

CALIFORNIA COASTAL COMMISSION

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**W18d**

Filed:	09/09/20
270 th Day:	06/06/21
Staff:	D.Ziff-LB
Staff Report:	04/01/21
Hearing Date:	04/14/21

STAFF REPORT: REGULAR CALENDAR

Application Number: 5-20-0063

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

Agents: Dwight Tanaka, Grand Prix Association, Dir. of Ops.
Tasha Day, City of Long Beach Special Events

Location: Downtown Shoreline, City of Long Beach, Los Angeles County

Project Description: The 2021, 2022, 2023, 2024, and 2025 Grand Prix of Long Beach events, including installation and removal of temporary facilities for traffic and public accommodations.

Staff Recommendation: Approval with Conditions

SUMMARY OF STAFF RECOMMENDATION

The proposed development is a five-year authorization for the 2021, 2022, 2023, 2024, and 2025 Grand Prix of Long Beach, which would take place September 24-26, 2021; April 8-10, 2022; April 14-16, 2023; April 19-21, 2024; and April 11-13, 2025. The development necessary to stage the events includes the temporary installation and removal of concrete 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 periods for the proposed events would be phased over 53 days prior to each 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. The de-construction of each event would begin the night following the final race and would be completed within 21 days.

The Downtown Shoreline area of Long Beach, where the proposed events are 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, and 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. The applicants propose to arrange the events' perimeter fencing in a manner that would allow continuous public access to Shoreline Park and the Rainbow Harbor lower esplanade at all times, including the three days when an admission fee is required to attend the proposed events.

A coastal development permit is required from the Commission for the proposed events and associated development because it takes place 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.

A staff report for this CDP application was published ahead of the Commission's March 2021 meeting, but the applicants requested postponement prior to the hearing. Staff's recommendation included a permit condition that required the proposed temporary parking area on the sandy beach to be removed from the project plans due to potential water quality and public access impacts. The applicants have provided an analysis of constraints which justify staging vehicles on the sandy beach, but have also proposed to reduce the beach parking area from accommodating approximately 460 vehicles to no more than 100, which would be limited to emergency vehicles, ADA shuttles, delivery trucks, and other oversized vehicles. In addition, the applicants agreed to limit the permit term to cover only the September 2021 event and continue to work with the Commission and other stakeholders to eliminate all beach parking/staging from future Grand Prix events, subsequent to a follow-up CDP application.

Thus, staff is recommending **approval** of a coastal development permit with eight special conditions to: 1) limit the duration of the permit to one event, define the scope of the temporary development, establish reporting requirements, and note that any changes shall require a permit amendment or a new permit; 2) require variable message signs to alert the public of temporary restrictions and closures; 3) require that maximum public access to the shoreline be maintained during the event; 4) maintain bicycle access along the shoreline except for a temporary detour; 5) set the terms of the approved street closures; 6) implement the parking management plan; 7) implement the fuel and waste management plans to protect water quality throughout the event; and 8) require annual pre-event and post-event public meetings with stakeholders and annual reporting to the Executive Director in order to discuss issues and concerns related to the annual staging of the event, including, but not limited to: set-up and take-down schedules, coordination of overlapping events, signage, access, and parking. The motion to approve the application is on page five of the staff report.

Note: The Grands Prix event and street closures subject to this coastal development permit application would take place during one weekend in September (2021). Other temporary events

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may be proposed in the same area prior to the Grands Prix. In 2015 and 2016, an electric car race (Formula E) event was held approximately two weeks before the Grand Prix. In 2016, an open streets bicycle and pedestrian event was also held approximately two weeks before the Grand Prix. Historically (approximately the previous 25 years), a drift car race has been held the week before the Grand Prix. The applicants have not included a request to hold those other special events in the subject coastal development permit application. In previous years, the Executive Director has determined that the drift car race was exempt from coastal development permit requirements because it does not require a complete street closure and there was no admission fee. The Executive Director determined that the 2015 Formula E event was exempt based on the same criteria – and issued a waiver for the 2016 Formula E event because an admission fee was required but there were no identified impacts to coastal resources (see 5-16-0031-W). Neither the City of Long Beach nor the producers of those past events have submitted a coastal development permit application or an exemption request to hold those events in 2021, 2022, 2023, 2024, or 2025. A coastal development permit or an exemption determination will be required prior to the staging of any additional events.

