

**CALIFORNIA COASTAL COMMISSION**

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



Filed: 11/18/03  
49th Day: 01/06/04  
180th Day: 05/16/04  
Staff: MS-LB  
Staff Report: 12/18/03  
Hearing Date: 01/15/04  
Commission Action:

# Th 8 d

**STAFF REPORT: REGULAR CALENDAR**

**APPLICATION NUMBER:** 5-03-484

**APPLICANTS:** Grand Prix Association of Long Beach, Attn: Dwight Tanaka & City of Long Beach Office of Special Events, Attn: Dave Ashman

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

**PROJECT DESCRIPTION:** The 2003 Toyota Grand Prix of Long Beach (April 16-18, 2004), including installation and removal of temporary facilities for traffic and public accommodations.

**SUBSTANTIVE FILE DOCUMENTS:**

1. City of Long Beach Certified Local Coastal Program, 7/22/80.
2. Coastal Development Permit 5-98-156 (Long Beach & DDR Urban LP).
3. Coastal Development Permit 5-99-389 (2000 LB Grand Prix).
4. Coastal Development Permit 5-00-398 (2001 LB Grand Prix).
5. Coastal Development Permit 5-01-381 (2002 LB Grand Prix).
6. Coastal Development Permit 5-02-374 (2003 LB Grand Prix).

**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 ninety-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. **See Page Two for Motion.**

**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 5-03-484 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 **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. 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. **Interpretation.** Any questions of intent or interpretation of any condition will be resolved by the Executive Director or the Commission.
4. **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.
5. **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 5-03-484 shall only extend to:

- a) The Long Beach Grand Prix auto race and associated events to be held April 16, 17 and 18, 2004;
- 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, Friday, April 16, 2004, unrestricted public access shall be provided and maintained along the waterfront at all times. Unrestricted means that the general public may pass and repass without having to pay an admission fee, present a ticket, accept conditions of passage, pass a gate, or request permission to pass. The waterfront includes (but is not limited to): all public sidewalks adjacent to the Downtown Marina, the boardwalk in the Shoreline Village shopping center, a minimum ten-foot wide public accessway along Shoreline Wharf, the lower Rainbow Harbor Esplanade, and the entirety of Shoreline Park. During the three days of the proposed event, April 16-18 2004, 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, Monday, April 19, 2004.

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 of 12/18/03 Staff Report**) with the exception of the six-day period commencing at 6 a.m. on Wednesday, April 14, 2004 and ending at 5 p.m. on Monday, April 19, 2004. 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 (**See Exhibit #2 of 12/18/03 Staff Report**). 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 of 12/18/03 Staff Report**).

6. Water Quality

The permittees shall implement the proposed fuel and waste management plans and shall ensure that all street sweeping waste is disposed of at an authorized landfill (**See Exhibit #5 of 12/18/03 Staff Report**). By acceptance of the permit, the applicants agree to remove and legally dispose of all trash, waste, oil, grease, and other materials that may be deposited within the event area incidental to public use of the Marina Green Park, beach and adjacent parking facilities. The race circuit and all streets within the event area shall be swept after the final race. Such clean-up and street sweeping shall be completed by 10 p.m. on Monday, April 19, 2004.

**IV. Findings and Declarations**

The Commission hereby finds and declares:

**A. Project Description and Background**

The proposed project involves the 2004 Toyota Grand Prix of Long Beach proposed to take place on the weekend of April 16-18, 2004, 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 ninety days in duration. Public access to the event area is restricted and admission fees are charged to race spectators on the three race days of April 16, 17 and 18, 2004.

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 the same as the past three events' routes (2001-2003) in that it avoids the enclosure of the Tidelands site where the proposed Queensway Bay commercial development has been approved pursuant to Coastal Development Permit 5-98-156 (City of Long Beach & DDR Urban LP). The proposed 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 will be closed to the public on April 12 and 13, 2003, when it will be utilized for activities associated with the proposed event.

Because the event area is located on State Tidelands, it falls within the Commission's area of original jurisdiction and must obtain a coastal development permit from the Commission. The proposed 2004 race will be the 29th 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, 5-99-389, 5-00-398, 5-01-381 and 5-02-374.

