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PC

**CALIFORNIA COASTAL COMMISSION**

South Coast Area Office  
200 Oceangate, 10th Floor  
Long Beach, CA 90802-4302  
(562) 590-5071

Page 1 of 8  
Permit Application No. 5-97-280  
Date Dec. 12, 1997

**ADMINISTRATIVE PERMIT**

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

**PROJECT DESCRIPTION:** The 1998 Toyota Grand Prix of Long Beach (April 3-5, 1998), including installation and removal of temporary facilities for traffic and public accommodations.

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

**EXECUTIVE DIRECTOR'S DETERMINATION:** The findings for this determination, and for any special conditions, appear on subsequent pages.

**NOTE:** P.R.C. Section 30624 provides that this permit shall not become effective until it is reported to the Commission at its next meeting. If one-third or more of the appointed membership of the Commission so request, the application will be removed from the administrative calendar and set for public hearing at a subsequent Commission meeting. Our office will notify you if such removal occurs.

This permit will be reported to the Commission at the following time and place:

**IMPORTANT - Before you may proceed with development, the following must occur:**

Pursuant to 14 Cal. Admin. Code Sections 13150(b) and 13158, you must sign the enclosed duplicate copy acknowledging the permit's receipt and accepting its contents, including all conditions, and return it to our office. Following the Commission's meeting, and once we have received the signed acknowledgement and evidence of compliance with all special conditions, we will send you a Notice of Administrative Permit Effectiveness.

**BEFORE YOU CAN OBTAIN ANY LOCAL PERMITS AND PROCEED WITH DEVELOPMENT, YOU MUST HAVE RECEIVED BOTH YOUR ADMINISTRATIVE PERMIT AND THE NOTICE OF PERMIT EFFECTIVENESS FROM THIS OFFICE.**

PETER DOUGLAS  
Executive Director

By: Charles Posner

Title: Coastal Program Analyst

STANDARD CONDITIONS:

1. Notice of Receipt and Acknowledgment. The permit is not valid and development shall not commence until a copy of the permit, signed by the permittee or authorized agent, acknowledging receipt of the permit and acceptance of the terms and conditions, is returned to the Commission office.
2. Expiration. If development has not commenced, the permit will expire two years from the date this permit is reported to the Commission. Development shall be pursued in a diligent manner and completed in a reasonable period of time. Application for extension of the permit must be made prior to the expiration date.
3. Compliance. All development must occur in strict compliance with the proposal as set forth in the application for permit, subject to any special conditions set forth below. Any deviation from the approved plans must be reviewed and approved by the staff and may require Commission approval.
4. Interpretation. Any questions of intent or interpretation of any condition will be resolved by the Executive Director or the Commission.
5. Inspections. The Commission staff shall be allowed to inspect the site and the project during its development, subject to 24-hour advance notice.
6. Assignment. The permit may be assigned to any qualified person, provided assignee files with the Commission an affidavit accepting all terms and conditions of the permit.
7. Terms and Conditions Run with the Land. These terms and conditions shall be perpetual, and it is the intention of the Commission and the permittee to bind all future owners and possessors of the subject property to the terms and conditions.

SPECIAL CONDITIONS: See Page Seven.

EXECUTIVE DIRECTOR'S DETERMINATION (continued):

The Executive Director hereby determines that the proposed development is a category of development which, pursuant to PRC Section 30624, qualifies for approval by the Executive Director through the issuance of an Administrative Permit. Subject to Standard and Special Conditions as attached, said development is in conformity with the provisions of Chapter 3 of the Coastal Act of 1976 and will not have any significant impacts on the environment within the meaning of the California Environmental Quality Act. If located between the nearest public road and the sea, this development is in conformity with the public access and public recreation policies of Chapter 3.

FINDINGS FOR EXECUTIVE DIRECTOR'S DETERMINATION:

A. Project Description and Background

The proposed project involves the 1998 Toyota Grand Prix of Long Beach on April 3-5, 1998, 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. Public access to the event is restricted and admission fees are charged to race spectators on the three race days of April 3, 4 and 5.

