

USE PERMIT APPLICATION
CITY OF NEWPORT BEACH

No. 1412

Fee \$150.00

Planning Department
3300 Newport Boulevard
Phone (714) 673-2110

Applicant GERSON BAKAR & ASSOC Phone 415-391-1313

Mailing Address 2280 POWELL ST., SAN FRANCISCO

Property Owner THE IRVINE CO. Phone 714-544-0120

Mailing Address IRVINE, CALIF. 92664

Address of Property Involved NORTH ~~WEST~~ CORNER JAMBOREE RD & SAN JOAQUIN HILLS ROAD

Purpose of Application (describe fully) TO CONSTRUCT 1304 DWELLING UNITS (PLUS OR MINUS) & ADDITIONAL ANCILLARY FACILITIES (RECREATION BLDG, CONVENIENCE SHOPPING, ETC.)

Zone UNCLASSIFIED Present Use UNUSED

Legal Description of Property Involved (if too long, attach sheet)
PORTION OF BLOCKS 55 & 56, IRVING SUBDIVISION. PROPERTY BOUNDED BY JAMBOREE ROAD, SAN JOAQUIN HILLS ROAD EXTENDED, & UPPER NEWPORT BAY

Signature of Applicant or Agent  Date OCT 16, 1968

Signature of Owner GERSON BAKAR & ASSOC Date _____
XX

DO NOT COMPLETE APPLICATION BELOW THIS LINE

Date Filed 10-16-68 Fee Pd. 150⁰⁰ Receipt No. 08615

Hearing Date 11-7-68 Publication Date 10-24-68

Posting Date 10-28-68 Mail Date _____

P.C. Action APPROVED subject to conditions attached hereto

Date Dec. 5, 1968 Appeal _____

C.C. Hearing _____ C.C. Action _____

Date _____

CITY OF NEWPORT BEACH

BUILDING DEPARTMENT

June 5, 1969

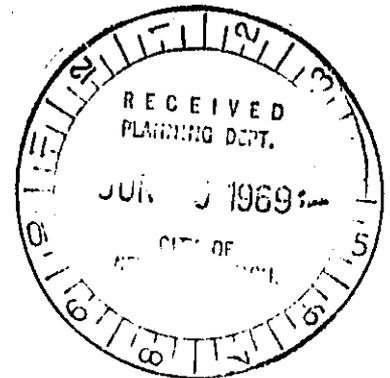
TO: Larry Wilson, Planning Director
FROM: Assistant Building Director
SUBJECT: GERSON BAKAR PARK NEWPORT APARTMENTS
FIRST INCREMENT, BUILDING II

I am transmitting to you one sheet of the landscape drawings
on this project for your review and approval.


E. CICH

EG:pf

Att.



LAW OFFICES
KALMBACH, DeMARCO, KNAPP & CHILLINGWORTH

SUITE 900 • NEWPORT FINANCIAL PLAZA / 560 NEWPORT CENTER DRIVE
NEWPORT BEACH, CALIFORNIA 92860
TELEPHONE (714) 844-4111

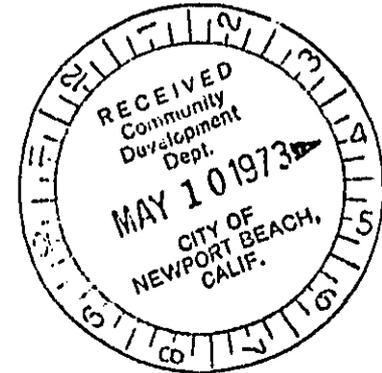
May 9, 1973

HERBERT W. KALMBACH
FRANK DeMARCO, JR.
SHERWOOD C. CHILLINGWORTH
HAROLD BERAL
ALEXANDER BOWIE
RICHARDS O. BARGER
ROBERT H. MORRISON
RICHARD C. GREENBERG
THOMAS D. PECKENPAUGH
ALAN R. WOLEN
LARRY B. THRALL
TERRY L. RHODES
OAKLEY C. FROST
ERIC W. MARTENS
RALPH J. MORGAN
DAVID PATTERSON SMITH
WESTON L. JOHNSON
BRUCE E. HARRINGTON
A. DWAIN WHITE
ROBERT H. FORWARD, JR.
RICHARD S. CROWLEY
F. SCOTT JACKSON
HOWARD S. SLUSHER
THOMAS J. BARRACK, JR.

LOS ANGELES OFFICE
ATLANTIC RICHFIELD PLAZA
44TH FLOOR NORTH TOWER
815 SOUTH FLOWER STREET
LOS ANGELES, CALIFORNIA 90071
TELEPHONE (213) 660-2811

OF COUNSEL
JAMES R. KNAPP
WILLIAM P. MILLER

Mr. James Hewicker
Assistant Director
Department of Community Development
City of Newport Beach
3300 Newport Avenue
Newport Beach, California



Re: Park Newport Tenant Guest
Accommodation Apartments

Dear Jim:

To follow up on our meeting today, I am enclosing a copy of the present floor plan for the two-story administration building which contains the commercial service areas and the upstairs model apartments. Also enclosed is a copy of a sketch of the proposed floor plan as revised to allow use of the model apartments both as display models and as tenant guest accommodation apartments. This double usage is more practical now since the project is almost completely rented and the need for continuous availability of all of the model units has diminished substantially.

As I mentioned, it would seem that Condition number 12 of the existing Use Permit allows your department to review this proposal prior to issuance of a building permit for the remodeling. We hope that you will concur with our reading of this Condition, so that your time, our time, and the time of the Planning Commission will not be over-used by this proposal.

The tenants in Park Newport continue to invite relatives and occasional visitors to stay with them, and

Mr. James Hewicker

Page Two

on many occasions they can be accommodated within the apartment of the persons whom they are visiting. While Park Newport has, in the past, had other vacant apartments so that they could be made available to these occasional guests, now, as full occupancy is approached, those apartments are less readily available.

It also has followed that the model apartments are needed much less for display purposes, while the need for these temporary guest accommodations has risen with the increase in occupancy of the regular units. It seems natural that Park Newport make this service available to its tenants. Of course, it is expected that some income will be produced by the dual-usability of the display apartments.

It is important to note that the use of these units will make no real change, nor will it cause any adverse impact upon the project or the surrounding area. First the units would not be available for permanent or long-term rental; further, they would be used only as a service to tenants of Park Newport and their guests. Their use in this manner will not increase traffic or parking within the project because the guests will be at Park Newport whether they stay elsewhere in the project, or in the accommodation units. The guest parking area, as you know, and the large parking garage is directly adjacent to the existing building where these accommodation units are located.

As soon as practical, an engineer for Park Newport should meet with you and other representatives of the City staff so that the design and installation of the comparatively minor modifications will be accomplished to your satisfaction.

I will look forward to hearing from you within a few days.

Thanks for your assistance.

Very truly yours,



Thomas D. Peckenpaugh
For the Firm

TDP:eb

Pl. File in use permit

Harold Edelstein AIA.
Associate

M. ARTHUR GENSLER JR. & ASSOCIATES • ARCHITECTS

Hearst Building
San Francisco
California 94103
433-3700

November 24, 1969

Mr. Brian Hawley
Newport Beach Planning Dept.
3300 Newport Blvd.
Newport Beach, California 92660

Re: Park Newport
6863/3D

Dear Brian:

This is to confirm our telephone conversation of November 20 with regard to building setbacks from property lines. The Use Permit requires no minimum setbacks, and you would have no objection to the condition described at the southeast corner of Building 1b, where the corner of the building proper is approximately 9' from the property line. This distance widens rapidly along the length of the building wall in both directions.

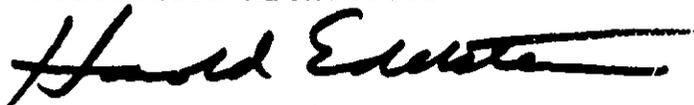
Easements for utilities etc. would have to be maintained, of course. Although the tentative map originally showed a 10' sewer easement at this corner, the final utility drawings have eliminated same. The final map will reflect this.

If balconies or roofs overhang easements anywhere in the project, the Public Works Dept. would have to be consulted for minimum height clearances and other requirements.

Mr. Fowler has already confirmed to me that the Building Dept. has no minimum setback requirements at this corner.

Very truly yours,

KARL TREFFINGER & ASSOCIATES
M. ARTHUR GENSLER JR. & ASSOCIATES
Associated Architects



Harold Edelstein

HE:dm

cc: Bob Fowler
Paul Oppenheim
Raub, Bein, Frost & Associates
Karl Treffinger
Lawrence Halprin & Associates



\$20 Million Complex Eyed Near Back Bay

Plans for Park Newport, a huge, \$20-million residential complex overlooking Upper Newport Bay was unveiled this week by Gerson Bakar and Associates of San Francisco.

The 50-acre residential development was designed by the architects as a "total environment" approach of blending structures, landscaping and recreational facilities into a total community.

Ultimately, the project will have 1,302 apartments and townhouses renting from \$100 to \$400 per month, spokesmen said.

The development, sitting atop a knoll near the corner of Jamboree Road and San Mateo Avenue below Newport Center, is already under construction.

Mingled among the two-story apartment and townhouse structures will be a \$750,000 private health club spa with olympic-sized pool, seven other swimming pools, a central park, seven tennis courts, putting greens and children's play areas.

A neighborhood convenience shopping center also will be built within the complex.

Completion of the first \$12 million worth of the development should be complete by next May, spokesmen said.

It will include all the recreation and commercial segments of the plans. Continuing construction will add more dwelling units.

The first segment will have 700 completed apartments.

In concept, the spokesmen said, the Park Newport complex will resemble Bakar's Woodlake development in San Mateo.

Park Newport's central park will include pools and a small lake with a 60-degree clock tower and sculpture.

M. ARTHUR GENSLER JR. & ASSOCIATES • ARCHITECTS

Hearst Building
San Francisco
California 94103
433-3700

March 13, 1969

Mr. Daren A. Groth
Acting Planning Director
City of Newport Beach
3300 Newport Boulevard
Newport Beach, California 92660

Re: Park Newport
6863/3C

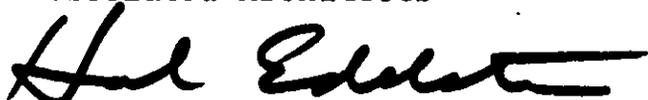
Dear Daren:

It was a pleasure meeting you and Chuck Zimmerman yesterday,
and we hope you enjoyed the remainder of your stay in San Fran-
cisco.

Enclosed is a copy of our letter to Gerson Bakar summarizing the
results of our discussions. If there is anything incorrect
in the letter please let us know.

Very truly yours,

KARL TREFFINGER & ASSOCIATES
M. ARTHUR GENSLER JR. & ASSOCIATES
Associated Architects


Harold Edelstein

HE:se



M. ARTHUR GENSLER JR. & ASSOCIATES • ARCHITECTS

Hearst Building
San Francisco
California 94103
433-3700

March 13, 1969

Gerson Bakar & Associates
2280 Powell Street
San Francisco, California 94133

Attention: Gerson Bakar

Re: Park Newport
6863/3C

Dear Gerson:

On March 12 Karl Treffinger and I met informally with Daren Groth, Acting Director of the Newport Beach Planning Department. The following items were discussed:

1. A maximum proportion of 20% compact cars would be acceptable. This may be averaged between buildings, but with a reasonable maximum in any individual area, probably 25%. It is important that compact spaces be arranged so they could be converted to regular spaces to provide for future flexibility.
2. The use permit does not mention any requirement for 3 lane interior roads. The arrangement shown on the current site plan, with 2 lanes each way provided only on the road east of the central plaza and Building 2, would be acceptable to the Planning Department.
3. The change in some areas from back-in 90° parking to parallel parking, with center planting islands, would be acceptable, in fact, preferable.
4. The requirement for 5 ft. swimming pool fences would not apply to this project, because of the permanent 24-hour management on site. The type of protection afforded by walls and landscaping, etc., indicated on the current landscaping plan for the courts at Building 2, would be permitted.

Gerson Bakar & Associates
March 13, 1969
Page Two

Mr. Groth also stayed overnight at Woodlake and toured the Northpoint complex, and his reactions seemed very favorable.

Very truly yours,

KARL TREFFINGER & ASSOCIATES
M. ARTHUR GENSLER JR. & ASSOCIATES
Associated Architects


Harold Edelstein

HE:sc

Enclosure

cc: D. Groth

L. Halprin & Associates

Wurster, Bernardi & Emmons

February 20, 1969

Mr. Karl Treffinger
Karl Treffinger and Associates
Hearst Building
Market at Third
San Francisco, California 94103

Dear Karl:

In response to your letter of February 18, 1969, to Mr. Oliver Grant regarding the parking plans of Building 2, we offer the following comments:

1. We have reviewed the plans and other support material and find the proposed parking design with a 62 foot overall dimension for 90° parking to be in substantial compliance with the Off-Street Parking Standards for the City of Newport Beach. We have enclosed a copy of these standards with the applicable dimensions underlined for your reference.
2. Your request that a number of required parking spaces designed for compact cars, amounting to approximately 14.7% of the total parking provision, meets with our approval. This decision is based on a recent Planning Commission approval of a similar request for a development somewhat comparable to the one proposed in this case.

Therefore, in light of these two points, we see no need for this matter to be presented for Planning Commission consideration.

Mr. Karl Treffinger - Page 2.

If we can be of any further service, do not
hesitate to contact either myself or Brian Hawley
at 673-2110, Extension 33.

Sincerely,

DAREN A. GROTH,
Acting Planning Director

Enclosure: Off-street Parking Standards

CC: Oliver Grant

DAG/BNH/kk



OFFICE OF JOHN WATT
BUILDING OFFICIAL

330 WEST TWENTIETH AVENUE
SAN MATEO, CALIFORNIA 94402
TELEPHONE (415) 341 1331

February 18th, 1969

Gerson Bakar & Associates
San Mateo
California

Gentlemen:

In answer to your inquiry this Department approved the parking garage ventilation at the Woodlake Apartments using the Exception in Section 1105 of the '67 U.B.C. The exception allows the Building Official to omit the mechanical ventilating equipment "where, in his opinion, the building is supplied with unobstructed openings to the outer air which is sufficient to provide the necessary ventilation".

We felt that the openings provided (fifty percent on two or more sides) were more than adequate and experience seems to have substantiated that feeling.

Very truly yours,

John Watt
John Watt
Building Official

jw/tb

February 18, 1969

Mr. Oliver Grant
Director, Building Department
City of Newport Beach
3300 Newport Boulevard
Newport Beach, California 92660

Re: Park Newport Apartments

Dear Mr. Grant:

In accordance with our agreement Friday, enclosed herewith are the following exhibits:

- 1/16" Parking Plans of Building 2 showing current parking layouts and extent of ventilating openings in side walls.
- 1/4" Section of Building 2 showing typical garage ventilation openings in side walls.
- 1/4" Detailed Parking Plan showing typical car swings and stalls.

Letter dated 2/18/69 from John Watt, Director, Building Department, City of San Mateo.

Woodlake Apartments Garage Level Plan, which is essentially similar in parking bay dimensions to Park Newport.

Photographs of driving demonstrations at the Woodlake development showing ease of parking with same size stalls and aisles, and character of ventilating openings.

The two issues that need to be resolved are: (1) use of an overall parking bay size of 62'-0" rather than 64'0", and (2) elimination of mechanical ventilation within these garages. Some of the arguments for these interpretations are as follows:

Mr. Oliver Grant
February 18, 1969

-2-

1) Garage Bay Size

- a) Newport Beach's published parking standards call for a minimum of 60'0" for exterior parking. We see no reason why the same standard is not applicable inside.
- b) Parking standards in most other metropolitan areas range from 60' to 62'. San Francisco, which has one of the most stringent codes in the country, requires 61' and Oakland requires 60'.
- c) Standard references, texts and templates all indicate that even large cars can swing into these stalls in a single motion without complicated maneuvering.

2) Ventilation Requirements

- a) Open garages of this type, without mechanical ventilation, have been built throughout California for many years, and they are permitted without question in every major metropolitan area, including Gerson Bakar and Associates; Woodlake development in the City of San Mateo and the Oak Creek development near Stanford.
- b) Experience has proven that there is no problem with fumes and/or odors within these open garages, and that they are, in fact, more satisfactory than closed garages where the mechanical ventilation may or may not be operative.
- c) Since the garages project well beyond the face of the apartments, there is no hazard to the apartments, either of flame spread or of odors from the garage area.
- d) The provision of UBC Section 1109 (b) for natural ventilation through 50% of two walls should logically be applicable to this situation regardless of the number of parking tiers.

In addition to these two basic issues we also indicate the substitution of a small percentage of small cars in lieu of standard cars. This increases the holding capacity of the garage without changing its size and should make a difference of approximately 100 cars undercover throughout the project. We feel that these extra car spaces are more important than having every space

Mr. Oliver Grant
February 18, 1969

precisely 9' x 18' and that it recognizes the long established presence of small cars.

In designing these extra stalls we have used current San Francisco and Oakland standards of 7'-6" x 16'-0".

I understand that your office will be able to rule on some of these questions at the staff level, while the rest will have to go to the Planning Commission for approval, without public hearings being necessary. We would appreciate your assistance in making the proper application for the March 6th meeting of the Planning Commission.

Thanking you for your cooperation and looking forward to an early reply, I remain

Respectfully submitted,

Karl Treffinger

KT:ah

cc: Mr. Darren Groth, Acting Planning Director
Gerson Bakar & Associates, Attn: Mr. Paul Oppenheim
M. Arthur Gensler Jr. & Associates

L.W. file

WURSTER, BERNARDI AND EMMONS, INC., ARCHITECTS
1620 MONTGOMERY STREET SAN FRANCISCO CALIFORNIA 94111 (415) 397-6544

23 January 1970

Building Department
City Hall
3300 Newport Blvd.
Newport Beach, California

Attention: Mr. E. Cich

Re: Park Newport Apartments - 69008

Gentlemen:

Relative to your letter dated 12 January 1970 addressed to Karl Treffinger pertaining to height of clock tower at subject project, this office has contacted FAA officials at Orange County Airport, and obtained and filed the FAA Form 7460-1, with the appropriate agency.

On the basis of comments made by FAA that it appears subject project is out of their approach area, we anticipate a favorable reply.

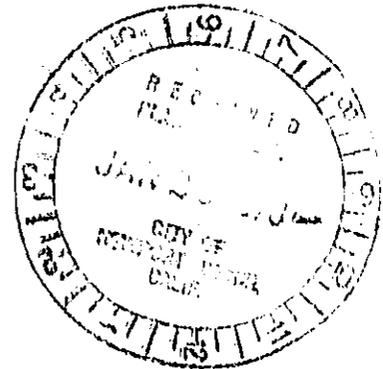
Very truly yours,

Wurster, Bernardi and Emmons, Inc.

George C. Cocallas, Architect

GCC:jv

cc: Mr. Karl Treffinger
Mr. Paul Oppenheim
Mr. Larry Wilson ✓



PRINCIPALS: WILLIAM WILSON WURSTER, F.A.I.A. THEODORE C. BERNARDI, F.A.I.A. DONN EMMONS, F.A.I.A. ALLEN F. ROSENBERG, A.I.A. RALPH O. BUTTERFIELD, A.I.A.
ASSOCIATES: ALBERT ARONSON, A.I.A. DON E. STOVER, A.I.A. ROBERT A. TOWLE, A.I.A. JOSEPH L. BOURG GERALD TAYLOR



Re W. file

CITY OF NEWPORT BEACH

CALIFORNIA

92640

City Hall
3300 Newport Blvd.
(714) 873-2110

April 14, 1970

M. Arthur Gensler, Jr. & Associates
Architects
Hearst Building
San Francisco, California 94103

Attention: Harold Edelstein

SUBJECT: PARK NEWPORT APARTMENTS
900 San Joaquin Hills Road
Newport Beach, California
REFLECTION POOLS

Dear Hal:

In our phone conversation of 13 April 1970, we discussed the reflection pools at the Park Newport site, and I pointed out to you that the City of Newport Beach did not permit these pools to be greater than 18" in depth. You then stated that in March of 1969, you reviewed this problem with Daren Groth, who was then in our Planning Department, and he decided that since you would have an employee on duty 24 hours a day, you could exceed the 18" in depth and no fencing would be required. This is in conformance with Section 15.04.190 of the Municipal Code.

I have discussed this with Mr. Grant, and he concurs with Daren's decision; however, he states that the owner will be required to furnish a letter stating that you will have an employee on duty 24 hours a day at this site.

For any further clarification of the above, please call me.

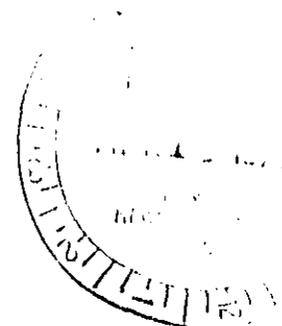
Very truly yours,

E. Cich

E. Cich
Assistant Building Director

EC:pf

xc: O. S. Grant
Bob Fowler
Planning Dept.





CITY OF NEWPORT BEACH

CALIFORNIA

92660

City Hall
3300 Newport Blvd.
(714) 673-2110

BUILDING DEPARTMENT

April 16, 1970

Gerson Bakar & Associates
2280 Powell Street
San Francisco, California

SUBJECT: PARK NEWPORT APARTMENTS
900 San Joaquin Hills Road
Newport Beach, California

Dear Gerson:

In answer to the request you raised at our meeting of April 6th, and with specific reference to the letter of Hal Edelstein of April 3rd, the following answers are submitted. In each case the number of the reference refers to the number by Hal Edelstein in his letter.

1. This was appreciated, although we felt we did nothing unusual in that we attempt to treat all persons the same. Approval such as he mentioned must be substantiated by evidence showing the proposal will be equal to or superior than the code requirements, and we felt the situations in this project justified the approvals given.
2. & 3. The items listed below are the conditions we consider to be minimum in order to allow partial occupancy as requested. We can discuss this further when you and Paul Oppenheim bring in the drawings he is preparing:
 - (1) The individual portions requested for temporary occupancy approval must be complete (electrical, plumbing, heating and/or air conditioning, etc.).
 - (2) Persons going to or from the requested portions cannot go through any portion under construction in order to reach the outside of the building. Barricades and adequate signing must be installed to insure this will not happen.
 - (3) All required exitways and exit doors must be complete and be approved by the Building Department. All sidewalks, stairs, and handrails required for exit purposes shall be fully complete. In addition, at no time is there to be any storage of materials, furniture, etc. within the exitways to be used. These exitways must have their complete required lighting in operation.

- (4) Prior to granting partial occupancy approval for any portion, the Fire Marshal or one of his assistants shall be requested to make a field investigation of that area and his approval will be necessary prior to any Building Department approval. Among the items which I am sure must be complete and approved by him will be complete access roads for Fire Department vehicles to use in case of a fire; all fire fighting equipment such as fire extinguishers, fire alarms, hose racks, standpipes, smoke detectors, and fire hydrants installed and operable. For full information as to the full extent and tests required for the Fire Marshal's approval please contact him directly.
- (5) All subcontractors who have worked on the job shall have obtained their City of Newport Beach business licenses.
- (6) All area separation walls surrounding the section of the building wherein the temporary occupancy is located must be complete from foundation to roof and approved by the Building Department, including all doors in these walls. Temporary electrical approval will be granted upon submission of the enclosed application form with the understanding that no portion of the areas served by that meter will be occupied until specific approval is given by the Building Department. No individual private meters shall be installed until that approval is given. Should occupancy occur prior to our approval we will have no hesitation in notifying the utility company to disconnect and remove the meter.
- (7) The plumbing system must be complete and the final plumbing approval given. The heating/air conditioning system must be complete and in operable condition, including all ventilating exhaust systems.
- (8) All required exit signs and exit lights shall be installed, tested, and approved.
- (9) All required fences for pool protection and railings for any balconies within the area must be complete.
- (10) Any and all work requiring an open flame (welding, plumbing, etc.) must be completed within that entire building.
- (11) All trash (lumber scraps, paper boxes, packing materials, etc.) must be removed from that building prior to inspection for occupancy approval.
- (12) Required parking must be complete, accessible, and useable. A specific approval will be required from the Planning Department for this.
- (13) The water system must be in and operating for the building in question. This includes the mains for the domestic water as well as the fire protection system. This same requirement is necessary for the sewer system including its connection to existing sewers. Verification of this will be required from the Public Works Department.

4. I do not foresee any approval of this request, but the formal answer for this must come from the Fire Marshal. Please contact him.
5. As indicated to you verbally, I feel as strongly as ever on this, that it would create an impossible situation for us to approve such a request. Accordingly, the answer is a definite no.
6. In view of the phone calls being received almost every day from Hal Edelstein regarding the vent shafts, I decided to research that subject further before sending a final written decision to you regarding this portion of your request. A call to ICBO headquarters revealed there has been some confusion regarding these sections (Sec. 1706 and 3004 of the UBC), but that no written interpretations have been published. Further, the answer was given that we appear to have the right answer and that this is strengthened further by the 1970 Edition of the UBC in that it will require the protected shafts even for two-story construction. As you know, the 1970 Edition will be adopted shortly by most of the jurisdictions in California, including the State of California; probably with few or no technical amendments.

I feel that the above comments explain and confirm our position. Accordingly, we expect and hope that the continual calls about this matter will cease. Actually, we have modified the specific requirements for one-hour fire-resistive shafts considerably, and anyone familiar with the minimum requirements as to how these shafts should be built will recognize this and the resulting savings to you through our action. I still feel that if you would use an approved "B" vent for these vents you not only would end up with a better job, but that it would be less expensive due to a reduced labor time to install.

7. As indicated to you personally, I am extremely unhappy with such vague and generalized statements, particularly in view of the apparent lack of communication between the builder and the architect. In the few cases we have been able to recollect which might have led to any such statement there was an apparent lack of communication and/or understanding between the contractor's employees and the architectural staff based upon the number of calls from both architect and contractor. In any case, such a statement should be documented with specific instances, and we have been absolutely unable to find anyone who knows of any such happening that could cause such a statement. Frankly, I feel that most of the problems which have arisen appear to be based upon pressure from you and/or your staff as to the speed in which you desire to erect this project. I think the architect had prepared a good set of drawings, but because of knowing the speed with which they are being drawn we have no alternative but to run a much closer check through our plancheck process than is necessary when the

Gerson Bakar
4-16-70
Page 4

architect has adequate time to prepare drawings.

The comments in this letter are intended to be in a constructive vein and not as a criticism. If you have any questions on what I have said, we will discuss it in person when we have the meeting you are planning.

Very truly yours,



O. S. GRANT
Building Director

OSG:pf

xc: Karl Treffinger
Hal Edelstein
Joe Devlin
Bill Noller
Larry Wilson
Bob Fowler
E. Cich

M. ARTHUR GENSLER JR. & ASSOCIATES • ARCHITECTS

Hearst Building
San Francisco
California 94103
433-3700

April 3, 1970

Gerson Bakar
Park Newport Ltd.
Irvine, California 92664

Re: Park Newport
6863/3C-A

Dear Gerson:

With reference to your meeting with Oliver Grant Monday April 6, I would recommend the following items for discussion, in the order of priority listed:

1. Appreciation of the cooperation of Mr. Grant and his staff in obtaining approval of ductless range hoods, gypsum board access panels, and similar recent items.
2. Occupancy of the Central Building #7b:
 - Advance occupancy by administration personnel during May.
 - Public access and occupancy of the model apartments and administration offices following that.
 - Occupancy of shops, etc., as they are leased and completed.
 - Possible problems concerning state of completion of site work: roads, walks, etc.
3. Occupancy of Building 2:
 - Staged occupancy of wings of the building as they are completed.
 - Possible problems of sitework, roads, walks, central facilities, etc.
4. Possibility of moving fire alarm annunciator panels out of the lobbies: the Fire Marshall has demanded that the central alarm signal panel be inside the lobby (generally the central lobby, such as Lobby B of Building 2). Repeated requests to move the panel outside or into the garage have so far been refused.

5. Moving electric panels back into the closets.

6. Bath fan ventilation: We are now working with Bob Fowler and Bob Whiteford to omit fireproofing requirements for the top floor apartments, which would be a minor savings. It seems too much to ask Oliver to reverse his staff after all of the discussion on this matter. We have already reduced the expense considerably by going to wall fans, and the feeling of both Paul and myself is not to press this question too hard. If you do wish to pursue it, the best basis would be that these small ducts (4" diameter from the top two floors and 3½"x8" from the bottom floor) are being considered as large air conditioning ducts, and is the hazard from bathroom fires really that great.

7. A few minor items have been brought up during plan check of Building 1b by Bob Fowler which are reversals of previous requirements or requests approved for the permits for Buildings 2 and 3. Obviously, this causes confusion, consternation and extra costs in the field. We would like to request that this be kept to an absolute minimum and eliminated if possible. It is vital to the progress of the job that we can depend on precedents set by the previous permits.

Very truly yours,



Harold Edelstein

cc: Paul Oppenheim

Roll file



CITY OF NEWPORT BEACH

CALIFORNIA

92644

City Hall
8300 Newport Blvd.
(714) 673-2110

BUILDING DEPARTMENT

January 12, 1970

Karl Treffinger & Associates
Hearst Building San Francisco, California 94103

SUBJECT: Park Newport Apartments 6863/3C
Proposed Height of Clock Tower
Central Building

Dear Karl:

A recent visit to the construction site at your Park Newport development brought to my attention the possible interference to the flight pattern of the Orange County Airport by your proposed 60' high clock tower.

It has been the practice for architects who construct structures of above average height in this flight pattern to obtain approval from the Orange County Airport officials and F.A.A. I would suggest that you obtain this approval prior to progressing further with the construction of the tower.

