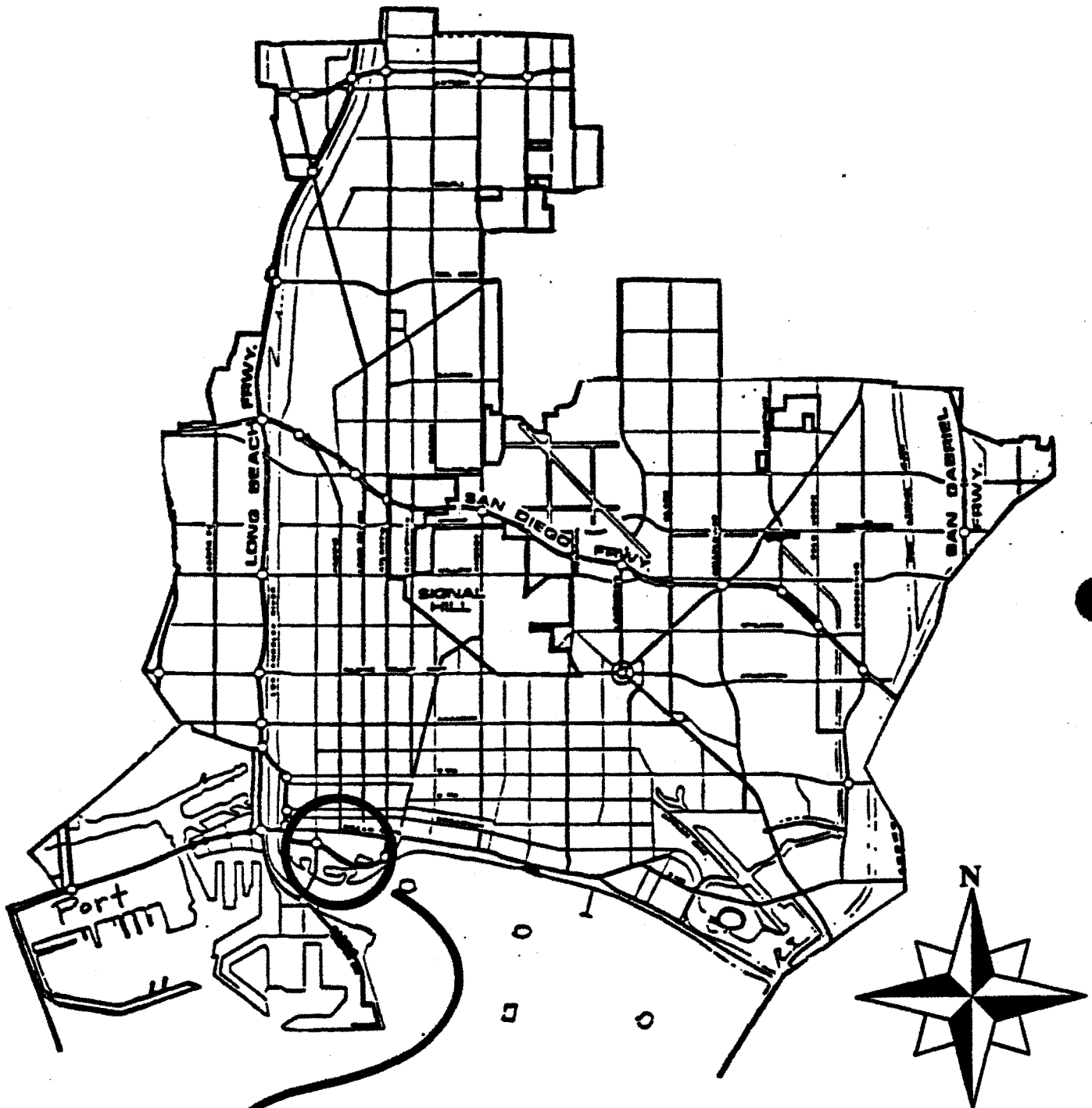
Date of Signing

Co-Applicant's Signature

Date of Signing

End/cp

City of Long Beach



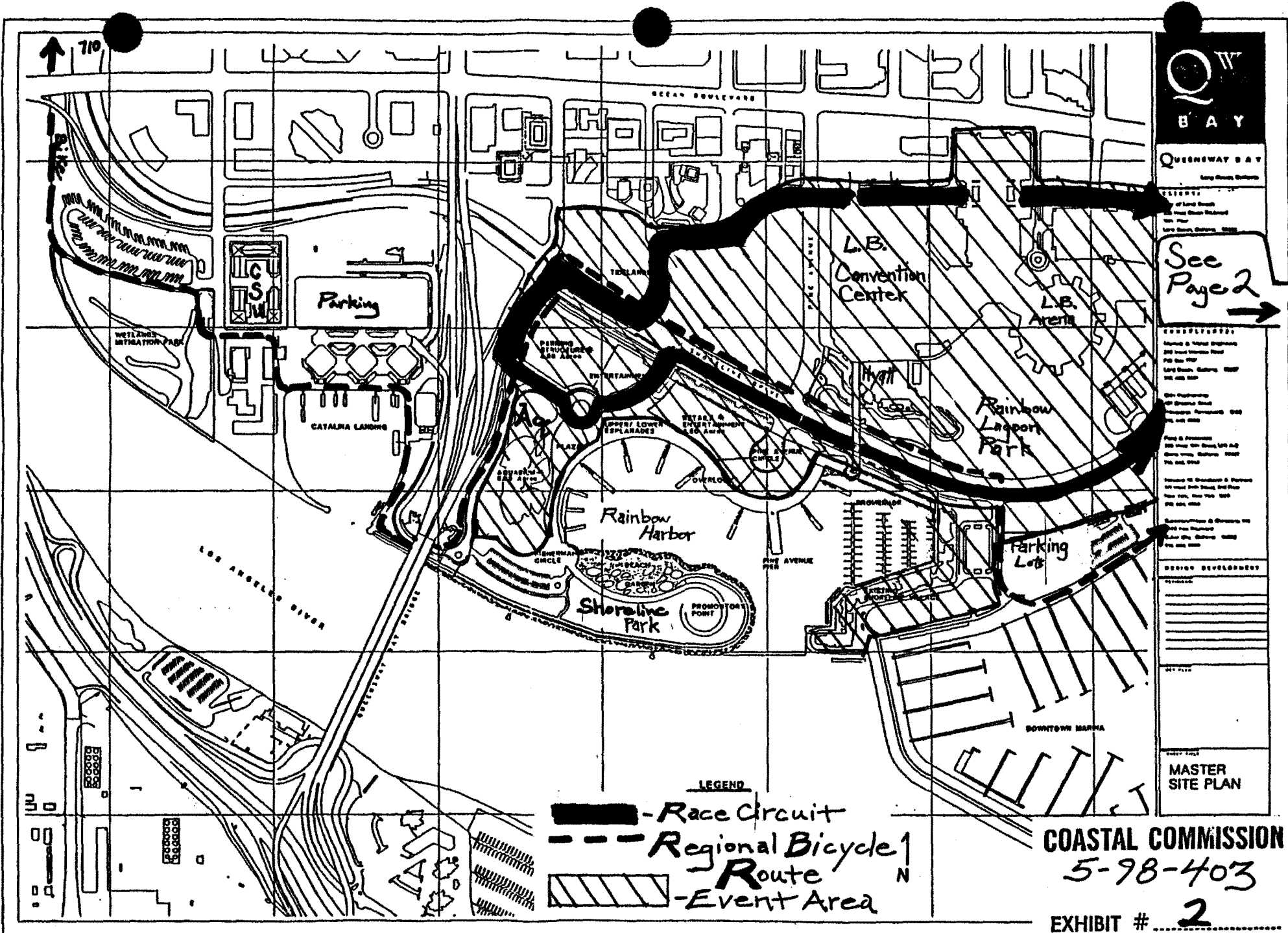
Site

COASTAL COMMISSION

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EXHIBIT # 1

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LEGEND

— Race Circuit

- - - Regional Bicycle Route

▨ Event Area

QW
BAY

QUEENSWAY BAY
Long Beach, California

CLIENTS
City of Long Beach
Long Beach Harbor
Long Beach Convention Center
Long Beach Arena

See Page 2 →

COORDINATORS
James & Thomas Engineers
200 West Imperial Road
P.O. Box 100
Long Beach, California 90801
Tel. 434-3300

