

MARINA PARK PROJECT

Q & A

Updated February 26, 2008

Q: Will the parking lots be compliant with the Americans with Disabilities Act (ADA)?

A: Yes, all new parking lots have an ADA requirement, where a Code-defined percentage of parking spaces closest to the highest use area will be blue spaces. Readers should know that the entire site will be made ADA accessible under the "ADA pathway" concept from parking and public street sidewalks to the buildings. ' The marina's docks and slips will also be accessible via the 80' ADA gangways noted on the drawings. Based on ADA access ratio requirements, it is likely that two of the marina's boat slips will have ADA accessibility.

Q: Will the buildings be compliant for ADA, too?

A: Yes, the community center building and the aquatics center building will both have to be ADA compliant and have one or more elevators (I write "one or more" because if there is a walkway connecting both buildings, as the plans show, one elevator may suffice -- but Building officials will tell us that) that allow a person in wheelchair to get to all parts of the second story of both buildings.

Q: Why aren't minutes posted on line?

A: They are – www.city.newport-beach.ca.us then "Council Agendas" then "Marina Park Committee" then "Minutes".

Q: Please tell us more about the management plan for the boat docking and the issues (length of stay, fees, what visitors will and will not be allowed to do) that will be addressed in the plan.

A: We do not know yet who will manage the Marina. This is an operational discussion rather than a design discussion, and will be talked about with the Marina Park Committee over time.

Q: What are the demand increases alluded to? What is the other half of the demand that was referred to and not used and why?

A: According to Committee Member John Corrough, the demand "increases" are not an increase, but a reconfirmation of the current estimated demand for visitor slips (not moorings) and short-term slips from a number of sources – see the Marina Park web page on the City's website for more information. Estimates are based upon information accumulated by the former Harbor Committee, the current Harbor Commission, the Harbor Resources Division, and County Harbor Patrol. This information was updated through recent interviews specifically for the Marina Park planning effort. It is based on the general frequency of requests (x requests over a y time period) for slips from the general visitor public and by local boat owners and commercial marine use operations (boatyards, dealers, etc.) needing short-term staging slips, by season. The "other half" referred to in the MP presentation of this data represents a conservative 50% discounting of that total estimated demand, based upon the general experience of reservations for visitor/short term slips where other choices (Dana Point, Sunset) may be available and also under consideration, or the requestor was "just checking", or the requestor finds another slip after placing the request. In any case, even the remaining 50% of demand still exceeds potential

supply at Marina park/Newport Beach by several multiples. The intent is not to match demand, but to at least expand the existing supply to the extent we can as a matter of City policy and expressed intent to create a safe and welcoming “destination” public boating facility in Newport Harbor.

Q: Define what type of work on boats that can and can't be done and where we can find a copy of city regulations pertaining to this to review.

A: In the City-owned Balboa Yacht Basin (BYB) marina, slip tenants are not allowed to perform major construction while in the slips. Installing a new fly bridge is a good example of this type of major construction. Regular maintenance activities associated with vessels are permitted and essential. These types of regulations are within the City's lease agreements with BYB tenants – we expect to replicate this at the MP Marina.

Q: With the 76-91 berths for temporary use, where will these people park their or their friends' cars? Time limits?

A: As described in the presentations and in the information posted on the City website, these “berths” are actually an estimated range of total (existing + new) spaces available for dinghies, Duffys, and other small boats varying from 8' to 20' (+/-) which are used only within the harbor by residents, mooring permit holders, and a few visiting vessels on moorings or at anchor. Most of this demand is existing, but the 50's-era dock facilities have been grossly inadequate to handle the need, leading to City enforcement actions, user requests, and design studies for expansion. Parking for these facilities has always been for adjacent public street parking, but much of the use is by local residents traveling by boat between points within the bay which are within walking distance of these docks. Dock and parking time limits would be as currently defined by City codes.

Q: Where will the kayak and canoe users park? Time limits? How many will be allowed? City owned or just stored?

A: On street or in designated on-site parking, as with everyone else using the existing beach, 15th, 18th and 19th beach launches and the future facility. Existing City parking regulations, modified specifically for Marina park on-site parking, would apply. The number will be determined by MP site availability, operating program and other factors – vessels may include both City vessels and privately stored vessels (yet to be determined).

Q: Marina Park is from 15-18th Streets, but now the intent is to increase the size of the public dock and dingy parking at 19th Street by 12-16 dingys. Where are the boaters and their friends going to park? How will the increase in noise, loitering and debris from public use be handled?

A: The increase in the size of the public dock at 19th Street to accommodate additional dinghies is a separate issue from the City's Marina Park efforts. The 19th Street dock action has been underway not “now” but publicly, over the past 3 years, by the City (Harbor Commission and Harbor Resources, and approved as a capital project by the City Council) to be constructed during FY 2008-09. The increase was done (like the similar improvements at other public docks) to relieve dangerous and illegal overcrowding by existing users packing dinghies 3- deep around these docks. Thus, if they are destined for a car, they are already parking on public streets. Therefore, this is not for “new” demand, but instead is a response to problems from existing uses. Any policing and maintenance issues will be handled by increased frequency

of patrol and operations in these areas, as within recent years and as with all areas of the City.

