

CALIFORNIA COASTAL COMMISSION

SOUTH CENTRAL COAST AREA
89 SOUTH CALIFORNIA ST., SUITE 200
VENTURA, CA 93001
(805) 641-0142

Filed: 4/01/96
49th Day: 5/20/96
180th Day: 9/28/96
Staff: J. Johnson
Staff Report: 4/15/96
Hearing Date: 5/7-10/96
Commission Action:
7232A



STAFF REPORT: CONSENT CALENDAR

Th 11b

APPLICATION NO.: 4-96-015

APPLICANT: Sean Penn

AGENT: Lynn Heacox

PROJECT LOCATION: 22271 Carbon Mesa Road, City of Malibu, Los Angeles County

PROJECT DESCRIPTION: Adjust Lot Lines among three existing lots and install a temporary travel trailer. Existing parcel 1 includes the remains of former residence burned in recent Malibu fire.

Existing Lot Area

Parcel 1: 13.88 acres
Fractional Lot 1: 17.08 acres
Fractional Lot 2: 16.95 acres

Proposed Lot Area

Lot 1: 6.29 acres
Lot 2: 11.66 acres
Lot 3: 29.97 acres

Plan Designations:

Residential I, Rural Land I, and Mountain Land

Zoning:

1 du/ acre, 1 du/ 10 acres, 1 du/ 20 acres

LOCAL APPROVALS RECEIVED: Approval in Concept, City of Malibu Planning Department dated 4/28/94 and 11/14/95; Approval in Concept, Department of Regional Planning, Los Angeles County, dated February 26, 1996.

SUBSTANTIVE FILE DOCUMENTS: Certified Malibu/Santa Monica Mountains Land Use Plan; Coastal Permit 4-93-203, Kozma and Navaro; Coastal Permit 4-95-196, Russell.

SUMMARY OF STAFF RECOMMENDATION:

Staff recommends approval of the proposed project with one (1) Special Condition addressing the temporary use of the travel trailer.

The project site is located within a partially developed subdivision about a half mile north of Pacific Coast Highway between Sweet Water and Las Flores Canyons. One parcel is located within the City of Malibu, while the other two parcels are located within Los Angeles County. The proposed lot line adjustment will provide for three lots, two lots with potential building sites clustered together and accessed from one future access road connected to the driveway on Parcel 1 that leads to Carbon Mesa Road. Each of the three reconfigured lots will include land located within both the City of Malibu and Los Angeles County.

I. STAFF RECOMMENDATION

Approval with Conditions

The Commission hereby grants a permit for the proposed development, subject to the conditions below, on the grounds that, as conditioned, the development will be in conformity with the provisions of Chapter 3 of the California Coastal Act of 1976, will not prejudice the ability of the local government having jurisdiction over the area to prepare a Local Coastal program conforming to the provisions of Chapter 3 of the Coastal Act, and will not have any significant adverse impacts on the environment within the meaning of the California Environmental Quality Act.

II. Standard Conditions

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

III. Special Conditions

1. Removal of Temporary Trailer

With the acceptance of this permit, the applicant agrees that the temporary travel trailer located on existing parcel 1 and proposed lot 2, for occupancy before and during construction of replacement residence, will be removed from the site within thirty (30) days of the City of Malibu's issuance of the certificate of occupancy for the replacement residence located on parcel 1 and proposed lot 1.

IV. Findings and Declarations.

A. Project Location and Description

The project site is located within the Carbon Mesa area, a subdivision about two miles north of Pacific Coast Highway between Escondido and Ramirez Canyons. (Exhibits 1, 2, and 3) Most of the parcels along Carbon Mesa Road are developed with residences. Existing Parcel 1 includes the remains of a single family residence, gym and pool, and a temporary travel trailer. Existing Fractional Lots 1 and 2, created in 1912, are located in Los Angeles County and are undeveloped. (Exhibit 4) The elevations of these lots range from 350 feet, on Fractional Lot 1, to a 1080 foot mountain peak, on Fractional Lot 2. Slopes on all of these lots are rather steep. Existing Parcel 1 is located on a east-west trending ridge with a portion of the watercourse leading into a drainage that drains south to Carbon Beach. Existing Fractional lot 1 includes a tributary drainage leading east into Carbon Canyon Creek.

The applicant proposes to adjust the lot lines of these three lots to provide for future building sites that are clustered and could be accessed by a future road extending from the existing driveway on Parcel 1. The lot line adjustment is proposed to reduce the potential impacts of development and grading that might result from developing the previous lot configuration. Although the Tentative Lot Line Adjustment Map, Exhibit 4, indicates that two road easements exist within these lots, the physical roadways of both Lorbu Road or Coal Canyon Road do not exist. Future development of such easements into roadways would require substantial grading to traverse steep slopes. In addition, the proposed tentative lot line adjustment would reconfigure the lots into a north-south configuration as compared to the existing east-west configuration. In effect, the proposal locates a portion of each of the lots in both the City of Malibu and the County of Los Angeles.

The applicant also proposes to permit an existing temporary travel trailer now located on parcel 1. After the lot line adjustment is completed the trailer will be located on lot 2. The travel trailer received a temporary use permit for a fire rebuild from the City of Malibu on April 28, 1994; it is used occasionally for security purposes. The Airstream stainless steel trailer, 27 and one half feet long by 8 feet wide by about 8 feet tall, is located on a small flat ridge, sparsely vegetated with grass. Existing parcel 1 and proposed lot 1 includes the remains of a residence, gym and pool burned in the recent Malibu fire. A water tank still exists at this site.

The Los Angeles County Land Use Plan designates portions of proposed parcel 1 as Residential I, one dwelling unit per acre and Mountain Land, one dwelling unit per 20 acres. Proposed lot 2 is designated as Mountain Land and Residential I. Proposed lot 3 is designated as Mountain Land and Rural Land I, one dwelling unit per 10 acres. The existing lots are not located within a designated Environmentally Sensitive Habitat Area nor within a significant watershed, which are special designations requiring certain land use limitations. No proposed or existing public trails traverse the subject lots or are located in the immediate area.