Site Preparation
J.H. Shuman & Sons
Long Beach, California 90801
Tel. 434-3300

Plans & Permits
J.H. Shuman & Sons, L.P. & J.
Long Beach, California 90801
Tel. 434-3300

General Construction & Parking
J.H. Shuman & Sons, L.P. & J.
Long Beach, California 90801
Tel. 434-3300

Construction & Demolition
J.H. Shuman & Sons, L.P. & J.
Long Beach, California 90801
Tel. 434-3300

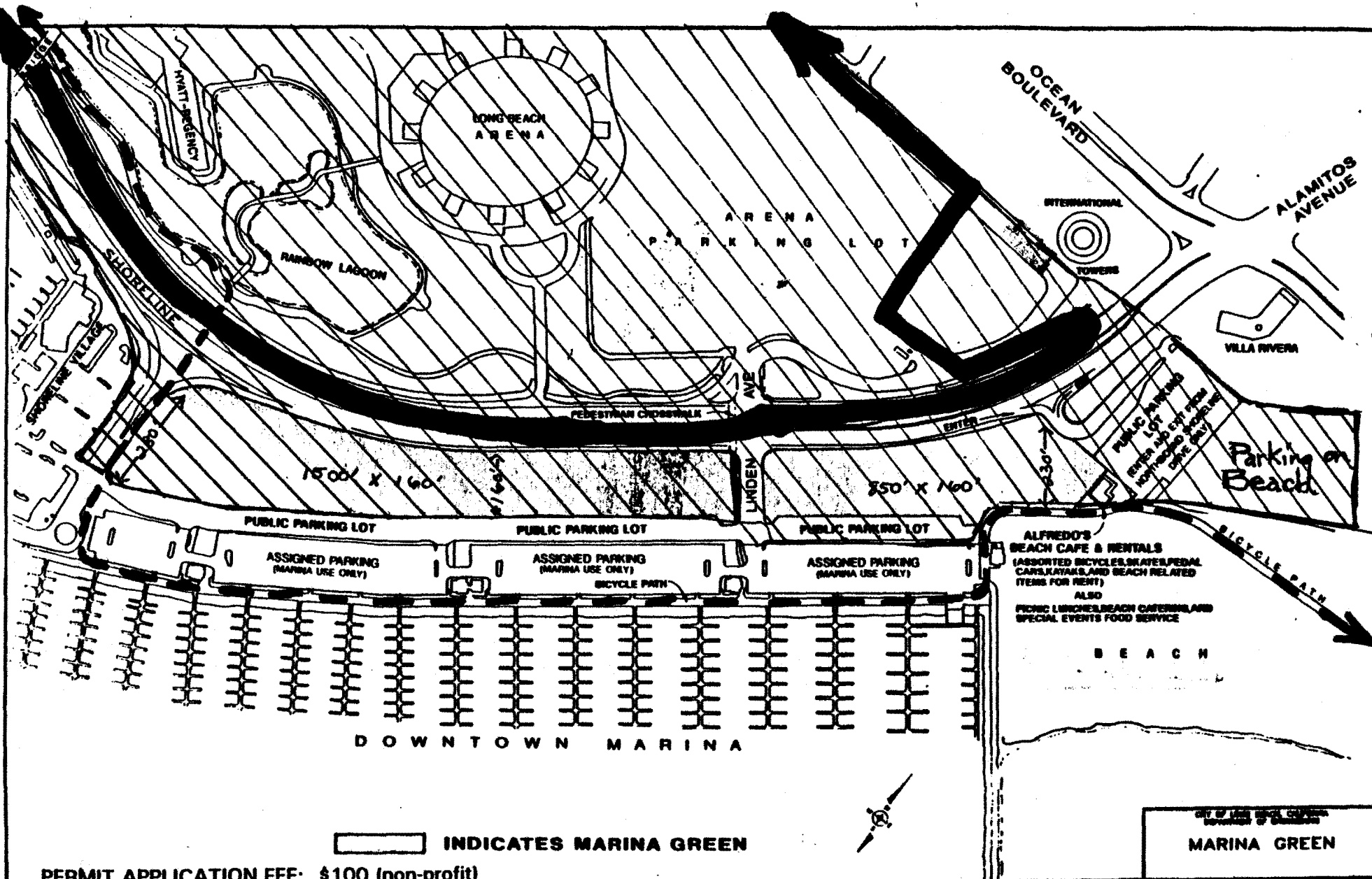
DESIGN DEVELOPMENT

MASTER SITE PLAN

COASTAL COMMISSION
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EXHIBIT # 2

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PERMIT APPLICATION FEE: \$100 (non-profit)
200 (exclusive use/paid admission)

PARK RENTAL RATE: \$150 per day (non-profit)
300 (exclusive use/paid admission)

Note: RATES and FEES apply to groups of 100 or more. Please call to discuss plans and site use for smaller groups.

