

**CALIFORNIA COASTAL COMMISSION**

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

Filed: 12/3/2009  
49th Day: 1/21/2010  
180th Day: 6/1/2010  
Staff: Charles Posner - LB  
Staff Report: 1/20/2010  
Hearing Date: February 11, 2010  
Commission Action:



# Th20b

## STAFF REPORT: REGULAR CALENDAR

**APPLICATION NUMBER:** 5-09-212

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

**AGENTS:** Dwight Tanaka, Grand Prix Association Director of Operations  
Dave Ashman, Manager, City of Long Beach Special Events

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

**PROJECT DESCRIPTION:** The 2010 Toyota Grand Prix of Long Beach (April 15-18, 2010), including installation and removal of temporary facilities for traffic and public accommodations.

**LOCAL APPROVAL:** City of Long Beach Department of Development Services,  
Approval in Concept, 10/13/09.

### **SUBSTANTIVE FILE DOCUMENTS:**

1. City of Long Beach Certified Local Coastal Program, 7/22/80.
2. Coastal Development Permit 5-06-353 (2007 LB Grand Prix).
3. Coastal Development Permit 5-07-384 (2008 LB Grand Prix).
4. Coastal Development Permit 5-08-289 (2009 LB Grand Prix).

### **SUMMARY OF STAFF RECOMMENDATION**

A coastal development permit is required from the Commission for the proposed event and associated development because the project site 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 **APPROVE** 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 four-day event, and the take-down period. Special conditions require the permittees to implement a signage plan, parking plan, and fuel and waste management plans. The co-applicants agree with the staff recommendation. **See Page Two for the motion to carry out the staff recommendation.**

**STAFF RECOMMENDATION:**

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

**MOTION:** *"I move that the Commission approve with special conditions Coastal Development Permit 5-09-212 per the staff recommendation."*

The staff recommends a **YES** vote. Passage of the motion will result in **APPROVAL** of the coastal development permit application with special conditions, and adoption of the following resolution and findings, as set forth in this staff report or as modified by staff prior to the Commission's vote. The motion passes only by an affirmative vote of a majority of 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. 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 5-09-212 shall only extend to:

- a) The Long Beach Grand Prix auto race and associated events to be held April 15, 16, 17 and 18, 2010;
- 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. Signage During Set-up and Take-down

The permittees shall utilize variable message signs along Shoreline Drive and Pine Avenue in the Downtown Shoreline area (and other methods) to announce to the public that the Aquarium of the Pacific and the Pike and Shoreline Village restaurant and retail stores are open, and that public parking is available. The signs shall direct the public to available parking facilities. The signs shall be put into operation prior to the placement of the barricades (K-rails), fences, and grandstands along Shoreline Drive. The signs shall remain in operation until the barricades (K-rails), fences, and grandstands are removed from Shoreline Drive.

#### 3. Shoreline Access

Prior to the first day when paid admission is required to attend the proposed event, Friday, April 16, 2010, unrestricted public access shall be provided and maintained to and 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 when paid admission is required to attend the proposed event, April 16-18, 2010, 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, 2010.

#### 4. 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 the 1/20/10 Staff Report**) with the exception of the six-day period commencing at 6 a.m. on Wednesday, April 14, 2010 and ending at 5 p.m. on Monday, April 19, 2010. 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.

5. Controlled Traffic

Commencing Wednesday, April 14, 2010, 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 the 1/20/10 Staff Report**). For purposes of practice and trial sessions (including Press Day), and for the placement and removal of temporary facilities (i.e. grandstands, barricades, bridges), additional temporary street closures are permitted as required.

6. Parking Management Plan

The permittees shall implement the proposed Parking Management Plan in cooperation with Long Beach Transit (**See Exhibit #6 of the 1/20/10 Staff Report**).

7. 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 the 1/20/10 Staff Report**). By acceptance of the permit, the permittees 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, the 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, 2010.

#### **IV. Findings and Declarations**

The Commission hereby finds and declares:

##### **A. Project Description and Background**

The proposed project involves the 2010 Toyota Grand Prix of Long Beach, proposed to take place on April 15-18, 2010, and the installation of the temporary improvements necessary to facilitate the event. The proposed temporary improvements include the installation of cement barriers (K-rails) 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 phased over approximately ninety days prior to the event; starting with the set-up of the course and grandstands on the grounds of the convention center, and ending with the set-up of the grandstands along Shoreline Drive west of Pine Avenue (by The Pike).