B. New Development

Section 30250 (a) of the Coastal Act provides that new development be located within or near existing developed areas able to accommodate it, with adequate public services, where it will not have significant adverse effects, either individually or cumulatively, on coastal resources:

New residential, commercial, or industrial development, except as otherwise provided in this division, shall be located within, contiguous with, or in close proximity to, existing developed areas able to accommodate it or, where such areas are not able to accommodate it, in other areas with adequate public services and where it will not have significant adverse effects, either individually or cumulatively, on coastal resources. In addition, land divisions, other than leases for agricultural uses, outside existing developed areas shall be permitted only where 50 percent of the usable parcels in the area have been developed and the created parcels would be no smaller than the average size of surrounding parcels.

Section 30105.5 of the Coastal Act defines the term "cumulatively", as it is applied in Section 30250(a). to mean that:

... the incremental effects of an individual project shall be reviewed in conjunction with the effects of past projects, the effects of other current projects, and the effects of probable future projects.

The Malibu/Santa Monica Mountains Land Use Plan provides in Policy 271, in part, that:

New development in the Malibu Coastal Zone shall be guided by the Land Use Plan Map and all pertinent overlay categories. The land use plan map is inserted in the inside back pocket...

The land use plan map presents a base land use designation for all properties. Onto this are overlaid three resource protection and management categories: (a) significant environmental resource areas, (b) significant visual resource areas, and (c) significant hazardous areas. For those parcels not overlaid by a resource management category, development can normally proceed according to the base land use classification and in conformance with all policies and standards contained herein. Residential density shall be based on an average for the project; density standards and other requirements of the plan shall not apply to lot line adjustments. (emphasis added)

The Malibu/Santa Monica Mountains Land Use Plan provides in Policy 273(d) that:

In all other instances, land divisions shall be permitted consistent with the density designated by the Land Use Plan Map only if all parcels to be created contain sufficient area to site a dwelling or other principal structure consistent with the LCP. All land divisions shall be considered to be a conditional use.

The Coastal Act requires that new development, including land divisions, be permitted only where public services are adequate and only where public access and coastal resources will not be cumulatively affected by such development. The Commission has repeatedly emphasized the need to address the cumulative impacts of new development in the Malibu and Santa Monica Mountains area in

past permit actions. From a comprehensive planning perspective, the potential development of thousands of existing undeveloped and poorly sited parcels in these mountains creates cumulative impacts on coastal resources and public access over time. Because of the large number of existing undeveloped parcels and potential future development, the demands on road capacity, public services, recreational facilities, and beaches could be expected to grow tremendously.

The Los Angeles County Land Use Plan generally states that development can proceed according to the base land use classification and in conformance with the Land Use Plan policies and standards, except that for lot line adjustments, the density standards and other requirements of the plan do not apply.

The applicant proposes to adjust the lot lines of three existing parcels. A land division is not proposed. Two undeveloped parcels, Fractional Lots 1 and 2, (steep slopes on these lots would be very challenging to develop) are located in the County of Los Angeles. The other parcel, Parcel 1, located in the City of Malibu, is developed with a former residence and a temporary travel trailer. (Exhibits 3, 4 and 6) The residence on this existing parcel burned in the recent Malibu fire; the applicant has located a temporary travel trailer on this parcel for security purposes. The lot line adjustment proposes to reconfigure the applicant's land into three lots that individually 'frame' the more logical and relatively flat building sites closest to Carbon Mesa Road. (Exhibits 4 and 5) Future development of these potential building sites and grading for a single access road has the potential to result in less impacts to coastal resources compared to developing the lots in the existing configuration.

The applicant's three parcels total 47.91 acres. The existing parcels range in size from 13.88, 16.95 and 17.08 acres. The proposed adjustment will result in three parcels ranging in size from 6.29, 11.66, and 29.97 acres. The net result would be one lot about 50 % smaller (Proposed Lot 1), another lot about 30 % smaller (Proposed Lot 2), and the remaining lot about 50% larger (Proposed Lot 3) than the existing lot acreages.

Regarding the division of land, the Coastal Act raises two issues. First, new development, including the proposed lot line adjustment must be located within, contiguous with, or in close proximity to, existing developed areas able to accommodate it. The proposed lot line adjustment modifies the configuration of three existing legal lots in a north-south manner to provide for future development of relatively flat areas on two of the vacant lots. West of the burned out residence, there are three potential building pads a short distance from Carbon Mesa Road. As conceptually drawn, (Exhibit 5), an extension of the existing driveway could access these three future building pads with one roadway. Two of these pads are now located on parcel 1 and one on Fractional Lot 1. As conceptually drawn, these three potential building pads would be located on reconfigured lots 2 and 3. This configuration would eliminate the need for substantial grading to provide access to either a steeply sloping building site or to the top of the mountain peak at the far northwest corner of Fractional Lot 2, currently a 17 acre lot.

The proposed lot line adjustment would provide for the potential development of clustered building sites closer to Carbon Mesa Road as compared to the existing lot configuration. The proposed lot configuration would also provide for less significant adverse effects because the future grading to serve these lots is potentially less compared to the existing lot configuration. The

building sites are closer to Carbon Mesa Road, providing for a potentially shorter access road, and thus, less grading on steep slopes. Further, the lot configuration would provide for clustering development sites along a future single roadway thereby locating future development in closer proximity to public services. And lastly, the smallest of these reconfigured lots, 6.29 acres, is larger than most of the lots to the south and east which range in size from 1.49 to 5.11 acres. Therefore, the proposed lot line adjustment will reconfigure existing lots that will be located in close proximity to existing developed areas able to accommodate it.

The second issue raised by Section 30250 is whether land divisions are located outside developed areas can be permitted where 50 percent of the usable parcels in the area have been developed and the created parcels would be no smaller than the average size of the surrounding parcels. This section does not apply to this project because no land division is proposed, as these three parcels are legal existing lots.

Regarding the County Land Use Plan designations as noted above, these parcels consist of 47.91 acres designated in various locations and acreages as Mountain Land (Exhibit 7, label M2), Rural Land I (Exhibit 7, label 3), and Residential I (Exhibit 7, label 6). According to the Los Angeles County Malibu/Santa Monica Mountains Land Use Plan, Proposed Lot 1 is designated both Residential I and Mountain Land, which provides for one residential unit per one acre of land and one residential unit per 20 acres of land, respectively. Proposed Lot 1 will consist of 6.29 acres of land. Existing Parcel 1 and Proposed Lot 1 both have the potential to be split into two lots according to the estimated 2.5 acres of land located within the Residential I designation. This proposed lot will be conforming to the County Land Use Plan land use designation.