Limited parking off of Shoreline between Ocean Boulevard and Linden Avenue is located adjacent to the Green (next to Alfredo's Rentals*). Public restroom facilities are available at the Downtown Marina. Please use this map to indicate your site selection.

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EXHIBIT # 2

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SUPPLEMENTAL INFORMATION

1999 COASTAL COMMISSION APPLICATION

GRAND PRIX ASSOCIATION OF LONG BEACH

COASTAL COMMISSION APPLICATIONS

First Application:	P-4-11-75-5135 and Appeal No. 108-75
Second Application:	P-12-6-76-9568
Third Applications:	P-11-3-77-2224 and Appeal No. 537-77
Fourth Application:	P-10-2-78-4102
Fifth Application:	P-79-6086
Sixth Application:	P-80-7201
Seventh Application:	P-81-235
Eighth Application:	5-82-634
Ninth Application:	5-83-930
Tenth Application:	5-84-332
Eleventh Application:	5-85-718
Twelfth Application:	5-86-923
Thirteenth Application:	5-87-928
Fourteenth Application:	5-88-764
Fifteenth Application:	5-89-1110
Sixteenth Application:	5-90-1058
Seventeenth Application:	5-91-819
Eighteenth Application:	5-92-432
Nineteenth Application:	5-93-282
Twentieth Application:	5-94-163
Twenty-first Application:	5-95-186
Twenty-second Application:	5-96-236
Twenty-third Application:	5-97-280

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EXHIBIT # 3

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MARINA ACCESS

The Grand Prix Association of Long Beach and Long Beach Marine Bureau have developed a system which will provide Marina boat owners with access to their boats during the event weekend. The plan calls for vehicle access to the marina parking lot via a temporary hard pack dirt road south of the Villa Riviera building east of the marina parking lot. The plan also calls for a courtesy Shuttle Bus from a nearby parking location.

Access to shops and facilities at Shoreline Village will be available to all spectators during the event.

SHORELINE PARK (SHORELINE PENINSULA) ACCESS

The Grand Prix Association of Long Beach and the City of Long Beach have developed a plan which will provide the general public access to Shoreline Park (Shoreline Peninsula) during the event weekend. The plan calls for access to the park via Golden Shore or Magnolia to the Aquarium Service Road. They will follow the Aquarium Service Road under the Queensway Bridge to the park.

RAINBOW HARBOR (LOWER ESPLANADE & PIER POINT LANDING)

The Grand Prix Association of Long Beach and the City of Long Beach have developed a plan which will provide the general public access to Rainbow Harbor (Lower Esplanade & Pier Point Landing) during the event weekend. The plan calls for access to the Harbor via Golden Shore or Magnolia to the Aquarium Service Road. They will follow the Aquarium Service Road under the Queensway Bridge to the park.

Upper Esplanade and Aquarium of the Pacific will be incorporated as part of the 1999 Grand Prix Circuit and will not be accessible to the general public race weekend.

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EXHIBIT # 3

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1999 CIRCUIT CONSTRUCTION

The primary safety system of the Toyota Grand Prix of Long Beach circuit consists of 12' long, 2' wide, 34" high reinforced concrete blocks each weighing 8,000 lbs., countersunk 24" deep into each lock and 3' from each end are 2-1/3" diameter holes designed to carry 12' long fence posts. The posts are bent at an angle of 45 degrees at the 10' mark. All the posts are ties together by three strands of minimum 3/8" reinforced cable; chain link fence is then mounted on the posts and cable and tied with regular fence ties.

With two exceptions, all turns on the Toyota Grand Prix circuit have either escape roads or run-off areas. All escape areas/run offs have tire walls installed in order to absorb the potential impact and dissipate the resultant energy.