The Long Beach Grand Prix circuit is comprised of approximately two miles of City streets in the Downtown Shoreline area of Long Beach, primarily Shoreline Drive and Seaside Way (Exhibit #2). Shoreline Drive and Seaside Way are existing streets located on State tidelands which provide access to the Downtown Marina, Long Beach Convention Center, Hyatt Hotel, Shoreline Village Shopping Center, public beach, and Shoreline Park. The race course is generally the same as it has been in recent years. Because the site is located on State tidelands, it is within the Commission's area of retained jurisdiction and must receive its Coastal Development Permit from the Commission.

The proposed 1998 race will be the 23rd annual staging of the event. The following Coastal Development Permits were approved 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, and 5-96-236 (Exhibit #3 p.2).

The Coastal Development Permits approved by the South Coast Regional Commission for the race in 1975 and 1977 were appealed to the State Coastal Commission. A set of special conditions was developed during those appeals in order to address the impacts of the race on adjacent residences and potential adverse impacts on public access and nearby recreational facilities. The special conditions have been periodically updated in order to better address the impacts of the proposed event as the area changes.

B. Public Access

As in previous years, the proposed event will temporarily interfere with public access to the public beach and recreational facilities in the Downtown Shoreline area of Long Beach. The applicants state that public access to the event area, including 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 3, 4 and 5. 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".

Furthermore, the Commission found that the proposed project's impacts on public access could be mitigated. For example, the applicants' proposal includes a plan which provides the Downtown Marina boat owners with access to the marina and their boats during the proposed event. The plan calls for vehicular access to the marina parking lot for boat owners and a courtesy shuttle bus for transportation from a remote parking area (Exhibit #3 p.3).

In addition, in order to meet the annual requirements of the Commission and City of Long Beach, the applicants have submitted a parking management plan developed in cooperation with Long Beach Transit (Exhibit #4). The plan calls for the provision of approximately 14,000 parking spaces throughout the downtown area with public transportation providing connections to the event area. Spectators will also be encouraged to take Long Beach Transit buses and the Blue Line light-rail to the event from outlying areas.

Therefore, the Commission finds that the proposed temporary development and event, as conditioned, is consistent with the public access and recreation policies contained in the Coastal Act.

#### C. Bicycle Route

The proposed event will also temporarily interfere with the use of the regional bicycle route which passes through the Downtown Shoreline area of Long Beach as it connects inland cities to the coast. As proposed, the regional bicycle route will be maintained for public use during the event's set-up and take-down periods, but will be closed during the event. It is important to keep the bicycle route open during the set-up period because the set-up period for the proposed event is 60 to 90 days in duration. The event itself, during which the regional bicycle route will be temporarily closed, lasts only three days.

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 existing 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). It provides access to the City's 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 has received Commission approval to reconstruct the regional bicycle route where it passes through the Downtown Shoreline area (see Coastal Development Permit 5-96-124). The new bicycle route is currently

under construction as part of the rebuilding of Shoreline Drive in conjunction with the construction of the new Downtown Harbor (Rainbow Harbor). While the new bicycle route is being constructed, the City has agreed to maintain the regional bicycle route connection through the Downtown Shoreline area by providing temporary bicycle path detours. The temporary bicycle path detours will maintain the regional bicycle route connection through the Downtown Shoreline area from the Los Angeles River bike path on the west side of downtown to the beach bike path on the east side of downtown (Exhibit #2). Temporary bicycle path detours are required by a condition of Coastal Development Permit 5-96-124 (City of Long Beach) to be installed prior to the closing of any portion of the regional bicycle path.

In order to avoid conflicts between the set-up for the Grand Prix and the public's use of the regional bicycle route, the City has submitted a plan for a temporary bicycle route detour which will be kept open through the event site (except during race days and practice trials). The proposed temporary bicycle route detour will be provided by the City prior to the closure of any portion of the existing regional bicycle path, or prior to the placement of the temporary facilities necessary to stage the proposed event, whichever occurs first. The proposed temporary bicycle route detour runs along Seaside Way from Golden Shore Avenue on the west to Pine Avenue on the east, then runs along Pine Avenue until it connects with the existing permanent regional bicycle route which runs along the north side of Shoreline Drive east of Pine Avenue (Exhibit #2).

