

CALIFORNIA COASTAL COMMISSION

South Coast Area Office
2000 Ocean Gate, Suite 1000
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(562) 590-5071

**RECORD PACKET COPY**

Filed: 11/19/1999
49th Day: 1/7/2000
180th Day: 5/17/2000
Staff: CP-LB
Staff Report: 12/9/1999
Hearing Date: January 11-14, 2000
Commission Action:

STAFF REPORT: REGULAR CALENDAR

APPLICATION NUMBER: 5-99-389

APPLICANTS: Grand Prix Association of Long Beach & City of Long Beach

AGENTS: Dwight Tanaka, Grand Prix Association Director of Operations
JoAnn Burns, City of Long Beach Director of Special Events

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

PROJECT DESCRIPTION: The 2000 Toyota Grand Prix of Long Beach (April 14-16, 2000), including installation and removal of temporary facilities for traffic and public accommodations.

LOCAL APPROVAL: City of Long Beach Approval in Concept, 10/12/99.

SUBSTANTIVE FILE DOCUMENTS:

1. City of Long Beach Certified Local Coastal Program, 7/22/80.
2. Coastal Development Permit 5-98-403 (1999 LB Grand Prix).
3. Coastal Development Permit 5-98-156 (Long Beach & DDR OliverMcMillan).

SUMMARY OF STAFF RECOMMENDATION:

A coastal development permit is required from the Commission for the proposed event and associated development because it is located on State Tidelands within the Commission's area of original jurisdiction. Pursuant to Section 30519 of the Coastal Act, any development located within the Commission's area of original jurisdiction requires a coastal development permit from the Commission. The Commission's standard of review for the proposed event is the Chapter 3 policies of the Coastal Act.

Staff is recommending that the Commission grant a coastal development permit for the proposed event and associated development with special conditions to protect public access to the shoreline throughout the 60 to 90 day set-up period, the three-day event, and the take-down period. Special conditions also require the applicants to implement the proposed parking plan and fuel and waste management plans. The applicants agree with the staff recommendation.

STAFF RECOMMENDATION:

The staff recommends that the Commission adopt the following resolution to **APPROVE** the coastal development permit application with special conditions:

MOTION

"I move that the Commission approve with special conditions Coastal Development Permit 5-99-389 per the staff recommendation as set forth below."

Staff recommends a **YES** vote which would result in the adoption of the following resolution and findings. An affirmative vote by a majority of the Commissioners present is needed to pass the motion.

I. Resolution: Approval with Conditions

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

II. Standard Conditions

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

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

III. Special Conditions

1. Duration of Permit

Coastal Development Permit 5-99-389 shall only extend to:

- a) The Long Beach Grand Prix auto race and associated events to be held April 14, 15 and 16, 2000;
- 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 14, 2000, 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 14-16, 2000, 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 17, 2000.

3. Bicycle Route

The temporary event facilities (i.e. grandstands, barricades, overhead pedestrian bridges, fences, barricades, etc...) shall be sited so as not to interfere with the public's use of the regional bicycle route (See Exhibit #2) with the exception of the six-day period commencing at 6 a.m. on Wednesday, April 12, 2000 and ending at 5 p.m. on Monday, April 17, 2000. During the six-day period when the bicycle route is closed to the public, the permittees shall provide a temporary bicycle route detour (to bypass the Downtown Shoreline area) on City streets situated north of the event site.

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, bridges), additional temporary street closures are permitted as required.

5. Parking Management Plan

The permittees shall implement the proposed Parking Management Plan in cooperation with Long Beach Transit (See Exhibit #4).

6. Parking Management Plan

The permittees shall implement the proposed fuel and waste management plans (See Exhibit #5).

IV. Findings and Declarations

The Commission hereby finds and declares:

A. Project Description and Background

The proposed project involves the 2000 Toyota Grand Prix of Long Beach on April 14-16, 2000, 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 14, 15 and 16, 2000.

The Long Beach Grand Prix race circuit is comprised of approximately two miles of City streets in the Downtown Shoreline area of Long Beach, primarily Shoreline Drive, Seaside Way, Aquarium Way, and Pine Avenue South (Exhibit #2). These streets, all located on State tidelands, 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 avoids the enclosure of the Tidelands site where the proposed Queensway Bay commercial development was approved pursuant to Coastal Development Permit 5-98-156 (City of Long Beach & DDR OliverMcMillan). As in 1999, the racecourse includes Aquarium Way which passes between the Long Beach Aquarium of the Pacific and the adjacent City-owned parking structure (Exhibit #2). The Long Beach Aquarium of the Pacific opened in June of 1998.

Because the event area is located on State tidelands, it falls within the Commission's area of retained jurisdiction and must obtain a coastal development permit from the Commission. The proposed 2000 race will be the 25th 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, 5-97-280, and 5-98-403 (Exhibit #3).

