

CALIFORNIA COASTAL COMMISSION

South Coast Area Office
 100 Oceangate, Suite 1000
 Long Beach, CA 90802-4302
 (562) 590-5071

RECORD PACKET COPY

Filed: 10/3/00
 49th Day: 11/21/00
 180th Day: 4/1/01
 Staff: KT-LB **KT**
 Staff Report: 11/22/00
 Hearing Date: December 12-15, 2000
 Commission Action:

M 8v**STAFF REPORT: REGULAR CALENDAR****APPLICATION NUMBER:** 5-00-398**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 2001 Toyota Grand Prix of Long Beach (April 6-8, 2001), including installation and removal of temporary facilities for traffic and public accommodations.**LOCAL APPROVAL:** City of Long Beach Approval in Concept, 9/13/00**SUBSTANTIVE FILE DOCUMENTS:**

1. City of Long Beach Certified Local Coastal Program, 7/22/80
2. Coastal Development Permit 5-99-389 (2000 LB Grand Prix)
3. Coastal Development Permit 5-98-403 (1999 LB Grand Prix)
4. 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 OF APPROVAL

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 Coastal Development Permit No. 5-00-398 pursuant to the staff recommendation.

Staff recommends a **YES** vote. Passage of this motion will result in approval of the permit as conditioned and adoption of the following resolution and findings. The motion passes only by affirmative vote of a majority of the Commissioners present.

I. Resolution: Approval with Conditions

The Commission hereby approves a coastal development permit for the proposed development and adopts the findings set forth below on grounds that the development as conditioned will be in conformity with the policies of Chapter 3 of the Coastal Act and will not prejudice the ability of the local government having jurisdiction over the area to prepare a Local Coastal Program conforming to the provisions of Chapter 3. Approval of the permit complies with the California Environmental Quality Act because either 1) feasible mitigation measures and/or alternatives have been incorporated to substantially lessen any significant adverse effects of the development on the environment, or 2) there are no further feasible mitigation measures or alternatives that would substantially lessen any significant adverse impacts of the development on the environment.

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 5-00-398 shall only extend to:

- a) The Long Beach Grand Prix auto race and associated events to be held April 6, 7, and 8, 2001;
- 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 6, 2001, 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 6-8, 2001, 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 9, 2001.

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 (Exhibit #1, p.2) with the exception of the six-day period commencing at 6 a.m. on Wednesday, April 4, 2001 and ending at 5 p.m. on Monday, April 9, 2001. 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 #1, p.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 (Exhibit #4).

6. Water Quality

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

IV. Findings and Declarations

The Commission hereby finds and declares:

A. Project Description and Background

The proposed project involves the 2001 Toyota Grand Prix of Long Beach on April 6-8, 2001, and the installment of the temporary improvements necessary to facilitate the event in downtown Long Beach (Exhibit #1, p.1). 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 6, 7 and 8, 2001.

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 #1, p.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, the same as the 2000 racecourse, differs from previous 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 2000 and 1999, the racecourse includes Aquarium Way, which passes between the Long Beach Aquarium of the Pacific and the adjacent City-owned parking structure. 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 2001 race will be the 26th 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, 5-98-403 and 5-99-389 (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. 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.

As part of the Queensway Bay Plan first phase construction, the City of Long Beach is proposing to begin construction of a commercial retail center seaward of Shoreline Drive prior to the event. The area seaward of Shoreline Drive is part of the proposed event area. The City of Long Beach is staging the construction of the commercial retail center such that only restaurants would be constructed during the event. The restaurants are proposed to be built on the south and southwestern portions of Pine Avenue Circle, designated Parcel 1 and Parcel 2 on the attached map (Exhibit #2, p.2). The co-applicants, the City of Long Beach and the Grand Prix Association of Long Beach, have an agreement to remove the potential construction area, which would be fenced, from the event area if construction of the restaurants begins prior to or during the event (Exhibit #2, pp.1, 3).

The first phase construction seaward of Shoreline Drive includes the proposed construction of a surface parking lot along the south side of Shoreline Drive. The Applicants propose to place grand stands in this area south of Shoreline Drive. In the above mentioned agreement between the City of Long Beach and the Grand Prix Association of Long Beach, the City agrees to not begin construction of the surface parking lot until after the grand stands for the 2001 race are removed (Exhibit #2, pp.1, 3). This area, therefore, would remain part of the proposed event area.