In order to implement the City's proposed bicycle route detour plan and to ensure that bicycle access to and along the coast is not disrupted during the set-up and take-down periods of the proposed event, the approval of the permit is conditioned to require that prior to the placement of the temporary facilities necessary to stage the proposed event (i.e. grandstands, barricades, overhead pedestrian bridges), the applicants shall provide the proposed temporary bicycle route detour through the Downtown Shoreline area which connects the existing Los Angeles River bicycle path to the existing beach bicycle path as shown on Exhibit #2 of this report.

The proposed temporary bicycle route detour shall be available for public use at all times except during Grand Prix practice and trial sessions, and during the period commencing 48 hours prior to the event and ending on Monday, April 6, 1998. On Monday, April 6, 1998, the temporary bicycle route detour shall be reopened and made available for public use. Compliance with this special condition will ensure that bicycle and pedestrian access is provided through the Downtown Shoreline area during the 60 to 90 day set-up period leading up to the three-day event. Only as conditioned does the approval of the proposed project adequately protect coastal access as required by the Coastal Act

In 1999, a new permanent regional bicycle route will be completed through the Downtown Shoreline area as part of the Queensway Bay Plan. The new permanent regional bicycle route will run along the north side of Shoreline Drive as it passes through the event site. According to the City, the permanent regional bicycle route will be kept open during the set-up and take-down periods of future races, thereby eliminating the need for bicycle path detours on the public streets. Commencing with the 1999 Grand Prix, the temporary event

facilities (i.e. grandstands, barricades, overhead pedestrian bridges), will be sited so as not to interfere with the public's use of the regional bicycle route except during the three days of the event when admission is charged (Exhibit #5, p.2). Pursuant to City of Long Beach LCP Amendment 4-96, all bleachers will be set back 25 feet from the north curb of Shoreline Drive, thereby avoiding any conflict with the bicycle path except during the race days (see LCP Amendment No. 4-96).

D. 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 proposed aquarium, which is located near the race circuit in Shoreline Aquatic Park, is planned to open in June of 1998. There has been some concern that the noise of the Grand Prix race could negatively affect some of the animals exhibited in the proposed aquarium. However, noise studies were conducted during last year's race to determine if future races would negatively affect any animals in the aquarium. According to the aquarist, the noise of the Grand Prix race will not negatively affect the animals in the aquarium.

The issue of the effects of the race on aquarium animals can be addressed in future permit applications.

E. California Environmental Quality Act (CEQA)

Section 13096 of Title 14 of the California Code of Regulations requires Commission approval of Coastal Development Permits to be supported by a finding showing the permit, as conditioned, to be consistent with any applicable requirements of the California Environmental Quality Act (CEQA). Section 21080.5(d)(2)(i) 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 impact which the activity may have on the environment.

The proposed project has been conditioned in order to be found consistent with the public access and recreation policies of the Coastal Act. Mitigation measures, including staging and timing of construction activities and the implementation of the Parking Management Plan and bicycle route detour plan, will minimize all adverse impacts. As conditioned, there are no feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse impact which the activity may have on the environment. Therefore, the Commission finds that the proposed project can be found consistent with the requirements of the Coastal Act to conform to CEQA.

SPECIAL CONDITIONS:

1. Duration

Coastal Development Permit 5-97-280 shall only extend to:

- (a) The Long Beach Grand Prix auto race and associated events to be held April 3, 4 and 5, 1998;
- (b) the practice and trial sessions necessary to those races as described in the application, and;
- (c) those facilities necessary to stage the event.

2. Controlled Traffic

Commencing 48 hours prior to the event, the public thoroughfares of Shoreline Drive, Seaside Way, Pine Avenue, and the Downtown Shoreline bicycle route may be subject to traffic controls which prohibit public use of portions of those streets located within the event area (Exhibit #2). For purposes of practice and trial sessions, and for the placement and removal of temporary facilities (i.e. grandstands, barricades, overhead pedestrian bridges), additional temporary street closures are permitted as required.

3. Parking Management Plan

The applicants shall implement the submitted Parking Management Plan in cooperation with Long Beach Transit (Exhibit #4).

4. Bicycle Route

Prior to the placement of the temporary facilities necessary to stage the proposed event (i.e. grandstands, barricades, overhead pedestrian bridges), the applicants shall provide the proposed temporary bicycle route detour through the Downtown Shoreline area which connects the existing Los Angeles River bicycle path to the existing beach bicycle path as shown on Exhibit #2 of this report. The proposed temporary bicycle route detour shall be available for public use at all times except during practice and trial sessions, and during the period commencing 48 hours prior to the event and ending on Monday, April 6, 1998.