The coastal development permits approved in 1975 and 1977 by the South Coast Regional Commission were appealed to the State Coastal Commission. During those early appeals, the State Coastal Commission developed a set of special conditions that addressed the event's adverse impacts to public access and nearby recreational facilities, as well as the impacts of the race on adjacent residents. During the past twenty years, the Commission has periodically updated and improved the original special conditions to address the adverse impacts of the proposed event as the event and the Downtown Shoreline area have undergone significant changes.

The most dramatic changes to the Downtown Shoreline area of Long Beach, where the proposed event is held each year, are a result of the implementation of the Queensway Bay Plan. The Queensway Bay Plan is the City's plan to create a major waterfront attraction in the Downtown Shoreline area to provide affordable recreation and entertainment for local residents and tourists. The central components of the plan are the recently completed Long Beach Aquarium of the Pacific, Rainbow Harbor and an improved Shoreline Park.

The next phase of the Queensway Bay Plan is the proposed construction of a 508,550 square foot commercial retail and entertainment complex that was approved by the Commission on February 3, 1999 pursuant to Coastal Development Permit 5-98-156. As stated above, the currently proposed event will not enclose the Tidelands site (inland of Shoreline Drive) in order to allow construction of the proposed commercial project to commence and continue during the 60 to 90 day set-up period of the race.

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, where the proposed event is located, is a popular coastal recreation area that provides the public with excellent coastal access opportunities and many different types of free and lower cost recreational activities. All year round, visitors to the Downtown Shoreline area can take advantage of sailing and boating opportunities, use the coastal bicycle path, go fishing, sightsee, visit coastal parks and the public beach, 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 many 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 14, 15 and 16 (Exhibit #3). 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".¹

Furthermore, the Commission found that the proposed event's adverse impacts to public access could be mitigated. For example, the applicants' proposal includes a plan that provides public access to the Downtown Marina during the proposed event.

Marina Access

The marina access plan allows boat owners to access the marina and their boats without interruption by allowing vehicular access (for boat owners) to the marina parking lot and a courtesy shuttle bus for transportation from a remote parking area (Exhibit #3, p.2). As proposed, general public access to the Downtown Marina will be maintained at all times including the three days of the proposed event.

Shoreline Park and Rainbow Harbor Access

The applicants have also proposed to maintain public access to Shoreline Park and the Rainbow Harbor waterfront at all times. Although the Long Beach Aquarium of the Pacific will only be accessible to Grand Prix ticket holders during the three days of the proposed event, Shoreline Park and the Rainbow Harbor waterfront will remain open and accessible to the general public during the three days of the proposed event. The applicants propose to arrange the event's perimeter fencing in a manner that 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).

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-

¹ Each year, the three-day event draws approximately 300,000 visitors to the Downtown Shoreline area.

90 days prior to April 14, 2000, 2) the three-day event phase on April 14-16, 2000, and 3) the take-down phase commencing April 17, 2000. Special condition two states:

2. Shoreline Access

Prior to the first day of the event, April 14, 2000, 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 14-16, 2000, 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 17, 2000.

The Commission finds that the proposed event, as conditioned to protect public access to the shoreline on the existing coastal access routes, is consistent with the public access and recreation policies contained in the Coastal Act.

Regional Bicycle Route

Bicycle access to and 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 Long Beach Aquarium of the Pacific. Pursuant to City of Long Beach LCP, all bleachers for the proposed event must be set back 25 feet from the north curb of Shoreline Drive, thereby avoiding any conflict with the bicycle path except during race days (see LCP Amendment No. 4-96). The applicants have set all of the proposed bleachers back from the regional bicycle route as required.

The proposed event will temporarily interfere with the public's use of the regional bicycle route as it passes through the Downtown Shoreline area of Long Beach. The applicants

propose, however, to minimize interference with the public's use of the regional bicycle route by keeping it open during the event's 60 to 90 day set-up period. The applicants propose to close a two-mile section of the regional bicycle route for safety reasons during a six-day period prior to, and during, the proposed event (Exhibit #3, p.2). The proposed six-day period would commence at 6 a.m. on Wednesday, April 12, 2000 and end at 5 p.m. on Monday, April 17, 2000. At 5 p.m. on Monday, April 17, 2000, the regional bicycle route will be reopened for public use. During the six-day period when the bicycle route would be closed, the applicants are required to provide a temporary bicycle route detour (to bypass the Downtown Shoreline area) on City streets situated north of the event site.

As proposed, the set-up and take-down of the proposed event will 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). In order to ensure that the regional bicycle route is kept open during the event set-up and take-down as proposed, the permit approval is conditioned to require that the temporary event facilities (i.e. grandstands, barricades, overhead pedestrian bridges, fences, barricades, etc...) shall be sited so as not to interfere with the public's use of the regional bicycle route (See Exhibit #2 of this Staff Report) with the exception of the six-day period commencing at 6 a.m. on Wednesday, April 12, 2000 and ending at 5 p.m. on Monday, April 17, 2000. During the six-day period when the bicycle route is closed to the public, the permittees shall provide a temporary bicycle route detour (to bypass the Downtown Shoreline area) on City streets situated north of the event site. At 5 p.m. on Monday, April 17, 2000, 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 proposed 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 from outlying areas will be encouraged to take Long Beach Transit buses and the Blue Line light-rail train to the event.

