

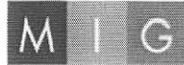
Elena Eger

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**From:** Terry Fujimoto [Terry.Fujimoto@doj.ca.gov]  
**Sent:** Wednesday, May 12, 2010 9:27 AM  
**To:** absheza@gtlaw.com  
**Cc:** eeger@scc.ca.gov; collins@smmc.ca.gov  
**Subject:** MEHOA v. MRCA  
**Attachments:** Advice Letter-FINAL-3-30-10.pdf; Revised MEHOA Plan.pdf; Parking Space.pdf; F10\_4-30\_Parking review.pdf; Parking Sign.pdf

Allan- MIG has had a chance to review MEHOA's proposal. Attached is MIG's response and proposed signage. The two principal concerns are the lack of an access aisle and the distance from the parking spaces to the public beach -- both of which may be perceived as barriers to access for people with mobility disabilities. The MRCA is willing to consider a non-exclusive access aisle on the roadside portion of the easement, but there must still be signage and markings on the ground which would preclude parking in the aisleway. Further, as I stated previously, even though the MRCA is willing to omit reference to the ADA in the management plan--the parking plan must still be in fact, in compliance with the ADA. Also our office does not believe that if MEHOA assumes the responsibility for constructing and maintaining the parking improvements, the project will be exempt from ADA compliance. The project will still be on public land (MRCA easement) and for a public purpose (access to public beach). I've attached an informal legal advice letter from our office in which the AG's office affirms that the ADA applies to the proposed improvements at Lechuza Beach. Given our differences, we would propose a meeting between MEHOA's and MRCA's ADA consultants to see if we can come to a resolution that addresses each of our concerns. Finally, I should be sending you shortly a revised draft of the initial management plan for your comments. Let me know if you have any questions.

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# memo berkeley

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to **Judi Tamasi, Paul Edelman - MRCA**  
from **Laurel Kelly**  
re **Review of MEHOA Parking Alternative at Lechuza Beach**  
date **4/30/10**

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MIG has reviewed MEHOA's proposed parking alternative for compliance with current accessibility codes and requirements, including the Americans with Disability Act Design Guidelines, California Building Code (Title 24) accessibility requirements, and Caltrans on-street parking standards, which all have been revised since the last time we provided parking guidelines for this project.

The following is a brief summary of the changes to on-street parking regulations, which are reflected in the attached Parking Space and Parking Sign diagrams:

1. Accessible parking spaces shall be 9-feet wide by 20-feet long.
2. A 4-inch blue border must be painted around the 5-foot wide access aisle at the end of an accessible parking space.
3. The words "No Parking" must be painted in the access aisle.
4. We have revised the parking space detail to show a 4-inch blue line stripe at the front end of the parking space to clearly delineate the extent of the accessible parking space.
5. We recommend including a vertical element between the accessible walkway and the street so that cars do not park on the walkway and so block the accessible path of travel to the entrance to Lechuza Beach.
6. The requirements for parking signs (including specific wording) have also been updated and are shown in the attached diagram.

With regard to MEHOA's parking alternative, we have the following comments and recommendations, which are shown in the attached parking plan:

1. An accessible path of travel from the furthest parking space to the public entrance to Lechuza Beach is required. This feature was not included in MEHOA's alternative.
2. A 5-foot wide access aisle on the passenger side of each accessible parking space is also required. This feature was not included in MEHOA's alternative.
3. Some of the locations for parking spaces that were selected by MEHOA do not provide a 20-foot clearance between improvements on the north side of East Sea Level Drive and the edge of parking spaces. If these locations are ultimately chosen, some existing improvements (planting and retaining walls) will need to be removed in order to meet the requirements of the local fire department.

