



**CITY OF NEWPORT BEACH
COMMUNITY DEVELOPMENT DEPARTMENT
PLANNING DIVISION ACTION REPORT**

TO: CITY COUNCIL, CITY MANAGER AND PLANNING COMMISSION
FROM: Seimone Jurjis, Community Development Director
SUBJECT: Report of actions taken by the Zoning Administrator, and/or Planning Division staff for the week ending January 29, 2021.

**ZONING ADMINISTRATOR ACTIONS
JANUARY 28, 2021**

Item 1: Reynolds Residential Condominiums Tentative Parcel Map No. NP2020-010 (PA2020-185)
Site Address: 702 and 702 ½ Poinsettia Avenue

Action: Approved by Resolution No. ZA2021-005 Council District 6

**COMMUNITY DEVELOPMENT DIRECTOR
OR PLANNING DIVISION STAFF ACTIONS
(Non-Hearing Items)**

Item 1: Park Newport Rockfall Mitigation Project Emergency Coastal Development Permit
No. CD2021-001 (PA2021-008)
Site Address: 5000 Park Newport Drive

Action: Approved Council District 4

APPEAL PERIOD: An appeal or call for review may be filed with the Director of Community Development or City Clerk, as applicable, within fourteen (14) days following the date the action or decision was rendered unless a different period of time is specified by the Municipal Code (e.g., Title 19 allows ten (10) day appeal period for tentative parcel and tract maps, lot line adjustments, or lot mergers). For additional information on filing an appeal, contact the Planning Division at 949 644-3200.

RESOLUTION NO. ZA2021-005

A RESOLUTION OF THE ZONING ADMINISTRATOR OF THE CITY OF NEWPORT BEACH, CALIFORNIA, APPROVING TENTATIVE PARCEL MAP NO. NP2020-010 FOR TWO (2)-UNIT RESIDENTIAL CONDOMINIUM PURPOSES LOCATED AT 702 AND 702 ½ POINSETTIA AVENUE (PA2020-185)

THE ZONING ADMINISTRATOR OF THE CITY OF NEWPORT BEACH HEREBY FINDS AS FOLLOWS:

SECTION 1. STATEMENT OF FACTS.

1. An application was filed by Forkert Engineering & Surveying, Inc. (Applicant), with respect to property located at 702 and 702 ½ Poinsettia Avenue, and legally described as Lot 4, Block 743 of the Corona del Mar Tract, requesting approval of a tentative parcel map.
2. The applicant requests a tentative parcel map for two (2)-unit residential condominium purposes. No waivers of development standards are requested. A duplex has been demolished and a new duplex is under construction. The Tentative Parcel Map would allow each unit to be sold individually. No waivers of Newport Beach Municipal Code (NBMC) Title 19 (Subdivisions) are proposed.
3. The subject property is designated as RT (Two Unit Residential) by the General Plan Land Use Element and is located within the R-2 (Two-Unit Residential) Zoning District.
4. The subject property is not located within the coastal zone; therefore, a coastal development permit is not required.
5. A public hearing was held online on January 28, 2021, observing restrictions due to the Declaration of a State Emergency and Proclamation of Local Emergency related to COVID-19. A notice of time, place and purpose of the hearing was given in accordance with the Newport Beach Municipal Code (NBMC). Evidence, both written and oral, was presented to, and considered by, the Zoning Administrator at this hearing.

SECTION 2. CALIFORNIA ENVIRONMENTAL QUALITY ACT DETERMINATION.

1. This project is exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15315 under Class 15 (Minor Land Divisions) of the CEQA Guidelines, California Code of Regulations, Title 14, Division 6, Chapter 3, because it has no potential to have a significant effect on the environment.
2. The Class 15 exemption allows the division of property in urbanized areas zoned for residential, commercial, or industrial use into four (4) or fewer parcels when the division is in conformance with the General Plan and zoning, no variances or exceptions are required, all services and access to the proposed parcels are available, the parcel was not involved in a division of a larger parcel within the previous two (2) years, and the

parcel does not have an average slope greater than 20 percent. Therefore, the proposed Tentative Parcel Map is eligible for the Class 15 exemption.

SECTION 3. REQUIRED FINDINGS.

The Zoning Administrator determined in this case that the Tentative Parcel Map is consistent with the legislative intent of NBMC Title 20 (Planning and Zoning) and is approved based on the following findings per Section 19.12.070 (Required Findings for Action on Tentative Maps) of the NBMC:

Finding:

A. That the proposed map and the design or improvements of the subdivision are consistent with the General Plan and any applicable specific plan, and with applicable provisions of the Subdivision Map Act and this Subdivision Code.

Facts in Support of Finding:

1. The Tentative Parcel Map is for two (2)-unit residential condominium purposes. The project site was previously developed with a duplex and has been cleared of existing improvements. A new duplex is under construction. The proposed subdivision and improvements are consistent with the density of the R-2 Zoning District and the current RT General Plan Land Use designation.
2. The subject property is not located within a specific plan area.
3. The project is conditioned to require public improvements, including the reconstruction of sidewalks, curbs, and gutters along the Poinsettia Avenue frontage, as needed, as well as the undergrounding of utilities, consistent with the Title 19 (Subdivisions) of the NBMC.

Finding:

B. That the site is physically suitable for the type and density of development.

Facts in Support of Finding:

1. The lot is physically suitable for a duplex because it is relatively flat and rectangular. It was also previously developed with a duplex.
2. The subject property is accessible from both Poinsettia Avenue and the alley in the rear.
3. The site is adequately served by existing utilities, as the site was previously developed with a duplex that is being replaced.

Finding:

C. That the design of the subdivision or the proposed improvements are not likely to cause substantial environmental damage nor substantially and avoidably injure fish or wildlife or their habitat. However, notwithstanding the foregoing, the decision making body may nevertheless approve such a subdivision if an environmental impact report was prepared for the project and a finding was made pursuant to Section 21081 of the California Environmental Quality Act that specific economic, social, or other considerations make infeasible the mitigation measures or project alternatives identified in the environmental impact report.

Facts in Support of Finding:

1. The property is located within an existing residential neighborhood that does not contain any sensitive vegetation or habitat on-site.
2. This project is exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15315 under Class 15 (Minor Land Divisions) of the CEQA Guidelines. Section 2 of this Resolution is hereby incorporated by reference.

Finding:

D. That the design of the subdivision or the type of improvements is not likely to cause serious public health problems.

Fact in Support of Finding:

1. The Tentative Parcel Map is for condominium purposes. All improvements associated with the project will comply with all Building, Public Works, and Fire Codes, which are in place to prevent serious public health problems. Public improvements will be required of the developer per NBMC Section 19.28.010 (General Improvement Requirements) and Section 66411 (Local agencies to regulate and control design of subdivisions) of the Subdivision Map Act. All ordinances of the City and all Conditions of Approval will be complied with.

Finding:

E. That the design of the subdivision or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of property within the proposed subdivision. In this connection, the decision making body may approve a map if it finds that alternate easements, for access or for use, will be provided and that these easements will be substantially equivalent to ones previously acquired by the public. This finding shall apply only to easements of record or to easements established by judgment of a court of competent jurisdiction and no authority is hereby granted to the City Council to determine that the public at large has acquired easements for access through or use of property within a subdivision.

Facts in Support of Finding:

1. The Public Works Department has reviewed the proposed Tentative Parcel Map and determined that the design of the development will not conflict with easements acquired by the public at large, for access through, or use of property within the proposed development because no public easements are located on the property.
2. There are no existing easements either through or adjacent to the property.

Finding:

F. That, subject to the detailed provisions of Section 66474.4 of the Subdivision Map Act, if the land is subject to a contract entered into pursuant to the California Land Conservation Act of 1965 (Williamson Act), the resulting parcels following a subdivision of the land would not be too small to sustain their agricultural use or the subdivision will result in residential development incidental to the commercial agricultural use of the land.

Facts in Support of Finding:

1. The property is not subject to the Williamson Act because the subject property is not designated as an agricultural preserve and is less than 100 acres in area.
2. The site, developed for residential use, lies in the R-2 Zoning District, which is intended for and permits residential uses.

Finding:

G. That, in the case of a "land project" as defined in Section 11000.5 of the California Business and Professions Code: (1) there is an adopted specific plan for the area to be included within the land project; and (2) the decision making body finds that the proposed land project is consistent with the specific plan for the area.

Facts in Support of Finding:

1. California Business and Professions Code Section 11000.5 has been repealed by the Legislature. However, this project site is not considered a "land project" as previously defined in Section 11000.5 of the California Business and Professions Code because the project site does not contain 50 or more parcels of land.
2. The project is not located within a specific plan area.

Finding:

H. That solar access and passive heating and cooling design requirements have been satisfied in accordance with Sections 66473.1 and 66475.3 of the Subdivision Map Act.

Fact in Support of Finding:

1. The Tentative Parcel Map and any future improvements are subject to Title 24 of the California Building Code that requires new construction to meet minimum heating and cooling efficiency standards depending on location and climate. The Newport Beach Building Division enforces Title 24 compliance through the plan check and inspection process.

Finding:

- I. That the subdivision is consistent with Section 66412.3 of the Subdivision Map Act and Section 65584 of the California Government Code regarding the City's share of the regional housing need and that it balances the housing needs of the region against the public service needs of the City's residents and available fiscal and environmental resources.*

Fact in Support of Finding:

1. The proposed duplex is consistent with the R-2 Zoning District, which allows up to two (2) residential units on the property. Therefore, the Tentative Parcel Map for condominium purposes will not affect the City in meeting its regional housing need.

Finding:

- J. That the discharge of waste from the proposed subdivision into the existing sewer system will not result in a violation of existing requirements prescribed by the Regional Water Quality Control Board.*

Fact in Support of Finding:

1. The residential building under construction has been designed to have wastewater discharge into the existing sewer system and complies with the Regional Water Quality Control Board (RWQCB) requirements.

Finding:

- K. For subdivisions lying partly or wholly within the Coastal Zone, that the subdivision conforms with the certified Local Coastal Program and, where applicable, with public access and recreation policies of Chapter Three of the Coastal Act.*

Fact in Support of Finding:

1. The subject property is not located within the coastal zone.

SECTION 4. DECISION.

NOW, THEREFORE, BE IT RESOLVED:

1. The Zoning Administrator of the City of Newport Beach hereby finds this project is categorically exempt from the California Environmental Quality Act pursuant to Section 15315 under Class 15 (Minor Land Divisions) of the CEQA Guidelines, California Code of Regulations, Title 14, Division 6, Chapter 3, because it has no potential to have a significant effect on the environment.
2. The Zoning Administrator of the City of Newport Beach hereby approves Tentative Parcel Map No. NP2020-010, subject to the conditions set forth in Exhibit "A," which is attached here to and incorporated by reference.
3. This action shall become final and effective 10 days after the adoption of this Resolution unless within such time an appeal or call for review is filed with the Director of Community Development in accordance with the provisions of Title 19 Subdivisions, of the NBMC.

PASSED, APPROVED, AND ADOPTED THIS 28TH DAY OF JANUARY 2021.



Jaime Murillo
Zoning Administrator

EXHIBIT "A"**CONDITIONS OF APPROVAL****Planning Division**

1. The project is subject to all applicable City ordinances, policies, and standards, unless specifically waived or modified by the conditions of approval.
2. Prior to building permit final and subsequent to the recordation of the Parcel Map, the Applicant shall apply for a building permit for a description change of the subject project development from "duplex" to "condominium." The development will not be condominiums until this description change permit is final.
3. The building permit for the new construction shall not receive final inspection until after recordation of the parcel map.
4. The Applicant shall comply with all federal, state, and local laws. Material violation of any of those laws in connection with the use may be cause for revocation of this Tentative Parcel Map.
5. This approval shall expire and become void unless exercised within 24 months from the actual date of review authority approval, except where an extension of time is approved in compliance with the provisions of Title 19 Subdivisions of the NBMC.
6. To the fullest extent permitted by law, Applicant shall indemnify, defend and hold harmless City, its City Council, its boards and commissions, officials, officers, employees, and agents from and against any and all claims, demands, obligations, damages, actions, causes of action, suits, losses, judgments, fines, penalties, liabilities, costs and expenses (including without limitation, attorney's fees, disbursements and court costs) of every kind and nature whatsoever which may arise from or in any manner relate (directly or indirectly) to City's approval of Reynold's Residential Condominiums including, but not limited to, Tentative Parcel Map No. NP2020-010 (PA2020-185). This indemnification shall include, but not be limited to, damages awarded against the City, if any, costs of suit, attorneys' fees, and other expenses incurred in connection with such claim, action, causes of action, suit or proceeding whether incurred by Applicant, City, and/or the parties initiating or bringing such proceeding. The Applicant shall indemnify the City for all of City's costs, attorneys' fees, and damages, which City incurs in enforcing the indemnification provisions set forth in this condition. The Applicant shall pay to the City upon demand any amount owed to the City pursuant to the indemnification requirements prescribed in this condition.

Public Works Department

7. A Parcel Map shall be recorded. The map shall be prepared on the California coordinate system (North American Datum of 1983, NAD83). Prior to recordation of the map, the surveyor/engineer preparing the map shall submit to the County Surveyor and the City of Newport Beach, a digital-graphic file of said map in a manner described in Sections 7-9-

330 and 7-9-337 of the Orange County Subdivision Code and Orange County Subdivisions Manual, Subarticle 18. **The Map to be submitted to the City of Newport Beach shall comply with the City's CADD Standards. Scanned images will not be accepted.**

8. Prior to recordation of the Parcel Map, the surveyor/engineer preparing the map shall tie the boundary of the map into the Horizontal Control System established by the County Surveyor in a manner described in Sections 7-9-330 and 7-9-337 of the Orange County Subdivision Code and Orange County Subdivision Manual Subarticle 18. Monuments (1-inch iron pipe with tag) shall be set **on each lot corner** unless otherwise approved by the Subdivision Engineer. Monuments shall be protected in place if installed prior to completion of construction project.
9. All improvements shall be constructed as required by Ordinance and the Public Works Department.
10. All damaged sidewalk panels, curb, gutter, and street along the Poinsettia Avenue property frontage and any damaged concrete alley panels along the alley property frontage shall be reconstructed as determined by the Public Works Department.
11. All existing overhead utilities shall be undergrounded.
12. No above ground improvements will be permitted within the 5-foot rear alley setback. Smooth transitions between neighboring properties shall be provided.
13. The existing street tree along the Poinsettia Avenue frontage shall be protected in place.
14. The Applicant shall install new sod or low groundcovers of the type approved by the City throughout the Poinsettia Avenue parkway fronting the development site.
15. Each unit shall be served by its individual water meter and sewer lateral and cleanout. Each water meter and sewer cleanout shall be installed with a traffic-grade box and cover.
16. An encroachment permit shall be required for all work activities within the public right-of-way.
17. All improvements shall comply with the City's sight distance requirement. See City Standard 110-L.
18. In case of damage done to public improvements surrounding the development site by private construction, additional reconstruction within the public right-of-way shall be required at the discretion of the Public Works Inspector.

Building Division

19. Independent fire risers shall be required for each unit.



COMMUNITY DEVELOPMENT DEPARTMENT
PLANNING DIVISION
100 Civic Center Drive, P.O. Box 1768, Newport Beach, CA 92658-
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949-644-3200
www.newportbeachca.gov

EMERGENCY COASTAL DEVELOPMENT PERMIT

Subject: Park Newport Rockfall Mitigation Project (PA2021-008)
▪ Emergency Coastal Development Permit No. CD2021-001

Site Location 5000 Park Newport Drive (APN 440 -132-52)

Applicant Gerson Bakar & Associates

Property Owner Park Newport Land LTD

On January 22, 2021, the Community Development Director approved Emergency Coastal Development Permit No. CD2021-001. This approval is based on the following findings and subject to the following conditions.

I. AUTHORIZED DEVELOPMENT

This emergency CDP authorizes emergency actions for the purpose of mitigating the imminent risk of rocks and debris from further eroding and falling on to Back Bay Drive to protect public safety. The project consists of the installation of anchored rockfall mesh at the head of the scarp of a recent landslide area and installing a K-rail barrier along the toe of the slope, as depicted in the attached Surficial Slope Stabilization and Rockfall Mitigation plan, dated January 20, 2021 (Attachment CD 3).

II. CEQA DETERMINATION

The proposed operation is exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15269 (c) (the activity is necessary to prevent or mitigate an emergency), Section 15301 Class 1 (Existing Facilities), and Section 15303 Class 3 (New Construction or Conversion of Small Structures) of the CEQA Guidelines, California Code of Regulations, Title 14, Division 6, Chapter 3. Section 15269 allows specific actions necessary to prevent or mitigate an emergency. The development is necessary to mitigate and reduce the immediate risks associated with rock, soil or other debris from falling on to Back Bay Drive during a potential rain event. The Class 1 exemption includes the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use. The Class 3 exemption includes a store, motel, office, restaurant, or similar structure not involving the use of significant amounts of hazardous substances, not exceeding 2,500 square feet in floor area or 10,000 square feet in floor area in urbanized areas zoned for such use. There are no known exceptions listed in CEQA Guidelines Section 15300.2 that would invalidate the use of these exemptions.

FINDINGS

1. An emergency exists that requires action more quickly than permitted by the procedures for regular permits administered pursuant to the provisions of Chapter 21.50, Permit Application Filing and Processing, and the work can and will be completed within thirty (30) days unless otherwise specified by the terms of the permit.

Facts in Support of Finding

- a. A landslide occurred at the subject property on June 26, 2020, that has resulted in the temporary closure of Back Bay Drive to vehicular traffic.
 - b. The property owners retained Hetherington Engineering, Inc. a professionally licensed Engineering and Geology firm to assess the risk of further slope failure and assist with remediating the landslide area. On January 6, 2021, Hetherington Engineering issued a geotechnical opinion letter that concluded there is an imminent risk of future rockfalls at the subject site due to a steeply inclined scarp along the upper portion of subject landslide area. The letter further opined that the rockfall mitigation measures proposed under this permit should be installed as soon as possible.
2. Public comment on the proposed emergency action has been reviewed, if time allows.

Facts in Support of Finding

- a. Based on the imminent threat of further rock fall and debris erosion that could be exacerbated by a rain event this winter and recommendation of a licensed Geologist and Engineer that mitigation should be installed as soon as possible in order to protect public safety, public comment regarding this emergency action is not feasible.
3. The work proposed would be consistent with the requirements of the certified Land Use Plan portion of the local government's Local Coastal Program; and

Facts in Support of Finding

- a. An emergency has occurred in which a landslide has resulted in an unsafe condition that poses an imminent threat to public safety and is impacting the full use of adjacent development, Back Bay Drive, a public road providing public access to the upper Newport Ecological Preserve.
- b. The development authorized under this permit is temporary and necessary to mitigate an existing public safety hazard.

- c. A full coastal development permit application is required to be filled within 90 days (Condition of Approval #4) of the issuance of this permit to authorize the removal of the development authorized under this Emergency Coastal Development Permit or seek authorization to retain it on a permanent basis.
4. The work proposed under the emergency permit shall be the minimum amount necessary to address the emergency.

Facts in Support of Finding

- a. The scope of work for this project has been limited to mitigate only those areas that pose an imminent threat to public safety. The rockfall mesh authorized under this permit will be confined to the steeply inclined scarp along the upper portion of subject landslide area. The lower area of the landslide area does not pose a risk for future rock falls and therefore will not be mitigated as part of this project.
5. Development authorized is not located in an area in which the California Coastal Commission retains direct permit review authority.

Facts in Support of Finding

- a. The subject property is not located in an area in which the California Coastal Commission retains direct permit review authority in accordance with the City's Post Local Coastal Program Certification Permit and Appeal Jurisdiction map dated July 23, 2018.

