

CALIFORNIA COASTAL COMMISSION

SOUTH CENTRAL COAST AREA
 SOUTH CALIFORNIA ST., SUITE 200
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Filed: 1/8/02
 49th Day: 2/26/02
 180th Day: 7/7/02
 Staff: J. Johnson
 Staff Report: 4/18/02
 Hearing Date: 5/7/02
 Commission Action:

**STAFF REPORT: REGULAR CALENDAR**

APPLICATION NO.: 4-01-117

APPLICANT: Joan Knapp

AGENT: Don Schmitz

PROJECT LOCATION: 34077 Pacific Coast Highway, Malibu, Los Angeles County

PROJECT DESCRIPTION: Construct a three level (two stepped floor levels and loft) 21 ft., 6 in., high above finished grade, 36 ft. 4 in. maximum height from finished grade at south elevation, 9,779 sq. ft. single family residence consisting of a 6,009 sq. ft. residence, 2,585 sq. ft. shop/gym/mechanical/wine making cellar and loft, two-two car garages totaling 1,191 sq. ft. and a 780 sq. ft. porte cochere connecting two portions of the residence, 12,623 sq. ft. driveway partially encircling main residence with two fire truck turnaround areas and entry gate, solar panel systems for photovoltaic electricity, space heating, domestic hot water, and pool and spa thermal heating on two arbors, drill water well and explore for water in two locations, three water storage tanks, swimming pool, spa and arbor, septic system, 7.6 acres for agricultural use, 5,547 cu yds of grading, including over-excavation and agricultural fill, column and wrought iron perimeter fencing, and landscaping.

Lot area:	22 acres
Building coverage:	10,900 sq. ft.
Pavement coverage:	12,623 sq. ft.
Agricultural coverage:	7.6 acres
Unimproved area:	13.9 acres
Maximum height:	36 ft. 4 in. south elevation
Height abv fin grade:	21 ft. 6 in.

SUMMARY OF STAFF RECOMMENDATION

Staff recommends **Denial** of the proposed project, as the proposed project is inconsistent with the protection of environmentally sensitive habitat on site and the visual resource and landform alteration requirements of Coastal Act Sections 30240 and 30251. There are alternatives to the proposed project outlined in this report that can bring the project into conformance with the Coastal Act. The project site will be highly visible from Pacific Coast Highway (designated as a Scenic Road in the Draft City of Malibu Land Use Plan dated September 2001) and from the undeveloped bluff of Nicholas Canyon County Beach Park, and will involve a significant amount of grading

and landform alternation with an 36-foot high, 122-foot width across the south elevation facing Pacific Coast Highway and a 21 feet, 6 inches foot high, 168-foot wide across the west elevation for the main level also facing Pacific Coast Highway and Leo Carrillo State Beach Park. Because the residence is oriented to the southeast, the south and west elevations exposed to public views from the south and west areas of the project site. The proposed project includes 7.6 acres of agricultural activities located in part on lands with coastal sage scrub and chaparral plant species determined by the staff ecologist to be environmentally sensitive habitat. Further, the proposed project is inconsistent with the development limitations recorded on the property as a result of the Commission's approval of the Coastal Permits (Coastal Development Permits No. P-1-12-76-6923 (Malibu Sequit Ltd.), and 4-92-211-A1 (Malibu Sequit Partnership) approving the original seven parcel subdivision; this parcel is one of these seven parcels.

The project site is located in a sparsely developed area within the western portion of the City of Malibu. The topography of this vacant 22 acre property (one parcel is 21 acres the second is a one acre parcel), about 425 feet wide by 2,576 feet long, extends from a gently sloped terrace area just inland of Pacific Coast Highway up a steep slope to a knoll, and then continues up a modest slope to the northern boundary of the parcel located about one half mile from Pacific Coast Highway. There is another parcel in the immediate vicinity developed with an existing residence (Tenzer) located on top of the knoll. The applicant proposes to construct the residence on the sloped terrace area surrounded by agricultural use and other landscaping and a second agricultural use area is proposed on the northern portion of the property landward of the existing residence on the knoll on another terrace area. (Exhibits 1 - 27).

The sloped terrace area and a portion of the knoll area historically have been tilled for agricultural uses, but not in the past few years. The sloping face of the knoll and the area landward of the knoll have coastal sage and chaparral vegetation which is considered an environmentally sensitive habitat area as determined by the Commission's staff biologist (Exhibits 23 and 48). The applicant has stated that this 4.6-acre portion of the site landward of the knoll was also historically used for agriculture; however, no evidence of past use has been presented. Based on a site visit only about one acre appears to have been tilled on the seaward side of this upper terrace (Exhibit 47). Therefore, a portion of the applicant's proposed agricultural area along the sloping face of the knoll and about three and one half acres landward of the knoll is considered ESHA; its conversion to agricultural use is, thus, inconsistent with the Coastal Act.

As mentioned above, the project site is located inland of Pacific Coast Highway in a sparsely developed area in Malibu. The proposed project will be highly visible from portions of Pacific Coast Highway and the bluffs of Nicholas Canyon County Beach Park immediately seaward of the project (short range views) and from the highway to the west along Leo Carrillo Beach State Park and Pacific Coast Highway (long range views). However, the project sites visibility from public recreation areas and trails within Leo Carrillo Beach State Park will be very limited due to the distance and intervening topography.

The subject parcel is Parcel No. 6 of a seven-lot subdivision approved by the Commission under Coastal Permit Number P-1-12-76-6923, that was later amended by permit 4-92-211-A (Exhibits 3 and 24). The subdivision was approved subject to several deed restrictions limiting development on the property to minimize potential impacts on visual resources, discussed in detail in Section B. Visual Resources, below. Within the seven-parcel subdivision, four parcels have been developed with single family residences and one of these parcels with an additional guest house another parcel with a studio.

Project Alternatives

There are several feasible alternatives to the proposed project that would serve to significantly reduce landform alteration on site and minimize adverse effects to public views from Pacific Coast Highway consistent with the requirements of Section 30251 and eliminate adverse effects to environmentally sensitive habitats consistent with the requirements of Sections 30240 and 30107.5 of the Coastal Act. These alternatives include: a) substantially reduce size, bulk and scale of structures; b) substantially reduce size, bulk and scale of the structures and use multiple split level design; c) relocate a reduced size structure to alternative building site; d) delete or reduce size of pool deck, arbor, and fencing; e) reduce height of main level, eliminate the lower level and reduce the width of the structure; eliminate the alternative circular driveway, reduce the partially encircling driveway and include only one fire truck turnaround; f) reduce the size of the proposed agricultural areas on the lower terrace and upper terrace landward of the knoll to completely avoid ESHA. Revising the proposed project to include a number of these alternatives would still allow for reasonable size, bulk and scale of residential development with limited agricultural use on this site. Therefore, as proposed, the project would not minimize grading and landform alteration, adverse effects to public views along the coast and to ESHA, and is therefore, not consistent with Sections 30240, 30107.5 and 30251 of the Coastal Act.

IMPORTANT PROCEDURAL NOTE:

This application was previously scheduled to be heard at the Commission meeting of April 12, 2002, but was postponed at the request of the applicant to the May 7-10, 2002 meeting. The 180th day pursuant to the Permit Streamlining Act for Commission action on the subject application is July 7, 2002. Therefore the Commission must vote on Coastal Development Permit Application No. 4-01-117 no later than the June 11-14, 2002 hearing.

LOCAL APPROVALS RECEIVED: City of Malibu Planning Department Approval In Concept dated 6/25/01, City of Malibu Geology and Geotechnical Engineering Review Sheet Approved In-Concept dated 1/29/01, City of Malibu Environmental Health In-Concept Approval (Septic) June 11, 2001, City of Malibu Biological Review, Approval in Concept, dated 9/27/00, County of Los Angeles, Environmental Health Division, domestic well approval, dated 8/15/01; County of Los Angeles Fire Department, Coastal Commission Approval Only dated 7/26/01.

SUBSTANTIVE FILE DOCUMENTS: Geologic and Geotechnical Engineering Review by Gold Coast Geoservices, Inc. dated January 12, 2001, Response to City of Malibu

Geological Engineering Review Sheet by Harrington Geotechnical Engineering, Inc. dated October 26, 2000, Geotechnical Investigation and Percolation Study by Harrington Geotechnical Engineering, Inc. dated September 22, 1999, Coastal Permit No. 4-00-061, Feil, Coastal Permit Nos. 4-98-084 and A-1, Taylor; Coastal Permit No. 4-95-201, Niles; Coastal Permit No. 4-95-201, Niles; Coastal Permit Waiver No. 4-99-158-W; Coastal Development Permits No. P-1-12-76-6923 (Malibu Sequit Ltd.), and 4-92-211-A1 (Malibu Sequit Partnership).

I. STAFF RECOMMENDATION: PERMIT DENIAL

MOTION: *I move that the Commission approve Coastal Development Permit No. 4-01-117 for the development proposed by the applicant.*

Staff Note: To deny a coastal development permit, the Commission must vote "no" on a motion to approve a permit for the proposed development. The permit will be denied if a majority of the Commissioners present fail to vote "yes." (Public Resources Code § 30604.)

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.

II. FINDINGS AND DECLARATIONS

The Commission hereby finds and declares:

A. Project Description and Background

The applicant is proposing to construct a three-level (two floors and loft) 21 ft., 6 in., high above finished grade, 36 ft. 4 in. maximum height from basement finished floor at south elevation, 9,779 sq. ft. single family residence, consisting of a 6,009 sq. ft. residence, 2,585 sq. ft. shop/gym/mechanical/wine making cellar and loft, two-two car garages totaling 1,191 sq. ft., a 780 porte cochere connecting two portions of the residence, 12,623 sq. ft. driveway partially encircling main residence with two fire truck turnaround areas and entry gate, solar panel systems on two arbors for photovoltaic electricity, radiant heating, thermal heating for domestic water, pool and spa, drill water well and explore for water in two locations, three water storage tanks, swimming pool and spa, pergola, fencing, septic system, 7.6 acres for agricultural use, 5,547 cu yds of grading (1,934 cu yds. cut, 336 cu. yds. fill, 3,277 cubic yards of over-excavation, and 886 cu. yds of excess fill for agricultural top soil use), column and wrought iron perimeter fencing, and landscaping (Exhibits 4 - 23).

The project site is located in a relatively undeveloped, rural area within the western limits of the City of Malibu (Exhibit 1). The project site is located within a seven parcel subdivision originally approved by the Commission in 1977 and amended in 1993 to modify the special conditions (Exhibits 2 and 3). Seaward of this property are the undeveloped bluffs of Nicholas Canyon County Beach Park. There are a number of deed restrictions (Exhibit 24) limiting development on these parcels that are discussed below in section II. B. 1 below. The property consists of two parcels, one is a vacant approximate 21 acre parcel (APN 4473-027-015) the other a separate one acre parcel (APN 4473-027-017, it is unclear how this parcel was created as the area of the parcel was included in Parcel 6 subdivided by Coastal Permit 4-92-211-A1 and P-1-12-76-6923, Malibu Sequit, see Exhibits 2 and 3) located adjacent to and inland of Pacific Coast Highway about one third of a mile east of Leo Carrillo State Beach Park and about two miles west of Encinal Canyon Road (Exhibits 1 and 2). The parcel is separated to the west from Leo Carrillo State Beach Park by five adjoining parcels each also about 20 acres in size, three with existing single family residences (Exhibit 3: Parcel 3, Coastal Permit 4-95-201, Niles; Parcel 2, Coastal Permit 4-95-202, Niles; and Parcel 1, Coastal Permit 4-00-061, Feil) and two Parcels (Parcel 4 and 5) that are vacant. To the east is Parcel 7 of this subdivision that includes a residence on the upper terrace and a guesthouse landward of the lower terrace (Coastal Permit 4-98-084, Taylor). There is also an existing parcel located beyond the area of the applicant's parcel with an existing residence on the east side of the knoll accessed by a driveway shared with the Taylor residence (Exhibit 3). Along the southeast portion of the Taylor parcel are three parcels each about one acre in size with existing residences (Exhibit 2). To the south across Pacific Coast Highway is Nicholas County Beach Park (Exhibit 1). To the north of the subject parcel is Leo Carrillo State Beach Park property and further north is the Santa Monica Mountains National Recreation Area, which are federal lands.

The subject property fronts approximately 428 feet of Pacific Coast Highway (PCH) and extends approximately ½ mile inland (Exhibits 2 and 3). Topography at the subject site includes a gently sloping terrace (14 – 20 % slope) rising up from PCH about 400 feet to a steep hillside (50% or greater slope) to a knoll from which the property again rises gently to a drainage feature, rising again steeply to the northern boundary of the property (Exhibits 3 and 23). There are two building sites identified on the subdivision

map approved in Coastal Permit Amendment 4-92-211-A (Exhibit 3). These sites are the gently sloping terraces along PCH deed restricted to be set back 200 feet from PCH and a site behind the knoll located from about 1,000 feet to 1,300 feet from PCH.

Vegetation on the lower terrace project site is highly degraded due to historic agricultural use of the property consisting of annual exotic grasses. On the upper terrace, the southern portion is highly degraded due to historic agricultural use, while the upper portion where the second building site is located includes coastal sage scrub, determined to be environmentally sensitive habitat area (ESHA) by the Commission's staff biologist based on a site visit on January 4, 2002. The steeper slopes of the property are vegetated with coastal sage scrub and both annual exotic and native grasses and are also ESHA. The property is located in an area of high biological importance due to it's rural character, close proximity to the State Park, and the presence of a well established coastal sage scrub community and associated sensitive wildlife species. However, the proposed residential project site on the lower terrace is not located in a significant watershed, wildlife corridor, or environmentally sensitive habitat area. The applicant also proposes agricultural use on the lower terrace, a portion of the hillside landward of the lower terrace and on the upper terrace. Portions of the proposed agricultural use are located within ESHA areas which are located on a portion of the hillside landward of the lower terrace and the upper portion of the upper terrace on either side of an existing dirt roadway (Exhibit 23).

As noted above, the proposed residence is located off of Pacific Coast Highway in a relatively undeveloped area in Malibu. Pacific Coast Highway is designated a Scenic Road in the Draft City of Malibu Land Use Plan dated September 2001. The proposed residence (arbor component) is located as close as 240 feet inland from PCH and with a 35-foot high south elevation facing PCH. The residence consists of two structures connected by a porte cochere landward of the main residence; as a result the entire development is considered a three level with loft structure. The 6,009 sq. ft. residence consisting of two levels with a 2,585 sq. ft. shop/gym/mechanical/wine making cellar and loft, and two two-car garages totaling 1,191 sq. ft. The lower level is proposed as a basement by the applicant that is underground at the landward side of the structure and daylight out on the south side where it is highly visible. The south elevation of this basement and the main floor level as viewed from Pacific Coast Highway will be 36 feet, 4 inches in height from the basement finished grade. According to the applicant, the average finished grade for the main floor level is 21 feet, 6 inches high. The portion of the residential structure located landward of the 780 sq. ft. porte cochere is 1,709 sq. ft. at two levels with a 540 sq. ft. loft, the lower level includes a 735 sq. ft. shop/gym and a second 534 sq. ft. garage located at the same grade elevation as the upper level of the main residence.

The applicant proposes to access the property from Pacific Coast Highway from an existing driveway that cuts through a small bluff from PCH in a westerly and then northwesterly direction leading to a driveway that partially encircles the main residence crosses beneath the porte cochere and includes two hammerhead or fire truck turnaround areas, one on the southeast side of the main residence and the second landward of the residence. The plans indicate that this driveway will completely encircle the main residence if required by the Fire Department (Exhibit 5). If the Fire

Department requires this driveway to completely encircle the residence, an amendment to any approved coastal permit will be required. As a result of the size, bulk and scale of the structure, its design, and the partially encircling driveway, the project will be highly visible by the public from portions of PCH and Leo Carrillo State Beach Park.

The subject parcel is Parcel 6 of a 7 parcel, 150-acre subdivision approved by the Commission under Coastal Development Permit Number P-1-12-76-6923. This subdivision permit was later amended by Coastal Permit Number 4-92-211-A to delete and modify a portion of the Special Conditions (Exhibit 24). The Commission in approving the subdivision coastal permit and permit amendment, due to the fact that the project site is highly visible from Pacific Coast Highway, extensively addressed potential visual resource impacts by new development at the site. The subdivision was approved subject to several deed restrictions limiting development on the lots. Specifically, this subject parcel is deed restricted to 1) preclude future subdivisions, 2) limit access to the seven lots to only two additional driveways off of PCH, 3) setback residential development 200 ft. inland of PCH while other development may be permitted in this area in conformance with the visual resource policies of the Coastal Act, 4) minimize alteration of land forms and the visual impact of development on the coastal view shed, survey the site to determine which areas are visible, both short-range and long-range, from the highway and regulate or design development in these areas to mitigate the visual impact, and 5) limit the extent of development to an acceptable level for the site (i.e. single family residences only with appropriate height and size limits).

Staff met with the applicant on July 31, 2001 at the request of the applicant. Staff suggested in this meeting that the applicant redesign the project to reduce the size, bulk and scale of the project to bring it into conformance with Section 30251 of the Coastal Act (Exhibit 28, letter pages 2 and 3). On November 16, 2002, the applicant submitted a redesign of the basement level reducing the south elevation by about two feet. On January 4, 2002, staff, including the staff ecologist, conducted a site visit with the applicant who also submitted revised plans that redesigned the residence on that day. On February 6, 2002, the applicant submitted revised plans that further redesigned the project in response to corrections by the City of Malibu Building and Safety and Los Angeles County Fire Department. On April 3, 2002, the applicant revised the project description to further reduce the size of the structure and reroute the driveway access through a shared driveway with the east adjoining Parcel 7. On April 10, 2002 the applicant submitted further revised elevation plans (Exhibit 10) reducing the height by about two feet to the now proposed project height measured from the finished grade of the main floor level at 21 feet 6 inches high and a south elevation from the finished grade of the basement level to the highest roof peak of the main level which is 36 feet 4 inches high.

However, the proposed project as redesigned by the applicant does not conform to the Special Conditions previously imposed on the subject property as discussed in Section II. B. Visual Resources and Landform Alteration, below.

B. Visual Resources and Landform Alteration

Section 30251 of the Coastal Act states:

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 reservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting.

Section 30251 of the Coastal Act requires scenic and visual qualities to be considered and protected, landform alteration be minimized, and where feasible, degraded areas be enhanced and restored. The subject site is located within a rural area characterized by expansive, naturally vegetated mountains and hillsides that are traversed by scenic, public trails. The project site is highly visible by the public traversing Pacific Coast Highway and along the undeveloped bluffs of Nicholas Canyon County Beach Park immediately seaward of the project site (short range view) and to a limited degree from Pacific Coast Highway and portions of Leo Carrillo State Beach Park located about one mile to the west (long range view).

The applicant proposes to construct a three-level (two floors and loft) 21 ft., 6 in., high above finished grade for the main level and 36 ft. 4 in. maximum height from basement finished floor at south elevation to the highest roof ridge of the main level, 9,779 sq. ft. single family residence, consisting of a 6,009 sq. ft. residence, 2,585 sq. ft. shop/gym/mechanical/wine making cellar and loft, two-two car garages totaling 1,191 sq. ft., a 780 porte cochere connecting two portions of the residence, 12,623 sq. ft. driveway partially encircling main residence with two fire truck hammerhead turnaround areas and entry gate, solar panel systems on two arbors for photovoltaic electricity, radiant heating, thermal heating for domestic water, pool and spa, drill water well and explore for water in two locations, three water storage tanks, swimming pool and spa, septic system, 7.6 acres for agricultural use, 5,547 cu yds of grading including over-excavation and fill for agricultural top soil use, column and wrought iron perimeter fencing, and landscaping (Exhibits 4 - 23 and 25 - 27).

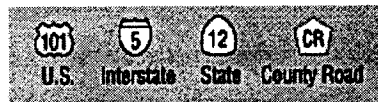
The project site is located in a relatively undeveloped, rural area within the western limits of the City of Malibu (Exhibit 1). The project site is located within a seven parcel subdivision originally approved by the Commission in 1977 and amended in 1993 to modify the special conditions (Exhibit 24). There are a number of deed restrictions limiting development on these parcels which are discussed further below. The property consists of a vacant parcel approximately 21 acres in size (APN 4473-027-015) and a separate one acre parcel (APN 4473-027-017) (Exhibit 2) located adjacent to and inland of Pacific Coast Highway about one third of a mile east of Leo Carrillo State Beach Park and about two miles west of Encinal Canyon Road.

The subject property fronts approximately 428 feet of Pacific Coast Highway (PCH) and extends approximately ½ mile inland (Exhibits 2 and 4). Topography at the subject site includes a gently sloping terrace (14 – 20 % slope) rising up from PCH to a steep hillside (50% or greater) to a knoll from which the property again rises gently to a drainage feature, rising again steeply to the northern boundary of the property (Exhibit 3). There are two building sites identified on the subdivision map approved in Coastal Permit Amendment 4-92-211-A (Exhibit 3). These sites are the gently sloping terrace along PCH which is deed restricted to be set back 200 feet from PCH and a site behind the knoll located from about 1,000 feet to 1,300 feet from PCH.

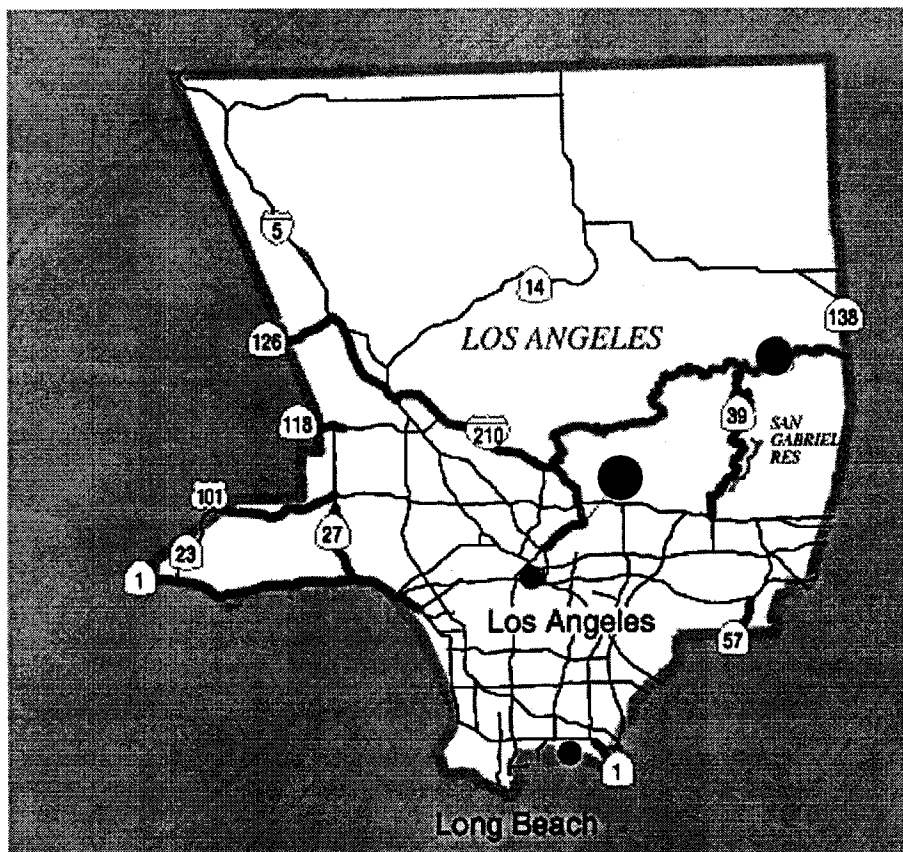
The proposed residence located as close as 240 feet inland from PCH and with a 36-foot, 4-inch high south elevation facing PCH. The residence consists of two structures connected by a porte cochere landward of the main residence to a landward structure; as a result the entire development is considered a three level with loft structure located within the most landward structure that includes a shop/gym/loft and two-car garage. The main residence consisting of two levels, an upper level and a basement level that daylights completely along the south elevation with one two-car garage on the upper level. The basement level is underground at the landward side of the structure and daylights out on the south facing side. According to the applicant, the average finished grade of the upper level is 21 feet, 6 inches high. The portion of the residential structure located landward of the 780 sq. ft. porte cochere is 1,709 sq. ft. with two levels including a 540 sq. ft. loft, the lower level includes a 735 sq. ft. shop/gym and a 534 sq. ft. two car garage. The applicant proposes to access the property across the southeastern portion of the property to a common driveway with the adjoining Parcel number 7 to the east. The driveway partially encircles the main residence with two fire truck turnaround areas. As noted on plan sheet A-2 (Exhibit 5) the applicant proposes to completely encircle the main residence if required by the Los Angeles County Fire Department; this was the original design; if this driveway design is required by the Fire Department, an amendment to any approved coastal permit will be required.

As noted below, State Highway 1 along the Malibu coastline is designated an "eligible State Scenic Highway", although not officially designated at this time. The subject site is located at the far western portion of Highway 1 in Los Angeles County west of its intersection with Highway 23. The Draft City of Malibu Land Use Plan dated September 2001 designated Pacific Coast Highway as a scenic road.

Legend



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| Officially Designated State Scenic Highways | Unconstructed State Highways Eligible for Scenic Designation |
| Officially Designated County Scenic Highways | Historic Parkways |
| Officially Designated State Scenic Highway and National Scenic Byway | Connecting Federal Highways |
| Officially Designated State Scenic Highway and All American Road | Connecting Federal Highway & National Scenic Byway |
| Eligible State Scenic Highways — Not Officially Designated | State Highway System |



1. Subject Parcel Deed Restrictions

The subject parcel is Parcel 6 of a 7 Parcel, 150-acre subdivision approved by the Commission under Coastal Development Permit Number P-1-12-76-6923. The subdivision permit was later amended by Coastal Permit Number 4-92-211-A to delete and modify a portion of the Special Conditions (Exhibits 3 and 24). However, due to the fact that the project site is highly visible from Pacific Coast Highway the Commission, when approving the subdivision permit and amendment, extensively addressed potential impacts of new development at the site on visual resources. The subdivision

was approved subject to several deed restrictions limiting development on the parcels. Specifically, this subject parcel is deed restricted to:

- 1) preclude future subdivisions,
- 2) limit access to the seven lots to only two additional driveways off of PCH,
- 3) setback residential development 200 ft. inland of PCH while other development may be permitted in this area in conformance with the visual resource policies of the Coastal Act,
- 4) minimize alteration of land forms and the visual impact of development on the coastal view shed, survey the site to determine which areas are visible, both short-range and long-range, from the highway and regulate or design development in these areas to mitigate the visual impact, and
- 5) limit the extent of development to an acceptable level for the site (i.e. single family residences only with appropriate height and size limits).

The proposed project does not conform to three of these deed restriction identified in this Special Condition previously imposed on the subject property; it does conform to two of these deed restrictions as discussed below.

The applicant is proposing to construct the proposed development with such a size, bulk and scale, and a design in a highly public visible location that does not minimize the potential for impacts on visual resources from Pacific Coast Highway and is inconsistent with the deed restrictions listed above. Each of the deed restricted limitations will be reviewed one by one below.

First, regarding deed restriction 1, no further subdivision of the subject parcel is proposed. In fact the subject property includes one of these deed restricted parcel approved in Coastal Permit No. 4-92-211A, a 21 acre parcel, and an adjoining one acre parcel which is not deed restricted as noted above. The applicant proposes to conduct agricultural activities on the lower and upper terrace portions of the 21 acre parcel (APN 4473-027-017). The applicant also proposes to conduct agricultural activities on the entire one acre parcel located on the upper terrace (APN 4473-027-017). These two parcels are owned by the applicant. However, the application indicates that the applicant proposes to conduct agricultural activities on a portion of a separate parcel owned by the Los Angeles County Waterworks District No. 29 according to the Los Angeles County Assessors Office (APN 4473-027-903) (Exhibits 2 and 23). The applicant was requested at a meeting on April 2, 2002 to provide evidence of ownership of this parcel. The applicant has not provided any evidence of ownership or a right to use for this Los Angeles County Waterworks District parcel to date, where agricultural use is proposed.

Second, regarding restriction 2, the applicant has revised the site plan to access to the subject property from an existing driveway located on the adjoining property to the east which provides access to Parcel 7 with a residence and guest house owned by the Taylors (Coastal Permit No. 4-98-084) and to an existing residence (apparently constructed prior to the effective date of the Coastal Act) on the top of the knoll owned by the Tenzers. From the area of this driveway extension, to the west a separate extension of the driveway is required to additionally access Parcels 4 and 5 from this

same existing driveway on Parcel 7 in the future. Therefore, the applicant's proposed access from an existing driveway from PCH is consistent with this deed restriction.

Third, regarding restriction 3, residential development is required to be setback 200 ft. inland of PCH while other development may be permitted in this area in conformance with the visual resource policies of the Coastal Act. The arbor of the proposed residence is setback a minimum of 240 feet, the basement level is 250 feet and the main level is 270 feet inland of PCH and is consistent with this section of this deed restriction. However, the proposed masonry block or brick column and wrought iron fencing and gate located within 200 feet of PCH is inconsistent with the visual resource policies of the Coastal Act as an alternative exists to use a design that is far less visible to the public along PCH. Alternative fence designs include a wood post and rail design or some other variation of this type of design in combination with native plant landscaping that can adequately fence the subject property while maintaining the rural character of this area (See Exhibits 38 and 41). Therefore, the applicant's proposal to construct the residence beyond the 200-foot setback area is consistent with this deed restriction, however, the design of the proposed fence and gate located within the 200-foot residential setback area is inconsistent and should be a more rural and less obtrusive design to be more protective of scenic and visual resources, views to and along the scenic coastal areas and be compatible with the rural character of the surrounding area, consistent with the requirements of Section 30251 of the Coastal Act.

Fourth, regarding restriction 4, the alteration of land forms and the visual impact of development on the coastal view shed is required to be minimized and the site surveyed to determine which areas are visible, both short-range and long-range, from the highway. This restriction also requires the Commission to regulate or the applicant to design development in these areas to mitigate the visual impact. The proposed project is clearly inconsistent with this deed restriction in the following manner.