ACKNOWLEDGMENT OF PERMIT RECEIPT/ACCEPTANCE OF CONTENTS:

I/We acknowledge that I/we have received a copy of this permit and have accepted its contents including all conditions.

\_\_\_\_\_  
Co-Applicant's Signature

\_\_\_\_\_  
Date of Signing

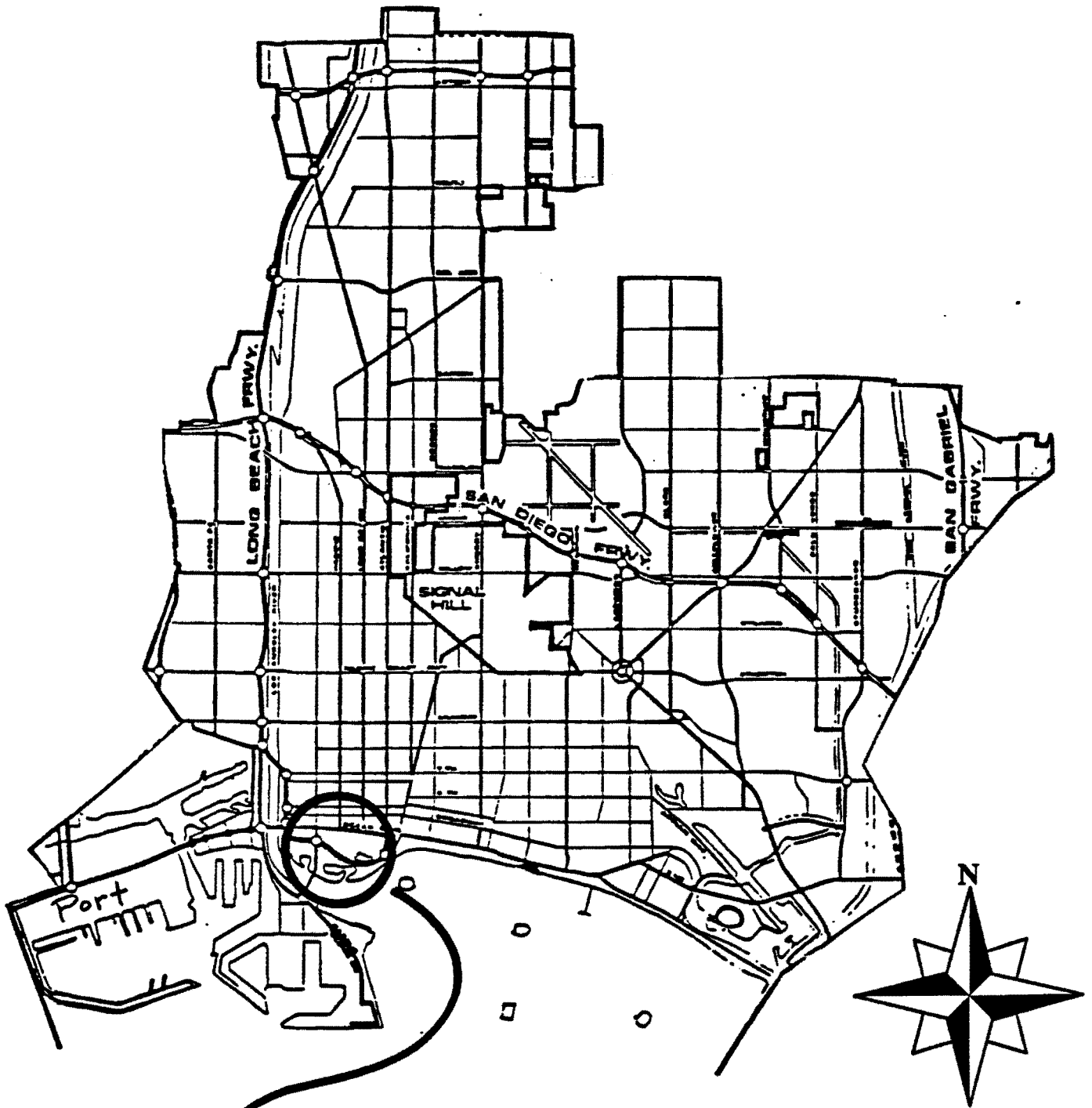
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Co-Applicant's Signature