III. CONDITIONS OF APPROVAL

1. Authorized development is limited to that which is specifically described in this permit and depicted in the attached plans, subject to all conditions of approval. Any changes will require a separate review and may necessitate separate authorization from the Director.
2. Any development or structures constructed or installed pursuant to this emergency coastal development permit shall be considered temporary until authorized by a follow-up regular coastal development permit and that issuance of this emergency coastal development permit shall not constitute an entitlement for the development authorized by this emergency coastal development permit.
3. ECDP No. CD2021-001 is valid for sixty (60) days from the date of issuance and said permit shall expire after March 23, 2021. The Director may extend an emergency permit for up to an additional sixty (60) days for good cause including but not limited to that a coastal development permit application is on file.
4. The applicant or property owner shall submit a regular coastal development permit application consistent with the requirements of the Newport Beach Local Coastal

Program within 90 days of the issuance of this emergency coastal development permit.

5. Development authorized by this emergency coastal development permit shall be removed unless a complete application for a regular coastal development permit is filed within 90 days of the approval of this emergency coastal development permit and said regular permit is subsequently approved. If a regular coastal development permit authorizing permanent retention of the development is denied, development authorized by this emergency coastal development, or the denied portion of the development, shall be removed and the site shall be restored.
6. The project is subject to all applicable City ordinances, policies, and standards, unless specifically waived or modified by the conditions of approval.
7. The applicant shall comply with all federal, state, and local laws. Material violation of any of those laws in connection with the use may be cause for revocation of this Use Permit.
8. The applicant is required to obtain all applicable permits from the City's Community Development Department, Building Division and Public Works Department.
9. The Director's determination shall be reported to the California Coastal Commission and the Planning Commission.
10. To the fullest extent permitted by law, applicant shall indemnify, defend and hold harmless City, its City Council, its boards and commissions, officials, officers, employees, and agents from and against any and all claims, demands, obligations, damages, actions, causes of action, suits, losses, judgments, fines, penalties, liabilities, costs and expenses (including without limitation, attorney's fees, disbursements and court costs) of every kind and nature whatsoever which may arise from or in any manner relate (directly or indirectly) to City's approval of this ECDP No. CD2021-001 for the Park Newport Rockfall Mitigation Project. This indemnification shall include, but not be limited to, damages awarded against the City, if any, costs of suit, attorneys' fees, and other expenses incurred in connection with such claim, action, causes of action, suit or proceeding whether incurred by applicant, City, and/or the parties initiating or bringing such proceeding. The applicant shall indemnify the City for all of City's costs, attorneys' fees, and damages which City incurs in enforcing the indemnification provisions set forth in this condition. The applicant shall pay to the City upon demand any amount owed to the City pursuant to the indemnification requirements prescribed in this condition.



Seimone Jurjis, Community Development Director

Attachment No. CD 1

Emergency CDP Request

From: Shawna Schaffner <sschaffner@caaplanning.com>
Sent: Wednesday, January 20, 2021 5:50 PM
To: Schneider, Matthew; Campbell, Jim
Cc: Ken Dressel
Subject: Emergency CDP Request - Park Newport/Back Bay Drive
Attachments: Hetherington Engineering 1-6-21.pdf

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Matt and Jim –

CAA Planning submits this request, acting as a representative of Park Newport Apartments (on behalf of Ken Dressel, Gerson Bakar & Associates). As you are aware, there is an existing escalating threat to public safety due to the failing bluff-face below the housing development known as Park Newport. On June 26, 2020, rockfall from a past landslide area fell onto Backbay Drive, forcing its closure. The rockfall potential is considered an imminent risk to public safety because Back Bay Drive is a popular roadway in Newport Beach providing public access to runners, cyclists, and nature enthusiasts, as well as for vehicular traffic. Additional rockfall risk is considered imminent, as detailed in the attached Geotechnical Opinion Letter prepared by Hetherington Engineering, Inc.

This emergency CDP request to allow emergency actions for the purpose of protecting public safety is submitted consistent with the City's Certified LCP Implementation Plan Section 21.52.025. Hetherington Engineering determined that the landslide area will likely continue to generate rockfalls unless emergency measures are taken, and that the risk is imminent. The emergency recommendations include anchoring rockfall mesh at the head of the scarp and installing a barrier along the toe of the slope, as depicted in the attached SURFICIAL SLOPE STABILIZATION AND ROCKFALL MITIGATION plan, dated January 6, 2020.

As you are aware, a k-rail barrier is proposed at the toe of the slope, which may result in an encroachment within the public right of way. The encroachment will be minimized to the maximum extent possible, and in no case will the k-rail barrier be closer than 6 inches from the edge of pavement. In most cases, the k-rail will be several feet from the edge of pavement. We request temporary authorization to encroach into the right of way, in accordance with the plan and this requested emergency CDP. The plan for the proposed emergency measures, dated January 20, 2021, has been submitted for technical review under separate cover. It is anticipated that it will take approximately two weeks to mobilize for installation of the steel mesh, and several weeks to install all improvements.

These measures are proposed to minimize the current imminent risk to public safety. Due to the time-sensitivity of the need for emergency actions, a formal application is not included with this request but will be forthcoming. We look forward to working together with the City in an effort to keep the public safe and to re-open Back Bay Drive.

Sincerely,
Shawna Schaffner

Attachment No. CD 2

Geotechnical Opinion Letter dated Jan. 6, 2021

HETHERINGTON ENGINEERING, INC.
SOIL & FOUNDATION ENGINEERING • ENGINEERING GEOLOGY • HYDROGEOLOGY

January 6, 2021
Project No. 8564.1
Log No. 21266

Gerson Bakar and Associates
c/o Park Newport Apartments
One Park Newport Drive
Newport Beach, California 92660

Attention: Mr. Jim Diaz
Facilities Manager

Subject: PROPOSED EMERGENCY ROCKFALL MITIGATION
West of Unit 4830
Park Newport Apartments
One Park Newport Drive
Newport Beach, California

References: Attached

Dear Mr. Diaz:


In accordance with your request, Hetherington Engineering, Inc. has prepared this geotechnical opinion letter related to proposed emergency rockfall mitigation measures for the June 26, 2020 landslide.

The exposed upper steeply inclined main scarp of the June 26, 2020 landslide will likely generate future rockfalls. The lower slope elevations exposed by the removal of active landslide debris do not exhibit a rockfall potential, but erosion/surficial soil failures are possible. The rockfall potential is considered an imminent risk to Back Bay Drive and the public.

Rockfall mesh anchoring of the main scarp and installation of k-rail barriers along the toe of slope are proposed to minimize the risk to public safety and Back Bay Drive resulting from the exposed conditions. We understand the City of Newport Beach is not willing to re-open Back Bay Drive until the emergency rockfall mitigation measures are installed. These emergency measures should be installed as soon as possible.

This opportunity to be of service is appreciated. If you have any questions, please contact our office at your convenience.

Sincerely,
HETHERINGTON ENGINEERING, INC.


Paul A. Bogseth
Professional Geologist 3772
Certified Engineering Geologist 1
Certified Hydrogeologist 591
(expires 3/31/22)





Mark D. Hetherington
Civil Engineer 30488
Geotechnical Engineer 39
(expires 3/31/22)



PROPOSED EMERGENCY ROCKFALL MITIGATION

Project No. 8564.1

Log No. 21266

January 6, 2021

Page 2

Distribution: 1-via e-mail Mr. Jim Diaz (jdiaz@gb-a.com)
1-via e-mail Ken Dressel (Kdressel@gb-a.com)
1-via e-mail Shawna Schaffner (sschaffner@caaplanning.com)

REFERENCES

1. Hetherington Engineering, Inc., "Geotechnical Summary of Landslide Mitigation, West of Unit 4830, Park Newport Apartments, One Park Newport Drive, Newport Beach, California", dated July 21, 2020.
2. Hetherington Engineering, Inc., "Proposed Rockfall Mitigation, West of Unit 4830, Park Newport Apartments, One Park Newport Drive, Newport Beach, California", dated September 4, 2020.
3. Kane Geotech, Inc., "Park Newport Apartments, Back Bay Drive, Rockfall Assessment Letter, Newport Beach, California", dated August 20, 2020.
4. Kane Geotech, Inc., "Park Newport Apartments, Surficial Slope Stabilization and Rockfall Mitigation, Engineering Design Calculation Report, Newport Beach, California", dated August 20, 2020.
5. Kane Geotech, Inc., "Park Newport Apartments, Back Bay Drive, Surficial Slope Stabilization and Rockfall Mitigation, Newport Beach, California", dated August 20, 2020 (Sheets 1 through 5).
6. Kane Geotech, Inc., "Park Newport Apartments, Surficial Slope Stabilization and Rockfall Mitigation (Project Specifications), Newport Beach, California", dated August 20, 2020.

Attachment No. CD 3

Plans dated January 20, 2021

GENERAL

- 1. DETAILS SHOWN ON THESE CONSTRUCTION DRAWINGS ARE TYPICAL AND SIMILAR. DIMENSIONS, SCHEDULES, SPECIFIC NOTES, AND DETAILS TAKE PRECEDENCE OVER GENERAL NOTES AND TYPICAL DETAILS. DIMENSIONS SHOWN ON THESE CONSTRUCTION DRAWINGS ARE BASED ON BEST AVAILABLE INFORMATION PROVIDED TO AND MAY NOT BE PRECISELY INDICATIVE OF FIELD CONDITIONS. ALL DIMENSIONS AND DETAILS SHOWN ON THESE CONSTRUCTION DRAWINGS SHALL BE REVIEWED AND VERIFIED BY THE CONTRACTOR BEFORE THE START OF ANY CONSTRUCTION. ANY DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE DESIGN ENGINEER IMMEDIATELY FOR CLARIFICATION.
2. FINAL PLANS SHALL BE APPROVED BY THE PROJECT ENGINEER PRIOR TO THE START OF WORK.

DEFINITIONS

- 1. THE CONTRACTOR IS DEFINED AS THE INSTALLATION AND DRILLING CONTRACTOR FOR THE SURFICIAL SLOPE STABILIZATION SYSTEM.
2. KANE GEOTECH, INC. (KANE GEOTECH) IS HEREIN DEFINED AS THE DESIGN ENGINEER FOR THE SURFICIAL SLOPE STABILIZATION SYSTEM AND WHOSE STAMP IS ON THESE CONSTRUCTION DRAWINGS AND SPECIFICATIONS.
3. HETHERINGTON ENGINEERING, INC. IS HEREIN DEFINED AS THE PROJECT ENGINEER.
4. DAY IS HEREIN DEFINED AS ANY WORKDAY EXCEPT ANY SATURDAY, SUNDAY, OR FEDERAL LEGAL HOLIDAY IN THE UNITED STATES.

CONTRACTOR QUALIFICATIONS

- 1. THE CONTRACTOR SHALL BE A LICENSED CALIFORNIA CONSTRUCTION CONTRACTOR. THE CONTRACTOR SHALL HAVE A MINIMUM OF FIVE YEARS OF EXPERIENCE INSTALLING SIMILAR SYSTEMS UNDER SIMILAR CONDITIONS. THE CONTRACTOR SHALL PREPARE AND PROVIDE A PROJECT QUALIFICATIONS SUBMITTAL TO THE DESIGN ENGINEER THAT INCLUDES THE FOLLOWING ITEMS:
1.1. THE CONTRACTOR SHALL BE EXPERIENCED IN THE CONSTRUCTION OF PERMANENT SLOPE STABILIZATION SYSTEMS AND HAVE SUCCESSFULLY CONSTRUCTED AT LEAST 3 SEPARATE SYSTEMS IN THE LAST 5 YEARS. THE CONTRACTOR SHALL PROVIDE A PROJECT REFERENCE LIST THAT INCLUDES A BRIEF DESCRIPTION OF THE PROJECT WITH THE NAME AND CONTACT INFORMATION OF THE PROJECT OWNER/REPRESENTATIVE WHO CAN PROVIDE VERIFICATION.
1.2. SUBMIT A LISTING OF PERSONNEL INCLUDING ON-SITE SUPERVISORS, DRILL OPERATORS, AND OTHER PERSONNEL TO BE USED FOR THE CONSTRUCTION OPERATIONS UNDER THIS CONTRACT WHO POSSESS THE REQUIRED EXPERIENCE FOR PERFORMING AN INSTALLATION OF THE SYSTEM, AS SHOWN AND SPECIFIED HEREIN. INCLUDE PERSONNEL IN THE LISTING THAT HAS RELEVANT EXPERIENCE FROM THE PAST 5 YEARS PERTAINING TO SLOPE STABILIZATION SYSTEMS.
1.3. DRILLING OPERATORS AND FOREMAN SHALL HAVE A MINIMUM OF 2 YEARS OF EXPERIENCE INSTALLING PERMANENT GROUND ANCHORS WITH THE CONTRACTOR'S ORGANIZATION. SUBMIT DOCUMENTATION THAT THE PROJECT'S PERSONNEL HAVE APPROPRIATE QUALIFICATIONS. CHANGES TO PREVIOUSLY APPROVED PERSONNEL SHALL BE APPROVED IN WRITING. INADEQUATE PROOF OF PERSONNEL QUALIFICATIONS SHALL CAUSE APPROVAL HOLD.
1.4. IF SPECIALTY CONTRACTOR(S) ARE REQUIRED TO PERFORM CONSTRUCTION TASKS, THE CONTRACTOR SHALL SUBMIT SIMILAR QUALIFICATIONS FOR THE SPECIALTY CONTRACTOR(S). THE SPECIALTY CONTRACTOR(S) SHALL BE APPROVED BY THE DESIGN ENGINEER PRIOR TO BEING MOBILIZED AND COMMENCING WORK.
2. THE DESIGN ENGINEER SHALL APPROVE OR REJECT THE CONTRACTOR'S QUALIFICATIONS SUBMITTAL WITHIN FIVE WORKING DAYS AFTER RECEIPT. WORK SHALL NOT START, NOR MATERIALS ORDERED UNTIL THE CONTRACTOR'S SUBMITTAL HAS BEEN APPROVED BY THE DESIGN ENGINEER.
3. THE CONTRACTOR SHALL NOT USE CONSULTANTS OR MANUFACTURER'S REPRESENTATIVES TO SATISFY THE REQUIREMENTS OF THIS SECTION.

CONTRACTOR SUBMITTALS

- 1. THE CONTRACTOR SHALL DEVELOP AND PROVIDE A "SUBMITTAL DOCUMENT PACKAGE" TO THE PROJECT ENGINEER AND DESIGN ENGINEER NO LESS THAN TWO WEEKS BEFORE CONSTRUCTION COMMENCEMENT.
2. THE PROJECT AND DESIGN ENGINEER SHALL HAVE A MINIMUM OF ONE WEEK (7 WORKING DAYS) FOR SUBMITTAL REVIEW. IF REVIEW COMMENTS ARE REQUIRED FOR THE CONTRACTOR, THE RESPONSE COMMENTS SHALL BE PROVIDED BACK TO THE DESIGN ENGINEER AND PROJECT ENGINEER NO LESS THAN ONE WEEK BEFORE CONSTRUCTION FOR APPROVAL.
3. NO CONSTRUCTION OR MOBILIZATION SHALL COMMENCE UNTIL THE SUBMITTAL PACKAGE HAS BEEN APPROVED BY ALL REVIEW PARTIES INDICATED ABOVE. THE SUBMITTAL PACKAGE DOCUMENT SHALL BE IN PORTABLE DOCUMENT FORMAT (PDF) FORM AND ALL INFORMATION CONTAINED SHALL BE LEGIBLE.
4. THE SUBMITTAL PACKAGE SHALL INCLUDE:
4.1. CONTRACTOR QUALIFICATIONS AS DESCRIBED IN THE REFERENCED PROJECT SPECIFICATIONS SECTION "CONTRACTOR QUALIFICATIONS."
4.2. ALL APPROPRIATE MATERIAL AND INSTALLATION DOCUMENTATION TO BE USED ON THE PROJECT INCLUDING: MATERIAL SPECIFICATION SHEETS, MANUALS, PRODUCT TECHNICAL DATA, MANUFACTURERS' NAMES, ASTM CONFORMANCE, MATERIAL HANDLING SHEETS, AND WARRANTIES.
4.3. PROPOSED GROUT MIX DESIGN:
4.3.1. CEMENT TYPE, NON-SHRINK ADDITIVES, W/C RATIO, AND COMPARATIVE COMPRESSIVE STRENGTH DATA AS PROVIDED BY THE MANUFACTURER OR AS DETERMINED FROM THE GROUT TESTING INSPECTION DESCRIBED BELOW.
4.4. ANCHOR TESTING LOAD FRAME (CRIBBING) ASSEMBLY
4.5. ANCHOR TESTING EQUIPMENT: QUALITY ASSURANCE CERTS, CALIBRATION CERTIFICATES, AND LOADING GRAPHS.
4.6. BMP MATERIALS, INSTALLATION, AND MAINTENANCE PROCEDURES.
4.7. ADDITIONAL SPECIAL INSPECTIONS AS REQUIRED BY GOVERNING AGENCIES.

THE CONTRACTORS SUBMITTAL PACKAGE SHALL BE PROVIDED AND APPROVED BY THE DESIGN ENGINEER PRIOR TO CONSTRUCTION COMMENCEMENT.

REQUESTS FOR INFORMATION (RFI)

- 1. REQUESTS FOR INFORMATION (RFI) OR DEVIATIONS FROM THESE CONSTRUCTION DRAWINGS ENCOUNTERED IN THE FIELD SHALL BE SUBMITTED BY THE CONTRACTOR IN WRITING TO THE DESIGN ENGINEER. THE DESIGN ENGINEER SHALL HAVE A MINIMUM OF TWO WORKING DAYS FOR RESPONSE.

REQUESTS FOR SUBSTITUTION

- 1. SUBSTITUTION REQUESTS IN REGARDS TO THESE CONSTRUCTION DRAWINGS SHALL BE SUBMITTED BY THE CONTRACTOR IN WRITING AND APPROVED BY THE DESIGN ENGINEER. THE DESIGN ENGINEER SHALL HAVE A MINIMUM OF TWO WORKING DAYS FOR REVIEW AND RESPONSE. NO CHANGE IMPLEMENTATION SHALL BE ALLOWED UNTIL THE DESIGN ENGINEER APPROVAL.

PERMITS

- 1. ALL REQUIRED AND APPLICABLE PERMITS SHALL BE OBTAINED FOR THE PROJECT PRIOR TO CONSTRUCTION.
2. PERMITS SHALL BE PLACED NEAR THE CONSTRUCTION ENTRANCE PRIOR TO CONSTRUCTION COMMENCEMENT. THE CONTRACTOR SHALL REVIEW AND MEET ALL PERMITTING REQUIREMENTS.
3. THE CONTRACTOR SHALL ALSO OBTAIN SITE-SPECIFIC PERMITS INCLUDING, BUT NOT LIMITED TO, HOT WORK PERMITS (IF APPLICABLE) WHEN REQUIRED FOR ANY ACTIVITY THAT CAN BE A SOURCE OF IGNITION WHEN A FLAMMABLE MATERIAL IS PRESENT OR CAN BE A POTENTIAL FIRE HAZARD.
4. AN APPROVED ENCROACHMENT PERMIT IS REQUIRED FOR ALL WORK ACTIVITIES WITHIN THE PUBLIC RIGHT-OF-WAY/PROPERTY.
5. A PUBLIC WORKS DEPARTMENT ENCROACHMENT PERMIT INSPECTION IS REQUIRED BEFORE THE BUILDING DEPARTMENT PERMIT FINAL CAN BE ISSUED AT THE TIME OF PUBLIC WORKS DEPARTMENT INSPECTION. IF ANY OF THE EXISTING PUBLIC IMPROVEMENTS SURROUNDING THE SITE IS DAMAGED, NEW CONCRETE SIDEWALK, CURB AND GUTTER, AND ALLEYWAY PAVEMENT WILL BE REQUIRED. ADDITIONALLY, IF EXISTING UTILITIES INFRASTRUCTURE ARE DEEMED SUBSTANDARD, A NEW 1-INCH WATER SERVICE, WATER METER BOX, SEWER LATERAL AND/OR CLEANOUT WITH BOX AND LID WILL BE REQUIRED. 100% OF THE COST SHALL BE BORNE BY THE PROPERTY OWNER (MUNICIPAL CODES 14.24.020 AND 14.08.030). SAID DETERMINATION AND THE EXTENT OF THE REPAIR WORK SHALL BE MADE AT THE DISCRETION OF THE PUBLIC WORKS INSPECTOR. CONTRACTOR IS RESPONSIBLE TO MAINTAIN THE PUBLIC RIGHT OF WAY AT ALL TIMES DURING THE CONSTRUCTION PROJECT. A STOP WORK NOTICE MAY BE ISSUED FOR ANY DAMAGE OR UNMAINTAINED PORTION OF THE PUBLIC RIGHT OF WAY/PROPERTY.
6. AN ENCROACHMENT AGREEMENT IS REQUIRED FOR ALL NON-STANDARD IMPROVEMENTS WITHIN THE PUBLIC RIGHT OF WAY/PROPERTY. ALL ON-STANDARD IMPROVEMENTS SHALL COMPLY WITH CITY COUNCIL POLICY L-6.