I would also suggest that you discuss this with our Planning Director, Larry Wilson, for further clarification.

Very truly yours,

E. Cich
E. Cich
Assistant Building Director

EC:pf

xc: Gerson Bakar
O. S. Grant
Larry Wilson



LAW OFFICES
KALMBACH, DEMARCO, KNAPP & CHILLINGWORTH

SUITE 900 • NEWPORT FINANCIAL PLAZA / 550 NEWPORT CENTER DRIVE
NEWPORT BEACH, CALIFORNIA 92660
TELEPHONE (714) 844-4111

LOS ANGELES OFFICE
811 WEST SIXTH STREET • SUITE 1900
LOS ANGELES, CALIFORNIA 90017
TELEPHONE (213) 625-2191

HERBERT W. KALMBACH
FRANK DEMARCO, JR.
SHERWOOD C. CHILLINGWORTH
HAROLD BERAL
ALEXANDER BOWIE
ROBERT M. OLSON, JR.
ROBERT H. MORRISON
RICHARD C. GREENBERG
THOMAS D. PECKENPAUGH
TERRY L. RHODES
OARLEY C. FROST
ALAN R. WOLEN
WILLIAM A. KERR
LARRY B. THRALL
ERIC W. MARTENS
RALPH J. MORGAN
DAVID PATTERSON SMITH

July 14, 1970

OF COUNSEL
JAMES R. KNAPP
JAMES H. O'CONNOR

Mr. Laurence Wilson ✓
Director of Planning
City of Newport Beach

Mr. Oliver Grant
Director of Building & Safety
City of Newport Beach
3300 Newport Avenue
Newport Beach, California 92660

Gentlemen:

Thank you for taking the time to meet with me and Bob Bein yesterday afternoon. As discussed, we are following up our conversation with this letter on behalf of Park Newport Ltd. in order to confirm our meeting.

The language in Condition No. 21 on the Conditional Use Permit issued by the City and dated May 16, 1969 was intended to assure that the public improvements which the City requires to be installed are fully completed or bonded for and that construction of the apartment buildings in Phase II of the project will be commenced before recordation of the final map. In this regard, Park Newport Ltd. is not to occupy buildings in the second phase of construction until both of these events have occurred.

Pursuant to this intention, Park Newport Ltd. will complete construction and installation of all public improvements, or will adequately bond for their completion, and will commence construction on Phase II of the project prior to recording its final map. Further, the final map will be recorded prior to occupancy of buildings in Phase II of the project.

LAW OFFICES

KALMBACH, DeMARCO, KNAPP & CHILLINGWORTH

Mr. Laurence Wilson
Mr. Oliver Grant
Page 2
July 14, 1970

The City will commence today the issuance of Certificates of Occupancy upon application therefor by Park Newport Ltd.

Very truly yours,


Thomas D. Peckenbaugh
For PARK NEWPORT LTD.

cc: Raub, Bein & Frost
Mr. Paul Oppenheim

Harold Edelstein AIA.
Associate

M. ARTHUR GENSLER JR. & ASSOCIATES • ARCHITECTS

June 26, 1970



Hearst Building
San Francisco
California 94103
433-3700

Mr. Eugene Cich
Assistant Director
Newport Beach Building Dept.
3300 Newport Blvd.
Newport Beach, California 92660

Re: Park Newport Apts.
6863/3C-A

Dear Gene:

This is to confirm our conversation of June 25, 1970 concerning submission of Phase II work for permits.

We intend to submit Buildings 4, 5, 6 and the townhouses on Lots 4, 5 and 6 on or about July 20, 1970. All of these will be fully complete with the exception of post-tensioning cable details on Building 6, which will be submitted about September 1.

It was confirmed by you that the increase in excise tax would be avoided if the applications, accompanied by the plan check fees, are turned in to the Building Department before the date of excise tax increase, August 1, 1970.

Although permits must still be applied for and issued individually on the basis of lot separations, plan checking should be expedited by turning in all of Phase II at the same time.

For your further information, the construction schedule anticipates commencement of construction as follows:

Building 4 : October 1, 1970
Building 5 : March 1, 1971
Building 6 : August 1, 1971

Townhouses, landscape retaining walls, swimming pools, etc. would generally be commenced at the same time as the adjacent large buildings.

If any of the above does not meet with your understanding, or you wish to add further comment, please let me know.

Very truly yours,

KARL TREFFINGER & ASSOCIATES
M. ARTHUR GENSLER JR. & ASSOCIATES



Harold Edelstein

HE:np

cc: Oliver Grant
Paul Oppenheim
Len Port
Tom Peckenpaugh
Karl Treffeinger
Raub, Bein, Frost & Assoc.
Dave Wolisch
G. Gendler & Assoc.
Shinn & Assoc.
Halprin & Assoc.

Harold Edelstein AIA.
Associate

M. ARTHUR GENSLER JR. & ASSOCIATES • ARCHITECTS

Hearst Building
San Francisco
California 94103
433-3700

June 4, 1970

Mr. Oliver S. Grant
Director
Building Department
City of Newport Beach
3300 Newport Blvd.
Newport Beach, California 92660



Re: Park Newport
Partial Occupancy

Dear Oliver:

On June 3, a meeting was held at the Building Department to discuss details of partial occupancy. Attending were: Bill Noller, Gene Cich and Bob Fowler for the City; Paul Oppenheim and Bert Barskey for the Owner; John Haywood and George Greenberg for the Contractor and Hal Edelstein for the Architects.

The proposed occupancy maps dated May 26, 1970 and the conditions mentioned in your letter of April 16, 1970 and our letter of May 29, 1970 were discussed. The following points were added or changed:

1. Two vehicular exits as well as two pedestrian exits must be available for any portion of a garage to be occupied.
2. Required separations between garage and other occupancy classifications must be completed for the entire garage before a portion of the garage is occupied.
3. Fire extinguishing and alarm systems must be completed in the entire building before occupancy of a part of the building, except that temporary fusible links may be used in lieu of smoke detectors at fire doors in 2-hour separation walls in areas not yet completed.
4. Brown coat exterior plaster must be complete for the entire building before partial occupancy.
5. Fire lane to the west of Building 7a must be kept clear and

provided with "Keep Clear - Fire Lane" signs. Paving on this fire lane will not be required for initial occupancy.

6. No occupancy of any buildings until water line loop across San Joaquin Hills Road is complete and connected.
7. Fire hydrants required for initial occupancy must be approved by the Public Works Department and must not be shut down for construction work after occupancy.
8. Exit signs and lights will not be required in unoccupied areas.
9. The Fire Marshall will inspect the job before each occupancy stage to determine if all requirements are fulfilled properly.

Very truly yours,

KARL TREFFINGER & ASSOCIATES
M. ARTHUR GENSLER JR. & ASSOCIATES


Harold Edelstein

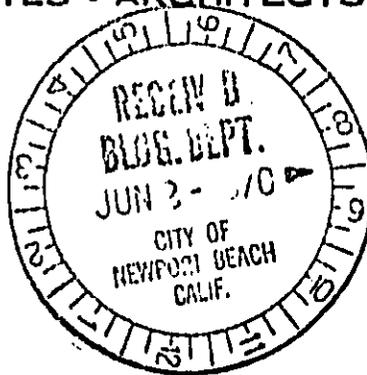
HE:np

cc: P. Oppenheim
L. Port
W. Noller
L. Wilson
J. Devlin
E. Cich
B. Fowler
F. Riegel/J. Haywood
W. Drake/ G. Greenberg

M. ARTHUR GENSLER JR. & ASSOCIATES • ARCHITECTS

May 29, 1970

Mr. Oliver Grant
Building Department Director
City of Newport Beach
3300 Newport Blvd
Newport Beach, California 92660



Hearst Building
San Francisco
California 94103
433-3700

Re: Park Newport 3C-A Partial Occupancy

Dear Mr. Grant;

On May 28 we submitted to you for your review two copies of drawings dated 5/26/70 showing proposed staging of occupancy of portions of Park Newport phase I. At a meeting to be held next week we will review detailed requirements with you and other City staff.

The conditions for partial occupancy as outlined in your letter of April 16, 1970 will be met as follows:

1. Individual portions to be occupied will be complete including electrical, plumbing and heating.
2. Portions still under construction will be separated by barricades and signs from occupied portions.
3. Exit ways, exit doors and walks, stairs, handrails etc., required for exit purposes serving the occupied portion will be complete, lighted and clear of obstructions. Plaza decks will have walks, stairs, railings, patios, curbs etc. (everything but planting).
4. Fire vehicle access, fire extinguishing and alarm systems serving the occupied portions will be complete, as required by the Fire Marshall.
5. All subcontractors who have worked on the job will have obtained their Newport Beach business licences.
6. Breaks between occupied and unoccupied apartment areas will occur at 2-hour area separation walls and these will be complete from foundation to roof, including doors in those walls, gypsum board both sides etc.

Application form for temporary electrical approval will be submitted and individual private meters will be installed only after approval is received.

M. ARTHUR GENSLER JR. & ASSOCIATES • ARCHITECTS

Hearst Building
San Francisco
California 94103
433-3700

7. Plumbing, heating, ventilating and exhaust systems will be complete for the area to be occupied.
8. All exit signs and exit lights for the area to be occupied will be installed, tested and approved.
9. Balcony railings will be complete for the area to be occupied. Pool fencing is not required as previously agreed, since there will be full-time management at the site.
10. Open flame work welding, plumbing, etc. will have been completed in the entire building.
11. Trash will be removed from the area to be occupied, including exit ways, prior to inspection.
12. Required parking will be complete and approved by the Planning Department.
13. The water system, including domestic water and fire protection, and the sewer system will be complete and operating, as approved by the Public Works Department

Additional copies of this letter are enclosed, in the event that you wish to forward them to the Public Works Department or other city departments.

Very truly yours,

Karl Treffinger & Associates and
M. Arthur Gensler Jr. & Associates



by Harold Edelstein

HE:sg

cc:

Paul Oppenheim

W. Noller

L. Wilson (Planning)

Joe Devlin (Inspection)

F. Riegel (Brock LA)

W. Drake, (Brock Irvine)

G. Greenberg

B. Fowler

E. Cich

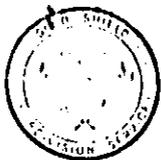
SECURITY TITLE

INSURANCE COMPANY

825 North Broadway, Santa Ana, California

Telephone 547-7251

File



GOLD SHIELD SUBDIVISION SERVICE PRELIMINARY REPORT

Your No.....

Our Order No.....356002-201.....

" 5-7-70 *SPIC*

COPIES SENT TO:

- Mayor
- Manager
- Attorney
- Public Works Director
- Planning Director
- Other
- Councilman
-
-



Gerard Miller and Associates
2230 Powell Street
San Francisco, California 94100

This report is issued preliminary to recordation, final closing, and issuance of policy of title insurance in connection with this order. Our liability is solely that expressed in such policy. No separate liability is assumed by this report except that if no policy is issued under this order the amount paid for this report shall be the maximum liability of the company.

SECURITY TITLE INSURANCE COMPANY

By *[Signature]*

H. Sam Hildebrandt

Dated as of 7:30 A.M. on May 5, 1970

Vestee:

THE IRVINE COMPANY, a West Virginia corporation.

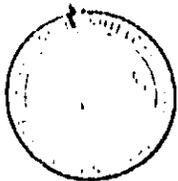
The land referred to in this report is in the state of California, county of Orange Proposed Tract No. 6247, being a subdivision of portions of Blocks 54 and 56 of Irvine's Subdivision, in the City of Newport Beach, as shown on a map recorded in book 1, page 68 of Miscellaneous Record Maps, Records of Orange County, California.

SUBJECT TO:

1. Taxes for the fiscal year 1970-71, a lien, not yet payable.
2. A perpetual aviation easement in and through the air above the herein described land and other land, as conveyed to the County of Orange by The Irvine Company by deed recorded March 17, 1968, in book 6265, page 721, Official Records, upon the terms and conditions as set forth in said deed, reference being made to the record thereof for full particulars.

-continued-

3. An easement for right of way (Jamboree Road) and incidental purposes, as granted to the County of Orange by deed recorded November 20, 1957 in book 4110, page 10, Official Records, over the southeasterly 50 feet of said land.
4. An easement for street, highway and incidental purposes, (Jamboree Road) as granted to the City of Newport Beach, a municipal corporation, by deed recorded June 17, 1966 in book 7964, page 631, Official Records, over the southeasterly 66 feet of said land.
5. A notice by The Irvine Company, a corporation, as owner of said land, that they will not be responsible for any work done by Baker-Newport Associates, a general partnership, licensee of said property, recorded August 14, 1969 in book 9050, page 823, Official Records.
6. A lease, covering the majority of said land, dated July 28, 1969 executed by and between The Irvine Company, a West Virginia corporation, as lessor, and Park Newport Ltd., a limited partnership, as lessee, for a term of 55 years commencing on August 1, 1969 and ending July 31, 2024, upon the further terms, conditions and provisions therein set forth, a short form of which was recorded August 22, 1969 in book 9060, page 109, Official Records.
7. A deed of trust, covering the above leasehold estate, to secure an indebtedness of \$9,800,000.00, and any other amounts payable under the terms thereof, recorded April 1, 1970, as document No. 103, in book 9252, page 826, Official Records.
 Dated: November 20, 1969.
 Trustor: Park Newport, Ltd., a limited partnership.
 Trustee: Continental Auxiliary Company, a California corporation.
 Beneficiary: Bank of America National Trust and Savings Association, a national banking association.
8. A claim of lien recorded April 29, 1970 in book 9277, page 66, Official Records.
 Lien claimant: Robert Reynolds
 Amount: \$1,876.90
9. A claim of lien recorded April 29, 1970 in book 9277, page 253, Official Records.
 Lien claimant: Patrick Lindsay
 Amount: \$1,159.78



SECURITY TITLE INSURANCE COMPANY

GOLD SHIELD SUBDIVISION SERVICE

Preliminary Subdivision Report

Order No. 356902

Tract No. 6947

Date May 5, 1970

For the benefit of the Subdivider, the Subdivider's Engineer or Surveyor, the County of Orange and any City within which the subdivision is located.

A preliminary examination of those public records which, under the recording laws, impart constructive notice of matters affecting the title to the land covered by the tentative subdivision map of

Tract No. 6947, prepared by Raub-Boin-Frost and Associates

_____ and received by Security Title Insurance Co. on April 14, 1970 discloses that the parties whose signatures will be necessary, under the provisions of the Subdivision Map Act, on the final subdivision map of said land are as set forth below.

This report is furnished as an accommodation, for the sole purpose of preliminary planning and facilitating compliance with requirements necessary for the issuance of a Subdivision Guarantee. It is understood that our liability is solely that expressed in such Guarantee, and that no liability separate from or other than our liability under said Guarantee is assumed by this report, except that if no Guarantee is issued under this order the amount paid for this report shall be the maximum liability of the company.

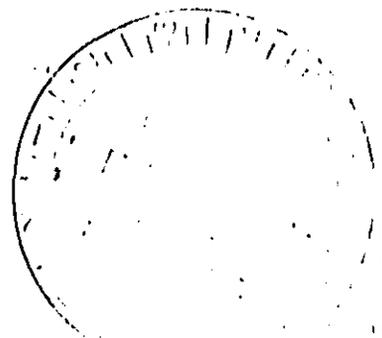
1. The Irvine Company, a West Virginia corporation (Owner)
by _____
Vice-President

by _____
Assistant Secretary

2. Park Newport Ltd., a Limited partnership (lessee)
By its General Partners
Bakar Newport Associates, a partnership
by _____

Gerson Bakar, Partner
The Prospect-California Company, a Delaware corporation
by _____
Vice-President

by _____
Assistant Secretary



3. Continental Auxiliary Company, a California corporation,
Trustee under that certain deed of trust recorded in book
9252, page 826, Official Records.
by _____ Its Agent
by _____ Its Agent

Pursuant to the provisions of Section 11587 of the Business and Professions Code, the following signatures have been omitted:

1. The County of Orange, holder of an avigation easement recorded in book 6965, page 721, Official Records.
2. The City of Newport Beach, holder of easements for street and highway purposes by deeds recorded in book 4110, page 10, and book 7964, page 631, Official Records.

The two mechanics liens shown as Items 8 and 9 of our report dated May 5, 1970 are not shown herein because we believe that they will be released prior to recording the tract map.



April 27, 1970

Planning Commission and
City Council
City of Newport Beach
3300 Newport Boulevard
Newport Beach, California

Attention: Mr. Laurence Wilson, Planning Director

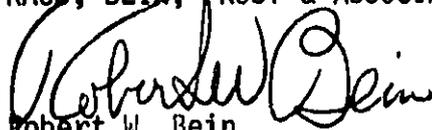
Gentlemen:

In order to allow sufficient time for the final preparation of plans for the overall Park Newport project, it has become necessary to request an extension of our Tentative Map approval for Tract No. 6947.

We would like to hereby request an extension of the approval date for Tract No. 6947 from May 26, 1970 to May 26, 1971.

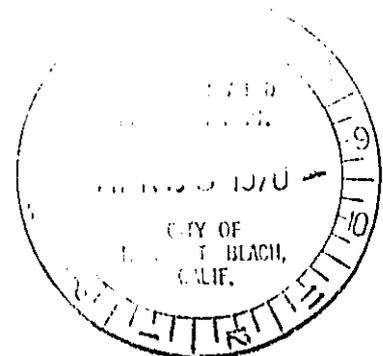
If you have any questions or need any further information in order to grant this request, please contact me.

Sincerely,
RAUB, BEIN, FROST & ASSOCIATES


Robert W. Bein
President

RWB:ls

cc: Park Newport, Ltd. (J. Paul Oppenheim)
M. Arthur Gensler Jr. & Assocs. (Hal Edelstein)
Karl Treffinger & Assocs. (Bruce Sloane)



CITY OF NEWPORT BEACH

MINUTES

COUNCILMEN

MCKINNS	KYMMA	ROGERS	HIRTH	CROUL	DOSTAL	PARSONS
---------	-------	--------	-------	-------	--------	---------

ROLL CALL

May 25, 1970

INDEX

Motion
Ayes

		x				
x	x	x	x	x	x	x

The permit for sound amplifying equipment was approved, subject to the conditions that no vehicles be driven or parked on the grass, that the sound be limited to a volume that carries only 150 feet, that there be no solicitation of funds, no profanity, no violence and that the park be left clean.

5. A report was presented from the Planning Director in connection with the request of Gerson Bakar and Associates for extension of time for the signing of the Final Map for Tract 6947 (Park Newport) until May 26, 1971.

Tr 6947
✓

Motion
Ayes

						x
x	x	x	x	x	x	x

The expiration date of the tentative map of Tract 6947 was extended to May 26, 1971, subject to the same conditions previously imposed.

6. A report was presented from the City Manager regarding revocation of business license of Le Salon De Traitments.

Le Salon
De Trait-
ments

Motion
Ayes

						x
x	x	x	x	x	x	x

The matter was set for public hearing on June 8, 1970.

HARBOR PERMITS:

1. A report was presented from the Harbor and Tidelands Administrator regarding Harbor Permit Application No. 133-1 of Mr. Frank Snow to construct a ramp and slip bayward of No. 1 Linda Isle.

Harbor and Tidelands Administrator George Dawes gave a staff report.

Harbor Permit No. 133-1 was approved.

Motion
Ayes

						x
x	x	x	x	x	x	x

2. A report was presented from the Harbor and Tidelands Administrator regarding Harbor Permit Application No. 112-405 of Mr. P. A. Cassell to revise the existing permit bayward of 403 Edgewater Avenue, Balboa.

Harbor and Tidelands Administrator George Dawes gave a staff report.

Motion
Ayes

		x				
x	x	x	x	x	x	x

Harbor Permit No. 112-405 approved by City Council on November 12, 1968 was revoked and

Council Meeting Date May 25, 1970

Council Agenda Number G-5

CITY OF NEWPORT BEACH

Extended

May 21, 1970

TO: City Council
FROM: Planning Commission
SUBJECT: Tract 6947 (Park Newport)

Recommendation

It is recommended that the expiration date of the tentative map of Tract 6947 be extended to May 26, 1971 subject to the same conditions previously imposed.

Discussion

By letter dated April 27, 1970 Mr. Robert Bein requested an extension from May 26, 1970 to May 26, 1971 for the time limit within which the final map of Tract 6947 may be recorded. This is the subdivision map for the Park Newport Apartment project.

The Public Works and Planning Departments have no objection to approval of this request and the Planning Commission recommended approval at its meeting of May 7, 1970.

RESULTS OF ROLL CALL VOTE:

AYES: Jakosky, Watson, Dosh, Adkinson, Brown, Glass, Martin
NOES: None
ABSENT: None

Respectfully submitted,



Lawrence Wilson
Planning Director LW:hh

Attachments: Letter from Robert W. Bein dated April 27, 1970.
Excerpt from Planning Commission Minutes of May 15, 1969.
Planning Commission Report to City Council
dated May 20, 1969
Excerpt from City Council Minutes of May 26, 1969.



April 27, 1970

Planning Commission and
City Council
City of Newport Beach
3300 Newport Boulevard
Newport Beach, California

Attention: Mr. Laurence Wilson, Planning Director

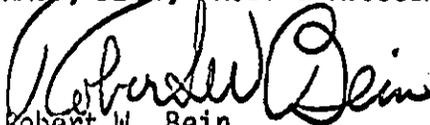
Gentlemen:

In order to allow sufficient time for the final preparation of plans for the overall Park Newport project, it has become necessary to request an extension of our Tentative Map approval for Tract No. 6947.

We would like to hereby request an extension of the approval date for Tract No. 6947 from May 26, 1970 to May 26, 1971.

If you have any questions or need any further information in order to grant this request, please contact me.

Sincerely,
RAUB, BEIN, FROST & ASSOCIATES


Robert W. Bein
President

RWB:ls

cc: Park Newport, Ltd. (J. Paul Oppenheim)
M. Arthur Gensler Jr. & Assocs. (Hal Edelstein)
Karl Treffinger & Assocs. (Bruce Sloane)



May 15, 1969

APPENDIX "B"

Curtis
Jakosky
Clemence
Copelin
Adkinson
Doshi
Watson

Zone: C-N-H and R-4-B-2-UL
Applicant: Newport Beach Tennis Club
Owner: The Irvine Company
Representative: Harry Babbitt, Newport Beach

Mr. Babbitt was present and stated that the patron dancing and live entertainment, as requested, would be for club members and their guests. Mr. Babbitt also said that the club would like to be able to rent their facilities for private parties. He assured the Commission that any private parties would be under contract and supervised by the club, similar to the operation of the Balboa Bay Club.

Mr. Bernard Pegg of 2633 Bamboo Street addressed the Commission and requested that if approval is considered, that all noise be restricted to within the building and that a better job of policing be done than during the past three years.

After a discussion, the Commission approved the request with permission to rent the facilities to private parties, subject to the operation being conducted as a private club; said approval to run until October 20, 1969 (the expiration date of the original use permit).

Motion
Second
All Ayes

x
x

The Commission added an additional condition that any request for extension of this use permit be presented to the Planning Commission.

Motion
Second
All Ayes

x
x

Item 4.

RESOLUTION
ACT 6947

Request for subdivision of 49.25 acres into 8 lots to be developed as a 1304 unit apartment complex.

Location: Portion of Blocks 55 and 56 of Irvine's Subdivision located at the northwest corner of Jamboree Road and San Joaquin Hills Road, extending west to the vicinity of Back Bay Drive.

Zone: Unclassified

Watson
Doshi
Adkinson
Copelin
Clemence
Jakosky
Curtis

May 15, 1969

Applicant: Gerson Bakar and Associates,
San Francisco, California

Owner: The Irvine Company, Newport Beach

Engineers: Raub, Bein, Frost and Associates,
Costa Mesa

Mr. Gerson Bakar, Mr. David Kaylor of the Irvine Company and Mr. Robert Bein of Raub, Bein, Frost and Associates addressed the Commission and raised questions relative to the conditions as stipulated in the staff report.

After discussion, the Planning Commission recommended approval of the Tentative Map of Tract 6947 subject to the conditions recommended in the staff report with the following additions, deletion and changes:

Motion
Second
All Ayes

x
x

1. That all improvements be constructed as required by ordinance and the Public Works Department.
2. That Section 19.20.110 of the Subdivision Ordinance requiring that lots abut on a street be waived provided adequate access is furnished and provided there are satisfactory guarantees insuring perpetual access.
3. That all grading be in accordance with grading plans and reports approved by a qualified Soils Engineer and the City. Upon completion of the grading, the Civil Engineer and the Soils Engineer shall certify that the grading has been completed according to the plans and the requirements of the grading ordinance. Reproducible copies of the as-built grading plans on standard sheets shall be furnished to the Public Works Department.
4. That the locations and design features of structures and utilities along and near the bluff top be subject to a specific analysis and recommendations prepared by a qualified Soils Engineer and approved by the City.

Watson
Dosh
Akinson
Copelin
Clemence
Jakosky
Curtis

May 15, 1969

- 5. That the landscaping and the irrigation system design along the bluff top be subject to a specific analysis and recommendations prepared by a qualified Soils Engineer and approved by the City.
- 6. That the location, design, and back-fill requirements of storm drains and utilities down the bluff be subject to a specific analysis and recommendations prepared by a qualified Soils Engineer and approved by the City.
- 7. That the location, width, configuration, and concept of the public utility easements be subject to further review and approval by the Public Works Department.
- 8. That the remaining street improvements on Jamboree Road adjacent to the site be completed.
- 9. That the full width of San Joaquin Hills Road be improved between the entrance to the development and Jamboree Road. Design plans of this intersection including signalization, channelization and storage lanes, continuous right turn lanes, and traffic islands shall be submitted for approval by the Traffic Engineer and the Public Works Department.
- 10. REWORDED AS FOLLOWS:
That the half-width of San Joaquin Hills Road be dedicated and improved between the entrance to the proposed apartment development and Back Bay Drive, together with adequate transition between two-lane and four-lane divided sections, and the southerly lines of Lots 2 and 3 be extended to the centerline of San Joaquin Hills Road so that no remnant parcel of land will be left between this street and the proposed apartment development.

Natson
Dosh
Adkinson
Copelin
Clemence
Jakosky
Curtis

May 15, 1969

11. FORWARDED TO THE CITY COUNCIL FOR DECISION

That determination be made by the City Council, whether the westerly boundary of this subdivision shall be extended to the centerline of Back Bay Drive

12. DELETED

If extension of the tract map is not required, that 10 feet of additional right-of-way be dedicated by separate document and provision be made for future improvement of Back Bay Drive. Depending on cost estimates, the excess of the developer's cost for the improvement of San Joaquin Hills Road over the obligations established in the Capital Improvement Policy could be credited against the developer's share of Back Bay Drive. Actual construction of the improvements on Back Bay Drive at this time would probably not be desirable because of possible future alignment changes.

13. That vehicular access rights to Jamboree Road and to San Joaquin Hills Road be dedicated to the City except for specific locations to be approved by the City.

14. That sewerage provisions for dwellings below manhole rim elevations be subject to special treatment and approval by the City.

15. That fire lanes be provided to the specifications of the Fire Department and be designated on the final map.

Note: The following standards should be observed:

- a. Lateral clearance - easements within a building shall be a minimum 20 feet in width; easements not within a building shall be a minimum 15 feet in width.

Watson
Dosh
Adkinson
Cappelino
Clemence
Jakosky
Curtis

May 15, 1969

- b. Turning Radius - a minimum outside radius of 50 feet shall be provided on all curves and intersections. Turning areas at dead ends shall be subject to specific review and approval by the Public Works Department and the Fire Department.
- c. Vertical Clearance - 14 feet minimum.
- d. Paving - a minimum of 10 feet of pavement width should be provided for fire lanes and 12 feet of pavement width should be provided on all restrictive curves.

16. REWORDED AS FOLLOWS:

That a loop easement for access purposes be provided and shown on the final map, and an access road be constructed in accordance with the City's Private Street Policy in order to insure permanent access rights to each parcel; provided however, that construction of a portion of loop street between the most northerly corner of Lot 3 and the southerly line of Lot 5 may be deferred, subject to the following conditions:

- (a) Guarantee for future construction of this segment of the loop road by bond or other agreement satisfactory to the City Attorney.
- (b) Construction of turning areas at private street ends in conformance with the City's Private Street Policy.

Note: All other access lanes and parking aisles shall provide at least a 24 foot wide clear aisle for two way traffic and 14 feet for one way traffic.

17. That off-street parking agreements

Watson
Doshi
Adkins
Copelin
Clemence
Jakosky
Curtis

May 15, 1969

between the developer, the property owner and the City shall be provided to the satisfaction of the City Attorney to insure the availability of adequate off-street parking spaces for each of the lots containing dwelling units.

18. ADDED

That the structural section of the private streets be designed in accordance with standard civil engineering practice and the design be approved by the Public Works Department, and that construction of the private streets be inspected by the Public Works Department and a standard inspection fee be paid.

19. ADDED

That parkway trees be planted on San Joaquin Hills Road in accordance with City specifications.

20. ADDED

That a plan for the treatment of slopes including any possible sprinkler or irrigation systems be presented for approval by the Parks, Beaches and Recreation Department.

21. ADDED

That building permits for construction of apartments be issued prior to the approval of the final tract map. Occupancy of said buildings shall not take place until the final map has been recorded and the subdivision improvements have been satisfactorily completed.

