

CALIFORNIA COASTAL COMMISSION

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

RECORD PACKET COPY

Filed: 7/26/01
49th Day: 9/13/01
180th Day: 1/22/02
Staff: SLG-V
Staff Report: 10/23/01
Hearing Date: 11/16/01
Commission Action:



STAFF REPORT: REGULAR CALENDAR

APPLICATION No. 4-01-041

APPLICANT: B.A.S.E. 22, LLC (Karl Shoenbaum)

AGENT: Burdge & Associates

PROJECT LOCATION: 32636 Pacific Coast Highway, Malibu (Los Angeles County)

PROJECT DESCRIPTION: Construct new two-story, 28 ft. high, 5,131 sq. ft., single family residence with 1,307 sq. ft. basement, 491 sq. ft. attached garage, 447 detached garage, driveway, 282 sq. ft. covered porches, retaining walls, septic system, and 2,126 cu. yds. of grading (1,302 cu. yds. cut, 357.4 cu. yds. fill, 467 cu. yds. overexcavation).

Lot Area: 46,300 sq. ft. (1.06 acres)
Building Coverage: 3,923 sq. ft.
Pavement Coverage: 6,009 sq. ft.
Landscaped Area: 21,715 sq. ft.
Parking Spaces: 4
Height above existing grade: 28 feet

LOCAL APPROVALS RECEIVED: County of Los Angeles, Fire Department, Approval in Concept, 9/18/00; City of Malibu, Planning Department, Approval in Concept, 1/12/01; City of Malibu, Geology and Geotechnical Approval in Concept, 7/18/00; City of Malibu, Environmental Health Approval in Concept, 7/20/00; County of Los Angeles, Fire Department, Preliminary Fuel Modification Plan Approval, 4/24/01.

SUBSTANTIVE FILE DOCUMENTS: Supplemental Letter: 75 year setback Line, 32636 Pacific Coast Highway (SubSurface Designs, Inc. 7/10/01); Supplemental I: Slope Setback and Irrigation, 32636 PCH (SubSurface Designs, Inc. 6/19/00); Addendum I: Response to City of Malibu Review Sheet (SubSurface Designs, Inc. 6/19/00); Geologic and Soils Engineering Investigation (SubSurface Designs, Inc., 3/23/00); Phase I Archaeological Study (Wlodarski, December 1999); Coastal Development Permits (CDPs) 4-98-142, 143, & 163 (Duggan & Levinson), CDP 4-97-031 (Anvil), CDP 5-90-020 (Young), CDP 4-99-169 (Trento); CDP 4-01-034 (BASE 22, LLC).

SUMMARY OF STAFF RECOMMENDATION: Staff recommends **denial** of the proposed project for three reasons: 1) the project as proposed is inconsistent with the policies of Chapter 3 of the Coastal Act – specifically policy 30251; 2) approval of the

proposed project would prejudice the City's ability to prepare a Local Coastal Program (LCP) that is certifiable by the Commission; and 3) feasible alternatives exist which would lessen or avoid the adverse impacts to coastal resources posed by the project, but which the applicant has not proposed.

I. STAFF RECOMMENDATION

MOTION: *I move that the Commission approve Coastal Development Permit No. 4-01-041 for the development proposed by the applicant.*

STAFF RECOMMENDATION OF DENIAL:

Staff recommends a **NO** vote. Failure of this motion will result in denial of the permit and adoption of the following resolution and findings. The motion passes only by affirmative vote of a majority of the Commissioners present.

RESOLUTION TO DENY THE PERMIT:

The Commission hereby denies a coastal development permit for the proposed development on the ground that the development will not conform with the policies of Chapter 3 of the Coastal Act and will 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. Approval of the permit would not comply with the California Environmental Quality Act because there are feasible mitigation measures or alternatives that would substantially lessen the significant adverse impacts of the development on the environment.

I. Findings and Declarations

The Commission hereby finds and declares:

A. Project Description and Background

The subject site is a 1.06-acre vacant bluff top lot located on the south (seaward) side of Pacific Coast Highway, immediately west of the intersection of Encinal Canyon Road and Pacific Coast Highway, in the City of Malibu (Exhibit 1). The bluff top area south of Pacific Coast Highway in the vicinity of the subject site is characterized by scattered residential development, vacant parcels, and parkland. The subject property is situated between a vacant parcel to the west and a parcel developed with a single family residence to the east (Exhibits 2 and 3). Access to the site is directly from Pacific Coast Highway. La Piedra State Beach is located approximately 130 feet west of the subject property along Pacific Coast Highway.

The applicant is proposing the construction of a 5,131 sq. ft., 28 ft. high, two-story single family residence with 1,307 sq. ft. basement, 491 sq. ft. attached garage, 447 detached garage, driveway, 282 sq. ft. covered porches, retaining walls, septic system, and 2,126 cu. yds. of grading (1,302 cu. yds. cut, 357.4 cu. yds. fill, 467 cu. yds. overexcavation). (See Exhibits 3 through 7)

Slopes on site descend gently to the south, with approximately a 35-foot change in elevation from Pacific Coast Highway to the top seawardmost edge of the bluff. A nearly vertical coastal bluff descends from the southern margin of the bluff top terrace approximately 125 feet to the beach area below. The subject parcel is a bluff top lot with no drainages crossing through it. However, there is a steep ravine approximately 120-200 feet west of the property boundary, on the neighboring parcel (Exhibit 3). This drainage is not a United States Geological Survey designated "blue line" drainage course.

The proposed development would be located on the relatively gently sloping bluff top portion of the site (Exhibit 4). The residence is proposed in the north portion of the property, set back approximately 90 feet from the upper edge of the coastal bluff.

Vegetation at the project site is heavily disturbed along the bluff top due to fuel modification requirements associated with Pacific Coast Highway and existing development on neighboring properties to the east. Vegetation on the site is relatively sparse consisting primarily of weedy vegetation with the exception of a mature stand of Eucalyptus trees along the western property boundary (Exhibit 3).

Pacific Coast Highway is designated as a scenic highway for coastal views in the previously certified County of Los Angeles Malibu/Santa Monica Mountains Land Use Plan (LUP). Views from Pacific Coast Highway along the property are partially impaired by the stand of eucalyptus trees, however, substantial bluewater views also exist. The proposed residence would significantly reduce the existing bluewater views across the property.

The site is visible from La Piedra State Beach bluff top area, through the vacant adjoining parcel. Presently, there is a coastal development permit application (CDP 4-01-034) to develop the adjoining parcel to the west with a single family residence (SFR). As proposed under CDP 4-01-034, the SFR would be 28 feet in height, thereby blocking views of the proposed residence as seen from the state park. However, staff has recommended denial of the proposed SFR under CDP 4-01-034 as a result of its significant impact to bluewater views from Pacific Coast Highway and the impact to coastal views from La Piedra State Beach. Under the visual analysis, staff found that there were alternatives available at the site that would continue to allow a large single family residence at the site while preserving views consistent with the Coastal Act. Should the Commission find in favor of the staff recommendation for denial of permit application 4-01-034 or subsequently allow only a residence at a lower elevation, then the residence proposed under this application would be partially, or wholly, visible from locations along the bluff top at the state park.

B. Visual Resources

Section 30251 of the Coastal Act states that:

The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinated to the character of its setting.