SPECIAL INSPECTIONS

INSPECTIONS LISTED BELOW SHALL BE PERFORMED DURING THE PROJECT TO ENSURE CONSTRUCTION IS IN CONFORMANCE WITH THE CONSTRUCTION DRAWINGS, ENGINEERING DESIGN, SPECIFICATIONS, AND THE GOVERNING AGENCY REQUIREMENTS. ADDITIONAL SPECIAL INSPECTIONS MAY BE REQUIRED BY THE GOVERNING AGENCY.

PRE-CONSTRUCTION MEETING

- 1.1. AN ON-SITE PRE-CONSTRUCTION MEETING SHALL BE HELD PRIOR TO CONSTRUCTION TO REVIEW CONSTRUCTION SEQUENCE, INSTALLATION, DRILLING PROCEDURES, BMP IMPLEMENTATION, AND QUALITY ASSURANCE INSPECTIONS AND TESTING.
1.2. ALL PARTIES BUT INCLUDING BUT NOT LIMITED TO THE OWNER, DESIGN ENGINEER, PROJECT ENGINEER, CONTRACTOR, AND GOVERNING AGENCY REPRESENTATIVE (IF REQUIRED) SHALL BE PRESENT AT THE MEETING.

FIELD SITE LAYOUT

- 2.1. THE PROPERTY BOUNDARY EASEMENT LIMITS SHALL BE MARKED AND FLAGGED BY A LICENSE LAND SURVEYOR PRIOR TO THE SURFICIAL SLOPE STABILIZATION CONSTRUCTION.
2.2. ALL UTILITIES SHALL BE IDENTIFIED BY THE UNDERGROUND SERVICE ALERT OF SOUTHERN CALIFORNIA 811 PRIOR TO THE SURFICIAL SLOPE STABILIZATION CONSTRUCTION.
2.3. THE SURFICIAL SLOPE STABILIZATION SYSTEM SITE LAYOUT SHALL BE PERFORMED BY THE CONTRACTOR AND OBSERVED BY THE DESIGN ENGINEER IN THE FIELD. THE SITE LAYOUT SHALL INCLUDE MARKING LOCATIONS FOR THE ANCHOR LOCATIONS. THE DESIGN ENGINEER SHALL INSPECT THE SITE LAYOUT COMPLETION FOR APPROVAL PRIOR TO DRILLING COMMENCEMENT.

ANCHOR DRILLING INSPECTION

- 3.1. ANCHOR DRILLING SHALL BE OBSERVED, LOGGED, AND INSPECTED BY THE PROJECT GEOTECHNICAL PERSONNEL IN THE FIELD.

ANCHOR GROUT INSPECTION

- 4.1. THE CONTRACTOR SHALL HAVE A CERTIFIED TESTING LABORATORY COLLECT THE GROUT SAMPLES ON-SITE AND PERFORM COMPRESSIVE STRENGTH TESTS FOR THE ANCHORAGE GROUT. GROUT SHALL BE SAMPLED AND TESTED IN ACCORDANCE WITH EITHER ASTM C109, ASTM C39, ASTM C1019, EITHER 2-IN. CUBE OR 4-IN HEIGHT X 2-IN DIAMETER (2:1 RATIO) CYLINDERS ARE ACCEPTABLE.

- 4.2. A MINIMUM OF (6) GROUT SPECIMENS SHALL BE SAMPLED AND TESTED. (3) GROUT SPECIMENS SHALL BE TESTED AT 3-DAYS CURING DURATION AND THE REMAINING (3) GROUT SPECIMENS AT 7-DAYS CURING DURATION. GROUT SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 1,500-PSI AT 3-DAYS AND 3,000-PSI AT 7-DAYS. SEE PROJECT SPECIFICATIONS SECTION "GROUT TESTING" FOR ADDITIONAL REQUIREMENTS.

ANCHOR TESTING INSPECTION

- 5.1. THE ANCHOR TESTING CRITERIA AND PROCEDURE SHALL BE IN ACCORDANCE WITH THE REFERENCED PROJECT SPECIFICATIONS. THE DESIGN ENGINEER SHALL BE NOTIFIED A MINIMUM OF ONE WEEK BEFORE TENTATIVE TESTING DATES. ANCHOR TESTING SHALL BE IN ACCORDANCE WITH THE POST TENSIONING INSTITUTE (PTI) DC35.1-14 RECOMMENDATIONS FOR PRESTRESSED ROCK AND SOIL ANCHORS, CONSTRUCTION DRAWINGS, AND PROJECT SPECIFICATIONS.

- 5.2. THE CONTRACTOR SHALL TENSILE TEST SACRIFICIAL VERIFICATION OR PRODUCTION THREADED BAR ANCHORS.

- 5.3. ANCHOR TESTING SHALL BE OBSERVED BY THE DESIGN ENGINEER AND PERFORMED BY QUALIFIED TESTING PERSONNEL. THE CONTRACTOR'S TESTING PERSONNEL SHALL BE COMPETENT IN TESTING AND EQUIPMENT SETUP. THE ANCHOR TESTING EQUIPMENT SETUP AND PROCEDURE SHALL BE INSPECTED BY THE DESIGN ENGINEER BEFORE ANCHOR TESTING. ANCHOR TESTING SHALL NOT BE PERFORMED UNTIL THE GROUT HAS REACHED MINIMUM ADEQUATE COMPRESSIVE STRENGTH NO LESS THAN 3-DAYS AFTER GROUT POUR, OR AT THE DISCRETION OR THE DESIGN ENGINEER.

- 5.4. THE CONTRACTOR SHALL NOTIFY THE DESIGN ENGINEER NO LESS THAN 2 DAYS BEFORE TESTING ANCHORS.

- 5.5. SEE PROJECT SPECIFICATIONS "ANCHOR TESTING" FOR TESTING QUANTITIES, EQUIPMENT REQUIREMENTS, EQUIPMENT SETUP, AND TESTING PROCEDURE.

FINAL INSPECTION

- 6.1. ALL PARTIES INCLUDING BUT NOT LIMITED TO THE OWNER, DESIGN ENGINEER, PROJECT ENGINEER, CONTRACTOR, AND GOVERNING AGENCY REPRESENTATIVE (IF REQUIRED) SHALL BE ON-SITE FOR THE FINAL INSPECTION WALK THROUGH.
6.2. IF ADDITIONAL FIELD CHANGES ARE REQUIRED TO PROVIDE APPROVAL, THE CONTRACTOR SHALL MAKE ALL NECESSARY CHANGES. REQUIRED CHANGES SHALL BE DOCUMENTED BY THE CONTRACTOR. IF APPROVED, THE DESIGN ENGINEER SHALL PROVIDE A LETTER OF APPROVAL TO THE OWNER.
6.3. IS THE RESPONSIBILITY OF THE CONTRACTOR TO MEET ALL REQUIREMENTS PROVIDED IN THE CONSTRUCTION DRAWINGS AND PROJECT SPECIFICATIONS.

CONSTRUCTION OVERSIGHT

TO ENSURE THAT THE PROJECT DURING CONSTRUCTION IS IN CONFORMANCE WITH THE APPROVED SUBMITTALS, IT IS RECOMMENDED THAT KANE GEOTECH, INC. BE RETAINED TO OBSERVE CONSTRUCTION DURING THE PROJECT. KANE GEOTECH, INC. IS NOT RESPONSIBLE FOR CONSTRUCTION PERFORMED WITHOUT ITS OVERSIGHT.

DUST CONTROL

- 1. CONTRACTOR SHALL PROVIDE ADEQUATE DUST AND DEBRIS CONTROL MEASURES FOR THE DURATION OF THE PROJECT.

SITE UTILITIES

- 1. THE CONTRACTOR SHALL VERIFY ALL UTILITY LINES PRIOR TO ANY VEGETATIVE CLEARING, SCALING, GRADING, EXCAVATION, OR CONSTRUCTION. CALL BEFORE YOU DIG. UNDERGROUND SERVICE ALERT OF SOUTHERN CALIFORNIA 811: (800) 422-4133. NO STUDY OF UNDERGROUND UTILITIES HAS BEEN PERFORMED AS PART OF THESE CONSTRUCTION DRAWINGS AND PROJECT SPECIFICATIONS.

- 2. DURING CONSTRUCTION THE CONTRACTOR SHALL OBSERVE AND REPORT ANY AND ALL UTILITY SERVICES THAT MAY BE IN THE EASEMENT. UNDERGROUND SERVICE ALERTS SHALL BE UPDATED NO EARLIER THAN 48-HOURS BEFORE BREAKING GROUND. DURING CONSTRUCTION, THE CONTRACTOR SHALL MAINTAIN FUNCTIONAL SERVICE TO ANY AND ALL UTILITIES FOUND IN THE EASEMENT. PLANNED INTERRUPTION OF SERVICE SHALL REQUIRE PERMISSION FOR THE UTILITY SERVICE PROVIDER AND THE OWNER/CUSTOMER. BEFORE ISSUANCE OF A CERTIFICATE OF OCCUPANCY THE CONTRACTOR SHALL REPAIR AND DAMAGE TO UTILITIES FOUND IN THE EASEMENT.

GRADING QUANTITIES

- 1. GRADING QUANTITY ESTIMATED: 0-CUBIC YARDS. GRADING NOT REQUIRED OR PART OF THE SURFICIAL SLOPE STABILIZATION WORK.

DISCLAIMER

- 1. SURFICIAL LANDSLIDE AND OR ROCKFALL EVENTS CAN BE SPORADIC AND UNPREDICTABLE. CAUSES RANGE FROM HUMAN CONSTRUCTION TO ENVIRONMENTAL EFFECTS (WEATHER, EARTHQUAKES, ETC.). BECAUSE OF THE MULTIPLICITY OF FACTORS AFFECTING SUCH EVENTS IT IS NOT, AND CANNOT BE, AN EXACT SCIENCE THAT GUARANTEES THE SAFETY OF INDIVIDUALS AND PROPERTY. HOWEVER, BY THE APPLICATION OF SOUND ENGINEERING PRINCIPLES TO A PREDICTABLE RANGE OF PARAMETERS, THE RISK OF INJURY AND PROPERTY LOSS CAN BE SUBSTANTIALLY REDUCED USING PROPERLY DESIGNED PROTECTION MEASURES IN IDENTIFIED RISK AREAS. INSPECTION AND MAINTENANCE OF SUCH SYSTEMS ARE NECESSARY TO ENSURE THE DESIRED PROTECTION LEVEL IS NOT DEGRADED BY IMPACT DAMAGE, CORROSION, OR OTHER FACTORS.

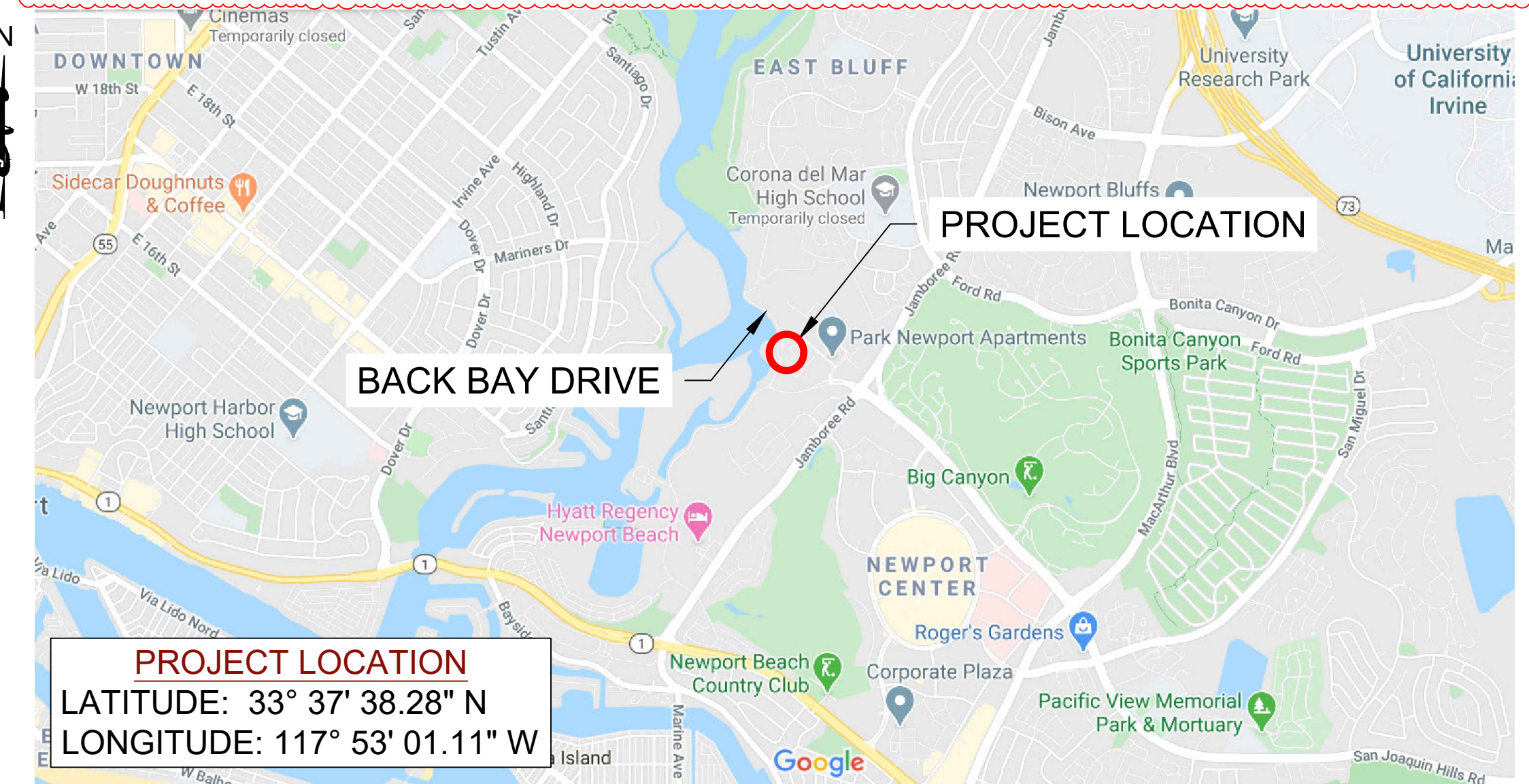
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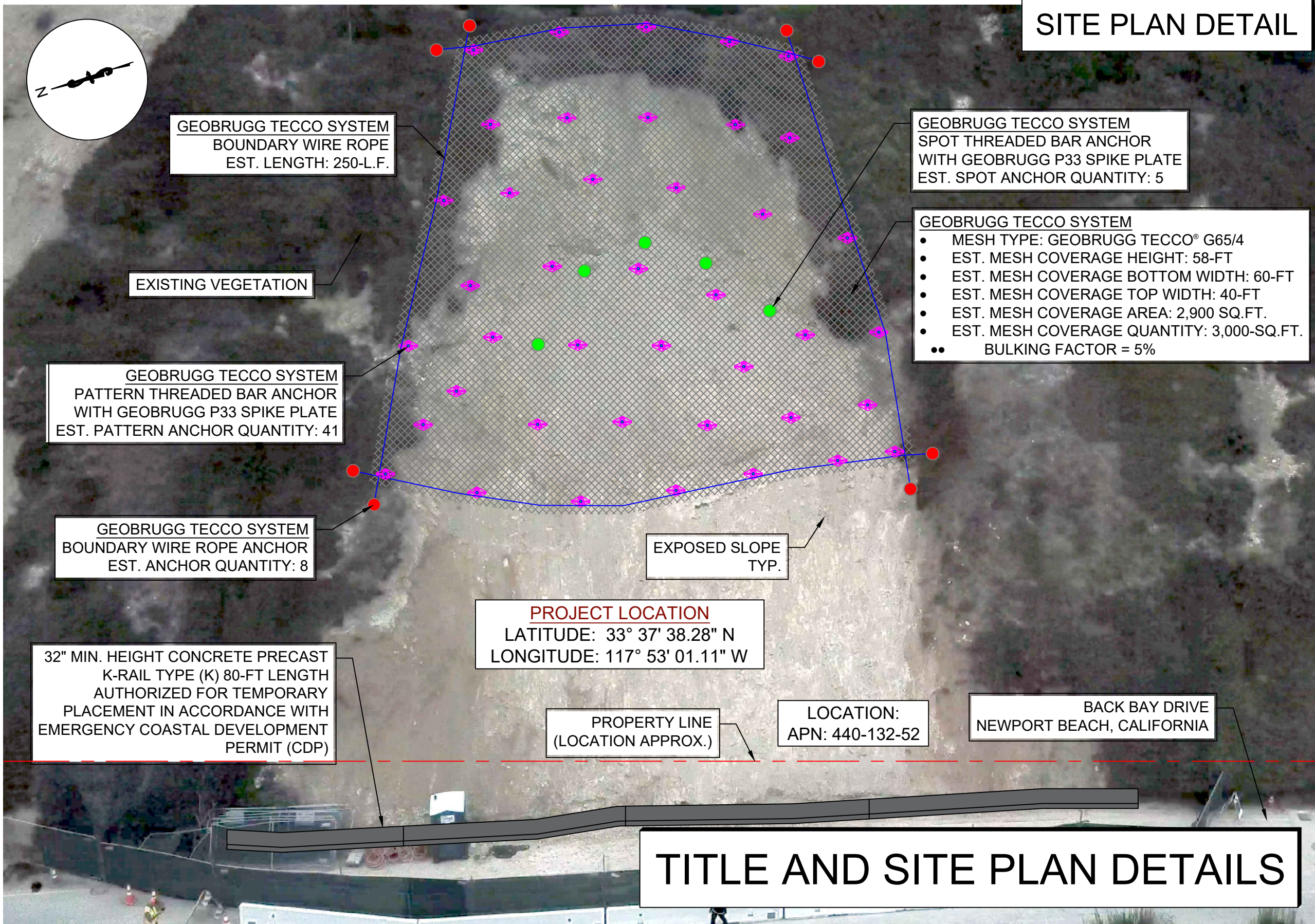
PARK NEWPORT APARTMENTS BACK BAY DRIVE SURFICIAL SLOPE STABILIZATION AND ROCKFALL MITIGATION NEWPORT BEACH, CALIFORNIA

INDEX OF SHEETS

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P-1 PROJECT VICINITY LOCATION SCALE: N.T.S.



TITLE AND SITE PLAN DETAILS

2021 01-20 REVISED PLANS

Vertical sidebar containing project information: SHEET 1 OF 7, DRAWN BY: BUF, DESIGNED BY: WFK, CHECKED BY: WFK, SCALE: N.T.S., DATE: 2020 08-20, KANE PROJECT NO: KGT20-43, and logos for Kane GeoTech, Inc. and Hetherington Engineering, Inc.

GENERAL

1. DETAILS SHOWN ON THE CONSTRUCTION DRAWINGS ARE TYPICAL AND SIMILAR. DIMENSIONS, SCHEDULES, SPECIFIC NOTES, AND DETAILS TAKE PRECEDENCE OVER GENERAL NOTES AND TYPICAL DETAILS.
2. DIMENSIONS SHOWN ON THE CONSTRUCTION DRAWINGS ARE BASED ON BEST AVAILABLE INFORMATION PROVIDED TO AND MAY NOT BE PRECISELY INDICATIVE OF FIELD CONDITIONS. ALL DIMENSIONS AND DETAILS SHOWN ON THE CONSTRUCTION DRAWINGS SHALL BE REVIEWED AND VERIFIED BY THE CONTRACTOR BEFORE THE START OF ANY CONSTRUCTION. ANY DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE DESIGN ENGINEER IMMEDIATELY FOR CLARIFICATION.