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-four years, the Commission has periodically updated and improved the original special conditions to address the adverse impacts of the proposed event as the Grand Prix 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 City's 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 Long Beach Aquarium of the Pacific, Rainbow Harbor and an improved Shoreline Park. The next phase of the Queensway Bay Plan, currently under construction, is 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. The applicants have coordinated this year's proposed event with the ongoing construction activities in the event area in order to avoid any conflicts.

**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 event 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 16, 17 and 18 (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".<sup>1</sup>

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 (Exhibit #3). As proposed, general public pedestrian 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

---

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

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). The ongoing construction of the Queensway Bay commercial development in the area south and southwest of Pine Avenue Circle (as approved by Coastal Development Permit 5-98-156) would deny public access only to the construction site, 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 proposed event:

- 1) The set-up phase ninety days prior to April 14, 2004;
- 2) The three-day event phase on April 16-18, 2004; and,
- 3) The take-down phase commencing April 19, 2003.

Special Condition Two states:

2. Shoreline Access

Prior to the first day of the event, Friday, April 16, 2004, unrestricted public access shall be provided and maintained along the waterfront at all times. Unrestricted means that the general public may pass and repass without having to pay an admission fee, present a ticket, accept conditions of passage, pass a gate, or request permission to pass. The waterfront includes (but is not limited to): all public sidewalks adjacent to the Downtown Marina, the boardwalk in the Shoreline Village shopping center, a minimum ten-foot wide public accessway along Shoreline Wharf, the lower Rainbow Harbor Esplanade, and the entirety of Shoreline Park. During the three days of the proposed event, April 16-18 2004, 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, Monday, April 19, 2004.

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 ninety-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). The proposed six-day period would commence at 6 a.m. on Wednesday, April 14, 2004 and end at 5 p.m. on Monday, April 19, 2004. At 5 p.m. on Monday, April 19, 2004, 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.

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 limit closures and to provide the detour as proposed. At 5 p.m. on Monday, April 19, 2004, the regional bicycle route shall be reopened and made available for public use. Compliance with Special Condition Three will ensure that bicycle and pedestrian access is provided through the Downtown Shoreline area during the ninety-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 use of approximately 6,500 off-street parking spaces throughout the downtown area, with public transportation providing connections to the event area. An additional 15,000 parking spaces are available on the public streets located inland of the proposed event. 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.

As indicated on Exhibit #2, the proposed event involves the use of public beach area at the foot of 1<sup>st</sup> Place as a temporary parking facility. This compacted beach area (situated inland of the bicycle path) and the adjacent Alamitos Avenue public beach parking lot have been routinely used as the designated parking reservoirs for annual events in the Downtown Long Beach Marina area such as the Beachfest, Gay Pride Festival and the Grand Prix. This overflow parking area is the only parking area situated on a sandy beach in Long Beach. Because of the large extend of sandy beach located seaward of the bicycle path, the compacted beach area

used as a temporary parking facility (inland of the bicycle path) is seldom used for recreational purposes. Therefore, the temporary use of the beach area situated inland of the bicycle path will not adversely affect public access or recreational opportunities 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).

When the Aquarium opened, there was 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 past races (1997-2000). 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 p.6).

**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 that 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.

In order to prevent any 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 the beach and 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). The applicants have submitted the requested information (Exhibit #5).

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.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. 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 waste that will be generated by the proposed event, the applicants have contracted with waste management companies to dispose of trash and to provide and maintain approximately 600 portable toilets for the proposed event (See Exhibit #5 ps.4&5). 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.

Contamination of the beach by vehicular residues is a concern and a potential threat to public recreation and water quality. In order to address this potential pollution threat, the City of Long Beach provides a maintenance crew at the event to clean any oil and/or gasoline that leaks from cars or equipment onto the event area or parking areas, including the unpaved parking area located on the beach (Exhibit #2, p.2). There will also be a City Fire Department "stand-by" crew that can handle any hazardous materials that could spill during the event. The City also cleans the beach parking area of any oil spots and trash after the event. In addition, Special Condition Six requires the applicants to implement the fuel and waste management plans as proposed, sweep the event area after the final race, and to remove and legally dispose of all trash, waste, oil, grease, and other materials that may be deposited in the event area incidental to public use of the Marina Green Park, beach and adjacent parking facilities. Only as conditioned does the Commission find that the proposed temporary development and event 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.