Another phase of the Queensway Bay Plan, which may commence prior to or during the event, 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 Tideland site (inland of Shoreline Drive). The proposed event would allow construction of the proposed commercial project to commence and continue during the 60 to 90 day set-up period of the race, if and when such construction is authorized.

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 6, 7 and 8 (Exhibit #3, p.4). 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, pp.3-4). Proposed construction of the Queensway Bay Plan development in the area south and southwest of Pine Avenue Circle would deny public access to the construction area, but would not restrict public access along the waterfront.

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 6, 7 and 8, 2001, 2) the three-day event phase on April 6-8, 2001, and 3) the take-down phase commencing April 9, 2001. Special condition two states:

2. Shoreline Access

Prior to the first day of the event, April 6, 2001, unrestricted public access shall be provided and maintained along the waterfront at all times. Unrestricted means that

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

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 6-8, 2001, 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 9, 2001.

The Staff recommends that 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 #1, p.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 agreed to 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.5). The proposed six-day period would commence at 6 a.m. on Wednesday, April 4, 2001 and end at 5 p.m. on Monday, April 9, 2001. At 5 p.m. on Monday, April 9, 2001, 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 #1, p.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 with the exception of the six-day period commencing at 6 a.m. on Wednesday, April 4, 2001 and ending at 5 p.m. on Monday, April 17, 2001. 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 9, 2001, 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, pp. 1-3). 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, Staff recommends that 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 #1, p.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 observed the animals and conducted noise studies during the races of 1997, 1998 and 1999. According to the aquarium President and Senior Aquarist, the noise of the race does not negatively affect the animals in the aquarium (Exhibit #5, p.8).

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 #1, p.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 for the 2000 and 2001 races 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 developed a fuel management plan that includes provisions to prevent fuel spills and to mitigate any fuel spill that may occur. The fuel management plan submitted for the 2001 race is the same that was approved for the 2000 race (Exhibit #5, p.3). 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 (Exhibit #5, p.6). 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. (Exhibit #5, pp.4-5). Waste Management has been contracted to provide and maintain approximately 600 portable toilets for the proposed event (Exhibit #5, p.7). 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. Staff recommends that 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.