SITE UTILITIES

1. THE CONTRACTOR SHALL VERIFY ALL UTILITY LINES PRIOR TO ANY VEGETATIVE CLEARING, SCALING, GRADING, EXCAVATION, OR CONSTRUCTION. CALL BEFORE YOU DIG. UNDERGROUND SERVICE ALERT OF SOUTHERN CALIFORNIA 811: (800) 422-4133. NO STUDY OF UNDERGROUND UTILITIES HAS BEEN PERFORMED AS PART OF THESE CONSTRUCTION DRAWINGS AND PROJECT SPECIFICATIONS.
2. DURING CONSTRUCTION THE CONTRACTOR SHALL OBSERVE AND REPORT ANY AND ALL UTILITY SERVICES THAT MAY BE IN THE EASEMENT.
3. UNDERGROUND SERVICE ALERTS SHALL BE UPDATED NO EARLIER THAN 48-HOURS BEFORE BREAKING GROUND. DURING CONSTRUCTION, THE CONTRACTOR SHALL MAINTAIN FUNCTIONAL SERVICE TO ANY AND ALL UTILITIES FOUND IN THE EASEMENT. PLANNED INTERRUPTION OF SERVICE SHALL REQUIRE PERMISSION FOR THE UTILITY SERVICE PROVIDER AND THE OWNER/CUSTOMER.
4. BEFORE ISSUANCE OF A CERTIFICATE OF OCCUPANCY THE CONTRACTOR SHALL REPAIR AND DAMAGE TO UTILITIES FOUND IN THE EASEMENT.
5. ALL PRIVATE IRRIGATION SPRINKLER HEADS SHALL BE INSTALLED AND POSITIONED IN A MANNER THAT WILL NOT CAUSE IRRIGATION OVERSPRAY ONTO THE PUBLIC RIGHT-OF-WAY.

SITE LAYOUT - GENERAL

1. SURFICIAL SLOPE STABILIZATION SYSTEM LIMITS SHOWN ARE APPROXIMATE. ACTUAL FIELD LOCATION LIMITS SHALL BE VERIFIED IN THE FIELD BY THE DESIGN ENGINEER PRIOR TO THE START OF CONSTRUCTION.
2. SITE LAYOUT FIELD STAKING FOR THE SURFICIAL SLOPE STABILIZATION SYSTEM SHALL BE ACCOMPLISHED USING THE CONSTRUCTION DRAWINGS AS A GUIDE. SITE LAYOUT LOCATION STAKING SHALL BE VERIFIED IN THE FIELD BY THE DESIGN ENGINEER PRIOR TO DRILLING.
3. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS, ELEVATIONS AND ANCHORAGE LOCATIONS SHOWN ON THE CONSTRUCTION DRAWINGS PRIOR TO ANY VEGETATIVE CLEARING, SCALING, EXCAVATION, AND CONSTRUCTION.
4. DISCREPANCIES BETWEEN THE CONSTRUCTION DRAWINGS AND ON-SITE FIELD CONDITIONS MAY ADJUST THE COVERAGE AREA AND DIMENSIONS SHOWN ON THE CONSTRUCTION DRAWINGS. ANY CHANGE DUE TO SITE CONDITIONS SHALL BE APPROVED IN WRITING BY THE DESIGN ENGINEER.
5. GEOBRUGG TECCO® SLOPE STABILIZATION SYSTEM LAYOUT SHOWN ON SHEET 02 IS CONCEPTUAL AND FOR REFERENCE ONLY. STAKING AND LAYOUT SHALL NOT BE COMPLETED USING THE CONCEPTUAL LAYOUT.
6. ADDITIONAL ANCHORS MAY BE NECESSARY DEPENDING ON SLOPE CONDITIONS AFTER REMOVAL OF EXISTING VEGETATION AND OR EXISTING CONTOUR IRREGULARITIES ON THE SLOPE FACE.

ESTIMATED MATERIAL QUANTITIES

1. NO GEOBRUGG SURFICIAL TECCO SLOPE STABILIZATION SYSTEM MATERIALS SHALL BE ORDERED UNTIL THE SYSTEM LOCATION SITE LAYOUT FIELD STAKING HAS BEEN COMPLETED AND APPROVED BY THE ENGINEER.
2. FINAL GEOBRUGG SURFICIAL TECCO SLOPE STABILIZATION SYSTEM MATERIAL QUANTITIES SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.

TOPOGRAPHIC SURVEY

1. THIS TOPOGRAPHIC SURVEY SHOWN HAS BEEN MODIFIED AND IS ONLY INTENDED FOR THE DESIGNED SURFICIAL SLOPE STABILIZATION LAYOUT AND LOCATION PURPOSES.
2. LOCATIONS OF PROPERTY LINES ARE APPROXIMATE.

SURFICIAL SLOPE STABILIZATION SYSTEM MATERIAL LEGEND

- GEOBRUGG TECCO SYSTEM - BOUNDARY WIRE ROPE
 - ESTIMATED BOUNDARY WIRE ROPE LENGTH: 250-L.F.
- GEOBRUGG TECCO SYSTEM - PATTERN ANCHOR WITH SPIKE PLATE
 - ESTIMATED PATTERN THREADED BAR ANCHOR QUANTITY: 41
- GEOBRUGG TECCO SYSTEM - SPOT ANCHOR WITH SPIKE PLATE
 - ESTIMATED SPOT THREADED BAR ANCHOR QUANTITY: 5
- GEOBRUGG TECCO SYSTEM - BOUNDARY WIRE ROPE ANCHOR
 - ESTIMATED WIRE ROPE ANCHOR QUANTITY: 8
- GEOBRUGG TECCO SYSTEM - HIGH STRENGTH STEEL WIRE MESH
 - WIRE MESH TYPE: TECCO G65/4
 - ESTIMATED WIRE MESH COVERAGE AREA: 2,900-SQ.FT.
 - ESTIMATED WIRE MESH COVERAGE QUANTITY: 3,000-SQ.FT.
 - BULKING FACTOR = 5%

HYDROSEEDING:

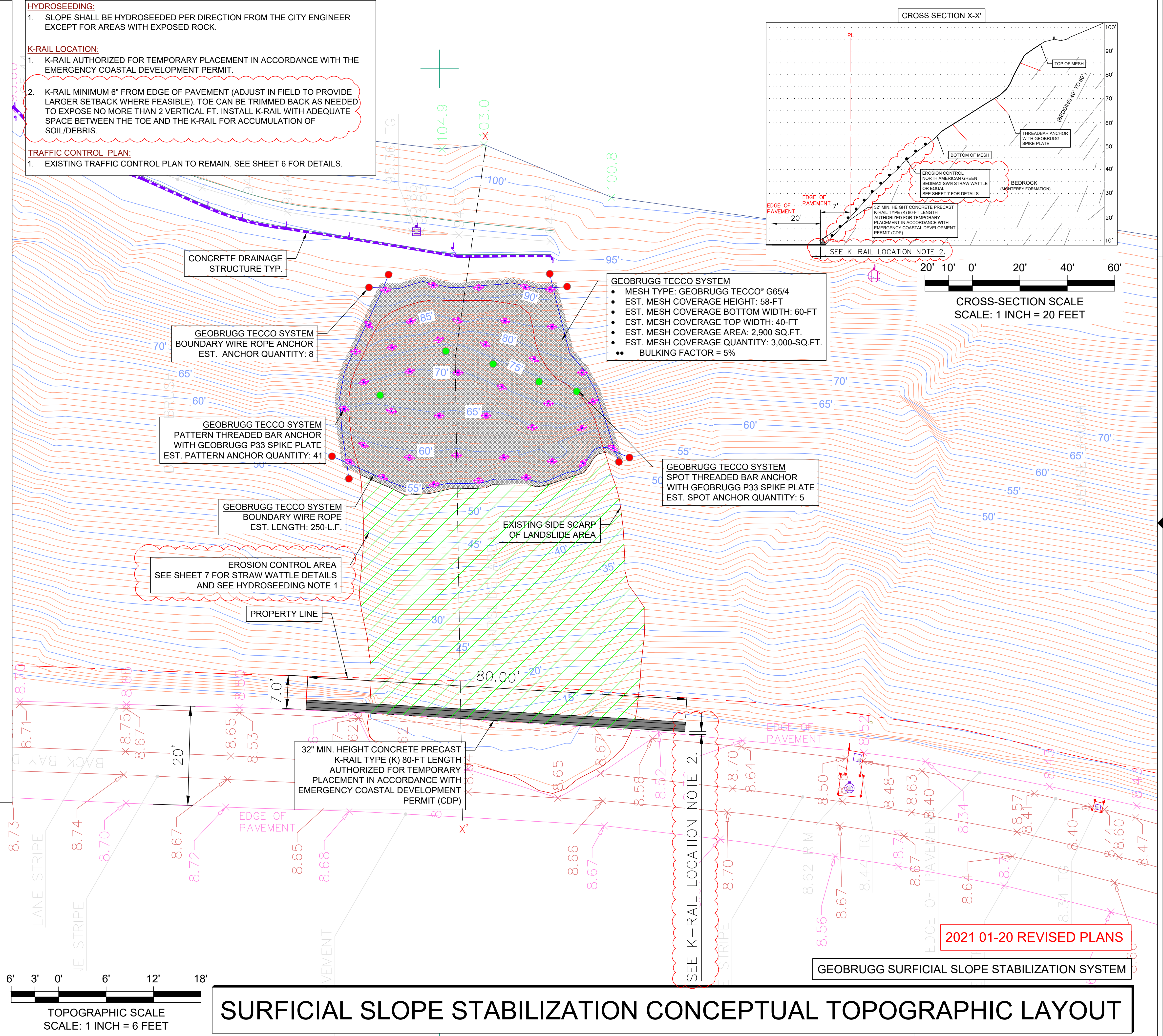
1. SLOPE SHALL BE HYDROSEED PER DIRECTION FROM THE CITY ENGINEER EXCEPT FOR AREAS WITH EXPOSED ROCK.

K-RAIL LOCATION:

1. K-RAIL AUTHORIZED FOR TEMPORARY PLACEMENT IN ACCORDANCE WITH THE EMERGENCY COASTAL DEVELOPMENT PERMIT.
2. K-RAIL MINIMUM 6" FROM EDGE OF PAVEMENT (ADJUST IN FIELD TO PROVIDE LARGER SETBACK WHERE FEASIBLE). TOE CAN BE TRIMMED BACK AS NEEDED TO EXPOSE NO MORE THAN 2 VERTICAL FT. INSTALL K-RAIL WITH ADEQUATE SPACE BETWEEN THE TOE AND THE K-RAIL FOR ACCUMULATION OF SOIL/DEBRIS.

TRAFFIC CONTROL PLAN:

1. EXISTING TRAFFIC CONTROL PLAN TO REMAIN. SEE SHEET 6 FOR DETAILS.



2021 01-21: Added K-Rail Location Note 2. Added Erosion Control Details.

REVISIONS

PREPARED AT THE REQUEST OF

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KANE
GeoTech, Inc.
Geoengineering Consultants

SCALE: 1" = 6'-0"

DATE: 2020 08-20

KANE PROJECT NO: KGT20-43

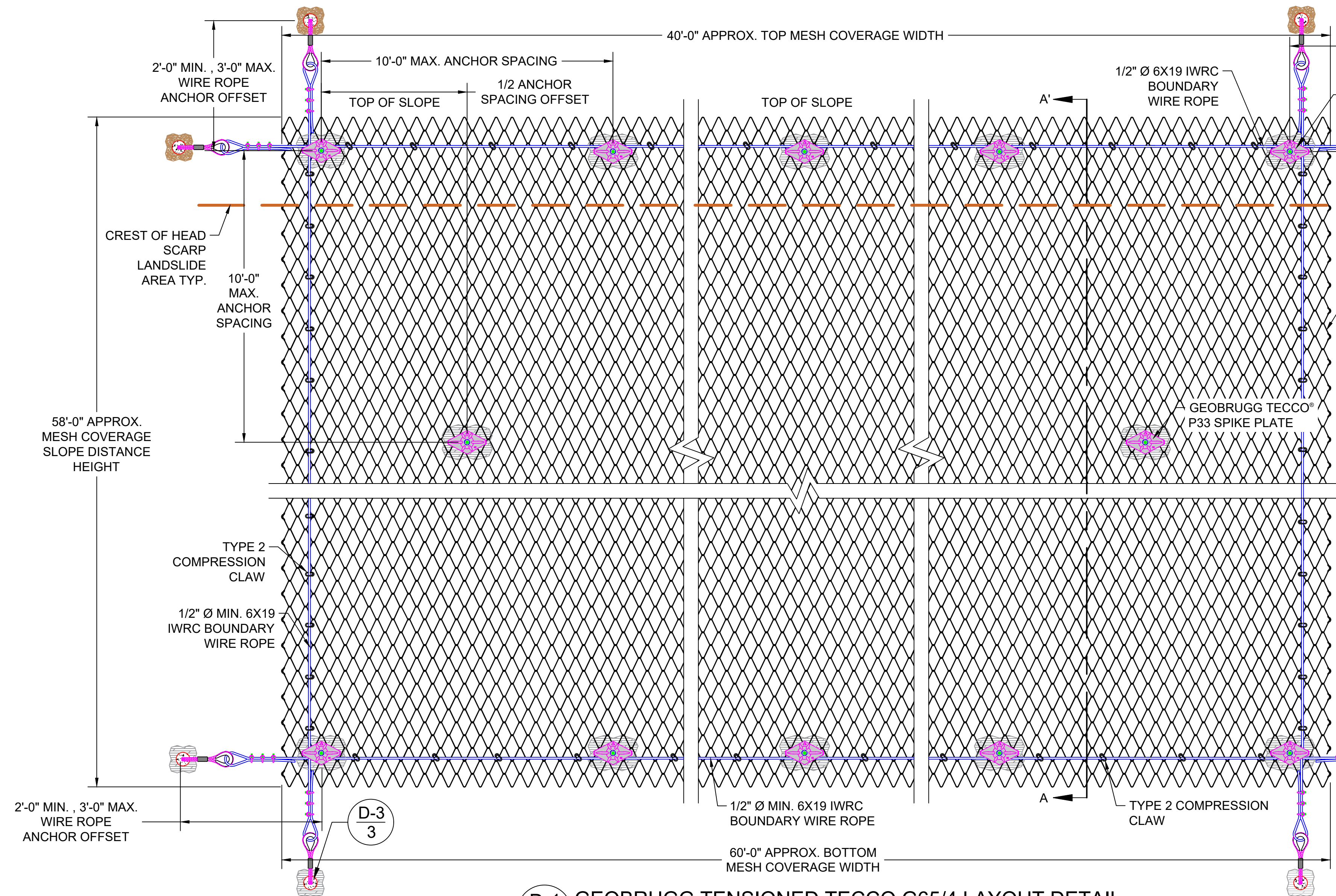
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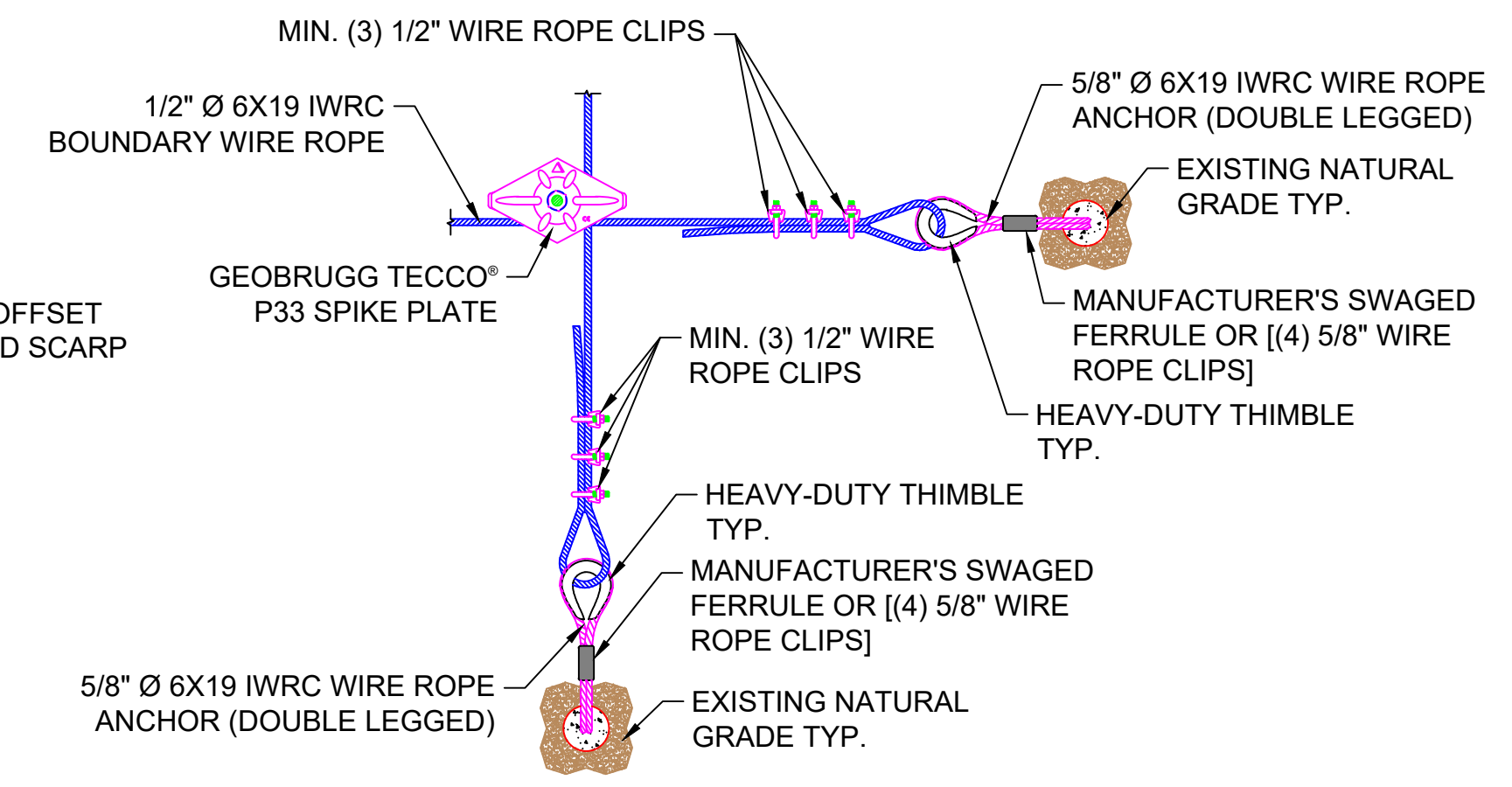
DESIGNED BY: W/KF

CHECKED BY: W/KF

SHEET 2 OF 7



D-1 GEOBRUGG TENSIONED TECCO G65/4 LAYOUT DETAIL
3 ELEVATION VIEW
 SCALE: N.T.S.



D-2 BOUNDARY ROPE CONNECTION TO WIRE ROPE ANCHOR
3 PLAN VIEW DETAIL
 SCALE: N.T.S.

S1 - THREADED BAR AND WIRE ROPE ANCHOR - BOND STRENGTH AND RESISTANCE

GEOLOGIC ANCHORAGE SUBSURFACE BEDROCK	MIN. DRILL HOLE DIAMETER	NOMINAL ANCHOR GROUT/GROUND BOND STRENGTH	* ALLOWABLE ANCHOR GROUT/GROUND BOND STRENGTH	NOMINAL ANCHOR PULLOUT RESISTANCE	** ALLOWABLE ANCHOR PULLOUT RESISTANCE
HARD SHALE	3.5-IN	100-PSI	50-PSI	13.2-KIPS/FT	6.6-KIPS/FT

- S1 NOTES:**
- (*) ALLOWABLE THREADED BAR ANCHOR GROUT/GROUND BOND STRENGTH INCLUDES A RESISTANCE FACTOR OF 2.0 PER FHWA GEC 007, 2015.
 - (**) ALLOWABLE THREADED BAR ANCHOR PULLOUT RESISTANCE INCLUDES A RESISTANCE FACTOR OF 2.0 PER FHWA GEC 007, 2015.
 - PULLOUT RESISTANCE IS FOR THE BONDED ANCHOR DEPTH INTO BEDROCK.