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EXHIBITS

Exhibit 1 – Vicinity Map
Exhibit 2 – Race Course and Site Plan
Exhibit 3 – Proposed Parking Map

I. MOTION AND RESOLUTION

Motion:

I move that the Commission **approve** Coastal Development Permit Application No. 5-20-0063 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.

Resolution:

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 local government's implementation of its Local Coastal Program. 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

This permit is granted subject to the following 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 on which the Commission voted on the application. 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

This permit is granted subject to the following special conditions:

1. Duration and Scope of Permit.

A. Coastal Development Permit No. 5-20-0063 shall only authorize:

1. The Long Beach Grand Prix auto races and associated events within the same weekend to be held September 24-26, 2021 only;
2. Practice and trial sessions, and Press Day, necessary to stage those races as described in the application, and;
3. Set-up and timely removal of those facilities necessary to stage the events, as set forth in the Site Plan and Parking and Traffic Management Plan submitted to the South Coast District office on January 31, 2020. Set-up activities shall begin no earlier than 53 days prior to the first date of the event and de-construction activities shall conclude no later than 21 days following the conclusion of the event.

B. This permit does not authorize additional auto races, concerts, or other events requiring a ticket to attend. Such events shall require a separate coastal development permit or a written determination from the Executive Director that no permit is required.

C. A minimum of 120 days prior to the date of the event, the permittees shall submit, for the review and written approval of the Executive Director, a Race Course and Site Plan, a Construction Schedule, a Traffic and Parking Plan, and a Supplemental Plan for Public Access and Environmental Protection, which shall be in substantial conformance with the plans submitted to the Commission's South Coast District office on January 31, 2020 with the subject coastal development permit application.

D. The permittees shall undertake development in accordance with the approved plans. Any request for a change to the installation, operation, or removal schedule of the facilities shall be reported to the Executive Director. No changes to the approved final plans shall occur without a Commission amendment to this coastal development permit unless the Executive Director determines that no amendment is legally required.

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 (September 23, 2021) unrestricted public access shall be provided and maintained to and along the waterfront at all times. Unrestricted access 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 Shoreline 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, 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 (September 27, 2021), except for the public parking lot south of Shoreline Drive which shall be reopened September 28, 2021.
- 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 east-west regional bicycle route that crosses the Downtown Shoreline area (connecting the Los Angeles River Bike Trail to the Beach Bike Path), with the exception of the six-day periods commencing at 6:00 a.m. the Wednesday before the event and ending at 5:00 p.m. the Monday following the event. During the six-day period when the bicycle route is closed to the public, the permittees shall provide a temporary bicycle route detour on City streets situated north of the event site.
- 5. Controlled Traffic.** Commencing the Wednesday before 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 the Site Plan and Parking and Traffic Management Plan submitted January 31, 2020). 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.
- 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. 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 10:00 p.m. on the Monday, following the event.

8. **Public Outreach and Reporting Requirements.** The permittees shall hold pre-event and post-event public meetings with stakeholders in order to discuss issues and concerns related to the staging of the event, including, but not limited to: set-up and take-down schedules, co-ordination of overlapping events, signage, access, and parking. The permittees shall notify the Executive Director of the time and location of the required pre-event and post-event public meetings at least ten days prior to each meeting. Following each meeting, the permittees shall submit a report to the Executive Director summarizing the issues discussed and any resolutions.

IV. FINDINGS AND DECLARATIONS

A. Project Description and Background

The proposed development is a five-year authorization for the 2021, 2022, 2023, 2024, and 2025 Grand Prix of Long Beach, which would take place September 24-26, 2021; April 8-10, 2022; April 14-16, 2023; April 19-21, 2024; and April 11-13, 2025. The development necessary to stage the events includes the temporary installation and removal of concrete 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 periods for the proposed events would be phased over 53 days prior to each 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. The de-construction of each event would begin the night following the final race and would be completed within 21 days.