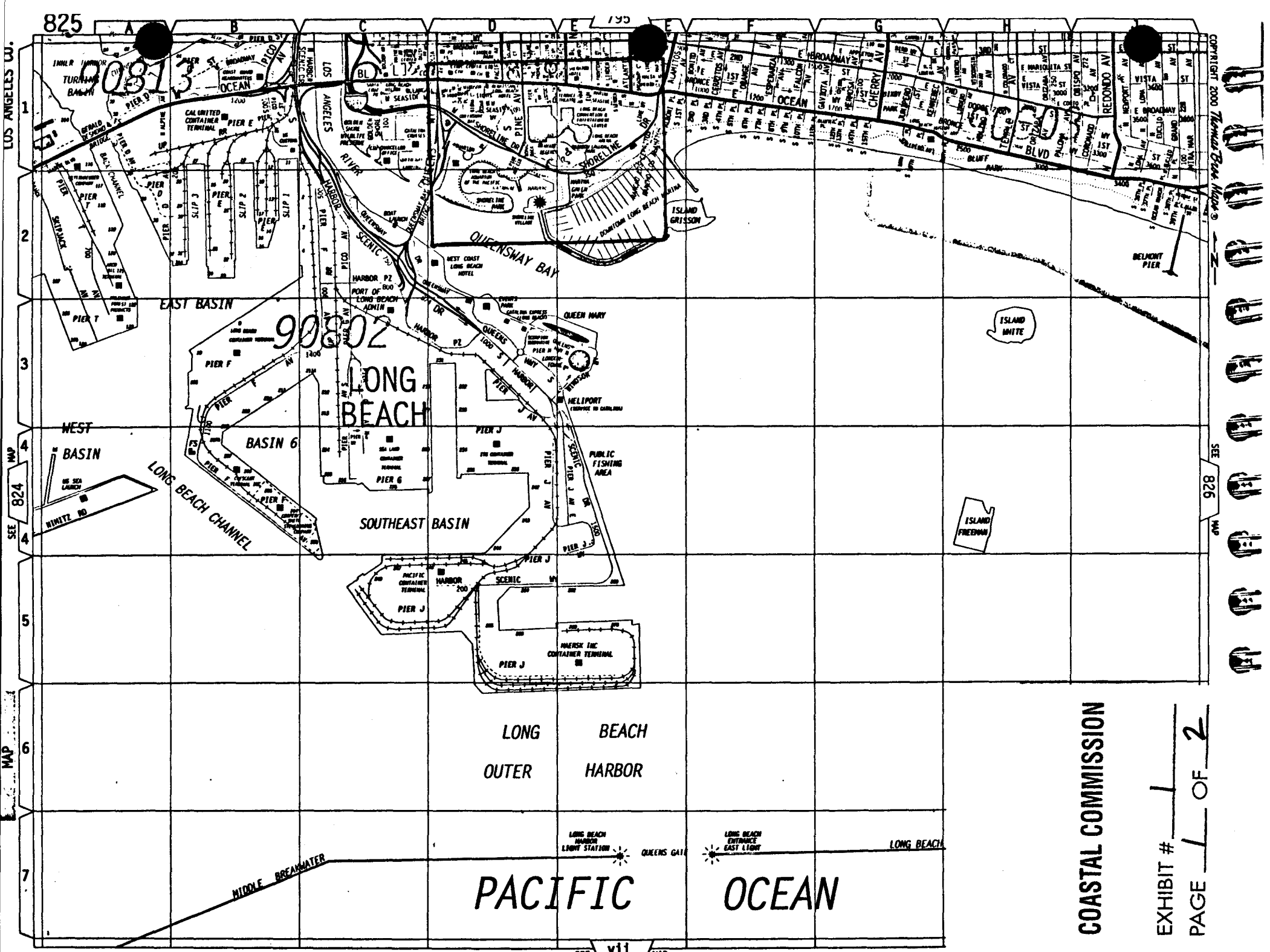
E. California Environmental Quality Act (CEQA)

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 KT



825

190

COPYRIGHT 2000 Thomas Blom, Inc.