**Review of MEHOA Parking Alternative at Lechuza Beach**

April 30, 2010

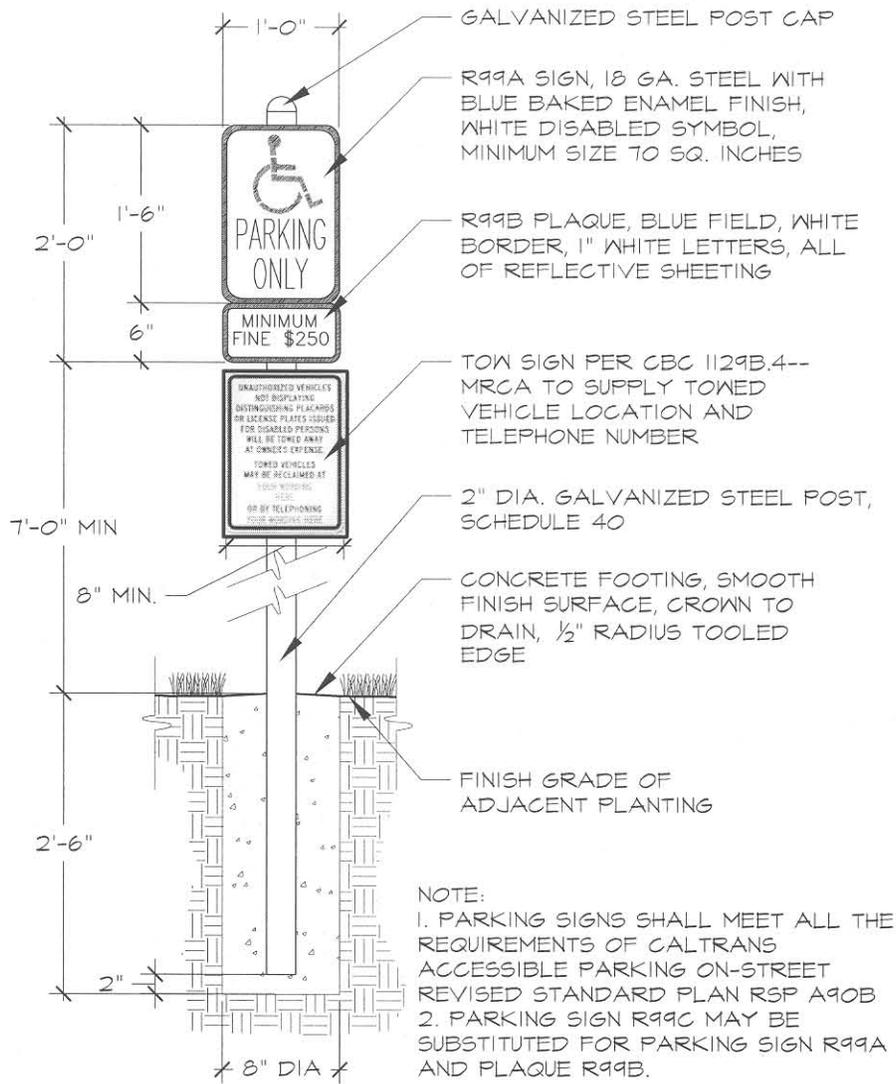
4. The distance from parking space #1 to the entrance at the public beach is approximately 170 linear feet. The distance from parking space #3 to the entrance at the public beach has grown to approximately 550 linear feet, which may be perceived as a barrier to access for people with mobility disabilities.

The following is an opinion of probable costs for parking improvements as shown on the attached diagrams. For purposes of this estimate, a 6-inch raised concrete curb between the pathway and street is assumed, although other options are possible. We did not examine in detail some of the other existing features that may need to be removed in order to construct the accessible path of travel. In addition to the minor grading included in this estimate, there may be other items required to achieve a 5 percent running slope for the entire 550 feet of pathway (such as fill soil or excavation), which are also not included in this estimate.

	<b>Quantity</b>	<b>Unit</b>	<b>Unit Cost</b>	<b>Total</b>
4-ft wide Walkway and 5-ft wide Access Aisles	2400	sf	\$6.00	\$14,400
Parking Sign	3	ea	\$400.00	\$1,200
Parking Stall Striping	3	ea	\$200.00	\$600
Continuous Raised Curb (500 lf)	20	cy	\$350.00	\$7,000
Remove (e) paving, lawn, RR ties, etc.	3000	sf	\$0.50	\$1,500
Minor Grading	3000	sf	\$0.50	\$1,500
<b>Total</b>				<b>\$26,200</b>

Please contact me if you have any questions.