Coastal Act Section 30251 requires that visual qualities of coastal areas shall be considered and protected, landform alteration shall be minimized, and where feasible, degraded areas shall be enhanced and restored. In addition, the certified County of Los Angeles Malibu/Santa Monica Mountains Land Use Plan (LUP) has been used as guidance by the Commission to protect specific visual resources in the Malibu/Santa Monica Mountains area. In this particular case, the LUP recognizes adjacent Pacific Coast Highway as a scenic highway, and specifically provides for protection of the panoramic bluewater view of the Pacific Ocean from the highway. To assess any potential visual impacts of this project to the public, the Commission also reviews the publicly accessible locations where the proposed development is visible, such as parks and trails.

The site is visible from La Piedra State Beach bluff top area, through the vacant adjoining parcel. Presently, there is a coastal development permit application (CDP 4-01-034) to develop the adjoining parcel to the west with a single family residence (SFR). As proposed under CDP 4-01-034, the SFR would be 28 feet in height, thereby blocking views of the proposed residence as seen from the state park. However, staff has recommended denial of the proposed SFR under CDP 4-01-034 as a result of its significant impact to bluewater views from Pacific Coast Highway and the impact to coastal views from La Piedra State Beach. Under the visual analysis, staff found that there were alternatives available at the site that would continue to allow a large single family residence at the site while preserving views consistent with the Coastal Act. Should the Commission find in favor of the staff recommendation for denial of permit application 4-01-034 or subsequently allow only a residence at a lower elevation, then the residence proposed under this application would be partially, or wholly, visible from locations along the bluff top at the state park.

The applicant is proposing to construct a new single family residence on a 1.06-acre, vacant bluff top lot. The subject site is a rectangular parcel approximately 63 feet in width along Pacific Coast Highway and approximately 365 ft. in length to the seaward limit of the coastal bluff. Development is proposed in the north portion of the property, near Pacific Coast Highway. The project includes construction of a 5,131 sq. ft., 28 ft. high, two-story single family residence with 1,307 sq. ft. basement, 491 sq. ft. attached garage, 447 detached garage, driveway, 282 sq. ft. covered porches, retaining walls,

septic system. In addition, the applicant proposes 2,126 cu. yds. of grading (1,302 cu. yds. cut, 357.4 cu. yds. fill, 467 cu. yds. overexcavation).

The project site is a vacant bluff top lot on the seaward side of Pacific Coast Highway in a partially built-out area of Malibu, primarily consisting of residential development. Vegetation at the project site is heavily disturbed, consisting primarily of low-lying grasses and weeds with the exception of a mature stand of eucalyptus trees that aligns the eastern property boundary. The eucalyptus trees and some large shrubs along Pacific Coast Highway partially block bluewater ocean views from Pacific Coast Highway along the site.

Pacific Coast Highway is designated as a scenic highway for coastal views by the LUP. Pacific Coast Highway is also a major coastal access route, not only utilized by local residents, but also heavily used by tourists and visitors to access several public beaches located in the surrounding area which are only accessible from Pacific Coast Highway. Construction of single family residences, privacy walls, fencing, landscaping, and other residential related development between Pacific Coast Highway and the ocean may block public views of the beach and water from Pacific Coast Highway. As a result, the construction of individual beachfront or bluff top residences, when viewed on a regional basis, has the potential to result in significant cumulative adverse effects to public views and to the visual quality of coastal areas.

In past permit actions, the Commission has required that new development located on the seaward side of Pacific Coast Highway be sited and designed to protect public bluewater views of the ocean and, where feasible, to restore and enhance visual quality in visually degraded areas. Specifically, in regard to new development located on beachfront lots the Commission has required that new development occupy no more than 80% of the lineal frontage of Pacific Coast Highway in order to maintain a public view corridor over the lot for ocean views [Saban (4-99-146), Broad (4-99-185), 4-99-154 (Montanaro)]. In addition, in past permit actions regarding development on bluff top sites where slopes descend seaward from the highway, such as the proposed project site, the Commission has limited the height of new structures and landscaping to an elevation adequate to ensure that public views of the ocean are retained over the entire project site [CDPs 4-98-142, -143, & -163 (Duggan & Levinson), CDP 4-97-031 (Anvil), CDP 5-90-020 (Young)]. Coastal Development Permits 4-98-142, -143 and -163 were approved by the Commission in 1998 for the construction of three new single family residences on the three separate vacant bluff top lots. The approved single family residences on the bluff top lots were limited to a single story of no more than 18 ft. in height in order to ensure that ocean views were retained above the rooflines of the residences. Similarly, under Coastal Development Permit 4-99-169, the Commission found that the proposed 28-foot high single-family residence would adversely impact public bluewater views of the ocean from the highway by extending at or near the horizon line. The Commission required revisions to the plans to lower the height to preserve public views of the ocean.

In the subject application, the proposed 28 ft. high, two-story residence is designed almost entirely at a height equal to the elevation of Pacific Coast Highway at its centerline. However, there is one pitched roof element above the foyer which peaks

approximately 2 feet above the above the centerline elevation of Pacific Coast Highway (Exhibit 7). In addition, a 447 sq. ft. detached garage, 18 ft. in height, is proposed upslope and in front of the single family residence. The detached garage is designed at a height which lies slightly below the centerline elevation of Pacific Coast Highway (Exhibit 7). The development will significantly reduce public views of the ocean over a portion of the subject site. Staff has confirmed during a site visit that the proposed structures would significantly block public views of the ocean from Pacific Coast Highway. At Staff's request, prior to the site visit, the project site was staked with poles and flagging adequate to indicate the footprint and height of the proposed buildings. Staff notes, based on visual analysis of the staked project site, that the proposed roofline would extend near the horizon line significantly blocking public bluewater views of the ocean as seen from Pacific Coast Highway.

Staff has discussed the project's potential effects on public bluewater views with the applicant, and has explored with the applicant conceptual design modifications to avoid or reduce these impacts. The applicant maintains that the impact to public views to the ocean as a result of the proposed project would be minor because the site is relatively narrow (63 feet wide) and the corresponding view corridor is brief along the highway. In addition, the applicant has indicated that existing public bluewater views are considerably blocked by the eucalyptus trees, and in comparison, the proposed development which requires removal of the eucalyptus trees, would provide more public viewing opportunities. To date, the applicant has declined to incorporate changes to the project that might sufficiently reduce the project's impacts so that public coastal views from Pacific Coast Highway are not impaired.

Though the removal of existing vegetation at the site, including the large stand of eucalyptus trees along the west property line, would open up the public views toward the ocean from the site, staff notes that the tree removal is not adequate mitigation to offset the impacts of the proposed project on public coastal views. Removing the vegetation would not reduce the impacts upon public coastal views that would be caused if the project is constructed in accordance with the description as presently proposed. In addition, many of the trees suggested for removal by the applicant would be removed to accommodate the proposed development in any case. Moreover, the lifespan of these mature trees is finite and replanting with the same species in the same locations would not be in compliance with the landscape conditions typically imposed by the Commission. Thus, removal of these trees would have minimal value as visual resource impact mitigation. Furthermore, any plans to underground utilities along the 63 feet of property fronting Pacific Coast Highway would not mitigate the impacts of the proposed development, though removal of above ground utilities may serve to enhance the visual quality of the site.

However, as discussed in Section D, below, potential modifications in the design of the residence have been identified that would preserve ocean views and still allow the applicant to construct a large single story residence. As presently designed, the first floor of the proposed residence is 3,072 square feet with a 1,307 sq. ft. basement. Living space could be further supplemented by including a larger below grade, or partially below grade, basement sub-story. As discussed in detail in Section D, it is clearly feasible to redesign this project consistent with Section 30251 of the Coastal Act

which mandates that views to the ocean be protected. As determined in the alternatives analysis below, views would be adequately preserved by limiting the project to a single story of no more than 18 ft. in height. If the residence was designed at 18 feet in height above natural grade, the standard height permitted in the City of Malibu and consistent with previous Commission actions, a significant portion of public bluewater views would be retained over the structure. This height limit would allow for a single story residence with a pitched roofline.