The applicant proposes to construct a large residence and garages totaling 9,779 sq. ft., a south facing elevation of 36 feet, 4 inches from finished grade (Exhibit 10) and a west facing elevation of 27.33 feet from average finished grade (Exhibit 12, I N/S Section LIV RM/BDRMS facing west) with substantial cut and fill grading. Although the applicant has reduced the size of the residence from an initially proposed 12,376 sq. ft., a careful review of the visual impact from short-range and long-range public views concludes that the of the proposed grading size, bulk and scale of the residence will result in highly visible development and significant visual impacts to public views to and along the coast. The attached photos illustrate this public view impact: Exhibit 30 illustrates the long range view from PCH in the vicinity of Leo Carrillo State Beach Park and Exhibit 31 illustrates the short range view directly in front of the project site. The project's size, bulk and scale are illustrated with story poles identifying the roof lines of the proposed residence. The story poles in the foreground illustrate (appear to be about 15 feet high) the applicant's proposed tree landscaping in an attempt to partially screen the residence. This same location is where the proposed 6 foot high masonry block or brick column with wrought iron fencing is proposed. However, no such landscaping plan identifying tree species or locations was submitted. Exhibits 32 – 36 illustrate the short range view panned from west to east across the entire subject property frontage along PCH from the seaward shoulder of PCH. (Although these are

digital photos, all of these photos are comparable to photos taken from the standard 50mm lens on a 35 mm camera, which are the same scale as viewed by the human eye at a height of about 5.5 feet above the shoulder pavement.)

The applicant proposes to grade a total of 5,547 cubic yards including over-excavation (Exhibit 22). This includes 1,934 cubic yards of cut, 336 cubic yards of fill, 3,277 cubic yards of over-excavation, and 886 cubic yards of topsoil fill for agricultural purposes. A residence with reduced size, bulk and scale, a smaller driveway with less pavement coverage and only one fire truck hammerhead turnaround area would require less cut and fill, and over-excavation to construct thereby minimizing the alteration of natural landforms and visual impact of the development. Therefore, the proposed project is inconsistent with deed restriction 4 and is not protective of scenic and visual resources, views to and along the scenic coastal areas and is not compatible with the rural character of the surrounding area, and thus, inconsistent with the requirements of Section 30251 of the Coastal Act.

Regarding deed restriction 5, the proposed development is required to be limit the extent of development to an acceptable level for the site (i.e. single family residences only with appropriate height and size limits). As noted above in the discussion on deed restriction 3 and 4, the proposed extent of residential development in terms of height and size is not an acceptable level for this site located within 240 feet of PCH. The proposed south elevation as viewed by the public from short range views along PCH is 36 feet, 6 inches high from finished grade across an approximate 122 foot wide face will result in visual impacts along this scenic section of coast. The proposed west elevation as viewed by the public from both short range and long range views from PCH and Leo Carrillo State Beach Park will also result in visual impacts along this scenic section of coast. Exhibits 30 – 46 illustrate this visual impact proposed by this development in relation to other residential development in the immediate vicinity of the project site. Therefore, the proposed development is inconsistent with deed restriction 5 and is not protective of scenic and visual resources, views to and along the scenic coastal areas and is not compatible with the rural character of the surrounding area, and thus, inconsistent with the requirements of Section 30251 of the Coastal Act.

2. Comparison with Other Development Approved On These Parcels

Coastal Act Section 30251 requires that new development be visually compatible with the character of surrounding areas. The following is a comparison of other residential development approved by the Commission and other existing development that may have been approved prior to the effective date of the Coastal Act in 1977 or the California Coastal Zone Conservation Commission in 1973. The parcel is separated to the west from Leo Carrillo State Beach Park by five adjoining parcels each about 20 – 26 acres in size, three with existing single family residences (Coastal Permits 4-95-201, Niles; 4-95-202, Niles; and 4-00-061, Feil) and two that are vacant. To the east is the seventh parcel of this subdivision that includes a residence on the upper mesa and a guest house on the lower mesa (Coastal Permit 4-98-084, Taylor). There is also an existing parcel in effect located within the area of the applicant's parcel with an existing residence on the east side of the knoll accessed by a driveway shared with the Taylor residence (Exhibits 3 and 29). Along the southeast portion of the Taylor parcel are

three parcels each about one acre in size with existing residences. To the south across Pacific Coast Highway is Nicholas County Beach Park. To the north of the subject parcel is Leo Carrillo State Beach Park property and further north is Santa Monica Mountains National Recreation Area, federal lands.

Commission has approved four residences (one with a guest house another with a studio) on four of these parcels. Three residences are located about the same distance from Pacific Coast Highway and one residence and a guest house are located further landward than in this subject application.

On Parcel 1, the western most parcel adjacent to Leo Carrillo State Beach Park, a 2,827 sq. ft. split level residence and a 629 sq. ft. studio with 2,074 cu. yds. of grading (1747 cu yds. cut, 327 cu. yds. fill, and 1,420 cu. yds export) was approved August 2000 by the Commission (Coastal Permit 4-00-060, Feil). The maximum height of the south elevation for the split level residence is 27 feet high across a 60 foot wide face. In front or seaward of the residence a studio was also approved with an 8 foot high south elevation including a 3 foot high glass windscreen and rail across a 36 foot wide face. The approved studio is located with a south elevation face overlapping the south elevation face of the residence by about 3 feet. Although the total south elevation height of the studio in front of the residence is 32 feet high, the over lap across the face of the two structures is only 5 feet. The approved studio is located 207 feet and 250 for residence from inland from PCH. Prior to the construction of the studio, the applicant submitted a revised plan to relocate the approved studio to a location landward and visually behind the residence increasing its size to 700 sq. ft. The Commission approved the relocated studio located 440 feet from PCH in November 2001. This amended project will have a maximum height on the south elevation for the split level residence at 27 feet high (the range is 18 feet to 27 feet high) across a 60 foot wide face, located 250 feet inland of PCH. Exhibit 37 illustrates the residence now under construction along the south elevation from the seaward shoulder of PCH.

On Parcel 2, the Commission approved in December 1995 a 3,500 sq. ft. 18 foot high above existing grade one story residence and garage (Coastal Permit No. 4-95-201, Ed Niles). Grading for a common driveway for this Parcel and the adjoining Parcel 3 and a limited amount of grading for the building pad totaled 4,600 cubic yards of material. This residence is setback 320 feet from Pacific Coast Highway. There is an existing unpermitted graded basketball court and patio located seaward of the residence, in addition the aluminum siding residence does not meet the residential design (color) restrictions required by the Commission. As a result, the completed project is being processed as an enforcement matter by the Commission's enforcement unit. This residence and garage is a maximum 18 feet high (the range is 9 feet to 18 feet high) across a 172-foot wide face. Exhibit 38 illustrates this residence along the south elevation from the seaward shoulder of PCH.

On Parcel 3, the Commission also approved in December 1995 a 1,700 sq. ft. 12 feet 6 inches high above existing grade one story residence with a two-car garage (Coastal Permit No. 4-95-202, William Niles). Grading for a small portion of the common driveway and the residence totaled 390 cubic yards of material. After this residence was constructed, the Commission approved a permit waiver in October 1999 (Permit

Waiver 4-99-158-W, Niles) to construct a 1,149 sq. ft. one story maximum 18 foot high addition on seaward side at a lower elevation and a one story maximum 12 feet 4 inch high addition on the western side of the existing residence. The maximum 18 foot high portion of this residence is across a 32-foot wide face on the south elevation located a minimum of 270 feet from PCH. This residence and garage is a maximum of 18 feet high (the range is 9 feet 6 inches to 18 feet high) across a 110-foot wide face of the south elevation. Exhibits 39 and 40 illustrate this residence along the south elevation from the seaward shoulder of PCH.

Parcels 4 and 5 are vacant.

On Parcel 6, the subject applicant proposes to construct a 9,779 sq. ft., 21 foot 6 inch high, three story with loft residence with two two-car garages set back minimum of 250 feet for the structure. The proposed grading totals 5,547 cubic yards of material. The maximum height is 36 feet 4 inches high (the range is 28 feet to 36 feet 4 inches high) across an approximate 122-foot wide face of the south elevation. The maximum 36 foot 4 inch high portion of this residence is across a 41-foot wide face on the south elevation. This proposed residence due to its slight south-east orientation will also have west elevation visible from short range and long range views along PCH. The long range views will be from Leo Carrillo State Beach Park. The maximum height of the west elevation is 21 feet 6 inches high across an approximate 168 foot wide face. Exhibits 31 - 36 and 30 illustrates this proposed residence along the south elevation from the seaward shoulder of PCH, short range view and the western elevation long range view also from PCH, respectively.

On parcel 7, the Commission in August 1998 approved a 7,708 sq. ft. two story 28 foot high residence and four car 992 sq. ft. garage totaling 8,700 sq. ft. (Coastal Permit No. 4-98-084, Taylor). The Commission also approved an amendment to this permit (4-98-084-A-1, Taylor) allowing a modified landscape plan for three acres of vineyard and four acres of herb growing area. The maximum height of the south elevation is 29 feet high (the range is 24 to 29 feet high) without including a lower pool terrace level and three tower peaks in the design. It is important to note that this residence is setback 870 feet from Pacific Coast Highway. The south elevation is across a 111-foot wide face. This permit also included a 750 sq. ft. habitable one-story 15 to 23 foot high guest house and a 225 sq. ft. one car garage with a south elevation across a 100 foot face. The guest house according to the plans is setback about 440 feet from Pacific Coast Highway. A total of 943 cubic yards of cut material was graded to construct these structures, while 930 cubic yards of material was exported from the site to a disposal site. This project shared an existing common driveway used by the existing residence located on a small parcel to the northwest of this parcel. (a portion of this driveway is proposed to be used in this subject application.) A majority of the site includes an agricultural vineyard and herbs. Exhibits 41 - 43 and 45 illustrate this residence along the south elevation from the seaward shoulder of PCH.

In addition, there is one residence (Tenzer) located on the knoll landward of the proposed project site. It appears to be a one-story residence of unknown size. Exhibits 42 - 44 illustrate this residence as viewed from the south and south-east. To the east past the project site and the adjoining Parcel 7 (Taylor) are three residences each

located within two to four hundred feet of PCH on separate parcel approximately one acre in size or less. The size and height of these residences is unknown. Exhibits 44 and 45 illustrate the residences immediately east of Parcel 7, one on a flag lot the other along the frontage of PCH as viewed from the southwest and south.

Based on the above, the proposed residence's size, bulk and scale, its cathedral or high beam ceiling roof design, the partially or completely encircling driveway, the six foot high large column and wrought iron fencing along the seaward side of the site, and the quantity of the proposed grading, will all create a highly visible development as both short range and long range public views from portions of PCH and long range views from portions of Leo Carrillo State Beach Park will be highly visible (Exhibit 46 illustrates the west elevation view of the proposed residence looking west which will be visible from Leo Carrillo State Beach Park and Pacific Coast Highway as illustrated in Exhibit 30). Because the proposed development will be highly visible from Pacific Coast Highway and portions of Leo Carrillo State Beach Park, and will involve a significant amount of grading and landform alteration, the development is found inconsistent with Coastal Act Section 30251 which requires that grading and landform alteration for new development be minimized, visually compatible with the surrounding area, and that the visual qualities of coastal areas shall be considered and protected.

3. Project Alternatives

The Commission notes that although more limited residential development may be allowed on site, due to the constrained nature of the project site (steep hillside slopes and high visibility from public viewing areas) new development on site should be designed and located in a manner which minimizes grading and landform alteration together with development with reduced size, bulk and scale consistent with the protection of public views along the Pacific Coast Highway corridor and from public park property.

In this case, several further revisions or alternatives to the proposed project plans are feasible that would significantly reduce the amount of landform alteration on site and minimize adverse effects to public views along the Pacific Coast Highway corridor consistent with Coastal Act Section 30250. Such alternatives include: (a) substantially reduce the size, bulk and scale of the structures, (b) substantially reduce size, bulk and scale of the structures and use a split-level design which follows the natural topography of the site rather than the proposed standard construction design which requires the use of two large flat building pads, one for the basement the other for the main level, (c) relocate a reduced size, bulk and scale of the structures to alternative building site, (d) delete or reduce the size of the pool deck and two arbors, fencing and gate, (e) reduce the height of main level, eliminate the lower level and reduce the width of the structure, and (f) eliminate the alternative circular driveway, reduce the size of the partially encircling driveway and include only one of the two fire truck hammerhead turnaround areas. The Commission notes that implementation of many of the above alternatives to the proposed project would still allow for a reasonable size, bulk and scale residential development of the subject site to occur.

At the applicant's request, staff has met with the applicant and representatives on several occasions to discuss some of the above recommended revisions to the project plans. Although the applicant has made some revisions to the originally submitted project plans, the applicant has not submitted project plans that include adequate changes to bring the project into conformance with Coastal Act Section 30251. These alternatives includes multiple combinations of the following:

a. Substantially Reduce Size, Bulk and Scale of Structures

The Commission notes that construction of a large structure on even a gently sloping site typically requires a significantly greater amount of grading and landform alteration than would otherwise be required in order to construct a smaller size, bulk or scale structure. Constructing a reduced size, bulk and scale residential structure on the site would require significantly less grading and landform alteration, would minimize adverse effects to public views, and would still allow for residential development to occur on site. As an example, eliminating the lower basement level and reducing the height of the main upper level would substantially reduce the visibility of the south and west elevations. As such, the Commission notes that construction of smaller residences in similar locations within 250 to 320 feet of PCH on Parcels 1, 2, and 3 to the west are examples of such residences that range in size from 2,849 sq. ft. to 3,527 sq. ft. and range along the south elevation in height and face from 18 – 27 along 60 feet, 9 – 18 feet along 172 feet, and 9.5 feet – 18 feet along 110 feet. The main residence on Parcel 7 located 870 feet from PCH and partially screened along the first floor level is not comparable in visual size and scale to the subject project location which is as close as 240 feet from PCH (see Exhibits 41 – 44). The guest house located on Parcel 7 is also 440 feet from PCH and is smaller in size, bulk and scale than the subject proposed residence and its location closer to PCH (Exhibits 41-44).

b. Substantially Reduce Size, Bulk and Scale of the Structures and Use Multiple Split-Level Design

The proposed project includes a substantial amount of grading to create two relatively level pad areas on the gently sloping terrace site. In addition to reducing the size, bulk and scale of the structures a multiple split level design could reduce grading and minimize visibility of the development. For instance, on the westernmost Parcel 1, a split level residence of 2,827 sq. ft. and a 700 square foot studio located on a third level and hidden behind the residence with a 60 foot long face with a height ranging from 18 to 27 feet was approved consistent with Coastal Act Section 30250 (Exhibit 37). The Commission notes that the use of a multiple split-level design (the use of several small pads cut into the slope) would not require the creation of large uniform level pad areas, would minimize grading and landform alteration, while allowing the development to conform to the natural topography of the site.

Another method of minimizing the visual obtrusiveness of new development on sloping areas is to excavate (or sink) the uphill structure deeper into the existing grade. By lowering, or "sinking," the elevation of the uphill portion of the structure, the development's elevation is significantly less visible. This alternative, although it may not significantly reduce the amount of required excavation, would reduce: (1) the necessity

for the placement of fill, and (2) the extent that the proposed structures would intrude into public views.

c. Relocate Reduced Size Structure to Alternate Building Site

There is a small building site located on the knoll landward of the existing residence on the subject site. This area is beyond or landward of the alternative building site identified on the building site and driveway plan for this 7 parcel subdivision (Exhibit 3 and 48 illustrates this site). The alternative building site identified on this plan includes ESHA as identified by the staff ecologist on a January 4, 2002 site visit (Exhibits 49 and 50 illustrate this designated alternative building site which is ESHA). The area seaward of this building site closer to the existing residence is proposed for agricultural use by the applicant (Exhibit 48). This approximate one acre area could be considered for an alternative building site for a reduced size, bulk and scale residence which with a reduced height would be less visible from public locations along PCH and portions of Leo Carrillo State Beach Park. An existing driveway accesses this site.

d. Delete or Reduce Size of Pool Deck Arbor, Fencing and Gate

The proposed project includes the construction of large terrace or patio area with a pool and two arbors, one attached to the seaward portion of the residence the other located landward of the pool and seaward of the main level kitchen over a patio. In this case, the Commission notes that construction of the proposed large terrace or patio area and two arbors are not necessary in order to allow for residential development to occur on the subject site and that substantial reduction in size or deletion of the terrace or patio area and two arbors in their entirety is a feasible alternative. Such a reduction in size or deletion of this project component entirely would reduce the visual impact of the project. In addition, the proposed south perimeter fencing consists of six-foot high block columns with wrought iron fencing and additional fencing and an entry gate 6.5 foot high with similar block columns and wrought iron fencing along the north-south property boundaries. Such highly visible fencing and entry gate is not necessary to fence a property in a rural area. Alternative open or less visible fencing such as wood post and rail or other similar designs together with native plant landscaping would reduce the visibility of the perimeter fencing and gate.

e. Reduce Height of Main Level, Eliminate the Lower Level and Reduce the Width of the Structure

The proposed project includes the construction of two publicly visible floor levels within a three level structure with a loft inside the rear structure connected by a porte cochere to the main residence. The roof height of the main level includes a cathedral or high beam ceiling with three decorative roof gables each with windows creating a maximum height of 21 feet 6 inches (Exhibit 10). Substantially reducing the roof to the minimum necessary or a flat roof design and eliminating the lower level with 11 feet of height could reduce the south elevation to the minimum necessary to construct a residence. In addition the reducing the width of the residence across the south elevation, now proposed to be about 122 feet wide, would also reduce the public visibility of the structure.

f. Eliminate the Alternative Circular Driveway, Reduce the Size of the Partially Encircling Driveway and Include Only One Fire Truck Hammerhead Turnaround

The applicant notes on Plan Sheet A-2 (Exhibit 5) that a driveway completing encircling the main residence may be required to be constructed by the Fire Department as an alternative; this is not part of the project description in this application. The reduced proposal is now a driveway the partially encircles the main residence with two fire department truck hammerhead turnarounds. Such a large driveway in either configuration is not necessary to construct a reduced size and scale residence. One driveway leading to one two or three-car garage with one hammerhead turnaround area would adequately serve such a residence with significantly less grading, landform alteration and public visibility.

The Commission notes that implementation of a combination of the above alternatives to the proposed project would significantly reduce the amount of grading, landform alteration and the size, bulk and scale of the publicly visible development necessary for a proposed residential development to occur. As such, the Commission notes that several feasible preferred alternatives to the proposed project exist that would lessen the adverse effects of the proposed project to significantly reduce landform alteration on site and minimize adverse effects to public views from Pacific Coast Highway, Leo Carrillo State Beach Park and the bluffs along Nicholas Canyon County Beach Park. Therefore, for the reasons discussed above, the Commission finds that the proposed development, as proposed, has not been sited or designed in a manner that would minimize adverse effects to public views and minimize the alteration of natural landforms and is, therefore, not consistent with Section 30251 of the Coastal Act.

C. Sensitive Environmental Resources

Section 30240 (b) of the Coastal Act states:

Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade such areas, and shall be compatible with the continuance of such habitat areas.

Section 30107.5 of the Coastal Act, defines an environmentally sensitive area as:

"Environmentally sensitive area" means any area in which plant or animal life or their habitats are either rare or especially valuable because of their special nature or role in an ecosystem and which could be easily disturbed or degraded by human activities and developments.

The applicant proposes to conduct agricultural uses on 3.6 acres of the lower terrace, and on 4.6 acres of the upper terrace. Vegetation on the lower terrace project site is highly degraded due to historic agricultural use of the property. On the upper terrace, the southern portion is also highly degraded due to historic agricultural use, while the

upper portion where the alternative building site designated in the coastal permit amendment for this original subdivision (Exhibit 3) is coastal sage scrub, determined to be environmentally sensitive habitat area (ESHA) by the Commission's staff biologist on a January 4, 2002 site visit (Exhibits 47 and 48). The steeper slopes of the property are vegetated with coastal sage scrub and both annual exotic and native grasses and are also ESHA. The property is located in an area of high biological importance due to its rural character, close proximity to County and State Parks, and the presence of a well established coastal sage scrub community and associated sensitive wildlife species. The proposed residential project site on the lower terrace is not located in this ESHA. However, the applicant proposes to conduct agricultural uses on the lower portion of the slope above the lower terrace, and a portion of the upper terrace. The Coastal Act requires the protection of environmentally sensitive habitat areas against any significant disruption of habitat values. No development may be permitted within ESHA, except for uses that are dependent on the resource. Section 30240 of the Coastal Act further requires that development adjacent to ESHA is sited and designed to prevent impacts that would significantly degrade ESHA and to be compatible with the continuance of the habitat areas. These identified portions of the proposed agricultural use are located within ESHA areas that are inconsistent with Coastal Act Sections 30240 and 30107.5 of the Coastal Act (Exhibit 23).

In this case, revisions to reduce the agricultural use proposed in these two ESHA areas are feasible by simply reducing the size of the proposed agricultural area to exclude these ESHA areas.

For the reasons set forth above, the Commission finds that the proposed project will significantly impact sensitive environmental resources on the site, and is therefore inconsistent with Section 30240 and 30107.5 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 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 project 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's ability to prepare a Local Coastal Program for the Santa Monica Mountains area which is also consistent with the policies of Chapter 3 of the Coastal Act as required by Section 30604(a).

E. California Environmental Quality Act

Section 13096(a) of the Commission's administrative regulations requires Commission approval of a 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 Environmentally 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 which the activity may have on the environment.

The Commission finds that, the proposed project, as conditioned will not have significant adverse effects on the environment, within the meaning of the California Environmental Quality Act of 1970. Therefore, the proposed project, as conditioned, has been adequately mitigated and is determined to be consistent with CEQA and the policies of the Coastal Act.

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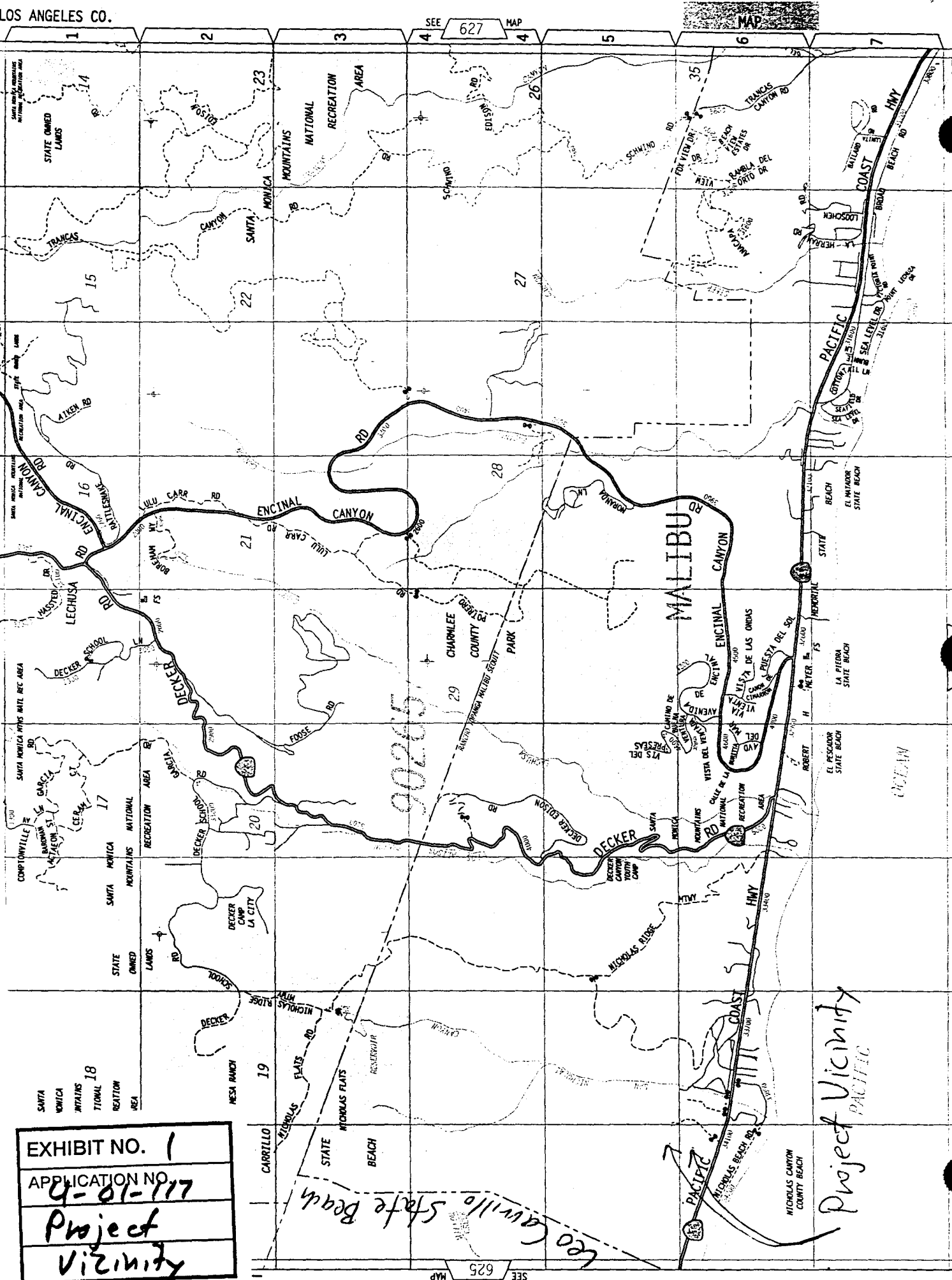


EXHIBIT NO. 1

APPLICATION NO. 4-81-117

Project Vicinity

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SCALE 400'

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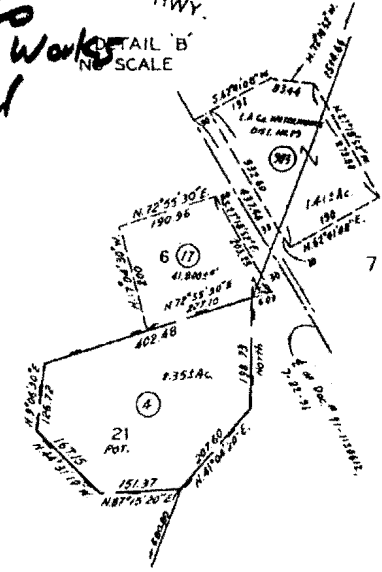
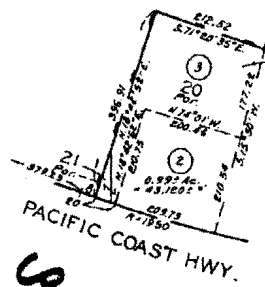
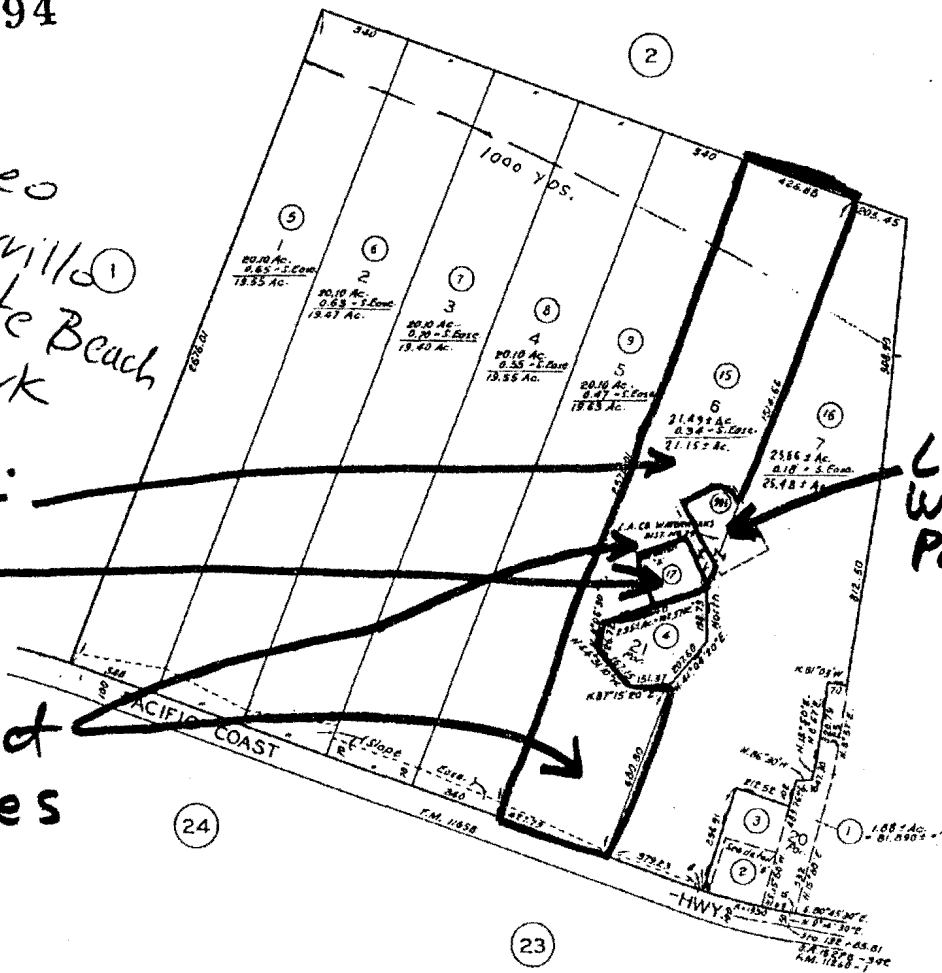
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Leo Carrillo State Beach Park

Applicants' Parcels

Project Sites

LA Co Water Works Parcel



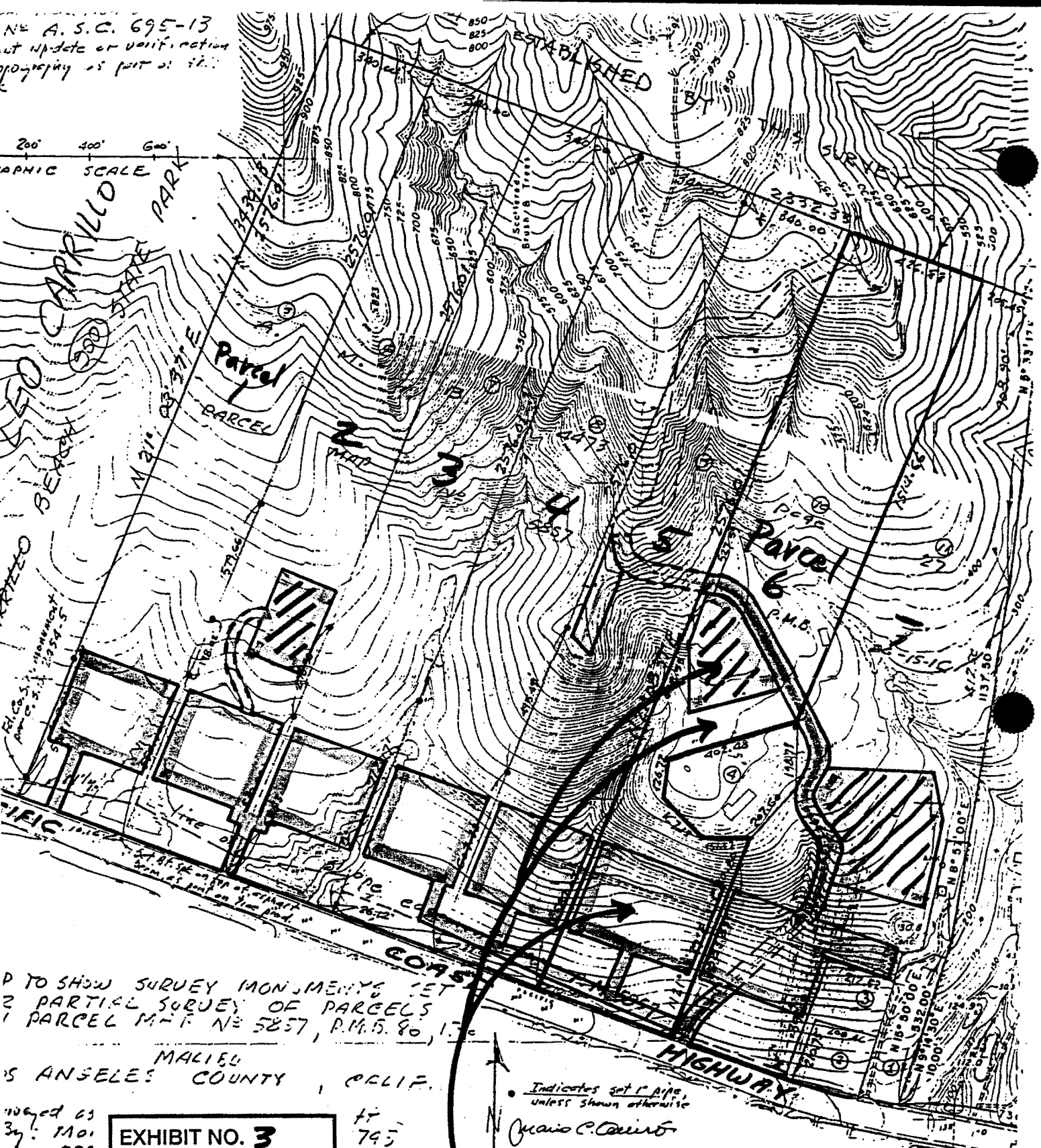
LAND OF MATTHEW KELLER IN THE RANCHO
TOPANGA MALIBU SEQUIT R.F. 534
PARCEL MAP P.M. 86-15-16

ASSESSOR'S MAP
COUNTY OF LOS ANGELES, CALIF.