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 South Pine Avenue (**Exhibits 1 and 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 2021-2025 is the same circuit that has been approved for the past twenty-one events (2000-2020) and it avoids the enclosure of The Pike commercial development. 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**). If the Aquarium of the Pacific will be open to the public throughout each race weekend, then the applicants would provide shuttle service from a remote location to the Aquarium.

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 2021 race will be the 46th staging of the event (inaugural 1975 and held annually except for 2020 which was cancelled due to the COVID-19 pandemic). 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,

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5-03-484, 5-04-366, 5-05-317, 5-06-353, 5-07-384, 5-08-289, 5-09-212, 5-10-211, 5-11-171, 5-12-233, 5-13-673, 5-14-1719, 5-15-1309, and 5-16-0808.

For the 2021, 2022, 2023, 2024, and 2025 Grands Prix, the applicants have requested a five-year permit rather than a one-year permit. However, following discussions with Commission staff, the applicants have agreed to limit the term of the permit to one event. In order to provide the Executive Director adequate time to review the permittees' plans and construction schedule for the event, **Special Condition 1** requires that a minimum of 120 days prior to the date of the event, the permittees shall submit, for the review and written approval of the Executive Director, a Race Course and Site Plan, a Construction Schedule, a Traffic and Parking Plan, and a Supplemental Plan for Public Access and Environmental Protection, which shall be in substantial conformance with the plans submitted to the Commission's South Coast District office on January 31, 2020 with the subject coastal development permit application, except for modifications resulting in the reduction or elimination of parking on the beach. The permittees shall undertake development in accordance with the approved plans. Any request for a change to the installation, operation, or removal schedule of the facilities shall be reported to the Executive Director. No changes to the approved final plans shall occur without a Commission amendment to this coastal development permit unless the Executive Director determines that no amendment is legally required.

B. Public Access and Recreation

Section 30210, *Access; recreational opportunities; posting*, 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, *Development not to interfere with access*, states:

Development shall not interfere with the public's right of access to the sea where acquired through use of 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, *Lower cost visitor and recreational facilities; encouragement and provision*, 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 30252, *Maintenance and enhancement of public areas*, states, in part:

The location and amount of new development should maintain and enhance public access to the coast by... (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation...

The Downtown Shoreline area of Long Beach, where the proposed events are 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, and 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 events would temporarily interfere with public access to the many lower cost visitor and recreational opportunities in the Downtown Shoreline area of Long Beach. Public access to the event area, including the Shoreline Village Shopping Center, would be limited to ticket holders between 6 a.m. and 6 p.m. on the three race days each year. Public access may also be temporarily restricted in various areas during the set-up of the temporary improvements used for the races. Access to some portions of the event area (not the waterfront) will be restricted during Press Day, the Tuesday prior to the event. Prior to the three race days, all activities associated with the proposed events would be free to the general public with no admission fees. The applicants have planned the proposed events to minimize conflicts with the attractions and activities located in and around the event area.

Event Timing

All previous Grand Prix events, including set-up and take-down, have taken place during the Spring months of each year—before the start of peak beach use season (beginning Memorial Day weekend)—since 1975. However, due to restrictions and public health concerns relating to the COVID-19 pandemic, the 2021 Grand Prix event was postponed from its original proposed dates (April 16-18, 2021) and is now proposed to be scheduled for the weekend of September 24-26, 2021. As described in more detail in the following subsection, some of the proposed set-up activities, including installation of the temporary grandstands, bridges, and other special structures, would occur during the last month of peak beach use season (ending Labor Day weekend). However, as proposed and conditioned to ensure development does not inhibit the public's access to the beach and ocean, the time period required for set-up has been reduced from previous years, access to the marina, Shoreline Park, and the Rainbow Harbor lower esplanade will be maintained at all times (also required per **Special Condition 3**), and when the bicycle route is closed, the permittees are required to provide a temporary bicycle route detour to bypass the Downtown Shoreline area (**Special Condition 4**).

The applicants proposed that Commission approve the permit for five annual events. However, due to concerns with proposed parking on the sandy beach (described in more detail below), the applicants have agreed to limit the term of authorization to only the September 2021 event.