Council Meeting Date May 26, 1969

Council Agenda Number _____

CITY OF NEWPORT BEACH

May 20, 1969

TO: City Council

FROM: Planning Commission

SUBJECT: Tentative Map of Tract 6947
49.25 acres consisting of 8 lots to be developed
as a 1304 unit apartment complex

LOCATION: Portion of Blocks 55 and 56 of Irvine's Subdivision
Northwest corner of Jamboree Road and San Joaquin
Hills Road, extending west to the vicinity of
Back Bay Drive

ZONE: Unclassified

DEVELOPER: Gerson Bakar and Associates, San Francisco, California

OWNER: The Irvine Company, Newport Beach

ENGINEERS: Raub, Bein, Frost and Associates, Costa Mesa

At its regular meeting on May 15, 1969 the Planning Commission discussed the Tentative Map of Tract 6947. The Commission received a detailed staff report; a copy of this report is attached as Appendix A.

Shortly before the Planning Commission meeting, the engineer for the developer presented a revision of the tentative map increasing the number of lots from seven to eight. Lot 8 would consist of the easterly portion of the area previously shown as Lot 7, to contain the commercial facilities proposed within the apartment development. The Commission concurred with this revision.

After discussion, the six members of the Planning Commission present at this meeting unanimously voted to recommend approval of the Tentative Map of Tract 6947 subject to conditions recommended in the staff report with the following additions, deletion and changes:

- Condition 10 - Reworded for clarification.
- Condition 11 - Forwarded to City Council for decision.
- Condition 12 - Deleted after request by property owner.
- Condition 16 - Reworded after request by developer.
- Condition 18 - Added at suggestion of City Staff.
- Condition 19 - Added at suggestion of City Staff.
- Condition 20 - Added at suggestion of City Staff.
- Condition 21 - Added at request of Developer.

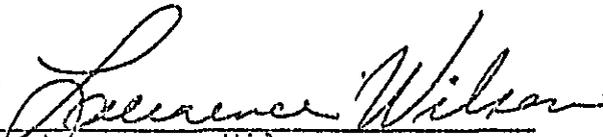
TO: City Council - 2.

Minutes of the applicable portion of the Planning Commission meeting of May 15, 1969 are attached as Appendix B. These minutes contain a detailed recapitulation of the conditions of approval as recommended by the Planning Commission.

In addition to the conditions of approval recommended by the Planning Commission, the staff recommends the following additional condition in order to clarify the private street requirements:

22. That the width and geometrics of the private streets be designed in accordance with traffic requirements and standard engineering practice, and be approved by the Public Works Department. The minimum widths shall conform with the City's Private Street Policy.

PLANNING COMMISSION

By: 
Laurence Wilson
Planning Director

LW:hh

Note: The Tentative Map will be displayed at the Council meeting.

GRUBER
HIRTH
ROGERS
MARSHALL
PARSONS
SHELTON
MCHINIS

Index May 26, 1969

Tract 6947

2. A memorandum was presented from the Planning Commission regarding Tentative Map of Tract 6947, 49.25 acres consisting of 8 lots to be developed as a 1304-unit apartment complex by Gerson-Bakar & Assoc. of San Francisco, located on the northwest corner of Jamboree Road at San Joaquin Hills Road extending west to the vicinity of Back Bay Drive.

Planning Director Larry Wilson reported on the findings and conditions recommended by the Planning Commission.

Charles Griffin, a Balboa Island resident, spoke from the audience and requested that Lot 4 be preserved as a natural park.

Councilman Hirth made a motion to approve the Tentative Map of Tract 6947 subject to the twenty-two conditions set forth in the Planning Commission Minutes dated May 15, 1969, with the exception of deletion of Conditions Nos. 11 and 12 relative to Back Bay Drive, and to the condition that The Irvine Company would write a letter stating that they would assume responsibility for the ultimate development of Back Bay Drive.

Dick Reese and Hugh Scallon, representing The Irvine Company, protested such a letter being made a condition of approval.

Councilman Hirth amended his motion, and the Tentative Map for Tract 6947 was approved subject to the twenty-two conditions recommended by the Planning Commission as set forth in their Minutes of May 15, 1969 with the exception of Conditions Nos. 11 and 12, and the City Clerk was directed to make a transcript of statement made by Mr. Ray Watson of The Irvine Company at the afternoon Study Session relative to Back Bay Drive and to incorporate the transcription into the records as an attachment hereto.

Motion
Ayes

x x x x x x x

Asphalt
Berms
Policy

Due to the arrival of Mr. Killefer, immediate past president of the Shore Cliffs Property Owners Association, the matter of the proposed Council Asphalt Berms Policy was considered.

Councilman Gruber made a motion to adopt the Asphalt Berms Policy as previously submitted.

John Killefer, representing Shore Cliffs Property Owners Association, requested that Shore Cliffs be allowed to experiment with some kind of bumps on the City-owned streets in their community.

Watson
 Dosh
 Adkinson
 Copelin
 Clemence
 Jakosky
 Curtis

December 5, 1968

VARIANCES

V-959

WITHDRAWN

ORWIG, Dorothy D. 613 Poinsettia Ave., CDM
 Lot 13 Bl. 642 Corona del Mar Tract Zone R-2
 Applicant requests approval to use the required rear yard for off-street parking.

The application was withdrawn at the request of the applicant's agent, Dennis W. Harwood of Harwood, Soden and Adkinson.

USE PERMITS

UP-1409

APPROVED

FOTOMAT CORPORATION 4601 W. Coast Highway
 Por. Block D Banning Tract Zone C-1-H
 Applicant requests approval of the construction of a drive-thru film sales and photo processing business.

Mr. Dixon G. Garner represented the Fotomat Corporation.

After a discussion, the application was approved subject to the following conditions:

1. That adequate travel lane striping and directional arrows be painted on the pavement subject to the Traffic Engineer's approval.
2. That the normal flag type awning sign utilized on the building not be a part of this structure. Other signing to be approved by the Planning Department.
3. The normal yellow roof as proposed on this application shall be of a more subdued nature and to be approved by the Planning Director.

Motion
 Second
 All Ayes

x
 x

UP-1412

APPROVED

GERSON BAKAR & ASSOCIATES Northwest corner of
 Jamboree Rd. and San
 Joaquin Hills Road
 Por. Blocks 55 & 56 Irvine's Subdivision
 Zone Unclassified

Applicant proposes development of approximately 1300 dwelling units and ancillary facilities including recreation and convenience shopping.

Mr. Karl Treffinger was in attendance repre-

Watson
 Dosh
 Adkinson
 Copelin
 Clemence
 Jakosky
 Curtis

December 5, 1968

sending the applicant.

After a discussion, the application was approved, subject to the following conditions:

1. Plans for the layout of the water main and fire hydrant system to be approved by the Fire Chief and said system be deeded to the City with an easement for access and maintenance.
2. A resubdivision shall be processed and a parcel map shall be recorded creating the proposed building site prior to issuing a building permit.
3. A master plan of sewer and water utilities and drainage facilities shall be approved by the Public Works Department prior to issuance of building permits.
4. All utilities, including power and telephone, shall be installed underground.
5. Grading of the site shall be in accordance with a grading plan and report approved by the City Engineer and a qualified soils engineer. Upon completion of the grading, the soils engineer shall certify that the grading has been completed according to the plan and grading ordinance. A reproducible copy of the grading plan on a standard size sheet shall be furnished the Public Works Department.
6. All improvements shall be constructed as required by City ordinance and the Public Works Department. (Precise improvement requirements will be made a condition of approval of the resubdivision.)
7. All street improvement plans shall be prepared on standard size sheets by a licensed civil engineer.

Motion
Second
All Ayes

x

x

Watson
Dosh
Adkinson
Copelin
Clemence
Jakosky
Curtis

December 5, 1968

- 8. A satisfactory surety shall be posted and an agreement executed guaranteeing completion of public improvements, and a standard inspection fee shall be paid.
- 9. Any necessary easements for public utilities shall be at least 12 feet wide.
- 10. All landscaped areas shall be provided with an underground sprinkler system.
- 11. Final plans for landscaping and the sprinkler system shall be approved by the Planning Department.
- 12. The neighborhood commercial area designated on the development plan shall be subject to review by the Planning Department prior to the issuance of building permits on any stage of the commercial development. (Details of parking, uniform signing, setbacks, architectural compatibility and any other development standards deemed appropriate by the Planning Department shall be subject of said review.)
- 13. A six foot masonry wall shall be constructed around the site where said site abuts public right-of-way. (Jamboree Road and San Joaquin Hills Road.)
- 14. A building permit for all or part of the development shall have been issued before expiration of one year from the date of approval of this use permit or a new use permit application shall be filed.
- 15. Special intersection channelization, including lanes and islands, shall be provided at the main entrance and at the intersection of San Joaquin Hills Road and Jamboree Road. The design shall be as approved by the Public Works Department.

December 13, 1968

Gerson Bakar & Associates
2280 Powell Street
San Francisco, California

Subject: Use Permit No. 1412
Northwest corner of Jamboree Road
and San Joaquin Hills Road

Gentlemen:

On December 5, 1968 the Newport Beach Planning Commission approved the above referenced application for the development of approximately 1300 dwelling units and ancillary facilities including recreation and convenience shopping subject to the conditions as outlined in the attached excerpt of the minutes of the meeting.

You, or any interested party, have 15 days to appeal the Planning Commission decision to the City Council by filing an appeal in writing with the City Clerk together with an appeal fee of \$75.00 by December 20, 1968. If no appeal is filed, the action of the Planning Commission is final. If an appeal is filed, it will be set for public hearing before the City Council at the earliest possible date.

Newport Beach Planning Commission

By _____
Daren A. Groth
Acting Planning Director

DAG:hh

CITY OF NEWPORT BEACH

December 5, 1968

TO: Planning Commission
FROM: Planning Department
SUBJECT: Use Permit Application No. 1412
APPLICANT: Gerson Bakar & Associates
ZONE: Unclassified

Background

On November 7, 1968 the Planning Commission reviewed this application for a 1304 unit apartment complex along with recreational and convenience shopping facilities on property in the Unclassified District.

The Commission will recall that the project was conceptually approved subject to the submittal of revised plans to be brought to the Commission for final review. The public hearing was closed.

Of concern to the Commission at the November 7th meeting was:

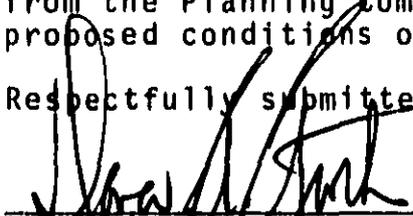
1. The addition of an emergency entrance from Jamboree Road at the northwest corner of the project.
2. The addition of a loop road around the recreational area to provide easy access of public safety equipment.
3. That the applicant restudy the parking situation in that the project appears to be approximately 250 spaces short.

Present Analysis

The applicant submitted a revised plan indicating that the first two areas of concern have been complied with. The applicant indicates that they will prepare parking studies to indicate where additional future on-site parking can be provided and the number of cars that can be accommodated if a need for such parking develops.

At the time of this writing, the various municipal departments have not had sufficient time to review the revised plan and prepare the required conditions of approval which will be necessary for this application. The applicant will be present at the study session on December 5, 1968 to present his proposal and answer any questions from the Planning Commission. At that time staff will review the proposed conditions of approval.

Respectfully submitted,



Darren A. Groth
Acting Planning Director

Note: Revised plot plan
will be on display
at the meeting.

CITY OF NEWPORT BEACH

December 5, 1968

TO: Planning Commission
FROM: Planning Department
SUBJECT: Use Permit Application No. 1412
APPLICANT: Gerson Bakar & Associates
ZONE: Unclassified

Background

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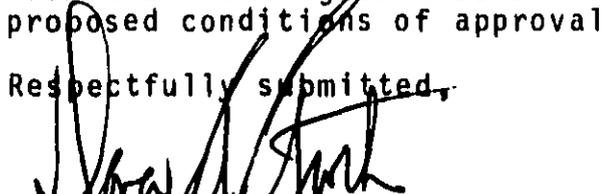
1. The addition of an emergency entrance from Jamboree Road at the northwest corner of the project.
2. The addition of a loop road around the recreational area to provide easy access of public safety equipment.
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Respectfully submitted,


Daren A. Groen
Acting Planning Director

Note: Revised plot plan
will be on display
at the meeting.

KARL TREFFINGER AND ASSOCIATES • ARCHITECTS

HEARST BUILDING MARKET AT THIRD SAN FRANCISCO, CALIFORNIA 94103 (415) 362-5775

November 20, 1968

Mr. Ernest Mayer
Planning Director
City Hall
3300 Newport Blvd.
Newport Beach, Calif., 92660

RE: Gerson Bakar's "Park Newport" Apts.

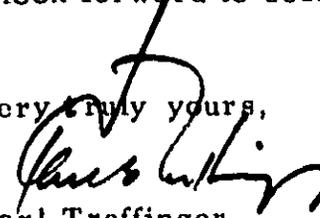
Dear Ernest:

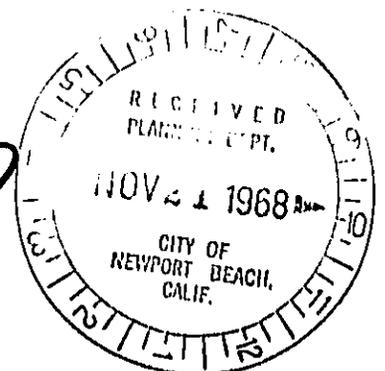
In accordance with the request of the Planning Commission and my letter of November 8, 1968, we have made certain changes to plan as noted hereinafter. Copy of the parking plan showing these modifications is enclosed.

1. Emergency access from Jamboree Road to the project is indicated.
2. Location of future structured parking is indicated if demand for such space should occur. It is our thinking that this would be fully depressed under the park and the landscaping recreated thereon.
3. Fire access paths have been clarified. I have discussed this with Mr. Grant and Marshall Noller and have their concurrence with this basic layout, even though we do anticipate further detailed refinement.
4. The major fire lane loop around the central park has been clarified further.
5. In connection with the final location of service to the convenience shopping area, we are into detailed studies of that part of the project and hope to have a solution that will meet your approval in the near future.

I trust this will meet with your approval and look forward to seeing you again at the December 5th meeting.

Very truly yours,


Karl Treffinger



KT:jb
cc: Newport Beach Building Department
Newport Beach Fire Department
Gerson Bakar

KARL TREFFINGER AND ASSOCIATES • ARCHITECTS
HEARST BUILDING MARKET AT THIRD SAN FRANCISCO, CALIFORNIA 94103 (415) 362-5775

November 8, 1968

UP 1412

Mr. Ernest Mayer, Planning Director
City Hall
3300 Newport Blvd.
Newport Beach, California 92660

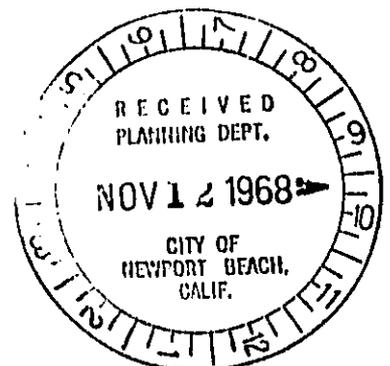
RE: PARK NEWPORT APARTMENTS

Dear Ernie:

We were pleased by the favorable action of the Commission last night and I take this opportunity to confirm that approval and the stipulations attached to it.

It is my understanding that the public hearings are now closed and that a use permit for the project has been granted subject to the following conditions.

1. We will add an emergency entrance from Jamboree Road to the project at the north corner of the project. This entrance will be designed to meet City requirements for emergency use but be bollarded to prevent every day use.
2. We will prepare parking studies to indicate where additional future on-site parking can be provided and the number of cars that can be accommodated if a need for such parking develops.
3. While I have already submitted supplemental drawings to the Building Department showing fire access to all buildings, I will recheck with them and make such additional drawings or submittals as required to meet their approval.
4. We will reconsider the emergency loop around the central park and ensure that it meets City requirements.



KARL TREFFINGER AND ASSOCIATES • ARCHITECTS
HEARST BUILDING MARKET AT THIRD SAN FRANCISCO, CALIFORNIA 94103 (415) 362-5775

November 8, 1968
Mr. Ernest Mayer (Cont'd.)

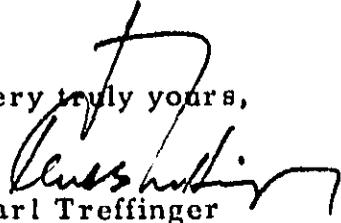
5. The question of access and loading areas for service vehicles will be restudied.

While it was not made a condition of the use permit, it is understood that we should proceed with more detailed design drawings of the intersection of Jamboree Road and San Joaquin Hills Road, and with the intersection of the Project Entrance and San Joaquin Hills Road in accordance with our discussion and verbal agreement with Bob Jaffe, and that these drawings will be submitted to him for his approval.

It is understood that this work is to be completed for review by the Planning Commission at its hearing on December 5, 1968. We will, of course, make our submittals to you long enough before then for you to review them prior to the meeting.

I trust this is in substantial agreement with your understanding and look forward to seeing you again soon.

Very truly yours,


Karl Treffinger

KT:jb

cc: Mr. Gerson Bakar
Mr. Jaime Drachman
Mr. Robert Jaffe

CITY OF NEWPORT BEACH

November 7, 1968

TO: Planning Commission
FROM: Planning Department
SUBJECT: Use Permit Application 1412
APPLICANT: Gerson Bakar & Associates
ZONE: Unclassified

Application

This application seeks approval to permit the construction of a 1304 unit apartment complex, along with recreational and convenience shopping facilities on property in the unclassified district.

Subject Property and Surrounding Land Use

The subject property contains 49.13 acres located on the northwest corner of Jamboree Road and the proposed westerly extension of San Joaquin Hills Road. The site overlooks the bay, is essentially flat.

There is no development in existence around the subject site at the present time. Across Jamboree Road to the southeast is the Irvine Coast Country Club golf course. To the north the site drops off into the Big Canyon area that is being considered for a City County park. To the south is the proposed extension of San Joaquin Hills Road which is shown on the plan to link with Back Bay Drive.

Developmental Characteristics

The following outline describes the major developmental characteristics of the proposed project.

General

Site Size in Acres	49.13
No. of Dwelling Units	1304
Dwelling Units Per Acre	30
Building Coverage	24%±
No. of Parking Spaces	2226
(Covered 1746)	
(Uncovered 480)	
Parking Spaces Per Unit	1.71

T0:

Planning Commission - 2.

Type of Units

Efficiency (no bedroom)	135 (10.3%)
1 Bedroom	553 (42.4%)
2 Bedroom	540 (41.5%)
3 Bedroom	76 (5.8%)

(There shall be 5 permanently vacant rental display units.)

Building Height Maximum 50[±] feet

In one, two and three story buildings,
above ground level parking.

Architectural Style

Contemporary

Recreational Facilities

Six inner court swimming pools

One large community swimming pool

One large core area park

Putting greens

Small tennis club house building

7 tennis courts

2 practice 1/2 tennis courts

Large plaza and fountain

Recreational building with lounge,
meeting rooms and exercise facilities 18,000 sq.ft.

A passive recreational area at the
point.

Miscellaneous landscaped walkway areas.

Commercial Facilities

A small convenience center for the use
of apartment complex occupants only and
consisting of such things as a beauty
parlor, barber shop, dry cleaning shop,
ice cream parlor and mini mart (minia-
ture grocery store) totalling 5500 sq.ft.
in all.

TO: Planning Commission - 3.

Circulation

Access to the site is proposed via one entrance located on San Joaquin Hills Road. Once inside the site a wide cul de sac road pattern allowing access to the parking areas is provided. The interior roads are proposed to be privately maintained.

Analysis

In considering this application staff immediately analyzed the acceptability of the land use, namely multiple dwellings. A thorough review of existing and proposed land use and zoning in the area of the project clearly established that apartment housing in this area was not only acceptable but highly desirable.

Once this fact had been clearly established it then remained for planning staff to analyze the developmental characteristics proposed. First density was considered. The proposal is for approximately 30 units per acre which falls well under the 36 units per acre permitted in zone R-3 (zone R-4 permits up to 50 units per acre). Therefore it was staff's conclusion that the density proposed was not out of line insofar as the zoning ordinance was concerned. Next density was considered in terms existing on proposed utility and street system. Here again after consultation with Public Works, Fire and Police we concluded that there were no problems. Staff therefore concluded that density was not a problem in this particular case and that the area could easily accommodate the demands of the densities proposed.

Next staff began to analyze the more precise developmental characteristics embodied in the proposed plans. This review generally produced satisfactory findings in that it was evident that the applicants site planners and architects had studied the site development plans quite carefully. The arrangement of buildings is generally good. The proportions of buildings to the spaces which surround them also seems sensitively planned. There appears to be a significant amount of landscaped area which will tend to make the project appear park like. The placement of the parking areas to the residential units is in most cases convenient. The location of the recreational facilities and the commercial facilities seems to relate well to the circulation patterns both vehicular and pedestrian. All things considered, the plan appears to be a very good one and should be quite acceptable to the City.

It should be pointed out however that any approvals given at this time should be preliminary in nature since the plans do not entirely answer all of the questions and desires of the Planning, Public Works, Police and Fire departments.

TO: Planning Commission - 4.

Typical unresolved matters deal with such things as the exact design of the entrance on San Joaquins Hills Road, fire equipment accessibility to a few areas, internal circulation in one area, building setbacks along Jamboree Road, the "funicular" to the beach below and perimeter walls and screening.

Conclusions and Recommendations

Because there are enough unanswered questions that could when studied result in minor design modifications it is staff's opinion that the Planning Commission should approve the project in concept subject to the submittal of revised and more detailed drawings that would be developed as a result of further discussions with City staff.

If the Commission chooses this method of processing this application the applicant will have a green light as to the uses and concepts embodied in the plan and will only have to iron out any minor details raised by the Commission or staff.

It would be staffs further suggestion that such revised and more detailed plans be again reviewed by the Planning Commission on the basis of a continued public hearing.

It would be staffs intention to place the usual conditions of approval regarding such things as the submittal of working drawings in substantial compliance with the approved preliminary plans and resubdivision requirements in the report that addresses itself to the revised preliminary plans.

Respectfully submitted,


Ernest Mayer, Jr.
Planning Director

EM:hh

Attachments: Vicinity Map
Plans and Elevations
Text

CITY OF NEWPORT BEACH
PLANNING DEPARTMENT

PLAN REVIEW REQUEST

Date Oct. 21, 1968

- PUBLIC WORKS DEPARTMENT
- FIRE DEPARTMENT
- BUILDING DEPARTMENT
- PARKS & RECREATION

- PLANS ATTACHED
- PLANS ON FILE IN PLANNING DEPARTMENT

APPLICATION OF Gerson Bakar & Associates

FOR A VARIANCE USE PERMIT 1412
 RESUBDIVISION TRACT MAP

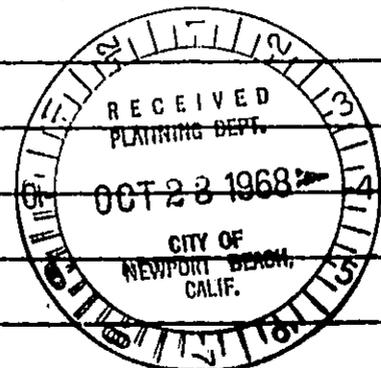
TO PERMIT a development of approximately 1300 dwelling units and ancillary facilities including recreation and convenience shopping in the Unclassified zone at the northwest corner of Jamboree Road and San Joaquin Hills Road

~~XXXXXX~~ POR. OF BLOCK s 55 & 56 TRACT Irvine's Subdivision

REPORT REQUESTED BY Oct. 28, 1968

COMMISSION REVIEW Nov. 7, 1968

COMMENTS See attached memo.
RJ Brewer Fire Chief.



NEWPORT BEACH FIRE DEPARTMENT

NO:

DATE October 23, 1968

TO: Planning Department

FROM: Fire Department

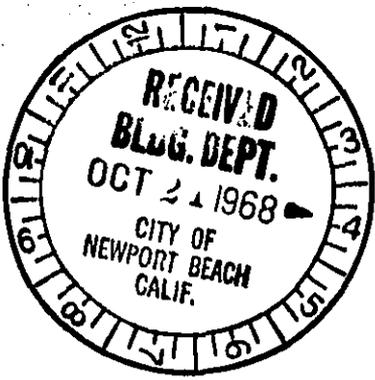
SUBJECT: Gerson Bakar Development, Jamboree Road and San Joaquin Hills Road, N.B.

In reviewing plans for the above development, there seems to be some areas that are not accessible for fire equipment. I realize this small scale plan does not properly show all access. I therefore suggest that a larger scale plan be provided for study and the matter of access cleared with this department.

It is also recommended that the layout of the water main and fire hydrant system be approved by this department and that said system be deeded to the city with an easement for access and maintenance.


R.J. Briscoe, Fire Chief





CITY OF NEWPORT BEACH
PLANNING DEPARTMENT

PLAN REVIEW REQUEST

Date Oct. 21, 1968

- PUBLIC WORKS DEPARTMENT
- FIRE DEPARTMENT
- BUILDING DEPARTMENT
- PARKS & RECREATION

- PLANS ATTACHED
- PLANS ON FILE IN PLANNING DEPARTMENT

APPLICATION OF Gerson Bakar & Associates

FOR A VARIANCE _____ USE PERMIT 1412

RESUBDIVISION _____ TRACT MAP _____

TO PERMIT a development of approximately 1300 dwelling units and ancillary facilities including recreation and convenience shopping in the Unclassified zone at the northwest corner of Jamboree Road and San Joaquin Hills Road

~~XXXXX~~ POR. OF BLOCK s 55 & 56 TRACT Irvine's Subdivision

REPORT REQUESTED BY Oct. 28, 1968

COMMISSION REVIEW Nov. 7, 1968

COMMENTS 10-23-68 Buildings to conform with all code requirements.

To: Planning Dept.

From: PWD

Subject: U.P. 1412, Geram Baker Apartment Development
at Jamboree Road & San Joaquin Hills Road

Recommendations:

- 3) That, if the Use Permit is considered ready for approval at this time; it be subject to processing and approval of a subdivision, and subject to any revisions needed to the methods of providing access to the site in order to satisfy traffic engineering requirements.

Discussion:

Because of the size ^{and} complexity of the project, ^{and} the topographic problems ^{involved in the site} of the project, there has not yet been sufficient time available to completely analyze the adequacy of the design proposed on the preliminary site plans submitted.

CITY OF NEWPORT BEACH
POLICE DEPARTMENT

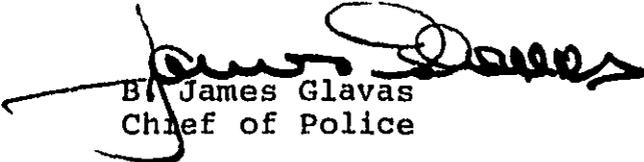
October 31, 1968

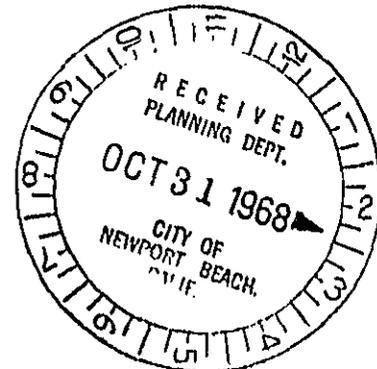
TO: Planning Department
FROM: James Glavas, Chief of Police
SUBJECT: Park Newport Tract

I have made a hurried review of the plans submitted by the Gearson Bakar Associates and find them inadequate for purposes of approval.

There is no indication of internal street widths, curb openings, etc. There is furthermore, a rather detailed list of recommendations submitted by DeLeuw Cather and Company on handling of traffic and parking. However, there is no indication that the developer concedes the need to follow such recommendations.

Inasmuch as the Police Department inherits the failures of developers to provide proper off-street parking, access roads, etc., I would recommend withholding approval until a more precise set of drawings and specifications are available.


By James Glavas
Chief of Police



7:30 P.
District Office
44711 Bakar

NEWPORT BEACH POLICE DEPARTMENT

MEMORANDUM

TO:

CAPT. GYARS

DATE:

11-1-68

FROM:

SA [Signature]

TIME:

SUBJECT:

BAKAR APTS

Jaffer has reviewed this project with planning of Bakar Assn. He has made recommendations and says they are working closely with this office. Traffic should be no problem.

[Signature]



PLEASE REPLY



REPLY NOT NECESSARY

CITY OF NEWPORT BEACH -- PLANNING DEPARTMENT

TO: B. James Glavas, Police Chief
FROM: Planning Department
SUBJECT: Use Permit No. 1412

Herewith is a set of plans for an apartment project of some 1300 units spread over 50 acres at the northwest corner of Jamboree Road and San Joaquin Hills Road.

This project is filed with the Planning Commission as Use Permit No. 1412 by Gerson Bakar & Associates.

I must apologize for not referring this matter to you sooner. It was an oversight on my part. It will be greatly appreciated if you would look over the plans and let me have your comments and suggestions. Time is of the essence as we now are in the process of preparing our staff report for the Commission. Would it be possible for you to phone me your comments either this afternoon or early in the morning and then follow up with a memo later?