The proposed project includes the construction of a solid wall with a gate at the front of the residence, downslope of Pacific Coast Highway. The wall is proposed at a height partially above the centerline elevation of Pacific Coast Highway (Exhibit 7). However, privacy walls, gates, landscaping, and other features associated with the residence may also intrude into the view horizon, effectively impairing views from Pacific Coast Highway. In past permit actions, the Commission has required use of low-lying plant species and visually permeable gates and fences at heights that would not block or adversely impact public views of the ocean from the highway. In this case, any associated structural or landscaping features on the bluff top must be designed in a manner consistent with the protection of public views. Development features, including landscaping, should be designed to lie below an abstract plane as drawn between the centerline of Pacific Coast Highway and the dominant ridgeline of the roof of the proposed residence. This restriction ensures that appurtenant structures and landscaping will not impact public views from Pacific Coast Highway toward the ocean.

Therefore, for the reasons discussed above, the Commission finds that the proposed development is not consistent with Section 30251 of the Coastal Act. Furthermore, the Commission finds that the adverse effects of the proposed project on public ocean views can be feasibly reduced by limiting the design of the residence to a single story residence of 18 feet in height.

C. Alternatives

Although the Commission is denying the applicant a coastal development permit for the residence as proposed, the Commission notes that the applicant is not barred from applying for a permit or pursuing an alternative proposal that minimizes the impact to bluewater views along Pacific Coast Highway. As described in more detail below, basic changes in the design of the residence have been identified that would preserve ocean views while still allowing the property to be developed with a single-family residence in compliance with the Coastal Act.

In the subject application, the applicant has proposed a 28-foot residence, which extends near the horizon as viewed from Pacific Coast Highway. To address this issue, staff reviewed typical options that would eliminate the adverse effects to public bluewater views at the site, including (1) relocating the development to a more appropriate site on the property, (2) designing the project to align with the topographic contours of the site, (3) excavating the residence into the landform to achieve an adequate reduction in height, and (4) limiting the structure to a single story.

The first option, to relocate the development footprint to an alternative location on the site, could increase the bulk of the structure visible from the parking area and other bluff top locations at La Piedra State Beach. It is important to note that the impacts to views of the site from La Piedra State Beach Park are directly linked with the potential development of the vacant parcel to the west, as it lies between the subject parcel and the State Park. Therefore, changes in the location of the proposed residence must be considered in conjunction with the location of the proposed residence on the neighboring parcel to the west. Under Coastal Development Permit 4-01-034 (BASE 22) also before the Commission, the proposed development consists of a two-story, 28 foot high, single family residence in the northeast portion of the site. Staff has recommended denial of the proposed project as a result of its significant impact to bluewater views from Pacific Coast Highway and the impact to coastal views from La Piedra State Beach. Under the alternatives analysis, staff found that there were alternatives available at the site that would continue to allow a large single family residence at the site while preserving views consistent with the Coastal Act. The alternative found to be protective of views limited the structure on the property to a single story and 18 feet in height.

As presently proposed under the subject application (CDP 4-01-041) and the application on the neighboring parcel (CDP 4-01-034), the residence proposed under CDP 4-01-041, would be negligibly visible, if at all, from the State Park as the residence on the neighboring property would block it from view. However, should the neighboring residence be lowered in height, as recommended by staff, then the subject residence would be visible above the neighboring residence, making the changes in the height of the neighboring residence relatively ineffectual in protecting coastal views as seen from the State Park. Therefore the impact to views from La Piedra State Beach is highly dependent upon the potential development of the vacant parcel to the west.

Siting the residence further south on the bluff top, even if feasible given the geotechnical constraints, would increase the mass of the structure visible from public viewpoints on the mid- to south-end of the bluff top at La Piedra State Beach. The neighboring single story residence, east of the subject parcel, is located toward the edge of the bluff top and is visible in the distance from a portion of La Piedra State Park. The impact of the existing residence to public views is minimal due to the distance, height of residence, earthtone coloring, and the softening effect of the surrounding landscaping. If the applicant were to locate the proposed residence further south on the subject parcel, the two-story residence would be located in the foreview of the existing single story residence, and would add additional mass to the total view from La Piedra State Beach Park. Moving the location of the proposed two-story residence further to the south along the bluff top would extend development into the viewshed from La Piedra State Beach property since the subject residence would no longer be mostly blocked by the proposed development on the neighboring parcel to the west. This location would increase the adverse impact to the La Piedra State Park view corridor. Therefore the proposed building site is the most logical location for development of a single family residence on the site, and furthermore, any modification to site location may have additional adverse effects to public views from State parkland.

The second option, "stepping" the residence into the topographic contours of the site by grading multiple levels along the slope, is of limited mitigation potential due to the gentle

slope of the bluff top. Additionally, the project as presently designed utilizes the existing topography as feasible, but this design has been found to have significant adverse impacts to coastal views.

The third option, to lower the structure by excavating the structure into the landform, was considered by staff to offer significant potential reductions in the project's adverse impacts on public coastal views. However, due to the modest gradient of the bluff top, lowering building pad alone, is not likely to create sufficient view clearance over the proposed residence. Alternative designs utilizing landform modification would include a larger basement or subterranean floor, or would require extensive grading of the bluff top to allow daylighting of the structure. It appears that this alternative would allow development of a multi-level residence and would minimize the adverse impacts to public views of the ocean.

The fourth option is to minimize adverse effects upon public views by limiting the project to a single story of no more than 18 ft. in height. If the residence was designed at 18 feet in height above natural grade, the standard height permitted in the City of Malibu and consistent with previous Commission actions, a significant portion of public bluewater views would be retained over the structure. This height limit would allow for a large single story residence with a pitched roofline and is a feasible alternative. Design of the residence may include a below grade, or partially below grade, larger basement sub-story to supplement the single story, as considered in option three above.

As presently designed, the first floor of the proposed residence is 3,072 square feet in size and is designed with 1,307 sq. ft. basement component. This floor area is larger than total size of other bluff top residences in the vicinity. For example, of the ten bluff top lots developed with residences to the east, eight are less than 2,800 sq. feet in size, according to Los Angeles County Assessor data. To the west of the site between La Piedra State Beach and El Pescador State Beach, there are seven bluff top lots with existing residences, or Commission-approved residences not yet constructed. Of these residences, five are under 3,300 square feet in size as reported in Los Angeles County Assessor records.

For the above mentioned reasons, the Commission finds that it is feasible to substantially reduce the adverse effects of the proposed project on public ocean views by modifying the design of the project to a single story residence limited to 18 feet in height. For the above reasons, the Commission finds that the proposed project as designed is not consistent with the visual resource policies of the Coastal Act.

D. Local Coastal Program

Section 30604 of the Coastal Act states:

- 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 the provisions of Chapter 3 (commencing with Section 30200) of this division and that the permitted development will not prejudice the ability of the local government to prepare a***

local program that is in conformity with the provisions of Chapter 3 (commencing with Section 30200).