Set-up and Take-down

The set-up period for the proposed event is phased over 53 days prior to the event. Set-up involves the placement of the temporary event facilities (i.e. grandstands, barricades, overhead pedestrian bridges, cables, 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 area for grandstands creates challenges for the nearby commercial establishments (including coastal dependent uses like fishing, whale watching, and sunset cruises) and the Aquarium of the Pacific during the weeks leading up to the annual event. In previous years, local business owners and the operators of the

aquarium have expressed their desire for set-up and take-down activities to be optimized to last the minimum number of days necessary and avoid impacts to public parking in the area.

The applicants indicate that the total set-up and take-down used to last up to 90 days (81 days in recent years) and that they have worked with local business owners and the aquarium to minimize disruption in their immediate vicinity to the fewest days possible. The set-up schedule is phased so that the barriers and grandstands along Shoreline Drive west of Pine Avenue (by Rainbow Harbor and The Pike) are the last ones to be erected. The applicants' phased approach minimizes the adverse effects in the Pine Avenue/Shoreline Drive area by reducing the set-up period in this area to about ten days prior to the start of the main events. In addition, the take-down will commence in this area immediately following the final race. The parking lot south of Shoreline Drive where the grandstands are set up will be reopened on the Tuesday, following the race.

The applicants have submitted a draft construction schedule for installation and removal of all infrastructure required to stage the 2021 event. The schedule indicates that construction will begin on August 2, 2021, 53 days before the race weekend. The applicants have agreed that de-construction is required to be completed no later than 21 days following the event, as indicated in their contract (see page 7 of Amended and Restated Agreement No. 34876). The 21-day de-construction requirement is the same as the Commission imposed on the previous two coastal development permits for the Grand Prix. Therefore, in order to minimize adverse impacts to public access and recreation, **Special Condition 1** requires that set-up activities shall begin no earlier than 53 days prior to the first date of the event and de-construction activities shall conclude no later than 21 days following the conclusion of the event.

Because these terms may still not be satisfactory to local business owners or to the operators of the Aquarium of the Pacific, and because race operations may be improved through regular coordination with interested stakeholders, **Special Condition 8** is necessary to require the permittees to hold annual pre-event and post-event public meetings with stakeholders in order to discuss issues and concerns related to the annual staging of the event, including, but not limited to: set-up and take-down schedules, coordination of overlapping events, signage, access, and parking. These meetings have proved helpful in previous years as the City and the Grand Prix Association have worked to improve their operations to reduce impacts to members of the public and to local attractions.

In order to further mitigate the psychological barriers to public access caused by the barriers (K-rails) and occupation of some of the public parking facilities, the applicants' proposal also includes the utilization of variable message signs during the event set-up and take-down periods to assist the public in accessing the destinations in the Downtown Shoreline area. The signs will announce to the public that the Aquarium of the Pacific and the Pike and Shoreline Village restaurants and retail stores are open and will direct the public to available parking facilities. **Special Condition 2** requires the applicants to utilize the variable message signs as proposed during the event set-up and take-down periods.

Marina Access

The proposed 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. As proposed, general public pedestrian access to the Downtown Marina will also be maintained at all times, including the three days when admission is charged to attend the proposed events.

Shoreline Park and Rainbow Harbor Access

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 when admission is charged to attend the proposed events. In order to ensure that maximum public access and recreational opportunities are provided consistent with the requirements of the Coastal Act, **Special Condition 4** requires unrestricted access to Shoreline Park and lower Rainbow Harbor Esplanade to the Pine Avenue Pier during the three race days of the event.

Regional Bicycle Route

The regional bicycle route runs along the Los Angeles River, through the Downtown Shoreline area, and along the City's beach towards the Orange County beaches. The route provides direct bicycle access to Long Beach and Orange County beaches from Los Angeles and many other inland cities. The September 2021 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 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 weekend event. Consistent with **Special Condition 4**, during the six-day period when the bicycle route is closed, the permittees are required to provide a temporary bicycle route detour to bypass the Downtown Shoreline area. The temporary bicycle route detour will be delineated with signs along City streets situated north of the event site.