The permit approval is conditioned to require the permittees to implement the Parking Management Plan in cooperation with Long Beach Transit as proposed. As conditioned, the Commission finds that the proposed event can provide adequate parking for the event and is consistent with the public access and recreation policies of the Coastal Act.

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 Long Beach Aquarium of the Pacific opened to the public in June of 1998. The aquarium is located next to the race circuit on Aquarium Way (Exhibit #2).

Since the 1997 Grand Prix there has been some concern that the noise of the Grand Prix race could negatively affect some of the animals exhibited in the aquarium. In order to determine whether noise from the racecars negatively affects any of the animals in the aquarium, the aquarium operators have observed the animals and conducted noise studies during the past three races (1997-1999). According to the aquarium President and Senior Aquarist, the noise of the race does not negatively affect the animals in the aquarium (See Exhibit #5 ps.7-10).

D. Water Quality

The site of the proposed event is located adjacent to the coastal waters of Rainbow Lagoon, Rainbow Harbor and Queensway Bay (Exhibit #2). Queensway Bay is the estuary of the Los Angeles River where it flows into the waters of the Pacific Ocean. The Coastal Act contains policies that require development in or near coastal waters to protect biological productivity, public recreation and marine resources.

Section 30230 of the Coastal Act states:

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

Section 30231 of the Coastal Act states:

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

Fuel spills and unconfined waste would negatively affect the marine habitat and water quality in the adjacent coastal waters. The protection of these habitat areas, as required by the Coastal Act, is necessary for the support of many species of marine life which inhabit the immediate area. In 1994, MBC Applied Environmental Sciences prepared a Marine Biological Baseline Study for Queensway Bay. The baseline study, which is included in the EIR for the Queensway Bay Master Plan, documented the biology of Shoreline Lagoon and the adjacent areas. The study found that the area contains low-density populations of topsmelt, diamond turbot, arrow goby, jack-knife clams, bay ghost shrimps, and other clam and fish species. Many bird species have been observed in the area, including the State and Federally listed endangered California brown pelican, California least tern and American peregrine falcon. Osprey (*Pandion haliaetus*), a fish-eating bird of prey, have also been observed in the estuary.

Although there have been no reports of negative impacts to water quality caused by the annual Grand Prix event in Long Beach, Commission staff requested that the applicants identify the proposed methods and practices that will be implemented to protect coastal waters from the possible negative impacts of the proposed event (i.e. fuel spill prevention and clean-up, street cleaning, trash management, human waste management).

In order to minimize impacts on the marine environment caused by the proposed event, the applicants have developed a fuel management plan that includes provisions to prevent fuel spills and to mitigate any fuel spill that may occur (See Exhibit #5 p.2). The applicants also propose to clean the streets continuously during the proposed three-day event in order to prevent debris from entering the storm drain system which drains directly into the Los Angeles River and Queensway Bay. Polluted runoff that enters the storm drains is not treated and contributes to lower water quality in the adjacent coastal waters.

For management of the solid waste that will be generated by the proposed event, the applicants have contracted with Metropolitan Waste Disposal and Paramount Resource Recycling, Inc. (See Exhibit #5 ps.3&4). Waste Management has been contracted to provide and maintain approximately 600 portable toilets for the proposed event (See Exhibit #5 p.6). The sanitary waste will be removed from holding tanks using a vacuum truck and disposed of into the City's sanitary sewer system for treatment.

The permit approval is conditioned to require the permittees to implement the fuel and waste management plans as proposed. The Commission finds that the proposed event, as conditioned to implement the proposed fuel and waste management plans, will not negatively affect the quality of adjacent coastal waters and is consistent with Sections 30230 and 30231 of the Coastal Act.