EXHIBIT NO. 2
APPLICATION NO. 4-87-117
APN
MAP

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GRAPHIC SCALE
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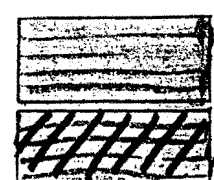
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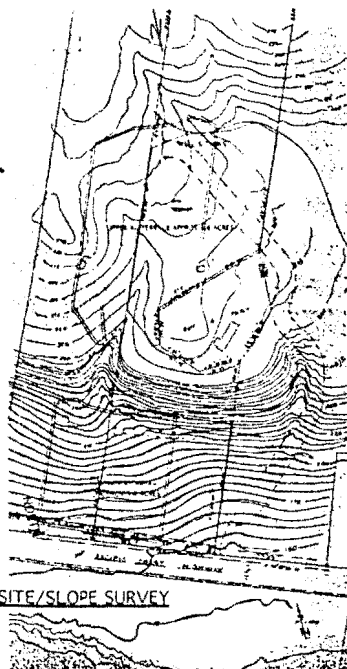
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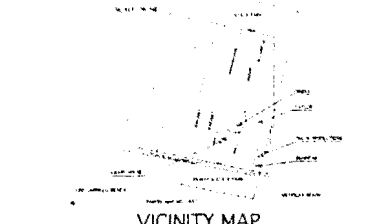
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NOV 13 1992
 CALIFORNIA
 COASTAL COMMISSION
 SOUTH COAST DISTRICT

TOPO W/ AG. & WELL AREAS



500 FT RADIUS MAP



L.A. CO. FIRE DEPARTMENT NOTES:

HYDRANTS, FIRE FLOW, AND ACCESS

1. The fire hydrant shown on the map is located at the intersection of the project property and the adjacent street. The fire hydrant is located at the intersection of the project property and the adjacent street. The fire hydrant is located at the intersection of the project property and the adjacent street.

FIRE AND LIFE SAFETY BUILDING REQUIREMENTS

1. The building is located in a fire zone 4 area. The building is located in a fire zone 4 area. The building is located in a fire zone 4 area. The building is located in a fire zone 4 area. The building is located in a fire zone 4 area.

BUILDING REQUIREMENTS FOR FIRE ZONE 4

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FIRE PREVENTION DIVISION BUILDING AND OCCUPANCY REQUIREMENTS

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PLANTING AND IRIGATION NOTES

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GRADING NOTES

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COASTAL COMMISSION NOTES:

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GEOLOGY/SOILS NOTES:

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EARTHWORK QUANTITIES

ITEM	QUANTITY	UNIT
1. Earthwork	1000	CY
2. Gravel	500	CY
3. Sand	200	CY
4. Stone	100	CY
5. Cement	100	TON
6. Steel	100	TON
7. Concrete	100	CU YD
8. Asphalt	100	CU YD
9. Brick	100	CU YD
10. Mortar	100	CU YD

PROJECT DATA

1. The project data is located in the vicinity map. The project data is located in the vicinity map. The project data is located in the vicinity map. The project data is located in the vicinity map. The project data is located in the vicinity map. The project data is located in the vicinity map.

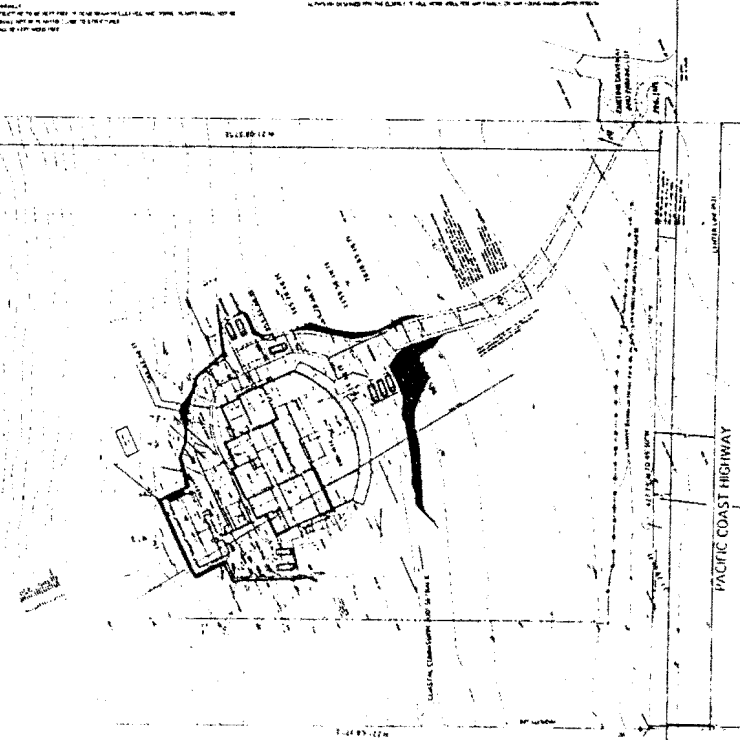
EXHIBIT NO. 4
APPLICATION NO. 4-81-917
Site Survey

CONSULTANTS

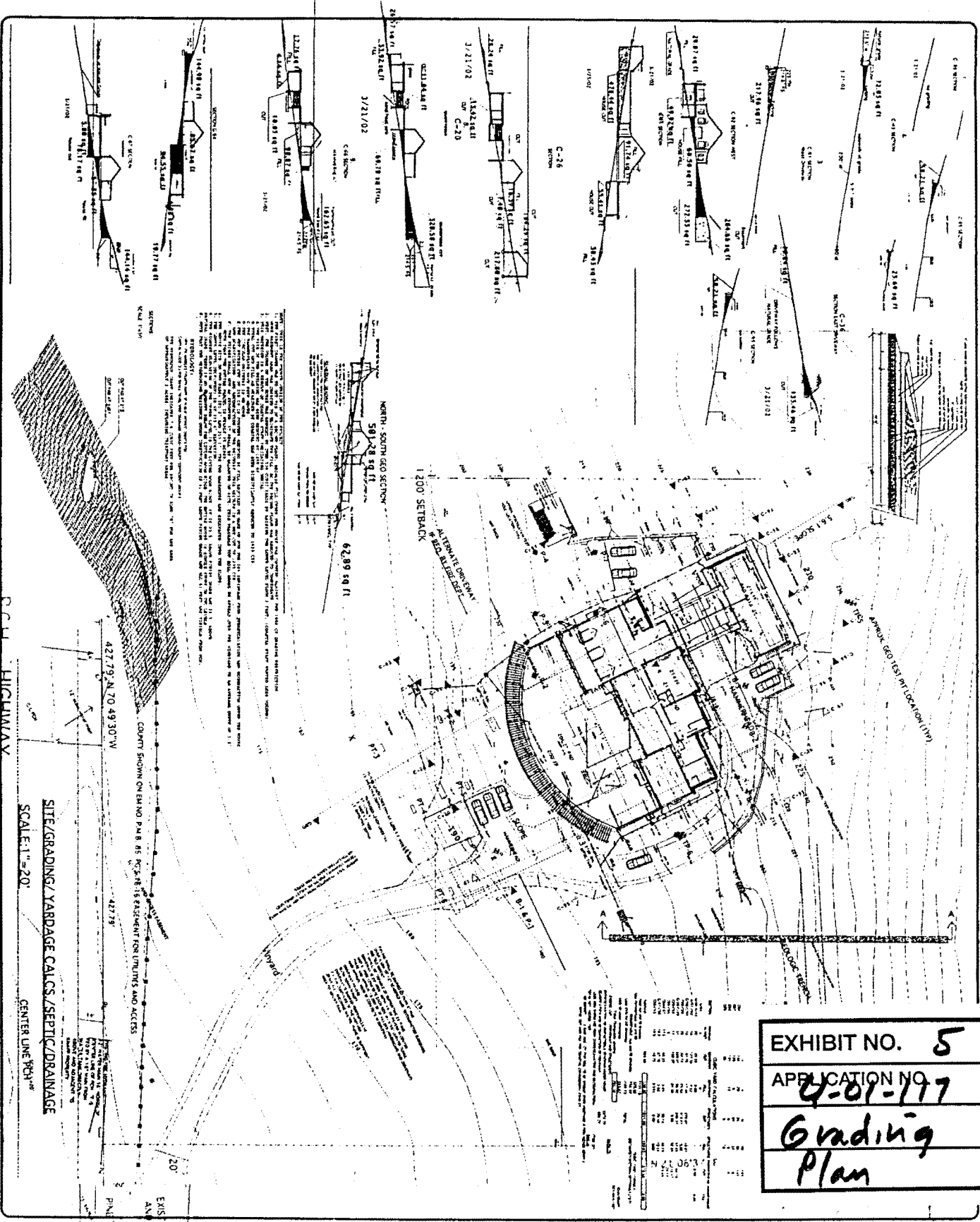
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PROJECT DESCRIPTION:

1. The project description is located in the vicinity map. The project description is located in the vicinity map. The project description is located in the vicinity map. The project description is located in the vicinity map. The project description is located in the vicinity map. The project description is located in the vicinity map.



SCALE: 1"=40'



THE FOLLOWING NOTES SHALL BE CONSIDERED PART OF THIS PLAN:
 1. ALL ELEVATIONS ARE IN FEET ABOVE MEAN SEA LEVEL UNLESS OTHERWISE NOTED.
 2. THE PROPOSED GRADING SHALL BE IN ACCORDANCE WITH THE CITY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS, DIVISION OF STREETS AND HIGHWAYS, STANDARD SPECIFICATIONS FOR THE CONSTRUCTION OF STREETS AND HIGHWAYS, LATEST EDITION.
 3. THE PROPOSED GRADING SHALL BE IN ACCORDANCE WITH THE CITY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS, DIVISION OF STREETS AND HIGHWAYS, STANDARD SPECIFICATIONS FOR THE CONSTRUCTION OF STREETS AND HIGHWAYS, LATEST EDITION.
 4. THE PROPOSED GRADING SHALL BE IN ACCORDANCE WITH THE CITY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS, DIVISION OF STREETS AND HIGHWAYS, STANDARD SPECIFICATIONS FOR THE CONSTRUCTION OF STREETS AND HIGHWAYS, LATEST EDITION.
 5. THE PROPOSED GRADING SHALL BE IN ACCORDANCE WITH THE CITY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS, DIVISION OF STREETS AND HIGHWAYS, STANDARD SPECIFICATIONS FOR THE CONSTRUCTION OF STREETS AND HIGHWAYS, LATEST EDITION.
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 7. THE PROPOSED GRADING SHALL BE IN ACCORDANCE WITH THE CITY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS, DIVISION OF STREETS AND HIGHWAYS, STANDARD SPECIFICATIONS FOR THE CONSTRUCTION OF STREETS AND HIGHWAYS, LATEST EDITION.
 8. THE PROPOSED GRADING SHALL BE IN ACCORDANCE WITH THE CITY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS, DIVISION OF STREETS AND HIGHWAYS, STANDARD SPECIFICATIONS FOR THE CONSTRUCTION OF STREETS AND HIGHWAYS, LATEST EDITION.
 9. THE PROPOSED GRADING SHALL BE IN ACCORDANCE WITH THE CITY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS, DIVISION OF STREETS AND HIGHWAYS, STANDARD SPECIFICATIONS FOR THE CONSTRUCTION OF STREETS AND HIGHWAYS, LATEST EDITION.
 10. THE PROPOSED GRADING SHALL BE IN ACCORDANCE WITH THE CITY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS, DIVISION OF STREETS AND HIGHWAYS, STANDARD SPECIFICATIONS FOR THE CONSTRUCTION OF STREETS AND HIGHWAYS, LATEST EDITION.

EXHIBIT NO. 5
APPLICATION NO. 4-01-177
Grading Plan

STATE HIGHWAY

SITE/GRADING/ YARDAGE CALCS./SEPTIC/DRAINAGE
 SCALE 1"=20'
 CENTER LINE RCH

A-2

GRADING /SEPTIC/ DRAINAGE PLAN

KNAPP DEVELOPMENT AND DESIGN
 3000 WILSON AVENUE, SUITE 100
 CARROLLTON, TEXAS 75006
 972-445-1621

DATE: 6/1/02
 BY: [Signature]

01/10/01

GENERAL NOTES

GENERAL NOTES

1. ALL DIMENSIONS SHALL BE IN FEET AND INCHES.
2. ALL DIMENSIONS SHALL BE TO THE CENTER OF THE FOOTING UNLESS OTHERWISE NOTED.
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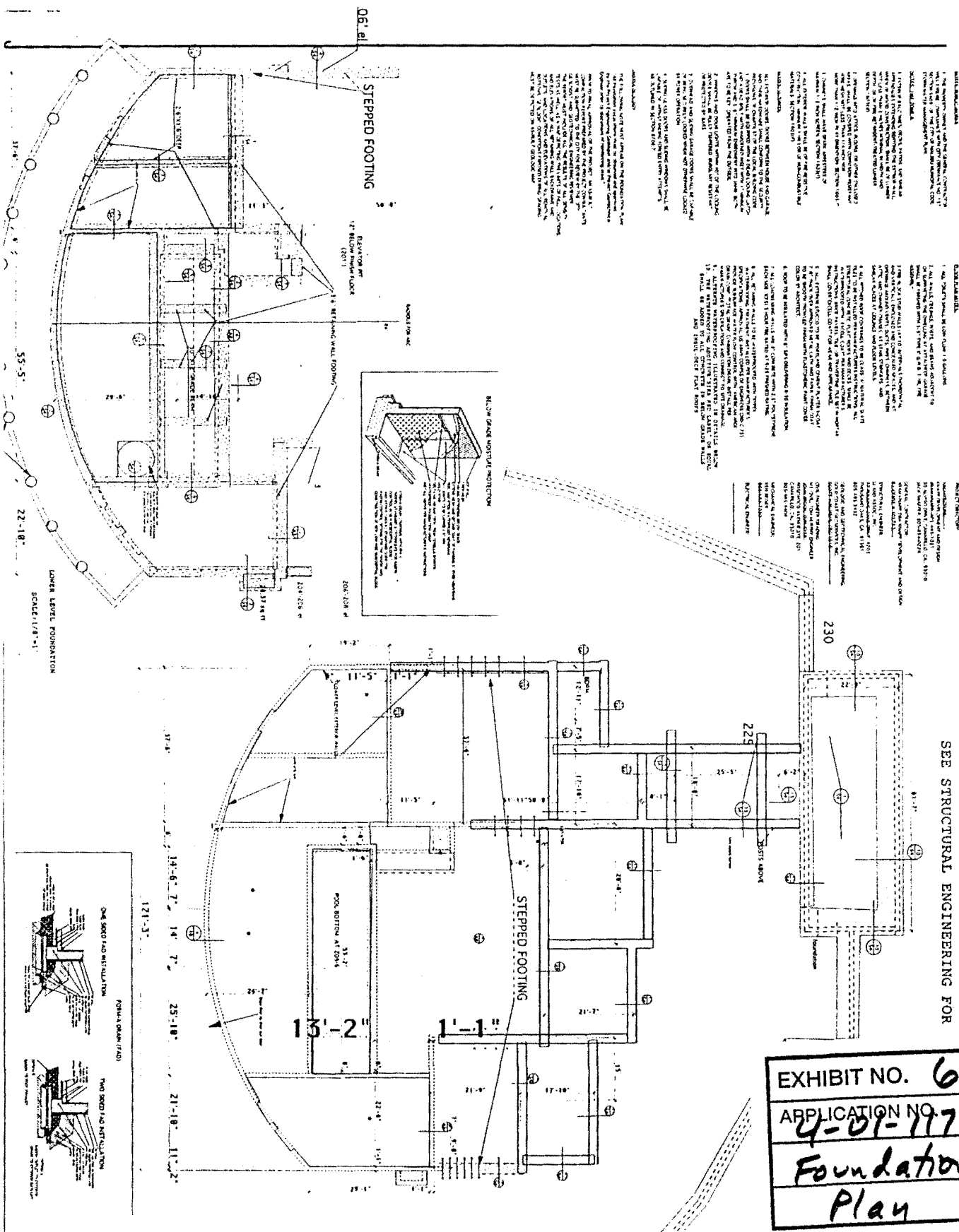
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10. ALL DIMENSIONS SHALL BE TO THE CENTER OF THE FOOTING UNLESS OTHERWISE NOTED.

SEE STRUCTURAL ENGINEERING FOR

EXHIBIT NO. 6

APPLICATION NO. 4-01-117

Foundation Plan



[illegible][illegible]

UNIT COST	4.02 27
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UNIT COST	1.02 100

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It also has been found that the length of time of the work on the "soft" components and the work on the "hard" components of the course is directly related to the success of the students. The students who spent more time on the "soft" components of the course had higher success rates than those who spent less time on these components. This suggests that the "soft" components of the course are more important than the "hard" components in determining student success.

1. *State or local government officials* (e.g., state or local health officials, police, fire, etc.)

4. RETURNING DATA FROM
AND RECORDING AREAS)

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VINEYARD

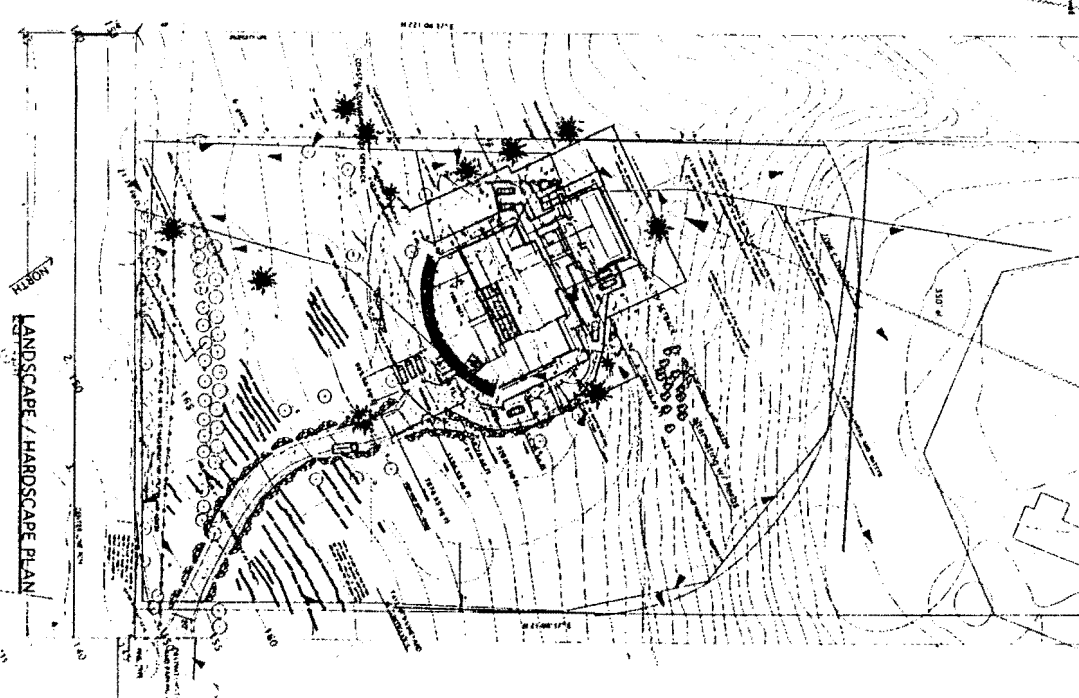
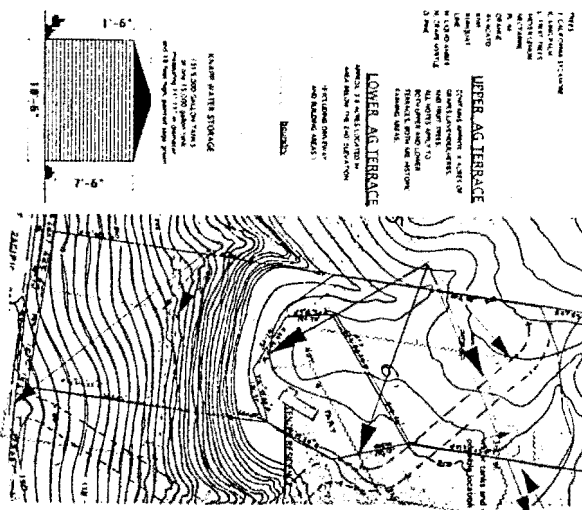
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EXHIBIT NO.	7
APPLICATION NO.	4-01-117
	Landscap.
	Plan

SUMMARY OF AREA

OCCUPANCY SUMMARY FOR COASTAL COMMISSION

LIVING	.....
UPPER LEVEL	.....4726 SF
LOWER LEVEL	.....1283 SF
TOTAL LIVING	.....6009 SF
MECHANICAL/SHOP/GYM	.....
SHOP/GYM (UPPER)	.....735 SF
MECHANICAL (LOWER)	.....533 SF
WINE MAKING CELLAR	.....777 SF
TOTAL	.....
GARAGES	.....
UPPER BASEMENT	.....534 SF
MAIN HOUSE	.....657 SF
TOTAL	.....1191 SF

LOWER LEVEL AREA PLAN

MAIN LEVEL AREA PLAN

TOTAL FOOTPRINT OF HOUSE

9,779 SF

6. HANDRAIL MAY BE 1" ST. CROWN HALL AND 2 1/2" ST. WOOD WITH FINGER RETURNED TO WALL FOR TERMINATE ON RAFFTY POST.
7. OPEN HANDRAILS SHALL HAVE A DECORATIVE PATTERN SUCH THAT A 4" SPHERE CANNOT PASS THRU.
8. HANDRAILS CONNECTIONS SHALL WITHSTAND A 20 LB. LATERAL LOAD.

FIREPLACES:

FIREPLACES ARE MANUFACTURED BY HEAT-NGLO
FOLLOW WCA INSTRUCTIONS FOR INSTALLATION
CHIMNEYS SHALL TERMINATE A MIN OF 3' ABOVE ROOF PENETRATION (405.6)
IT SHALL BE EQUIPPED BY AN APPROVED SPARK ARRESTER IN A NET OPENING
AREA 4 TIMES THAT OF THE CHIMNEY.

EXHIBIT NO. 8
APPLICATION NO. 4-81-117
Floor Plans

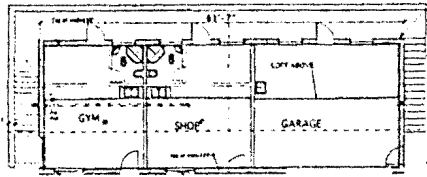
FLOOR PLANS

A-5

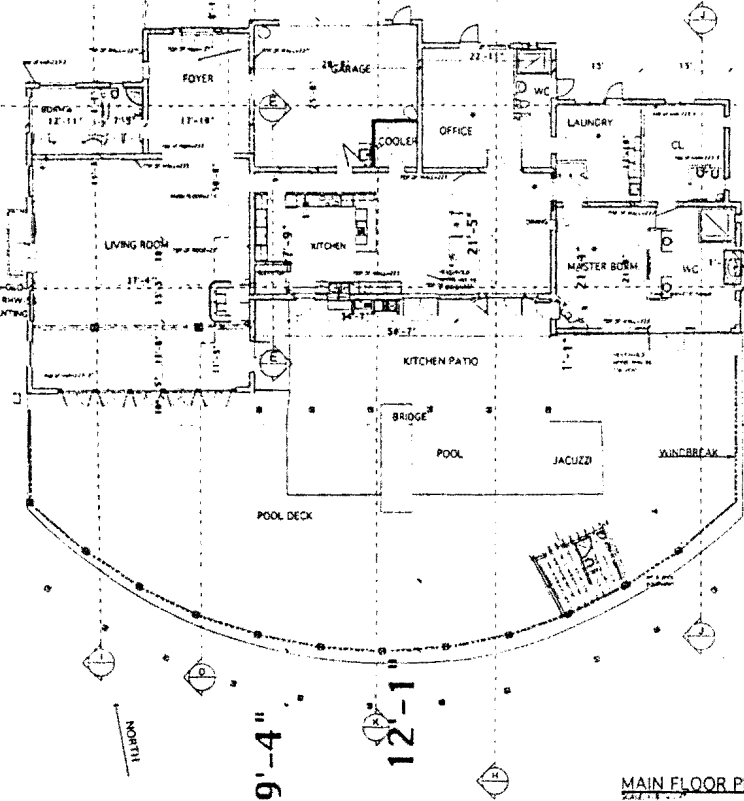
KNAPP DEVELOPMENT AND DESIGN

7/18/92

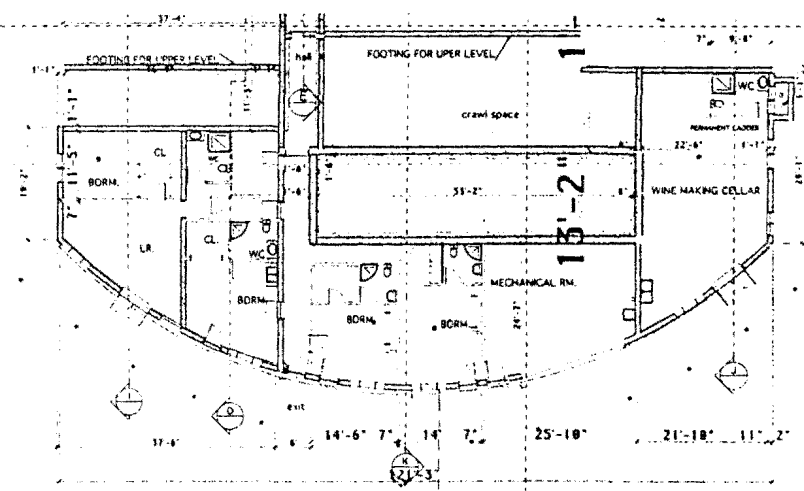
01/18/93



Loft + 540 SF



MAIN FLOOR PLAN



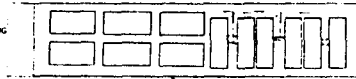
LOWER LEVEL FLOOR PLAN

ROOF PLAN W/ SOLAR COLLECTORS

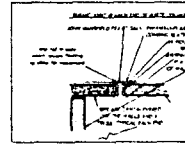
ROOF FRAMING PLA

EXHIBIT NO. 9
APPLICATION NO. 4-89-117
Roof & Solar Plan

8 4x8 PHOTOVOLTAIC PANELS
WITH 4 MODULES EACH PRODUCING
1.8 KILOWATTS OF DC AND
1.3 KILOWATTS OF AC POWER



6 SOLAR KING THERMAL COLLECTORS



LEADING
DS = DOWN SPOUT

LAYING SLATES

TRUSS "M" @ 6' O.C.
W/ SIPS

30 4x8 PHOTOVOLTAIC PANELS
CONSISTING OF 4 MODULES EACH
PRODUCING 9 KILOWATTS OF DC
AND 7.5 KILOWATTS OF AC POWER

2x8 @ 16" O.C.
OVER 28' RADIUS RAFTERS
W/ 5/8 PLY @ CURVED
ROOF

D TRUSSES
IN LIVING ROOM
@ 6' O.C.

PREPLACE W/
SLOPED SLATED ROOF

2x8 @ 16" O.C.
OVER 28' RADIUS RAFTERS
W/ 5/8 PLY

24 SOLAR KING THERMAL COLLECTORS

KITCHEN ARBOR

SOLAR COLLECTORS ON ARBOR

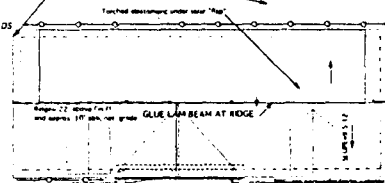
59 SOLAR KING THERMAL COLLECTORS

UPPER ARBOR

LOWER ARBOR
LOWER ARBOR

55 SOLAR KING THERMAL COLLECTORS

WETTED ROOF HAVE 1" OVERHANG TYPICAL



TRUSS "M" @ 6' O.C.
W/ SIPS

9.5:12 SLOPE

2x6 LAM PLYS AND BEAMS AT PORT COCHERE

PARAPET WALL
@ ROOF W/ 1/2:12 SLOPE, TYP.

vinyl rain gutter embedded into concrete

SCUPPERS, TYP.

INSUL DECK FLAT ROOFS

ARC RADIUS

load bearing walls

TRUSS "K" @ 6' O.C.

9.5:12 SLOPE

TRUSS "J" @ 6' O.C.

9.5:12 SLOPE

INSUL DECK CONCRETE TIES

w/ STONE ON TILE OVER POOL DECK

load bearing walls

POOL

load bearing walls, typ.