SEE MAP 826

PAGE 1 OF 2

COASTAL COMMISSION

EXHIBIT # 1

LONG BEACH
OUTER HARBOR

PACIFIC OCEAN

LONG BEACH LIGHT STATION

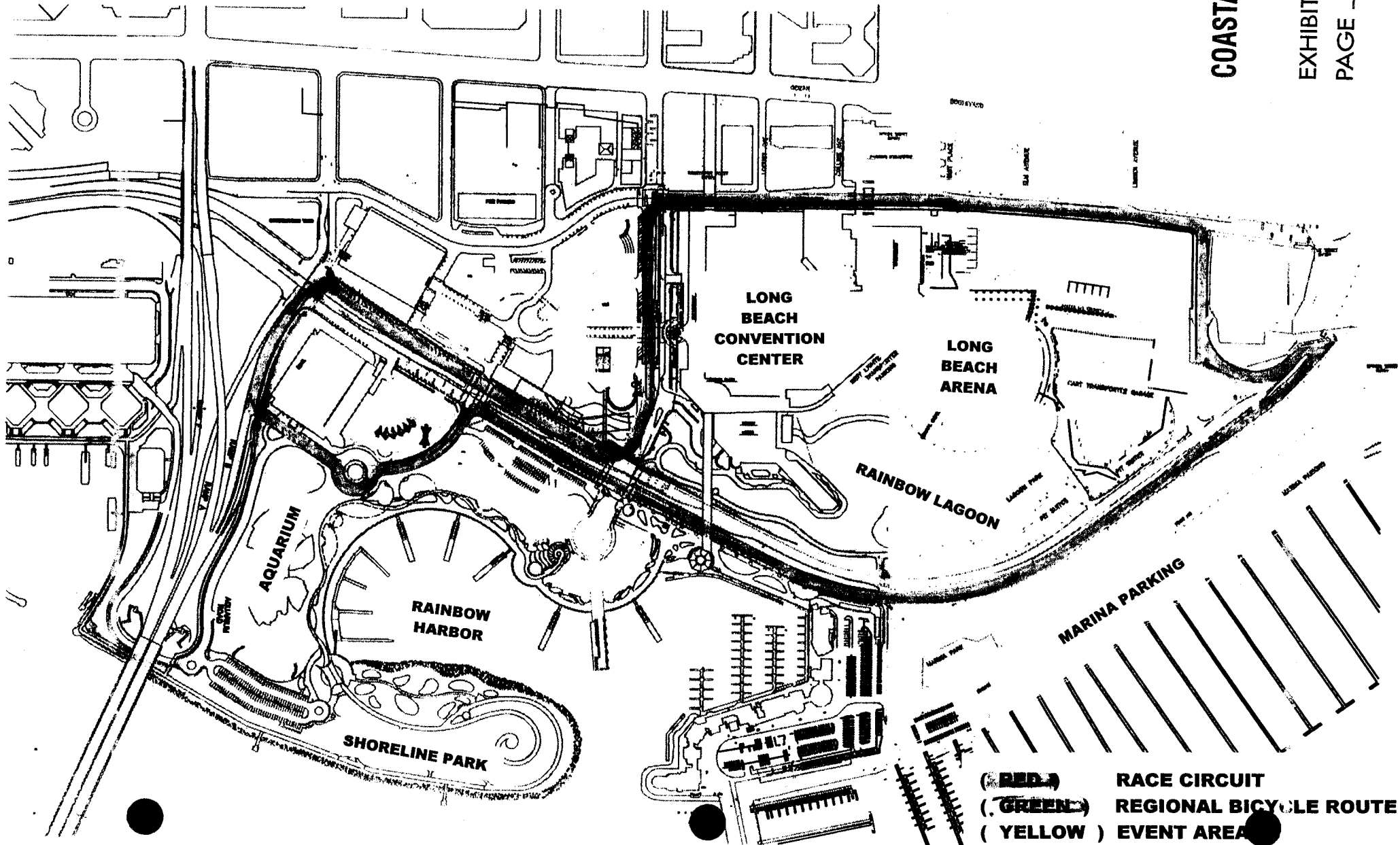
LONG BEACH ENTRANCE EAST LIGHT

SEE vii MAP

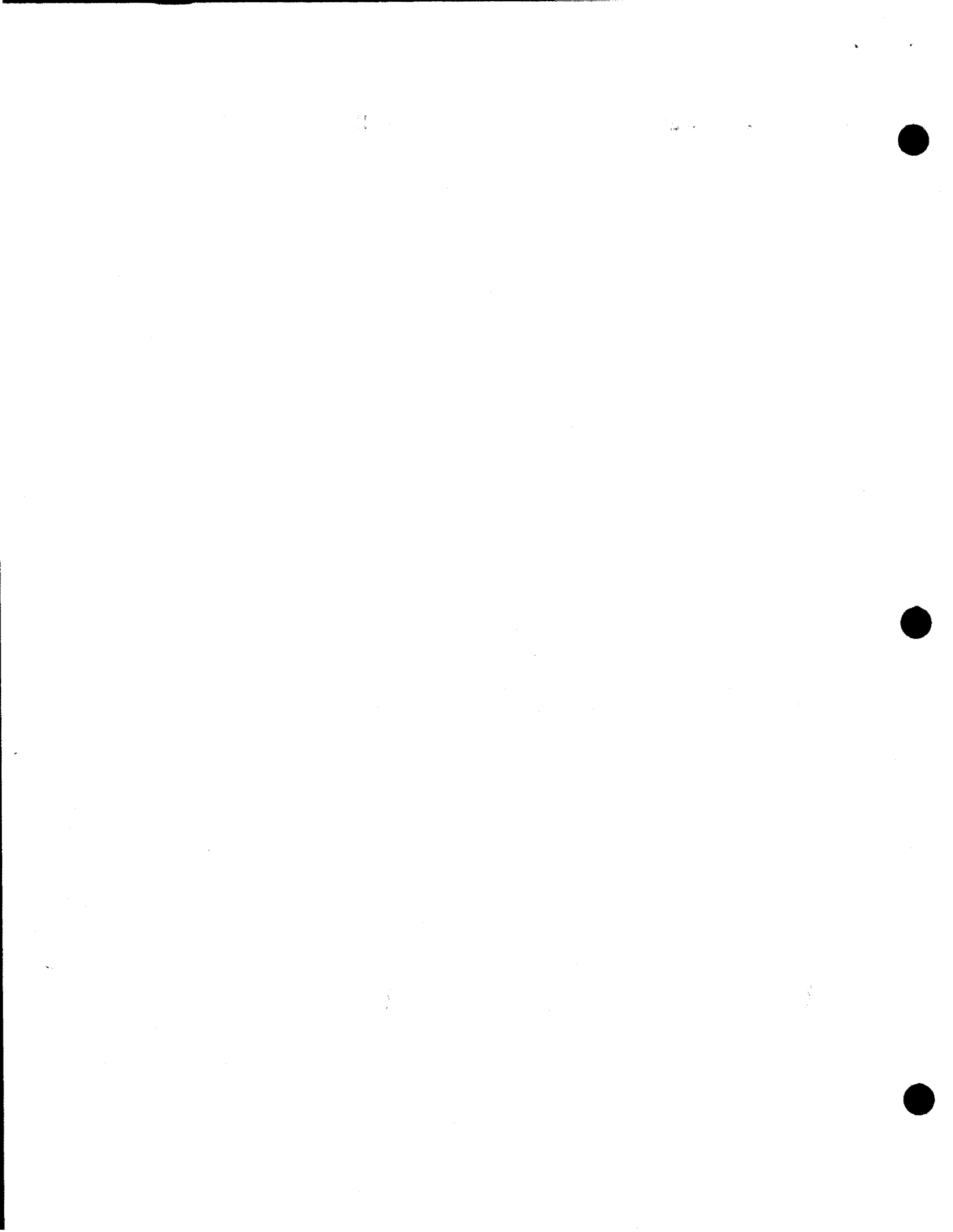
2001 TOYOTA GRAND PRIX OF LONG BEACH

COASTAL COMMISSION

EXHIBIT # 1
PAGE 2 OF 2



- (RED) RACE CIRCUIT
- (GREEN) REGIONAL BICYCLE ROUTE
- (YELLOW) EVENT AREA





CITY OF LONG BEACH

OFFICE OF THE CITY MANAGER

333 WEST OCEAN BOULEVARD

LONG BEACH, CALIFORNIA 90802

(562) 570-6711
FAX (562) 570-6583

HENRY TABOADA
CITY MANAGER

November 20, 2000

Mr. Chris Pook
3000 Pacific Avenue
Long Beach, CA 90806

Dear Chris:

This is in response to the inquiry from Dwight Tanaka regarding the areas within the Grand Prix circuit which may be under construction by Developers Diversified Realty (DDR) during the 2001 race.

We are currently discussing with DDR a phased construction schedule which will begin south of Shoreline Drive, specifically pertaining to the restaurants around Pine Avenue Circle. On the attached parcel map I have outlined, in red, the area which may be under construction during the race. The contractor will secure this area with a construction fence. Although DDR also proposes to construct the surface parking lot along the south side of Shoreline Drive as a first phase development, that construction will not begin until after the grand stands for the 2001 race are removed.