S2 - THREADED BAR AND WIRE ROPE ANCHOR - DEPTHS

ANCHOR TYPE	GEOLOGIC ANCHORAGE SUBSURFACE BEDROCK	* UNBONDED (FREE-STRESSING LENGTH) ANCHOR DEPTH	MIN. BONDED ANCHOR DEPTH	EST. MIN. ANCHOR EMBEDMENT DEPTH	EST. STICK UP ABOVE GROUND SURFACE	EST. MIN. TENDON LENGTH
THREADED BAR	HARD SHALE	3-FT	6-FT	9-FT	1-FT	10-FT
WIRE ROPE	HARD SHALE	3-FT	3-FT	6-FT	1-FT	7-FT

- S2 NOTES:**
- (*) ANCHOR UNBONDED (FREE-STRESSING LENGTH) DEPTH FOR THE SURFICIAL WEATHERED BEDROCK / TOPSOIL LAYER.
 - BONDED ANCHOR DEPTH INTO BEDROCK.

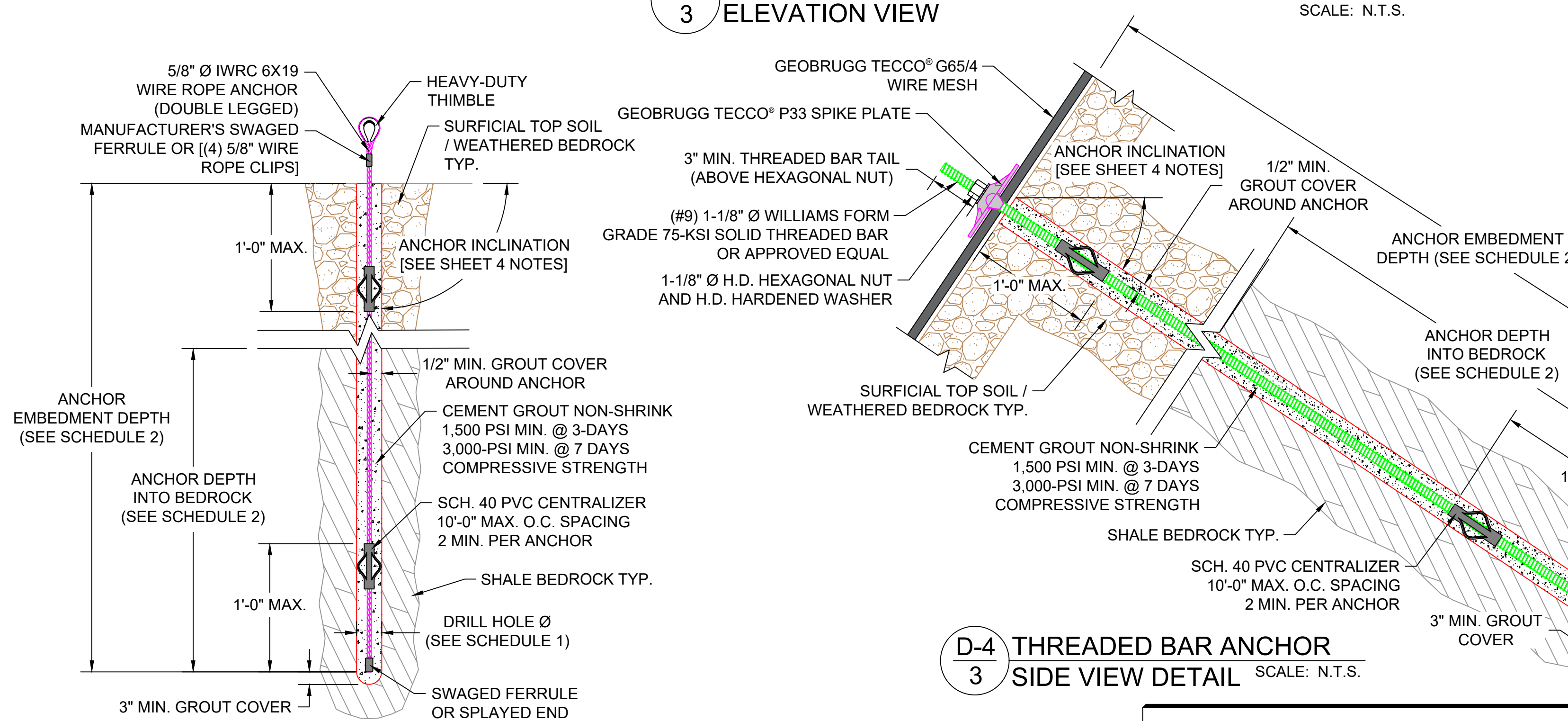
S3 - ANCHOR - DESIGN & MAXIMUM TEST LOADS

SOIL NAIL ANCHOR POSITION	TENSILE DESIGN LOAD (DL)	MAX. TENSILE TESTING LOAD (MTL)
PATTERN / SPOT THREADED BAR	36.4-KIPS	48.4-KIPS
BOUNDARY WIRE ROPE	18.2-KIPS	24-KIPS

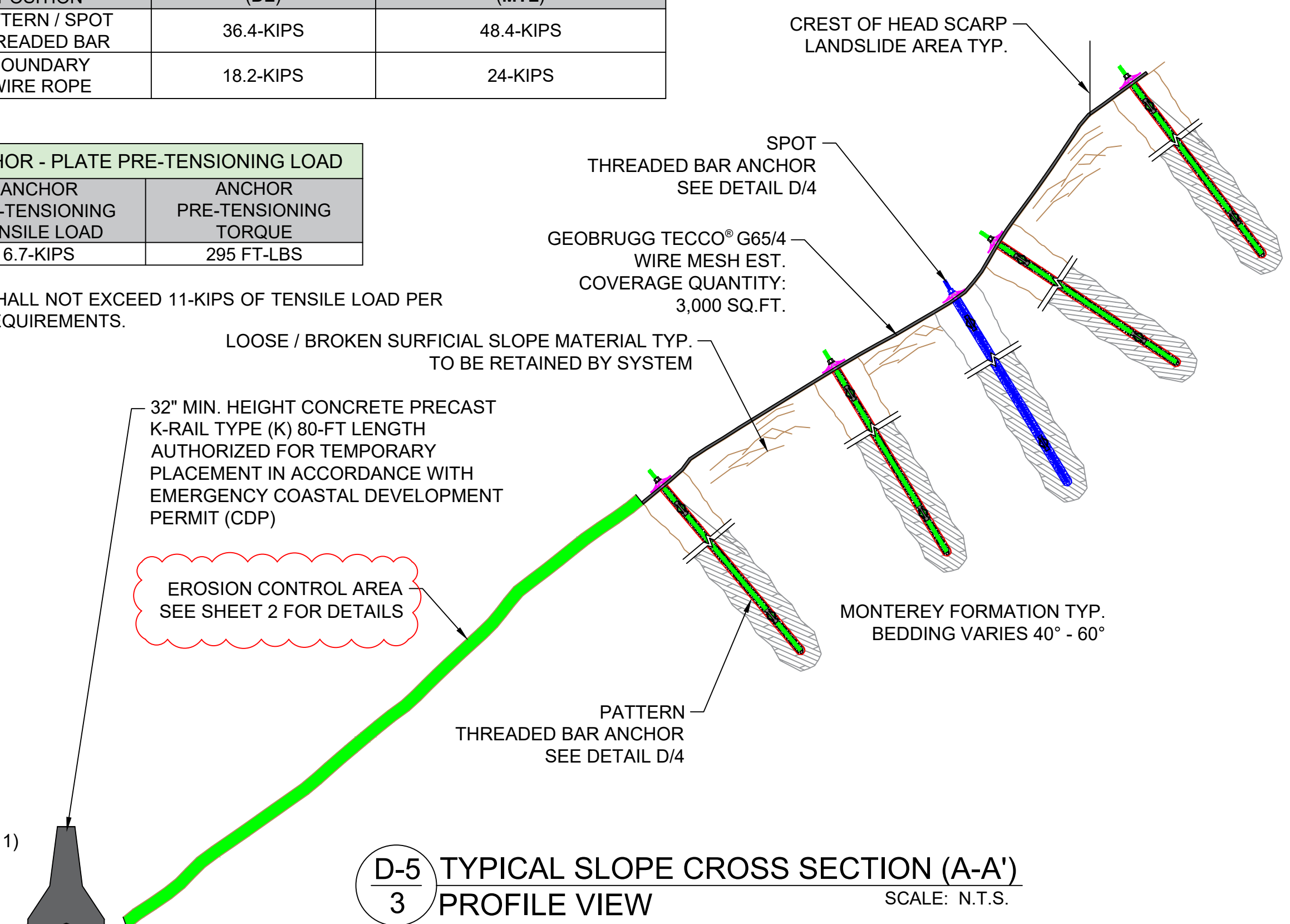
S4 - THREADED BAR ANCHOR - PLATE PRE-TENSIONING LOAD

SOIL NAIL ANCHOR POSITION	ANCHOR PRE-TENSIONING TENSILE LOAD	ANCHOR PRE-TENSIONING TORQUE
PATTERN / SPOT	6.7-KIPS	295 FT-LBS

- S4 NOTE:**
- PRE-TENSIONING LOAD SHALL NOT EXCEED 11-KIPS OF TENSILE LOAD PER THE MANUFACTURERS REQUIREMENTS.



D-4 THREADED BAR ANCHOR
3 SIDE VIEW DETAIL
 SCALE: N.T.S.



D-5 TYPICAL SLOPE CROSS SECTION (A-A')
3 PROFILE VIEW
 SCALE: N.T.S.

D-3 BOUNDARY WIRE ROPE ANCHOR
3 SIDE VIEW DETAIL
 SCALE: N.T.S.

2021 01-20 REVISED PLANS

GEOBRUGG TECCO® G65/4 SURFICIAL SLOPE STABILIZATION SYSTEM DETAILS

GEOBRUGG TECCO® G65/4 TENSIONED WIRE MESH SYSTEM

2021 01-20: Added Erosion Control Area.

REVISIONS

PREPARED AT THE REQUEST OF
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SHEET **3** OF **7**

DRAWN BY: B/JF
 DESIGNED BY: W/KF
 CHECKED BY: W/KF

SCALE: N.T.S.
 DATE: 2020 08-20
 KANE PROJECT NO: KGT20-43

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TENSIONED HIGH-STRENGTH WIRE MESH SYSTEM NOTES

STEEL MATERIALS - CORROSION PROTECTION

- ALL STEEL MATERIALS USED IN FOR THE GEOBRUGG TECCO® SLOPE STABILIZATION SYSTEM SHALL BE CORROSION PROTECTED BY GALVANIZATION OR EPOXY COATING. SEE PROJECT SPECIFICATIONS FOR ADDITIONAL CORROSION PROTECTION REQUIREMENTS.

STEEL MATERIAL - AESTHETIC COLORING

- AESTHETIC COLORING FOR THE GEOBRUGG TECCO® SLOPE STABILIZATION SYSTEM SHALL BE DETERMINED BY THE OWNER. STEEL MATERIAL TO BE COLORED SHALL BE DETERMINED BY THE OWNER. IF AESTHETIC COLORING IS CHOSEN, CONTRACTOR SHALL SUPPLY THE OWNER WITH THE MANUFACTURERS COLOR SAMPLES.

ANCHOR - DRILLING

- THREADED BAR ANCHOR DRILLING LOCATIONS SHALL NOT DEVIATE MORE THAN 10% FROM THE THREADED BAR ANCHOR SPACING INDICATED ON THE CONSTRUCTION DRAWINGS. DRILLING INCLINATIONS FOR THE THREADED BAR ANCHORS SHALL BE PERPENDICULAR TO THE SLOPE FACE AT SLOPE INCLINATIONS LESS THAN 70-DEGREES.
- SLOPE INCLINATIONS EXCEEDING 70-DEGREES SHALL BE INCLINED AT A MAXIMUM 20-DEGREES AND MINIMUM 15-DEGREES FROM HORIZONTAL.
- ANCHOR DEPTHS AND DRILL HOLE SIZES SEE SHEET 3 SCHEDULES FOR INFORMATION.

ANCHOR - THREADED BAR

- THREADED BAR ANCHORS SHALL BE MINIMUM (#9) 1-1/8-IN DIAMETER GRADE 75 KSI SOLID CORE STEEL WILLIAMS FORM THREADED BAR OR APPROVED EQUAL. THREADED BAR SHALL HAVE A MINIMUM YIELD STRENGTH OF 75-KIPS AND ULTIMATE STRENGTH OF 100-KIPS.

ANCHOR - BOUNDARY WIRE ROPE

- WIRE ROPE ANCHORS SHALL BE MINIMUM 5/8-IN Ø WIRE ROPE INDEPENDENT WIRE ROPE CORE (IWRC). EXTRA IMPROVED PLOW STEEL (EIPS) 6X19 CONSTRUCTION DOUBLE LEGGED. DOUBLE LEGGED ANCHOR SHALL HAVE A MINIMUM BREAKING STRENGTH OF 62-KIPS.

ANCHOR - THREADED BAR - COUPLERS

- THREADED BAR COUPLER(S) SHALL BE STOP-TYPE STEEL COUPLERS FOR SOLID CORE THREADED BAR. COUPLERS SHALL MEET ASTM A29 OR ASTM A576. THREADED BARS SHALL BE COMPLETELY THREADED TO THE MIDPOINT OF THE COUPLER. COUPLERS SHALL EXCEED OR MEET THE STRENGTH REQUIREMENTS OF THE THREADED BAR. COUPLERS ARE ONLY PERMITTED FOR USE OF THREADED BARS EXCEEDING 10-FT SECTION LENGTHS.

ANCHOR - CENTRALIZERS

- CENTRALIZERS SHALL BE INSTALLED ON EACH ANCHOR TO ADEQUATELY SUPPORT THE ANCHOR IN THE CENTER OF THE DRILL HOLE. CENTRALIZERS SHALL BE PVC SCH. 40 AND ASSEMBLED TO THE WIRE ROPE AND THREADED BAR USING STEEL TIE WIRE. CENTRALIZERS SHALL BE SPACED AT A MAXIMUM 10-FT SPACING WITH A CENTRALIZER POSITIONED A MAXIMUM OF 1-FT FROM EACH END OF THE THREADED BAR AND WIRE ROPE.

ANCHOR - GROUT

- ANCHORAGE GROUT SHALL MEET THE POST TENSIONING INSTITUTE (PTI) PTI MESH-12(13) STANDARD. THE GROUT SHALL BE NON-SHRINK CEMENT GROUT MIXED WITH WATER AS RECOMMENDED BY THE MANUFACTURER AND CONFORM TO ASTM C845 FOR EXPANSIVE HYDRAULIC CEMENT. THE GROUT SHALL HAVE A MINIMUM OF 1,500-PSI, 3-DAY COMPRESSIVE STRENGTH, AND 3,000-PSI AT 7-DAYS.
- GROUT TUBES SHALL BE ATTACHED TO THE THREADED BARS PRIOR TO INSERTION INTO THE DRILL HOLE. GROUT TUBE SHALL EXTEND THE FULL LENGTH OF THE THREADED BAR FOR THE ANCHOR. GROUTING OF THE ANCHORS SHALL COMMENCE FROM THE BOTTOM OF DRILL HOLE TO THE SLOPE SURFACE. IF BEAKING IS OBSERVED AFTER GROUTING, GROUT SHALL BE PLACED INTO THE DRILL HOLE TO PREVENT VOIDS. GROUT TUBE SHALL BE MAXIMUM 1/2-IN O.D., 3/8-IN I.D. HEAVY DUTY PLASTIC GROUT TUBING.

WIRE MESH

- WIRE MESH SHALL BE GEOBRUGG TECCO® G65/4 TYPE HIGH-STRENGTH STEEL WIRE MESH OR APPROVED EQUAL. THE DESIGN ENGINEER SHALL INSPECT AND DETERMINE IF MATERIAL IS APPROVED.
- WIRE MESH SHALL BE 3.27-IN X 5.43-IN (±3%) 0.157-IN DIAMETER HIGH-TENSILE STEEL WIRE. THE STEEL WIRE MATERIAL SHALL BE ALLOYED HIGH-STRENGTH WIRE WITH A MINIMUM TENSILE STRENGTH OF 4.9-KIPS. THE TENSILE LOAD CAPACITY OF THE MESH SHALL BE GREATER THAN 17.1-KIPS/FT.

WIRE MESH CONNECTIONS

- GEOBRUGG TECCO® WIRE MESH HORIZONTAL AND VERTICAL END PANEL CONNECTIONS SHALL BE CONNECTED USING THE METHODS SHOWN ON SHEET 4 DETAILS.
 - VERTICAL CONNECTION:
 - (14) GEOBRUGG T3 CLIPS REQUIRED EVERY 3-FT.
 - HORIZONTAL CONNECTION OPTIONS:
 - OPTION 1 - (1) GEOBRUGG T3 CLIP OR MINIMUM 3/8-IN S.P.A. SHACKLE REQUIRED EVERY INDIVIDUAL OPEN MESH DIAMOND.
 - OPTION 2 - GEOBRUGG TECCO® G65/4 WIRE SHALL BE TURNED IN HORIZONTALLY THROUGH BOTH END PANELS. WIRE END LOOPS SHALL BE MADE TO CONNECT THE MESH PANEL TOGETHER USING (2) 5/16-IN WIRE ROPE CLIPS FOR EACH LOOP MADE.

WIRE MESH - CONNECTION CLIP / SHACKLES

- GEOBRUGG T3 CLIPS SHALL BE MINIMUM 0.157-IN (4-mm) DIAMETER HIGH-STRENGTH STEEL WIRE WITH A MINIMUM TENSILE STRENGTH OF 256-KSI.
- SHACKLES SHALL BE MINIMUM 3/8-IN SCREW PIN ANCHOR SHACKLES AND COMPLY WITH FEDERAL SPECIFICATION RR-C-271G TYPE I/A, GRADE A, CLASS 1. SHACKLES SHALL BE DROP FORGED AND SUPPLIED BY THE SYSTEM MANUFACTURER.

WIRE MESH - BOUNDARY WIRE ROPE

- BOUNDARY WIRE ROPES SHALL BE INSTALLED AROUND THE SYSTEM ABOVE THE GEOBRUGG TECCO® WIRE MESH. BOUNDARY WIRE ROPE SHALL BE MINIMUM 1/2-IN DIAMETER INDEPENDENT WIRE ROPE COPE (IWRC) 6X19 CLASS WIRE ROPE OR APPROVED EQUAL. WIRE ROPE SHALL HAVE A MINIMUM BREAKING STRENGTH OF 26.6-KIPS.
 - BOUNDARY WIRE ROPE SHALL BE CONNECTED TO THE WIRE MESH USING TYPE 2 COMPRESSION CLAWS OR APPROVED EQUAL. COMPRESSION CLAWS SHALL BE INSTALLED:
 - TOP AND BOTTOM BOUNDARY ROPES - EVERY THIRD MESH
 - SIDE BOUNDARY ROPES - EVERY SECOND INDIVIDUAL MESH
 - BOUNDARY WIRE ROPE TERMINATION ENDS SHALL EACH INCLUDE (3) 1/2-IN MIN. WIRE ROPE CLIPS.

WIRE MESH - TREE CUT-OUT

- MESH HOLES FOR TREES SHALL BE CARRIED OUT AFTER MESH PANEL LAYING. MESH SEAMING SHALL BE CONNECTED USING METHOD SHOWN ON DETAIL SHEET

- MINIMUM 5/16-IN Ø LACING WIRE ROPE SHALL BE SEAMED INTO THE MESH AROUND THE TREE TERMINATED WITH MINIMUM (3) 5/16-IN WIRE ROPE CLIPS.