POSTS= 6x6x9'

ARBOR CONSTRUCTION

BMS ON POSTS= 6x10

HORIZ. BMS= 6x10

4x4 (VINYL ENCASED)

POSTS AND BMS TO BE STAY

DECK FINISH FLOOR slopes to 2 1/8" @ 6' at arc

POSTS= 9'6"x8"x8"

POST FOUNDATION TO BE DRILLED

ARBOR CONSTRUCTION

BMS ON POSTS= 6x10

HORIZ. BMS= 6x10

4x4 (VINYL ENCASED)

POSTS AND BMS TO BE STAY

DECK FINISH FLOOR slopes to 2 1/8" @ 6' at arc

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BMS ON POSTS= 6x10

HORIZ. BMS= 6x10

4x4 (VINYL ENCASED)

POSTS AND BMS TO BE STAY

DECK FINISH FLOOR slopes to 2 1/8" @ 6' at arc

POSTS= 9'6"x8"x8"

POST FOUNDATION TO BE DRILLED

ROOF FRAMING/ SOLAR PLAN

A-6

KNAPP DEVELOPMENT AND DESIGN
1000 S. 10th St., Suite 100
Chandler, AZ 85226
480-948-1811

9/16/01

3/28/02

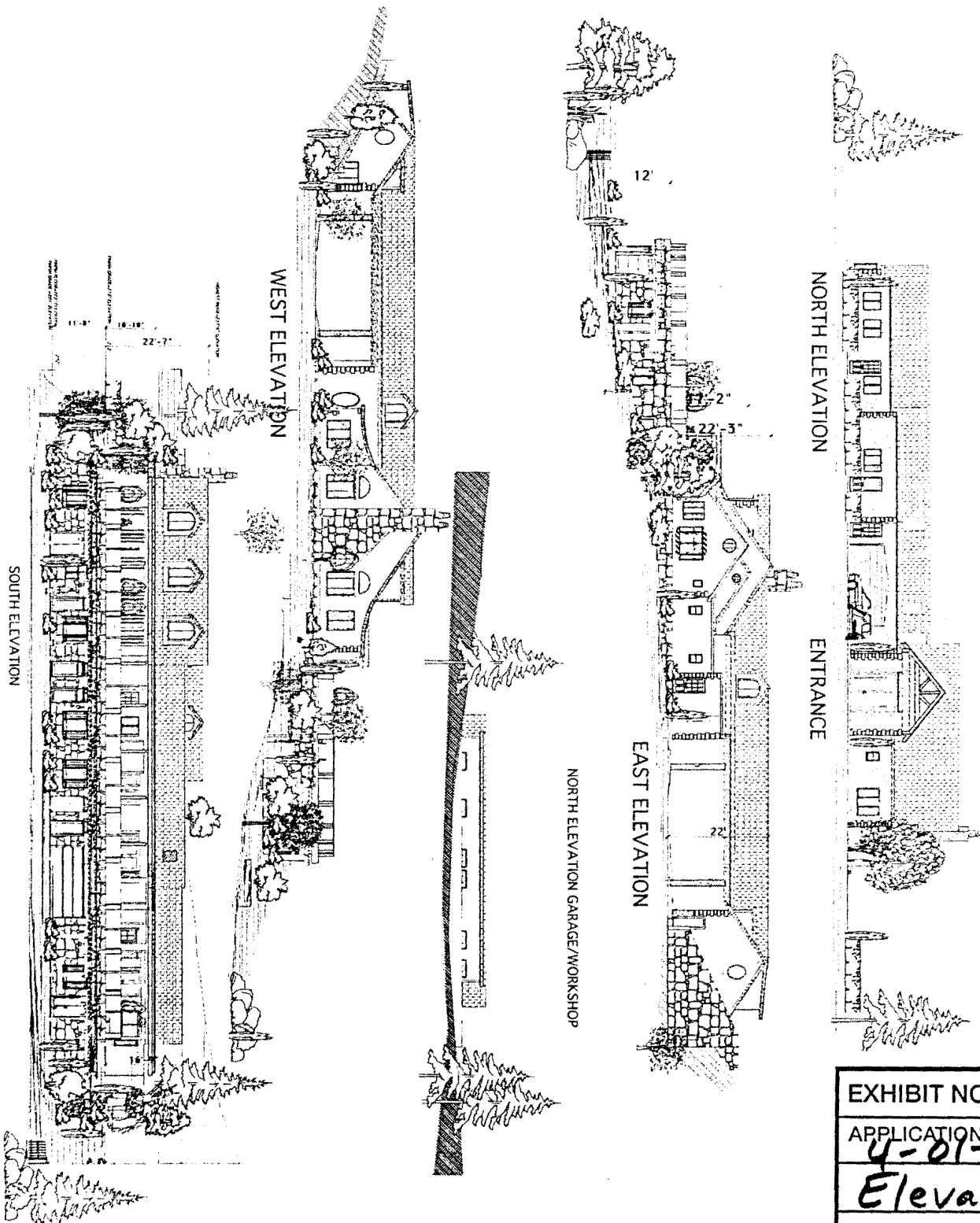
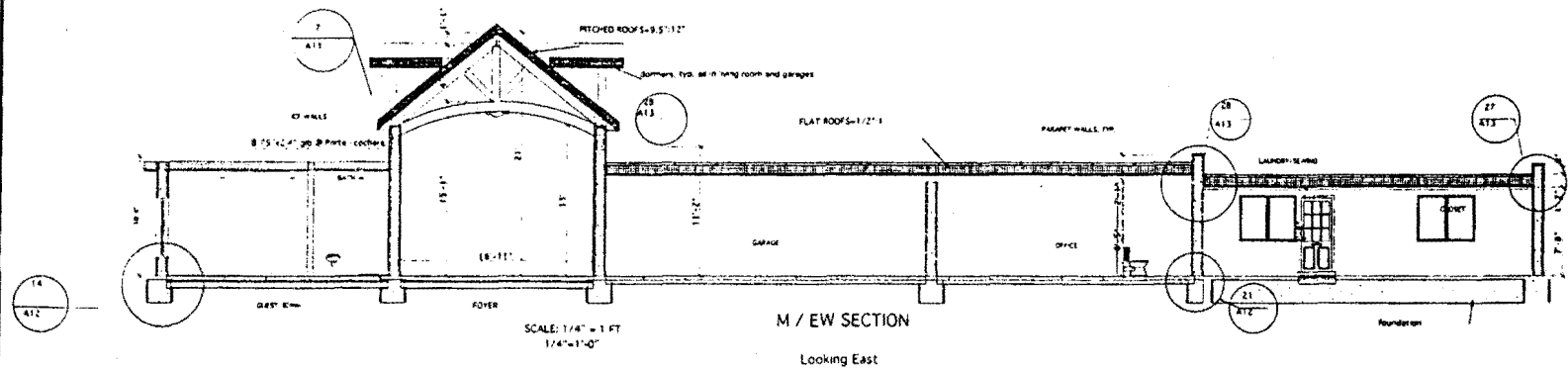
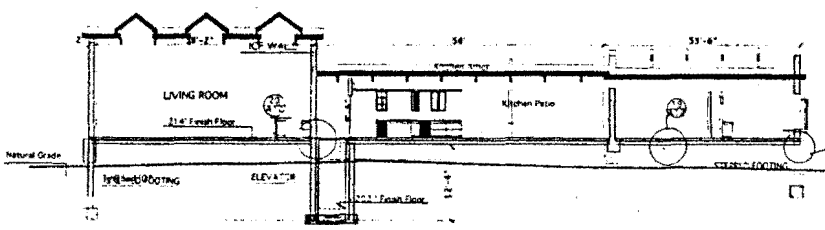


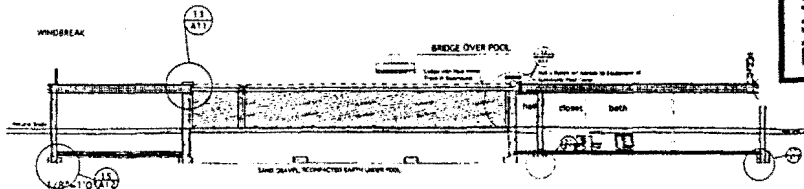
EXHIBIT NO. 10
APPLICATION NO. 4-01-117
Elevations



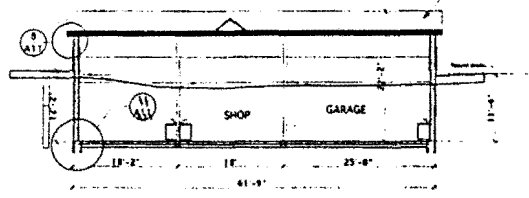
M / E/W SECTION
Looking East



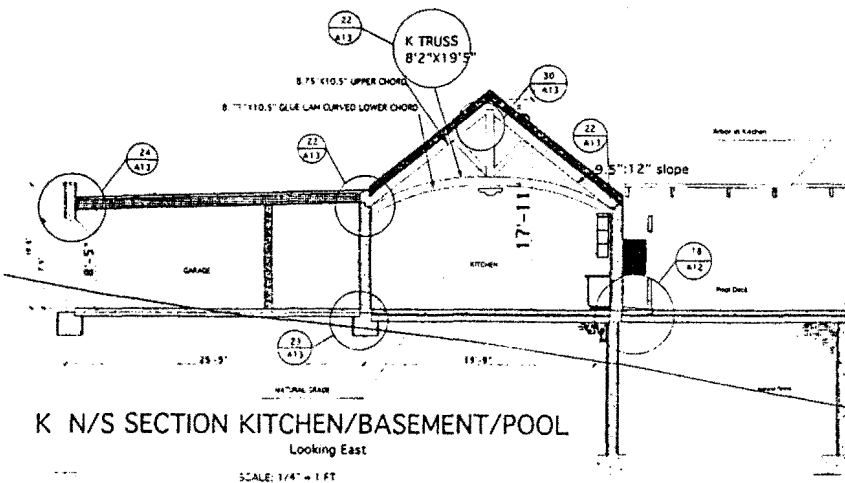
L / E/W SECTION
L.R. AND BASEMENT
Looking North



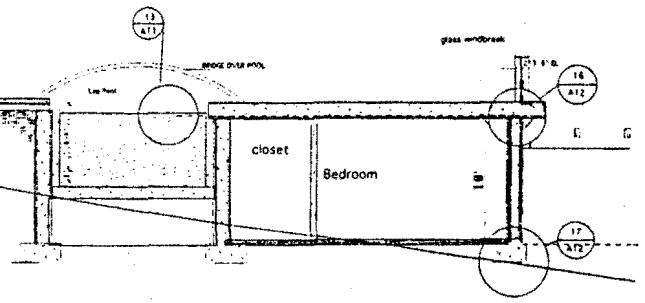
F / E/W SECTION POOL/BDRMS.



C / E/W SECTION GARAGE/SHOP
Looking North



K N/S SECTION KITCHEN/BASEMENT/POOL
Looking East

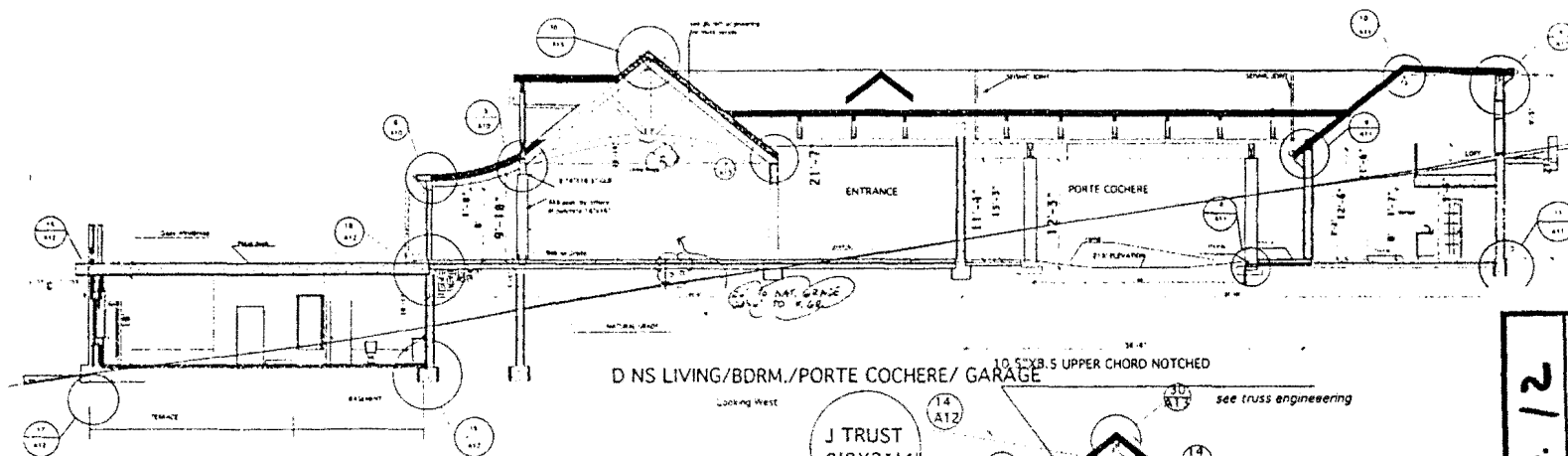


sand and gravel under pool

EXHIBIT NO. 11
APPLICATION NO. 4-81-117
Sections

SECTIONS M,L,C,F,&K

A-8



D N/S LIVING/BDRM./PORTE COCHERE/ GARAGE

J TRUSS
8'9X21'4"

Pool Deck

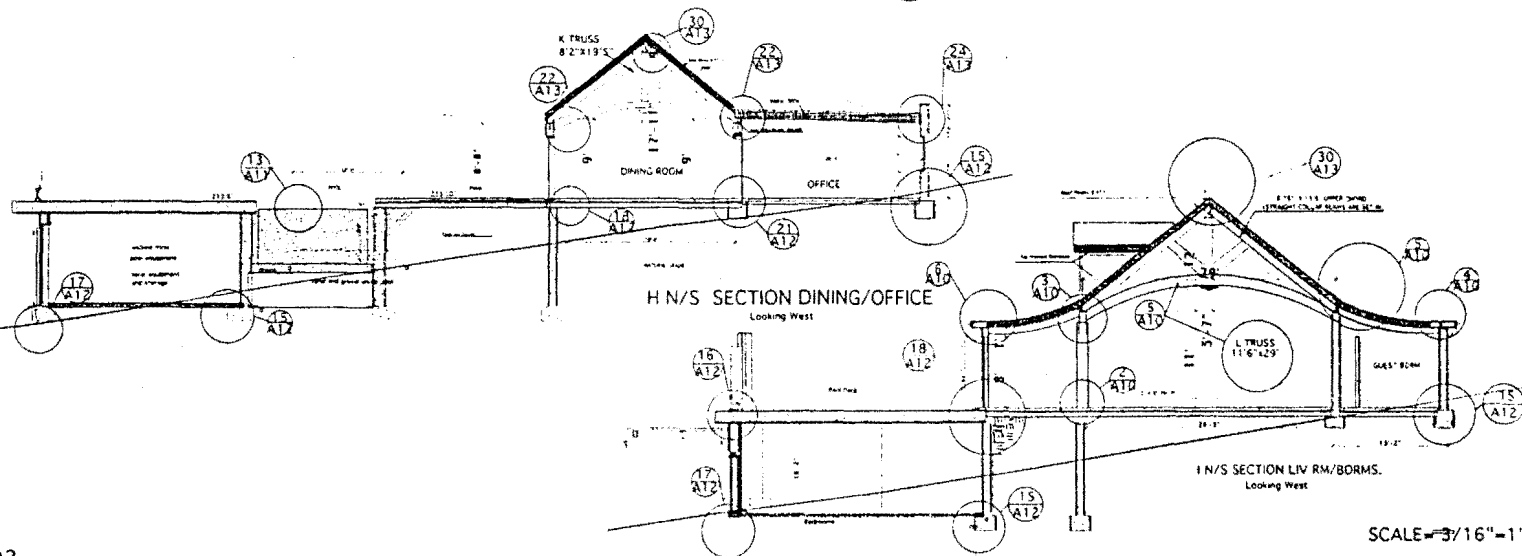
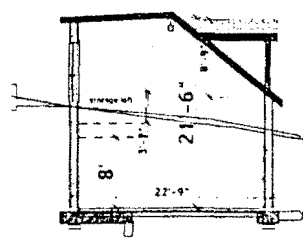
213'-6" EL.

Master Bedroom

NATURAL GRADE

J N.S. SECTION BEDROOM

Looking West



H N/S SECTION DINING/OFFICE

Looking West

I N/S SECTION LIV RM/BDRMS.

Looking West

SCALE=3/16"=1'0"

EXHIBIT NO. 12
APPLICATION NO. 4-81-717
Sections

SECTIONS G.D.H.I.J

3/28/02

A-9

DESIGN

3/28/02

2/22/01

4/2/02

NORTH
SCALE 1" = 20'

PROPERTY LINE

SCALE 1" = 60'

CENTER LINE POH



EXHIBIT NO. 13
APPLICATION NO. 4-01-117
Agriculture
View Mitigation

[illegible]

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100

[illegible][illegible]

HYDRANTS, FIRE FLOW, AND ACCESS

[illegible][illegible]

1) 在函数 `main` 中，`int a[10];` 定义了一个长度为 10 的整型数组 `a`，`a[0]` 到 `a[9]` 这 10 个元素都是未初始化的。
 2) 在函数 `main` 中，`int a[10];` 定义了一个长度为 10 的整型数组 `a`，`a[0]` 到 `a[9]` 这 10 个元素都是未初始化的。
 3) 在函数 `main` 中，`int a[10];` 定义了一个长度为 10 的整型数组 `a`，`a[0]` 到 `a[9]` 这 10 个元素都是未初始化的。
 4) 在函数 `main` 中，`int a[10];` 定义了一个长度为 10 的整型数组 `a`，`a[0]` 到 `a[9]` 这 10 个元素都是未初始化的。
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 7) 在函数 `main` 中，`int a[10];` 定义了一个长度为 10 的整型数组 `a`，`a[0]` 到 `a[9]` 这 10 个元素都是未初始化的。
 8) 在函数 `main` 中，`int a[10];` 定义了一个长度为 10 的整型数组 `a`，`a[0]` 到 `a[9]` 这 10 个元素都是未初始化的。
 9) 在函数 `main` 中，`int a[10];` 定义了一个长度为 10 的整型数组 `a`，`a[0]` 到 `a[9]` 这 10 个元素都是未初始化的。
 10) 在函数 `main` 中，`int a[10];` 定义了一个长度为 10 的整型数组 `a`，`a[0]` 到 `a[9]` 这 10 个元素都是未初始化的。

1. $\lim_{x \rightarrow 0} \frac{1}{x} = \infty$ (the limit of $\frac{1}{x}$ as x approaches 0 is infinity)
 2. $\lim_{x \rightarrow 0} \frac{1}{x^2} = \infty$ (the limit of $\frac{1}{x^2}$ as x approaches 0 is infinity)
 3. $\lim_{x \rightarrow 0} \frac{1}{x^3} = \infty$ (the limit of $\frac{1}{x^3}$ as x approaches 0 is infinity)
 4. $\lim_{x \rightarrow 0} \frac{1}{x^4} = \infty$ (the limit of $\frac{1}{x^4}$ as x approaches 0 is infinity)
 5. $\lim_{x \rightarrow 0} \frac{1}{x^5} = \infty$ (the limit of $\frac{1}{x^5}$ as x approaches 0 is infinity)
 6. $\lim_{x \rightarrow 0} \frac{1}{x^6} = \infty$ (the limit of $\frac{1}{x^6}$ as x approaches 0 is infinity)
 7. $\lim_{x \rightarrow 0} \frac{1}{x^7} = \infty$ (the limit of $\frac{1}{x^7}$ as x approaches 0 is infinity)
 8. $\lim_{x \rightarrow 0} \frac{1}{x^8} = \infty$ (the limit of $\frac{1}{x^8}$ as x approaches 0 is infinity)
 9. $\lim_{x \rightarrow 0} \frac{1}{x^9} = \infty$ (the limit of $\frac{1}{x^9}$ as x approaches 0 is infinity)
 10. $\lim_{x \rightarrow 0} \frac{1}{x^{10}} = \infty$ (the limit of $\frac{1}{x^{10}}$ as x approaches 0 is infinity)

1. The first step in the process of identifying a problem is to define the problem. This involves identifying the symptoms of the problem and determining the scope of the problem. Once the problem has been defined, the next step is to identify the causes of the problem. This involves identifying the factors that are contributing to the problem and determining the underlying causes. Once the causes have been identified, the next step is to develop a plan of action. This involves identifying the steps that need to be taken to solve the problem and determining the resources that will be needed to implement the plan. Once a plan of action has been developed, the next step is to implement the plan. This involves carrying out the steps that have been identified in the plan and monitoring the progress of the implementation. Finally, the last step in the process is to evaluate the results of the implementation. This involves determining whether the problem has been solved and whether the resources have been used effectively.

[illegible][illegible]

EXHIBIT NO. 14
APPLICATION NO.
4-01-117
Grading
Cover Sheet

[illegible][illegible]

1999年12月25日 11:28:00
1999年12月25日 11:28:00

ENGINEER _____ RCE _____ DATE _____

PREPARED UNDER THE SUPERVISION OF
GOLD COAST GEOSERVICES, INC.
STEVEN R. THURSTON, RCE 71412
190 DAWSON DRIVE, LANARILLO, CA. 93012
PHONE: (805) 484-1070, FAX: (805) 484-4299
E-MAIL: info@rce.com

THIS PLAN HAS BEEN PREPARED UNDER THE SUPERVISION OF GOLD COAST GEOTECHNICAL, INC. AND APPEARS TO BE IN CONFORMITY WITH THE GEOTECHNICAL RECOMMENDATIONS IN THE REPORT NO. GC00-101408 AND NO REPRESENTATION AS TO THE ACCURACY OF DIMENSIONS, MEASUREMENTS, OR DESIGN HAS BEEN MADE.

SCOTT J. HOGARE CIG NO. 1516 DATE _____

STEVEN R. THURSTON BCE 11412 DATE

UNRECORDED SERVICE ALERT
CALL ANYTIME FROM
NOW TO 11:59 PM
TODAY 4/11/99
THANK YOU FOR YOUR CALL

STEPHEN J. THERSTON, OCT. 1972 DAY

KNAPP DEVELOPMENT AND DESIGN
 10000 Highway 100, Suite 100
 Dallas, Texas 75243-1000
 Tel: 214/343-1000
 Fax: 214/343-1001
 Telex: 750000 KNAPP
 Cable: KNAPP DALLAS
 E-Mail: knapp@earthlink.net

GRADING COVER SHEET

C-1

3/23/02

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

PACIFIC COAST HIGHWAY NORTH

SCALE: 1"=20'

SCALE: 1"=30'

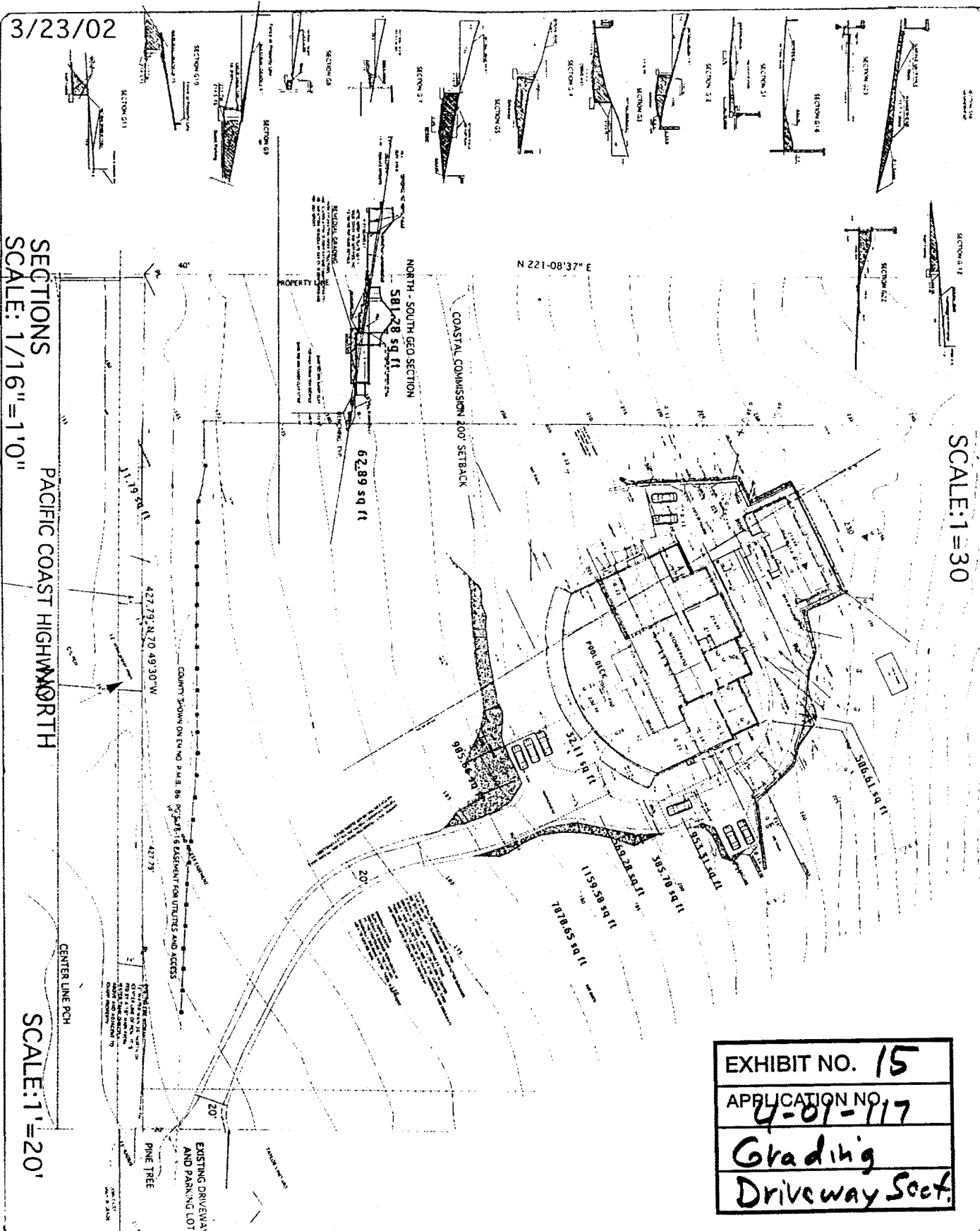


EXHIBIT NO. 15
APPLICATION NO. 4-89-117
Grading
Driveway Sect.

C-2

GRADING/DRIVEWAY/CUT&FILL SECTIONS

KNAPP DEVELOPMENT AND DESIGN
3000 BAYVIEW DRIVE
SUITE 100
SAN ANTONIO, TEXAS 78201
(214) 341-1111

3/23/02

3/23/02

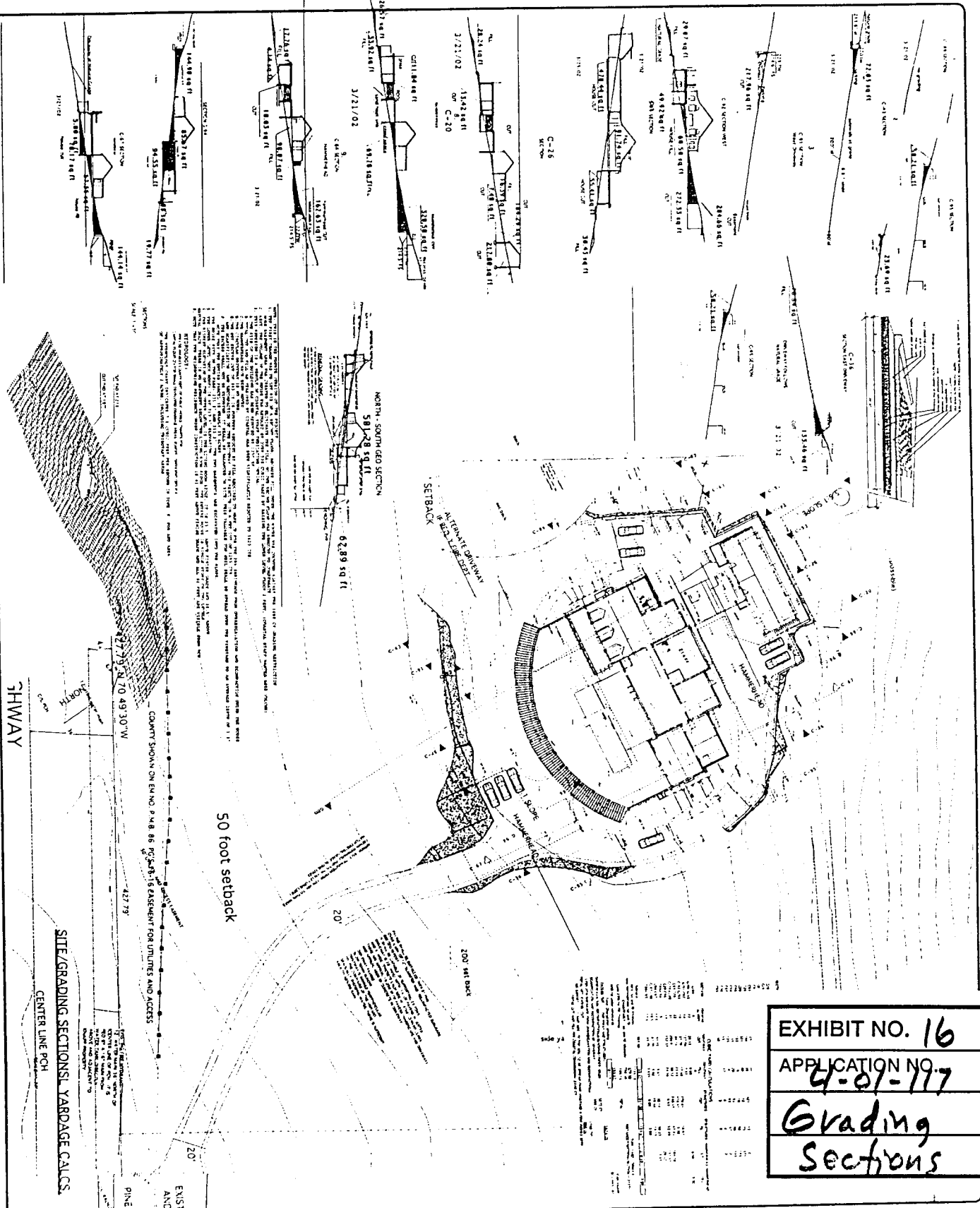


EXHIBIT NO. 16
APPLICATION NO.
4-07-197
Grading
Sections

3/26/02

LEGEND

- X SAND BAG STRUCTURE
 CATCH BASIN / PAVEMENT DRAIN
 RD BLOCK DRAIN / SLOPE
 R RIGID LINE
 CH GRADE LINE
 CH P/C SLOPE / STORM DRAIN / P/E
 CH DRAINAGE LINE
 CH PROPOSED LINE
 CH EXISTING GUTTER
 CH FELLING / ON BARRIER CONCRETE SPALL / UNPAVED
 CH SALT FLAKE
 CH HYDRO SEED / UNPAVED COVER
 CH DIRECTION OF FLOW