Q: *UCI and other college/school use, what is the intensity of the use/classes by these people? What is the parking situation designated for this use? Time of stay? Debris cleanup schedule?*

A: An agreement with UCI or any other college school use, if it were to be executed at all, is projected to be for the traditional school year. Parking would be in the lot – overflow issues should be minimal, since this use is off season. UCI, like any City-partnering group, would be responsible for any trash pickup created by use.

Q: What is the designed height of building? What materials are planned to be used?

Q: *How is the “drainage problem” in the parking lot to be handled to avoid putting water back into the bay? How are flooding problems on 19th Street avoided and not increased by Marina Park?*

A: There is not a drainage problem per se in the parking lot. The City ensures adequate drainage all along the Peninsula, given the constraints of tides and storms. The mere addition of a parking lot, which can contain permeable surfaces and/or a containment system to protect water quality (similar to that installed at the Back Bay Science Center) are proven methods to protect water quality from parking lot-generated pollutants. The addition of a park and marina will have no affect on flooding – flooding is directly related to tides and storms. The area will flood, just as the current use will flood, regardless of land use. Via a Water Quality Management Plan, this Project’s designers will be directed to design the site and its infrastructure so that there will be no direct sheet flow from any paved surface in the Marina park project into the Bay waters, including from the paved areas surrounding the marina.

Q: *Because Marina Park is expanded not to include 19th Street, will the public restroom be remodeled and updated? Has the number of restrooms and their design been reduced to create shared use facilities? (Girl Scout house/tot lot, marina office/boat storage building)*

A: Thus far in the design phase, the architect and the Committee believe that the number and locations of restrooms is appropriate. Restroom placement is a careful process that relates to numbers of persons, proximity to major park features, and the security and convenience of park users.

Q: *Should the marina office and American Legion share office/restroom/shower facilities close to the dock?*

A: The City does not intend to ask the Legion to share our collective facilities. The Marina Park facilities are close to the dock and will not be shared by the Legion who declined to directly participate in the project.

Q: *What is the management plan for parking?*

A: To be determined.

Q: Should the traffic signal at 15th be altered or new signal be installed to allow traffic flow, especially in summer so residents from 20th to 15th can make left hand turns to proceed to their homes?

Q: How has the traffic circulation in the parking lot been designed?

Q: Who will be using the parking lot? Will pass use be allowed? When will the parking lot be open during the day? Will it be open 24 hours? How will we remove overnight parking?

Q: From where and to where will entrances and exits be allowed?

Q: *How often will maintenance for cleanup be initially scheduled?*

A: Heavily used parks and facilities are cleaned on a daily basis.

Q: What is the landscaping plan and plan for the placement of trees? What amount of trees will be there, as well as what type and maturity of trees will be used?

Q: If younger trees are used, and if they block views until they are grown to considerable height, how will that be addressed?

Q: *How will the City determine the tree size to use?*

A: The size and type of trees will be reviewed by the City's arborist, the Parks, Beaches, and Recreation Commission, and the Committee. Trees types will be selected based on rate of growth, canopy needs, viability in a marine environment, aesthetics, and more. Tree sizes will be dictated in part by budget and availability of plant stock.

Q: *How is sand going to be kept out of the Water element?*

A: Through routine maintenance. The City's General Services Department, including its contractors, will be responsible for maintaining the Splash Park if a Splash Park is selected. In addition, there is proposed a small bulkhead along the western edge of the long dock which faces the bay. This will minimize sand transport into the "lagoon" area. It is not anticipated the marina will be inundated with sand as well.

Q: *How are birds going to be kept out of the water element?*

A: Birds may be in the Splash Park element, just as they are in the bay and on the lawn.

Q: *What is the Orange County Health Care Agency's written view on the water element and the potential for bird debris as a health issue?*

A: Splash Parks (also known as "interactive water fountains" [IWFs]) are commonly used in Orange County and across the nation and can be operated safely with proper maintenance. According to OC HCA, "there are no regulations for the interactive water fountains, but (there are) guidelines developed by the CCDEH (California Conference of Directors of Environmental Health)." The CCDEH Guidelines are here:

www.ccdeh.com/commttee/community_EH/guidelines/Fountains.pdf

The guidelines note a free chlorine residual (of 3.0 ppm) and a pH level of 7.2-7.6 that must be maintained at all times. Outbreaks of shigellosis and cryptosporidiosis have been linked to IWFs (as well as swimming pools, rivers, creeks, and even drinking water) in other regions, not necessarily from birds (humans, dogs, cats, and other mammals can carry either the shigella bacteria or the cryptosporidium protozoa). OC HCA says that an effective way of cleaning water used for pools would be to have a UV (ultraviolet light) treatment system associated with the fountain's water. The State of New York has this requirement – the City will consider it even though it is not required by the State of California. For more information,

readers should contact Ms. Shelly Wallevand at OC HCA -- 714/ 433-6060 or swallevand@ochca.com.

Q: *If the tot lot is to stay on the water's edge, how often will a life guard be on duty at the Bay beach? Currently a lifeguard is on duty at the bay beach during the summer months.*

A: If the need exists, the City will place a lifeguard at the beach according to the direction of the Fire Chief or the Recreation and Senior Services Director.

Q: *Was it determined in agreement that no parking on the tennis courts will be allowed?*

A: As of the date of this Q&A Update, no.

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