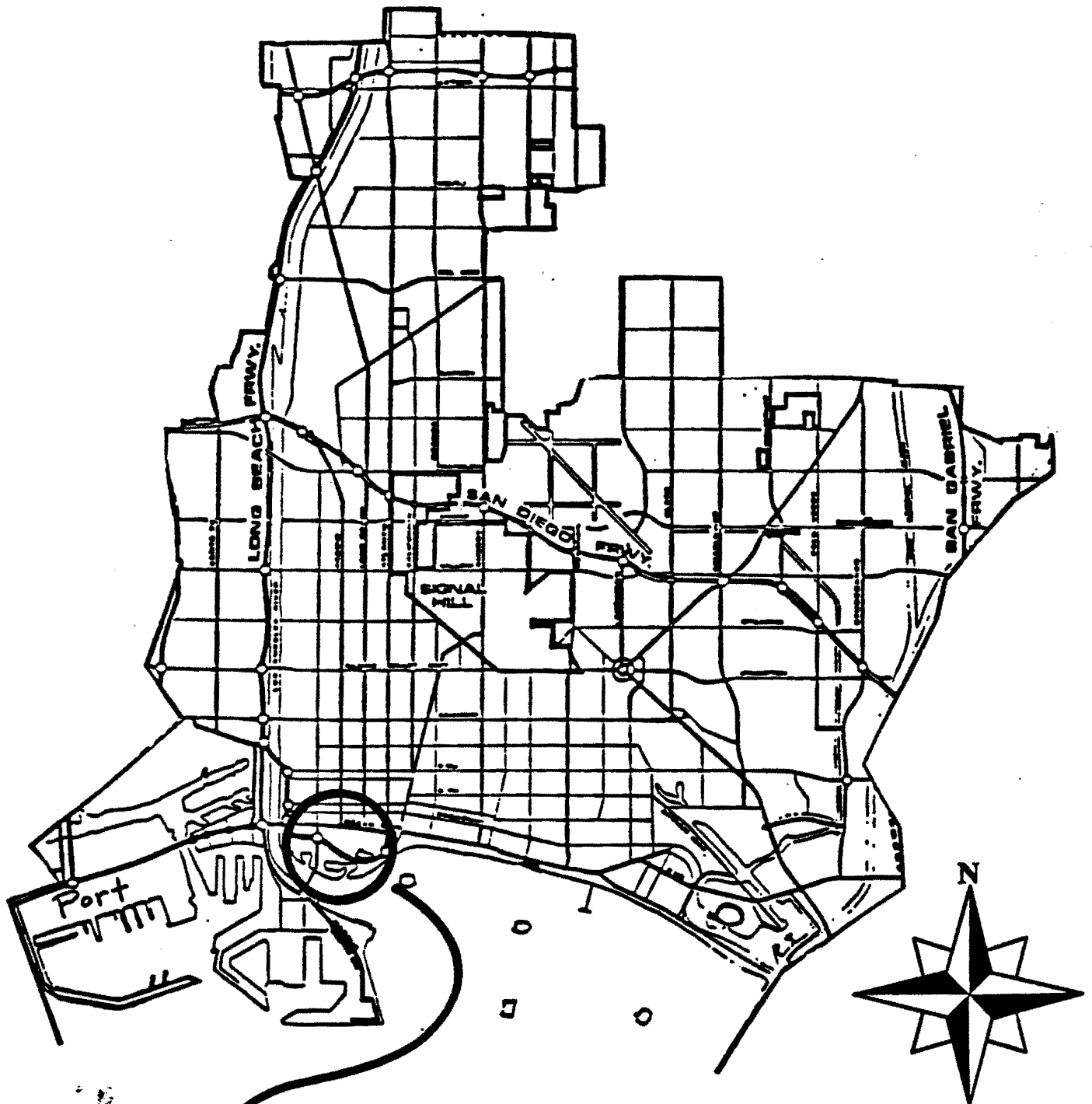
E. California Environmental Quality Act (CEQA)

Section 13096 of the California Code of Regulations requires Commission approval of a coastal development permit application to be supported by a finding showing the application, as conditioned by any conditions of approval, to be consistent with any applicable requirements of the California Environmental Quality Act (CEQA). Section 21080.5(d)(2)(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 event and associated development, only as conditioned, is consistent with the Chapter 3 policies of the Coastal Act. All significant environmental effects have been mitigated by conditions of approval. 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, the proposed event and associated development will not have significant environmental effects for which feasible mitigation measures have not been employed consistent with CEQA. Therefore, the Commission finds that the project is consistent with the requirements of the Coastal Act to conform to CEQA.