ABBREVIATIONS

GAL	GALTON
GB	GRACE BREAK
GF	GREEN FLUM
SG	GREEN STAIRS
II	ILLINOIS
P.	PERCENTAGE
IP	INTERMITTENT
ENV	INVERT
MAX	MAXIMUM
MIN	MINIMUM
PA	PLANTER AREA
SL	ROOF SLOPE
TC	TOP OF CURB
LG	TOP OF GRADE
FW	TOP OF WALL
TP	TYPE AL
ROD	ROD IN OUTLET
FAI	FORM A PLAN INLET

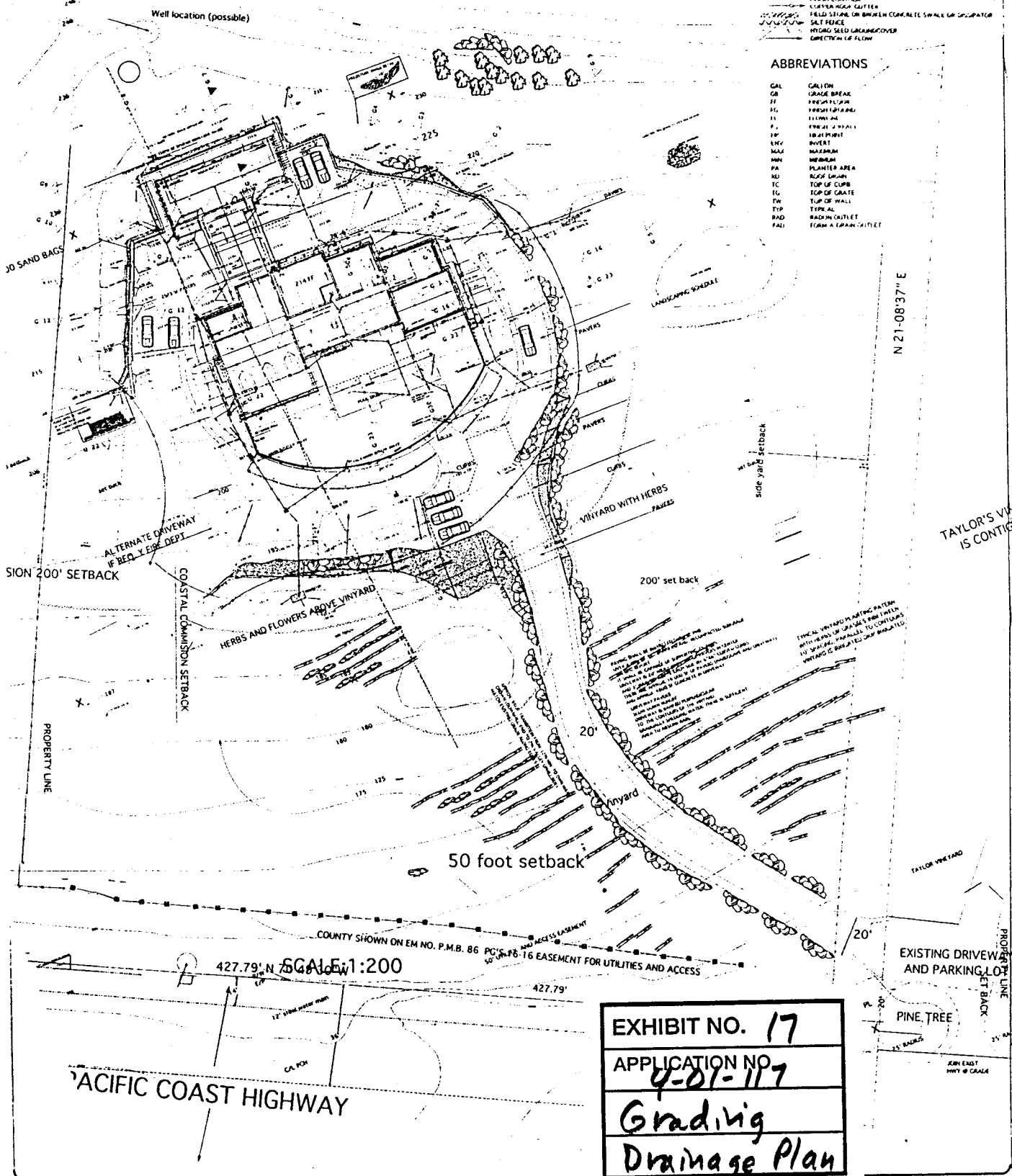


EXHIBIT NO. 17

APPLICATION NO. 11-01-117

Grading Drainage Plan

KNAPP DEVELOPMENT AND DESIGN
 RAY KNAPP, PRESIDENT
 JACK TRAFFER, AIA
 21 ALVORD DRIVE
 CASABELLO, CALIFORNIA 92616
 805-485-1421

3/26/02

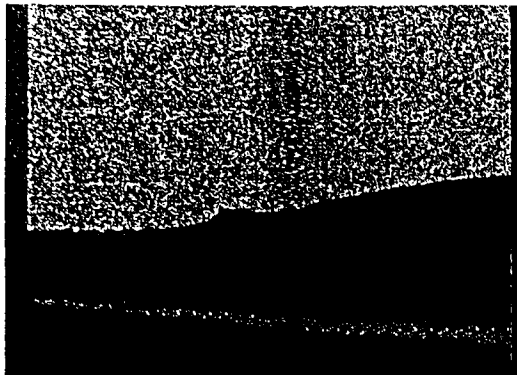
317102

GRADING/DRAINAGE/EROSION CONTROL

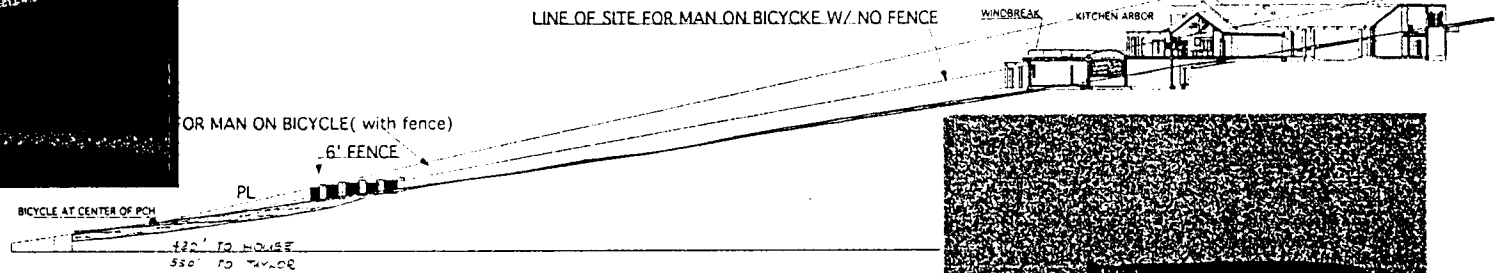
C4

KNAPP RESIDENCE
34077 PCH, CALIFORNIA
SITE STUDY
FOURTH REVISION

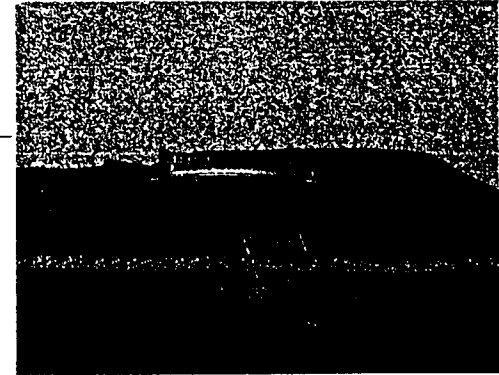
SECTION 1
PCH VIEW



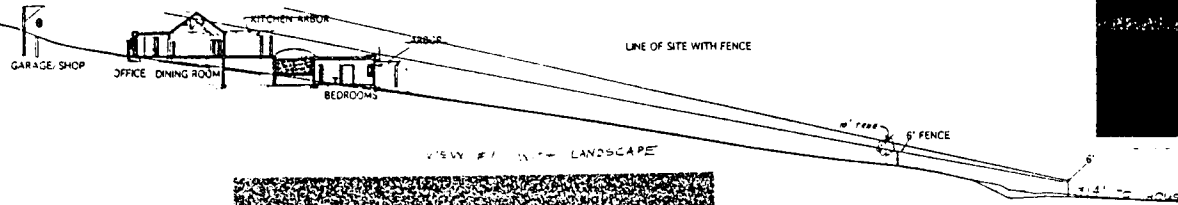
PCB VIEW #1



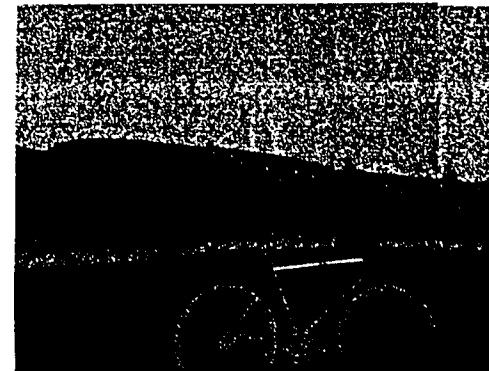
SECTION #2



PCH VIEW #2



PCH VIEW #3



SECTION #3

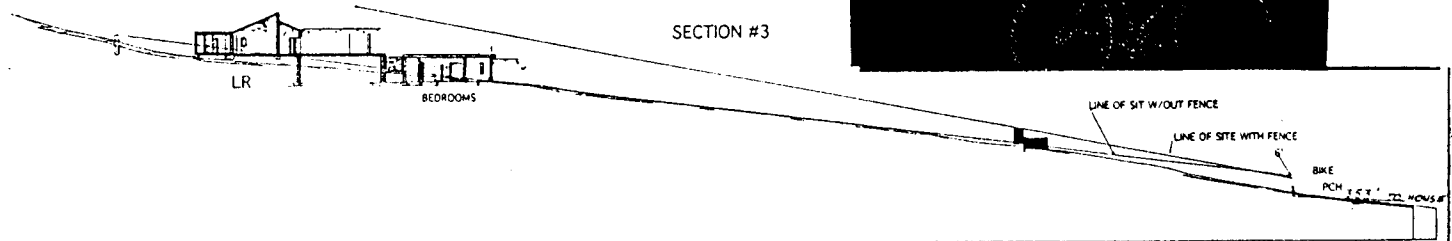
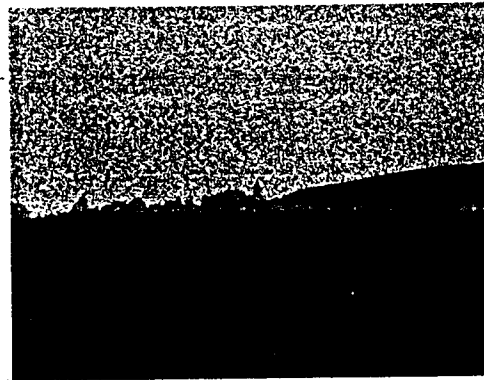


EXHIBIT NO. 18
APPLICATION NO. 07-01-117
Applicant's
Visual Site Study

4/11/02

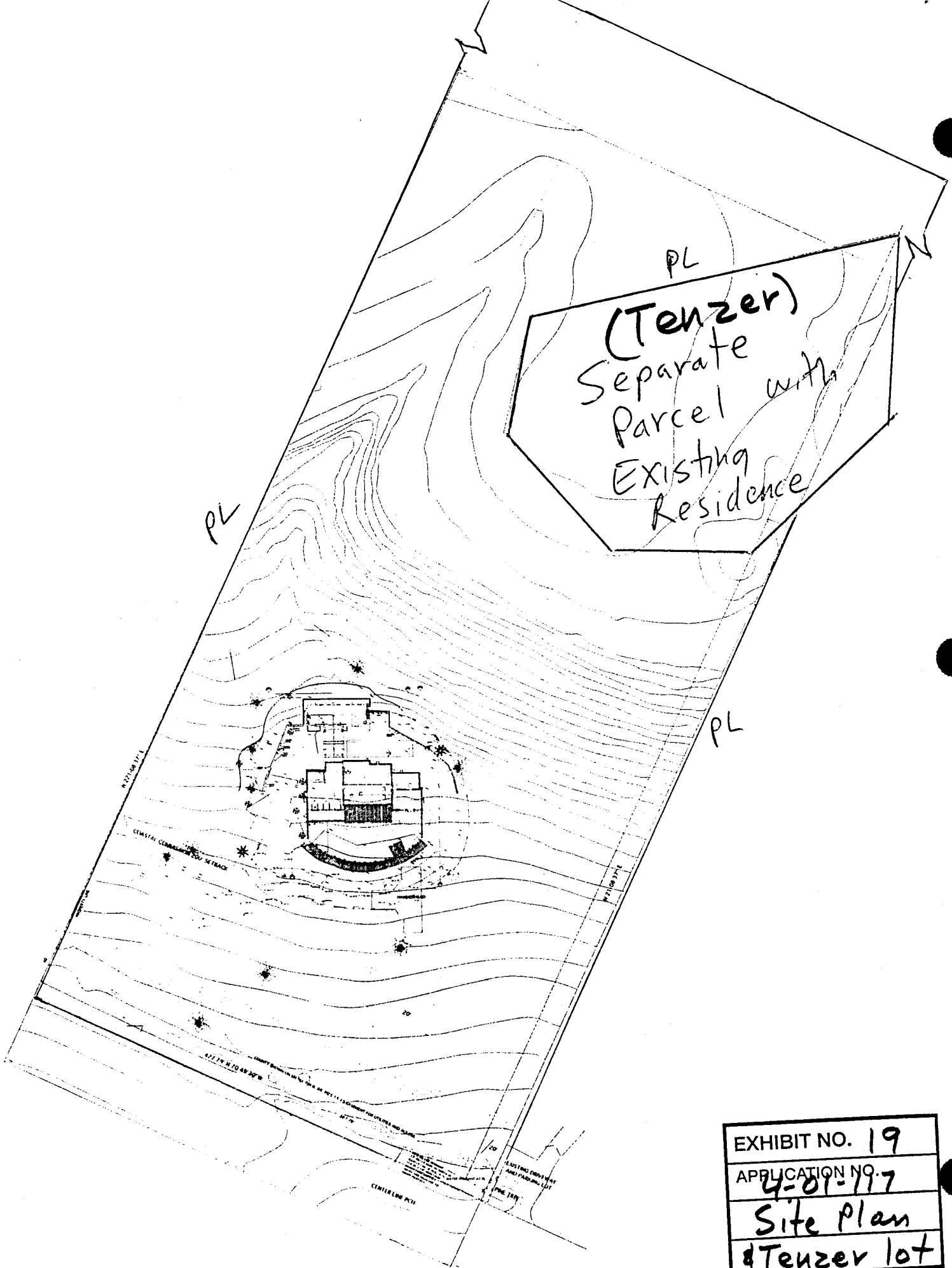


EXHIBIT NO. 19
APPLICATION NO. 4-01-117
Site Plan
Tenzler lot

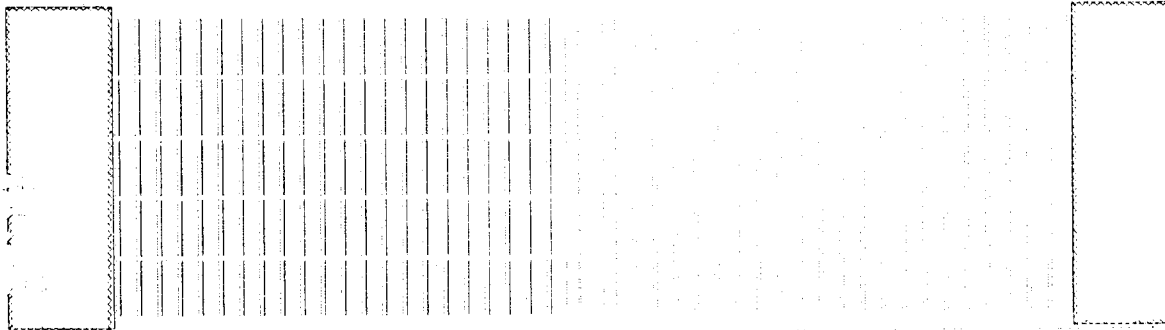
ENTRANCE GATES
KNAPP RESIDENCE

20'-4"

2'-1"

9'-9"

EXHIBIT NO. 20
APPLICATION NO. 4-01-119
Entry Gate

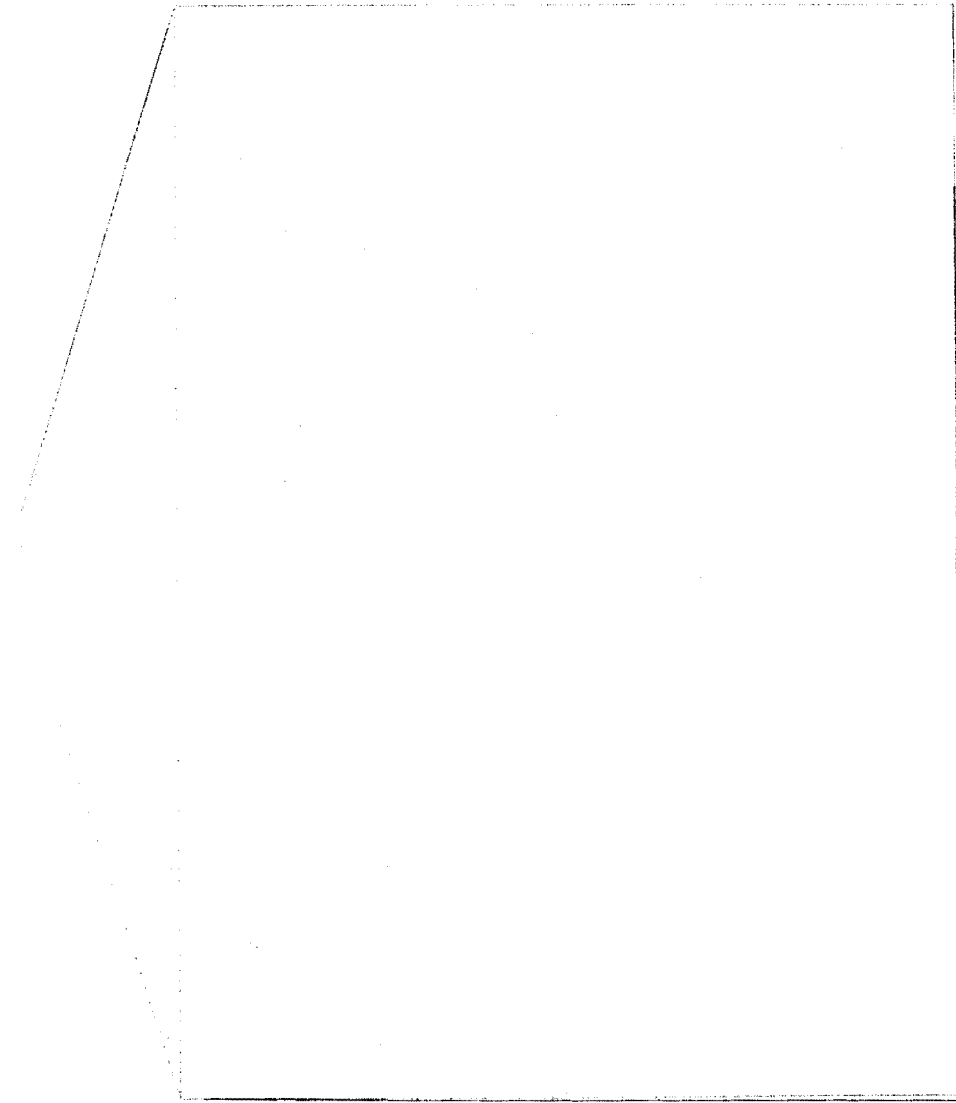


MASONRY POSTS 2' SQUARE
IRON GATES

SCALE: 3/4"=1'0"

KNAPP WATER TANKS

(3) 5,000 GALLON TANKS



9-6

10'-6"

9-6

EXHIBIT NO. 21
APPLICATION NO. 4-01-117
Water Tanks

EARTHWORK QUANTITIES

STANDARD GRADING: INCLUDES CUT AND FILL BETWEEN EXISTING AND PROPOSED FINISHED CONDITIONS.

CUBIC YARD CALCULATIONS

	CY	TOTALS	Cut	Fill
DRIVEWAY CUT	907.47		907	
DRIVEWAY FILL	140.24			140
SUBTOTAL	1047.68			
LESS HAMMERHEAD CUT	(12.44)			
LESS HAMMERHEAD FILL	0			
LESS 25% DRIVEWAY	(258.82)			
SUBTOTAL	105.67	105.67		
STRUCTURES CUT	1026.99		1027	
STRUCTURES FILL	196.12	196.12		196
CHARGEABLE NET	972.57			
THERE ARE 810 CYS OF GROSS EXCESS CUT.				
THERE ARE 3277 CY OF OVEREXCAVATION FOR THE HOUSE AND 666 CY SCARIFICATION OF THE DRIVEWAY.				
GEOLOGIST ESTIMATES 25% SHRINKAGE FOR THE TOP TWO FEET AND 20% FOR THE REST. A 20% CALCULATION				
FOR SHRINKAGE REDUCES THE EXCESS CUT BY 666 CY TO A NET EXCESS CUT OF 22 CY. THIS SHALL NOT BE EXPORTED.				
THIS TOP SOIL SHALL SPREAD OVER THE VINEYARD TO AN AVERAGE DEPTH OF LESS THAN 1"				
TOTAL CUT AND FILL PER COASTAL = 2269 CY				

SQUARE FOOT CALCULATIONS OF 10 SECTIONS

SECTION	DRIVEWAY CUT	DRIVEWAY FILL	STRUCTURES CUT	STRUCTURES FILL	HAMMERHEAD CUT	HAMMERHEAD FILL
C/89	0				0	
C/43	72	0			0	0
C91.	218	0			0	0
C92	272	29	335	61	0	0
C93	24	30	606	0	0	
C26	184	28	421	13	0	
C20	321	60	12	70	321	
C66	163	18	10	98	163	
C94	145	20	95	86	145	
C67	125	0	83	57	0	
C36	131	17	0	0	0	
C95	58		0	0		

CUBIC YARD CALCULATIONS

SECTION	Distance IN FEET	DRIVEWAY CUT	DRIVEWAY FILL	STRUCTURES CUT	STRUCTURES FILL	HAMMERHEAD CUT	HAMMERHEAD FILL
A/89	4	:	0			:	
A/89-A/43	22	29.33	0.00			0.00	0.00
A/91-C92	14	127.04	7.52				
C/92-C/93	16	87.70	17.48	278.81	18.07		
C93-C26	22	84.74	23.63	418.41	5.30		
C/26-C/20	31	289.91	50.52	248.57	47.65	184.28	
C20-C66	17	152.37	24.56	6.93	52.89	152.37	
C66-C94	5					28.52	
C94-C67	17.5	93.33	5.83	30.14	50.23	13.43	
C/67-C36	18.5	87.70	5.82	28.44	19.53		
C36-C95	12.5	43.75	3.935	0.00	0.00		
Subtotal		995.88	139.30	1011.30	193.67	378.59	0.00
total cut and fill driveway			1135.18				
less Hammerhead cut and fill			378.59				
CHARGEABLE cut and fill driveway			756.58				
Less 25% for 20' Driveway			-189.15				
ADD fill under structures			193.67				
Total Chargeable grading			761.10				
EXCESS CUT (DRIVEWAY AND STRUCTURES)							
OVEREXCAVATION, RECOMPACTION, & BENCHING UNDER HOUSE				3272 CY			
SCARIFICATION AND RECOMPACTION OF DRIVEWAY				666 CY			
LESS 20% SHRINKAGE FROM OVEREXCAVATION AND RECOMPACTION=							
TOTAL NET EXCESS CUT							
NO EXPORT (SAID 886 CY TOP SOIL TO BE SPREAD OVER VINEYARD A FEW INCHES DEEP)							
TOTAL CUT AND FILL PER COASTAL COMMISSION=							

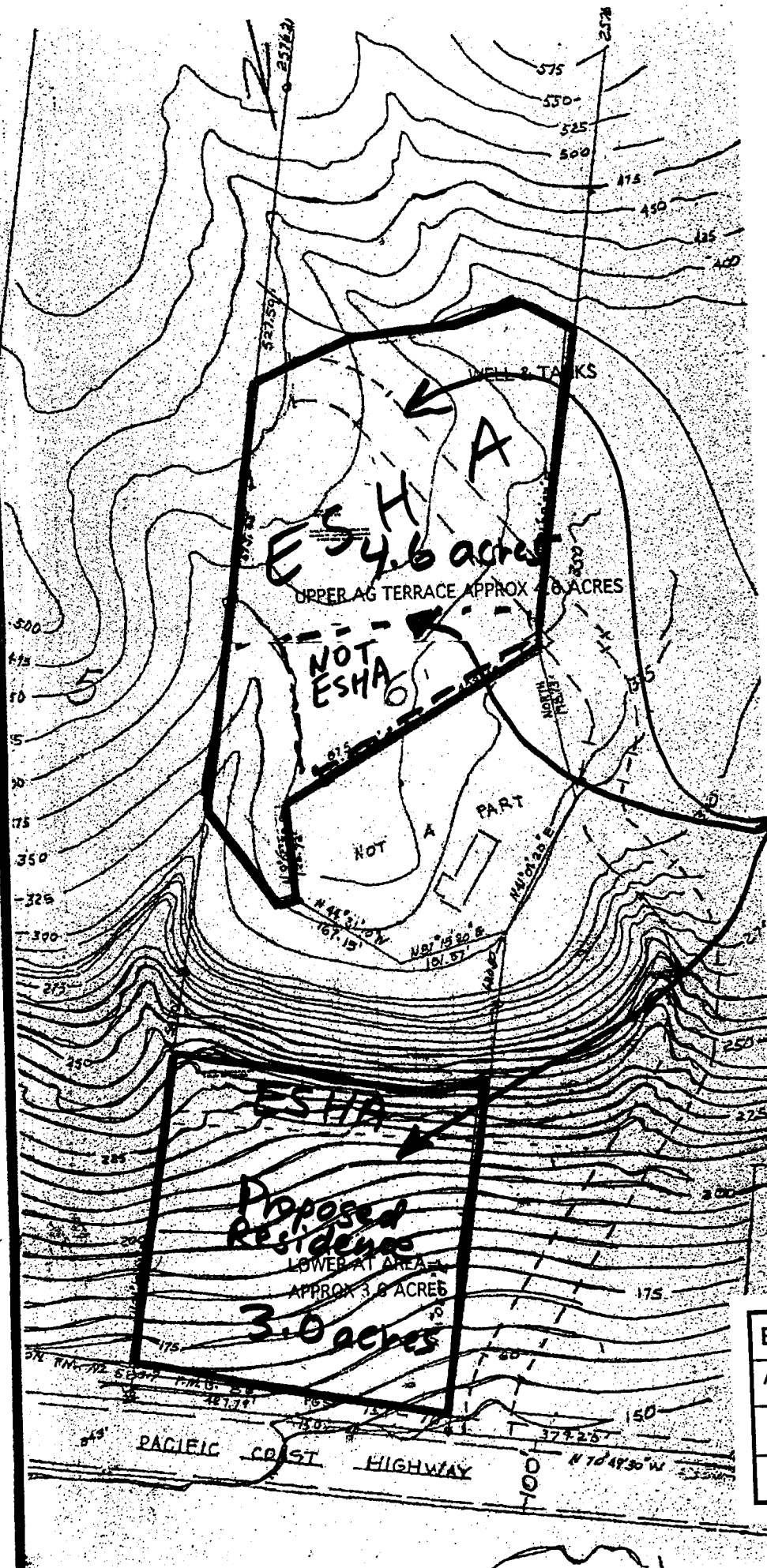
CUBIC YARD FORMULA
DISTANCE*(SECTION+SECTION)/(2*27)

JOAN KNAPP
(805)445-1021

1674 CY

Subtotal 5,547
(788 CY) Ag Fill 886
TOTAL 6433

TOPO W/ AG. & WELL AREAS



Proposed
Agricultural
Areas

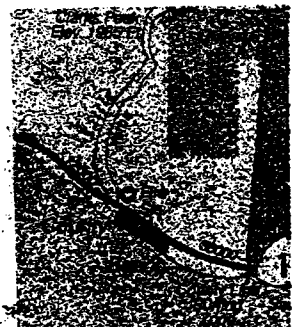


EXHIBIT NO. 23
APPLICATION NO. 6-01-117
Agriculture Use Areas

CALIFORNIA COASTAL COMMISSION

CENTRAL COAST AREA
89 SOUTH CALIFORNIA ST., 2ND FLOOR
VENTURA, CA 93001
(805) 641-0142



RECEIVED
SEP 12 1994
CALIFORNIA
COASTAL COMMISSION
SOUTH CENTRAL COAST DISTRICT

AMENDMENT TO COASTAL DEVELOPMENT PERMIT

Date August 8, 1994

Permit Number 4-92-211 issued to Malibu Sequit Partnership for subdivision of a 150-acre parcel of vacant land into seven parcels, each parcel fronting on Pacific Coast Highway at 34000 West Pacific Coast Highway, Malibu has been amended to include the following change: deletion or modification of Special Condition 1, more specifically described in the application file in the Commission Office.

This amendment will become effective upon return of a signed copy of this form to the Commission office. Please note that the original permit conditions unaffected by this amendment are still in effect.

PETER M. DOUGLAS
Executive Director

By: B. Bailey

Coastal Program Analyst

ACKNOWLEDGMENT

I have read and understand the above amendment and agree to be bound by the conditions as amended of Permit No. 4-92-211A.

Date 9/9/94

Signature [Signature]

1680C

EXHIBIT NO. 24
APPLICATION NO. 4-01-117
Subdivision
Permit 1 of 3



CALIFORNIA COASTAL COMMISSION

SOUTH CENTRAL COAST AREA
39 SOUTH CALIFORNIA ST., 2ND FLOOR
SANTA MONICA, CA 90401
(805) 641-0142

SECOND CORRECTED COPY
NOTICE OF INTENT TO ISSUE AMENDMENT
TO COASTAL DEVELOPMENT PERMIT

On April 14, 1993, by a vote of 9 to 0, the California Coastal Commission granted to Malibu Sequit Partnership an amendment to Permit 4-92-211 (originally approved as Coastal Development Permit P-1-12-76-6923), subject to the attached conditions, for changes to the development or conditions imposed on the existing permit. The development originally approved by the permit consisted of the subdivision of a 150-acre parcel of vacant land into seven parcels, each parcel fronting on Pacific Coast Highway, at 34000 West Pacific Coast Highway, City of Malibu, Los Angeles County.