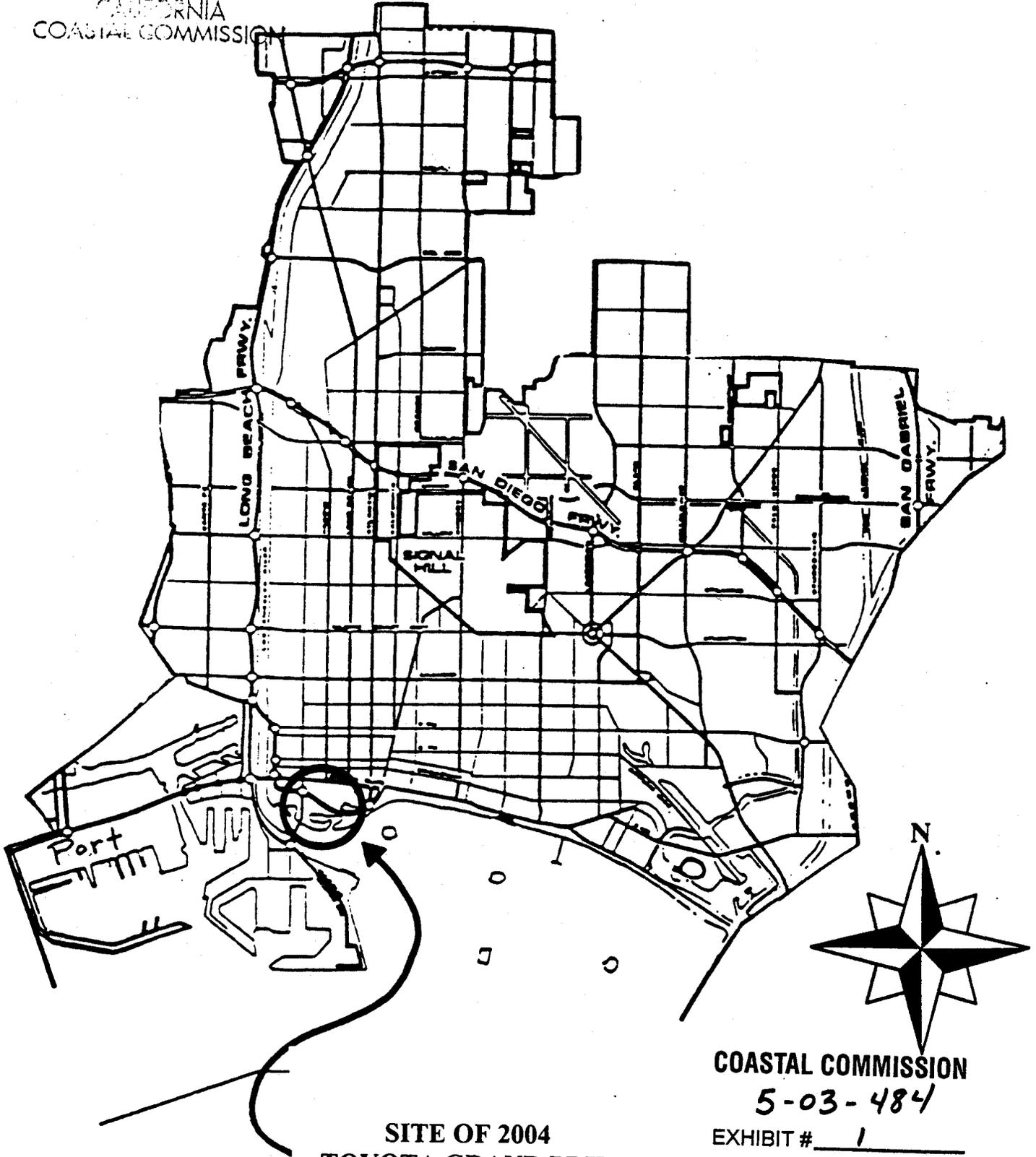
The proposed event and associated development, only as conditioned, is consistent with the Chapter 3 policies of the Coastal Act. All significant environmental effects have been mitigated by conditions of approval. Mitigation measures, including protection of public access along the waterfront and on 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.