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, 2010 (Friday through Sunday). The activities associated with the proposed event on Thursday, April 15, 2010 are free to the general public with no admission fees being charged. Access to some portions of the event area (not the waterfront) are also restricted during Press Day, Tuesday, April 6, 2010.

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 Aquarium of the Pacific, and the public beach. The proposed racecourse for 2009 is the same circuit as it has been approved for the past ten events (2000-2009) in that it avoids the enclosure of the Tidelands site where The Pike commercial development has been built 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 Aquarium of the Pacific will be closed to the public on April 16, 17 and 18, 2010, when the building 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 2010 race will be the 36<sup>th</sup> annual staging of the event (inaugural 1975). 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, 5-02-372, 5-03-484, 5-04-366, 5-05-317, 5-06-353, 5-07-384 and 5-08-289 (Exhibit #4, p.1).

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. Throughout the year, 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 and The Pike. 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 co-applicants have planned the proposed event (and set-up and take-down phases) to minimize conflicts with the attractions and activities located in and around the event area (Exhibit #4). The co-applicants state that public access to the event area, including the 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, 2010 (Exhibit #3). Public access may also be temporarily restricted in various areas during the set-up of the temporary improvements used for the races.

### **Set-up and Take-down**

The set-up period for the proposed event is phased over approximately ninety days prior to the event. Set-up involves the placement of the temporary event facilities (i.e. grandstands, barricades, overhead pedestrian bridges, fences, barricades, etc...) along Shoreline Drive and the other streets that are part of the circuit. The barriers along the streets and the use of some of the public parking lots for grandstands has the effect of reducing the number of visitors to the aquarium and the nearby commercial establishments and tourist attractions during the weeks leading up to the annual event. Some of the tenants have decried the fact that business goes down as soon as the barriers go up, even though physical access to the commercial establishments is not blocked. The applicants have tried to mitigate the adverse impact of the set-up period by phasing the placement of the barriers and grandstands so that the grandstands along Shoreline Drive west of Pine Avenue (by The Pike) are the last ones to go up. Even so, the last grandstands and barriers go up at least two weeks prior to the start of the annual event.

In order mitigate the psychological barriers to public access caused by the barriers (K-rails) and occupation of some of the public parking facilities, Special Condition Two requires the permittees to utilize variable message signs along Shoreline Drive and Pine Avenue during the event set-up and take-down periods. The signs will announce to the public that the Aquarium of the Pacific and the Pike and Shoreline Village restaurant and retail stores are open, and will direct the public to available parking facilities.

### **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 #4, p.2). As proposed, general public pedestrian access to the Downtown Marina will be maintained at all times including the three days when admission is charged to attend the proposed event.

### **Shoreline Park and Rainbow Harbor Access**

The co-applicants have also proposed to maintain public access to Shoreline Park and the Rainbow Harbor waterfront at all times. Although the Aquarium of the Pacific will only be accessible to Grand Prix ticket holders during the three days when admission is charged for entry to the proposed event, Shoreline Park and the Rainbow Harbor waterfront will remain open and accessible to the general public during the entire event. The co-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 when admission is charged to attend the proposed event (Exhibit #4, ps.2&3). Special Condition Three requires unrestricted access to Shoreline Park and lower Rainbow Harbor Esplanade to the Pine Avenue Pier during the three days of the race.

### **Regional Bicycle Route**

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. 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 co-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 co-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 #4, p.2). During the six-day period when the bicycle route would be closed, the permittees are required to provide a temporary bicycle route detour (to bypass the Downtown Shoreline area) on City streets situated north of the event site.

### **Parking**

The co-applicants have submitted a parking management plan that calls for the use of over 6,500 off-street parking spaces throughout the downtown area, with public transportation providing connections to the event area (Exhibit #6). 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 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 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.

## **Water Quality**

In order to minimize impacts on the marine environment caused by the proposed event, the co-applicants have developed a fuel management plan that includes provisions to prevent fuel spills and to mitigate any fuel spill that may occur (Exhibit #5). The co-applicants also propose to clean the streets continuously during the proposed four-day event in order to prevent debris from entering the storm drain system that 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 co-applicants have contracted with waste management companies to dispose of trash and to provide and maintain approximately six hundred portable toilets for the proposed event. 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.

### **B. Public Access and Recreation**

As conditioned, the proposed development will not have any new adverse impact on public access to the coast or to nearby recreational facilities, and it will not interfere with public recreational use of coastal resources. The proposed development, as conditioned, protects coastal areas suited for recreational activities. Therefore, the Commission finds that the proposed development, as conditioned, is in conformity with Coastal Act Sections 30210 through 30214, Coastal Act Sections 30220 through 30224, and Section 30252 of the Coastal Act regarding public access and the promotion of public recreational opportunities.