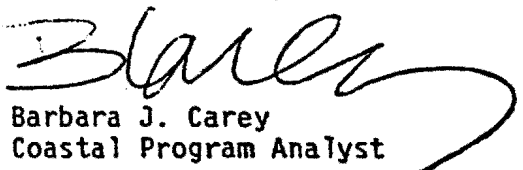
Changes approved by this amendment consist of modification of Special Condition 1, more specifically described in the application file in the Commission offices.

Unless changed by the amendment, all conditions attached to the existing permit remain in effect.

The amendment is being held in the Commission office until fulfillment of Special Condition 1, imposed by the Commission. Once this condition has been fulfilled, the amendment will be issued. For your information, all the imposed conditions are attached.

Issued on behalf of the California Coastal Commission on January 7, 1994.

PETER DOUGLAS
Executive Director


Barbara J. Carey
Coastal Program Analyst

ACKNOWLEDGMENT:

I have read and understand the above Notice of Intent to amend Permit 4-92-211, including all conditions imposed.

Date

Permittee

Please sign and return one copy of this form to the Commission office at the above address.

0789M

2 of 3

NOTICE OF INTENT TO ISSUE AMENDMENT

Page 2 of 2
Permit No. 4-92-211

SPECIAL CONDITIONS

1. Deed Restriction

Prior to the issuance of the permit, the applicant shall record a deed restriction, in a form and content acceptable to the Executive Director which will include the following conditions:

- a. no further subdivision shall be permitted;
- b. limit access to the seven lots from Pacific Coast Highway to only two (2) additional driveways to minimize the visual impact on the road;
- c. set back residential development a distance of 200 feet from Pacific Coast Highway. Other development may be permitted in this area in conformance with the visual resource policies of the Coastal Act;
- d. restrict or control development in the rugged, natural inland area to protect the habitat and visual open space values (i.e. above the highway), except for Lots 6 and 7;
- e. minimize alteration of the land forms and the visual impact of development on the coastal viewshed, survey the site to determine which areas are visible, both short-range and long-range, from the highway and regulate or design development in these areas to mitigate the visual impact;
- f. limit the extent of development on each lot to an acceptable level (i.e. single-family residences only with appropriate height and size limits).

0622C
BJC/ah

A 89 SECTION
WEST HAMMERHEAD

55.45 sq ft
cut

9/1/01

439.97 sq ft
CUT

A/91
West Driveway

159.34 sq ft

176.64 sq ft

HAMMERHEAD

95.89 sq ft

6 Ft. Retaining wall

Driveway
Natural Grade

152.89 sq ft
FILL

A/25 SECTION WEST

CUT

280.25 sq

35.70 sq ft

FILL

NATURAL GRADE

60.50 sq ft

HOUSE FILL

337.36 sq ft
HAMMERHEAD

CUT

117.12 sq ft

CUT

A/93 SECTION

CUT

3.48 sq ft

FILL

76.25 sq ft

525.13 sq ft

HOUSE CUT-

145.22 sq ft

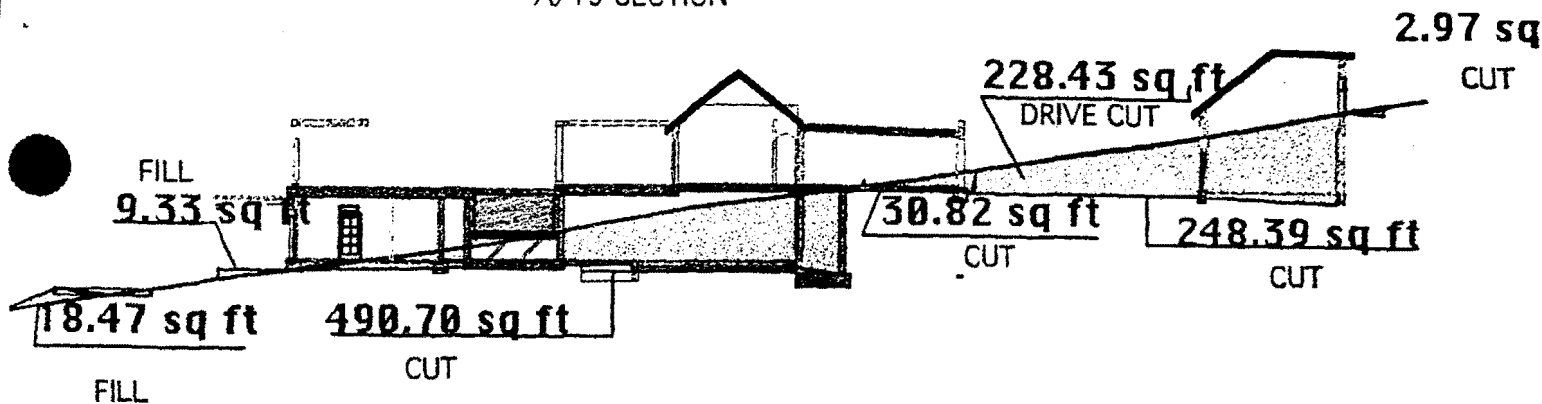
HOUSE CUT

30.43 sq ft

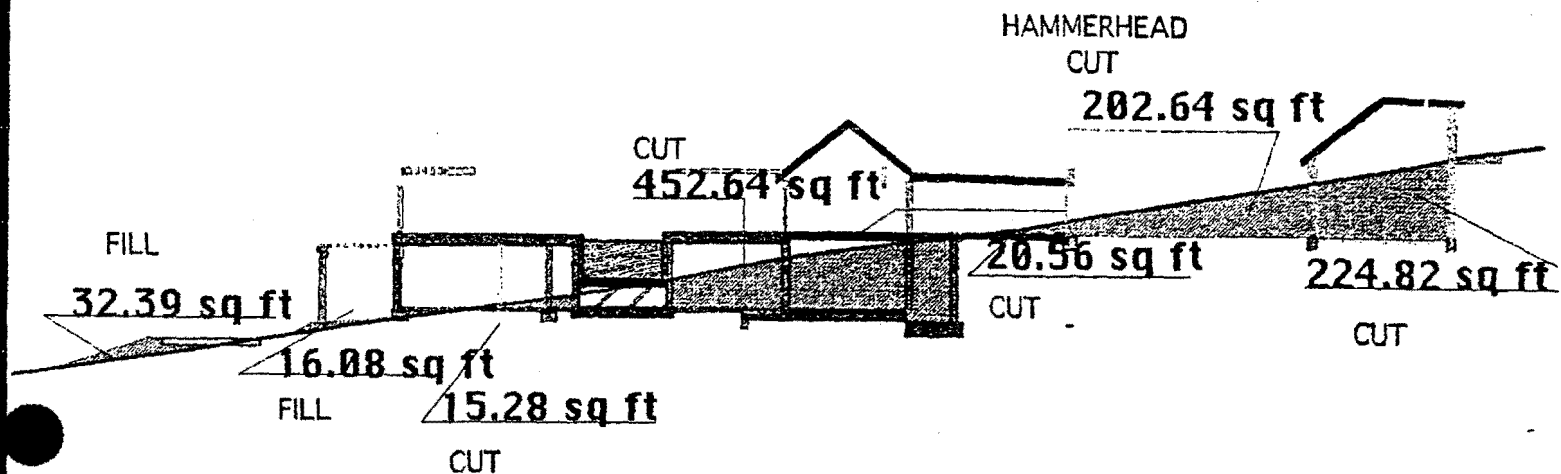
9/1/01

EXHIBIT NO. 25
APPLICATION NO. 4-01-117
Grading
Section Calcs

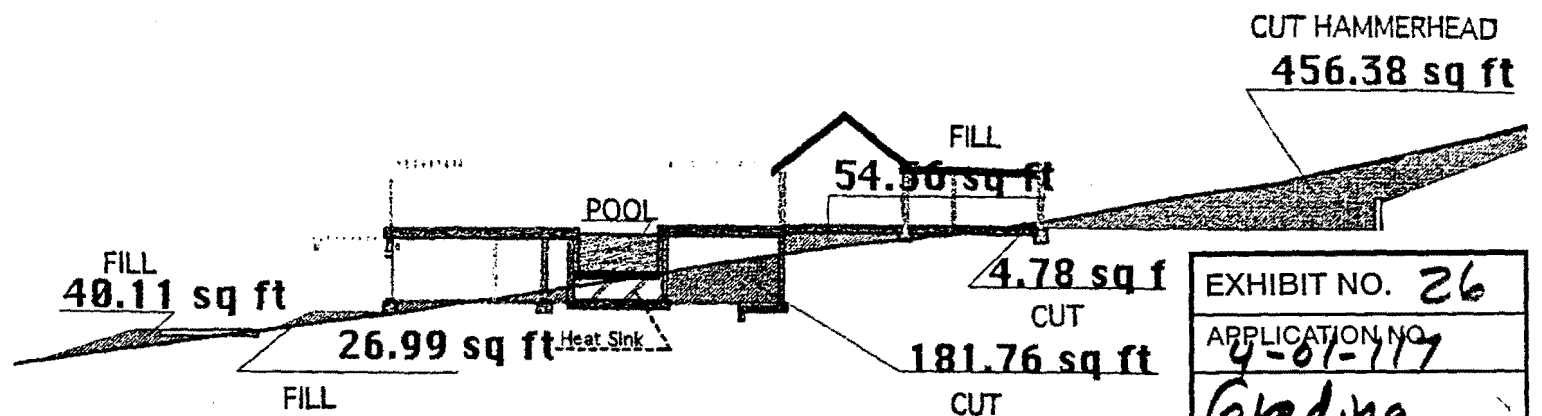
A/19 SECTION



A26
SECTION



A20
HAMMERHEAD SECTION



A/66 SECTION

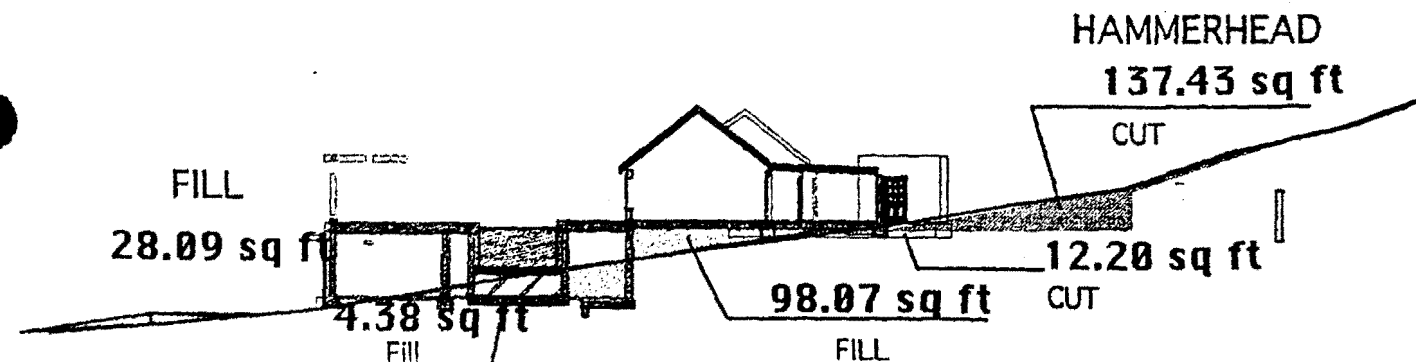
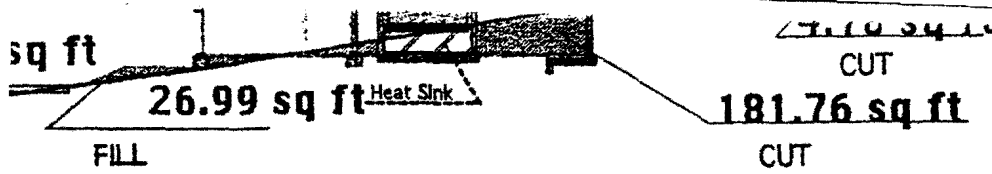
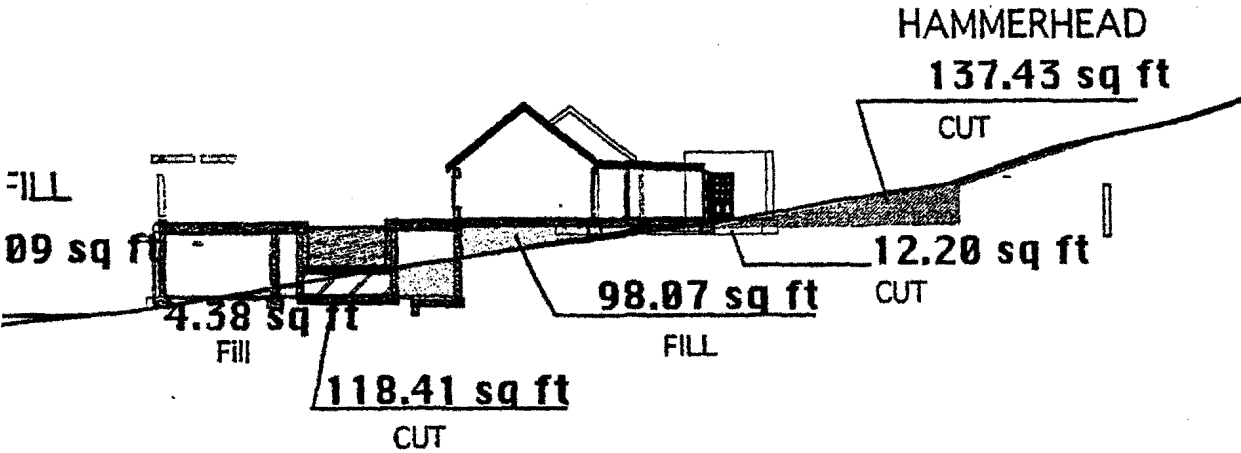


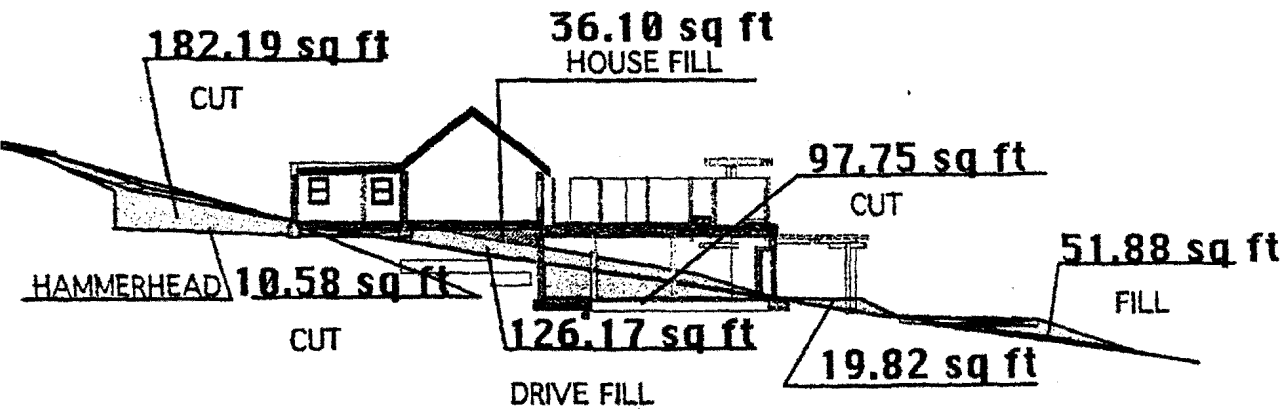
EXHIBIT NO. 26
APPLICATION NO. 4-01-117
Grading
Section Cals



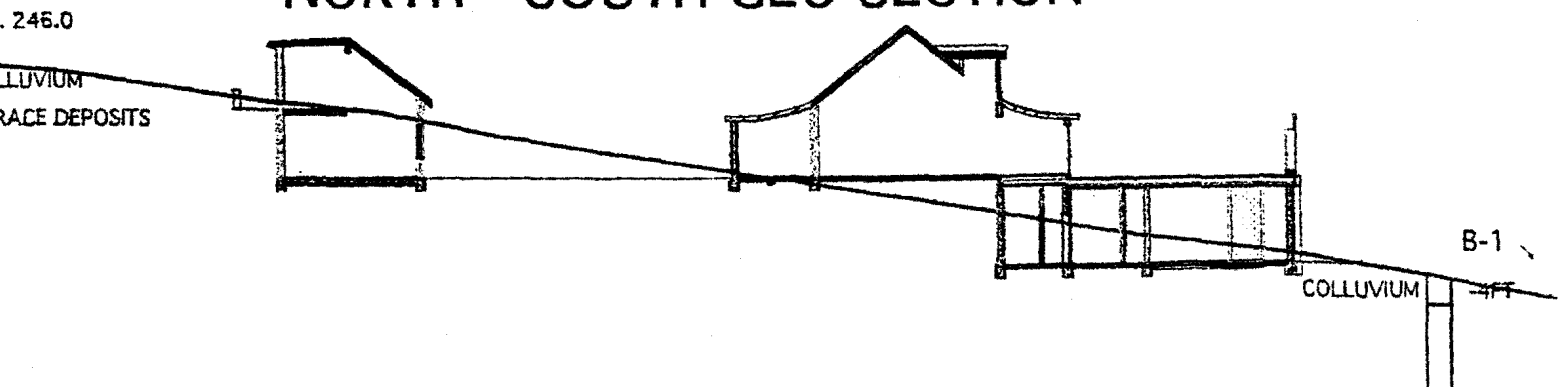
A/66 SECTION



A/99 SECTION



NORTH - SOUTH GEO SECTION



DAR'
TOPANG
DARK RED E

EXHIBIT NO. 27
APPLICATION NO. 4-01-117
Grading
Section Calcs

CALIFORNIA COASTAL COMMISSION

SOUTH CENTRAL COAST AREA
SOUTH CALIFORNIA ST., SUITE 200
VENTURA, CA 93001
(805) 585-1800



October 2, 2001

Joan Knapp
30 Alviso Drive
Camarillo, CA 93010

RE: Coastal Permit Application No. 4-01-117; Knapp, Proposed Single Family Residence, Garage, Terrace, Pool/Spa, Garage/shop, Four Solar Energy Systems, Driveway, Water Well and Tanks, Septic System, Agricultural Use, and Grading at 34077 Pacific Coast Highway, Malibu.

Dear Ms. Knapp;

This office received an application on June 20, 2001 to construct a three level (with loft) 35 ft. high above finished grade, single family residence consisting of a two level 6,751 sq. ft. main house with partial basement, 2,128 sq. ft. terrace, 550 sq. ft. basement machine room and two car garage at basement level, 1,433 sq. ft. garage and shop with loft, the main residence and garage/shop attached with a 780 sq. ft. porte cochere, 16,491 sq. ft. driveway and two fire truck hammerheads, entry gate and wall, solar system for thermal space heating, domestic water thermal heating, pool and spa thermal heating, and photovoltaic panels (total 110 panels), drill one water well and explore for adequate water in two locations, two water storage tanks with 14,000 gallons, swimming pool, spa, pergola, septic system, 3.6 acre agricultural use for growing grapes, herbs, lavender, vegetables and fruit trees, and grading of 3,836 cubic yards of cut and 1686 cubic yards of fill. This project description is revised to reflect additional information received since August 9, 2001. We agree to disagree about some project description details such as the maximum height of the residence from finished grade to the top of the dormer on section 1 N/S section, sheet A-9.

Based on a review of the application, we determined in a letter dated July 19, 2001 that the application was incomplete for the purpose of filing and scheduling this project for a Commission agenda.

On July 21, August 1 and August 9, 2001 we received additional information from you partially addressing our request for additional information. We received the following information from you.

- 1) We received additional information on the project description relative to the proposed square footages for habitable, non-habitable, and garage space, the driveway, locations proposed for the agricultural uses. We understand the wind generator is no longer proposed.
- 2) We received a copy of the grant deed with clarifying information from the assessor in the original application materials on June 20, 2001.
- 3) We understand you have deleted the proposal for a second driveway. Revised plans sheets indicating this revision is not attached.

EXHIBIT NO. 28

APPLICATION NO. 4-01-117

Letter to

Applicant

page 1 of 3

- 4) We understand that no public hearings were held on this project at the City of Malibu.
- 5) We received a site plan and documentation indicating the fire truck access is approved by the Fire Department.
- 6) We received a copy of all plans submitted in June, except for Sheet A-3.
- 7) We received a City "Approved in concept in the planning stage" Geology and Geotechnical Engineering Review Sheet.

The following information is needed for the purpose of filing as complete this application for staff review:

- A). A former elevator tower is identified on revised drawing 2-A2a, sheet A-3. Please submit two sets of full sized replacement plans and one reduced in size to 8 ½ by 11 inches in size that removes this tower, if that is the project description.
- B.) We need two full size revised plan sheets (and one copy reduced to 8 ½ by 11 inches in size) indicating that the proposed revised driveway and entry wall and gate are entirely located on your property and is not a common driveway with similar development on the adjoining parcel.
- C.) We need a copy of LA County Health Department approval of water well application.
- D.) We need a reduced copy of Sheet A-3 and all plans submitted in the future reduced in size to 8 ½ by 11 inches.
- E.) We need the entire project footprint staked with story poles identifying the access driveway, entry gate and wall, perimeter and varying heights of the main residence and terrace at each corner and the peaks, garage/shop structure corners and peak, and encircling driveway prior to conducting a staff site visit to be scheduled in the future. The story poles and stakes need to be flagged or identified in such a way that photographs can be taken which will accurately identify the proposed development as seen from Pacific Coast Highway, Nicholas County Beach, and Leo Carrillo State Beach, if visible from these later locations as determined by staff. Please call to schedule a date for staff viewing in advance of staking the site.
- F.) Lastly, a question not previously asked: the difference between the cut and fill quantities is 2,150 cubic yards of material. Is this material proposed to be filled on site or exported. If it is exported is the disposal site located outside the coastal zone or if located in the coastal zone is there a valid coastal permit issued for the disposal of fill?

My recollection of the July 31, 2001 meeting differs somewhat from the statements made in the letters received August 1 and 9, 2001. These letters identify some issues that we will just have to agree to disagree on. The most important issue is that we discussed the application may be processed from its submittal to the date of issuing the coastal permit, including condition compliance, within about one year if approved as submitted; two years if the subject application is denied by the Commission and a smaller redesigned project is submitted and possibly approved and the coastal permit issued to you. The later scenario may require about two years to complete two coastal permit application processes from start to finish. I suggested that to meet your time schedule and reduce the time for processing the application(s) you may wish to

redesign the project such that the square footage, height, and bulk of the residence be reduced in scale to bring the project into conformance with applicable Coastal Act policies such that the staff might be able to prepare a positive recommendation and that the Commission might be able to approve it. The primary issue is conformance with the requirements of Section 30251 of the Coastal Act.

In addition, it is important to respond to the issue raised in the letter received August 1, 2001. The application was submitted June 20, 2001, a date the entire office staff was on duty off site at a conference as staff attendance was requested by agency management. As I understand the office was staffed by a temporary employee who accepted your application for submittal. This application was assigned to me sometime in July while I was off duty until mid July. It is important to note that this application was reviewed and responded to in writing within the 30 days time requirements established by the State Permit Streamlining Act with a letter dated July 19, 2001 to you. Your request for an appointment with me was scheduled and held on the earliest date I was available, on July 31, 2001, as suggested to you in the July 19, 2001 letter. As we discussed, the applications received are processed one at a time in the order received from the public based on staff availability.

We note that depending on what additional information is submitted in response to this letter, we may need more clarification and possibly more information as a result of our review of the information to deem this application submittal complete for the purpose of filing and scheduling this proposed project for Commission action. If you have any questions please call and leave a message.

Sincerely,



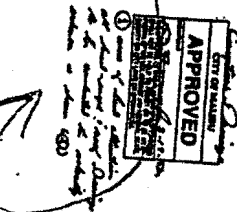
James Johnson
Coastal Program Analyst
401117knappincompleteletter10201

Upper & Lower Mesa
Site Plan
4-98-084
APPLICATION NO.
EXHIBIT NO. 2

Main Residence

Guest House

Topographic features
 All areas within the
 boundaries, including
 and surrounding area
 adjacent to the proposed
 residence to be cleared
 of vegetation and
 all other site conditions
 to be modified, altered and
 improved.



approximate
 site
 proposed
 Residence
 Knapp

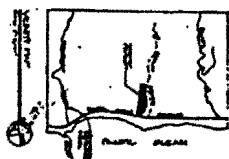
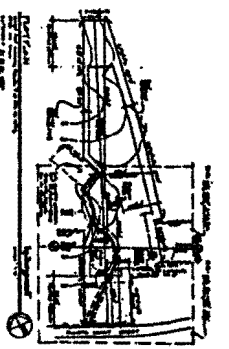
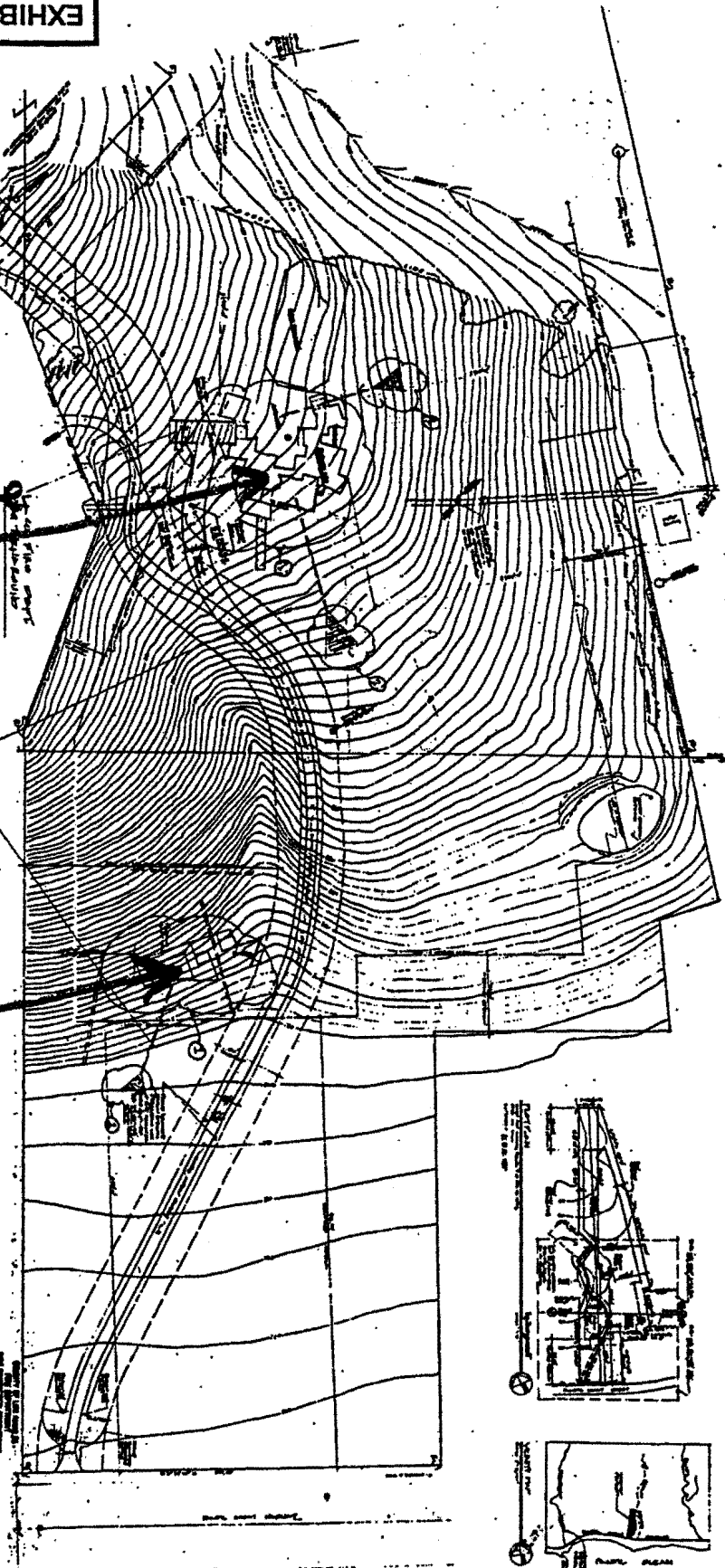