All grandstands are located at a minimum of 10' behind spectator fences.

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EXHIBIT # 3

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RECEIVED
SEP 15 1998
CLB SPECIAL EVENTS

September 14, 1998

Ms. Jo Ann Burns
Director of Special Events
City of Long Beach
333 West Ocean Blvd.
13th Floor
Long Beach, CA 90802

CITY OF LONG BEACH
DEPARTMENT OF PLANNING AND BUILDING

APPROVAL IN CONCEPT

These plans have received approval in concept only by the city of Long Beach as required for application to the South Coast Regional Commission, pursuant to Section 13210, Public Resources Code.

Date: 9/22/98 By: [Signature]

Dear Jo Ann,

In accordance with Section 5.5 of the Extension Agreement between the Grand Prix Association of Long Beach and the City of Long Beach, requiring the Grand Prix Association to submit, each year, to the City, details of the parking program for that years event, the following represents the proposed parking program for the 1999 Toyota Grand Prix of Long Beach:

1. Shoreline Parking - Approximately 1600 vehicles; access is by traveling west on Ocean Blvd. to Golden Shore; south on Golden Shore to Shoreline Drive. Vehicles will be parked diagonally on eastbound and westbound Shoreline Drive.
2. Marina Parking - Approximately 500 vehicles; access by traveling east on Ocean Blvd. to Shoreline Drive; west on Shoreline Drive to service road behind Villa Riviera; south on service road to Marina parking lot.
3. Arena Parking Structure Approximately 300 passenger vehicles ; access is by traveling east on Ocean Blvd. to Shoreline Drive; west on Shoreline Drive to special entry into Linden Lot; through Linden Lot into bottom and middle levels of parking structure.

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EXHIBIT # 4

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4. West Parking - Approximately 50 vehicles; access by traveling east on Ocean Blvd. to Pine; south on Pine to entry into West Parking Lot.
5. Terrace Parking - Approximately 795 vehicles; access by traveling east on Ocean Blvd. to Collins; south on Collins into Terrace Parking structure.
6. Support Transporter - Approximately 75 vehicles; access by traveling east on Ocean Blvd. to Pine Ave.; south on Pine Ave. into West Lot.
7. Cart Transporter - Approximately 30 vehicles; access by traveling east on Ocean Blvd. to Linden Ave; south on Linden Ave. into circuit.
8. Team Parking - Approximately 90 passenger vehicles and 14 commercial vehicles; access is by traveling east on Ocean Blvd. to Shoreline Drive; west on Shoreline Drive to special entry into Linden Lot; through Linden Lot into bottom and middle levels of parking structure.
9. Service Parking - Approximately 200 vehicles; access at all vehicle entry points into circuit.
10. Hyatt Parking Structure - Approximately 1100 vehicles; access is by traveling east on Ocean Blvd. to Pine Ave; south on Pine Ave. to parking structure entry.
11. Aquarium Parking Structure - Approximately 1000 vehicles; access is by traveling west on Ocean Blvd. to Chestnut Place; south on Chestnut Place to Shoreline Drive; east on Shoreline Drive to north entry of Aquarium Parking Structure.

The above can facilitate the parking of approximately 5000 vehicles. In addition to the foregoing, we have in conjunction with the Long Beach Transit Company, developed an information program to all of our ticket holders encouraging them to take Long Beach

COASTAL COMMISSION

Jo Ann Burns
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Transit buses and the Blue Line to and from the circuit.

We have again received verbal confirmation from most of the parking lot operators north of Ocean Blvd. that they will be operational for parking on all three days of the event. According to LBCVB estimates the area between Ocean Blvd. and 10th Street from Alamos Blvd. to Magnolia Blvd. can facilitate the parking of approximately 10,000 vehicles.

Additionally, you should be aware we have requested that our Corporate Sponsors and clients purchase private parking in outlying areas and charter buses to bring their guests to the event.

Should you have any questions regarding the aforementioned, I would appreciate it if you would address them to me at your earliest convenience.

Sincerely,



Dwight R. Tanaka
Senior Vice President,
Director of Operations

DRT/drt
parking.99

COASTAL COMMISSION

EXHIBIT # 4
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