Proposed Lot 2 is designated Mountain Land and includes a small amount of land designated Residential I which provides for one residential unit per 20 acres of land and one residential unit per one acre, respectfully. Most of this lot is designated Mountain Land. Only a small portion, estimated as less than one acre, is designated as Residential I, one unit per one acre of land. Proposed lot 2 will continue to allow only one unit for the proposed 11.66 acres of land. The proposed lot line adjustment will reduce the acreage of existing Fractional Lot 1 from 17.08 acres to 11.66 acres. This lot will continue to allow only one dwelling unit and be non-conforming with respect to the majority of the acreage designated as Mountain Land.

Proposed Lot 3 is designated as Mountain Land and Rural Land I, consisting of 29.97 acres. Although existing Fractional Lot 2 conforms to the Rural Land I designation of one dwelling unit per ten acres of land, Proposed Lot 3 will be conforming to the Mountain Land and Rural Land I designation which allows one dwelling unit for 20 acres.

Although it is unclear exactly how much area of Proposed Lot 2 and Lot 3 falls within these density designations due to the scale of the Los Angeles County Land Use Plan Map (Exhibit 7), after the lot line adjustment is completed, the net result will be the same. Using the minimum designated densities in the Land Use Plan, the three existing lots could only be split into a potential maximum of four lots. This is the same result after the lot line adjustment is completed; a total of four potential lots. Only proposed Lot 1 could be split into two parcels. The applicant does not propose such a land division at this time. Further, as noted above, the smallest of these reconfigured lots, 6.29 acres, is larger than most of the lots to the south and east which

range in size from 1.49 to 5.11 acres. Therefore, the proposed lot line adjustment and new configuration generally meets the guidance provided by the County Land Use Plan.

Thus, for the reasons noted above, the Commission finds the proposed lot line adjustment consistent with Section 30250 (a) of the Coastal Act.

C. Cumulative Impacts.

Section 30250 of the Coastal Act provides that new development be located within or near existing developed areas able to accommodate it, with adequate public services, where it will not have significant, adverse effects, either cumulatively or individually, on coastal resources. Section 30250 of the Coastal Act states in part:

(a) New residential, commercial, or industrial development, except as otherwise provided in this division, shall be located within, contiguous with, or in close proximity to, existing developed areas able to accommodate it or, where such areas are not able to accommodate it, in other areas with adequate public services and where it will not have significant adverse effects, either individually or cumulatively, on coastal resources. In addition, land divisions, other than leases for agricultural uses, outside existing developed areas shall be permitted only where 50 percent of the usable parcels in the area have been developed and the created parcels would be no smaller than the average size of surrounding parcels.

Section 30250 of the Coastal Act addresses the cumulative impacts of new developments. Based on these policies, the Commission has limited the development of second dwelling units on residential lots in the Santa Monica Mountains. The Commission has found that guest houses or second units can intensify the use of a site and impact public services, such as water, sewage, electricity, and roads. Through hearing and voting on past permit actions, the Commission has established a maximum size of 750 sq. ft. for guest houses.

The applicant proposes to install a temporary travel trailer for living quarters before and during construction. As noted above the residence on this parcel was burned in the recent Malibu fire. The Commission, through past permit actions has considered such trailers to be second units and subject to the same consideration as guest houses. To avoid the excessive cumulative impacts that would accrue if an additional unit were permanently approved, the Commission finds that use of a trailer on site is acceptable only until the City of Malibu issues a certificate of occupancy for the main residence. Special Condition four (4) requires that the temporary trailer be removed after such issuance. As conditioned, the proposed development is consistent with Section 30250 of the Coastal Act.

D. Septic System

The Commission recognizes that the potential build-out of lots in Malibu, and the resultant installation of septic systems, may contribute to adverse health effects and geologic hazards. The Coastal Act includes policies to provide for adequate infrastructure including waste disposal systems. Section 30231 of the Coastal Act states that:

The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface water flow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.

Section 30250(a) of the Coastal Act states in part that:

New residential, ... development, ... shall be located within, ... existing developed areas able to accommodate it ... and where it will not have significant adverse effects, either individually or cumulatively, on coastal resources.

The applicant's residence was burned in the recent Malibu fire. Very little remains of the former structure. The applicant requests that an existing temporary travel trailer located on existing parcel 1 be permitted for security purposes. This occasionally occupied trailer has a septic holding tank within the trailer. The City of Malibu approved the use of this temporary travel trailer on April 28, 1994. (Exhibit 6) The applicant agrees to empty the holding tank as needed and provide for proper disposal of the effluent offsite as noted in the City of Malibu permit. The applicant's agent states that obtaining a coastal permit from the Commission was an oversight. This approval indicates that the temporary trailer permit complies with all minimum requirements of the City of Malibu Plumbing Code. The Commission has found in past permit actions that compliance with the health and safety codes will minimize any potential for waste water discharge that could adversely impact coastal waters. Therefore, the Commission finds that the proposed temporary trailer is consistent with Sections 30231 and 30250 of the Coastal Act.

E. Violation

There is an existing travel trailer located and occasionally occupied on Parcel 1. Although development has taken place prior to submission of this application, consideration of the application by the Commission has been based solely upon the Chapter 3 policies of the Coastal Act. Review of this permit does not constitute a waiver of any legal action with regard to any violation of the Coastal Act that may have occurred.

F. Local Coastal Program

Section 30604 of the Coastal Act states that:

(a) Prior to certification of the local coastal program, a coastal development permit shall be issued if the issuing agency, or the commission on appeal, finds that the proposed development is in conformity with Chapter 3 (commencing with Section 30200) and that the permitted development will not prejudice the ability of the local government to prepare a local coastal program that is in conformity with Chapter 3 (commencing with Section 30200).