Sincerely yours,

HENRY TABOADA
CITY MANAGER

HT:BP:ag
Attachment

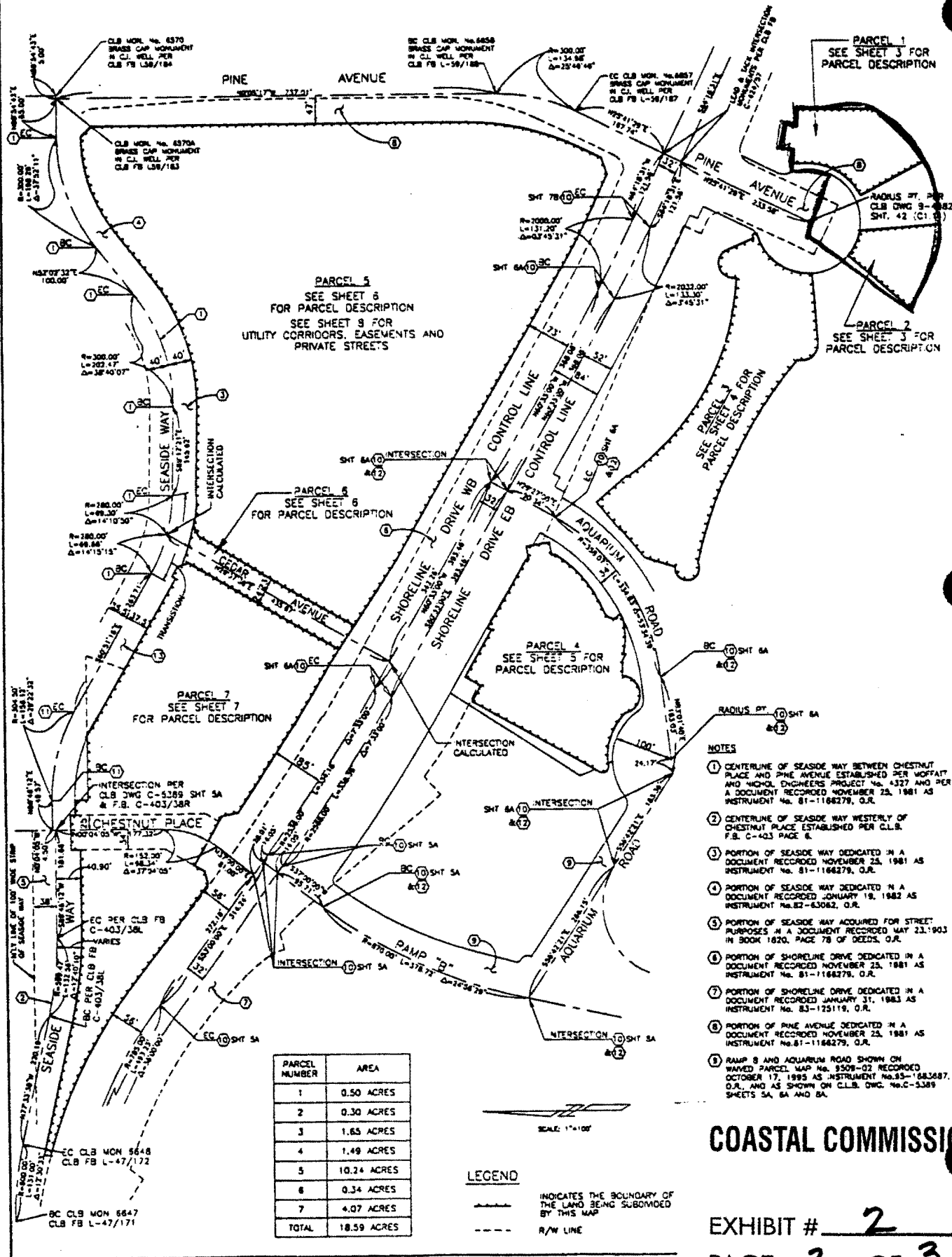
COASTAL COMMISSION

EXHIBIT # 2
PAGE 1 OF 3

PARCEL MAP No 25804

IN THE CITY OF LONG BEACH
 COUNTY OF LOS ANGELES, STATE OF CALIFORNIA
 DIVISION OF LAND FOR PURPOSE OF LEASE ONLY

KEY MAP AND BOUNDARY ESTABLISHMENT MAP



COASTAL COMMISSION

EXHIBIT # 2

PAGE 2 OF 3



RECEIVED
South Coast Area Office

NOV 22 2000

CALIFORNIA
COASTAL COMMISSION

November 21, 2000

Ms. Karen Terry
Coastal Program Analyst
California Coastal Commission
South Coast Area Office
200 Oceangate, Suite 1000
Long Beach, CA 90802

RE: Coastal Development Permit Application

Dear Ms. Terry,

As requested, by the California Coastal Commission, this letter will serve as notification that the Grand Prix Association of Long Beach is aware of the proposed construction that Developers Diversified Realty (DRR), the developer for the Queensway Project, has planned for the area south of Shoreline Drive (Parcel Numbers 1, 2, 3 and 4).