Willis Warner
Signature

October 30, 1968
Date

WCW:hh

Attachments: Plot Plans and
Elevations

GERSON BAKAR & ASSOCIATES - USE PERMIT 1412

- Jakosky - Consideration to be given to what might be called a loop road around the recreation area in the center so that in case of a major fire there would be two means of getting to both areas of the development. Also concerned about a suitable truck loading area for your convenience center and perhaps a loop road that would come down behind the convenience center might serve two purposes, one for ingress and egress of trucks and also for fire fighting equipment. Also, would like to provide some additional parking for the employees of the project such as operators of the convenience center, the staff and rental office.
- Bakar - We are perfectly willing and recognize the constructive suggestion of the loop road to the community building and can implement that. With respect to the loop at the commercial area I would hope that we can come back with a re-study of the area to give good evidence of the truck delivery to the commercial area.
- Watson - It appears to me that we are about 250 parking spaces short, etc.
- Bakar - With respect to Mr. Watson's comment, we feel that our parking based on the experience we have had is ample but we certainly recognize not only from your criteria, but from our own that it has to be right. We must provide and it is very important to us that we have ample parking. What I would like to suggest is that we give the City clear evidence of the ability to implement the parking to approximately 250. I cannot promise exactly that number and to do it in the formation of the loop road would be rather unsightly. If I may tell you what our thoughts are at the moment is to give the City evidence of the ability to extend this parking structure with subsequent landscaping and in effect, just remove that parking and put it on top of the structure and would so state to the City and have that as a provisional area for the additional if it is proved needed. We want to be able to have that parking there and would give clear evidence of the ability to place the parking in the project and be granted the use permit with the qualification that if the parking is deemed necessary, the project will go ahead and put it in.
- Copelin: I would like to see in the very northeast corner an emergency entrance.
- Bakar: We are willing and can readily do this.
- Motion: Close the public hearing and approve the plans conceptually subject to submittal of revised plans to be brought to the Commission for final review and approval indicating to the applicant that the plans would have to meet the staff and Commission requirements in terms of the modifications that have been discussed here this afternoon and evening.

TRANSCRIPT OF MEETING NOV. 7, 1968

AFFIDAVIT OF PUBLICATION

NEWPORT HARBOR ENSIGN

STATE OF CALIFORNIA }
 County of Orange } ss.

I, ARVO E. HAAPA, being first duly sworn, and on oath depose and say that I am the printer and publisher of the Newport Harbor Ensign, a weekly newspaper printed and published in the City of Newport Beach, County of Orange, State of California, and that the Notice of Public Hearing

_____ of which copy attached hereto is a true and complete copy, was printed and published in the regular issue(s) of said newspaper, and not in a supplement, 1 consecutive times: to-wit the issue(s) of

Oct. 24, 1968

(Signed) Arvo E. Haapa

Subscribed and sworn to before me this 1st day of November, 1968

Mary A. Haapa

Notary Public in and for the
 County of Orange, State of California.
 MY COMMISSION EXPIRES Dec. 13, 1971



LEGAL NOTICE

NOTICE OF PUBLIC HEARING
 Notice is hereby given that the Planning Commission of the City of Newport Beach will hold a public hearing on the application of Gerson Baker & Associates for a Use Permit 1412 to permit a development of approximately 1300 dwelling units and ancillary facilities including recreation and convenience shopping in the Un-classified zone at the north-west corner of Jamboree Road and San Joaquin Hills Road.

Notice is hereby further given that said public hearing will be held on the 7th day of November, 1968, at the hour of 8:00 p.m. in the Council Chambers of the Newport Beach City Hall, at which time and place any and all persons interested may appear and be heard thereon.

Ray Y. Capelin, secretary
 Newport Beach City
 Planning Commission
 Publish Oct. 24, 1968, in
 the Newport Harbor Ensign

NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN THAT THE PLANNING COMMISSION OF THE CITY OF NEWPORT BEACH WILL HOLD A PUBLIC HEARING ON THE APPLICATION OF

Gerson Bakar & Associates

FOR A VARIANCE _____ USE PERMIT 1412

TO PERMIT a development of approximately 1300 dwelling units and ancillary facilities including recreation and convenience shopping in the Unclassified zone at the northwest corner of Jamboree Road and San Joaquin Hills Road.

NOTICE IS HEREBY FURTHER GIVEN THAT SAID PUBLIC HEARING WILL BE HELD ON THE 7 DAY OF November 19 68, AT THE HOUR OF 8:00 P.M. IN THE COUNCIL CHAMBERS OF THE NEWPORT BEACH CITY HALL, AT WHICH TIME AND PLACE ANY AND ALL PERSONS INTERESTED MAY APPEAR AND BE HEARD THEREON.

RAY Y. COPELIN, SECRETARY
NEWPORT BEACH CITY
PLANNING COMMISSION

Publication Date 10/24
Received for Pub. Ensign
By Elmer Wood

PARK NEWPORT

A proposal submitted to the Planning Commission of the City of Newport Beach, concerning the planned development of 50 acres north of the intersection of Jamboree Road and San Joaquin Hills Road, into an apartment Community.

Karl Treffinger and Associates, Architects
Wurster, Bernardi and Emmons, Consulting Architects
Lawrence Halprin and Associates, Landscape Architects

Submitted by:

Gerson Bakar and Associates, Developers

U.P. 1412

October 15, 1968

Planning Commission
City of Newport Beach
Newport Beach, California

Gentlemen: ,

We are pleased to transmit herewith copies of drawings and data describing the proposed Park Newport apartment development.

The objective of our firm has been to develop apartment communities that provide a meaningful environment for the entire adult rental market.

The Park Newport development is planned for the fifty acre promontory located north-east of the Newport Center. It envisages a complex of garden apartments in a park-like setting which will enhance the natural beauty of the area.

The proposal has been drawn up by a team of eminent architects, planners and landscape architects, and is the result of months of preliminary research and planning. These consultants are widely known for their work in residential developments which have been nationally recognized as among the best in contemporary design and planning.

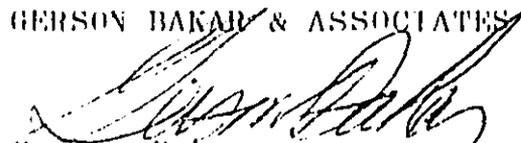
To achieve this we have not only provided well planned apartments but include additional ancillary facilities which are necessary for the total environment. These include social, recreational and that amount of convenience shopping necessary to complete a total community. The criteria established to achieve this objective is the result of over nineteen years of experience in this field.

It is our sincere belief that Park Newport, as we have planned it, will offer unusual amenities for enjoyable living, and will reflect the character long associated with Newport Beach.

We request your favorable consideration of our plans.

Very truly yours,

GERSON BAKAR & ASSOCIATES


Gerson Bakar

GB:pl
Enc.

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Index of Drawings
Unit Schedule
Project Statistics
Traffic and Parking Report
Traffic Supplement

KARL TREFFINGER AND ASSOCIATES • ARCHITECTS
HEARST BUILDING MARKET AT THIRD SAN FRANCISCO, CALIFORNIA 94103 (415) 362-5776

October 15, 1968

The Planning Commission
City of Newport Beach
Newport Beach, California

Gentlemen:

Some months ago, we were pleased to undertake the architectural work for Gerson Bakar's proposed project on the bluffs overlooking upper Newport Bay.

The most important thing in a project of this size seemed to be the need for a sense of cohesion and place, so that all those living there would feel a sense of pride and identity. This has been achieved through creation of a major central open space 11 acres in area, approximately 450' wide and 1050' long. This park will be highly structured. It will vary in mood from the more urban park into which one enters with its pools and fountains, to the colorful convenience shopping area, to the more active atmosphere of the tennis courts. Beyond that the park continues in a more suburban way with areas for active use by the residents. Finally, at the far end of this open space lies the principal community building, oriented so that those enjoying its use will have both the marine view in one direction and the eleven acre park in the other. At the same time, this building is designed to allow the park to continue and visually be part of Newport Bay and the view beyond.

Facing the central space are the individual buildings with their own courts, pools and recreation areas for quieter use, so planned as to give the occupants of each subcomplex their own identity.

The Owner specifically asked that the project appeal to adults of all ages and of differing interests. The varying mood of the central space and of the subsidiary open spaces reflects this. This permits the occupant a full range of activities from quiet contemplation to vigorous social activities.

KARL TREFFINGER AND ASSOCIATES

The Planning Commission
City of Newport Beach (Cont'd.)

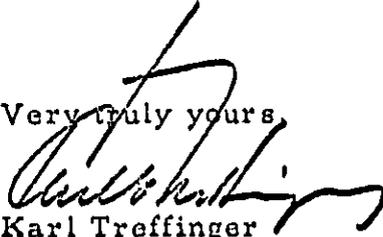
October 15, 1968

Page 2

The project is directed to both the central space and the view potential of the site. To accomplish this, the courtyards between buildings all open toward the view, the central park itself opens to it and the spa sits at the point that commands the most dramatic view.

This planning has permitted us to give each resident of Park Newport a quality of life that would be extremely difficult and expensive to achieve individually. We sincerely believe that this project will represent a major step forward in solving our housing needs.

Very truly yours,


Karl Treffinger

KT:jb

WURSTER, BERNARDI AND EMMONS, INC., ARCHITECTS
1620 MONTGOMERY STREET SAN FRANCISCO CALIFORNIA 94111 (415) 397-6544

October 11, 1968

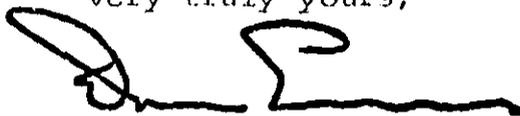
The Planning Commission
City of Newport Beach
Newport Beach, California

Gentlemen:

Park Newport is the latest in a series of projects developed by Gerson Bakar and his associates. It represents in many ways the most forward-looking residential planning currently taking place in the United States. It goes beyond the design of rental units and apartment planning and is concerned with the total environment and the creation of a total living pattern. The resultant development makes available to residents most of the advantages of both urban and suburban living with additional amenities that can only be gained from this type of total planning. This means, not only, providing recreational and social opportunities, it means taking full advantage of good landscaping as a functional and visual attribute, and controlling the automobile by keeping it in its correct context.

I have been associated with Gerson Bakar on several of his projects. I am most pleased to continue this association as consulting architect on the Park Newport project, and look forward to this project becoming a distinguished addition to the Southern California scene.

Very truly yours,



Donn Emmons, FAIA

shv

PRINCIPAL: WILLIAM WILSON WURSTER, F.A.I.A. THEODORE C. BERNARDI, F.A.I.A. DONN EMMONS, F.A.I.A. ALLEN F. ROSENBERG, A.I.A. RALPH O. BUTTENFIELD, A.I.A.
ASSOCIATED: ALBERT ARONSON, A.I.A. DON E. STOVER, A.I.A. ROBERT A. TOWLE, A.I.A. JOSEPH L. BOURG GERALD TAYLOR

1620 Montgomery Street
San Francisco
California 94111
(415) 986-6110

410 East 62nd Street
New York
New York 10021
(212) 636-5215

Lawrence Halprin & Associates

15 October 1968

The Planning Commission
City of Newport Beach
Newport Beach, California

Gentlemen:

Park Newport is planned as a small community complete within itself, which will combine the desirable features of suburban living with many of the amenities usually found only in the city, or in large private estates.

A planned community such as this offers many advantages. By pooling community land, large open spaces are made available for common use, and each family thus has the use and enjoyment of park and recreational areas virtually at his front door as well as incorporating a magnificent view of the Newport waterfront area. In Park Newport the largest open area is the central park, with its recreation center at the core. Rather than scattering the apartment buildings about in this park area, we have kept it as free, landscaped space, and have created apartment clusters around the edges.

The small neighborhood service shops add to the self sufficiency of the development, and to its convenience. In a planned community such as Park Newport the intrusion of the automobile is kept to a minimum, thus leaving open space free for tenants' recreation activities without fear of traffic. Access roads and parking areas are screened with trees and heavy plantings.

To have a view of one's own window over a park and the waterfront beyond, and to be able to enjoy these elements either actively or quietly, will be a unique part of daily living here.



Lawrence Halprin

THE IRVINE COMPANY



IRVINE, CALIFORNIA 92664
714-544-0120

October 14, 1968

Planning Commission
City of Newport Beach
3300 Newport Boulevard
Newport Beach, California

Subject: Gerson Bakar Apartment Project

Gentlemen:

The Irvine Company, as property owner, has reviewed and approved the plans of the proposed Gerson Bakar apartment complex to be developed on property located west of Jamboree Boulevard, at the intersection of San Joaquin Hills Drive. The development is in general conformance to the South Irvine Ranch General Plan of Land Use and Circulation as adopted by the County of Orange in 1964.

The area under consideration, as well as properties to the south, is designated for commercial activities. This particular category of commercial is intended for uses similar in nature to those contained in the Newport Center Complex, which does allow the development of compatible, high density residential dwellings.

Your favorable consideration in this matter will be greatly appreciated. Further, a representative of The Irvine Company will be in attendance at the public hearing to answer any questions you may have relative to this matter.

Very truly yours,

A handwritten signature in dark ink, appearing to read "R. A. Reese". The signature is written in a cursive style and is positioned above the typed name.

R. A. Reese
Vice-President, Planning

RAR/JET/ea

GENERAL DESCRIPTION

PARK NEWPORT
Newport Beach, California

LOCATION

The site is a 50 acre point of land projecting into upper Newport Bay north of the intersection of Jamboree Road and San Joaquin Hills Road. It has commanding views up and down the Bay and is continually air-conditioned by the Pacific Ocean breeze.

It lies near the heart of the lower Irvine Ranch Development and is within minutes of the Newport Center, the Orange County Airport, the Irvine Industrial Complex, the University of California at Irvine, and the town centers of Costa Mesa and Newport Beach.

ACCESS

The site is at the intersection of Jamboree Road and San Joaquin Hills Road and has immediate access along them and along parallel MacArthur Boulevard to the San Diego Freeway, the Newport Freeway and the Coast Highway.

SITE PLANNING

Site Planning has been directed towards capitalizing as much as possible on the view potential of the site. For those who do not have a marine view we have developed a major interior landscaped space which provides an excellent alternative to that view.

This major open space consists of several areas including an urban park with pools and fountains, a convenience shopping area, a tennis club, an area with putting greens, lawn tennis, etc., and a spa and pool area. In overall dimension, it is approximately 450' x 1050' for a total area of over 11 acres.

Land use standards for the development are as follows:

Site Area	49.13 acres or 2,140,103 sq. ft. (Cont'd.)
-----------	---

Dwelling Units	1304 units
Display Units	5 units
Covered Area	513,134 sq. ft.
Total gross square footage	1,432,569 sq. ft.
Density	1304/49.13 = 26.2 DU's/acre
Coverage	513,134/2,140,103 = 24%
Floor Area Ratio	1,432,569/2,140,103 = .67:1.00

APARTMENTS

There are 1304 rental units in two and three story buildings. Additionally, there are five display units that will not be used for rental purposes. Distribution of the 1304 units into studios, one, two and three bedroom units is according to the following schedule:

UNIT SCHEDULE

	Effi- ciency	1 Bdrm.	2 Bdrm.	3 Bdrm.	Total
2 Story Bldgs. Total	0	0	82	76	158
3 Story Bldgs.					
No. 1	71	125	68	0	264
No. 2	14	89	80	0	183
No. 3	7	93	77	0	177
No. 4	12	89	67	0	168
No. 5	20	95	83	0	198
No. 6	11	62	83	0	156
Subtotal	125	553	458	0	1146
GRAND TOTAL	135	553	540	76	1304
% of Total	10.3	42.4	41.5	5.8	100
Display Units (not to be rented)	1	2	2	0	5

PUBLIC SPACES

All apartments above the ground level can be reached by elevator, centrally located to minimize walking distance from the lobby to the respective unit. Each apartment also has direct access to the park, the swimming pool areas and the courts and plazas. Laundry rooms and trash chutes have been centrally located in each building and ample bulk storage for tenants has been provided on each floor.

PARKING

2226 parking spaces have been provided for an overall ratio of 1.71 cars per living unit. These are distributed throughout the site to maintain approximately that ratio in all areas for the convenience of both occupants and guests. All parking is on-site and includes reinforced concrete structures and open surface areas as follows:

Covered parking	1746
Surface parking	<u>480</u>
Total	2226

In connection with this parking count and ratio, attention is directed to the DeLeuw-Cather final report, dated March 27, 1968, included herein, and specifically to page 3, paragraph 3 of that report.

RECREATIONAL FACILITIES

These amenities are provided throughout the site for the exclusive use of residents. The spa is approximately 18,000 sq. ft. with lounges, meeting rooms and exercise facilities. This building looks out over the principal swimming pool and lower Newport Bay, as well as back into the central park. At the center of the park is the tennis club with 7 courts, and 2 practice courts. Additional amenities include putting greens, children's play areas, plazas, pools, fountains, and quiet lounging areas.

Also scattered throughout the project are many subsidiary landscaped areas for quieter, more convenient use. These sub-

complexes each have their own identity and include plazas, courtyards, swimming pools and other amenities.

SHOPPING FACILITIES

Approximately 5500 sq. ft. of neighborhood shopping is located at the center of the project for the sole convenience of the residents. Signs for these shops will be subdued and none will be visible from the public streets. Present plans call for the inclusion of a mini-mart, ice cream parlor, beauty shop, dry cleaning shop, and barber shop.

INDEX OF DRAWINGS

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2	Parking Plan
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8	Typical Floor Plan - Bldg. #2
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C	Two Bedroom Unit Plan
C-1	Two Bedroom Unit Plan
C-2	Two Bedroom Unit Plan
C-T	Two Bedroom Townhouse Plan
D-T	Three Bedroom Townhouse Plan

UNIT SCHEDULE

	Effi- ciency	1 Bdrm.	2 Bdrm.	3 Bdrm.	Total
Townhouses	0	0	82	76	158
3 Story Bldgs.					
No. 1	71	125	68	0	264
No. 2	14	89	80	0	183
No. 3	7	93	77	0	177
No. 4	12	89	67	0	168
No. 5	20	95	83	0	198
No. 6	11	62	83	0	156
	<hr/>	<hr/>	<hr/>	<hr/>	<hr/>
Subtotal	135	553	458	0	1146
Grand Total	135	553	540	76	1304
Percent of Total	10.3	42.4	41.5	5.8	100
Display Units (not to be rented)	1	2	2	0	5

<u>Unit Type</u>	<u>Size Range</u>	<u>Average Size</u>
Efficiency	450-513 sq. ft.	508 sq. ft.
One Bedroom	702-775	715
Two Bedroom	1026-1136	1050
Two Bedroom Townhouse	1210	1210
Three Bedroom Townhouse	1430	1430

STATISTICS

Site Area: 49.13 acres or 2,140,103 sq. ft.

Dwelling Units:

Three Story Buildings:	1146
Townhouses:	158
Total	<u>1304</u>

Plus 5 display units (not to be rented)

Density: $\frac{1304}{49.13}$ 26.2 dwelling units/acre

Floor Area Ratio:

Total Gross Square Footage = 1,432,569 sq. ft. .67:1.00
Site Area = 2,140,103 sq. ft.

Parking:

Covered Parking (garages):	1746
Open Parking:	480
Total	<u>2226 cars</u>

Parking Ratio: 1.71 cars/dwelling unit

Land use:

Building Coverage:	513,134 sq. ft.	or 24%
Paved Area:	358,224 sq. ft.	or 16%
Landscaped Area	1,268,745 sq. ft.	or 60%
Total	<u>2,104,102 sq. ft.</u>	or 100%

DE LEUW, CATHER & COMPANY
ENGINEERS
WESTERN OFFICE
1250 MARKET STREET
SAN FRANCISCO 2, CALIFORNIA
UNDERHILL 1-1302

March 27, 1968

Gerson Bakar and Associates
1390 Powell Street
San Francisco, California 94133

Attention: Mr. J. Paul Oppenheim

Subject: Final Report - Irvine Property Traffic Study

Gentlemen:

In accordance with our agreement and discussions, we are pleased to submit herewith this final letter-report covering our analysis and evaluation of traffic and transportation requirements in connection with the Bakar Newport Beach planned community. This report summarizes the significant results of our study, describes the analysis and methodology for our work and incorporates our findings, conclusions and recommendations.

Summary

* The forecasted afternoon peak hour determined the geometric requirements of the entrance to the project. This traffic loading results from the combination of two main trip purposes: work-to-home trips and two-way trips between home and shopping, with the latter one being absent in the morning peak hour.

In accordance with capacity requirements, it is recommended that the entrance to the project should be four lanes and divided by a median. It is also recommended that the driveway giving access to the development south of San Joaquin Hills Road should take place directly opposite to the driveway for the proposed Bakar development. One entrance to the project built according to these recommendations is expected to accommodate the requirements of incoming and outgoing vehicles in an effective and efficient manner.

* The preliminary capacity analysis for the intersection of Jamboree and San Joaquin Hills Roads established the requirements for geometric improvements. For the initial year of development, Jamboree Road has been assumed as a four-lane divided arterial and San Joaquin Hills Road east of Jamboree Road has been assumed as a six-lane divided

arterial. All of these three legs in the intersection are assumed to have proper channelization and one protected left-turn lane. An exception is the north leg of Jamboree Road which is assumed to have a double left-turn lane.

San Joaquin Hills Road west of Jamboree Road was studied and it is recommended that a minimum of three lanes be provided at the intersection: an exclusive left-turn lane protected by the median, a center lane for through traffic only and the right lane being optional for through or right-turning vehicles. Furthermore, it is recommended that the left turn storage lane be made 300 feet long in order to accommodate ultimate traffic requirements. For the initial year of operation, only 200 feet of storage are required. Signal phasing will need to be changed from time to time as the traffic builds up but the equipment is assumed to be flexible enough to support these changes.

The development of the intersection to the recommended standards will provide for the intersection to be used during the initial year of operation between 66 and 70 per cent of its capacity. Likewise, the full development of the intersection during the ultimate design year is expected to produce an overload of 125 per cent capacity usage, however, the expected density of development for the area together with the subsequent revisions to land use master plans should make this condition acceptable.

* The location of the entrance to the project was established in relationship to the traffic requirements for vehicles approaching the intersection of Jamboree and San Joaquin Hills Roads. In accordance with the capacity analysis of this intersection and the recommendation for a 300 foot left-turn storage lane, it is recommended that the entrance to the development be located no less than 550 feet away from the entrance of the intersection. Furthermore, it is recommended that the median be carried back as far as the entrance to the development which should also be the driveway to the parcel of land directly adjacent to and south of San Joaquin Hills Road.

* Throughout the course of this assignment it has been estimated that most of the traffic having its origin or destination within the proposed Bakar development is oriented toward the intersection of Jamboree and San Joaquin Hills Roads. Increasing the proximity of the entrance to the development to the intersection of San Joaquin Hills Road and Back Bay Drive will increase the desirability for

traffic to utilize this route for short and intermediate trip lengths. The recommended minimum distance of 550 feet between the intersection of Jamboree and San Joaquin Hills Road and the development entrance should be regarded as a minimum and not necessarily a desirable length. We recommend that the entrance be located as close as physically possible to the intersection of San Joaquin Hills Road and Back Bay Drive.

Analysis and Procedure

The initial phase of work on the subject study required a forecast of traffic generation. In order to determine realistic and current traffic generating characteristics for the proposed residential development in Newport Beach, it was decided that a study and analysis of the existing traffic patterns at Woodlake Development in San Mateo County, California would yield results directly applicable to the new project. The proposed development is very similar in nature to the Woodlake project. The socio-economic characteristics of the future population for the proposed Newport Beach development is expected to be similar to the characteristics of the present Woodlake residents.

The average family size, median family income and generalized transit accessibility are expected to be equivalent for the two developments. In fact, the only parameter expected to vary somewhat between the two areas is the measure of vehicle ownership. As extracted from the 1960 United States Census, the average vehicle ownership for the San Francisco Standard Metropolitan Statistical Area (SMSA) is 1.05 vehicles/DU as compared with 1.20 vehicles/DU for the Los Angeles SMSA. Analysis of the Woodlake project produced an average figure of 1.33 vehicles per dwelling unit which since it compares so high with the average for the San Francisco region, is expected not to increase significantly for the proposed development. The other important generation parameter reflecting environmental density of development is expected to be identical for the two developments, namely, an average density of 38-40 dwelling units per acre.

A complete cordon was established around the Woodlake development on the week of March 9 through March 13, 1968. Eight non-recording mechanical counters were placed around the study area, one in each of the eight entrances. Each of the counters was positioned to record all trips entering and/or leaving the development so that 24-hour interval readings established the 24-hour average daily traffic (ADT) for each day of the week.

In conjunction with these non-recording counters, four 15-minute recording counters were utilized. These recording counters were rotated on a day-to-day basis at two per entrance for four weekdays in order to cover all eight entrances within the survey time period. They were positioned to register directional traffic in order to obtain inbound and outbound traffic counts by 15-minute intervals. Additional difficulties were encountered with these

recording counters due to the very narrow entrances to the development and the fact that alternative placing of the counters and actuation hoses would either miss a fairly substantial per cent of the vehicles in the direction of count or incorporate counting of vehicles from the other direction.

As a result of the data collection phase and the fashion in which it was performed, the ADT counts as summarized from the non-recording counters were utilized to produce expansion factors. These expansion factors were then applied to the 15-minute recording counts in order to produce corrected hourly volumes. Upon examination of all entrances and exits and the data collected for all of them, it was determined that the morning peak hour occurred between 4:15 and 5:15 PM. Furthermore, it was established that the afternoon peak hour was the more critical of the two due to the influence of home-to-shop trips occurring during this time period in addition to the normal work-to-home purpose trips.

The development of total traffic generation by the proposed Newport Beach development needs to be related to individual parameters, such as number of dwelling units or number of persons. In this case, it was decided that the dwelling unit parameter persistently exhibited a more stable and reliable relationship to trip generating characteristics. Generation rates of trips per dwelling unit were established for the Woodlake development for three time periods: average trips per day, average trips per morning peak hour and average trips per afternoon peak hour. The results of the traffic counting program are presented in the accompanying Table 1. Based upon an expected total development of 1,800 dwelling units, and utilizing the previously established generation rates, traffic volumes were generated for the proposed development and for the three time periods as follows:

	<u>AM Peak</u>	<u>PM Peak</u>	<u>ADT</u>
Inbound	195	525	4050
Outbound	<u>465</u>	<u>315</u>	<u>4050</u>
Total	660	840	8100

The arterial system surrounding the proposed Newport Beach development has been the subject of our studies for sometime, with particular emphasis on the Newport Town Center traffic generation characteristics. As a result of these studies, the system of arterial streets immediately adjacent to the proposed Newport Beach development was loaded with forecasted afternoon peak hour traffic for two base years, the first one being the time period of expected completion of the project

(1968-1969) and the second one being an ultimate development target year (1990). These two loaded networks were then adjusted to reflect no development within the site of the proposed Bakar development by removing all traffic previously assumed to be generated from said site. In effect, these two loaded networks reflected the base year arterial traffic without the influence of the Bakar development. The previously generated traffic from the proposed Bakar development was then superimposed on the loaded network, thereby producing two complete loaded networks for the immediate study area.

Preliminary capacity analysis for both morning and afternoon peak hour were performed for the entrance to the site in order to determine the feasibility of maintaining one entrance only or the necessity of utilizing more than one. In addition, preliminary signal design and capacity analyses were performed for the intersection of San Joaquin Hills and Jamboree Roads for both the initial and ultimate year of operation.

Conclusions and Recommendations

The entrance to the project was analyzed from a capacity standpoint. The afternoon peak hour, exhibiting the heavier volumes was used to determine the geometric requirements of the driveway itself. However, the morning peak hour will produce a larger conflict of traffic movements due to the crossing of two heavy left-turn movements, one taking place from the development toward the east and the other one taking place from the east leg of San Joaquin Hills Road into the parcel of land directly south of the proposed development. No unusual problems are expected for this intersection of the driveways on San Joaquin Hills Road, provided that the two driveways are directly opposite each other.

For the best level of traffic service, generally referred to as Level of Service A, on an arterial street intersection the capacity of a two-lane street with parking is estimated at 800 cars per hour in the peak direction. This capacity analysis implies the assumption that only 10 per cent of the vehicles are turning either right or left. In line with this capacity requirement, the entrance to the project should be four lanes of traffic and divided by a median. This treatment of the entrance will take into account the fact that most vehicles are turning and allow a reservoir for cars awaiting to enter the arterial system.

It should be noted that at some future development year a signal might be warranted at this location. The quality and intensity of development south of San Joaquin Hills Road will entirely determine this possibility.

The intersection of Jamboree and San Joaquin Hills Roads was analyzed for both the initial year of development (1968-1969) and the ultimate development condition (base year of 1990). For the initial year of development, Jamboree Road was assumed to be a four-lane divided arterial with proper channelization and one additional exclusive left turn protected lane south of San Joaquin Hills Road as well as a double exclusive left turn protected lane for traffic heading south on Jamboree Road and turning east onto San Joaquin Hills Road. Similarly, San Joaquin Hills Road was assumed to be developed as a six-lane divided arterial east of Jamboree Road with a channelized free right turn and with one additional exclusive left turn protected lane. The forecasted initial traffic studies and preliminary capacity analysis for this intersection was used to establish requirements for various types of improvements. It was determined that the section of San Joaquin Hills Road west of Jamboree Road should have one exclusive and protected left-turn lane for traffic turning north onto Jamboree Road plus two other lanes of traffic approaching intersection, one being exclusively through and the other an optional through or right-turn lane. Under these conditions, it is estimated that the intersection will function between 66 and 70 per cent capacity, thereby allotting minimum delays to all movements through the intersection.

For the same intersection, the 1990 analysis warranted requirements for a very sophisticated design and a high degree of channelization. For this ultimate development year, the build up of traffic from other adjacent land uses is so substantial that subsequent additional improvements tested in order to accommodate the forecasted traffic failed to produce a completely free-flowing intersection. It was determined that the implementation of proper channelization, including six-lane divided arterials on both San Joaquin Hills and Jamboree Roads on all legs of the intersection and providing for free right turns on all four legs, the intersection would still be expected to function at 125 per cent of available capacity.

The result of this capacity analysis implies that the average delay to the individual motorist would be larger than usual and that on the average one out of every four vehicles entering the intersection would have to wait longer than one signal cycle before clearing the intersection. Considering that the land use plans and traffic volumes for the design year of 1990 is still under study and that this area is to be developed as an extremely dense type of land use, somewhat similar to existing central business districts in other cities, this increased delay is not unreasonable and considered acceptable at this time.