Section 30604(a) of the Coastal Act provides that the Commission shall issue a coastal permit only if the project will not prejudice the ability of the local

government having jurisdiction to prepare a Local Coastal Program which conforms with Chapter 3 policies of the Coastal Act. The preceding sections provide findings that the proposed project will be in conformity with the provisions of Chapter 3 if certain conditions are incorporated into the project and accepted by the applicant. As conditioned, the proposed development will not create adverse impacts and is found to be consistent with the applicable policies contained in Chapter 3. Therefore, the Commission finds that approval of the proposed development, as conditioned, will not prejudice the City of Malibu's ability to prepare a Local Coastal Program for this area of Malibu that is also consistent with the policies of Chapter 3 of the Coastal Act as required by Section 30604(a).

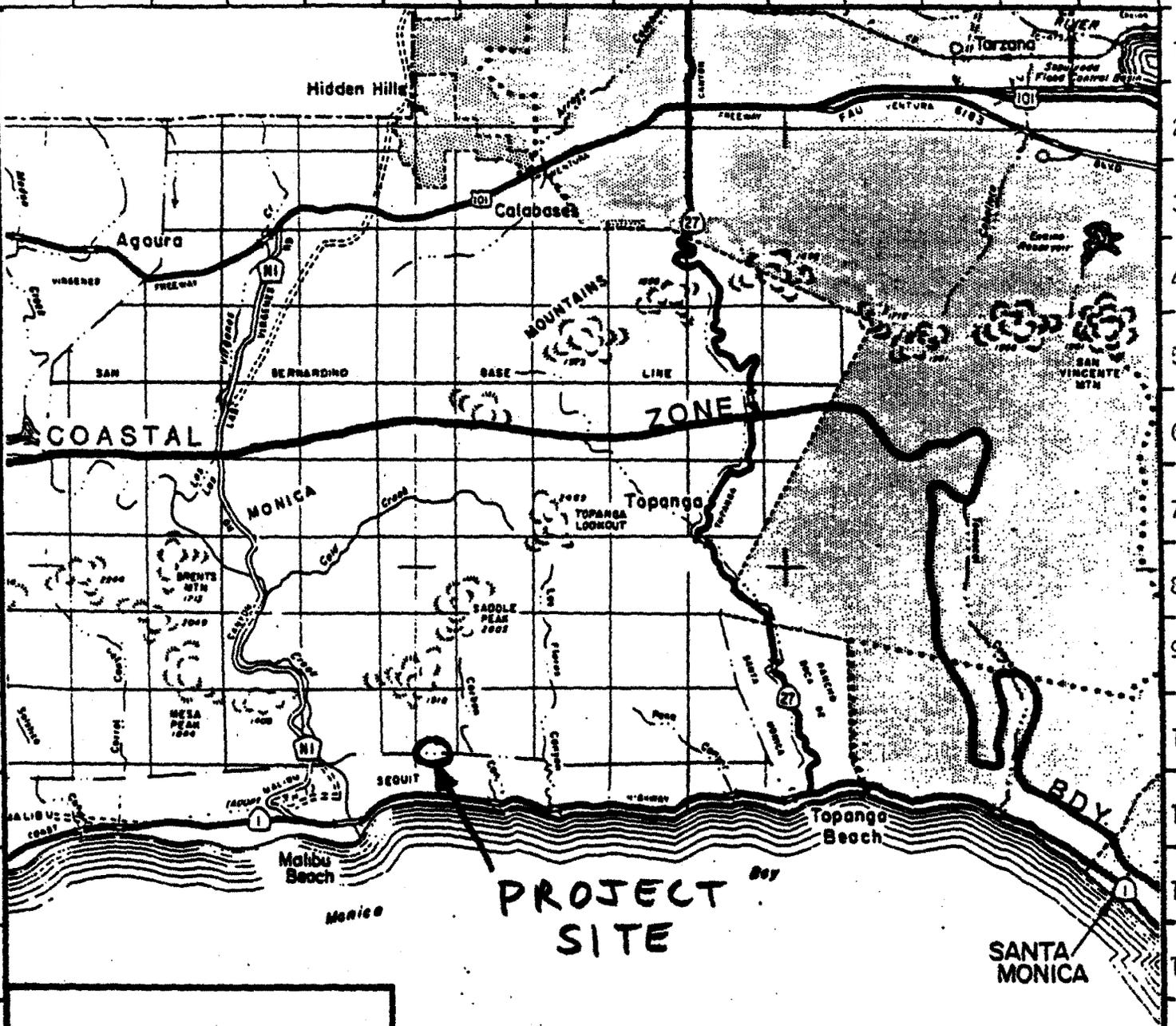
G. California Environmental Quality Act

The Coastal Commission's permit process has been designated as the functional equivalent of CEQA. Section 13096(a) of the California Code of Regulations requires Commission approval of Coastal Development Permit applications to be supported by a finding showing the application, as conditioned by any conditions of approval, to be consistent with any applicable requirements of CEQA. Section 21080.5 (d)(2)(i) of CEQA prohibits a proposed development from being approved if there are feasible alternatives or feasible mitigation measures available that would substantially lessen any significant adverse impacts that the activity may have on the environment.

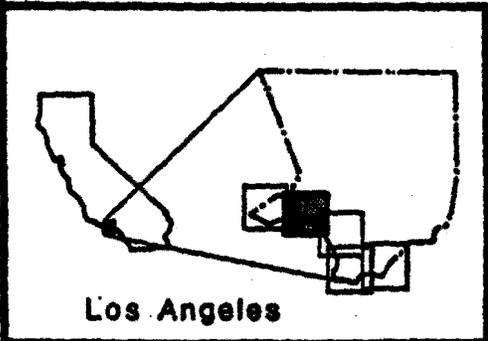
As discussed above, the proposed project has been mitigated to ensure the temporary use of the travel trailer. As conditioned, there are no feasible alternatives or mitigation measures available, beyond those required, which would lessen any significant adverse impact that the activity may have on the environment. Therefore, the Commission finds that the proposed project, as conditioned to mitigate the identified impacts, is the least environmentally damaging feasible alternative and is found consistent with the requirements of CEQA and the policies of the Coastal Act.