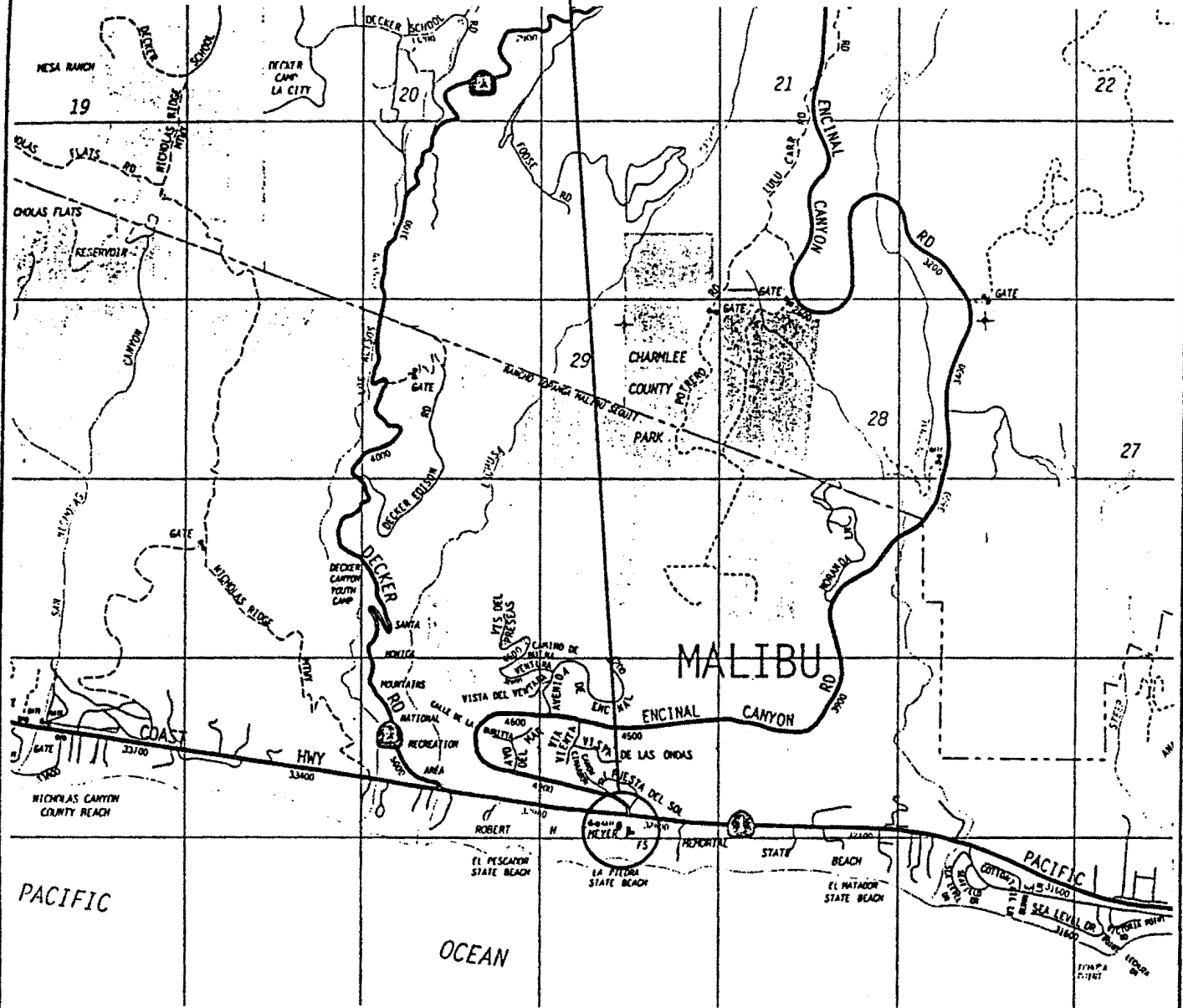
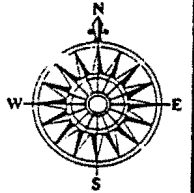
Section 30604(a) of the Coastal Act provides that the Commission shall issue a Coastal Permit only if the project will not prejudice the ability of the local government having jurisdiction to prepare a Local Coastal Program which conforms with Chapter 3 policies of the Coastal Act. The preceding sections provide findings that the proposed project would not be in conformity with the provisions of Chapter 3 of the Coastal Act. The proposed development would result in adverse effects and is found to be inconsistent with the applicable policies contained in Chapter 3. Therefore, the Commission finds that approval of the proposed development would prejudice the City of Malibu's ability to prepare a Local Coastal Program which is also consistent with the policies of Chapter 3 of the Coastal Act as required by Section 30604(a).

E. CEQA

Section 13096(a) of the Commission's administrative regulations requires Commission approval of Coastal Development Permit application to be supported by a finding showing the application, as conditioned by any conditions of approval, to be consistent with any applicable requirements of the California Environmental Quality Act (CEQA). Section 21080.5(d)(2)(A) of CEQA prohibits a proposed development from being approved if there are feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse effect that the activity may have on the environment.

The Commission finds that the proposed project would result in significant adverse effects on the environment, within the meaning of the California Environmental Quality Act of 1970 and that there are feasible alternatives which would substantially reduce the project's adverse impacts on coastal access or visual resources. Therefore, the proposed project is determined to be inconsistent with CEQA and the policies of the Coastal Act.

SUBJECT PROPERTY



SubSurface Designs, Inc.
 Geotechnical Engineers
 Engineering Geologists

Client: Base 22, LLC

PIN# 3736

Subject: Vicinity Map

Ref: Thomas Bros. Maps L.A. County, Page 626 E6

Scale: 1"=2400'

EXHIBIT 1

4-01-041

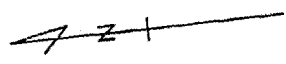
Vicinity Map

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Project Site



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OCEAN

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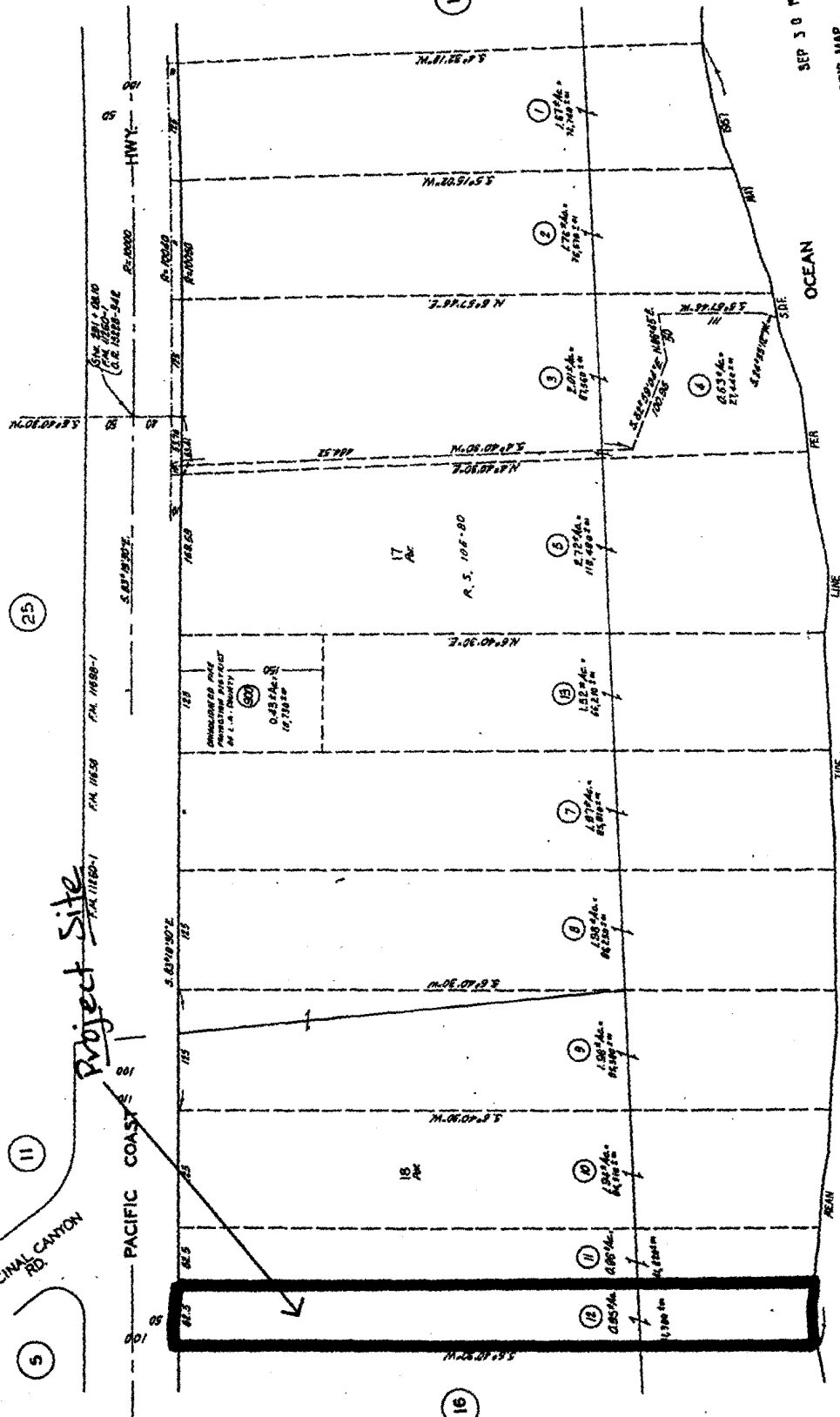
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ASSESSOR'S MAP
COUNTY OF LOS ANGELES, CALIF.