The location of the entrance to the project should be established in relationship to the traffic requirements for vehicles approaching the intersection of Jamboree and San Joaquin Hills Roads. All the traffic leaving or entering the development will have to cross either this intersection or the intersection of San Joaquin Hills Road and Back Bay Drive. At this time Back Bay Drive

is expected to be a scenic type of drive and local in nature, therefore tending to serve a rather small proportion of the traffic having origins and destinations within the development.

Allowing for this consideration, any traffic which might be destined to the intersection of Back Bay and San Joaquin Hills Roads has been discounted, and in this fashion the total generation of trips has been assumed to utilize the intersection of Jamboree and San Joaquin Hills Roads. Should there be a revision of the character or quality of Back Bay Road at some future date, the traffic loadings on the intersection of San Joaquin and Jamboree Roads would need to be revised and reduced accordingly. Suffice it to state that for the present study the assumptions made are realistic and definitely on the conservative side.

The capacity analysis and preliminary channelization studies undertaken for the intersection of San Joaquin Hills and Jamboree Roads indicate that the storage requirement for the left-turn lane from west San Joaquin Hills Road to north Jamboree Road should be 200 feet long during the initial stage; i. e., completion of the Bakar development base year of 1968-1969. On the other hand, even though signal phasing can and is adjusted from time to time by merely changing settings in the controller equipment, road channelization being a more permanent type of improvement should be planned for on a long-term basis.

For the ultimate development year of 1990, it was calculated that the storage length requirements for the same left-turn pocket under reference should be 300 feet. Furthermore, a minimum of 75 feet is recommended to return the curb of the median to its full width and a similar length is required to provide another median opening for traffic taking access to the development. In order not to have the two curbs back-to-back which would tend to create a hazardous configuration, we recommend that 100 to 150 feet be provided between the two curb returns. In summary, it is recommended that the access to the development and termination or opening of the median along San Joaquin Hills Road should take place at a minimum distance of 550 feet from the entrance to the intersection of San Joaquin Hills and Jamboree Roads. This distance will provide for the proper length on the above sections of road.

It should be increasingly apparent from the above stated conclusions that the diversion of any traffic to and from the development toward the intersection of Back Bay and San Joaquin Hills Road would in every way help to establish a more free-flowing traffic pattern. The single most important parameter determinant of individual motorist choice of travel route has proven to be travel time. This being the case, the position of the entrance to the development should be made as close as possible to Back Bay Drive and as far removed as possible from Jamboree Road. This criteria should be of prime

Gerson Baker and Associates
San Francisco

Page Eight
March 27, 1968

importance in exercising the ultimate decision for the location of the entrance to the development. As previously stated, this entrance should not be any closer than 550 feet from the intersection of Jamboree and San Joaquin Hills Roads, but it certainly could and should be placed further than that distance if physical conditions of such will so allow.

During the course of this assignment we obtained information from several members of your staff at the Woodlake development and we acknowledge their assistance and cooperation. Please be assured that we stand ready to discuss this assignment with you further and in more detail at your convenience.

Sincerely yours,

DE LEUW, CATHER & COMPANY

J. Drachman
Project Manager

JD:HW

→ File - Job 1792-00
Spindle

DE LEUW, CATHER & COMPANY - ENGINEERS

TYPE OF DEVELOPMENT Very High Density Apartments

LOCATION Woodlake - City of San Mateo, California

DATE PERFORMED March 5 through March 13, 1968

AVERAGE WEEKDAY	A. M. PEAK HOUR						
	INBOUND		OUTBOUND		Total Peak Hour Tr/DU	% of 24 Hr. Vol.	Time Hour Begins
	Trips per DU	% Peak Hour	Trips per DU	% Peak Hour			
	0.13	30	0.31	70	0.44	8.2	7:15
SATURDAY SUNDAY							

AVERAGE WEEKDAY	P. M. PEAK HOUR						
	INBOUND		OUTBOUND		Total Peak Hour Tr/DU	% of 24 Hr. Vol.	Time Hour Begins
	Trips per DU	% Peak Hour	Trips per DU	% Peak Hour			
	0.35	63	0.21	37	0.56	10.3	4:15
SATURDAY SUNDAY							

24 HOUR VOL.	
Trips per DU	Trips per Person.
5.4	3.5

SOCIO-ECONOMIC DATA

DWELLING UNITS 994

PERSONS/DWELLING UNIT 1.54

VEHICLES/DWELLING UNIT 1.38

MEDIAN INCOME/FAMILY \$12,500

MEDIAN RENT/DU \$210.00

STUDY AREA
(Developed Acres) 29.57 Acres

DWELLING UNITS/ACRE 38.87

DE LEUW, CATHER & COMPANY
ENGINEERS
WESTERN OFFICE
1256 MARKET STREET
SAN FRANCISCO, CALIFORNIA 94102
(415) 861-1302

August 19, 1968

RECEIVED
AUG 21 1968
KARL TREFFINGER

Mr. Karl Treffinger, A. I. A.
Karl Treffinger & Associates
680 Beach Street
San Francisco, California 94109

Subject: Gerson Bakar Development Traffic Study

Dear Mr. Treffinger:

This will confirm and follow up the context of our meeting on Wednesday, August 14, 1968, on the subject study.

A traffic study was undertaken for the Gerson Bakar Development, located in Newport Beach, California, in order to produce conclusions and recommendations on single or multiple access to and from this property. This study was followed with a letter report dated March 27, 1968, stating our summary of significant results, the methodology of our work, as well as the findings, conclusions and recommendations.

The item of foremost importance referred to the feasibility of handling the large volumes of traffic generated by this development with only one entrance, and the requirements for the treatment of this one entrance in order to make it operationally acceptable. The alternative, of course, being provision for two or more access points to the development, has not been studied in detail.

The recommended treatment of this single access location required that it be located so that the clear distance between curb returns of the intersections of development access - San Joaquin Hills Road Extension and San Joaquin Hills Road-Jamboree Road be no less than 550 feet. At the same time, it was established that this section of road should have a basic cross section of six lanes and a median for the protection of turning traffic.

The recommendation on minimum distance between intersections is primarily based on a preliminary capacity analysis and signal phasing for the intersection of San Joaquin Hills Road and Jamboree Road. This analysis incorporates forecast traffic volumes on both of these roads in addition to the development generated traffic, and reflects the expected available green time for the San Joaquin Hills Road Extension leg to clear the intersection. Based on this analysis, it has been estimated that a minimum of 300 feet of equivalent left-turn storage lane be provided for this leg of the intersection. Furthermore, a minimum of 75 feet of tapers from the left-turn lane to the full median as well as from the development entrance to the full median, plus a recommended 100 foot section between these two curves, will add up to the 550 feet of recommended distance between intersections.

A plan and profile drawing of the San Joaquin Hills Road Extension (herewith referred to as Exhibit 1) was developed for our August 14 meeting, and it was established that a nearly recommended distance of 525 feet could be obtained with the road following an acceptable profile by Orange County standards, and the entrance to the development being located in approximately four feet of cut, which of course makes this plan perfectly feasible from an engineering standpoint. During our discussions it became apparent that from an architectural and planning standpoint a shorter distance between intersections is very much desirable.

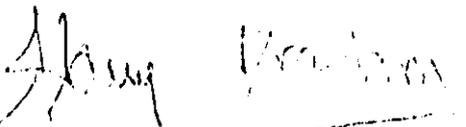
In order to establish the required distance between intersections as a smaller number, it has been established that the possibility of a double left-turn lane from San Joaquin Hills Road Extension north on to Jamboree Road could be provided. As it turns out from an operational standpoint, the second left-turn lane will only operate at 75 per cent efficiency as compared to one single left-turn lane. This, in turn, means that the second left-turn lane would have to be 200 feet long instead of 150 feet long. Essentially, this means that the minimum distance between curb returns of the two intersections needs to be 450 feet based on 200 feet of double left-turn lane, two 75 foot sections of tapers and a 100 foot section between these two curves.

Two exhibits have been prepared to show the possible configuration of the road utilizing the above-mentioned criteria. Exhibit 2 shows the possible configuration of San Joaquin Hills Road with the entrance to the development being located at 450 feet between curb returns, and Exhibit 3 shows a similar configuration by establishing the entrance to the development as a four-legged intersection with an entrance to the south parcel occurring at the same location. This south parcel entrance would have to be cleared with The Irvine Company. We are enclosing copies of all three exhibits for your files and general information.

We trust this solution meets with your approval and helps resolve the land planning architectural problems of gaining access to the development in an efficient and effective manner. Please do not hesitate to contact us in the future as further need for consultation arises.

Very truly yours,

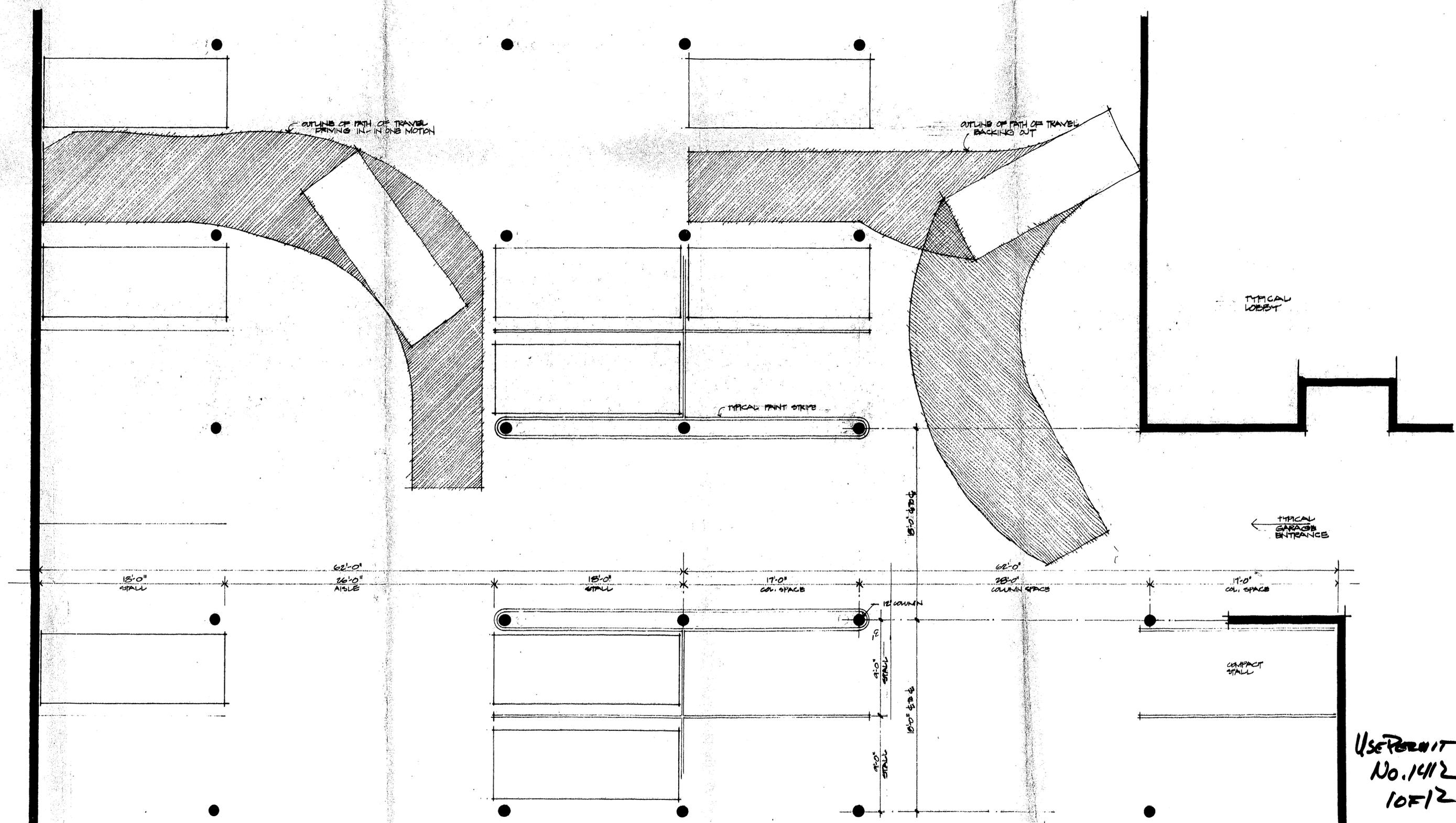
DE LEUW, CATHER & COMPANY



Jaime Drachman
Project Manager

cc: Mr. J. Paul Oppenheim

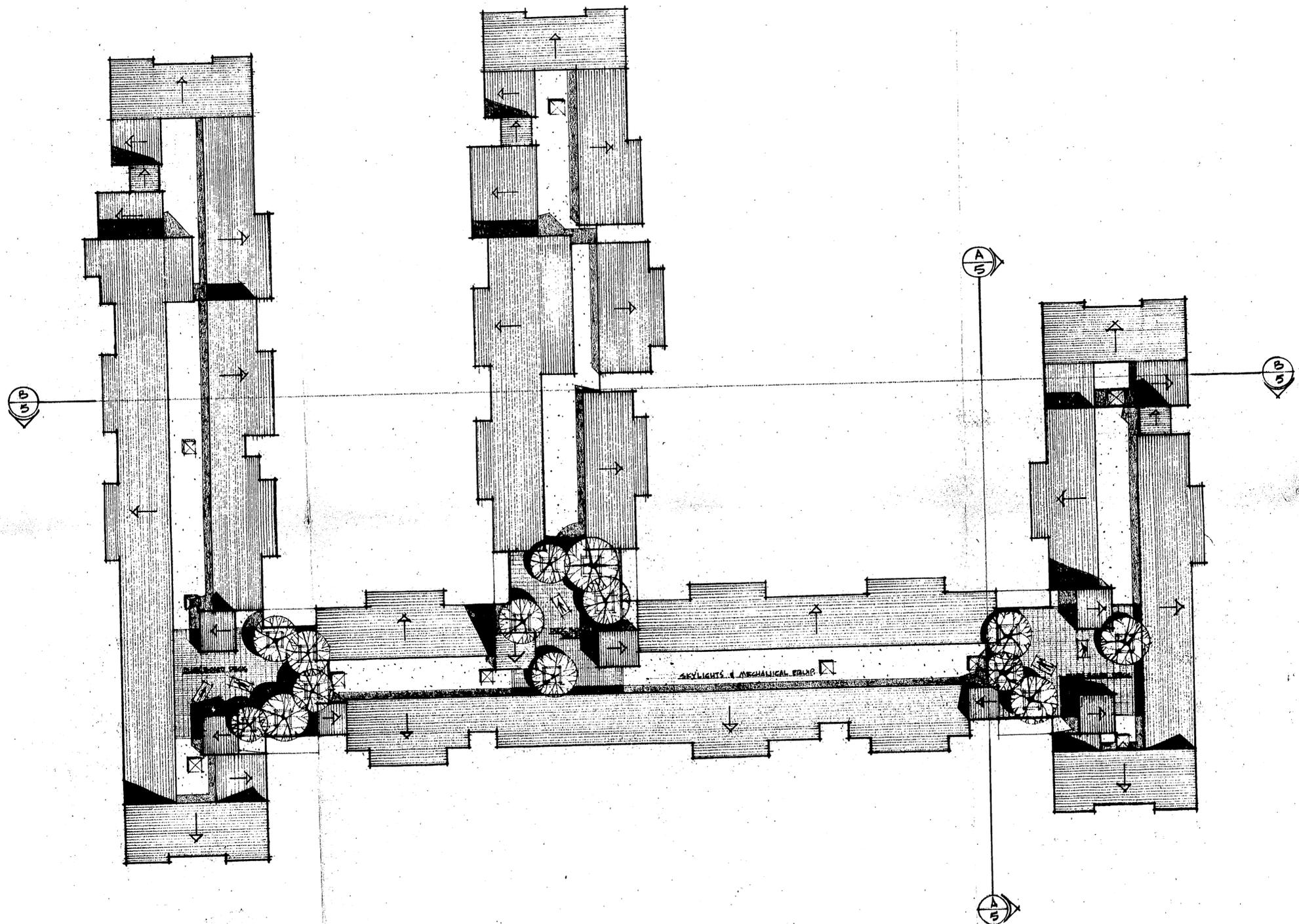
Encl.



TYPICAL PARKING STALL LAYOUT FOR APARTMENT GARAGE
 PARK NEWPORT APARTMENTS

SCALE 1/4" = 1'-0"
 FEB. 15, 1969

Use Permit
 No. 1412
 10F12



TYPICAL ROOF PLAN - BUILDING # 2
 1" = 20'

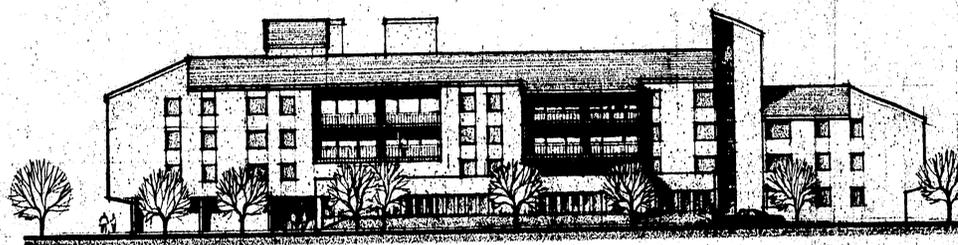
USE PERMIT
 No. 1412
 3 OF 12

DATE: 17 APRIL 68
 8 OCT. 68
 KARL TREFFINGER, AIA, ARCHITECT
 HEARST BLDG. AT MARKET & BIRD
 SAN FRANCISCO
 S-2667

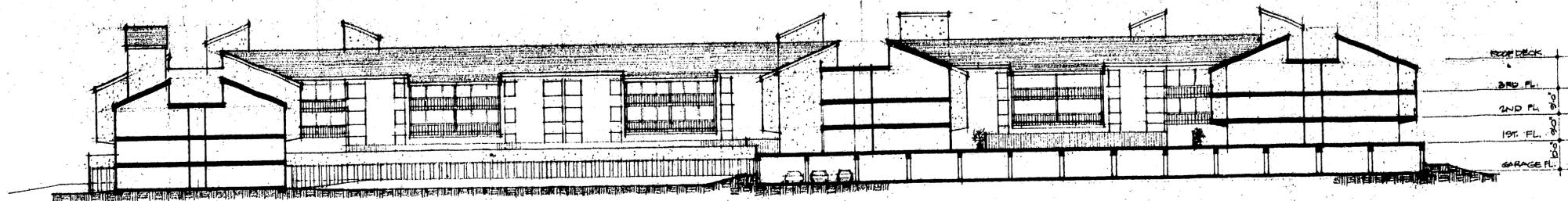
APARTMENTS FOR GERSON BAKAR



FRONT ELEVATION
1" = 20'-0"



SIDE ELEVATION
1" = 20'-0"

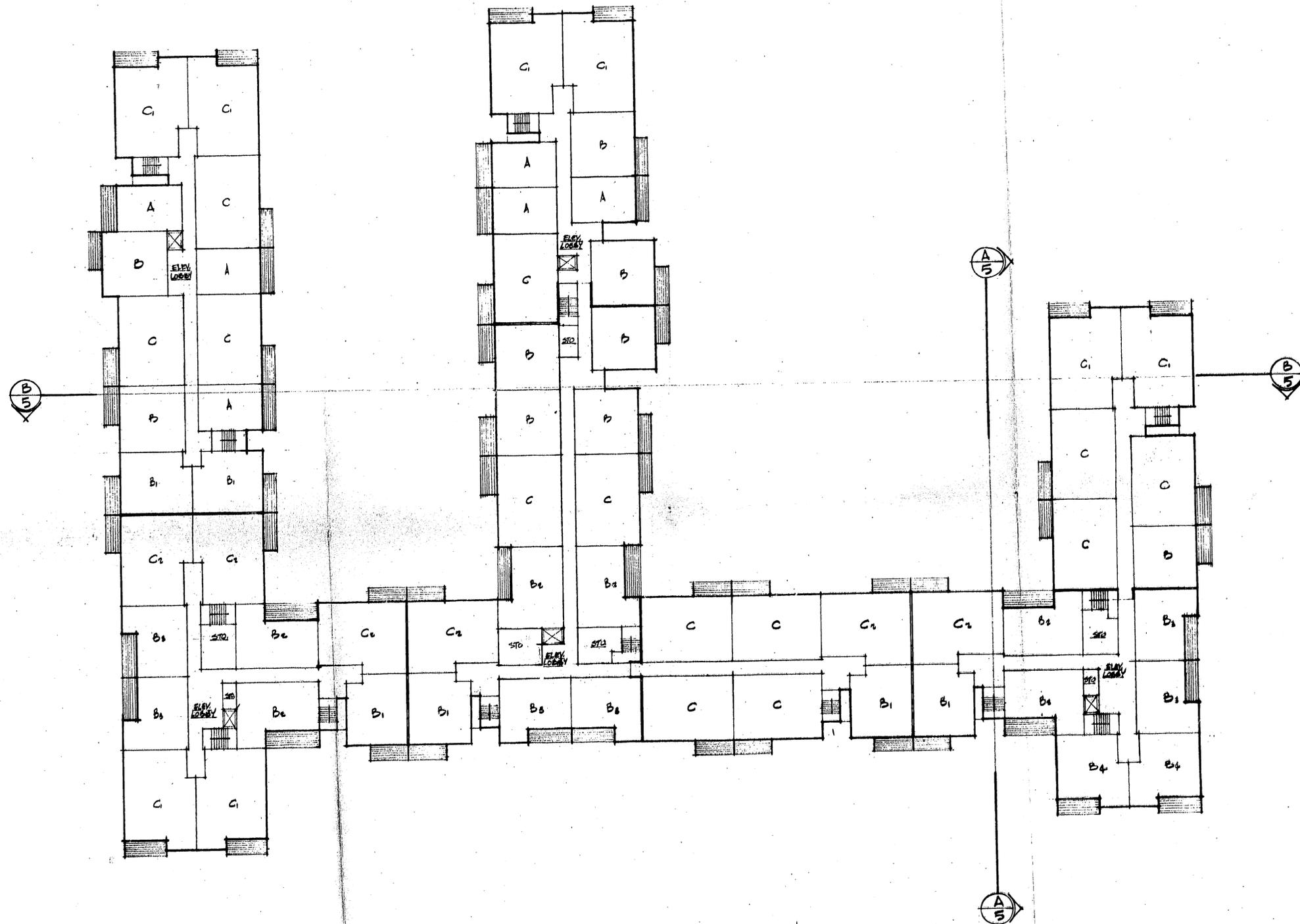


SECTION B-B
1" = 20'-0"

Use Permit
No. 1412
2012

DATE
17 SEPT. 68
8 OCT. 68
ARCHITECT
KARL TREFFINGER AIA
HEARST BLDG AT MARKET & 3RD.
SAN FRANCISCO
C-2667

APARTMENTS FOR GERSON BAKAR

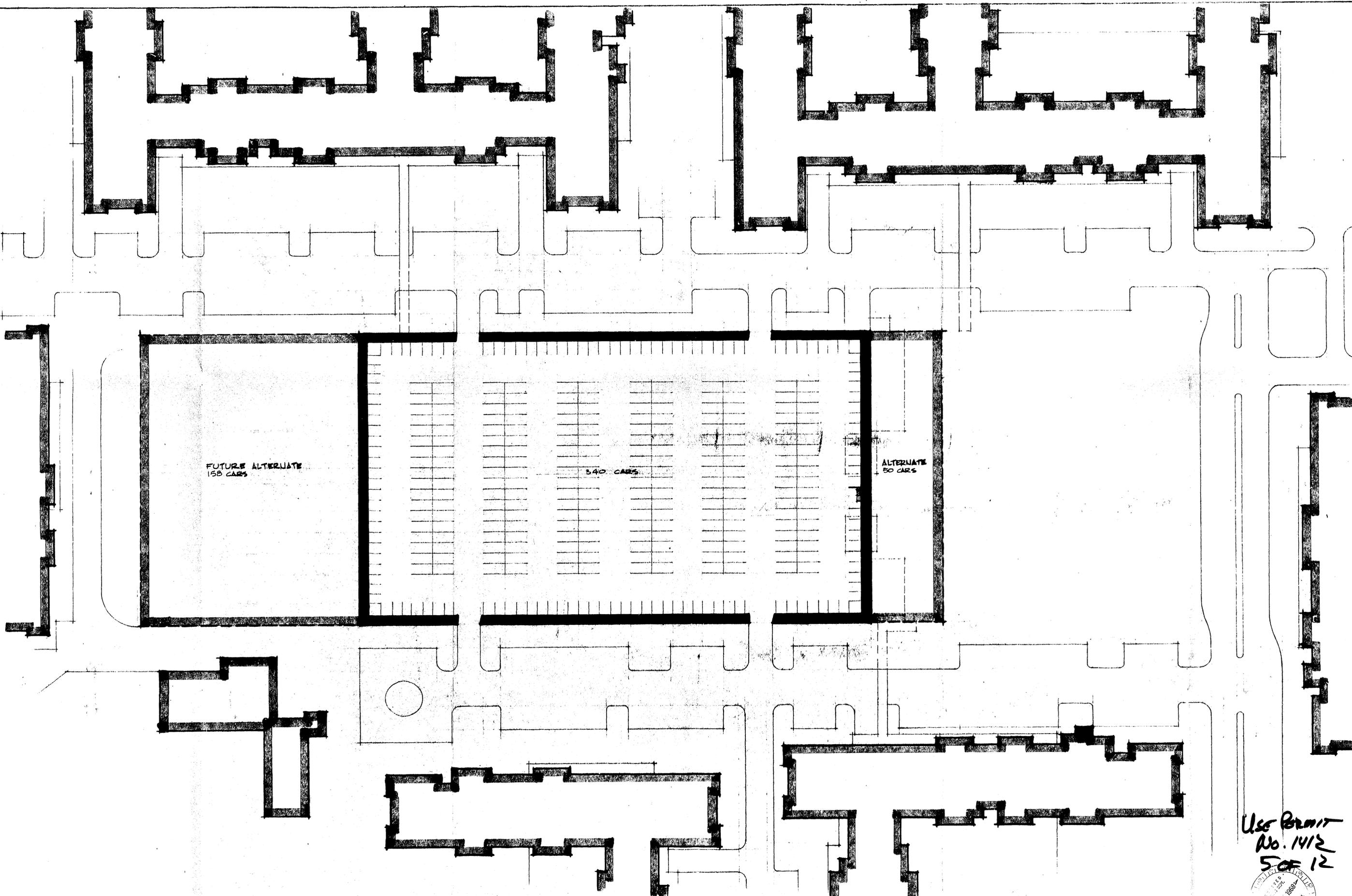


TYPICAL FLOOR PLAN - BUILDING # 2
 1" = 20'

USE PERMIT
 NO. 1412
 4 of 12

DATE: 17 SEPT. 68
 8 OCT. 68
 K. TREFFINGER · AIA · ARCHITECT
 HEARST BLDG. MARKET AT 3RD
 SAN FRANCISCO C-2667

APARTMENTS FOR GERSON BAKAR



FUTURE ALTERNATE
158 CARS

340 CARS

ALTERNATE
50 CARS

CENTRAL AREA PARKING PLAN

1" = 30'

Use Permit
No. 1412
5 OF 12

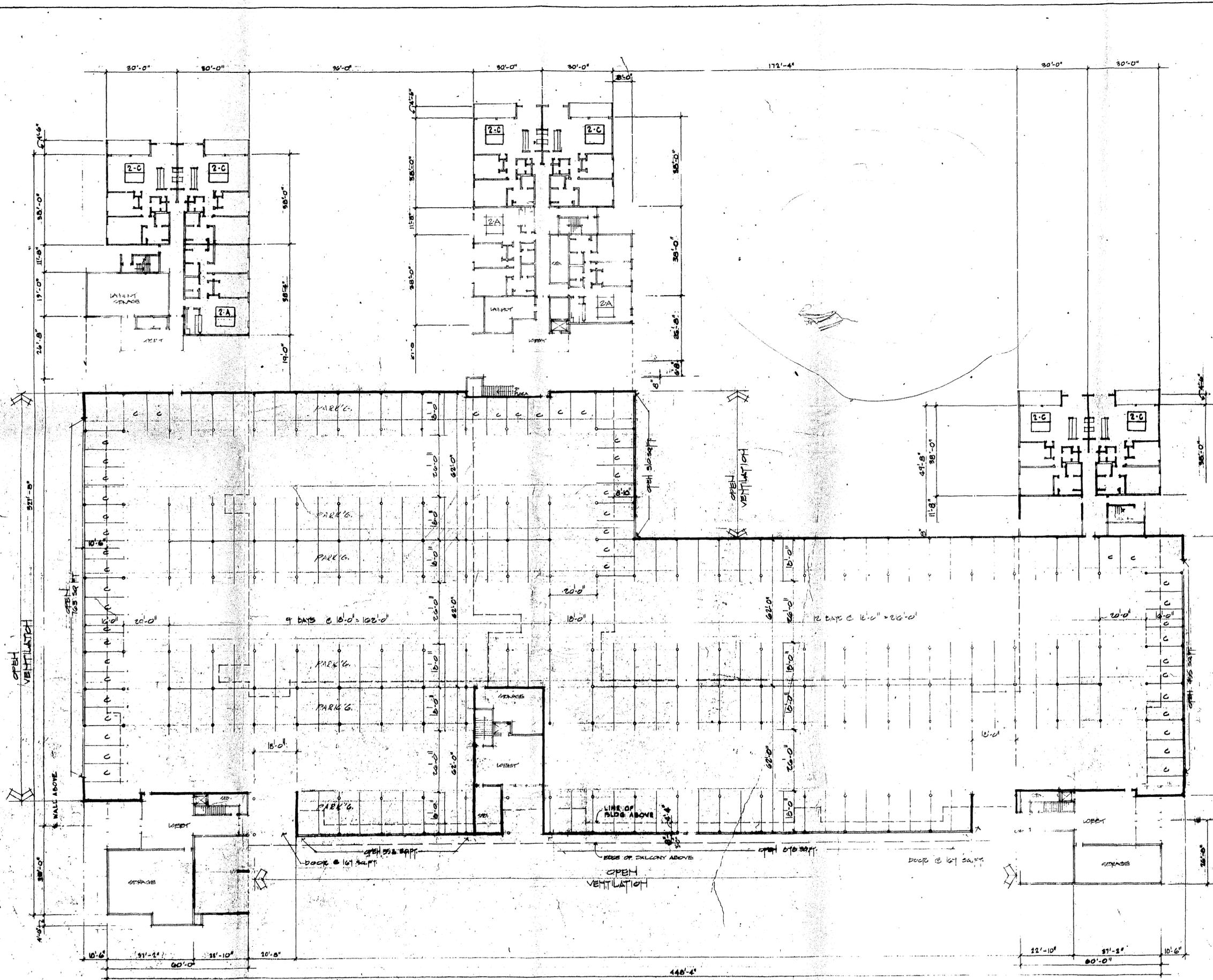


REVISED
SUBMITTED AT P.C. MEETING

DATE
4 DEC, 68

KARL TREFFINGER AND ASSOCIATES * ARCHITECTS
HEARST BUILDING, MARKET AT THIRD, SAN FRANCISCO, CALIF.
TEL. 862.5775 CERT. C-3667