End/cp

City of Long Beach



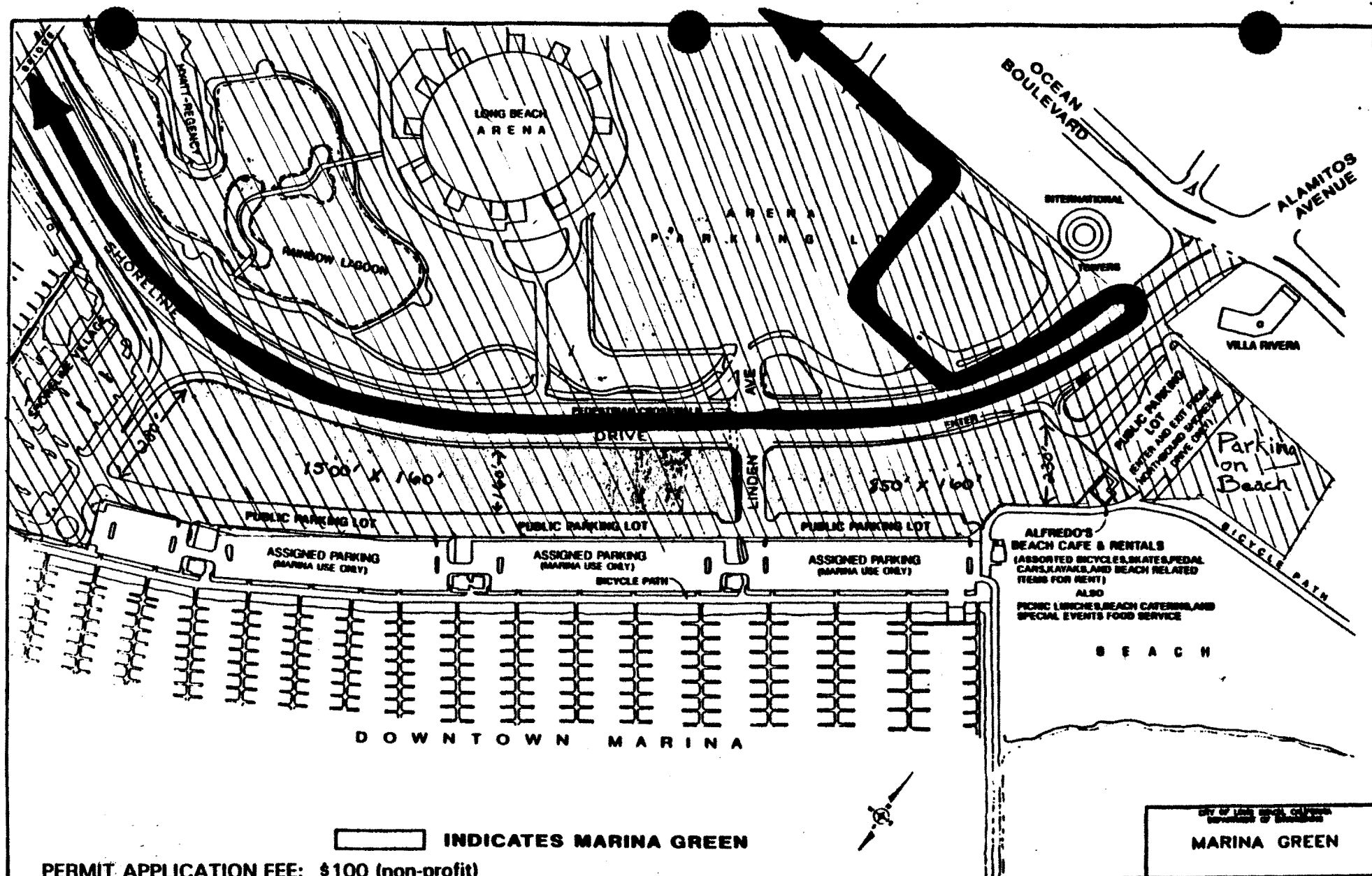
Site

COASTAL COMMISSION

5-99-389

EXHIBIT # 1

PAGE 1 OF 1



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.

COASTAL COMMISSION

5-99-389

EXHIBIT # 2

PAGE 2 OF 2

SUPPLEMENTAL INFORMATION
2000 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
Twenty-fourth Application:	5-98-403

2000 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.

COASTAL COMM

5-99-389

EXHIBIT # 3

PAGE 1 OF 2

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 2000 Grand Prix Circuit and will not be accessible to the general public race weekend.

REGIONAL BICYCLE ROUTE

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 the regional bicycle route during the set-up and take-down periods of the proposed event. However, the Regional Bicycle route through the Downtown Long Beach Shoreline area will be temporarily closed to public use starting at 6:00 a.m. Wednesday April 12, 2000 to 5:00 p.m. Monday April 17, 2000. During the times of closures a temporary bicycle route detour will be provided on City streets north of the event site to bypass the Downtown Long Beach Shoreline area.

COASTAL COMMISSION

5-99-389

EXHIBIT # 3

PAGE 2 OF 2



CALIFORNIA
COASTAL COMMISSION

October 4, 1999

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

RECEIVED
OCT 12 1999
CLB SPECIAL EVENTS

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 2000 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.

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: 10/12/99 By: [Signature]

COASTAL COMMISSION
5-99-389
EXHIBIT # 4
PAGE 1 OF 2

4. Terrace Parking - Approximately 795 vehicles; access by traveling east on Ocean Blvd. to Collins; south on Collins into Terrace Parking structure.
5. CART Transporter - Approximately 30 vehicles; access by traveling east on Ocean Blvd. to Linden Ave; south on Linden Ave. into circuit.
6. Team Parking - Approximately 300 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.
7. Service Parking - Approximately 200 vehicles; access at all vehicle entry points into circuit.
8. 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.
9. 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 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 Alamitos Blvd. to Magnolia Blvd. can facilitate the parking of approximately 15,000 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
Director of Operations

DRT/drt
parking.2000

COASTAL COMMISSION

5-99-389

EXHIBIT # 4

PAGE 2 OF 2



RECEIVED
South Coast Region
NOV 19 1999
CALIFORNIA
COASTAL COMMISSION

November 19, 1999

Mr. Charles R. Posner
Coastal Program Analyst
California Coastal Commission
South Coast Area Office
200 Oceangate, Suite 1000
Long Beach, CA 90802

RE: Coastal Development Permit Application 5-99-389

Dear Mr. Posner,

This letter is in response to your letter dated November 3, 1999, regarding additional information required to be submitted for our coastal development permit application 5-99-389. Enclosed you will find copies of the following:

1. A letter (marked Exhibit "A") from Ms. JoAnn Burns, Director of Special Events, City of Long Beach, identifying the methods and procedures implemented prior to, during and after the Toyota Grand Prix of Long Beach, to protect the waters of Queensway Bay and Rainbow Lagoon from negative impacts associated with possible fuel spills and street cleaning.
2. Letters from Mr. Bill Kalpakoff, Operations Manager for Metropolitan Waste Disposal (marked Exhibit "B"), Mr. Kris Kazarian, coordinator, Paramount Resource Recycling, (marked Exhibit "C") and myself (marked Exhibit "D"), identifying the methods and procedures implemented prior to, during and after the Toyota Grand Prix of Long Beach to protect the waters of Queensway Bay and Rainbow Lagoon from negative impacts associated with solid waste disposal and clean up.
3. A letter (marked Exhibit "E") from Mr. Kevin Schneider, account executive, Waste Management identifying the methods and procedures implemented during the Toyota Grand Prix of Long Beach to protect the waters of Queensway Bay and Rainbow Lagoon from negative impacts associated with human waste.
4. Copies of letters, memo's and press releases (marked Exhibits "F", "G" & "H") from Mr. Warren Illif, President and CEO of the Long Beach Aquarium of the Pacific. You will note that the documents indicate that the Toyota Grand Prix of Long Beach causes no behavioral reactions, or has any negative affects on the animals exhibited in the Long Beach Aquarium of the Pacific.

I am hopeful that the aforementioned information is what you need to deem our application complete. If you have any questions regarding any of the attachments, please do not hesitate to contact me. Thank you in advance for your anticipated cooperation in this matter.

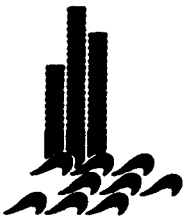
Sincerely,

Dwight R. Tanaka
Director of Operations

COASTAL COMMISSION
5-99-389

EXHIBIT # 5

PAGE 1 OF 10



CITY OF LONG BEACH

OFFICE OF THE CITY MANAGER - SPECIAL EVENTS

333 WEST OCEAN BOULEVARD • LONG BEACH, CALIFORNIA 90802 • (562) 570-5333 FAX (562) 570-5335

November 17, 1999

Mr. Dwight Tanaka
 Grand Prix Association of Long Beach
 3000 Pacific Avenue
 Long Beach, CA 90806

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 South Coast Region

NOV 19 1999

CALIFORNIA
 COASTAL COMMISSION

Dear Dwight:

This will respond to the November 3, 1999 correspondence addressed to both of us relative to specific questions raised by the California Coastal Commission staff. As we discussed, the City can respond to question no. 1 and the following response is an explanation of the measures taken by City staff relative to the environmental issues raised.

- As has been our practice for many years, Fire personnel on land and Lifeguard personnel on water have been hired by your Association for every race and have the ability to deploy equipment and personnel to mitigate any problems should a spill occur. Our Lifeguard boats are equipped with containment booms to hold any contaminants in isolated areas. We then notify Clean Coastal Waters to assist in clean up of the site. This could be done in Queensway Bay or Rainbow Harbor. To my knowledge, we have not had any spills in the 25 years of the race.
- To prevent the potential for spillage, asphalt berms are built around each of your fueling areas to contain any spilling. Our Public Service crews sandbag all storm drain openings to minimize any potential spill from your fuel operation. Again, I am not aware of any spills over the many years of the conduct of the race.
- Streets are continuously swept over race weekend and sweeping debris that is collected prior to and during the Grand Prix is transferred to a leak proof 20 yard roll off container. The container of debris is then transported to a transfer station for disposal at a sanitary landfill.

Please feel free to contact me should your or Coastal Commission staff require additional clarification or information.

Sincerely,

JO ANN BURNS
 Director of Special Events
 Cc: Jack Humphrey, Planning & Building

COASTAL COMMISSION

5-99-389

EXHIBIT # 5

PAGE 2 OF 10



**METROPOLITAN
WASTE DISPOSAL**

P.O. BOX 906 • MONTEBELLO, CA 90640-0906
(323) 721-8120 • (562) 634-5420
FAX (323) 721-0647

November 08, 1999

Mr. Dwight Tanaka
Director of Operations
LONG BEACH GRAND PRIX
3000 Pacific Avenue
Long Beach, CA 90806

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South Coast Region

NOV 19 1999

CALIFORNIA
COASTAL COMMISSION

Dear Mr. Tanaka,

As you are aware, Metropolitan Waste Disposal has been under contract to provide solid waste disposal and recycling services for the Long Beach Grand Prix. All waste generated from this event is removed after hours, between 7:00 P.M. and 6:00 A.M.

The primary type of equipment used for the collection process are forty cubic yard open top roll off boxes. We also use a number of self contained compactors and one front loading mobile compactor.

The collected waste is delivered to Paramount Resource Recycling, Inc. located at 7230 Petterson Lane, Paramount. All loads are then source separated for recyclables such as cardboard, aluminum cans or mixed paper and delivered to the proper recycling markets. See enclosed letter from Paramount Resource Recycling Coordinator, Kris Kazarian.