### **C. Marine Resources and Water Quality**

The proposed event will be occurring in a location where there is a potential for a discharge of polluted runoff from the site into coastal waters. The spilling of fuel, debris or waste onto the beach or in a location where it could be carried into coastal waters would result in an adverse effect on the marine environment. In order to reduce the potential for adverse impacts on water quality, the Commission imposes a special condition requiring the appropriate storage and handling of fuel, waste, oil, grease and other materials. In addition, the streets shall be swept after the event and all street sweeping waste shall be disposed of at an authorized landfill. As conditioned, the Commission finds that the development conforms with Sections 30230 and 30231 of the Coastal Act.

### **D. Development**

The development is located within an existing developed area and, as conditioned, will be compatible with the character and scale of the surrounding area, has been designed to assure structural integrity, and will avoid cumulative adverse impacts on public access. Therefore, the Commission finds that the development, as conditioned, conforms with Sections 30250, 30251, 30252, 30253 and the public access provisions of the Coastal Act.



**E. Environmentally Sensitive Habitat Areas (ESHA)**

As conditioned, the development will not result in significant degradation of adjacent habitat, recreation areas, or parks and is compatible with the continuance of those habitat, recreation, or park areas. Therefore, the Commission finds that the project, as conditioned, conforms with Section 30240(b) of the Coastal Act.

**F. Local Coastal Program (LCP)**

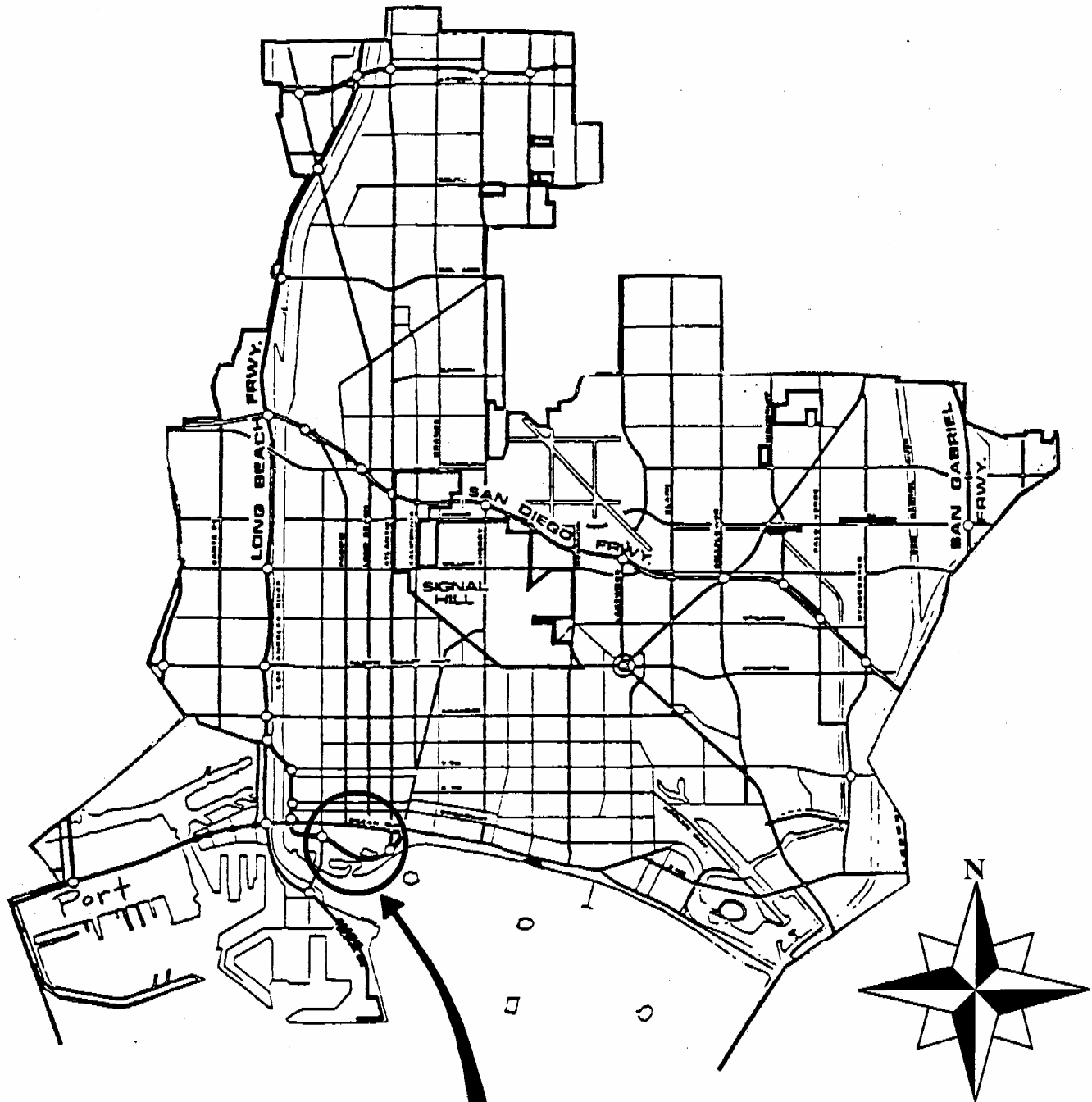
A coastal development permit is required from the Commission for the proposed development because it is located within the Commission's area of original jurisdiction. The Commission's standard of review for the proposed development is the Chapter 3 policies of the Coastal Act. The City of Long Beach certified LCP is advisory in nature and may provide guidance. The Commission certified the City of Long Beach LCP on July 22, 1980. As conditioned, the proposed development is consistent with Chapter 3 of the Coastal Act and with the certified LCP for the area.