PARK NEWPORT
GERSON DAKAR & ASSOCIATES

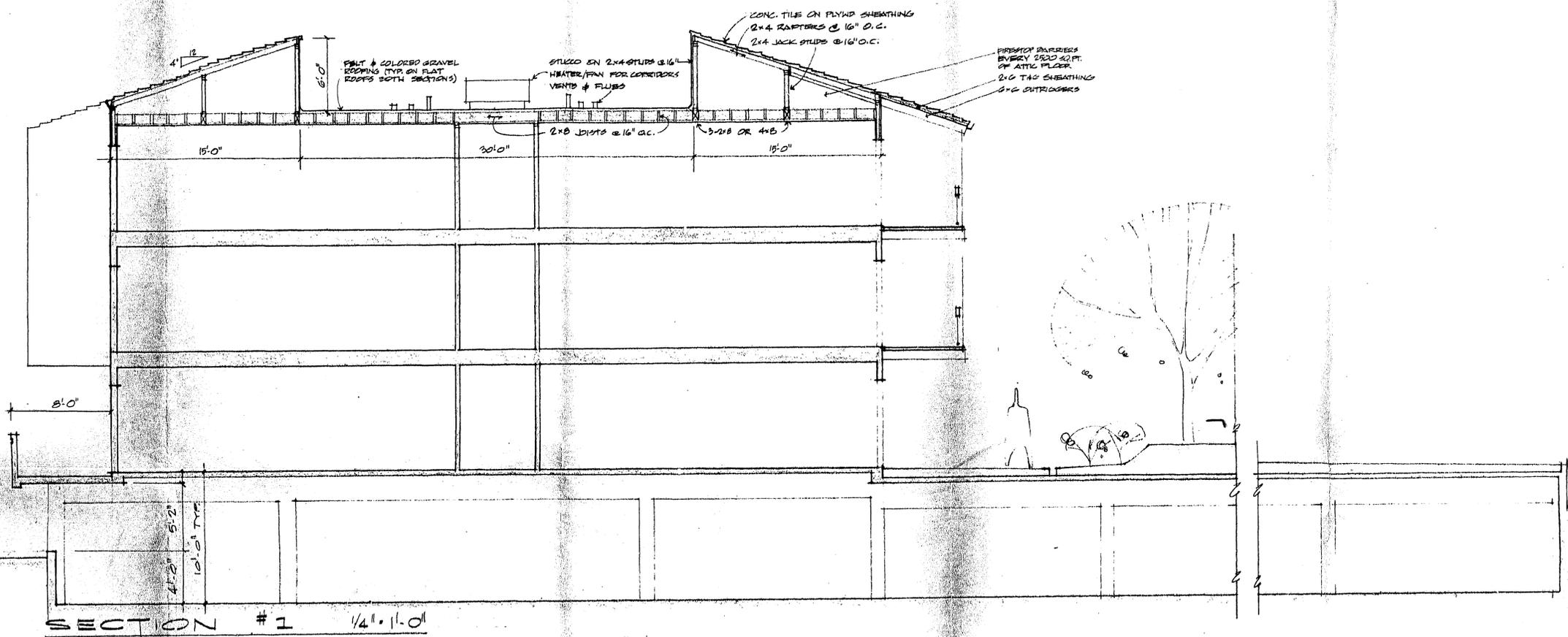


VENTILATION CALCULATIONS
 PER USC SEC. 1104(B)
 ONE-HALF PERIMETER AREA — 6174 SQ. FT.
 50% OF 6174 SQ. FT. = REQ'D VENT. = 3087 SQ. FT.
 AREA SHOWN — 5088 SQ. FT.

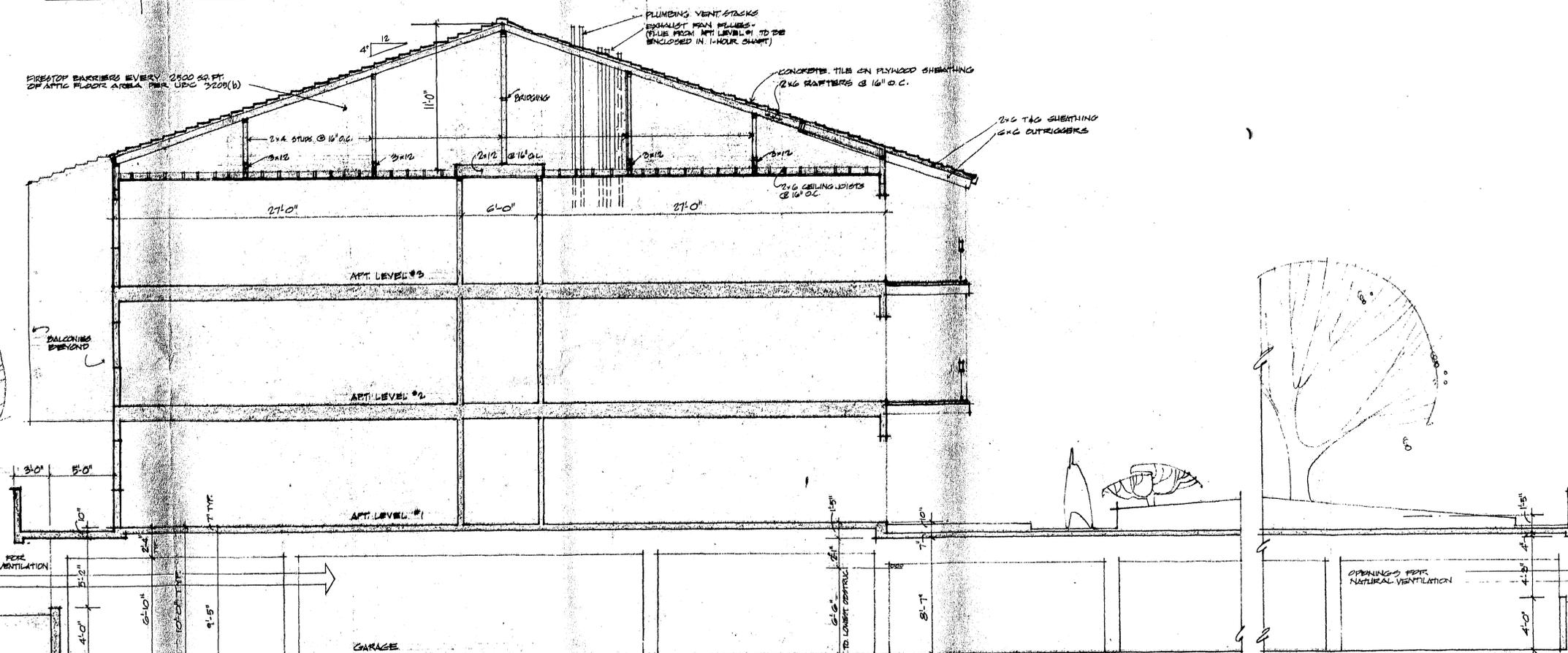
102 FULL SIZE CARS — 71%
 40 COMPACT CARS (C) — 21%
 PARK 250 CARS

USE PERMIT
 No. 1412
 6 OF 12

BLDG. #2 GROUND FLOOR PLAN
 1/8" = 1'-0"
 PARKING & VENTILATION CALCULATION 2-10-09

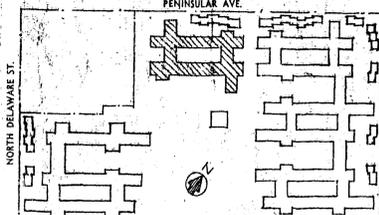
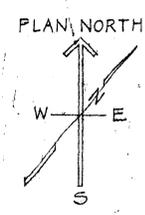
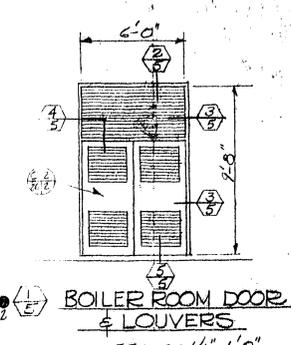
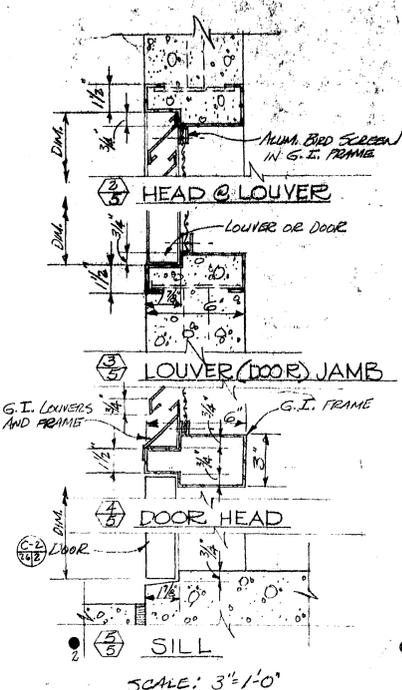
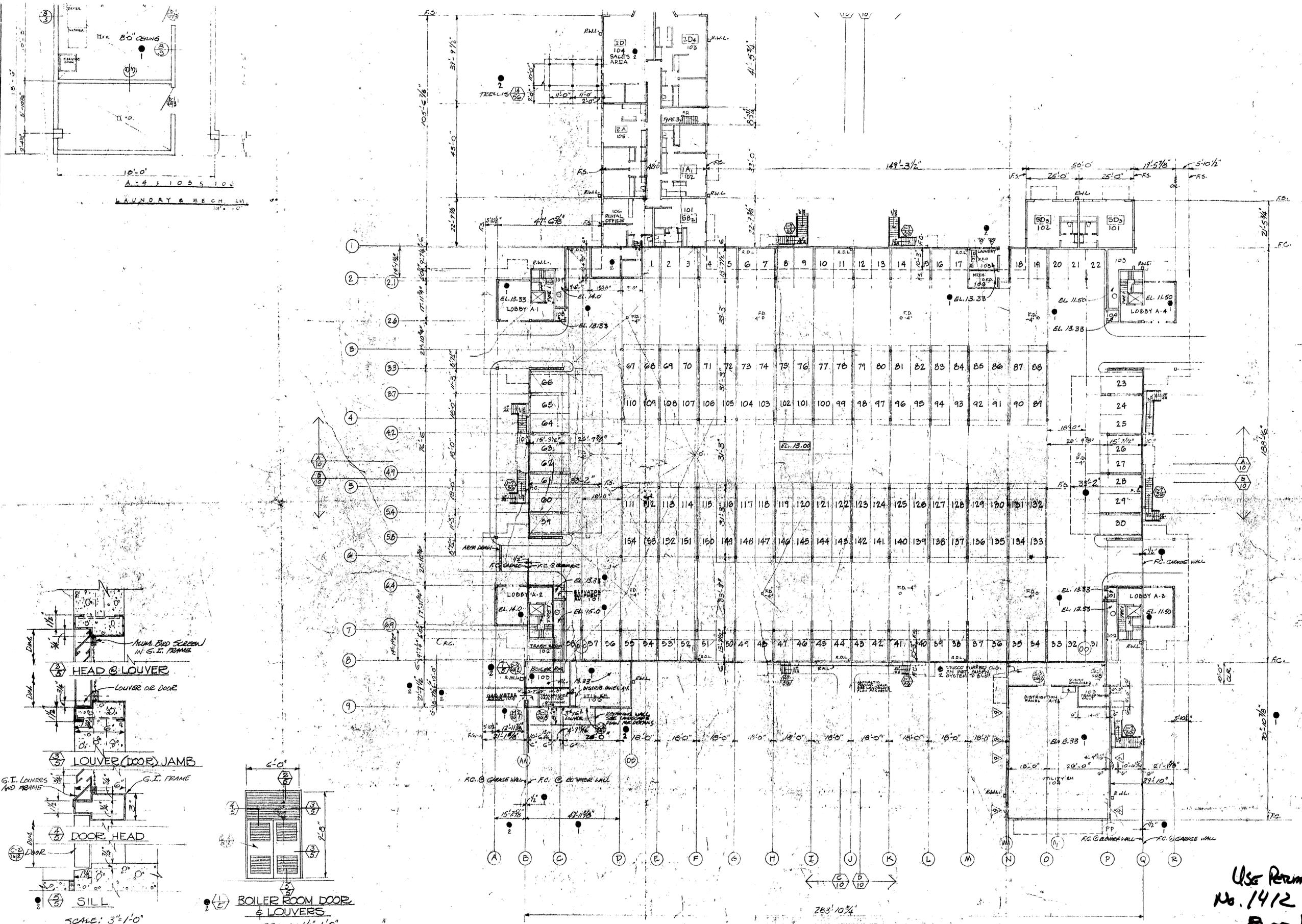


SECTION #1 1/4" = 1'-0"



SECTION #2 1/4" = 1'-0"

Use Permit
No. 1412
7 of 12



Use Permit
No. 1412
B of 12

GROUND LEVEL & GARAGE PLAN		Woodlake SAN MATEO, CALIFORNIA GERSON BAKAR & ASSOCIATES, DEVELOPERS		BUILDING: A
SHEET TITLE: REVISIONS: ● 20 FEB 64 ● 10 JUNE 1964	SCALE: 1/8"=1'-0" DRAWN BY:	CHECKED BY:	JOB NO: D-6315 DATE: 2/20/64	SHEET NO.: A 5
CONSULTANTS:				
WÜRSTER, BERNARDI & EMMONS, ARCHITECTS DOMESTIC STRUCTURES INC. 1620 MONTGOMERY ST., SAN FRANCISCO, CALIF. TELEPHONE EXBROOK 7-6544				

GENERAL NOTES:

- FIRE ZONE: 3
- USE ZONE: NO CLASSIFICATION
- USE PERMIT # 1412
- TYPE OF CONSTR: TYPE I/M
- GROSS BLDG AREA: 100,000 SF
- ALLOW. AREA FOR TYPE I/M (100,000)
- OCCUPANCY TYPE: F-2
- BASIC ALLOW. AREA: 6000
- INCREASE FOR FIRE ZONE 3: 2000
- INCREASE FOR 2 STORY: 8000
- SEPARATION: 100%
- ALLOWABLE AREA SF: 92,000

UPPER FLOOR PLAN

LOWER FLOOR PLAN

GENERAL NOTES:

- 1. SHEATH ENTIRE WALLS & COL LINES WITH 2" PLYWOOD.
- 2. BLOCK BETWEEN STUDS FOR DR. HENDB. & FLOOR FINISH.
- 3. CONCRETE WALLS ON CONSTRUCTION OF

FINAL CONSTRUCTION SET
BUILDING 78 ONLY
DECEMBER 22 1968

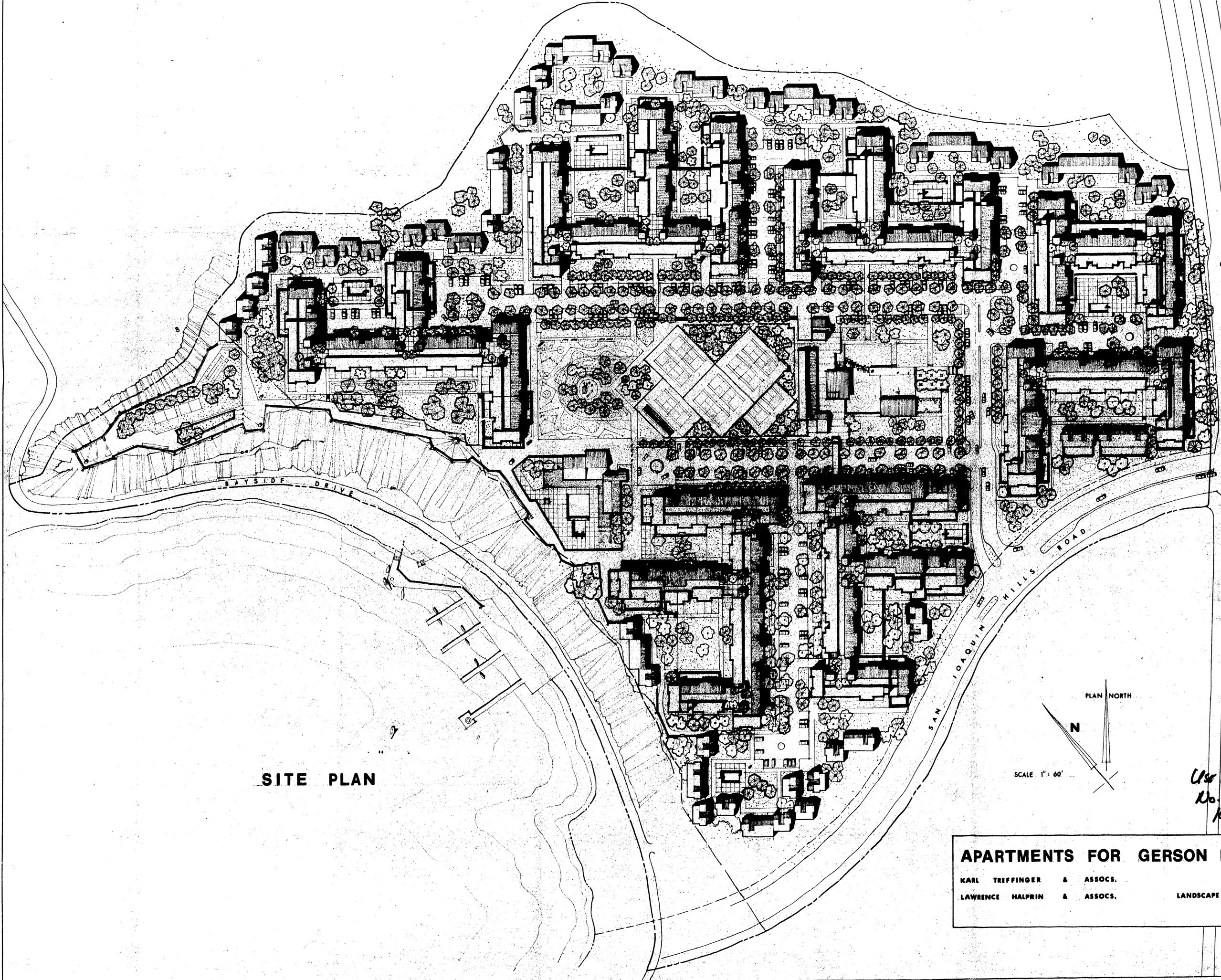


ARCHITECTS FOR:
PARK NEWPORT APARTMENTS
 KARL TREFFINGER & ASSOCIATES
 1400 BROADWAY, NEW YORK, N.Y. 10018

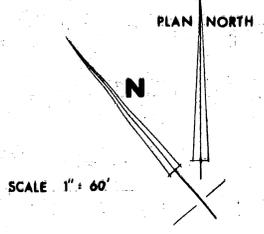
CONSULTANTS:
CENTRAL BUILDING AND SPA
 PARK NEWPORT
 NEWPORT BEACH, CALIFORNIA

DEVELOPERS:
GORDON EMER AND ASSOCIATES

CENTRAL BLDG FLOOR PLANS
WURSTER, BERNARDI AND EMMONS, INC.
 1415 BROADWAY, NEW YORK, N.Y. 10017

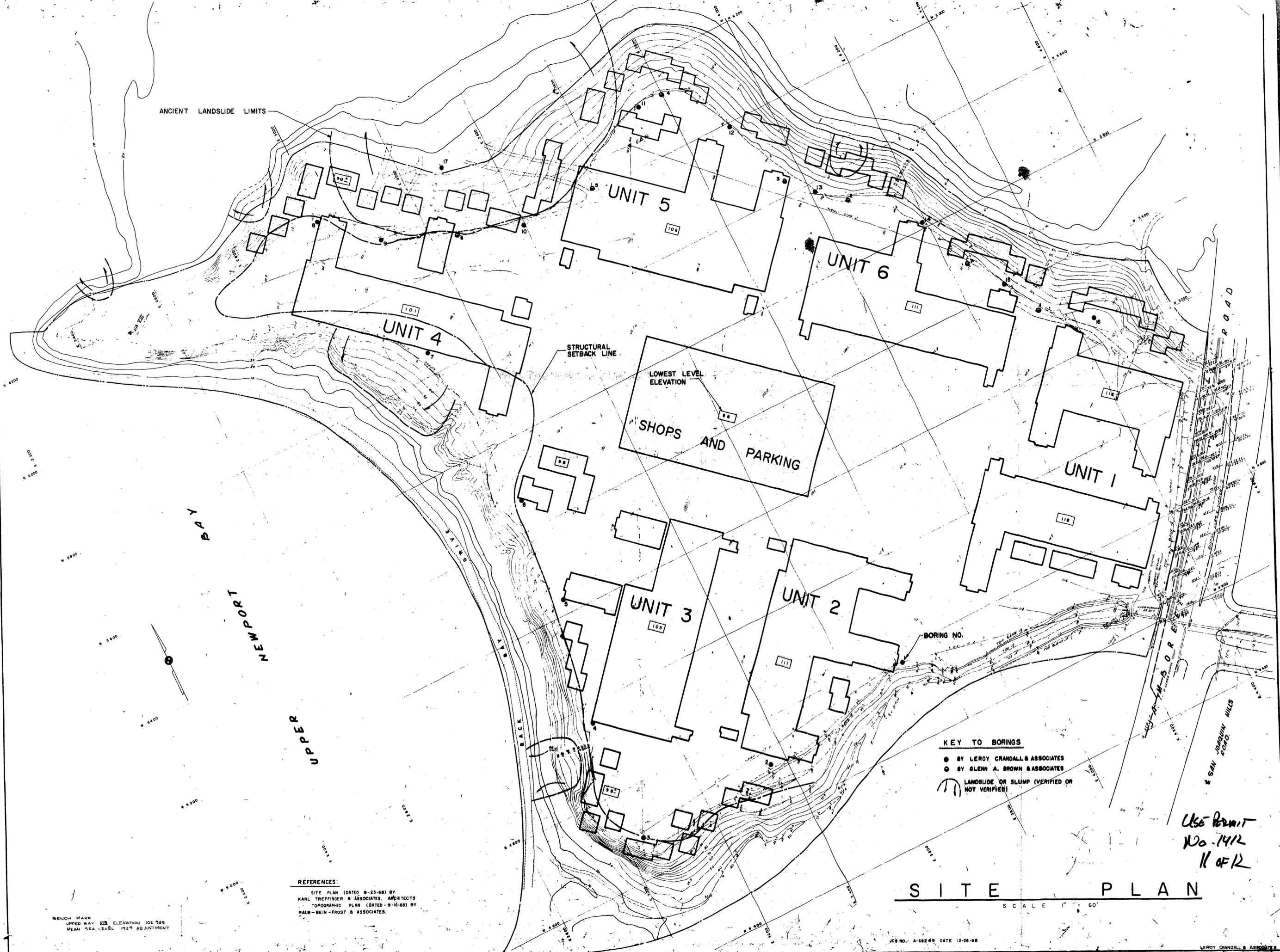


SITE PLAN



*Use Permit
No. 1412
10/12*

APARTMENTS FOR GERSON BAKAR
 KARL TREFFINGER & ASSOCS. ARCHITECTS
 LAWRENCE HALPRIN & ASSOCS. LANDSCAPE ARCHITECTS
 7 OCTOBER, 1968



ANCIENT LANDSLIDE LIMITS

STRUCTURAL SETBACK LINE

LOWEST LEVEL ELEVATION

SHOPS AND PARKING

BORING NO.

- KEY TO BORINGS
- BY LEROY GRANDALL & ASSOCIATES
 - BY GLENN A. BROWN & ASSOCIATES
 - ⊖ LANDSLIDE OR SLUMP (VERIFIED OR NOT VERIFIED)

REFERENCES:
 SITE PLAN (DATED 9-23-68) BY
 KARL TREPPINGER & ASSOCIATES ARCHITECTS
 TOPOGRAPHIC PLAN (DATED 9-16-68) BY
 RAUB-BEIN-FROST & ASSOCIATES.

BENCH MARK
 UPPER BAY V.I. ELEVATION 102.945
 MEAN SEA LEVEL 1929 ADJUSTMENT

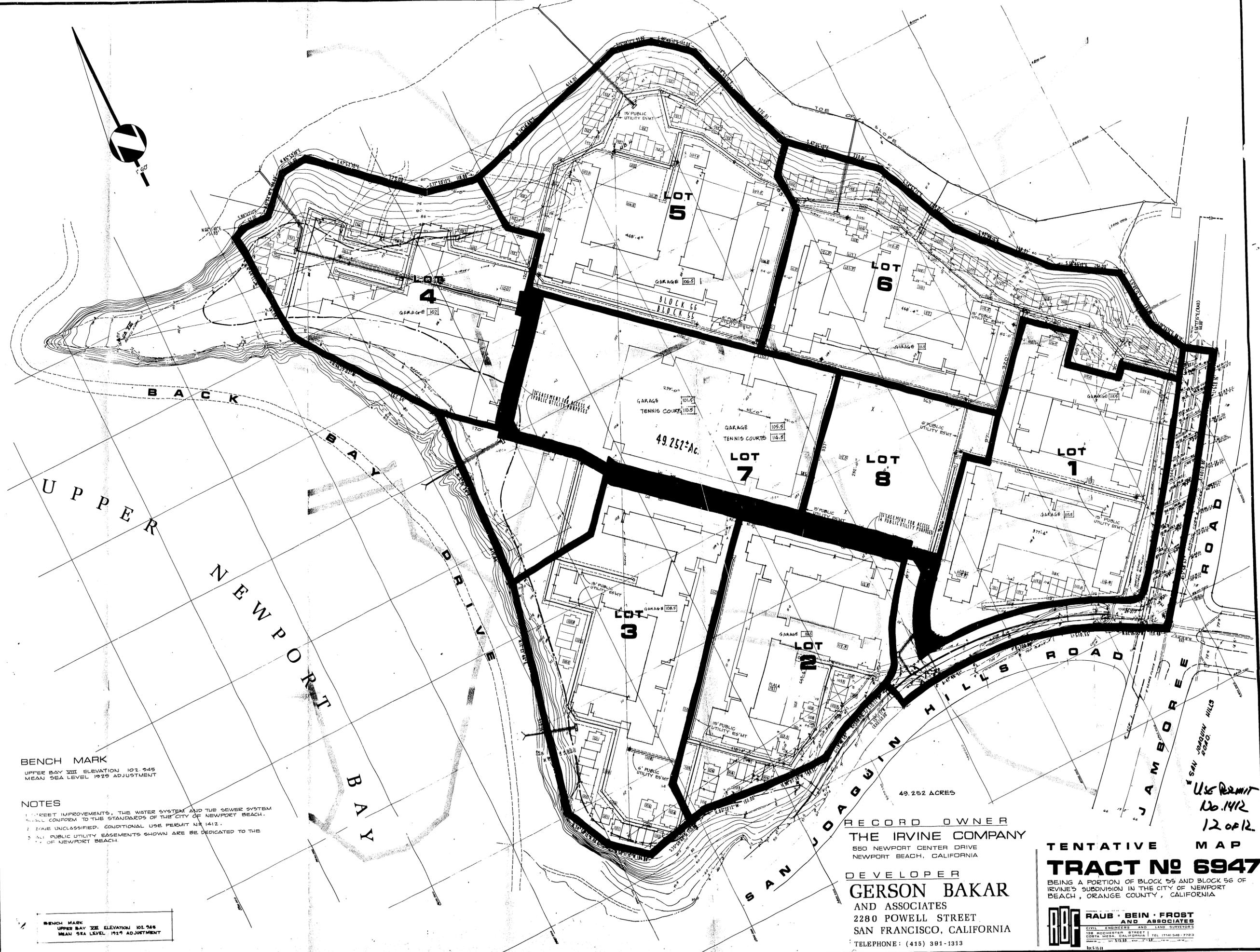
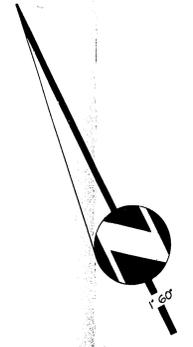
S I T E P L A N

SCALE 1" = 60'

JOB NO. A-68249 DATE 12-26-68

LEROY GRANDALL & ASSOCIATES
 PLATE #

Use Permit
 No. 1412
 11 OF 12



BENCH MARK
 UPPER BAY VIII ELEVATION 102.945
 MEAN SEA LEVEL 1929 ADJUSTMENT

NOTES
 1. STREET IMPROVEMENTS, THE WATER SYSTEM AND THE SEWER SYSTEM SHALL CONFORM TO THE STANDARDS OF THE CITY OF NEWPORT BEACH.
 2. ZONE UNCLASSIFIED. CONDITIONAL USE PERMIT NR 1412.
 3. ALL PUBLIC UTILITY EASEMENTS SHOWN ARE BE DEDICATED TO THE CITY OF NEWPORT BEACH.