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R.F. 534

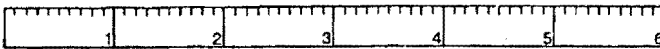
LAND OF MATTHEW KELLER IN THE
RANCHO TOPANGA MALIBU SEQUIT

CODE
10853

FOR PREV. ASSMT SEE:
4470-21 & 32

EXHIBIT 2a
4-01-041
Parcel Map

1-800-345-7334



SCALE IN 1/10 OF AN INCH

4473

16

1999

SCALE 1" = 100'

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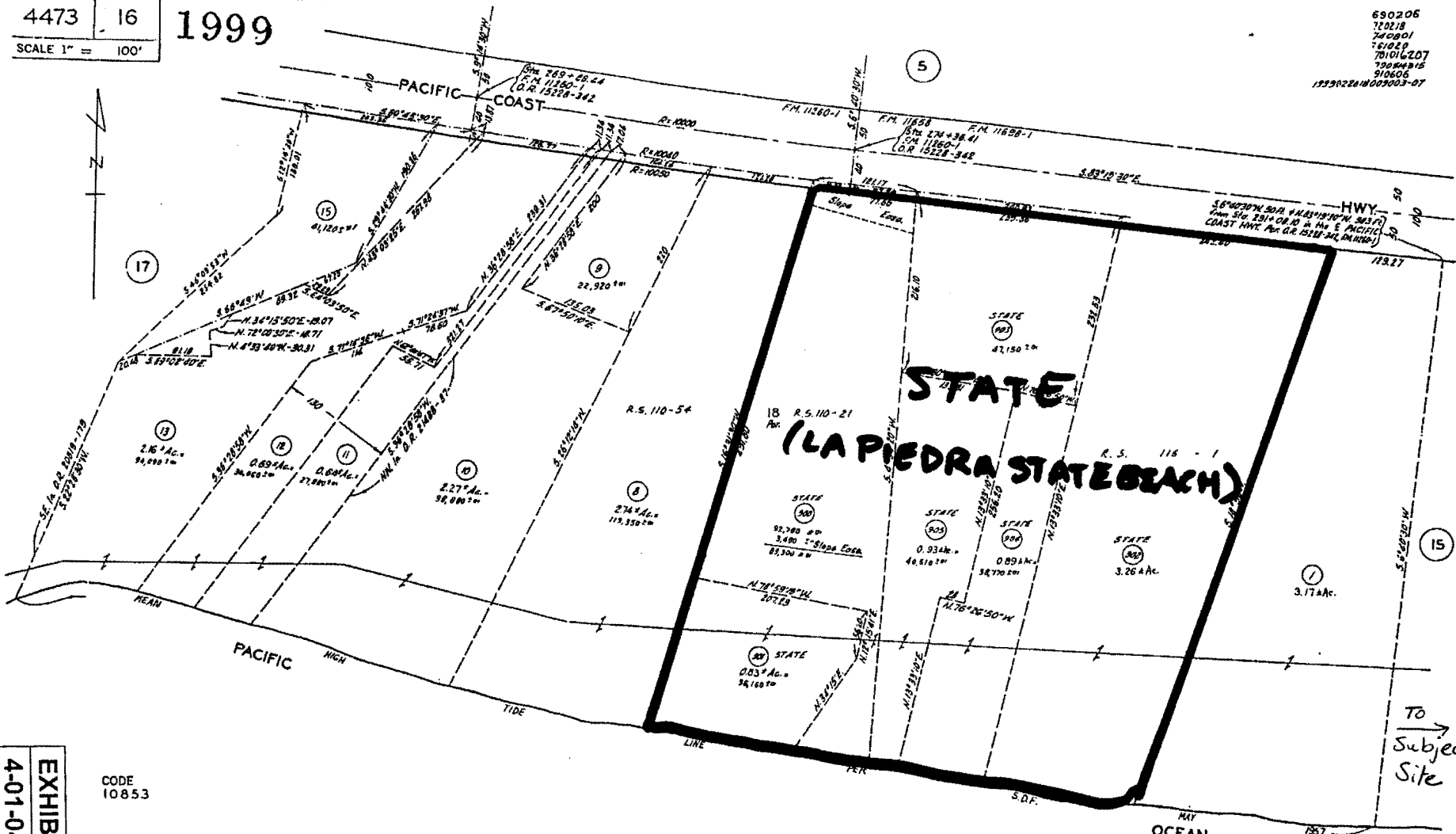


EXHIBIT 2b
4-01-041
Parcel Map

CODE 10853

FOR PREV. ASSMT SEE: 4470-17, 32, 33

LAND OF MATTHEW KELLER IN THE RANCHO TOPANGA MALIBU SEQUIT

R.F. 534

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ASSESSOR'S MAP COUNTY OF LOS ANGELES, CALIF.