**G. California Environmental Quality Act (CEQA)**

Section 13096 of the California Code of Regulations requires Commission approval of 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 City of Long Beach, the lead agency for CEQA, determined on October 13, 2009 that the proposed event is categorically exempt from CEQA. The proposed project has been conditioned in order to be found consistent with the Chapter 3 policies of the Coastal Act. As conditioned, there are no feasible alternatives or additional feasible mitigation measures available which would substantially lessen any significant adverse effect which the activity may have on the environment. Therefore, the Commission finds that the proposed project, as conditioned to mitigate the identified impacts, is the least environmentally damaging feasible alternative and complies with the applicable requirements of the Coastal Act to conform to CEQA.

# City of Long Beach



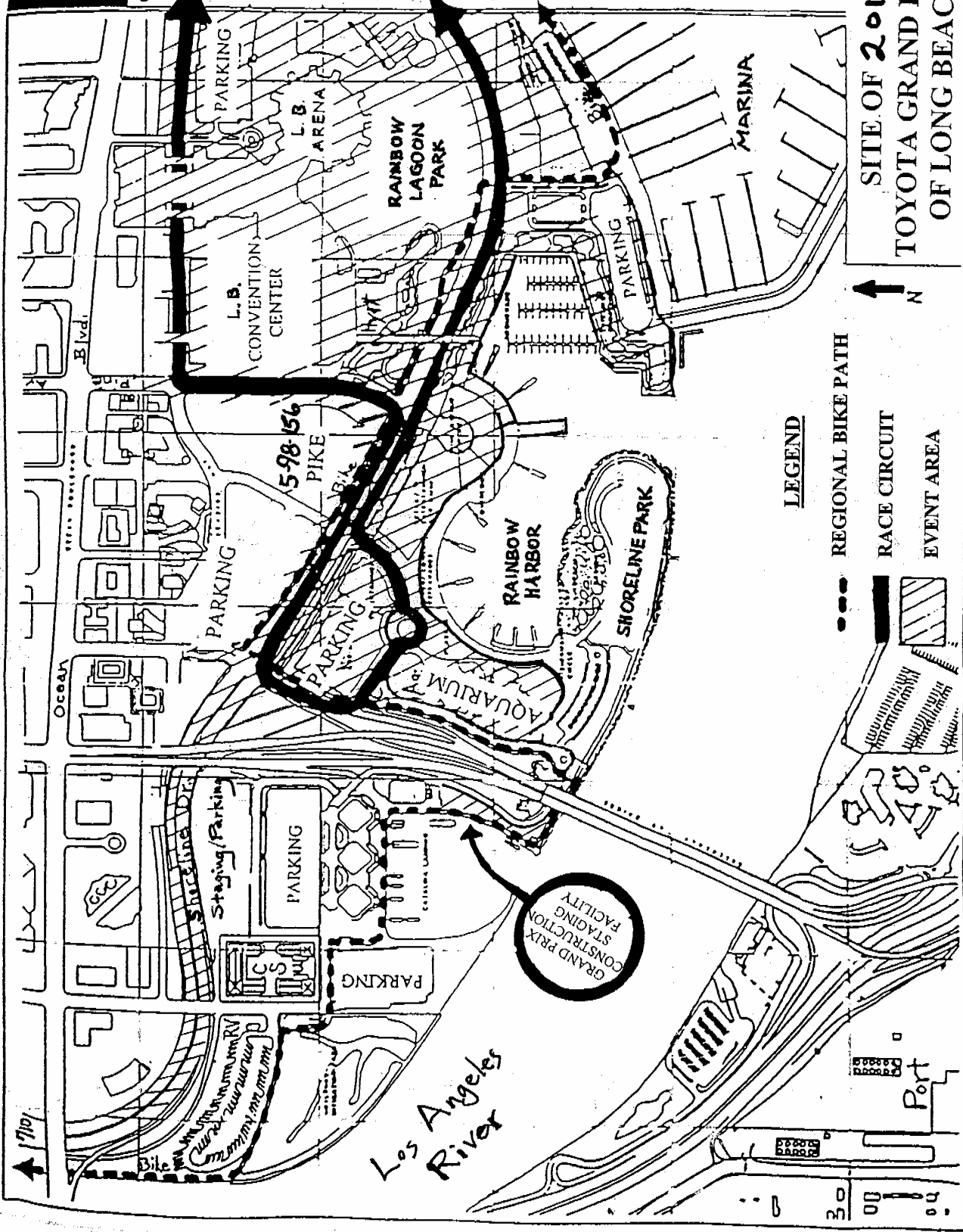
Long Beach Grand Prix

COASTAL COMMISSION  
5-09-212

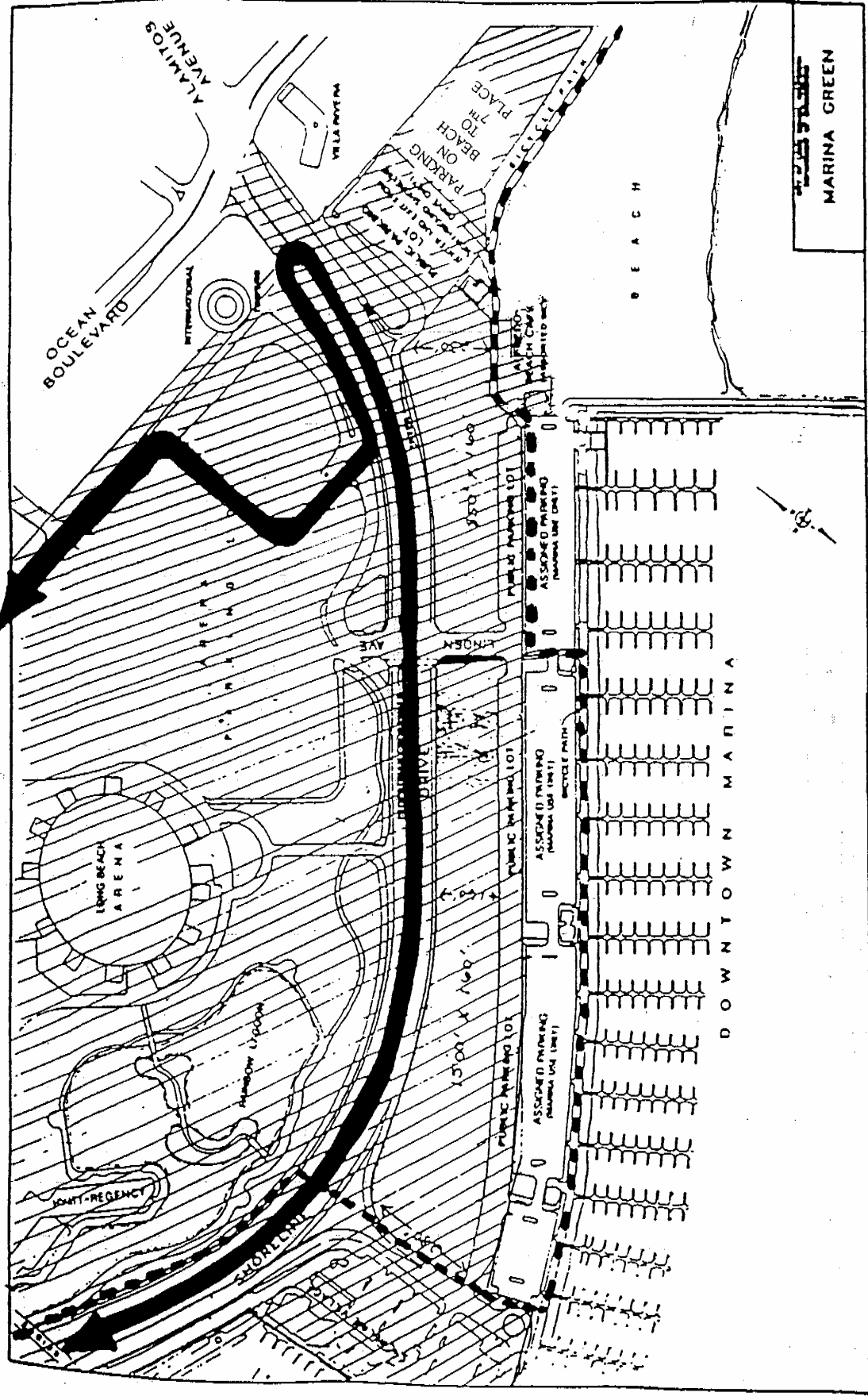
EXHIBIT # 1  
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See Page Two