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PROJECT SITE

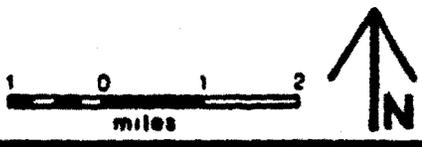


Los Angeles

EXHIBIT NO.	1
APPLICATION NO.	4-96-015
Vicinity Map	

California Coastal Commission

LOCATION MAP



County of Los Angeles

Sheet 2 of 5

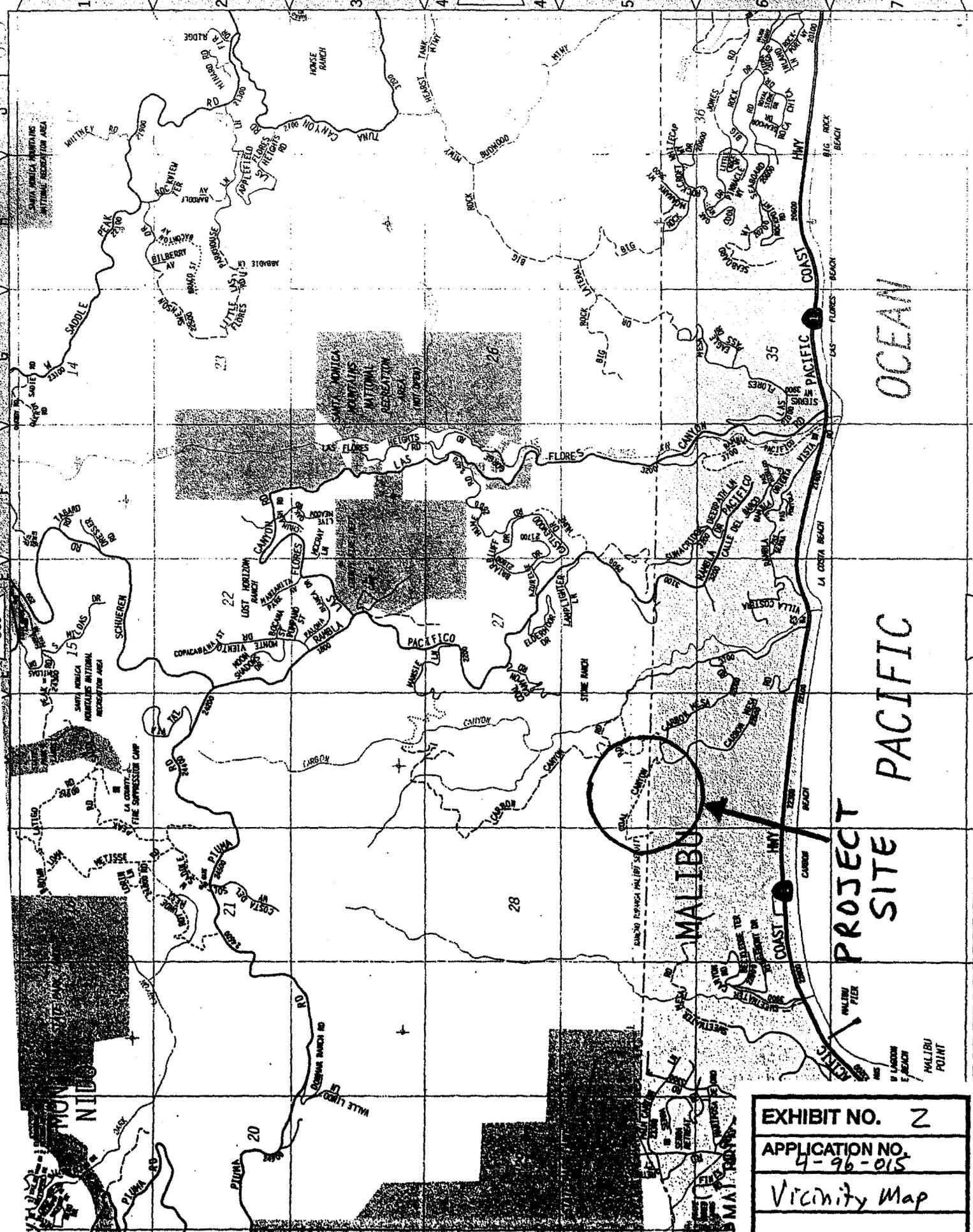
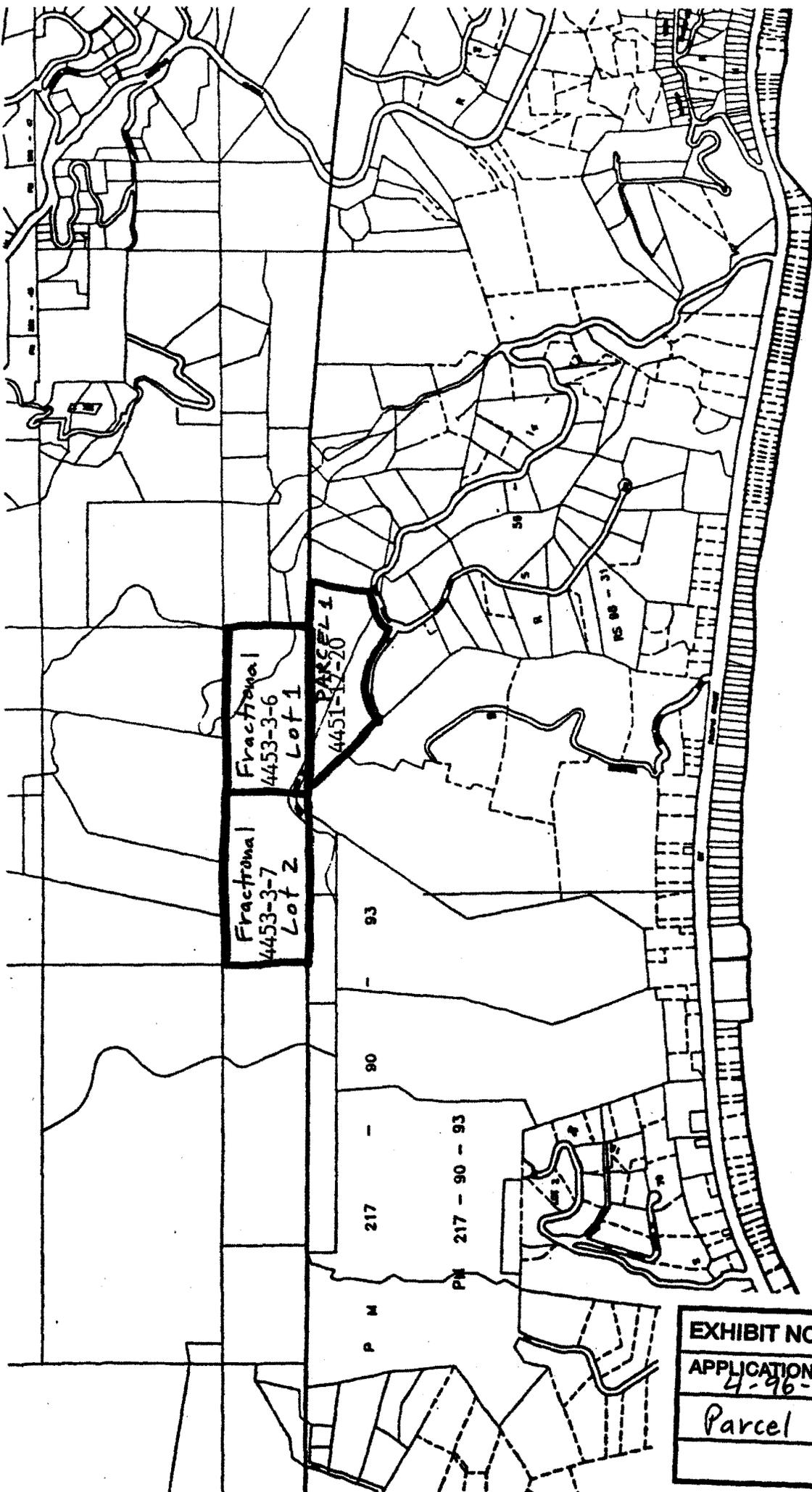