To Subject Site

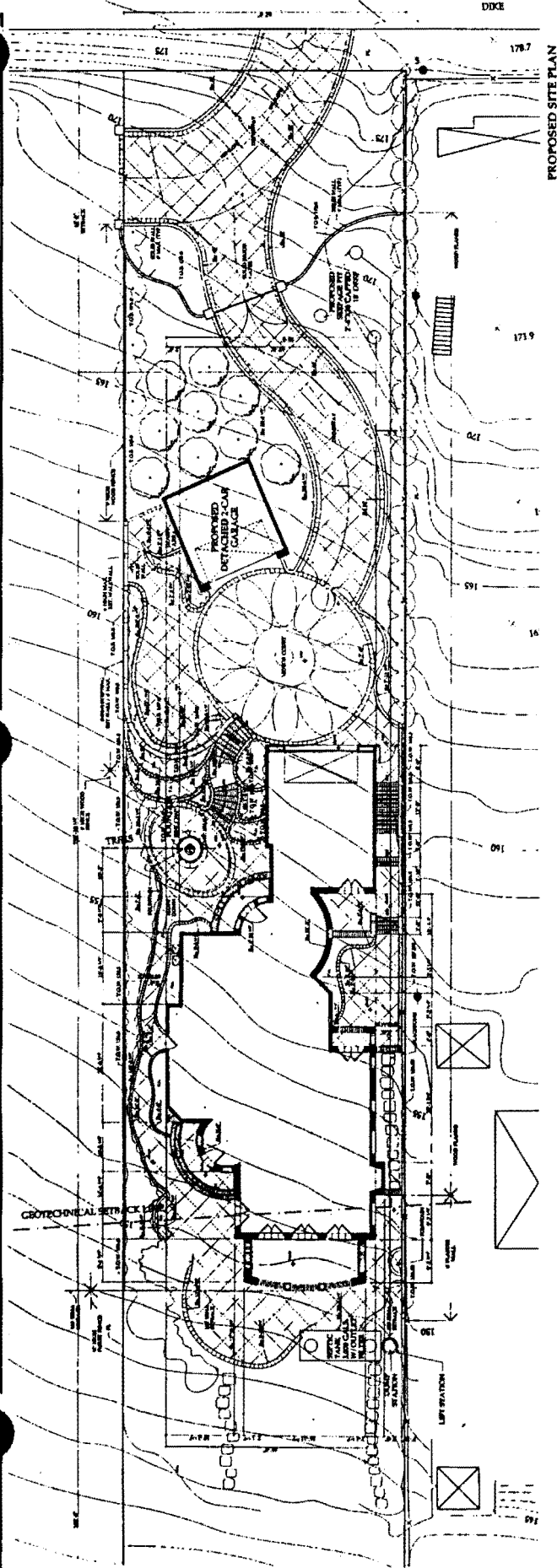
PROPOSED CONCEPTUAL LANDSCAPING PLAN

BURDGE ASSOCIATES
PLANNERS
LOS ANGELES

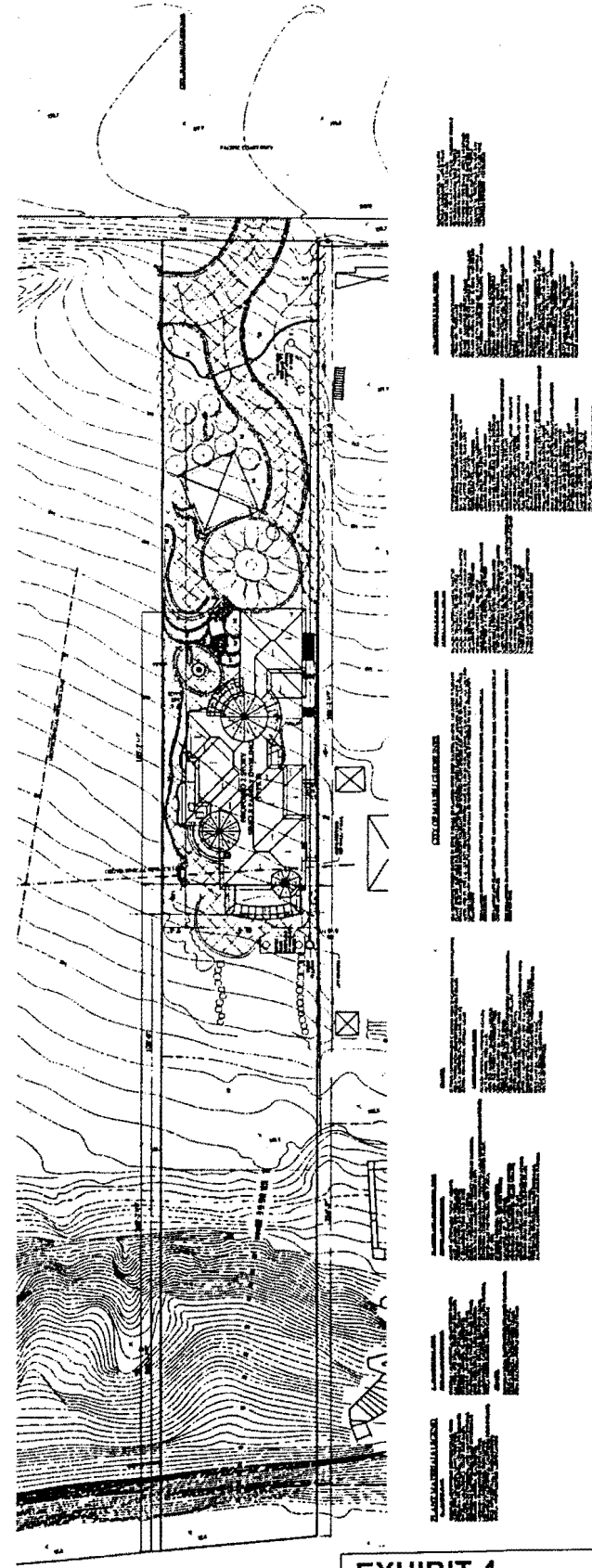
PROPOSED SITE PLAN/
PROPOSED CONCEPTUAL
LANDSCAPING
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DATE: 01/19/97
SCALE: 1/16" = 1'-0"

PROJECT NO.: 4-01-041
DRAWN BY: [unreadable]

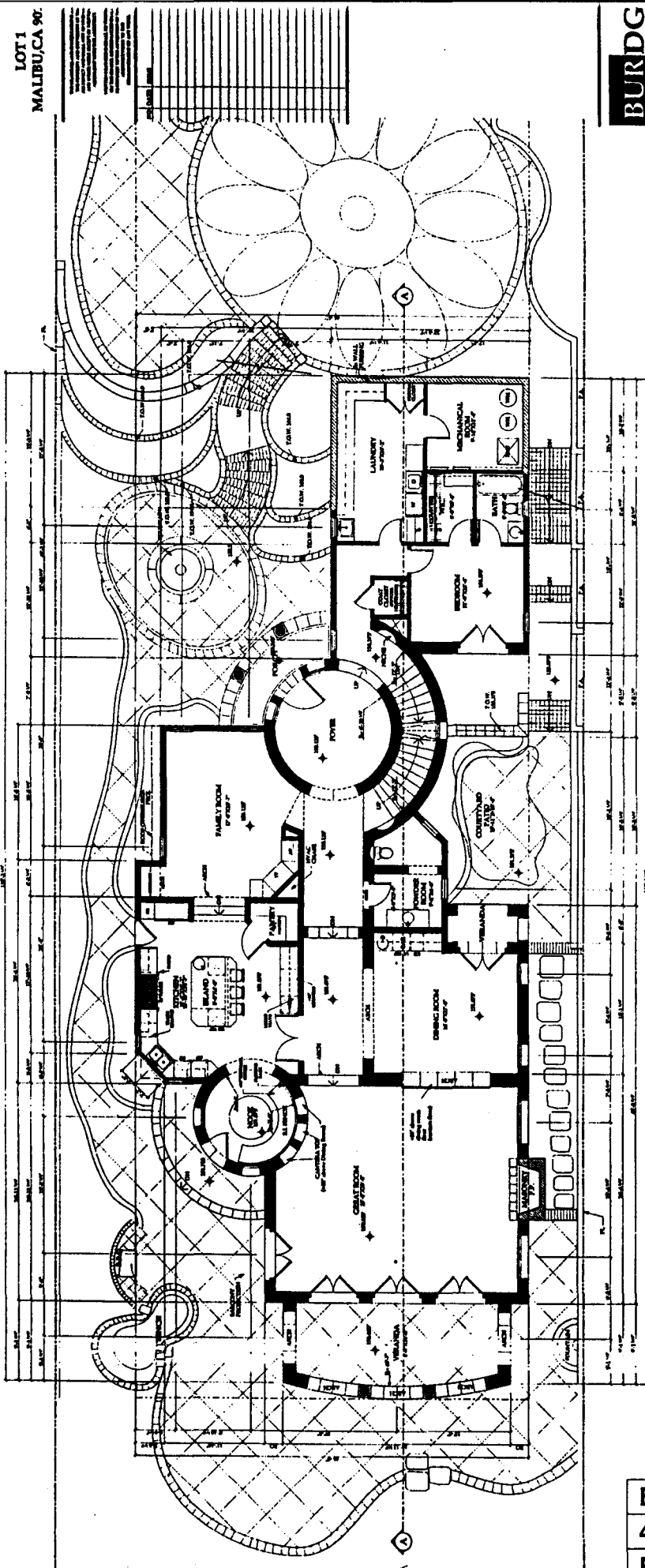


PROPOSED SITE PLAN
SCALE: 1/16"=1'-0"