RECEIVED  
South Coast Region

NOV 13 2003

# City of Long Beach

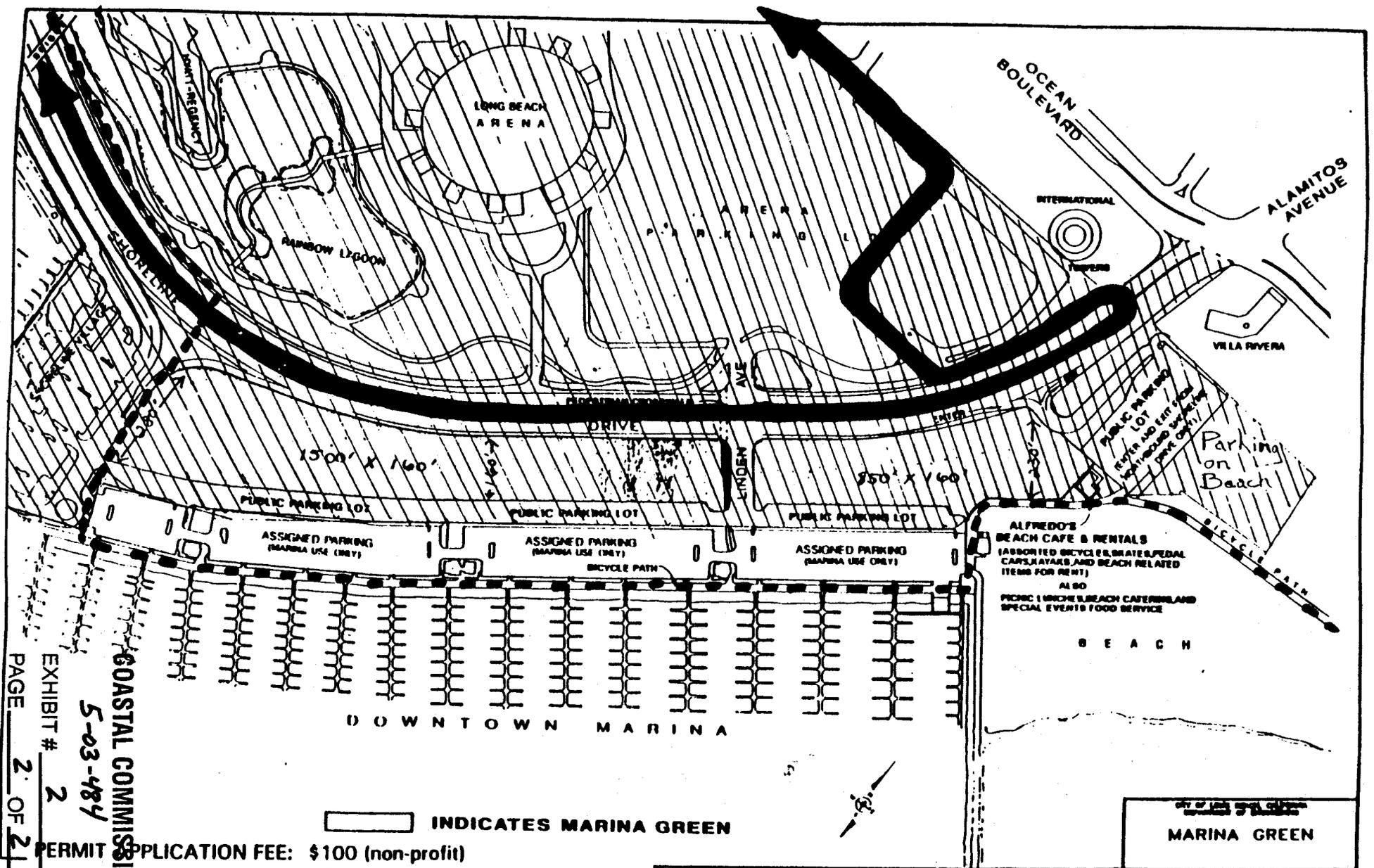
CALIFORNIA  
COASTAL COMMISSION



SITE OF 2004  
TOYOTA GRAND PRIX  
OF LONG BEACH

COASTAL COMMISSION  
5-03-484  
EXHIBIT # 1  
PAGE 1 OF 1





COASTAL COMMISSION  
 EXHIBIT # 2  
 5-03-484  
 PAGE 2 OF 2

**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.

## SUPPLEMENTAL INFORMATION

### 2004 COASTAL COMMISSION APPLICATION

### GRAND PRIX ASSOCIATION OF LONG BEACH

#### 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.

#### 2004 CIRCUIT CONSTRUCTION

The primary safety system of the Toyota Grand Prix of Long Beach circuit consists of 12' long, 20" wide, 39" high reinforced concrete blocks each weighing 10,000 lbs., countersunk 24" deep into each lock and 3' from each end are 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 four exceptions, all turns on the Toyota Grand Prix circuit have either escape roads or run-off areas. All escape areas/runoffs have tire walls installed in order to absorb the potential impact and dissipate the resultant energy.

COASTAL COMMISSION  
5-03-484

EXHIBIT # 3

All grandstands are located at a minimum of 10' behind spectator fence. PAGE 1 OF 2

## 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, Aquarium Parking Structure, Aquarium of the Pacific and the buildings between the Aquarium Parking Structure and Aquarium Way, will be incorporated as part of the 2004 Grand Prix Circuit and will not be accessible to the general public from 6:00 a.m. to 6:00 p.m., April 16 -18, 2004.

## 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 14, 2004 to **COASTAL COMMISSION** Monday April 19, 2004. During the times of closures a temporary bicycle route detour **5-03-484** will be provided by the City of Long Beach utilizing streets north of the event site to **3** bypass the Downtown Long Beach Shoreline area.



RECEIVED  
SEP 24 2003

EXHIBIT "F"

10/27/03  