EXHIBIT NO. 29
APPLICATION NO. 4-01-117
CDP 4-98-084
Taylor Site Plan

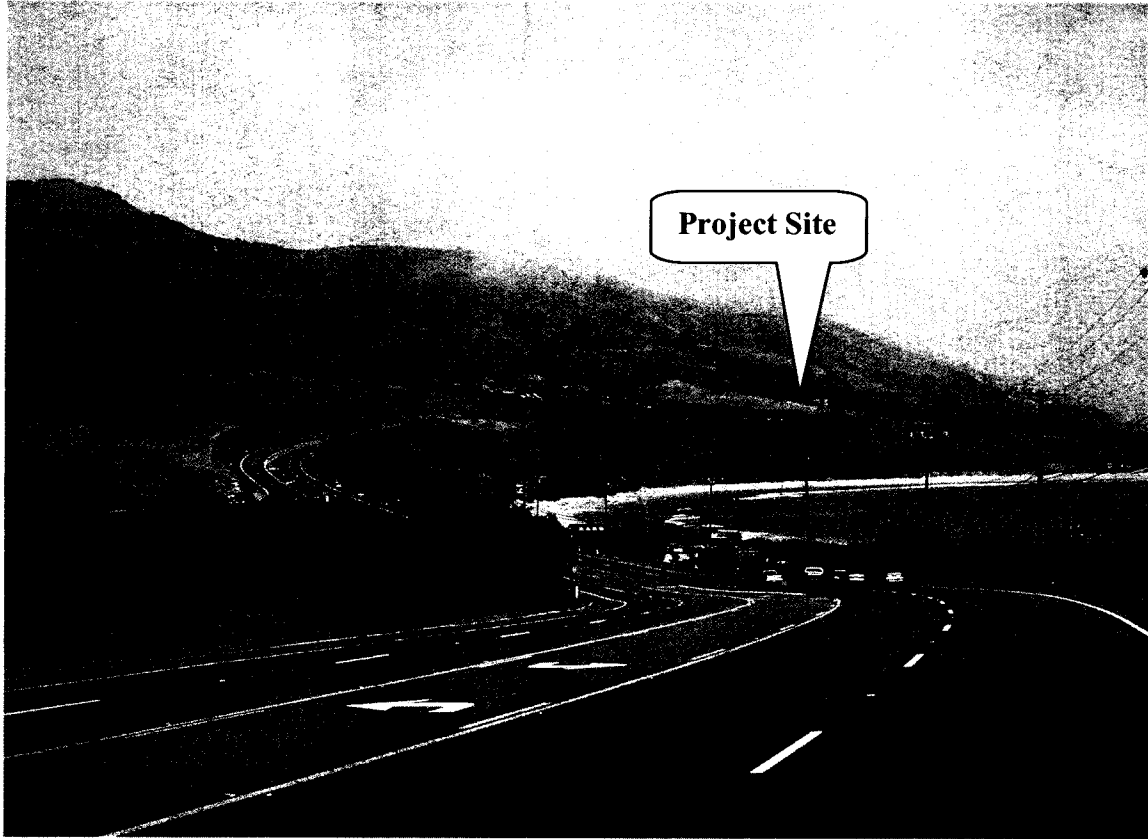


EXHIBIT 30

Application No. 4-01-117

Knapp

**Long Range View from Leo Carrillo State Beach and
Pacific Coast Highway about 6,000 feet west.**

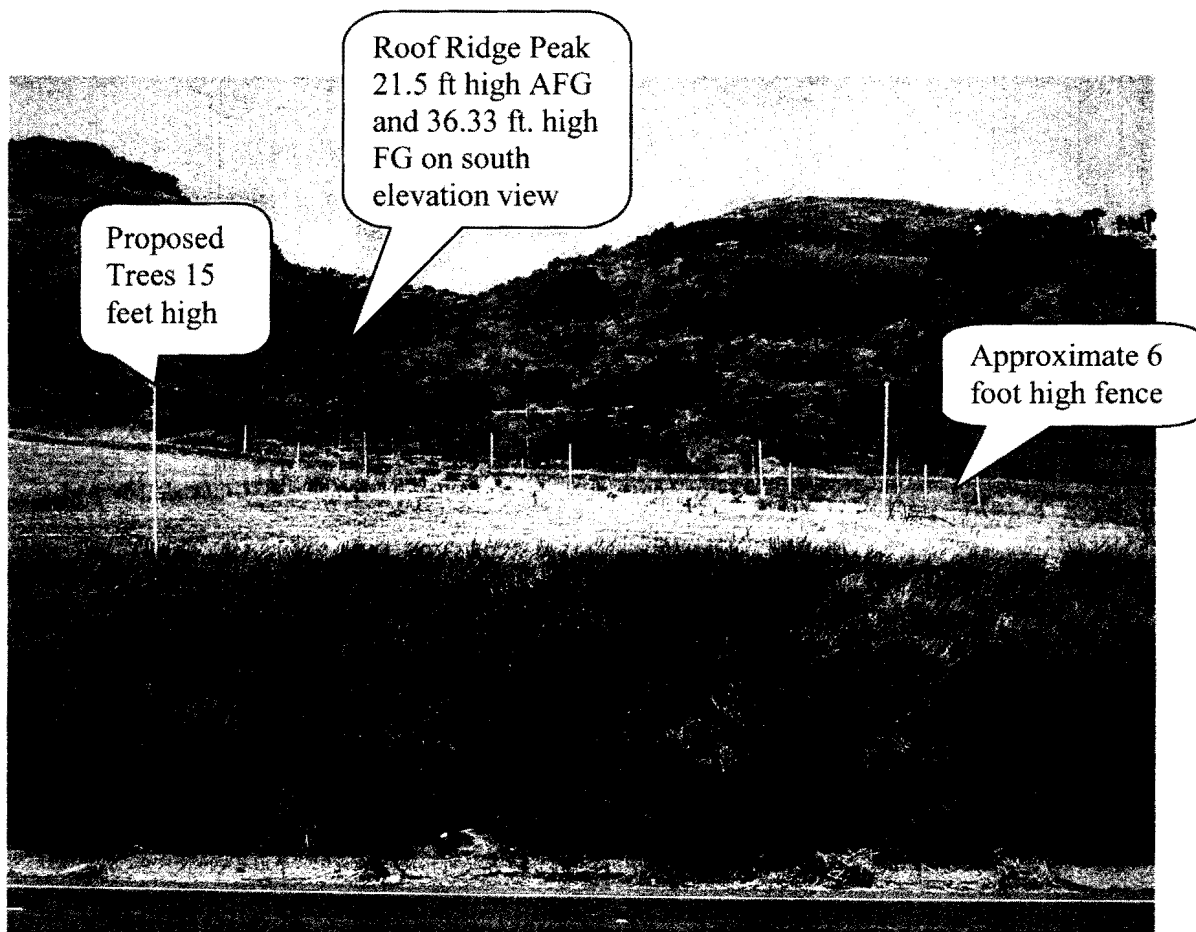


EXHIBIT 31

**Application No. 4-01-117
Knapp**

**Short Range View from Pacific Coast Highway on
highway shoulder about 350 feet south of project site.**

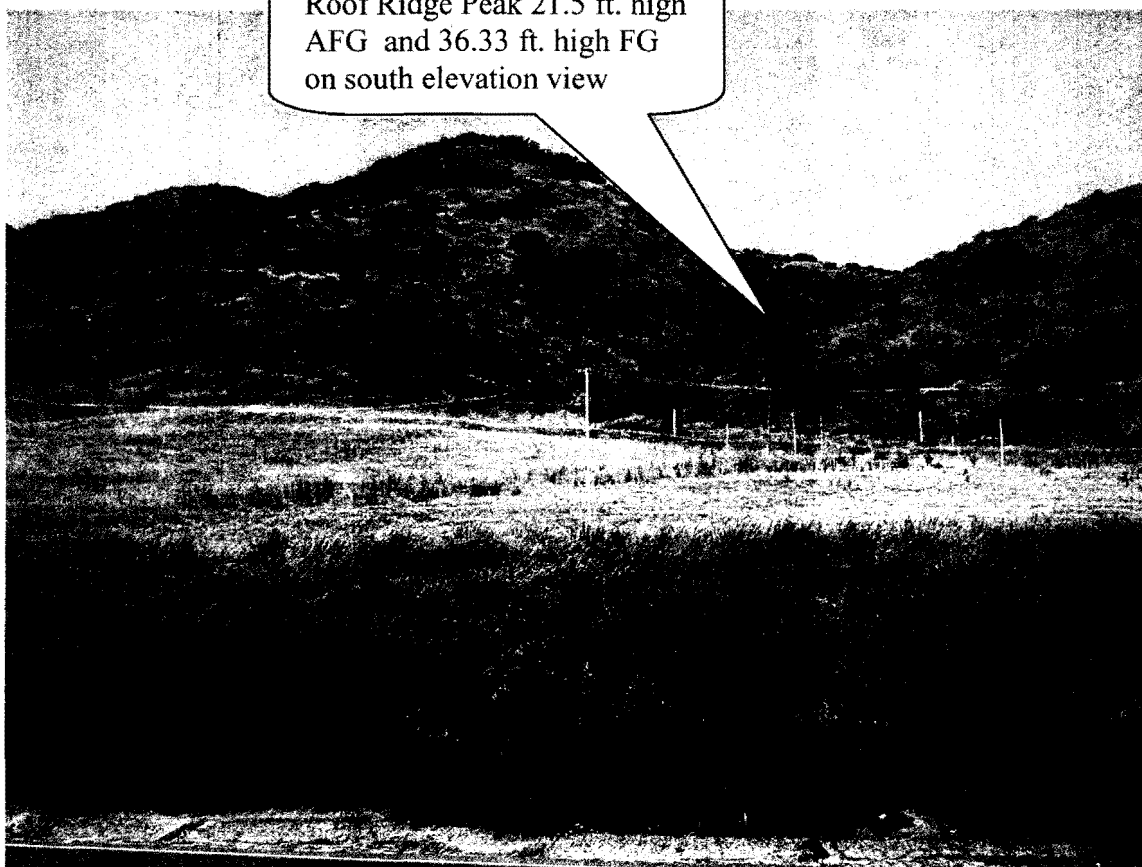


EXHIBIT 32

Application No. 4-01-117

Knapp

**Short Range View from Pacific Coast Highway on
highway shoulder, west portion of property**



Roof Ridge Peak 21.5 ft. high
AFG and 36.33 ft. high FG
on south elevation view

EXHIBIT 33

Application No. 4-01-117

Knapp

**Short Range View from Pacific Coast Highway on highway
shoulder, west portion of building site**

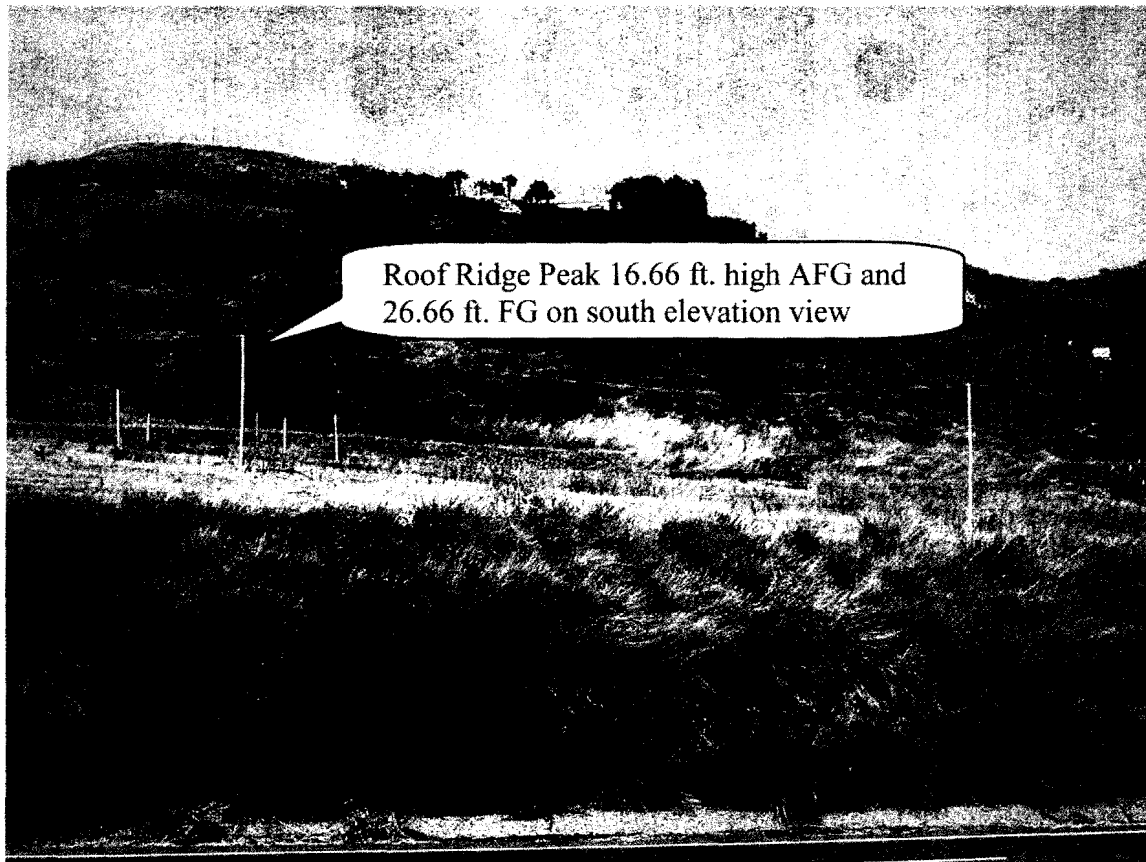


EXHIBIT 34

Application No. 4-01-117

Knapp

**Short Range View from Pacific Coast Highway on highway
shoulder, east portion of building site**

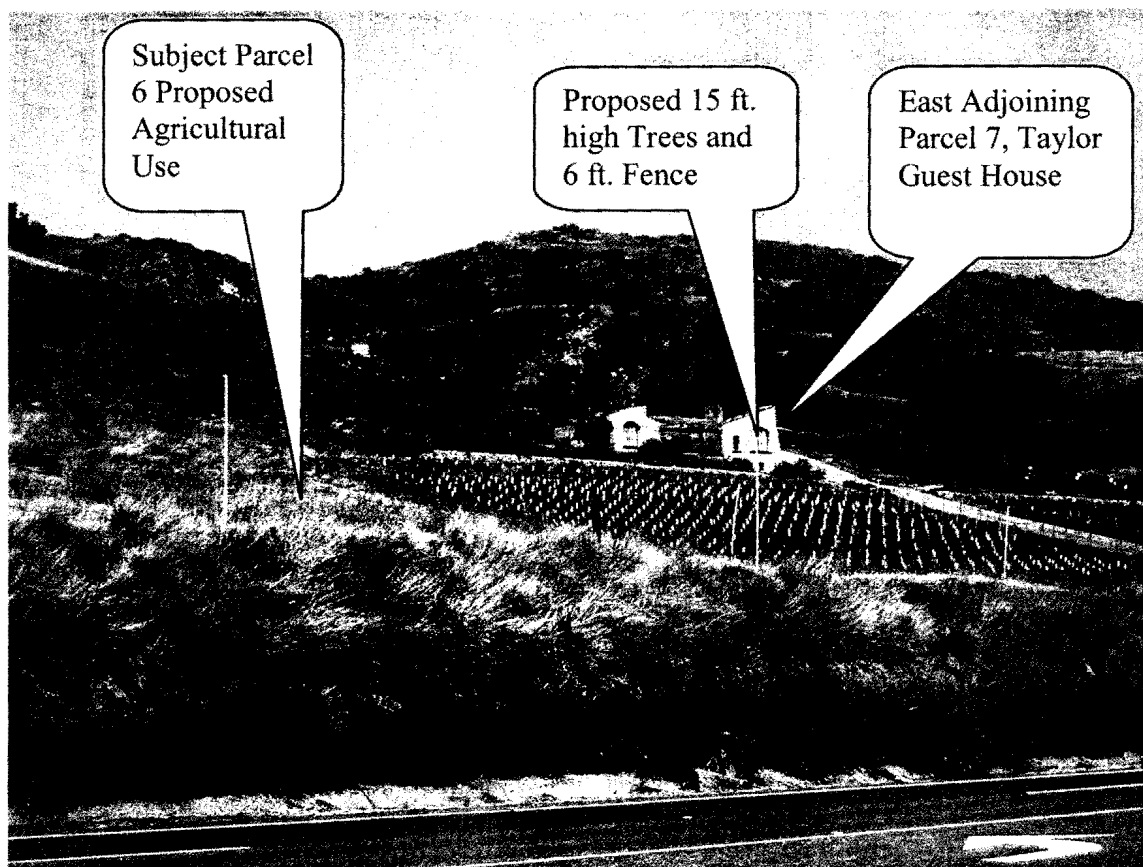
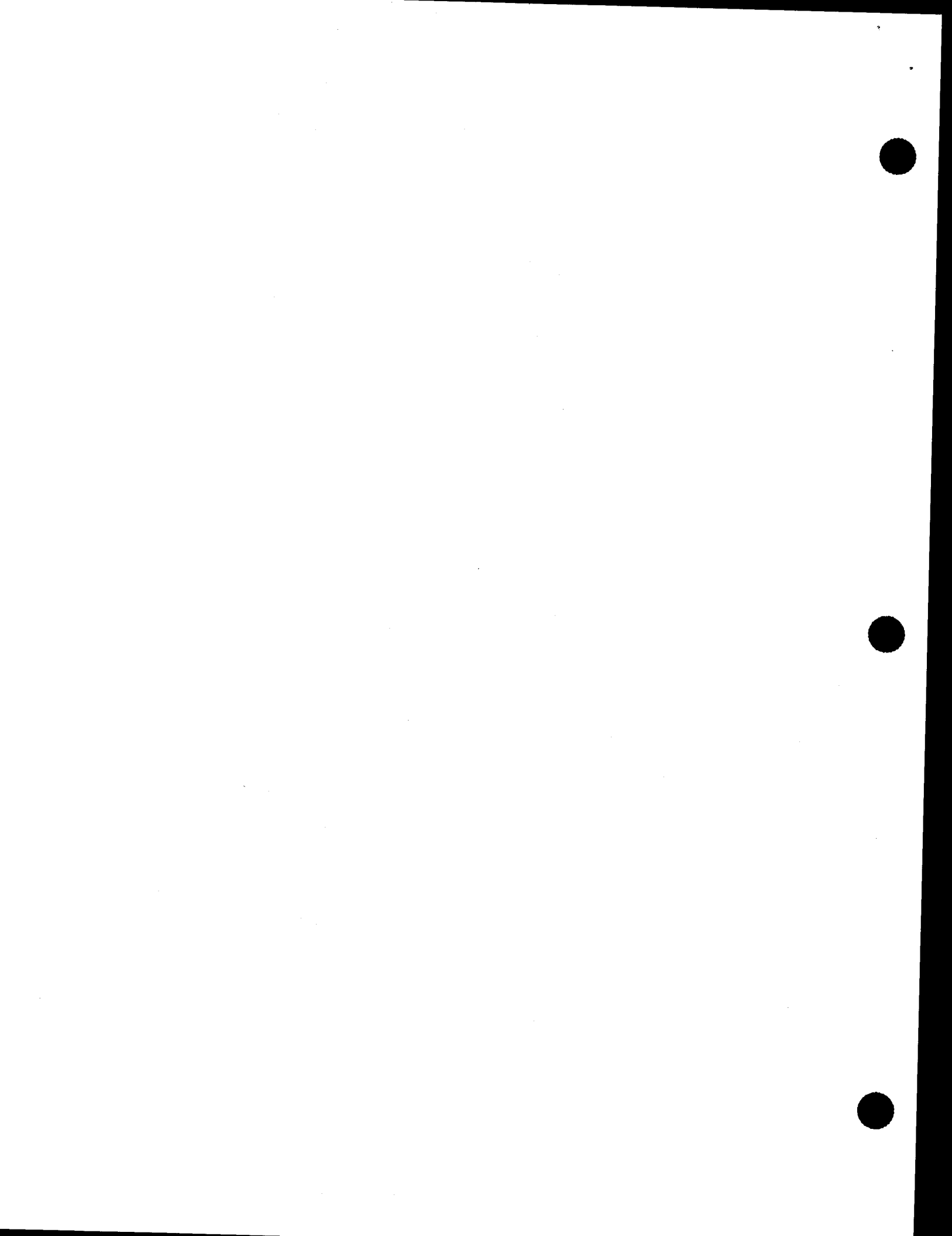


EXHIBIT 35

Application No. 4-01-117

Knapp

Short Range View from Pacific Coast Highway from highway shoulder, east portion of subject property. Adjoining property to right is Parcel 7, Taylor, Guest House.



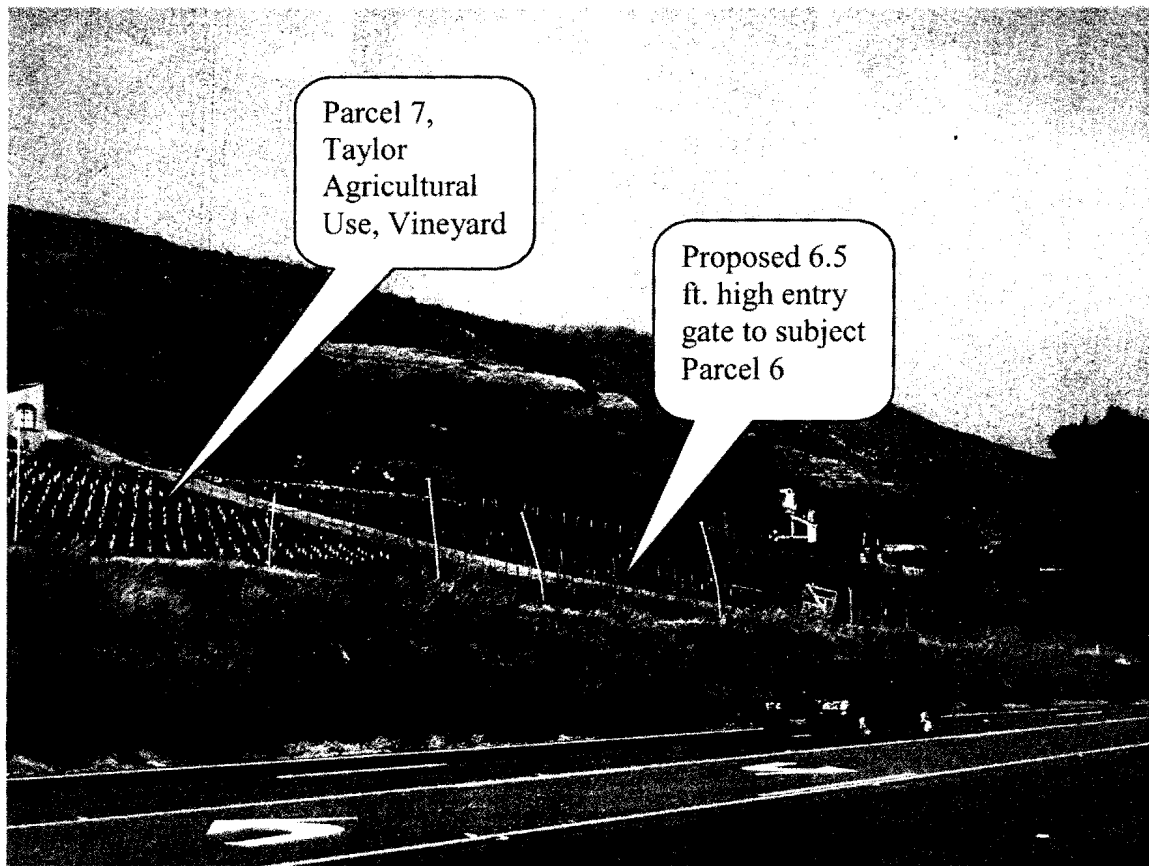


EXHIBIT 36

**Application No. 4-01-117
Knapp**

Short Range View from Pacific Coast Highway shoulder, far east portion of subject property. Adjoining property to right is Parcel 7, Taylor.

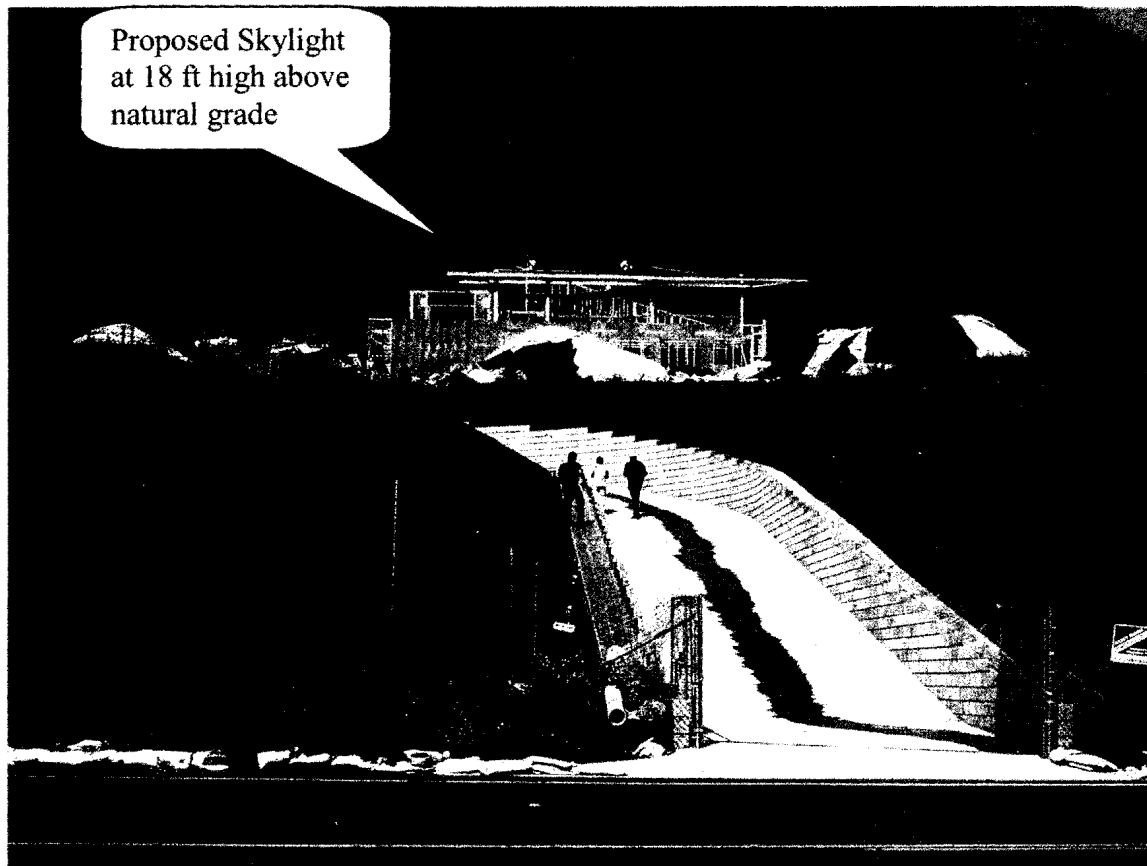
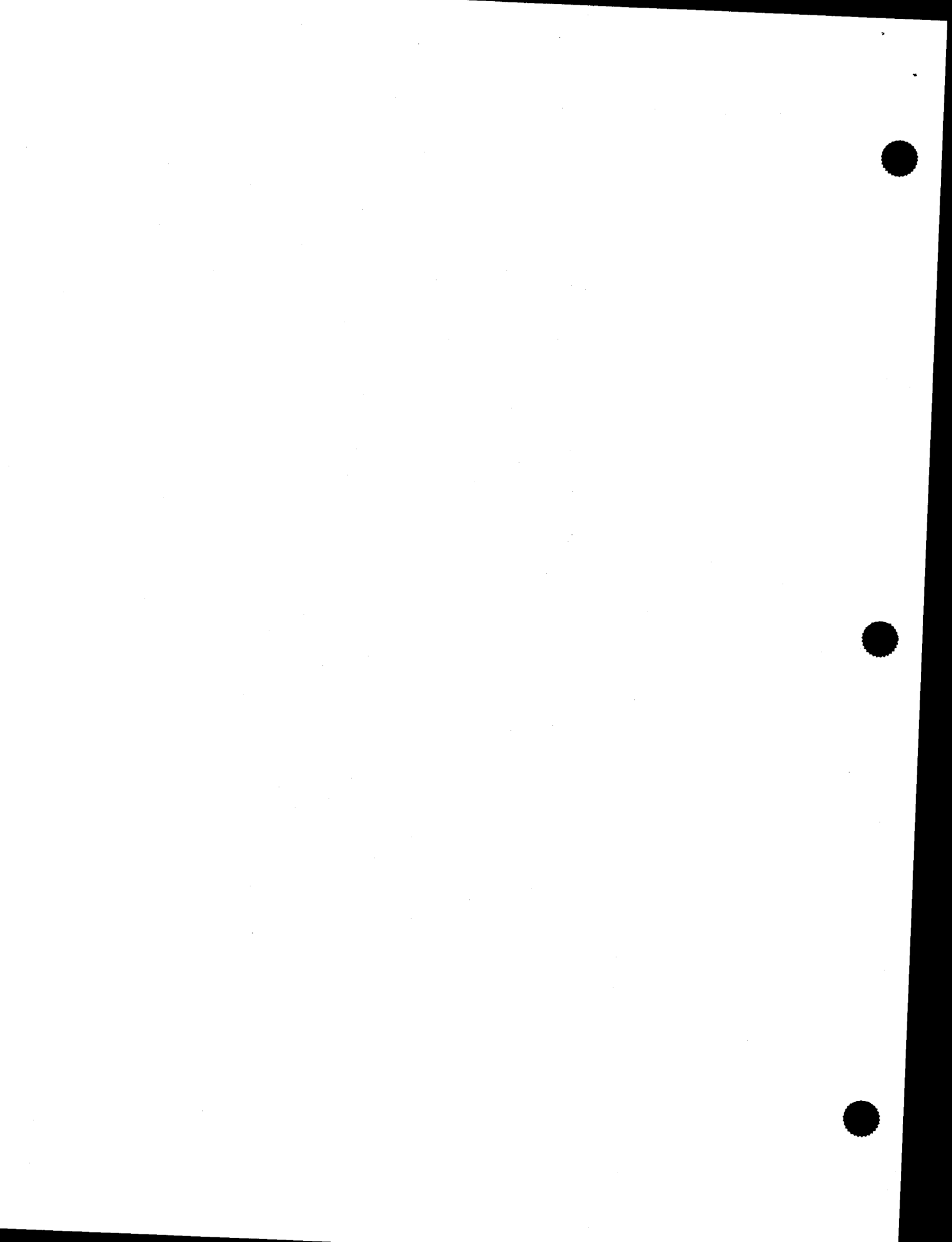


EXHIBIT 37

**Application No. 4-01-117
Knapp**

Parcel 1, Coastal Permit No. 4-00-061 & A-1, William Feil, one story, split level, 18 feet high above natural grade, 2,827 sq. ft. residence, attached two-car garage, detached 700 sq. ft. studio located behind residence, 2,074 cubic yards grading (1,747 cubic yards cut, 327 cubic yards fill, 1,420 cubic yards export). Residence is located 250 feet inland of Pacific Coast Highway.