CONCEPTUAL LANDSCAPING PLAN
SCALE: 1/16"=1'-0"

EXHIBIT 4
4-01-041
Site Plan



BURDGD
ASSOCIATES
PLANNERS
LOR CARON
ARCHITECT

PROPOSED MAIN
LEVEL FLOOR PLAN

DATE	10/10/01
SCALE	AS SHOWN
PROJECT	ENCINA BLUFFS
CLIENT	ENCINA BLUFFS

EXHIBIT 5a
4-01-041
Floor Plans

b.a.s.e.²²
Land Development

2861 COLLINS AV.
WOODLAND HILLS, CA 91367

ENCINA
BLUFFS

LOT 1
MALIBU, CA 902

NO. 1	NO. 2	NO. 3	NO. 4	NO. 5	NO. 6	NO. 7	NO. 8	NO. 9	NO. 10	NO. 11	NO. 12	NO. 13	NO. 14	NO. 15	NO. 16	NO. 17	NO. 18	NO. 19	NO. 20	NO. 21	NO. 22	NO. 23	NO. 24	NO. 25	NO. 26	NO. 27	NO. 28	NO. 29	NO. 30	NO. 31	NO. 32	NO. 33	NO. 34	NO. 35	NO. 36	NO. 37	NO. 38	NO. 39	NO. 40	NO. 41	NO. 42	NO. 43	NO. 44	NO. 45	NO. 46	NO. 47	NO. 48	NO. 49	NO. 50	NO. 51	NO. 52	NO. 53	NO. 54	NO. 55	NO. 56	NO. 57	NO. 58	NO. 59	NO. 60	NO. 61	NO. 62	NO. 63	NO. 64	NO. 65	NO. 66	NO. 67	NO. 68	NO. 69	NO. 70	NO. 71	NO. 72	NO. 73	NO. 74	NO. 75	NO. 76	NO. 77	NO. 78	NO. 79	NO. 80	NO. 81	NO. 82	NO. 83	NO. 84	NO. 85	NO. 86	NO. 87	NO. 88	NO. 89	NO. 90	NO. 91	NO. 92	NO. 93	NO. 94	NO. 95	NO. 96	NO. 97	NO. 98	NO. 99	NO. 100
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BURDGI
ASSOCIATES
PLANNERS

LOS ANGELES

PROPOSED
UPPER LEVEL
FLOOR PLAN

PROJECT: ENCINA BLUFFS
DATE: 10/10/01
DRAWN BY: S. B. J. / S. B. J.

A.O.

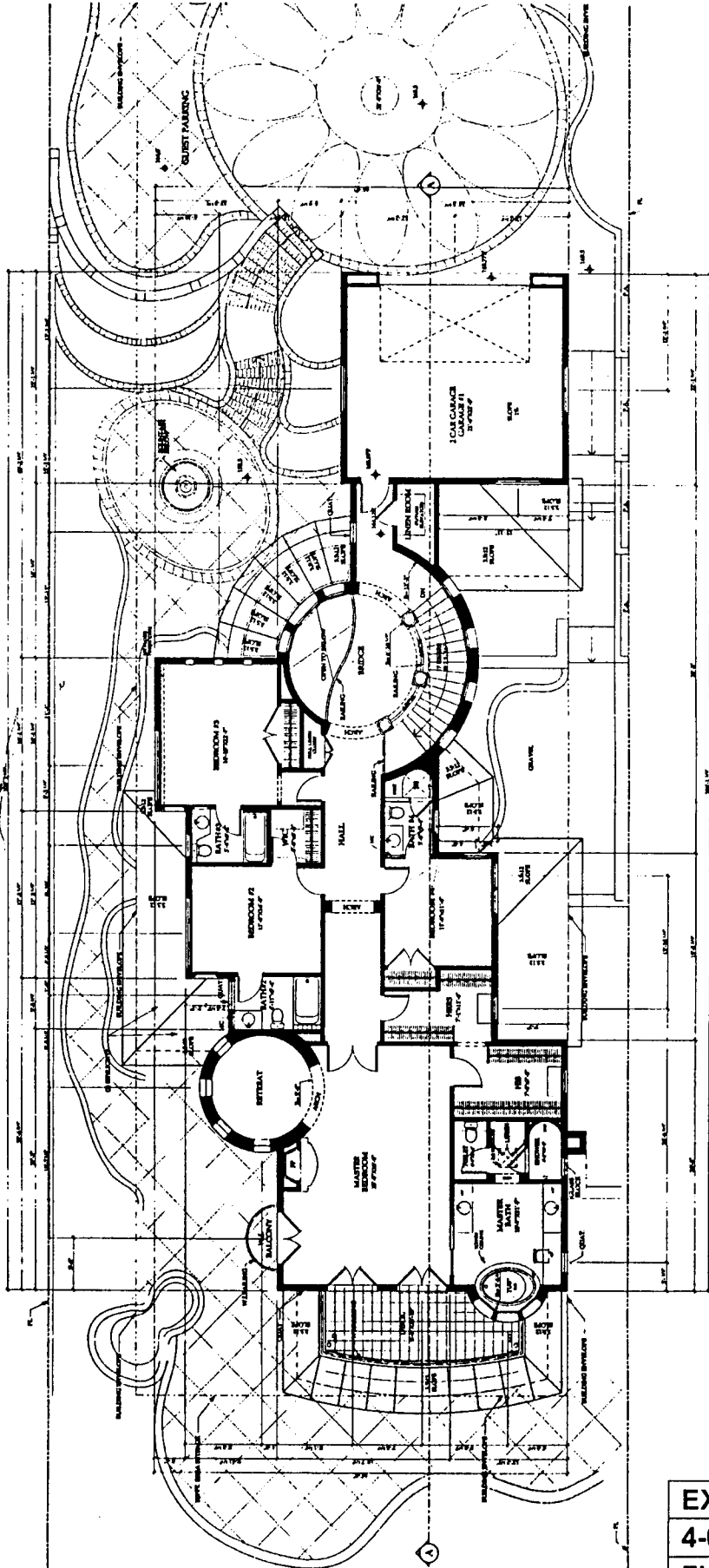


EXHIBIT 5b
4-01-041
Floor Plans

THESE PLANS WERE PREPARED BY ME OR UNDER MY CLOSE PERSONAL SUPERVISION AND I AM A LICENSED ARCHITECT IN THE STATE OF CALIFORNIA. MY LICENSE NO. IS 12345. I AM NOT PROVIDING THESE PLANS TO ANY OTHER PARTY WITHOUT YOUR WRITTEN PERMISSION.