All unrecyclable solid waste is loaded into transfer trailers and taken to the Puente Hills Landfill in Whittier for final disposal.

Should you have any questions or need additional information, please do not hesitate to contact me.

Sincerely,

Bill Kalpakoff
Operations Manager
Metropolitan Waste Disposal

BK/cnw

enclosure

COASTAL COMMISSION
5-99-389

EXHIBIT # 5
PAGE 3 OF 10

P.R.R.**RECEIVED**
South Coast Region

NOV 19 1999

CALIFORNIA
COASTAL COMMISSION

Bill Kalpakoff
Metropolitan Waste Disposal
900 S. Maple Ave.
Montebello, CA 90640

May 10, 1999

Dear Mr. Kalpakoff:

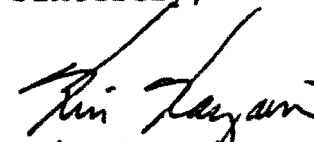
Regarding the Long Beach Grand Prix held during the weekend of April 16-18, 1998, the following information is provided for your convenience:

A total of 47 loads of grand prix trash totaling 107.50 tons were delivered in roll-offs and tipped at Paramount Resource Recycling between April 17 and April 23. P.R.R. diverted 14.30 tons from going to the landfill. The diversion level was approximately 13.3%.

Paramount Resource Recycling diverted 11.75 tons of cardboard, .21 tons of aluminum cans, and 2.34 tons of mixed paper.

If any additional information is needed please do not hesitate to contact me.

Sincerely,


Kris Kazarian
Coordinator**COASTAL COMMISSION**
5-99-389

PARAMOUNT RESOURCE RECYCLING, INC
7230 PETTERSON LANE, PARAMOUNT, CA 90723
(310) 602-6505 • FAX (310) 602-1089

EXHIBIT # 5
PAGE 4 OF 10



November 04, 1999

Mr. Mike Kelly
Event Coordinator
Long Beach Convention & Entertainment Center
300 E. Ocean Blvd.
Long Beach, CA 90802

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NOV 19 1999

CALIFORNIA
COASTAL COMMISSION

Dear Mike,

The following attachment represents the Grand Prix Association of Long Beach's clean-up requirements before, during and after the year 2000 Toyota Grand Prix of Long Beach.

Please understand that this schedule reflects the additional cleaning required above and beyond the regular nightly cleaning of the arena, exhibit halls and meeting rooms in the Long Beach Convention and Entertainment Center.

Mike, it is very important that an individual (supervisor or department head) from SMG have 24 hour radio contact with the Grand Prix Association of Long Beach starting at 8:00 a.m. Monday April 10, 2000 and continuing until 3:00 p.m. Monday April 17, 2000. This is required so we can collectively respond, quickly and efficiently, to any problems or situations that might arise during Race Week.

If you have any questions regarding the aforementioned, please direct them to me at your earliest convenience.

Looking forward to working with you and Harold during the year 2000 Toyota Grand Prix of Long Beach.

Sincerely,

Dwight R. Tanaka
Director of Operations

cc: Harold Dubois
attachments
DRT/drt
cleanup.2000

COASTAL COMMISSION

5-99-389

EXHIBIT # 5

PAGE 5 OF 10

**WASTE MANAGEMENT**

Portable Services
15707 S. Main St.
Gardena, CA 90248
(310) 523-9555
(310) 532-0433 Fax

11/5/99

Grand Prix Association of Long Beach
3000 Pacific Avenue
Long Beach, CA. 90806

Attn: Dwight Tanaka

Per your request here is the procedure Waste Management follows for disposing of the sanitary waste generated by the participants, spectators, and workers attending the Long Beach Grand Prix. This pertains to portable toilets that are supplied by Waste Management only.

1. Portable toilets are serviced upon or before delivery. They are filled with a minimum of 5 gallons of water and 8 ounces of non-hazardous bio degradable deodorant/ disinfectant.
2. Approximately 600 portable toilets are serviced daily. Typical Services are preformed from 6:00PM to 5:00AM.
3. Sanitary waste is removed from holding tanks by our vacuum trucks.
4. Units are cleaned and rinsed with water.
5. Deodorant/disinfectant and water is replenished in waste holding tank.
6. When trucks are full sanitary waste is disposed into the City of Long Beach sewer system. The trucks dump into a designated manhole. The normal manhole cover is removed. The City of Long Beach installs a special cover. The special manhole cover has a 4-inch flap in the center.

Please feel free to call me anytime if you need any further information.

Kevin Schneider
Waste Management

COASTAL COMMISSION

5-99-389

EXHIBIT # 5

PAGE 6 OF 10

EXHIBIT "F"



November 15, 1999

Mr. Dwight Tanaka
Grand Prix Association
3000 Pacific Avenue
Long Beach, California 90806

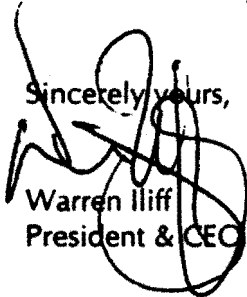
Dear Dwight:

I apologize for not responding sooner to your inquiry about possible noise problems for the animals during the Grand Prix.