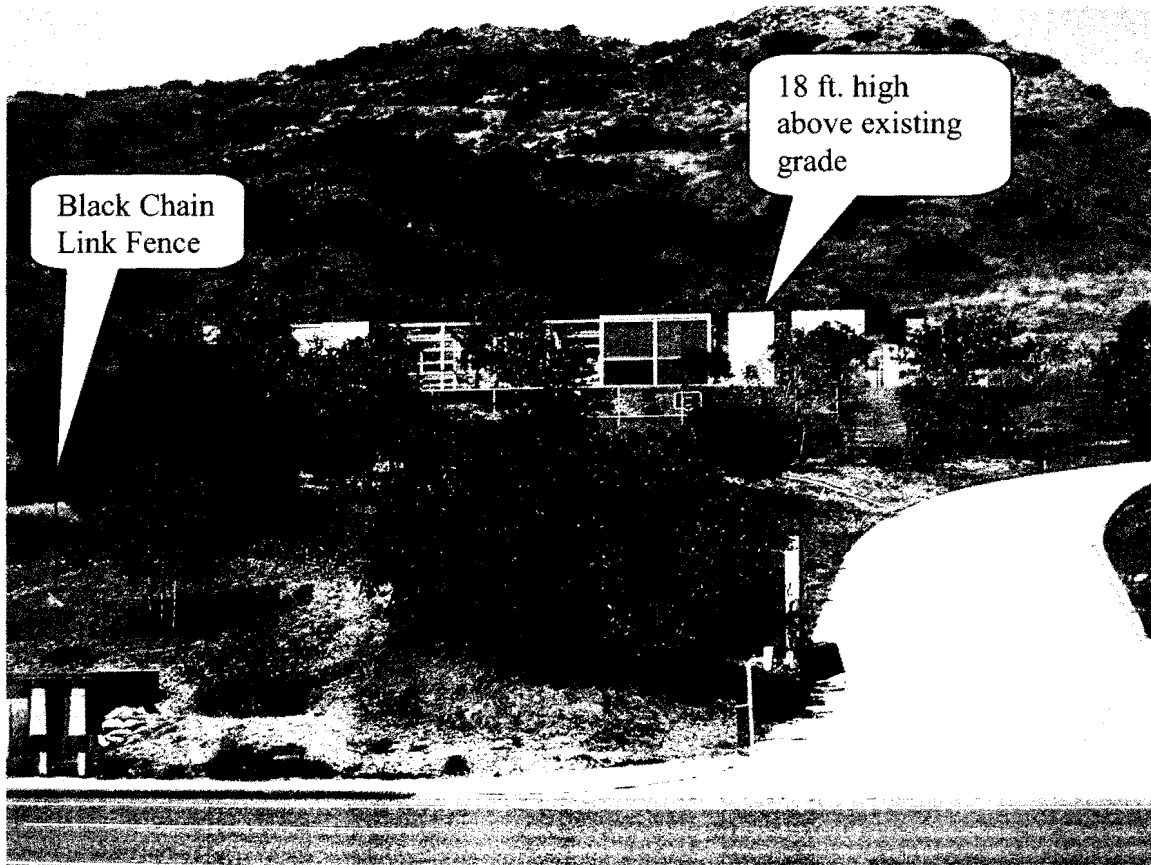
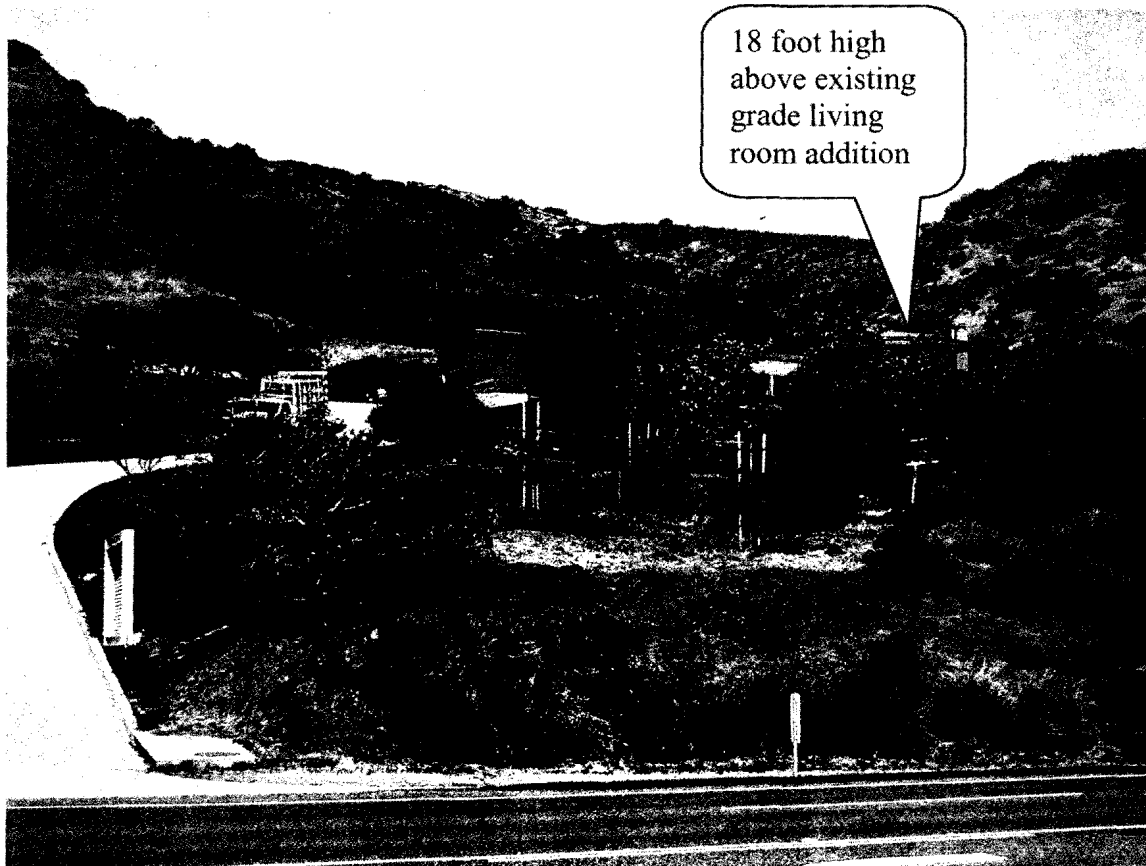


EXHIBIT 38

Application No. 4-01-117

Knapp

Parcel 2, Coastal Permit No. 4-95-201, Edward Niles, one story, 18 feet high above existing grade, 3,500 sq. ft., residence, two-car garage, pool, deck area screened with glass, retaining wall, solar heating system, common driveway shared with Parcel 3, fenced entry gate, 4,600 cubic yards of grading balanced on site.



18 foot high
above existing
grade living
room addition

EXHIBIT 39

**Application No. 4-01-117
Knapp**

Parcel 3, Coastal Permit No. 4-95-202, William Niles, one story, 18 foot high above existing grade, 1,700 sq. ft. residence, two-car garage, two-car guest parking, common driveway. Permit Waiver No. 4-99-158-W, William Niles, addition of 1,149 sq. ft., 18-foot high living room, bedroom, convert garage to bedroom, new two-car garage, 210 cubic yards grading.

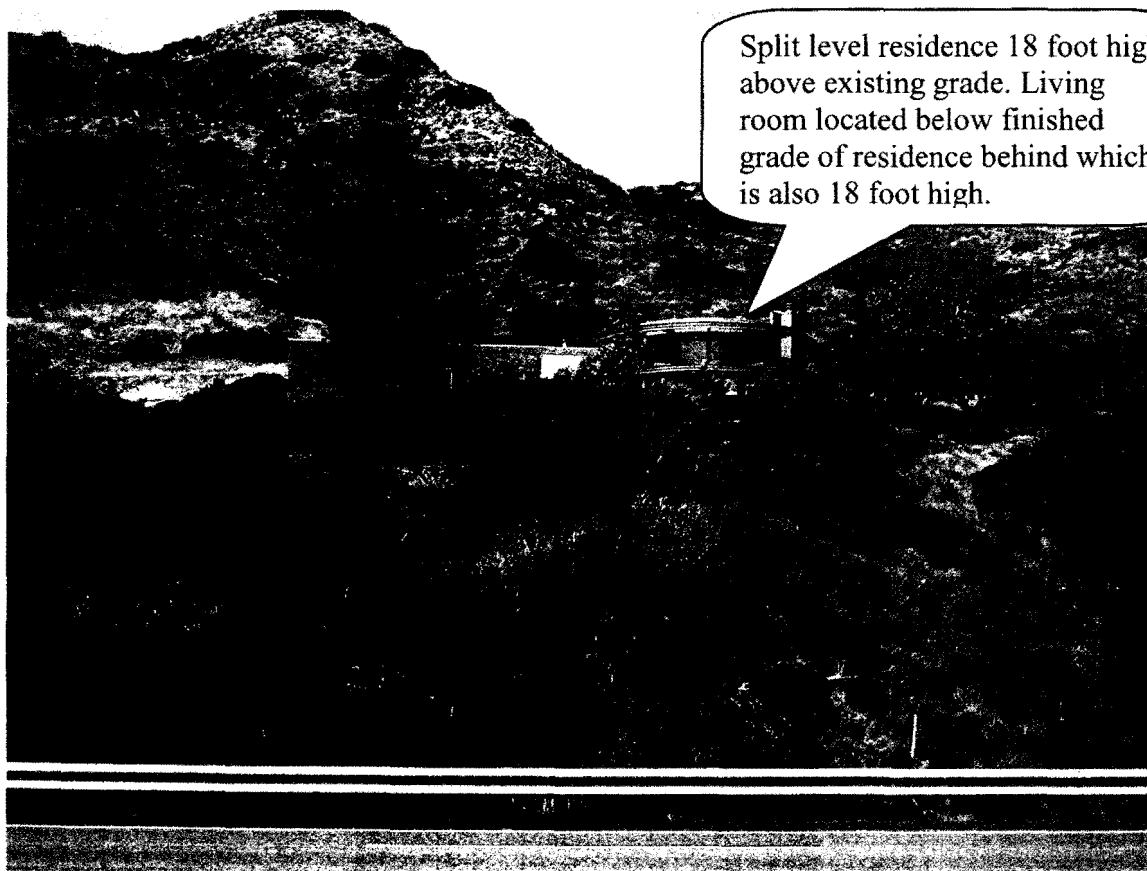


EXHIBIT 40

Application No. 4-01-117

Knapp

Short Range View from Pacific Coast Highway shoulder, Parcel 3, Coastal Permit No. 4-95-202, William Niles, one story, 18 foot high above existing grade, 1,700 sq. ft. residence, two-car garage, two-car guest parking, common driveway. Permit Waiver No. 4-99-158-W, William Niles, addition of 1,149 sq. ft., 18-foot high living room, bedroom, convert garage to bedroom, new two-car garage, 210 cubic yards grading.

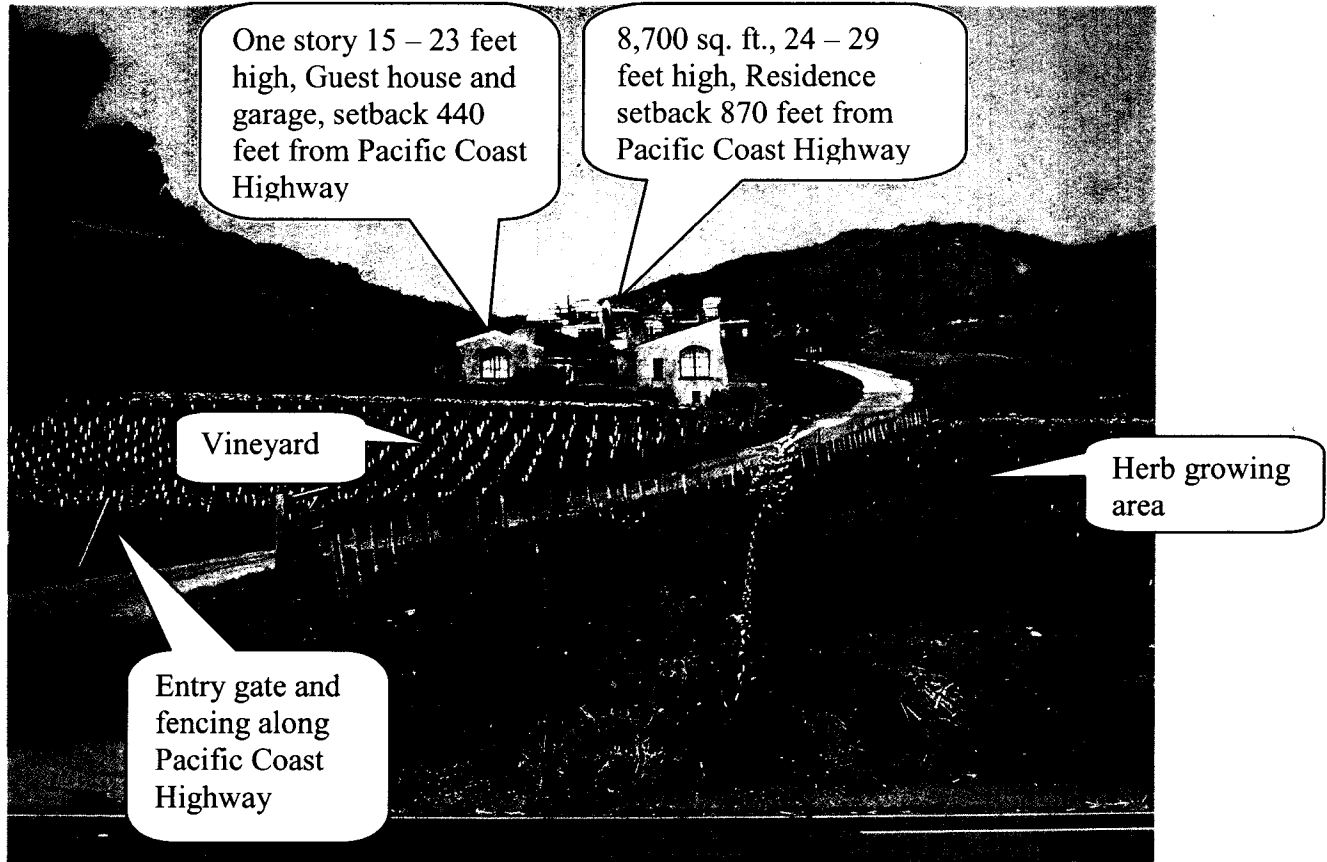


EXHIBIT 41

**Application No. 4-01-117
Knapp**

Short Range View from Pacific Coast Highway shoulder, Parcel 7, Coastal Permit No. 4-98-084, Mr. and Mrs. Clive Taylor, two story, 28 feet high, (plans range from 24 - 29 feet high) 7,708 sq. ft. residence, attached 992 sq. ft. garage, driveway (extended from existing common driveway), pool, tennis court, landscaping, entry gate, detached 15 - 23 feet high, 750 sq. ft. guest house and 225 sq. ft. garage, 10,000 gal water tank, pumps and irrigation system, grade 943 cubic yards of cut, 13 cubic yards fill, export 930 cubic yards. Coastal Permit Amendment No. 4-98-084-A-1, Taylor, modified landscape plan for three acre vineyard and four acre herb growing area managed in accordance with California Certified Organic Farms, Inc. Certification Handbook.

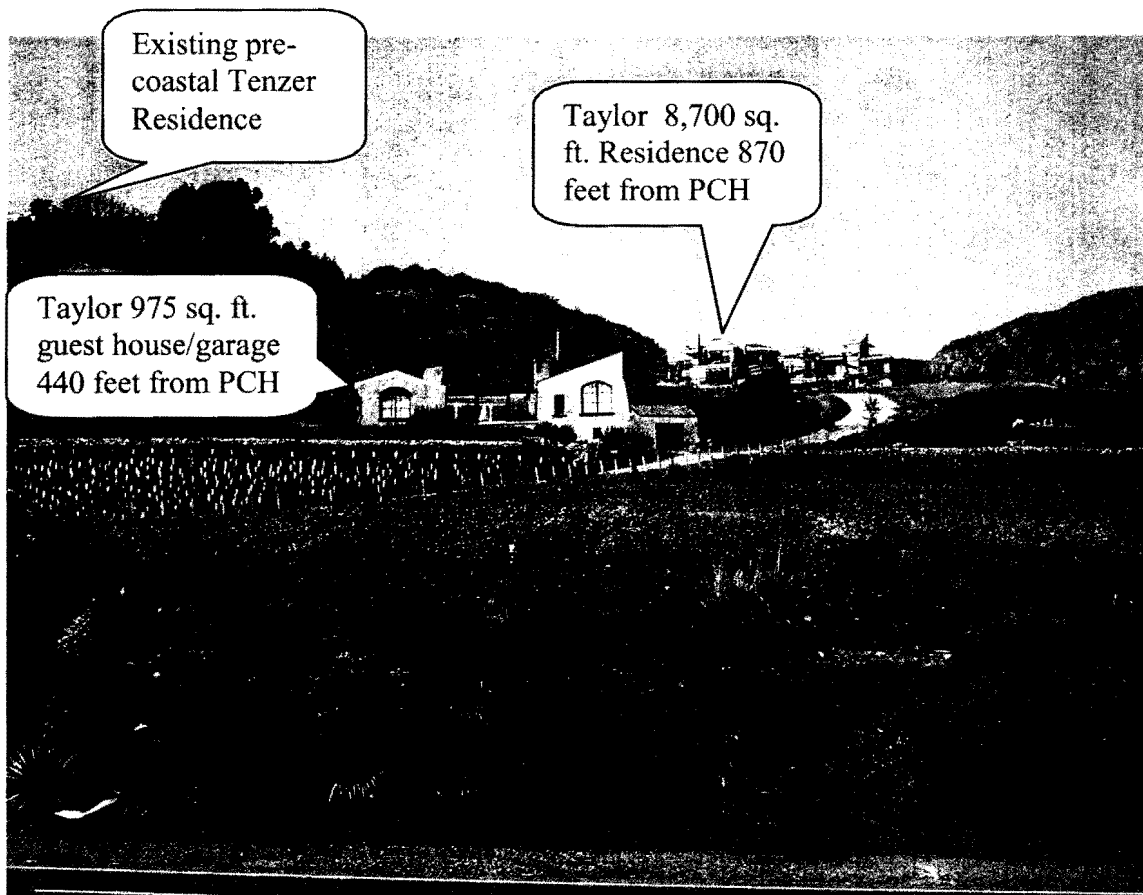


EXHIBIT 42

Application No. 4-01-117

Knapp

Short Range View from Pacific Coast Highway shoulder, Parcel 7, Coastal Permit No. 4-98-084, Mr. and Mrs. Clive Taylor, two story, 28 feet high, (plans range from 24 – 29 feet high) 7,708 sq. ft. residence, attached 992 sq. ft. garage, driveway (extended from existing common driveway), pool, tennis court, landscaping, entry gate, detached 15 – 23 feet high, 750 sq. ft. guest house and 225 sq. ft. garage, 10,000 gal water tank, pumps and irrigation system, grade 943 cubic yards of cut, 13 cubic yards fill, export 930 cubic yards. Coastal Permit Amendment No. 4-98-084-A-1, Taylor, modified landscape plan for three acre vineyard and four acre herb growing area managed in accordance with California Certified Organic Farms, Inc. Certification Handbook.

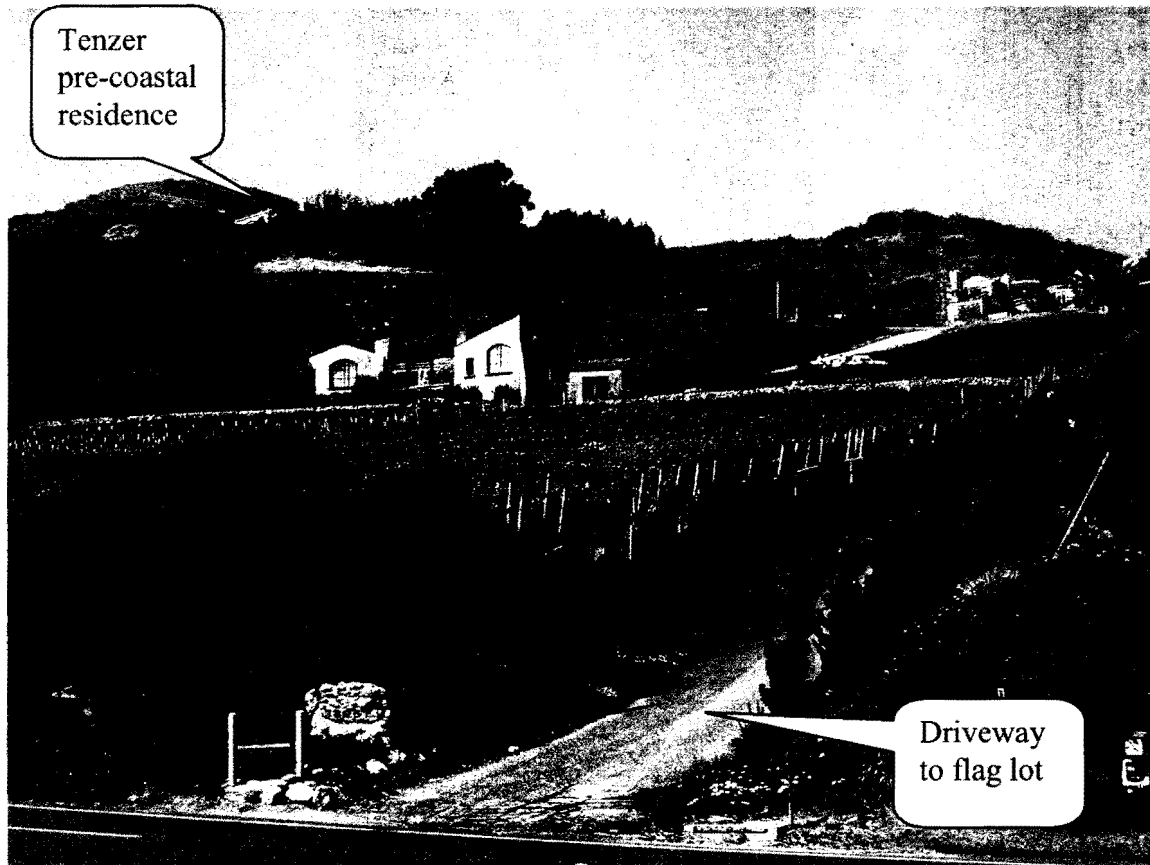


EXHIBIT 43

Application No. 4-01-117

Knapp

Short Range View from Pacific Coast Highway shoulder of Driveway to one acre flag lot (APN 4473-027-003, Exhibit 2) east of Parcel 7, Taylor, View of Taylor Residence and Guest House and to west Tenzer pre-coastal Residence on top of knoll.

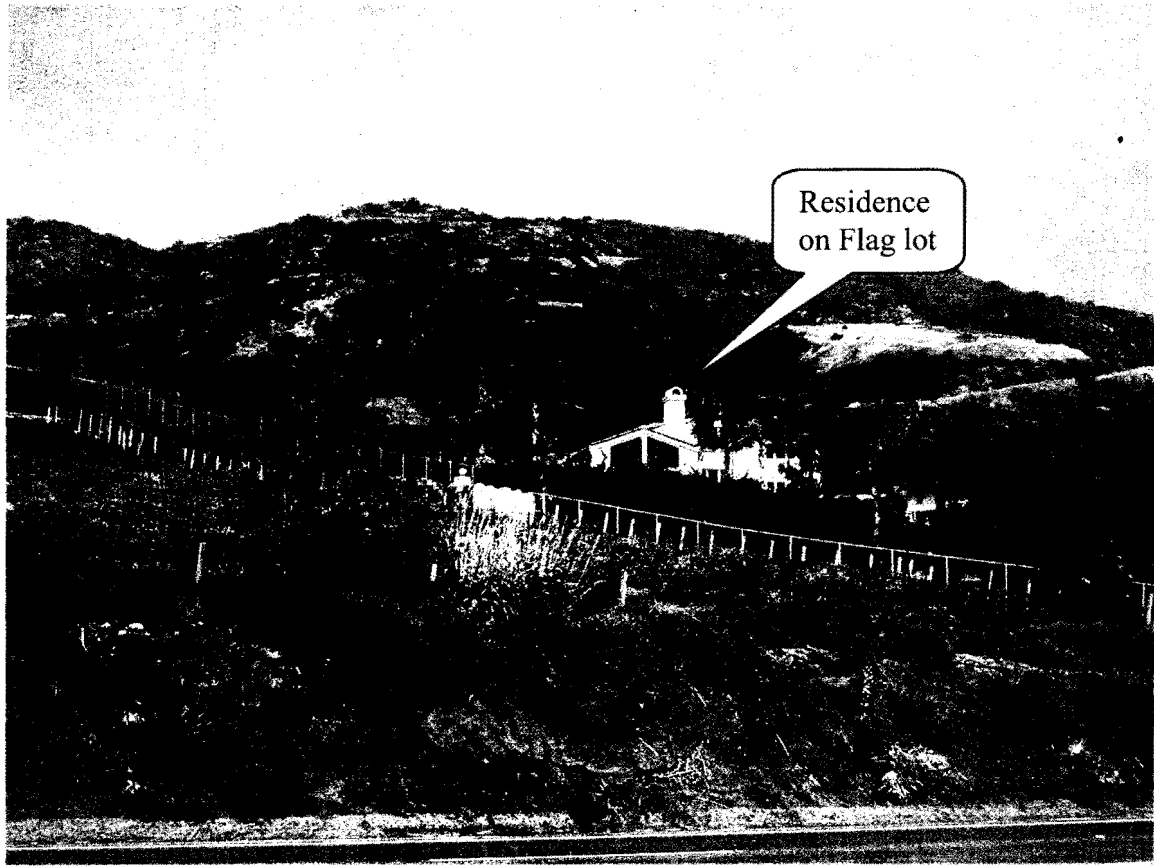


EXHIBIT 44

Application No. 4-01-117

Knapp

Short Range View from Pacific Coast Highway shoulder to east of residence located on one acre flag lot (APN 4473-027-003, Exhibit 2) east of Parcel 7, Taylor.

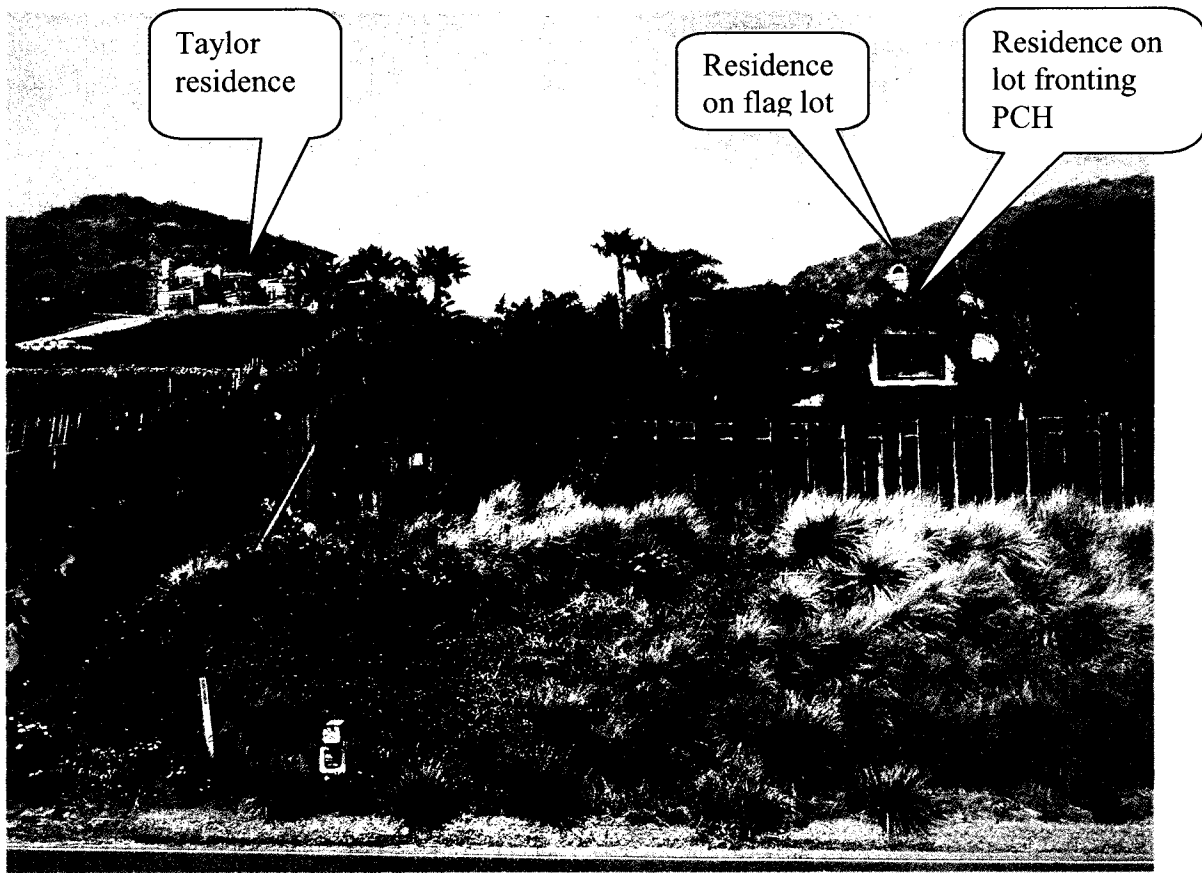


EXHIBIT 45

Application No. 4-01-117

Knapp

Short Range View from Pacific Coast Highway shoulder to residence located on one acre lot fronting on Pacific Coast Highway (APN 4473-027-002, Exhibit 2) and residence located on flag lot behind (APN 4473-027-003, Exhibit 2) both lots are east of Parcel 7, Taylor residence.

Roof Ridge Peak
21.5 ft high on west
elevation



EXHIBIT 46

Application No. 4-01-117

Knapp

Proposed building site for residence. Vehicle located in area proposed for living room with roof ridge enclosing cathedral or high beam ceiling, roof gables and windows. Photo taken at eye level along top of roof ridge; note Long Range View of Leo Carrillo State Beach Park and Pacific Coast Highway from same vicinity as photo taken in Exhibit 30. West elevation at 21.5 feet high will be visible from these public locations.



EXHIBIT 47

**Application No. 4-01-117
Knapp**

Terrace area on knoll top landward of applicant's proposed residence where agricultural use is proposed. Note rear of Tenzer residence on left side of photo.

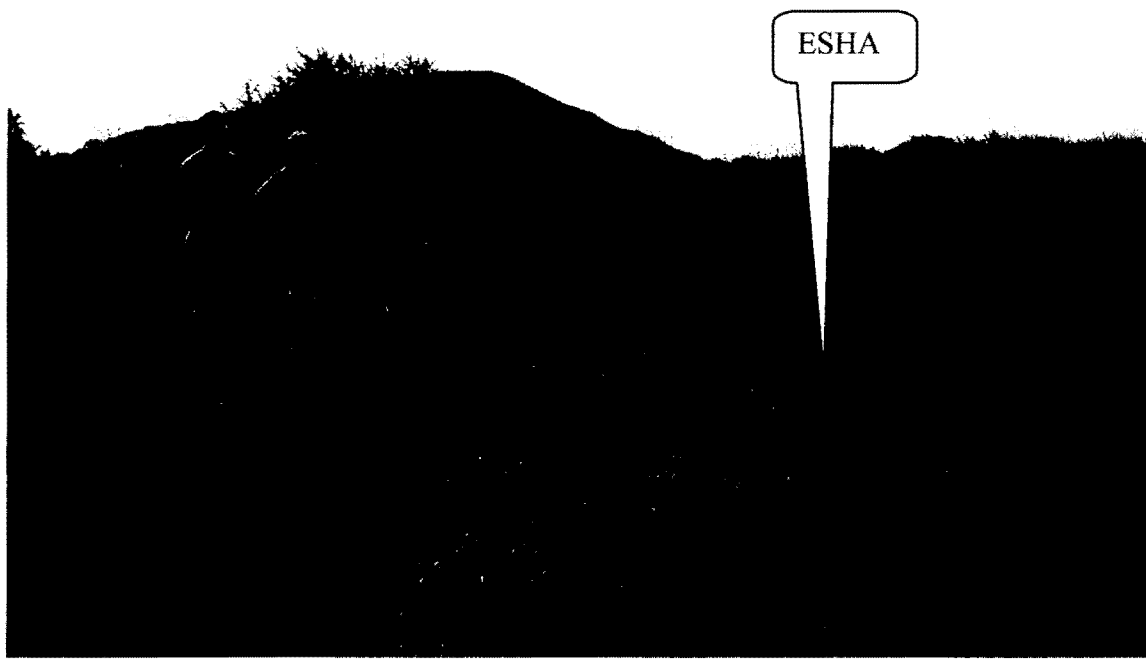


EXHIBIT 48

**Application No. 4-01-117
Knapp**

Terrace area on knoll top landward of applicant's proposed residence where 4.6 acres of agricultural use is proposed. About one acre in background includes annual exotic grasses. About 3.6 acres in foreground is coastal sage scrub and determined to be ESHA by staff ecologist outstanding in the field.