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Date of Signing

0195G:CP



# City of Long Beach



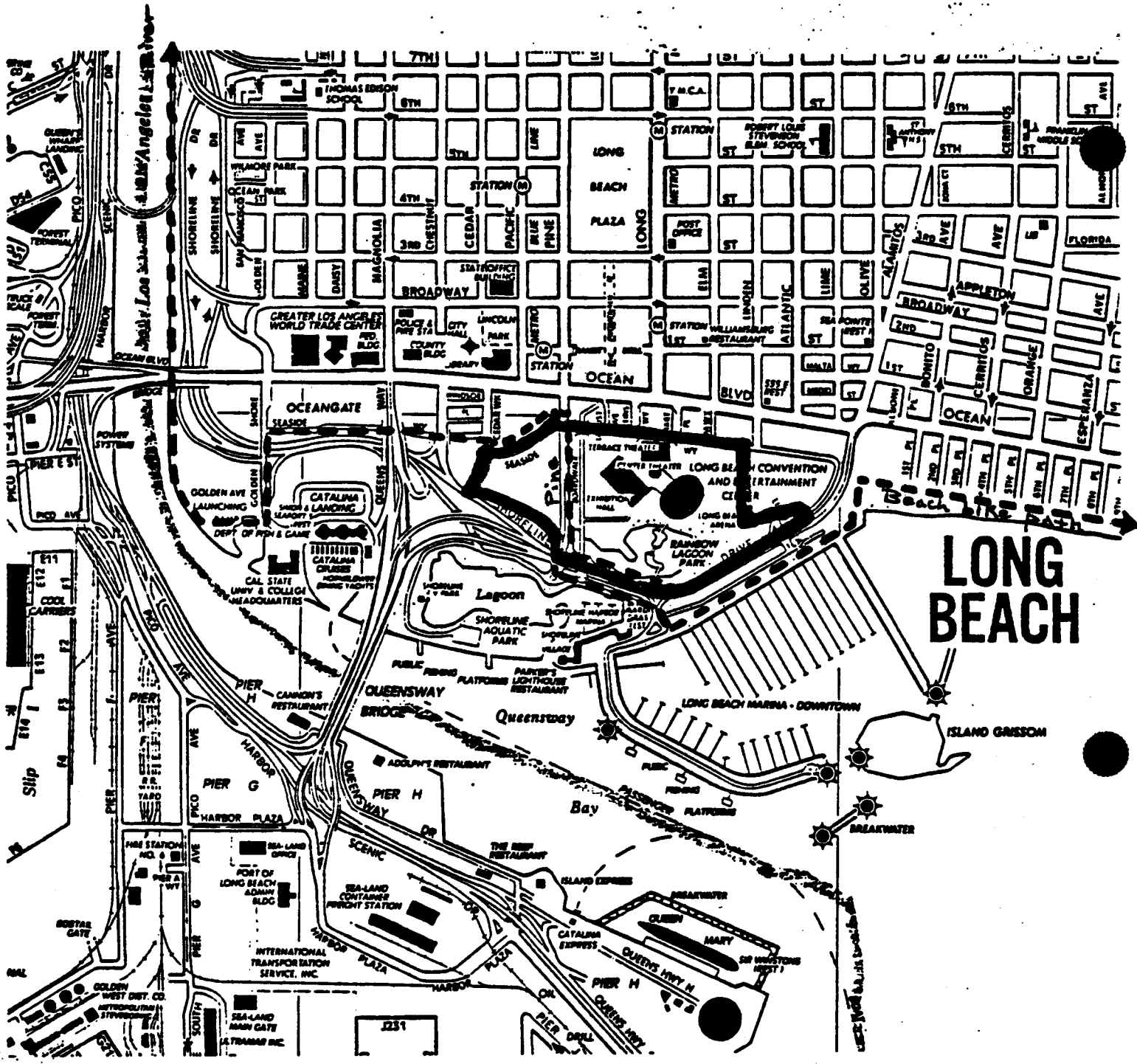
Site

COASTAL COMMISSION

5-97-280

EXHIBIT # 1

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# LONG BEACH

- 1998 Race circuit  
 Bicycle Route Detour  
 Los Angeles River  
 to beach bike path