This is a matter that we have researched thoroughly, going back to two years before the Aquarium opened. Sound level recordings and measurements have been documented and the exposure of our animals is non-existent. They have shown no behavioral reactions, as evidenced in the attached memo and press release.

Please call me if you have additional questions.

Sincerely yours,


Warren Iliff
President & CEO

WI/cc

Encl. (2)

COASTAL COMMISSION

5-99-389

EXHIBIT # 5

PAGE 7 OF 10

EXHIBIT "G"

Ken Yates
11/08/99 02:20 PM

To: Warren Iliff/LBAOP@LBAOP
cc:
Subject: Re: Grand Prix Noise Issue

Warren,

The best way to approach this would be to have staff such as Jenny, Mark, and others write down what they recall from the Grand Prix. Everyone looked at their animals at the time, saw no problems or reactions, fed that back to me and others, and based on that and me not even knowing that the main race had started when I was in the pinniped exhibit, we determined that there was no problem. The staff's written testimony can serve as documentation.

Ken

COASTAL COMMISSION
5-99-389

EXHIBIT # 5
PAGE 8 OF 10



CONTACT: Michele Nachum, 562/951-1676
 Long Beach Aquarium of the Pacific
 562/590-3109 – Fax
Info@lbaop.org – Email

**TOYOTA GRAND PRIX OF LONG BEACH CHANGES ITS RACE COURSE TO
 INCLUDE AQUARIUM WAY, ACCESS ROUTE TO THE
 LONG BEACH AQUARIUM OF THE PACIFIC**

**Aquarium of the Pacific Stays Open for Toyota Grand Prix Ticket Holders,
 Must Close To General Public**

Long Beach, CA, March 1, 1999 – The Aquarium of the Pacific, which just opened to the public in Summer 1998, will now be an official part of the Toyota Grand Prix of Long Beach race course. During Grand Prix weekend, April 16-18, race cars will speed down Aquarium Way as part of the new route, and because Aquarium Way is the entry road to the Aquarium, the facility will close to the general public during race weekend. However, ticket holders to the Grand Prix, who are inside the race circuit, will have access to the Aquarium.

Special Toyota Grand Prix of Long Beach Aquarium Prices

Only race fans will be able to enter the Aquarium at a special rate during the Grand Prix weekend. Tickets for the Aquarium will be sold inside the Grand Prix Lifestyle Expo at the Long Beach Convention Center, as well as at the Aquarium ticket windows on 100 Aquarium Way.

"We encourage race fans to take advantage of this wonderful offer," says Laurie-Whalen Martinez, marketing director for the Aquarium. "The Aquarium is a wonderful, tranquil facility to explore, and it is within walking distance to all Grand Prix race circuit activities. Everyone from families with young children to couples and individuals will be fascinated by the myriad of sea creatures who make their home inside our Aquarium."

(more)

COASTAL COMMISSION

5-99-389

EXHIBIT # 5

PAGE 9 OF 10



LONG BEACH
AQUARIUM
OF THE PACIFIC

Race Sounds and Fish

Many inquiring minds want to know: will the noise from the Toyota Grand Prix of Long Beach races affect the ocean animals inside the Aquarium?

"Actually, no," says Dr. Ken Yates, vice president of husbandry and facilities for the Aquarium of the Pacific. "Most of our animals, and that includes sharks, octopuses, crabs, and sea otters are cushioned from noise of the outside world by thick acrylic on their habitats, and the cement of the building. In addition, the bleachers for the Grand Prix, which will surround the Aquarium, will also act as a sound barrier."

"Our animals have already been exposed to a variety of sounds -- from construction noises before we opened, to the sounds of our guests coming through the Aquarium, to the sounds of last year's Grand Prix. We carefully monitor all the animals, and have found no evidence that they have been negatively affected by these noises. This year should be no different, and of course we will continue to closely watch all of our animals to ensure their well-being."

About the Aquarium of the Pacific

The Long Beach *Aquarium of the Pacific* is a 156,735-square-foot world class aquarium located on Rainbow Harbor in Long Beach, CA. The attraction opened June 20 and includes 12,000 ocean animals, representing over 500 species in 17 major living habitats and 30 focus exhibits. The Aquarium explores three regions of the Pacific Ocean: the Southern California/Baja region, the Northern Pacific and the Tropical Pacific. The Aquarium is a not-for-profit institution that strives to instill in its visitors a sense of wonder and respect for the Pacific Ocean. Besides the living exhibits, the institution features a teacher resource center, classrooms, a restaurant, and a 4,000-square-foot gift shop. For more information, please call 562-590-3100 or visit the Aquarium Web site at www.aquariumofpacific.org.

COASTAL COMMISSION

5-99-389

EXHIBIT # 5

PAGE 10 OF 10