Cc: Tim Gilbert, MIG



## ISA PARKING SIGN

SECTION/ELEVATION  
 APRIL 2010

SCALE: 1"=1'-0"

APRIL 2010

# EAST SEA LEVEL DRIVE--REVISED MEHOA PLAN

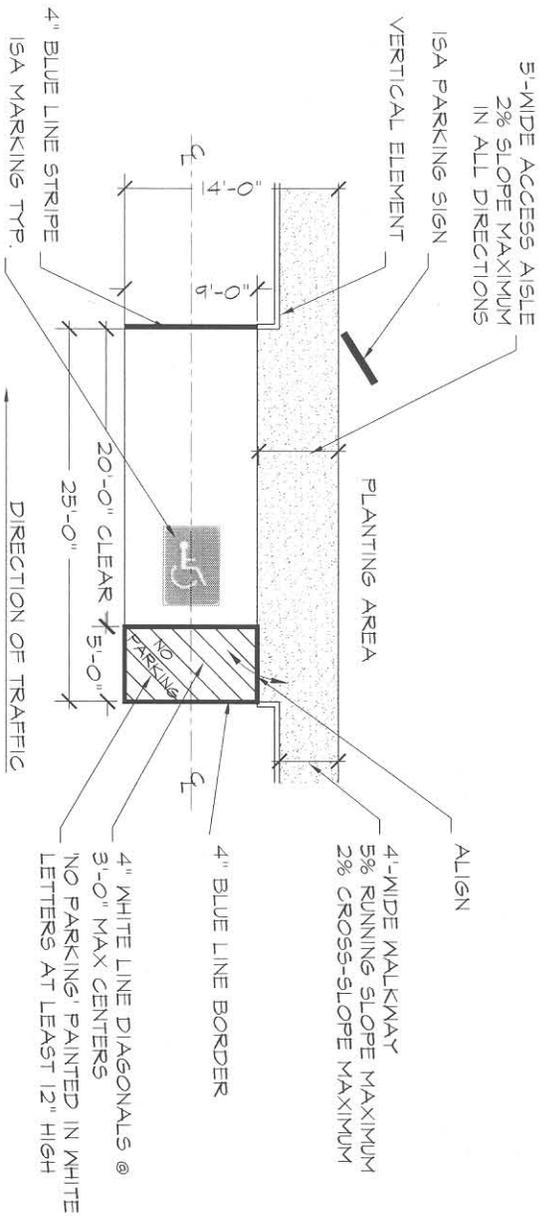
NOT TO SCALE

**LEGEND**

	EXISTING PAVING
	EXISTING TREE LAWN
	EXISTING TRIP LANE
	EXISTING IMPROVEMENTS TO BE REMOVED



- NOTES:
1. PARKING SPACES SHALL MEET ALL THE REQUIREMENTS OF CALTRANS ACCESSIBLE PARKING ON-STREET REVISED STANDARD PLAN RSP A90B.
  2. SEE CALTRANS STANDARD PLAN A24E FOR SQUARE FOOT AREA FOR PAINTING THE WORDS 'NO PARKING'.
  3. SEE DETAIL A OF CALTRANS REVISED STANDARD PLAN RSP A90A FOR ISA MARKING AT CENTER OF REAR LIMITS OF STALL.
  4. ACCESSIBLE PARKING SPACE AND ACCESS AISLE BACK OF PARKING SPACE SHALL HAVE A FIRM, STABLE & SLIP-RESISTANT SURFACE SUCH AS ASPHALT. STABILIZED SOIL IS AN ALTERNATE SURFACE FOR THE PARKING SPACE AS LONG AS THE ACCESS AISLE TO THE REAR HAS A SURFACE WITH A CONTRASTING PATTERN OR COLOR (SUCH AS PAINTED ASPHALT OR INTERLOCKING PAVERS).
  5. WALKWAY (INCLUDING ACCESS AISLES AT THE SIDE OF PARKING SPACES) SHALL HAVE A FIRM, STABLE & SLIP-RESISTANT SURFACE SUCH AS ASPHALT OR STABILIZED SOIL. PROVIDE EITHER CONTINUOUS OR INTERMITTENT VERTICAL ELEMENTS (CURB, WHEELSTOP, BOULDER, ETC.) TO PREVENT CARS FROM PARKING ON ACCESSIBLE WALKWAY.
  6. EACH RESERVED STALL SHALL HAVE AN ISA PARKING SIGN DISPLAYING THE INTERNATIONAL SYMBOL OF ACCESSIBILITY AND A WARNING NOTICE THAT THE SPACE IS RESERVED FOR VEHICLES DISPLAYING A DISABLED PERSON PARKING PLACARD DURING BEACH OPERATING HOURS.



## ACCESSIBLE ON-STREET PARKING

PLAN  
APRIL 2010

SCALE: 1/8"=1'-0"