**COASTAL COMMISSION**  
 5-97-280  
 EXHIBIT # 2  
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SUPPLEMENTAL INFORMATION  
1998 COASTAL COMMISSION APPLICATION  
GRAND PRIX ASSOCIATION OF LONG BEACH

RECEIVED  
AUG 29 1997  
CALIFORNIA  
COASTAL COMMISSION

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5-97-280

EXHIBIT # 3

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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
Twentyfirst Application:	5-95-186
Twentysecond Application:	5-96-236

**COASTAL COMMISSION**

EXHIBIT # 3  
PAGE 2 OF 4

\* Marina Access:

The Grand Prix Association of Long Beach and Long Beach Marine Bureau have developed a system which will provide Marina boat owners with access to their boats during the event weekend. The plan calls for vehicle access to the marina parking lot via a temporary hard pack dirt road south of the Villa Riviera building east of the marina parking lot. The plan also calls for a courtesy Shuttle Bus from a nearby parking location.

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

**COASTAL COMMISSION**

EXHIBIT # 3  
PAGE 3 OF 4

## 1998 CIRCUIT CONSTRUCTION

The primary safety system of the Toyota Grand Prix of Long Beach circuit consists of 12' long, 2' wide, 34" high reinforced concrete blocks each weighing 8,000 lbs., countersunk 24" deep into each lock and 3' from each end are 2-1/3" diameter holes designed to carry 12' long fence posts. The posts are bent at an angle of 45 degrees at the 10' mark. All the posts are ties together by three strands of minimum 3/8" reinforced cable; chain link fence is then mounted on the posts and cable and tied with regular fence ties.

With one exception, all turns on the Toyota Grand Prix circuit have either escape roads or run-off areas. All escape areas/run offs have tire walls installed in order to absorb the potential impact and dissipate the resultant energy.

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

**COASTAL COMMISSION**

EXHIBIT # 3  
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August 21, 1997

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

RECEIVED  
NOV 12 1997  
CALIFORNIA  
COASTAL COMMISSION

Dear Jo Ann,

In accordance with Section 5.5 of the Extension Agreement between the Grand Prix Association of Long Beach and the City of Long Beach, requiring the Grand Prix Association to submit, each year, to the City, details of the parking program for that years event, the following represents the proposed parking program for the 1998 Toyota Grand Prix of Long Beach:

1. Shoreline Parking - Approximately 1600 vehicles; access is by traveling west on Ocean Blvd. to Golden Shore; south on Golden Shore to Shoreline Drive. Vehicles will be parked diagonally on eastbound and westbound Shoreline Drive.
2. Marina Parking - Approximately 500 vehicles; access by traveling east on Ocean Blvd. to Shoreline Drive; west on Shoreline Drive to service road behind Villa Riviera; south on service road to Marina parking lot.
3. Arena Parking Structure Approximately 300 passenger vehicles ; access is by traveling east on Ocean Blvd. to Shoreline Drive; west on Shoreline Drive to special entry into Linden Lot; through Linden Lot into bottom and middle levels of parking structure.

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EXHIBIT # 4

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4. Pike Parking - Approximately 50 vehicles; access by traveling east on Ocean Blvd. to Pine; south on Pine to entry into Pike Parking Lot.
5. Terrace Parking - Approximately 795 vehicles; access by traveling east on Ocean Blvd. to Collins; south on Collins into Terrace Parking structure.
6. Support Transporter - Approximately 75 vehicles; access by traveling east on Ocean Blvd. to Pine Ave.; south on Pine Ave. into Pike Lot.
7. Cart Transporter - Approximately 30 vehicles; access by traveling east on Ocean Blvd. to Linden Ave; south on Linden Ave. into circuit.
8. Team Parking - Approximately 90 passenger vehicles and 14 commercial vehicles; access is by traveling east on Ocean Blvd. to Shoreline Drive; west on Shoreline Drive to special entry into Linden Lot; through Linden Lot into bottom and middle levels of parking structure.
9. Service Parking - Approximately 200 vehicles; access at all vehicle entry points into circuit.
10. 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.

The above can facilitate the parking of approximately 4000 vehicles. In addition to the foregoing, we have in conjunction with the Long Beach Transit Company, developed an information program to all of our ticket holders encouraging them to take Long Beach Transit buses and the Blue Line to and from the circuit.