Parking and Traffic Circulation

The 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. 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. **Special Condition 6** requires the permittees to implement the Parking Management Plan in cooperation with Long Beach Transit as proposed, except for as modified to reduce or, in the future, eliminate parking on the beach. **Special Condition 5** sets the terms of the approved street closure, as proposed by the applicants and detailed in the permit file.

By contract, the City of Long Beach allows the Grand Prix Association of Long Beach to use 6,717 parking spaces. 2,795 of those contracted parking spaces are made available for use by patrons and the remaining 3,922 spaces are distributed to staff volunteers, workers, media, and participants. The surrounding parking facilities—the Pike Parking

Structure, the Terrace Parking Structure, the Marina Parking Lot, the Alamitos Beach Parking Lot, the Pine Avenue Parking Structure, the 400 Parking Structure, and the Aquarium Parking Structure—have 7,272 parking spaces, which exceeds the number guaranteed by the contract with the City (**Exhibit 3**). In addition, in the area around the Convention Center (downtown) there are approximately 20,000 parking spaces on surrounding streets and in commercial garages. Furthermore, the Grand Prix Association of Long Beach informs its patrons (spectators, volunteers, staff, etc.) of the available alternative means of transportation to the event site from different locations throughout the region. The applicants indicate that more and more people arrive at the event by public transportation and rideshare each year. The 2019 Grand Prix event drew approximately 75,000 people to the Downtown Shoreline area on the weekend event days, approximately 10,000 of which arrived via public transportation.

As originally proposed, the events would have involved the use of approximately 150,000 square feet of public beach area at the foot of 1st Place situated between the Alamitos Beach parking lot to the west, the regional bike and pedestrian path to the south, and the approximate alignment of Cerritos Avenue to the east. This sandy beach area would have been used to park approximately 460 vehicles each day of the events for event volunteers. While this beach area and the adjacent Alamitos Avenue public beach parking lot have been used as parking reservoirs for the Pride Festival and the Grand Prix in the past, use of this area as parking for event volunteers does not maximize public access and recreational opportunities for all people and is not the least environmentally damaging alternative. In addition, the proposed beach parking area extends beyond the City-owned project areas (plus 100 feet) that are approved to be used for the event pursuant to the Amended and Restated Agreement No. 34876.

The proposed use of the beach for parking not only limits public access and recreational opportunities in that area, but could adversely impact water quality through the leaching of automobile fluids through the sand into the groundwater and would adversely impact the visual quality of the area while in use. Due to these concerns, the applicants revised the project proposal to reduce the beach parking area to 34,850 square feet, which will provide no more than 100 spaces reserved for emergency vehicles, ADA shuttles, delivery trucks, and other oversized vehicles only (**Exhibit 2**). Such vehicles provide public access to the event and beach, protect public safety, and transport amenities that are visitor-serving and required for the event's operations. The volunteer parking will be shifted to other parking areas reserved for the event that are not located on the beach.

Other alternatives, such as complete elimination of parking on the beach, incentivization of use of alternative transportation (e.g. monetary incentives/free public transit passes for event staff and volunteers), use of other parking areas in combination with shuttles for patrons, or a slight reduction in event ticket sales, could also reduce the event's impacts on public access and other coastal resources and enhance public access and recreational opportunities consistent with the public access policies of the Coastal Act. However, in this case, the applicants found it infeasible to completely eliminate the beach parking at this time due to a lack of available space in the adjacent parking lots and ongoing construction which has reduced available space around the Alamitos Beach Parking Lot. The applicants were not able to develop other feasible alternatives for staging emergency vehicles, ADA shuttles, and delivery vehicles in the period before the

Commission's review of a permit for the upcoming event due to budget, timing, and legal concerns. In any case, the revised parking area is only permitted for the proposed September 2021 event, which pursuant to **Special Condition 1**, and agreed upon by the applicants, is the only event covered by the subject permit. The applicants have committed to continuing to work with the Commission and other stakeholders on alternative parking arrangements for future events with the goal of eliminating the use of the beach for parking during the event.