BENCH MARK
 UPPER BAY XII ELEVATION 102.945
 MEAN SEA LEVEL 1929 ADJUSTMENT

RECORD OWNER
 THE IRVINE COMPANY
 550 NEWPORT CENTER DRIVE
 NEWPORT BEACH, CALIFORNIA

DEVELOPER
 GERSON BAKAR
 AND ASSOCIATES
 2280 POWELL STREET
 SAN FRANCISCO, CALIFORNIA
 TELEPHONE: (415) 391-1313

TENTATIVE MAP
TRACT No 6947

BEING A PORTION OF BLOCK 55 AND BLOCK 56 OF IRVINE'S SUBDIVISION IN THE CITY OF NEWPORT BEACH, ORANGE COUNTY, CALIFORNIA

RAUB • BEIN • FROST
 AND ASSOCIATES
 CIVIL ENGINEERS AND LAND SURVEYORS
 1000 RICHMOND STREET
 COSTA MESA, CALIFORNIA TEL (714) 948-7783

USE PERMIT
 No. 1412
 12 of 12

49.252 ACRES

USE PERMIT APPLICATION
CITY OF NEWPORT BEACH

No. AMENDMENT 1412
Application Rec'd by WRF
Fee: \$150.00

Department of Community Development
Zoning and Ordinance Administration Division
3300 Newport Boulevard
Phone (714) 673-2110

Applicant (Print) Park Newport Ltd. Phone 415-391-1313

Mailing Address 2280 Powell Street San Francisco, Calif. 94133

Property Owner The Irvine Company Phone 714-644-3011

Mailing Address Newport Center Newport Beach, Calif.

Address of Property Involved Northwest Corner Jamboree Road & San Joaquin Hills Road

Purpose of Application (describe fully) Amend existing Use Permit No. 1412
1. Convert existing model apartments to transient apartments.
2. Install film shop
3. Install an additional tennis court.

Zone 3 Present Use "U" (Use Permit #1412)

Legal Description of Property Involved (if too long, attach separate sheet)
Portion of Block 55 & 56, Irvine Subdivision Property, bounded by Jamboree Road,
San Joaquin Hills Road, and Upper Newport Bay.

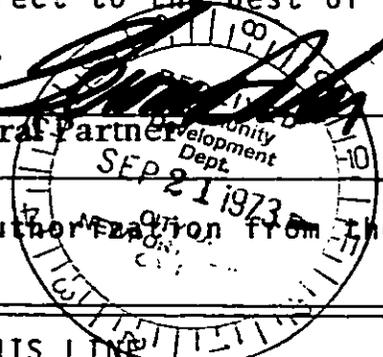
OWNER'S AFFIDAVIT

(We) PARK NEWPORT LTD. depose and say that ~~(xxxxxx)~~ (we are) the owner(s) of the property ~~(xxx)~~ involved in this application. (We) further certify, under penalty of perjury, that the foregoing statements and answers herein contained and the information herewith submitted are in all respects true and correct to the best of ~~(my)~~ our) knowledge and belief.

PARK NEWPORT LTD.

Signature ~~(x)~~ By

Gerson Bakar, General Partner



NOTE: An agent may sign for the owner if written authorization from the record owner is filed with the application.

DO NOT COMPLETE APPLICATION BELOW THIS LINE

Date Filed 9/21/73 Fee Pd. \$150⁰⁰ Receipt No. 73281

Hearing Date 10/18/73 Publication Date —

Posting Date 10/4/73 Mail Date 10/4/73

P. C. Action Approved - Conditionally

Date 10-18-73 Appeal —

C. C. Hearing — C. C. Action —

Date —

LEONARD L. PORT

GERSON BAKAH & ASSOCIATES

2220 POWELL STREET

SAN FRANCISCO, CALIF. 94133

PHONE (415) 391-1313

LAKE MERCED HILL

1150 LAKE MERCED BLVD

SAN FRANCISCO, CALIF. 94015

PHONE (415) 994-5696

CITY OF NEWPORT BEACH

October 16, 1973

TO: Planning Commission
FROM: Department of Community Development
SUBJECT: Use Permit Application No. 1412 (Amendment)(Public Hearing)

Request to amend Use Permit No. 1412 (Park Newport Apartment-Convenience-Shopping Complex) so as to convert the existing model apartments into transient apartments; install a film shop in the recreation area; and install an additional illuminated tennis court in the recreation area.

LOCATION: Tract 6947, located on the northwest corner of Jamboree Road and San Joaquin Hills Road (Park Newport).

ZONE: Unclassified (P-C zoning pending)

APPLICANT: Park Newport Ltd., San Francisco

OWNER: The Irvine Company, Newport Beach

APPLICATION:

This application requests an amendment to Use Permit No. 1412 which permits the Park Newport development of 1304 dwelling units and ancillary recreation and convenience shopping facilities in the Unclassified District. Planning Commission procedures are outlined in Chapter 20.34 of the Newport Beach Municipal Code.

ENVIRONMENTAL SIGNIFICANCE:

This project has been reviewed, and it has been determined that it will not have any environmental significance.

BACKGROUND:

At its meeting of December 5, 1968, the Planning Commission approved Use Permit No. 1412 for 1304 apartment units and related commercial and recreational facilities on the subject property.

ANALYSIS:

The applicant proposes to amend the existing complex as follows:

Convert the existing model apartments into tenant guest accommodations.

Since the project is almost completely rented and the need for the continuous availability of all of the model units has diminished substantially, the applicant proposes to convert the five model apartment units, located on the second floor of the existing convenience shopping center, into seven furnished accommodations (six with kitchenettes) for tenant guests and relatives.

October 18, 1973

ROLL CALL

INDEX

SEELEY
ROSENER
PARKER
HEATHER
HAZEWINKEL
BECKLEY
AGEE

Request to subdivide 7.00 acres into one lot for residential condominium development, and the acceptance of an Environmental Impact Report (EIR/NB 73-039).

Location: Portion of Block 55, Irvine's Subdivision, located at the southeast corner of the proposed extension of Santa Barbara Drive and proposed San Clemente Drive in Newport Center.

Zone: C-O-H

Applicant: Interhope, Inc. & M. H. Golden, Inc. San Diego

Owner: The Irvine Company, Newport Beach

Engineer: Quinton-Budlong, Los Angeles

Planning Commission continued this matter to the meeting of November 1, 1973.

Motion
Ayes
Absent

X X X X X X X

Item B-1

TENTATIVE
MAP TRAC
NO. 8480

CONT. TO
NOV. 1

Item B-1

Request to amend Use Permit No. 1412 (Park Newport Apartment-Convenience-Shopping Complex) so as to convert the existing model apartments into transient apartments; install a film shop in the recreation area; and install an additional illuminated tennis court in the recreation area.

Location: Tract 6947, located on the northwest corner of Jamboree Road and San Joaquin Hills Road (Park Newport).

Zone: Unclassified (P-C zoning pending)

Applicant: Park Newport Ltd., San Francisco

Owner: The Irvine Company, Newport Beach

Public hearing was opened in connection with this matter.

Leonard Port with Park Newport Ltd. appeared before the Planning Commission to answer questions and agreed with the conditions as recommended by the staff.

USE
PERMIT
1412
(AMEND.)

APPROVED
CONDI-
TIONALLY

TO:

Planning Commission - 2.

The units would be rented on a short-term basis (maximum time of one month) only to relatives and visitors of tenants living in the Park Newport complex. The apartments would also be utilized as display models at such times when they were not being rented.

Staff feels that the proposed conversion of the model apartments into short-term guest accommodations would not cause any adverse impact upon the project or the surrounding area and would eliminate the need for guests to share accommodations with the tenants, particularly the smaller units. It is anticipated that there would be no appreciable increase in traffic or parking needs with the conversion since the guests would be on the site whether they stay in the temporary rental units or in the existing apartments. The attached statement of the applicant indicates that a ratio of 1.38 parking spaces/apartment unit are being used whereas 1.71 spaces/unit have been provided. This would appear to indicate a surplus of 430 parking spaces on site.

Install an Additional Tennis Court

The proposed illuminated tennis court will be installed adjacent to the other seven tennis courts in the recreation area, replacing an existing croquet court which is located over the center parking garage (see attached site plan). The court will be illuminated with lights (with shields to confine direct rays to the court area) on poles, similar to the other lighted courts. The lights are turned off on the existing courts at 10:00 P.M. daily, and the applicant has stated that no complaints have been expressed by the nearby tenants with the existing operation.

Staff feels that the proposed illuminated tennis court will be no more detrimental to the surrounding residential units than the other existing courts. The closest apartments are located approximately 110 feet to the south of the new tennis court, across Park Newport Drive.

Install a "Foto-Mat" Type Film Shop in the Recreation Area

A one story 8' x 10' (80 sq.ft.) film shop with an eight square foot identification wall sign is proposed to be attached to the existing tennis pro shop which adjoins the tennis courts.

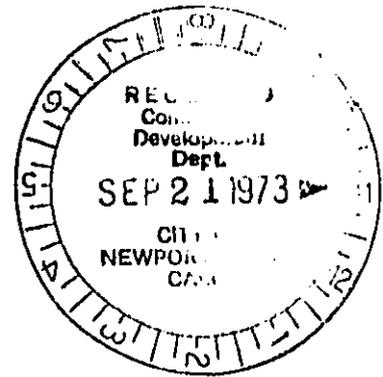
Staff feels that the proposed structure is minor in nature and will be compatible with the surrounding area. However, a more appropriate location for this use would be in the convenience center adjoining the market, laundry, etc.

RECOMMENDATION:

Staff recommends approval of Use Permit No. 1412 (Amended), subject to the following conditions:

1. That development be in substantial conformance with the approved plot plans and elevations except for minor modifications which may be approved by the Department of Community Development.
2. That the tenant guest accommodations shall not be rented on a permanent or long-term (i.e., over one month) basis. All conversion work shall be performed as required by the Building Official.

City of Newport Beach
September 21, 1973
Page Two



2. Install an additional tennis court

This proposed tennis court would be located adjacent to the existing tennis courts and would replace existing croquet court located on the south side of the deck over the center parking garage.

3. Install a "Foto-Mat" type film shop

This proposed film shop will be approximately 80 square feet in area and located adjacent to the present tennis pro shop. This film shop will be for the use and convenience of the residents. There will be no offsite signing in connection with this shop.

Accompanying this application are 20 sets of plans for the conversion of the subject apartments and film shop together with 20 copies of the site plan showing the proposed location of the work.

By copy of this letter to the Irvine Company, owners of the land, they are being advised of the proposed work.

We appreciate past co-operation and look forward to working with you in connection with this application. If there is further information or material that is needed, kindly do not hesitate to notify us.

Yours very truly,

PARK NEWPORT LTD.

By 
Gerson Bakar
General Partner

cc: Earl Truax, The Irvine Company
Reed Bauman
Tom Peckenpaugh
George Edwards
Mary Anne Sayler
James Hall
Leonard L. Port

TO:

Planning Commission - 3.

3. The proposed and existing tennis court lighting fixtures shall be adjusted and maintained so as to confine direct rays to the tennis court area.

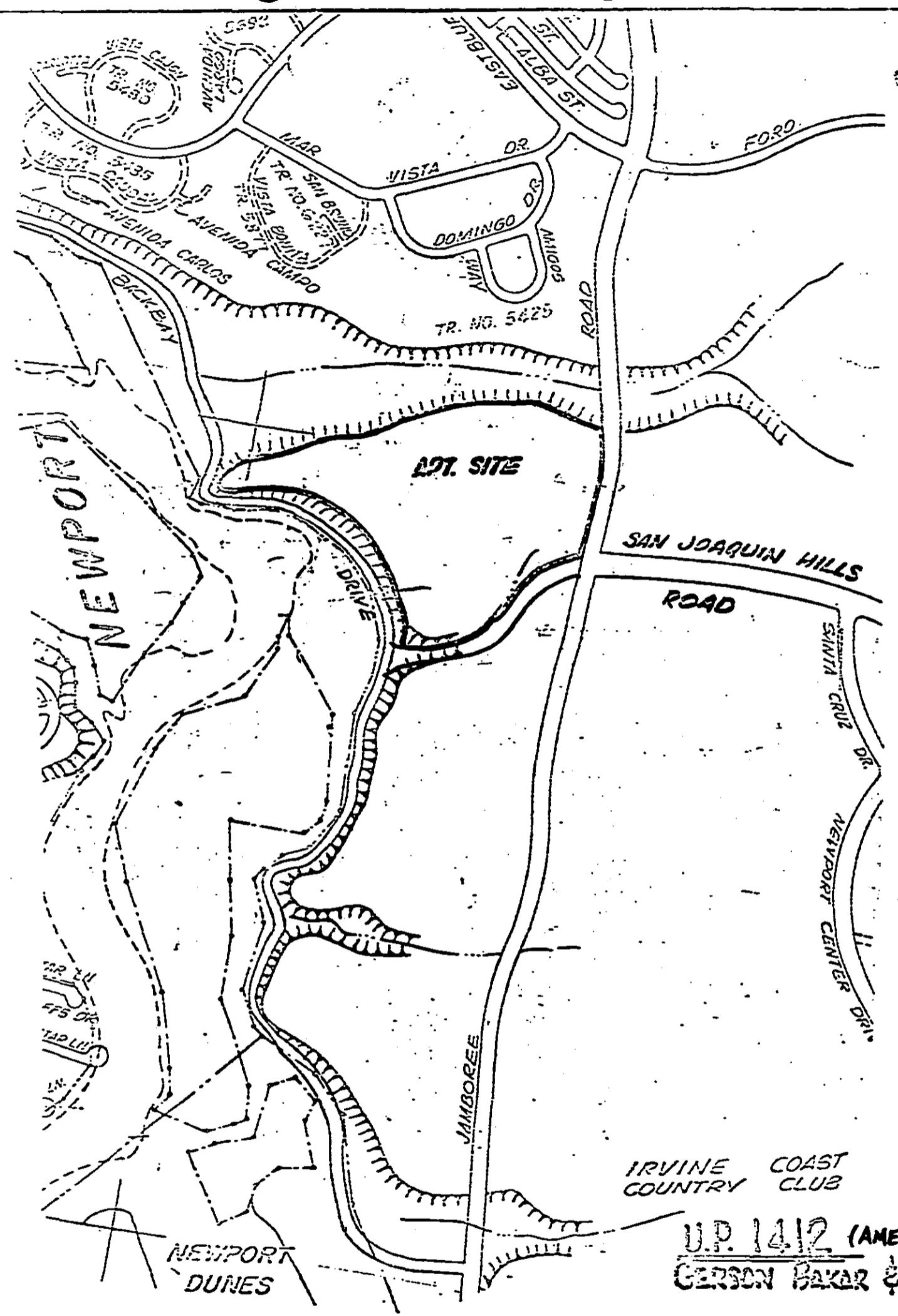
DEPARTMENT OF COMMUNITY DEVELOPMENT
R. V. HOGAN, Director

By William R. Laycock
WILLIAM R. LAYCOCK
Senior Planner

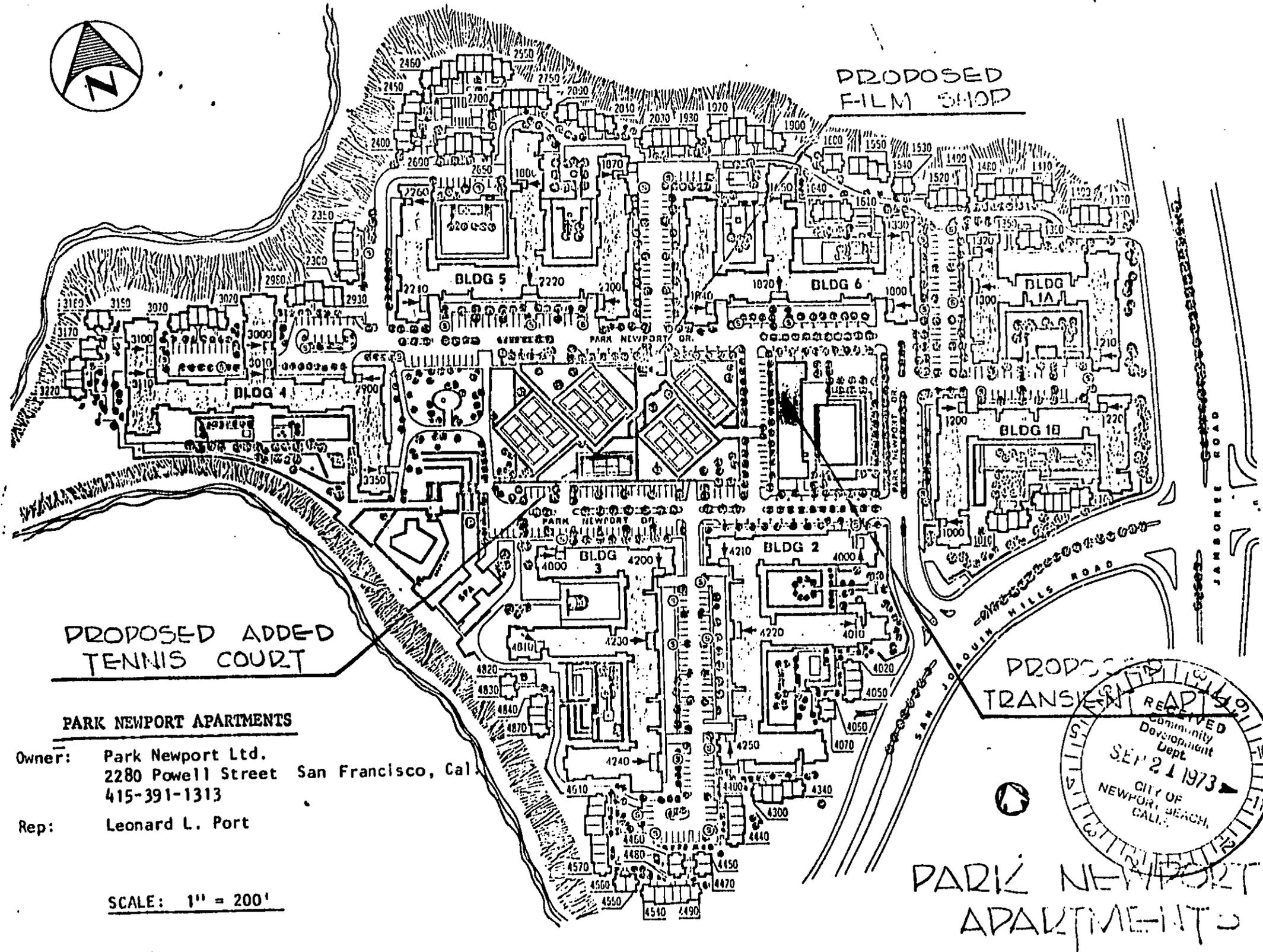
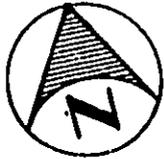
WRL/kk

Attachments: Vicinity Map
Site Plan
Letter from Applicant
Plot Plans, Elevations

Item No. B-14



U.P. 1412 (AMEND.)
GERTSON BAKER & ASSO



PROPOSED ADDED
TENNIS COURT

PROPOSED
FILM SHOP

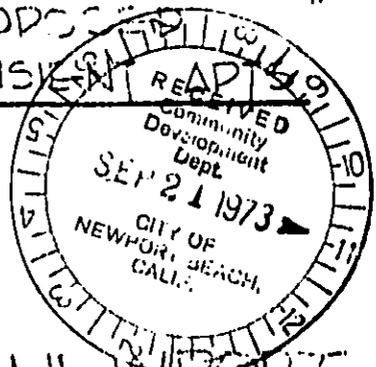
PARK NEWPORT APARTMENTS

Owner: Park Newport Ltd.
2280 Powell Street San Francisco, Cal.
415-391-1313

Rep: Leonard L. Port

SCALE: 1" = 200'

PROPOSED
TRANSFER



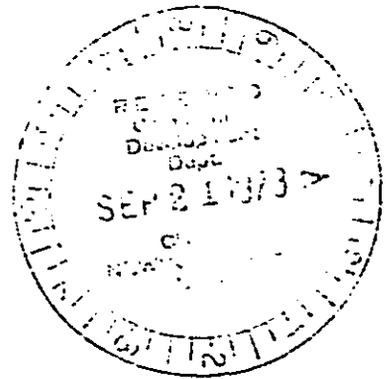
PARK NEWPORT
APARTMENTS

U.P. 1972 (append)

U.P. 1972 (append)

Park Newport Apartments
1 Park Newport
Newport Beach, Ca 92660
(714) 644-1900

September 21, 1973



City of Newport Beach
Department of Community Development
Zoning and Ordinance Administration Division
3300 Newport Boulevard
Newport Beach, California 92660

Park Newport Apartments

Gentlemen:

We respectfully submit herewith our application and fee to ammend existing Use Permit No. 1412 at the above-referenced premises.

We propose to do the following work:

1. Convert the existing model apartments to furnished apartments

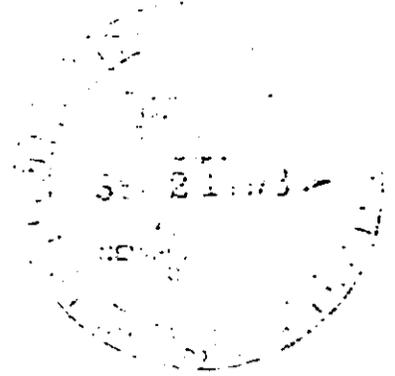
Please bear in mind that there is no new construction in connection with this portion of the application. It is simply the desire to allow these apartments to be occupied as a convenience to the guests of the residents of Park Newport. Since the people using these facilities would normally park on the premises, we feel that the overall parking requirements would not be affected by these apartments being put to use.

Per your request, we have checked our records and find that on September 14, 1973 there were 1,183 occupied apartments and 1,638 parking spaces assigned. This indicated a ratio of 1.38 spaces in use per apartment. Based upon the above information which indicates a parking usage far less than the 1.71 ratio provided, we strongly feel that these proposed apartments will not affect the existing parking.

.../continued



City of Newport Beach
September 21, 1973
Page Two



2. Install an additional tennis court

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3. Install a "Foto-Mat" type film shop

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Accompanying this application are 20 sets of plans for the conversion of the subject apartments and film shop together with 20 copies of the site plan showing the proposed location of the work.

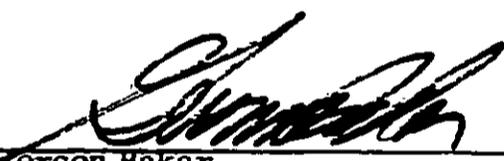
By copy of this letter to the Irvine Company, owners of the land, they are being advised of the proposed work.

We appreciate past co-operation and look forward to working with you in connection with this application. If there is further information or material that is needed, kindly do not hesitate to notify us.

Yours very truly,

PARK NEWPORT LTD.

By


Gerson Bakar
General Partner

cc: Earl Truax, The Irvine Company
Reed Bauman
Tom Peckenpaugh
George Edwards
Mary Anne Sayler
James Hall
Leonard L. Port

CITY OF NEWPORT BEACH
DEPARTMENT OF COMMUNITY DEVELOPMENT

PLAN REVIEW REQUEST

Ben Nolan

Date September 28, 1973

- ADVANCE PLANNING DIVISION
- PUBLIC WORKS DEPARTMENT
- TRAFFIC ENGINEER
- FIRE DEPARTMENT
- PLAN REVIEW DIVISION
- PARKS & RECREATION
- POLICE DEPARTMENT
- MARINE SAFETY
- GENERAL SERVICES

- PLANS ATTACHED (PLEASE RETURN)
- PLANS ON FILE IN ZONING AND ORDINANCE ADMINISTRATION DIVISION

APPLICATION OF Park Newport Ltd.

FOR A VARIANCE _____ USE PERMIT 1412 (Amendment)
 RESUBDIVISION _____ TRACT MAP _____

TO PERMIT the amendment of Use Permit No. 1412 (Park Newport Apartment-Convenience-Market Complex) so as to convert the existing model apartments into transient apartments; install a film shop in the commercial area; and install an additional tennis court in the recreation area

ON LOT _____ Portion of BLOCK 55 and 56 TRACT _____

Irvine's Subdivision

ADDRESS Northwest corner Jamboree Road and San Joaquin Hills Road

REPORT REQUESTED BY _____ October 5, 1973

COMMISSION REVIEW _____ October 18, 1973

COMMENTS _____

NONE

B. Nolan
SIGNATURE

10-9-73
DATE

CITY OF NEWPORT BEACH
DEPARTMENT OF COMMUNITY DEVELOPMENT

PLAN REVIEW REQUEST

Bob Fowler

Date September 28, 1973

- ADVANCE PLANNING DIVISION
- PUBLIC WORKS DEPARTMENT
- TRAFFIC ENGINEER
- FIRE DEPARTMENT
- PLAN REVIEW DIVISION
- PARKS & RECREATION
- POLICE DEPARTMENT
- MARINE SAFETY
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ON LOT Portion of BLOCK 55 and 56 TRACT
Irvine's Subdivision

ADDRESS Northwest corner Jamboree Road and San Joaquin Hills Road

REPORT REQUESTED BY October 5, 1973

COMMISSION REVIEW October 18, 1973

COMMENTS

~~Park Newport Apt Complex -
Bldg is over area ^{2nd Flr} 8900 ϕ \geq 6000
table 5c - it appears Bldg will
have to be sprinklered~~

SIGNATURE *[Signature]*

DATE 10-9

CITY OF NEWPORT BEACH
DEPARTMENT OF COMMUNITY DEVELOPMENT

PLAN REVIEW REQUEST

Rod Gunn

Date September 28, 1973

- ADVANCE PLANNING DIVISION
- PUBLIC WORKS DEPARTMENT
- TRAFFIC ENGINEER
- FIRE DEPARTMENT
- PLAN REVIEW DIVISION
- PARKS & RECREATION
- POLICE DEPARTMENT
- MARINE SAFETY
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ON LOT Portion of BLOCK 55 and 56 TRACT

Irvine's Subdivision

ADDRESS Northwest corner Jamboree Road and San Joaquin Hills Road

REPORT REQUESTED BY October 5, 1973

COMMISSION REVIEW October 18, 1973

COMMENTS N/C

SIGNATURE *Ben Coull*

10/1/73
DATE

THE IRVINE COMPANY

500 Newport Center Drive
Newport Beach, California 92663
(714) 644-3011

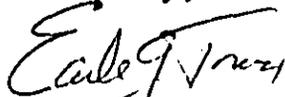
September 21, 1973

Mr. Len Port
Park Newport Apartments
1 Park Newport Drive
Newport Beach, Ca. 92660

Dear Mr. Port:

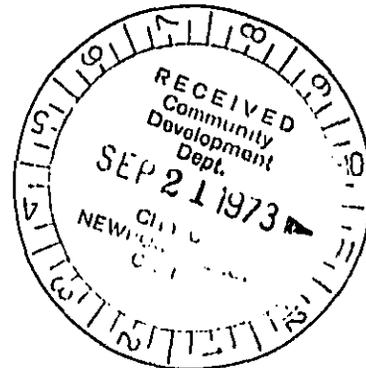
The plans as submitted by you on September 20,
1973 for a Foto-Mat, additional tennis courts
and transient apartment units have been reviewed
and approved by The Irvine Company.

Sincerely,



Earle G. Truax, Director
Multi-Family Leasing
& Property Management

EGT:fc
enclosure



Park Newport Apartments
1 Park Newport
Newport Beach, Ca 92660
(714) 644-1900

September 21, 1973



City of Newport Beach
Department of Community Development
Zoning and Ordinance Administration Division
3300 Newport Boulevard
Newport Beach, California 92660

Park Newport Apartments

Gentlemen:

We respectfully submit herewith our application and fee to ammend existing Use Permit No. 1412 at the above-referenced premises.