We are aware that tentative ground breaking ceremonies are planned for the end of December 2000.

The GPALB also understands that if construction does begin before the 2001 Toyota Grand Prix of Long Beach, the aforementioned areas will not be available for our use, with the exception of the planned parking lot area in Parcel #3. This area will be made available for use to the GPALB for the placement of temporary grandstands.

I am hopeful that the aforementioned information is what you need to deem our application complete. If you have any questions, 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

DRT/drt

cc: JoAnn Burns - City of Long Beach
Bob Paternoster - City of Long Beach
Jim Michaelian - GPALB

COASTAL COMMISSION

EXHIBIT # 2
PAGE 3 OF 3

A DOVER DOWNS ENTERTAINMENT COMPANY

3000 Pacific Avenue • Long Beach, CA 90806 • Tel: 562. 981. 2600 • Fax: 562. 981. 2616 • www.longbeachgp.com

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
Twenty-fifth Application: 5-99-389

COASTAL COMMISSION

EXHIBIT # 3
PAGE 1 OF 5

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.

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

COASTAL COMMISSION

EXHIBIT # 3
PAGE 2 OF 5

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 vent 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.

HX:

COASTAL COMMISSION

EXHIBIT # 3

PAGE 3 OF 5

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 2001 Grand Prix Circuit and will not be accessible to the general public race weekend.

COASTAL COMMISSION

EXHIBIT # 3
PAGE 4 OF 5

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 4, 2001 to 5:00 p.m. Monday April 9, 2001. During the times of closures a temporary bicycle route detour will be provided by the City of Long Beach utilizing streets north of the event site to bypass the Downtown Long Beach Shoreline area.

COASTAL COMMISSION

EXHIBIT # 3
PAGE 5 OF 5



RECEIVED
SEP 6 2000
CITY SPECIAL EVENTS

August 30, 2000

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

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 2001 Toyota Grand Prix of Long Beach:

1. Shoreline Parking - Approximately 1500 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.

COASTAL COMMISSION

EXHIBIT # 4
PAGE 1 OF 3

A DOVER DOWNS ENTERTAINMENT COMPANY

3000 Pacific Avenue • Long Beach, CA 90806 • Tel: 562. 981. 2600 • Fax: 562. 981. 2616 • www.longbeachgp.com

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

Jo Ann Burns
Page 3

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 program.2001

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: 9/8/00 By: 

COASTAL COMMISSION

EXHIBIT # 4
PAGE 3 OF 3



5-00-398

September 27, 2000

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

RECEIVED
OCT 3 2000
CALIFORNIA
COASTAL COMMISSION

RE: Coastal Development Permit Application

Dear Mr. Posner,

As requested, by the California Coastal Commission, during our Coastal Development Permit application for the 2000 Toyota Grand Prix of Long Beach attached 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.

COASTAL COMMISSION

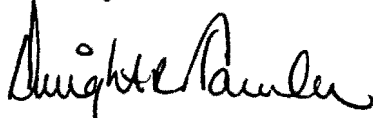
EXHIBIT # 5
PAGE 1 OF 8

A DOVER DOWNS ENTERTAINMENT COMPANY

4. A letter (marked Exhibits "F") from Mr. Warren Illif, President and CEO of the Long Beach Aquarium of the Pacific. You will note that the document indicates 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

DRT/drt

Enclosures

cc: JoAnn Burns – City of Long Beach
Chris Pook – Grand Prix Association of Long Beach

COASTAL COMMISSION

EXHIBIT # 5
PAGE 2 OF 8



EXHIBIT 'A'

CITY OF LONG BEACH

OFFICE OF THE CITY MANAGER - SPECIAL EVENTS

333 WEST OCEAN BOULEVARD • LONG BEACH, CALIFORNIA 90802 • (562) 570-5333 FAX (562) 570-5338

September 7, 2000

RECEIVED
OCT 3 2000

Mr. Dwight Tanaka
Director of Special Events
Grand Prix Association of Long Beach
3000 Pacific Ave.
Long Beach, CA 90806

CALIFORNIA
COASTAL COMMISSION

5-00-328

Dear Dwight:

This will respond to your request relative to specific items that must be included in your application to the California Coastal Commission. The City will take the following actions relative to environmental issues:

- 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 an environmental spill occur. Our lifeguard boats are equipped with containment booms to hold any contaminants in the water to isolated areas. We then notify Clean Coastal Waters to assist in clean up of the site. This would be done in Queensway Bay or Rainbow Harbor. To my knowledge, we have not had any spills in the 26 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 operations. 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 you or Coastal Commission staff require additional clarification or information.