**SITE OF 2010  
TOYOTA GRAND PRIX  
OF LONG BEACH**

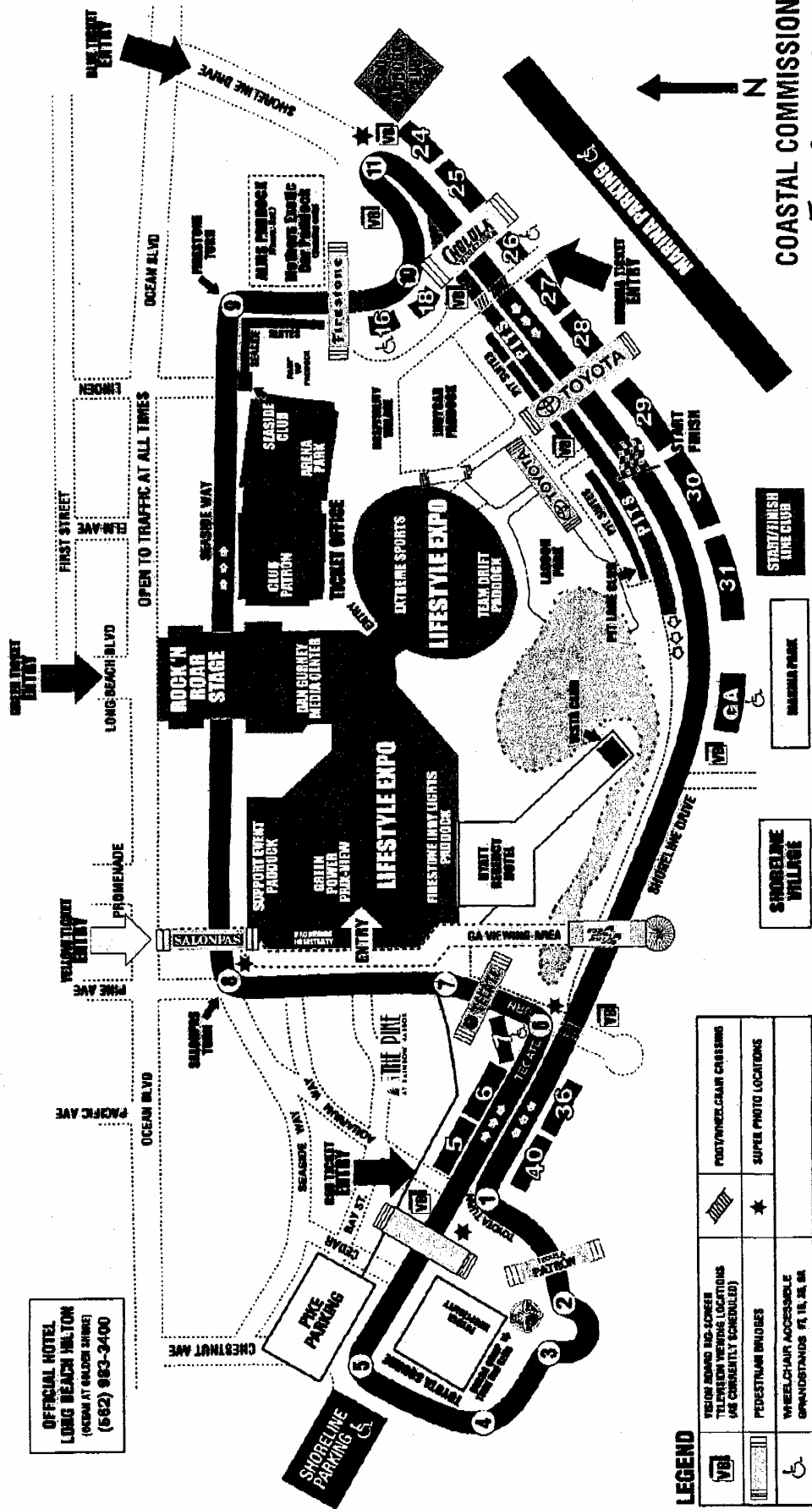


COASTAL COMMISSION

EXHIBIT # 2  
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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.