We have again received verbal confirmation from most of the parking lot operators north of Ocean Blvd. that they will be operational for parking on all three days of the event. According to LBCVB estimates the area between Ocean Blvd. and 10th Street from Alamitos Blvd. to Magnolia Blvd. can facilitate the parking of approximately 10,000 vehicles.

**COASTAL COMMISSION**

EXHIBIT # 4  
PAGE 2 OF 3



Jo Ann Burns  
Page 3

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  
Senior Vice President,  
Director of Operations

DRT/vhd

**COASTAL COMMISSION**

EXHIBIT # 4  
PAGE 3 OF 3

RECEIVED

JUL 10 1996

AMENDMENT TO LOCAL COASTAL PROGRAM (496) CALIFORNIA COASTAL COMMISSION SOUTH COAST DISTRICT  
BICYCLE PATH THROUGH QUEENSWAY BAY PROJECT

The certified Local Coastal Program provides for a bicycle path on both the north and south sides of Shoreline Drive between Shoreline Village Drive and Chestnut Place. It also requires that the bike path connect under the Queens Way Bridge to the regional bikeway from the Los Angeles River, "avoiding pedestrian and vehicular conflicts as much as possible". A bike path is also required to circulate throughout Shoreline Park.

This amendment to the Local Coastal Program proposes to eliminate the bicycle path on the south side of Shoreline Drive, while maintaining a Class I bikeway on the north side of Shoreline Drive as a component of the regional bikeway system. As required in the LCP, this bicycle path will cross Shoreline Drive at Chestnut Place and connect under the Queens Way Bridge to the Los Angeles River trail. A recreational bike path through Shoreline Park remains. See attached maps for details.

As design of the Downtown Harbor proceeds, it has become evident that a bicycle path cannot be provided on the south side of Shoreline Drive which meets the LCP requirement of avoiding pedestrian and vehicular conflicts. All service to the up to 300,000 square feet of visitor-serving commercial uses along the Downtown Harbor will be from Shoreline Drive, requiring deliveries and trash to be moved across the bicycle trail. More importantly, the plan calls for a major charter bus drop-off area along Shoreline Drive just east of Pine Avenue, as part of an intermodal transfer center which also includes water taxis and surface trams. These buses would load and unload right on the bicycle path. Given the narrow dimension between Shoreline Drive and the waterfront in this area, there is no way to separate the pedestrian and bicycle traffic to avoid major conflict.

The bicycle path on the north side of Shoreline Drive will provide the required regional bicycle trail connection without such conflict with pedestrians and service. It will also be a more attractive and pleasant trail, since a major portion of it traverses Rainbow Lagoon Park. Bicycle access to Downtown Harbor and its commercial attractions will be provided from the required bicycle path by way of signalized crossings of Shoreline Drive at Pine Avenue and Aquarium Way, as well as the access at each end from Shoreline Village Drive and Chestnut Place.

Bicycle path detours will be required during construction of the Downtown Harbor and reconstruction of the Queens Way Bridge ramps. The upgrading of the bicycle path on the north side of Shoreline Drive to a concrete surface, Class I bikeway will also facilitate the construction detours. During the construction period (approximately October, 1996 to May 1998) the regional bikeway will be rerouted to the north side of Shoreline Drive from Linden Avenue to Chestnut Place, thence via Chestnut Place to Seaside Way, thence west on Seaside Way to Golden, thence south on Golden to the bicycle trail between the recreational vehicle campground and the wetland mitigation area. The new concrete

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EXHIBIT # 5

PAGE 1 OF 2

Statement by Applicant (City of Long Beach)

bicycle path will be completed in March, 1997; during construction of that path, a temporary path will be stripped along the southern edge of the asphalt parking lot, so that the bike trail will be continually open.

During the 1997 and 1998 Grand Prix auto races, bleachers will be placed over the portion of the permanent bicycle path just west of Pine Avenue. The Grand Prix will provide for a detour path behind the bleachers by stripping that portion of the asphalt parking lot. Beginning with the 1999 race, the bleachers will be set back 25 feet from the north curb of Shoreline Drive, thereby avoiding any conflict with the bicycle path except during the race days.

1999:

Attachments

Misc\A:Bikepath.amn