Sincerely,

JO ANN BURNS
Director of Special Events

JAB/vhd

cc: Jack Humphrey, Planning & Building

COASTAL COMMISSION

EXHIBIT # 5
PAGE 3 OF 8

M METROPOLITAN
WASTE DISPOSAL

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

August 31, 2000

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

RECEIVED
OCT 3 2000

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

COASTAL COMMISSION

EXHIBIT # 5 enclosure
PAGE 4 OF 8

P.R.R.

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

RECEIVED
May 3 2000
OCT 3 2000

CALIFORNIA
COASTAL COMMISSION

Dear Mr. Kalpakoff:

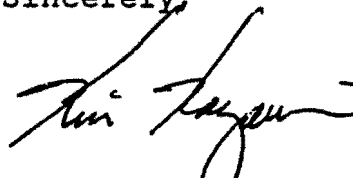
Regarding the Long Beach Grand Prix held during the weekend of April 14-16, 2000, the following information is provided for your convenience:

A total of 58 loads of grand prix trash totaling 110.68 tons were delivered in roll-offs and front end loaders at Paramount Resource Recycling between April 15 and April 21. P.R.R. diverted 16.82 tons from going to the landfill. The diversion level was approximately 15.2%.

Paramount Resource Recycling diverted 12.34 tons of cardboard, .29 tons of aluminum cans, and 4.19 tons of mixed paper.

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

Sincerely,



Kris Kazarian
Coordinator

COASTAL COMMISSION

EXHIBIT # 5
PAGE 5 OF 8



EXHIBIT "D"

August 31, 2000

RECEIVED
OCT 3 2000

Mr. Tom Morton
Assistant General Manager
Long Beach Convention & Entertainment Center
300 E. Ocean Blvd.
Long Beach, CA 90802

CALIFORNIA
COASTAL COMMISSION

Dear Tom,

5-00-398

The following attachment represents the Grand Prix Association of Long Beach's clean-up requirements before, during and after the year 2001 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.

Tom, 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 2, 2001 and continuing until 6:00 p.m. Monday April 9, 2001. 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 your staff during the year 2001 Toyota Grand Prix of Long Beach.

Sincerely,

Dwight R. Tanaka
Director of Operations

cc: Harold Dubois
attachments
DRT/drt
cleanupletterSMG.2001

COASTAL COMMISSION

EXHIBIT # 5

PAGE 6 OF 8 DOVER DOWNS ENTERTAINMENT COMPANY



WASTE MANAGEMENT

Portable Services
10600 S. Painter Avenue
Santa Fe Springs, CA 90670
(562) 906-8140
(562) 944-6978 Fax

8/30/00

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

RECEIVED
OCT 3 2000

CALIFORNIA
COASTAL COMMISSION

Attn: Dwight Tanaka

2 - 00 - 398

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

EXHIBIT # 5
PAGE 7 OF 8

EXHIBIT "F"



September 15, 2000

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

RECEIVED
OCT 3 2000
CALIFORNIA
COASTAL COMMISSION

Dear Dwight:

As we discussed and pointed out last year, the noise associated with the Grand Prix is not a problem for our animals.

All of those animals inside are protected both by the building as well as by the thick acrylic on the front of their enclosures as well as by the thick concrete on the other sides.

The only animals outside are behind the Aquarium which protects them, as does being the farthest away from the race course.

Please call us if you have any questions and good luck for continued success.

Sincerely yours,

Warren Iliff
President and CEO

WI/bb

COASTAL COMMISSION

EXHIBIT # 5
PAGE 8 OF 8



17