EXHIBIT NO. 2
APPLICATION NO. 4-96-015
Vicinity Map



Fractional
4453-3-6
Lot 1

Fractional
4453-3-7
Lot 2

PARCEL 1
4451-12-20

93

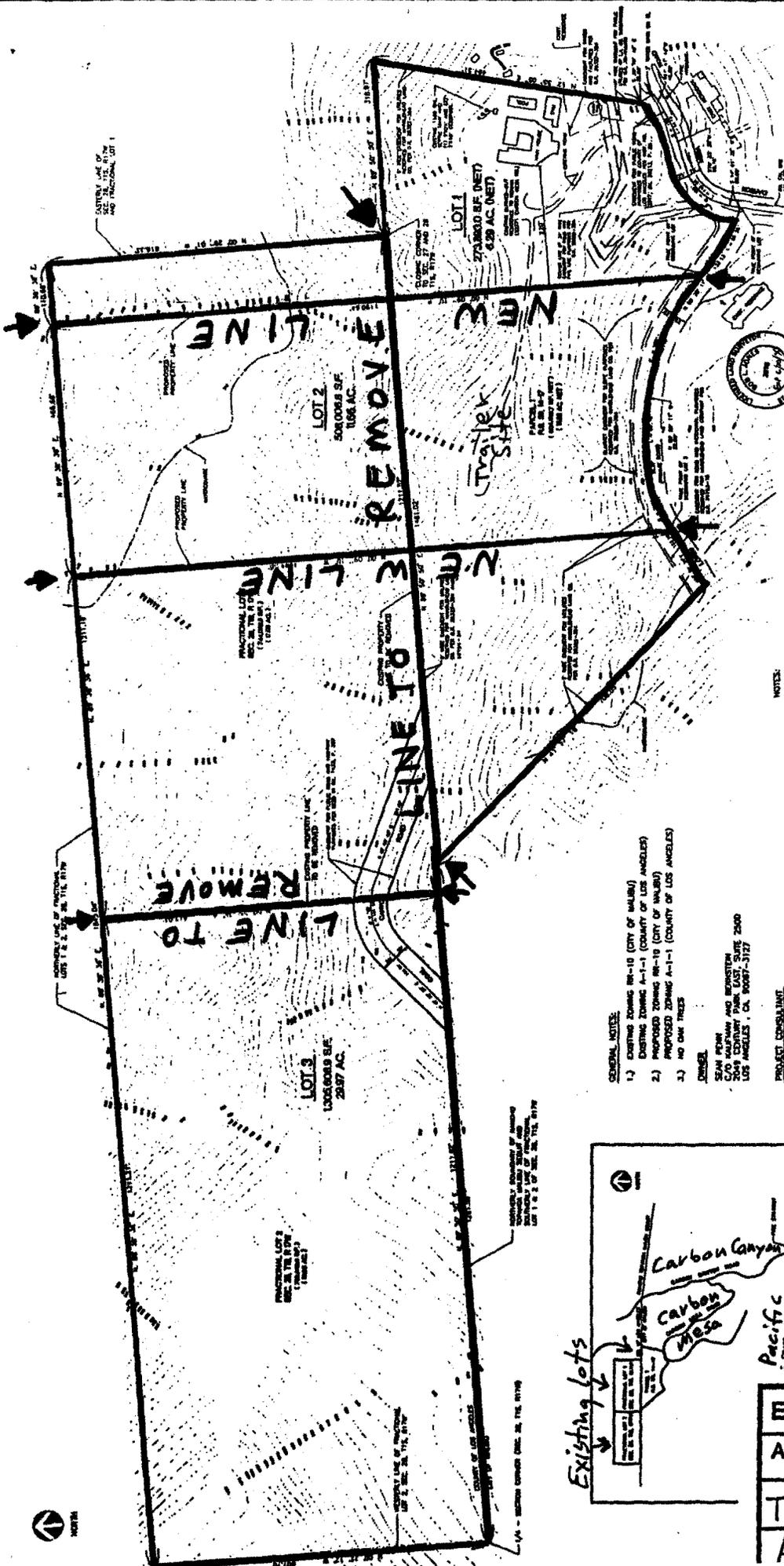
90

217

PM 217 - 90 - 93

1" = 1000'