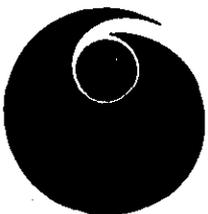
We propose to do the following work:

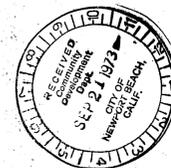
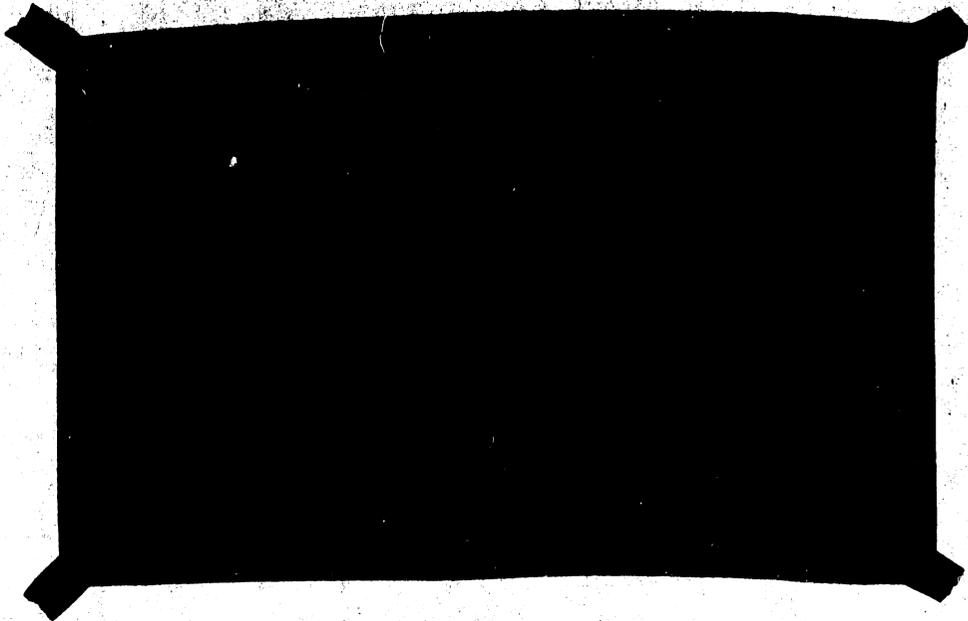
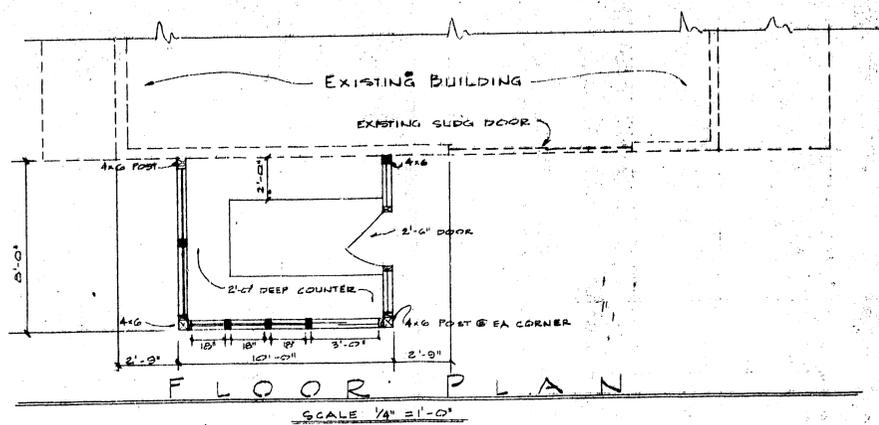
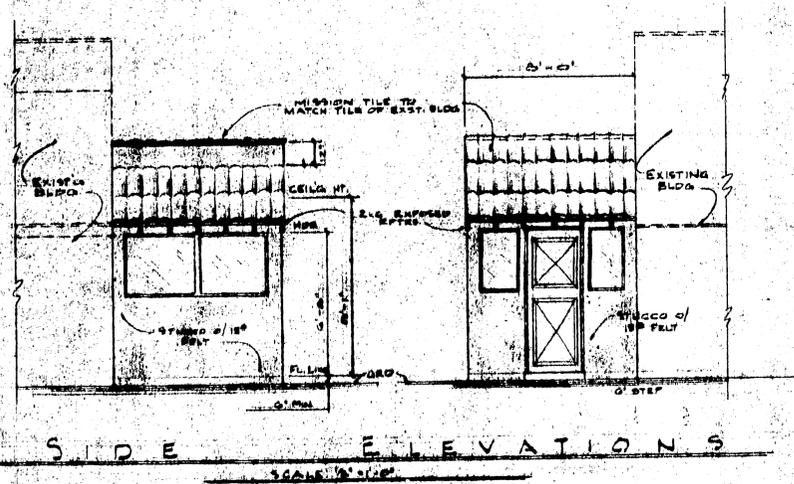
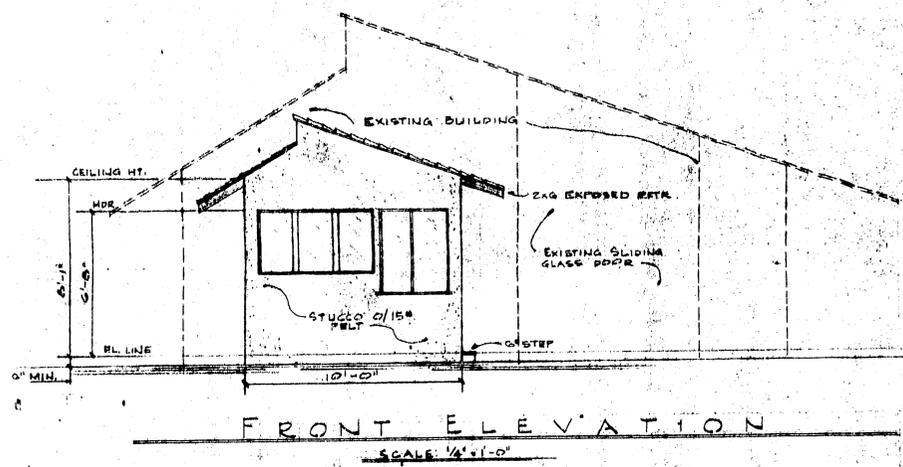
1. Convert the existing model apartments to furnished apartments

Please bear in mind that there is no new construction in connection with this portion of the application. It is simply the desire to allow these apartments to be occupied as a convenience to the guests of the residents of Park Newport. Since the people using these facilities would normally park on the premises, we feel that the overall parking requirements would not be affected by these apartments being put to use.

Per your request, we have checked our records and find that on September 14, 1973 there were 1,183 occupied apartments and 1,638 parking spaces assigned. This indicated a ratio of 1.38 spaces in use per apartment. Based upon the above information which indicates a parking usage far less than the 1.71 ratio provided, we strongly feel that these proposed apartments will not affect the existing parking.

.../continued





Use Permit
No. 1412 A
10F2

FLOOR PLAN, ELEVATIONS

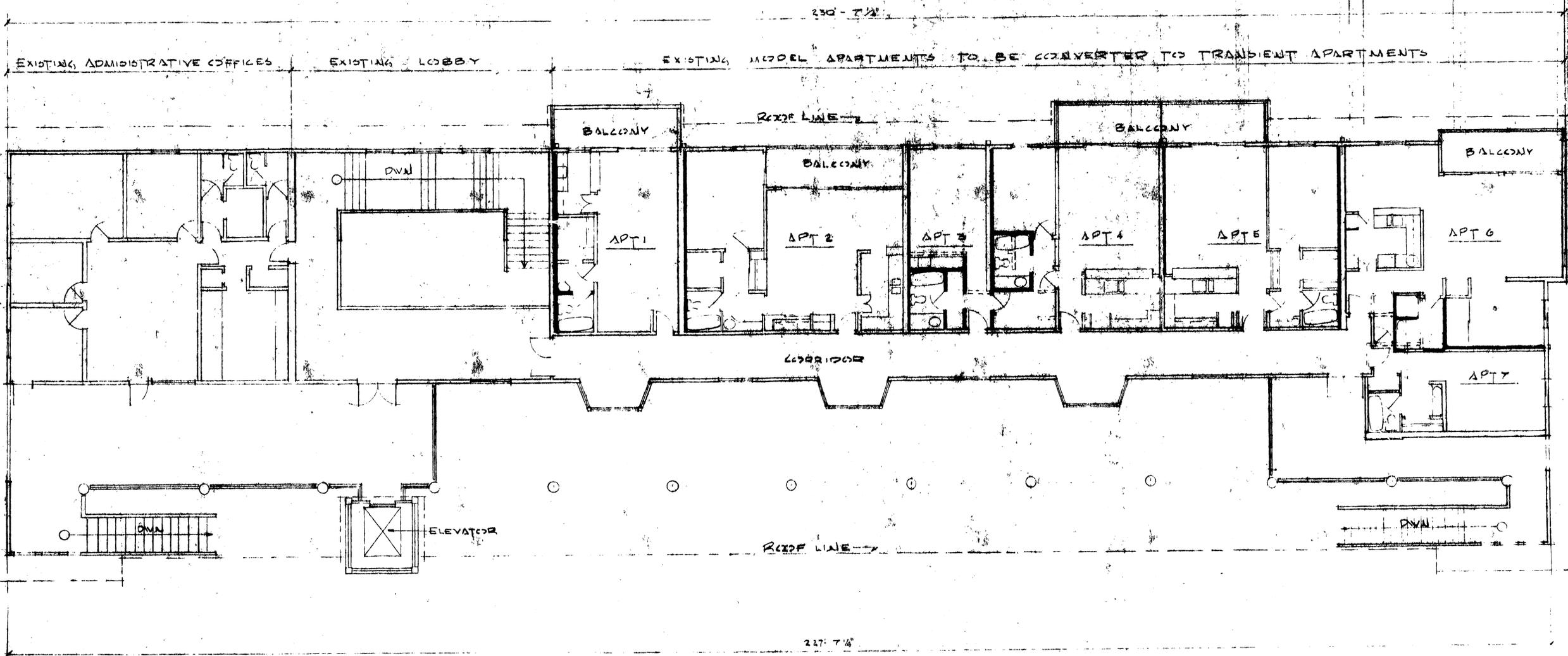
MATT BRADY'S FILM SHOP
FOR DON CHEDWICK
1907 W BALBOA BLVD
JOB

(7-4) 675-1250
NEWPORT BEACH, CA

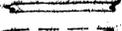
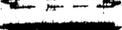
DON DAVIS ARCHITECT & ASSOCIATES
MEMBER AMERICAN INSTITUTE OF ARCHITECTS
30 NIETO AVE. LONG BEACH, CALIF. 90803 TELEPHONE 213-4388818

LICENSED: CALIFORNIA C-2192 ARIZONA 653 HAWAII 1160 COLORADO 888

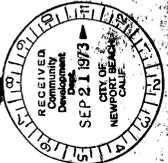
DRAWING STATUS PRELIMINARY	DATE 5-16-73	SCALE NOTED	DRAWN BY ZEN	SHEET 1	OF 1
APPROVED BY	REVISED	JOB NUMBER 7360			



SECOND FLOOR PLAN
SCALE 1/8" = 1'-0"

EXISTING WALLS TO REMAIN 
 EXISTING WALLS TO BE REMOVED 
 NEW WALLS 

USE PERMIT
No. 1412 A
2 OF 2



DATE 27/11/73

GEORGE C. EDWARDS
ARCHITECT

REMODEL
PARK NEWPORT APARTMENTS
BUILDING 76
1 PARK VIEW DRIVE NEWPORT BEACH

EXHIBIT B

PARK NEWPORT APARTMENT SITE

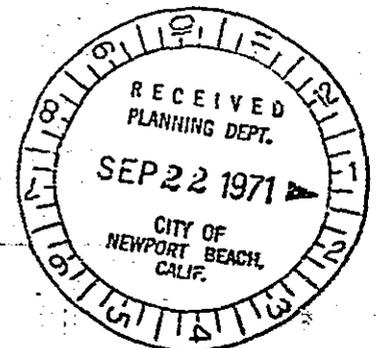
All that certain land situated in the State of California, County of Orange, City of Newport Beach, described as follows:

That portion of Blocks 55 and 56 of Irvine's Subdivision as shown on a Map recorded in Book 1, page 88 of Miscellaneous Record Maps, Records of Orange County, California, described as follows:

BEGINNING at the intersection of the centerline of Jamboree Road with the centerline of San Joaquin Hills Road as shown on a Map of Tract No. 6015, Recorded in Book 239, Pages 28 through 41, inclusive, of Miscellaneous Maps, Records of Orange County, California, said centerline of Jamboree Road being a curve, concave Northwesterly, having a radius of 6016.00 feet, a radial line through said point bears North 50° 28' 18" West; thence North 62° 05' 00" West 120.48 feet to the beginning of a tangent curve, concave Southwesterly, having a radius of 700.00 feet; thence Northwesterly and Westerly along said curve, through a central angle of 41° 46' 21", an arc distance of 510.35 feet; thence North 13° 51' 21" West 60.00 feet to a point on a non-tangent curve, concave Southeasterly, having a radius of 608.00 feet, a radial line through said point bears South 13° 51' 21" East; thence Southwesterly along said curve, through a central angle of 19° 48' 39", an arc distance of 210.22 feet; thence North 88° 07' 38" West 148.52 feet; thence North 83° 20' 12" West 150.00 feet; thence South 75° 59' 48" West 150.00 feet; thence North 50° 11' 12" West 106.00 feet; thence North 24° 50' 12" West 116.61 feet; thence North 12° 27' 45" East 510.16 feet; thence North 3° 01' 34" East 415.04 feet; thence North 36° 19' 07" West 362.34 feet; thence North 4° 44' 22" West 261.09 feet; thence North 66° 11' 48" East 31.89 feet; thence South 88° 47' 12" East 62.00 feet; thence North 47° 04' 48" East 100.00 feet; thence North 85° 59' 48" East 66.00 feet; thence South 47° 52' 12" East 273.00 feet; thence South 77° 20' 12" East 118.00 feet; thence North 74° 14' 48" East 414.01 feet; thence South 76° 08' 12" East 93.00 feet; thence South 49° 45' 12" East 102.00 feet; thence South 18° 53' 12" East 276.01 feet; thence South 47° 05' 12" East 230.01 feet; thence South 24° 52' 12" East 209.01 feet; thence South 42° 00' 12" East 238.01 feet; thence South 58° 45' 12" East 151.00 feet; thence South 5° 02' 12" East 135.00 feet; thence South 29° 25' 12" East 88.79 feet to a point on the Northwesterly line of said Jamboree Road, being a point on a curve, concave Northwesterly, having a radius of 5950.00 feet, a radial line through said point bears South 56° 27' 15" East; thence South 56° 27' 15" East 66.00 feet to said centerline of Jamboree Road, being a point on a curve in said centerline, concave Northwesterly, having a radius of 6016.00 feet; a radial line through said point bears North 56° 27' 15" West; thence Southwesterly along said centerline and along said curve, through a central angle of 5° 58' 57", an arc distance of 628.16 feet to the Point of Beginning.

CONTAINING: 49.252 acres, more or less.

SUBJECT TO: All Covenants, Rights, Right-of-Way and Easements of Record.



October 21, 1971

ROLL CALL

INDEX

ADKINSON
AGEE
DOSH
GLASS
HAZEWINKEL
HEATHER
MARTIN

						Request approval of a final map subdividing 19.933 acres into 58 lots for development as single-family dwellings and 1 lettered lot to be landscaped (Portion of Tentative Map Tract 7432).	Item 11.
						<p><u>Location:</u> Portion of Block 97 of Irvine's Subdivision located northerly of San Joaquin Hills Road and westerly of Spyglass Hill Road.</p> <p><u>Zone:</u> P-C</p> <p><u>Applicant:</u> Eastbluff-Newport Corp. (Lusk), Newport Beach</p> <p><u>Engineer:</u> Raub, Bein, Frost and Assoc., Costa Mesa</p> <p><u>Owner:</u> The Irvine Company, Newport Beach</p>	<p>FINAL MAP TRACT 7432</p> <p>CONTINUED TO NOV. 4</p>
Motion Second All Ayes			X		X	Final Map Tract 7432 was continued to November 4, 1971, at the request of the applicant.	

						Request to permit the temporary use of 11 pennant flags (2' X 4'); with a maximum height of 15'2"; in conjunction with the promotional phase of "Park Newport".	Item 12.
						<p><u>Location:</u> Portion of Blocks 55 and 56 of Irvine's Subdivision, located at the northwest corner of San Joaquin Hills Road and Jamboree Road.</p> <p><u>Zone:</u> Unclassified</p> <p><u>Applicant:</u> Park Newport Ltd., Newport Beach</p> <p><u>Owner:</u> Gerson Bakar & Assoc., San Francisco</p> <p>In addition to the staff's report and recommendation, Acting Community Development Director Hewicker commented on a previous use permit approving three temporary signs and suggested that if this use permit is approved, a condition should be made that any temporary signs erected under the previous use permit should be removed.</p> <p>Mr. Randall, Administrator of Park Newport Apartments, appeared before the Planning Commission and</p>	<p>USE PERMIT NO. 1557</p> <p>DENIED</p>

ROLL CALL

October 21, 1971

INDEX

Adkinson
Agee
Dosh
Glass
Hazewinkel
Heather
Marrin

Motion
Second
All Ayes

X
X

answered questions relative to the flags and temporary signs. He stated that they would like to keep the flags around the permanent monument during the renting-up phase.

Following discussion of flags and temporary signs, Use Permit No. 1557 was denied due to the fact that any approval such as this would set a precedence for use of flags on other developments within the City.

Item 13.

Request to permit alcoholic beverages (beer and wine only) to be served in conjunction with a restaurant located within 200 feet of a dwelling district; further request permission to provide the required off-street parking in the Municipal Parking Lot, and that a credit of 13 spaces be allowed based upon previous uses.

USE
PERMIT
NO. 1558

CONTINUED
TO
NOV. 4

Location: Lot 6, Block 6, Balboa Tract, located at 511 E. Balboa Boulevard on the south side of East Balboa Boulevard between Palm Avenue and Adams Avenue.

Zone: C-1

Applicant: Restaurant Adventures, Inc., Long Beach

Owner: Henry Arian, Mill Valley

Motion
Second
All Ayes

X
X

Use Permit Application No. 1558 was continued to November 4, 1971, at the request of the applicant.

Item 14.

Request to permit the addition of executive offices and library facilities to an existing church.

USE
PERMIT
NO. 1559

APPROVED

Location: Portion of Lot 3, Tract 1125 located at 801 Dover Drive and 16th Street.

Zone: A-P-H

Applicant: Church of Jesus Christ of Latter Day Saints, Newport Beach

Owner: Same, Salt Lake City

CITY OF NEWPORT BEACH

October 14, 1971

TO: Planning Commission
FROM: Community Development Department
SUBJECT: Use Permit Application No. 1557

Request to permit the temporary use of 11 pennant flags (2' X 4'); with a maximum height of 15'2"; in conjunction with the promotional phase of "Park Newport".

LOCATION: Portion of Blocks 55 and 56 of Irvine's Subdivision, located at the northwest corner of San Joaquin Hills Road and Jamboree Road.
ZONE: Unclassified
APPLICANT: Park Newport Ltd., Newport Beach
OWNER: Gerson Bakar & Assoc., San Francisco

Application

This application requests permission to use 11 colored pennant flags as a promotional device in conjunction with the "rent-up" phase of the "Park Newport" apartments. In accordance with Section 15.16.010 of the Newport Beach Municipal Code, pennants are defined as "Temporary Signs". In accordance with Section 15.16.340C of the Newport Beach Municipal Code, a use permit is required if any "temporary sign" is to remain in place for a period exceeding 60 days.

Analysis

The flags in question were erected on 9/20/71 and cited by the Inspection Division on 9/22/71. They are behind the entrance monument at the northwest corner of San Joaquin Hills Road and Jamboree Road. The entrance monument is approximately 7 feet high. Behind the flags is a large, multi-trunk, specimen olive tree. There is no directional sign at this location and Staff is of the opinion that the flags serve no useful purpose and only detract from a rather attractive entrance.

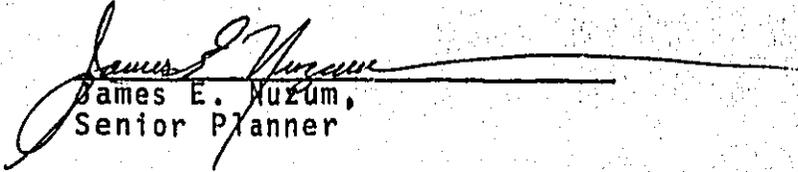
"Park Newport" is permitted three temporary project signs, each 8' X 8', which were approved by the Planning Director in accordance with Section 20.08.110 of the Newport Beach Municipal Code.

The above referenced signs are allowed to remain in place until April 12, 1972.

TO: Planning Commission - 2.

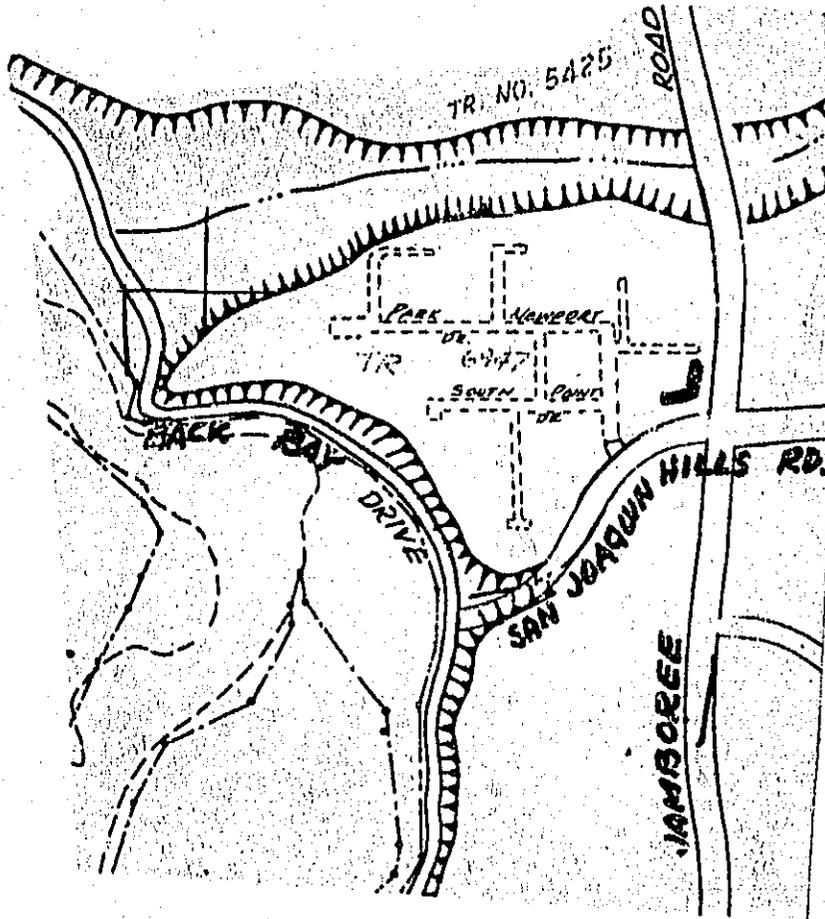
Recommendation

Since there are already advertising and directional signs existing for this project, and since the flags requested are inconsistent with the development of the intersection of Jamboree Road and San Joaquin Hills Road, Staff recommends that Use Permit No. 1557 be denied.


James E. Muzum,
Senior Planner

JEN/sm

Attachments: Vicinity Map
Site Plan



USE PERMIT # 1557

NOTICE OF PUBLIC HEARING

Notice is hereby given that the Planning Commission of the City of Newport Beach will hold a public hearing on the application of

Park Newport Ltd.

for a Variance _____ Use Permit 1557

on property located at 1 Park Newport, Newport Beach, CA

to permit the temporary use of 11 pennant flags (2' x 4'), with a maximum height of 15'2" in conjunction with the promotional phase of Park Newport.

Notice is hereby further given that said public hearing will be held on the 21 day of October 19 71, at the hour of 8:00 P.M. in the Council Chambers of the Newport Beach City Hall, at which time and place any and all persons interested may appear and be heard thereon.

Jackie Heather, Secretary
Newport Beach City
Planning Commission

Publication Date 10-7-71
Received for Pub. 10-4-71
By Peg H. [unclear]

AFFIDAVIT OF PUBLICATION
NEWPORT HARBOR ENSIGN

STATE OF CALIFORNIA }
County of Orange } ss.

I, ARVO E. HAAPA, being first
duly sworn, and on oath depose and say that I am the
printer and publisher of the Newport Harbor Ensign, a
weekly newspaper printed and published in the City of
Newport Beach, County of Orange, State of California,
and that the NOTICE OF PUBLIC HEARING

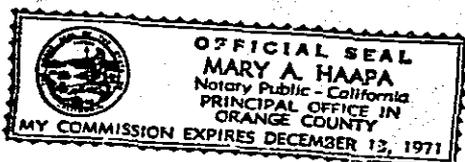
_____ of which
copy attached hereto is a true and complete copy, was
printed and published in the regular issue(s) of said
newspaper, and not in a supplement, 1 consec-
utive times: to-wit the issue(s) of

Oct. 7, 1971

(Signed) Arvo E. Haapa

Subscribed and sworn to before me this 8th day of
October, 19 71

Mary A. Haapa
Notary Public in and for the
County of Orange, State of California.



LEGAL NOTICE
NOTICE OF PUBLIC HEARING
The following public hearing was held before the Planning Commission of the City of Newport Beach on the 21st day of October, 1971, at the hour of 8:00 P.M. in the Council Chambers of the Newport Beach City Hall, at which time and place any and all persons interested may appear and be heard thereon.
The Hearing Secretary
Newport Beach City
Planning Commission
Publish: Oct. 27, 1971 in the
Newport Harbor Ensign

HEIGHT OF FLAGPOLES

SPECIFICATIONS

FLAGPOLES - 1" IPS, GALV. ST.
BURIED DEPTH - 18" MIN.

- A 13' 5"
- B 11' 10"
- C 10' 7"
- D 11' 3"
- E 15' 2"
- F 13' 11"
- G 12' 11"
- H 11' 1"
- I 10' 4"
- J 10' 0"
- K 11' 3"

POS. OF BLDG 16, E. OF TREE, & MONUMENT.

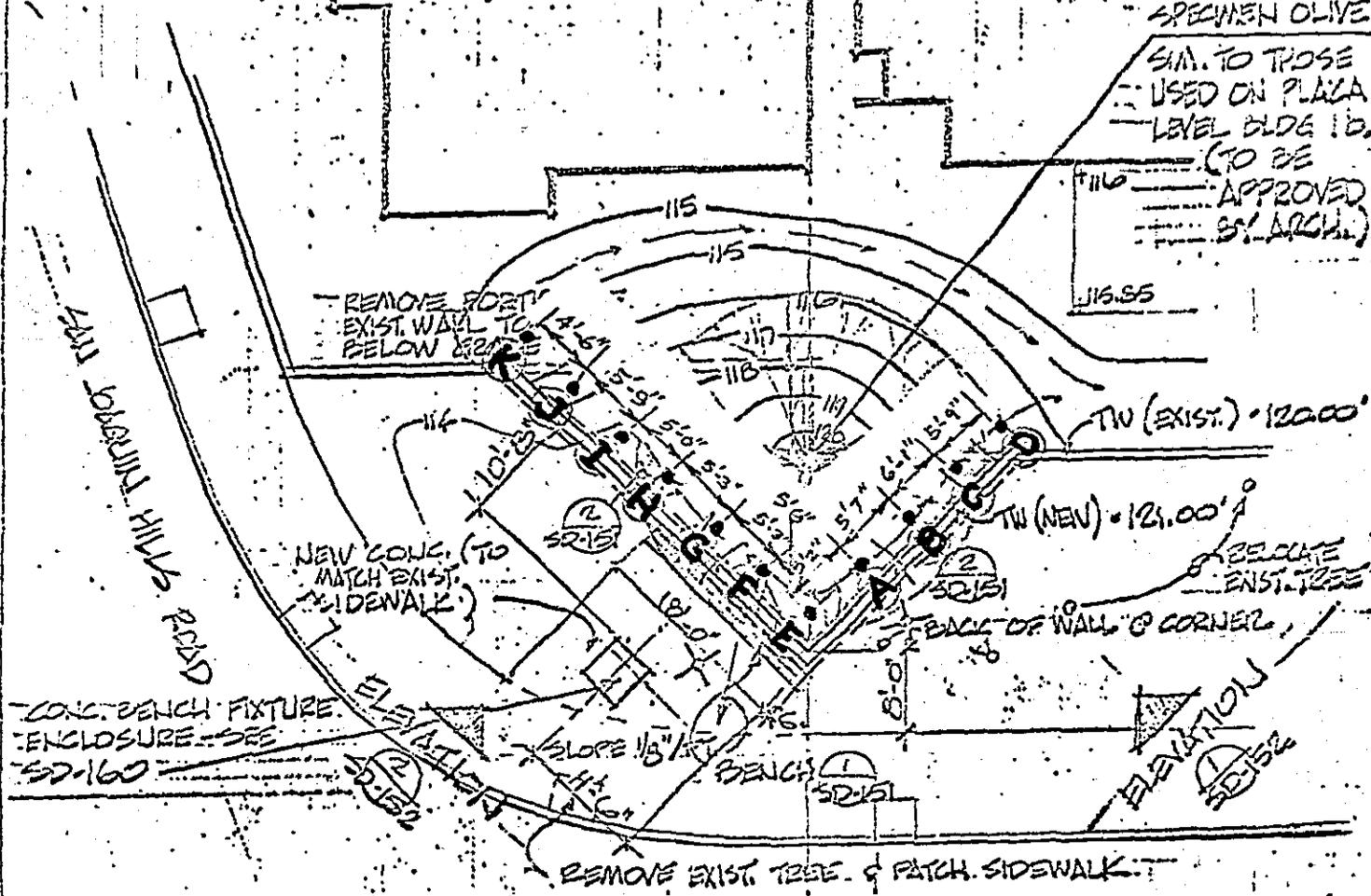
BLDG 16

MULTI-TRUNK SPECIMEN OLIVE

SIM. TO THOSE USED ON PLAZA LEVEL BLDG 16.

(TO BE APPROVED BY ARCH.)

J16.S5



X DENOTES EXIST. TREE TO BE REMOVED

* EXACT LOCATION OF TREE TO BE DETERMINED IN FIELD BY ARCH.

SITE PLAN

SCALE: 1/16" = 1'-0"

PARK NEWPORT APARTMENTS

ENTRY MONUMENT (FLAG)

KARL TREFFINGER & ASSOCIATES AND M. ARTHUR GENSLE JR. & ASSOC. INC. ASSOCIATE ARCHITECTS

BLDG. OR AREA	SEE DRAWING NO.	DATE	DETAIL NO.
LOT 1	LG-1	10 MAR 71	SD-150

FLAGS ADDED 9/20/71