NO. 1	NO. 2	NO. 3	NO. 4	NO. 5	NO. 6	NO. 7	NO. 8	NO. 9	NO. 10	NO. 11	NO. 12	NO. 13	NO. 14	NO. 15	NO. 16	NO. 17	NO. 18	NO. 19	NO. 20	NO. 21	NO. 22	NO. 23	NO. 24	NO. 25	NO. 26	NO. 27	NO. 28	NO. 29	NO. 30	NO. 31	NO. 32	NO. 33	NO. 34	NO. 35	NO. 36	NO. 37	NO. 38	NO. 39	NO. 40	NO. 41	NO. 42	NO. 43	NO. 44	NO. 45	NO. 46	NO. 47	NO. 48	NO. 49	NO. 50	NO. 51	NO. 52	NO. 53	NO. 54	NO. 55	NO. 56	NO. 57	NO. 58	NO. 59	NO. 60	NO. 61	NO. 62	NO. 63	NO. 64	NO. 65	NO. 66	NO. 67	NO. 68	NO. 69	NO. 70	NO. 71	NO. 72	NO. 73	NO. 74	NO. 75	NO. 76	NO. 77	NO. 78	NO. 79	NO. 80	NO. 81	NO. 82	NO. 83	NO. 84	NO. 85	NO. 86	NO. 87	NO. 88	NO. 89	NO. 90	NO. 91	NO. 92	NO. 93	NO. 94	NO. 95	NO. 96	NO. 97	NO. 98	NO. 99	NO. 100
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BURDGD
ASSOCIATES
PLANNERS

LOS CARLOS

10000 BURDGD DRIVE
LOS CARLOS, CA 94024

PHONE (415) 947-1234

PROPOSED BASEMENT FLOOR PLAN + PROPOSED GARAGE PLANS

DATE	SCALE	BY	APP. BY
10/1/88	AS SHOWN	W. BURDGD	A. BURDGD
10/1/88	AS SHOWN	W. BURDGD	A. BURDGD
10/1/88	AS SHOWN	W. BURDGD	A. BURDGD

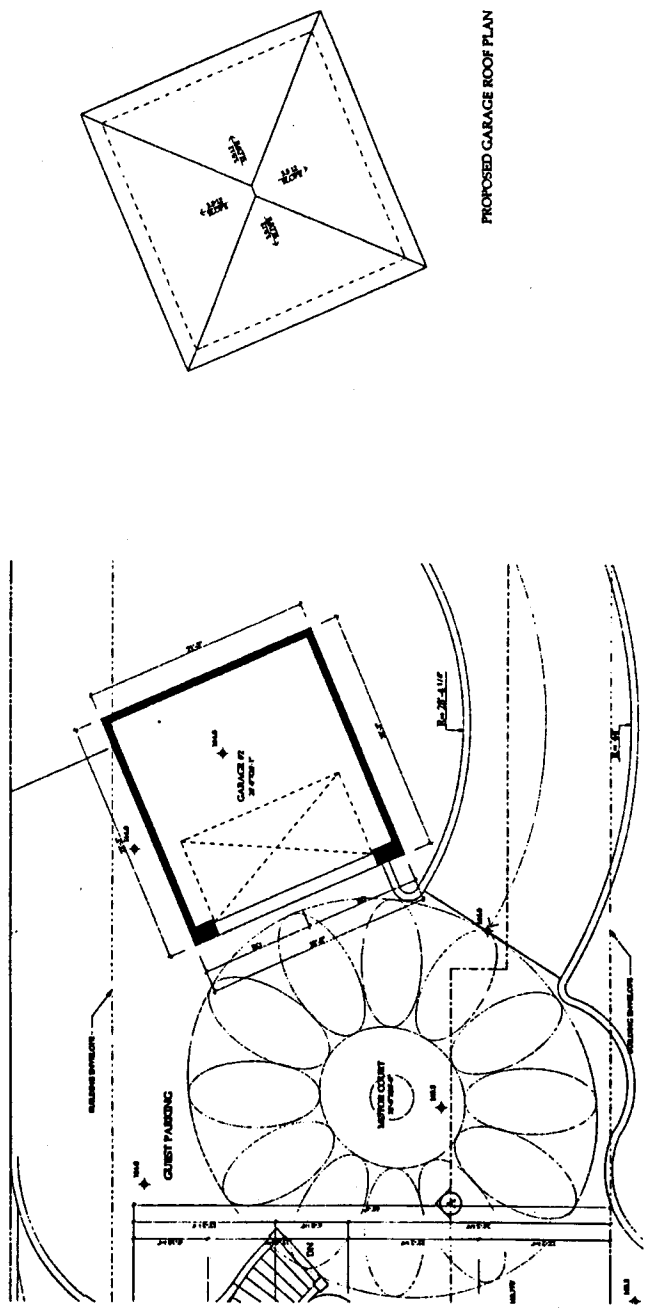
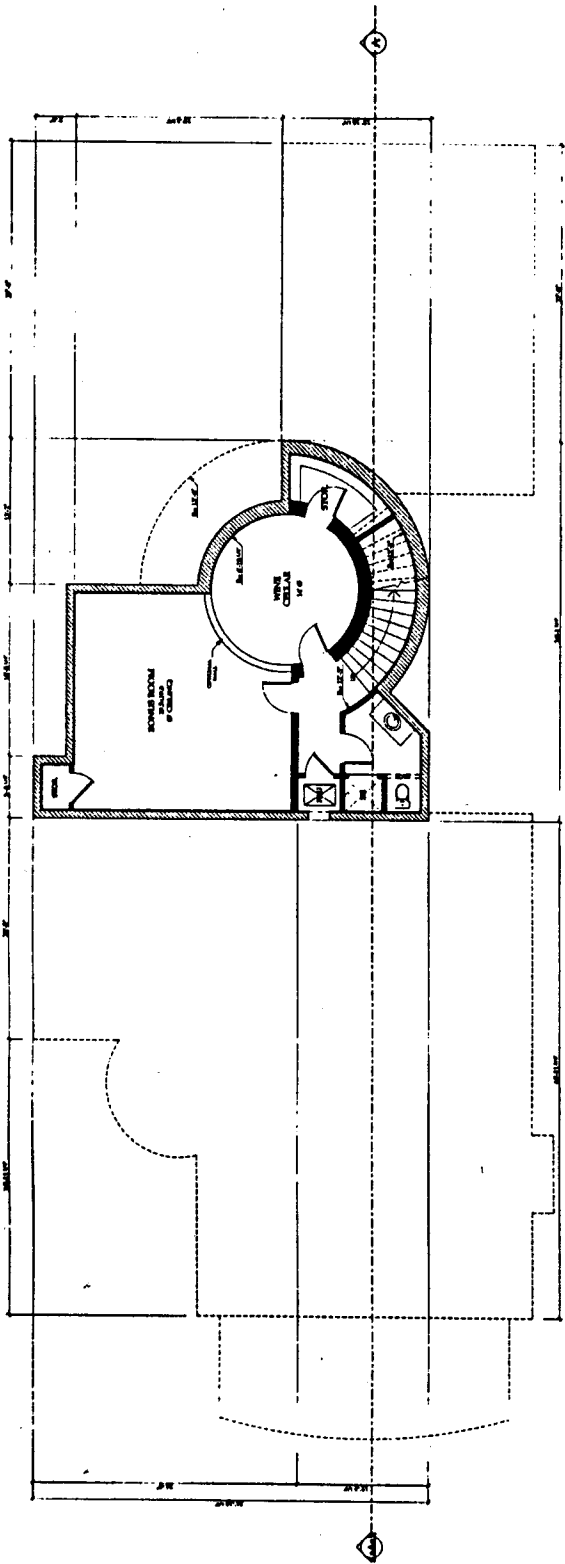


EXHIBIT 5c
4-01-041
Floor Plans