EXHIBIT NO. 3
APPLICATION NO. 4-96-015
Parcel Map



- GENERAL NOTES:**
- 1) EXISTING ZONING M-10 (CITY OF MALIBU)
 - 2) EXISTING ZONING A-1-1 (COUNTY OF LOS ANGELES)
 - 3) PROPOSED ZONING M-10 (CITY OF MALIBU)
 - 4) PROPOSED ZONING A-1-1 (COUNTY OF LOS ANGELES)
 - 5) NO OAK TREES

OWNER:
 CHAN KIM AND KENNETH
 204 CEDAR PARK EAST, SUITE 200
 LOS ANGELES, CA 90007-3127

PROJECT CONSULTANT:
 LYNN WILSON
 REDWICK ENGINEERING
 4244 CLAYTON AVENUE
 HAWTHORN BRANCH, CA 92546
 (714) 965-1822

ENGINEER:
 LYNN WILSON
 REDWICK ENGINEERING
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 HAWTHORN BRANCH, CA 92546
 (714) 375-0877

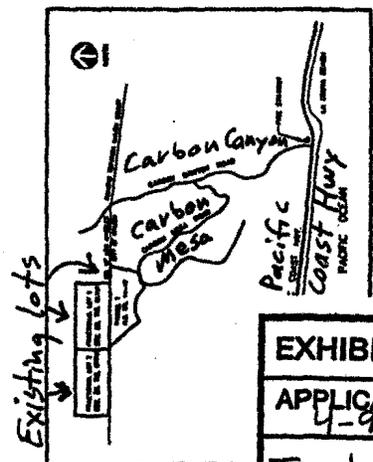


EXHIBIT NO. 4
APPLICATION NO.
 4-96-015
Tentative Lot Line
Adjustment

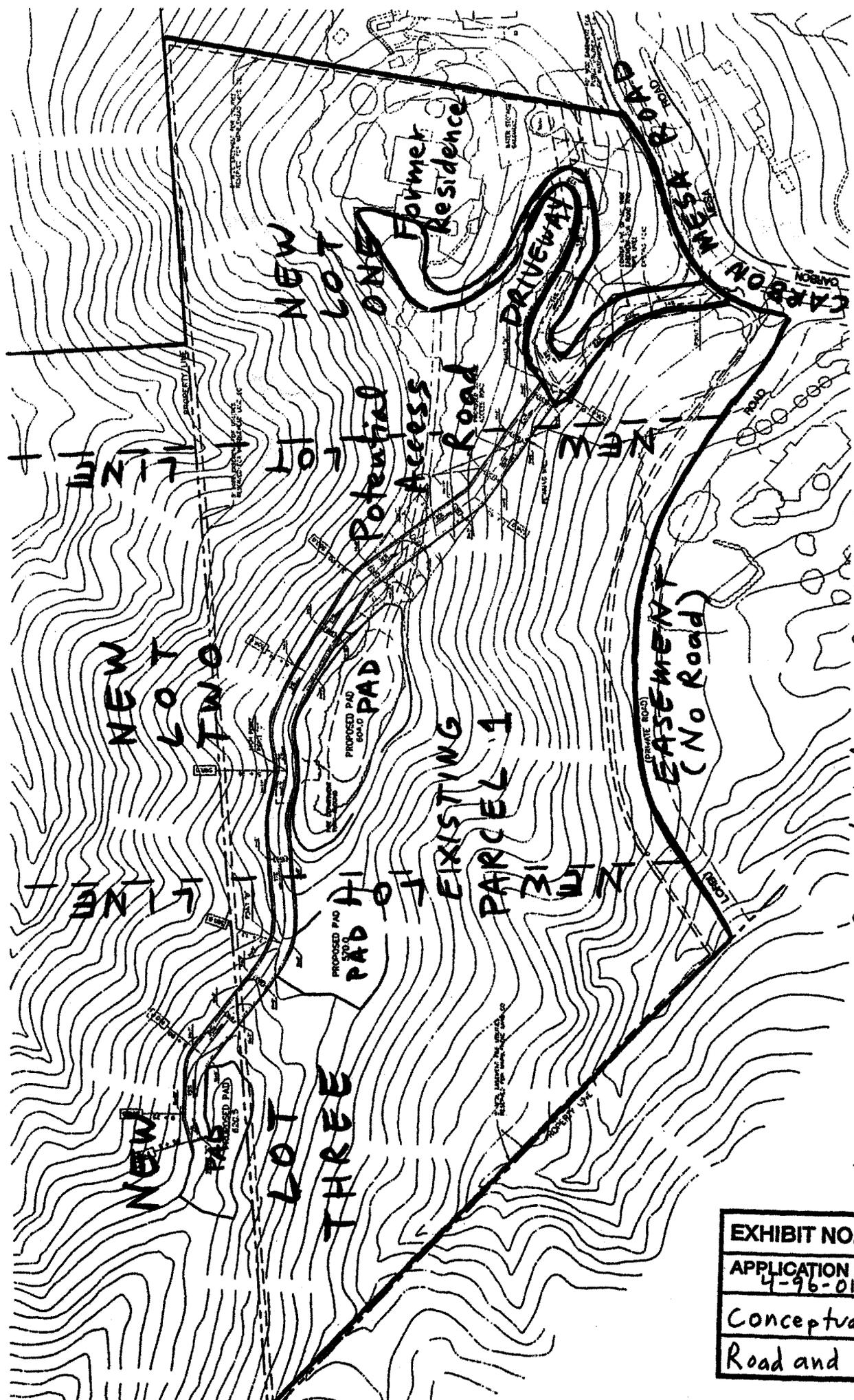
THE LAND AND WATER CO.
TENTATIVE LOT LINE ADJUSTMENT
MAP NO.
 PARCELS 1, 2, 3, 4, 5 AND
 FRACTIONAL LOTS 1 AND 2 OF SEC. 28, T16N
 LOS ANGELES CO., CALIFORNIA

REDWICK ENGINEERING
 4244 CLAYTON AVENUE
 HAWTHORN BRANCH, CA 92546
 (714) 375-0877

DATE	BY	REVISION
11/18/95	LYNN WILSON	1. PREPARED FOR THE CITY OF MALIBU
11/18/95	LYNN WILSON	2. PREPARED FOR THE COUNTY OF LOS ANGELES
11/18/95	LYNN WILSON	3. PREPARED FOR THE CITY OF MALIBU
11/18/95	LYNN WILSON	4. PREPARED FOR THE COUNTY OF LOS ANGELES

95-198

- NOTES:**
- 1) EXISTING LOTS AND PARCELS ARE SHOWN ON THE RECORD MAP NO. 31-03313-04 DATED 2/27/15, 1988 BY WILSON WILSON COMPANY
 - 2) EXISTING TRAIL INFORMATION: COUNTY TRAIL MAP NO. 21, 1979 AND MALIBU TRAIL MAP NO. 1, 1979 AND RECORD MAP NO. 1522
 - 3) EXISTING ZONING AND ZONING MAP NO. 1, 1979 AND RECORD MAP NO. 1522
 - 4) THE CITY OF MALIBU HAS REVIEWED THIS TENTATIVE LOT LINE ADJUSTMENT FOR THE CITY OF MALIBU AND HAS APPROVED IT FOR THE CITY OF MALIBU.