As conditioned, the proposed development will have similar impacts on public access to the coast and nearby recreational facilities as prior events that have been approved by the Commission in recent years, 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. Biological Resources and Water Quality

Section 30230 of the Coastal Act, *Marine resources; maintenance*, 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, *Biological productivity; waste water*, 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 waterflow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.

Section 30240 of the Coastal Act, *Environmentally sensitive habitat areas; adjacent developments*, states:

(a) Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas.

(b) Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those habitat and recreation areas.

The proposed events will occur in a location where there is a potential for a discharge of polluted runoff from the site into coastal waters, including on the sandy beach (as proposed for use as overflow parking), which is a park and recreation area for the

purposes of Coastal Act Section 30240. 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. Parking vehicles on the sandy beach, which has been allowed in past Grand Prix events, could result in the leaching of automobile fluids into the sand and groundwater. The project has been modified by the applicants to reduce the beach parking area by reducing the number of vehicles allowed to park there from 460 to 100, and to reduce the permit term from five annual events to one event thereby reducing potential impacts that could degrade the quality of the beach and minimizing impacts to water quality and biological resources consistent with Sections 30230, 30231, and 30240 of the Coastal Act. Additionally, limiting this permit to one event will allow the City adequate time to find alternative parking locations (not on the sandy beach) for the staging of emergency vehicles, ADA shuttles, delivery vehicles, and oversized vehicles for future Grand Prix events.

In addition, in order to minimize impacts on the marine environment within the proposed race circuit area and spectator areas, the applicants have developed a fuel management plan that includes provisions to prevent fuel spills and to mitigate any fuel spill that may occur. The applicants also propose to clean the streets continuously during the proposed events in order to prevent debris from entering the storm drain system that drains directly into the Los Angeles River and Queensway Bay. Fuel management and regular debris cleanup is essential because 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 event, the applicants have contracted with waste management companies to dispose of trash and to provide and maintain approximately six hundred portable toilets. 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.

In order to further reduce the potential for adverse impacts to water quality, the Commission imposes a **Special Condition 7** requiring the permittees to implement the proposed fuel and waste management plans and ensure that all street sweeping waste is disposed of at an authorized landfill. The permittees shall also be required 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 10:00 p.m. on the Monday following the race. As conditioned, the Commission finds that the development conforms with Sections 30230, 30231, and 30240 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, and 30253 of the Coastal Act.

E. Local Coastal Program

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.

F. California Environmental Quality Act

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 Coastal Commission's review and approval of land use proposals has been certified by the Secretary of the Natural Resources Agency as the functional equivalent of environmental review under CEQA (14 Cal. Code of Regs. § 15251(c)).

Furthermore, the Coastal Commission's review and approval of land use proposals has been certified by the Secretary of the Natural Resources Agency as the functional equivalent of environmental review under CEQA (14 Cal. Code of Regs. § 15251(c)). The preceding findings of this staff report, incorporated herein by reference, disclose the relevant coastal resource impacts of the proposed project. In addition, the proposed project has been conditioned in order to minimize and mitigate impacts to coastal resource consistent with Chapter 3 of the Coastal Act. The special conditions require the applicant to: 1) limit the duration of the permit to one event, define the scope of the temporary development, establish reporting requirements, and note that any changes shall require a permit amendment or a new permit; 2) require variable message signs to alert the public of temporary restrictions and closures; 3) require that maximum public access to the shoreline be maintained during the event; 4) maintain bicycle access along the shoreline except for a temporary detour; 5) set the terms of the approved street closures; 6) implement the parking management plan; 7) implement to the fuel and waste management plans to protect water quality throughout the event; and 8) require annual pre-event and post-event public meetings with stakeholders and annual reporting to the Executive Director in order to discuss issues and concerns related to the annual staging of the event, including, but not limited to: set-up and take-down schedules, coordination of overlapping events, signage, access, and parking.

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.

5-20-0063 (Grand Prix of Long Beach)

Appendix A: Substantive File Documents

- Coastal Development Permit Nos. 5-15-1309 (2016 Long Beach Grand Prix) & 5-16-0808 (2017-2020 Long Beach Grand Prix events)
- Waiver of Coastal Development Permit Requirements 5-16-0031-W (2016 Formula E Prix)
- Amended and Restated Agreement No. 34876