Approved  
*[Signature]*  
Advanced Planning Office

September 22, 2003

Mr. Dave Ashman  
Director of Special Events & Filming  
City of Long Beach  
One World Trade Center  
Suite 300  
Long Beach, CA 90831-0300

Dear Dave,

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 2004 Toyota Grand Prix of Long Beach:

- 1. Shoreline Parking - Approximately 2000 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 from Chestnut Place to Broadway.
- 2. Marina Parking - Approximately 900 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 parking lot.
- 3. Arena Parking Structure/ Team and Expo Parking- Approximately 600 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  
5-03-484

EXHIBIT # 4  
PAGE 1 OF 3

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 and 30 Race Car Transporters; access by traveling east on Ocean Blvd. to Linden Ave; south on Linden Ave. into circuit.
6. Service Parking - Approximately 200 vehicles; access at all vehicle entry points into circuit.
7. 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.
8. Aquarium Parking Structure - Approximately 1400 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. Parking Structure utilized for worker and volunteer parking only
9. 180 East Ocean Blvd. - Approximately 200 vehicles; access is by traveling east on Ocean Blvd. To Locust Ave.; south on Locust Ave. to Seaside Way; west on Seaside Way to entry into 180 Parking Structure
10. Pike Parking Structure - Approximately 2000 vehicles; access is by traveling west on Ocean Blvd. to Chestnut Place; south on Chestnut Place to Seaside Way; west on Seaside Way to entry of Pike Parking Structure.

The above can facilitate the parking of approximately 9000 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.

**COASTAL COMMISSION**

5-03-484

EXHIBIT # 4

PAGE 2 OF 3

Dave Ashman  
Page 3

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. 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.