# 2010 TOYOTA GRAND PRIX OF LONG BEACH CIRCUIT MAP



OFFICIAL HOTEL  
 LONG BEACH HILTON  
 (FORMER AT GARDEN SQUARE)  
 (562) 983-3400

**LEGEND**

	WHEELCHAIR ACCESSIBLE GRANDSTANDS #7, 18, 28, 34		FOOT/WHEELCHAIR CROSSINGS
	PEDESTRIAN BRIDGES		SUPER PHOTO LOCATIONS
	WHEELCHAIR ACCESSIBLE GRANDSTANDS #7, 18, 28, 34		

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SUPPLEMENTAL INFORMATION

2010 COASTAL COMMISSION APPLICATION

GRAND PRIX ASSOCIATION OF LONG BEACH

COASTAL COMMISSION APPLICATIONS

First Application:	P-4-11-75-5135 and Appeal No. 108-75
Second Application:	P-12-6-76-9568
Third Applications:	P-11-3-77-2224 and Appeal No. 537-77
Fourth Application:	P-10-2-78-4102
Fifth Application:	P-79-6086
Sixth Application:	P-80-7201
Seventh Application:	P-81-235
Eighth Application:	5-82-634
Ninth Application:	5-83-930
Tenth Application:	5-84-332
Eleventh Application:	5-85-718
Twelfth Application:	5-86-923
Thirteenth Application:	5-87-928
Fourteenth Application:	5-88-764
Fifteenth Application:	5-89-1110
Sixteenth Application:	5-90-1058
Seventeenth Application:	5-91-819
Eighteenth Application:	5-92-432
Nineteenth Application:	5-93-282
Twentieth Application:	5-94-163
Twenty-first Application:	5-95-186
Twenty-second Application:	5-96-236
Twenty-third Application:	5-97-280
Twenty-fourth Application:	5-98-403
Twenty-fifth Application:	5-99-389
Twenty-sixth Application:	5-00-398
Twenty-seventh Application:	5-01-381
Twenty-eighth Application:	5-02-374
Twenty-ninth Application:	5-03-484
Thirtieth Application:	5-04-366
Thirty-first Application:	5-05-317
Thirty-second Application:	5-06-353
Thirty-third Application:	5-07-384
Thirty-fourth Application:	5-08-289

**COASTAL COMMISSION**

**5-09-212**

EXHIBIT # 4

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## 2010 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 tied together by three strands of minimum 1/2" 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.

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

## 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.

## 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. Parking will be available in Shoreline Park and the Catalina Landing Parking Structure.

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EXHIBIT # 4

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### **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 Rainbow Harbor. Parking will be available in Shoreline Park and the Catalina Landing Parking Structure.

Upper Esplanade, Aquarium Parking Structure, Aquarium of the Pacific and the buildings south of Shoreline Drive and north of the Lower Esplanade between the Aquarium Parking Structure and Pine Avenue Circle, will be incorporated as part of the 2010 Grand Prix Circuit and will not be accessible to the general public from 6:00 a.m. to 6:30 p.m., April 16-18, 2010.

### **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, from Shoreline Park to approximately 200 yards east of Alfredo's Concession Stand, to public use starting at 6:00 a.m. Wednesday April 14, 2010 to 5:00 p.m. Monday April 19, 2010. 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.

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EXHIBIT # 4

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**LONG BEACH**  
**SPECIAL EVENTS**  
*and* **FILMING**

September 11, 2009

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

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 35 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 drains 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 the Coastal Commission staff require any additional clarification or information at (562) 570-5333.