WIRE ROPE CLIPS

- 5/16-IN Ø LACING WIRE ROPE
 - MINIMUM WIRE ROPE CLIP QUANTITY: 3 [PER WIRE ROPE LOOP]
 - WIRE ROPE CLIP SPACING: 3-IN [BETWEEN CLIPS]
 - MINIMUM WIRE ROPE CLIP TORQUE: 37 FT-LB
 - MINIMUM WIRE ROPE TAIL (AFTER LAST CLIP): 6-IN

1/2-IN Ø BOUNDARY WIRE ROPE

- MINIMUM WIRE ROPE CLIP QUANTITY: 3 [PER WIRE ROPE LOOP]
- WIRE ROPE CLIP SPACING: 3-IN [BETWEEN CLIPS]
- MINIMUM WIRE ROPE CLIP TORQUE: 81 FT-LB
- MINIMUM WIRE ROPE TAIL (AFTER LAST CLIP): 6-IN

- WIRE ROPE CLIPS SHALL BE INSTALLED WITH "SADDLE" ON LIVE END AND "U-BOLT" ON DEAD END OF THE WIRE ROPE.

- WIRE ROPE CLIPS SHALL BE INSTALLED WITH "SADDLE" ON LIVE END AND "U-BOLT" ON DEAD END OF THE WIRE ROPE. WIRE ROPE CLIPS SHALL COMPLY WITH FEDERAL SPECIFICATION FF-C-450E TYPE 1, CLASS 1. SHACKLES SHALL BE DROP FORGED AND SUPPLIED BY THE SYSTEM MANUFACTURER.

ANCHOR - SPIKE PLATE

- WIRE MESH STEEL SPIKE PLATES SHALL BE GEOBRUGG TECCO® P33 TYPE OR APPROVED EQUAL. SPIKE PLATES SHALL BE MINIMUM 13-IN x 8-IN x 1/4-IN DIAMOND SHAPED. SPIKE PLATE SHALL INCLUDE A MINIMUM HOLE DIAMETER OF 1.5-IN. SPIKE PLATES SHALL HAVE A MINIMUM LONGITUDINAL BENDING RESISTANCE OF 1.8-KIPS/FT.

- SPIKE PLATES SHALL BE INSTALLED HORIZONTALLY AS SHOWN ON THE DRAWINGS. SPIKE PLATES SHALL BE FITTED TO THE THREADED BAR ANCHOR WITH A HEAVY-DUTY HEXAGONAL NUT AND HEAVY DUTY WASHER. WASHER TYPE SHALL BE SPHERICAL, BEVELED OR FLAT DEPENDING ON SLOPE CONDITIONS. HEXAGONAL NUTS AND WASHERS SHALL PROVIDE COMPLETE BEARING CONTACT TO THE SPIKE PLATE.

ANCHOR PRE-TENSIONING

- THREADED BAR ANCHORS SHALL BE PRE-TENSIONED TO A MINIMUM TENSILE LOAD OF 6.7-KIPS (30-kN). PRE-TENSIONING LOAD SHALL NOT EXCEED 11-KIPS (50-kN).
 - #9 MIN. THREADED BAR ANCHORS SHALL BE TORQUE TO A MINIMUM VALUE OF 295 FT-LB PER ANCHOR. MAXIMUM TORQUE SHALL BE 350 FT-LB.

- TORQUE WRENCH SHALL BE CHECKED AND CORRECTED IF A DIFFERENCE IN TORQUE VALUES IS OBSERVED. CALIBRATION AND PRE-TENSIONING OF THE ANCHORS SHALL BE UNDER THE OBSERVATION OF THE DESIGN ENGINEER IN THE FIELD.

ANCHOR TESTING - GENERAL

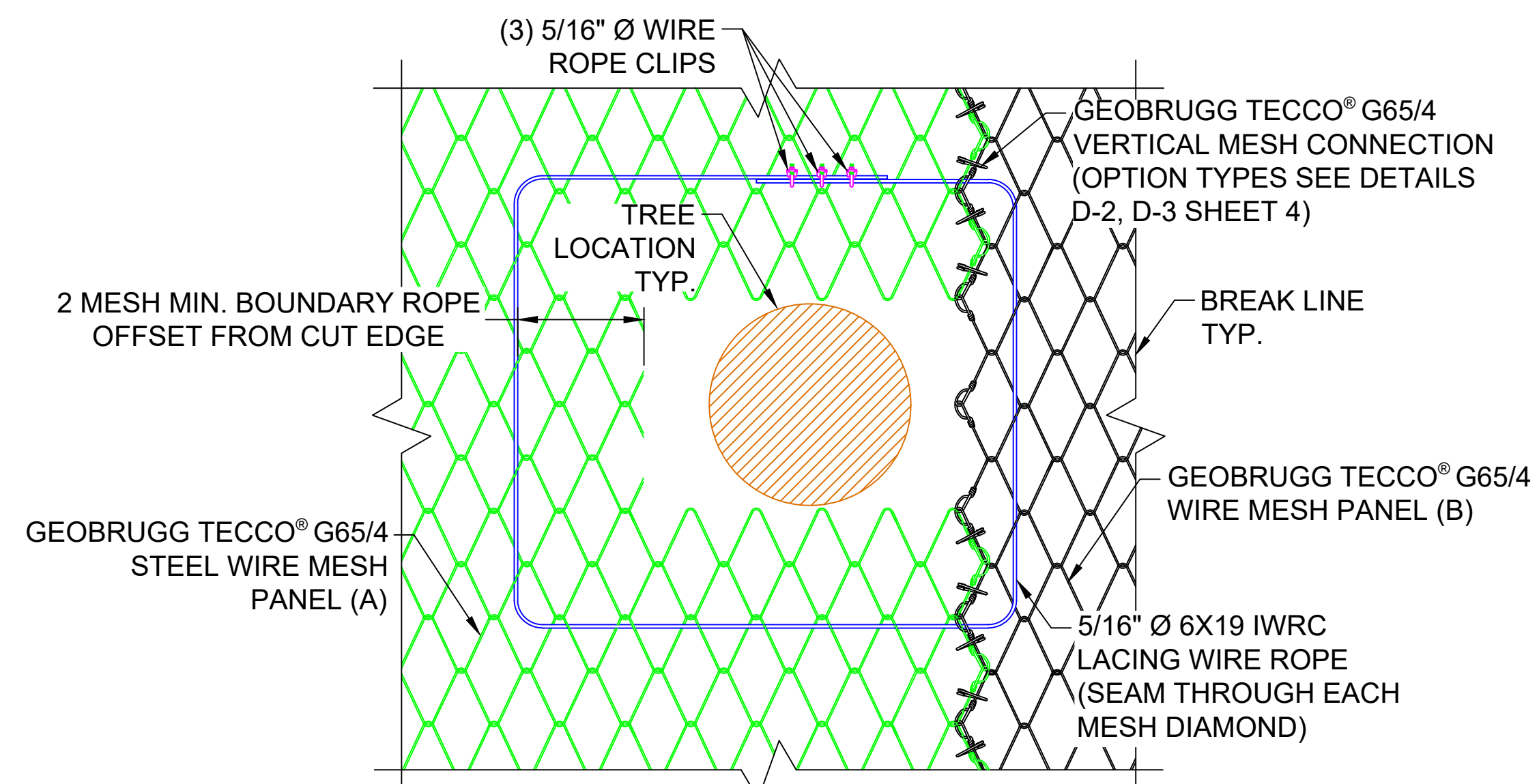
- THE CONTRACTOR SHALL TENSILE TEST PRODUCTION OR VERIFICATION (PRE-PRODUCTION) ANCHORS.
- ANCHOR TESTING SHALL BE IN ACCORDANCE WITH THE POST TENSIONING INSTITUTE (PTI) DC35.1-14 RECOMMENDATIONS FOR PRESTRESSED ROCK AND SOIL ANCHORS, PROJECT SPECIFICATIONS, AND THESE CONSTRUCTION DRAWINGS.
- EITHER PRODUCTION ANCHORS OR VERIFICATION (PRE-PRODUCTION) ANCHORS SHALL BE TESTED BY THE CONTRACTOR. TESTING TYPE SELECTION SHALL BE PROVIDED TO THE DESIGN ENGINEER A MINIMUM OF ONE WEEK PRIOR TO A TENTATIVE TESTING DATE.
- ANCHOR TESTING SHALL BE OBSERVED BY THE DESIGN ENGINEER AND PERFORMED BY QUALIFIED TESTING PERSONNEL. THE CONTRACTOR'S TESTING PERSONNEL SHALL BE COMPETENT IN TESTING AND EQUIPMENT SETUP. THE ANCHOR TESTING EQUIPMENT SETUP AND PROCEDURE SHALL BE EXAMINED BY THE DESIGN ENGINEER PRIOR TO ANCHOR TESTING. THE DESIGN ENGINEER SHALL DETERMINE IF THE TESTING SETUP IS ACCEPTABLE.
- ANCHOR TESTING SHALL NOT BE PERFORMED UNTIL THE GROUT HAS REACHED MINIMUM ADEQUATE COMPRESSIVE STRENGTH NO LESS THAN 3-DAYS AFTER GROUT POUR, OR AT THE DISCRETION OF THE DESIGN ENGINEER. THE CONTRACTOR SHALL NOTIFY THE DESIGN ENGINEER NO LESS THAN 2 DAYS PRIOR TO TESTING ANCHORS.
- ANCHORS SHALL BE TESTED UP TO A MAXIMUM OF 133% OF THE DESIGN LOAD(S). BOTH DESIGN AND MAXIMUM TEST LOAD(S) ARE PROVIDED ON THESE CONSTRUCTION DRAWINGS AND THE DESIGN CALCULATION REPORT.

OPTION 1 - PRODUCTION ANCHOR TESTING

- IF PRODUCTION ANCHOR TESTING IS CHOSEN, A MINIMUM OF 10% OF THE TOTAL NUMBER OF THREADED BAR ANCHORS SHALL BE TESTED OR AT THE DISCRETION OF THE DESIGN ENGINEER. LOCATION(S) OF THE PRODUCTION ANCHORS TO BE TESTED SHALL BE DETERMINED BY THE DESIGN ENGINEER. THE PRODUCTION ANCHORS SHALL BE TESTED BY PERFORMANCE TESTING AS REFERENCED AND DESCRIBED IN THE PROJECT SPECIFICATIONS.

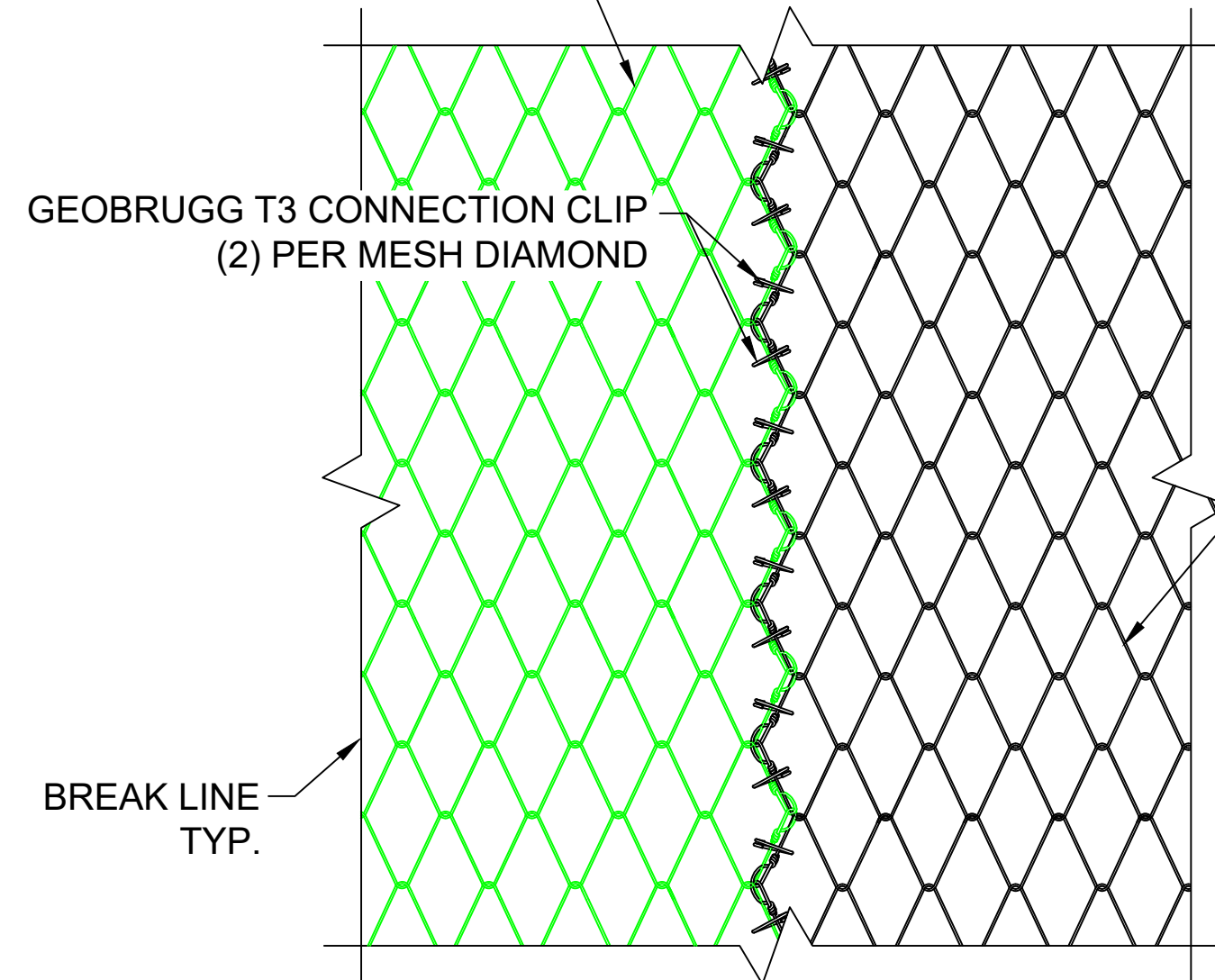
OPTION 2 - VERIFICATION (PRE-PRODUCTION) ANCHOR TESTING

- IF VERIFICATION (PRE-PRODUCTION) ANCHOR TESTING IS CHOSEN, A MINIMUM OF 3 ANCHORS SHALL BE TESTED OR AT THE DISCRETION OF THE DESIGN ENGINEER. THE LOCATION(S) OF THE VERIFICATION ANCHORS TO BE TESTED SHALL BE DETERMINED AND LOCATED BY THE DESIGN ENGINEER IN THE FIELD DURING SITE LAYOUT.
 - FOR THE VERIFICATION TESTING OPTION, THE DESIGN ENGINEER SHALL BE ON-SITE DURING THE DRILLING, AND GROUTING OF THE VERIFICATION ANCHORS. THE VERIFICATION ANCHOR BONDED DEPTHS AND UNBONDED (NON-GROUTED) DEPTHS SHALL BE DETERMINED BY THE DESIGN ENGINEER UPON SELECTION BY THE CONTRACTOR OF PERFORMING VERIFICATION TESTING.
 - IF THE LOAD CAPACITIES OF THE ANCHOR TENDON ARE NOT EXCEEDED OR ANCHOR PULLOUT FAILURE DOES NOT OCCUR THE SACRIFICIAL VERIFICATION ANCHOR MAY BE INCLUDED INTO THE PRODUCTION ANCHOR QUANTITY. IF THE ANCHOR TENDON LOAD CAPACITIES ARE EXCEEDED OR ANCHOR PULLOUT FAILURE OCCURS, THE VERIFICATION ANCHOR SHALL NOT BE USED WITHIN THE PRODUCTION ANCHOR QUANTITY AND BE CUT AT GRADE AFTER TESTING.
- FOR VERIFICATION TESTING THE CONTRACTOR HAS THE OPTION OF TESTING WIRE ROPE OR THREADED BAR TENDONS. THE TECHNICAL STRENGTH PROPERTIES OF THE TENDONS SHALL BE PROVIDED TO THE DESIGN ENGINEER PRIOR TO TESTING.
- VERIFICATION ANCHORS SHALL BE TESTED BY PERFORMANCE TESTING AS PROVIDED IN THE PROJECT SPECIFICATIONS. VERIFICATION ANCHORS CAN BE LOADED TO PULLOUT FAILURE AT THE DISCRETION OF THE DESIGN ENGINEER.

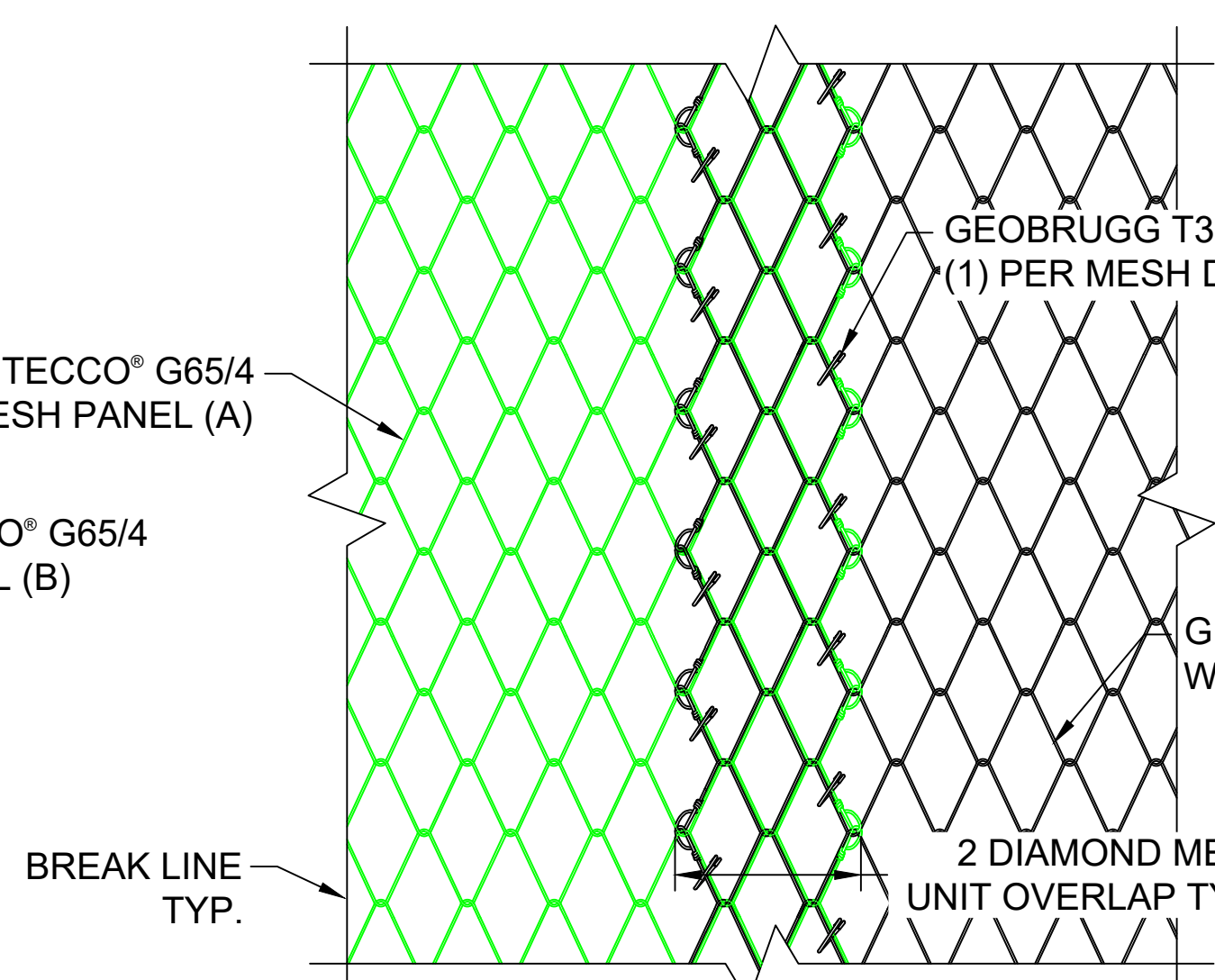


D-1 GEOBRUGG TECCO® TREE CUT-OUT DETAILS
4 ELEVATION VIEW SCALE: N.T.S.