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

Parking program.2004

COASTAL COMMISSION

5-03-484

EXHIBIT # 4

PAGE 3 OF 3

November 16, 2003

RECEIVED  
South Coast Region

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

CALIFORNIA  
COASTAL COMMISSION

RE: Coastal Development Permit Application

Dear Mr. Posner,

In preparation for the 2004 Toyota Grand Prix of Long Beach Coastal Development Permit Application and in anticipation of the California Coastal Commission requesting documents similar to the documents required to complete our Coastal Development Permit application for the 2003 Toyota Grand Prix of Long Beach, attached you will find copies of the following documents:

1. A letter (marked Exhibit "A") from Mr. Dave Ashman, Manager of Special Events and Filming Bureau, 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. Andrew P. Keratzides, District Sales Manager for Consolidated Disposal Service (marked Exhibit "B") and the 2004 Toyota Grand Prix of Long Beach Janitorial Service Schedule (marked Exhibit "C"), 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 "D") from Mr. Kevin Schneider, VP/General Manager, A Throne Company, 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.



# CITY OF LONG BEACH

Department of Parks, Recreation and Marine

Office of Special Events & Filming

One World Trade Center, Suite 300, Long Beach, CA 90831-0300

November 4, 2003

(562) 570-5333

Fax (562) 570-5335

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

## EXHIBIT "A"

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 Coast 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 29 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,

David Ashman, Manager  
Special Events and Filming Bureau

COASTAL COMMISSION

5-03-484

EXHIBIT # 5

PAGE 2 OF 5

Cc: Angela Reynolds, Planning and Building

**CONSOLIDATED DISPOSAL SERVICE**A Subsidiary of  **REPUBLIC SERVICES, INC.**

EXHIBIT "B"

June 3, 2003

Mr. Dwight Tanaka, Director of Operations  
Grand Prix Association of Long Beach  
3000 Pacific Avenue  
Long Beach, CA. 91806

Dear Mr. Tanaka:

Thank you for allowing Consolidated Disposal Service the opportunity to service your waste removal needs for the Long Beach Toyota Grand Prix 2003. Listed below is a summary of the services performed.

- 1) All waste hauling was done between the hours of 6:00 p.m. and 4:00 a.m.
- 2) The equipment provided for collection process:
  - o (8) eight (40) forty cubic yard open top containers.
  - o (1) one portable self-contained compactor.
  - o (1) one front-load collection vehicle.
- 3) All collected waste and recycling materials was transferred to Smurfit - Stone Recycling Center in the city of Torrance, CA. and Bel-Art transfer Station in the city of Long Beach, CA. The waste material was placed on a sort line and recyclables were separated, baled and ultimately sent to recycling facilities.
- 4) We collected (60) sixty tons of solid waste. Out of the (60) sixty tons we were able to recycle (40%) forty percent which equals (20) twenty tons of recycling material.

Consolidated Disposal Service looks forward to continuing our relationship with the Grand Prix Association of Long Beach. If there are any questions please do not hesitate to contact me. My direct telephone number is (562) 663-3527 or Jennifer Cilloniz at (562) 663-3449.

Sincerely,



Andrew P. Keratzides  
Director of Sales and Marketing



## EXHIBIT "D"

Los Angeles, Orange Counties and Inland Empire

10/15/03

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

Attention: Dwight Tanaka

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

1. Portable restrooms are serviced upon or before delivery. They are filled with a minimum of 5 gallons of water and approximately 8 ounces of deodorant/disinfectant.
2. Approximately 600 portable restrooms are serviced daily. Typical services are performed 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. Once our vacuum trucks are full they are emptied into the City of Long Beach sewer system. We empty our trucks directly into a city manhole. The City of Long Beach designates a specific manhole and installs a special cover with a 6" removable center.

Please feel free to call me anytime if you need any further assistance. 562-981-1197

Sincerely,

Kevin Schneider  
VP/General Manager

COASTAL COMMISSION

5-03-484

EXHIBIT # 5PAGE 4 OF 5



**EXHIBIT "E"**

November 17, 2003

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

As we have discussed in the past, the noise associated with the Grand Prix is not a problem for our animals.

All of the 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.

Sincerely,

Jemy R. Schubel  
 President and CEO

cc: Jim Michaelian, Grand Prix Association of Long Beach

**COASTAL COMMISSION**

**5-03-484**

EXHIBIT # 5

PAGE 5 OF 5