Conceptual Access Road and Building Pads not proposed at this time



AVERAGE ROAD GRADES
 P.A. TO P.L. = 0.1
 P.L. TO P.L. = 0.1
 P.L. TO P.L. = 0.1
 P.L. TO P.L. = 0.1

EXHIBIT NO. 5
 APPLICATION NO. 4-96-015
 Conceptual Access Road and Pads

REDDY ENGINEERS
 2541 GARD'S AVENUE
 HUNTINGTON BEACH, CA 92646
 (714) 375-0877

THE LAND AND WATER CO
 CONCEPTUAL ACCESS ROAD
 CARBON MESA ROAD
 LOT 1 OF RECORD OF SURVEY NO. 14-97

DATE: 11/11/97
 DRAWN BY: J. W. WILSON
 CHECKED BY: J. W. WILSON
 SCALE: AS SHOWN
 SHEET NO. 1 OF 1

22271 CARBON MESA
RE: APPLICATION FOR TEMP. TRAILER PERMIT
FIRE RE-BUILD

Baja Candscape
457-1011
Paul Skophammer

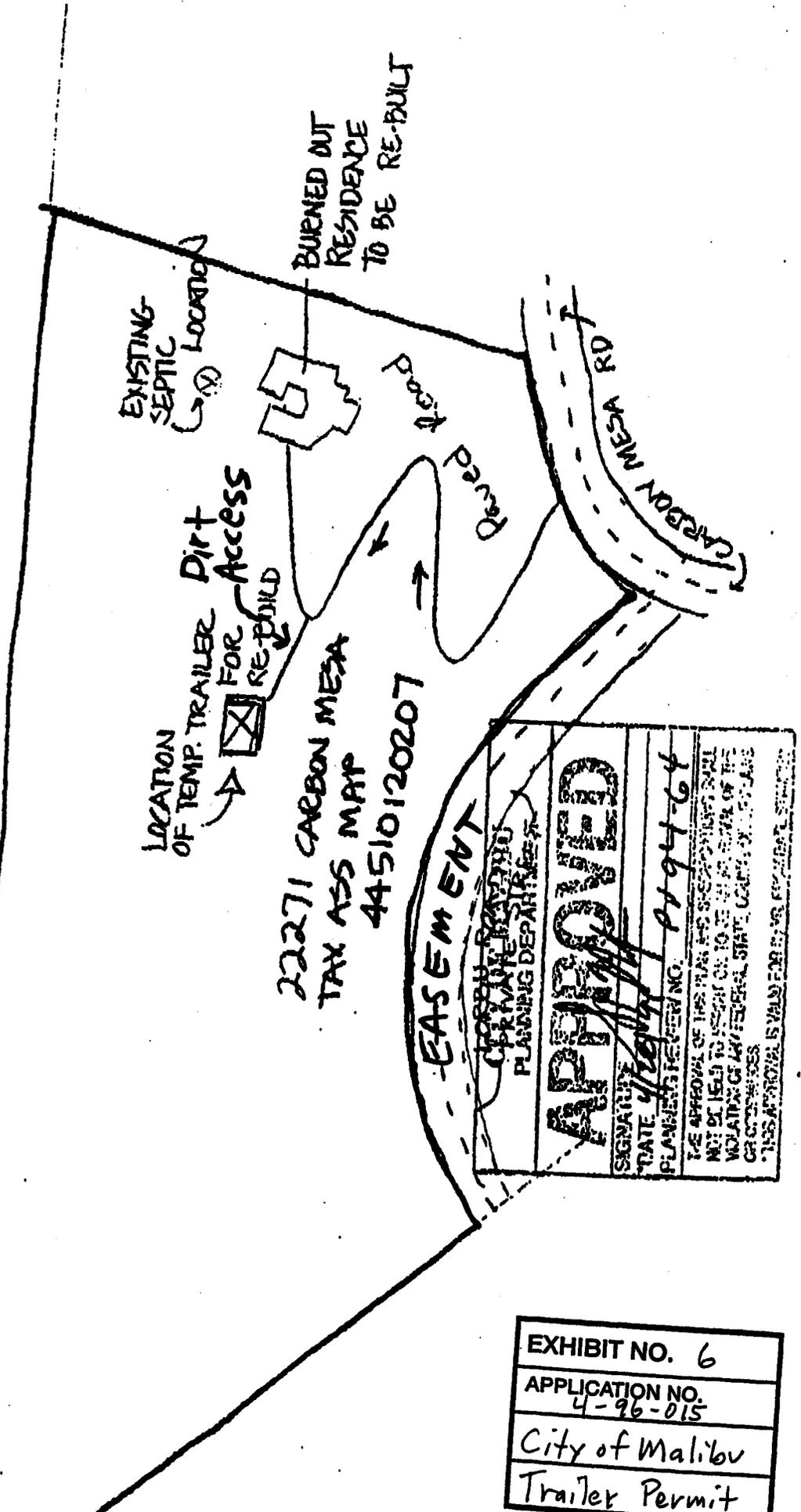


EXHIBIT NO. 6
APPLICATION NO. 4-96-015
City of Malibu
Trailer Permit

28

3

M2



W

Los Angeles County Land Use Map

Map No. 4-96-015

6 - Residential I designation

EXHIBIT NO. 7
APPLICATION NO. 4-96-015
LA County Land
Use Plan Map