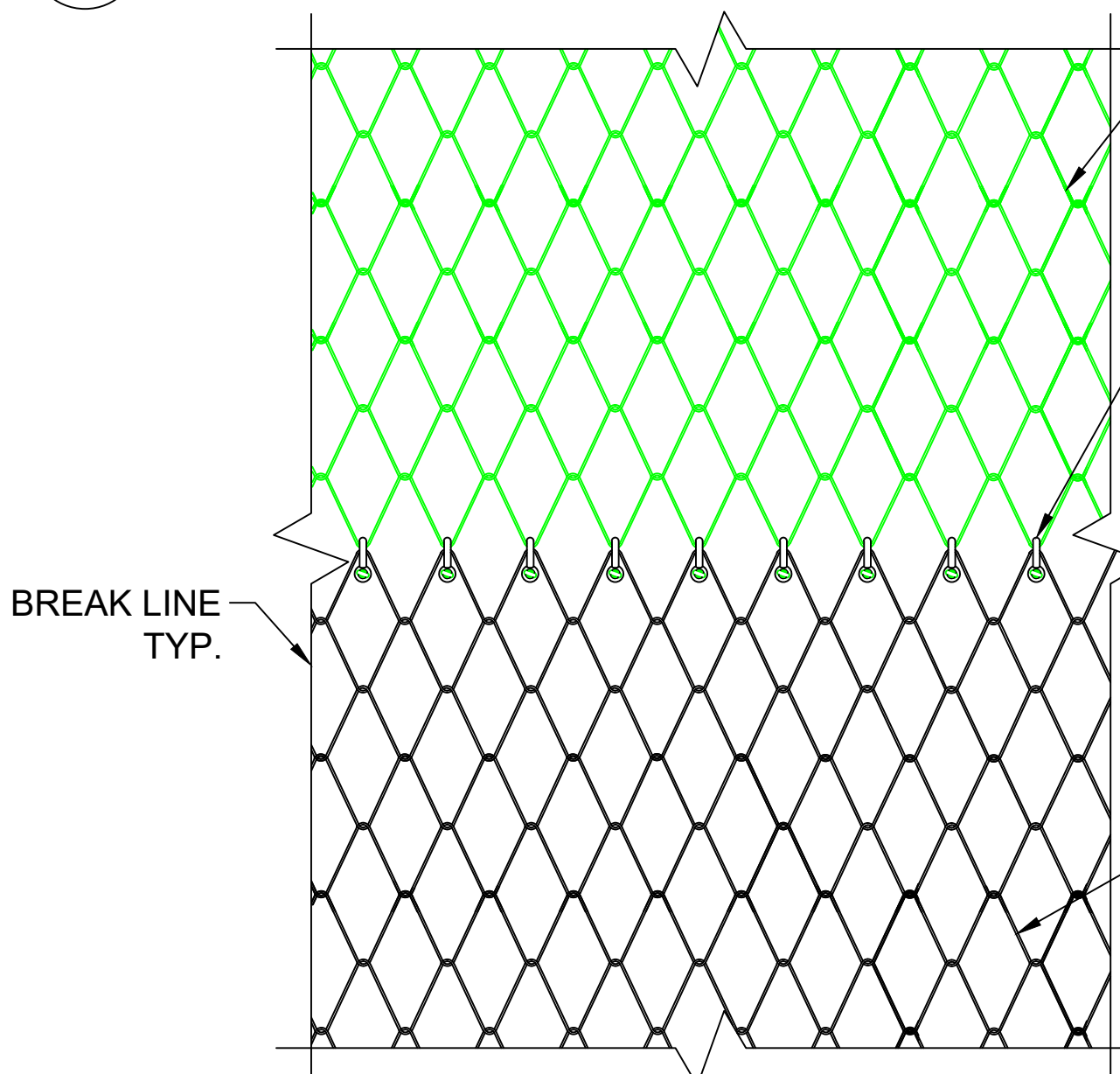
GEOBRUGG TECCO® G65/4 WIRE MESH PANEL (A)



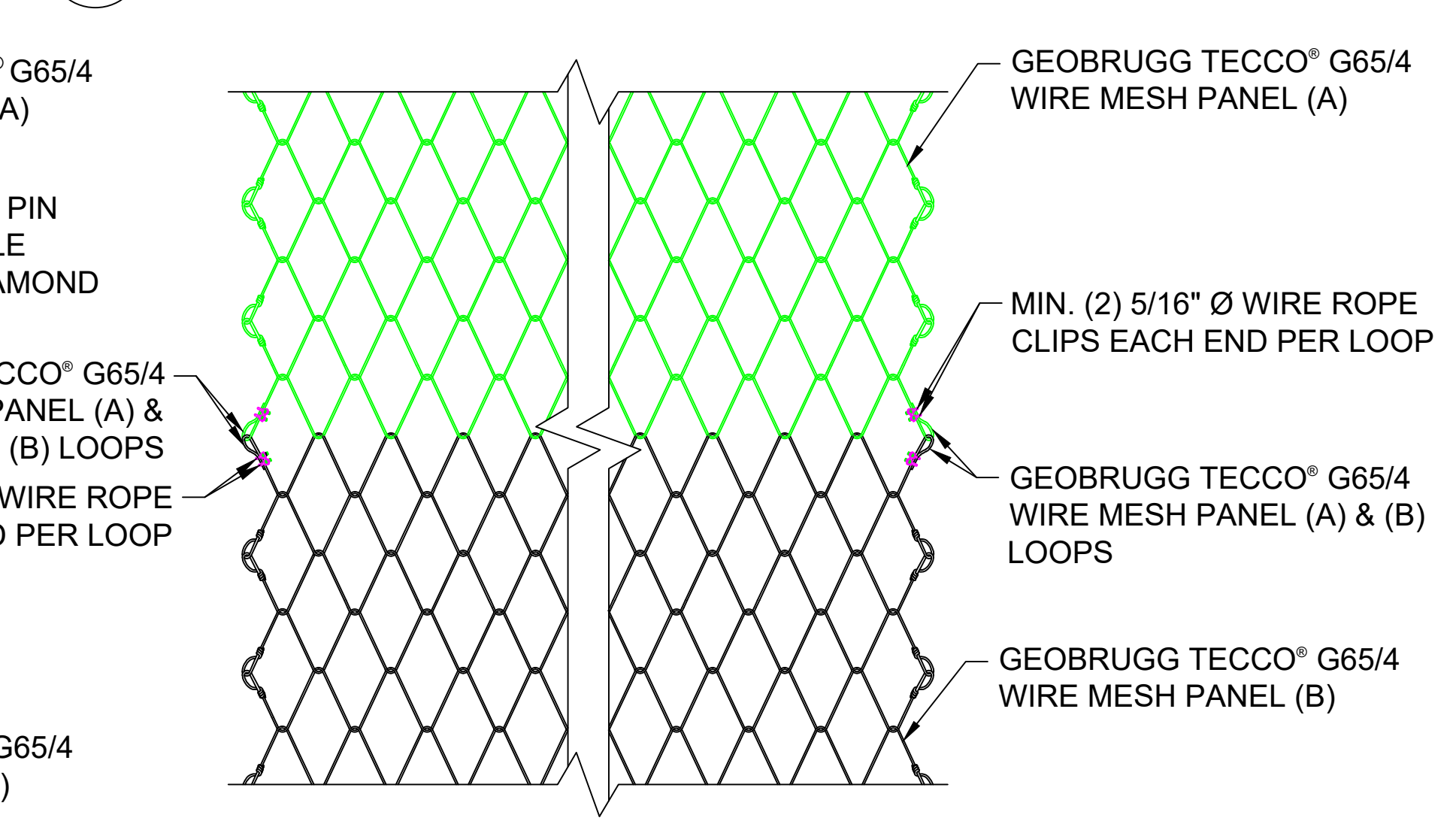
D-2 GEOBRUGG TECCO® VERTICAL END PANEL CONNECTION DETAIL
4 ELEVATION VIEW - WITHOUT OVERLAP OPTION SCALE: N.T.S.



D-3 GEOBRUGG TECCO® VERTICAL END PANEL CONNECTION DETAIL
4 ELEVATION VIEW - OVERLAP OPTION SCALE: N.T.S.



D-4 GEOBRUGG TECCO® HORIZONTAL END PANEL CONNECTION DETAIL
4 ELEVATION VIEW - (3/8" SHACKLE CONNECTION OPTION) SCALE: N.T.S.



D-5 GEOBRUGG TECCO® HORIZONTAL END PANEL CONNECTION DETAIL
4 ELEVATION VIEW - (TURN-IN OF WIRE OPTION) SCALE: N.T.S.

GEOBRUGG TECCO® G65/4 TENSIONED WIRE MESH SYSTEM

GEOBRUGG TECCO WIRE MESH CONNECTION DETAILS AND NOTES

REVISIONS

PREPARED AT THE REQUEST OF
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Carlsbad, California 92008



SHEET 4 OF 7

DRAWN BY: B/JF
DESIGNED BY: W/KF
CHECKED BY: W/KF

SCALE: N.T.S.
DATE: 2020 08-20
KANE PROJECT NO: KGT20-43

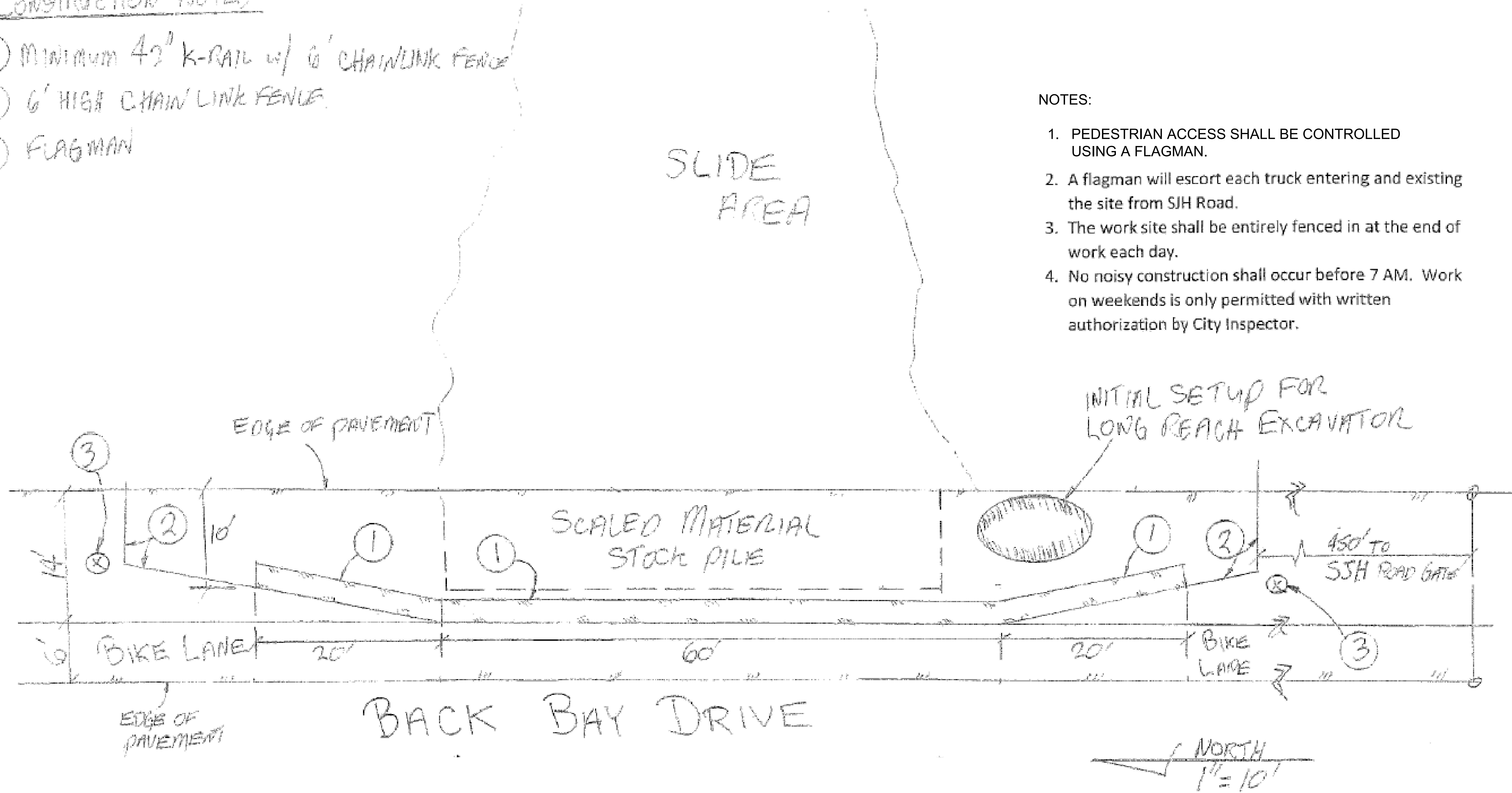
EXISTING TRAFFIC CONTROL PLAN TO REMAIN.

CONSTRUCTION NOTES

- ① MINIMUM 42" K-RAIL w/ 6' CHAINLINK FENCE
- ② 6' HIGH CHAINLINK FENCE
- ③ FLAGMAN

NOTES:

- 1. PEDESTRIAN ACCESS SHALL BE CONTROLLED USING A FLAGMAN.
- 2. A flagman will escort each truck entering and existing the site from SJH Road.
- 3. The work site shall be entirely fenced in at the end of work each day.
- 4. No noisy construction shall occur before 7 AM. Work on weekends is only permitted with written authorization by City Inspector.



REVISIONS

Park Newport Apartments Back Bay Drive
 Surficial Slope Stabilization and Rockfall Mitigation
 Newport Beach, California

PREPARED AT THE REQUEST OF
 Hetherington Engineering, Inc.
 5365 Avenida Encinas, Suite A
 Carlsbad, California 92008



SHEET 6 OF 7

DRAWN BY: BJJ
 DESIGNED BY: WFK
 CHECKED BY: WFK

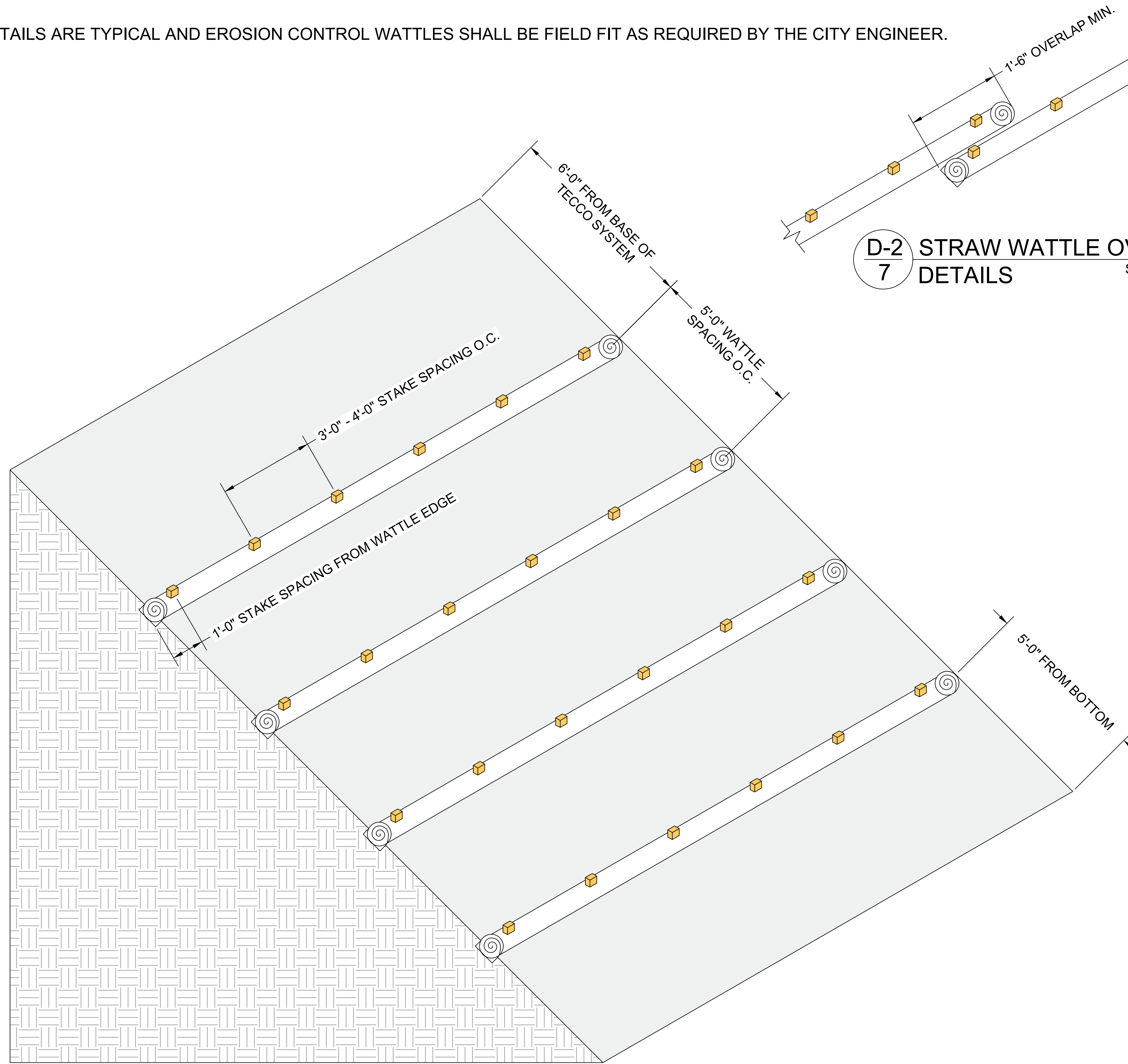
SCALE: N.T.S.
 DATE: 2021 01-06
 KANE PROJECT NO: KGT20-43

2021 01-20 REVISED PLANS

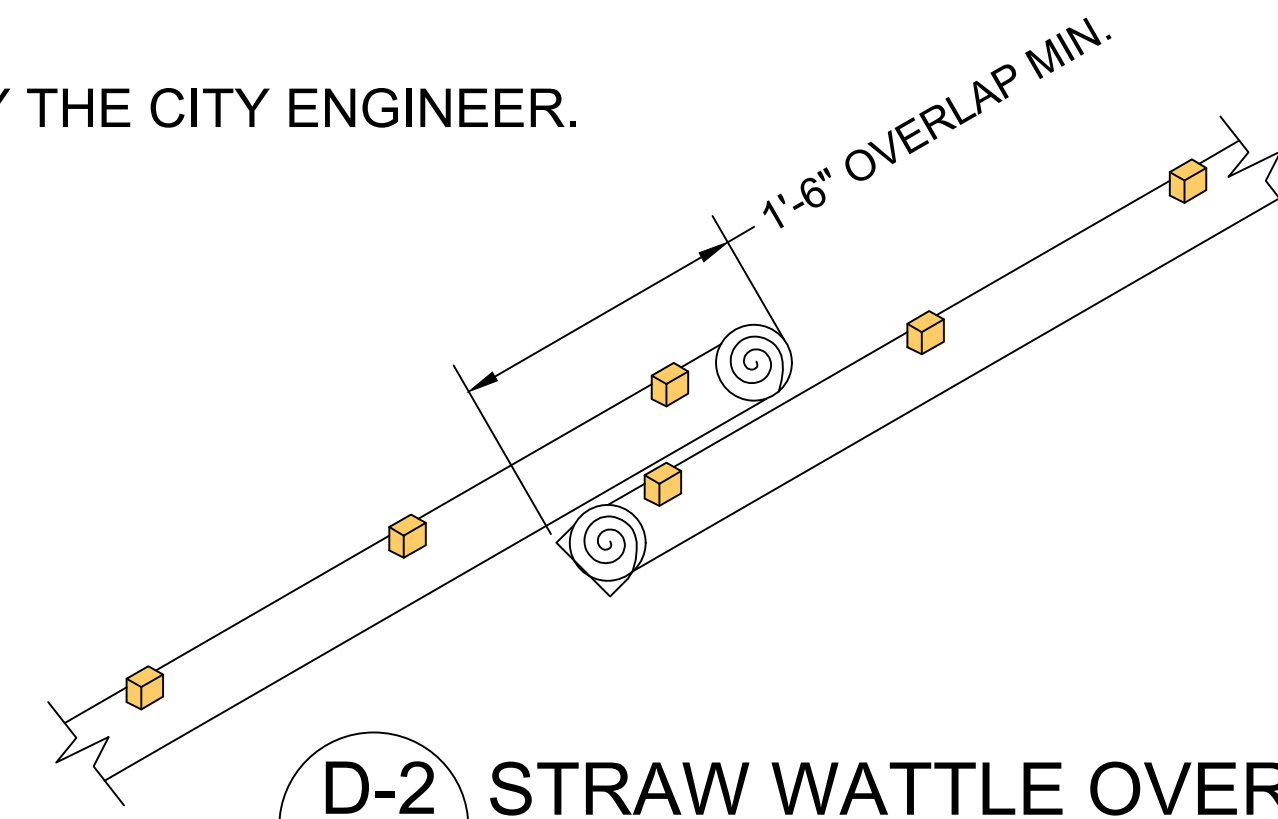
TRAFFIC CONTROL PLAN

NOTES:

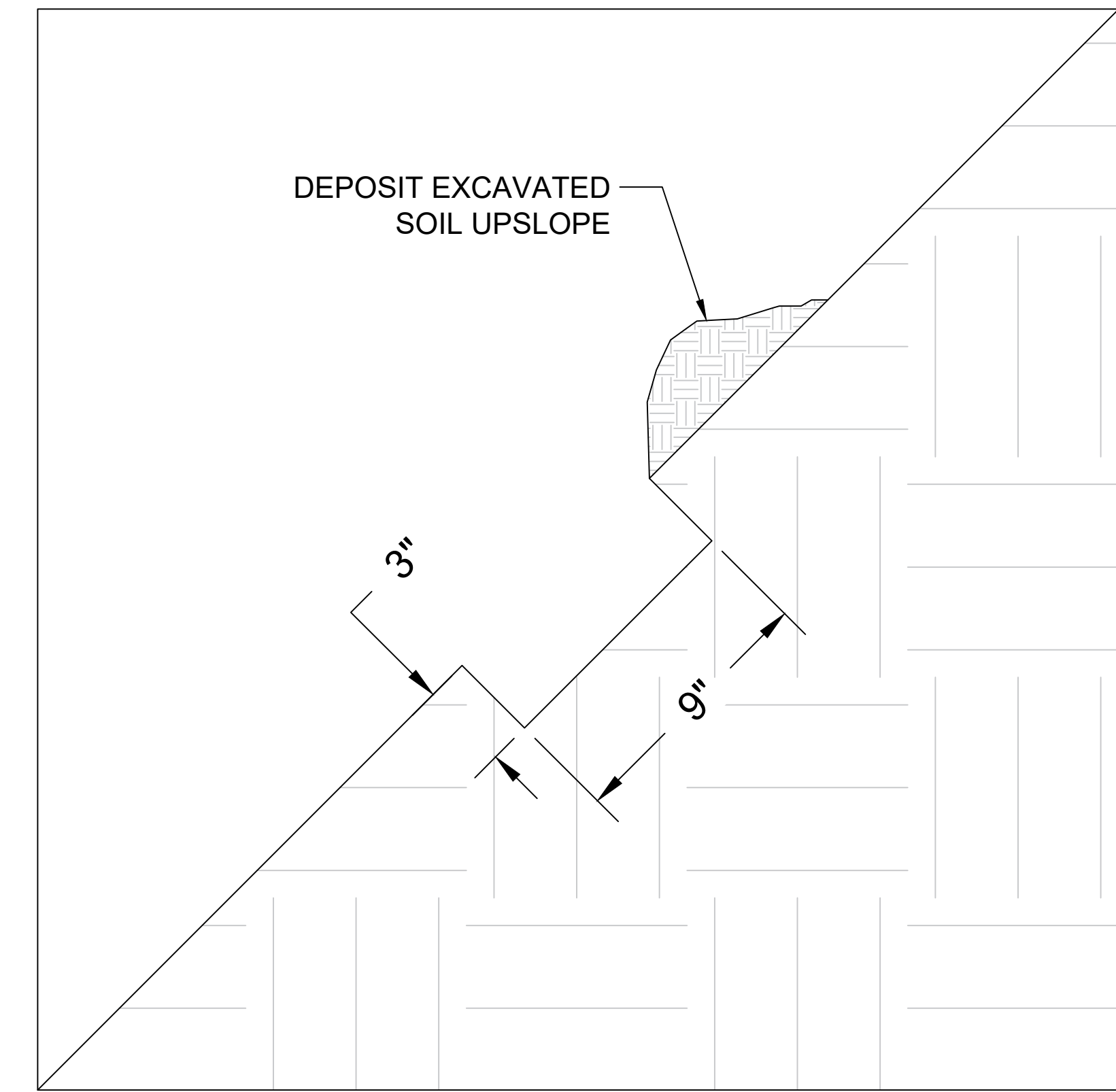
1. DETAILS ARE TYPICAL AND EROSION CONTROL WATTLES SHALL BE FIELD FIT AS REQUIRED BY THE CITY ENGINEER.



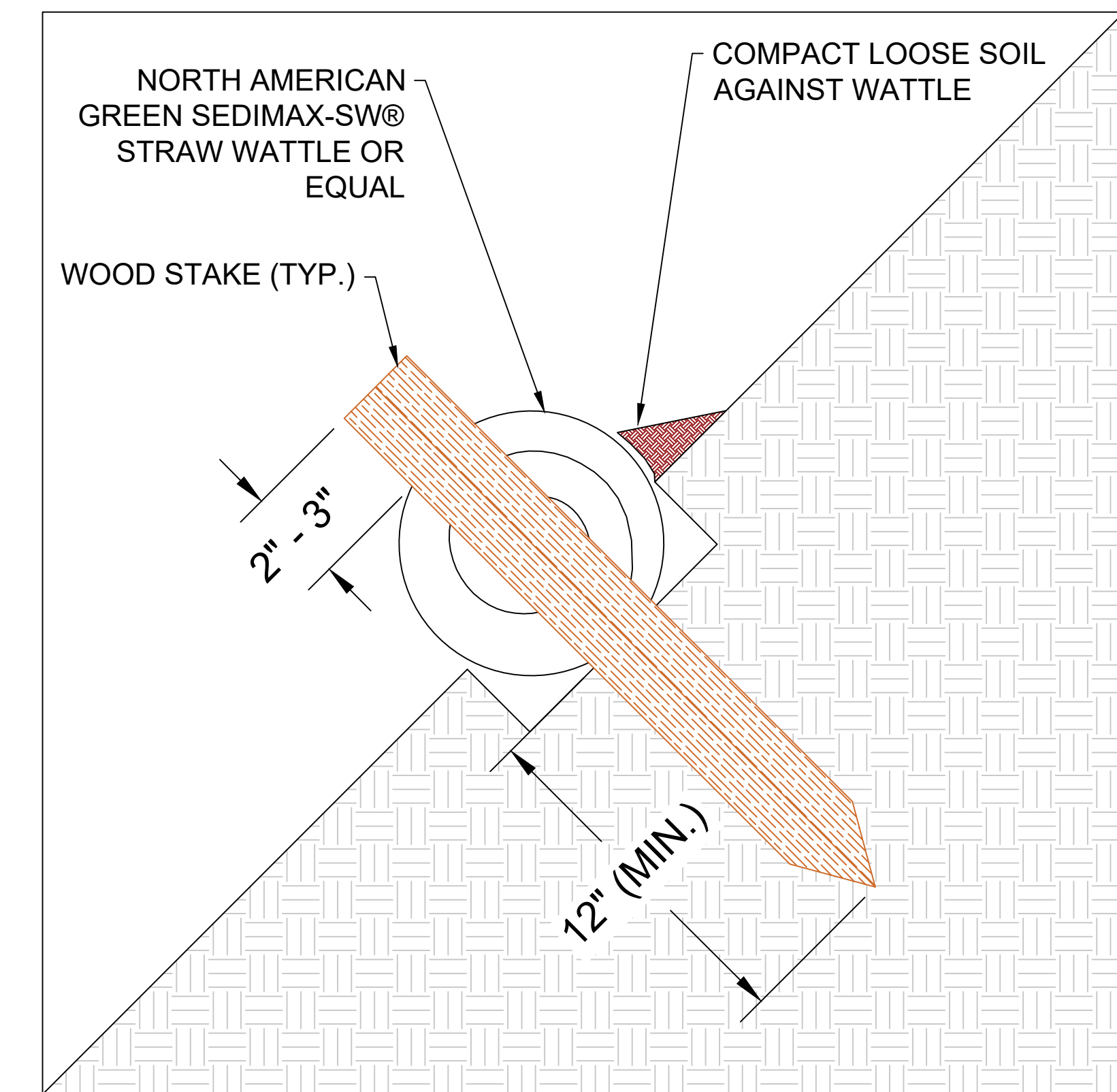
D-1
7 STRAW WATTLE EROSION CONTROL
TYPICAL DETAILS
SCALE: N.T.S.



D-2
7 STRAW WATTLE OVERLAP
DETAILS
SCALE: N.T.S.



D-3
7 STRAW WATTLE TRENCHING
DETAILS
SCALE: N.T.S.



D-4
7 STRAW WATTLE STAKING DETAILS
SCALE: N.T.S.

2021 01-20 REVISED PLANS

STRAW WATTLE EROSION CONTROL TYPICAL DETAILS

2021 01-20: Added Sheet 7.

REVISIONS

Park Newport Apartments Back Bay Drive
Surficial Slope Stabilization and Rockfall Mitigation
Newport Beach, California

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SHEET
7
OF
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DRAWN BY:
BJF

DESIGNED BY:
WFK

CHECKED BY:
WFK

SCALE: N.T.S.

DATE: 2021 01-06

KANE PROJECT NO:
KGT20-43

Attachment No. CD 4

Excerpt of the Post Local Coastal Program
Certification Permit and Appeal Jurisdiction
map dated July 23,2018, with the project site
highlighted

Post LCP Certification Permit and Appeal Jurisdiction Index Map: County of Orange

Cities of: Aliso Viejo, Costa Mesa, Dana Point, Huntington Beach, Irvine, Laguna Beach, Laguna Niguel, Newport Beach, San Clemente, Seal Beach

Index Map



Note 1

The coastal zone boundary depicted on this map may have been revised due to legislative amendments and/or minor boundary adjustments approved by the Coastal Commission pursuant to Public Resources Code §30103. The digital version of this Coastal Zone Boundary dataset (which is a conformed copy of the adopted inked version of the Coastal Zone Boundary) includes attribution that identifies each segment in which a boundary has changed as a result of legislative changes and/or minor boundary adjustments.

Note 2

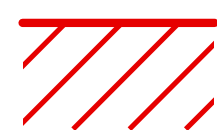
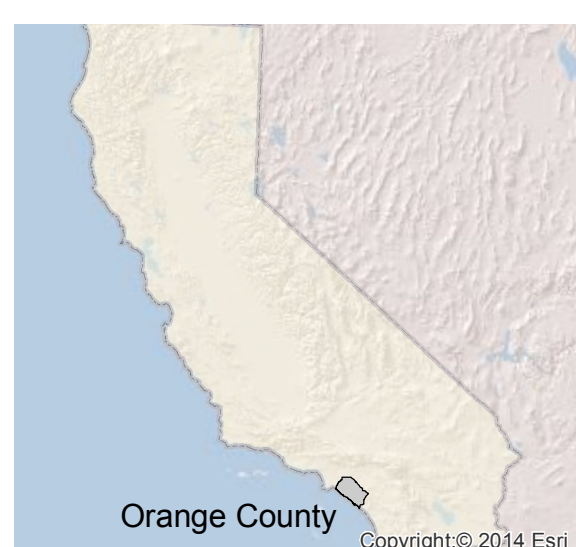
The coastal zone boundary shown on this map is based on a digital version of the boundary depicted on maps adopted by the California Coastal Commission pursuant to §30103(b) of the California Coastal Act of 1976 (California Public Resources Code §30000 et. seq.), and modified from time to time by legislative amendments and Minor Boundary Adjustments. Both this depicted boundary and the digital version of this data represent conformed copies of the original adopted boundary and also reflect subsequent legislative and Coastal Commission changes. In addition to the land area delineated, the coastal zone includes all offshore islands, and extends seaward to the State's outer limit of jurisdiction.

Under the provisions of §304(a) of the federal Coastal Zone Management Act of 1972, as amended, "excluded from the coastal zone are lands the use of which is by law subject solely to the discretion of or which is held in trust by the federal government, its officers or agents."

Under the provisions of §30008 of the California Coastal Act as amended in 1978, "within federal lands excluded from the coastal zone pursuant to the federal Coastal Zone Management Act of 1972, the State of California shall, consistent with applicable federal and state laws, continue to exercise the full range of powers, rights, and privileges it now possesses or which may be granted."

Note 3

This map has been prepared to show where the California Coastal Commission retains post-LCP certification permit and appeal jurisdiction pursuant to P.R.C. §30519(b), and §30603(a)(1) and (a)(2), and §30613. In addition, developments may also be appealable pursuant to P.R.C. §30603(a)(3), (a)(4), and (a)(5). If questions arise concerning the precise location of the boundary of any area defined in the above sections, the matter should be referred to the local government and/or the Executive Director of the Commission for clarification and information. This plat may be updated as appropriate and may not include all lands where post-LCP certification permit and appeal jurisdiction is retained by the Commission.



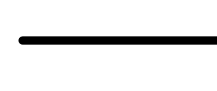
Permit Jurisdiction

This area includes tidelands, submerged lands, and lands that are subject to the public trust or were subject to the public trust at any time.



Appeal Jurisdiction

This area includes lands between the sea and the designated first public road paralleling the sea or within 300 feet of the inland extent of any beach or of the mean high tide line if there is no beach, whichever is the greater distance. Also included are lands within 100 feet of streams and wetlands and lands within 300 feet of the top of the seaward face of any coastal bluff.



First Public Road



First Public Road 14 CCR 13577(i)(2)



100 Feet from Stream Top of Bank



100 Feet from Wetland Extent



300 Feet from Top of Coastal Bluff



300 Feet from Inland Extent of Beach



300 Feet from Mean High Tide Line



Appeal Jurisdiction (P.R.C. §30613)



Areas of

Deferred Certification (ADC)

Development in this area remains subject to Coastal Commission original permit jurisdiction.



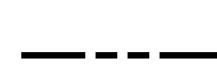
Certified Coastal Long

Range Development Plan

Development in this area either remains subject to Coastal Commission review and approval, or Coastal Commission review of projects approved under a Long Range Development Plan.



Coastal Zone Boundary



City Boundary

Note 4

The Appeal Jurisdiction shown on this map may include areas adjacent to streams depicted on the corresponding USGS 7.5 minute quadrangle maps that have been channelized or otherwise altered. Pursuant to 14 C.C.R. §13577(a), channelized streams not having significant habitat value should not be considered as a basis for delineating stream appeal jurisdiction.

Note 5

In addition to the geographic areas of appeal jurisdiction depicted hereon, the following types of development are appealable throughout the coastal zone pursuant to P.R.C. §30603 (a)(4) and (a)(5):

1. Any development approved by a county that is not designated as a principal permitted use under zoning approved pursuant to the applicable Local Coastal Program;
2. Any development that constitutes a major public works project or a major energy facility.

Note 6

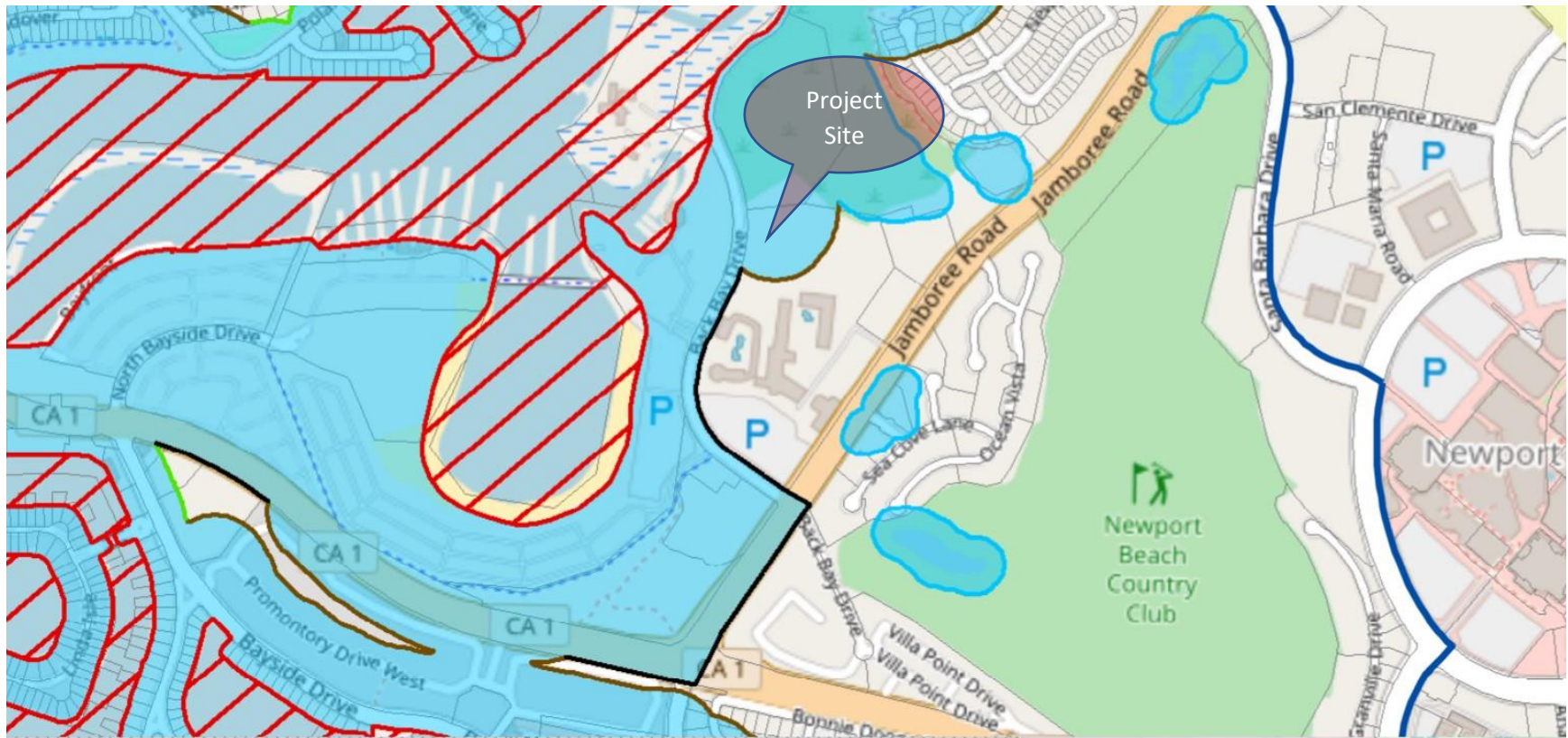
In some areas individual parcels of land may be bisected by the appeal jurisdiction boundary. All development proposed within the appeal area defined as appealable is subject to the Commission's jurisdiction. In addition, if a development is proposed partly on the portion of the parcel that forms the basis for geographic appeal jurisdiction, and partly on the remainder of the parcel, and the Commission decides to hear the appeal, then the Commission reviews the local government approved permit de novo including all the development that was authorized in the permit.

Note 7

The boundaries shown on this map are not to be used for establishing or depicting State ownership boundaries or granted tide lands and are to be used in reference to the Coastal Commission's Post LCP Certification Permit and Appeal Jurisdictions only. This map has not been approved by the California State Lands Commission, is subject to change, and may not include all lands subject to the public trust. Any questions which arise, pursuant to the public trust, should be directed to the California State Lands Commission.

Note 8

Development on Federal Lands requires a Coastal Commission Coastal Development Permit or federal consistency certification or determination.



**Excerpt of the Post Local Coastal Program Certification
Permit and Appeal Jurisdiction map dated July 23,2018, with the project site highlighted**