Sincerely,

David W. Ashman, Manager  
Special Events and Filming Bureau

DA/lcn

cc: Angela Reynolds, Planning and Building

1 World Trade Center, Suite 300  
Long Beach, CA 90831  
Phone: 562.570.5333  
Fax: 562.570.5335

**RECEIVED**  
North Coast Region

OCT 29 2009

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EXHIBIT # 5

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### 3. Event Conditions

#### 3.1. General Conditions

As a result of the Toyota Grand Prix of Long Beach race course location and necessary preparation to secure the race course, the westbound lanes of Shoreline Drive will be closed between Ocean Boulevard and Broadway beginning 7:00 AM Wednesday Morning, April 14<sup>th</sup> and opened no later than 5:00 PM Monday, April 19<sup>th</sup>. The eastbound lanes of Shoreline Drive will be closed at 3:00 PM Wednesday, April 14<sup>th</sup> and opened no later than 5:00 PM, Monday April 19<sup>th</sup>. Shoreline Drive between Pine Avenue and Shoreline Village Drive will remain open all day on April 14<sup>th</sup> and 15<sup>th</sup> and from 6:30 PM to 6:00 AM on April 16, 17 and 18 to allow access to Shoreline Village. Pine Avenue will be closed from Ocean Boulevard to Shoreline Drive from 6:00 AM to 6:30 PM on April 16, 17 and 18.

In addition, due to the race course layout, general parking on the grounds of the Long Beach Convention Center will not be available. The next section addresses parking issues in detail by day of event and specific conditions.

#### 3.2. Race Weekend 2010 Event Summary

There are multiple events occurring during Race Weekend 2010 that impact parking supply and traffic patterns. They include the Grand Prix, Thursday Thunder on Pine and multiple Charity Events associated with the Grand Prix. The following tables summarize the events by day.

**2010 Race Weekend Event Summary**

Event	14-april Wed	15-April Thurs	16-Apr Fri	17-Apr Sat	18-Apr Sun
Grand Prix	7:00 AM Close Westbound Shoreline Drive 3:00PM Close Eastbound Shoreline Drive	All Day	All Day	All Day	All Day
Thursday Thunder On Pine		10:00AM to 11:00PM			
Misc. Events	TBD	TBD	TBD	TBD	TBD

**2010 Race Weekend Estimated event attendance**

Event	14-April Wed	15-Apr Thurs	16-Apr Fri	17-Apr Sat	18-Apr Sun	19-Apr Mon
Grand Prix			45,000	60,000	70,000	
Tuesday Thunder on Pine		7000				

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### 3.3. Race Weekend 2010 Parking Summary

Much was learned from the 2009 event operations in terms of parking and traffic characteristics. In order to respond to this new information data from the 2009 event and the expected conditions for the 2010 event were considered when determining the parking requirements for 2010.

The following conditions were implemented for the 2009 event and will again be implemented for the 2010 event:

- Westbound lanes of Shoreline Drive will be used for as remote parking for Grand Prix patron, employee or volunteer parking. Eastbound lanes will continue to be utilized for volunteer, employee parking and support event transporter parking.
- The Grand Prix will utilize 300 parking spaces in Shoreline Village.
- The Grand Prix will be utilizing the services of the Long Beach Convention Centers Parking Operations to facilitate all parking direction and control.

These implementations require a careful examination of the 2009 event characteristics to develop a successful plan for 2010. Because we have excellent data on parking from the 2009 event, this data was used as a starting point for developing a strategy.

Parking was maximized on each event day of the 2009 in the Terrace, Aquarium, Arena, Marina and Hyatt Parking Lots. Also maximized were the Shoreline Drive and Beach Temporary Parking areas. The following table shows parking conditions in those areas on each event day in 2009. The data came from Long Beach Convention Centers Parking Operations.

2009 Parking Demand

Day	GP Vehicles	Available Spaces	Unused Spaces
Friday	2,200	2,200	0
Saturday	2,200	2,200	0
Sunday	2,200	2,200	0

The Grand Prix Association of Long Beach and the City of Long Beach have developed a parking space availability agreement for each day of the 2010 race. The number of spaces available for race patrons on each day of the 2010 race is shown in the table below.

2010 Parking Supply Summary

Day	Space for GP
Friday	12,669
Saturday	22,669
Sunday	22,669

Conversations with City of Long Beach parking operations indicate that parking fees for the 2010 event will be relatively the same as they were for the 2009 event.

Parking passes, directions and quantities that will be utilized during the 2010 event:

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 from Chestnut Place to Broadway.
2. Beach/Marina Parking - Approximately 700 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. Vehicles parking on the beach will do so on the north side of the Bike Path
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.
4. Terrace Parking - Approximately 795 vehicles; access by traveling east on Ocean Blvd. to Collins; south on Collins into Terrace Parking structure.
5. IRL 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

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